THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
July 17, 2024

8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

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WORK SESSION 6:00 pm

1. CALL TO ORDER

2. DISCUSSION TOPICS

a. Presentation of Citywide Survey Results – 2024
b. 2024 Transportation Master Plan Update
c. Discussion regarding the Active Transportation Master Plan as it relates to Arterials and Collectors.
d. Discussion concerning Senior Housing overlay zoning and other overlay zoning amendment procedures.
e. Discussion of policy related to West Jordan City Code Title 14 Subdivision Regulations and Title 15 Permit Processing regarding changes to the Subdivision Development Review Process to comply with House Bill 476
f. Discussion regarding August meeting schedule

3. ADJOURN

UPCOMING CITY COUNCIL MEETINGS

- Wednesday, July 31, 2024 – Regular City Council Meeting – 6:00p

- Wednesday, August 14, 2024 – Regular City Council Meeting – 6:00p
- Wednesday, August 21, 2024 – Committee of the Whole Meeting – 6:00p
- Wednesday, August 28, 2024 – Regular City Council Meeting – 6:00p

Interested parties may contact the Council PRIOR to the meeting in one of the following ways: *(your comment will not be part of the meeting but will be provided to all members of the entire City Council)*

- *Call the 24-hour Public Comment Line PRIOR to the meeting and leave a message:* ***(801) 569-5052****. Please include your name and phone number.*
- *Send an email to* ***councilcomments@westjordan.utah.gov****. Please include your name and phone number.*

You can follow the City Council on Facebook @WestJordanCityCouncil

In accordance with the Americans with Disabilities Act, the City of West Jordan will make reasonable accommodations for participation in the meeting. Request for assistance can be made by contacting the West Jordan City Council Office at 801-569-5017, providing at least three working days' advance notice of the meeting.

ELECTRONIC PARTICIPATION
One or more council members may participate electronically in this meeting using online video conferencing technology per Utah Code (§52-4-207) and West Jordan City Code 1-13-1-E. Participation will be broadcast and amplified so all persons present in the meeting will be able to hear or see the communication.

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CERTIFICATE OF POSTING
I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website https://www.utah.gov/pmn/, on West Jordan City's website https://westjordan.primegov.com/public/portal, and notification was sent to the Salt Lake Tribune, Deseret News, and West Jordan Journal.

Please note: *agenda items are subject to change and may be reordered or tabled in order to accommodate the needs of the City Council, staff, and the public.*

Posted and dated July 12, 2024 Cindy M. Quick, MMC, Council Office Clerk

REQUEST FOR COUNCIL ACTION

Action: Provide information to Council

Presenter: Warren Hallmark

Applicant: Y2 Analytics

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 30 Minutes

Meeting Date Requested : 07/17/2024

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Presentation of Citywide Survey Results – 2024

2. **EXECUTIVE SUMMARY**
   Members of Y2 Analytics will be presenting aggregate results from the 2024 citywide survey to the Council.

3. **TIME SENSITIVITY / URGENCY**
   The presentation and analysis of the 2024 results is not urgent, however, looking to get upcoming (FY25) survey results sooner in the calendar year (prior to budgeting, for example) could be a point of discussion.

4. **FISCAL NOTE**
   With an initial survey as part of the FY23 budget cycle, $25,000 was appropriated during the FY24 budget process for an additional survey (Page 112, line 31 of FY24 Budget).

5. **PLANNING COMMISSION RECOMMENDATION**
   N/A

6. **STAFF ANALYSIS**
   Considering the results from the 2023 survey, council staff requested feedback from councilmembers and the Mayor's office alike, prior to executing the 2024 survey process. From the 2023 to 2024 survey, most of the questions were unchanged, and it was again expected that survey results could help show improvements or deficiencies in city services.

   1,527 West Jordan City residents were sampled from a city utilities list and supplemented with both voter file and USPS contacts. The survey ran from May 9 through June 3, 2024, with invitations to participate were sent via email and text message, with the survey itself being online only. Data were weighted to reflect the demographics of registered voters in West Jordan City, specifically due to age, gender, home ownership, race, and city council district.

   Participation increased 64% from 2023 (928 participants in 2023, 1,527 in 2024).

7. **MOTION RECOMMENDED**

Furthering council's desire to hear from residents, it is recommended that Council continue to invest in surveying residents. Many residents are not active politically, and focused surveys delivered to phones or computers are an effective way to gather additional input from West Jordan residents.

8. MAYOR RECOMMENDATION

N/A

9. PACKET ATTACHMENT(S)

2024 Survey Results

10. OTHER INFORMATION

WEST JORDAN CITY
2024 RESIDENT SURVEY

TOPLINE REPORT

METHODOLOGY DETAILS

n = 1,527
Online interviews fielded May 9-June 3, 2024
Margin of error +- 2.5

For this survey, 1,527 West Jordan City residents were sampled from a city utilities list and supplemented with both voter file and USPS contacts. Survey invitations were sent via email and text message. Survey interviews were completed online. The data were weighted to reflect the demographics of registered voters in West Jordan City, specifically in regard to age, gender, home ownership, race, and city council district.

CONTACT

For more information, please contact Kyrene Gibb or Quin Monson at:

Kyrene Gibb, kyrene@y2analytics.com
Quin Monson, quin@y2analytics.com

Y² Analytics
250 E 200 S Suite 1120
Salt Lake City, Utah 84111
801-406-7877

Thank you for responding to our survey about community priorities in West Jordan. Your time and opinions are greatly valued. Please note that your participation is voluntary and that all your answers will remain strictly confidential.

The survey takes most people less than 15 minutes to complete. You may complete it more quickly depending on your survey answers and the speed of your internet connection. If you exit the survey before completion, you will be able to resume it at a later time.

To begin the survey, click on the forward arrow button below. During the survey you can use the navigation button on the bottom of the screen to advance questions. If during the survey you do not see the button, scroll down until you see it.

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s_qualify. Do you live in West Jordan? (n=1527)

Yes	100%
No	*

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s_direction. Overall, would you say the City of West Jordan is headed in the right or the wrong direction? (n=1518)

Right direction	41%
Wrong direction	14
Don't know/unsure	45

DISPLAYED IF S_DIRECTION = RIGHT DIRECTION

oe_right_why. Why would you say West Jordan is headed in the right direction? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

DISPLAYED IF S_DIRECTION = WRONG DIRECTION

oe_wrong_why. Why would you say West Jordan is headed in the wrong direction? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

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n_overall_1. All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in West Jordan? (n=1386)

	Average
Quality of life in West Jordan	75.53

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s_5yrrate. How would you rate the City of West Jordan today compared to five years ago? Would you say it is… (n=1384)

Much better	7%
Somewhat better	27
About the same	34
Somewhat worse	15
Much worse	4
Don't know, I haven't been here that long	12

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oe_likemost. What do you like most about living in West Jordan? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

oe_topissue. In your opinion, what is the most important issue facing West Jordan in the next 3-5 years? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

s_cs. To what extent do you agree or disagree with the following statements about West Jordan?

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
Overall, I feel safe living in West Jordan. (n = 1263)	27%	50	10	10	3
West Jordan is a great place to raise a family. (n = 1265)	32%	45	16	4	3
West Jordan provides all the services I think it should provide. (n = 1263)	22%	45	17	12	5
West Jordan has all the kinds of retail I want it to have. (n = 1264)	26%	39	12	16	7
Overall, I think West Jordan does a good job managing city services. (n = 1264)	22%	45	17	12	5
West Jordan is growing and developing in a positive way. (n = 1263)	15%	41	19	17	8
West Jordan has enough parks, open spaces, and recreation areas to meet my needs. (n = 1262)	31%	34	13	15	7
There are job opportunities in West Jordan for people like me. (n = 1261)	9%	24	43	15	9
I feel a sense of community with other West Jordan residents. (n = 1264)	13%	39	28	13	6

n_services_1. West Jordan provides several services to its residents. Please rate each of the following services using a 0 to 100 scale with 0 meaning you are completely dissatisfied and 100 meaning you are completely satisfied. If you are unfamiliar with a service, select Not applicable.

	Average
Fire and emergency medical services (n = 1046)	82
Garbage collection/Recycling (n = 1217)	78.4
Culinary (drinking) water (n = 1146)	75.8
Police services (n = 1106)	74
City parks and open spaces (n = 1201)	73
Stormwater (n = 935)	71.5
Animal control services (n = 870)	69.6
Community events (n = 1050)	68.3
Street lighting (n = 1201)	67.9
Snow removal services (n = 1198)	66.7
Trails (n = 937)	62.1
Sidewalk maintenance (n = 1117)	61.3
Surface maintenance on City streets and roads (excluding highways and interstates maintained by UDOT) (n = 1214)	59.5
Planning, zoning, and building services (n = 846)	56.3
Code enforcement (n = 902)	56

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oe_add_service. Are there any city services you feel are missing from West Jordan? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

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s_news1. From which source do you currently receive most of your information about the City of West Jordan? (n=1190)

Email from the city	38%
Social media (i.e., Twitter, Facebook, etc)	15
Notices, flyers, or other advertising around the City	14
City website	9
Word of mouth (i.e., talking to neighbors)	9
Newspaper	6
Utility bill insert	5
Attending or watching City Council meetings	<1
Other, please specify:	4

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s_news2. From which source would you prefer to receive most of your information about the City of West Jordan? (n=1189)

Email from the city	56%
City website	11
Social media (i.e. Twitter, Facebook, etc)	11
Notices, flyers, or other advertising around the City	10
Newspaper	4
Utility bill insert	4
Word of mouth (i.e. talking to neighbors)	1
Attending or watching City Council meetings	1
Contacting the City directly	<1
Other, please specify:	2

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s_complaint1. During the past year have you contacted the City to seek service, information, or to provide feedback? (n=1197)

Yes	37%
No	63

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s_complaint2. How did you contact the City to seek service, seek information, or to provide feedback? Select all that apply. (n=443)

Phone	54%
City website	29
Email	24
In person at an office	11
Message over social media	6
Other, please specify:	6

---

s_response1. How satisfied were you by the professionalism and courtesy of the City employee who responded to you? (n=482)

Very satisfied	41%
Somewhat satisfied	24
Neither satisfied nor dissatisfied	13
Somewhat dissatisfied	11
Very dissatisfied	10

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oe_response2 If you have any comments you would like to briefly share about your experience with any West Jordan office in the past year, please enter them here. In your comments, please provide as much specific information as possible (i.e., the department or office you contacted, etc.)
(OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

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s_tradeoff_cem. Would you support or oppose the continued use of tax dollars to provide cemetery services at new future locations once the West Jordan Cemetery reaches capacity? (n=1190)

Strongly support	14%
Somewhat support	25
Neither support nor oppose	36
Somewhat oppose	10
Strongly oppose	15

And now just a few more questions that will help us categorize responses.

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s_sex. Which of the following best describes how you think of yourself? (n=1179)

Male	51%
Female	47
In another way, please specify if you wish:	2

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n_yearborn. Please enter the year you were born: (n=1133, RECODED INTO AGE RANGES)

18-34	26%
35-44	26
45-54	16
55-64	16
65+	16

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s_timelived. How long have you lived in West Jordan? (n=1190)

Less than 3 years	11%
3-5 years	18
6-10 years	17
11-20 years	24
21 or more years	31

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s_projection. How long do you plan to stay in West Jordan? (n=1175)

Less than 3 years	5%
3-5 years	15
6-10 years	22
11-20 years	21
21 or more years	37

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s_ownrent. Which of the following best describes where you are currently living? (n=1185)

Own or buying my own home	85%
Rent my home or apartment	11
Live with parents	2
Other	2

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s_hometype. Which of the following housing types best describes where you are currently living? (n=1185)

Single-family home	85%
Townhome, duplex, or twin home	7
Apartment or condominium	7
Accessory Dwelling Unit (for example, basement apt, mother-in-law suite, attic apt, tiny home on existing lot, etc.)	1
Other, please specify:	1

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s_edofr. What is the last year of school you completed? (n=1169)

Some high school or less	1%
High school graduate	13
Some college	25
College graduate	41
Post graduate degree (e.g. MA, MBA, LLD, PhD)	17
Vocational school or technical school	5

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s_employ. What is your employment status? (n=1181)

Self-employed	10%
Employed by someone else	68
Unemployed	2
Homemaker	5
Retired	15
Student	<1

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n_household. How many people (including yourself) live in your household, either related or unrelated? (n=1150)

	Average
How many people (including yourself) live in your household, either related or unrelated?	3.5

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s_children. Do you have a child(ren) in your household? (n=1159)

Yes	57%
No	43

s_marriage. Are you currently… (n=1163)

Married	74%
Divorced	7
Widowed	4
Living with partner	5
Single	10

s_race_. Are you: (n=1145)

American Indian / Native American	<1%
Asian	4
Black / African American	1
Hispanic / Latino	11
White / Caucasian	78
Pacific Islander	2
Other, please specify:	4

s_income. What do you expect your 2024 family income to be? (n=1105)

Under $25,000	2%
$25,000 - 39,999	5
$40,000 - 49,999	4
$50,000 - 74,999	15
$75,000 - 99,999	17
$100,000 - 124,999	17
$125,000 - 149,999	16
$150,000 - 199,999	12
$200,000 or more	12

oe_comments. Thank you for completing the survey. If you have any comments about the topics in this survey or West Jordan in general, please enter them here below. Otherwise, click the forward arrow button at the bottom of the screen to submit your response.
(OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

APPENDIX

oe_right_why. Why would you say West Jordan is headed in the right direction? (n=455)

.
.
A good Place to live.Feel safe and Comfortable.
A good blend of homes, businesses
A lot of reasons we are headed the right way but generally speaking all the points that matter are being handled ver well. Community care, road maint., and many others.
A sense of community that continues to grow and not outgrow (at least yet).
Actually having a town plan for growth and budget.
Adding amenities such as an Arts Center and a west-side recreational facility.
Adding new development
Adding over passes to deal with the traffic.
Adujusting for larger populations and routine maintenence performed
Affordable housing and recreational opportunities
Affordable housing, decent schools, not insane tax rates. Streets are pretty decent compared to other local cities.
Affordable housing, safe neighborhoods, quality businesses
Allows citizens to give their input. Planning for future growth.
Alowing more businesses farther west.
Always making better improvement
Appears to be well managed.
Appropriate developments and improvements
Arts performance center, growth of businesses on the west side, etc
As far as infrastructure goes I think its headed in the right direction because I myself work [REDACTED] in West Jordan
BECAUSE ROAD FIXING AND WE NEED NEW MALL AROUND 7800 SOUTH AND 6400 WEST
Balanced growth
Because I have seen improvements in the streets and new establishments and businesses appearing in the area, which makes West Jordan continue to grow.
Because I still like living here
Because has the authorities that people chosed
Because is on top of things
Because my family is excited to come home after a long day.
Because the last election was getting new idea in the building getting the old one out. New
Because when I read about what the candidates for Mayor and City council said, I liked what they said. I also feel safe here and the public services such as roads and parks seem to be well maintained.
Best Mayor in decades
Better than a lot of cities in Utah. Although I would rather see more starter homes being built than the amount of high density rentals that are being built. Those will not allow individuals the ability to grow and prosper, but will only keep the majority held down.
Bike trails
Blocked a ploy to add more high density and ultra high density housing in an area that could not begin to handle the infra structure needed for the project, putting the needs of the city above pure money is refreshing
Bring more commercial into the city and on the West Side
Bringing businesses to far west, West Jordan. I do wish it was faster

Budget and transportation
Building additional green space, rec centers, etc. Police department is qualified and friendly and seems sufficient.
Building and environment
Business growth to keep up with population growth is good
Business growth, street improvements
Businesses seem to like operating in the city and community spaces and parks are well taken care of. Civil projects are chosen carfully amd will help residents move ablut the ciry better
City Services
City appears to be addressing current and future needs appropriately to the best of their ability.
City council seems to be getting along better these days!
City feels safe; lots of services; lots of new business
City improvement and all the new construction
City improvement, traffic light coordination during rush ours, email notifications for WJ events,
City is functioning, utilities working, streets are policed.
City is growing a good pace.
City offers great public works services (including animal services), lots of shopping and dining options, connection to public transportation, and some fun events.
City utilities are far
Clean and nice
Clean and posivite town. Wish the schools were a little better though.
Clean, decent roads, feels safe, nice community areas
Clean, fair pricing on utilities
Clear initiatives and Technology driven
Commerical growth has increased, crime is low, city government is solid.
Communicating with reesidents
Communication and transparency of the local government.
Communication seems to be open, issues are discussed and open meetings held to take in input from the citizens
Community activities, city looking nice
Community develipment, police presence and safety, infrastructure all seem to be improving
Community engagement
Community feels safe and is growing.
Community growth and development, decent street surfaces, good law enforcement
Community spirit
Compared to other cities we seem to be doing good.
Conservative spending, not trying to grow too fast. Need for better control on high density housing.
Construction can be inconvenient, but I appreciate the addition of traffic lanes, bike lanes, and sidewalks.
Controlled growth, don't agree with everything government does, but a good place to live.
Coty is growing with new businesses coming in.
Counties commitment to city services including parks and public safety
Crime is fairly low.
Development
Development of alternative transportation methods like bike paths and expanding light rail. Focusing on walkable green areas and parks. Partnering with commercial entities to attract them to the city
Development so far so good for now.
Diverse populations, community events, different housing options
Dont hear about crime, feel safe walking the neighborhood. New business in the area a feeling of wellbeing.

Events for more socializing
Everything such as safety issue, and police response quickly.
Expanding businesses and development
Expanding more retail options to the west side and improving the area past mountain view
Expanding roads to help way traffic
Expanding when and where feasible
Expansion of many of our main roads to ease the traffic congestion.
Feels stable, fiscally responsible.
Finally improving on some infrastructure and bringing more Internet competition to the city.
Finance and focus on safety
Finding compromise in decisions for people and businesses alike.
Finishing some road projects. Adding more restaurants. Adding temple.
Fixing roads, community events, police presence
Focus on availability of housing and increased access to businesses.
Focus on improving roads, upkeep of great public parks (love the disc golf courses), and bringing in businesses to support growth
Focus on safety, infrastructure, commercial development to support necessary tax base
For the new construction
Forward looking and thinking
Forward looking to deal with future and not just current problems
Fun city activities, road repair
Future planning appears appropriate, budgets good, management effective
General feeling
Getting more business growth
Getting more commercial development
Getting roads and sidewalks fixed, putting in Google fiber and fun community activities.
Getting stores.
Good Growth and staying within a budget. NOT in debt
Good Police Force, Lots of Growth
Good balance between taxes and services
Good business growth; conscientious efforts on infrastructure; Google fiber; Public Works workers are visible.
Good citu management
Good city owned facilities, good progress on construction, taxes not excessive
Good community involvement, inclusive construction projects to try to unite the far ends of the city
Good governance, good public services
Good growth. Appears to have a good balance of businesses
Good leadership
Good leadership and roads are getting fixed!
Good leadership.
Good people in the City administration that care about the City of West Jordan!
Good police and fire departments
Good progress, good mayor
Good road planning
Google fiber, temple, etc.
Government seems to be looking at what's good for the people
Great
Great Street Department, clean and safer than other Citys

Great communication with residents. Good City services etc. We are an independent city and I love that.
Great community news letter email with feasible plans for the future. I am excited that West Jordan Community and Arts Center is coming in town.
Great law enforcement, seems like its safe area to live.lots of restaurant's and activities
Great place to live
Great place to live and tons of growth
Great place to live for family living
Great place to raise a family and retire
Great place. City takes care of the roads etc
Growing
Growing
Growing
Growing steadily
Growth
Growth is evident
Growth isn’t too fast
Growth keeping up with business
Growth of new businesses and continued advances
Growth seems healthy and living in West Jordan is overall pleasant
Growth, business growth, proper police and fire for response,
Growth, nice neighborhoods
Have had positive actions with city issues
Have no major issues
Health comes with clean environment. Healthy community makes happy and active society. We appreciate that West Jordan going forward the best way.
Housing and business. I do worry abouy the infrastructure regardung the roads and schools
Housing and retail are growing.
I am mostly happy living here
I am unaware of any major problems with managing the city and it's facilities.
I believe we have a good mayor and I agree with his direction.
I can see the rapid growth
I can't complain about utilities and I think that crime is going down
I don't have any issues with the city.
I don’t see any major problems coming up.
I don’t think it’s headed in the wrong direction
I enjoy living here.
I feel safe here
I feel safe walking around at night as long as I stay vigilant
I feel there is work being done to improve West Jordan
I have been happy with the email updates concerning community events and policies.
I have lived here for 14 years and have no issues with services, education, lifestyle.
I have seen a great effort toward making WJ updated for the new young families.
I have seen effort in having public places for family / residents to use and enjoy
I haven't heard anything negative.
I haven’t heard as many complaints as WVC or kearns
I like West Jordan city.and I live hare.

I like all the events and activities that our city puts on. I'm hoping for an opening soon from the Arts Center.
I like the city and I think the mayor is doing a good job
I like the fact that we have access to mountain view corridor and to supermarkets, and restaurants and entertainment and close to schools and health care.
I like the improvements
I like the improvements to the infrastructure, and new businesses on the west side of the city
I like the infrastructure improvements
I like the parks, and libraries, and places for kids. I see programs and things going for the young.
I like the planning and balance between spending money and convenience
I like we are adding new businesses, upgrading our roads, community events
I like where I live. I enjoy there not being a ton of public transit and transients in my area [REDACTED]. I hate the construction; however, I am looking forward to the improvements it will provide our area.
I live [REDACTED]. While we still need better East/West roads, I'm happy to see the 8600 Bridge and widening of 7800 between Mtn View and Bacchus Hwy
I live the business growth and residential growth
I live there is a quiet city
I love all the awesome businesses that are coming in!
I love it here
I love living in West Jordan, because: I feel safe in my neighborhood, I have many wonderful immediate neighbors who I consider to my dear friends,I lived in West Jordan [REDACTED], our City Council has done a wonderful job of keeping our property taxes low.
I love the library West Jordan Park, and Jordan Landing.
I see frequent road maintenance, the parks are taken care of, I hear about new amenities being built, I read about new companies coming to our town.
I see growth, but it's not extreme. There are a lot of other communities in Salt Lake and Utah valleys that have massive growth, and the infrasturcture can't handle it.
I see improvements, although I really wish Cougar lane could be completely redone. That intersection at 6200 South and 4800 West is ridiculous. Crap roads and confusing at times because you can't see most directions. FIX THIS
I see more growth in businesses and improvements, such as roads.
I see progress in keeping up with the growth. Although infrastructure always seems to lag, it’s obviously being worked on.
I see upgrading of the infrastructure. I hope to see additions to alleviate traffic going through 7000, 7800, 9000 corridors which will get worse as growth goes more west
I think West Jordan continues to establish a save and enjoyable community for it's residents.
I think West Jordan is a great place to live! Good community
I think our WJ officials for the most part are conservative and try to keep our city safe. I do not feel that the woman who writes for the WJ paper shares the views of the majority of us
I think the city is doing a great job with infrastructure considering all the new growth happening.
IS IMPROVING ON THE ROAD
Implementing wider road ways, bridges and housing for the west side of the valley
Improvements are being made around the city to make things more pleasing to look at as well as easier to get from point a to point b.
Improvements being made all around the city in terms of infrastructure and safety.
Improving road congestion. Adding an arts center. Focus on community
Improving way of life
In what aspect r u refering to
Infrastructure changes have been helpful for a growing city
Infrastructure expansion, added bike lanes and businesses
Infrastructure is being updated

Infrastructure seems to be getting repaired
It could be better with rising utilities but I think it's overall cared for.
It feels safe
It feels safe, clean, and taxes provide what we need without being raised all the time.
It has not yet been overrun by right-wing fanatics.
It is a clean city, well taken care of by the police and mayor.
It is a nice city to live in.
It is growing and developing
It seems as though the political infighting of a few years ago has now been resolved.
It seems from afar changes are thoughtful and made without a knee jerk reaction. Take [REDACTED] changes. I've liked here [REDACTED] and its impressive that as a resident with the project I feel very well informed. From signage, and exceptional having a respresentative come door to door with information that affect my access to streets within project areas. I appreciate no overabundance of large apartment complexes.
It seems like a lot of resources are made available to us. I'm can only speak for the part of West Jordan that I live in but it seems safe and quiet where I'm at and neighborhood is always helpful
It seems like a safe place to live and shop and the city is keeping up with maintenance
It seems like the city proactively addresses infrastructure, safety and road updates
It seems like the most important issues that face our city are being addressed.
It seems like there have been a lot of improvements in the works and the old KMart is finally being remodeled and used.
It seems the city is always improving from where it used to be
It seems to be constantly adapting and making changes
It seems to be doing the right things
It's a nice place to live with good access and regular improvements on roads and other government run entities.
It's seeing a lot of expansion. I like the city parks and our neighborhood
It's a clean city
It's a great city to live in
It's becoming more and more family friendly we love it. Rent is a bit high for West Jordan but still happy
It's been a stable city
It's clean and I love that it has parks and beautiful trees . People are nice to each other
It's growing and expanding. More restaurants and stores.
It's growing its park and business. Maybe another library.
It's improvement, the cleanliness, having public transportation of any kinds and peacefulness.
I'm please with how West Jordan City is run. I work for State government and overall am pleased with what happens in West Jordan by the employees
I've lived in WJ for over 25 years and there has bee A ton of improvements. It's a great place
Jordan landing has improved so much, so many be stores and restaurants
Keeping a good balance of residential and commercial properties.
Keeping up on infrastructure. And roads kept up
Keeping up with growth
Keeping up with the growth
Libraries, parks, arts, encouraging community with events
Life is better here than it was ten years ago
Like community activities
Limited response selection on the prior question. WJ is going in the right direction in some ways and not in others. The political drive is all about the money which over rides the residents concerts most of the time. Policies and plans change based on developers desires rather than citizens concerns.

Lot of growth
Lots of community involvement. Construction to widen roads is helping.
Lots of development and improvements happening
Lots of development and very responsive police department
Lots of diversity. Great food. Decent city services.
Lots of good growth
Lots to do,
Love seeing more parks and community space and events. Free dumpster and shred days, building community is important to me. Trails are also important.
Love the new bridge leading to Copper Hills. Love all of the new growth on 5600 West. We wish a rec center would be built by Ron Wood, as planned.
Low crime rate with lots of growth
Low crime rates, streets are clean
Low crime. Good services
Maintain budget within city population.
Maintaining nice community
Making changes for fast paced city growth.
Making changes for the better
Making sure we hav3 a good water supply
Mayor is doing a good job. Many community activities and events to reach a wide variety of residents. From what we've seen our area seems relatively free of extensive criminal activities.
Mayor is involved in the community. Efforts being made to help families and local businesses.
More business development in the far west part of West Jordan, roads widened
More businesses, tree lined streets in new streets
More development that includes parks and green space rather than just homes
More focus on maintaining spaces for kids i.e. parks
More investment in affordable housing and remodeling of City Hall, plus communication with residence on important issues that affect them.
More restaurants and retail
More stores are coming,
Mostly headed that way but still needs improvement.
N/A
New business, community activities, more housing
New business, road construction, new parks
New businesses and homes spreading further West and road projects being accomplished
New businesses coming in to area
New constructions around
New development
New growth
New parks and continued development with homes and stores.
New stores and businesses are coming into the area.. New homes and apartments allow for population growth. Infra structure seems to be well taken care of.
Nice parks, schools and other public facilities. Roads in good repair
Nice place to live
Not a lot of changes like another cities like Herriman and other with lots of apartments stores restaurants
Not allowing many apartments to be built. Don't BUILD anymore apartments

Not sure
Not sure, but things are nice here
Observe road construction going in east west direction which helps commute and the flow of the community.
One of the things I am impressed with is how well West Jordan communicates with its citizens. We are informed!
Our city is clean and mostly feel safe
Our city is clean, safe, responsive to issues, plans community events, roads are plowed quickly in the winter, assortment of housing projects, parks are kept up,
Our city looks great from the surrounding towns no garbage not much graffiti and people are still trying to Keep their areas clean
Our community is a safe place to live. Businesses are being welcomed to West Jordan which helps with our taxes. We have an awesome mayor who personally sees to the residents of the city. We have some wonderful community opportunities. As we continue to expand westward, our infrastructure is improving to help manage traffic and commutes. I love the open spaces and parks in our city.
Our taxes are reasonable, our services meet my needs, and our city officials are not in the news for stupid stuff. That's a successful city.
Overall, West Jordan is a great place to live, and offers a variety of communities and amenities.
Overall, the city is doing a good job of managing growth and other issues
Overall- I like the changes and growth I see
Peaceful, kind people, low violence, well kept
People are safe, I don't see crazy over spending, but I'm not the most informed either
Planned communities with open spaces
Planned improvements
Plans in place for growth
Police and security. Roads are getting better.
Police protection good, street mainteance good
Population is increasing as well as businesses. Roads are being fixed/changed to accomodate this.
Por todo lo que están construyendo
Priority on safety, streets and infrastructure
Pro-activity to involve citizens
Problems with streets, access and other problems have been resolved or are in the process of being resolved.
Progress is progress
Projections for growth and infrastructure are positive and appear to be fiscally responsible
Public space, espcially parks are well maintained. Glass recycling programs are great for our future environment.
Public works and infrastructure are improving all the time. New businesses are growing rapidly as is housing. Plenty of access to rec centers, parks and other recreation.
Public works and public recreation areas are well kept.
Quality of life
Quality of life is being maintained despite all of the growth
Replacing lanes with overpasses and other infrastructure projects
Resent bridge repairs
Residential and business growth with planning
Right mix of business and housing
Road expansion, well kept public places
Road improvement, more park improvements
Road improvements, business development both seem to be awesome.
Road improvements, park improvements, lots of community activities
Roads
Roads
Roads are getting better

Safe community, with lots of recreation opportunities.
Safety, more community activities, cleaner parks and streets
Seeing more diversity
Seems like they are doing a right work with our budget.
Seems like we are finally starting to attract development and be business friendly.
Seems organized, and growing
Seems to be doing well
Seems to be improving
Seems to be sound financially, good leadership, concern for citizens.
Seems to still have the small town feel but with everything we need. Good shopping, restaurants and lots of parks. Taxes aren't too out of control (yet) like neighboring South Jordan.
Services are great and new things are being added occasionaly
Services available and leadership of the mayor.
Services seem adequate. Growth seems moderate. Taxes do not seem too high.
Services work really well, local government is making quality upgrades to the city, and things are generally in a good state
Signs of progress
So far it is a lot better than west valley and Millcreek. I haven't had any issues with graffiti or break ins.
Starting to see mid/higher density housing, esp near transit, with additional commercial support (not having to go to South Jordan to shop).
Streets are being maintained. Actually have snow removal in our neighborhood. Like the direction the city is moving - last election first time in 40 years That I've voted for the incumbent mayor.
Stuff gets fixed ie the potholes on redwood near the city building.
Su ubicación geográfica, cercanía vías rápidas, topografía , cercanía besé montaña.
The City takes care of the City's Utilities and Many other Things.
The Mayor Mr. Burton I would say is very dynamic tthe way he run the City of West Jordan and I'm syre in the many years to come.
The Public works gets things done. Building expansion is just right-not too much at once.
The WJ officials seem to be making improvements for the residents and are budget conscious. The is also an awareness of resident's diversity in politics, religion, race, gender, etc.
The available programs are things we use and are helpful.
The city has been always completed all its plans.
The city is being developed
The city is clean and secure
The city is growing and new businesses are here.
The city is growing, most of its streets are maintained, and it is always clean
The city is living within a budget.
The city is well kept, has lots of parks, restaurants, shopping and activities. It feels safe.
The city seems to be thriving!
The communication with community, planning, execution is very visible.
The focus seems to be on quality of life issues like taking care of the roads, sidewalks, parks, etc.
The is vary well managed and are vary responsive to the needs of the community
The new building and construction will support more people and expand the tax base
The new rec center and wheels park at Ron Wood. All the new neighborhoods are nice and theyre single family homes.
The opportunity for activities and for sports is good. It seems like new businesses are locating here.
The way it is developing and bringing in new businesses
There are more bike lanes than there used to be
There are only positive things happening in the city that I know, and West Jordan have things that more expansive cities to live in do not.

There doing there best to keep steets clean of trash. Watching for the wrong kind of people moving into our city. The culture that west jordan city has is positive. I luv this city
There is a lot of growth. I would like to see more water conservation though.
There is growth and management plus community involvement
There is lots of new development and growth. The economy seems to be good but we could use a a free way style intersection on Mountain View corridor. There are so many deaths.
There is more communication between government and citizens, which leads to more understanding what should be done to improve the City as a whole.
There is no indications they are not headed in the right direction
There seems to be a good balance of business and residential. For the most part roads seem to be well maintained.
There's continued growth while maintaining older roads, parks/green space and there's a sense of community.
There’s recreation and trails coming in on farthest west side.
They are actively working for better things in the community
They are building on and updating current parks
They are finally building a skatepark so i dont have to move.
They are trying to expand roads and housing for a growing population
They are working on development of services and transportation. Keeping conservation in mind.
They communicate with the citizens and are focused on conservation and responsible growth
They seem to care about our opinions and have activities
They seem to have many issues in our best interest.
Things are being updated or maintained well. Businesses are thriving and the city has lots of good events planned.
Things seem positive
Things seem to be goin
Things seem to be good in the city
Things within the government have been improving and we are digging out of the hole that was created. We have a long way to go though,
Trying to balance a good mix of residential single family homes with business and multifamily dwellings
Trying to bring in buisness and revitalizing areas.
Trying to get businesses in the city and keeping us safe.
Trying to improve the city
Trying to stay current with the issues.
Trying to stay with the current growth.
Unknown
Updated infrastructure
Updates to bangater highway and city is growing
Updating roads, keeping the neighborhoods pretty safe
Upgrading internet connections to the home with fiber
Water works noted unusual usage. Turned out to be a broken valve saving me hundred after loosing hundreds. If gone unchecked the damage to the home would have been substantial
We are bringing in good companies to meet the communities needs. We also prioritize the community access to parks.
We are growing and have nice beautiful neighborhoods
We are working on expanding and bringing business here. It’s a good place to live.
We aren’t providing homeless housing. If we ever do, I’ll be gone in a blink. Homeless housing needs to stay downtown.
We can notice changes and improvements all around the area.
We enjoy the community
We have a good Mayor. Good leadership.

We have a good mayor and city council. I particularly am happy about the arts center finally getting off the ground.
We have lived in West Jordan for [REDACTED] and have not had any problems. Everything seems to be well run.
We haven't live here all that long but I don't see anything that would tell me otherwise
We seem to be getting new retail developments and other things like Google Fiber
Well run city.
West Jordan seems to be a safe enjoyable place to live
We're getting a lot more commercial businesses.
We're making road improvements.
What I do see is the road contructions and new parks for all resident to enjoy
Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes
You are planning for the future development of the city. The [REDACTED] is by us.
adding programs, improving programs
better and providing amenities for families
clean and tidy city
controlled growth
development of parks and recreation facilities.
focusing on the future growth from improving roads to public spaces.
good growth and businesses being able to stay alive
great police and fire
green space and public access
growth
growth and industry
in the right direction
it's clean and beautiful
its adding more business and more housing...we just need to make it affordable
n/a
no major money issues
no scandals, not much reported crime
parks and recreation
planning for growth, keeping taxes low
road work being done, shredding, ewaste and dumpster days,
seems to improve slowly
things appear to be getting done, roads, housing, ect.
updating shopping areas, keeping up with traditional events like the rodeo, safe feeling in our neighborhood and surrounding areas, police presence makes it feel safer and like you'd be helped if needed.
yes
yes

oe_wrong_why. Why would you say West Jordan is headed in the wrong direction? (n=193)

1. Taxes too high, allot of illegals moving in, taxes going to the wrong people, kids not being fed,
All the cable things going on, it's like we don't have a say that our yard is being torn up. The repairs are less than stellar.
Allowing home owners to build ADUs and clogging the streets with residents
As an Utah native West Jordan was always viewed as one of the nicer places to live growing up. When I had the opportunity to move my family to the area [REDACTED] I quickly jumped on it. In that time I've seen the quality of life decline. Increased traffic, poor road conditions, severely congested neighborhood streets and no attempt to remedy them. All the while more and larger apartment complexes are built, more single family residences are bought by investors who turn them into rentals or are used to house multiple families. The latter of which leads to vehicles cluttering properties and streets, preventing something a simple at snow removal from occurring or mail being delivered. Coupled with the lack of enforcement of city code has essentially started to turn West Jordan into an area that people are leaving.
Build build build with no thought of infrastructure! Roads, schools, utilities, etc. Traffic sucks and it seems they're doing nothing to offset it.
City Council members seem like clowns and communication with the citizens is poor
City and proprety tax is out of control TAX TAX TAX Is the West Jordan way
City boundaries are way to large and newer West Jordan gets way more attention than Eastern West Jordan
City planners (and the Mayor?) seem to be more concerned with tax revenue than with planning communities in an effective way that will benefit the city long-term. I also see the mayor being disrespectful to the honest concerns of residents. I want less government in my life and lower taxes. The government taxes me higher than what is fair. I need a break from high costs of living and it needs to start with West Jordan City.
City planning is done doing what is easy today, rather than doing what is best it might take extra thought it plans. They make a plan and then change that plan ever time, and do it without public comment!
City utilities ate too high and businesses near residual homes aren't regulated and are causing property damage for homes nearby.
Code enforcement is awful
Code inforcement not strong enough. Police needs better reaction to complaonts and goven more leniency to hsndle problrms witj civil matters rathet than ley them end tragically
Continued increase in property taxes and utilities is making the area unaffordable. A major frustration about taxes is paying multiple times for the same product - there are annual property taxes for the Oquirrh Park Fitness Center, yet in order for a resident to use the center there is an additional $200+ in fees just to gain access. If I am paying property taxes for something, I should be able to take advantage of that offering without additional cost to me as a resident. The roads in Oquirrh Shadows are failing and have large potholes (specifically Wake Robin Rd), which has been evident for years yet other areas receive the road repairs. And probably worst is the continued crime involving theft and vandalism/graffiti - increased patrols through the neighborhoods would be nice.
Crime is increasing and properties are being allowed to look bad
Crimes
Delayed updating the infrastructure on the west end of the city. Allowing developers to add too much with high density housing in the Sycamore area, transportation is unbearable.
Discounted planning, lax enforcement and inspection, nearsightedness without vision, price more important than quality
Expanding the airport and over developing the land
Expansion of the community is growing at a faster pace than utility and road infostructure.
Expansion without road infrastructure
FThe cling garbage and weeds everywhere that the city should be cleaning up
Failure to enforce traffic laws is leading to a high severe traffic accident rate.
Getting dangerous
Getting too big
Growth is faster then infrastructure can support
Growth is unsustainable, too much too fast. Not happy about a new temple, more traffic surges in an already busy area.

High Crime, no code enforcement, run down
High density housing with out the infrastructure to support it
High density housing, property taxes and a lack of irrigation water hookups.
High density housing. Need bigger yards :) more green spaces
I am never seen so many homeless in this area. Also Jordan landing is not safe. It is very dirty with lots of crime.
I don't believe the city Council or Employees look for ways to save money.
I don’t see as many conservation efforts as I’d like to see such as reduction in commercial water usage reduction.
I feel like bad decisions were made such as the tech center at 9000 and 32 W which bring no money into the city and they were given concessions - bad move. Jordan Landing is a disgrace. How could you allow that traffic jam of a nightmare to be built without the ability to turn left out of businesses using a traffic signal? Housing developments built that suddenly turn into rentals? Traffic signals such as the one on 32nd and 78th where there are FOUR commercial properties on the 4 corners yet the traffic signals act like it's a residential neighborhood with little traffic. West Jordan is an embarrassment and needs at minimum some beautification.
I feel like the city is divided between the east & the west, with the west getting things dumped on them or ignored completely.
I feel that the city is growing way to fast, we used to have a nice city and I don't feel that anymore
I feel that there are too many apartment complexes being built in West Jordan. I prefer single family homes and condos in West Jordan. Leave all of the apartment living to other areas in the valley.
I feel we are not putting enough in recreation and keeping up with what we have.
I have lived here for 31 years taxes have gone up and roads are terrible and very crowded
I see lots of growth and plans for increased north/south traffic flow, but nothing to improve east/west traffic. Also, the new housing developments seem to be near overcrowded schools. As a teacher, I worry about how to balance schools to avoid overcrowding and making sure all schools have the supplies they need, etc.
I see my neighborhood and other neighborhoods that appear to just not care. Parking regulations are not enforced, code violations go unnoticed, and I don’t see large improvements when it comes to developing green space and citizen amenities.
In my neighborhood very few people cut or water their yards. You can’t walk down the sidewalk safely without tripping over, over grown weeds and random junk. It’s hard for the few of us that actually take the time to make our property looking good and safe.
Infrastructure is falling apart, uncontrolled mass housing, taxes
It is getting to populated. it is so hard to get from the freeway to west Jordan, and it seems they are building every where there is bare land
It needs to have a better vision for developing. Not just letting developers decide what is going in. They need to help develop the downtown area to make it more unique instead of just another part of the city before it and after it.
It seems like crime is going up and I don't feel as safe as I used to in my neighborhood.
It’s being overdeveloped.. it’s almost impossible to get around without enormous amounts of traffic
It’s getting over overcrowded and therefore ran down
It’s growing faster than we can maintain safely, and with good roads,, water, police and green space.
It’s very basic. No attraction. Only fast food to eat. No really good restaurants like surrounding successful cities like south jordan, daybreak, riverton etc. need to make it a destination place. Not a basic run down city that’s just clean
Keep building houses with no additional infrastructure. No roads!
Lack of focus on city growth
Lack of infrastructure, not walkable communities, poor planning practices. Giving developers to many concessions.
Lots of crime. Terrible on fixing sidewalks, destroying ours!
Many areas are not kept up with and are getting worse. Lots of trash on the side of the roads
Massive apartment complex, higher taxes, lack of foresight in road construction.
Mayor defends staff instead of citizens. Code enforcement lies and misrepresents.
More and more houses/apartments continue to be built past 5600 west and the road infrastructure is severely lacking. The project in progress to widen 7800 south started way too late and seems like it will finish just in time to be a bottleneck again (due to the amount of

houses and apartments still being built). Also, why is there not a rec center on the west side? With how big West Jordan is, and the population size, two would seem appropriate. The one on 2200 west is too far from [REDACTED].
More crime and less road work
[REDACTED] were at a performance at Eccles Theater in downtown SLC. Someone asked one of them where they were from, as they were sitting in the front row. [REDACTED] indicated "West Jordan". The perfirmer on stage asked what stands out about WJ or makes it a unique place, and someone from the back of the audience yelled out "ghetto!". Why do other people in SL county say this? We should be known for more than being Ghetto.
My garbage was not picked up 3 weeks in a row and West Jordan will approve a basement apartment, but not a basement air b and b. Also, West Valley has a day where you can lay out big items to be picked up and West Jordan does not have that!
Need double the patrols because of increase of crimes from illegals.
Need to work on different different speed projblems.
No planning, for roads, housing, or future growth
Not enough city parks, the elected officials are to self absorbed and listen to themselves over the popular voice of the majority
Not enough starter homes
Not prioritizing green space
Our city landscape is going downhill especially Jordan Landing. It seems we do not care about how our city looks. The roads are a disaster. Our subdivision had road repair last year or two and shortly after it looked like they never repaired it.
Over expanding unaffordable housing and not investing in west-east transportation infrastructure.
Overcrowded, overbuilding, roadways and lights are over stressed in areas of over building. Cost of housing is incredibly overpriced.
Overly focused on growth of population
Performing far tooo much sprawl without adequate open space.
Politicians worried too much about their own interests, making money, increasing tax revenue, not investing enough into the community.
Politics are one sided; I and the only time anyone is interested in my neighborhood is when there is an election
Poor leadership, lack of infrastructure development, lack of development comparatively to surrounding cities in parks, trails, rec centers. I have to leave West Jordan to get access to those amenities. Soccer complex is being dissolved. Dirk did nothing to fight for them lack of leadership and ability to negotiate deals that are right for the community. Lack of enforcement of code and laws. Nothing gets monitored you have to call and report. City parks and greenspace that sure available are maintained very poorly. Always overgrown and full of weeds. City owned park strips are poorly maintained. City is more concerned with packing more people in than making it a nice place to live. You are pushing high income families out and's trading for lower income high density. That's a recipe for disaster.
Poor management
Population is growing faster than the city itself
Property taxes continue to rise at at a very fast rate. The utility bill continues to rise as well. I see money, being spent on stucco on a brick wall 90th South, but we don't have annual or biannual garbage cleanup days in West Jordan. I'm not seeing my tax dollars being used directly towards the citizens. It appears there's more frivolous waste, then useful services towards citizens. Just because you have the money doesn't mean you have to use it it should be considered annually if property taxes can actually go down. Stop raising the taxes and utility fees
Property taxes too high, roads with potholes all over. Weeds on trails and on city property not being maintained per code but code enforcement making sure the citizens have to follow the ordinances.
Putting homes in the middle of the wrong zone, industrial. No rec center on west side
Rapid development before adequate infrastructure.
Recent tax increases, excessive spending, excessive parks, and some parks are gigantic. The city clearly thinks it's the city's job to provide people with "amenities" and entertainment. An out of control and excessively large and arrogant police department.
Reduce taxes lower costs
Relying to much on residents taxes vs focusing more on bringing business in
Retail is a total failure
Roads are awful, with potholes everywhere. Sidewalks are not plowed timely. Where is our taxpayer money going, Nothing seems timely with this city.

Roads need addressing, we are building any where we can, to many tax's
Roads still suck
Seems like there is no priority in WJ
Shops on 13th w and 90 s need up dated. Shops in the older area need updated and better shopping
Slow housing building projects with not enough smaller houses.
Speeders, running red lights on Mountain View corridor, drugs and gun violence are all big concerns for West Jordan.
Super frustrated with the city when you call are try to get help with code enforcement problems or parking. The houses and yards in our neighborhood look terrible and it's a reflection on all the surrounding houses. Also, why do we have to do road construction on every east / west corridor at the same time?
Take a drive down Redwood Road and get back to me.
Tax increases, additional bills added to utilities like street lights/ storm drains etc. Roads are in bad shape. Why did millions need to be spent to remodel WJ City Hall??
The cities growth is way too fast. Everything seems to be crammed together. 15 years ago there was a lot of open space and now it is packed with businesses and housing.
The city is degrading and becoming more like slumville
The city is focused on high density housing which is only contributing to our traffic and over crowded shops and restaurants. The infrastructure cannot support our current population without the increase in high density housing. Need to refocus on our current residents and upgraded the infrastructure before granting new apartment projects.
The city is growing too quickly, it is destroying open land for either housing and/or corporate businesses. There are very few "mom & pop" stores available. Everything is corporate. Too much housing for high end buyers (Think the new developments around Ron Woods Park). We are ruining the nature and wildlife which used to exist on the west side of the valley, which is why I moved here.
The city is too big. Unless you live near the center The infrastructure is just not there.
The infrastructure is terrible. Not enough commercial (tax revenue) for a city this size. (WJ is the largest city in the state that doesn't have a car dealership). Older neighborhoods are not being kept up and look run down.
The neighborhood streets are narrow and with so much traffic it’s been difficult
The older areas of West Jordan don't seem to matter as much to the City as the newer areas. Also, The stubbornness of not allowing a Liquor Store is very frustrating.
The police force is awful and should be better trained
The roads are not being taken care of like other cities. I hit a pot hole so deep it messed up my alignment I just had done on my car.
The schools are second rate…there is a rampant “culture of mediocrity”. Academics, sports, music. I call it “West Jordan Disease”…sadly most people I talk know what I’m referring to.
There are too many apple that live out on the west side of West Jordan, and yet the city keeps building apartments after apartments after apartments. The schools out here are all over packed. There are not enough places out here for entertainment or restaurants to help support our city, and yet our taxes keep creeping up.
There is an over abundance of high density that is taking over the feel of a suburban neighborhood. With the growth, the infrastructure is less than adequate. Groceries stores running out of food. Traffic is ridiculous. School can't keep up. Growing too fast with not enough resources.
They are rezoning to many areas to multifamily when the infrastructure can't support it. We are also dealing with increased crime rates and slower police response times. As our taxes go up schools are getting more crowded.
To many dogs no residual parking on the street enforcement street maintenance.
To many homes, not enough things to do
To many houses, not enough green spaces
To many new builds not enough affordable entertainment places.
To much building and encouraging people and businesses to move here. We are already short on water for homeowners and the infrastructure cannot handle the traffic we have.
To much condensed housing
Too big. What made West Jordan great is gone

Too expensive to rent here anymore
Too mamy apartments in whats meant to be a home community.
Too many apartment and multi family housing projects going in. Not enough resources like grocery stores to handle the population.
Too many apartment complexes being built under the guise of “affordable housing” however everyone knows that once they are accepting clients current rent rates are as expensive as a mortgage payment.
Too many apartments condos being built. Lack of infrastructure
Too many building permits for apartments the roads can’t handle the current traffic. 7800 south is a joke.
Too many condensed housing projects
Too many dense family/multi family unit neighborhoods. Narrow streets in the residential areas. Not enough green space.
Too many high density communities being built. The utilities are sky high despite all of the new tax payers. The terrible scheduling of construction projects.
Too many high density developments
Too many high density housing!
Too many houses, roads can’t handle the traffic.
Too many immigrants coming in
Too many new condo,apartments. Schools are already over crowded.
Too many people
Too many people
Too many people and not enough infrastructure to support them
Too many people, not enough infrastructure for the people who are already here. Not enough traffic enforcement from the police. Poor responce times if the issues are not emergencies.
Too many people, taxes too high, utilities too high.
Too many people. Too loud. Too many chain stores
Too many rental properties being built to bring more people in and no concern about pushing out the current homeowner's
Too many rentals and too much high density housing
Too many republicans in charge, i have no representation.
Too many residents, not enough infrastructure to support continued growth.
Too many taxes for services provided
Too many town homes and apartments. We don't want to turn into Herriman
Too much building
Too much building and not enough green space.
Too much building,. It feels like we are having more crime and more people who don't take pride in their homes or city
Too much development, not enough focus on what is already here. Too much crowding. Property taxes are too high
Too much focus on the wrong things. We need more room to grow and a different message for our communities. Too much influence from the church.
Too much growth
Too much growth and development.
Too much growth, increased traffic, more crime.
Too much high capacity housing, wasted resource for UTA, and very poor road conditions
Too much high density housing
Too much high density housing without infrastructure to support it
Too much high density housing, not enough infrastructure. Traffic is awful. Individual(s) on city council are more concerned with censuring individuals, social issues, etc. than taking care of basic city planning issues. When issues are brought up, city council members often cite previous councils who approved an item, stating "there's nothing we can do about it - it was done years ago". Which means this council will make poor decisions and never have to be accountable for their actions either.
Too much high density housing, not the open fields and roomy feel that used to exist here

Too much high density housing.
Too much high density housing.
Too much high density housing. Too crowded for the infrastructure and resources.
Too much population growth with little or no attention to infrastructure growth. Services are overburdened and nothing is being done to increase/enhance existing infrastructure fast enough: it costs $, but revenue could be increased with better/more retail choices. Too many empty or failing spaces in Jordan landing (and other retail areas) and the west side has next to nothing for retail (other that smiths, some maverik stores, and a small Home Depot)
Too much residential building, not enough parks, artistic outreach, community-based programs, bad city planning for construction projects
Too much road construction. No communication. Going home to and from work is worst every year
Traffic on the west side do not accommodate the population growth.
Traffic, water and sewer costs, run down area, government that doesn't listen to citizens
Trash, Traffic, High density housing, underpaid police. sold house and moving to South Jordan [REDACTED]
Using tax money to fund other things
Very few recreational parks
Way to many apartment complexes being built. Need affordable spoonfuls family homes
Way to many apartments being built and the streets in new neighborhoods keep getting smaller
Way too much high density housing. Seems like there's no low to medium density housing being constructed anymore.
Way too much multi-dwellings versus sufficient roads, schools, grocery stores, etc
We are not interested in high density housing. We moved here to escape the chaos of Midvale and the tiny yards, high taxes and socialists of Daybreak! West Jordan doesn't need anymore high density housing!
We have way too many apartments and not enough money making businesses.
We need better streets, more community activities
West Jordan could improve its economic development program. High Tech is leading economic sector of the US Economy and we should be apart of this. We have a lot of industry but the industry sector of US economy is in decline and does not hold the promise of the future. We need to develop a culture here in West Jordan that will encourage high tech companies to come here.
West Jordan is expanding but doing nothing to improve the city itself. Our roads are in disrepair, parks are adequately maintained and there is nothing to offer any new opportunities or higher end businesses
West Jordan is focused on businesses not residents. Residents are being pushed out by higher taxes and high water bills.
West Jordan keeps adding too many apartment/duplex housing in the same areas making crime crime go up.
West side of city is experiencing grown but no city services and things are not being presented to public until after plans are finalized.
When people ask you where you live and you say, West Jordan, you kind of lower your head a little because you can't say, South Jordan. The city does not get taken care of..
While I see the need and support growth, I feel the cities not doing enough planning when it comes to parking at all these apartment complexes and city streets if you look around, there are so many cars that parked continually on streets bordering apartment buildings it's gonna make it very I feel this is a very safe thing to do and in the wrong conditions can be very dangerous to the public
Will will may have a similar to the city for will will over 15 years now we don't have ways to get to your meetings so we really don't know what is going on. Next we have a better way of getting to the city meetings participate by Zoom or some other method.
With amount of growth, there is not enough restaurants being built to accommodate it. Also, all the roundabouts in the west part of West Jordan and not mitigating infrastructure is frustrating.
Your roads are not getting repaired and you can't walk down the sidewalks of your neighborhood because the trees are overgrown so much but people aren't trimming them
expanding to fast. cant keep upwith road maintance
ive been trying for 23 years to replace a tree on 5600 w and 7400s that traffic toree down.called 3 times no buudget baloney
not enough infrastructure for the amount of new construction
not enough public areas

spending too much money
they continue to build especially high density housing and the amount of traffic is horrendous
too much growth too fast -- roads can't handle the traffic
too much growth, bad traffic, not water wise
utilities are to high, government is bloated and large

oe_likemost. What do you like most about living in West Jordan? (n=1189)

Good servces
I like my neighbors and the neighborhood
.
15 years ago, West Jordan was open and packed together like little tongue creek buildings. The new businesses. Oh, OK
2 years
?
?
?
A fair balance
A good variety of stores, recreation but not too populated crowded.
A lot of conveniences
A quiet friendly safe place. Easy access to many parks shopping centers clean streets and well kept landscap.
A quiet lifestyle
A stable mix of middle-income single family homes, which reduces crime, increases education, keeps taxes low. Also, a growing amount of recreational, restaurant and business options.
Ability for a little separation from the congested city
Access to Jordan river trail, amazing library, great parks
Access to Mtn. View Corridor, Retail and Eatery options.
Access to anything I need
Access to church, schools, family, mountains, and national parks.
Access to everything at Jordan landing, the roads are good, snow cleaning is done quickly, no large potholes to worry about
Access to freeways , access to the river trail, not too crowded
Access to freeways, goods and services.
Access to my employment
Access to outdoor activities
Access to parks and a beautiful library
Access to services and retailers.
Access to shopping
Access to shopping and restaurants
Access to shopping and restaurants, parks and recreation
Access to shopping, medical needs and good neighborhoods.
Access to trail systems for walking and bicycling.
Accessability to things IE jordan landing and the amount of recreational areas we have via parks and such
Accessibility
Accessibility
Accessibility to everything
Accessibility to everything needed
Accessibility to necessities
Accessibility to shops, restaurants, parks, trails.
Accessibility to stores/restaurants
Accessibility to things/ stores I use.
Activities for kids
Affordable
Affordable housing, convenient shopping centers

Agriculture neighborhood
All the amenities it has to offer. Parks, community events, libraries...
All the growth of east side stores coming west. Great homes and prices
All the parks
Amenities
Amenities
Amenities & city's respond to disasters
Area of new growth that is not being built overly dense
At first, houses were cheaper but overall; it's just great to live near a lot of services.
Availability of businesses. Open space.
Availability to all things
Available sevices, low crime, development of areas that have vacant tenant's.
Away from SLC
Away from down town salt lake. Less homeless around the city
Away from the big city but close enough to drive quickly
BEST COMUNTY
Beautiful neighborhood and good events
Beautiful views of Wasatch mountains. Quiet neighborhood.
Because we have a house and we have to live here
Being central in the valley
Being close to downtown but also having so much shoppinh and restaurants available in west jordan
Being close to freeways and commerce
Being close to shopping and major highways
Being close to the mountains
Being close to where I grew up
Being midpoint to most everything. Cleanliness of area and infrastructure upgrade in older neighborhood
Being surrounded by all these other cities.
Bigger street things are easy to find
Born and aised in west jordan
CITY IS CLEAN ANDCITY OFFICERS VERY POLITE.
Can get to anything in the valley in less than 30 min.
Center of Salt Lake
Center of valley
Centra to a major road
Central
Central Location
Central Location in the Valley.
Central in the valley and we love as far west as you can go so it quiet and relatively remote.
Central location
Central location
Central location
Central location
Central location
Central location
Central location
Central location - responsive mayor and city council

Central location and close proximity to family
Central location and different city amenities like parks, library, and general development of the West side of West Jordan.
Central location and easy access to highways
Central location in Salt Lake valley
Central location in the valley
Central location in the valley. Its easy to get on a major highway, and its about the same distance from Ogden and Provo
Central location in valley
Central location to everything I need.
Central location, established community, not as crowded as other cities
Central location, library and parks
Central location. Good neighborhood
Central to business and entertainment
Central valley location is convenient
Centralized shopping like jordan landing is nice
Centralized to the rest of Salt Lake Couty
Centrally located and good services
Cheap
City amenities, public parks, dog parks.
City leaders seem to care
Clean and lots of things to do
Clean and mostly easy to access amenities.
Clean for the most part, nice neighborhoods are majority
Clean safe neighborhoods, the county library system, Jordan School District, proximity to Salt Lake
Clean, convenient to favorite shopping and restaurants, community and family programs like up with kids. Growing to have great doctors and dentists nearby house!
Clean, nice neighborhoods.
Clean, safe, proximity to many necessities and activities
Clean, taken care of, no apartments, and nice people. Not ghetto
Cleaner from other cities
Cleanliness, peacefulness and public transportation’s to those who need it.
Close access to both Bangerter and mountain view.
Close and convenient to shopping and overall has a good feel. Crime seems ti be low and I feel pretty comfortable in my neighborhood.
Close community, family oriented
Close proximity
Close proximity to all things
Close proximity to everything
Close proximity to everything we need, shopping, events, freeway
Close proximity to most things
Close proximity to north and south.
Close shopping locations to my home
Close to airport
Close to alot,
Close to down town
Close to downtown and relatively low crime
Close to everything
Close to everything

Close to everything
Close to everything
Close to everything
Close to everything
Close to everything I need except work
Close to everything I need.
Close to everything in the valley.
Close to everything needed (school, hospital, groceries, library, and bank)
Close to everything.
Close to everything. Although roads are rough
Close to family
Close to family
Close to family
Close to jobs
Close to local public school's, parks, library
Close to lots of amenities but still has a good neighborhood feel
Close to lots of stuff.
Close to lots of things I use
Close to many shopping areas
Close to most major things/the freeways
Close to my parents
Close to nature, low crime
Close to shopping
Close to shopping in almost any direction
Close to shops, restaurants and close access to Mountain View Corridor
Close to some friends and family
Close to surrounding family
Close to things
Close to transportation, shopping, restaurants, medical
Close to work
Close to work
Close to work
Close to work
Close to work, and Ron Wood park.
Close to work, schools, and shopping needs
Close to work. And city
Close to, but not too close to, highways and freeways to access the SL valley resources
Closeness to shopping and freeways
Closeness to shopping, church, schools, doctors as well as my business in Jordan landing
Closer to everything I need than living in South Jordan before we retired.
Closer to mountains, open spaces
Closer to places I frequent
Closer to work, so I don't have to spend so much money on gas and more money on your water for the great salt lake
Community
Community
Community

Community
Community
Community and resources/stores close by.
Community are relatively safe and kept up
Community center at centennial
Community events
Community from everyone
Community. Safety.
Community; communication from government
Commute
Convenienc to shops, schools, hospitals, sports, and entertainment
Convenience
Convenience
Convenience
Convenience
Convenience and beautiful views
Convenience in valley
Convenience of Jordan landing and grocery store options
Convenience of SLC to Provo
Convenience of shopping
Convenience of shopping and access to major highways
Convenience of stores
Convenience, cleanliness, and community.
Convenience. I don't often need to go far if I need something. There is also great access to main roads so travelling is easy (when it's not under construction).
Conveniences and the decent cost of living compared to the rest of SL county
Convenient
Convenient access to many stores
Convenient access to stores
Convenient location
Convenient location for shopping, less crime, fewer homeless, neatness of public areas
Convenient to freeway access
Convenient to services I need.
Convenient to services and shopping
Convient to shopping and activites
Convince
Convince and access to everything.
Convince of everything being in the city
Cost
Cost of housing
Cost of housing, relatively low crime
Cost of living compared to other parts of valley.
Cost of living, proximity to freeways, shopping/eating availability, demographic.
Cost of living/near downtown
Country Living open space
Countryside living in the city

Crime is low as I look at it.
Crime rate
Currently, there are still open space.
Did you don’t hear about a lot of crime?
Diversity of ethnicity and age.
Don't really have anything.
Don’t really know
Dustance from freeway
Ease of access to anywhere in the valley
Ease of access to everything we want to do and see in our daily lives. The neighborhood feel
Ease of access to highway to travel North or South and the new business' coming in.
Ease of access to major stores. Safe neighborhoods
Ease of access, community.
Ease of getting anywhere in the valley, north or south, quickly. Soccer complex is super nice. Improvements to bangerter are superb.
Ease to access to the rest of the city
Easy access
Easy access to everything
Easy access to everything I need
Easy access to everything I need.
Easy access to freeways, slower pace than in the city
Easy access to many things, freeway, shopping etc.
Easy access to shopping, parks and restaurants
Easy access to the things i do
Easy living atmosphere -- easy shopping for almost anything, friendly people, etc.
Easy to get to places
Easy to get where I need to go
Enough space to not feel claustrophobic, but enough things to make it interesting.
Es un lugar tranquilo
Ever since I was little its always been one of the better parts of town to live in.
Everything I need close by
Everything I need is close by and the community feels safe
Everything I need is here
Everything I need is within a short drive. i.e. Businesses, Restaurants. But there is no Liquor Store. Unusual for a city of this size.
Everything is close by but it isn’t too big and busy
Everything is close by. Good neighbors.
Everything is close to my house
Everything is close to my house stores restaurants
Everything is easy to get to
Everything is inside the city. Loads of stores, entertainment, etc. All within reach.
Everything is so close, there’s no need to travel outside off WJ to get what I need/want.
Everything so close!
Expand of roads and businesses but not very busy yet.
Fabulous neighbors, Jordan landing is close. But not too close.
Family
Far enough away from heavily populated part of slc
Far enough away from the city that it feels quite but close enough to anything you need.

Farm feel in the city
Feel Safe
Feels like a good balance of residential and businesses. The community has always been full of very kind, caring people.
Feels safe
For me it feels like peaceful and quiet
For the most part it has been a great place to live, we raised her family here most part. This constant great will as I mentioned earlier we sometimes select Dissertation can't travel drive you to meetings etc.
For the most part, I feel safe.
Freedom
Friendky help at the city offices and the mayor
Friendliness of neighborhoods
Friendly
Friendly
Friendly atmosphere; commitment to growth.
Friendly community with diversity and opportunities for growth.
Friendly people
Friendly people
Friends, available shoping, fun places or children to play, beautiful city.
Friends, church, community, birds chirping, many businesses and etc quite close even in walking distance!
From where I live it's a good central location.
From where I live its easy to comute to where I have to go.
Further away from downtown
Generally peaceful life
Good balance of services and tax economy
Good city management.
Good community
Good community and friendly people.
Good community and lots of stores and things to do around us.
Good friends and neighbors, nice clean, well maintained homes.
Good location
Good location
Good location, close to lots of stuff while maintaining the residential feeling.
Good mix of community
Good neighborhood
Good neighborhoods, great neighbors.
Good neighbors
Good neighbors - people and businesses who care about others
Good neighbors, safe area, close to many things, beautiful mountain views.
Good place to raise a family
Good roads
Good schools
Good schools, central location in the valley.
Good variety of services and businesses
Google Fiber is now available
Great Snow Removal
Great area.

Great city services at reasonable tax rates
Great community of people, the city maintains the cleanliness and values of its residents. I also appreciate the retail opportunities that have come into our city
Great food. Great shopping. Diverse population in the works.
Great location
Great location in the valley and we have a great library and park.
Great neighborhood, convenient shopping, plenty of parks and ammenities
Great neighbors, good police, good leadership
Great neighbors. Good public spaces.
Green waste and dumpster days
Grew up here
Has all the amenities that most communities have to offer.
Has nothing to do with the name. It's located in Salt Lake County and not known as west valley or kearns.
Have a business near me
Have access to things I need.
Haven't lived there long. NA
Having all I need within West Jordan
Home ownership
Homes were better priced than other areas when I purchased it 6 years ago.
Housing in WJ seems to most closely hit the sweet spot of location and value.
Housing prices were lower here otherwise I'd have bought a house in Cottonwood Heights.
How close I am to shopping and the cleanliness
How close it is to everything
How close things are
How the city cares about the residents and the environment, Nice view of the city, safety, clean roads, communication between the city and the community,, free services (free recycling) ,
I am on the east side of West Jordan. I like being so close to I-215, I like be next to the library, rodeo grounds, Gene Fullmmer Rec Center, Senior Center, Park, City Hall
I can get most of the things I need in close proximity to my home.
I can't say I have an answer for this question. It seams that every politician has there own agenda to be fulfilled…
I can't think of anything
I don't know anymore. It used to have nice neighborhoods, big lots, affordable houses. Now it's apartments & townhomes & cars parked everywhere & so much traffic.
I don't know much about all of West Jordan. I appreciate my street it is quiet.
I dont like it
I don't
I don't have an opinion. I have been here 44 years. I am not a person to move a lot or I would be living in Salt Lake City. I like my neighbors.
I don't know
I don't want to live in West Jordan anymore. It's getting to congested and expensive.
I don't. It's garbage. It's very basic. Only disgusting fast food places to eat. No destination places. Plenty of space to make it look like daybreak but you want to keep it so basic and boring.
I drive around West Jordan as a service technician for Comcast, I'm proud of our City.
I enjoy My close access to Bangerter, I-215, I-15. The library is nice and well cared for. West Jordan Park is lovely.
I enjoy the location within the Salt Lake Valley, outside of rush hours of course. There's a fair variety of retail and dining available as well.
I feel centrally located to most places I want to go.

I feel safe and it's a good place to raise a family
I feel safe here.
I feel safe in my neighborhood and crime appears to be minimal. Also, fire and medical services are only a few minutes away.
I feel safe overall
I feel that West Jordan is a realatively clean city. I hate the population growth but it appears steps are being taken to balance private property with business property to reduce the tax burden on the West Jordan Citizens
I feel that it's a safer place to live. But I feel that with lots of people moving in, that is changing. Not sure how you fix that? I wish some of these data centers would pay more in taxes and help with those who are struggling with inflation. I feel that some businesses aren't pulling their own weight and we have to pay for them.
I feel where I live in West Jordan is central to many things I do facilitating a shorter commute overall.
I have a home
I have everything accessible to me in a matter of minutes. At least the things I use on a daily basis.
I have everything close and is easy for me moving to everywhere
I have family close by, my commute is not far, and I feel west jordan is relatively safe.
I have grocery shopping, retail shopping, a variety of restaurants, a dog park, etc very close to me.
I have lived here for 30+ years and have not experienced any other city in Utah. What comparison can I make.
I have lived here my entire life. I don't have another city to compare it to.
I have lived here my whole life. Always felt safe until the last few years.
I have lived in West Jordan from before it was incorporated. I like that I no longer have to travel far to do or get things I want to do and get things I need.
I have no issues with living here in any way, so gives me a feeling of peace.
I honestly don't know. I would say low crime but ive been frustrated lately with more theft in my neighnorhood.
I honestly realized I don't like being here. I am not proud of our city and that is so sad to me
I like being close to pretty much anything I need.
I like having access to so many stores, activities, and parks, and open areas. I love the library space.
I like having agricultural/livestock property close to main city amenities
I like living near the mountains
I like my home
I like my neighborhood and my neighbors.
I like my neighborhood. I've always felt safe here in West Jordan. I love living [REDACTED].
I like that proximity to other places in the valley. I like being so close to the Jordan River.
I like the cleanliness of the city and many businesses near by. However, it is starting to get too crowded
I like the community programs and places to walk, ride bicycles. Also, the programs for the youth are good here.
I like the homes and community spaces
I like the location. Housing is cheaper here.
I like the neighborhood I live in. We look out for each other in our neighborhood. My neighbors are great and there are a lot of kids in the neighborhood that my son can play with
I like the people the community love the library and gym facility
I like the people, the businesses, the houses use to be further apart, the cleanliness, taxes are lower than south Jordan, I like that up to this point the city counsel is listening to its members and hopefully they continue. We don't want high density housing!
I like the recycling program, how they are building and arts center, their libraries and parks. The streets are fairly well maintained as well.
I like the sense of community in West Jordan.
I like the small community feeling we currently have but it's changing rapidly
I liked how it was away from downtown SLC and had a nice neighborhood feel .. that is now ruined by the insane "ant farms" being built out of pure greed

I live by my family
I live close to all the needed commodities and services I need!
I live close to trails and parks.
I live in a great neighborhood
I live in a quiet neighborhood, low traffic and across from a park
I live on the very west side of West Jordan and have loved being away from the business of the city. Unfortunately the west side is being overbuilt
I live up on the west bench less crime better roads
I live way west, and I like the secluded almost small town like feel.
I love my neighborhood and my kids schools!
I love my neighbors and community of people. I appreciate that I feel fairly safe.
I love the family atmosphere, the trails and parks. Plenty of shopping and feeling safe in our community.
I love the open space park near me
I loved that it felt safe when I moved here. Has gone downhill
I really feel like we're all treated equally here.
I really liked it before all the growing pains that we are experancing
I see a balance of housing, business and public park/event/recreation places
I use to like the suburb feel. We are loosing that. There is not a ton of crime.
I used to like the fact that is was smaller and quieter - but not any more
I used to like the ruralness of my area, but now it has become overpopulated with neighbors who don't care for their properties. Besides the rural life, I do enjoy the view from my property looking out over the East Valley.
I want to move
I was able to purchase a relatively cheap home.
I was affordable to live in at one point in time
I went West Jordan high graduated [REDACTED] and always loved living here
I will probably never move due to monetary restrictions, so West Jordan is decent city to be stuck in
I'm away from the nonsense that is going on up and down the front. It's not just SLC, crazy construction is infiltrating all communities.
I'm close to shopping centers and the housing is reasonable
I'm in a very nice neighborhood
I've been here for 2 decades but i dont think i can answer that now.
I've lived here most of my life, so its home.
Idk. I like where my house is located,all the schools are close (but over crowed), traffic isnt too bad.
If I could I would move. They are cramming in too many High Density housing units
In my particular area, the homes are not too close together.
Inexpensive and yet nice.
Is very quiet and safe
It being the city i grew up in.
It depends where in West Jordan. For me I’m in middle of everything..
It feels relatively safe
It feels safe
It feels safe and there seems to be growth.
It feels safe.
It is a good area with good services.
It is a little safer than other surrounding citys.
It is a nice area. low crime
It is a pleasant neighbirhood and a quite city.

It is a safe city with all of the businesses/shopping you need. A lot of public parks, community outreach, and a good business environment.
It is a very central city, it has various commercial areas, but it lacks more activities and parks for the little ones.
It is a very family friendly city to raise children, safety, and close by commercial features.
It is cheaper than some other places
It is clean and safe
It is clean and, I believe, relatively crime free. With good streets and businesses.
It is close to the city and seems to be inclusive
It is close to work and not much crime
It is nice housing, good schools and close to everything
It is safe and peaceful. I also really love the views of being able to see the Oquirrh and Wasatch mountains
It is very relaxed area, many shops and businesses, clean streets and parks
It just seems like a good area. Pretty central
It offers the stores I shop at.
It used to be spacious but now it is crowded
It used to be wide open space, but it is being too crowded.
It was more affordable and less run down than the east side.
It's a safe place, schools are good, decent shopping
It's affordable pertaining to utilities, home prices were lower when I purchased my home and the location.
It's away from the city. We have everything we need out here.
It's close to a lot of shopping centers and restaurants.
It's fairly close to many of the shops and restaurants that I enjoy. There are also many entertainment venues nearby.
It's fine, I lived here for 21 years but will definitely move out when I retire.
It's gotten to big, but there are better shopping options.
It's my home. I love living here.
It's nice
It's peaceful and well maintained
It's pretty clean and there are lots of parks!
It's pretty relaxed, no political drama, close to a lot of businesses and outdoor activities, but not overly urban
It's quiet and we have great neighbors. Easy to hop on Mountain View Corridor or U111.
It's safer then the vast majority of Salt Lake County
It's where I grew up
It's where my house is.
Its a great part of the state and it has several things to offer such as restaurants, activities, parks and more. We have enjoyed living here.
Its affordable. Traffic isn't too bad.
Its better than Kearns.
Its big, but yet has a small town feel. Love WJPD
Its close to my family
Its in the middle of the valley
Its peaceful and open. Do not feel closed in
Its safe, family friendly, and not overly densely populated
Its where I could afford a house at the time.
Its where my home is.
It’s a clean city, nice community, low crime, business variety, park and open spaces.
It’s a good area

It's a pretty nice area and it's close to family, grocery stores, and other fun activities.
It's away from salt lake
It's calm
It's calmer than other cities. Not as much violence.
It's centrally located.
It's clean
It's clean and pretty safe and when have a issue police respond fast
It's clean and save. Good amount of trails and parks too.
It's clean and the roads are maintained.
It's close to South Jordan
It's close to fsmily and stores
It's close to where me and my husband work and we both grew up and raised our children here feel like crime has gotten worse
It's home been here my whole life
It's in the suburbs and plenty of businesses to meet my needs.
It's just a nice area to live in. Seems to be up pretty well safe place to live and out of the big city..
It's not CA
It's not Kearns
It's not Salt Lake City
It's not Salt Lake City
It's not run down. There are city employees always out working making things better
It's on the west side of the valley
It's peaceful and clean
It's quiet. Shopping is close. Safe neighborhoods.
It's quite and that the city makes improvements
It's relatively clean and safe. We have lots of nice parks for the children. We have continued growth and our property value is increasing.
It's some how quiet and safe than Kearns and WVC
I'm supportive and like how the Fire Department and Police Department are run. It's nice to see Public Works always out and about in the City. It's nice to see the Police making traffic stops. It's nice to see the Mayor so involved. All the community events are nice and the communication I receive from the city through email is awesome
I've always liked the housing and property sizes
Jordan Landing
Jordan Landing is close but I can still live in a fairly quiet neighborhood.
Jordan Landing lol
Jordan landing and the shopping options
Jordan parkway
Just purchased our home in April I moved here from [REDACTED]
Kearns skatepark, glad west jordan is building one.
Kind of small town feel still. Not to bi but not to small.
Large properties in neighbors
Large yard, safe neighborhood, close to shopping optionsoptions
Layout, availability of amenities, incredible playgrounds & library facilities
Less congested than other places. All types of shopping available close by.
Less crime
Less crime than in otber cities. But that is starting to change.
Less crowded
Less people than other cities

Less traffic
Less traffic. City services well managed and timely
Library services
Like the area.
Live close to so many things
Lived here all my life.
Lived here my whole life, not sure anymore.
Living in a nice neighborhood with friends and we love Oakcrest Elementary.
Living in an area that has new retail and is more space between homes
Located in the center of a lot of things, not at one end of the valley or the other.
Location
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Location and Community Services
Location and Friendly people. Most services can usually be found within the city.
Location and Garbage Services
Location and access to everything one needs
Location and access to main transportation corridors
Location and access to shopping centers
Location and close to stores.
Location and safe place to live
Location in SL valley
Location in the valley
Location in the valley and lots of businesses
Location in the valley. East to get to other cities
Location in the valley. Not far away from things. Small town feel but it's losing that. Police and enforcement of laws used to be better but that's slipping as well. Planning isn't what it used to be either.
Location in valley
Location in valley
Location relative to other places
Location relative to stores, resources, and activities
Location to convenient shopping and recreation
Location, Green space
Location, the community. Born, raised, and continue to live here.
Location. Proximity to freeway and highway access. Proximity to family.
Location. Quiet living.
Location. Safety. My neighborhood.
Lots close by
Lots of businesses
Lots of community events (e.g. ewaste recycling, dumpster days, movies, concerts)
Lots of parks and trails
Lots of parks, roads have gotten better, safer
Lots of parks.
Lots of space to live. Good view of the mountains
Lots of stores near home
Lots of things to do and places to eat nearby.
Lots of trails and shopping after near by
Lovation
Love all the access to recycling. You also can't beat the central location in the valley. Literally in the middle of it all.
Love my neighborhood
Love my neighborhood
Love the police and fire. Blue collar citizens who generally care about their neighborhoods.
Love the the way the is managed and the activity the community has to offer
Low crime
Low crime
Low crime
Low crime
Low crime
Low crime

Low crime and central in the valley
Low crime good neighborhood
Low crime rates. City makes an effort to maintain the city and fix any issues.
Low crime,, nice parks and open areas. Businesses are good
Lower crime
Lower crime rate
Lower property taxes and easy access to surrounding cities
Lower taxes
Many things of convenience nearby
Many vendors are close by
Memories
More affordable
More amenities and restaurants closer to West Jorsan
More lights
More space than downtown and daybreak areas. Like that there arent as many apartment complexes and townhouse areas (especially those that have hundreds of people parking on the streets).
More stop lights on Redwood Road between 7000 s and 215. To many accidents have happened because of peoples speed and the neighborhood side streets that attach to Redwood.
More things to do locally
Most of my paycheck going to taxes
Most of the city is very clean and organized
Most of the people are good!
Most places are close, I don't have to leave town very often
Most things needed are in close proximity
Mostly quiet
Much better
Multiuse trails, still a bit rural yet close to those modern establishments.
My best friend lives .5 miles away.
My family and I feel safe
My friendly neighbors. Hopefully the houses that are for sale around us will bring friendly people who take care of their yards.
My friends.
My good neighbors!
My great neighborhood, Convenience to shopping
My heritage is here.
My home and yard. Some of my community niegjbors and shopping so close
My home is paid off
My home town. Close to everything
My house
My house
My house
My house & the view of the Wasatch mountains
My immediate community and access to highways and stores.
My immediate neighbors
My neighborhood
My neighborhood
My neighborhood

My neighborhood
My neighborhood
My neighborhood
My neighborhood
My neighborhood I feel is Great but some areas are getting run down and more crime
My neighborhood is quiet and feels safe.
My neighborhood is quiet and safe
My neighborhood used to be a quiet place to live.
My neighborhood, access to shopping, doctors, entertainment etc.
My neighborhood.
My neighbors
My neighbors I live by
My neighbors and community
My neighbors and my quiet neighborhood.
My neighbors and our community
My neighbors leave me alone
My neighbors, close to shops. Like what they did with the mall and bangerter.
My neighbors.
My quiet neighborhood
My view of the mountains.
My wife's commute to work [REDACTED]. Veterans Park. The library. The rodeo.
N/a
Nearby shopping and restaurants and low crime and cleanliness
Nearby shopping and safe neighborhoods
Neighborhood
Neighborhood is friendly and safe
Neighborhood is quiet.
Neighborhood, and close to Jordan Landing
Neighborhood, people
Neighborhoods
Neighborly
Neighbors
Neighbors
Neighbors
Neighbors
Neighbors
Neighbors
Neighbors
Neighbors!!!
Neighbors. Demographic of people. Ease of getting where I need to go. Availability of businesses and services
Newer areas. But not stuck up rich east siders.
Nice and quiet
Nice area
Nice area
Nice area of the valley. Crime is not too bad. Services that are close to me.
Nice areas

Nice communities
Nice community
Nice neighborhood
Nice neighborhood setting
Nice neighborhood, community activities, lots of choices in restaurants and businesses, positive energy
Nice neighborhood; senior rec center; parks; library
Nice neighbors who look out for each other
Nice people
Nice people, and close to everything.
Nice people, green space (trees and parks), variety of shops and venues, Senior Citizen Center, water and snow removal utility service personnel very good to work with. People are kind.
Nice place to live
Nicer neighborhood
Nighberhood
Nive neighborhoods.
No answer
No burdensome city regulations without compromising quality of life
No comment
Not a big city but have access to big city convenience
Not a lot of crime
Not a urban city, but access to shopping and events
Not a very large city and hiways are great
Not anymore
Not as crowded as cities in the southern part of SLCounty
Not big city feel. Fewer high densisty developments that surounding citys.
Not in the middle of the busy city, but close enough
Not much
Not much
Not much crime and good leadership staying on a budget
Not much now a days. Very noisy neighborhood with loud cars and loud music out on Copper Hills Pkwy.
Not much. Can’t wait to leave
Not necessarily just about West Jordan, but proximity to Jordan River Trail and TRAX
Not overly crowded
Not sure
Not sure
Not sure
Not too busy
Not too crowded
Not too crowded
Not too far from anything and fairly quiet
Not yet over developed. So roadways are not too crowded. Still some open space.
Nothing
Nothing
Nothing
Nothing
Nothing

Nothing
Nothing
Nothing anymore
Nothing exceptional, just a nice, normal community.
Nothing now
Nothing specific
Nothing stands out about West Jordan over any other city. All these cities do and the state is want more money for no actual results.
Old neighborhoods but still new growth
On the west boundaries, it feels more open and not as congested. Very friendly neighbors
Open Space
Open airiness feeling not as congested as salt lake
Open green areas
Open land
Openness, cleanliness and proximity to everything I need.
Openness, less density than some cities
Our big backyard, but I know that’s not the case for everyone here.
Our house
Our neighborhood community before all the extra housing.
Our neighborhood has newer homes and is very clean. More private restaurants and bars and liquor store nearby Mountainvirw would be nice. We have nothing but fast food joints.
Our neighborhood is a nice, quiet neighborhood
Overall a safe place to live.
Overall good location
PEACEFUL
Park
Parks
Parks
Parks
Parks
Parks
Parks and activity programs.
Parks and recreation areas
Parks, libraries, community events
Parks, people, trails
Parks, trails, and space between neighbors
Peace and order
Peace and quiet
Peaceful and familiar environment, good schools for my kids, tons of amenities are at our reaching.
Peaceful neighborhood
Peaceful somewhat, clean
Peaceful wonderful neighbors
Peaceful, feel that crime rate is a bit lower, love the view of the mountains.
Peacefulness
Pease and security
People
People

People
People
People and the access to businesses but nit overcrowded
People, close access to regular shopping areas, conservative values.
People, culture, police force is top notch, cleaner than most cities, growing
Places to walk my dog
Pretty quiet, Less crime than other places
Proximity of businesses and schools
Proximity of essential business to my home.
Proximity to I15
Proximity to Olympic Oval, where I speed skate.
Proximity to a lot of places
Proximity to all amenities
Proximity to commercial businesses, low crime, good schools.
Proximity to downtown as well as Utah County
Proximity to everything in the valley; feels well-run; lots of services, things to do
Proximity to everything, including freeway access, shopping and parks.
Proximity to family
Proximity to family, shopping, and events
Proximity to freeways, highways
Proximity to highways, services, and my own neighborhood.
Proximity to important places. Close to family and friends.
Proximity to other cities that have amenities I am seeking
Proximity to places I frequent.
Proximity to ski areas, airport, downtown, relatively quiet.
Proximity to surroundings
Proximity to the things I like and do.
Proximity to work
Proximity to work
Proximity to work and other cities
Public Safety
Public city facilities/parks
Public works does a good job
Quality businesses in close proximity
Quality of life
Quality of life
Quality of life issues are taken care of (roads, infrastructure, etc), variety of shopping close to home, parks, costs aren't too high relative to neighboring cities
Quality of life, home of the good neighbor.
Quality of services available in the area
Quiet
Quiet
Quiet area while retaining convenient proximity to amenities
Quiet but near stores and restaurants
Quiet city stores and transportation trax
Quiet clean close

Quiet community
Quiet most of the time
Quiet neighborhood
Quiet neighborhood, quality neighbors, and accessibility to all the local businesses and the various restaurants etc.
Quiet neighborhoods filled with good people.
Quiet neighborhoods with lots of shopping/dining options
Quiet, Safe, clean
Quiet, close to things
Quiet, lots of stores
Quiet, pretty close to most things
Quieter than the city and don't have to go far to get to the essentials
Quietness
Quite & New residential areas. New complexes with restaurants, stores, etc. Fantastic panoramic view of the east mountains
Quite and safe
Quite subdivision
Recreational activites
Recreational parks, dog parks, walking/biking trails/paths
Relatively easy access to other parts of the valley, seems like people are trying to make good decisions
Rural areas
Safe
Safe and clean
Safe and convenient
Safe city with easy access to dining and shopping options
Safe community
Safe feeling, caring mayor, improvements
Safe friendly community.
Safe neighborhood
Safe neighborhood with most big city services and still a small city feel
Safe neighborhoods
Safe place to live. Generally well cared for
Safe, clean, (mostly) easily accessible, plenty of amenities available
Safe, clean, close to many stores and city fees
Safe, good growth, most people are good.
Safer neighborhood
Safety
Safety
Safety
Safety
Safety
Safety and family focused
Safety and quiet
Safety, amount of things to do in the area.
Safety, peace and quiet
Safety, still open land and not over built
Same as before; safe community with plenty of recreational activities.
School administrator

Schools
Security
See less crimes
Seems safe for all my kids
Seems to be well managed
Sense of community
Sense of community
Sense of community
Sense of community
Sense of community and safety.
Sense of security
Shopping, restaurants, and work opportunities
Shops
Small town feel, safe neighborhoods
Smaller town feel
Snowy roads are taken care of quickly
So far not so much over crowding
Some neighbors
Staying up with peoples input and minding roads and infrastructure
Still comtempkating
Still having space and not as much noise polution as other areas
Still mostly a nicer area.
Still some open land
Store is close by
Stores
Streets are well maintained and pot holes get fixed asap
Strong police presence. New or updated parks.
Suburban life
Super shopping center
Supposed to be a great city to live
Taxes utilities are reasonable. Most areas are clean and in good condition
Thankful for a concrete fence/barrier on main roadsides
That I was able to buy a house with a larger lot size so I don’t live right on top of neighbor
That i live on the boarder of South Jordan, [REDACTED]. Lived here for 30 years and would almost rather live in a city south of West Jordan.
That we have more commercial areas popping up and not just residential
That when I moved here in 2006 with about the same salary that I am currently to have been able to afford a home here back in that time frame.
That's it's not Kearns
The school’s
The Airport
The City has many of the services I need and has not been adding good business areas.
The House
The Neighborhood i live in
The access to stores
The amount of activities available for families and children.

The anonymity
The area
The area
The area
The area and convenience of getting to stores
The area and people
The area/location.
The central area to family and friends
The city has the best water in the valley
The city is safe and seems to have a police force with integrity
The city responds quite quickly when I submit a request to correct a problem.
The city takes pride in the appearance of the neighborhoods and streets
The clean parks
The closeness of everything and it feels relatively safe
The closeness of the majority of my needs to my house
The closeness to things I like to do without being in salt lake
The communities
The community
The community
The community
The community
The community and neighbors
The community feel
The community is wonderful, the schools are great, and it is a wonderful place to live.
The community updates
The convenience and being centrally located. We live in the older part of West Jordan.
The convenience of getting around to the interstate north south east and West street and shopping
The convenience to shopping
The cool cops
The diversity of our city
The diversity. We are a mixed family and there are few cities that we feel safe moving to. WJ seems to be more diverse than other cities in Utah.
The ease of getting around and having business close to home and access to thoroughfares nearby
The ease of things I need such as plenty of stores
The fact that you take the time to do this survey says that your caring about the residence. No other city i lived in has done this. I luv all the people and our politicians in this beautiful city
The families
The friendly neighborhood feel as well as everything I need is close by
The good communities, good parks, decent schools
The good people and neighbors
The growing community
The growing services
The growth, addition of new stores, restaurants, etc.
The homes are affordable.
The library
The location

The location
The location being centrally located in the valley
The location- my neighborhood- stores building out west
The mayor
The mountain views
The neighborhood
The neighborhood
The neighborhoods are very nice land there is lots of free space
The neighbors
The neighbors and neighborhood also enjoy first Friday Concerts
The neighbors we have have been the same for over 20 years they all watch out for eachother and try to keep our neighborhood a nice place to live it has been worse with break ins cost of everything has sky rocketed but so grateful for our small neighborhood
The only thing I like is my location to freeways
The open areas available
The order
The organization? The public services ? The Liberty. , the Schools
The park and Jordan Landing is near by
The parks and access to different outdoor activities
The parks and community that is starting to grow together.
The parks are well maintained, snow removal has been much better, preparation's for upcoming winter storms was really good.
The people
The people
The people
The people
The people
The people
The people
The people
The people
The people
The people
The people
The people and activities
The people and environment
The people and the library
The people in my neighborhood is very friendly and I loved being involved with the neighborhood watch program!
The people, open minded
The people. Close to big city, but small city feel. Love the ruralness.
The places i need to go are relatively easy to get too, but it is taking much longer than it did just a few years ago
The police department is great!
The prompted snow removal, the parks and splash pads, The new Temple being developed, The new development.
The proximity to everything
The proximity to stores, gas stations, etc.
The quality of people who live here, and the school district
The quietness
The recycling programs!

The right balance of lower population density with proximity to commercial and recreational amenities
The safe community
The school district is good
The sense of community, the quality of the area.
The size and business it offers
The smell of Mink feces and flies from the Mink Farm make WJ the best city….NOT
The thinking a head when it comes to growth.
The traffic density is pretty average. Good response from police
The view
The view I have of the mountains (east) and how close I am to Midvale, Sandy, and Murray and away from the main part of West Jordan.
The view and our neighborhood
The view of the Oquirrh and Wasatch mountains
The view of the mountaines
The view of the mountains
The views of Wasatch Front!
There is a good atmosphere.
There is a good blend of urban and ruralish feel. Still some open lands, but lots of good businesses too
They offer many opportunities for many ages of people
Too crowded
Traffic was light & the roads could keep up with the number of residents.
Trails & open spaces (not very anymore).
Trails and open spaces
Tranquilidad, cercanía a la montaña, seguridad , excelente servicios.
Tranquility and low crime
Trees. And clean neighborhoods and parkd
Unsure
Used to be better
Usually quiet
Variety of shops and close distance
Very clean
Very established city. Safe. Accessible
Very little.
View of the mountains, Jordan Landing, close proximity to most things
View of the wasatch
Views
WJ is a place that tries to be the best for its residents. Not trying to be the biggest, fastest, sparkly place at the cost of resident quality of life and over crowding.
WJ is expanding, new residential developments but I would like to see more commercial ones
Walkability of my neighborhood. Quick access to freeway for commuting. Public safety (Police/Fire).
Walking trails
Walking trails
Walking trails and parks
Was close to work before I retired
We are comfortable in West Jordan and we feel safe.
We enjoy the quiet neighborhood.

We have a close knit, comfortable, safe community with heavy traffic or any of the issues of an urban area, while still being near every type of amenity I could want.
We have pretty much everything we need right here in West Jordan
We like the neighborhood and the proximity to stores and schools
We live far enough west that we're still close to everything, but don't feel like we're surrounded by people.
We live in a 55 + community and it is convenient to almost everything we need and want. We have never had any problems. It is well kept and easy to get to stores and medical facilities.
We live in a quite neighbor hood right now, but they are starting to build many homes in our area and this is creating traffic problems. On [REDACTED] the traffic is getting heavier and from about 3:oo until after 7:00 it is very difficult to get onto 9000 So, the, We need a red light put in there for sure, the traffic is horrible and it takes quite a long time to get out, plus very dangerous!! We have accidents there all the time.affic
We love living in the foothills, the views are beautiful. We like the trails.
We love our neighborhood and the views of the mountains
We love the safety and the diversity
We moved here for the smaller home communities
We still have available land but the city mainly caters to commercial development and apartments
We're close to family
We've been in West jordan for 34 years, I can't imagine living anywhere else.
We've been very safe
Well our house is up for sale now, but pretty central location
Well we used to have nice quiet neighborhoods but not so much anymore due to the influx of hispanic immigrants that bring thieves to the neighborhood and loud obnoxious parties all the time
West Jordan City is very quiet and Clean any where.no Crime.my Nighber is very nice people everybody is great.police protection is also great work so I really like Our West Jordan City.
West Jordan has most everything a person needs or wants and good locations.
West Jordan is a very clean and safe place for living.
West Jordan is in the center of Salt Lake valley and gives us access to recreational opportunities.
West Jordan is t great city here in the heart of the valley
West Jordan values the environment with water-wise initiatives both in public areas & for the residents. There is a focus on access to parks, to incorporate more all-ability features, and providing outdoor space for our furry children/dogs to play with a future dog park.
West side quietness
Where I live in West Jordan, I feel close to all things that matter to me.
Where I reside, convenience.
Where I'm at is very convenient to many places and I feel it has been pretty safe. Have not experienced anything that cause me to want to live elsewhere. West Jordan is one of few Cities that don't have HOA which attracts a lot of Home Buyers especially with all the rising living costs. People are welcoming.
Where I'm at specifically I like that I am centrally located. Recently I've seen more back streets being fixed up, so I like that. I live on a corner and one of the streets was patched up pretty well, but the road coming from redwood is still pretty bad.
Where we live it’s reasonably priced and good families live here.
Wish I lived in another city
Wjhs
Wonderful neighborhood. Bingham Creek Trail.
acces to public parks and recreation
access to freeways
been able to help affect building around me somewhat
being away from slc

center of everything
central location
central to most places
centrally located
cheaper housing than the east side of the valley
cheaper than the east side
close to all the shops and places I need to go
close to everything and to the outer communities
close to everything i need
close to freeway
close to most all outdoor things
close to my work
close to shops
close to the i-15, 215 and bangerter
close to work
conveniently located
easy access to everything within West Jordan and not too far for downtown SLC
everything is always clean
family atmosphere
family city
friendly people
good neighborhood
good people, responsive community leaders, roads kept up,
google fiber
great communities
i dont but i cant afford to move
its home since 1976
lived here my whole life
living near the Jordan River and not an HOA community.
location
location - it feels very central to the valley - lots of growing and businesses
location and ease of surroundings
location and fairly safe neighborhoods
location of home
location of my home
location to everything
locaton
low crime
maintenance mostly of neighborhoods and streets
most everything I need is within city limits
most it it
mostly its on the west side of the valley.Crime rate is relatively low
my house and my neighborhood, hate the surrounding area
my location
my neighborhood is very peaceful
my neighbors

my parents are here
near shops and new hwys
neighbors
nice neighbors
not many slum areas
not much since they have expanded high density housing
not too crowded, great neighbors, close to family
nothing
nothing speciall
nothing to be excited about
only place we could afford
open space and ammenaties
options in activities
out of the downtown SLC
parks
parks trails
parks, business friendly, services
pretty area and i feel safe
proximity to stores, roads mostly maintained better than other cities. Police presence good.
proximity to work and freeway
quality of life
quiet
quiet, nice
quite community
safe
scenery
shool, shopping center
shopping conveniences
shopping convienance
small city feel
small town feel. I would like to see the holes in the road patched up.
space to live, everything needed is close by, clean streets, can walk around and feel safe for me and kids, parks available and feeling safe there, roads are taken care of
suburban life
the area that i live in oquirrh hills
the clean and the nice neighborhood
the community
the fact that's it's got a pretty good reputation and a stigma of low crime in comparison to other cities
the location of where I live
the parks and how it is growing which equals more jobs, but we need more affordable housing.
use to like it not being so busy
valley location
walkable neighborhoods
which is a safe, clean city, its parks and green areas

oe_topissue. In your opinion, what is the most important issue facing West Jordan in the next 3-5 years? (n=1218)

Budget and inflation
Not sure
Senior services
a lot of remodeling
9000 and 7800 South not able to carry the traffic
90th needs widened to 3 lanes redwood to bangerter
90th south
?
? The normal things city governments should be concerned about: policing, emergency services, snow removal from highways, park maintenance.
A balance between making a profit without deteriorating quality of life.
A possible market crash. Or weeds getting too tall.
Active and public transit, making it easier to ride/walk around the city without needing a car that is inevitably stuck in traffic because there are too many cars on the road
Adding more pollinator habitat
Affordable Housing and infrastructure
Affordable homes, food, rent and basic needs
Affordable housing
Affordable housing
Affordable housing
Affordable housing
Affordable housing
Affordable housing
Affordable housing
Affordable housing
Affordable housing -- and NOT just apartments; we need single family homes people can afford
Affordable housing, encouraging a walkable/bikable community
Affordable housing, quality education
Affordable housing.
Affordable housing.
Affordable housing. for the younger people that would like to live in the city.
Aging infrastructure and high home prices
Aging population means more young families need to move here, but the school system is not supportive of that
Allowing for population growth while improving our quality of life.
Allowing over building. Turning long teens fields into apartments or townhomes.
Amount of people living out here and the traffic.
Apt building for cheaper dense houses near residential homes
As the city grows there will be more inhabitants and I think it will be the traffic routes.
Awful roads, I hate that West Jordan seems to plant trees and never water them so they just die
Bad streets, unregulated businesses, high taxes and crime.
Balancing good service with managed taxes
Bangerter highway overpass upgrades
Better care of city parks and trees
Better road infrastructure

Better roads, accessibility
Better roads, housing
Better roads. More schools. Controlling housing market and property taxes better.
Biden in office again!
Building Infrastructure to keep up with growth
Business development in the older sections of the city
Change a lot
Changes in the roads
City roads
Clean gutters
Clean it up
Clean up crime and take care of roads and sidewalks
Cleaning up and quality entertainment/resturants
Cleanness
Code enforcement
Code enforcement and infrastructure
Community cats being displaced and laws regarding their safety and livelihood. People should have an option to care for them instead of being shamed about it.
Community mental health needs and services
Condos/ town houses for development. Unnecessary and brings more people that isnt needed.
Congested roads, multiple families living in one housing unit, affordability of life
Congestion
Connectivity with i15
Conserving water
Construction
Construction
Construction
Construction
Construction and expansion of homes
Construction and goggle fiber
Construction and traffic control
Construction 😇
Constructions on main roads
Continual toad damage and timely repairs
Continued tax increases without representation for getting the budget under control. Growth remains extreme in West Jordan and that will continue to cause concerns with traffic impact - infrastructure isn't able to keep up with the expansion.
Continuing worsening traffic and too fast population growth
Controlled growth with reasonable infrastructural improvements
Controlling and or managing growth. Able to have affordable housing for families and the infrastructure for traffic.
Conyiune to update infrastructure and green space
Cost of housing
Cost of living! The gangs and bullying at the high-school the highshool is a huge problem and over crowded neighborhoods
Cost of living, crime increase
Cost of living, crowdedness
Cost of living, traffic, taxes
Cost of water.

Crime
Crime
Crime
Crime
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Crime
Crime
Crime
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Crime
Crime
Crime - growth of the city
Crime and affordable housing.
Crime and bad renters not taking care of properties neighborhoods
Crime and beautification
Crime and city decay
Crime and enforcing traffic laws
Crime and population
Crime and the traffic
Crime and too many people
Crime and traffic
Crime brought in by high density housing
Crime from Biden's illegal aliens.
Crime increases from bad areas spreading to West Jordan. Also as a result of inflation. Perhaps increasing homelessness as well
Crime rate and run down areas.
Crime rates
Crime such as porch pirates. Illegals bringing in drugs. Free narcan.
Crime with over population
Crime, Housing, Water bills not being linked directly to usage, too much growth and traffic congestion.
Crime, West growth and updating/keeping the city looking nice.
Crime, people not caring for property appearance, taxes
Crime, taxes, traffic problem.
Crime.
Crime.
Crime/gang activity
Crime/gangs and growth (Traffic)
Crime/safety

Crowded, cost of living
Crowding
Crowding. It is getting too crowded, the neighborhood where we live is full of cars, too many people (different families) living on one household.
Crowding.. Dont build any morr apartments!
Curb and streets. I've asked the city several times when they'll fix our sidewalk and mangled gutters
Dealing with inflation and a troubling federal government
Dealing with the increase in traffic flow. Remembering the proper role of government. Increase in gang influences in school age children.
Decisions to continue the trend to accommodate growth and moving further away from what has historically been a more family friendly agricultural based community.
Density
Density housing... too much
Deterioration of residential areas
Developing cultural and community centers, especially ones that support access to necessary resources in a time of economic disparities (food pantries, community gardens, after school programs, etc).
Development
Don't grow so fast that you can't keep up with the infrastructure.
Dont know
Don't keep it basic.
Don't know
Drag racing, high speeds on some roads.
Drugs. There are drugs everywhere in the city. Basically, entire neighborhoods are being loaded with them and very little is being done about it at all.
Ease of transportation.
East to West infrastructure
East west transportation
East west travel
East-West Transportation & Affordable starter homes.
East-West traffic
East-west transportation
East/West traffic congestion
East/West transportation
Economic development and transportation.
Economics
Electric grid with all of the housing / low-cost housing need
Enforcement of residential property by the city, too many single family homes have become corporate rentals with very poor maintenance, also allowing stowage of RV and vehicles
Ensuring that the roads and businesses keep up with the growth.
Ensuring water lines throughout the city are in good repair.
Ethics of right wing politicians
Excessive amount of new, high density housing. Roads not being able to handle amou t of new people. Not enough commericial
Excessive growth
Excessive growth and excessive traffic. Keep a lid on crime.
Existing resources vs expansion
Expanding

Expanding Trax light rail to bridge the East/West divide and make it more convenient for commuters to choose public transportation rather than driving
Expanding population, limited space on the roads for everyone, crime, packages getting stolen from the houses
Expanding roads heading west and fixing roads
Expansion
Expansion
Expansion and construction. Even though west jordan feels like it has fewer high density housing areas, there are still multiple in development that will eventually cause traffic delays due to increased population
Expansion on the west side of the city amd making sire infrastructure and roads keep up with new construction
Expansion that causes tax increases
Exploding population
Families moving to cities that prioritize green space for youth sports and for family activities.
Family and business development, more small businesses and homes (not apartments)
Fast growth
Fees and taxes
Feral cats
Fighting drugs and crime
Fighting more on crime
Financial stability and keeping up with population growth
Fix the roads and sidewalks. Install Google fiber.
Fix the traffic problem on Mountain View and 7800s. Also need more restaurants.
Fixing East/west car travel. Too much building.
Fostering the development of a downtown district between gardner village and the courthouse.
Freeways to the west side
GROWTH
Gang and crime
Gang control
Gang problems
Gangs
Get infrastructure solidified. Fiber, broadband.
Getting a home
Getting crowded and busy
Getting too crowded
Good
Grove there’s too much growth in West Jordan, the streets water sewer can’t handle it schools can’t handle it
Growing faster than city can keep uo
Growing too fast. Rent and cost of housing is very high. Also overall cost of living has gone up making it harder for people to live in the area
Growing too much too many building/ homes
Growth
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Growth & infrastructure
Growth - We need another rec center on the West end - by Ron Wood, as previously talked about
Growth and capacity to handle it
Growth and continuing to attract new residents and businesses.
Growth and crime
Growth and development
Growth and ensuring green space
Growth and how this will be handled. The roads and traffic have gotten worse
Growth and how to keep up.
Growth and industrial areas vs residential neighborhoods
Growth and infrastructure
Growth and infrastructure to support it. More traffic and an influx of people moving in. Will it change the vibe for the city for the worse?
Growth and infrastructure traffic
Growth and infrastructure.
Growth and keeping up with infrastructure, keeping roads nice.
Growth and maintenance

Growth and poliece
Growth and proper zoning and zoning enforcement
Growth and roads
Growth and roads. Traffic
Growth and school quality
Growth and taxes
Growth and traffic
Growth and traffic patterns.
Growth is overwhelming
Growth issues and water price. Need to be able to have multi units
Growth management and traffic. Traffic is heavy and frustrating for those living past 5600 W
Growth of the West benches.
Growth on the west side and the resulting increases in traffic and activity
Growth on the west side and water
Growth or over growth.
Growth or the consequences of previous growth.
Growth without raising taxes or utility rates.
Growth, Traffic and construction
Growth, Traffic management, infastructure
Growth, and the city planning it correctly, not just supporting new housing because the building lobby/power.
Growth, loud airport, busy congregated roads
Growth, roads. Too many multi units that cut into our view of the. Mountains
Growth, school quality
Growth, too many apartments and townhomes being built
Growth, traffic
Growth, traffic, connect trails and parks, better upkeep of parks, utiliy costs
Growth, water use, Crime
Growth, which comes with severl issues. Roads, open space, available 1st responders
Growth, zoning & planning
Growth- traffic
Growth- traffic control or need for better traffic plan to move the increase in population around the city.
Growth.
Growth.
Growth. Streets need to be widened before they become bottle necked like 7800 S is at Mountain View
Growth. Traffic is an issue. Supporting schools and kids. Crime.
Growth. How growth is going to be handled. Affordable housing. Adding in more mixed zoning so that we can have more walkable communities.
Growth. This could bring low income individuals which usually brings crime.
Growth. Traffic.
Growth. Transients
Growth/Change
Growth/roads
Growth/traffic congestion
Handling growth
Handling growth and housing affordability
Having organic grocery stores such as Trader Joe's and Whole Foods. Traffic control on the Mountain View Corridor.

Having proper roads to accommodate all the homes they keep building. Congested schools and not enough restaurants and shopping to accommodate community growth.
High Cost of Living and overall Market Inflation.
High Density Housing and the impact it has on surrounding business, neighborhoods, roads, schools and utilities
High density development without the infrastructure to support it.
High density housing
High density housing
High density housing
High density housing and zoning/business on the west side. Fitness center and more city services on the west side.
High taxes
High taxes and bad roads
Higher populations and road congestion
Higher taxes, illegals, cost of housing
Home care. Lots of lazy people who are not taking care of there property
Homeless Population, Crime
Homeless and graffiti
Homeless people ,drugs , crime
Homeless people will get more out of control.. hopefully less violence
Homeless taking over parks
Homes sir new families
House prices and property tax
Houses going downhill.
Housing
Housing
Housing
Housing
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Housing
Housing Prices
Housing affordability
Housing and Safety
Housing and business and water usage
Housing and high cost of living
Housing and living costs
Housing and property/utilities
Housing and retail development
Housing and transportation
Housing and water conservation.
Housing and water issues
Housing cost

Housing costs
Housing costs and availability
Housing costs and roads
Housing development
Housing growth, roadway systems, growth in commercial development
Housing growth.
Housing is likely to continue to be a problem. It used to be that you could move to West Jordan if you couldn't afford to live in Salt Lake, but that net is now much wider.
Housing options, lots of homes now 40 years old and up with empty-nesters. Smaller, newer homes are needed for couples to downsize to and open up larger homes for young families.
Housing prices
Housing prices
Housing prices and food costs
Housing that doesn't interfere with our lifestyle and have a negative impact on traffic.
Housing, keeping crime in check.
Housing, open space
Housing, over population, traffic
Housing, public schools
Housing, traffic
Housing, traffic, and schools
Housing,cost of living and growth and taxs
Housing. # of existing, # and types of new construction, cost of living
Housing. With each old homestead getting torn down 12-40 apartment complexes are added with no thought for parking. The roads can't handle more traffic.
How do we lower our property and utility costs, also when building new subdivisions you may want to improve or widen the roads before sticking a whole mass of people in and then worrying about the roads
How to handle growth.
How to have the city make money without extracting out in taxes and higher fees. We need to have some kind of city income that is not based on required services, but extras people are willing to pay for.
How we manage growth on the West side, fiscal responsibility.
I am not sure of that at this time
I am sure
I am unsure, seems we have quite a bit of construction happening so I think we are clearly done by the work needed.
I can't think of something...
I do not know
I don't have my finger on the pulse of the community so I don't think I will have anything to add
I don't know
I don't know.
I don’t care. I won’t be living here. WJ sucks
I don’t know
I don’t know
I don’t know
I don’t know enough
I really don't have an opinion on this.
I think traffic and crime

I think west jordan is of the age now where we need to look at sustainability for the city in the long term. This may require road repairs/expansions (like those that are currently ongoing). Also, looking at some of these undeveloped areas of west jordan for residential or other things that the city may benefit from.
I'm a bit worried about housing as it's probably the biggest issue in Utah. On one hand people need affordable housing, but I'm worried about a bunch of apartments being built next to my house in the large field I was notified would be turned into housing. I don't mind a mix of building types but nearby my house there are already a lot of apartment complexes and "starter homes." It feels crowded. I want to stay in West Jordan but in my case if it get's much more crowded or unsafe then I might look elsewhere if the market and interest rate ever permit.
Idk i just moved here last monty
If they are really building a temple, there is going to be a ton of construction and new traffic.
Illegal immigration
Illegals
Immigrants
Immigration
Improve education for our children
Improvement of the old sectors
Improving the schools
Increase in crime and endless road construction.
Increase in taxes and utilities
Increase in traffic
Increased taxes and utilities
Increased traffic demands, water demands to supply housing growth, controlling potential increased crime levels
Increased traffic due to large warehouses and growth.
Increasing Taxes / Cost of Living
Increasing housing prices
Increasing population
Increasing population and development
Incremento poblacional , saturación de servicios.
Inflation of costs.
Infrastructural issues like roads and traffic.
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure
Infrastructure and East and west corridors
Infrastructure and Housing
Infrastructure and better schools
Infrastructure and more traffic with the expansion westward
Infrastructure and the right mix of growth
Infrastructure and too many houses and new buildings being built and not enough green belt left
Infrastructure for all the new homes

Infrastructure for the expanding west side
Infrastructure not keeping up with growth.
Infrastructure that doesn't keep up with population growth
Infrastructure to accommodate all of the new apartments
Infrastructure to handle growth in the western part of the city
Infrastructure to support growth
Infrastructure to support the population growth (feel like we're already behind on this)
Infrastructure, keeping up with the identity that seems to be so important to city officials, which is unfortunate for those of us that are living in the higher tax paying area.
Infrastructure, roads, upkeep of properties
Infrastructure, we need an east west freeway. Too many high density houses being built and roads are too small to travel east and west in a timely manner.
Infrastructure. There is no solid east west corridor and considering how far west this city goes this is a big issue with traffic congestion.
Intense population growth causing major traffic back-up
Investment in infrastructure, community resources and rec centers, including parks, trails, rec centers. That are not 20+ minutes away. I should be able to stay in WJ to do these things, but I have to go to SJ, herriman, and Riverton to do this things.
It feels as if West Jordan is being forced to build high density housing to accommodate much like the rest of Utah with out consideration to the negative impact to the resources we depend on such as Water.
It seems like properties are looking more run down. I hear people say West Jordan is the new West Valley... and that is not a compliment.
It's getting too populated and the traffic is horrible. Traffic is awful.
It’s turning into a suburb of West valley
I’m not sure
Jobs, housing, vehicle trafic,
Jordan Landing is a true money pit. To expensive for businesses to rent and there is no sporting facilities for kids anymore they build businesses or houses everywhere
Just feel like its slowly turning it West valley. All the homeless people outside the stores panhandling
Keep the population level.
Keeping business in town
Keeping businesses
Keeping costs down
Keeping costs down so we can still afford to live here.
Keeping crime rates down
Keeping crime under control
Keeping east side vibrant. School quality.
Keeping education standards high and paying teachers enough to keep them in the classrooms.
Keeping housing prices down.
Keeping it that way
Keeping our streets safe and clear of gangs and homelessness.
Keeping things affordable and not following the other cities by increasing expenses.
Keeping up with crime
Keeping up with facilities for kids sports, Maintain the law
Keeping up with growth
Keeping up with growth.
Keeping up with the new growth
Lack of businesses and restaurants west of Jordan Landing. It would be nice to not have to go to Jordan Landing for everything. The traffic congestion there is rough at peak times. It’s getting better but that is definitely what we would like to see.

Lack of code enforcement leads to Deteriorating neighborhoods. So many violations and lack of action. Code enforecement isn't a 9 to 5 job if you are committed to improvement. So many neighbors openly advertise their yards as parking and storage for semi trucks, cargo box trailers, boats. Should be easy to find, plus what about encouraging thru outreach that Code Enforcement cares and is ready to help. Unlicensed businesses operate out of homes without a conditional use permit. That adds traffic and noise to quiet streets and is a safety hazard for kids.
Lack of green space and too many apartment buildings.
Lack of infrastructure and over crowdedness
Lack of necessary roads out west. Porch pirates.
Lack of public transport west of bangerter highway. Also, lack of shopping centers west of Mountain View corridor.
Lack of tax revenue due to not allowing solid businesses in West Jordan.
Land use. No land left
Law enforcement. Growth and the city's inability to handle it.
Less apartments being built.
Less roads work
Letting ghetto people in, and allowing things to get worse
Living wages vs the cost of having a home for younger ppl.
Local taxes
Losing families because of higher crime, neighborhoods that are never kept up to code and utility bills that are out of control
Lower water rates
Maintaining affordable housing without overbuilding apartment or multifamily units
Maintaining neighborhood environments in the face of high population growth
Maintaining safety. Embracing expansion buy having supports already in place for the inevitable expansion
Maintenance
Maintenance of sidewalks, streets, ect. Of older areas
Making Family life safe and respected a high priority!
Making sure we have the infrastructure in place to help traffic concerns and to provide more shopping and conveniences out west in the newer subdivisions
Managed growth and maintenance of existing infrastructure.
Managing Growth
Managing expansion
Managing growth
Managing growth
Managing growth
Managing growth
Managing growth
Managing growth and the impacts
Managing growth andor east/west traffic capacity
Managing growth in smart, sustainable ways that preserve quality of life- not maximize profit from developers
Managing growth while maintaining public safety.
Managing growth wisely
Managing growth without drastically increasing density
Managing population growth
Managing population growth while maintaining sufficient green spaces.
Managing traffic. Smart development
Massive growth.
More business

More businesses and support services for the growing west side
More construction
More crime moving in
More housing for young families.
More people moving in
More people moving to west Jordan.
More schools are needed
More schools, especially middle and high schools. They are so crowded. Also widening mountain view and baccus
Mostly traffic and crime
Motor vehicles noise (kids being fast and a furious)
Mountain View Corridor Overpass Construction
Mucho más trafico
Multi unit housing, High water bills
Multifamily housing growth/overcrowding
Must hire more Latino officers in the police department
N/a
N/a
Need for affordable housing.
Need more police protection and utilities is progress.
Needing additional schools to fit all the children that are already HERE and that are moving into the area with the continued homes being built.
Neighborhood lighting, and traffic congestion
Neighborhood upkeep. There are some areas that are looking a little shabby.
No idea
No more construction no more taxes do not raise taxes prices of housing, no more construction
No more property to build on
No stores looks like a dessert city and no transportation
Not aware of any issues. Only seeing commuting issues and that seems to be addressed by the construction of east west roads.
Not enough affordable housing... all our kids have to move away
Not enough outdoor activities for families, trails and walking
Not enough schools for the population.
Not infringing on peoples rights to live as they see fit,regardless of race, religion, sexual orientation or self identification.
Not outgrowing infrastructure with the amount of homes being built.
Not sure
Not sure
Not sure
Not sure
Not sure
Open land
Open park land, proper city planning, more venues to have a closer community, spanish classes for residents
Open space
Our government needs to quit pushing for growth as the city is too big and crowded.
Out of control growth, city services not keeping up, quality of the community is going down.
Out of control spending
Over Crowding
Over building

Over building and noise from the airport and too much traffic.
Over building and traffic
Over building. Too many apartments and townhomes which equals more congestion and I over crowded classrooms
Over crowdedness. Roads, schools, water supply, etc not being able to sustain the population growth.
Over crowding
Over crowding and high density housing
Over crowding and increased traffic
Over crowding, over priced housing, roads in need of repair because of the increased traffic.
Over developing
Over developing
Over development. There must be a realization that we don't need to keep growing indefinitely.
Over expansion, too many people, homes and businesses
Over growth , traffic, water, basic services
Over packed business with no green space. Jordan does not seem to be a family oriented town. It has become a business concrete jungle and no longer a family friendly community.
Over populatiom
Over population
Over population
Over population
Over population
Over population
Over population
Over population
Over population
Over population
Over population and congestion, lack of access to water caused by over population. Noise pollution.
Over population and water resources
Over population growth
Over population relative to services and infrastructure
Over population without adequate water supply. Infrastructure that is up to date and secondary water supply.
Over population, too much of high density residential and not enough infrastructure, retail to support the population out here, and the roadways to support it all.
Over population. Poor education. Expensive utility bills. Increased in dumpster charge, etc. of
Over population; not enough roads and too much multi family housing going in for the land and water we have remaining. Not a quiet law abiding town anymore. Looking more like west Valley.
Over use of natural resources, not enough indigenous plants- too much high-water usage species of grass.
Overabundance of rental properties and high-density housing
Overcrowded
Overcrowding
Overcrowding
Overcrowding
Overcrowding & traffic
Overcrowding and high density housing all over
Overcrowding in the developed areas
Overcrowding on the roads
Overcrowding schools and cost of living

Overcrowding without proper infrastructure and business availability
Overcrowding, traffic, crime homelessness
Overcrowding. High property taxes
Overdevelopment and the eventual lack of resources due to it
Overdevelopment and traffic
Overgrowth
Overpopulation
Overpopulation
Overpopulation
Overpopulation
Overpopulation and too much condensed housing without proper road infrastructure or maintenance on streets and lights.. several street lights in my neighborhood are out recently and no one has come yet to fix
Overpopulation. Traffic. Crime.
Overpriced, overpopulated and congested traffic. Too many new constructions with bad planning.
PARKING/ROADS
POPULATION AND TO MANY APARTMENTS.
Parking and enforcement of city ordinances I.e. parking on city streets. I believe there needs to be off street parking for all residential areas. The developers of all these areas need to provide parking. In addition stop allowing UDOT to build highways that are death traps. 20 years ago it was bangerter, today it's Mountain View. I know this is a UDOT issue but city's should have more of a say within city limits.
Paying our educators enough to keep kids interested and thriving in West Jordan schools
Peacefulness and less crime.
People taking care of their property.
Planned growth
Planning for continued growth
Police patrols in neighborhoods
Police who respond and courts who will help. I called the police a couple weeks ago to help (they are literally in my backyard. Not even .1 miles away. I called at 12:30 a.m. and I waited til 4:00 a.m. complete no shots. I now have absolutely zero trust in law enforcement. Courts won't help me issue a restraining order against [REDACTED]. They say, "wait til he shows up on your porch and call the police" (if the police would actually show up. However, I'll already be dead. You guys don't get it. I know how violent [REDACTED] is, not you. I know what [REDACTED] capable of and will absolutely be dead before the cops show up 50 minutes later. Thanks a lot for putting a death wish on my head, WJC.
Police, fire and public utility affordability. Transportation throughout the city. Outrageous home prices.
Police, fixing a bullying police dept that when finally show up they dont deescalate. They make things worse not better. They really want to send someone to jail
Politicians
Pollution
Population
Population
Population
Population
Population
Population
Population and expansion
Population and infrastructure
Population and traffic

Population growth
Population growth
Population growth and infrastructure keeping up
Population growth and overpopulation
Population growth, infrastructure
Population growth, roads
Population growth, will West Jordan be able to accommodate more people moving into the state and will they be able to improve roads to decrease traffic issues?
Population housing infrasrtucture
Population increase
Population increase
Population overburden
Pot holes and dying mature trees
Potholes in roads and parking lots
Preventing our city from going Ghetto
Prevention of fatalities of any kind especially at night
Priorities have been given to North and south travel. We have I-15, bangerter, and mountain view. We need a central East to west hyway. 7200 or 7800 bangerter too I-15. Not wider a Hyway. Bangerter is a perfect example of not doing it right the first time
Promotion of growth at all costs, without appropriate planning for infrastructure to support it. Traffic is terrible, making it increasingly difficult to find safe places to ride my bike. Speeding is rampant. People make turns in front of pedestrians and cyclists who have the right of way.Steet signs don't seem to be installed properly; almost all of them lean sideways. The crosswalk sign in front of my house seems to be re-installed annually, and I can see it blowing in the wind quite often.
Proper growth (housing) and infrastructure
Proper infrastructure as we expand (roads before residents) because traffic can be ridiculous
Proper planned growth.
Proper tax application
Properties looking nice.
Property taxes and school traces
Property taxes too high
Property taxes, and infrastructure. Mountain view is a constant joke and Bangerter isn't much better.
Property taxes. There's a clear difference, a line in the sand if you will, between West Jordan East of 4000 W and West of it. It seems like those East of 4000W have nicer/newer/larger homes, the crime doesn't seem to be there as much (yet). Those West of 4000 W (the old West Jordan) are getting the spill over from Kearns and all the BS that comes with it. Tagging on fences, gang activity, etc. Wrapping your head around that is one thing, but the newer/nicer/larger houses on the West side are driving up the property taxes for those of us on the East side and it doesn't feel like it matches up like it should.
Public Transportation
Public Transportation. It is essential that WJ gets better bus and/or microtransit service from UTA.
Public safety
Public transportation in some areas.
Quality of life
Quality of schools
Raising taxes on the property and taking care of the roads better
Rec center!! Parks and overpopulation
Recognizing and celebrating the changing ethnic diversityz
Reduce taxes. Do not spend frivolously and consider each year reducing property taxes. Just because the money is there doesn't mean we need to spend it.

Reduced crime, appearance and amenities compared to South Jordan.
Remove all Google Fiber Optics - Fix neighborhood asphalt, expand green space, attract more restaurants and bars
Rent control
Rental increases
Rental properties taking over our city, but not being taken care of. Housing increasing so 20 people living in one single family house.
Rental property, which drove neighborhoods to the brink of beeing a slum.
Residential growth
Residential growth out west and aging communities in the eastern part.
Retail expansion
Retail shops
Retaining and enforcing the conservative values
Revitalizing the EAST SIDE of the city. Affordable and high-end homes, retail, industry.
Right now, construction seems to be getting worse.
Rise increase of utilities bills and vandalism
Rising Costs
Rising taxes!
Rising taxes.
Road condistions
Road conditions are terrible. Spending lots of money putting anti slip plates on the corners when all the curb and gutter need replaced. Gutters in my area are over 50 years old, same with the pavement
Road conditions, crime, code enforcement
Road congestion
Road congestion
Road congestion due to so many houses being built on the west side without adequate roads to accommodate all the extra people, ESPECIALLY in the east-west directions.
Road construct (redwood -6500 S.) are they gonna finish it?
Road construction - traffic lights
Road construction and continuing the projects for the youth and parks upkeep.
Road improvements
Road infrastructure
Road issues
Road maintenance
Road maintenance and tax increases
Road quality, and growth.
Road repairs
Road under construction never ends
Road widening out west and the need for 7800 expansion desperately
Road work. More neighborhood projects and more safety
Roads
Roads
Roads
Roads
Roads
Roads
Roads
Roads

Roads
Roads
Roads and Parks need to be repaired. Local parks are not maintained in a timely manner.
Roads and a better night life. More restaurants and bars
Roads and dirty parks
Roads and growth to accomodate it.
Roads and overpopulation. Not enough schools for the population.
Roads and park improvements
Roads and public transportation
Roads and schools
Roads and the crazy growth
Roads and traffic
Roads and transportation to handle the growth
Roads for all the excess housing/apartments
Roads infrastructure. We have a lot of roads that need to be refinished! 62S eastbound!
Roads repair
Roads to keep up with growth
Roads upgrade with mor lanes and need more businesses out west.
Roads!!! You must upgrade the roads to handle the rapidly increasing population.
Roads,
Roads, Industrial building
Roads, good shops,
Roads, live music in parks, police protection
Roads, school, rec center on west side ut 111,
Roads, the roads are terribly broken up. Making sure parks are clean. For the price we pay in tax dollars you'd think these would be taken care of.
Roads, traffic, upkeep, welcoming people from all countires
Roads.
Roads. The roads need improvement and the improvement takes too long.
Roads/schools
Roads/transportation/traffic
Roadways etc in keeping up with growth
Run down housing
Safe
Safe sidewalks along 4000 West.
Safe, affordable indoor spaces for kids and families
Safety
Safety
Safety
Safety
Safety
Safety and businesses leaving
Safety of our community: crime watch (more patrolling), traffic lights where needed, water conservation, emergency preparedness, adequate neighborhood lighting and street lights.
School and recreation for west side growth.
School safely, traffic, neighborhood safety, water supply. Coming to get another

Schools
Schools
Schools and traffic (road conditions)
Secondary Water, Needed? Cost vs Rewards. <><
Security
Security and growing of population
Security, Traffic
Sense of community
Service industry Business growth relatively colocated with residential growth.
Slow down the growth
Smart growth.
Spruce up the place including Jordan Landing.
Stability
Stay reasonable on taxes and utilities
Stop Lights on Redwood road between 7000 s and I 215
Stop all the high density housing!
Stop building on every square inch of land! Over population and building of high density homes
Street and curb repair!
Street repair and taxes for senior citizens
Street repair. Infrastructure being overwhelmed. Drawing medium to large employers to the area.
Street repairs “ pot holes “ , filling some empty business spaces in various areas.
Stupidity (parents not caring for their children)
Sufficient water, roads, enough schools
Sustainable growth. We’ve lost any of our uniqueness.
TRAFFIC
TRAFFIC
TRAFFIC GRIDLOCK
Taking care of what they already have in place. Not set up bad programs like car fix light voucher
Tax burden too high for seniors
Taxation. How to maintain a balance between what is necessary and not force your aging residents into the poor house
Taxes
Taxes
Taxes
Taxes
Taxes
Taxes
Taxes
Taxes
Taxes and construction
Taxes and traffic
Taxes utilities
Taxes, Crime and traffic congestion
Taxes, policemen.
Teacher salary. If we don't keep good teachers, we are going to look like Murray or Kerns. Everything hinges on the kinds of families we attract and keep. That is an education issue which becomes ultimately a teacher issue.
That public servants are exactly that. And not control freaks. Let's have more compassion and understanding.

The Mountain view Corridor is very dangerous. Please consider LED flashing warning lights when drivers turn into the wrong opposing lanes.
The Road home has negatively affected our neighborhood. Safety seems to be a concern, schools need improvement
The Temple
The Traffic is so bad
The US Government
The amount of housing coming into the City. All the open space is going away :(
The balance of new development and existing older areas.
The crime rate has increased.
The current roads do not align with the amount of growth.
The government not listening to what the citizens want in their communities.
The growing traffic and crime
The housing is out of control. The pricing of housing. Houses going up everywhere
The lack of ability to make good decisions that help keep up with growth. I think the city is a revenue generating identity more than a civic organization.
The migration of the Latino community. And the affordable housing crisis.
The need for affordable housing
The need for more infrastructure; including roads and mass transit
The need to secure commercial stability for economic security. Jordan Landing needs to be supported so they attract and keep desired business in our city. Also a decision needs to be made regarding the Station Area. WJ needs to get a decision made about this area. The loss of city center stability really hurts the image we hope for in our city. It shows a lack of ability to work toward a common goal and execute the plan.
The new neighbors that are moving in don't speak English. I am a Native American Indian. English is my second language. enough said.
The ongoing problem of excessive growth of government and tax increases, as well as excessive high density commercial development and high density housing that ruins quality of life.
The overly amount of students in the schools.
The population. Too much high density housing. Crime rates/gang activity.
The rate of its rapid growth and revenues to support it.
The road construction is ridiculous. Traffic, noise level and vandalism. Make me want to move.
The roads
The silly nonsense policies, due to being too politically affiliated. Rather than having all your residence represented.
The traffic
The traffic.
The working class
Thef
They need to stop building maximum density on every available space. We need to keep open areas and stop running off what little widlife we have left out here.
To fast growth, low priorities on infrastructure
To keep up with the growing of the city
To many high density living communities
To much building on new apartments
To much growth
To much growth. To many new comments.
To much housing being built without road infrastructure. Making my quality of life worse sitting in traffic I used to never have.
Tok much growth. Too many illegal aliens moving in causing schools, housing, etc to be over taxed which will cause a deteriation in education and less housing for legal residents.

Too many apartments
Too many apartments and condos because the cost of living is so high
Too many apartments being built and too many people moving in. Single family homes in West Jordan; is why we moved here. We have enough apartment communities here; we don't need more. Too many people and the crime goes up.
Too many apartments, traffic will become bad.
Too many apartments.
Too many homes being built.
Too many multiple family developments causing increased congestion.
Too many parking on the street.
Too many people
Too many people
Too many people
Too many people and nit the infrastructure to handle it
Too many people coming here and not enough diversity in restaurants or things to do
Too many people moving here
Too many people, like any city in this valley
Too many people, not enough roads. Stop building more apartments. The roads are busy enough!
Too many residents due to ADUs
Too many townhomes and people.
Too much crowding. We are losing our own space to apartments and townhomes/condos.
Too much development, and no consideration for the people who already own property here. Too much traffic
Too much expansion.
Too much expansion. We are loosing our precious open lands!
Too much growth
Too much growth
Too much growth
Too much growth on the west side of the city without the roads to support it.
Too much growth too fast and infrastructure not being able to keep up
Too much growth without supporting infrastructure. I need fiber to the home for my work and it's still not here. Likely will move from here within the next 5 years due to the collapsing infrastructure here
Too much growth without the infrastructure to maintain. People do more take care of there property and West Jordan looks run down.
Too much growth, both residentially & commercially
Too much growth, streets and city utilities keeping up and costs remaining affordable
Too much growth.
Too much high density housing
Too much housing
Too much low income growth. City water availability and lack of first responders.
Too much new building of residential housing. Increasing our population as quickly as we are is going to put a strain on resources including water, roads, etc
Too much residential growth for the level of infrastructure.
Too much tightly packed housing in the west side. Overpopulation. Not enough schools.
Too much traffic, way too many apartments are being added
Too much traffic. Not enough bus service near me
Too rapid growth
Traducir texto con la cámara I believe that its connectivity, at the rate it is growing, we are going to need more main streets so as not to collapse and the existing ones

Traffic
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Traffic & roads
Traffic / crime
Traffic / road conditions. Lack of freeway or highway going east to west
Traffic and Roads
Traffic and control from growing too fast.
Traffic and cost of living
Traffic and cost of living
Traffic and crime
Traffic and crime
Traffic and crime
Traffic and crime rate rising from too many residents
Traffic and crime.
Traffic and getting a mayor that isn't corrupt
Traffic and growth
Traffic and growth
Traffic and growth
Traffic and new available housing
Traffic and noise pollution
Traffic and over population
Traffic and overpopulation
Traffic and population growth.
Traffic and road conditions...
Traffic and roadway infrastructure, lack of commercial development further west, more schools
Traffic and taxes.
Traffic and too many apartments
Traffic and too many new apartment buildings which will only make traffic worse
Traffic because of so much development
Traffic by bangerter hwy. Higher home living costs.
Traffic caused by over crowding. High density housing.
Traffic concerns, East-West traffic
Traffic confestion
Traffic congestion
Traffic congestion
Traffic congestion
Traffic congestion
Traffic congestion
Traffic congestion
Traffic congestion
Traffic congestion an irresponsible drivers
Traffic congestion and overcrowding
Traffic congestion from east to west

Traffic congestion, vehicular accidents, drug crimes/overdoses
Traffic congestion. Open space.
Traffic congestion. Over growth of single and multi-family dwellings without sufficient off-street parking
Traffic due to west side expansion
Traffic flow
Traffic flow and traffic signals need more of
Traffic flow.
Traffic from other cities
Traffic from the west
Traffic going west
Traffic heading east west and wants to east and snow plowing in the winter
Traffic in the streets
Traffic increases and crime.
Traffic infrastructure.
Traffic management
Traffic management. Lots of people moving in and working here has made traffic much heavier over the last few years. Also access to Google fiber.... for everyone.
Traffic mitigation
Traffic more parks
Traffic on 7800 South by the Corridor, taxes and fees, expenses for Seniors on limited income
Traffic on Mountain View
Traffic on roads and construction projects slowing things down.
Traffic on side roads. 1300W is horrible with new traffic and construction
Traffic out West
Traffic overall and more specifically is the movement of traffic from west to east within the city and other surrounding communities.
Traffic problems
Traffic resolution & safety. There are a lot of cars on the roads & a lot of accidents.
Traffic!!!
Traffic, Keeping open space
Traffic, growth, housing
Traffic, growth.
Traffic, lack of walkability, bikeability, the whole valley is too car-centric.
Traffic, not enough roads going East to West. Can't get to the freeway easily.
Traffic, overcrowding
Traffic, overcrowding, everyone is moving to the west side.
Traffic, planned airport expansion (should not happen)
Traffic, too many people
Traffic, water usage, air quality
Traffic- we need improvement for east-west traffic.
Traffic.
Traffic. We need better routes in/out of the West/South part of the valley.
Traffic. 7800 S is an embarrassment.
Traffic. As more development occurs on the west side of the city, there needs to be more creative ways to alleviate traffic.
Traffic. There has been so much residential development and it doesnt feel like our roads are up to the challenge just yet.
Traffic. park,
Traffic.....Traffic.....Road Construction.....Traffic. Did I mention traffic and road construction?

Traffic/Transportation
Traffic/roads
Trafic
Trail
Trails and recreation on the farthest west side.
Transportation
Transportation
Transportation
Transportation
Transportation
Transportation and infrastructure.
Transportation issues and congested roads
Transportation issues, traffic
Transportation options. There are not enough major East West roads
Transportation, infrastructure, growth
Transportation. Crime.
Turning into kearns and west valley. Trashy homes and people
Unemployed illegal migrants
Unknown
Unknown
Unrestrained growth and the resulting taxes, which i realize are not all due to City government.
Unsure
Unsure
Unsustainable growth, must slow it down
Updated and clean
Upholding older neighborhoods to higher standards so they don't increase in crime and neighborhoods can stay nice
Urban sprawl. We need more green space and fewer houses and roads.
Want better businesses by me (no furniture stores! Date night things). But thanks for widening the road :)
Water
Water
Water Supply & Usage
Water and green area.
Water and housing shortages
Water and land management
Water availability vs price, growing homeless
Water due to growth
Water it's way too much and West Jordan is higher then almost every other city it's ridiculous
Water prices
Water prices and environmental issues
Water prices seems to keep going up
Water shortage and too much population density
Water use reduction initiatives
Water, Traffic
Water, Water, WATER!!!
Water, traffic, too many apartments in the area of Mountainview Corridor, too many people!
Water. Building so much is depleting our water resources -- which contrary to popular belief is not unlimited.

Water. Mountain view traffic will also get worse.
Way too many apartment buildings being built
Way too many residents. Traffic has gotten increasingly worse each year. This is going to keep compounding. Poor planning with construction projects, allow residents a way to get home.
We need a post office & rec center on the West side. Road improvement especially 7800 S. Attract unique business instead of the same chains less than 2 miles apart from another. Airplane/Helicopter noise pollution especially near 4800 W. Work with Udot to fix lights on Mountain view that are really hard to see.
We need a rec center on the west side of bangerter
We need more accesses to Large appliance and electric recycle programs.
We need more diverse programming to meet the diverse communities that reside in West Jordan. For example cultural activities and celebrations would be great. Also, investing in more open and green (maintained) areas. West Jordan.
West Jordan needs more things to do. Like Yoga and other fun activities
West side growth and corresponding infrastructure.
West side growth and infrastructure
West-east highway is necessary
Western city development
Westward growth
Will republicans escort more fascism than the mormons already have?
With all the building on the west side, we don't want our open space filled with apartments and high density housing. Our roads, water, and schools are at risk.
Zoning control
affordable housing
affordable housing
all the construction
allowing infrastructure to catch up to all the new housing (restaurants, hospitals, bike lanes and hiking trails, etc.)
avoiding potential crime and/or run down areas. Retail, restaurant, etc. availability to compete with herriman/riverton areas
building and keeping up with all the improvements
congestion
congestion
cops without training and only looking to increese city money
crime
crime and roads
crowded schools, not enough teachers, roads declining, hospital struggling
delinquency
development
east-west roads
educational programs that challenge students of all abilities and skill levels
government size
green space
growing population without keeping up with infrastructure
growth
growth
growth
growth
growth
growth

growth
growth
growth also water is terribly high compared to eg murray
growth and crowding
growth and services for residents
growth and traffic flow
growth to many people live in west jordan.
growth, transporation, police dept. needs more funding and policemen.
growthand inadequate roads
have no idea
high tax rate, housing growth, green space
housing and traffic
housing, employment, and non-retail business development
in my neighborhood it's the amount of cars one household should be allowed to have. Also enforcing more code to keep yards in the neighborhood clean and cared for. Citing more dog owners for not taking care of their pets poop.
influx of illegals
infrastructure
its getting very populated and some roads need to be better
keeping citizens safe, not having too many people move in that it makes traffic unbearable, safety levels drop
low income apartment complexes that turn into slums
maintaining safe neighborhoods and crime rate.
making sure crime is kept in check
making sure the roads and water and schools can keep up with all the development
more walkability - there is so much traffic congestion and more walkable/bikeable or transit options would be helpful
need a liquor store :)
need for a rec center more out west, constant road construction
need more single family homes not town homes or apartments
needing a rec center on the west side of bangerter
no problema
not enough infrastructure
not sure about this one perhaps expanding population
open land
over crowding
over crowding
over crowding
over crowding, tranportation availability,
over growth
over population
over population
overcrowding
overpopulation, traffic, wasteful watering
parking!!!! and traffic
planning for growth and improving our quality of life
political leaders
pollution; light, noise & air
population growth

population growth, homes and yards not being maintained, rental units, fires in backyards, atv driving up and down the streets too loud
quality business development, housing utility needs
residential growth faster than services and infostructure.
rising cost of homes
rising property tax
rising property taxes, the way they are letting the area go to crap, so much junk, unkept properties that no way meet code and they do nothing about it while the rest of us pay extreme property taxes to look at the crap around us
road improvements, handling traffic congestion, and maintaining quality emergency response departments
roads access
roads and being able to handle the growth
roads are crap
roads...way too much construction and re-doing roads that connect
safe city to live in
safety, managing growth, water, bringing industry in for a good tax base,
school district shifts
secure
soccer parking. no parking on the roads. I would like to see solar crossing signs halfway between 9000 south and 7800 south.
street quality,
streets maintenance, gang grafitti, growth regulation.
taxes and costs for residents
the big increase of people moving into the area
the older neighborhoods are looking ghetto
to many people, it doesn't have the small town feeling
too many hoa neighborhoods
too many people and the traffic continuing to get worse
too many people and too much traffic
too many people too close to one another
too much condensed housing. Manage growth.
too much growth
too much growth and not enough roads
traffic
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traffic and construction
traffic and crime
traffic and growth
traffic and overcrowding

traffic congestion and population growth
traffic congestion, population overgrowth
traffic control. SPEEDING, RED LIGHT RUNERS!!!!!!!!!!!!
traffic flow west since that is where new homes are being built and traffic gets backed up going west.
traffic!
traffic, congestion, billboard blight
traffic, roads
traffic, water
transportation
transportation corridor's for the east/west traffic flow, it takes too long to get west of Bangerter
unregulated growth
water
water
water
water
water shortages...summer is here which means it's that time of year I'm going to see city/government sprinklers run while it's RAINING and after heavy rains. I'm going to see city property with busted sprinkler heads gushing precious water without being fixed promptly. I'm going to continue to see new developments installing grass into park strips and other commercial areas that have zero reason to select to plant grass in areas not purposed for recreational use. All of this applies to bussness in West Jordan, too.
we need traffic light on 90th and 64th west before there is an accident. also bridges on Mountain view corridor
west side growth-infrastructure and shops to support the number of people
west to east infrastructure

oe_add_service. Are there any city services you feel are missing from West Jordan? (n=815)

Another glass recycle site snce you moved the one at the senior center
Bulk trash clean up along with the dumpster service
Business, overcrowding and traffic on our street is excessive
No
.
?
??
A Costco would be nice and glad that a temple is planned.
A Skate Park for kids would be good.
A fitness center on the west side of the city.
A larger city owned cemetery
A larger recycling can.
A liquor store
A littke bit more patrol on the neighborhood side as there are peopke driving around in the middle of the night looking for something to steal or breaking in.n.
A path for disbanding HOAs within the city
A pool on the west side of the city
A rec center and a liquor store.
A rec center west of bangerter
Accountability for abusive police officers. The ability to vote on tax increases.
Actual code enforcement
Adult only recreation areas, no kids & more dog friendly areas.
Affordable Senior Citizens activities after 4pm
Affordable housing
Affordable housing, water management working with planning commission
Ambulance transport? Not sure if it is included or not.
An arts venue, though I know you are building one.
An effective code enforcement
Annual or semi-annual bulk item pickup
Another Rec Center on the West end of the city. We are long and skinny - and Gene Fullmer doesn't provide us with what we need for the entire city
Arborist and replacement program for city owned trees
Arts
Automatic spring cleaning containers
Better help with struggling families that are hit with sudden life changes
Better internet choices - the Fiber rollout is uneven and not everyone is included
Better parade
Better park playground equipment in neighborhoods
Better policing
Better priced services!
Better rec center, gathering area, a downtown.
Better road maintenance
Better road repair needed
Better roads

Better senior services i.e. resouces for specific assistance like yard work,m home repair
Better snow removal on small roads
Better splash pad
Better water parks, amusements, for families.
Bike lanes on bigger roadways
Bike lanes, but just a shoulder, it is different!
Billing for water is completely unreasonable. Only a small percentage of residence has access to secondary water
Bring back the annual free dumpster rental.
Bulk pick up or disposal made easier.
Bulk waste pickup
Bulky waste, dumpster rental is too expensive. Other cities provide this for their residents.
Bus service on 9400 S. 4000 W.
Can't think of any
Can't think of any
Can't think of anything at this time
Can’t think of any
Certificates training and not enough awareness of people and orgs that are affiliated with militia groups.
Changes in zoning
City food bank
City owned fiber-optic internet distribution - aka Utopia. Please do the approvals and bring Utopia to our homes. Please.
City tree and park strip maintenance
Civics education for the public, in schools, and for adults
Clean parks
Cleaning near the Mountain View highway
Cleaning of parks and channels running behind properties. Overgrown weeds and bringing in snakes due to zero maintenance from the city
Code enforcement
Code enforcement for unkept yards with weeds and other debris.
Code enforcement is an absolute joke include the policing where applicable. It is a constant battle with no actual city oversight. Yards look like trash cars park wherever without regard to code and laws. City dues almost nothing unless you constantly complain and then they Literally drive past 20 infractions site the one you called on and leave. That is not code enforcement. It’s lazy and incompetent.
Code enforcement needs to get out and do their job. Not wait for neighbors to call and complain about their neighbors. I am sick of seeing Campers part and peoples driveways too close or over the sidewalks. It is not my job to report this. I have seen people in my neighborhood. Who have had trailers parked over the sidewalk for over six years now and nothing has been done about it. Again, I should not have to call the city on this. Drive around and find these people and make them follow the rules.
Code enforcement on the street parking at infinity apartments
Code inforcement
Collection of large and green waste. Dumpster are hard for older people.
Common sense road development. As an example, the very bad idea of opening 9000 S west of Ron Wood. We are being ignored.
Communication
Community Theater
Community Theater;
Community center further west
Community diet and nutrition specialists.
Community dumpsters being placed in the neighborhood for yard clean. This year the yard waste to take to waste management it was storming, another day should of been giving for inclement weather

Compassion and fairness.
Concerts
Controlling where SemiTrucks can park and traffic flow.
Cultural broadening values and events
Curbside glass recycling, speed control in my area
DOG PARKS!! The one located at 5982 W Bingham Hwy, Next door to the West Jordan Animal Shelter, West Jordan, UT 84081 is in dire need of regular maintenance and has been for years. broken sprinkler heads that have been reported and still not fixed after 2 years. Grass areas are now mostly dirt. Until the sprinklers are turned on then it's a MUDDY MESS (why the sprinklers need to run at 5am is beyond me!) I understand it's county run, however the county is neglecting the park. I would venture to guess well over 50% of households own 1 or more dogs. The city really needs to step up and have more public off leash areas for dogs.
Digital, things like reminders about city council and what is to be addressed
Disc golf, pickleball
Dog park on east side. (Off leash)
Dog parks
Don't know
Don't know
Dont know
Don’t support homelessness or bail homeless out. Keep them out of West Jordan
Don’t think so maybe more Community events?
Drinking water improvement. Arsenic levels are dangerously high in West Jordan amongst other cancer causing chemicals
Drug enforcement. Code Enforcement basically doesn't have any authority to fix real issues.
Dumpster
Dumpster cleanup days
Dumpster service
Dumpsters in neighborhood one a year for cleanup
Dumpsters or bulk garbage day should be provided and not charged at an additional rate.
East/west trails
Economic development
Eh, dunno.
Enforce how many cars each household can have, my neighbors have 10 cars and use the parking spaces of about 4 houses. We never have access to the parking space in front of our house.
Enforcement of solicitors. They are relentless even with our no solicitation sign
Ensuring fences are put up around all parks on busy streets. We live on 7800 South and our neighborhood park is dangerously close to a significant amount of traffic
Establishing neighborhood watch
Existing road repair. Traffic enforcement
Fairness in buildung garages on property its all in who you know at the city office
Family restaurants and health food stores such as Trader Joes on west side of west jordan
Feel like we need more code enforcement in neighborhoods regarding parking violations
Fiber
Fiber internet
Fiber internet
Fiber internet services have been promised but not delivered
Fiber internet to the whole city
Fiber optics

Figure out a way to cut the budget from something else (do not raise taxes again) and offer annual or biannual city garbage pickup for large items. The large dumpster containers are offered in most other cities in the valley. It has to be rented and it is again a cost to the resident. Find a way to build schools at a smaller expense. There's no need for pillars or skylights (and I'm a teacher). There are very expensive additions to schools that are not necessary that could reduce our property taxes
Fitness Center on the West side, public gardens
Fixing Jordan Parkway trail needs to be repaired and looks as nice as South Jordans area of the trail
Follow up on reported Police/Code Compliance complaints
Food inspection. We have some awful restaurants
For me, no.
For our size I think we should have more police officers.
For right now, everything seems good. We could use some more retail to move into the empty commercial buildings around the city.
Free dumpsters for residents and/or neighborhood dumpsters.
Free dumpsters to help people clean their properties up if they cant afford to do so. Enforcing people people to remove their weeds so I dont have spend hundreds of dollars fighting my yard due to my lazy neighbors
Free neighborhood dumpster days
Free spring cleaning day. Garbage pick up
Frequence replacement of garbage container
Gang squad and more police specially at night
Garbage clean up. You charge for dumpsters now. Everywhere I've lived there's free street cleanup/seasonal garbage pick up. You charge for dumpsters and then only have like what, 3 dumpsters available, so I have to wait a month to get one!? So annoying! Help us clean up the piles of trash that don't fit in the standard weekly trash cans.
Garbage day that you could put larger items for pick up
Get people to take better care of their property. West Jordan is aging and looking run down.
Getting rid of politicians
Glass recycling
Glass recycling
Glass recycling
Glass recycling
Glass recycling
Glass recycling
Glass recycling cans to be at pick up from homes. Like Salt Lake City & South Salt Lake
Golf courses. The west side is lacking and we still have areas to build some.
Google fiber
Google fiber!!
Graffiti removal
Green waste
Green waste collection and use
Green waste recycling, dumpster program
Green waste recycling?????????
Having a transition lane on 7800 near the mcdonalds/library/one noodle bar would be helpful.
Hazardous waste pickup once or twice a year would be nice
Help for low income
High speed fiber, free wifi in parks and on local trails
Home glass collection
Home glass recycling

Homeless are a big problem. We need to stop spending money on stupid stuff and start getting vets and homeless off the streets. There is plenty land out west to build a simple place for them to call home.
Honestly I wish our City looked better. You drive down a street in South Jordan or other nearby cities and they look and feel safer. Lighting is amazing, businesses are well landscaped and cared for, you don't see tagging on fences or properties, you don't see vacant properties or poorly cared for properties. Roads are painted well so you can see where you are going when it is raining or dark.
Hope not
Horse therapy. unbridled Hope and healing is located near Ronwood park but the city is not letting them extend their lease, they are a huge asset to the community and
I am disappointed in the elimination of green waste services
I can't think of any
I can't think of any, nicely done!
I can't think of anything.
I cant think of any
I cant think of any...
I don't know
I don't think so
I don’t even know what could be offered
I don’t know
I don’t know. I behave been unable to leave my driveway for 3 days and multiple complaints after snow
I feel West Jordan needs to add a Family Fitness Center. West Jordan is one on the largest city’s but lacks a city rec center to include an indoor pool and track for the residents on the west side.
I feel it was wrong to charge residents 200 for dumpsters
I feel like a city this large should have more community events.
I feel like there's way too many orange cones up without anyone around working. VERY FRUSTRATING!!
I feel my neighborhood is neglected; it over 5 years to fix a pot hole by Jordan Landing leading into my neighborhood. I think the election was the only reason it was fixed
I feel traffic enforcement could do better I see a lot of things happening that police turn there heads on the only willing to hold people accountable for speeding nothing et
I feel we need another cemetery.
I just wish we had better bicycle lanes and trails
I love the services we have in west jordan. Would be cool to have more opportunities to learn more and engage with service departments. I think the cookies with a cop program is neat. Would be fun to see a connection event like this getting to know other service departments.
I miss free home delivered dumpster
I miss the fact that we can reserve the dumpster for free. I was ok with paying $50, however, it increased to $75 which is for me, very steep. Can you put it back to free?
I think code inforcement could improve
I think more police presence would help keep our community safe
I think we could use many more trails and more access to the performing arts options
I want green waste back for pickup
I was sad to hear that green waste was merged with trash pickup.
I wish I could get some one to answer my questions
I wish they would do dumpsters that you could order free once a year twice a year again or put some throughout the city. I know they have them once every couple months or you can take your stuff to get dropped off, but it’s more convenient if it’s in your Neighborhood
I wish we had a car dealership. I would like more space for plays and shows. I would like more community service projects such as assisting people in need to paint homes or fix up yards.

I wish we had photo/camera enforcement at stop lights.
I would like a dump day. Like salt lake and west valley have. Once a month we can put a huge dump out
I would like to have west Jordan water at my home the turn landed on 5600 and 7800 need to be 2 turn lanes
I would like to see code enforcement go back to pre drought home ownership rules. My neighborhood is going down Hill... people refer to west jordan as the "new west valley". Makes me want to move.
I would like to see more bike trails. Jordan River parkway is great, but difficult to access for anybody west of Redwood road. Perhaps a bike path and runs east and west to connect to Jordan River trail?
I would like to see more pickle ball courts in the more central part of West Jordan. Also more walking trails.
I would love to see a stronger children's fine arts presence. I know of the WJ Youth theater program, but I feel it focuses more on teens than littles.
I would love to see a yearly pickup, where residents can put stuff for the dump out in front of their houses and have it picked up. I know Sandy and Midvale do it.
I'm disappointed with Google Fiber rollout - I have fiber at the curb, neighbors can get it, but I'm "rezoned" because they claim I'm in unincorporated Salt Lake County - which isn't true.
Immigration
Improved Capacity of east west routes to handle the traffic
Improved animal shelter
Indoor rental space, we need more then one recreational facility for a city this size.
Information on how to handle problems with weed control and the rules for such things
Infrastructure growth to keep up with family growth
Integrity
Internet and fiber optic services availability
Irrigation water for everyone
It is not necessary to cite people for parking their RVs in front of their houses if they have the vehicle registered.
It seems like West Jordan doesn't have various the 5k races like Sandy Parks or Draper Parks does throughout the year. Those are fun to get residents active & to highlight various parks.
It would be great to have a rec center on the far west side. We end up taking our kids to Kearns and Herriman because it's too time consuming fighting traffic to travel to the Gene Fulmer Red Center.
It would be nice if the city could retrofit speed bumps in neighborhoods. Our neighborhood was built in 1995 and we were told that it was not possible to have them because of snow removal. Now we see many installed in our city.
It's a tragedy so many people died needlessly on Bangeter highway. The fix is happening but again Mountain view is the same mistake.
It's not really a service as much as a recreation: a splash pad in the east part of the city. I worry that the established part of West Jordan has the potential to be overlooked as the west portion is developing so rapidly.
It's not the government's job to provide endless services.
It's very disappointing dumpsters are now $75, we try hard to coordinate neighbor clean ups twice a year. This puts more burden on those trying to make our neighborhood cleaner.
I'm not sure
I'm not sure
Just a liquor store
Just more community activities like I see in South Jordan and Daybreak
Lacking cleaning overgrown weeds from vacant land
Large bin for spring cleaning includes large items
Large garbage collection services
Large item garbage pickup like other places have once a month.
Law enforcement. In rain and snow, lanes disappear entirely. Fixing potholes. Street cleaning.
Lights

Liquor Store
Liquor store
Liquor store
Living wages and work/life balance
Love the street sweepers and weed control on sidewalks, need more of this
Low cost Google fiber
Lower your dumpster rentals. Too expensive
Medical services
Mental health and drug recovery services for those who need it and to supplement police action when people are having mental health episodes.
Mental health services
Mo
More event parking so parking doesn't have to impact our neighberhoods.
More City events, such as SJ Does a huge santa thing every year. Girls need a softball fields. Code enforcement needs to be out cleaning up the city.
More Fiber Optics need to be available citywide. I have been waiting almost 10 years !
More Flexibility on Zoning Changes.
More Internet providers need to be here
More Recreational Centers on the West Side would be nice
More access to nature and bike trails. Closer Trax station.
More accessible glass recycling out west
More affordable water 💧
More bike lanes and green spaces
More community dumpsters are needed
More community events with law enforcement. Like brunch with a cop or stuff like that. Teach the kids that law enforcement is good.
More diversity with city events
More dumpster days.
More family recreation opportunities and better trail maintenance. I know they are working on these ut it would be nice to see them executed. Also, more transparency in city planning would be nice. Plans are proposed, but then differ from the proposals with no notice to residents.
More green space, get the city parking strips zeroscaped-stop wasting water
More live music in the park
More local community events. There are lots of good things but it's such a big city that it's hard to feel a sense of community at some of the citywide events.
More officers of the law.
More open space/
More opportunities for youth to participate in city government
More opportunities to serve on community councils.
More ordinances on yards and homes
More parks and trails. We use South Jordan, Sandy and Draper parks and trails more
More parks past 5600 west
More parks, nature, diversity
More patrol of parks, Animal services
More police & code enforcement extremely slow!
More programs for people with disabilities

More respectful police force, help with tree trimming to meet code, more upscale arts center, west-side rec center, finish Ron Wood park, green waste collection, high-speed internet
More restaurants west of 6400 W
More retail on the west side of mountain view corridor
More schools
More security around vital infrastructure. Faraday cages.
More skateparks
More splash pads, tennis/pickleball courts, and recreational areas and more commercial.
More trails for walking and bicycling
More trails, water parks
Mostly no.
My neighborhood desperately needs a cross walk along 1300 W near Glover nursery.
My neighborhood is looking more run down. People aren't caring for their yards and I'm told since covid the city has relaxed its weed and yard code enforcement... and i can really see a difference. Makes me want to move to another city.
N
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/A
N/a
NO
NO
NONE
Na
Na
Na
Need a Rec Center on the west side of West Jordan
Need another big west Jordan rec center by mountain view
Need better code enforcement for sidewalks, difficult to walk because cars parked across sidewalks and low hanging branches
Need better lighting in neighborhoods
Need less city government
Need more animal poop stations w/bags for open areas
Need more policing on 5600 West to curb motorcycle and car street racing. It's very obnoxiouse and loud. Mostly its in the summer, late evenings, between 7800 S and New Bingham Highway.
Need more restaurants that are NOT chains and local neighborhood bars.
Neighborhood dumpsters specifically for spring and fall cleanup
Neighborhood snow plowing
Neighborhood watch
No
No
No

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No
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No
No
No I didn't think so
No except I request strongly that all city officials and firemen and council members get along despite stark policy differencea which are healthy but can be a problem of people are not wiae
No more taxes
No not really.
No opinion
No that comes to mind.
No! There is already too many services. Causing to high of taxes
No, I think government should only provide essential services
No, just feel like crime rate is rising
No.
No.
No.
No.
No.
No.
No. I want less services, not more. Please stop raising property taxes and imposing overly strict rules on residents as to what they can and cannot do with the property.
No. Just better quality.
No. Some services just need to be done more effectively
No. We may have too many.
No; I think West Jordan is doing a great job! *No more apartments.
Nome
None
None
None
None
None
None
None
None
None
None
None
None at this time
None at this time.
None come to mind
None missing
None that I know of yet
None that come to mind
None.

Nope
Nope
Nope
Nope
Nope
Nope
Nope, I feel pretty satisfied with the services. However, I think the city needs to better plan the boom in population and schools.
Not
Not Sure
Not Sure
Not applicable
Not applicable
Not at the moment.
Not at this time
Not at this time
Not at this time
Not at this time
Not been here long enough to comment on that
Not having to pay for first dumpster or having more city wide garbage days
Not missing but I want my neighborhood streets to be better maintained, as well as sidewalks. I moved into my house and the sidewalk is pretty uneven and cracked. I'd like to have a nice neighborhood to walk in with my family. I'd like police to patrol more, but I feel it has been better lately. When I first moved here the first night someone was breaking beer bottles near the side of my house on the road. I haven't seen anything like that, or questionable groups walking at night on my cameras. The police presence is nice just to keep the area safer. I live in a strange corner of West Jordan that I don't think fits the traditional "West Jordan" people think of. Part of my neighborhood on one side feels much safer than the other side. Being on the corner, I get access to both worlds. The more questionable side [REDACTED] has a lot of cars parked on the street at all times. This often prevents more than one car from driving through. They have recently all been parking on their parking strips so they are more off the road now, but it feels a little dangerous at times with all of the cars.
Not missing but definitely can improve the current pnes.
Not missing but many could use improvement
Not missing but neighbors using code enforcement to bully neighbors. For example my mom was turned in by her neighbor 3x one year over petty issues. This was the same year my dad had passed away & he was being rude. It was over some small weeds, a pile of yard wood, &other silly things. It was ridiculous the city wouldnt see that it was a slight thing and tbe neighbor was using them to bully a elderly neighbor who had just lost her husband. She was keeping her yard maintained but one tiny thing makes this man turn her in over & over again.
Not missing, but foliage trimming could be done more often, on the exit and entrances for our neighborhood. It seems I have to ask every year for it to be done, because we can't see to pull out of our neighborhood.
Not missing, but the road on 1300 west has been under construction for years. Not good
Not really
Not really. Could use more glass recycling locations
Not sure
Not sure
Not sure
Not sure
Not sure
Not sure

Not sure
Not sure
Not sure how to fix, but it doesnt feel like we have an indentity as a city. It would be nice to have regular farmers markets and community events.
Not sure if it is a Service but it would help families like myself to have an HOA waiver based on Income
Not sure.
Not sure. I like to be self sufficient.
Not that I am aware of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of
Not that I can think of at this time.
Not that I can think of right now
Not that I can think of right now
Not that I can think of.
Not that I can think of. But I do think the cost of water is exorbitant for a homeowner.
Not that I think of as of now.
Not that I use.
Not that come to mind.
Not that i can think of
Not that i can think of
Not that i can think of
Nothing comes to mind.
Nothing specific
Off leash dog park near me
Online payment for pet license’s
Our trail systems could be improved and extended.
Outdoor water parks
Overall its been nice, however lately I am feeling less secured.
Oversight on new construction homes
Park near the Railroad on copper hills parkway. We were promised a grassy park 25 years ago and we still have a field of weeds
Park upkeep
Parking at parks and facilities.
Parking code enforcement
Parks & rec
Parks and events within walking distance of me
Parks on the east side of the city
Parks. The park in our neighborhood is not maintained, and we have to pay $15/month for a patch of weeds.
Parkways, more bikeing and walking trails.
Perhaps another tennis facility(4 courts)....with lights? Someting besides WJHS and what we currently have.

Pickle ball courts
Pickleball courts at parks
Police enforcement
Police presence, better medical, better snow removal, police that care
Police presense in neighborhoods. I've called and complained about speeders and have not seen a single policeman on my street in years.
Pond or fishing pond or manmade lake
Previous Meals on Wheels services used to provide
Programs promoting water conservation i.e. xeriscaping neighborhoods and especially businesses
Proper internet that isn't throttled by corporate greed like xfinity does
Qreo que está completo
Read my former posts
Rec center
Rec center
Rec center more west!!!
Rec center on west side, better dining options, more control over street racing
Rec center, safe roads and side walks to get to parks
Recycling and the neighborhood dumpster days
Recycling could be greatly increased; including the option of glass recycling also, the green waste can service not be discontinued
Recycling processing. We collect it but it goes to pollute everything like all the rest of the recycling
Regulate HOA
Resident snow removal, Speed bumps in residential areas Cars drive to fast down our road
Residential property code enforcement by both police in parking and enforcement by their dept, Semi truck parked on [REDACTED] always call poor action taken
Road maintenance
Road repair
Road repairs
Roads
Roadside cleanup
Safety, code enforcment, planning and zoning
Secondary water
Secondary water
Secondary water, connected trails and walking paths
Secondly Water, My curbside Curb has a SINK HOLE [REDACTED]
Sidewalk, curb, and gutter services
Sidewalks and roads need repairing
Signage for parks and City properties are lacking throughout the City.
Sit down resturants or bigger retail services west of jordan landing. Would like to see less fast food and more wait service restaurants
Skunk & Racoon Removal from dry creek areas & maintenance of walkways along dry creeks
Snow removal
So far so good
Sod/dirt dump location
Softball rec league. For the size of West Jordan this is missing. More rec options for other sports too
Some kind of recreation center west of Bangerter Hwy
Specialty programs such as the fireplace replacement programs and the gas yard equipment exchange programs managed in SLC.
Speed control on 2200 W between 7000 S and 7800 S is atrocious. Add 4 way stops at Harvest Ln/Arthur St & 7600 S.
Speed limits consistent throughout residential neighborhoods

Speed limits not enforced on Meadowlark Lane south of Aurora Heights.
Splash Pad
Spring and fall cleanups and just general road cleaning. The street gutters are not only filthy but uneven to the point massive puddles form causing more issues for drivers and pedestrians. Renewable energy incentives would be appreciated such as windmills, solar energy production and storage, and gerenal energy needs. Public transportation access would be great too. The red line hardly has any stops in West Jordan and there's nothing really available out west.
State liquor store
Still waiting for Google fiber
Stop building house and build some trails
Street in 7800 south needs two lanes each direction at Mtn View Corridor. There is a crosswalk on 8000 S that needs flashing lights as it's hard to see people crossing when driving under Mtn View Corridor. I've seen many cars almost hit people and they don't stop for those needing to cross.
Street light maintenance, repair of existing lighting
Street lights
Streets cleaning and sidewalks maintenance
Take care of sidewalks and streets!
That the city hire more employees to help with the over growth that our city can't even keep up with now.
The Rec center needs more things. Better pools. Racquetball.
The cops suck
The current ones need to be invested in
The neighborhood roads are a mess our specially
The only thing I'm concerned about is that I've noticed that the compost has stopped that is sad. I haven't been able to see why it stopped.
The overhead parking lights at the Ron Wood Baseball Complex are always turned off at night. There should be minimal security lighting, right now the parking lots and road adjoining them are pitch black, with random people meeting in the dark parking lots. Feels like a safety issue.
The sidewalks in Oquirrih shadow's neighborhood are atrocious. I have a hard time running on the sidewalk with my jogging stroller bc they are so bad. My kids get bounced around. Also, many of them are covered with goat heads and we get so many flat tires!
There are a handful of children in my neighborhood with abusive parents who are using drugs or are in other ways unsafe for their children. I wish there were better options for these children when they need a safe place to sleep, support and guidance, and regular mental health services. I also wish there was more information available on how I could support these services in my community.
There is a lot of garbage that is allowed to pile up on businesses property and people's yards
There should be city retaining walls for the backyards of homes in 2200 W
There's a lot of services the city provides that I don't think it's their job to provide. Explains why taxes are high.
They need to do much better on street sweeping.
Towing broken down cars on random streets and neighborhoods
Traffic flow is poor at best. I have struggled with this since moving here in 2010!
Traffic light timing
Trails with trees
Trails, retail shopping, better restaurants. All we have an are quick casual dining. We need better sit down places to eat with social patios. We also need increase in trails and park access connecting neighborhoods.
Transportation
Tree cutting where the sidewalks are in residential areas needs to be addressed.
Tree trimming along sidewalks and road ways
Unknown
Unsure

Unsure
Vehicle noise control
Vehicle speeding and noise pollution.
Very disappointed in how small the new arts building will be after waiting decades
Very disappointed that recycling was stopped
Veterans support
We could use some animal control that will help with cat over population and wild animal rescues
We need a free way that connects west to east traffic
We need a larger recreation center to facilitate interest in pickle ball, hockey, etc. more commercial development. Would love to see a Trader Joes, and another type Jordan Landing featured further west. I always feel like South Jordan is just a bit better and ahead of the game.
We need area for local little league football programs to play, more support for high schools, better road maintenance.
We need more Police Officers and more pay for our police.
We need more bathrooms at public parks. All the ones near me do not have facilities so they are rarely used
We need more dog parks. Almost every park in West Jordan I frequent has plenty of room for a fenced in dog park area. People bring their dogs and let them run around everywhere off leash anyway. It would be nice to have a safe place for our pets to play. Veterans park has plenty of room for a big dog park.
We need more splash pads more activities for kids free or low cost
We need more trees. WE NEED MORE TREES. West Jordan is browner than it was when I got here in the 80s.
We need to remove speed bumps from all public roads. they are bad on every vehicle that goes over them, private vehicles, city vehicles emergency vehicles, you name it they are hard on vehicles.
We're good. I'll be fine when the Temple is completed.
We've been residents here in the same house since 1994 and nothing has really changed. The irresponsible animal owners that just let their dogs bark are not held responsible enough for them to make a change. We however are required to keep detailed barking logs with times, dates, lengths of the disturbance, which animal was the nuisance and even have been given suggestions to keep a video log. Of course we are the ones being punished. It's insulting and has sparked many discussions about moving to a place that has better enforcement on animal nuisance. W.J. is a joke.
Weed control? Perhaps this is part of public spaces. Not sure.
West Jordan does a great job!
What happened to green can recycling?
What happened to green waste recycling?
Who is responsible for fixing curbing/cement work around roundabouts? We have some in my neighborhood that have been hit by plows or other vehicles and are crumbling/falling apart
Wider streets
With the abundance of little cul-de-sacs there are over by Old Bingham and 4000W, one would think there would be a way to get a snow plow to them faster. That's a lot of people you're leaving stuck on super snowy days
Would love a leaf pickup in the fall. We can't stay on top of ours and always have piles and piles leftover through the winter.
Would really like Google Fiber to be able to come to West Jordan!
YES REQUIRE MORE BUSES GOING EAST FROM WEST SIDE (8400 WEST TO EAST)
Yearly garbage collection for large items
Yes neighborhood speed bumps on streets
Yes street service the road I live on is terrible
You dropped green waste recycling
a lake
better control on how people maintain their yards
better splash pads

can't think of any
code enforcement, house [REDACTED] that cannot meet code, complete garbage, also a trailer house [REDACTED] absolutely makes that entire area look like total ghetto. Both of these properties make our city look so bad. Something should be done. It is a shame and a disgrace.
code enforcement.
community involvement
don't know
f
idk
im not sure. I am a homebody
is everything I need
landscaping and clean up of cemetery. Very, Very poor up keep.
liquor store
more affordable housing meaning under $400,000 for a 3 bedroom house, limiting HOA costs included in the need for affordable housing.
more green areas to walk and for children to play
more neighborhood dumpsters put out and enforce yard cleanup
n/a
n/a
n/a
n/a
n/a
n/a
n/a - not sure
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no
no
no
no there are to many already
no walking paths near old bingham and 40th west
none
none
none
none I can think of
none that I am aware but , I suppose, there might be
not for a moment
not sure
not sure
not that I can think of.
off lease area at city park
parking enforcement!!
parking, zoning for muli-family/air bnb/overcrowded homes with so many cars parked in front.
public dumpster for neighborhoods like every other month or something. or spring and fall for all extra cleaning
re center more out west
rec center on the west side of bangerter
recreational groups for the youth
rent control for low income seniors
road closures and maintenance, shopping, road rage control
safer roads, rec centers in the west side
seems time for county rec facility on west side of city
street parking enforcement
the amount of vehicles parking on the streets in subdivisions
the internet connections and cell phone service are terrible
traffic control/management
unknown
water metering for secondary
would like actual resturaunts not fast food out west past 5600

oe_response2. If you have any comments you would like to briefly share about your experience with any West Jordan office in the past year, please enter them here. In your comments, please provide as much specific information as possible (i.e., the department or office y (n=253)

West Jordan city office
1. West Jordan seems to tear up 7000 south every year at least twice. Seems incompetent and expensive. 2. The police are wonderful here'. They respond quickly, are helpful and knowledgeable 3. People soliciting door to door need to be stopped. Many ignore my signs, don't have a clearance from city, and it's too rampant.
2-1/2 year waiting list to have sidewalks repaired is ridiculous. I tripped on uneven sidewalk and had to have stitches. Reply from City was when we get around to it.
A City workers seem a little overworked.
A house in our neighborhood was recently changed ownership and the new owner did a lot of work on the house without getting the proper permits in preparation to rent the house. I contacted the city and the response was prompt. I do have a concern that they will rent the house in violation of the city code but will find it acceptable to just pay the fines and write them off as a business expense.
All the cable construction is horrid. Yards being ripped up and the repairs are less than stellar. I called the city and was told it wasn't them. Then I find out Wj contracted if. I felt betrayed. Like the city lied to me. I think a city official should come inspect the work these "contracted" companies are doing to repair the issues after they are done with their projects. More like quality control to keep WJ at a better standard than other cities.
As mentioned before, the Mayor and his office are extremely responsive and I feel how much they care for our city. I have also appreciated the folk working on the traffic master plan. Their ZOOM presentation was extra well thought out and very easy to understand. They had many ways to reach out to them with additional customer service. Good job.
As someone who owns agricultural property here, and livestock, it is disheartening to see all of the apartments and rental properties going up. Renters do not help with property taxes, and those have increased ever year. We would like to see a greater focus put on maintaining what is already here, instead of expanding with apartments and other rentals properties
Attempted to reach out to the cult planning Dept about a contradictory Street restriping, but got dismissed, felt like the engineer was offended that I would reject his plan, and he simply threw his behind code interpretation, Rather than trying to find a solution, very poor behavior, and disappointing.
Attitude Code enforcement personnel who I talked to was condescending, made excuses for why they probably couldn't do anything(if we can't see it from the street or the problem is worse outside of normal weekday hours, there's nothing we can do). When I offered to send photos of egregious violations, he agreed those would be useful but no action was taken. Problem persists and home owner is trying to acquire more land nearby to increase storage and parking of large vehicles in a residential area, plus have multiple families renting in one home.
Better response time
Building and planning services have been super professional, helpful and cordial.
Called about speeding in our neighborhood nothing done yet, We requested speed bumps and signs nothing yet
Called for moving services and then stopping services at previous home and having to change that date. Very helpful, kind and did the change I needed
Called in to ask about scheduling a dumpster. The scheduling function on the website was being re-done so the office told me to set up my account on the website first & then call back to schedule the dumpster. She told me all the steps required very clearly, was so helpful & cheerful on the phone. I called back after setting up my account & she had the dumpster reservation set up very quick.
Century link mess at my house.. emailed the mayor, he sent our wj employees but I wasn't home. Never heard back. Very disappointed century link had permission to destroy our neighborhood.
City hall didn't need to be renovated. Renovation took too long. Also, Arts Council is dishonest and only in it to make money. Long story
Code Compliance has been AMAZING with neighbors that don't follow rules/policies/laws. They don't get enough recognition for the thankless job they do.
Code enforcement West Jordan needs to have residence clean up their yards. Some of these neighborhoods are a total embarrassment.

Code enforcement doesn't seem to enforce much.

Code enforcement is a joke. The employee lied and misrepresented my property and made threats against me that were way in excess of reasonable. I contacted the mayor and he was somewhat helpful and agreed with me but spent a lot of time defending bad employees. It would be better if the effort was more focused on working positively with residents rather than just throwing stuff against a wall and seeing what sticks.

Code enforcement is doing a great job!

Code enforcement staff is ver friendly and courteous

Code enforcement visited my home, left a letter on my door concerning having recreational vehicles on my property. It took several weeks of trying to get someone to return my calls or emails. When I was finally able to reach someone I was told I had vehicles that needed to be in 6in of gravel and then received a summons for court. I attended the hearing and my connection dropped since it was over zoom, judged ruled in the city's favor and cannot be appealed. I have since removed the vehicles the city deemed inappropriate, requested a revisit from code enforcement and was told it would be a fee a $150. This could of been avoided if code enforcement would of came when we were home instead of leaving a notice on the door and at the least returned a call or email so the situation could of been explained an avoid additional cost and time to the home owner.

Code enforcement wasn't helpful. Businesses take advantages of it.

Code enforcement. Nice lady dumb reason for the code enforcement lol

Contact with the city has been very positive, but I haven’t heard an update on my request for a cross walk to be reviewed. Our neighborhood crosses 1300 W frequently and there is not a crosswalk near by (our neighbourhood is completely enclosed) so that we can access the Jordan River trail.

Contacted Public Works about an extra trash can I had ordered. The lady I spoke with was very professional and pleasant. My problem was resolved by the end of business the same day. I was very pleased.

Contacted Stormwater Management to inquire about a covered storm drain outlet that dumps into a uncovered storm drain ditch in my back yard, that flows into a covered inlet at the property line. I wanted to know the best way to go about making it a covered pipe the whole way through the section that runs through my property as it leaves quite a bit of trash when running through my yard.

I spoke on the phone to a Engineering Development Coordinator who had me email them so they could pass it along to Stormwater Management. She responded to my email saying that she passed it along and was waiting to hear back. I followed up via email 3/4 times over the course of the next 4 months and never got a response back from anyone.

Contacted non-emergency at night about a dog barking in the rain and cold. Person was polite but I'm not sure if anything was actually done.

Could do follow up emails

Definitely didn't want to go above and beyond...just basic answers to questions that were important to me

Did not contact office directly.

Don't remember names, but it was for an abandoned neighbor house.

Dumpster service has been made completed

During a huge snowstorm our circle didn't get plowed for a couple days, including the garbage pick up. Called to inform them. I don't know her name but she was extremely polite, apologetic and explained the order of business for the plows/garbage people. She sent them back out the same day to pick up our garbage and the circle got plowed shortly thereafter. Was so thankful for the service provided and professionalism

During different situations, one police office was super respectful, kind and empathetic to the situation. Two other occurrences the officer was arrogant, condescending and got his rocks off being in charge. It wasn't worth it to bring the occurrence to the attention of the chief, but those difficult officers make the job harder for the good ones.

Echo Ridge meeting with apartment complex going in by Amazon. WJ representative said we as home owners are lucky we have been invited to the meeting. We are treated as a problem neighborhood. We got put in an industrial area. No access to cross walks or Ron wood park. We don't have a voice even with the hoa advocating.

The apartment complex is putting in a park and parking lot right into our neighborhood instead of the wells park road. We asked the city

to block through traffic and put up a barrier if they need access. They won't. The city planning won't listen to the residents.

The city does nothing with the apartment that has it residents park on the street. City code says no parking in winter months. It blocks traffic and is not safe. Broken down cars ans more are out on the street. [REDACTED]
The dance studio traffic blocks the road getting into our neighborhood. The city doesn't care. Nothing changes.

Just buy us out of our houses and put in industrial! Not homes or apartments!

Employees are generally nice but problems are never resolved when I contact the city.

Employees need to be taught to use manners and be polite. I understand that sometimes people are having a bad day, but they can still be polite on the phone.

Enforce the fireworks bans. Tired of fires starting near my neighborhood

Everything is fine.

For the first time since living in West Jordan we had to call for police assistance by 911. This was in response to a road rage incident that happened to us, the person brandished a gun at us, we called 911. We told the dispatcher we had the full incident on our dash camera, gave a very good description of the individual. The 911 operator hung up with me and said an officer was going to call me right then, we never received a call and no follow-up at all. This was a very scary incident as we were so close to our home and there was a group of motorcycles and trucks together trying to surround us, we luckily were able to turn around and speed away through several neighborhoods losing them. I was very disappointed in the response from West Jordan Police by them not following up on a road rage incident with some pulling a gun out during it.

Garbage collection is poor at best. Green waste pickup is hit and miss and I am constantly having to contact the city about missed pickups.

Get rid of the high paid politicians, judges, and school officials
Feed the kids with that money and stop taxing the residents

Getting replacements for garbage bins is very efficient.

Good Police & Fire Departments. Good Public Utilities. Grateful that we have a deal with Google Fiber. My Internet access is very limited where I am at.

Had to contact non emergency line, and they were quick to answer the phone and answered my questions professionally.

Hard to navigate the website need more quick links

Has a problem with my water.
Paid for a plumber. Ended up being the city's fault.
Had another problem. City did a terrible job fixing my park strip.
Thankfully century link screwed it up even worse and fixed it.
But I would still like the city to pay my plumbing bill of $300

Have requested speed llimit enforced but seems not happen.

Have a meeting, change the rules, start issuing warnings, then cite and ticket irresponsible animal owners. Make them pay a fine and send them to proper animal training classes. This is the number one problem we have within our own neighborhood and visiters can't believe how bad the situation is.

Have a problem with weeds and access on the street to my home because of the amount of cars on both sides of the narrow road. The weeds still exist and the parking on both sides of the road is continually making dangerous to navigate. Children can not be seen and it’s time narrow to drive safely.

I actually contacted SLCO to inquire about Tax relief information. I left synopsis of reasons for calling and my contact information and was never contacted.

I am disappointed with the department over the cemetery. During the winter season, there isn’t a need to maintain the grass and such, yet they cleared off all the graves on January 2nd. When one employee was asked why when some people don’t finish celebrating Christmas until January 6th (Advent Day) he said they were allowed to clear things after any federal holiday and that it doesn’t matter what the beliefs are of any of the families. As one who spent a lot on a lantern and candle that would have stayed until January 7th and it

is now in the trash because of this belief, I am very upset and would like the beliefs and feelings of families to be taken into consideration, not just having something neat and tidy because you can't stand clutter.
I am glad to be here.
I appreciate the balance achieved by the city regarding vigilance to all things that could become bad (overdevelopment etc) and the good things that come from living here
I asked a person running for council. West Jordan is becoming a big city and yet they don't feel the need for a liquor store. Every city has at least one.. I was given my questions "we don't feel a need". Do you know how much city tax revenue the city would make with liquor sales. So they put one across the street from West Jordan and that city collects the tax revenue
I believe we need more community action support services and more upstream crime prevention services (educational opportunities, drug prevention programs). Just this morning (May 9th) I found an open suboxone packet on my morning walk - which doesn't make me feel unsafe, but I want to be sure that members of my community are getting the services they need to be productive members of the community.
I called for water leak in the street and came out and did excellent job repairing the problem also called code enforcement on the problem and responded in a timely manner
I called several times to get back on equal pay with water and was told it was and made sure 2 other times in October and then called because it wasn't and the lady said why don't you just do the math and pay extra. She was extremely rude and nobody seems to care when people loose their job and are struggling to pay any bills so my water got shut off and that's another $100 I didn't have and had to borrow money for. The service was just rude and unprofessional
I called to place my account with Water on equal pay. They only allow enrollment once a year. Why? It's so inconvenient. So I have wait until October!
I choose not to answer
I contacted the Mayer regarding continual raising of taxes on the elderly, I got no reply
I contacted the city concerning grafitti. The phone receptionist was very helpful and the response was usually within a day or two.
I contacted the utility department by phone and they were extremely helpful in answering questions for me and helping to set up payment options. I found them to be very professional and pleasant to deal with.
I did request to WJ office to speak with a few residents about trimming trees due to branches were interfering with sidewalk and never saw any actions from either the city or reaidents.
I feel that code enforcement needs to get on people about there yards
I found it difficult to contact the city - or at least find out whom I need to contact to discuss my issue: Google Fiber installed in my neighborhood eight months ago. My neighbors have had service for months. Walk 300 feet (cross the street, really), and neither I or my neighbors can get service, even though they installed have fiber at the curb and distributed flyers at our homes when they did the installation. Google claims we are in "unincorporated Salt Lake County" and won't provide service - even though I'm in the city boundary, pay West Jordan Taxes, vote for West Jordan City officials, and have an open West Jordan building permit for my home. My home is even shown in the city map as being in an area where Google Fiber is "done" installing fiber. I contacted the city in March, and they sent out a couple of guys to take a look, and they verified that I _am_ in the city, and said that Google was still splicing the fiber and we'd be ready in a couple of weeks. Now it's nearly June and nothing has changed. I'd really like to be able to talk to somebody and find out the truth about why Google isn't providing service, because the excuse they've been giving us is patently false.
I got a call from the city about a potential water leak on our property. When I started looking around to figure out where the leak was I discovered our water heater was leaking. It could have flooded our basement if I hadn't received that call. Thank you!!!
I had a car drive through 2 fences on my property,almost hit my house. After that night,I've had ZERO communication from the police department. I had to pay for all the repairs myself, and have had NO information from the court system. Very unprofessional. I even had to pay to get a police report. Seems like you enjoy punishing victims.

I had an inspector that I really didn't love working with because he was abrupt, rude and had no interest in helping make the situation better. I hated when he came. Then I had another one who [REDACTED] would help with solutions to issues, he had great people skills and he was enjoyable to talk with even if my project failed inspection. I felt heard, understood and had hope moving forward.

I had emailed the Mayor about 1300 W and he responded right away. It was nice to get a response. He also was on my street a week later and knocked on my door and talked to me.

I have a light the is on a road with no vehicle access lighting up a dead end field and my back yard. I would like it deactivated until construction reaches this area, and the city office I called did not know who I should talk to about this issue.

I have a tenant leaving in one of my room in the basement but he have t3 automobile in my house when i requested only one can we call police for a warning?

I have asked for a free soil disposal dumpster to be provided to residents for xeriscaping their yards and have yet to anything t all about it - yes? No? Under consideration? Coming soon?

I have been asking for years, why 90th has not been widened from redwood to bangerter. I avoid traveling on 90th like the plague because it's so congested. Remove the park lane (like they did on redwood) and create a third land in both directions. Why hasn't our council coordinated with the state to get this done? A big 'F' score for this one.....

I have reported a problem with our street curb and gutter area drainage area on the city website and also on the phone. I have gotten no response from anybody. I'm afraid somebody's gonna be walking along there and fall into what is now a small hole.

I have struggled with having my garbage picked up the last few weeks. They have come back out after being contacted, but no one has explained why it keeps happening! I also inquired about why West Jordan doesn't approve air b and b s, but never heard anything back!

I have tried animal control, and wild life removal about trapping and spaying feral cats in my neighborhood, only to be told that nobody can help.
I also rescued some motherless baby ducks and had a very hard time finding anyone who could help. We have a lot of animals out here that need more attention.

I have yet to hear or see the street lights fixed on Black Oak Drive they have been out since beginning of winter and so many kids cross the streets at crosswalks that no longer have functioning lights its dangerous when you are driving and can't see them.

I honestly don't believe my voice matters. I have never heard any one of my West Jordan friends and coworkers say they are happy with the growth in WJ, or the police department

I inquired about a complaint from a neighbor. The office staff was extremely helpful and guided me through the process. They were professional and helpful. I was less than impressed with the Police Force. The officers did ZERO investigation. Charged without evidence or inquiry. And were down right rude and derogatory. The street/beat police officers are not impressive.

I love the public employees. My dealings with the city have been largely positive. I do want the fluoride taken out of our water please.

I never received a response from the transportation manager.

I reported a leak on the city side of my water meter and have no idea if they have come to look at it. The recently fixed a leak on the other side and still on city property and reported that the cap was cracked and they would come replace it. I don't know if that has been taken care of either. It would be nice to have the city report back when they have taken care of these things.

I reported on a house at [REDACTED] that is consistently blocking the sidewalk with vehicles. I haven't heard anything back and the problem continues. The vehicles are parked in so tight that people have to walk out into the street to get by. It's directly in front of a 3 way intersection and I worry about the children walking out into the street on their way to and from school and feel like it's an accident waiting to happen.

I stopped by the gene fullmer rec center to find out about summer a tivities for my 6 year old. The person at the front desk was polite and informed.

I submitted a request from code enforcement to help with issues on a neighbor's lot. I have not received any update. I'm not sure what is going on with the issue.

I thought that my interaction was very positive and appreciated the interaction

I want the green waste pick up back and I love that you have the bins to use for cleanup but by putting the price higher it makes it so we can't afford to do the cleanup and then the neighborhoods dont look as good

I was able to talk with Mayor Burton directly and he even stopped by my house. Unfortunately I was not there, but I appreciate the attention he paid to me.

I was alarmed when a member of the City Council strongly suggested going to the government for financial assistance, rather than suggesting the City exercise more control over City spending.
I was promised by the Mayor to have the City traffic engineer meet with me to discuss traffic calming in my neighborhood. I have yet to hear from anyone from the City on this issue. I was also promised to be sent an application to apply for a position on the Airport board. Again, there was no follow-up. I would like to have been more involved with city committees and boards, but the communication on how to do so seemed lacking.
I was the victim of a violent crime, it has been difficult to get the needed services that I was informed I was entitled to receive. This is an ongoing situation.
I wish to have more control over the dogs barking in my neighborhood. Snow removal on red wood road sidewalks. Atleast on the east side
I would appreciate being able to obtain more relevant and pertinent information about the ownership of homes that are rentals(owners names, contact information, insurance coverage on the rental unit, better code enforcement of rentals, etc).
I would but nothing will change
I would like to see more code enforcement in the neighborhoods with regard to yard and home maintenance. I feel like the police could do a better job controlling speeders and excessively loud exhaust. (See Idaho's vehicle muffler statute)
I've encountered the Mayor a number of times and have always found him to be affable, engaged, and knowledgable. I've dealt with two building permits and have found the Building Department people involved to be courteous, responsive, and professional. Code Enforcement is responsive to any filings and appear to have very good follow-through. Park maintenance and snow removal teams are pleasant, efficient, and do great work. Animal shelter staff are always pleasant and easy to work with for licenses, tags, etc.
I've lived here for 6 years and it's becoming unsafe. The neighbors to the North of me are running a very obvious car lot as well as mechanic shop. Lots of scary men every day and cars in front of all neighbors houses. I'm afraid to go outside and take care of my front garden when someone isnt with me! Code enforcement has done nothing to help residents dealing with this!!
I've report the mess and broke down cars on my neighbors yard. Nothing was done. They also have a neglected dog
Inconsistent enforcement of policy and some policies that don't make sense.
Increase traffic east and west by big trucks along Newingham Highway. Lack of a stoplight at the intersection of 6400 W. in Newingham Highway. The delay in opening the 8600 bridge that has been ready for months.
Interested in community market but details are very skimpy.
It was difficult trying to get utilities hooked up for new home
It's a good city. The information I received was helpful and those I contacted were helpful and polite.
I've always had great interactions with city employees. They've always been professional and attentive.
I've contacted code enforcement several times. No one seems to know the codes or willing to enforce them effectively. We have houses with multiple families living within them that at dozens of cars to our streets making it unsafe for our kids and hard to navigate. City has done nothing and when I spoke to one of the leaders they said there was nothing they would do. SJ days something about it and actually a their codes. Hence the stark differences in the the ways the cities appear.
I've had good experiences with the council, communicating about concerns I've already mentioned but also bad experiences, with no response to emails etc. It's frustrating.
LOVE the Passport office. SO much better than going to the post office.
Lately police and they were very helpful
Little preference nor forgetting for
Love Mayor Burton!
Make West Jordan the beautiful place it use to be.
Mark in planning and zoning is amazing. Very knowledgeable and helpful. Wish the police would enforce speed limits. I was going to say better but I'm not sure they do at all.
More skateparks
My biggest beef is the dumpster availability. I reserved the dumpster last year via the website and was willing to pay $50. However, when I called to check my reservation, they could not find it. I was told the dumpster was no longer available on the date I wanted. I got very

upset. I tried to reserve it this year, the price went up, so forget it!. We pay taxes and had been good citizens. We have not children in school, we cannot even use the the dumpster? Grrrrrrrrrrrrrrrrrrrr!! I'm really upset!
[REDACTED] was in a car accident and the officer who responded was rude and dismissive. We had a second experience with a police officer and he was the same.
My email was forwarded to a different department then I never heard back from anyone.
My issue is speeding on 2200 W - [REDACTED] has to cross it to walk to school and most drivers are speeding & distracted, cops included.
N/A
N/A
N/A
N/A
Need to get ordinances up to par. Nobody knows the ordinances. And they let there yards and street look like crap. Cars, junk, trailers, grass, weeds.
Need to monitor the sidewalks so that people can walk on them the trees of overgrown people parking along the street so you cannot drive up and down the streets beat up cars in the driveway people not taking care of their homes their yards
No
No
No
No
No
No
No Response, Have Sidewalk Issues, City crews were fixing other issues across the street and they could have fixed them both at the same time. No response. Also, can't get any help on slowing down traffic on our street. Speed bump or ??
No assistance for skunk/racoon issue in our dry creek. They roam the neighborhood and climb through the overflow drains. There is no maintenance with the weeds or garbage along the dry creek or walkways.
No comment
No comment
No comments
No direct response in return
No matter the department, the staff is always friendly and assists me with what I need.
No more house and no more apartments. More trails more fun, no more people
No notice in changing right of ways an easements for fiber optic cable runs. No notice that they were going to disrupt our property.
No one got back
No response to my phone call
No, we like it here.
None
None
None
None
None
None other than previously stated.
Not this moments
One controversial piece of action is how traffic is going to be planned around Ron Wood park. The 8600 South bridge is being installed and the communication from the city was to at it would reduce the traffic flow through neighborhoods to get to 5600 West on the west side of Mountain View. However, the route to get to 5600 West did not pass the fronts of any houses even though it was through residential neighborhoods. You would only pass the back or sides of houses on the streets along the routes. In contrast, on Duck Ridge

Way, the proposed plan for park access would needlessly increase traffic through a neighborhood directly in front of people's homes and on a street where children plan. I say needlessly because two block away is 6400 West where there are no houses facing the street and it is already a north-south main access road. It makes no sense to put the entrance to Ron Wood park on Duck Ridge and to put a traffic light at the end of the street as proposed. The park entrance should be on the busy road (90th south) and the traffic light on the main access road (6400 West). On top of that, the proposed traffic light would force children in one neighborhood to cross 90th South without a traffic light when walking to a school three blocks away. I relayed this in an email to the city council and received no response.
Our drinking water often tastes terrible. So, we contacted the city to ask someone about it. A team came to our house, but basically dismissed our complaints and said the water is fine. We don't drink the water or use it for cooking.
Our neighbor has a reception center in their backyard and no parking. People frequently park in front of the stop sign and right at the end of the street creating a hazard trying to get out of the neighborhood. When we call the none emergency police line no one comes out and when they do come out the cars are not ticketed. It's really annoying and dangerous.
Our police force is probably understaffed, but the amount of traffic violations I see on a DAILY basis is growing and getting very concerning. Speeding, running red lights, tailgating. etc.
Our water bills are extremely ridiculous especially for those of us that take care of our yards, we need more open space and less High density housing, more restaurants are needed. It feels like businesses would rather be in south jordan instead.
Over the past year, I haven't had much contact with the City.
Parking enforcement
Passport office: some staff friendly and professional, others not so much
People are great, would prefer a light but we got keep clear. Its helped some.
Please clean up the city. Especially on 1300 W and just S of 7000 South. I realize there are low income areas there but they should have to maintain their properties. One is a trailer that has had additions and is literally missing a wall. [REDACTED] It is a total disgrace. Please force them to clean it up.
Please keep utilities in check that over spending does not happen. It's expensive to live in West Jordan and we don't want to move thanks
Please widen roads to reduce traffic.
Police Department
Police are overstressed. They are excellent but not able to keep up with the growth rate.
Police department and fire department have been particularly responsive to a couple of wellness calls. Police administrative staff were also excellent when I visited in person.
Police department detectives are not good with following up and calling me back.
Police force interactions disrespectful, code enforcement methodology a joke. The city should help people to meet code by offering taxpayer services to meet the violations of tree trimming and other cost-prohibitive and labor-prohibitive mandates.
Recycling costs too much
Reported graffiti in my neighborhood park and within a day it was taken care of.
Road construction. 1300 west between 7800 s and 90th south has had construction for years now, and still keeps getting closed. Maybe an investigation as to why? Are those doing the construction have a relative in West Jordan city? Very unacceptable in my opinion.
[REDACTED] laughed at me on the phone while I was very upset regarding the Google Fiber construction around my house. He told the SCI contractor for Google Fiber that this was his City and he makes the decision and to lay the Fiber around my house even when Google and SCI would have done a stop work or DB. I am very disappointed with [REDACTED].
Shared message about profanity and graffiti at community park, but didn't receive a reply, so don't know if it was received
Sidewalk, streets, and gutter department have been very rude when responding to my issues at [REDACTED] they've told me multiple times for 3 years now that they'll be coming to my house to discuss a solution but never show up. GETING EXTREMELY Frustrating
Sidewalks in residential areas are mostly in poor conditions for older neighborhoods. Like sidewalk lifting and cement crumbling.
Sometimes need big containers for big trashes
Started a case to have offensive graffiti removed from a fence that faces the houses in our neighborhood. I was told it would be taken care of. A year later nothing was done. I responded again and was told it was taken care of, when it was not. Was once again told it would be taken care of. 3 months later nothing has been done

Still a little frustrated about the construction company that put in the fiber pedestals. Other neighbors had theirs buried under the ground and we have ugly ones on the surface. It seems like there should be some kind of law against that.
Stormwater drain near my house are causing flooding near my house. West Jordan city said they would fix it this year but nothing has happened yet.
Street lighting. The city responded rather quickly.
Talked to parks and recs about the west jordan cemetery. The person that contacted me was very professional. Nothing changed at the cemetery with being consistent with the rules and up keep.
Thanks for having the electronic recycling/throw away events regularly.
Thanks for the gas line utilities markings in our yard. Wondering why it had to be spray painted with a permanent yellow on the newly refinished asphalt? Perhaps, the city needs a talk with the utility companies and ask them use less permanent and tasteless methods of markings.
The Police department lacks many things. They are not well trained, have very big egos. They are lazy and they like to arrest people for no good cause. They will lie and manipulate as much as they canin hopes that you do not to defend yourself. They shut off boody camera recordings when the talk amongst their selves to collaborate their stories. And the caption is a very lazy person that helps them come up for reasons to arrest people when they have no nothing else to go on, hoping you'll just go to court pay your fine, and not defend yourself. In short I'm very disappointed in the police department.
The abusive code enforcement department continues to prefer to participate in feuds between neighbors. This extremely toxic and aggressive department creates ugly conflicts with people over petty things. Similar to the virtually unaccountable and overly large police department. Police seem to be everywhere and their focus seems to be writing tickets to generate revenue.
The biggest eyesore the city has right now is the CenturyLink implementation. They have ruined yards among other things. They "planted" new sod in my yard that ended up being completely brown. I had to spend my own money to water and try to get it to grow. Extremely dissatisfied with them being allowed to tear up my yard.
The building permit approval process is cumbersome and a challenge to navigate. The interface between the Jordan Valley Water Conservancy District and the City planning department is broken.
The city doesn't respond in a timely manner via social media about safety issues - water flooding the road, cars parked in bike lanes on 78th South
The city fails to take action when malfunctioning equipment is reported. Many sections of the sidewalk are dangerous due to either raised sections or colaps. Road maintenance and snow removal have steadily improved.
The code enforcement officer is a jerk
The code enforcement team passed the buck to the county. They passed it back. In the end, issues were observed once and nothing was done to fix the issues because code enforcement has no real authority.
The customer service from the city offices has been fantastic, particularly if there has been an issue with a utility bill
The office staff is very Accommodating, The street department when I have issues are right one it. There's to people and way to much traffic.
The passport office personnel were courteous and professional.
The permit office is always friendly
The person on the phone was very helpful and answered my question.
The police department was extremely helpful.
The police driving trucks in this day and age when fuel expenses high, is irresponsible. Garbage days are often missed, even when cans are placed out the night before. It’s really disappointing that they waited over 10 years to update the infrastructure, with all the growth on the west end of the city.
The police, code enforcement, and animal services seem to pander to violators which encourages more bad behavior. While it may keep the violators happy it provides a disservice to those who follow the rules and are have our lives disrupted by the violators. The city does not enforce basic laws and codes and it shows in the decay of our neighbors.

The sidewalk on my street has buckeled up d/t the overgrowing root system. I worry someone is going to trip when they walk there. Also my street has a street light on one end which is surrounded by bushy trees, and provides no light or protection to homeowners. It is placed at the end of the block covered with trees. The rest of the street, 90% has no street light and I'm afraid to go out at night.
The sidewalk repair service seems to be non-existential and there is no response from the department.
The temporary office for utilities was difficult to navigate and inconvenient.
The traffic going east and west is discouraging
The water department came out and fixed a leak at the neighborhood park very promptly, a hydrant hadn't been completely shut off. I received feedback that I hadn't expected to receive, it was nice.
The water department is awesome - called me about a leak that developed while I was out of town
The west jordan employee who turned our water off and back on for us was so kind and happy to help us several times when we had a leak inside our house this past year. Thank you! Thank you! A thousand times thank you!
There are a lot of irresponsible dog owners in my neighborhood that let their dogs bark all day. My neighbor directly next to me was particularly bad. Contacting animal services helped to stress the issue. After speaking with my neighbor, the issue improved but now my neighbor hates me. Haha.
There are not enough highways currently between us and the main highways. With as much growth as we are experiencing, we need to either create more highways or to stop the growth in population.
There is a semi-truck contently parked in the street at [REDACTED], many calls/walk-ins to the police, Repeat offender.
There was graffiti on my mailbox. Reporting the incident was easy and it was quickly fixed. I called the police (I can't remember if it was 911 or dispatch) about a man banging on the door across the street, when no one responded, he grabbed a rock from their garden and used it to bang on the door, eventually throwing the rock at the door. 20 minutes later the police hadn't arrived, and my neighbor returned, and everything appeared to be fine. I called dispatch and let them know they were no longer needed. I haven't been feeling as safe as I used to and the police not responding within 20 minutes of my call has made me feel pretty unsafe.
They seem very bothered when you call for any reason usually only utility people they have been very short and rude before but has got a little better
Things are honestly pretty good. I'd like some sidewalks and streets worked on. There's also some street lights that don't work and it seems pretty dark. Perhaps more would even be good near me. Somehow keep some parked cars off the street. I don't have many complaints now as the incidences of crime and vandalism I have witness have gone down.
To many barking dogs
Unbridled Hope and Healing is located near Ronwood Park and is a huge asset to the WJ community, the city is saying it's zoned wrong and not extending their lease. This would be a huge loss for WJ and the community they serve
Very dissatisfied, nobody bother to contact me back about my issue on my street.
Very good passport services. Very friendly, helpful, and fast
Very possible
Was told code enforcement would handle, but the problem still exist. Have provided Photos of campers without roofs, trucks that haven't moved in 4 years.
Water pressure is sporadic, errors on billing, road rage is out of control and little enforcement of ticketing drivers, road maintenance is constant and lacking in quality.
We had a city light that was out as you are just entering our neighborhood from a busy street. I reported it on the city website and it was fixed within a few days. Much appreciated!
We had a garbage can that was missing a lid and they came out within a few days and replaced it. Very fast and very professional.
We had a need of a neighborhood street light in a dark area, the Mayor came out and met with us and we received the street light needed.
We had a water leak under the pavement on our street. They came out and looked at it and said they would fix it as soon as they could. It was fixed in less than a week.
We had an inspection on our basement to be finished called a four-way inspection. There were a few items that needed to be corrected by the contractor, but mostly he said it passed. When it came time for the final inspection, we were told the plumbing was done wrong and that it shouldn't have passed the four-way inspection. So now we are out quite a bit of money and still don't have it finished. I feel like

the for the four-way inspection a little bit to blame for this. We could've had it fixed to begin with but now the Contractor is long gone so that is pretty frustrating . The second inspection was more thorough, but we still have not passed inspection because we have to get the plumbing fixed. So it's been an expensive ordeal. It probably could've been prevented.
We had neighbor dogs escape and tried for hours to catch them. I don't remember her name from animal control but she came back 3 times that day determined to get them back home, which we finally did
We have reached out to code enforcement several times because of the parking situation in our neighborhood. Nothing has changed.
We rented a dumpster this spring and I had to email the city for information and the representative was very helpful
We would like to suggest a more stable property tax rate for seniors. We are being taxed out of our home!
West Jordan is the only city where we have missed having our garbage picked up (twice, years apart). Oth times I confirmed on the website that it should have been a pick up day, and then called to ask why are trash and not been picked up. And they had to send someone back out. Just interesting, never had it happen anywhere else.
West jordan city water services. Had a problem with water main and they said it needed a valve and was never replaced or taken care of.
When I and my family first moved to West Jordan there were only 6000 residents. So using the many changes taking place here been mostly satisfied with those changes.
When I get a ticket for parking on my own dirt spot and my taxes go to pay for the roads to get fixed and they don't get fixed in my front yard for days and days even months and then they fill it in with asphalt, which is gravel and they only fill two of the holes, not all of them Get spit out and spread all over the road into the neighbors yards so I get a ticket but on the roads if a rock hits my car or if I get a flat tire from a pothole, you guys don't fix it and then I have to complain about the roads again I park in my dirt and we get tickets
When we call the police to come, we expect them to come. Eventually the idiots that speed up and down the street on their dirt bikes, are going to hurt someone.
When we called code enforcement they told us the codes on the website are not up to date. When we ask if someone could tell us what the codes were they said no. Is there anyone that drives around anymore to look at neighborhoods? When we first moved in we had someone driving around all the time. Not we have people parking motorhomes in the front yard, parking semi trucks on the street and trailers for days with no violations being given.
Why would you come dig up streets, remove trees and replace our roads just to have google fiber come in and now the roads look horrible. You knew Google fiber was coming but again you waste money!
Worked with animal control they were sensitive to my situation and discreet with my neighbors as to not cause a conflict.
X
You destroyed our sidewalks and our roads look terrible. Our street light took YEARS to fix too.
You need to be more persistent when it comes to street parking especially during winter, and actually ticket the people who are not following the rules
You should consider a new contractor for trash. The trash company consistently misses trash days on my street.
acted like he didnt care
calling several time to discuss my bill and overcharges and questions as to why I had the issues. some agents were very helpful and courteous, others were unprofessional, rude and put the problem on me to figure out stating I must have an issue on my side of the water meter. when there is a major issue with billing that the city was obviously in error, I should have been notified immediately with the solution rather than me having to call to find out why my bill was so erroneously wrong.
everyone was helpful and seemed like a normal human, not just a corporate response.
f
my experience is that I've been bounced around from unhappy person to unhappy person until finally someone who is having a better day wants to help me.
na
no
office of enforcement, did what they could do
our officers have a crap reputation . to even here it outside of west jordan. they are out to arrest anyone to meet a quota kid falling in left oppen water main left open by the city

the Roads department needs to remove the speed bumps from all public roads. speed bumps belong in parking lots where the speed is 5 mph, not on roads where the speed is 15-25 mph or higher. this method of speed control is becoming a huge liability for the city as more and more people are realizing the negative impact these are having on the wear and tear of their vehicles. not is it bad for the privately owned vehicles, it is super hard on the city owned vehicles especially the snowplows that hit them in the middle of the night bending their equipment and thrashing their trucks. aside from these vehicles there are the trash collection truck that are hindered and even more importantly the emergency service vehicles that are greatly hindered by having these speed bumps hindering their rout to people in need. In short, all speed bumps need to be removed from the streets of our community, preferably before the city is involved in lawsuits regarding this topic. there are many other far better options for managing traffic speed without damaging private and public property.
the ratings I gave (100point ones) is in regards to the employees that work in the departments such as the maintenance crews working in our city; the women and men that pick up our trash, the first responders that protect us with the reality that we know all know they are undermanned or under-trained and we continue to let city officials abuse that power.
used Website to look up events, clean up info, garbage collection schedule ,a water leak on the street

oe_comments. Thank you for completing the survey. If you have any comments about the topics in this survey or West Jordan in general, please enter them here below. Otherwise, click the forward arrow button at the bottom of the screen to submit your response. (n=233)

We've noticed more multifamily homes in our neighborhood, most likely due to the cost of housing. We have a neighboring home with 8 adults. They park on their lawn and in from to other homes because they do not have the space. When my family goes for walks in our neighborhood we have to walk out into the street because home have cars parked across the side walk. Better code enforcement and tickets for parking violations would be appreciated.
6200 south desparately needs re-paving from bangerter to 5600 west
70th South West bound always so backed up. Rush hour. Backed up past 1300 west. WHY??? The light in redwood is green for 20 seconds! Please help us get this traffic moving!
7800 south is a nightmare, getting west or heading east takes sooo long, on all streets. Stop building homes
9000 south is one of the busiest streets in the state yet we can't seem to secure any meaningful retail. It's so frustrating! Where are the fun new food places that are popping up all over in other cities?? Why are we stuck with two Asian marts?
A Costco here in West Jordan will be so awesome !!
A liquor store within city limits would be nice.
All cities need to take care of the poor, but we need more amenities in our city that would attract affluent people. Also developing the right culture would help with that. Maybe we should have more high tech trade shows and fewer demolition derbies.
Animal control and code enforcement both need to allow those complained about to provide multiple forms of proof to defend and disprove the accusations. There are bad neighbors and they shouldn't be allowed to use WeJo resources to harass others unwarranted.
Attract local businesses & restaurants. Stop bringing in the chains in the apartment complexes
Be fair in allowing people to build garages or sheds on their own property
Building a new commercial business in West Jordan was difficult
Can something be done about vehicles parking on sidewalks day and night, safety for the kids
Can we get more bike trails? Pedestrians and Bikers are not safe on the roads
Change in dumpster policy. Entire process is complicated. I do not mind $50...but timing for delivery, pickup and length of use not resident friendly. 2nd dumpster fee not fair for length of time available. I ordered a dumpster alot prior, it kept our neighborhood cleaner. Some DO NOT HAVE ACCESS TO TRUCK. I HAVE TO RENT VAN FROM HOME DEPOT NOW! For me great disservice. Another major complaint snow removal. We pay the same taxes as others and at times are unable to get out of the circle. If plowed locked too!
Clean up the city, force people to clean up their properties. Let's have a little pride in our city. Take a lesson from South Jordan!
Code enforcement is a pain point for the city. Way too many broken down cars, overgrown yards, etc. Would love to see more focus on this.
Code enforcement needs to be proactive not reactive.
Completed survey interesting questions
Considering we are apart of the Salt Lake County and very connected with other cities, I would like to know more about what West Jordan is doing in compliance with other cities/counties or what it is doing different and why.
Construction traffic in 9000 and 1300W has gone on for two years now and the roads are poorly maintained and creating a lot of traffic since it's just constantly dug up.
Create more affordable water tiers
Currently Sandy city is planning on putting in a homeless shelter at 8955 S 255 W. My family is concerned that the increase of the homeless population will wander over to the the future Big bend project near the Jordan river. My hope is that WJPD will be able to mitigate this future inevitable problem. Thanks
Do not defund the police!
Dog owners using the parks and school grounds for dogs to run and play off leash!!
Don't have tall weeds! I
East-West travel is ridiculous throughput the city
Fiber internet
Find a way to reduce property taxes. They should not be escalating so fast each year.

Fix the roads during the night while the city sleeps. Fix the animal problem, it's bad.
For a city our size, why don't we have a state run liquor store?
Free dumpsters need to return. It kept the city clean
Get a liquor store for West Jordan. Clean up all the properties along Redwood Road. Check your leadership for “good old boys” and try to learn about others who differ from you.
Give priority to zoning, commercial development, and transportation to create a "true" downtown in West Jordan. Bring in much more commercial development, especially in the technology sector.
Good survey
Have seen the Mayor with fun little traffic stress cones. Are these available to buy somewhere? Would love to buy one.
Housing on the west side up against the oquirrhs is becoming too dense. City needs to stop letting developers buy up all the land and change the zoning. Really bummed that lots are no longer available to buy and build custom homes....that should be an option out west by developers are ruining this city and state as a whole
How can the City get more involvement for the residents to get more involved in their own city? I would love to see if my city could be the first in Utah to have over 70% participation from us residents in our community.
I am a proponent of high density housing when it is well planned and thought out. Quality investments become more valuable over time
I am concerned with HOW FAST people are driving all along the Wasatch Front. There is WAY TOO MUCH excessive speeding and we all KNOW IT!! It is dangerous and careless.This issue has got to be addressed by law enforcement and the community at large.
I am impressed by West Jordan! Some areas of West Jordan concern me, such as apartment areas which could possibly use more undercover police presence just so they know what is going on. Thanks much.
I am planning on leaving. Mostly because the drug issue is out of control. I don't really think I want my kids to have to grow up in a city filled with drugs, gangs, violence, etc. like I did [REDACTED]
I contact the city when I moved to a new street and they were very helpful
I didn't realize adding a comment in the Other selection overrode my choice of email.
I do not approve of my tax dollars to be used to build a community arts center
I don't want the city to "go woke"!
I dont like my oponions being catorigized by race, sex or martital status.
I enjoy living in West Jordan. I do feel like we could benefit from having a community theatre, smaller community centers, more resources for vulnerable and struggling populations, community gardens, and affordable housing options. It would great to see the JSD ASB moved or consolidated. The land across from city hall would make a great mid-rise complex with outdoor walkable retail on the lower levels and apartments on top. It's right next to the Trax, library, city buildings, and park making it a desirable location especially for young families, low-income families, and those without cars. The parking lot is an eyesore as are the vacant buildings. It would be a great site for a farmers market or flea market too on the weekends.
I feel like crime is rising. My car was just vandalized, but was notified promptly by West Jordan police.
I feel that retried people should get a tax break on there property taxes. We don't have children in school. The families that wish to have large families should pay more on there property taxes
I feel the city pool should stay open until labor day weekend
I had a lower score on street maintenance as i live [REDACTED]. Street is in great need of refurbishment.
I hate that the police are getting 40% of the city budget. I think a lot about the city would be better if more of those funds went into other programs.
I hate the direction of high density homes. Future ghetto-slums.
I have contacted the city in the past about concerns and they have been good to respond,
I know inflation is high amidst a horrible economy, but people are renting to multiple people in their single family dwellings.
I live on [REDACTED] and the soccer park located on 7800 South and 4000 West gets very crowded and a lot of cars park on the street of 4000 West. They park next to the curb, but there is not enough room to park a car without it taking up some of the driving lane. The street is busy, there are kids getting in and out of the cars on the street, crossing the street, plus oncoming traffic and it gives me anxiety to have to drive when there are games at the park. I don't feel it's safe for pedestrians or drivers when cars are allowed to park on the street.

I love a lot of what West Jordan does! I feel like other cities provide more community events and B programs. We need another rec center and would love more kids B and B adult programs

I missed the #2 Airport expansion plan I will study that.

I really want our city to find ways to bring in money with extras people are willing to pay for and not through raising our fixed expesses like property taxes.

I think it would be nice to have more info on how the city plans to address the boom in population growth because my worry is overcrowded schools, and I'm not a fan of how the school district's solution is to bus kids across town to other schools. Schools should be built around the area that is seeing the biggest population increase, which is the west side. I read that in other states, such as Arizona, developers pay for schools. Is that an option for the city? I just don't have enough info as to why or why this doesn't happen to have a full understanding of the situation.

I think you all do the best you can whith what you have. Keep it up.

I wish West Jordan had a more pedestrian friendly city/business center. There doesn't seem to be any community center.

I would like a Dog Park and Skate Park in or near the main City Park

I would like a Whole Foods or Natural Grocers store in West Jordan.

I would like a speed hump closer to 5600 west on 6600 South they were supposed to be putting one in but they ran out of money??

I would like to comment that West Jordan being the 3rd largest city in Utah it is hard to understand why I always am driving to other cities for major chains. No Harmons, Olive Garden, Steak houses and fast food chains.

I would like to have a liquor store somewhere in West Jordan.

I would like to reiterate that I think it is very important to improve the apperaance of West Jordan and offer more eating opportunities other than chains. Also, we need to do more to ensure crime is managed is low.

I would like to see better road conditions and bike lanes. Noise and smoke ordinances should be improved to help with issues. Like the Christmas events for the kids. d

I would like to see our roads in better shape than are at the moment and a mega mall in our community.

I would like to see the city establish an identity for itself, not just as a bedroom community in Salt Lakr county but as a destination or focus of an annual event. We should encirage a hotel or two in our city

I would love a pump track park at the field on the east end of bridle creek drive

I would really like to see the free dumpster program return.

I would suggest and hope that city officials won't allow more high density building in the Oquirrh foothills

I'm 90 years old and living alone.

I'm a bit concerned about the roadway maintenance. It seems to be rehab focused instead of preservation focused. This tends to be more expensive in the long run and leads to a lot of roads in fair to poor condition. You can really see that the last winter took a toll on the city streets

I'm concerned about the announcement of an LDS temple in WJ. No offense to anyone who is LDS, but church HQ is in multiple legal battles across the US around asking for special treatment, violating laws, etc. I'm worried about the zoning and infrastructure necessary, where it's going, how much extra light pollution it brings, etc. From a purely socioeconomic standpoint, it doesn't benefit us here. There are already so many LDS temples, its not going to increase the $ spent at local businesses. I'm sure its exciting for LDS folks, but for us "nons" it's not necessarily positive.

I'm not involved with much so I

In my opinion code entity is lacking. We desperately need better roads to go east to west.

It would be nice for us old folks to have mail delivered to our door,if only once a week

It would be nice to have the original/older areas of West Jordan considered when decisions are made. Traveling west is near impossible yet everything kid related seems to be going that direction: baseball fields, new soccer fields, best schools, etc. It forces those of us near 1300 West to change schools, play sports in Murray/Taylorsville. If everything is going to keep moving west I wish the roads could handle the extra traffic so it didn't take all of our spare time sitting in traffic just to watch our kids play sports that used to be available much closer to us. Heartland Elementary has had a bridge approved to go over 7000 South for years now and I have heard the bridge is even built. It is still not over there though and the city doesn't even give a valid response as to why it's not there yet. It is a safety concern. The neighborhoods in my are have started looking really run down this year, they could use some reminders from the city about weed heights.

The cars on the streets have also gotten insane. How many cars can one house have parked all over the street/sidewalk in the area around their house? Our streets used to look nice and they are looking more like a car lot.
It'd be great if the city found a way to incentivize more local businesses and less chain stores. Also lease only high density housing helps no one but greedy developers. Let's do less of that.
Ive lived in west jordan for the majority of my life and for the most part, its a good place to live. It is a little hard to be proud of west jordan sometimes when it feels like it is being surpassed commercially and recreationally by other cities like west valley, south jordan and midvale. It also bothers me that there is a portion of west jordan which i call kearns jordan which has differwnt services than the rest of west jordan, nameley, water and k-12 schooling.
Jordan Landing needs a soda shop and maybe some updated stores
Just contented and Happy Living in West Jordan
Keep tight control of crime, do not permit begging or homeless camping in the city.
Keep up the good work and keep the children safe.
Keeping roads maintained (fixing pot holes) and keeping traffic flowing are important priorities I appreciate.
Leave open space open
Low quality education is another major problem
More communication like what is being built where, when will Sierra Newbold park area be completed?
More community events like garage sales, picnics, street fairs. Allow more 21 and over restaurants open in West Jordan. Get a state liquor store.
More ewaste services
More neighborhood clean ups with big trash bins
More sit down restaurants!!
More skateparks
More trails and outdoor space
More walkable areas that reduce car dependence would be great
Most people I speak with who live west of 5600 W. hope to see a rec center and more trails in the future.
Multi family living in single family homes
My family has lived here for 13 years now. We love West Jordan and are grateful to be here.
Myself and my family greatly appreciate all of the services provided by city employees. It's disheartening to see that many residents are allowed to turn their homes into RV parks, junkyards or semi truck parking while scattering other vehicles along already narrow neighborhood streets.
Need better follow up on issues like the sidewalk. Someone is going to get hurt and want to sue someone. I should not have to paint it florescent pink to alert walkers.
Need better roads and flashing lights at crosswalks.
Need more Pickleball courts
Need more affordable housing. Apartments and townhomes are out of reach for young adults.
Need some roadwork on grizzly way
Need to include questions about gang and drug activities and how to report them
Need to inspect apartment swimming pools. Affiiny 56 apartment pools were very dirty last summer.
Need to make it easier to get ahold of ordinances.
No Liquor stores in West Jordan.
No more apartments please.
None
None.
0
One black eye for West Jordan is the amount of billboards, people comment from other cities that it is interesting how many we have, its terrible

One complaint - Since installing frisby golf in the Bingham Creek Park, the traffic and lack of parking has become more dangerous with a blind corner and people being inconsiderate is annoying.
Our neighborhood has felt ignored by the city when it comes to the the large database next to our neighborhood, they large generator fumes waft into our neighborhood and affect our health and safety.
Over the past few years many homes have turned into rentals that are not well maintained. I would like to see ramdom code enforcement for street parking and yard maintenance.
PLEASE FIX THE PARKING IN WEST JORDAN!!!
Please PLEASE reduce water waste! The city and WJ commercial businesses WASTE an obscene amount of water. Please start taking water usage seriously.
Please continue with this survey for a better view from residents.
Please fix the sidewalks! We have a lovely community besides the terrible sidewalks in our neighborhood
Please get more parks, trails, and—most importantly—a rec center on the west side of the city!
Please have code enforcement drive around and do their jobs. Don't wait for neighbors to make reports.
Please help keep Unbridled Hope and Healing in WJ
Please hold homeowners accountable to keep up their property to the standards you used to have.... i used to be proud of my neighborhood but it is going down Hill.
Please keep our city clean and safe. We will stay forever.
Please listen to the voice of the people, we trust you to be our voice. Please do something about an east/west freeway. ❤️
Please look at road maintenance. Consider more high school involvement like banners hanging around the city to support school groups, we need more parks for use.
Please look at the property taxes and determine areas which can be cut to improve the area taxes.
Please make road construction finish faster!!
Please make the large garbage pick up better. No free clean up and charging for dumpsters you don't have is very inconvenient and annoying.
Please more family activities and splash pad
Please persuade UDOT to put sound walls along Mt. View Corridor sooner. They could have been done 10 years ago.
Please please please fix 7800 s
Please provide training to newer city council and planning commission members on how to detect real estate development issues and how to articulate reasons to reject or demand modifications to proposed plans.
Please stop building multi family units!!!!!!
Please stop putting high density housing (ie, townhome, condo, appartments) in the middle of or near super low density neighborhoods
Please stop the climb of house prices
Please try hard to have Trader Joe's and Whole Foods in West Jordan!!!! Kudos to you for having the H Mart in West Jordan!
Politicians are corrupt
Pool services. West Jordan Community pool is falling significantly behind other pools in the area. Anything we can do to update that pool?
Property taxes and utilities are too high
Rec center on the West Side, Keep on Udot for road improvements, be careful with code enforcement biend an avenue for neighbors to use to bully, attract unique businesses, road improvements first before growth, better medical care on the west side (not impressed with Jordan Valley Medical Center), work with Udot to make Mountain view & 7800 S & 900th S. Intersections safer (too many casualties), leave sports fields, improve landscaping on Barney creek trail system, upgrade sign at Barney creek park, more recreation amenities, lower water prices, provide free space for indoor community gatherings & clubs,
Review ADU requirements. Make it easier for ADU to be built on existing property. Review housing. More owner-occupied, less businesses buying homes
Road construction on every street surrounding my neighborhood is ridiculous
Road improvements before building more housing/too much traffic, better restaurants like Riverton shopping center. They have more trendy restaurants. Farmers market, would like a nighttime 4th of July parade instead of day. Electric parade!

So many questions about merely being "satisfied" with so called "services" are not helpful at all. Personal questions were deeply inappropriate and several questions, especially on race, should have allowed us to say "prefer not to answer." These types of surveys, produced by "qualtrics" are very expensive and a disturbing waste of taxpayer dollars. It is evidence of a severe communication/listening problem and leadership problem within the city..
Some concern about the number of homes being purchased by companies to house their workers, which results in multiple individuals or families that are unrelated living in the same room which will affect the future quality of life in the city.
Some of the survey questions were personal and not city related at all
Some of these questions are inappropriate with regard to the described point of this survey...
Still pissed you cut the 40 year old pines at park on 7000 and 32nd. Kickbacks from tree contractor??
Stop allowing so many new buildings!!
Stop the 90th South expansion at 6400 West. This is a residential area and should not have a main thoroughfare going through the neighborhood. Safety to our children should be number one priority.
Thank you
Thank you for asking for citizens' input.
Thank you for finally starting work on the arts venue.
Thank you for the opportunity to express my feelings about our city. My three grown children have chosen to remain in West Jordan to raise their families. I appreciate all of our city employees and their commitment to our quality of life.
Thank you kindly for asking for my input.
Thanks for keeping the Harvest Park lawn and street so nice
Thanks for letting go of [REDACTED] who I believe was the city administrator. He was a tool. [REDACTED] is the best.
Thanks for looking for feedback. We have enjoyed living here so far!
Thanks for reaching out for input.
The city code enforcement requires residents to keep trees trimmed. We walk a lot and find we duck tree limbs daily. The city needs to do self code enforcement on trees adjacent to walkways.
The city needs to provide shredding service more often.
The cops and the mayor really suck
The fireworks ban in West Jordan needs to be lifted.
The parks West of U-111 aren't maintained as well as the other parks I go to in the city. The trees don't stay alive, weeds have take. Over the grass and the last two years the weedy grass rarely gets cut. Also we really need and want a rec center out west. Currently many of the residence around me drive 20 minutes to the Kearns Rec Center.
There is no possible reason we don't have a liquor store. Even if you don't drink your neighbors might. Should they really have to go to another city and donate to their tax base just to get a bottle of wine?
There is so much road construction right now. I understand it is necessary but having 13th, 90th, and redwood going at once leaves us with no good routes to avoid it.
There's too many construction zones
Those last questions asking about education, sex, income, etc ate irrelevant
To many apartments/Townhouses being cramed into every available nook and cranny with no schools to back up the population.
Too many apartments are being built causing the grocery stores to be so crowded. Maybe slow down with building housing and catch up with adding more grocery stores.
Traffic on 7800 south west of Bangerter is a mess. Hopefully there are plans to improve it.
Transportation was listed as a concern - I believe we need a East-West freeway between 90th S and 114th S (I know a good part of that is not West Jordan but growth west of Bangerter needs better alternatives.)
Treat our taxes as a stewardship, not a piggy bank for pet projects like the community art center.
Viridian event center by the library isn't open to external vendors. It means people of color who want their food at their event cannot use this building. This is wrong and discriminatory

We hate to leave West Jordan because we love it here, but we are looking to move to an area that isn't as crowded. Getting too many people here and the traffic is getting crazy!
We have code enforcement, we need traffic enforcement!!
We have serious concerns about all the new building happening on the West side of the city, and the huge increase in traffic and water needs that brings. Current East/West roads are not equipped to handle the amount of traffic as it is. New builds needs to be more single family homes on larger lots to encourage long-term families to move into the area. The nature of the community is changing for the negative. Too many apartments, condos, town homes and not enough roads/lanes, utility's, services to accommodate the growth. It makes long term loyal residents like us feel like we need to move as it negatively affects our quality of life and the value of our home and property.
We need a dramatic increase in traffic enforcement along all major arteries in the city. Too many cars, motorcycles, ORVs driving fast and recklessly along 5600 West, 7000 S, 7800 S, and 9000 S.
We need larger parks to be able to reserve space.
We need more parks and a west side pool. We were sad the plan for one got cancelled. We need attention to traffic as we expand west- specially the timing of lights and the widening of roads, as needed.
We need more pickleball courts!
We need more public transportation options and connections
We need pickle ball courts at the West Jordan Viridian park!
We need speed bumps on 6400 West between 9000 South and 8200 South. Vehicles slingshot out of the roundabout and speed down to the next roundabout at 8200. We have had 2 accidents at Spray Lake, and the children coming from school are scared to cross the street!!! This straight stretch of road has become very dangerous, please don’t wait until someone gets seriously injured to rectify this situation!
We need street bumps on our street or a permanent police officer parked at bottom of street
We need this kind of survey at least once a year.
We would like to live in WJ indefinitely, but I’m losing patient with the lack of ownership and attention to detail from our leaders. They are also making choices to put high density development over quality of living and then not investing in resources to support the high population growth. This is a losing strategy.
West Jordan Park needs pickleball courts
West Jordan Police send charges to prosecutors without investigating or providing exculpatory evidence, which costs citizens tens of thousands of dollars to prove they are innocent. Prosecutors blatantly ignore exculpatory evidence because they don't want to look bad dismissing a case they should have never brought in the first place due to lack of evidence or investigation.
West Jordan does not feel safe especially at night and on the roads
West Jordan has a lot of communities where residents do not care for lawns and park excessively on the streets. It would be nice to have more enforcement of city ordinances pertaining to these issues.
West Jordan has so much growth and housing new construction planned but not a lot of information on how the roads and traffic congestion will be addressed.
West Jordan has the potential to be great if we recognize our strengths and embrace the future.
West Jordan is a great city to live in. Thank you..
West Jordan is getting run down. How can the city get people to water and mow their lawns and clear debris from their yards? I want to sell my house and crummy looking yards affect property values.
West Jordan is too big. We need to quit pushing for growth and concentrate on quality of services for its current citizens.
West Jordan needs more pollinator habitat and to reduce water consumption.
West Jordan was a great community to raise children and feel safe. There is too much growth in the community to feel that safety. It’s no longer a family environment, it has become a business community.
What is going on with the green bin since the mulch plant burned up. Is it just going to the trash dump. If so why don’t we get rid of the green bins.
What is the City doing to further the retail in West Jordan. I would like to see more than just houses in our city.
When will something be done with the city center (across from city hall)? It's such an eyesore

Why is West Jordan spending money on a "cultural center". No need for it, and waste of money. Could be used to put a nice fence along 70th south between RR and 1300 west. When people come off the freeway from 7200 south they are greeted by a sign that says "Welcome to West Jordan", then once they are heading west they get to 1300 west, and the North side really makes West Jordan look like the beginnings of a run down city. Put a nice fence up there and make people who come here proud of their city.
Why were fireworks banned past 5600 west in 2023? A year that was definintely NOT a drought year. Also, much of the land past 5600 west has been developed making it just as safe as other areas where fireworks weren't banned.
Wish the people could have voted before money was spent on a state park, not sure the people wanted it, the mayor did but he does not live by it.
With all of the growth on the west side of the city and focusing on how to get all that traffic, moving, trying to get out of the neighborhoods east of Bangor onto one of the east west streets has become dangerous and nearly impossible. Something needs to be done to make it safer and easier to get on to a major street. Please remember that there are also people east of Bangerter in the city who also need traffic addressed to be able to safely travel on a daily basis.
Wj fishing pond!!
Work with affordable housing that doesn't fall apart and apartments without mold issues.
Would like to see more enforcement of the firework laws and regulations in neighborhoods feels like blind eyes are turned
Would like to see more sit down restaurants in the city
Would love a traffic light at 7190 S Beamon St. :)
Would love to see some revitalization east of 2200 west near 9000 south. Businesses have closed and are lacking in this area.
You Really need to stop developing multi family homes and Apartments. Ecen though the rent is high it makes the city trashy.
You all are doing a great job!
You are losing good residents to other nearby cities because they compare our city to Kearns, West Valley, and Magna. How sadwe are seen in this category
Your best program is the catch/spay/neuter and release program for cats
Zoning in disturbing that you must drive everywhere and housing is always separate from commercial. We hate that.
enforce parking ! and lawn maintaince
make housing more affordable specially for seniors, my parents cannot afford to rent an apartment in west jordan AT ALL.
need something done about single family residences parking 10 or more vehicles near residences which impedes neighbors living
none
none
our police are the most unapproachable, unfriendly and unseen sort of officers out there. It starts with he arrogance of the chief.
please fix the street parking in neighborhoods
please have the Fourth of July parade earlier so we don’t die of heat stroke! Also, it would be amazing to get a splash pad at the veterans Memorial Park
should of had a withhold option for the last question
there is no traffic enforcement. i try the speed limit and get run over. while navigating crapy roads
too much high density housing congesting our roads, exceeding water needs. Senseless watering on park strips and unused land. More control of water usage.

s_news1_9_TEXT. From which source do you currently receive most of your information about the City of West Jordan? - Other, please specify: - Text (n=36)

Activity book sent out in May of the year
City newspaper and other pamplets
Google news
I don't really hear about things.
I don’t hear anything
I don’t see any of these
I don’t.
I get the news or magazines
I go look on the website.
[REDACTED] West Jordan public works
I've lived pretty much all my life in West Jordan City
Journal
Local news reports
Local news websites
Mail
Mailing of newsletter/papers and booklets.
Multiple ways
Neighbors
None
Nowhere. I don’t read the useless flyers. One more thing clogging up my mailbox. Goes straight to trash.
Observing my surroundings
Personal experience
Professional organization about Municipalities & fave to face interaction with city officials
Social media, neighbors, news, city website.
TV
The City Journal in my mailbox every month.
The Jordan Journal
The city journal
West Jordan Activity Guide (I love this booklet!)
West Jordan Journal
West Jordan Journal
West Jordan Journal
West Jordan Journal. Or emails
also from my neighbors
booklet sent just barley. But havent really known much unless i look it up personally
standard mail

s_news2_10_TEXT. From which source would you prefer to receive most of your information about the City of West Jordan? - Other, please specify: - Text (n=18)

City webpage and social media
City website and notices etc.
Direct mail from the city
Facebook feed and page
I don’t read about WK. spams my inbox and spams my mailbox.
Mailing.
Miss the old newspaper
Newsletters
Not sure
Personal experience
Personally mailed to me about upcoming things
Physical results
The Activity Guide is wonderful
The way I receive information is adequate
West Jordan Journal
West Jordan Journal
mailers
noctices/flyers mailed to my home

s_complaint2_6_TEXT. How did you contact the City to seek service, seek information, or to provide feedback? Select all that apply. - Other, please specify: - Text (n=29)

911 call
All
Called a councilman
City Council Meeting
City Council meeting
City Council meeting
City council meeting
City council meetings
City council mtg to oppose a development by my neighborhood
City representative
Code enforcement
Council meetings
Counsel Meetings
Direct text to Mayor Burton
I didnt
I didn't
In person at my home!
In person contact with Mayor Burton.
Looking for city jobs
Mayor Burton came to my home to help me understand the answer to my question.
Neighborhood meeting
Neighborhood meeting
Talk to [REDACTED] neighbor
Text Message
The mayor visited our neighborhood and answered questions.
WE NEED MORE OFFICERS AT THE OFFICE SO THEY CAN EXPLAINE THE WEB SITE SISTEM.
city council/planning
council meeting
neighborhood meeting

s_sex_3_TEXT. Which of the following best describes how you think of yourself? - In another way, please specify if you wish: - Text (n=18)

.
Anyary
Don't care, shouldn't matter
Gender non conforming
Gender shouldn't affect the validity of my concerns.
Human
I'm offend by this question. It doesn't matter how I think of myself, I'm either a male or a female regardless of what I may think. Please stop being participants in the gender confusion nonsense.
Married couple
Na
Nonbinary
Prefer not to answer
Straight male adult, conservative values and catholic
There are only 2 genders
We both collectively answered this as Husband and Wife
Why does it matter
a human being
prefer not to answer
wish not to answer. relevant how?

s_hometype_5_TEXT. Which of the following housing types best describes where you are currently living? - Other, please specify: - Text (n=9)

55+ community
55+ages
A twin home is much closer to a single family home than it is to a townhouse.
Manufactured Home
Manufactured home
Manufactured home
Mobile home
Single family home with an ADU
Trailer park

m_race_7_TEXT. Are you: - Other, please specify: - Text (n=31)

AMERICAN VET
American
American
American
Anyary
Brazilian
Doesn't matter
Don’t feel I need to answer this question
Hi
Human
I am Mexican-American. I am also white descendent and American Indian
Japanese and Black
Mix
Mixed
Mixed
Mixed
Multi racial
Multiple
Multiple
Multiple races living in my home
Multiracial
No
No contest
Nunya
Peruvian/ Caucasian
Prefer not to say
Really? Can we stop asking people this question.....
Skip
n/a
n/a
not applicable

REQUEST FOR COUNCIL ACTION

Action: Provide information to Council

Meeting Date Requested : 07/17/2024

Presenter: Brian Clegg/ Jeremey Searle WCG

Deadline of item :

Applicant: Brian Clegg, Public Works Director

Department Sponsor: Public Works - Engineering

Agenda Type: DISCUSSION TOPICS

Presentation Time: 30 Minutes *(Council may elect to provide more or less time)*

1. **AGENDA SUBJECT**
   2024 Transportation Master Plan Update

2. **EXECUTIVE SUMMARY**
   The Transportation Master Plan's approval covers an analysis of the existing and future conditions based on the 2023 General Land Use Plan, management-related best practices, such as access management standards, safety analysis, traffic calming, connectivity, traffic impact study standards, and truck routes.

   The Transportation Master Plan amendment updates impact fees, road cross sections, and classifications and preserves the necessary right of way for future growth.

3. **PLANNING COMMISSION RECOMMENDATION**
   The Planning Commission gave a positive recommendation at the July 2, 2024 meeting.

6. STAFF ANALYSIS

The **2014 West Jordan Transportation Master Plan** is the city's previous transportation master plan. This document contains the existing and envisioned future roadway network, alternative modes of transportation, a capital facilities plan, and an impact fee facilities plan. Traffic volumes are projected through 2040 in this plan. Access management, traffic calming measures, and a transportation improvement program are all discussed.

The **2019 West Jordan Active Transportation Plan** was created in a joint effort between West Jordan and South Jordan. This document discusses the existing active transportation infrastructure, how West Jordan residents feel about active transportation, existing plans, and planned projects.

The **2023 West Jordan General Plan** provides information regarding the status of transportation, housing, growth, demographics, land use, and economic development within the City. The transportation guiding principles in the General Plan are to “provide a safe and efficient multi-modal transportation system” and “improve the aesthetic quality of the City’s streets.” The guiding framework of the General Plan is sustainability with a balance between social health and opportunity, economic opportunity, and environmental stewardship

The 2024 West Jordan Transportation Master Plan includes a detailed analysis of the existing and future roadway conditions based on the most recent version of the Active Transportation and General Land Use Plans. The results are summarized with a list of Capital Improvement Projects and their engineering opinion of probable cost.

4. PACKET ATTACHMENT(S)

2024 Transportation Master Plan Update Draft
Planning Commission Minutes July 2, 2024

WEST JORDAN
UTAH

TRANSPORTATION MASTER PLAN

June 2024



WCG
WALL CONSULTANT GROUP

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I. INTRODUCTION

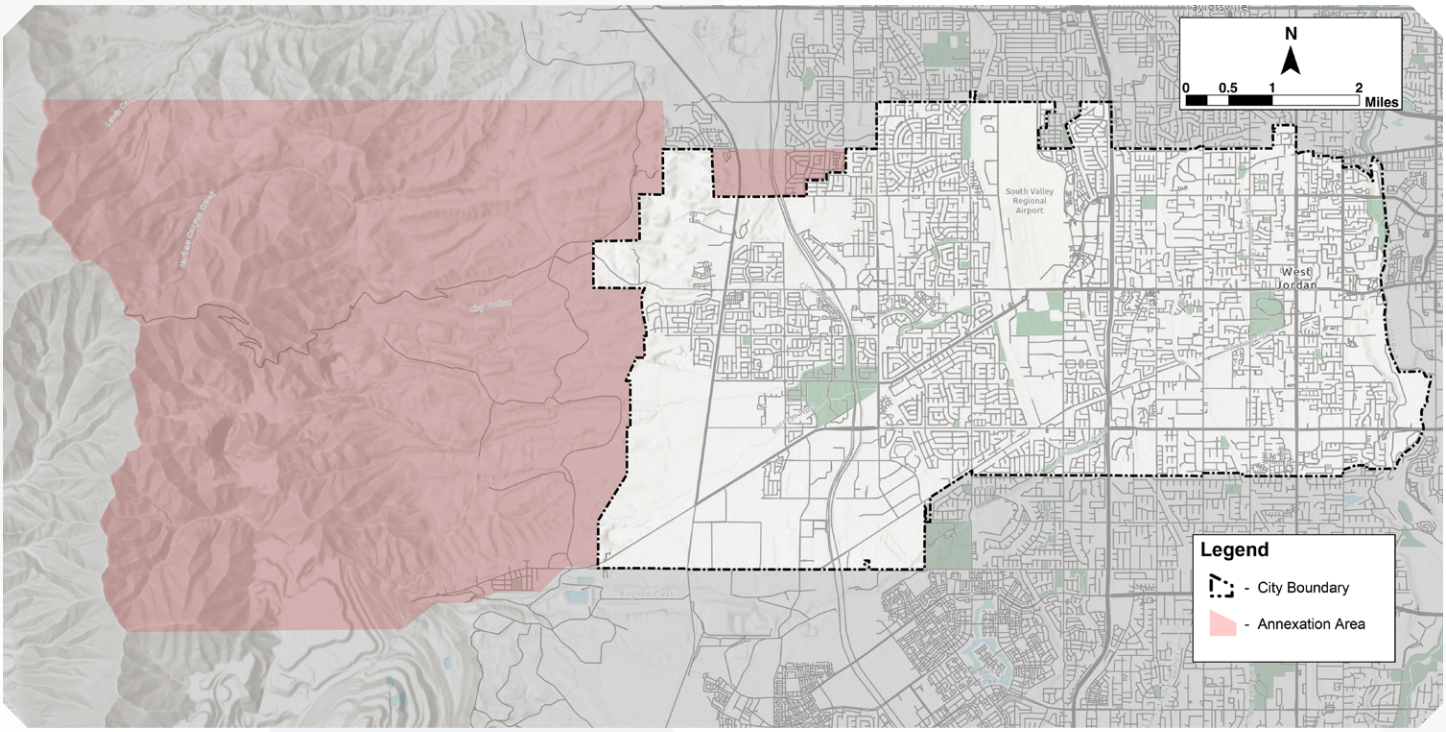
A. Overview

West Jordan and the surrounding communities have experienced significant growth and development over the last several years. The most recent 2020 census shows that West Jordan had a population of 116,691 and had experienced a population increase of approximately 13,250 since the previous 2010 survey. This significant growth is expected to continue.

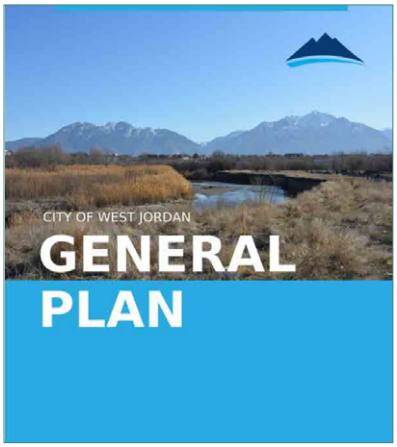
This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by West Jordan City (City). Key to planning for West Jordan's transportation needs is an understanding of the roadway network's existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2033 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

This TMP also covers City transportation management-related best practices, such as access management standards, a safety analysis, traffic calming, connectivity, traffic impact study standards, and truck routes. An interactive online mapping website has been created to summarize this TMP.

Figure 1: West Jordan City Boundary



B. Previous Studies



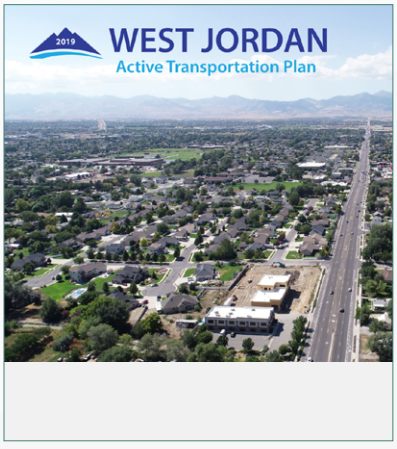
West Jordan General Plan (2023)

The 2023 West Jordan General Plan provides information regarding the status of transportation, housing, growth, demographics, land use, and economic development within the City. Included in this document is a map of potential development and annexation plans. Growth management strategies are presented, as well as land use guiding principles. The transportation guiding principles in the General Plan are to "provide a safe and efficient multi-modal transportation system" and "improve the aesthetic quality of the City's streets." The guiding framework of the General Plan is sustainability with a balance between social health and opportunity, economic opportunity, and environmental stewardship.



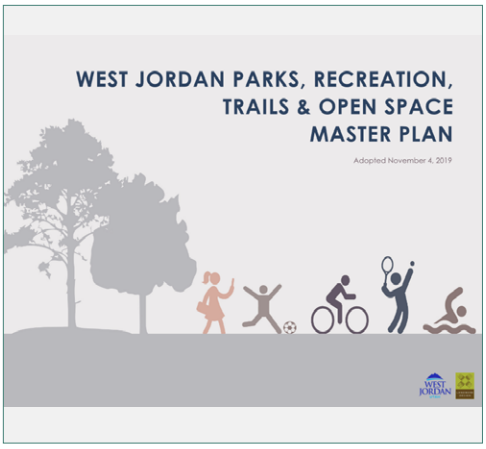
West Jordan Transportation Master Plan (2014)

The 2014 West Jordan Transportation Master Plan is the previous transportation master plan for the City. This document contains the existing and envisioned future roadway network, alternative modes of transportation, a capital facilities plan, and an impact fee facilities plan. Traffic volumes are projected through the year 2040 in this plan. Access management, traffic calming measures, and a transportation improvement program are all discussed.



West Jordan Active Transportation Plan (2019)

The 2019 West Jordan Active Transportation Plan was created in a joint effort between West Jordan and South Jordan. This document discusses the existing active transportation infrastructure, how West Jordan residents feel about active transportation, existing plans, and planned projects. A prioritized list of active transportation projects in West Jordan and South Jordan is included. Pedestrian and bicycle data is also included, demonstrating which intersections have higher pedestrian volumes. Crash data involving pedestrians and bicyclists is provided. A concept design for buffered bike lanes on 2700 West is also provided.

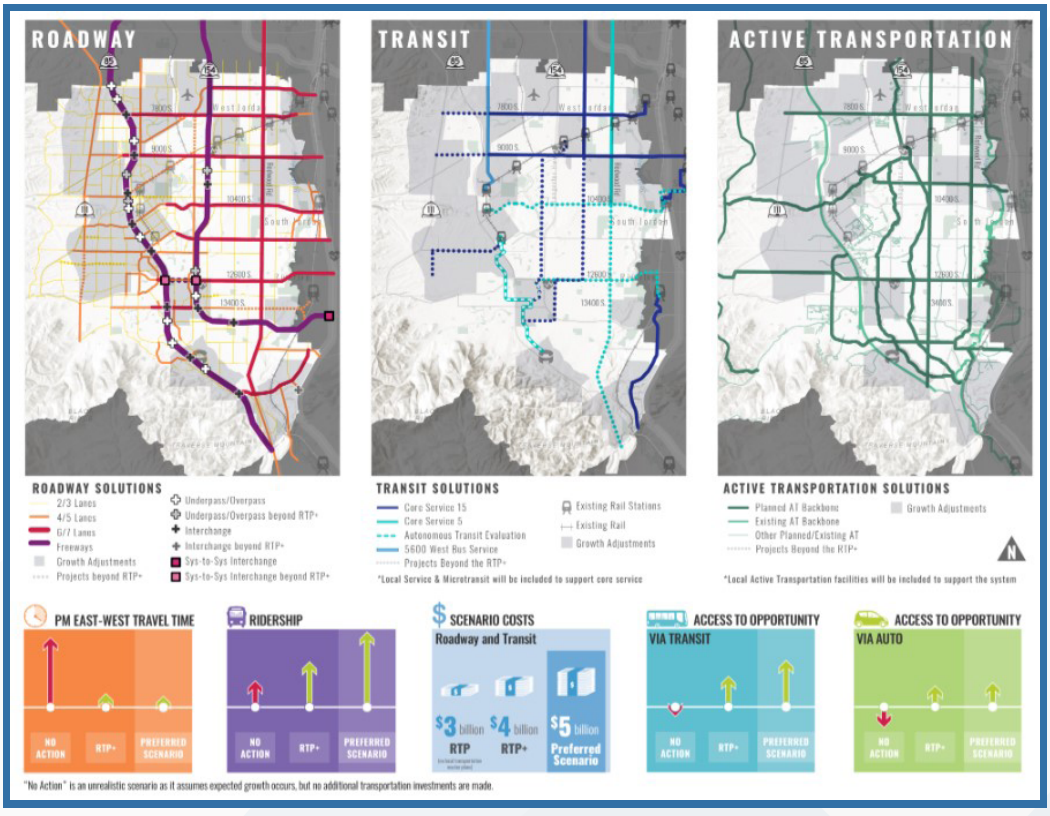


West Jordan Parks, Recreation, Trails & Open Space Master Plan (2019)

The 2019 West Jordan Parks, Recreation, Trails, & Open Space Master Plan provides comprehensive updates regarding parks as well as priorities related to open space for the next 10 years and beyond. West Jordan socioeconomic data is provided, as well as the vision statement and goals from the previous West Jordan General Plan (2012). Maps of the existing parks, service area of the parks, existing trails, proposed trails, and proposed parks are included. Different types of trails are discussed, as well as priorities, acquisition, and construction costs. An action plan is provided, as well as various funding sources for these projects.

Southwest Salt Lake County – Transportation Solutions Story Map

The findings of the Southwest Salt Lake County Transportation Solutions study reveal the current and anticipated transportation challenges in the region, along with suggested measures to address them. Traffic trends and the top-traveled routes are identified, and three alternative scenarios are presented. The scenarios include connectivity-focused development, freeway-focused development, and transit-focused development. The preferred scenario is a combination of each, but the planning level costs are greater than the adopted Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP).



C. TMP Development

To help ensure existing and future needs are met while providing a clear vision for West Jordan to grow and improve the transportation network, Wall Consultant Group (WCG) facilitated a TMP project team, provided neighboring jurisdiction coordination, and met with private developers, the planning commission, and the city council. Each of these efforts are summarized below.

Project Team

A project team was established with city personnel and the consultant group. This group met throughout the planning process and conducted a kickoff meeting, monthly coordination meetings, neighboring jurisdiction coordination, and planning commission / city council coordination.

Neighboring Jurisdiction Coordination

The process of putting together this Transportation Master Plan involved a meeting with stakeholders in West Jordan and the surrounding region. This included a neighboring agency coordination meeting that occurred on Tuesday, September 26th, 2023, and included the following organizations: WCG, West Jordan City, South Jordan, Copperton, Sandy, Midvale, Murray, Kearns, Taylorsville, West Valley, Jordan School District, WFRC, UTA, and Salt Lake County. Meeting topics included future roadway plans in neighboring cities, coordinating cross section dimensions on regional roadways, outlining regional transit plans, discussing the regional active transportation network, and discussing plans for future schools in the city.

During the process of identifying future West Jordan transportation projects, which is discussed in greater detail below, additional coordination meetings were held with representatives from Midvale, South Jordan, and Rio Tinto to ensure projects identified in the West Jordan TMP are consistent and reasonable at City boundaries and generally align with expectations for large-scale development patterns west of the presently developed areas of West Jordan.

Midvale

The project team met with representatives from Parametrix, the consulting firm producing the Midvale TMP, on Tuesday, January 9, 2024. The purpose of this meeting was to discuss existing and possible future transportation connections between West Jordan and Midvale. Both cities have identified a need to upgrade the existing bridge across the Jordan River at 7800 South.

Another connection had been identified on the WFRC RTP, which would cross the Jordan River at approximately 8200 South, connecting 1300 West in West Jordan to Main Street (700 West) in Midvale. Both cities decided that the cost of constructing this connection, as well as acquiring the necessary right-of-way, make pursuing this connection untenable.

Rio Tinto

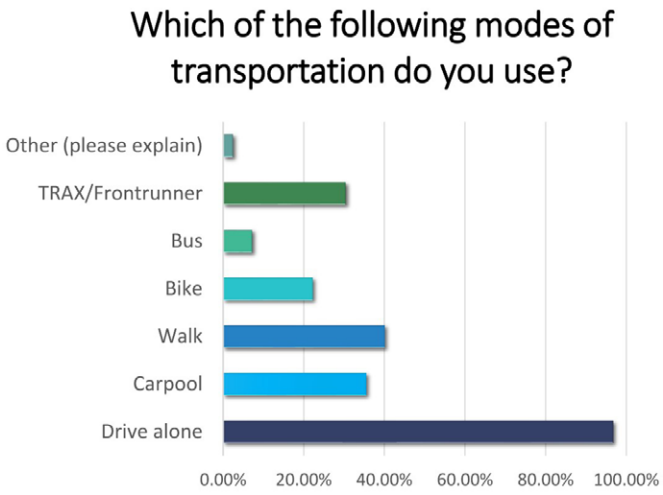
The TMP project team met with Rio Tinto on Thursday July 20, 2023. The purpose of this meeting was to understand the latest development plans and project phasing for Rio Tinto properties west of West Jordan and South Jordan and how this may impact the city plans for future transportation facilities in this area. Additionally in this meeting, Rio Tinto's internal roadway network and signal/access locations were discussed. Information provided by Rio Tinto was included in the travel demand modeling effort for the TMP. An additional follow-up coordination meeting with Rio Tinto was held on Monday December 4, 2023.

South Jordan

The project team completed the most recent update of the South Jordan TMP and special attention was given towards coordinating the future roadway plans on the border between West Jordan and South Jordan. Detailed travel demand model adjustments to household and employment forecasts in South Jordan were incorporated in the travel demand model for this transportation master plan.

Public Involvement

Kimley Horn engaged the community be organizing a public survey regarding transportation in West Jordan. The survey was made public at tabling events at West Jordan First Friday and at Jordan Landing, targeted postcards, social media posts, and through the city website and newsletter. The survey had 707 responses in total with a confidence level of 99% and a 5% margin of error. The survey produced results that helped inform the Transportation Master Plan, the full survey results can be seen in Appendix C. A public meeting was held on April 25, 2024 and was a chance for the public to learn more about the future of transportation in West Jordan and to ask questions regarding the TMP. The public meeting summary report can be found in Appendix D.





Planning Commission and City Council

To assist West Jordan with the adoption process of the TMP, WCG has presented the analysis and findings of the transportation master planning process and impact fee calculations to the planning commission twice and to city council twice.

D. West Jordan Characteristics

The purpose of this section is to discuss the existing and future land use and demographics of West Jordan City. The land use and demographic characteristics are used in the travel demand modeling process to project traffic volumes and determine future transportation needs.

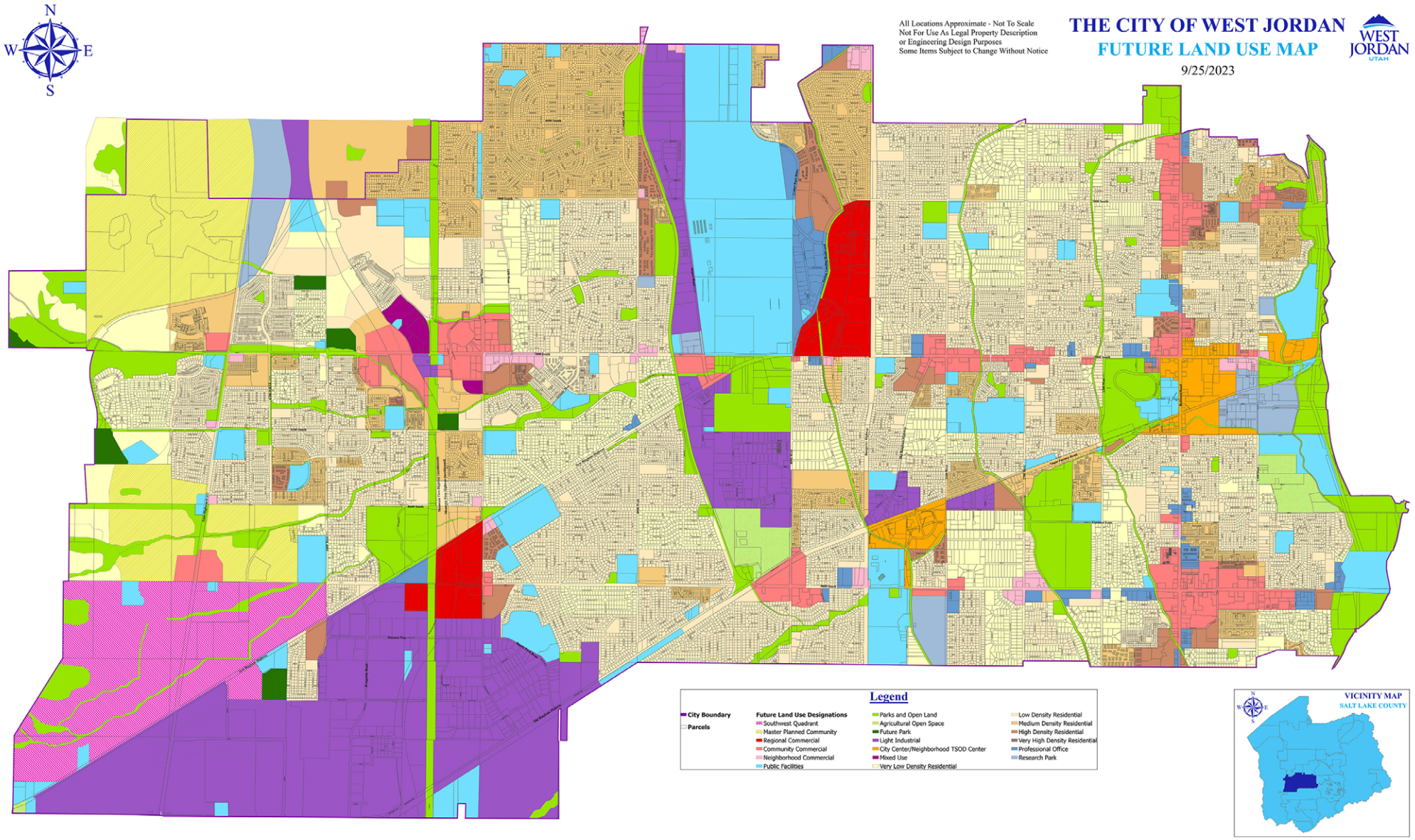
Land Use

Because the composition of land-use development directly affects the demand for travel within and between geographic areas, land-use also directly informs requirements of the transportation network on which that travel occurs. As new areas develop and existing areas redevelop over time, changes to the transportation network are often needed to accommodate the associated growth and changes in travel demand.

Given West Jordan's location in the Wasatch Front, direct access to Mountain View Corridor, Bangerter Highway, and the South Valley Regional Airport, and potential for significant development on the western side of the City, it is primed for development. The WFRC RTP 2023-2050 forecast the number of households in West Jordan will increase by approximately 20,000 by 2050, which is more than a 50% increase from 2023.

West Jordan City includes a diverse mix of residential, commercial, and industrial uses that are projected to grow in the future. The West Jordan Future Land Use Map below illustrates the projected future land-use composition in the city.

Figure 2: City of West Jordan Future Land Use Map



Demographics

This section discusses the demographics of West Jordan City and provides statistical characteristics of human populations, such as age, race, gender, income, education, and employment. These characteristics have a direct impact on the transportation needs of the City.

Population and Households

West Jordan has experienced steady population growth over the past 40 years. The most recent 2020 census shows that West Jordan had a population of approximately 117,000, which was an increase of approximately 13,000 since the previous 2010 survey. Table 1 and Table 2 present historic population data and projected population growth derived from the 2023 West Jordan General Plan. As of the 2020 census, there were an average of 3.22 persons per household. Additionally, the median income for each household in 2022 was $99,002 (in terms of 2022 dollars).

TABLE 1: HISTORIC POPULATION GROWTH

Year	Population
1980	27,192
1990	42,892
2000	78,174
2010	103,712
2020	116,530

Population growth from **2010 to 2020** = **12.4%**

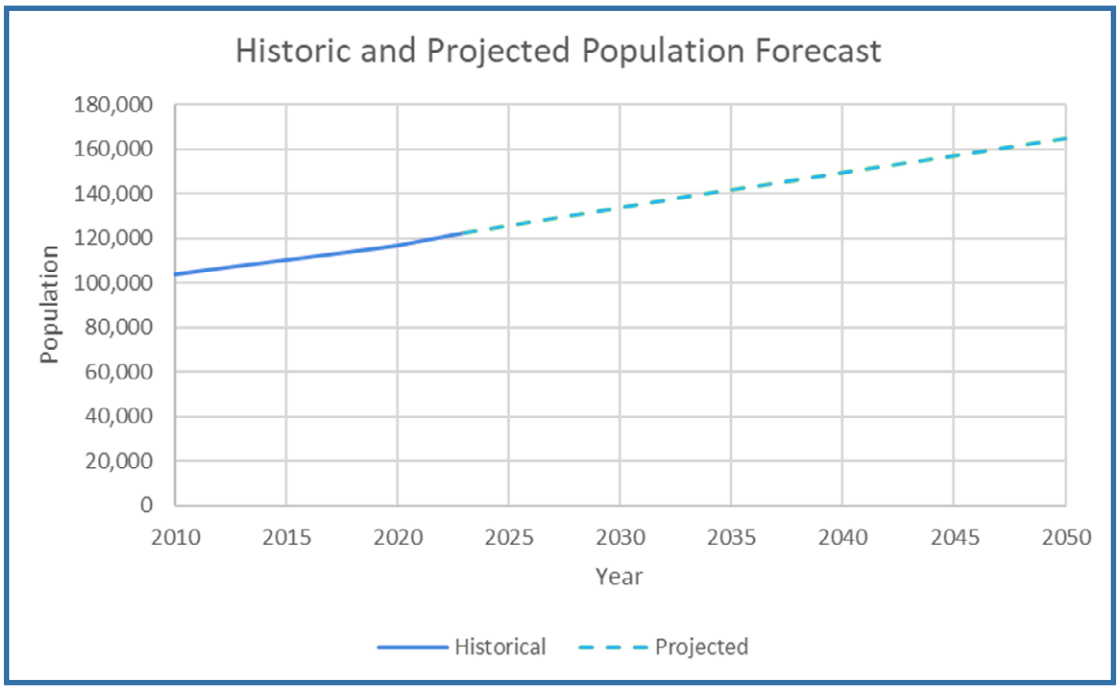
The population of West Jordan is expected to increase by 35 percent from 2023 to 2050. Table 2 below shows the breakdown of expected population growth between 2023 and 2050.

TABLE 2: PROJECTED POPULATION FORECAST

Year	Population	% Change
2023	122,500	-
2033	138,500	13%
2050	165,000	19%

Total estimated Population growth from **2023 to 2050** = **35%**

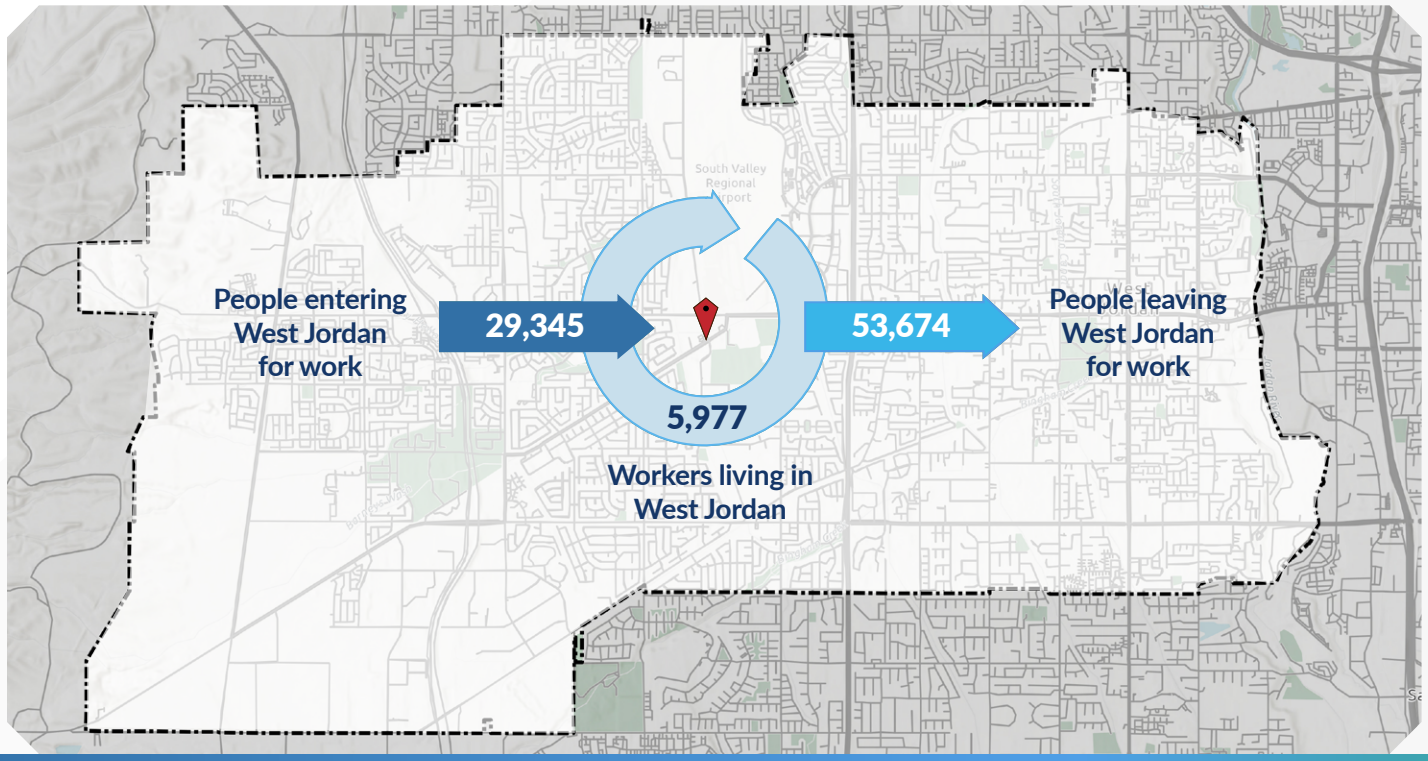
Figure 3: Historical and Projected West Jordan Population



Employment & Journey to Work

The image below represents the worker in-flow and out-flow for West Jordan in 2020. This data is from the US Census Bureau's Center for Economics. The number of workers who live in West Jordan and travel elsewhere for work is just under double the number of workers who live outside of West Jordan and enter the city for work. 6.7% of the West Jordan City workforce both live and work in West Jordan. The average travel time to work for those who are 16 and older was 24.6 minutes.

Figure 4: Worker In-Flow and Out-Flow (2021)

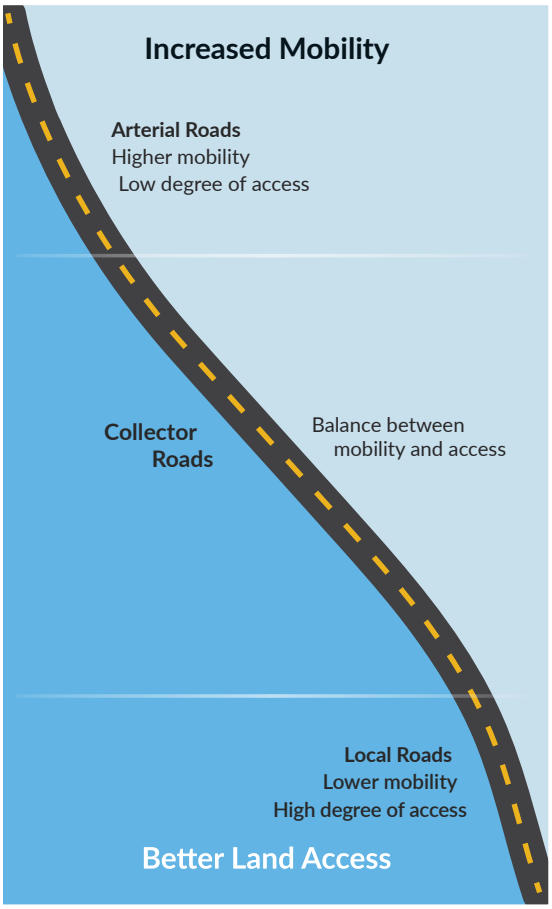


II. TRANSPORTATION NETWORK ANALYSIS

A. Purpose

The purpose of the transportation network analysis is to identify existing and future deficiencies in the roadway network that may occur due to increased vehicular traffic associated with land development and population growth. Traffic conditions are examined for the base year (2023) and two future years (2033 and 2050), and recommendations for future improvements are discussed.

Figure 5: Functional Classification Definitions



B. Roadway Functional Classification

Roads are categorized into a hierarchal system based on roadway attributes such as speed, access and right-of-way (ROW) width. The higher a street classification, the more vehicular mobility it provides with limited access. Lower street classifications have less mobility, but more access. The functional classification of a roadway indicates the road's role within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).

The functional classifications of West Jordan roadways used in this TMP are major arterial, minor arterial, major collector, minor collector, and residential. Key cross sectional elements for each of these classifications are summarized in Table 3 and are shown in the figures below. The existing and future functional classification maps for West Jordan are shown below in Figures 14 and 15 respectively.

TABLE 3: WEST JORDAN KEY CROSS SECTION ELEMENTS

Functional Classification	# Lanes	ROW Width (ft)	Asphalt Width (ft)
Major Arterial	7/6	162	107
Minor Arterial	5/4	111	84
Major Collector	3	85	58
Minor Collector	2	71	44
Residential	2	55	28

Figure 6: Major Arterial

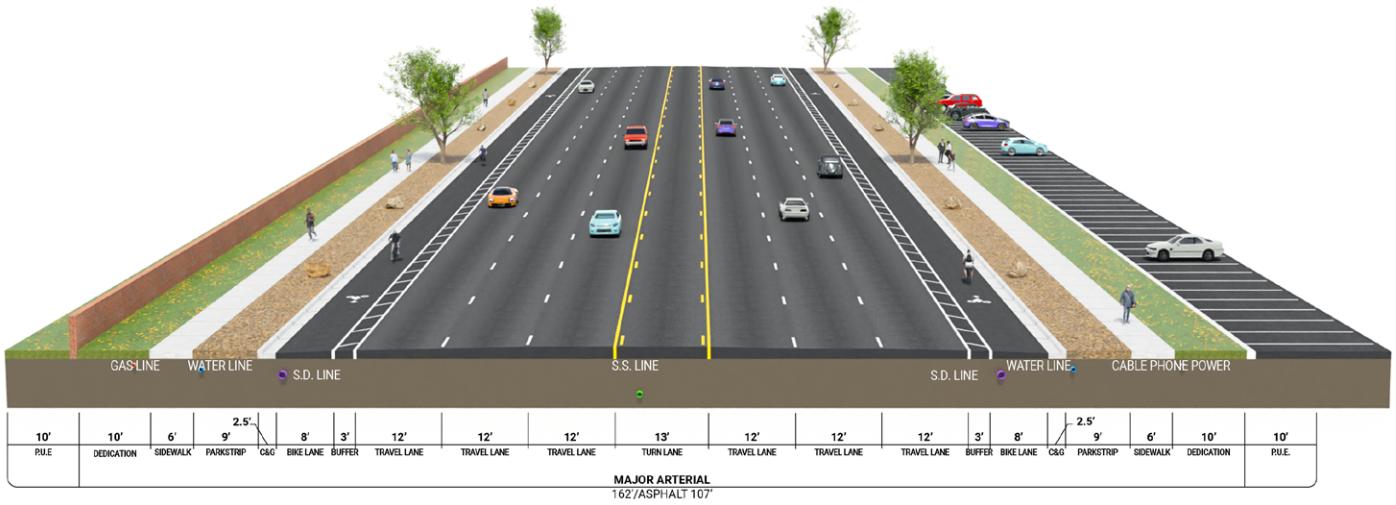


Figure 7: Minor Arterial Cross Section (Existing as of 2006)

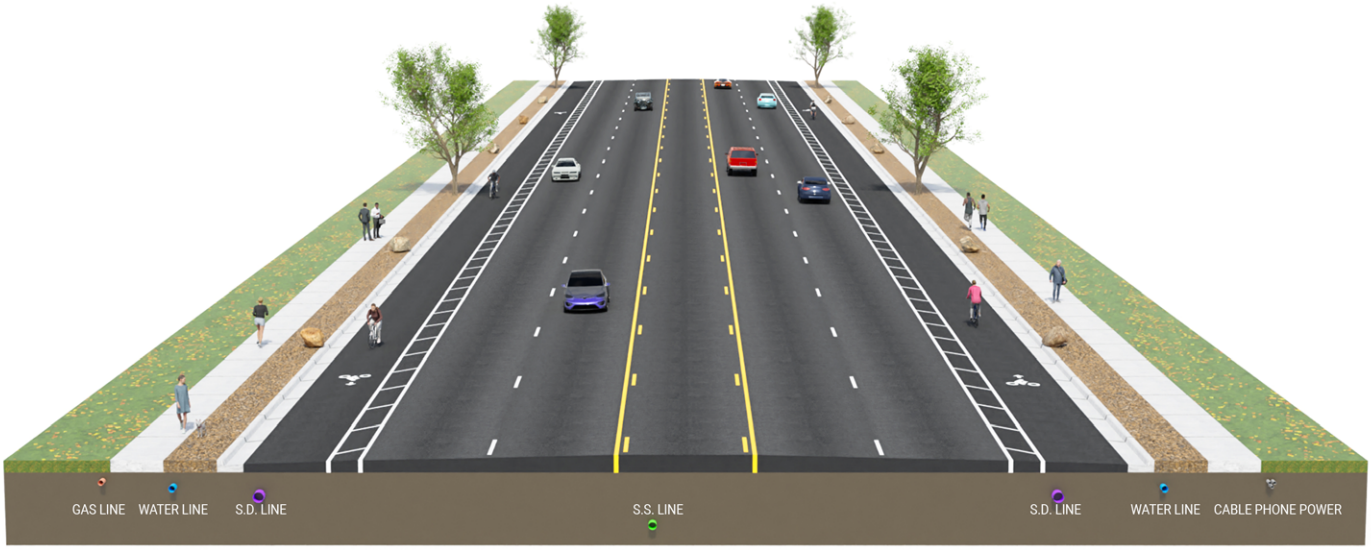


Figure 8: Minor Arterial Cross Section (West of Bangerter Highway)

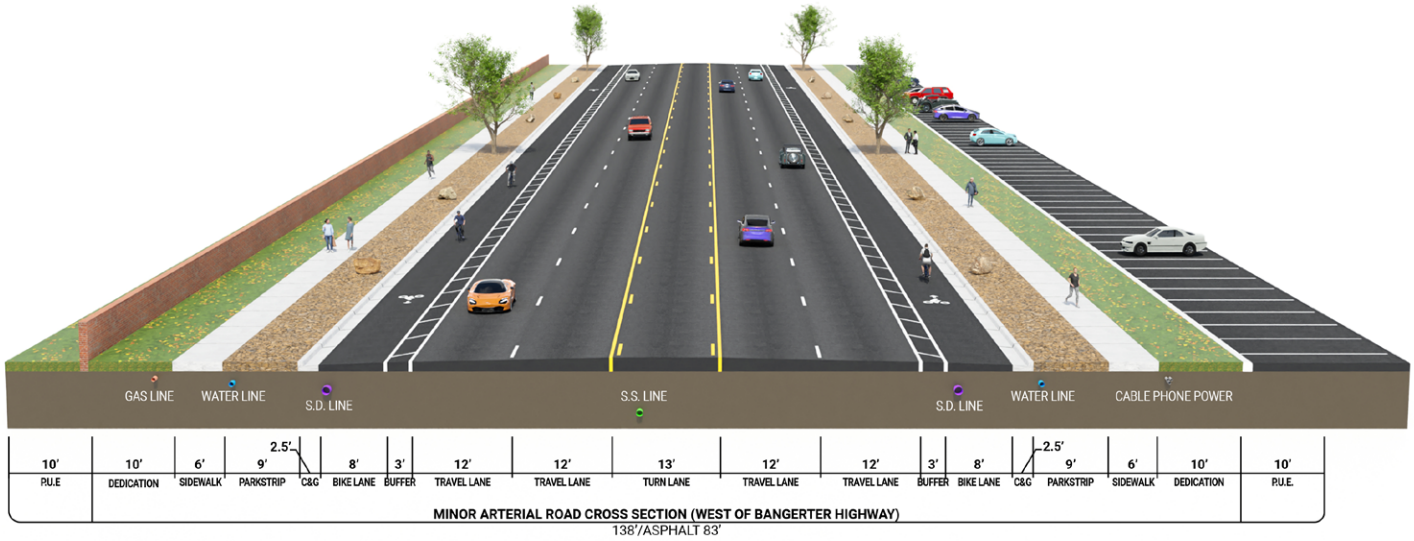


Figure 9: Three-Lane Collector Cross Section

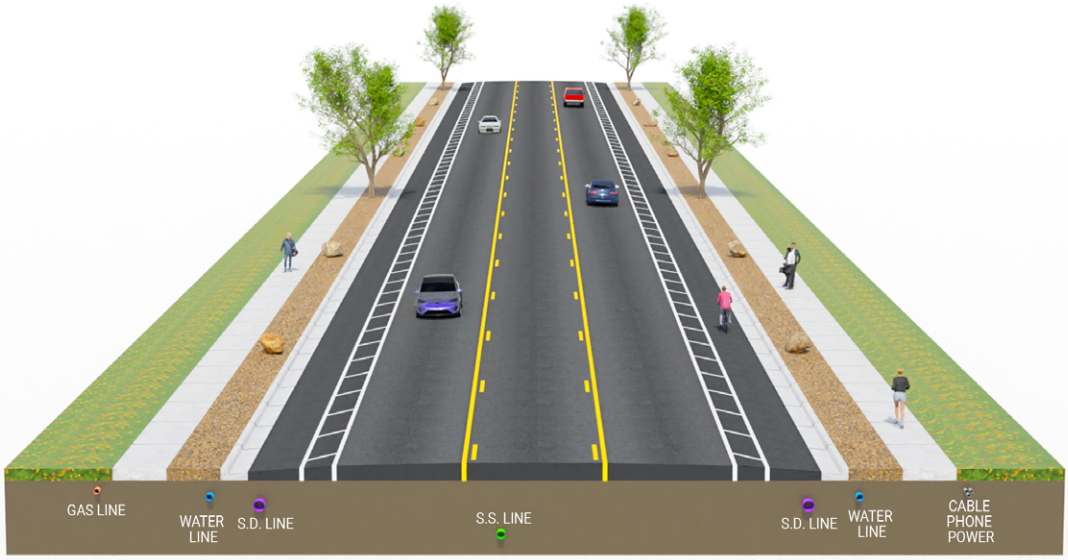


Figure 10: Two-Lane Collector Cross Section

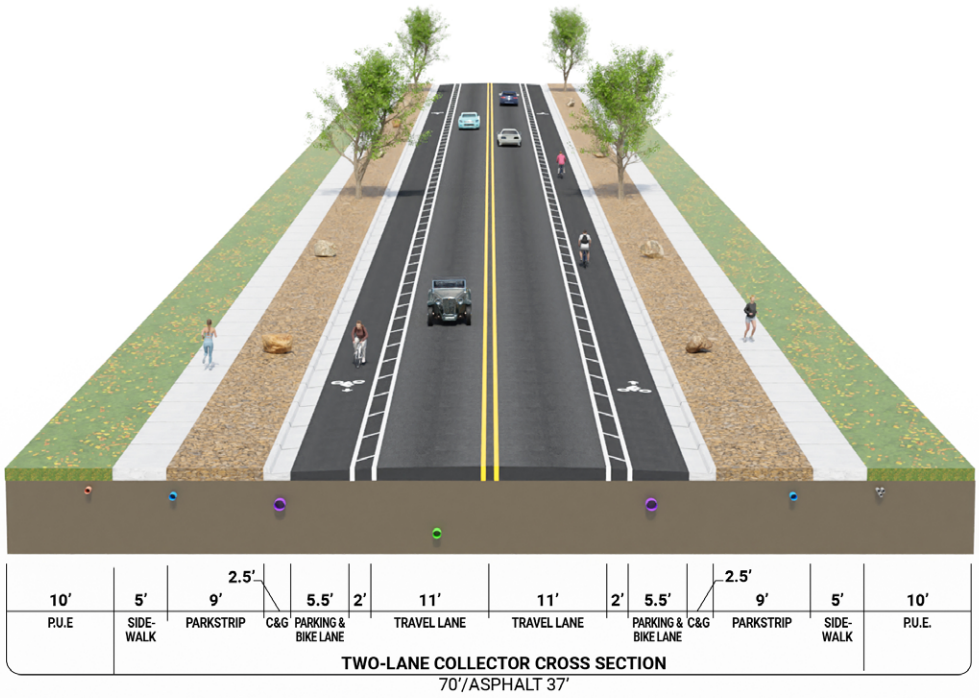


Figure 11: Residential Collector Cross Section

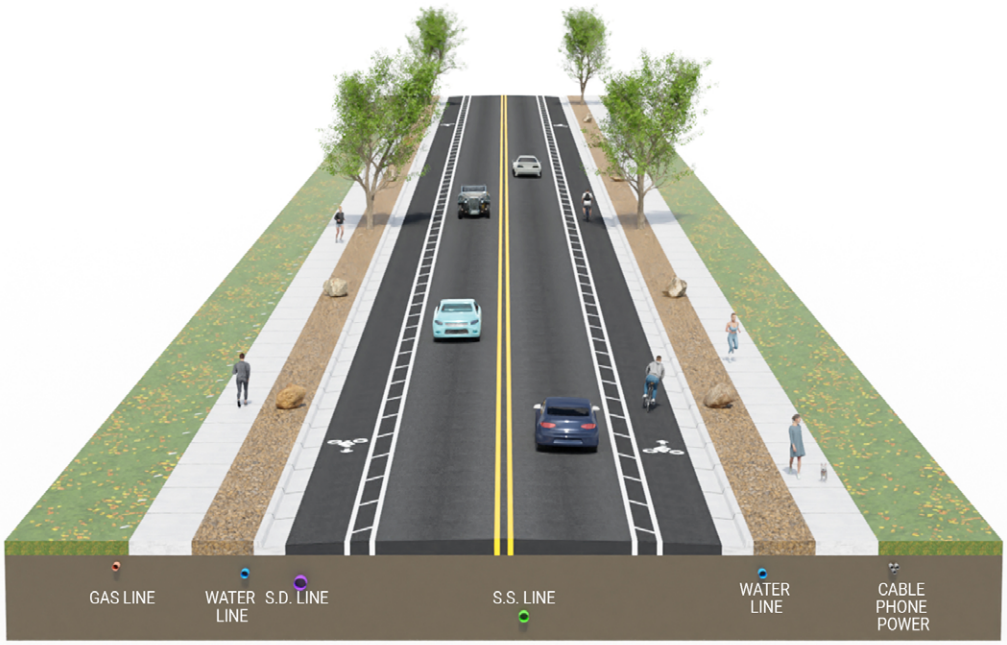


Figure 12: 53' Local Cross Section

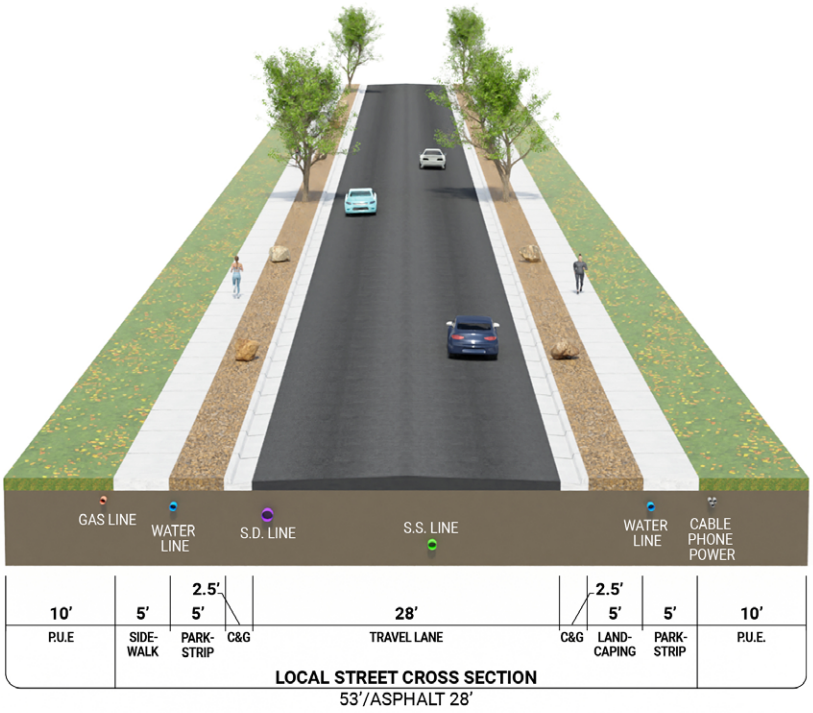


Figure 13: 50' Local Cross Section

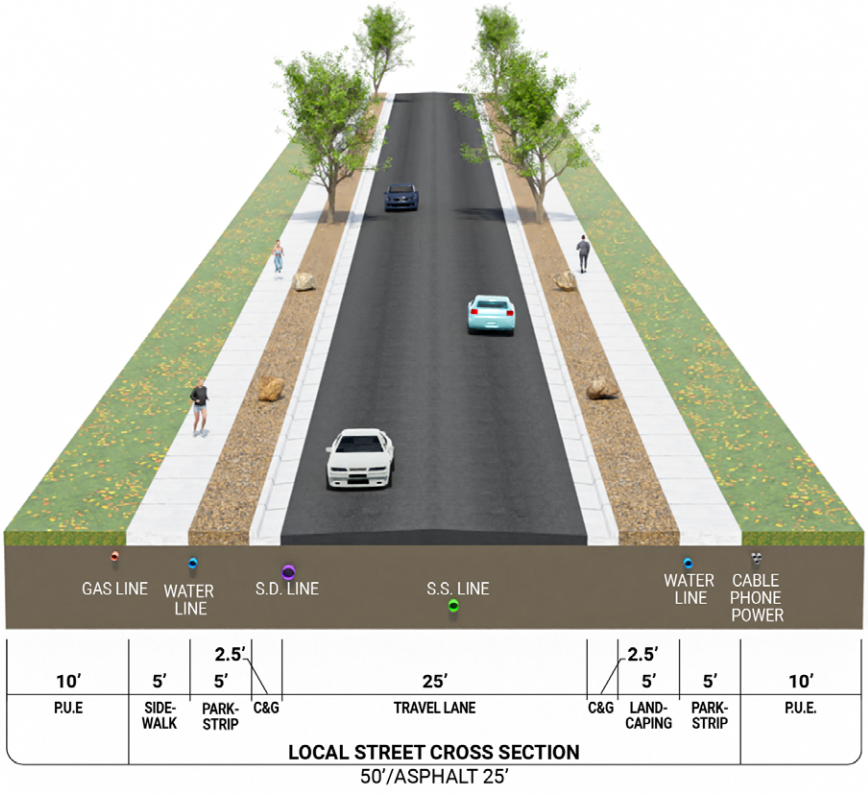


Figure 14: Existing Functional Classification

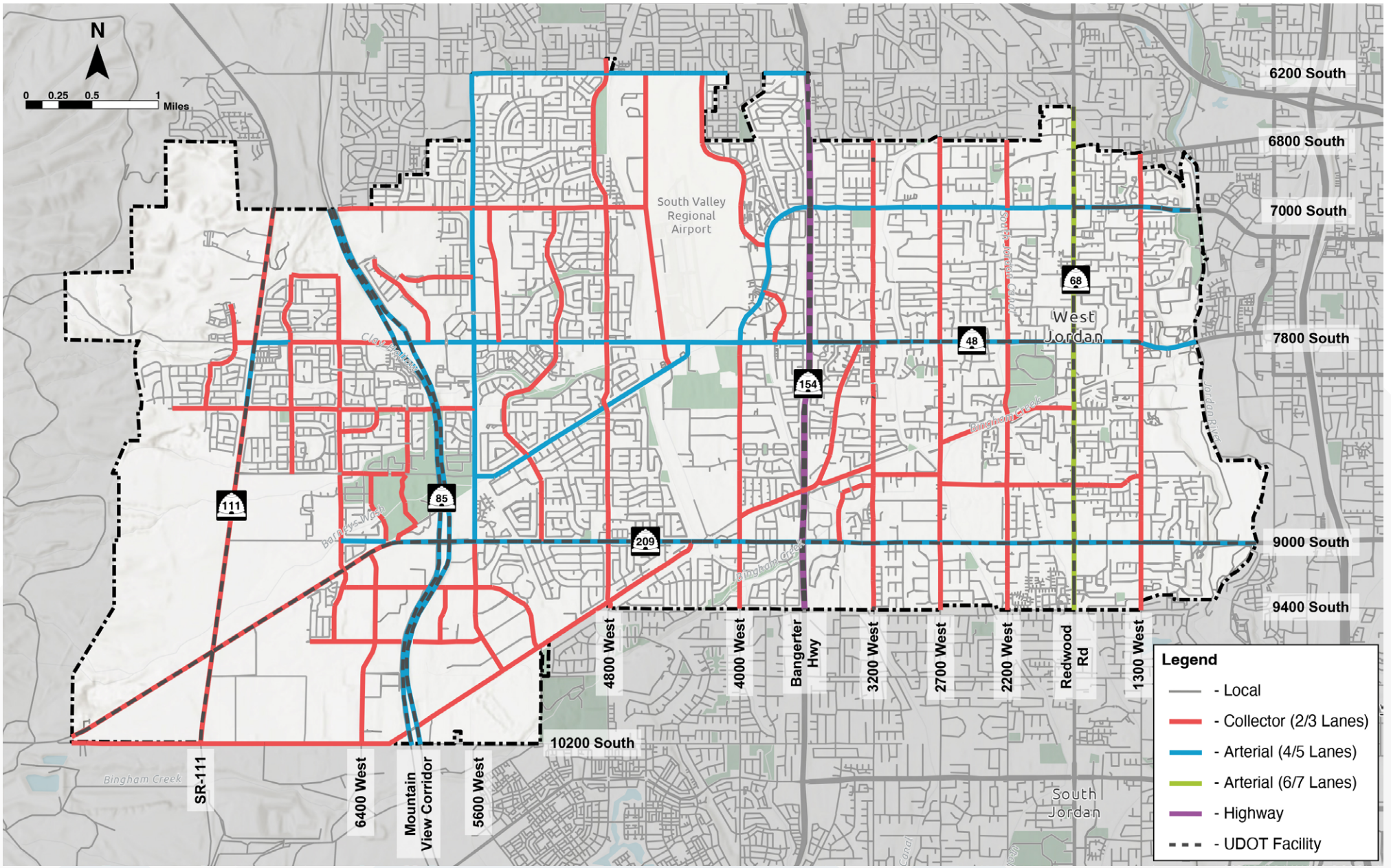
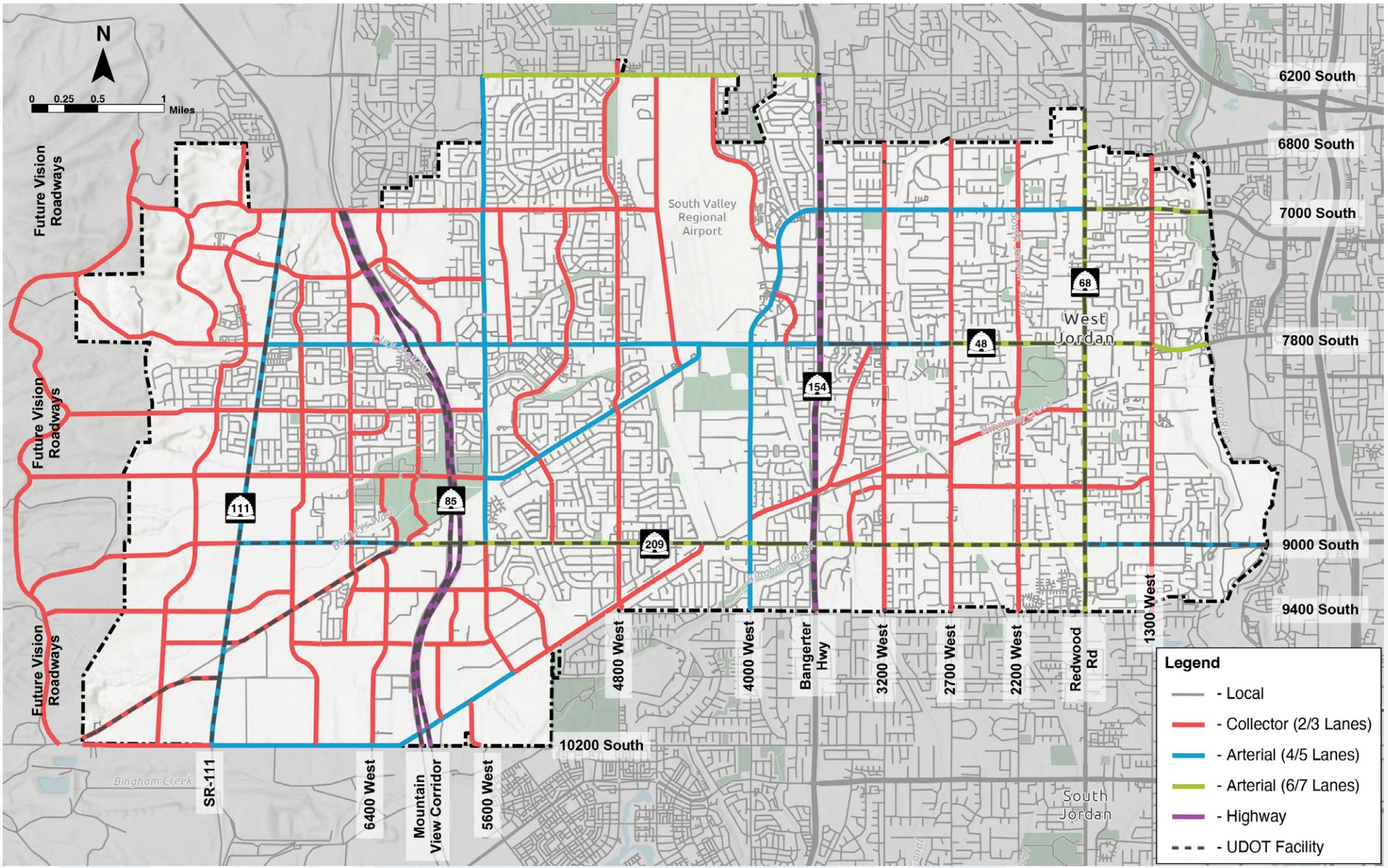


Figure 15: Future Functional Classification



C. Level of Service Definitions

Roadway traffic congestion is reported using Level of Service (LOS), which is a planning term that describes the roadway's operating performance. LOS for roadway segments is a categorical classification of roadway conditions assigned to degrees of congestion calculated quantitatively based on the density of flow on a roadway, or the volume-to-capacity (VC) ratio. LOS is reported on a scale from A to F, with A representing free-flow conditions and F representing traffic congestion. For this analysis daily LOS is calculated for study roadway segments using the projected Average Daily Traffic (ADT) for the given roadway segments and capacities informed by lane count, and functional classification. Level of service descriptions for each LOS letter designation (Figure 16) and the accompanying range of volume-to-capacity ratios are shown below (Table 4)[1].

For the purposes of this study, a minimum overall roadway performance of LOS D is considered acceptable. If LOS E or F for a roadway is calculated, explanations and/or mitigation measures are presented.

Figure 16: Level of Service Definitions

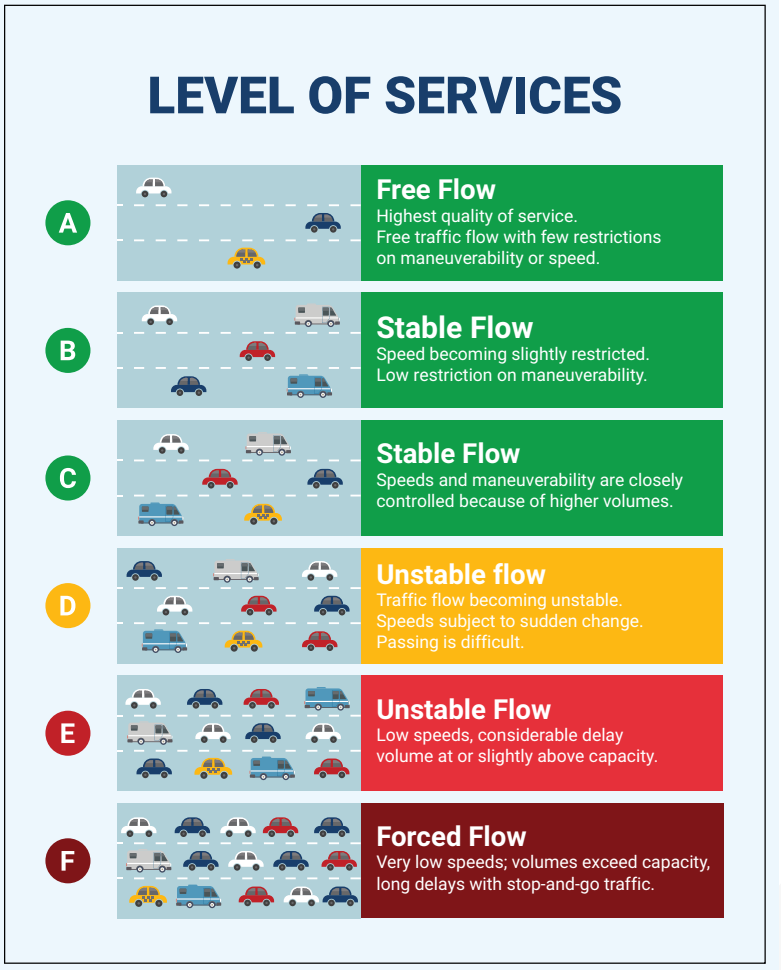


TABLE 4: LEVEL OF SERVICE CAPACITY RANGES

Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 28,500	28,500 to 32,300	32,300 to 38,000	> 38,000
	7	< 43,500	43,500 to 49,300	49,300 to 58,000	> 58,000

[1]Level of service volume ranges reflect assumed capacity levels for typical sections of the roadway type and cross-section indicated. In select locations, capacity adjustments are applied for this analysis based on local conditions including the presence of turn lanes, intersection spacing, access management, and engineering judgment.

D. Travel Demand Model

The transportation network analysis was performed using a locally refined version of the latest Wasatch Front Regional Council (WFRC) model (v9.0.0, dated September 20, 2023). The WFRC model was updated to include greater transportation analysis zone (TAZ) and roadway network detail, and more refined base and future-year socio-economic data for West Jordan and neighboring South Jordan. Travel demand modeling was performed in Bentley Cube version 6.5.0.

Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in the sections below.

E. WFRC Roadway Projects

The 2023 WFRC RTP lists the following roadway projects for West Jordan City:

PHASE #1 (2023 - 2032)

- **9000 South Widening** from Bangerter Highway to Redwood Road – A five-lane to seven-lane roadway widening project
- **4000 West Operations** from 9000 South to 11400 South - An operational improvements project
- **7000 South New Construction** from Oquirrh View Boulevard to 6101 West - A new three-lane roadway
- **7800 South Widening** from SR-111 to 5600 West - A three-lane to five-lane roadway widening project
- **8600 South New Construction** from Oquirrh View Boulevard to 5600 West - A new three-lane roadway
- **9000 South New Construction** from SR-111 to New Bingham Highway - A new five-lane roadway
- **10200 South Widening** from Bacchus Highway to Mountain View Corridor - A two-lane to five-lane roadway widening project
- **SR-111 / Bacchus Highway Widening** from 5400 South to South Jordan Parkway (11000 South) - A two-lane to five-lane roadway widening project

PHASE #2 (2033 - 2042)

- **6200 South Widening** from Mountain View Corridor to Redwood Road - A four-lane to seven-lane roadway widening project
- **7000 South Widening** from Bangerter Highway to Redwood Road - A four-lane to five-lane roadway widening project
- **7000 South / 7200 South Widening** from Redwood Road to Bingham Junction Boulevard - A five-lane to seven-lane roadway widening project
- **7400 South New Construction** from Oquirrh View Boulevard to Mountain View Corridor - A new three-lane roadway
- **7800 South Widening** from Redwood Road to Bingham Junction Boulevard - A five-lane to seven-lane roadway widening project
- **7800 South Widening** from Jaguar Drive to Redwood Road - A five-lane to seven-lane roadway widening project
- **7800 South Operations** from 5600 West to Jaguar Drive - An operational improvements project
- **8200 South New Construction** from 1520 West to Bingham Junction Boulevard - A new two-lane roadway
- **9000 South Widening** from New Bingham Highway to Bangerter Highway - A five-lane to seven-lane roadway widening project
- **Mountain View Corridor Widening** from SR-201 to Old Bingham Highway - A four-lane to eight-lane roadway widening and freeway conversion project

PHASE #3 (2043-2050)

- **Redwood Road Operations** from 6200 South to 9000 South - An operational improvements project
- **Bangerter Highway Operations** from SR-201 to 2700 West - An operational improvements project
- **4000 West Widening** from Old Bingham Highway to 7800 South - A three-lane to five-lane roadway widening project
- **6700 West New Construction** from 8600 South to Old Bingham Highway / 10200 South - A new three-lane roadway
- **New Bingham Highway Operations** from 10200 South to 9000 South - An operational improvements project

A map of the 2023 WFRC regional transportation planned projects listed above can be seen here. The WFRC roadway projects were accounted for in the creation of the project lists in this TMP.

F. Existing (2023) Conditions

An existing conditions level of service analysis, based on existing land use, has been performed using various data sources explained below to produce existing ADT estimates.

a. Existing Roadway Network

The local roadway network was reviewed and updated to ensure it reflected existing (2023) conditions, including recently constructed roadway connections and current lane configurations in the city. Additionally, centroid loading locations in the TDM were modified where necessary to better represent local vehicle loading locations, particularly where additional zone density was added.

b. Existing Socioeconomic Data

Base year (2023) household and employment estimates were developed by WFRC for the Wasatch Front 2023 RTP. The Wasatch Front land-use estimates were combined with detailed local land-use refinements including those recently developed for the 9000 South Corridor Study and refinements made in neighboring South Jordan. Estimates were adjusted to match 2023 West Jordan City population control totals. Existing 2023 land-use densities (combined households and employment) are generally highest in the eastern half of West Jordan.

c. Existing Volumes and LOS

Average daily traffic count data provided by West Jordan City were used to inform local study area calibration. Figure 18 presents a map of traffic counts on major West Jordan roadways that were used for model calibration. Additional count data from the UDOT Automated Traffic Signal Performance Measures (ATSPM)[2] and neighboring South Jordan traffic counts (on roads that cross the City boundary) were referenced in model calibration.

Base year ADT estimates from the refined travel model were compared with the recent count data. Where the travel demand model over- or under-predicted current traffic volumes, adjustment factors were identified and applied to both base-year and future traffic projections to account for inherent imperfections in the travel demand model and to provide the best possible future traffic volume projections.

Base-year (2023) levels of service have been calculated for study area roadways using criteria from Table 4 and are presented below in Figure 19. All roadways in West Jordan are currently operating at an acceptable LOS D or better, other than:

- U-111 (Bacchus Hwy); 7400 South to 7000 South
- 7000 South; Bangerter Highway to Redwood Road
- 7800 South; 6400 West to Copper Rim Drive
- 7800 South; Bangerter Highway to Eastern City Border
- 9000 South; Old Bingham Highway to Eastern City Border



[2] https://udottraffic.utah.gov/atspm/

Figure 17: 2023 Combined Household and Employment Density

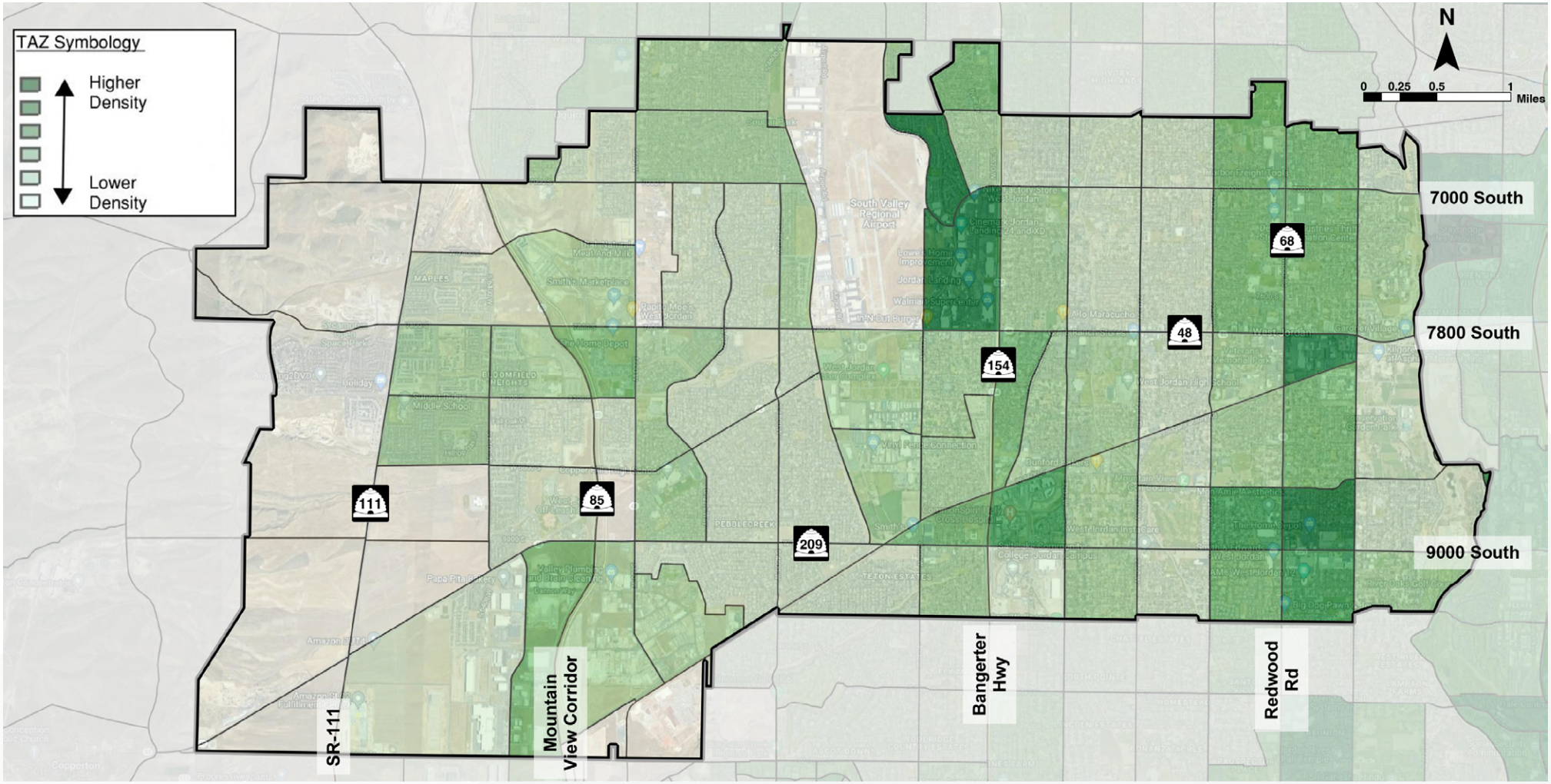


Figure 18: West Jordan Traffic Count Coverage

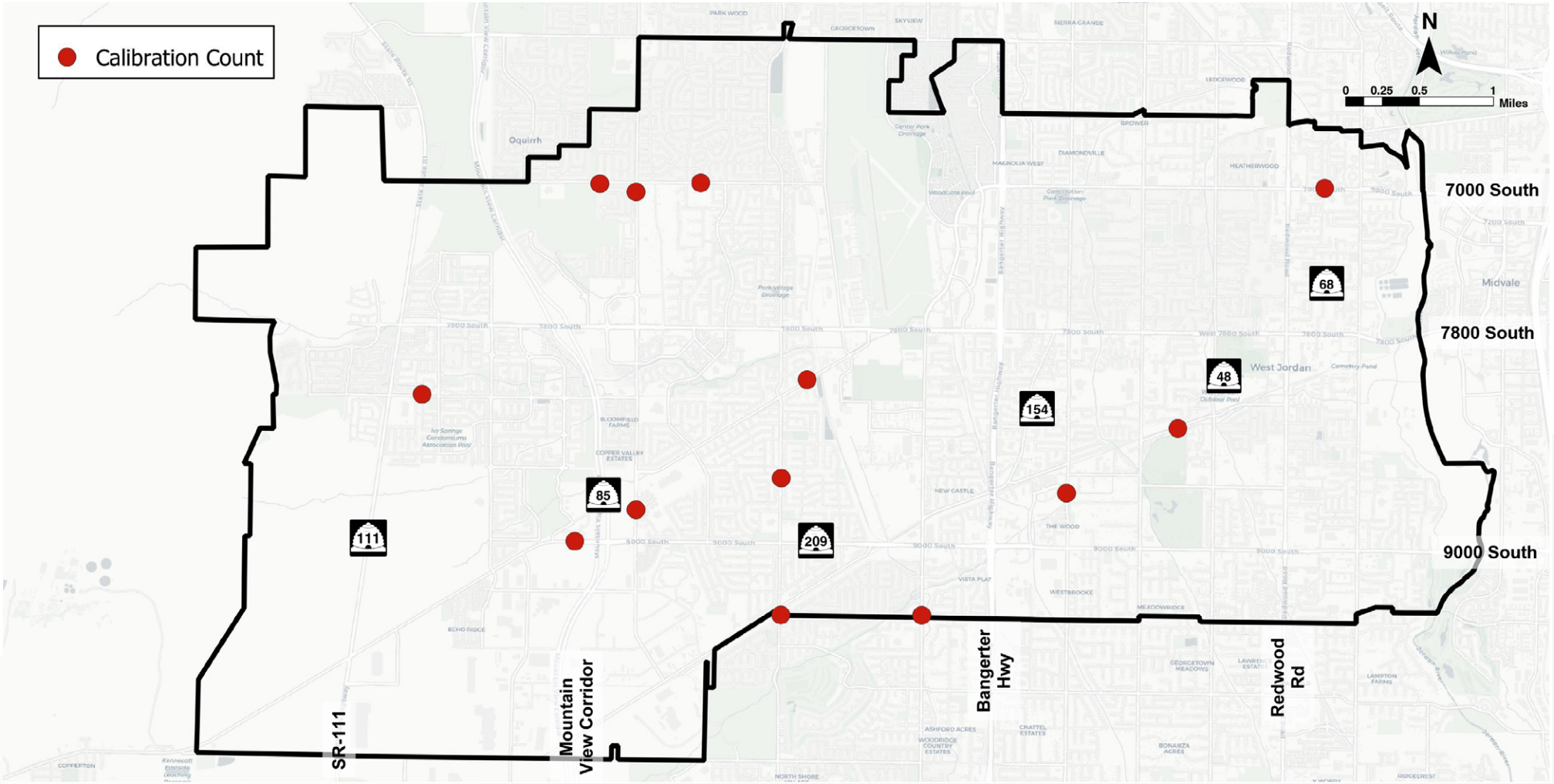
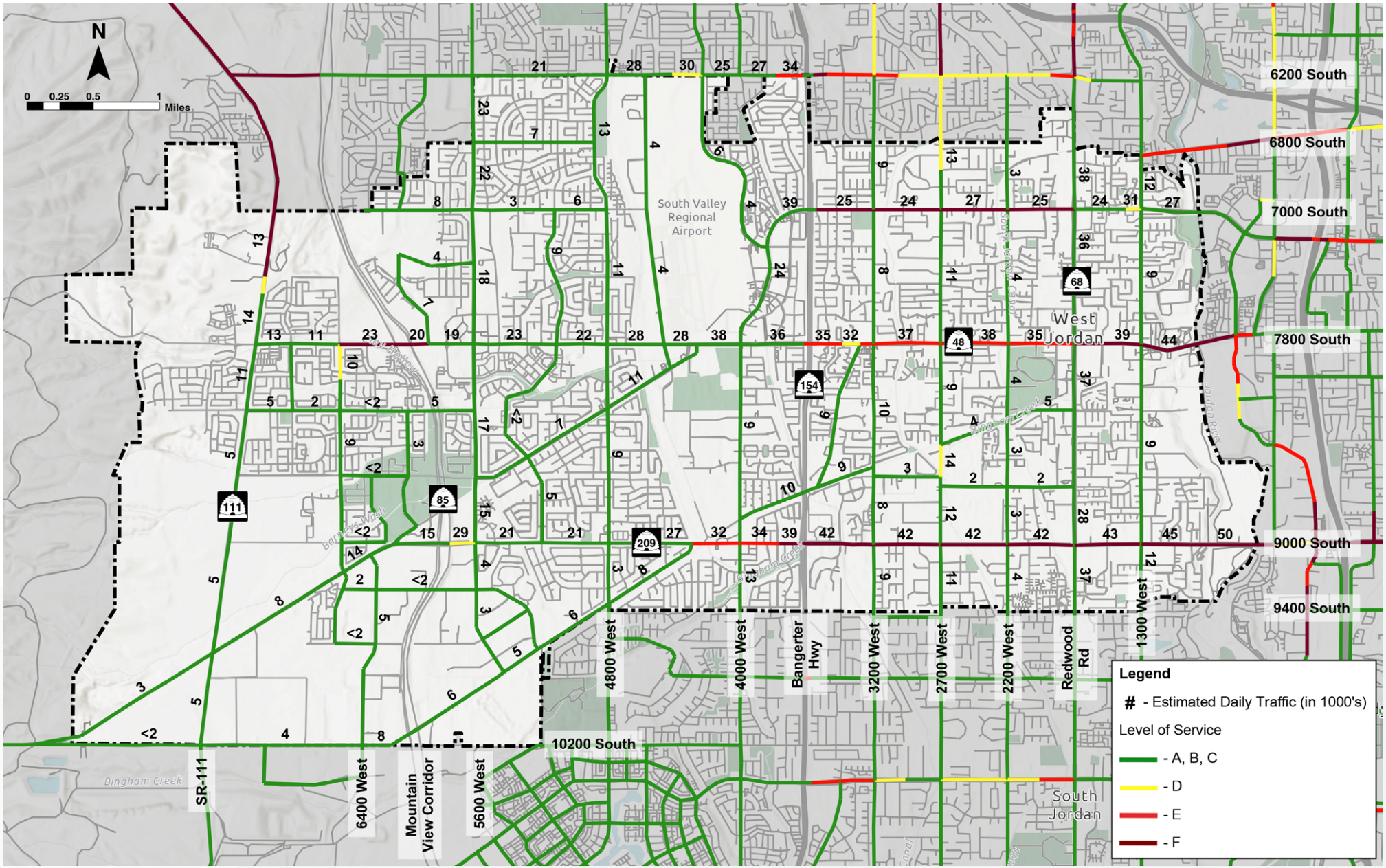


Figure 19: Existing (2023) Roadway LOS



G. Future (2033) Conditions

This section discusses the future (2033) roadway conditions in West Jordan City. Future roadway projects and network updates to the travel demand model are discussed. A no-build scenario LOS is completed. The LOS of each major road is analyzed, improvements are recommended, and a build scenario LOS analysis is completed.

a. 2033 Roadway Network

The local roadway network was updated for the 2033 analysis to reflect improvements planned to occur within West Jordan during the 10-year planning window.

Both the no-build and build analyses include new UDOT roadways outside of West Jordan Jurisdiction, including the access-controlled Mountain View Corridor and continued grade-separation of Bangerter Highway. The build scenario adds roadway improvement projects identified to address future congestion and new West Jordan roadway connections.

a. 2033 Socioeconomic Data

The population in West Jordan is projected to be approximately 138,500 by 2033 and approximately 7,000 new households are expected to accommodate the population growth in this time frame.

Future land-use growth in the 2033 travel model scenario was informed by the 2033 WFRC version 9 land-use forecasts and was refined to reflect permitted and planned projects and local planning expertise. Large, planned developments including Jones Ranch and Wood Ranch were incorporated into future land-use estimates and growth projections were reviewed with City staff and adjusted to reflect their best understanding of future growth patterns. Future-land use estimates also include detailed projections for large planned developments from Rio Tinto, Larry H. Miller (Daybreak), and Doug Young (Shoreline) in neighboring South Jordan.

After distribution of forecast growth to study TAZs, overall projected households were found to be within 1% of West Jordan projections from the latest general plan. However, higher populations were projected in the general plan. Populations were adjusted to match the city-wide 2033 West Jordan projection of approximately 138,500, and similar proportional adjustments to employment were applied.

Figure 20 and Figure 21 present the change in combined household and employment densities from 2023 to 2033 and the final 2033 combined household and employment densities, respectively. As can be seen below, 10-year projected growth includes both areas of infill development and areas of new growth along and west of Mountain View Corridor.



Figure 20: 2023 to 2033 Combined Household and Employment Density Growth

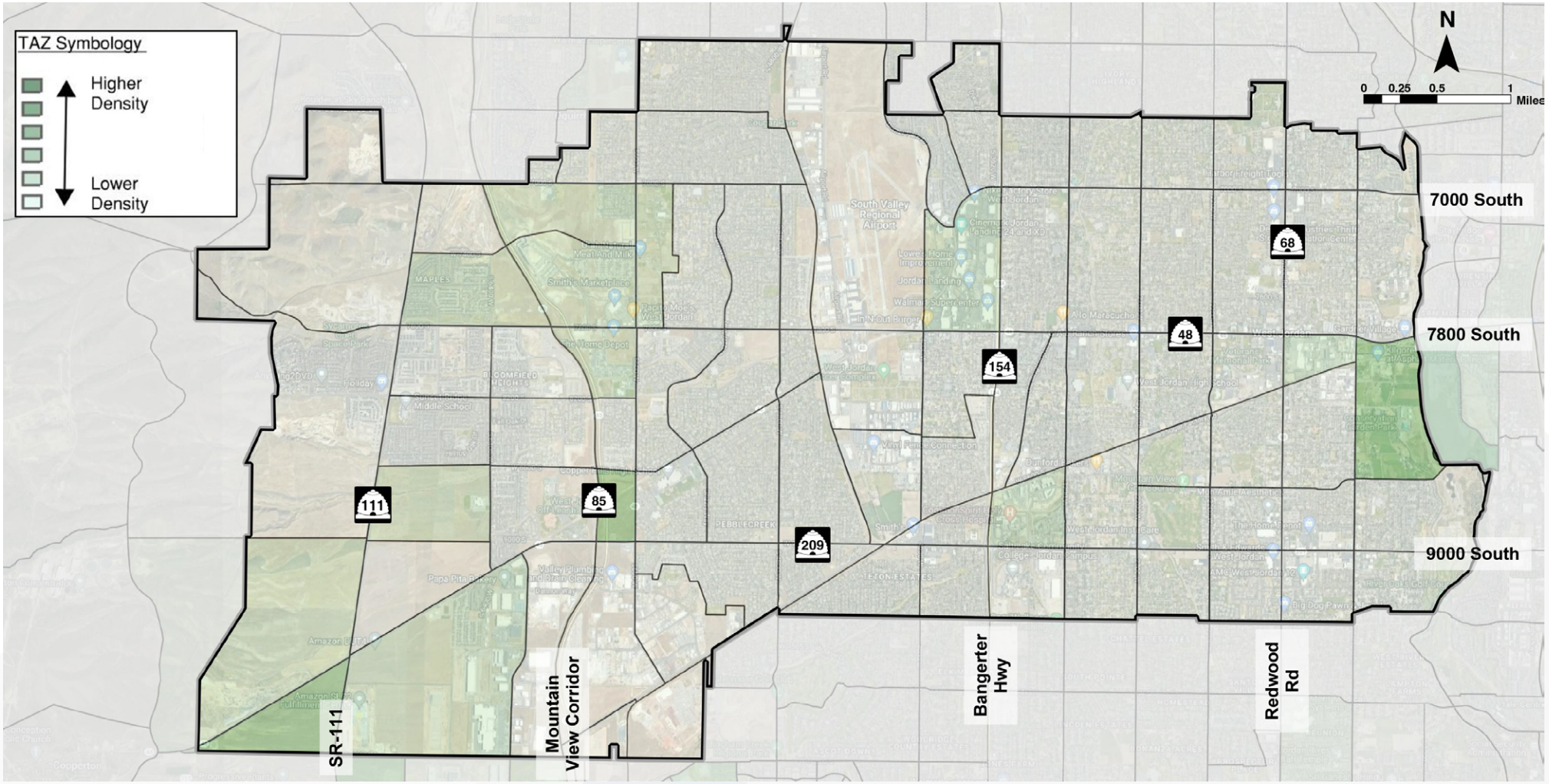
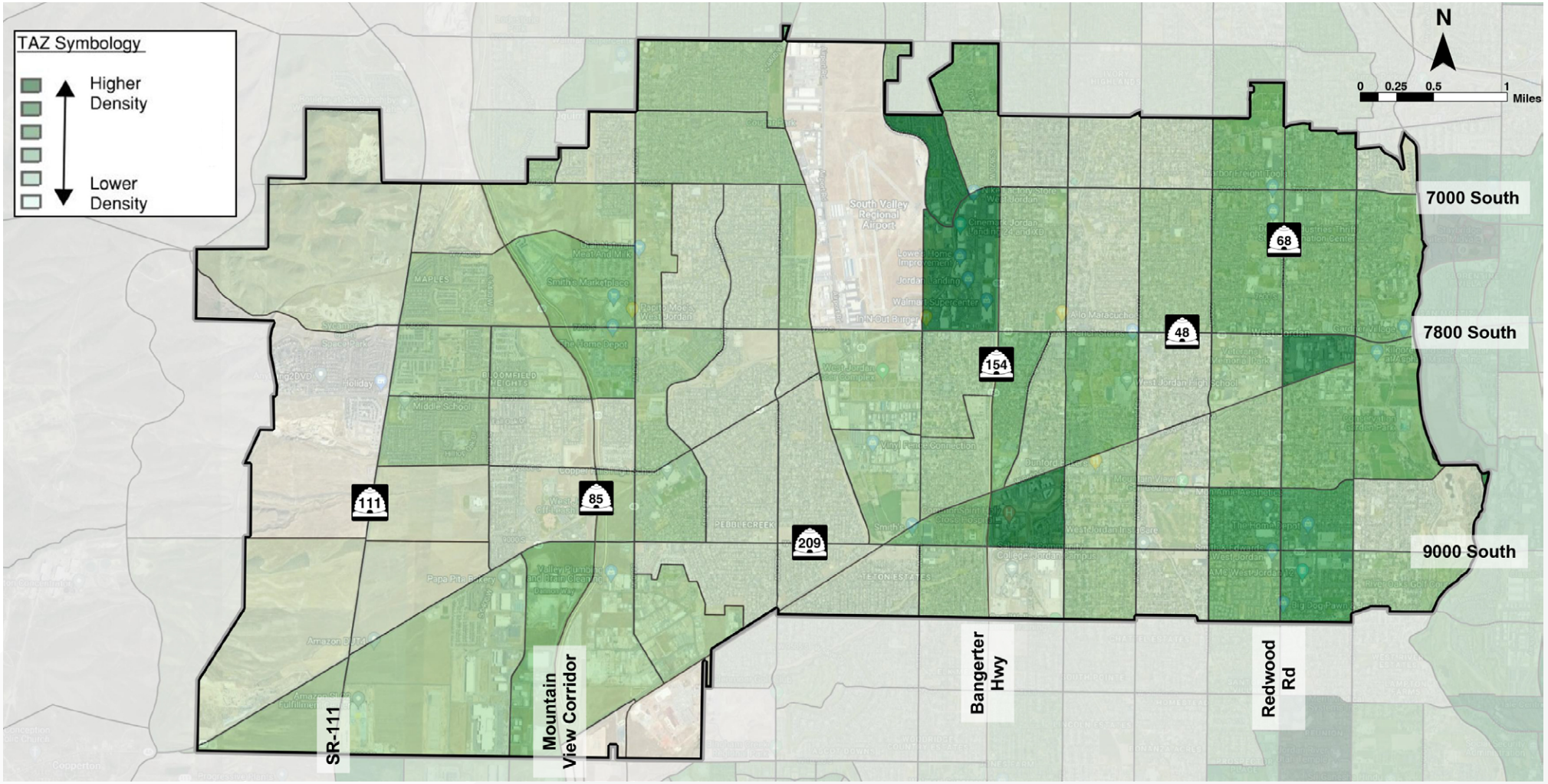


Figure 21: 2033 Combined Household and Employment Density



b. 2033 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without any roadway improvements. Traffic volumes from the 2033 no-build travel demand model have been compared to the LOS thresholds in Table 4. LOS results from the analysis are shown below in Figure 22.

As shown in Figure 22, the following roadway segments are expected to operate at unacceptable levels of service (LOS E or worse):

- U-111 (Bacchus Hwy); 7400 South to 7000 South
- U-111 (Bacchus Hwy); Old Bingham Highway to 9200 South
- Old Bingham Highway; 6200 West to Mountain View Corridor
- Old Bingham Highway; Mountain View Corridor to 5600 West
- New Bingham Highway; 6500 West to 6200 West
- 6200 South; 4390 West to Center Park Dr
- 6200 South; 3800 West to Bangerter Highway
- 7000 South; Bangerter Highway to Redwood Road
- 7000 South; Columbia Drive to Temple Drive
- 7800 South; New Sycamore Drive to U-111
- 7800 South; Bangerter Highway to Eastern City Border
- 9000 South; Mountain View Corridor to 5600 West
- 9000 South; Old Bingham Highway to Redwood Road
- 9000 South; Hidden Peak Dr to Eastern City Border

c. 2033 Build Scenario

The build scenario provides an analysis of traffic conditions with the roadway improvements listed below. Due to the unacceptable LOS expected to occur in the 2033 no-build scenario, the projects shown below in Table 5 are recommended to increase roadway capacity and accommodate future development. The project number listed in the table is for identification only and is no indication of project prioritization. Cost estimates are in 2024 dollars and do not take inflation into account. Right-of-way is included in the project cost estimates on developer owned property. The 2033 build scenario LOS is shown below in Figure 23. As shown in the 2033 build scenario, all roadways are expected to operate at an acceptable LOS D or higher with the exception of 9000 South from Redwood Road to the West Jordan / Sandy City boundary and 7800 South near the West Jordan / Midvale City boundary which operate at an unacceptable LOS E or F.



TABLE 5: FUTURE ROADWAY PROJECTS (PHASE #1)						
Project ID	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023–2032)						
1-1	7000 South Widening from Bangerter Highway to Redwood Road*	WFRC, WJC	Widening	4	5	$43,280,000
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard*	WFRC, WJC, Midvale	Widening	5	7	$19,632,000
1-3	7800 South Widening from SR-111 to 5600 West*	WFRC, WJC	Widening	3	5	$18,904,081
1-4	9000 South New Construction from SR-111 to New Bingham Highway*	WFRC, WJC, Developer	New Construction	0	5	$38,340,000
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	WFRC, UDOT	Widening	5	7	$65,950,000
1-6	9000 South Widening from Bangerter Highway to Redwood Road	WFRC, UDOT	Widening	5	7	$56,970,000
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor*	WFRC, WJC	Widening	2	5	$19,410,000
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	WFRC, UDOT	Widening	2	5	$156,590,000
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	WFRC, UDOT	Widening	2 NB, 2 SB	2Fr+2Fwy NB, Fr+2Fwy SB	$490,000,000
1-10	7000 South New Construction from WJC Limits to 6100 West*	WFRC, WJC, Developer	New Construction	0	3	$29,390,000
1-11	8600 South New Construction from WJC Limits to 5600 West*	WFRC, WJC, Developer	New Construction	0	3	$42,320,000
1-12	7200 West New Construction from 8200 South to 9000 South*	WFRC, WJC, Developer	New Construction	0	3	$27,690,000
1-13	6700 West New Construction from 8600 South to Wells Park Rd*	WFRC, WJC, Developer	New Construction	0	3	$26,550,000
1-14	9000 South New Construction from City Limits to SR-111*	WFRC, WJC, Developer	New Construction	0	3	$18,990,000
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	WFRC, UDOT	Operations	5	5	$3,500,000
1-16	7800 South Widening from Jaguar Drive to Redwood Road	WFRC, UDOT	Widening	5	7	$21,550,000
1-17	9400 South New Construction from SR-111 to 6700 West*	WFRC, WJC, Developer	New Construction	0	3	$9,696,000
1-18	7800 South New Construction from SR-111 to Tracks*	WFRC, WJC, Developer	New Construction	1	3	$15,300,000
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor*	WJC, Developer	Widening	2	3	$7,053,889
1-20	5600 West: Park and Ride to 10200 South*	WJC	New Construction	0	2	$3,207,544
1-21	Wells Park Road Extension to 6700 West*	WJC, Developer	New Construction	0	2	$2,865,472
1-22	Verdigris Drive New Construction*	WJC, Developer	New Construction	0	2	$2,853,078
1-23	Copper Rim Drive: 7000 South to Verdigris Drive*	WJC, Developer	New Construction	0	2	$4,593,183
1-24	Wood Ranch Collector	Developer	New Construction	0	2	$14,867,735
1-25	New Sycamore Drive; 7000 South to 7800 South	Developer	New Construction	0	2	$11,000,835
1-26	6200 South; 4800 West to Bangerter*	WFRC, WJC, Taylorsville, Kearns	Widening	4 / 5	7	$34,120,000
1-27	4000 West; Old Bingham Hwy to South Jordan Border*	WJC	Widening	3	5	$17,367,169
1-28	6600 West; Wells Park Rd to Old Bingham Hwy*	WJC, Developer	New Roadway	0	2	$11,052,889
1-29	7400 South; SR-111 to Wood Ranch Collector*	WJC, Developer	New Roadway	0	2	$8,737,707
1-30	New Bingham Highway*	WJC, UDOT	Widening	3	5	$3,604,577
1-31	7400 South from 6700 West to SR-111*	WJC, Developer	New Construction	0	3	$2,751,955
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive*	WFRC, WJC, Developer	New Construction	0	3	$5,780,000
1-33	Haven Maple Drive to Fallwater Drive*	WJC, Developer	New Construction	0	2	$5,949,077

Figure 22: 2033 Roadway LOS - No-Build

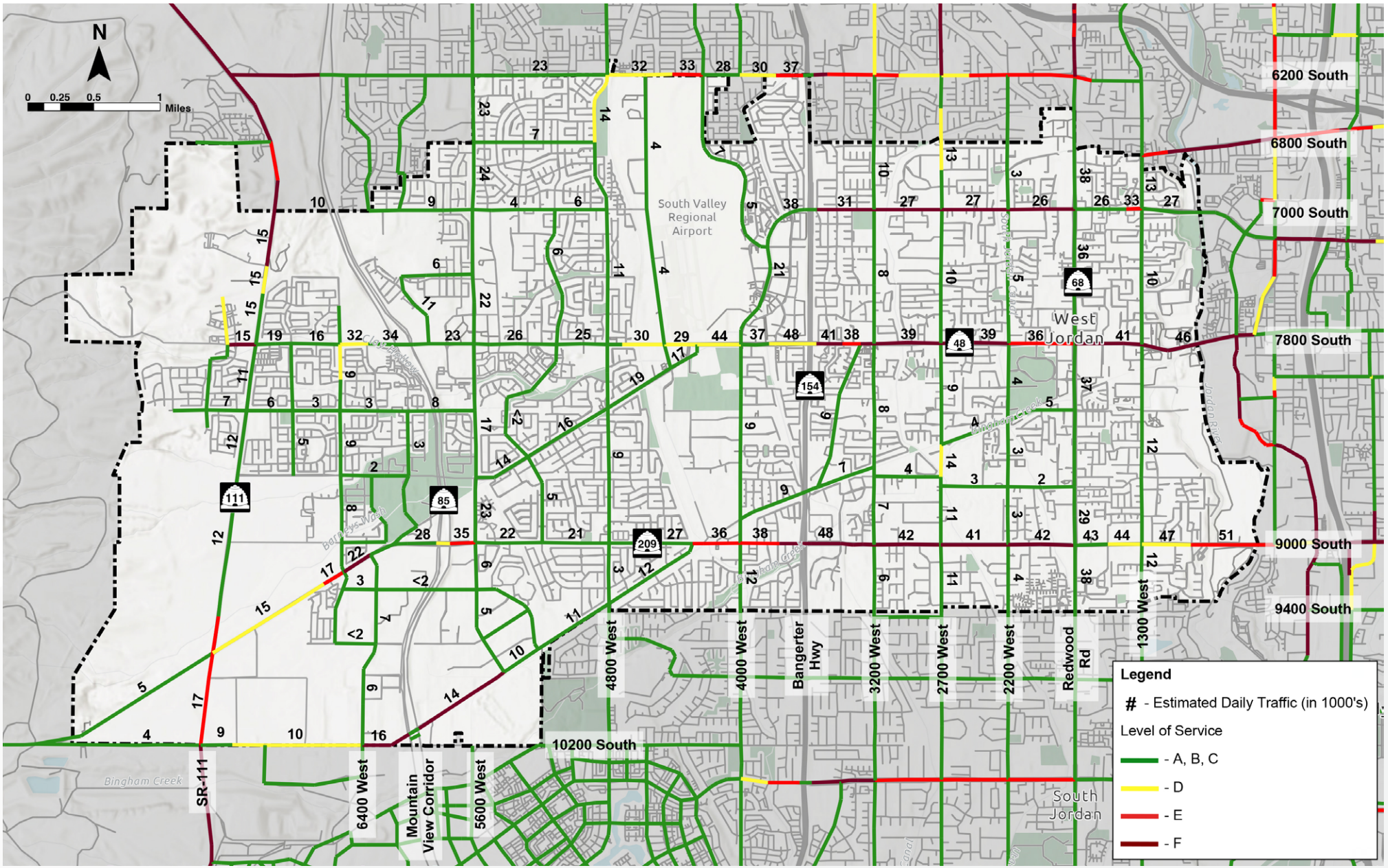
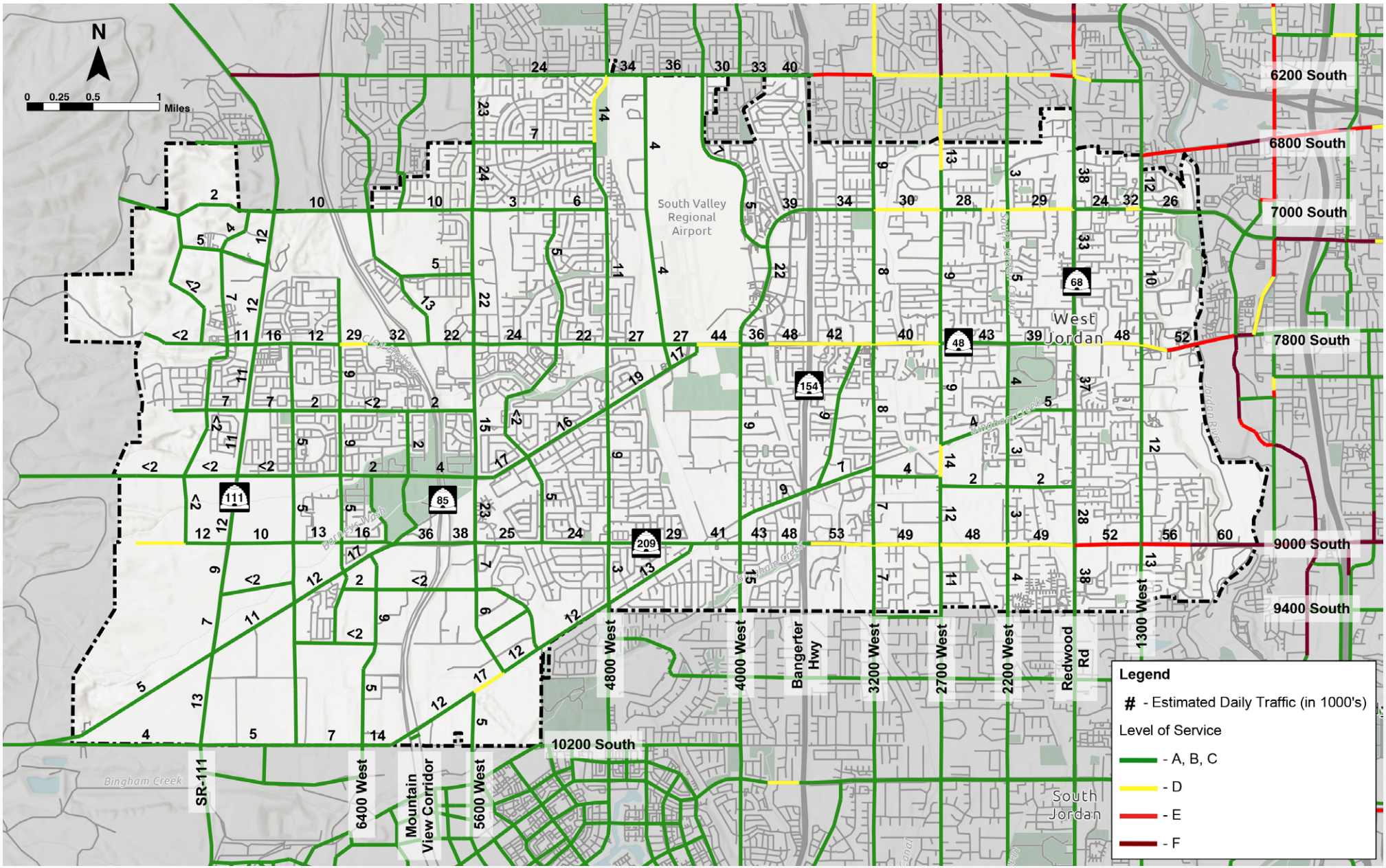


Figure 23: 2033 Roadway LOS - Build



H. Future (2050) Conditions

This section discusses the future (2050) roadway conditions in West Jordan City. Future roadway projects and network updates to the travel demand model are discussed. A no-build scenario LOS is completed. The LOS of each major road is analyzed, improvements are recommended, and a build scenario LOS analysis is completed.

a. 2050 Roadway Network

The local roadway network was updated for the 2050 analysis to reflect improvements planned to occur within West Jordan during the planning window.

Both the no-build and build analyses include new UDOT roadways outside of West Jordan Jurisdiction, including the access-controlled Mountain View Corridor and continued grade-separation of Bangerter Highway. The build scenario adds roadway improvement projects identified to address future congestion and new West Jordan roadway connections.

b. 2050 Socioeconomic Data

The population in West Jordan is projected to be approximately 165,000 by 2050 and approximately 20,000 new households are expected to accommodate this population growth.

Future land-use growth in the 2050 travel model scenario was informed by the 2050 WFRC version 9 land-use forecasts and was refined to reflect permitted and planned projects and local planning expertise. Large, planned developments including Jones Ranch and Wood Ranch were incorporated into future land-use estimates and growth projections were reviewed with City staff and adjusted to reflect their best understanding of future growth patterns. Future-land use estimates also include detailed projections for large planned developments from Rio Tinto, Larry H. Miller (Daybreak), and Doug Young (Shoreline) in neighboring South Jordan.

As with the 2033 analysis, after distribution of forecast growth to study TAZs, overall projected households were found to be within 1% of West Jordan projections from the latest general plan. However, higher populations were projected in the general plan. Populations were adjusted to match the city-wide 2050 West Jordan projection of approximately 165,000, and similar proportional adjustments to employment were applied.

Figure 24 and Figure 25 present the change in combined household and employment densities from 2023 to 2050 and the final 2050 scenario densities, respectively.



Figure 24: 2023 to 2050 Combined Household and Employment Density Growth

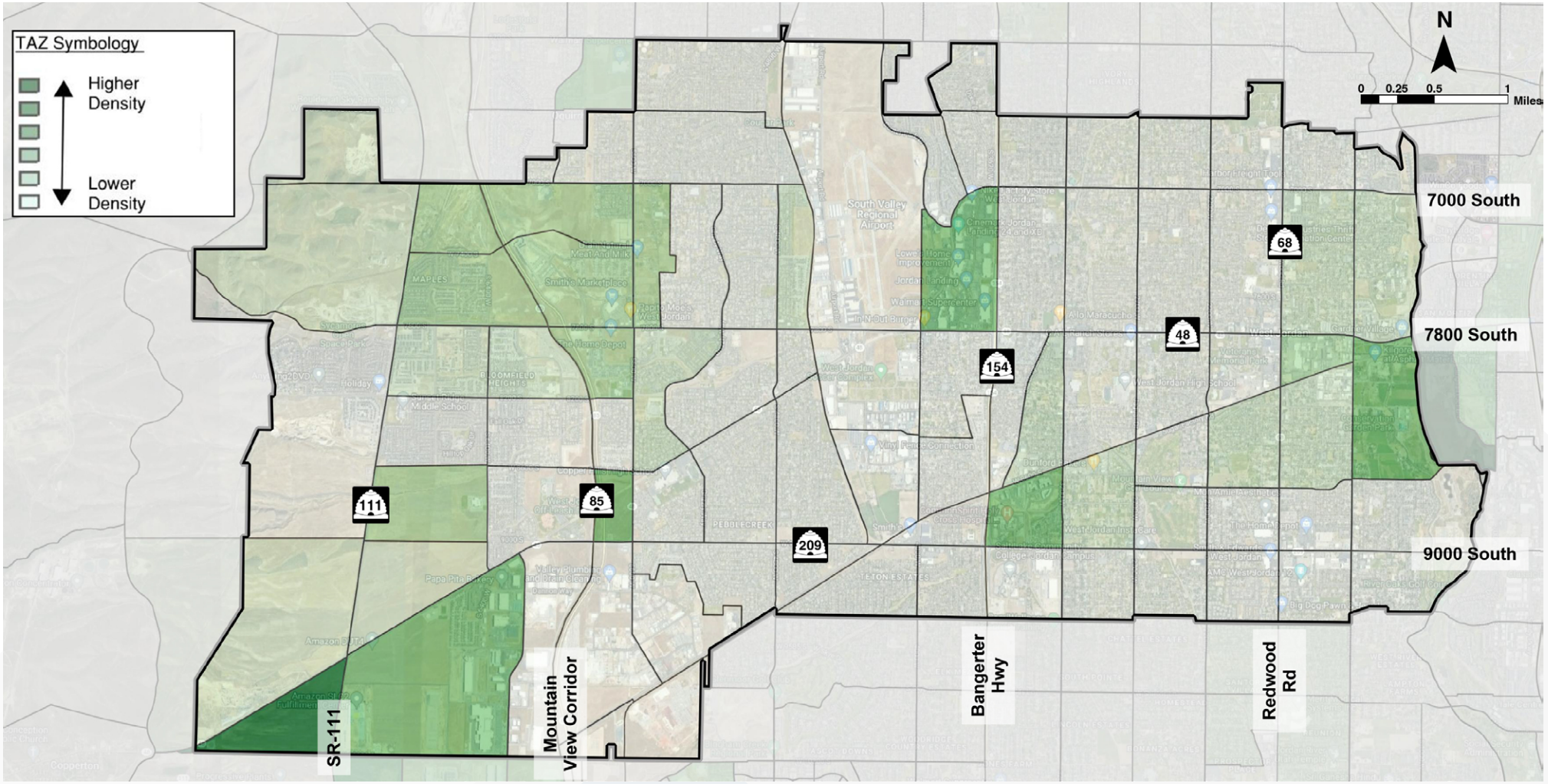
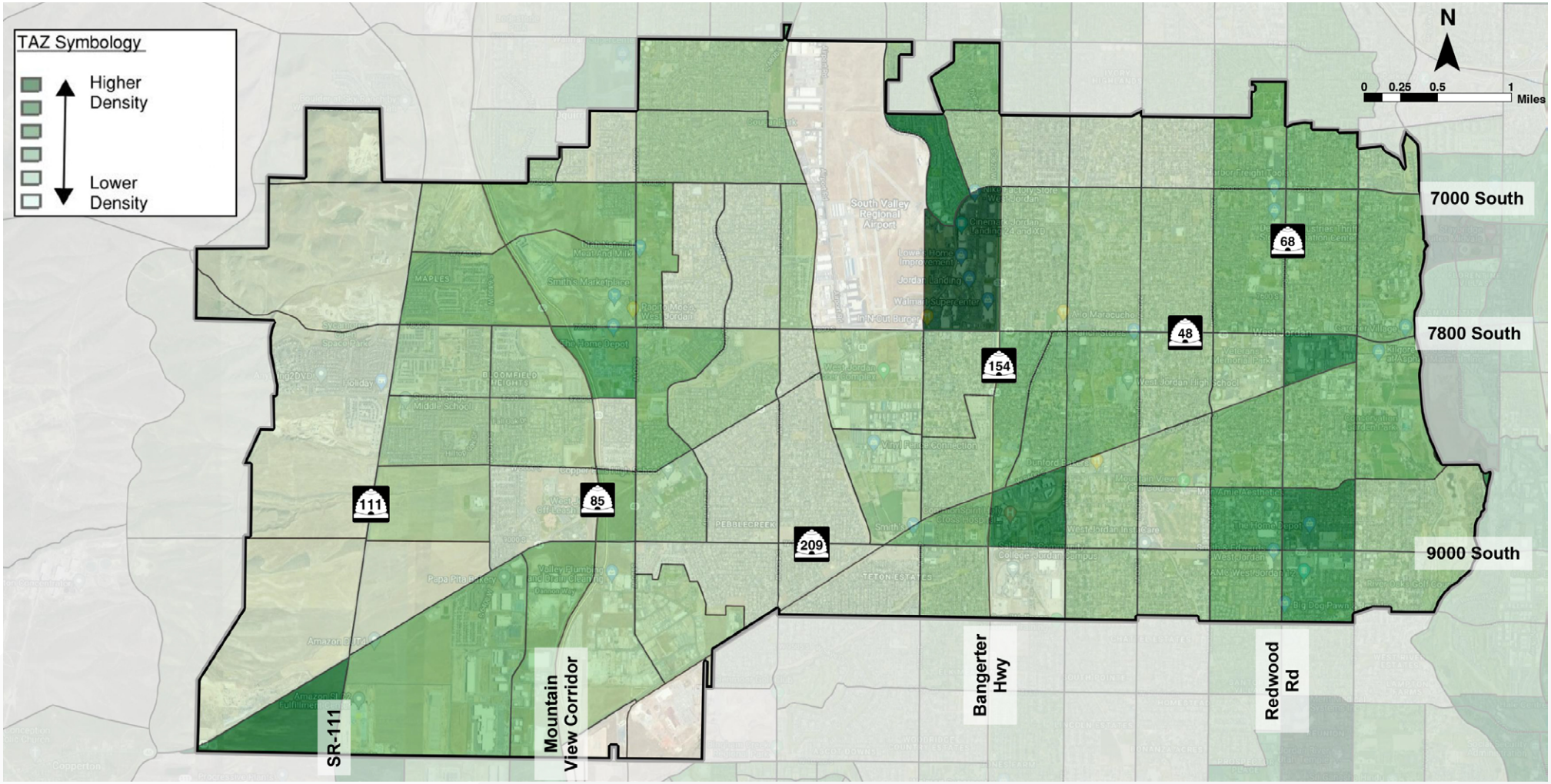


Figure 25: 2050 Combined Household and Employment Density



c. 2050 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without any roadway improvements. Traffic volumes from the 2050 no-build travel demand model have been compared to the LOS thresholds in Table 4. LOS results from the analysis are shown below in Figure 26.

As shown in Figure 26, the following roadway segments are expected to operate at unacceptable levels of service (LOS E or worse):

- U-111 (Bacchus Hwy); 7400 South to 7000 South
- U-111 (Bacchus Hwy); Old Bingham Highway to 8600 South
- Old Bingham Highway; U-111 to Mountain View Corridor
- Old Bingham Highway; Mountain View Corridor to 5600 West
- New Bingham Highway; U-111 (Bacchus Hwy) to 9000 South
- 9000 South; New Bingham Highway to 5600 West
- 9000 South; Old Bingham Highway to Redwood Road
- 9000 South; Temple Drive to Eastern City Border
- 7800 South; New Sycamore Drive to U-111
- 7800 South; 6400 West to Mountain View Corridor
- 7800 South; 4800 West to Eastern City Border
- 7000 South; Bangerter Highway to Redwood Road
- 7000 South; Columbia Drive to Temple Drive
- 6200 South; 4800 West to Center Park Dr
- 6200 South; 3800 West to Bangerter Highway

d. 2050 Build Scenario

The build scenario provides an analysis of traffic conditions including the roadway improvements listed below. Due to the unacceptable LOS expected to occur in the 2050 no-build scenario on select roadways, the following projects in Table 6 are recommended between 2033 and 2050 to increase roadway capacity and accommodate future development. The 2050 build scenario LOS is shown below in Figure 27. Cost estimates are in 2024 dollars and do not take inflation into account. Right-of-way is included in the project cost estimates on developer owned property. The project number listed in the table is for identification only and is no indication of project prioritization. As shown in the 2050 build scenario, all roadways are expected to operate at an acceptable LOS D or higher with the exception of 9000 South from Bangerter Highway to the West Jordan / Sandy City boundary and 7800 South from Redwood Road to the West Jordan / Midvale City boundary which operate at an unacceptable LOS E or F.

e. Roadway Projects Summary

Figure 28 below summarizes the planned roadway improvement projects discussed in this transportation network analysis.

TABLE 6: FUTURE ROADWAY PROJECTS (PHASES #2 AND #3)						
Project ID	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #2 (2033-2042)						
2-1	7000 South / 7200 South Widening from Redwood Road to Bingham Junction Boulevard	WFRC, WJC	Widening	5	7	$41,580,000
2-2	7800 South Operations from 5600 West to Bangerter Highway	WFRC, WJC	Operations	5	5	$8,750,000
2-3	Mountain View Corridor Widening from SR-201 to Old Bingham Highway	WFRC, UDOT	Widening	2 NB, 2 SB	3+HOT NB, 3+HOT SB	$148,200,000
2-5	9400 South New Construction from 7500 West to SR-111	WFRC, WJC, Developer	New Construction	0	3	$7,366,848
2-6	7500 West New Construction from 9000 South to Old Bingham Highway	WFRC, WJC, Developer	New Construction	0	3	$22,040,000
2-7	6200 South; 5600 West to 4800 West	WFRC, WJC, Kearns	Widening	4 / 5	7	$23,030,000
2-8	5800 West Extension: Dannon Way to Old Bingham Hwy	WJC	New Construction	0	2	$7,394,207
2-9	6700 West; 7000 South to 7400 South	WJC, Developer	New Construction	0	2	$6,873,663
2-10	7400 West; 6600 South to 7000 South	WJC, Developer	New Construction	0	2	$6,016,004
PHASE #3 (2043-2050)						
3-1	New Bingham Highway Operations from 10200 South to 9000 South	WFRC, UDOT	Operations	2 / 3 / 4	2 / 3 / 4	$10,500,000
3-2	Redwood Road Operations from 6200 South to 9000 South	WFRC, UDOT	Operations	7	7	$12,250,000
3-3	Bangerter Highway Operations from SR-201 to 2700 West	WFRC, UDOT	Operations	6	6	$58,100,000
3-4	4000 West Widening from Old Bingham Highway to 7800 South	WFRC, WJC	Widening	3	5	$29,700,000
3-5	Old Bingham Highway Widening from Bagley Park Road to Old Homestead Lane	WFRC, WJC	Widening	2	3	$26,450,000
3-6	New Bingham Highway & U-111 Roadway Realignment	WFRC, WJC, Developer	New Construction	0	3	$7,539,153
3-7	7800 South New Construction from Oquirrh View Boulevard to Tracks	WFRC, WJC, Developer	New Construction	0	3	$15,300,000
3-8	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	WFRC, UDOT	Widening	2Fr+2Fwy NB, 2Fr+2Fwy SB	2Fr+3Fwy+ HOT NB, 2Fr+ 3Fwy+HOT SB	$156,360,000
3-9	9400 South; 7500 West to WJC Limits	WFRC, WJC, Developer	New Roadway	0	3	$3,084,087
3-10	Old Bingham Highway: 5600 West to Mountain View Corridor	WJC	Widening	3	5	$10,614,276
3-11	9800 South from U-111 to 7500 West	WJC, Developer	New Roadway	0	2	$5,949,077

* Impact Fee Eligible Project

Figure 26: Future (2050) ADT and LOS - No Build

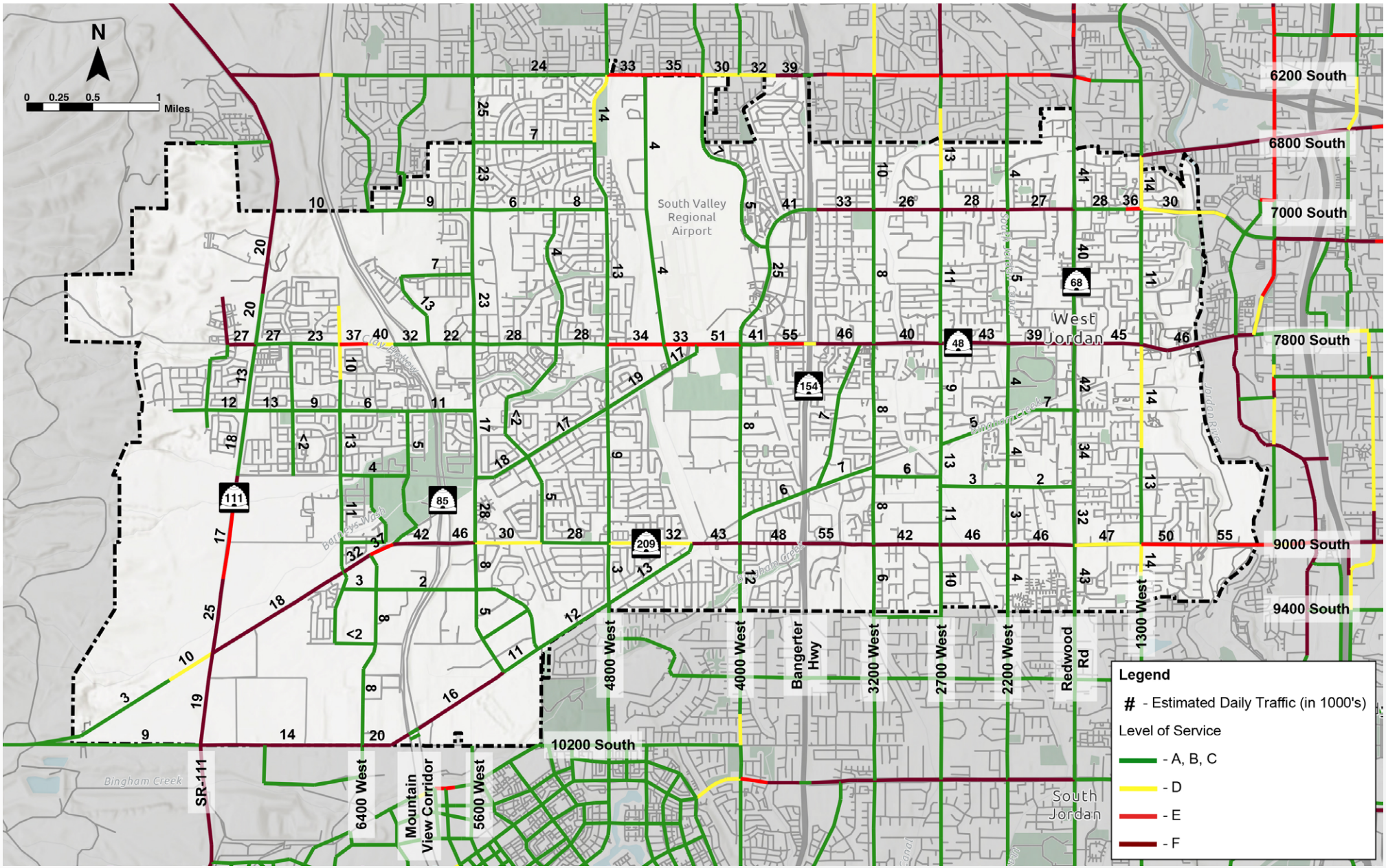


Figure 27: Future (2050) ADT and LOS - Build

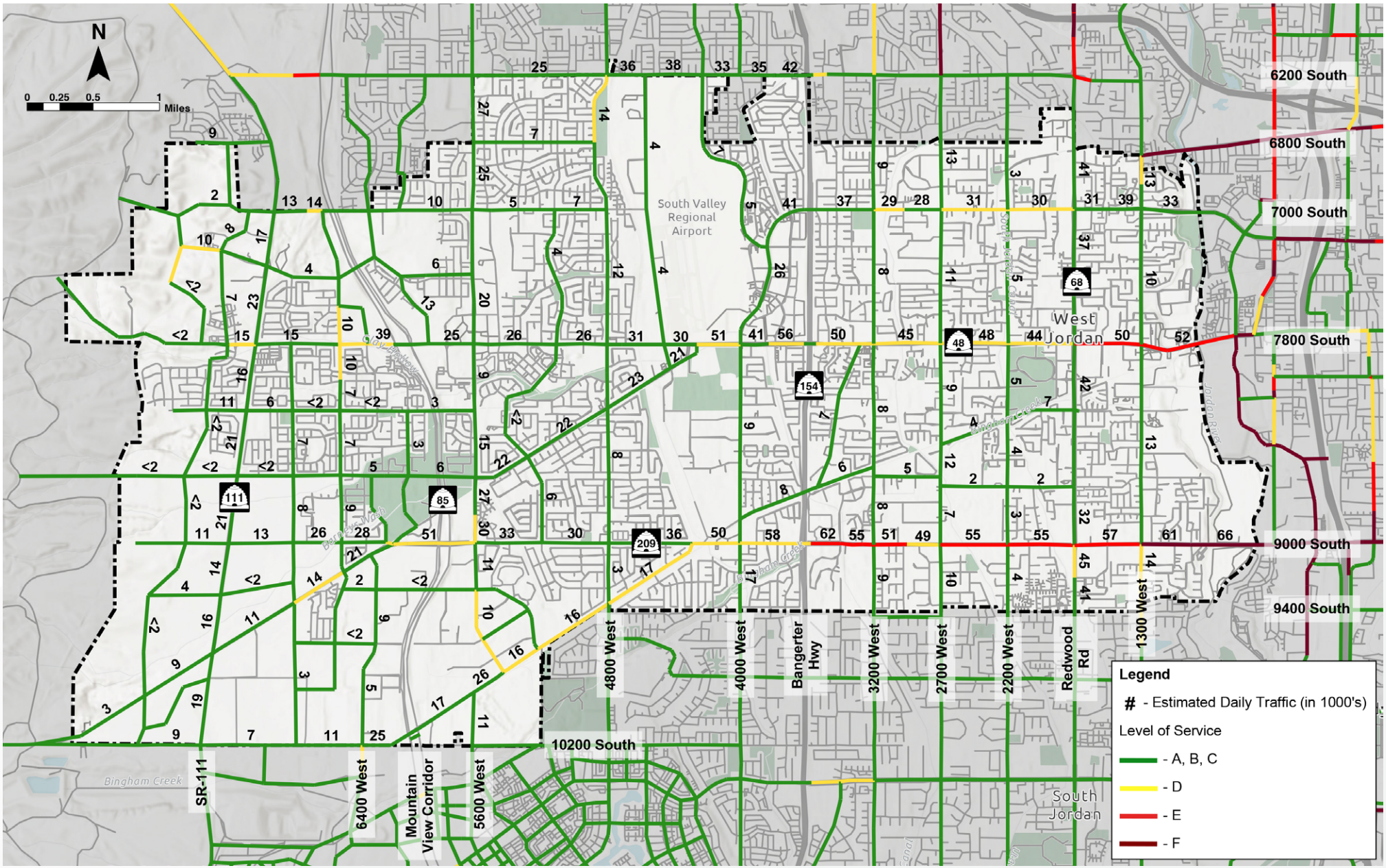
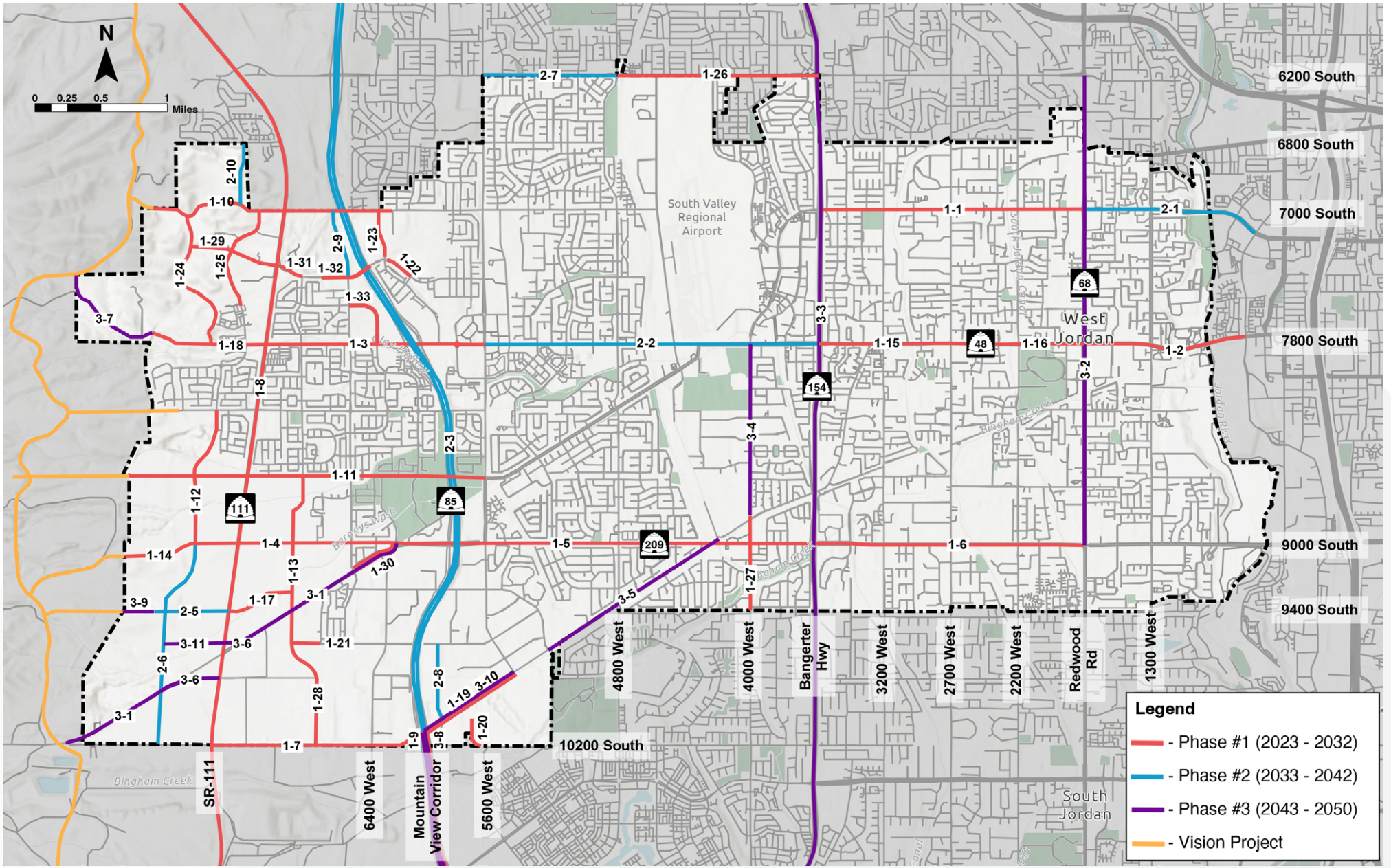


Figure 28: Roadway Projects

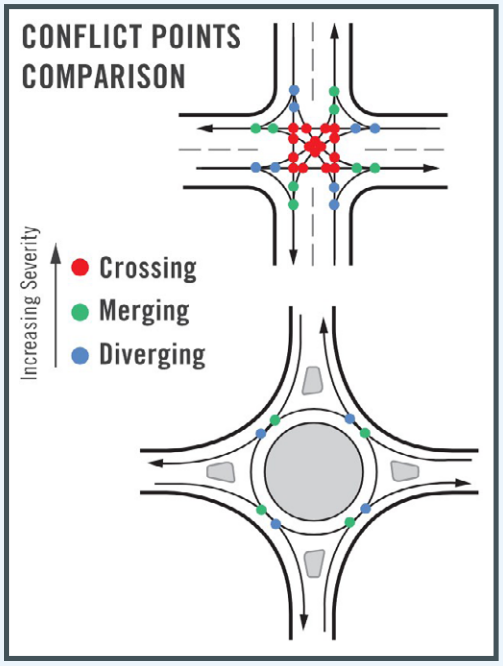


J. Intersection Improvements

Roundabouts



At unsignalized intersections that are projected to operate at a poor level of service, West Jordan City recommends evaluation of a roundabout as a mitigation measure over the installation of traffic signals. According to FHWA, many international studies have found that one of the most significant benefits of a roundabout installation is the improvement in overall safety performance. Specifically, it has been found that single-lane roundabouts operate more safely than two-way stop-controlled intersections. The frequency of crashes might not always be lowered at roundabouts, but the injury rates are reduced.



WHY IS IT IMPORTANT?

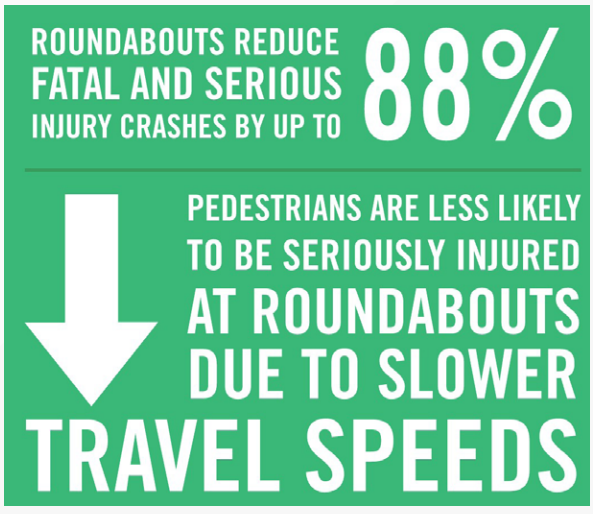
Intersections are consistently the most dangerous locations on a roadway, accounting for 23% of all fatal crashes. A traditional 4-leg intersection has 32 conflict points where a crossing, turning, or merging maneuver may result in a collision. Traditional intersections do little to reduce speeds, increasing the likelihood of severe crashes.

WHAT DOES IT DO?

Roundabouts reduce the number of conflict points at a typical intersection from 32 to just 8. The 8 remaining are merge or diverge type conflicts that very rarely result in severe crashes. In addition, roundabouts require users to slow down, reducing the severity of crashes that may occur.

UDOT Safety Countermeasure Fact Sheets (February 2021)

Roundabouts excel in areas where traffic is evenly dispersed in all directions due to their design, which promotes a continuous flow of vehicles without the need for traffic signals or stop signs. When traffic is evenly distributed, vehicles can enter and exit the roundabout smoothly, minimizing congestion and delays. However, if one direction experiences significantly higher traffic volume than the others, it can overwhelm the roundabout, disrupting the flow and causing congestion. This occurs because vehicles from the high-traffic direction need more time to enter and exit the roundabout, leading to longer queues and delays for other directions. As a result, the efficiency of the roundabout diminishes, and traffic may come to a standstill, resulting in failure.



Mini-roundabouts are a type of roundabout characterized by a small diameter and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. As with roundabouts, mini-roundabouts are a type of intersection rather than merely a traffic calming measure, although they may produce some traffic calming effects. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout with a raised central island. West Jordan City will consider the application of mini-roundabouts in the future.

Traffic Signals



The need for new traffic signals will be based on warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD) and any additional warrants established by the National Committee on Uniform Traffic Control Devices. In determining the location of a new signal, traffic progression is of paramount importance. Generally, a minimum spacing of one-half mile for all signalized intersections should be maintained. This spacing is usually desirable to achieve good speed, capacity, and optimum signal progression. The one-half mile signal spacing standard may be relaxed on lower volume collector streets where an engineering study shows that traffic progression can be maintained. Pedestrian movements must be considered in the evaluation and adequate pedestrian clearance provided in the signal cycle split assumptions. To provide flexibility for existing conditions and ensure optimum two-way signal progression, an approved traffic engineering analysis must be made to properly locate all proposed accesses that may require signalization. The section of roadway to be analyzed for signal progression will be determined by the city and will include all existing and possible future signalized intersections.

A traffic control signal should only be installed if and when the warrant criteria outlined in Chapter 4C of the MUTCD are met. It is, however, possible to predict where traffic control signals may be warranted in the future based on projected traffic volumes and roadway functional classifications. A traffic control signal may be warranted where an arterial meets an arterial and may sometimes be warranted where an arterial street meets a collector street. They are rarely warranted where a collector street meets a collector street and almost never warranted where local streets connect. For these intersection types, other traffic control such as modern roundabouts or mini-roundabouts are typically recommended.

Stop Control

Wherever possible, the City is encouraged to use roundabouts to control traffic on low to medium volume roadways. In cases where this is not feasible, due to financial constraints or sight distance concerns, stop-control may be an appropriate intersection treatment. A four-way stop-control should be avoided on Collector streets and prohibited on Arterial streets where possible. In all cases, stop-controlled intersections should follow the guidelines and warrants set forth in the MUTCD.

Intersection Improvement Projects

As part of the West Jordan capital facilities plan, it is recommended the City begin planning for the proposed intersection improvements shown below in Table 7. The project number listed in the table is for identification only and is no indication of project prioritization. Figure 29 depicts the locations of the proposed intersection improvements. As an additional summary, Figure 30 below shows the future (2050) intersection control map of West Jordan.

TABLE 7: FUTURE INTERSECTION PROJECTS				
Project ID	**Description**	**Responsibility**	**Improvement Scope**	**Estimated Cost**
PHASE #1 (2023–2032)				
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	$5,000,000
1-B	Prosperity & 10200 South*	WJC / SJC	Signal	$400,000
1-C	5490 West & 7800 South*	WJC	Signal	$450,000
1-D	3200 West & Jordan Line Parkway*	WJC	Signal	$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	$1,499,551
1-F	7200 West & 8600 South*	WJC	Roundabout	$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	$375,000
1-I	Mountain View Corridor Interchange	WFRC	New Interchange	$50,000,000
1-J	Mountain View Corridor Interchange	WFRC	New Interchange	$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	$600,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	$600,000
1-M	7300 West and 9000 South*	WJC, Developer	Roundabout	$1,253,248
1-N	6400 West and 7800 South*	WJC	Roundabout	$1,565,329
1-O	9000 South and Old Bingham Highway*	WJC, UDOT	High-T Intersection	$1,000,000
1-P	9000 South & New Bingham Hwy*	WJC, UDOT, WFRC	Realignment and Signal	$4,705,308
1-Q	9000 South & 6400 West*	WJC, Developer	Signal	$400,000
1-R	9000 South & 6700 West*	WJC, Developer	Signal	$400,000
1-S	6400 West & New Bingham Highway*	UDOT, WJC, Developer	Signal	$400,000
1-T	8600 South & Bacchus Highway*	WJC, UDOT, Developer	Signal	$450,000
1-U	9000 South & Bacchus Highway*	UDOT, WJC, Developer	Signal	$450,000
1-V	9400 South & SR-111*	UDOT, WJC, Developer	Signal	$450,000
1-W	7400 South & SR-111*	UDOT, WJC, Developers	Signal	$400,000
1-X	7000 South & SR-111*	WJC, UDOT, Developer	Signal	$450,000
1-Y	Old Bingham Hwy & SR-111*	WJC, UDOT, SJC	Signal	$400,000
1-Z	7000 South & High Bluff Drive*	WJC, Taylorsville, Developer	Roundabout	$1,541,551
1-AA	7000 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC, Developer	Rail Crossing Improvement	$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC, Developer	Rail Crossing Improvement	$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC, WJC	New Interchange	$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC	Bridge Replacement	$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	$1,556,551
1-HH	6400 West & 7600 South*	WJC	Roundabout	$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	$2,000,000

* Impact Fee Eligible Project

TABLE 7: FUTURE INTERSECTION PROJECTS (continued)				
Project ID	**Description**	**Responsibility**	**Improvement Scope**	**Estimated Cost**
PHASE #2 (2033-2042)				
2-A	6400 West & Wells Park Road	WJC	Signal	$450,000
2-B	6700 West & 10200 South	WJC / SJC	Signal	$450,000
2-C	Old Bingham Hwy & Hawley Park Rd	WJC	Signal	$450,000
2-D	Bagley Park Rd & Hawley Park Rd	WJC	Signal	$400,000
2-E	1530 West & 7800 South	WJC	Signal	$450,000
2-G	6700 West & 8200 South	WJC	Roundabout	$1,783,780
2-I	5600 West & 7400 South	WJC	Roundabout	$1,859,457
2-J	5600 West & 8000 South	WJC	Roundabout	$1,963,965
2-K	Grizzly Way & 7000 South	WJC	Roundabout	$1,701,835
2-M	9400 South & 7500 West	WJC, Developer	Roundabout	$1,253,248
2-N	7500 West & New Bingham Hwy	UDOT, WJC, Developer	Signal	$400,000
2-O	7500 West & 10000 South	WJC, Developer	Roundabout	$1,253,248
PHASE #3 (2043-2050)				
3-A	7800 South and Redwood Road	UDOT, WFRC, WJC	Innovative Improvement	$15,000,000
3-B	9000 South and Redwood Road	UDOT, WFRC, WJC	Innovative Improvement	$15,000,000
3-C	7800 South Rail Crossing Improvement	WJC	Rail Crossing Improvement	$2,000,000

* Impact Fee Eligible Project



Figure 29: Intersection Projects

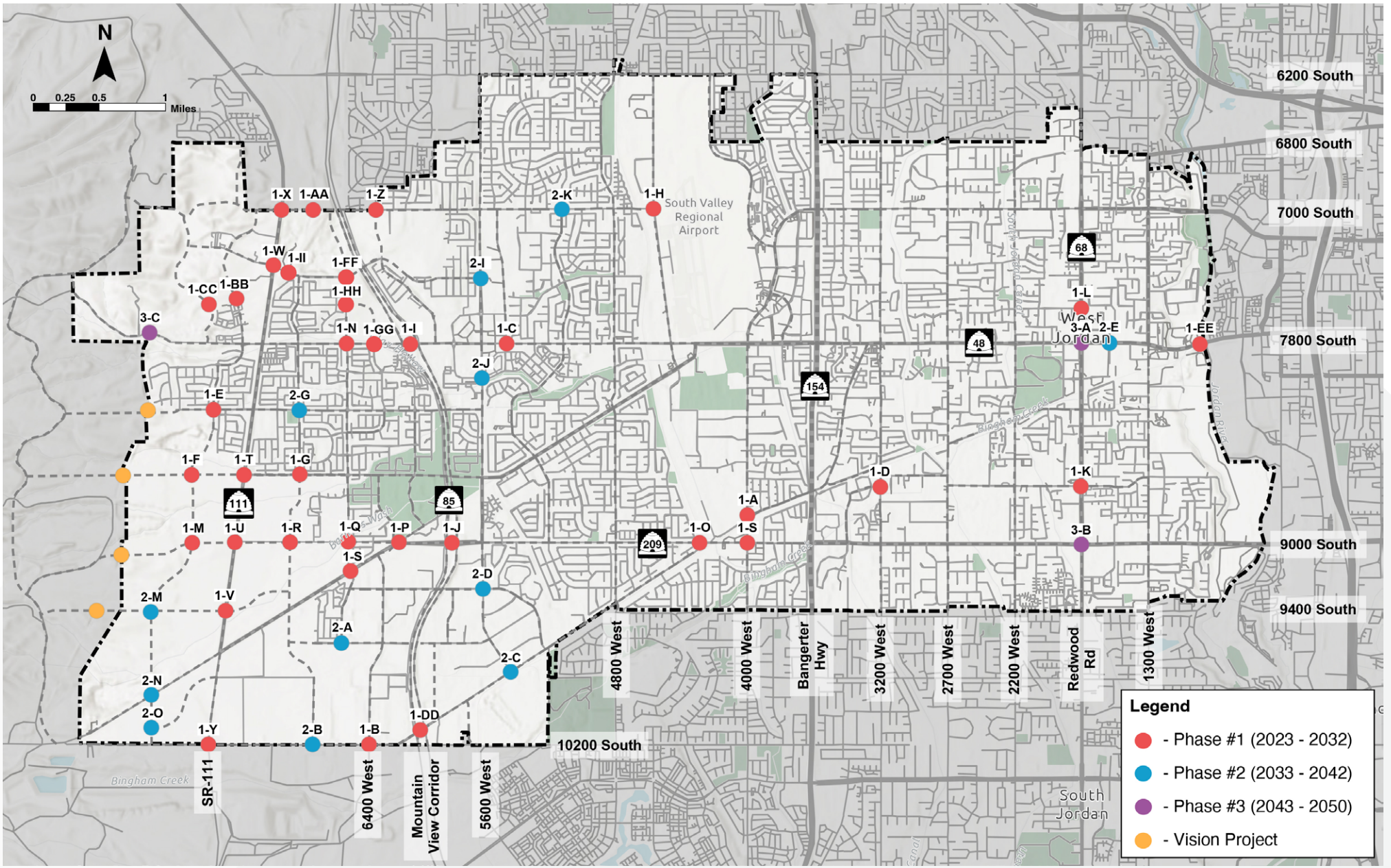
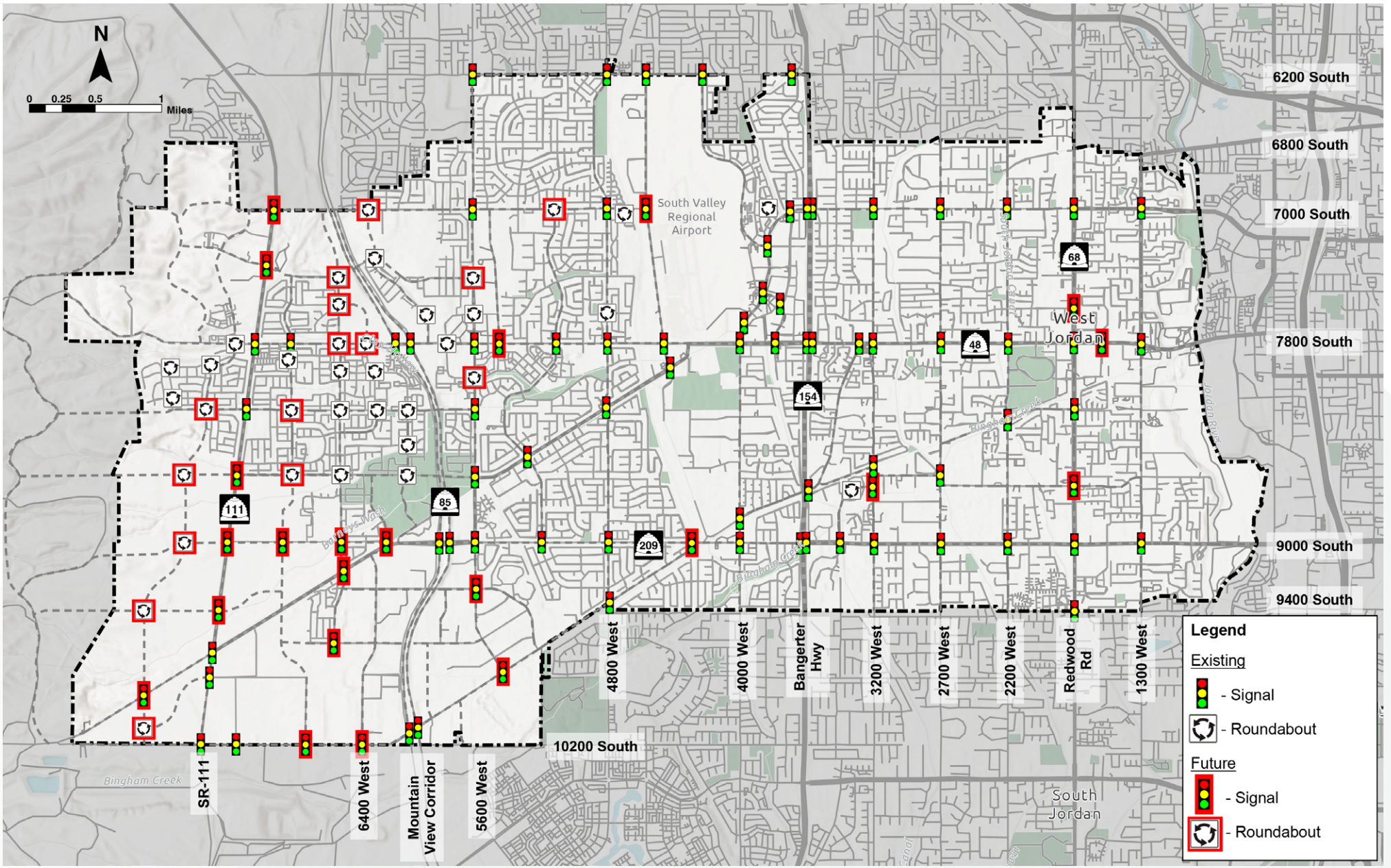


Figure 30: Future (2050) Intersection Control



III. ALTERNATIVE TRANSPORTATION MODES

A. Purpose

Alternative transportation modes, such as transit and active transportation, are an important part of the overall transportation system. Public transit typically includes buses, light rail, and shuttle routes. Active transportation includes any form of non-motorized transportation such as walking or biking. Both transit and active transportation are essential parts of an active and vibrant community that add quality of life elements that can not be achieved with only automobile access.

B. Public Transit

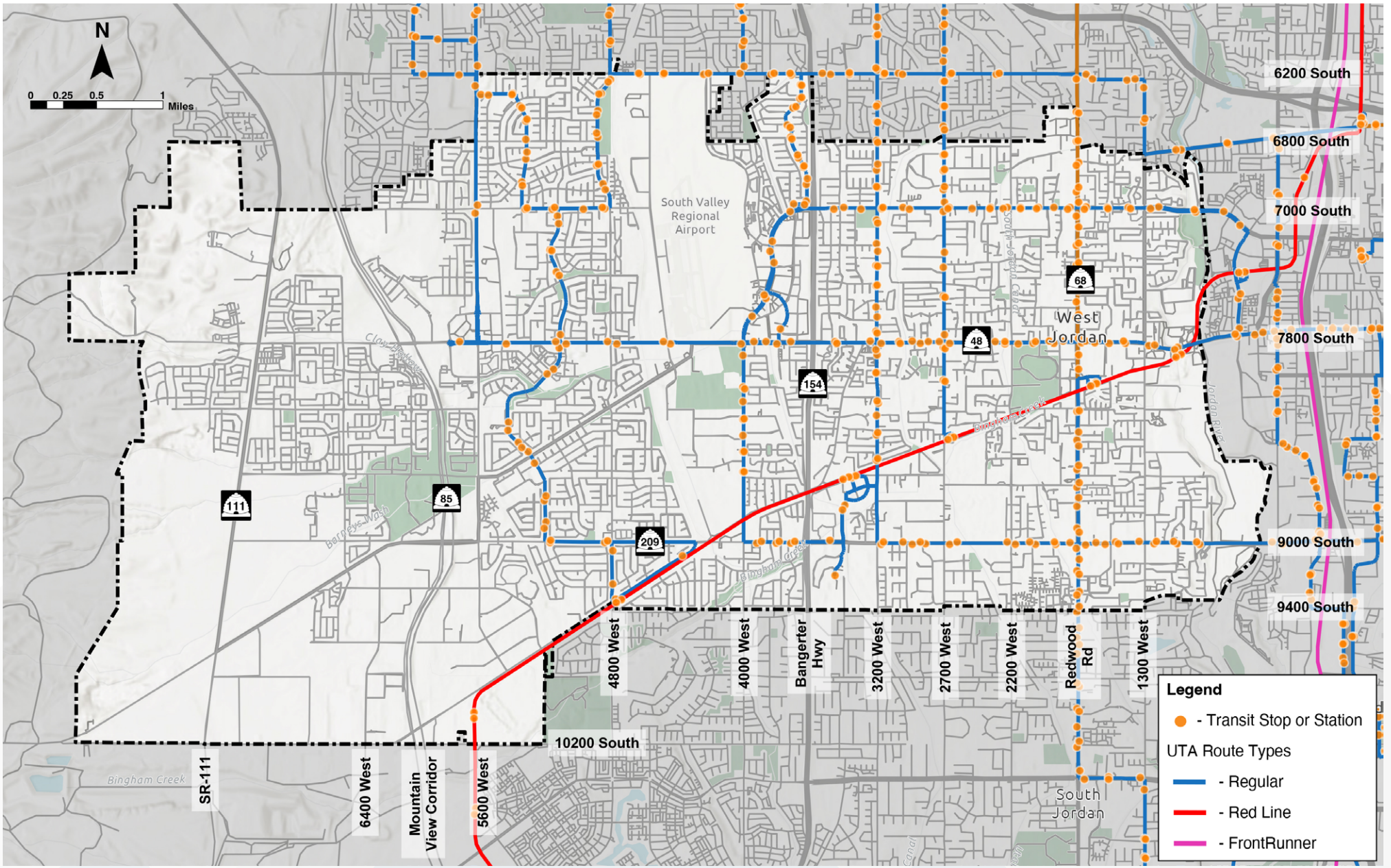
Existing Transit Service

Public transportation in West Jordan City is served by the Utah Transit Authority (UTA). Public transit typically includes buses, light rail, and shuttle routes. According to the American Community Survey (2022), 1.7% of Salt Lake County residents reported using public transit as their transportation mode to commute to work. This is compared to 1.4% of Utahns and 3.1% of people in the United States who use public transit as their transportation mode to commute to work. Some opportunities to improve transit service and use in West Jordan as an attractive mode for residents, especially in north eastern areas of the City that have lower socioeconomic status.

Currently, UTA bus routes 62, 217, 218, 227, 240, 248, F232, F556, F570, F578, and F590 serve West Jordan City. All buses operate at a frequency of 30 minutes other than the route 217 on Redwood Road to the West Jordan City Center, which has 15 minute headways. The TRAX Red Line passes through West Jordan and has stops at Historic Gardner, 2700 West Sugar Factory Road, Jordan Valley, and 4800 W Old Bingham Hwy and runs at a frequency of 15 to 30 minutes. UTA's current Salt Lake County transit map can be viewed here.



Figure 31: Existing Transit Routes and Stops



Future Transit Service

West Jordan City should be actively involved in working with UTA, UDOT, and WFRC to support transit as a viable and efficient transportation mode in the City. Planning and lobbying efforts will help procure funds to support the development and maintenance of a sustainable transit system. With the construction of new major transportation corridors such as the Mountain View Corridor and SR-111, there may be opportunities for additional new transit services.

UTA's Via On Demand Service is planned to begin operating within the next five years in West Jordan City. UTA On Demand is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or bus, as well as to other destinations in the community. The app-based technology matches multiple riders headed in a similar direction into a single vehicle, allowing for quick and efficient shared trips. More information about UTA On Demand managed by Via can be found here.

The UTA regional transportation plan lists the following transit projects in their 2024-2050 long-range transit plans:

PHASE 1 PROJECTS:

1. 5600 West Corridor Core Route (15 min service) from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station. This project is funded and in design now.
2. Redwood Road Corridor Core Route (10 min service) from North Temple FrontRunner Station to West Jordan City Center TRAX Station.
3. 5400 South Corridor Core Route (15 min service) from 5600 West to 3900 South & Wasatch Boulevard.
4. Existing TRAX Red Line improvement is in phase 1 for the existing TRAX red line.

PHASE 2 & 3 PROJECTS:

1. Cottonwood - Midvale Corridor Core Route (15 min service) from 5600 West to Bingham Junction TRAX Station (phase 2).
2. 6200 South Core Route (15 min service) from 5600 West to Big Cottonwood Canyon Park-and-Ride (phase 3).
3. A new Frequent Service (15 min service) route connecting Salt Lake and Utah Counties (phase 3).

The WFRC RTP lists the following transit improvements in their 2023-2050 long-range transit plans:

PHASE 1 PROJECTS:

1. 5600 West Corridor Core Route (15 min service) from Downtown Salt Lake City to 5600 W Old Bingham Highway TRAX Station.
2. Redwood Road Corridor Core Route (10 min service) from North Temple FrontRunner Station to West Jordan City Center TRAX Station.

PHASE 2 & 3 PROJECTS:

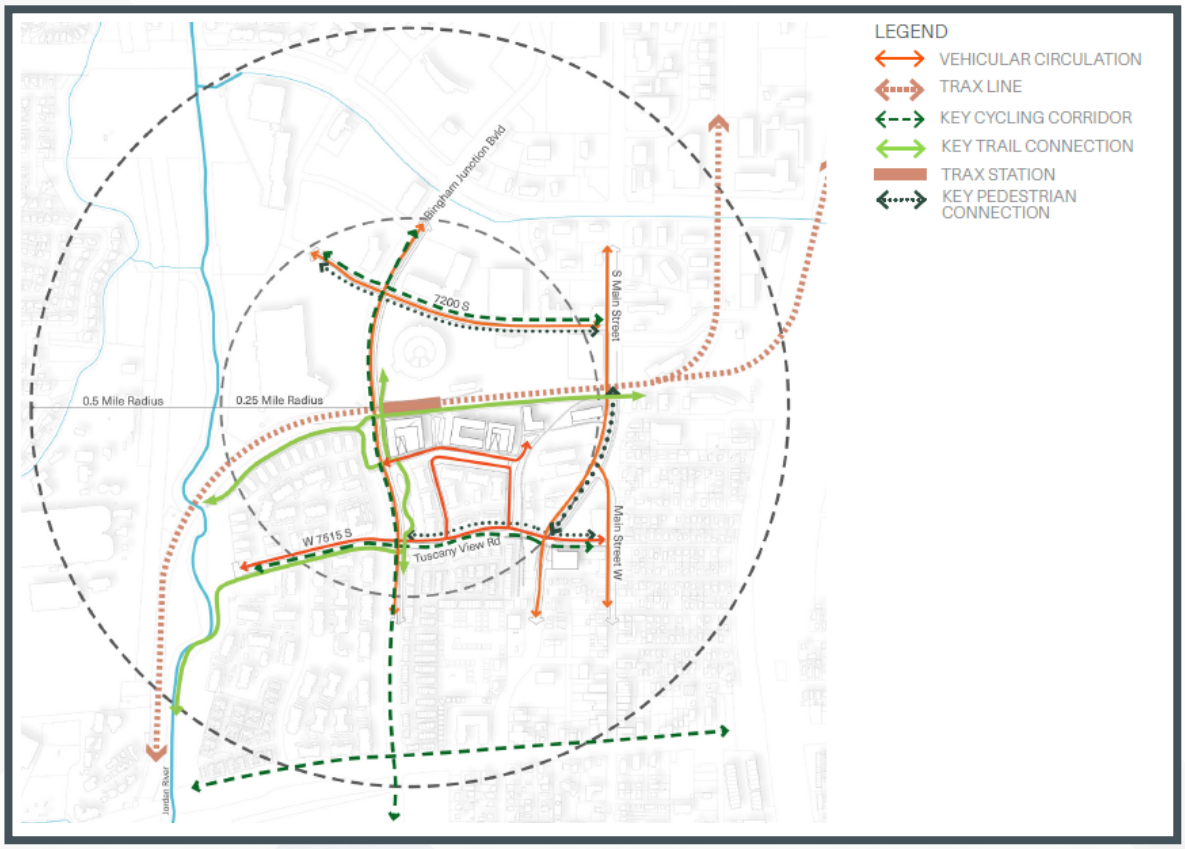
1. Cottonwood - Midvale Corridor Core Route (15 min service) from 5600 West to Bingham Junction TRAX Station (phase 2).
2. Mid-Jordan TRAX Maintenance Facility (phase 2).
3. 6200 South Core Route (15 min service) from 5600 West to Big Cottonwood Canyon Park and Ride (phase 3).
4. 7800 South Bus Maintenance Facility (phase 3).

Included in UTA's phase I projects is an enhanced bus service line that will travel from 5600 West & Old Bingham Highway TRAX station to downtown Salt Lake City. This project is anticipated to be completed prior to 2032. It is anticipated that the bus line will eventually extend to Daybreak Parkway in South Jordan. It's required to be built by UTA before UDOT can add lanes to Mountain View Corridor. UTA will build and operate it.

Station Area Plans

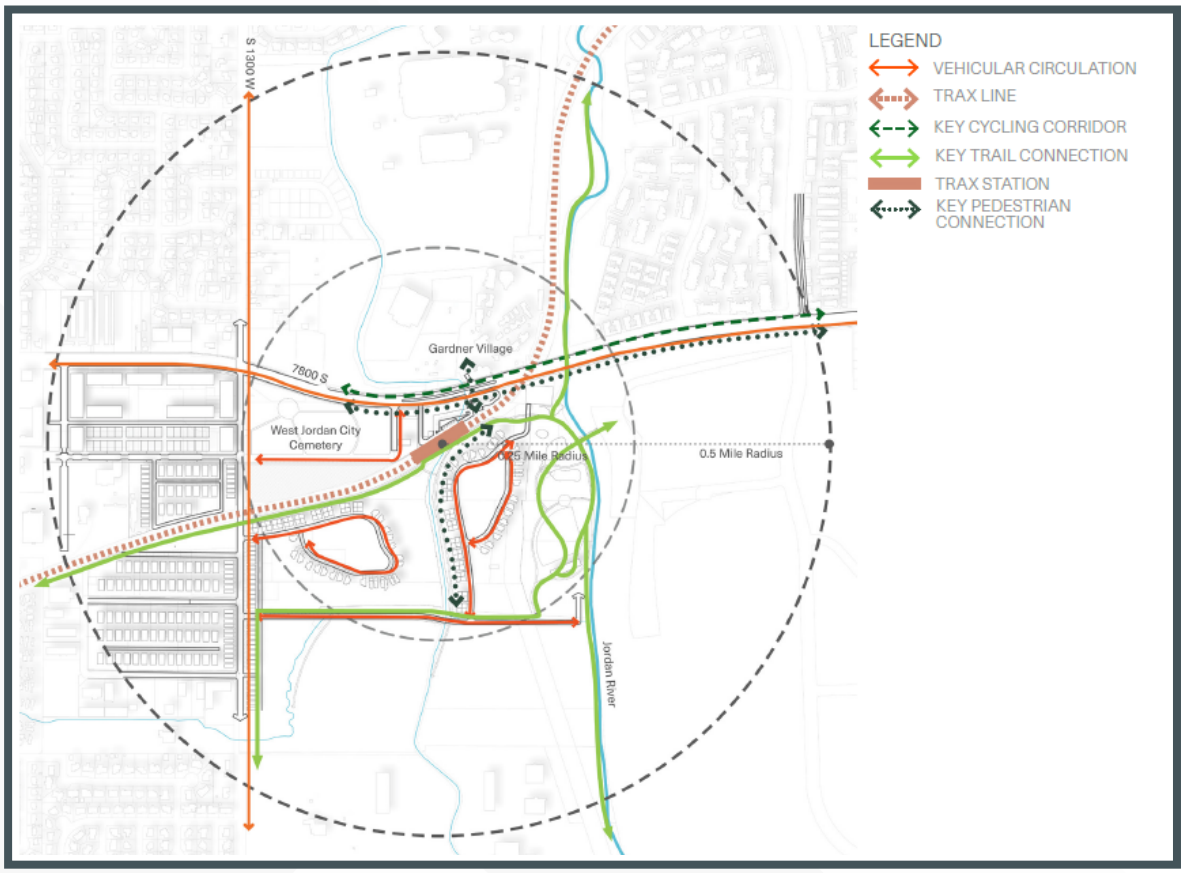
The West Jordan & Midvale Station Area Plans were adopted in November 2023. The City of West Jordan and Midvale City, in partnership with WFRC and UTA worked together to develop station area plans for three adjacent stations: City Center, Historic Gardner, and Bingham Junction. A Station Area Plan (SAP) is intended to advance shared goals by maximizing development potential around transit stations through a collaborative planning approach. Per Utah House Bill 462 (HB462), cities with fixed-guideway public transit stations such as FrontRunner, TRAX, or BRT, are required to develop a SAP for that station. The goals of HB462 are to increase the availability and affordability of housing, including moderate income housing; promote sustainable environmental conditions; enhance access to opportunities; and increase transportation choices and connections. The West Jordan & Midvale Station Area Plans can be seen here.

Bingham Junction Boulevard Circulation Diagram

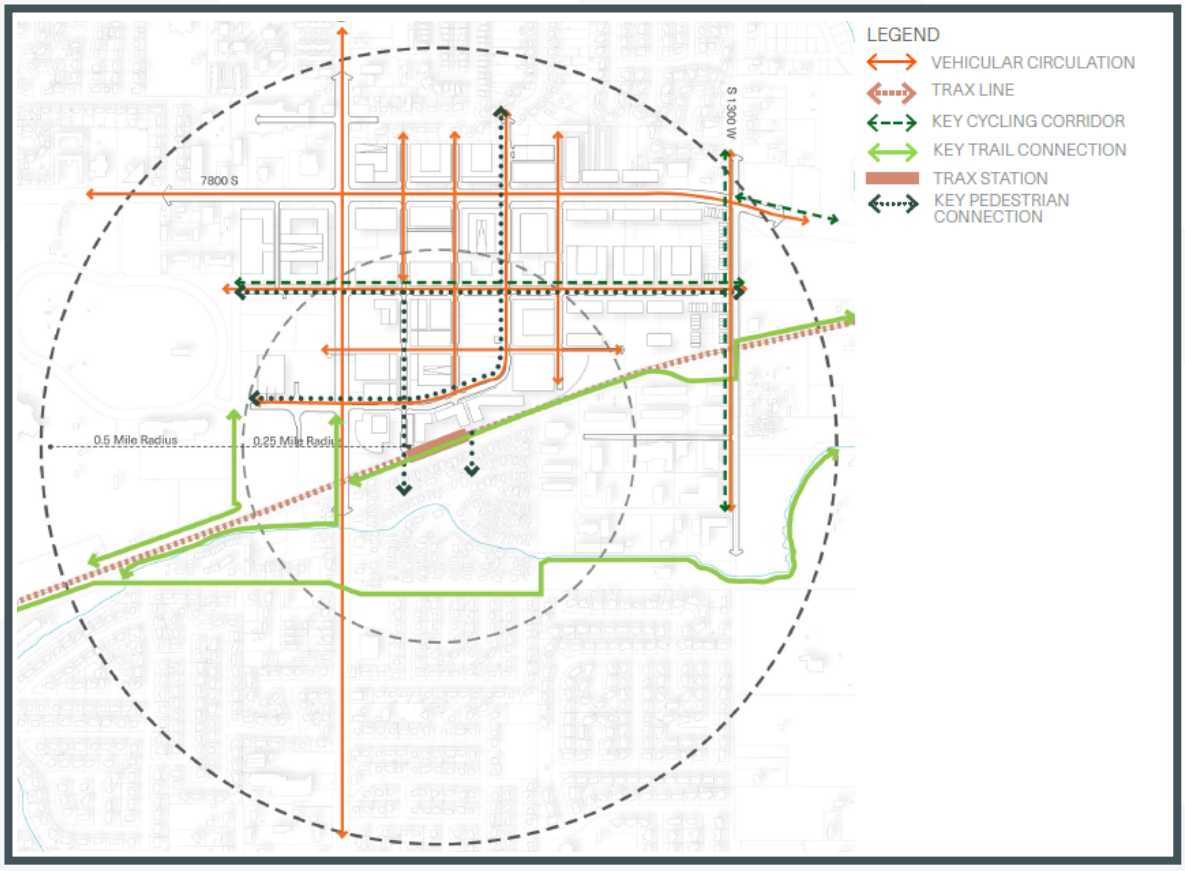




Gardner Village Circulation Diagram



West Jordan City Center Station



Transit Oriented Development Feasibility Study

Given the documented limitations to east/west travel, even after significant roadway expansions, creative and ambitious solutions may still be needed to accommodate future growth. New transit-oriented development in West Jordan could help accommodate additional growth with reduced impact to the City roadway network.

Building off the recently adopted Historic Gardner and West Jordan City Center station area plans, it is recommended the City consider further evaluation of transit oriented development and associated transportation and access improvements southwest of the West Jordan City Center station near the 9000 South & Old Bingham Highway intersection. This area, west of Bangerter Highway, has the potential for significant future development/redevelopment that could be well served by the adjacent Trax line, and could be developed along with thoughtful roadway and access improvements that could benefit overall travel within the City.



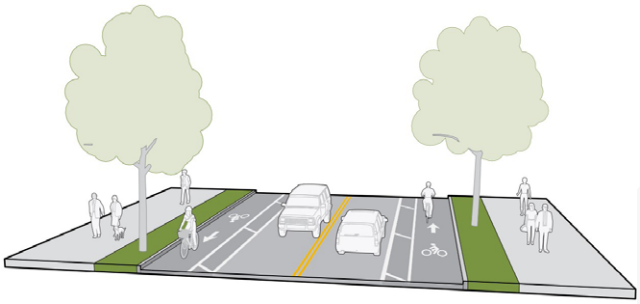
C. Active Transportation

The West Jordan City Active Transportation Plan (ATP) was recently updated in 2020 by Avenue and Fehr & Peers. The ATP allowed the City of West Jordan to take a detailed look at bicycle and pedestrian facilities in the city. The plan is designed to lay the groundwork for enhancing active transportation (AT) in the community by presenting a vision for future AT projects and how to see them realized. The West Jordan City ATP is a separate document and can be found here. Figure 33 below shows the proposed AT facilities recommended in the plan.

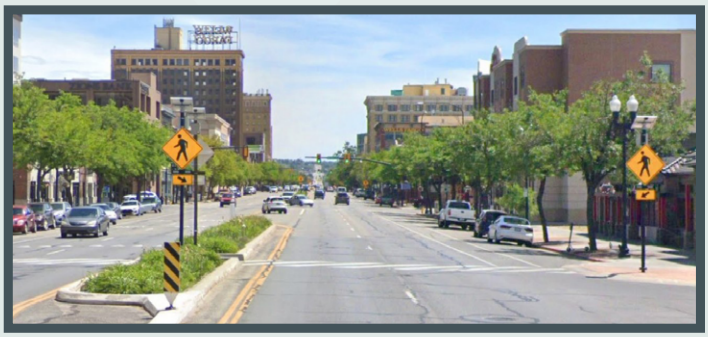
The RTP sets the regional long-term strategy for our region's future transportation system. The 2023-2050 RTP outlines investments for all modes of transportation and forms the transportation element of the Wasatch Choice Vision. WFRC, in partnership with local governments, transportation agencies, community organizations, local stakeholders, and residents, adopted the 2023-2050 RTP in May 2023. The WFRC RTP includes active transportation projects planned between 2023 and 2050 and can be viewed here.

Funding has recently been acquired to construct the Bingham Creek Regional Trail. The draft alignment for the trail corridor is shown in Figure 34 below. The significance of this corridor both as a riparian and open space opportunity and as an east-west connector make it an important piece in the active transportation system for Salt Lake County and West Jordan City.

As part of West Jordan City's commitment to enhancing its transportation infrastructure, priority is placed on the inclusion of buffered bike lanes in the City's roadway cross-sections. Buffered bike lanes provide a safer environment for cyclists by increasing visibility of cyclists and increasing separation between cyclists and vehicles. West Jordan City emphasizes the integration of buffered bike lanes in all new construction, widening, or restriping projects throughout the city.

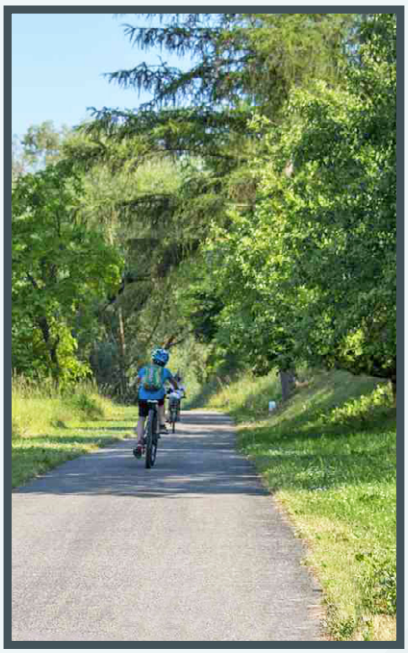


Pedestrian crossing treatments aim to enhance safety and accessibility for pedestrians at intersections and crossings. Some common examples include:



- **Pedestrian Islands:** These are raised or refuge areas in the middle of roadways, allowing pedestrians to cross one direction of traffic at a time.
- **Rectangular Rapid Flash Beacons (RRFBs):** RRFBs are small rectangular yellow flashing lights that are deployed with pedestrian crossing warning signs. They are typically actuated by a pedestrian push button and flash for a predetermined amount of time, to allow a pedestrian to cross the roadway, before going dark.
- **Pedestrian Overpasses/Underpasses:** These structures provide pedestrians with a safe way to cross busy roads without interacting with vehicular traffic.
- **HAWK Beacon:** It's actuated by a pedestrian push button and uses a combination of circular yellow and red traffic signal displays to first warn motorists of a pedestrian that is about to cross the street, then require the motorist to stop for the pedestrian crossing, and then release the motorist to proceed once the pedestrian has cleared the crossing. The Beacon is a hybrid between a pedestrian traffic signal and a stop sign.
- **Curb Extensions:** A roadway edge treatment where a curbline is bulged out toward the middle of the roadway to narrow the width of the street. Curb extensions are sometimes called "neckdowns", and are often used at the location of a pedestrian crosswalk to minimize the distance and time that a crossing pedestrian must be in the roadway.

West Jordan City has expressed interest in converting the abandoned Rio Tinto rail line shown in Figure 32 below to a non-motorized shared-use path/trail. There are several local and national advocacy groups that may be able to assist the City in acquiring funding for these projects or other major active transportation projects. WFRC has technical planning and construction implementation funds available for the City to apply for regional active transportation connections.



The Rails to Trails Conservancy advocates for investments in the infrastructure communities need to safely walk and bike where they live. The Rails to Trails advocacy group has acquired billions of dollars for projects that connect trails and other walking and biking infrastructure.

The National Park Service – Rivers, Trails, and Conservation Assistance program (NPS-RTCA) supports locally-led conservation and outdoor recreation projects across the United States. NPS-RTCA assists communities and public land managers in developing or restoring parks, conservation areas, rivers, and wildlife habitats, as well as creating outdoor recreation opportunities and programs that engage future generations in the outdoors. Although the NPS-RTCA does not provide financial assistance they do provide professional services to help cities achieve their conservation and outdoor recreation vision.



Figure 32: Concept Rail Trail Alignment

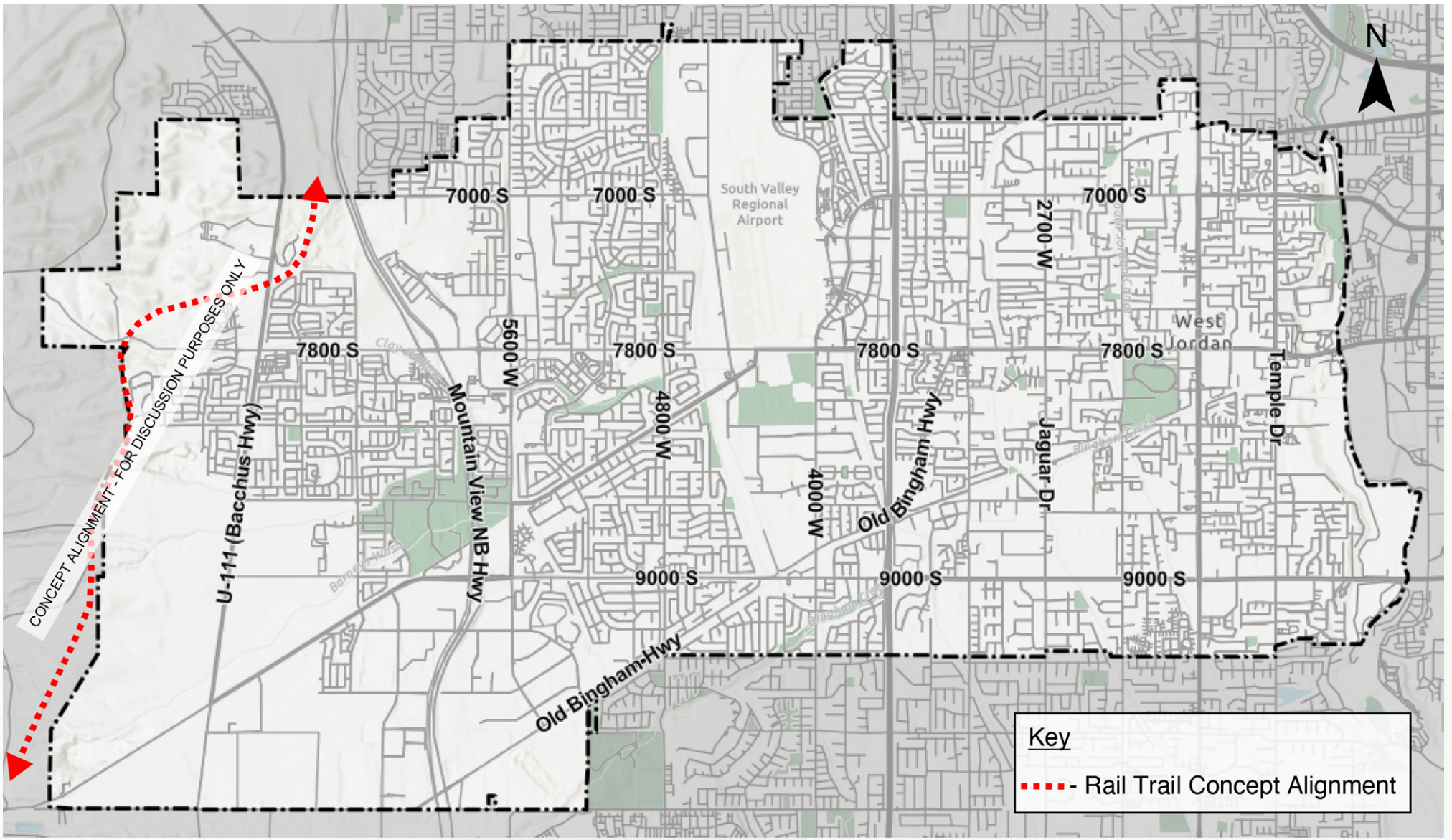


Figure 33: Active Transportation Projects

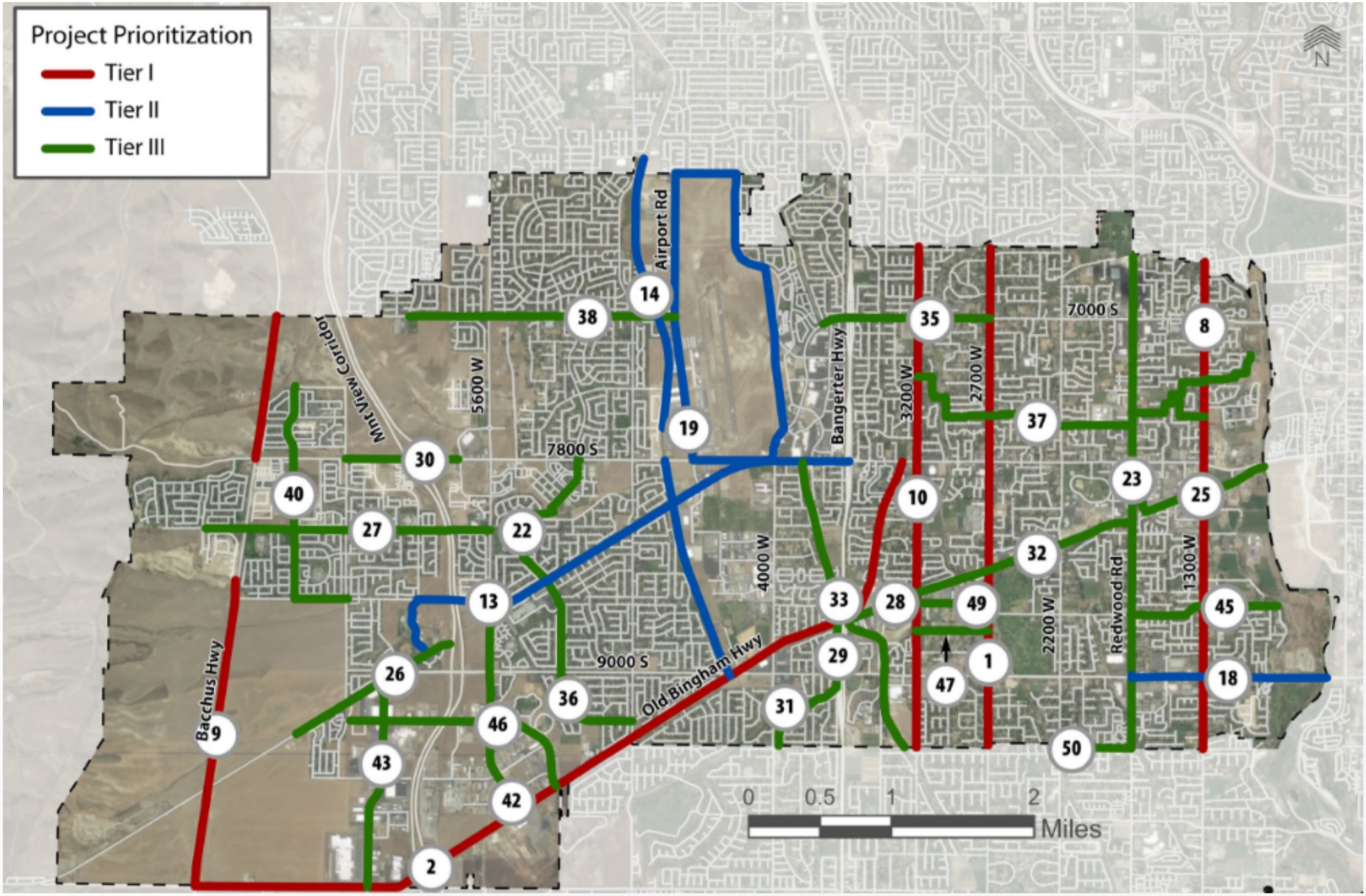
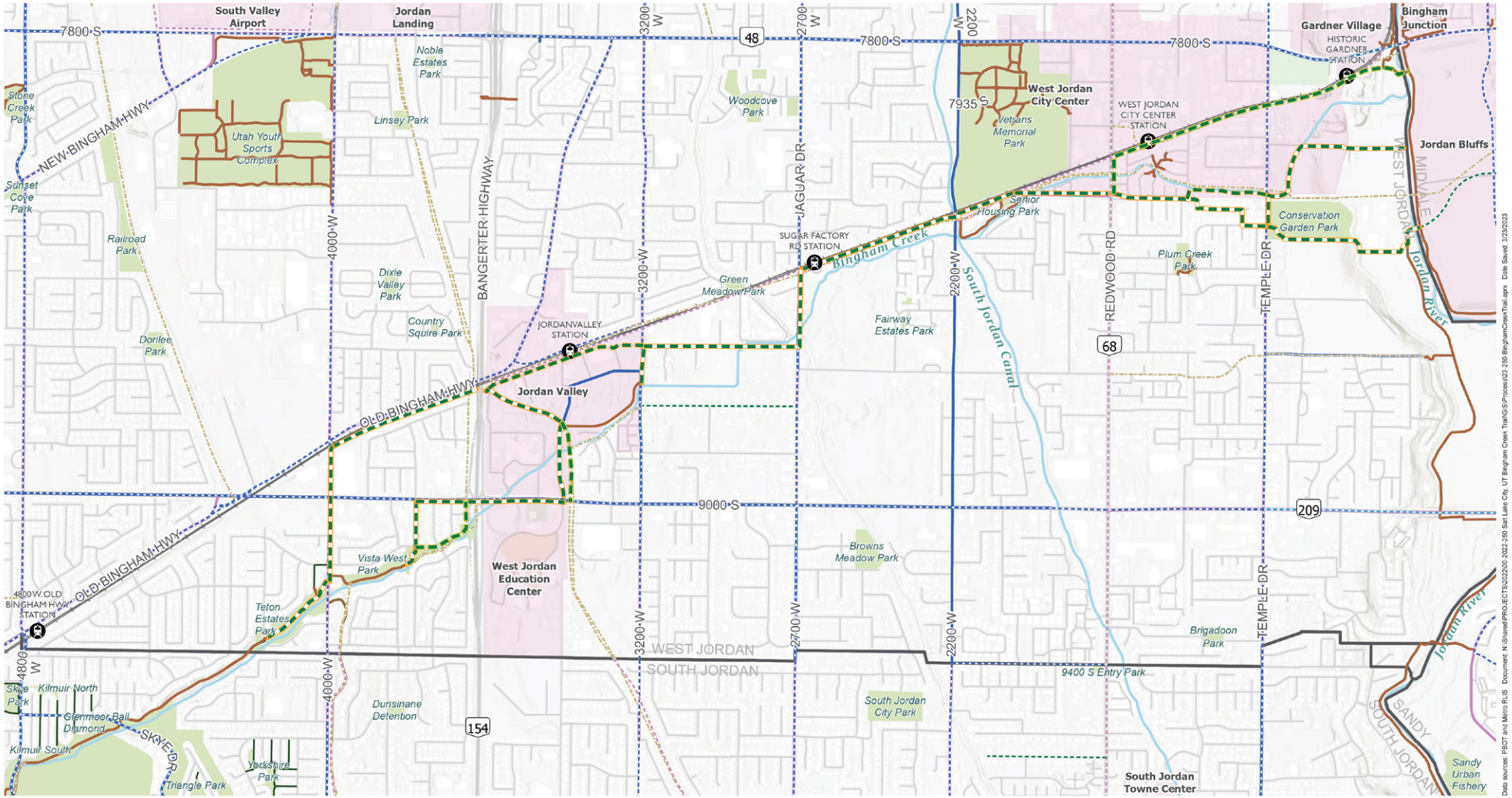


Figure 34: Bingham Creek Trail Alignment



BINGHAM CREEK TRAIL

ALIGNMENT OVERVIEW

- UTA TRAX Stations
- Bingham Trail Segments
- WFRC Regional Centers

Natural Features
- Water Body
- Parks and Open Space

Existing Active Transportation Facilities
- Shared Roadway
- Bike Lane
- Sidepath
- Shared Use Paths

Planned Active Transportation Projects
- Shared Roadway
- Painted Bike Lane
- Parallel Pathway
- Unknown Facility Type

0 0.25 0.5 MILES

N

Data sources: PSOT and Metro RLIS Document: N:\Shared\PROJECTS\2022\00-2022-250 Salt Lake City, UT Bingham Creek Trail\GIS\Process\23-250 BinghamCreekTrail.aprx Date Saved: 3/23/2023

IV. CITY TRANSPORTATION MANAGEMENT

A. Purpose

The City Transportation Management section discusses best practices to ensure the City develops and maintains a safe and efficient transportation network. This section includes the following:

- Transportation Safety analysis
- Traffic Calming
- Access Management
- Connectivity
- Traffic Impact Studies
- East/West Visioning Study
- Transit Oriented Development Feasibility Study
- Areas of Concern (RFP)
- Truck Routes
- Traffic Signal Coordination
- Corridor Preservation

B. Transportation Safety Analysis

A safety analysis was performed for all roadways within West Jordan City. The most recent five full years of available crash data (January 1, 2018 to December 31, 2022) from UDOT Traffic & Safety were used to perform a safety analysis. Historic crash patterns were analyzed within West Jordan City to develop project and policy recommendations.

In total, there were 9,271 crashes reported within West Jordan City between January 1, 2018 and December 31, 2022. Preliminary 2023 crash data were also analyzed. All of the 2023 severe crashes are validated, while non-severe crashes are not yet fully validated. Therefore, 2023 non-severe crashes are not included in the chart below. Of these 9,271 crashes reported, 255 involved suspected serious injuries, and 23 were fatal. Crashes have been steadily decreasing in West Jordan City since 2019. There was a large decrease in crashes in 2020 since fewer drivers were on the roads due to the COVID-19 pandemic. There were fewer fatal and severe injury crashes in 2022 and 2023 than previous years. There was a 38 percent reduction of severe crashes between 2021 and 2022.

Figure 35: 2018 to 2023 Crash Trends

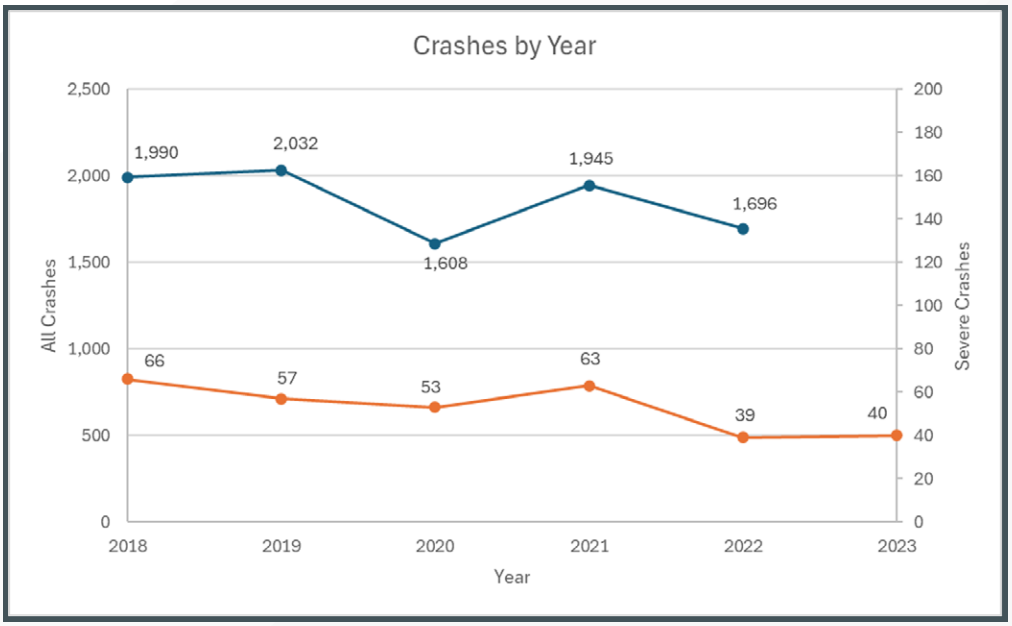
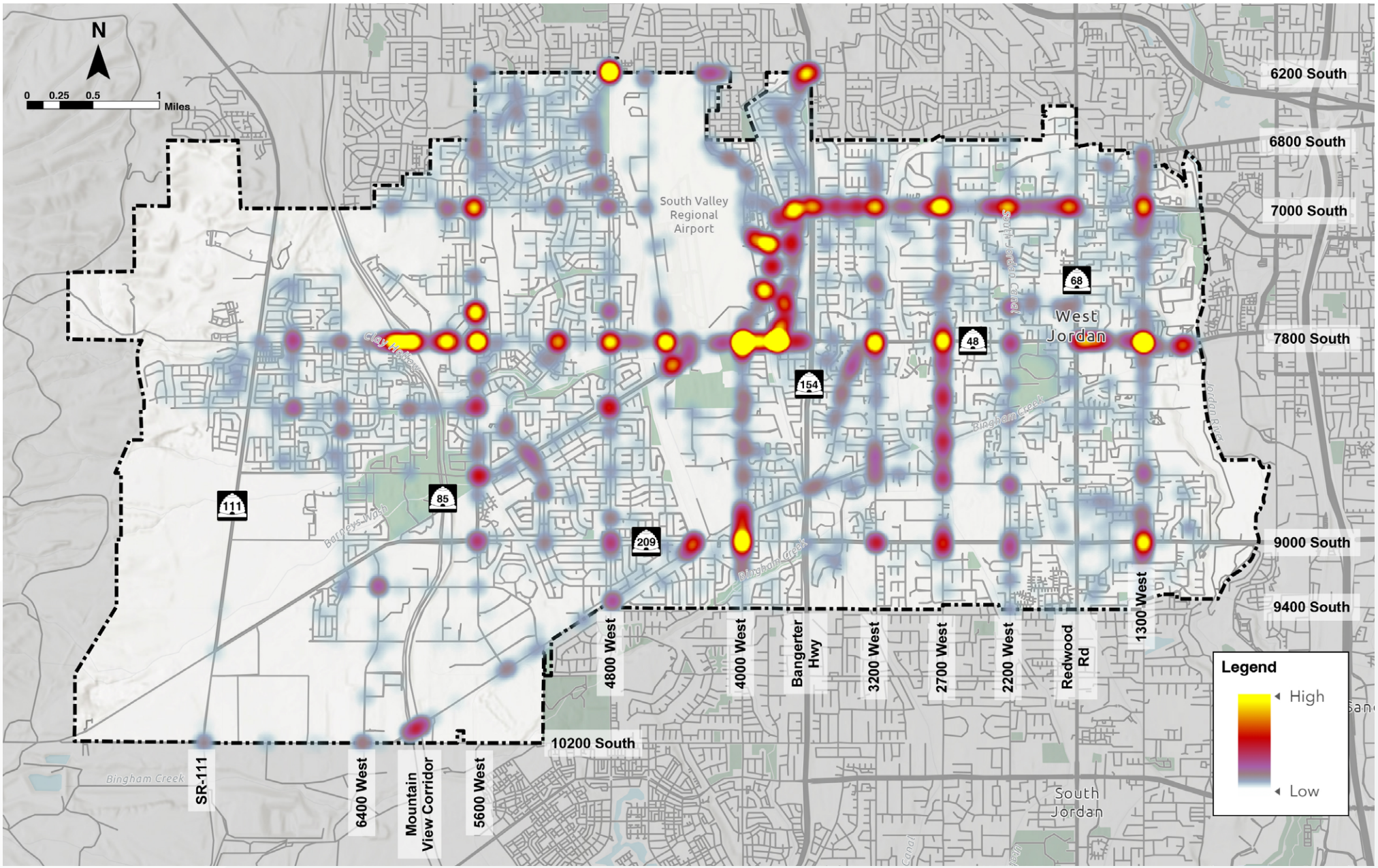


Figure 36: 2018 to 2022 Crash Frequency Summary



Crash severity is reported according to a five-category scale ranging from no injury to fatality. UDOT, like many other places, has taken on the goal of Zero Fatalities [3]. This zero fatalities approach is guided by the Safe System Approach framework. The Safe System Approach consists of the five elements presented below [4].

Given these goals, and the very significant cost of severe crashes (both fatal and serious injury), these crash types are the focus of the analysis.

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

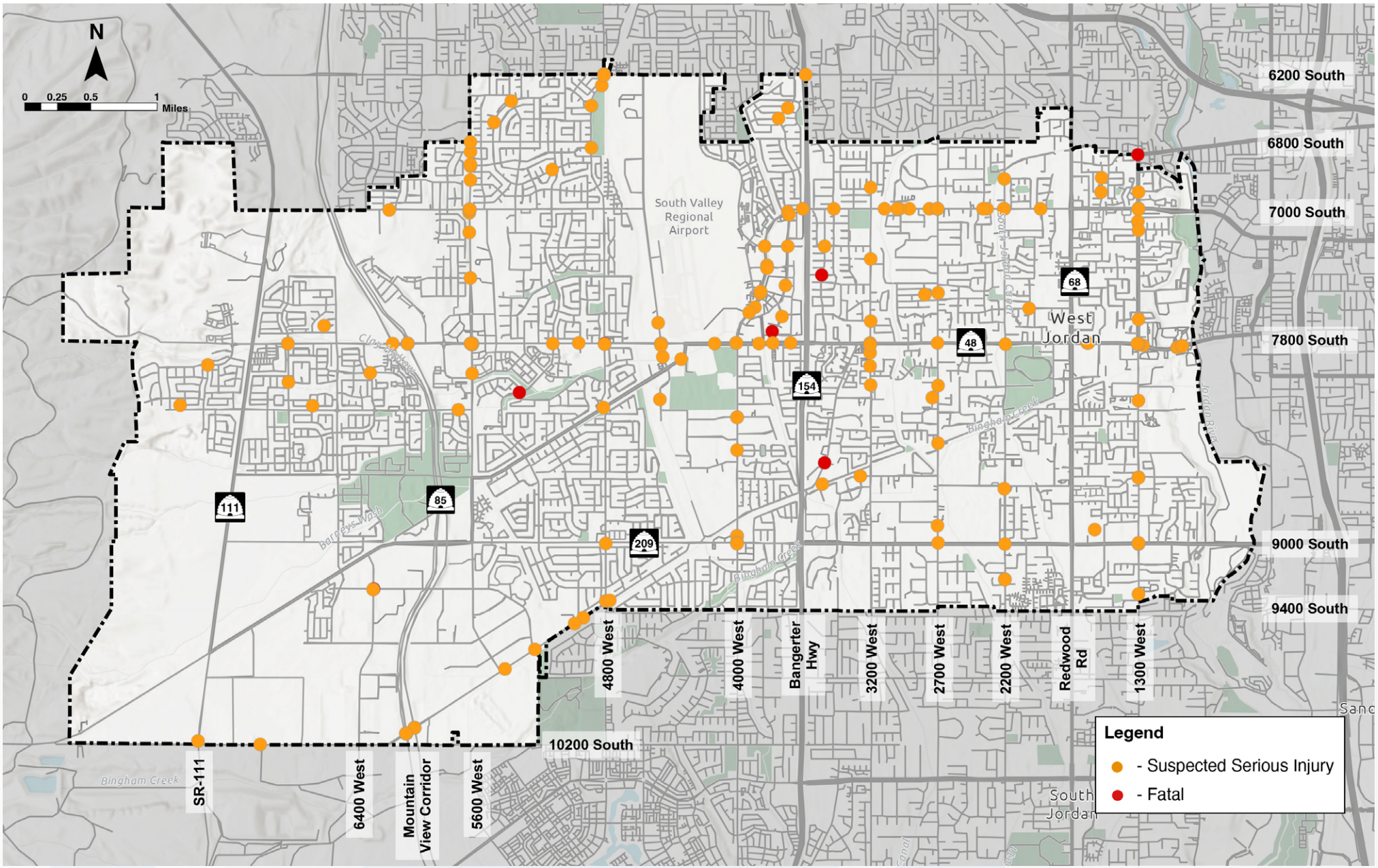
The figure below illustrates the fatal and serious injury crashes in West Jordan City. For the analysis period, there were 23 crashes with a fatality and 255 serious injury crashes. The number of fatal and serious injury crashes in West Jordan City as a percentage of total crashes is 2.99 percent, which is above the Salt Lake County average of 1.9 percent during the same time frame. Of these 278 severe crashes, 136 were on a UDOT roadway and 142 severe crashes occurred along a West Jordan City roadway.



[3] https://zerofatalities.com/

[4] https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Figure 37: 2018 to 2022 Severe Crashes



A summary of these 278 crashes is provided below:

- 255 serious injury crashes, and 23 fatal crashes
- 136 were on a UDOT roadway, 142 were on a West Jordan City road
- 193 crashes were intersection-related
- 43 crashes involved motorcycles (including 6 fatalities)
- 38 crashes involved cyclists or pedestrians (including 3 fatalities)
- The following seasonal crash trends were observed
  - 2.7 percent of crashes in the spring are severe or fatal
  - 3.8 percent of crashes in the summer are severe or fatal
  - 3.0 percent of crashes in the fall are severe or fatal
  - 2.4 percent of crashes in the winter are severe or fatal
- Approximately 26 percent of crashes in West Jordan City involve a left or U-turn movement.

Based on this review, the following recommendations are made:

- **Roundabouts/Signals:** Approximately 16 percent of severe crashes in West Jordan can be potentially mitigated by a roundabout or a signal. West Jordan may have too many uncontrolled side streets. Signal warrant and roundabout studies can be done. In almost all cases, installing a roundabout will increase safety. However, signals do not necessarily always improve safety. It is important to recognize that when signals are installed without a warrant or installed at a location with a low history of crashes, signals can increase the number of crashes at these locations. Additionally, raised medians can be installed to reroute vehicles away from uncontrolled intersections.
- **1300 West & 7800 South:** Four severe left-turn crashes have occurred at this intersection since 2018. One of them involved a pedestrian. Therefore, protected left-turn phasing is recommended at this intersection.
- **3200 West & 7800 South:** Seven severe crashes have occurred at this intersection since 2018. Two of them involved a pedestrian and two of them involved left-turns. Protected left-turn phasing is recommended at this intersection.
- **2700 West & 7800 South:** Two severe left-turn crashes have occurred at this intersection since 2020. This intersection is located near West Jordan High School where there is a larger number of inexperienced drivers. Therefore, protected left-turn phasing is recommended at this intersection.
- **Jordan Landing Boulevard:** 10 severe crashes have occurred at the intersections along Jordan Landing Boulevard since 2018. From review of crash narratives there is a common theme of high speeds. Due to this, reducing the speed limit and providing traffic calming along this roadway is recommended.
- **5600 West & 7000 South:** Five severe crashes have occurred at this intersection since 2019. Four of them are due to vehicles traveling straight along 5600 West. A roundabout is a possible mitigation measure at this location to reduce speeds and reduce the severity of angle crashes.

C. Traffic Calming

The Institute of Transportation Engineers (ITE) has established a definition for traffic calming that reads, “Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Altering driver behavior includes lowering of speeds, reducing aggressive driving, and increasing respect for non-motorized street users.

Traffic calming provides many benefits to pedestrians and to the creation of livable neighborhoods. Traffic calming and slower traffic enhances pedestrian safety by:

- Decreasing the chances of a car-pedestrian collision
- Reducing the severity of injuries should a collision occur
- Making it easier and less intimidating for pedestrians to cross streets

Traffic calming and slower traffic encourage more walking and bicycling by improving the ambiance of the neighborhood and create more livable streets by:

- Producing less traffic noise
- Reducing the level of air pollution



Street patterns are typically developed at the time of construction. In Utah, the history of using a grid system for planning and development purposes started with the first settlers and has proven efficient for moving people and goods throughout a network of surface streets. However, the nature of a grid system with wide and often long, straight roads can result in excessive speeds. For that reason, traffic calming measures (TCM) can be implemented to reduce speeds, particularly on residential roadways. West Jordan follows the Utah grid system with some interruptions due to the airport, existing state highway layout, terrain, and railroad tracks. Traffic calming is applicable to many neighborhood and local streets and should be given consideration on a case-by-case basis.

Traffic calming may be applied to existing City streets when requested by the neighborhood but should always be included during the development of new neighborhood streets and subdivisions. West Jordan City has adopted the Neighborhood Traffic Management Program (NTMP) that addresses the desire of residents and City leaders to organize a method for addressing high speeds through residential neighborhoods. Additionally, West Jordan is currently developing a Safe Streets Study and Implementation Plan. This project aims to provide guidance on how to install traffic calming in both existing and future neighborhoods. It is anticipated that the Safe Streets Study and Implementation Plan will be completed at the end of 2024.

The NTMP for local residential streets represents the commitment of the City of West Jordan to the safety and livability of residential neighborhoods. The program provides a process for identifying and addressing problems related to speeding, excessive traffic volume, and safety on streets classified as “local residential streets.” Under the program, the engineering department will work with residents within neighborhoods to evaluate the type and severity of traffic problems. If the required approval by residents and the city council is obtained, the City will install traffic management devices, such as traffic circles, diverters, traffic signs, crosswalks and speed humps, to manage the pattern and flow of neighborhood traffic.

More information on the NTMP can be found on the West Jordan City website.

D. Access Management

Access management is a term that refers to providing and managing access to land development while maintaining traffic flow and being attentive to safety issues. It includes elements such as driveway spacing, signal spacing, and corner clearance. Access management is a key element in transportation planning, helping to make transportation corridors operate more efficiently and carry more traffic without costly road widening projects. Access management offers local governments a systematic approach to decision-making — applying principles uniformly, equitably, and consistently throughout the jurisdiction.

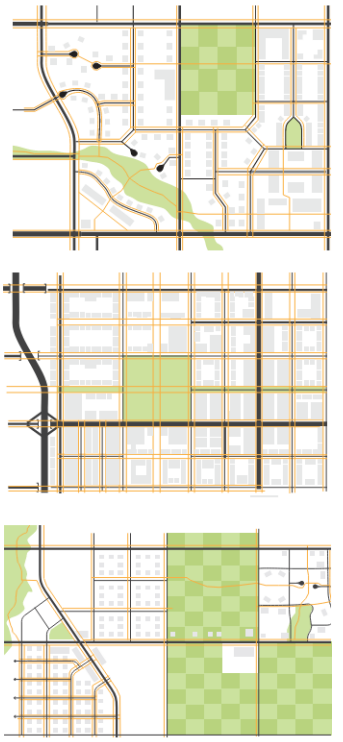
An access management program must address the balance between access and mobility. While the functional classification of roads implies the level priority for access versus mobility, access management does much the same thing. Freeways move vehicles over long distances at high speeds with very controlled access and great mobility. Conversely, residential streets offer high levels of access but at low speeds and with little mobility. Access management standards must account for these different functions of various facilities. The access management standards followed by the city are based on the FHWA access guide and are outlined in detail in the West Jordan City Road and Bridge Standards. It is recommended that the City update the West Jordan City Road and Bridge Standards to require that any new driveway within 350 feet of an intersection be restricted to right-in right-out, which may or may not include a raised median based on traffic volumes.

E. Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a City. Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short-trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times, and allows multiple exit routes in the event of emergencies.

West Jordan City has very good grid connectivity in the north-south direction with frequent collector or arterial north-south roadways. However, there are fewer east-west connections, which may be due in part to the many canals that run north-south in the City.

The City requires a connected street system with all new developments, minimizing the use of cul-de-sacs. Infill parcels will be required to provide future street stubs to adjacent parcels with the potential for development. Retail and office development must provide cross access easements to create circulation patterns to adjacent properties to eliminate multiple accesses to the major street system. This is to reduce travel time and congestion by allowing people to make shorter and more direct trips. Connectivity also allows people the option of walking or bicycling because the routes to schools, parks and businesses are shorter. Connectivity allows emergency vehicles like police, fire and ambulances to respond faster and use alternate routes if one is blocked. Connectivity also reduces overall fuel consumption and pollution by shortening trips.



Utah Street Connectivity Guide

It is recommended that east-west connectivity be improved in the City as development continues. Along with this, it is recommended that the use of cul-de-sacs be minimized where possible and that infill projects connect to all possible stub roads. Disconnected streets, which oftentimes include cul-de-sacs and dead ends, are a major factor in increasing auto dependency and increasing traffic on collectors and arterials. Figure 38 below shows a map of all cul-de-sacs and dead ends in West Jordan City.

In addition to new collector and arterial grid streets identified as future City projects in the preceding sections, the City may also look for opportunities to improve local street connectivity for vehicles and/or pedestrian travel where possible. Appendix A presents several examples of potential local street connections the City may want to consider for local vehicle and/or pedestrian travel in the future. While not specifically recommended as TMP projects, these represent the type of connections that could benefit local travel.

The following criteria are to be considered when deciding if a connection is to be made.

1. Is it required for underground utility connection?
    a. Sanitary sewer
    b. Culinary water
    c. Storm drainage
2. Is it required for active transportation?
    a. Bike lanes
    b. Trails
    c. Access to open spaces and recreational facilities
3. Does it improve the Safe Route To School?
    a. Elementary school
    b. Middle school
    c. High school
4. Does it improve emergency response time?
    a. EMT
    b. Police
5. Does the International Fire Code require the road connection?
    a. 30 single residential units
    b. 200 multi-family units
6. Is it going to improve snow plowing operations?
7. Is it going to improve garbage collection operations?

It is also recommended that the City develop and adopt a more detailed connectivity standard to guide future connections and developments. Lehi City recently adopted a connectivity standard that has been a case study in implementing elements from the Utah Street Connectivity Guide, sponsored by the Wasatch Front Regional Council, and is a good example of what a connectivity standard may contain. It is recommended the City review Lehi's connectivity standard and the Utah Street Connectivity Guide and discuss what may be appropriate for West Jordan City. A good connectivity standard may require the following:

- A circulation plan to be provided as part of a preliminary subdivision plat application
- A connectivity index calculation that benefits developments that provide trail connections or access to green space such as open space, parks, or natural areas
- A residential connectivity standard that requires a connectivity index, block length, and cul-de-sac length based on development density
- Pedestrian connectivity standards for residential and non-residential developments that focus on providing access to existing and planned trails
- Nonresidential connectivity standards that require nonresidential subdivisions containing the dedication of public roads to meet a connectivity index and block length standard

F. Traffic Impact Studies

As growth occurs throughout West Jordan, the City will evaluate the impacts of proposed developments on the surrounding transportation networks prior to giving approval to build. This will be accomplished by requiring that a Traffic Impact Study (TIS) be performed for any development in the City based on City staff recommendations. A TIS will allow the City to determine the site specific impacts of a development including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS will assist in defining possible impacts to the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Traffic Engineer on a case-by-case basis.

Each TIS will be conducted by a qualified Traffic Engineer chosen by the developer at their cost and approved by the City. A scoping meeting will be required by the developer/traffic engineer with the City Engineer to determine the scope of each TIS. West Jordan TIS Requirements are included in Appendix B - Traffic Impact Study Requirements of this report.

Included in the West Jordan City Road and Bridge Standards are guidelines for developers to complete a TIS and submit it to the City. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The City reserves the right to waive any and all TIS requirements and may require extra information at the discretion of the City Traffic Engineer.

G. East/West Visioning Study

As presented above, projected future traffic volumes suggest the need for significant improvements to east/west capacity in West Jordan, and widening to seven lanes is recommended for at least portions of all three of the major east/west arterials running through the City (7000 S, 7800 S, and 9000 S). Of these three east/west corridors, only 9000 S provides a continuous connection between U-111 and I-15 and this primarily serves properties in the southern portion of the City.

WCG has recommended the city pursue funding to complete an East/West Visioning Study to identify long-term solutions to accommodate east/west travel with improvements focusing on central and northern West Jordan along 7000 S and/or 7800 S. Elements to examine should include, but not be limited to, expanded vehicle capacity, enhanced transit service, strategic use of reversible lanes, and overcoming the airport gap.

In addition to having the least existing east/west connectivity, central and northern West Jordan are also areas with higher concentrations of low-income and minority populations. Figure 40 and Figure 41 present the WFRC designated low-income and minority equity focus areas in West Jordan, respectively.[5]

[5] WFRC defines low-income focus areas as census block groups with greater than 20% of households with income less than or equal to the federal poverty threshold and minority focus areas as census block groups with greater than 40% population reported as Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and other Pacific Islander alone, some other race alone, or two or more races, or of Hispanic or Latino origin. (https://data.wfrc.org/datasets/wfrc::equity-focus-areas-2023/about).

Figure 38: Immediate Dead End Streets

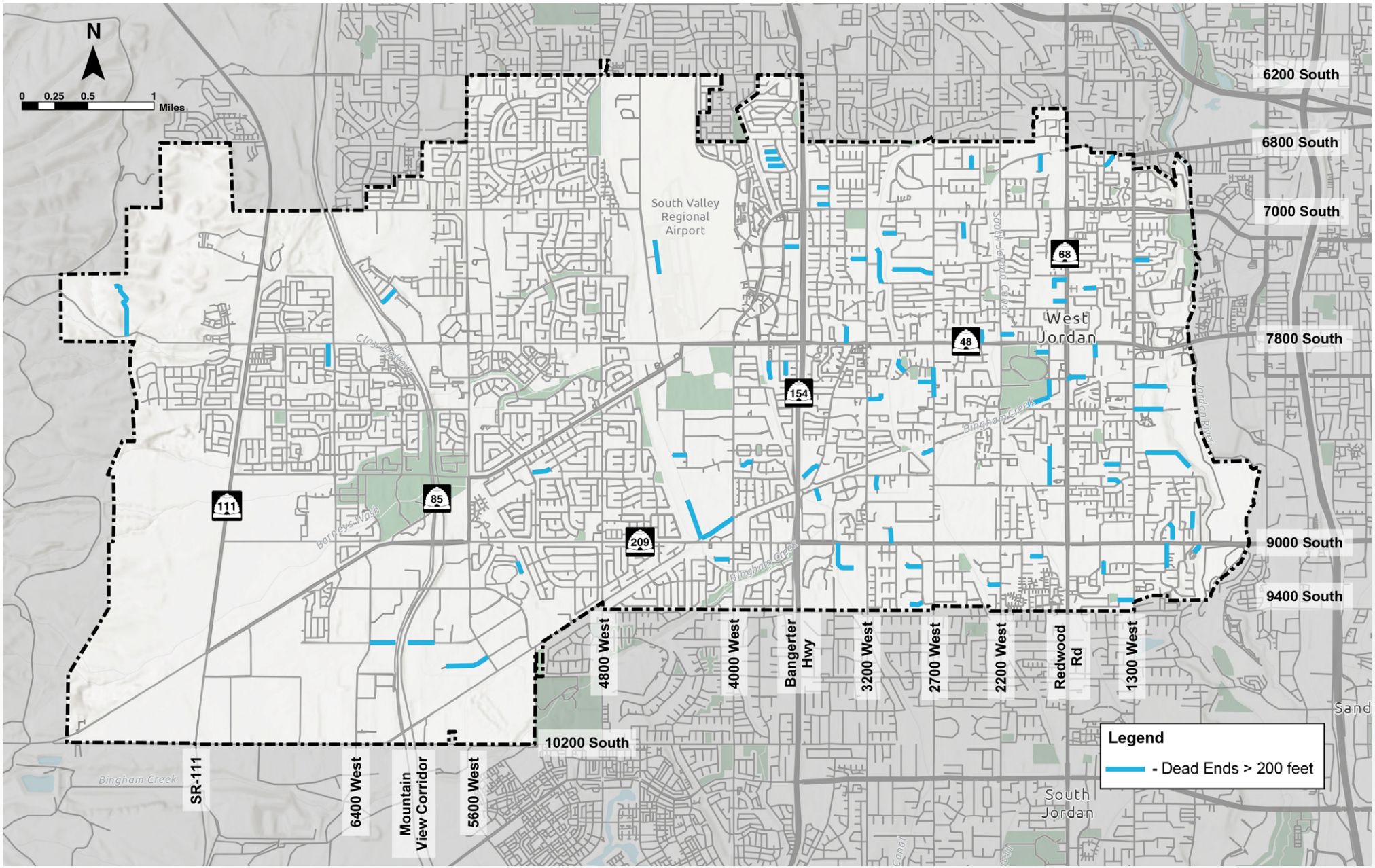


Figure 39: West Jordan East/West Arterial Connectivity

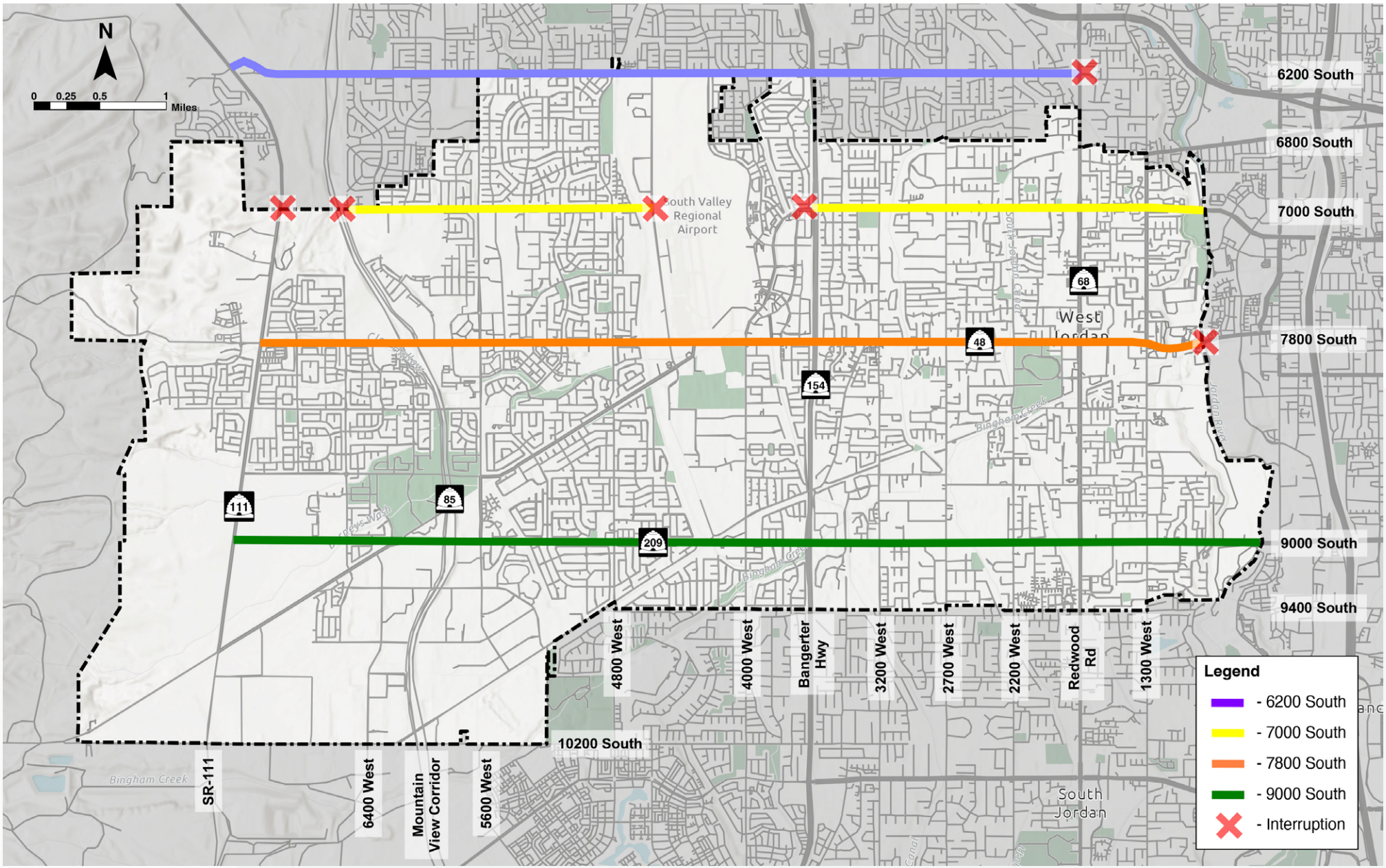


Figure 40: WFRC Low-Income Equity Focus Areas

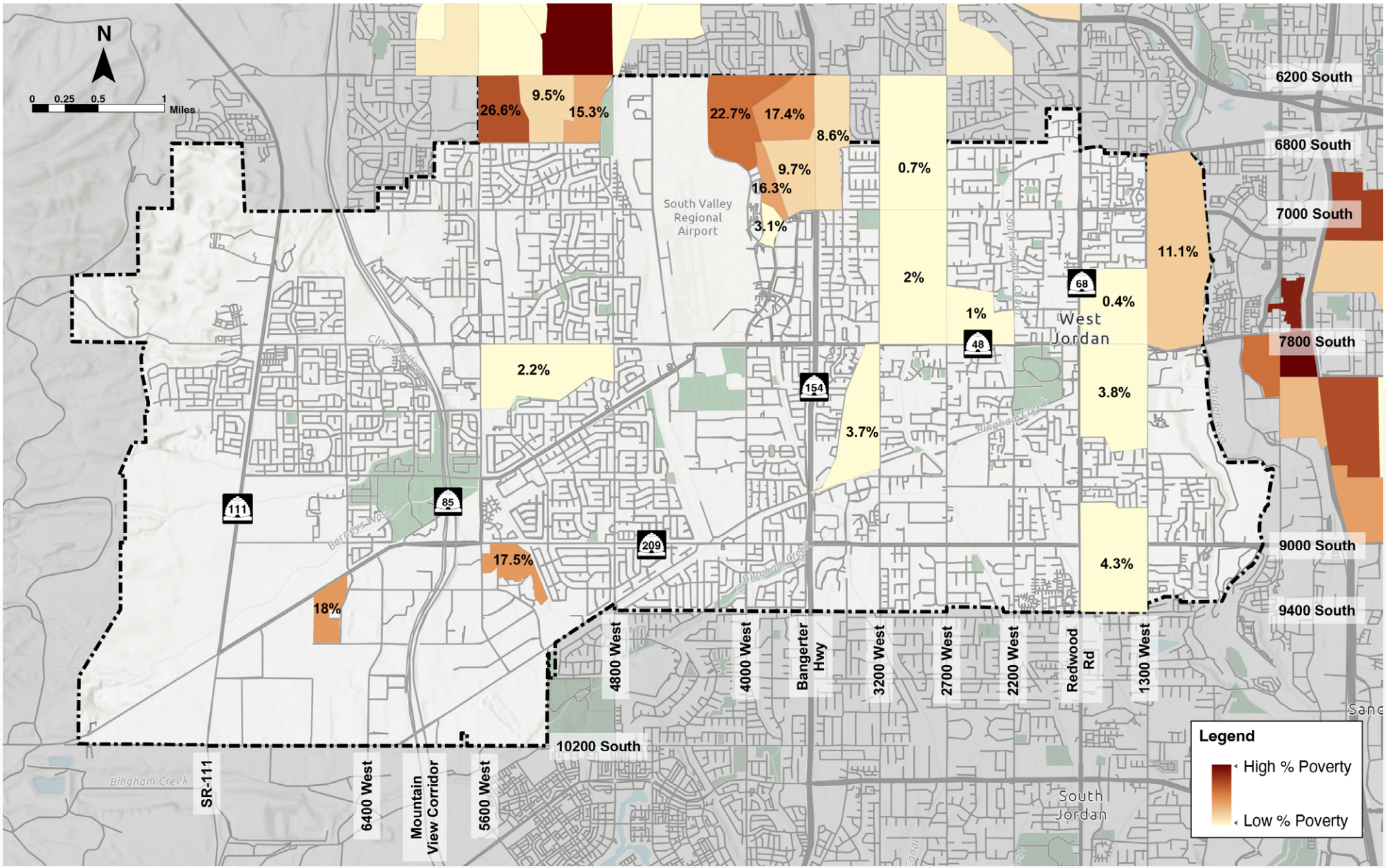
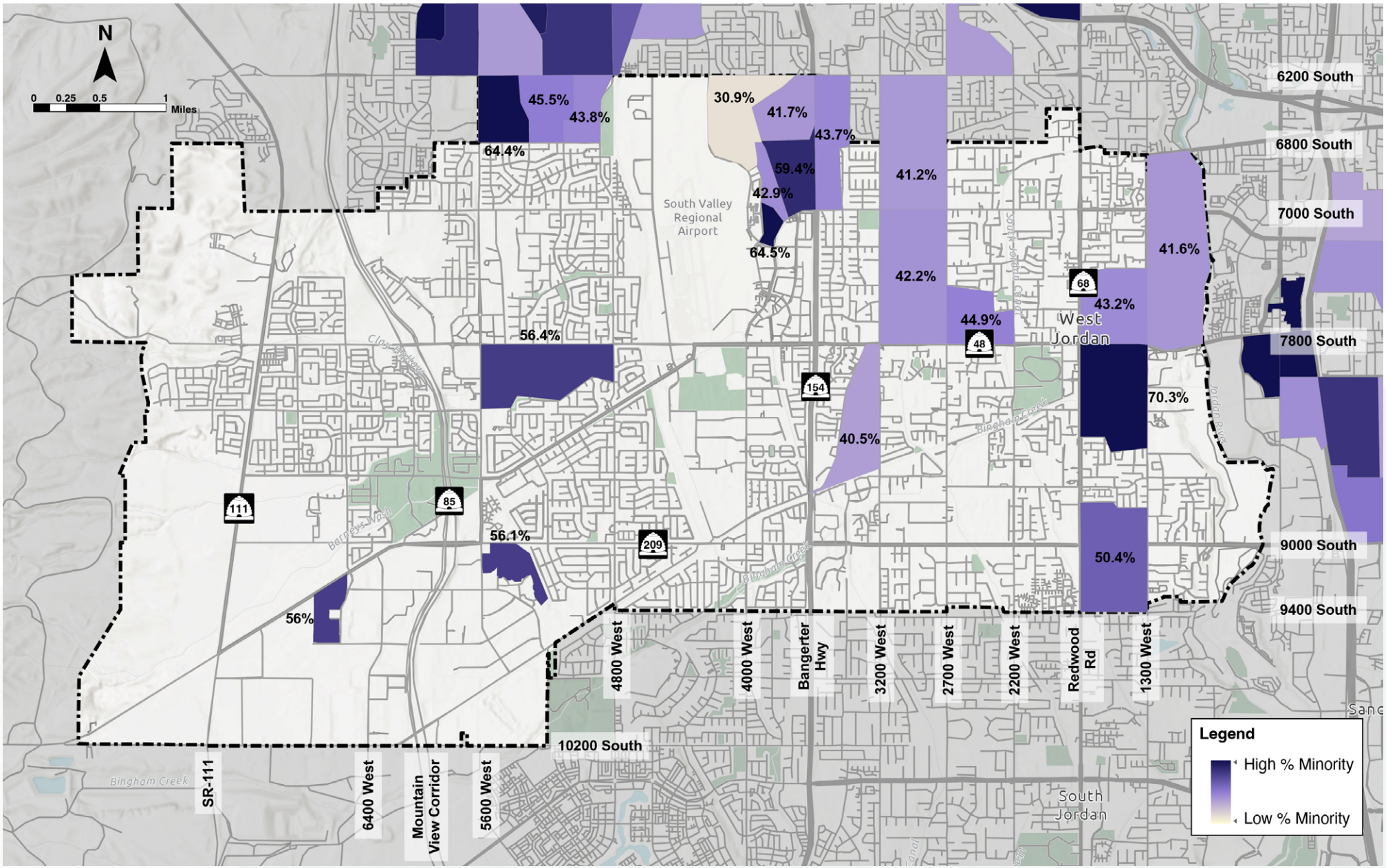


Figure 41: WFRC Minority Equity Focus Areas



H. Areas of Special Concern

West Jordan City identified seven areas of special concern that needed to be addressed either through the TMP or otherwise. These areas are as follows:

- 7600 South & Redwood Road
- Gardner Lane & Redwood Road
- U-111 Corridor
- New Bingham Highway – 5600 West to U-111
- 10200 South / Old Bingham Highway
- 7000 South – Redwood Road to U-111
- Jordan River Bridge over 7800 South

Each area is discussed below, including the specific concerns and what is being done or planned to address such concerns.

7600 South & Redwood Road

The intersection of 7600 South and Redwood Road has been studied, and it has been determined that a traffic signal is warranted at this location. The traffic signal for this intersection is currently in design and will be installed in the near future.





Gardner Lane & Redwood Road

The intersection of Gardner Lane (8600 South) and Redwood Road has been studied and it has been determined that a traffic signal is warranted at this location. The traffic signal for this intersection is currently in design and will be installed in the near future.

U-111 Corridor

U-111, also known as SR-111 or Bacchus Highway, is a state-maintained arterial roadway that stretches along the west bench of the Salt Lake Valley. As development on the west side of the valley continues, this road that was originally a rural two-lane highway will serve as an important north/south corridor in the region. West Jordan City wants to ensure that sufficient right-of-way is preserved along this corridor to accommodate the widening of U-111 and the necessary lane configurations on all intersection approaches.



WCG used the TDM forecasts to estimate the needed right-of-way along the corridor as well as on the side street intersection approaches.

New Bingham Highway - 5600 West to U-111



With all of the projected growth on the west side of West Jordan, staff wanted to be sure that this section of New Bingham Highway was best suited to accommodate future traffic demands. Three locations in particular were identified: the 9000 South / New Bingham Highway intersection, the 9400 South / 6700 West / New Bingham Highway intersection, and the SR-111 / New Bingham Highway intersection.

The 9000 South / New Bingham Highway intersection was a large focus of the 9000 South Corridor study that was completed by WCG in 2023. New Bingham Highway will be realigned to create a 90-degree intersection at Duck Ridge Way. 9000 South will transition from a five-lane cross section to a seven-lane cross section starting at this new intersection.

The 9400 South / 6700 West / New Bingham Highway intersection is a future five-leg intersection that is shown on the WFRC RTP and previous editions of the TMP. Five-leg intersections are less desirable from an operations standpoint, so alternative alignments were considered that would result in more traditional intersection layouts as well as possibly better contribute to the regional roadway grid network. One option included realigning 9400 South to intersect with 6700 West at a to-be-determined location north of New Bingham Highway. This would result in traditional three- or four-leg intersections, but would require cooperation from one or more landowners/developers.

Another option was to realign New Bingham Highway on the east side of SR-111 to become 9400 South, and realign New Bingham Highway on the west side to become 9800 South. This not only eliminates the five-leg intersection at 9400 South and 6700 West, but would also eliminate the skewed SR-111 / New Bingham Highway intersection. Assuming that the new intersections at 9400 South and 9800 South were signalized, this would result in consistent half-mile signal spacing from 7000 South to 10200 South. The existing right-of-way would need to remain with the city for utility access.

It was determined that the city will pursue realigning 9400 South to connect to 6700 South at a location north of New Bingham Highway. The city will work with the landowners/developers to determine the location of this intersection when the land redevelops.



10200 South / Old Bingham Highway

10200 South constitutes part of the border between West Jordan and South Jordan. City staff expressed concerns about preserving the needed right-of-way in this high-growth area of the city, as well as coordinating with South Jordan on elements of this roadway including locations of future traffic signals as well as roadway cross sections. WCG reviewed the drafts of the West Jordan and South Jordan TMPs to ensure that each is congruent with the other.

7000 South - Redwood Road to U-111



7000 South is one of two east/west corridors in West Jordan with direct connections to I-15. Unlike the other corridor, 9000 South, 7000 South does not connect to SR-111 or MVC, and is interrupted by the South Valley Regional Airport. Also, many of the underserved communities in West Jordan are concentrated along 7000 South. The City wishes to improve access and mobility along this corridor to benefit these underserved communities as well as the city at large.

WCG has recommended that the City pursue funding to complete an East/West Visioning Study to identify long-term possibilities for this corridor including, but not limited to, expanded vehicle capacity, enhanced transit service, and overcoming the airport gap.

Jordan River Bridge over 7800 South

7800 South is a major east/west corridor in West Jordan connecting to Midvale and pointing east at the Jordan River. Replacing the bridge crossing the Jordan River has been identified as a need by both West Jordan and Midvale. Improvements to increase capacity on 7800 South as well as improve active transportation at this location have been identified as a planned project in this TMP.



I. Truck Routes

Trucks are an important component of the transportation system of any economy and are vital to the movement of goods throughout an area. However, trucks also have some negative characteristics in terms of traffic flow, safety, and noise. In order to reduce these impacts it is recommended that trucks travel along arterials and major collectors as much as possible as opposed to minor collectors or local streets. To accomplish this goal, several recommended truck routes through the city have been identified and a map showing these is given as Figure 42. The City can work with industrial or large commercial businesses that have a large amount of truck traffic to encourage their trucks to use these routes within West Jordan.

It is recommended that the current truck routes ordinance be updated to include 7000 South east of the South Valley Regional Airport, as well as the industrial roads that have been built between 9400 South and 10200 South between 6400 West and SR-111 as shown in the truck routes figure below.

J. Traffic Signal Coordination

Traffic signal coordination is a traffic management method that is used to improve traffic operations and efficiency. Traffic signal timing and phasing improvements generally improve all traffic flow but can also be used to favor high-occupancy vehicles or buses. Some ways in which signal timing can be used to favor transit include transit preemption and priority. Transit preemption means that as a transit vehicle approaches an intersection the signal timing is interrupted to accommodate the transit vehicle. This interrupts the signal coordination of a corridor or network and as such is generally not recommended. Transit priority allows traffic signals to adjust their phasing to give priority to transit vehicles without interrupting the overall traffic signal timing plan.

Anywhere where two or more signals are located in close proximity to each other, signal coordination practices should be put in place. This is particularly necessary in areas where heavy peak hour directional traffic occurs such as on Redwood Road, 9000 South and 7800 South. In each case, traffic signal timings and coordination should be monitored and adjusted annually or when traffic patterns change. Coordination with the UDOT Traffic Operations Center (TOC) is imperative to providing an efficient, coordinated signal system.

K. Corridor Preservation

Corridor preservation is an important transportation planning tool that agencies should use and apply to all future transportation corridors. There are several new transportation facilities that have been identified in the Transportation Master Plan. In planning for these future facilities, corridor preservation techniques should be employed. The main purposes of corridor preservation are to:

- Preserve the viability of future options
- Reduce the cost of these options
- Minimize environmental and socio-economic impacts of future implementation

Corridor preservation seeks to preserve the right-of-way needed for future transportation facilities and prevent development that might be incompatible with these facilities. This is primarily accomplished by the community's ability to apply land use

controls, such as zoning and approval of developments. Adoption of the Transportation Master Plan by West Jordan City is a commitment to citizens and future leaders in the community that the identified future corridors will be the ultimate location for transportation facilities.

Perhaps the most important elements of corridor preservation are ensuring that the future transportation corridors are preserved in the correct location and that they meet the applicable design and right-of-way standards for the ultimate buildout facility being preserved. As the master plan does not define the exact alignment of each future corridor, it becomes the responsibility of the city to make sure that the corridors are correctly preserved. This will have to be accomplished through the engineering and planning reviews done within the city as development and annexation requests are approved that involve properties within or adjacent to the future corridors.

The Salt Lake County Corridor Preservation Fund and The Local Highway and Transportation Corridor Preservation Fund shall only be used to preserve a highway or public transit corridor. Corridor preservation corridors may include active transportation projects provided that they are associated with a road. The application deadline occurs yearly in April.

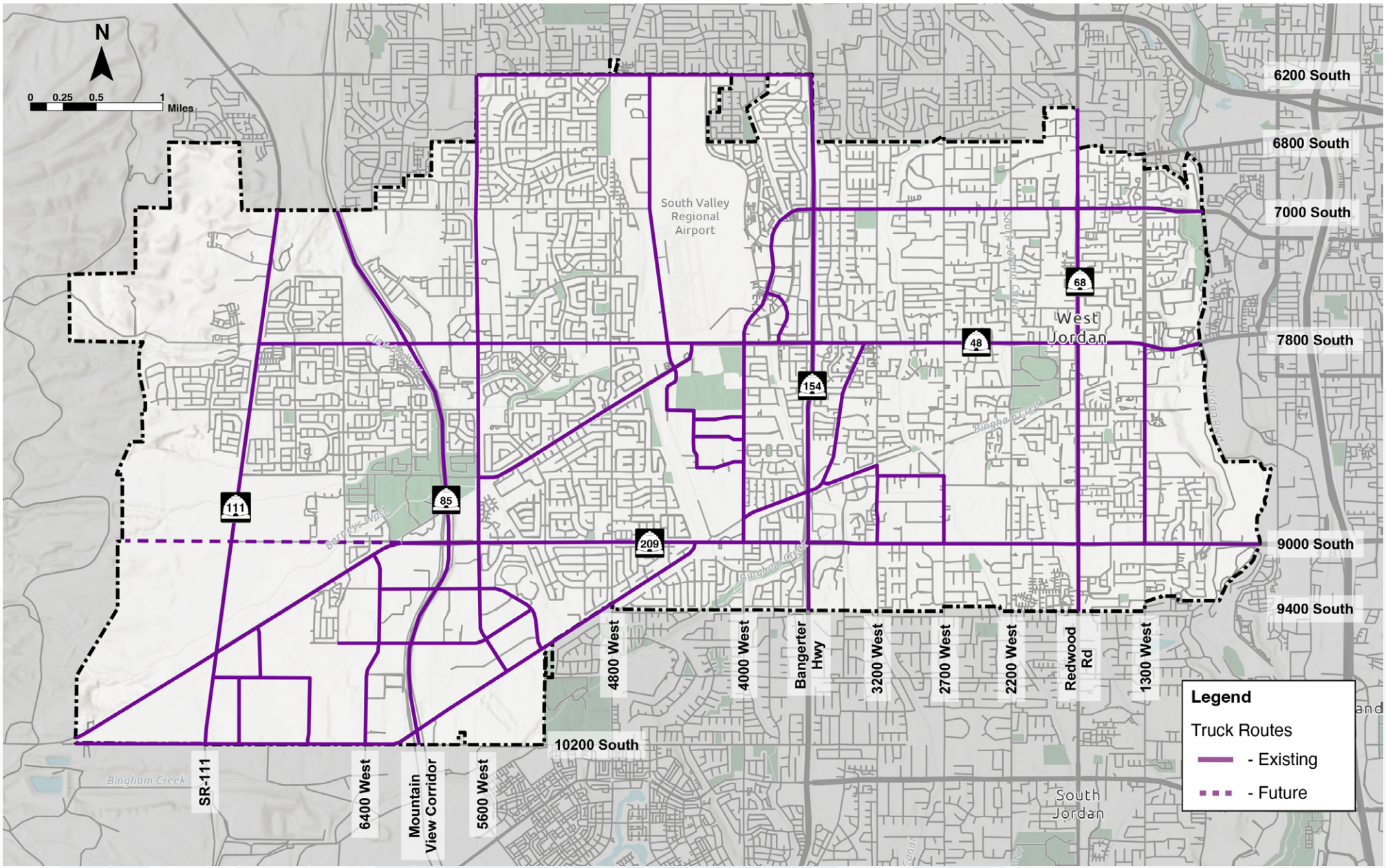
UDOT also hosts a Statewide Corridor Preservation Advisory Council. The Council provides recommendations to the Transportation Commission for the use of Transportation Corridor Preservation Revolving Loan Fund monies.

Corridor Preservation Techniques

Some examples of specific corridor preservation techniques that may be most beneficial and easily implemented include the following:

- **Developer Incentives and Agreements:** Public agencies can offer incentives in the form of tax abatements, density credits, or timely site plan approvals to developers who maintain property within proposed transportation corridors in an undeveloped state.
- **Exactions:** As development proposals are submitted to the city for review, efforts should be made to exact land identified within the future corridors.
- **Fee Simple Acquisitions:** This is a voluntary transaction full ownership of a land parcel, including the underlying title, is transferred from the owner to the city via either purchase or donation.
- **Transfer of Development Rights and Density Transfers:** Government entities can provide incentives for developers and landowners to participate in corridor preservation programs using the transfer of development rights and density transfers. This is a powerful tool in that there seldom is any capital cost to local governments.
- **Land Use Controls**: This method allows government entities to use its policing power to regulate intensity and types of land use. Zoning ordinances are the primary controls over land use and the most important land use tools available for use in corridor preservation programs.
- **Purchase of Options and Easements:** Options and easements allow government agencies to purchase interests in property that lie within highway corridors without obtaining full title of the land.

Figure 42: Truck Routes



L. Transportation Funding Opportunities

Potential funding strategies and grant opportunities should be explored by City staff. If the City has a dedicated grant writer, the staff should develop relationships with these organizations and become familiar with these funding sources.

UDOT Safe Routes to School (SRTS) Program - The main goal of the SRTS Program is to assist and encourage students living within 1.5 to 2.0 miles of school to walk or bike. Available funding can be used for both non-infrastructure and infrastructure projects (physical improvements – primarily new sidewalks, but also school pavement markings, signage, bicycle parking, etc.). The deadline occurs yearly in October.

UDOT Transportation Alternatives (TAP) - Eligible projects include: Bike facilities (on and off-road), Trails, Sidewalks (off-state routes), Vehicle-caused wildlife mortality reductions, Other qualifying transportation alternative projects Region Two will consider contributing up to 60 percent of the project cost, with a maximum Department-paid cost of $300,000. The application deadline occurs yearly in March.

UDOT Active Transportation Investment Fund (ATIF) AKA Utah Trails Network Fund (UTN) - To be used for the planning, design, construction, maintenance, reconstruction, or renovation of paved pedestrian or paved non-motorized trail projects that are prioritized through the Utah Transportation Commission. The use of the funds are also required to serve a regional purpose, and are required to be part of an active transportation investment plan. These projects require a 40% match. The match can be non-UDOT managed state funding, federal funding, local funding (including MPO, or county, etc.), or in-kind / right-of-way contribution. The application deadline occurs yearly in March.

UDOT TTIF First & Last Mile - An eligible project must be a pedestrian or non-motorized transportation project that provides connection to a public transit system, be maintained by the local government or district, and have a 30% match. The match can be non-UDOT managed state funding, federal funding, local funding (including MPO, or county, etc.) or in-kind / right-of-way contribution. The application deadline occurs yearly in March.

Utah Transit Authority - Capital Improvement Program (UTA CIP) - UTA has a history of partnering with local governments and UDOT to improve first mile/ last Mile access to UTA facilities.

Salt Lake County Transportation Choice Fund (4th quarter) - is managed by the Regional Planning & Transportation division of the Salt Lake County Office of Regional Development. This fund provides opportunities for the County to partner with Local Governments on regional transportation studies and capital outlay projects.

WFRC Funding Programs - The WFRC is responsible for administering and assisting with programs that provide funding and resources for local governments like West Jordan. City Staff should build relationships with WFRC staff that administer these programs and apply for funding on an annual cycle.

The Surface Transportation Program (STP) provides funding that may be used for projects on federal-aid eligible highways, transit capital improvements, and active transportation projects. The application deadline occurs yearly in December.

The Congestion Mitigation Air Quality (CMAQ) program provides funding for transportation projects that improve air quality. The Carbon Reduction Program (CRP) provides funding for transportation projects that reduce on-road carbon dioxide emissions. The application deadline occurs yearly in December.

The WFRC MPO Transportation and Land Use Connection (TLC) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation. The application deadline occurs yearly in December.

The Carbon Reduction Program (CRP) provides funding for transportation projects that reduce on-road carbon dioxide emissions. The application deadline occurs yearly in December.

The Community Development Block Grant (CDBG) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons. The application deadline occurs yearly in January.

The Wasatch Front Economic Development District (WFEDD) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration. The application deadline is ongoing.

MPO Transportation Alternatives Program (TAP) - TAP is a federal program administered by Wasatch Front Regional Council for the Salt Lake urbanized area. TAP funds are used to build bicycle and pedestrian facilities. Eligible projects include construction, planning, and/or design of these facilities, and can be expanded to include traffic calming, lighting, and ADA accessibility projects. Many of the station area improvements outlined in this report could be candidates for TAP funds. The application deadline occurs yearly in December.

SAP funding. HB462 asks cities to complete a transit station area plan in order to advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning. In order to help cities accomplish this work, the Governor's Office of Economic Opportunity (GOEO) awarded $5 million to the MPOs. The application deadline occurs every other month.

The Community Impact Board Program (CIB) provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land. Application deadlines occur in February, June, and October.

V. CAPITAL FACILITIES PLAN

As shown in Section III (Transportation Network) of this report, future growth due to new development requires West Jordan to make improvements to provide residents with a safe and efficient transportation network and maintain an acceptable Level of Service. Specific intersection and roadway improvements are listed below in Table 8 and 9 and are shown below in Figure 43. The project number listed in the table is for identification only and is no indication of project prioritization. Project cost estimates represent 2024 dollars and are not adjusted for inflation; therefore, estimates will need to be regularly updated by the City as project scopes may change as development occurs. Only roadway improvements to arterials and collectors are identified, as local roads are typically built by future development. Details for each project cost estimate can be found in the Appendix C.



TABLE 8: CFP FUTURE ROADWAY PROJECTS

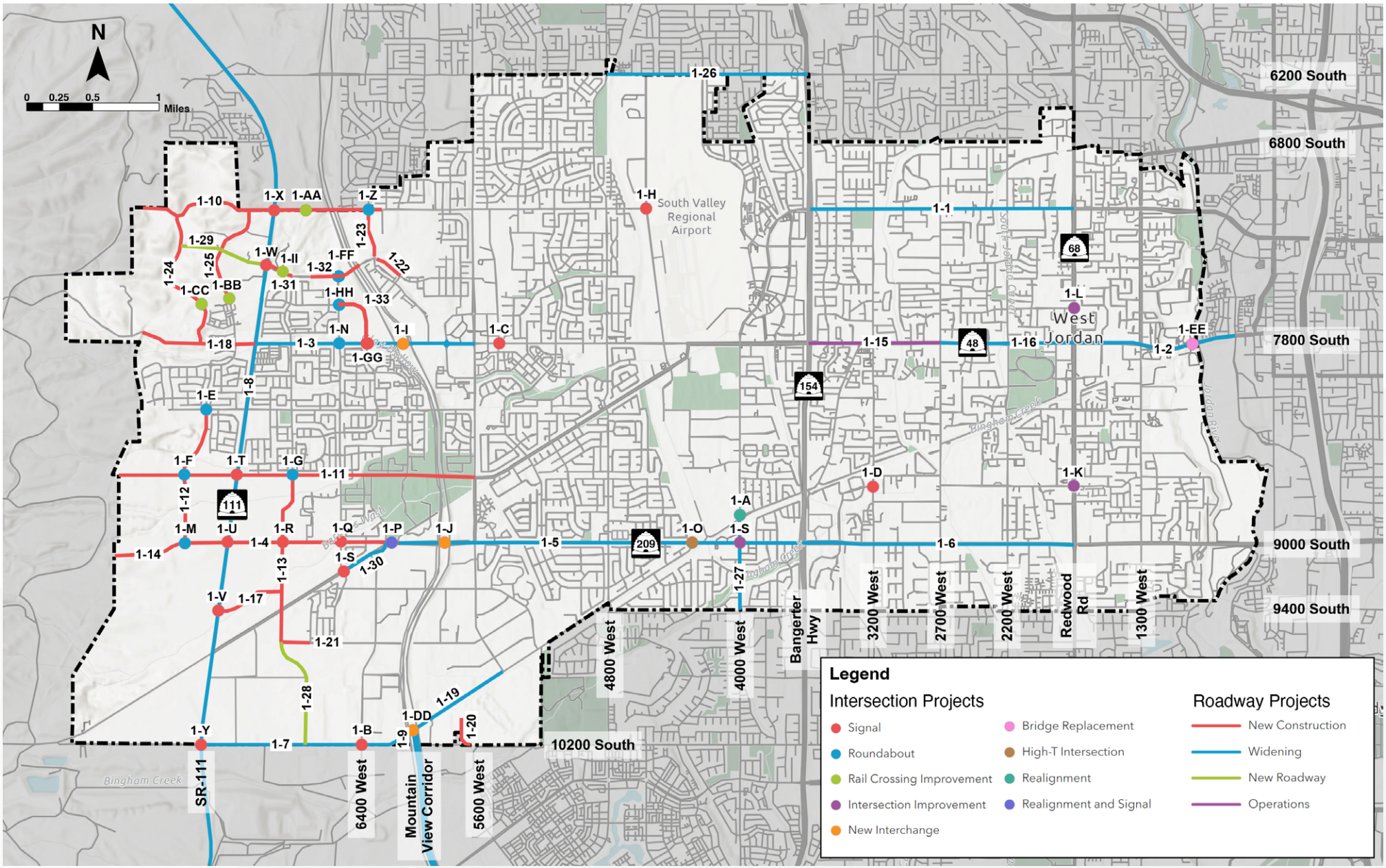
Project ID	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023–2032)						
1-1	7000 South Widening from Bangerter Highway to Redwood Road*	WFRC, WJC	Widening	4	5	$43,280,000
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard*	WFRC, WJC, Midvale	Widening	5	7	$19,632,000
1-3	7800 South Widening from SR-111 to 5600 West*	WFRC, WJC	Widening	3	5	$18,904,081
1-4	9000 South New Construction from SR-111 to New Bingham Highway*	WFRC, WJC, Developer	New Construction	0	5	$38,340,000
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	WFRC, UDOT	Widening	5	7	$65,950,000
1-6	9000 South Widening from Bangerter Highway to Redwood Road	WFRC, UDOT	Widening	5	7	$56,970,000
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor*	WFRC, WJC	Widening	2	5	$19,410,000
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	WFRC, UDOT	Widening	2	5	$156,590,000
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	WFRC, UDOT	Widening	2 NB, 2 SB	2Fr+2Fwy NB, Fr+2Fwy SB	$490,000,000
1-10	7000 South New Construction from WJC Limits to 6100 West*	WFRC, WJC, Developer	New Construction	0	3	$29,390,000
1-11	8600 South New Construction from WJC Limits to 5600 West*	WFRC, WJC, Developer	New Construction	0	3	$42,320,000
1-12	7200 West New Construction from 8200 South to 9000 South*	WFRC, WJC, Developer	New Construction	0	3	$27,690,000
1-13	6700 West New Construction from 8600 South to Wells Park Rd*	WFRC, WJC, Developer	New Construction	0	3	$26,550,000
1-14	9000 South New Construction from City Limits to SR-111*	WFRC, WJC, Developer	New Construction	0	3	$18,990,000
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	WFRC, UDOT	Operations	5	5	$3,500,000
1-16	7800 South Widening from Jaguar Drive to Redwood Road	WFRC, UDOT	Widening	5	7	$21,550,000
1-17	9400 South New Construction from SR-111 to 6700 West*	WFRC, WJC, Developer	New Construction	0	3	$9,696,000
1-18	7800 South New Construction from SR-111 to Tracks*	WFRC, WJC, Developer	New Construction	1	3	$15,300,000
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor*	WJC, Developer	Widening	2	3	$7,053,889
1-20	5600 West: Park and Ride to 10200 South*	WJC	New Construction	0	2	$3,207,544
1-21	Wells Park Road Extension to 6700 West*	WJC, Developer	New Construction	0	2	$2,865,472
1-22	Verdigris Drive New Construction*	WJC, Developer	New Construction	0	2	$2,853,078
1-23	Copper Rim Drive: 7000 South to Verdigris Drive*	WJC, Developer	New Construction	0	2	$4,593,183
1-24	Wood Ranch Collector	Developer	New Construction	0	2	$14,867,735
1-25	New Sycamore Drive; 7000 South to 7800 South	Developer	New Construction	0	2	$11,000,835
1-26	6200 South; 4800 West to Bangerter*	WFRC, WJC, Taylorsville, Kearns	Widening	4 / 5	7	$34,120,000
1-27	4000 West; Old Bingham Hwy to South Jordan Border*	WJC	Widening	3	5	$17,367,169
1-28	6600 West; Wells Park Rd to Old Bingham Hwy*	WJC, Developer	New Roadway	0	2	$11,052,889
1-29	7400 South; SR-111 to Wood Ranch Collector*	WJC, Developer	New Roadway	0	2	$8,737,707
1-30	New Bingham Highway*	WJC, UDOT	Widening	3	5	$3,604,577
1-31	7400 South from 6700 West to SR-111*	WJC, Developer	New Construction	0	3	$2,751,955
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive*	WFRC, WJC, Developer	New Construction	0	3	$5,780,000
1-33	Haven Maple Drive to Fallwater Drive*	WJC, Developer	New Construction	0	2	$5,949,077

* Impact Fee Eligible Project

TABLE 9: CFP FUTURE INTERSECTION PROJECTS				
Project ID	**Description**	**Responsibility**	**Improvement Scope**	**Estimated Cost**
PHASE #1 (2023–2032)				
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	$5,000,000
1-B	Prosperity & 10200 South*	WJC / SJC	Signal	$400,000
1-C	5490 West & 7800 South*	WJC	Signal	$450,000
1-D	3200 West & Jordan Line Parkway*	WJC	Signal	$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	$1,499,551
1-F	7200 West & 8600 South*	WJC	Roundabout	$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	$375,000
1-I	Mountain View Corridor Interchange	WFRC	New Interchange	$50,000,000
1-J	Mountain View Corridor Interchange	WFRC	New Interchange	$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	$600,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	$600,000
1-M	7300 West and 9000 South*	WJC, Developer	Roundabout	$1,253,248
1-N	6400 West and 7800 South*	WJC	Roundabout	$1,565,329
1-O	9000 South and Old Bingham Highway*	WJC, UDOT	High-T Intersection	$1,000,000
1-P	9000 South & New Bingham Hwy*	WJC, UDOT, WFRC	Realignment and Signal	$4,705,308
1-Q	9000 South & 6400 West*	WJC, Developer	Signal	$400,000
1-R	9000 South & 6700 West*	WJC, Developer	Signal	$400,000
1-S	6400 West & New Bingham Highway*	UDOT, WJC, Developer	Signal	$400,000
1-T	8600 South & Bacchus Highway*	WJC, UDOT, Developer	Signal	$450,000
1-U	9000 South & Bacchus Highway*	UDOT, WJC, Developer	Signal	$450,000
1-V	9400 South & SR-111*	UDOT, WJC, Developer	Signal	$450,000
1-W	7400 South & SR-111*	UDOT, WJC, Developers	Signal	$400,000
1-X	7000 South & SR-111*	WJC, UDOT, Developer	Signal	$450,000
1-Y	Old Bingham Hwy & SR-111*	WJC, UDOT, SJC	Signal	$400,000
1-Z	7000 South & High Bluff Drive*	WJC, Taylorsville, Developer	Roundabout	$1,541,551
1-AA	7000 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC, Developer	Rail Crossing Improvement	$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC, Developer	Rail Crossing Improvement	$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC, WJC	New Interchange	$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC	Bridge Replacement	$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	$1,556,551
1-HH	6400 West & 7600 South*	WJC	Roundabout	$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	$2,000,000

* Impact Fee Eligible Project

Figure 43: Future Projects – Capital Facilities Plan



VI. CONCLUSION

A. Overview

The purpose of the West Jordan TMP is to plan the future transportation needs of West Jordan City. The following tasks were completed as part of this TMP:

- Traffic data was analyzed to help establish existing conditions in the City.
- Future traffic volumes were developed for future planning years 2033 and 2050.
- A travel demand analysis based on existing and future land use was performed.
- A list of needed future roadway and intersection projects was created.
- City street functional classifications were updated based on the future roadway projects.
- A safety analysis was performed.
- Connectivity improvement opportunities were identified.
- Traffic calming, access management, and TIS standards are described.
- Truck routes were identified and mapped.
- An ArcGIS Online Story Map was created that summarized the analysis performed in this TMP.

B. Next Steps

As a result of this TMP, there are several opportunities for West Jordan City staff to apply the recommendations of this TMP in the coming months and years. It is recommended that West Jordan City complete the following when possible:

- Continue to monitor and collect traffic data to inform transportation planning decisions.
- Work to get funding for projects that are not currently funded.
- Monitor crash trends to find discernible patterns.
- Implement the following safety improvements:
  - Roundabouts/Signals: Approximately 16 percent of severe crashes in West Jordan can be potentially mitigated by a roundabout or a signal. West Jordan may have too many uncontrolled side streets. Signal warrant and roundabout studies can be done. In almost all cases, installing a roundabout will increase safety. However, signals do not necessarily always improve safety. It is important to recognize that when signals are installed without a warrant or installed at a location with a low history of crashes, signals can increase the number of crashes at these locations. Additionally, raised medians can be installed to reroute vehicles away from uncontrolled intersections.
  - 1300 West & 7800 South: Four severe left-turn crashes have occurred at this intersection since 2018. One of them involved a pedestrian. Therefore, protected left-turn phasing is recommended at this intersection.
  - 3200 West & 7800 South: Seven severe crashes have occurred at this intersection since 2018. Two of them involved a pedestrian and two of them involved left-turns. Protected left-turn phasing is recommended at this intersection.
  - 2700 West & 7800 South: Two severe left-turn crashes have occurred at this intersection since 2020. This intersection is located near West Jordan High School where there is a larger number of inexperienced drivers. Therefore, protected left-turn phasing is recommended at this intersection.
  - Jordan Landing Boulevard: 10 severe crashes have occurred at the intersections along Jordan Landing Boulevard since 2018 From review of crash narratives there is a common theme of high speeds. Due to this, reducing the speed limit and providing traffic calming along this roadway is recommended.
  - 5600 West & 7000 South: Five severe crashes have occurred at this intersection since 2019. Four of them are due to vehicles traveling straight along 5600 West. A roundabout is a possible mitigation measure at this location to reduce speeds and reduce the severity of angle crashes.

- Update the West Jordan City Road and Bridge Standards to require that any new driveway within 350 feet of an intersection be restricted to right-in right-out, which may or may not include a raised median based on traffic volumes.
- Improve connectivity in the City with a focus on east-west travel by:
  - Minimizing the use of cul-de-sacs
  - Connect infill projects to stub roads
  - Look for opportunities to improve local street connectivity for vehicles and/or pedestrian travel where possible by making local street connections such as the ones listed in Appendix A.
  - Develop and adopt a connectivity standard to guide future connections and developments using the resources provided in the 'Connectivity' section of this TMP.
- Pursue funding to complete an East/West visioning study to identify long-term solutions to accommodate east/west travel with improvements focusing on central and northern West Jordan along 7000 S and/or 7800 S.
- Update the current truck routes ordinance to include 7000 South east of the South Valley Regional Airport, as well as the industrial roads that have been built between 9400 South and 10200 South between 6400 West and SR-111.
- Follow the best practices as outlined in section III. City Transportation Management



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VII. APPENDIX

Appendix A – Potential Local Street Connectivity Examples

Appendix B – Traffic Impact Study Requirements

Appendix C – Survey Results

Appendix D – Public Meeting Summary

Appendix E – Cost Estimates

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APPENDIX A

Potential Local Street Connectivity Examples

Potential Local Street Connectivity Examples

Examples of potential local street connections the City may want to consider for local vehicle and/or pedestrian travel in the future are presented below. While not specifically recommended as TMP projects, these represent the type of connections that could benefit local travel in the City.

1. Extending Hayden Peak Drive east to 4800 W,
2. Connecting Bridle Creek Drive to 5490 W, and
3. Extending 1950 W to 8900 S.





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APPENDIX B

Traffic Impact Study Requirements

Traffic Impact Study Requirements

When a Traffic Impact Study is required the study must be prepared according to the appropriate TIS level as shown below. The traffic study shall, at a minimum, incorporate West Jordan City principles and standards and national practices. Additional requirements and investigation may be imposed upon the applicant as necessary.

Traffic Study level I
Project ADT < 100 trips

No proposed modifications to traffic signals or roadway elements or geometry.

1. Study Area.

The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.

The study area may be limited to or include property frontage and include neighboring and adjacent parcels. Identify site, cross, and next adjacent up and down stream access points within access category distance of property boundaries.

2. Design year.
Opening day of project

3. Analysis Conditions and Period
Identify site traffic volumes and characteristics.
Identify adjacent street(s) traffic volume and characteristics.

4. Identify right-of-way, geometric boundaries and physical conflicts.
Investigate existence of federal or state, no access or limited access control line.

5. Generate access point capacity analysis as necessary.
Analyze site and adjacent road traffic for the following time periods: weekday A.M. and P.M. peak hours including Saturday peak hours if required by the City Engineer. Identify special event peak hour as necessary (per roadway peak and site peak).

6. Design and Mitigation.
Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Traffic Study Level II
Project ADT 100 to 500 trips

1. Study Area.

The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections

2. Design Year

Opening day of project

3. Analysis Period

Identify site and adjacent road traffic for weekday A.M. and P.M. peak hours (Saturdays if required by the City Engineer).

4. Data Collection

Identify site and adjacent street roadway and intersection geometries.
Identify adjacent street(s) traffic volume and characteristics.

5. Conflict / Capacity Analysis

Diagram flow of traffic at access point(s) for site and adjacent development.
Perform capacity analysis as determined by the City Engineer.

6. Right-of-Way Access

Identify right-of-way, geometric boundaries and physical conflicts.
Investigate existence of federal or state, no access or limited access control line.

7. Design and Mitigation

Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Project ADT 500 to 3,000 trips or peak hour < 500 trips.

1. Study Area

The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. An acceptable traffic study boundary is 1/4-1/2 mile on each side of the project site per the City Engineer.

Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections.

2. Design Year

Opening day of project and five year after project completion.
Document and include all phases of development (includes out pad parcels).

3. Analysis Period

Analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as a high Saturday use.. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

a. Daily and Turning Movement counts.
b. Identify site and adjacent street roadway and intersection geometries.
c. Traffic control devices including traffic signals and regulatory signs.
d. Traffic accident data

5. Trip Generation

Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distribution and Assignment

Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Conflict / Capacity Analysis

Diagram flow of traffic at access point(s) for site and adjacent development.
Perform capacity analysis for daily and peak hour volumes

8. Traffic Signal Impacts

For modified and proposed traffic signals:
a. Traffic Signal Warrants as identified.
b. Traffic Signal drawings as identified.
c. Queuing Analysis

9. Design and Mitigation.

Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Traffic Study Level III

Project ADT 3,000 to10,000 trips or peak hour traffic 500 to 1,200 trips.

1. Study Area

The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.

An acceptable traffic study boundary should be based on travel time or by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of property line on each side of project site.

2. Design Year

Opening day of project, five years and twenty years after opening.
Document and include all phases of development (includes out pad parcels).

3. Analysis period

For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

a. Daily and Turning movement counts.
b. Identify site and adjacent street roadway and intersection geometries.
c. Traffic control devices including traffic signals and regulatory signs.
d. Automatic continuous traffic counts for at least 48 hours.
e. Traffic accident data.

5. Trip Generation

Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

a. Level of Service (LOS) for all intersections.
b. LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts. For proposed Traffic Signals:

a. Traffic Signal Warrants as identified.
b. Traffic Signal drawings as identified.
c. Queuing Analysis.
d. Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
e. Traffic Coordination Analysis

10. Accident and Traffic Safety Analysis

Existing vs. as proposed development.

11. Design and Mitigation

Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Traffic Study Level IV

Project ADT greater than 10,000 trips or peak hour traffic > 1,200 vehicles per hour.

1. Study Area

The study area, depending on the size and intensity of the development, will include the surrounding roadways ½ mile from the parcel boundary or reasonable travel time boundary.

2. Design Year

Opening day of project, five years and twenty years after opening.
Document and include all phases of development (includes out pad parcels).

3. Analysis period

For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

a. Daily and Turning movement counts.
b. Identify site and adjacent street roadway and intersection geometries.
c. Traffic control devices including traffic signals and regulatory signs.
d. Automatic continuous traffic counts for at least 24 hours or obtain ADT from local or state agencies
e. Traffic accident data.

5. Trip Generation

Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

a. Level of Service (LOS) for all intersections.
b. LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts. For proposed traffic signals:

a. Traffic Signal Warrants as identified.
b. Traffic Signal drawings as identified.
c. Queuing Analysis.
d. Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
e. Traffic Coordination Analysis.

9. Accident and Traffic Safety Analysis. Existing vs. as proposed develop

10. Design and Mitigation

Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

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APPENDIX C

Survey Results

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Transportation Master Plan

WCG
WALL CONSULTANT GROUP

Kimley»Horn

PUBLIC SURVEY RESULTS SUMMARY || FEBRUARY 27, 2024

How We Engaged the Community

Tabling Events at West Jordan First Friday and at Jordan Landing.

Targeted Postcards

Social Posts

City Website and Newsletter

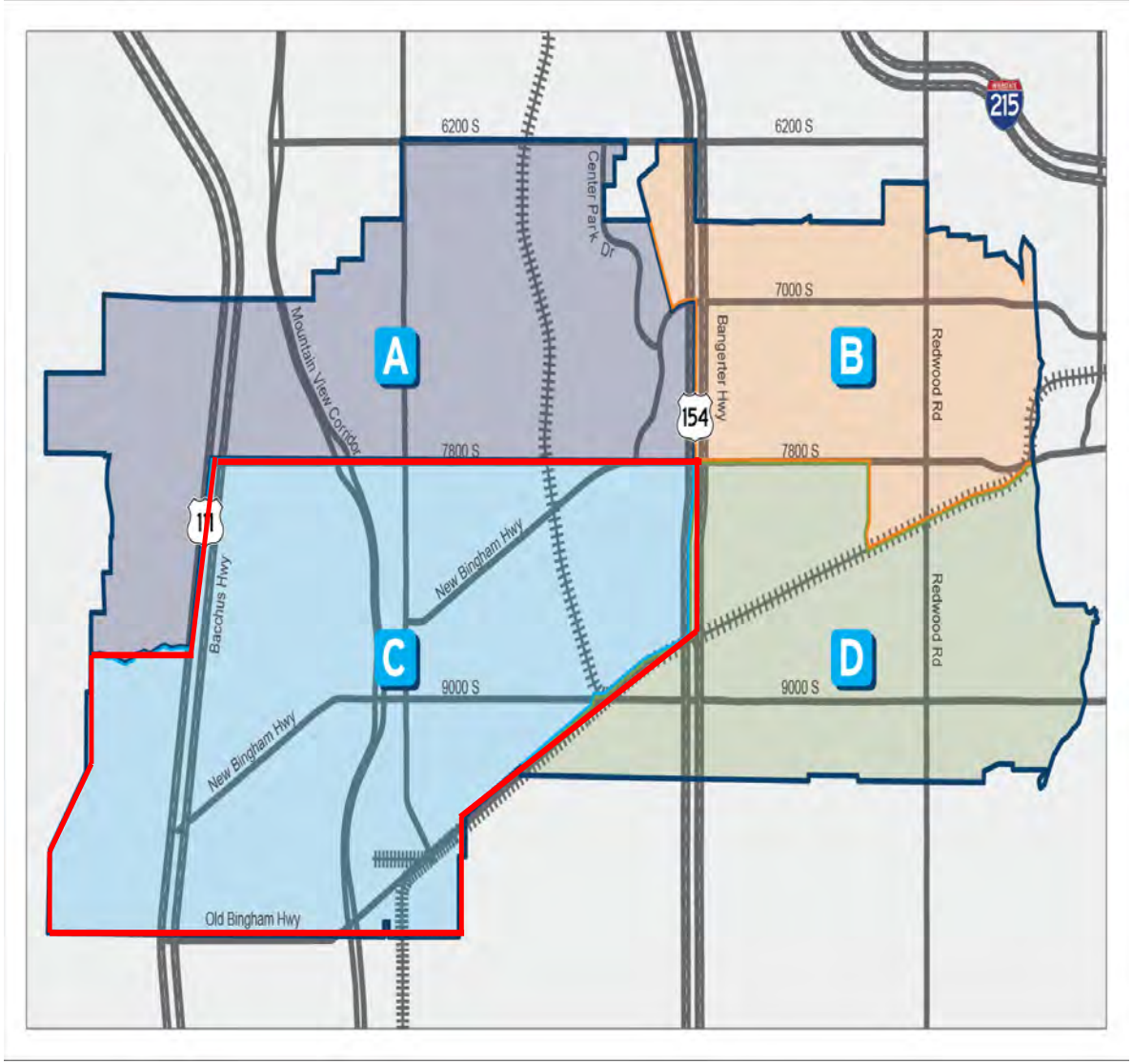




Survey Results Overview

707 survey responses in total

- *98% of respondents live in West Jordan*
- *49.43% of West Jordan residents are from the southwest*
- *145 responses in October 2023*
  - *First social media posts*
- *3 responses in November 2023*
- *267 responses in December 2023*
  - *Pop-up events*
- *287 responses in January 2024*
  - *Postcards*
- *5 responses in February 2024*



Survey Targets

Assumed population size: 120,000

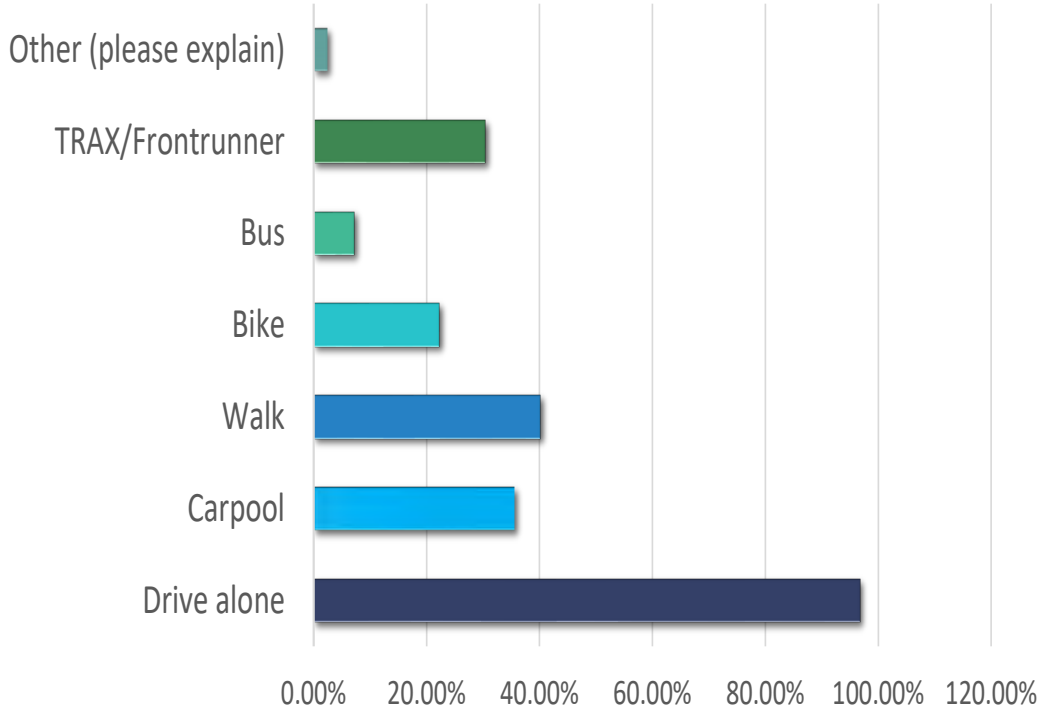
Target Minimum Goal: 383 responses

Confidence Level (%)	Margin of Error (%)	Sample Size
90	5	272
95	5	383
99	5	707

Modes of Transportation

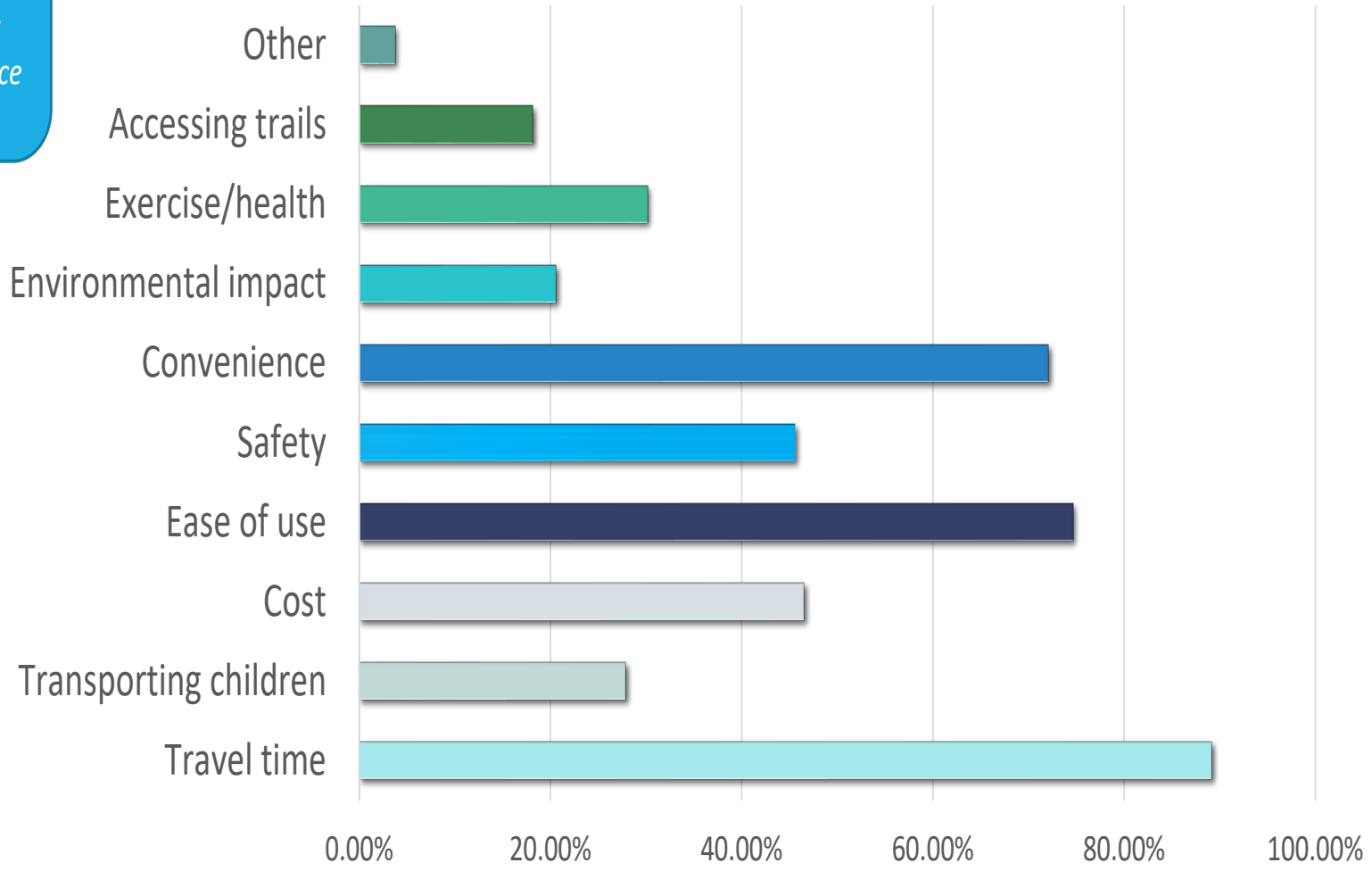
- *96.71% of respondents drive alone*
- *77.30% of participants drive alone daily*
- *7.15% of respondents use the bus*
- *85.82% of participants never use the bus*





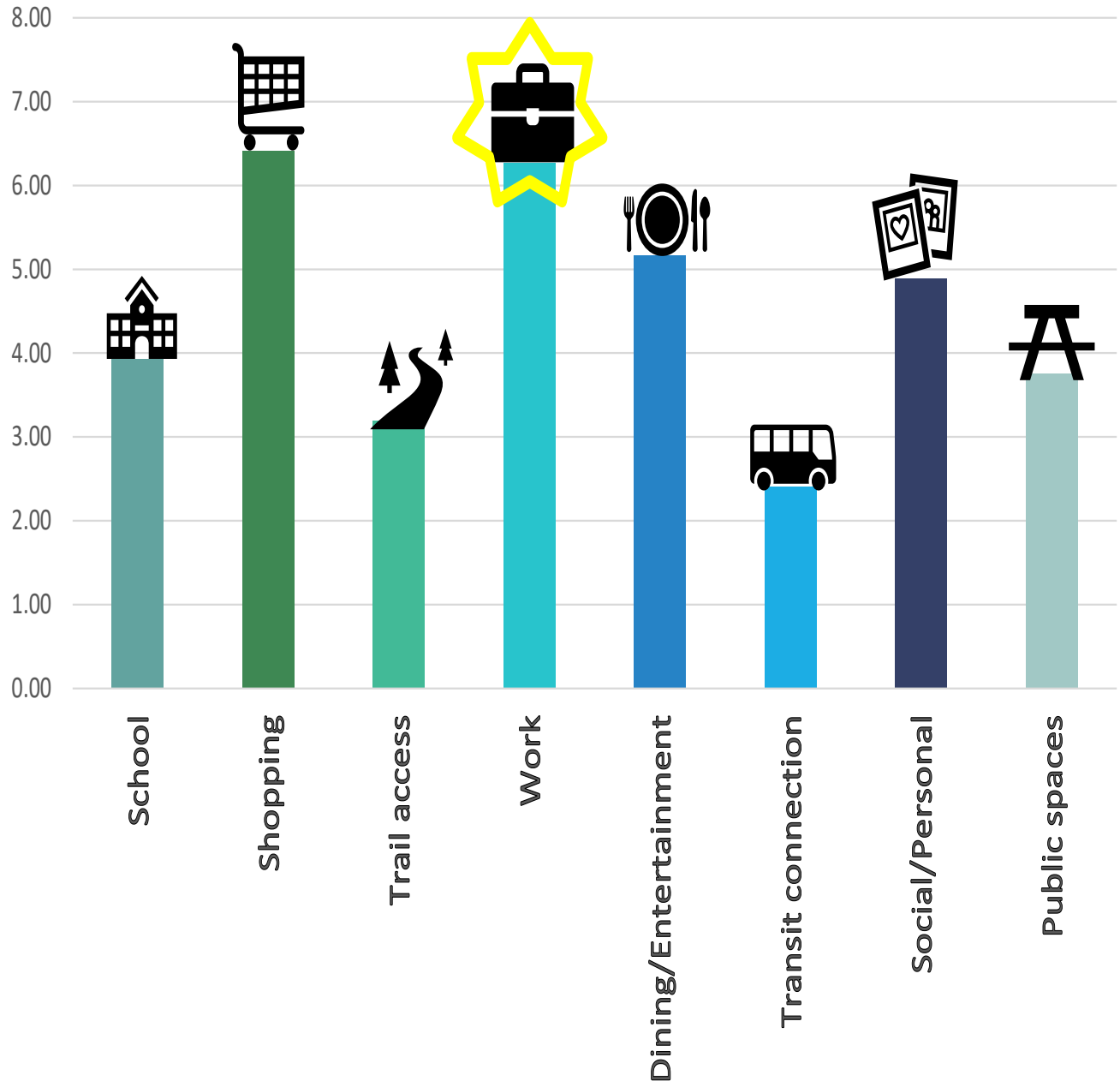
"Safety and convenience outweigh environmental impact. I might walk or bike more if there were more (safe) trails that linked places of importance to me."

What factors are most important to you when selecting a mode of transportation?

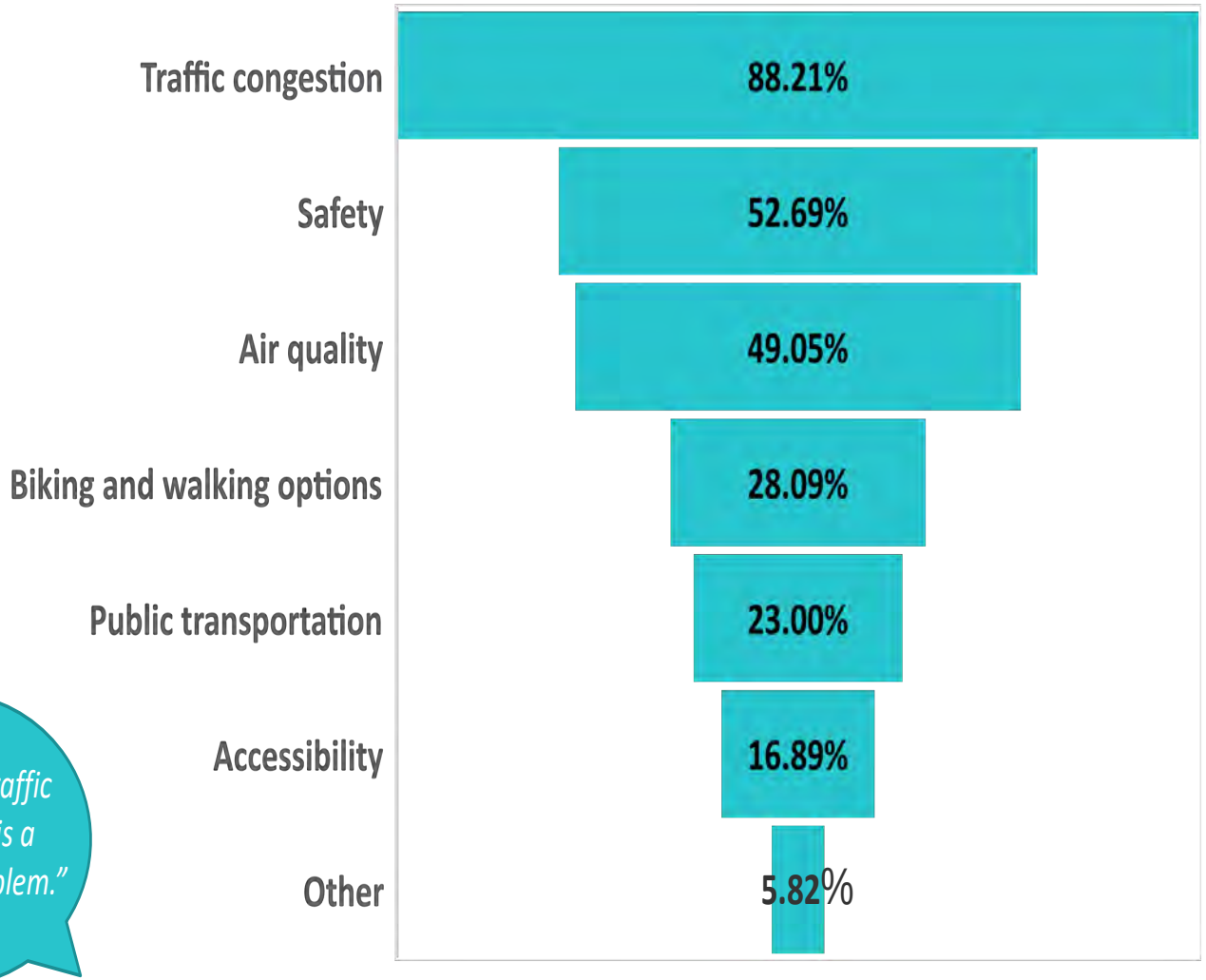


Destination Hotspots

- *54.83% of respondents most frequently travel to their job destination*
- *31.82% of respondents do not often travel to transit connections as their destination*



Transportation Concerns



"Often they just fill in holes in our roads. The next year those repairs often come out. We end up driving on what feels like a dirt or gravel road."

"East-West traffic congestion is a particular problem."

Budget Spending

Better maintain the existing transportation system

Neutral

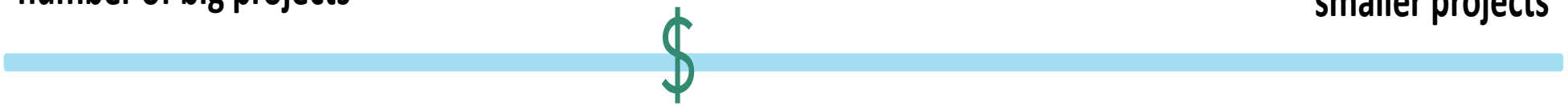
Enhance the transportation system with new or improved facilities and services



Focus on a fewer number of big projects

Neutral

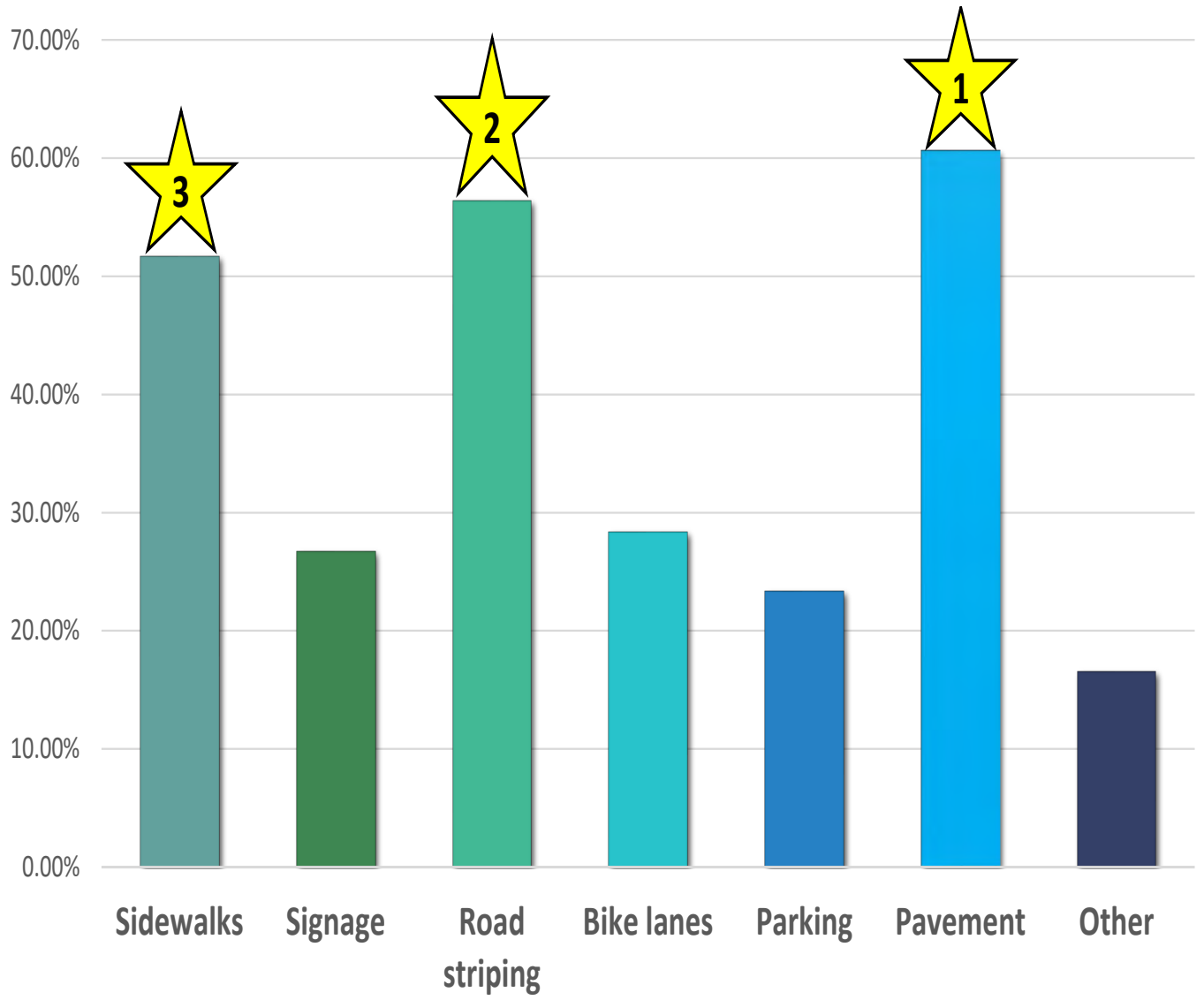
Focus on a higher number of smaller projects



Most Common Concerns



Improvement & Goals



Safety Concerns



Traffic Congestion

"Jordan landing. High traffic around Walmart. Hard to see around corners and vehicles when turning."

"The exits from Bangerter for 6200 s, 7000 a, and 7800 South need to flow far better than they currently do."

"East bound on 7800 south by Jordan landing, the left turn lane into JL is too short and causes back up in the east bound lanes."

"Cars merging just west of Mountain View Next to the entrance to that park and neighborhood."



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APPENDIX D

Public Meeting Summary

Public Meeting Summary

Meeting Information:

Project Name:	West Jordan Transportation Master Plan
Location:	West Jordan Public Works Building and Zoom Webinar
Date:	Thursday, April 25, 2024
Time:	6:00 PM
Number of Attendees:	10 in person and 24 on Zoom Webinar (note, a recording of the presentation was made available on the city social channels)

Notification Efforts:

- Social Media Posts
- Stakeholder database notification
- City Website Announcement

Presentation Topics (see attached presentation):

- TMP purpose
- Public Survey Results
- Proposed Projects via Story Map Website
- Next Steps and Q&A

Area Representation:

- Individual Residents
- West Jordan City
- WFRC
- UDOT

Project Team Attendees:

Team:

Dirk Burton, West Jordan Mayor
Nate Nelson, City Engineer
Marie Magers, City Communications Manager
Brian Clegg, City Public Works Director
Nestor Gallo, City Traffic Engineer
Jeremy Searle, WCG Project Manager
Scott Johnson, WCG Traffic Engineer
Jordan King, KH Engagement Manager

Summary of Comments:

Questions pertained mostly to east-west connections, congestion, coordination with UTA and a need/want for more transit options.

Attachments:

- Social Media Posts
- City Event Page
- Question and Answer Report
- Meeting Presentation
- Pictures

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SEARCH MENU

/ Events / Transportation Master Plan – Public Meeting

This event has passed.

Transportation Master Plan – Public Meeting

April 25 @ 6:00 pm – 7:30 pm

Join us to learn more about the future of transportation in West Jordan! View the storymap: https://storymaps.arcgis.com/stories/5f7de71d02f844a8ba34512f35c45e14

Join us in person at the West Jordan Public Works building (7960 South 4000 West) or online (see link below)!

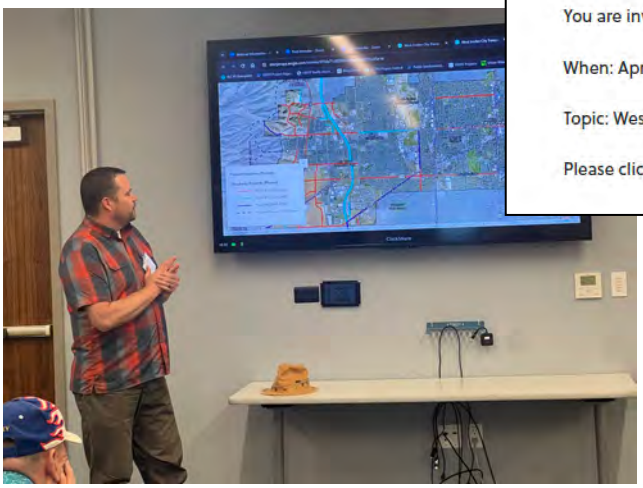
This is an opportunity to view the results from the recent city-wide survey, ask questions about the plan, and learn more about transportation in West Jordan! We'll see you there!

You are invited to a Zoom webinar.

When: Apr 25, 2024 06:00 PM Mountain Time (US and Canada)

Topic: West Jordan Transportation Master Plan Public Meeting

Please click the link below to join the webinar:







WEST JORDAN
UTAH

Transportation Master Plan

PUBLIC MEETING | APRIL 25, 2024

WCG
WALL CONSULTANT GROUP

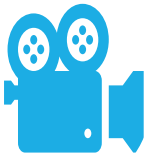
Kimley»Horn

Welcome



MAYOR DIRK BURTON

Introductory Notes



Presentation Recording

A recording and a PDF of the presentation will be made available on the city website.



Live Q&A

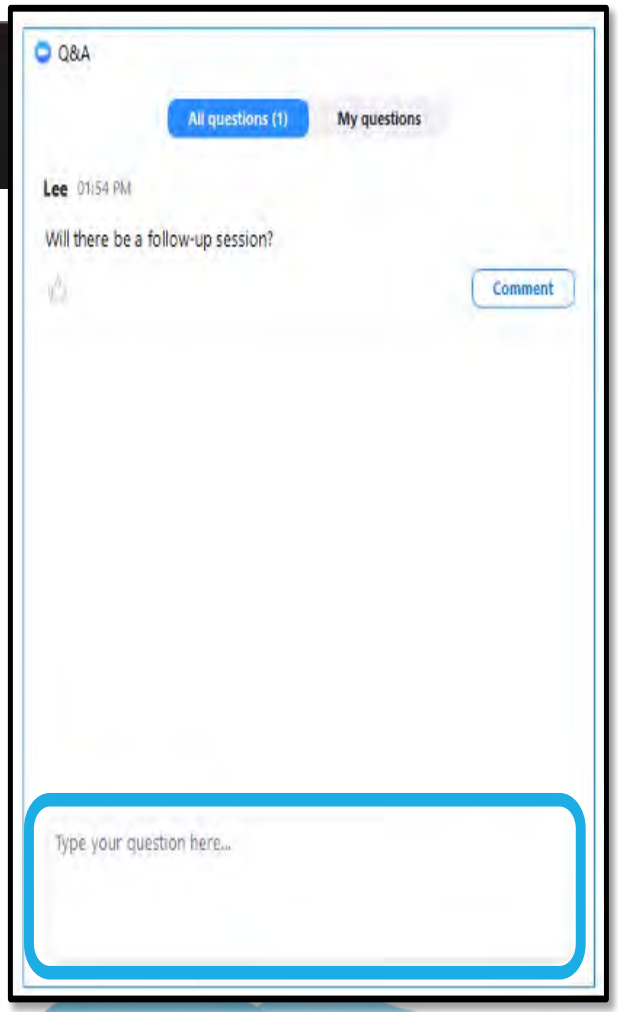
You can provide written questions or comments using the Q&A button at the bottom of your screen for our panel to answer today.

Zoom Functions

- Use the Q&A for any comments or questions
- The Chat function is turned off and will not be used
- All questions may not be answered live due to time constraints but will be included in the Q&A on the project website



Step 1:
Click the Q&A icon



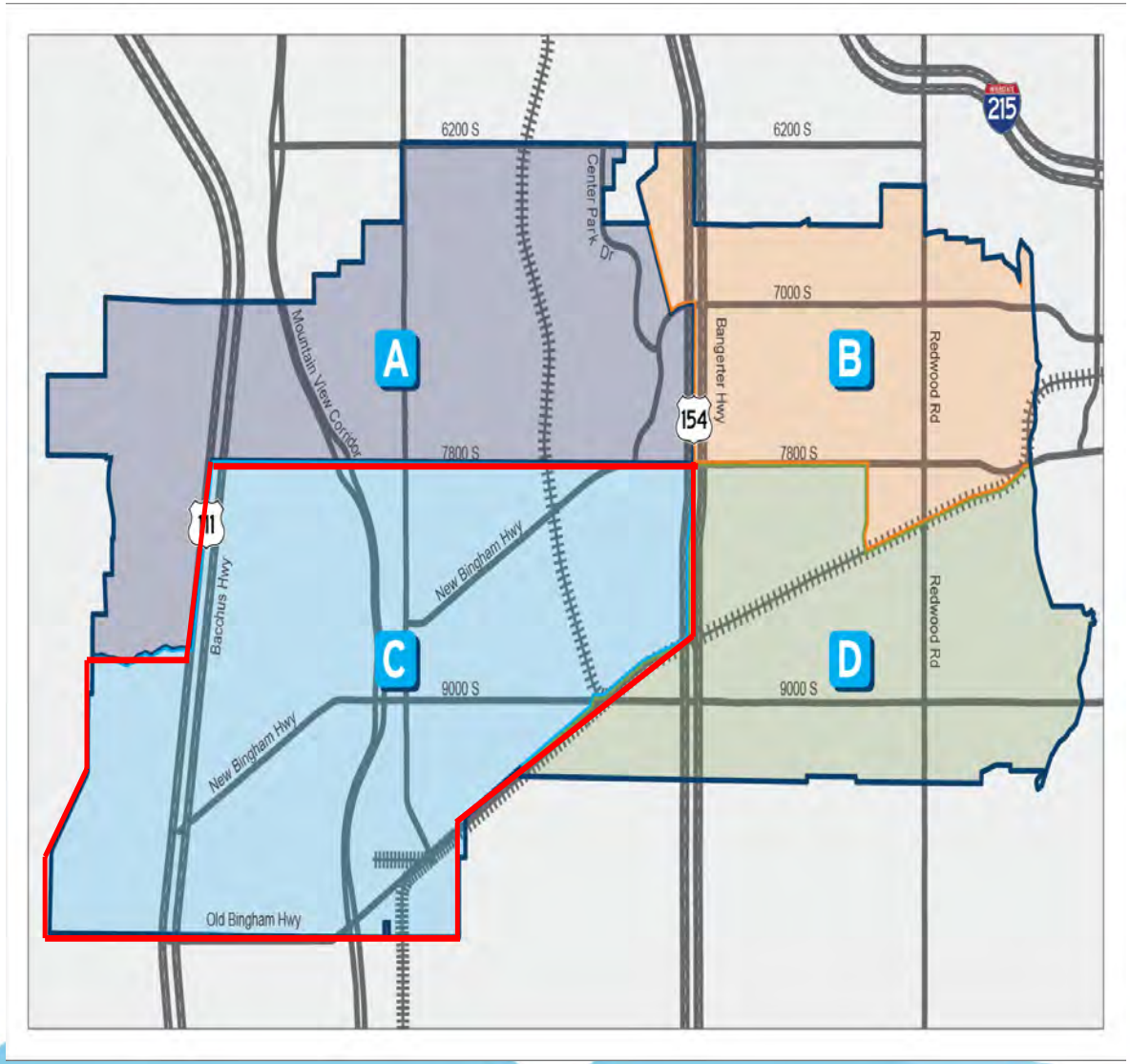
Step 2:
Enter your question in the new window

Public Engagement

SURVEY RESULTS

707 survey responses in total

- *98% of respondents live in West Jordan*
- *49.43% of West Jordan residents are from the southwest*
- *145 responses in October 2023*
  - *First social media posts*
- *3 responses in November 2023*
- *267 responses in December 2023*
  - *Pop-up events*
- *287 responses in January 2024*
  - *Postcards*
- *5 responses in February 2024*

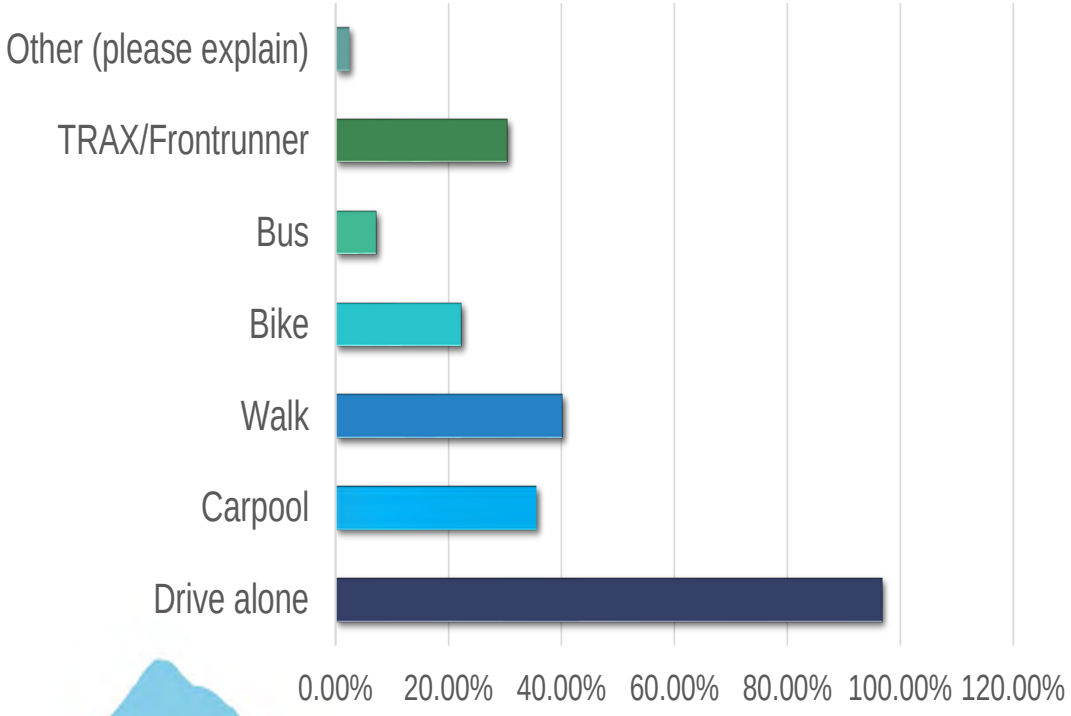


Modes of Transportation

- *96.71% of respondents drive alone*
- *77.30% of participants drive alone daily*
- *7.15% of respondents use the bus*
- *85.82% of participants never use the bus*

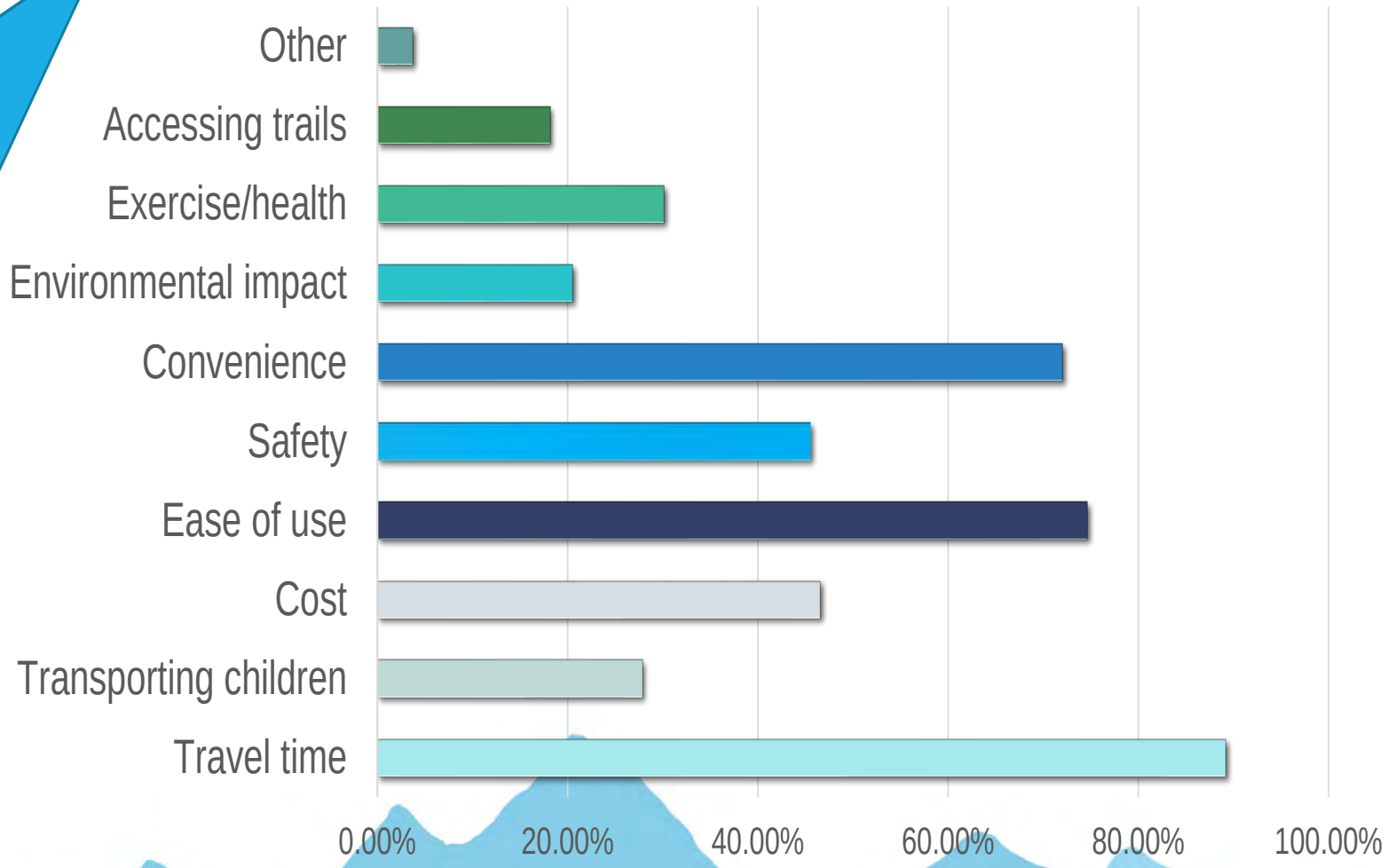


Which of the following modes of transportation do you use?



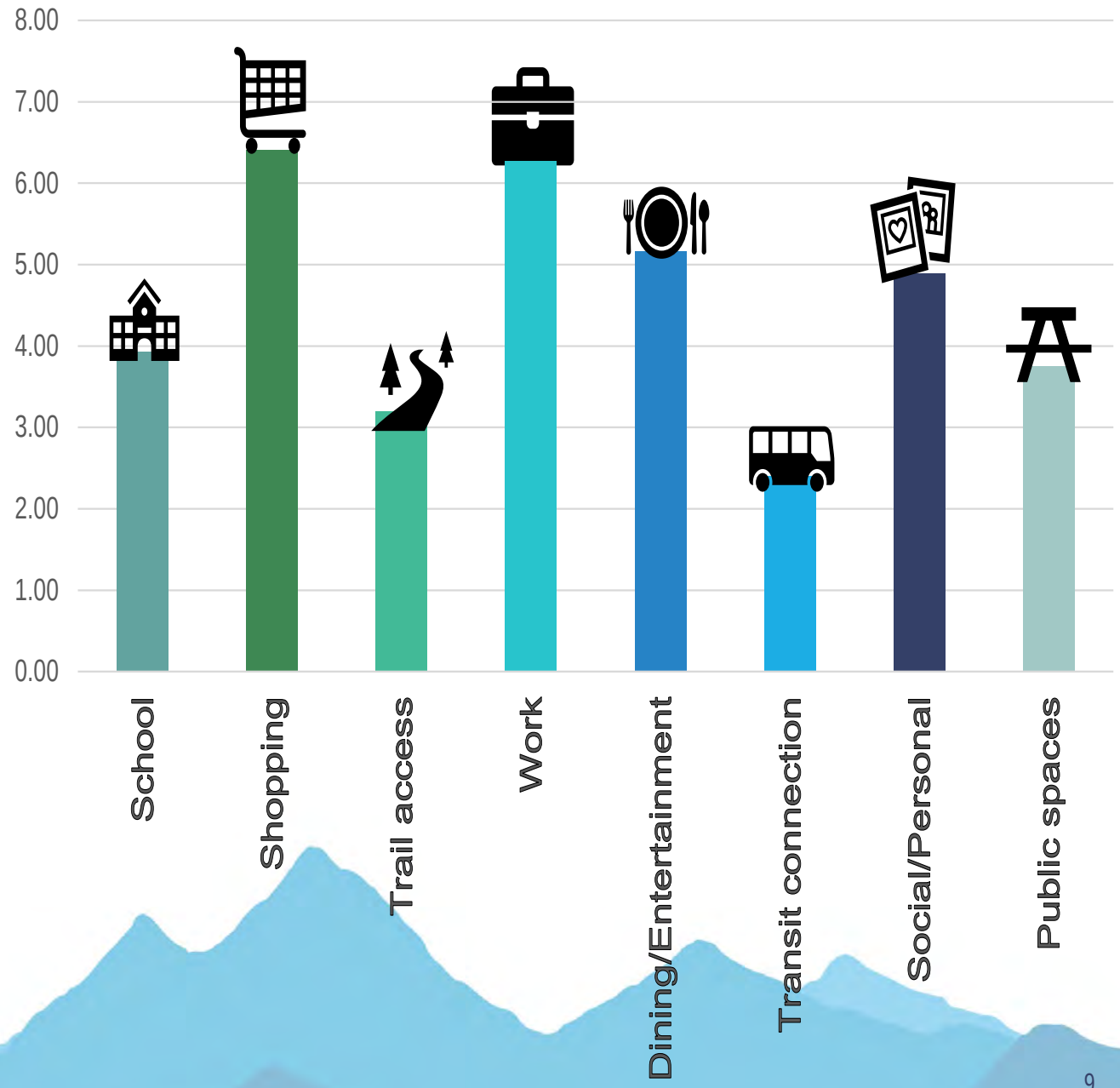
What factors are most important to you when selecting a mode of transportation?

"Safety and convenience outweigh environmental impact. I might walk or bike more if there were more (safe) trails that linked places of importance to me."

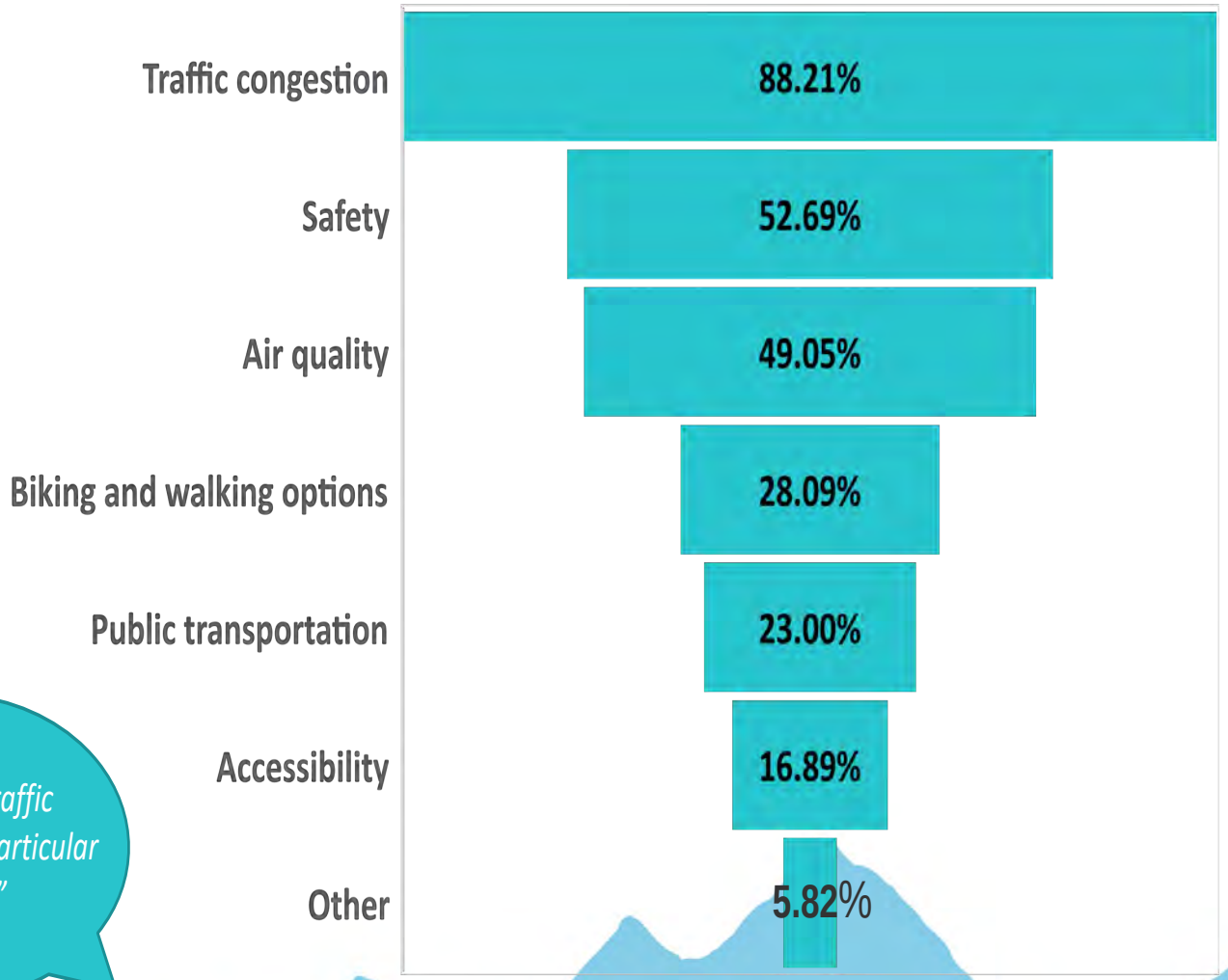


Destination Hotspots

- *54.83% of respondents most frequently travel to their job destination*
- *31.82% of respondents do not often travel to transit connections as their destination*



Transportation Concerns



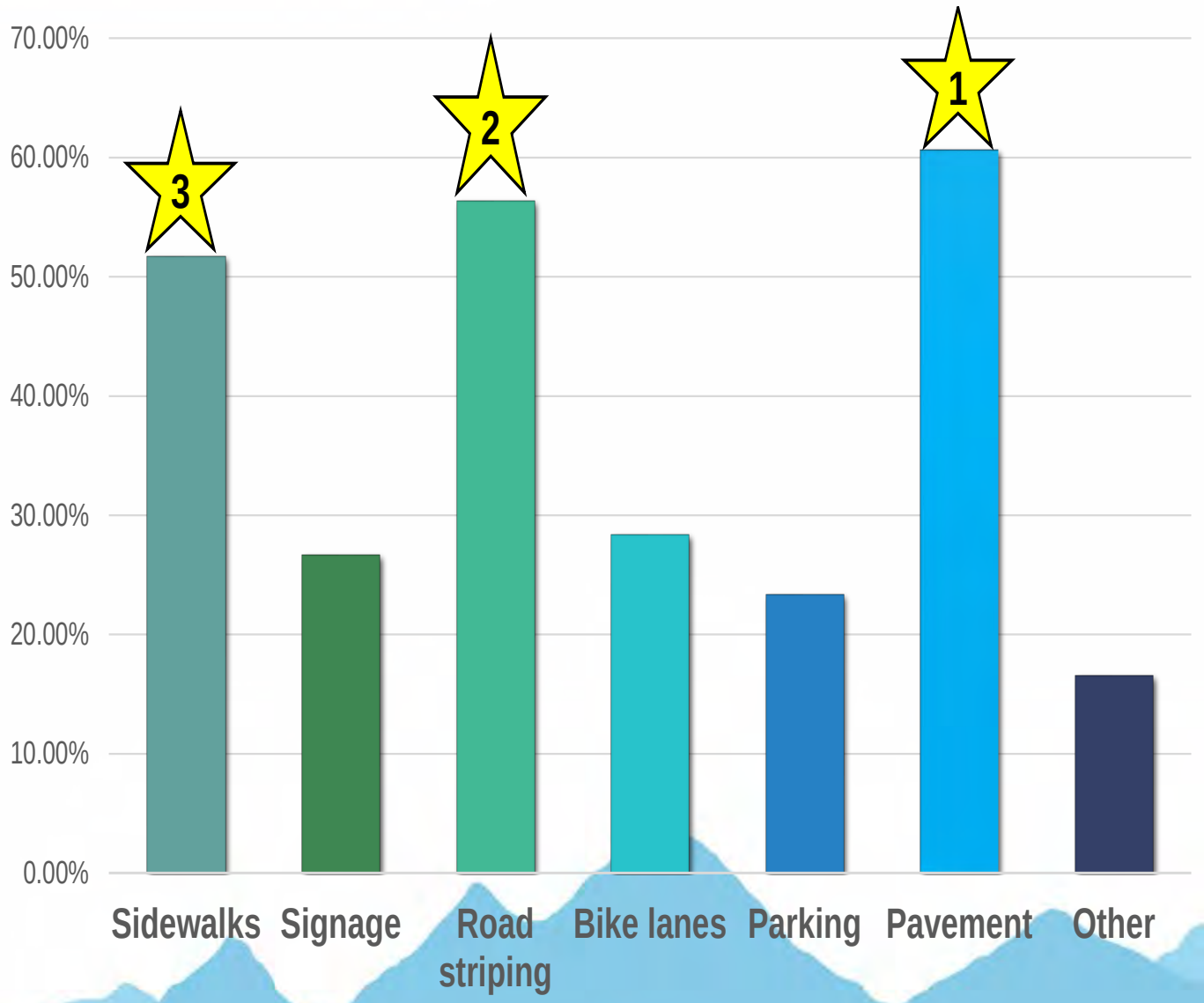
"Often they just fill in holes in our roads. The next year those repairs often come out. We end up driving on what feels like a dirt or gravel road."

"East-West traffic congestion is a particular problem."

Most Common Concerns



Improvement & Goals



Safety Concerns



Traffic Congestion

"Jordan landing. High traffic around Walmart. Hard to see around corners and vehicles when turning."

"The exits from Bangerter for 6200 s, 7000 a, and 7800 South need to flow far better than they currently do."

"East bound on 7800 south by Jordan landing, the left turn lane into JL is too short and causes back up in the east bound lanes."

"Cars merging just west of Mountain View Next to the entrance to that park and neighborhood."



What are we doing with the results?

We used the survey results in combination with other data to help develop the overall transportation master plan.

Draft Plan

REVIEW OUR STORY MAP

WEST JORDAN

TRANSPORTATION MASTER PLAN



Jeremy Searle
Project Manager



Shawn Seager
Regional Planner



Scott Johnson
Traffic Engineer



Jordan King
Public Engagement Manager



Nate Nelson
City Engineer



Brian Clegg
Public Works Director



Nestor Gallo
Traffic Engineer



Marie Magers
Public Information Manager

Question Report

Report Generated:		5/24/2024 9:37
Topic	Webinar ID	# Question
West Jordan Transportation Master Plan Public Meeting	956 0498 5153	18

Question Details

#	Question	Answer
1	I know you're not UTA, but if you have any insight, I'd be eager to hear! UTA's five-year plan calls for a new rapid bus route from the 5600 W. Old Bingham Highway TRAX station to downtown Salt Lake. Two questions: 1. The five-year plan calls for it to be ready in August 2027. Have you heard anything differently? I'm hoping it could be pushed up a bit. 2. Where would the stops be? Would any of them be near existing TRAX stations? Even if it dropped passengers off near the Airport TRAX station, that has the potential to shorten my commute quite a bit.	live answered
2	Is the city looking into hiring private transportation for the west side now that it is allowed?	live answered
3	Do the models consider the effects of induced demand? Building more lanes doesn’t fix congestion. See: Houston, Los Angeles, etc.	live answered
4	it is really hard to hear	live answered
5	For decades, there has been discussion about significanly improved westside east-west highways similar to Van Winkle Expressway or Bangerter Highway (pre-limited access). Even a higher-speed road like 114th South. But nothing has every happened. It would take an expensive amount of taking but really seems necessary. 90th South appears to be the best place for this. I know it's painful; UDOT took my parents' home of 58 years, which killed them. But it seems there's been nothing concrete planned. Has all regional discussion on this stopped?	live answered
6	7 lanes don't help without creating a 55 mph road on 90th South.	live answered
7	You mentioned multimodal, are there any initiatives to a complete streets program similar to SLC, where each project must meet a multimodal design book? I see projects being built with no multimodal designs now.	live answered
8	why was the speed limit on New Bingham Hwy/Grizzly Way reduced?	live answered
9	Thank you!!!	live answered
10	The Roadway Projects map shows Mountain View south of Old Bingham Highway being a Phase #3 project while north of there is a Phase #2 project. That's the opposite of what you have told us. Could you clarify?	live answered
11	Will 7000 south be widened from airport westbound once 7000 south crosses mountain view and U-111?	live answered
12	thank you	live answered
13	Can you post the letter for the reduced speed on "Copper Hills Pkwy". was there any pushback on the reduced speed? That crossing is rarely used, in fact in the 12 years since I have lived out here I have never seen a train use that crossing. I actually thought it was not in use.	live answered
14	Are we also integrating with zoning to reduce congestion? Bringing some gentle commercial closer to residential areas to reduce trips, see the new integrated development on the west side. By gentle commercial, such as coffee shops, barber shop, etc. if we are not already doing so, I would support some added commercial, there are large spots in our community without commercial nearby.	live answered
15	Thank you for all your excellent work and for the city's commitment to this.	live answered
16	What is your plan for 7800 S. and is it to be widened between Midvale and Bangerter? Also why are buildings being allowed to be built so close to the roadway considering we have the issue with east/west congestion.	live answered
17	7800 S. from Redwood over towards Midvale area	live answered
18	That is the area I was talking about	live answered

WEST JORDAN
UTAH

APPENDIX E

Cost Estimates

ENGINEER'S ESTIMATE (2024 COSTS)
7000 South & High Bluff Drive

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$67,000.00
Public Information Services	1	lump	2.00%	$14,100.00
Traffic Control	1	lump	10.00%	$70,500.00
Survey	1	lump	5.00%	$35,300.00
				$186,900.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$891,160.70**
Contingency (30%) $	**$267,348.21**
BID ITEMS TOTAL $	**$1,158,508.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	6,000	sq ft	$15.00	$90,000.00
Assuming 5' wide construction easement	5,000	sq ft	$3.00	$15,000.00
				$105,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

BID ITEMS TOTAL $	**$1,158,508.91**
NON-BID ITEMS TOTAL $	**$383,042.14**
GRAND TOTAL $	**$1,541,551.04**

ENGINEER'S ESTIMATE (2024 COSTS)
7200 West & 8200 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$67,000.00
Public Information Services	1	lump	2.00%	$14,100.00
Traffic Control	1	lump	10.00%	$70,500.00
Survey	1	lump	5.00%	$35,300.00
				$186,900.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$891,160.70**
Contingency (30%) $	**$267,348.21**
BID ITEMS TOTAL $	**$1,158,508.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

BID ITEMS TOTAL $	**$1,158,508.91**
NON-BID ITEMS TOTAL $	**$341,042.14**
GRAND TOTAL $	**$1,499,551.04**

ENGINEER'S ESTIMATE (2024 COSTS)
7200 West & 8600 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$55,500.00
Public Information Services	1	lump	2.00%	$11,700.00
Traffic Control	1	lump	10.00%	$58,400.00
Survey	1	lump	5.00%	$29,200.00
				$154,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$20,000.00	$20,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$84,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$738,367.23**
Contingency (30%) $	**$221,510.17**
BID ITEMS TOTAL $	**$959,877.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

BID ITEMS TOTAL $	**$959,877.39**
NON-BID ITEMS TOTAL $	**$293,370.57**
GRAND TOTAL $	**$1,253,247.97**

ENGINEER'S ESTIMATE (2024 COSTS)
6700 West & 8600 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$65,100.00
Public Information Services	1	lump	2.00%	$13,700.00
Traffic Control	1	lump	10.00%	$68,500.00
Survey	1	lump	5.00%	$34,300.00
				$181,600.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$20,000.00	$20,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$84,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$865,860.70**
Contingency (30%) $	**$259,758.21**
BID ITEMS TOTAL $	**$1,125,618.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$135,074.27	$135,074.27
				$135,074.27

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$135,074.27	$135,074.27
				$135,074.27

BID ITEMS TOTAL $	**$1,125,618.91**
NON-BID ITEMS TOTAL $	**$333,148.54**
GRAND TOTAL $	**$1,458,767.44**

ENGINEER'S ESTIMATE (2024 COSTS)
6400 West & 7400 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$57,400.00
Public Information Services	1	lump	2.00%	$12,100.00
Traffic Control	1	lump	10.00%	$60,400.00
Survey	1	lump	5.00%	$30,200.00
				$160,100.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$763,667.23**
Contingency (30%) $	**$229,100.17**
BID ITEMS TOTAL $	**$992,767.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout		sq ft	$15.00	$0.00
Assuming 5' wide construction easement	5,000	sq ft	$3.00	$15,000.00
				$15,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$119,132.09	$119,132.09
				$119,132.09

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$119,132.09	$119,132.09
				$119,132.09

BID ITEMS TOTAL $	**$992,767.39**
NON-BID ITEMS TOTAL $	**$253,264.17**
GRAND TOTAL $	**$1,246,031.57**

ENGINEER'S ESTIMATE (2024 COSTS)
6200 West & 7800 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$67,000.00
Public Information Services	1	lump	2.00%	$14,100.00
Traffic Control	1	lump	10.00%	$70,500.00
Survey	1	lump	5.00%	$35,300.00
				$186,900.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$891,160.70**
Contingency (30%) $	**$267,348.21**
BID ITEMS TOTAL $	**$1,158,508.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	7,000	sq ft	$15.00	$105,000.00
Assuming 5' wide construction easement	5,000	sq ft	$3.00	$15,000.00
				$120,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$139,021.07	$139,021.07
				$139,021.07

BID ITEMS TOTAL $	**$1,158,508.91**
NON-BID ITEMS TOTAL $	**$398,042.14**
GRAND TOTAL $	**$1,556,551.04**

ENGINEER'S ESTIMATE (2024 COSTS)
6400 West & 7600 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$62,100.00
Public Information Services	1	lump	2.00%	$13,100.00
Traffic Control	1	lump	10.00%	$65,400.00
Survey	1	lump	5.00%	$32,700.00
				$173,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	600	ft	$ 125.00	$75,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$131,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$826,867.23**
Contingency (30%) $	**$248,060.17**
BID ITEMS TOTAL $	**$1,074,927.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	6,000	sq ft	$15.00	$90,000.00
Assuming 5' wide construction easement	5,000	sq ft	$3.00	$15,000.00
				$105,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$128,991.29	$128,991.29
				$128,991.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$128,991.29	$128,991.29
				$128,991.29

BID ITEMS TOTAL $	**$1,074,927.39**
NON-BID ITEMS TOTAL $	**$362,982.57**
GRAND TOTAL $	**$1,437,909.97**

ENGINEER'S ESTIMATE (2024 COSTS)
7300 West and 9000 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$55,500.00
Public Information Services	1	lump	2.00%	$11,700.00
Traffic Control	1	lump	10.00%	$58,400.00
Survey	1	lump	5.00%	$29,200.00
				$154,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$20,000.00	$20,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$84,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$738,367.23**
Contingency (30%) $	**$221,510.17**
BID ITEMS TOTAL $	**$959,877.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

BID ITEMS TOTAL $	**$959,877.39**
NON-BID ITEMS TOTAL $	**$293,370.57**
GRAND TOTAL $	**$1,253,247.97**

ENGINEER'S ESTIMATE (2024 COSTS)
6400 West and 7800 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$69,300.00
Public Information Services	1	lump	2.00%	$14,600.00
Traffic Control	1	lump	10.00%	$73,000.00
Survey	1	lump	5.00%	$36,500.00
				$193,400.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	400	ft	$ 125.00	$50,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$106,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$40,000.00	$40,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$104,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$922,660.70**
Contingency (30%) $	**$276,798.21**
BID ITEMS TOTAL $	**$1,199,458.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	5,000	sq ft	$15.00	$75,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$78,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$143,935.07	$143,935.07
				$143,935.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$143,935.07	$143,935.07
				$143,935.07

BID ITEMS TOTAL $	**$1,199,458.91**
NON-BID ITEMS TOTAL $	**$365,870.14**
GRAND TOTAL $	**$1,565,329.04**

ENGINEER'S ESTIMATE (2024 COSTS)
9000 South & New Bingham Hwy

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$103,900.00
Public Information Services	1	lump	1.00%	$11,000.00
Traffic Control	1	lump	2.00%	$21,900.00
Survey	1	lump	2.00%	$21,900.00
				$158,700.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	1,300	ft	$ 12.00	$15,600.00
Remove Concrete Sidewalk	433	sq yd	$ 28.00	$12,133.33
Roadway Excavation (Plan Quantity)	4,444	cu yd	$ 24.00	$106,666.67
Granular Borrow (Plan Quantity)	2,222	cu yd	$ 35.00	$77,777.78
Untreated Base Course	900	Ton	$ 40.00	$36,000.00
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	600	Ton	$ 150.00	$90,000.00
Pavement Marking Paint	30	gal	$ 80.00	$2,400.00
Pavement Message (Preformed Thermoplastic)	16	Each	$ 250.00	$4,000.00
Concrete Curb and Gutter Type B1	1,300	ft	$ 45.00	$58,500.00
Perpendicular/Parallel Pedestrian Access Ramp	4	Each	$ 4,000.00	$16,000.00
Concrete Sidewalk	3,600	sq ft	$ 15.00	$54,000.00
Chip Seal Coat, Type II	2,666.67	sq yd	$ 40.00	$106,666.67
			$ 12.00	
				$579,744.44

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	300	ft	$ 125.00	$37,500.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	$ 5,000.00	$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	$ 2,000.00	$4,000.00
				$51,500.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
New Signal System	1	Lump	$350,000.00	$350,000.00
				$350,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility contingency	1	lump	$40,000.00	$40,000.00
Street Lighting (spaced every 200')	6.5	Each	$8,000.00	$52,000.00
Ovehead power line relocate		Each	$25,000.00	$0.00
				$92,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$20,000.00	$20,000.00
				$20,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$1,251,944.44**
Contingency (50%) $	**$625,972.22**
BID ITEMS TOTAL $	**$1,877,916.67**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	160,950	sq ft	$15.00	$2,414,250.00
Assuming 5' wide construction easement required for length of project		sq ft	$2.00	$0.00
				$2,414,250.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$225,350.00	$225,350.00
				$225,350.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$187,791.67	$187,791.67
				$187,791.67

BID ITEMS TOTAL	**$1,877,916.67**
NON-BID ITEMS TOTAL	**$2,827,391.67**
Grand Total	**$4,705,308.33**

ENGINEER'S ESTIMATE (2024 COSTS)
6700 West & 8200 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$77,400.00
Public Information Services	1	lump	2.00%	$16,300.00
Traffic Control	1	lump	10.00%	$81,500.00
Survey	1	lump	5.00%	$40,800.00
				$216,000.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	600	ft	$ 125.00	$75,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$131,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$100,000.00	$100,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$164,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$1,030,260.70**
Contingency (30%) $	**$309,078.21**
BID ITEMS TOTAL $	**$1,339,338.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	8,000	sq ft	$15.00	$120,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$123,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$160,720.67	$160,720.67
				$160,720.67

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$160,720.67	$160,720.67
				$160,720.67

BID ITEMS TOTAL $	**$1,339,338.91**
NON-BID ITEMS TOTAL $	**$444,441.34**
GRAND TOTAL $	**$1,783,780.24**

ENGINEER'S ESTIMATE (2024 COSTS)
5600 West & 7400 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$79,000.00
Public Information Services	1	lump	2.00%	$16,700.00
Traffic Control	1	lump	10.00%	$83,200.00
Survey	1	lump	5.00%	$41,600.00
				$220,500.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	600	ft	$ 125.00	$75,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$131,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$75,000.00	$75,000.00
Lighting at roundabout (assume 12 lights)	12	Each	$8,000.00	$96,000.00
				$171,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$25,000.00	$25,000.00
				$25,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$1,051,760.70**
Contingency (30%) $	**$315,528.21**
BID ITEMS TOTAL $	**$1,367,288.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	8,000	sq ft	$15.00	$120,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$123,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (15% of Bid Items)	1	lump	$205,093.34	$205,093.34
				$205,093.34

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$164,074.67	$164,074.67
				$164,074.67

BID ITEMS TOTAL $	**$1,367,288.91**
NON-BID ITEMS TOTAL $	**$492,168.00**
GRAND TOTAL $	**$1,859,456.91**

ENGINEER'S ESTIMATE (2024 COSTS)
5600 West & 8000 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$83,800.00
Public Information Services	1	lump	2.00%	$17,700.00
Traffic Control	1	lump	10.00%	$88,200.00
Survey	1	lump	5.00%	$44,100.00
				$233,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,233	cu yd	$ 24.00	$29,603.56
Granular Borrow (Plan Quantity)	1,233	cu yd	$ 35.00	$43,171.85
Untreated Base Course	1,891	Ton	$ 40.00	$75,658.49
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	998	Ton	$ 150.00	$149,686.40
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$504,260.70

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	600	ft	$ 125.00	$75,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$131,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$125,000.00	$125,000.00
Lighting at roundabout (assume 12 lights)	12	Each	$8,000.00	$96,000.00
				$221,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$25,000.00	$25,000.00
				$25,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$1,115,060.70**
Contingency (30%) $	**$334,518.21**
BID ITEMS TOTAL $	**$1,449,578.91**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	8,000	sq ft	$15.00	$120,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$123,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (15% of Bid Items)	1	lump	$217,436.84	$217,436.84
				$217,436.84

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$173,949.47	$173,949.47
				$173,949.47

BID ITEMS TOTAL $	**$1,449,578.91**
NON-BID ITEMS TOTAL $	**$514,386.30**
GRAND TOTAL $	**$1,963,965.21**

ENGINEER'S ESTIMATE (2024 COSTS)
Grizzly Way & 7000 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$73,900.00
Public Information Services	1	lump	2.00%	$15,600.00
Traffic Control	1	lump	10.00%	$77,800.00
Survey	1	lump	5.00%	$38,900.00
				$206,200.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	1,085	cu yd	$ 24.00	$26,048.00
Granular Borrow (Plan Quantity)	1,085	cu yd	$ 35.00	$37,986.67
Untreated Base Course	1,403	Ton	$ 40.00	$56,126.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	740	Ton	$ 150.00	$111,044.34
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$437,346.39

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	600	ft	$ 125.00	$75,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$131,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$125,000.00	$125,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$189,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$20,000.00	$20,000.00
				$20,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$983,546.39**
Contingency (30%) $	**$295,063.92**
BID ITEMS TOTAL $	**$1,278,610.31**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	5,000	sq ft	$15.00	$75,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$78,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (15% of Bid Items)	1	lump	$191,791.55	$191,791.55
				$191,791.55

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$153,433.24	$153,433.24
				$153,433.24

BID ITEMS TOTAL $	**$1,278,610.31**
NON-BID ITEMS TOTAL $	**$423,224.78**
GRAND TOTAL $	**$1,701,835.10**

ENGINEER'S ESTIMATE (2024 COSTS)
9400 South & 7500 West

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$55,500.00
Public Information Services	1	lump	2.00%	$11,700.00
Traffic Control	1	lump	10.00%	$58,400.00
Survey	1	lump	5.00%	$29,200.00
				$154,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$20,000.00	$20,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$84,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$738,367.23**
Contingency (30%) $	**$221,510.17**
BID ITEMS TOTAL $	**$959,877.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

BID ITEMS TOTAL $	**$959,877.39**
NON-BID ITEMS TOTAL $	**$293,370.57**
GRAND TOTAL $	**$1,253,247.97**

ENGINEER'S ESTIMATE (2024 COSTS)
7500 West & 10000 South

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$55,500.00
Public Information Services	1	lump	2.00%	$11,700.00
Traffic Control	1	lump	10.00%	$58,400.00
Survey	1	lump	5.00%	$29,200.00
				$154,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	200	ft	$ 12.00	$2,400.00
Remove Concrete Sidewalk	200	sq yd	$ 28.00	$5,600.00
Roadway Excavation (Plan Quantity)	952	cu yd	$ 24.00	$22,848.00
Granular Borrow (Plan Quantity)	952	cu yd	$ 35.00	$33,320.00
Untreated Base Course	1,186	Ton	$ 40.00	$47,426.99
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	626	Ton	$ 150.00	$93,831.84
Pavement Marking Paint	100	gal	$ 80.00	$8,000.00
Pavement Message (Preformed Thermoplastic)	15	Each	$ 250.00	$3,750.00
Concrete Curb and Gutter Type B1	800	ft	$ 45.00	$36,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	4,000	sq ft	$ 15.00	$60,000.00
Concrete Curb and Gutter Type M1	437	ft	$ 40.00	$17,480.00
Concrete Flatwork, 6 inch Thick	3409	sq ft	$ 12.00	$40,910.40
				$403,567.23

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	$ 125.00	$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$81,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
utility relocates	1	lump	$20,000.00	$20,000.00
Lighting at roundabout (assume 8 lights)	8	Each	$8,000.00	$64,000.00
				$84,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping (assume higher price to landscape medians)	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$738,367.23**
Contingency (30%) $	**$221,510.17**
BID ITEMS TOTAL $	**$959,877.39**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Lump estimate for right of way takes for extra space requried for roundabout	4,000	sq ft	$15.00	$60,000.00
Assuming 5' wide construction easement	1,000	sq ft	$3.00	$3,000.00
				$63,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (12% of Bid Items)	1	lump	$115,185.29	$115,185.29
				$115,185.29

BID ITEMS TOTAL $	**$959,877.39**
NON-BID ITEMS TOTAL $	**$293,370.57**
GRAND TOTAL $	**$1,253,247.97**

ENGINEER'S ESTIMATE (2024 COSTS)
7800 South Widening from SR-111 to 5600 West

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$866,700.00
Public Information Services	1	lump	1.00%	$91,300.00
Traffic Control	1	lump	10.00%	$912,300.00
Survey	1	lump	2.00%	$182,500.00
				$2,052,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	8,600	ft	$ 12.00	$103,200.00
Remove Concrete Sidewalk	4,778	sq yd	$ 28.00	$133,777.78
Roadway Excavation (Plan Quantity)	38,222	cu yd	$ 24.00	$917,333.33
Granular Borrow (Plan Quantity)	19,111	cu yd	$ 35.00	$668,888.89
Untreated Base Course	7,740	Ton	$ 40.00	$309,600.00
Remove Concrete Driveway	1,320	sq yd	$ 28.00	$36,960.00
HMA - 1/2 inch	5,160	Ton	$ 150.00	$774,000.00
Pavement Marking Paint	200	gal	$ 80.00	$16,000.00
Pavement Message (Preformed Thermoplastic)	100	Each	$ 250.00	$25,000.00
Concrete Curb and Gutter Type B1	8,600	ft	$ 45.00	$387,000.00
Perpendicular/Parallel Pedestrian Access Ramp	30	Each	$ 4,000.00	$120,000.00
Concrete Sidewalk	43,000	sq ft	$ 15.00	$645,000.00
Chip Seal Coat, Type II	80,267	sq yd	$ 5.00	$401,333.33
				$4,538,093.33

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	9102	ft	$ 125.00	$1,137,750.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	29	Each	$ 5,000.00	$145,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	29	Each	$ 2,000.00	$58,000.00
				$1,340,750.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Modify 3 signals	3	lump	$300,000.00	$900,000.00
				$900,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$2,000,000.00	$2,000,000.00
Street Lighting (spaced every 200')	43	Each	$8,000.00	$344,000.00
				$2,344,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
	1	Lump		$0.00
				$0.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Widen Railroad Structure		Lump		$0.00
				$0.00

BID ITEMS $	**$11,175,643.33**
Contingency (40%) $	**$4,470,257.33**
BID ITEMS TOTAL $	**$15,645,900.67**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)		sq ft	$17.00	$0.00
Assuming 5' wide construction easement required for length of project	43,000	sq ft	$3.00	$129,000.00
Potential full right of way takes		each	$600,000.00	$0.00
				$129,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$1,564,590.07	$1,564,590.07
				$1,564,590.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$1,564,590.07	$1,564,590.07
				$1,564,590.07

BID ITEMS TOTAL	**$15,645,900.67**
NON-BID ITEMS TOTAL	**$3,258,180.13**
TOTAL	**$18,904,080.80**

ENGINEER'S ESTIMATE (2024 COSTS)
Old Bingham Highway: 5600 West to Mountain View Corridor

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$284,900.00
Public Information Services	1	lump	1.00%	$30,000.00
Traffic Control	1	lump	10.00%	$299,900.00
Survey	1	lump	2.00%	$60,000.00
				$674,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	4,030	ft	$ 12.00	$48,360.00
Remove Concrete Sidewalk	2,239	sq yd	$ 28.00	$62,688.89
Roadway Excavation (Plan Quantity)	8,956	cu yd	$ 24.00	$214,933.33
Granular Borrow (Plan Quantity)	4,478	cu yd	$ 35.00	$156,722.22
Untreated Base Course	1,814	Ton	$ 40.00	$72,540.00
Remove Concrete Driveway	1,320	sq yd	$ 28.00	$36,960.00
HMA - 1/2 inch	1,209	Ton	$ 150.00	$181,350.00
Pavement Marking Paint	200	gal	$ 80.00	$16,000.00
Pavement Message (Preformed Thermoplastic)	100	Each	$ 250.00	$25,000.00
Concrete Curb and Gutter Type B1	4,030	ft	$ 45.00	$181,350.00
Perpendicular/Parallel Pedestrian Access Ramp	30	Each	$ 4,000.00	$120,000.00
Concrete Sidewalk	20,150	sq ft	$ 15.00	$302,250.00
Chip Seal Coat, Type II	32,240	sq yd	$ 5.00	$161,200.00
				$1,579,354.44

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	4266	ft	$ 125.00	$533,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	14	Each	$ 5,000.00	$70,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	14	Each	$ 2,000.00	$28,000.00
				$631,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Modify 1 signal	1	lump	$200,000.00	$200,000.00
				$200,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$50,000.00	$50,000.00
Street Lighting (spaced every 200')	21	Each	$8,000.00	$168,000.00
Relocate powerline (20 poles)	1	lump	$350,000.00	$350,000.00
				$568,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$20,000.00	$20,000.00
				$20,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
		Lump	$200,000.00	$0.00
				$0.00

BID ITEMS $	**$3,673,404.44**
Contingency (40%) $	**$1,469,361.78**
BID ITEMS TOTAL $	**$5,142,766.22**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	48,360	sq ft	$17.00	$822,120.00
Assuming 5' wide construction easement required for length of project	20,150	sq ft	$3.00	$60,450.00
Potential full right of way takes		each	$600,000.00	$0.00
				$882,570.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$514,276.62	$514,276.62
				$514,276.62

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$514,276.62	$514,276.62
				$514,276.62

BID ITEMS TOTAL	**$5,142,766.22**
NON-BID ITEMS TOTAL	**$1,911,123.24**
TOTAL	**$7,053,889.47**

ENGINEER'S ESTIMATE (2024 COSTS)
4000 West; Old Bingham Hwy to South Jordan Border

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$616,700.00
Public Information Services	1	lump	1.00%	$65,000.00
Traffic Control	1	lump	10.00%	$649,200.00
Survey	1	lump	2.00%	$129,900.00
				$1,460,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	3,800	ft	$ 12.00	$45,600.00
Remove Concrete Sidewalk	2,111	sq yd	$ 28.00	$59,111.11
Roadway Excavation (Plan Quantity)	16,889	cu yd	$ 24.00	$405,333.33
Granular Borrow (Plan Quantity)	8,444	cu yd	$ 35.00	$295,555.56
Untreated Base Course	3,420	Ton	$ 40.00	$136,800.00
Remove Concrete Driveway	1,320	sq yd	$ 28.00	$36,960.00
HMA - 1/2 inch	2,280	Ton	$ 150.00	$342,000.00
Pavement Marking Paint	200	gal	$ 80.00	$16,000.00
Pavement Message (Preformed Thermoplastic)	100	Each	$ 250.00	$25,000.00
Concrete Curb and Gutter Type B1	3,800	ft	$ 45.00	$171,000.00
Perpendicular/Parallel Pedestrian Access Ramp	30	Each	$ 4,000.00	$120,000.00
Concrete Sidewalk	19,000	sq ft	$ 15.00	$285,000.00
Chip Seal Coat, Type II	35,467	sq yd	$ 5.00	$177,333.33
				$2,115,693.33

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	4022	ft	$ 125.00	$502,750.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	13	Each	$ 5,000.00	$65,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	13	Each	$ 2,000.00	$26,000.00
				$593,750.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Modify 2 signals	2	lump	$300,000.00	$600,000.00
				$600,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$1,000,000.00	$1,000,000.00
Street Lighting (spaced every 200')	19	Each	$8,000.00	$152,000.00
Rail crossing	1	lump	$2,000,000.00	$2,000,000.00
				$3,152,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
	1	Lump	$30,000.00	$30,000.00
				$30,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Widen Railroad Structure		Lump		$0.00
				$0.00

BID ITEMS $	**$7,952,243.33**
Contingency (40%) $	**$3,180,897.33**
BID ITEMS TOTAL $	**$11,133,140.67**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	91,200	sq ft	$17.00	$1,550,400.00
Assuming 5' wide construction easement required for length of project	19,000	sq ft	$3.00	$57,000.00
Potential full right of way takes	4	each	$600,000.00	$2,400,000.00
				$4,007,400.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$1,113,314.07	$1,113,314.07
				$1,113,314.07

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$1,113,314.07	$1,113,314.07
				$1,113,314.07

BID ITEMS TOTAL	**$11,133,140.67**
NON-BID ITEMS TOTAL	**$6,234,028.13**
TOTAL	**$17,367,168.80**

ENGINEER'S ESTIMATE (2024 COSTS)
New Bingham Highway

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$144,200.00
Public Information Services	1	lump	1.00%	$15,200.00
Traffic Control	1	lump	10.00%	$151,800.00
Survey	1	lump	2.00%	$30,400.00
				$341,600.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	2,200	ft	$ 12.00	$26,400.00
Remove Concrete Sidewalk	1,222	sq yd	$ 28.00	$34,222.22
Roadway Excavation (Plan Quantity)	4,889	cu yd	$ 24.00	$117,333.33
Granular Borrow (Plan Quantity)	2,444	cu yd	$ 35.00	$85,555.56
Untreated Base Course	990	Ton	$ 40.00	$39,600.00
Remove Concrete Driveway	1,320	sq yd	$ 28.00	$36,960.00
HMA - 1/2 inch	660	Ton	$ 150.00	$99,000.00
Pavement Marking Paint	200	gal	$ 80.00	$16,000.00
Pavement Message (Preformed Thermoplastic)	100	Each	$ 250.00	$25,000.00
Concrete Curb and Gutter Type B1	2,200	ft	$ 45.00	$99,000.00
Perpendicular/Parallel Pedestrian Access Ramp	30	Each	$ 4,000.00	$120,000.00
Concrete Sidewalk	11,000	sq ft	$ 15.00	$165,000.00
Chip Seal Coat, Type II	17,600	sq yd	$ 5.00	$88,000.00
				$952,071.11

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	2329	ft	$ 125.00	$291,125.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	$ 5,000.00	$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	$ 2,000.00	$16,000.00
				$347,125.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Modify 2 signals		lump	$300,000.00	$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$100,000.00	$100,000.00
Street Lighting (spaced every 200')	11	Each	$8,000.00	$88,000.00
Rail crossing		lump	$2,000,000.00	$0.00
				$188,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
	1	Lump	$30,000.00	$30,000.00
				$30,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Widen Railroad Structure		Lump		$0.00
				$0.00

BID ITEMS $	**$1,858,796.11**
Contingency (40%) $	**$743,518.44**
BID ITEMS TOTAL $	**$2,602,314.56**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	26,400	sq ft	$17.00	$448,800.00
Assuming 5' wide construction easement required for length of project	11,000	sq ft	$3.00	$33,000.00
Potential full right of way takes		each	$600,000.00	$0.00
				$481,800.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$260,231.46	$260,231.46
				$260,231.46

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$260,231.46	$260,231.46
				$260,231.46

BID ITEMS TOTAL	**$2,602,314.56**
NON-BID ITEMS TOTAL	**$1,002,262.91**
TOTAL	**$3,604,577.47**

ENGINEER'S ESTIMATE (2024 COSTS)
2 Lane New Roadway

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$73,600.00
Public Information Services	1	lump	1.00%	$7,800.00
Traffic Control	1	lump	2.00%	$15,500.00
Survey	1	lump	2.00%	$15,500.00
				$112,400.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	1,534	cu yd	$ 24.00	$36,814.81
Granular Borrow (Plan Quantity)	1,595	cu yd	$ 35.00	$55,825.00
Untreated Base Course	1,595	Ton	$ 40.00	$63,800.00
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	1,403	Ton	$ 130.00	$182,325.00
Pavement Marking Paint	50	gal	$ 80.00	$4,000.00
Pavement Message (Preformed Thermoplastic)	6	Each	$ 250.00	$1,500.00
Concrete Curb and Gutter Type B1	2,000	ft	$ 35.00	$70,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	12,000	sq ft	$ 9.00	$108,000.00
				$554,264.81

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	$ 125.00	$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	4	Each	$ 5,000.00	$20,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	4	Each	$ 2,000.00	$8,000.00
				$160,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$20,000.00	$10,000.00
Street Lighting (spaced every 200')	5	Each	$8,000.00	$40,000.00
				$50,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$10,000.00	$10,000.00
				$10,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
		Lump	$200,000.00	$0.00
				$0.00

BID ITEMS $	**$887,039.81**
Contingency (30%) $	**$266,111.94**
BID ITEMS TOTAL $	**$1,153,151.76**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	71,000	sq ft	$15.00	$1,065,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	$3.00	$30,000.00
				$1,095,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$115,315.18	$115,315.18
				$115,315.18

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$115,315.18	$115,315.18
				$115,315.18

Per mile with Right of Way	$13,087,969.55
Per mile without Right of Way	$6,918,910.56

ENGINEER'S ESTIMATE (2024 COSTS)
3 Lane New Roadway

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$76,800.00
Public Information Services	1	lump	1.00%	$8,100.00
Traffic Control	1	lump	2.00%	$16,200.00
Survey	1	lump	2.00%	$16,200.00
				$117,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	1,858	cu yd	$ 24.00	$44,592.59
Granular Borrow (Plan Quantity)	1,885	cu yd	$ 35.00	$65,975.00
Untreated Base Course	1,885	Ton	$ 40.00	$75,400.00
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	1,658	Ton	$ 130.00	$215,475.00
Pavement Marking Paint	75	gal	$ 80.00	$6,000.00
Pavement Message (Preformed Thermoplastic)	8	Each	$ 250.00	$2,000.00
Concrete Curb and Gutter Type B1	2,000	ft	$ 35.00	$70,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	10,000	sq ft	$ 9.00	$90,000.00
Asphalt Path		Ton	$ 130.00	$0.00
Ashpalt Path (UTBC)		Ton	$ 40.00	$0.00
				$601,442.59

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	$ 125.00	$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	$ 5,000.00	$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	$ 2,000.00	$4,000.00
				$146,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$20,000.00	$10,000.00
Street Lighting (spaced every 200')	5	Each	$8,000.00	$40,000.00
				$50,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$10,000.00	$10,000.00
				$10,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
		Lump	$200,000.00	$0.00
				$0.00

BID ITEMS $	**$925,117.59**
Contingency (30%) $	**$277,535.28**
BID ITEMS TOTAL $	**$1,202,652.87**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	66,000	sq ft	$15.00	$990,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	$3.00	$30,000.00
				$1,020,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$120,265.29	$120,265.29
				$120,265.29

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$120,265.29	$120,265.29
				$120,265.29

Per mile with Right of Way	$13,005,608.59
Per mile without Right of Way	$7,215,917.22

ENGINEER'S ESTIMATE (2024 COSTS)
Old Bingham Highway: 5600 West to Mountain View Corridor

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$407,000.00
Public Information Services	1	lump	1.00%	$42,900.00
Traffic Control	1	lump	10.00%	$428,400.00
Survey	1	lump	2.00%	$85,700.00
				$964,000.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter		ft	$ 12.00	$0.00
Remove Concrete Sidewalk		sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	18,889	cu yd	$ 24.00	$453,333.33
Granular Borrow (Plan Quantity)	9,444	cu yd	$ 35.00	$330,555.56
Untreated Base Course	3,825	Ton	$ 40.00	$153,000.00
Remove Concrete Driveway	1,320	sq yd	$ 28.00	$36,960.00
HMA - 1/2 inch	2,550	Ton	$ 150.00	$382,500.00
Pavement Marking Paint	200	gal	$ 80.00	$16,000.00
Pavement Message (Preformed Thermoplastic)	100	Each	$ 250.00	$25,000.00
Concrete Curb and Gutter Type B1	8,500	ft	$ 45.00	$382,500.00
Perpendicular/Parallel Pedestrian Access Ramp	30	Each	$ 4,000.00	$120,000.00
Concrete Sidewalk	42,500	sq ft	$ 15.00	$637,500.00
Chip Seal Coat, Type II	39,667	sq yd	$ 5.00	$198,333.33
				$2,735,682.22

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	4498	ft	$ 125.00	$562,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	15	Each	$ 5,000.00	$75,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	15	Each	$ 2,000.00	$30,000.00
				$667,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Modify 1 signals	1	lump	$200,000.00	$200,000.00
				$200,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$100,000.00	$100,000.00
Street Lighting (spaced every 200')	22	Each	$8,000.00	$176,000.00
Rail crossing		lump	$2,000,000.00	$0.00
Relocate utility poles	15	Each	$25,000.00	$375,000.00
				$0.00
				$651,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
	1	Lump	$30,000.00	$30,000.00
				$30,000.00

Structures

Description	Quantity	Unit	Unit Price	Amount
Widen Railroad Structure		Lump		$0.00
				$0.00

BID ITEMS $	**$5,247,932.22**
Contingency (40%) $	**$2,099,172.89**
BID ITEMS TOTAL $	**$7,347,105.11**

NON-BID ITEMS

Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	102,000	sq ft	$17.00	$1,734,000.00
Assuming 5' wide construction easement required for length of project	21,250	sq ft	$3.00	$63,750.00
Potential full right of way takes		each	$600,000.00	$0.00
				$1,797,750.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	$734,710.51	$734,710.51
				$734,710.51

Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	$734,710.51	$734,710.51
				$734,710.51

BID ITEMS TOTAL	**$7,347,105.11**
NON-BID ITEMS TOTAL	**$3,267,171.02**
TOTAL	**$10,614,276.13**

ENGINEER'S ESTIMATE (2024 COSTS)
5 Lane New Roadway

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$130,600.00
Public Information Services	1	lump	1.00%	$13,800.00
Traffic Control	1	lump	2.00%	$27,500.00
Survey	1	lump	2.00%	$27,500.00
				$199,400.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	2,160	cu yd	$ 24.00	$51,851.85
Granular Borrow (Plan Quantity)	2,755	cu yd	$ 35.00	$96,425.00
Untreated Base Course	2,755	Ton	$ 40.00	$110,200.00
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	2,423	Ton	$ 150.00	$363,375.00
Pavement Marking Paint	20	gal	$ 80.00	$1,600.00
Pavement Message (Preformed Thermoplastic)	8	Each	$ 250.00	$2,000.00
Concrete Curb and Gutter Type B1	4,000	ft	$ 45.00	$180,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	$ 4,000.00	$32,000.00
Concrete Sidewalk	16,000	sq ft	$ 15.00	$240,000.00
Chip Seal Coat, Type II	8,000	sq yd	$ 5.00	$40,000.00
				$1,117,451.85

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	$ 125.00	$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	$ 5,000.00	$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	$ 2,000.00	$4,000.00
				$146,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$20,000.00	$10,000.00
Street Lighting (spaced every 200')	10	Each	$8,000.00	$80,000.00
				$90,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	$20,000.00	$20,000.00
				$20,000.00

Structures

Description	Quantity	Unit	Unit Price	Amount
		Lump	$200,000.00	$0.00
				$0.00

BID ITEMS $	**$1,573,226.85**
Contingency (30%) $	**$471,968.06**
BID ITEMS TOTAL $	**$2,045,194.91**

NON-BID ITEMS

Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	84,000	sq ft	$15.00	$1,260,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	$3.00	$30,000.00
				$1,290,000.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	$245,423.39	$245,423.39
				$245,423.39

Description	Quantity	Unit	Unit Price	Amount
Construction Management (12% of Bid Items)	1	lump	$245,423.39	$245,423.39
				$245,423.39

Per mile with Right of Way	$20,201,500.10
Per mile without Right of Way	$12,680,208.43

MINUTES OF THE WEST JORDAN PLANNING AND ZONING COMMISSION HELD JULY 2, 2024 IN THE WEST JORDAN CITY COUNCIL CHAMBERS

PRESENT: George Winn, Tom Hollingsworth, John Roberts, Trish Hatch, Ammon Allen, Jay Thomas, and Emily Gonzalez.

STAFF: Scott Langford, Larry Gardner, Duncan Murray, Tayler Jensen, Ray McCandless, Nathan Nelson, Nestor Gallo, Julie Davis

****

The briefing meeting was called to order by George Winn with a quorum present. The agenda was reviewed and clarifying information was given.

****

The regular meeting was called to order at 6:00 p.m. with a quorum present.

1. Approve Minutes of June 18, 2024

MOTION: Ammon Allen moved to approve the minutes of June 18, 2024. The motion was seconded by Jay Thomas and passed 7-0 in favor.

****

2. Wendy's; 7914 South 5600 West; Preliminary Site Plan and Administrative Conditional Use Permit for Restaurant, Fast Food; SC-2 Zone; Dominion Engineering/E. Farley Eskelson (applicant) [#32633, 32634; parcel 20-35-226-021]

Andrew Horne, Dominion Engineering, was in attendance.

Tayler Jensen said the application is for a preliminary site plan and administrative conditional use permit for a fast-food restaurant in the SC-2 zoning district. The drive-through lane goes around the building, and parking exceeds the required standards. The building has four-sided architecture and roof top equipment is screened by a parapet wall to meet design standards.

Based on the analysis contained in the staff report, staff recommended that the Planning Commission approve the Conditional Use Permit for Restaurant, Fast Food (General) and the Preliminary Site Plan for Wendy's at Highlands located on approximately 1.11 acres at 7914 South 5600 West.

There are no conditions of approval suggested by staff because no reasonably anticipated detrimental effects of this use were identified. Any subsequent decision of the Planning Commission relative to the application will supersede any conflicting analysis or opinions of staff stated in the report or otherwise presented to the Planning Commission.

George Winn opened the public hearing.

Further public comment was closed at this point for this item.

DRAFT

MOTION: Ammon Allen moved to approve a Conditional Use Permit for Restaurant, Fast Food (General) for Wendy's at Highlands on approximately 1.11 acres at 7914 South 5600 West subject to all requirements of approval. The motion was seconded by Trish Hatch and passed 7-0 in favor.

MOTION: Ammon Allen moved to approve a Preliminary Site Plan for Wendy's at Highlands located at 7914 South 5600 West, subject to all requirements of approval. The motion was seconded by Trish Hatch and passed 7-0 in favor.

****

3. Terraine West Bench Plat 5; 7400 South U-111 Highway; Preliminary Subdivision Plat (112 lots on 23.382 acres) and Sub Area Development Plan; PCH/MDA Zone; Third Cadence/Gary Langston (applicant) [#32637; parcel 20-28-200-009]

Gary Langston, Third Cadence representing Wood Ranch Development, stated that this plat will contain 112 lots with a mix of single-family and townhome units on 23 acres with almost four acres of open space. This plat is an extension of plat 3, which is under construction, and plat 4, which will begin mass grading in the next few weeks. Plat 5 will start construction early next year. They agree with the statements made in the staff report that it is compliant with all city ordinances and requirements and is a logical extension of city infrastructure and meets all requirements under the Master Development Agreement. Mr. Langston clarified some information regarding statements in the staff report. This area is served by Kearns Improvement Districts with no constraints for off-site improvements at this point. In fact, the existing infrastructure from KID could support all 2,000 units. The Green Court lot is a definition within the PCH zone and is a lot that fronts onto open space. About half of the lots will front a road and the other half will front on open space.

Based on the analysis and findings contained in the staff report, staff recommended that the Planning Commission approve the Preliminary Major Subdivision Plat for Terraine Plat 5 Subdivision and Preliminary Sub Area Plan located on approximately 23.382 acres at 7400 South and SR-111, with the conditions and requirements of approval listed.

<u>Conditions and Requirements of Approval:</u>

1. All redline review comments from city staff are corrected.
2. The preliminary subdivision shall remain valid for one year following the date of approval (14-3-8).
3. Final approval for Terraine Phase 5 Subdivision will not be granted until all city utility plans are approved by the Engineering Division, and Public Works Department.
4. The subdivision and subarea plan shall comply with all relevant standards of the Master Development Agreement.
5. The proposed subdivision plat shall meet all applicable Zoning Ordinance requirements including City Code, Section 13.5L.7. specifically relating to building area, width, frontage and setback requirements.
6. The preliminary and final subdivision plat must meet all zoning or subdivision standards and requirements of the Engineering, Fire and Utilities Departments.

Ammon Allen asked for an explanation regarding timing of the maintenance of open space by the city.

DRAFT

Scott Langford said that the city will not assume responsibility for maintenance of any TDOS areas until the improvements are installed by the developer and they go through a warranty period.

Tom Hollingsworth asked if there is a detailed plan for the open space that shows what will be included and how it will be planted and maintained.

Ray McCandless said the plan is highly detailed with trail cross sections and required landscaping, but most of the trail system is within native vegetation.

Tom Hollingsworth asked if there is a bond in place to make sure the landscaping is installed as required. He wanted to avoid eyesores.

Larry Gardner said under Utah State Law we cannot require a bond for landscaping improvements. The landscape plan was approved as part of the entitlement process at the rezoning. Everything that the Commission sees reflects what is in the master development agreement.

Scott Langford indicated that some of the new commissioners may not have seen the overall plan for some of the larger developments such as Terraine West Bench, so staff will provide that as context for future plat approvals.

George Winn opened the public hearing.

Further public comment was closed at this point for this item.

MOTION: Jay Thomas moved to approve the Preliminary Subdivision Plat and Preliminary Sub Area Plan for Terraine West Bench Plat 5 Subdivision located on approximately 23.382 acres at 7400 South and SR-111, with the conditions and requirements of approval listed in the report. The motion was seconded by Ammon Allen and passed 7-0 in favor.

****

4. Transportation Master Plan – Amend the West Jordan City Transportation Master Plan; City-wide applicability; City of West Jordan (applicant)

Nathan Nelson, City Engineer, said several months ago the Commission was given a progress report on the update. Jeremy Searle with WCG will be presenting the final version of the plan and receiving comments from the Commission and the public.

Jeremy Searle, WCG, presented the story map that includes all of the information for the Transportation Master Plan. The document is also available and includes the details and analysis to back up the plan.

Questions were answered as the information was presented:

Safety improvements recommended in the plan focus on infrastructure and mechanics rather than recommendations for additional personnel. Safety Comparisons are based on miles traveled and not road miles, so the rates can be accurately compared to other cities. Improvements in safety are reviewed for

each intersection, which will help the crash numbers go down, but there isn't a percentage projection for the entire city overall.

Regarding Transit, the city does not have direct influence over other agencies, but participation in studies allows West Jordan to make recommendations. West Jordan is ahead of the game with regards to adoption of its Station Area Plans.

The Active Transportation Plan was recently completed, and those recommendations were incorporated to make sure they align.

The Travel Demand Model Roadway shows the current levels of service and how it will change in the future. These projections are determined by complex analysis by specialized programmers using socioeconomic data.

Roadway and Intersection Projects are recommended to address the roadway demand issues identified by the model.

Regarding the airport gap at 7000 South, they met with the Airport and suggested ideas such as connecting a roadway, or going underground, transit routes, or going around the edge of the airport, but the Airport was hesitant to agree to any of them. There is a recommendation in the plan for a study on 7000 South to see if there is a way to make some kind of connection.

Regarding the planned roundabout at 6400 West 7800 South, there is an ordinance that states the City Council has to approve any roundabout on an arterial road, and this location was one that was approved years ago. Property has been acquired for three of the corners. This was in the previous plan as well.

An explanation of the property acquisition process was given, including local and regional planning, funding, feasibility and environmental studies to identify the preferred alternative, and property purchase.

The planned pedestrian overpass on 7000 South has been designed to accommodate seven lanes of traffic.

George Winn opened the public hearing.

Lanese Hendrickson, West Jordan resident speaking remotely, said she and her husband are specifically concerned about the area near 9000 South, New Bingham Highway, and 6400 West. When they purchased their home, the West Jordan Transportation Plan showed that New Bingham would be closed, and that 9000 South would remain open. They are disappointed that the current plan shows that both roads will remain open. They understand growth happens, but there are significant concerns with the livability and safety of their neighborhood. She asked what changes had been made after public input was given on the plan, and what provisions are being made to ensure that their neighborhood will remain safe as 9000 South goes through. For example, controlling speed and truck traffic, what kinds of traffic calming provisions will be installed and if there are crosswalks that will make it safe for members of the community to be able to cross 9000 South.

DRAFT

Further public comment was closed at this point for this item.

Jeremy Searle said that the extension of 9000 South has been on the city and regional plan for a couple of decades, so that plan is moving forward. They have met with the neighborhood multiple times and are aware of and understand the concerns. As part of the plan a new signal at New Bingham Highway and 6400 West is currently being designed. A new signal is planned at 6400 West and 9000 South that will provide a signalized crosswalk for safe crossing between the neighborhoods and to the elementary school. There are bike lanes. Another signalized crossing will be at New Bingham and 9000 South to the east. Trucks are a concern and the industrial area to the south is heavily utilized by trucks. New Bingham Highway is the primary roadway for trucks, which is why that road will stay open. They can designate and encourage the use of truck routes, but they cannot legally prohibit trucks on arterial highways. They did an in-depth analysis on whether they could de-emphasize New Bingham Highway, but with the growth that is planned they need the capacity of both roads to serve the areas. Changes that were made after receiving public input include looking more closely at Duck Ridge Road with additional studies, feedback on the intersection at New Bingham Highway and 6400 West initiated a signal warrant study, which found that a signal was warranted and UDOT is building one there. The public wanted them to look at other alternatives, including a 'no build' scenario that sent all traffic to New Bingham and around. There was an additional in-depth study completed that found that there is enough demand that they need both roads, otherwise the queuing and delay went back thousands of feet with a significant delay, and it was not feasible in order to have the transportation network in that area function.

MOTION: Trish Hatch moved, based upon the information and findings set forth in the staff report and upon the evidence and explanations received today, to forward a positive recommendation to the City Council concerning the proposed updates to the West Jordan City Transportation Master Plan. The motion was seconded by Ammon Allen and passed 7-0 in favor.

****

5. Jordan Valley Station; 3400 West 8600 South; Amended Development Agreement for the purpose of extending the expiration date; P-C (TSOD) Zone; Bangerter Station Associates, LLC [#33113]

Staff recommended that the Planning Commission postpone the request to Amend the Jordan Valley Station Development Agreement to July 16, 2024.

MOTION: Jay Thomas moved to postpone the public hearing for Jordan Valley Station Amended Development Agreement to the July 16, 2024 meeting. The motion was seconded by Trish Hatch and passed 7-0 in favor.

****

6. Text Amendment – IOZ Development Standards; Amend the 2009 West Jordan Municipal Code Section 13-6K-5: Development And Design Requirements; 1. Buildings; 5. Commercial Buildings; City of West Jordan (applicant)

Larry Gardner said it was found that some of the adopted IOZ ordinance development standards are inconsistent with some proposed uses for the area. For example, an office building can be six stories, but a commercial building, which includes hotels, can only be three stories. He reviewed the proposed changes that deal with architectural features including removing the requirement for 60% glass on the first floor to help with functional building design. The Planning Commission can still weigh in on the design during their review. The amendment would allow for parking on all sides of the building to allow maximum flexibility. Setbacks were adjusted to have a minimum of 15 feet in the front and rear in order to allow for utility easements. Other changes dealt with building height and setbacks, architecture, and site design. The reference to Bangerter Highway was removed.

Based on the analysis and findings contained in the staff report, staff recommended that the Planning Commission forward a positive recommendation to the City Council for this application.

George Winn opened the public hearing.

Further public comment was closed at this point for this item.

MOTION: Ammon Allen moved, based on the information and findings set forth in the staff report and upon the evidence and explanations received today, to forward a positive recommendation to the City Council for the Text Amendment regarding IOZ Development Standards. The motion was seconded by Emily Gonzalez and passed 7-0 in favor.

MOTION: Jay Thomas moved to adjourn.

The meeting was adjourned at 7:09 p.m.

_____
GEORGE WINN
Chair

ATTEST:

JULIE DAVIS
Executive Assistant
Community Development Department

Approved this _____ day of _____, 2024

DRAFT

REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 07/17/2024

Presenter: Kayleen Whitelock, Kent Shelton, Pamela

Deadline of item :

Applicant:

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 15 Minutes *(Council may elect to provide more or less time)*

1. **AGENDA SUBJECT**
   Discussion regarding the Active Transportation Master Plan as it relates to Arterials and Collectors.

2. **EXECUTIVE SUMMARY**
   Councilmembers would like to have a discussion on the Active Transportation Master Plan, specifically as it relates to future construction regarding sidewalks, bike lanes, and other related definitions and classifications.

3. **TIME SENSITIVITY / URGENCY**
   There are no known deadlines

4. **FISCAL NOTE**
   The fiscal impact will vary based on the consensus of the council regarding any adjustments.

5. **STAFF ANALYSIS**
   Sidewalk standards (per city engineering):
   - new sidewalks on arterials are 6' wide;
   - new sidewalks on collectors are 5' wide with park strip or 6' when the sidewalk is adjacent to the curb, no park strip.
   - All new residential sidewalks are 5' wide.
   - Sidewalks have a depth of 5.5”

   Potential bicycle discussion points:
   - How the Netherlands Built a Biking Utopia – https://www.youtube.com/watch?v=bnFYOvcOn_E
   - State law does not allow a municipal body to prohibit bicycle riders from the street. However, prohibiting those 18 years and older from riding on the sidewalk is enforceable.
   - How can West Jordan provide more protection for cyclists (and pedestrians)?
     - Pathways with cyclists closer to walking pedestrians rather than motor vehicles?
       - Buffered or protected bike lanes (pages 26, 31-33 in attachment)
     - Reference to the islands and bump-outs utilized at various intersections/crossings in Cottonwood Heights and Midvale (specifically Center Street at Midvale City Park).

6. **MOTION RECOMMENDED**
   No official motion required, but a general consensus of direction is desired by sponsoring councilmembers.

7. MAYOR RECOMMENDATION

N/A

8. PACKET ATTACHMENT(S)

9. OTHER INFORMATION

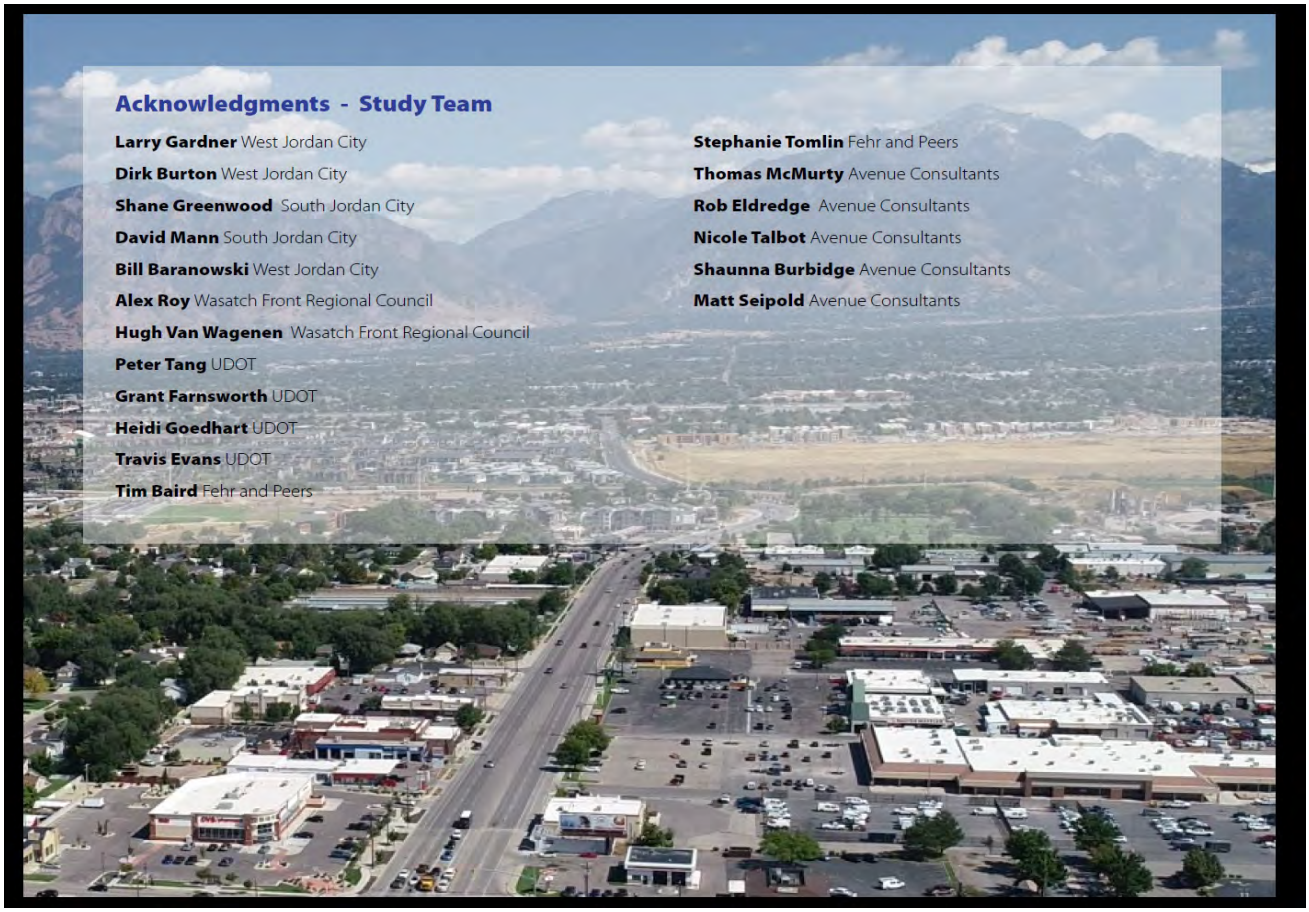
Active Transportation Master Plan
– https://codelibrary.amlegal.com/codes/westjordanut/latest/westjordan_active-transportation/0-0-0-1332

WEST JORDAN, UT

Active Transportation Plan

2019





Executive Summary

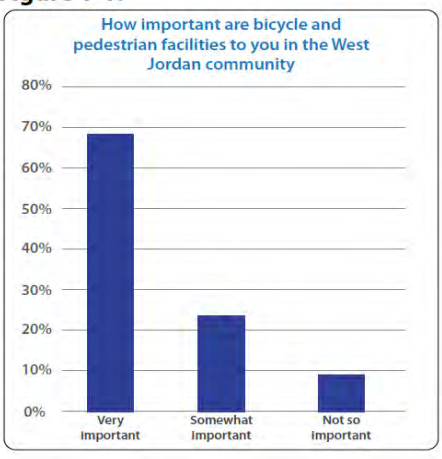
1 EXECUTIVE SUMMARY

The Active Transportation (AT) Plan allowed the City of West Jordan to take a detailed look at bicycle and pedestrian facilities in the city. The plan represents the next step from the Transportation Master Plan to the specifics needed to plan for sidewalk, trail, and bike lane projects. Residents in West Jordan have expressed a desire to see more trails and more and more Utahns are saying that active transportation facilities are important to their quality of life.

This plan is designed to lay the groundwork for enhancing active transportation in the community by presenting a vision for future AT projects and how to see them realized. This plan is organized into five sections that illustrate the journey from Where We Are (section 2), to What We Heard (section 3), Where We're Going (section 4), Planned Projects (section 5), and How We Get There (section 6). Throughout this study there were regular meetings and interaction with City staff and officials and well as a focus on collaborating with residents and key community stakeholders about what they would like to see in West Jordan.

Figure 1-1:

Figure 1-1:



Joint West Jordan and South Jordan Study

The study was conducted jointly between West Jordan and South Jordan. The two cities worked together at the same time to collaborate on projects and to help ensure that needed connections on corridors spanning both cities could be realized. Projects like buffered bike lanes on 2700 West are important to both West Jordan and South Jordan, and the cities wanted consistency and coordination across borders.

The collaborative planning process was instrumental throughout the study, specifically with the Steering Committee members from both cities and in the joint website for the project: www.jordanatp.com.

Figure 1-2: Community event

Figure 1-2: Community event



Many of the planned projects in the project prioritization map came from public input.

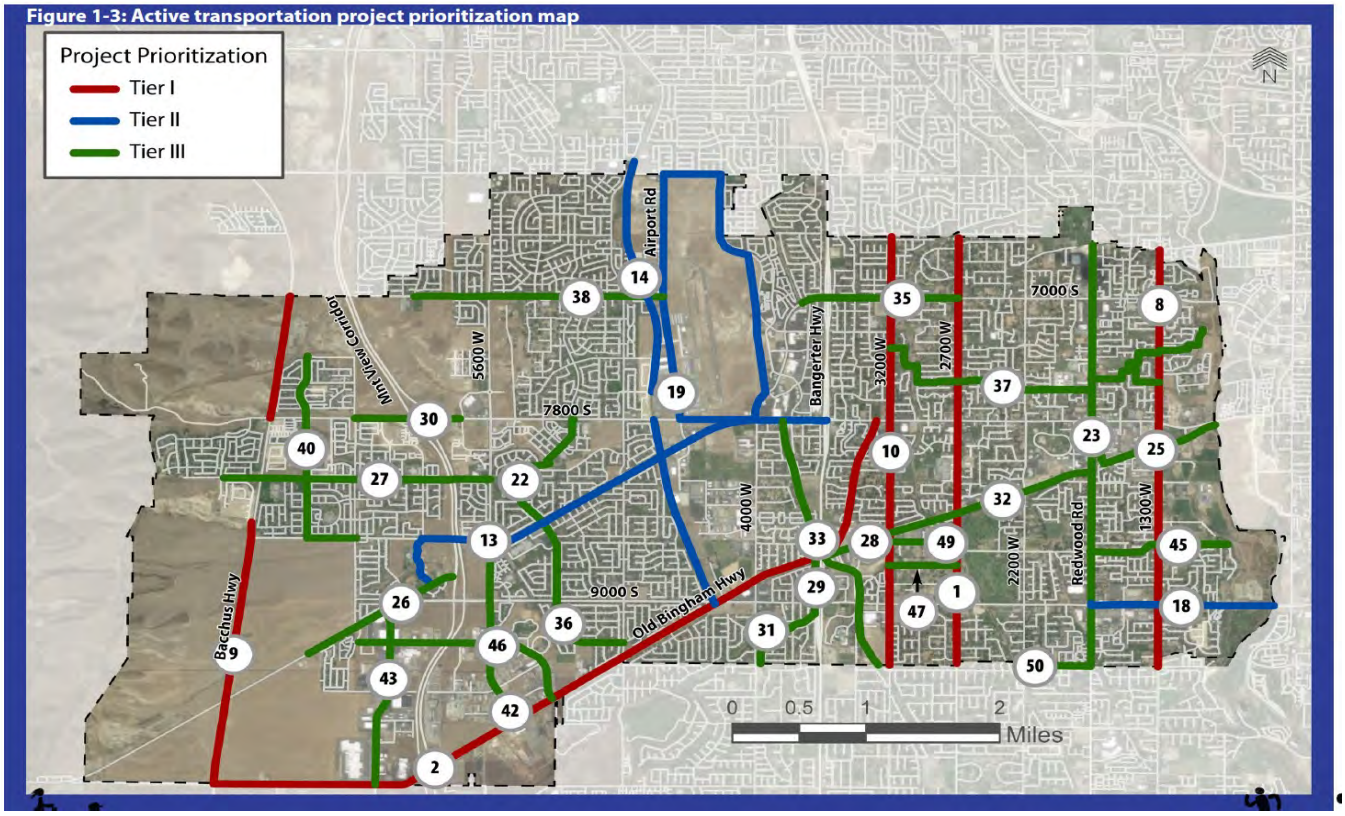
Many of the planned projects in the project prioritization map came from public input.

Summary

Hundreds of public comments about potential active transportation projects were collected and reviewed. These potential projects were evaluated against the projects already identified in past plans and alongside bicycle and pedestrian usage data to develop and refine a final list of projects. These projects include striped, buffered and separated bike lanes, trails, sidewalks, and byways.

The full list of projects for both West Jordan and South Jordan was ranked based on a number of criteria developed by the team including comfort, potential usage, regionality, public support, etc. The rankings were reviewed by the team, and while they generally indicate priority they do not need to be completed in order. Figure 1-3 shows a map of the ranked projects in West Jordan andTable 1-1 provides the list of projects.

Figure 1-3: Active transportation project prioritization map



Active transportation project list

Table 1-1: Active transportation project prioritization

Table 1-1: Active transportation project prioritization

Combined Rank *	Location	Type	Miles	Cost	Cost
Tier I					
1	2700 West between West Jordan's northern city boundary and southern city boundary	Buffered bike lane	3.5	$256,000	TAP/ Choice Fund
2	Old Bingham HWY between 7800 South to Bacchus HWY	Buffered or protected bike lane	6.3	$216,000-$4,985,000	TAP/TIFF
8	Temple Dr. between Winchester St. and southern city boundary	Buffered or protected bike lane	3.4	$117,000-$2,701,000	TAP/ Choice Fund
9	SR-111 South Jordan to West Valley City	Paved Multi Use Path	3.2	2,700,000	Development
10	3200 West between West Jordan's northern city boundary and southern city boundary	Bike Lane	3.5	$93,000	TAP/Choice Fund
Tier II					
13	New Bingham HWY between Mountain View HWY and Bangerter HWY - Ron Wood Parkway/8600 South between New Bingham HWY and Mountain View HWY	Buffered or protected bike lane	3.7	$1,700,000-$7,800,000	TAP/ Choice Fund
14	Garfield Rail Trail New Bingham Highway to West Valley	Paved Multi Use Path	3.5	$2,971,000	TAP
18	9000 South between Redwood Rd and West Jordan's eastern city boundary	Bike Lane	1.4	$37,000	UDOT
19	Around the South Valley Regional Airport	Paved Multi Use Path	5.2	$4,336,000	City
Tier III					
22	Grizzly Way between 7800 South and 900 South	Buffered or protected bike lane	1.8	$63,000-$1,455,000	TIFF
23	Redwood Rd. between West Jordan's northern city boundary and Shields Ln.	Sidewalk (8'-10')	3.4	$728,000	TIFF
25	Trail along TRAX from Sugar Factory Rd. between Redwood Rd. and West Jordan's eastern city boundary	Paved Multi Use Path	1.0	$877,000	TIFF
26	New Bingham HWY between 6700 West and Mountain View HWY	Buffered or protected bike lane	1.3	$44,000-$1,011,000	TAP/City
27	8200 South between Stokesley Dr and 5600 West	Buffered or protected bike lane	2.0	$69,000-$1,589,000	City
28	Trail along TRAX from Utah Distribution Canal to 2700 West	Paved Multi Use Path	1.0	$878,000	TIFF
29	Connecting the Bingham Creek Trail and 8600 South along Bingham Creek and Bangerter Hwy	Paved Multi Use Path	0.7	$614,000	TAP/City
30	7800 South between 6400 West and Highlands Loop Rd.	Paved Multi Use Path	0.8	$664,000	TAP

* The numbers in the **Combined Rank** column reflect the complete prioritization list among all South Jordan and West Jordan projects.

Combined Rank	Location	Type	Miles	Cost	Funding
Tier III					
31	Welby-Jacobs Trail along Provo Reservoir Canal between Bingham Creek Trail and West Jordan's southern city boundary	Paved Multi Use Path	0.2	$197,000	TAP/Choice Fund
32	Trail along TRAX from 2700 West to Redwood Road	Paved Multi Use Path	1.1	$892,000	TIFF
33	Along the Utah Lake Distribution Canal between 7800 South and West Jordan's southern city boundary	Paved Multi Use Path	2.3	$1,942,000	TAP
35	7000 South between 3760 West and 2700 West	Buffered or protected bike lane	1.2	$40,000-$932,000	TAP/City
36	Wild Acres Dr. between 9000 South and 4800 West	Neighborhood Byway	0.7	$2,000	CATF
37	Connecting Redwood Rd. and trail near Primavera Way/Highland Hollow Dr. between Paisley Way and Temple Dr./Connecting 3200 West and Redwood Rd.	Neighborhood Byway	3.4	$11,000	CATF
38	7000 South between Oquirrh Ridge Rd. and Airport Rd.	Buffered or protected bike lane	2.2	$74,000-$1,718,000	TAP
40	6700 West between 7400 South 8600 South	Bike Lane	1.9	$50,000	CATF
42	5600 West/Hawley Park Rd between New Bingham HWY and Old Bingham HWY	Bike Lane	1.5	$40,000	City
43	Prosperity Road from Wells Park Rd to New Bingham Highway	Sidewalk	1.5	$307,000	City
45	8600 South/8660 South/Gardner Ln between Redwood Rd. and Millrace Bend Rd	Neighborhood Byway	1.1	$3,000	City
46	Bagley Park Rd /Dannon Way from New Bingham Highway to 6400 West	Sidewalk	1.7	$366,000	Development
47	8750 South from 3200 West to 2700 West	Sidewalk	0.5	$107,000	City
49	Haun Dr between 3200 West and Jaguar Dr.	Bike Lane	0.5	$13,000	City
50	Fullmer Ln. between 2200 West and Redwood Rd.	Bike Lane	0.5	$13,000	City
				TOTAL COST:	$20,420,000 - $40,288,000

Table 1-2: Project prioritization total cost and miles by Tier

Table 1-2: Project prioritization total cost and miles by Tier

Tier I		Tier II		Tier III	
Total Miles	19.6	Total Miles	13.8	Total Miles	12
Total Cost	$3,382,000 - $10,735,000	Total Cost	$9,044,000 - $15,144,000	Total Cost	$7,994,000 - $14,409,000

Cost estimates were developed by active transportation engineers based on the most recent bid prices for construction items like striping paint and concrete curbs. The full construction cost estimates were based on facility types and linear feet of construction. Buffered or protected bike lane projects costs are based on recently completed buffered or protected bike lane projects. Variability in the cost of these projects is based upon design choices, restrictions, and existing conditions. A common occurrence that will effect cost is if a bike lane and buffer can be striped in the existing road, if right-of-way is required to add the buffered bike lane, or if it is a curb protected bike lane that requires new concrete and drainage accommodations, that is why they are shown as a range.

All the cost estimates include a contingency and should be considered planning level cost estimates only. Better engineering based costs will need to be developed as projects near construction.

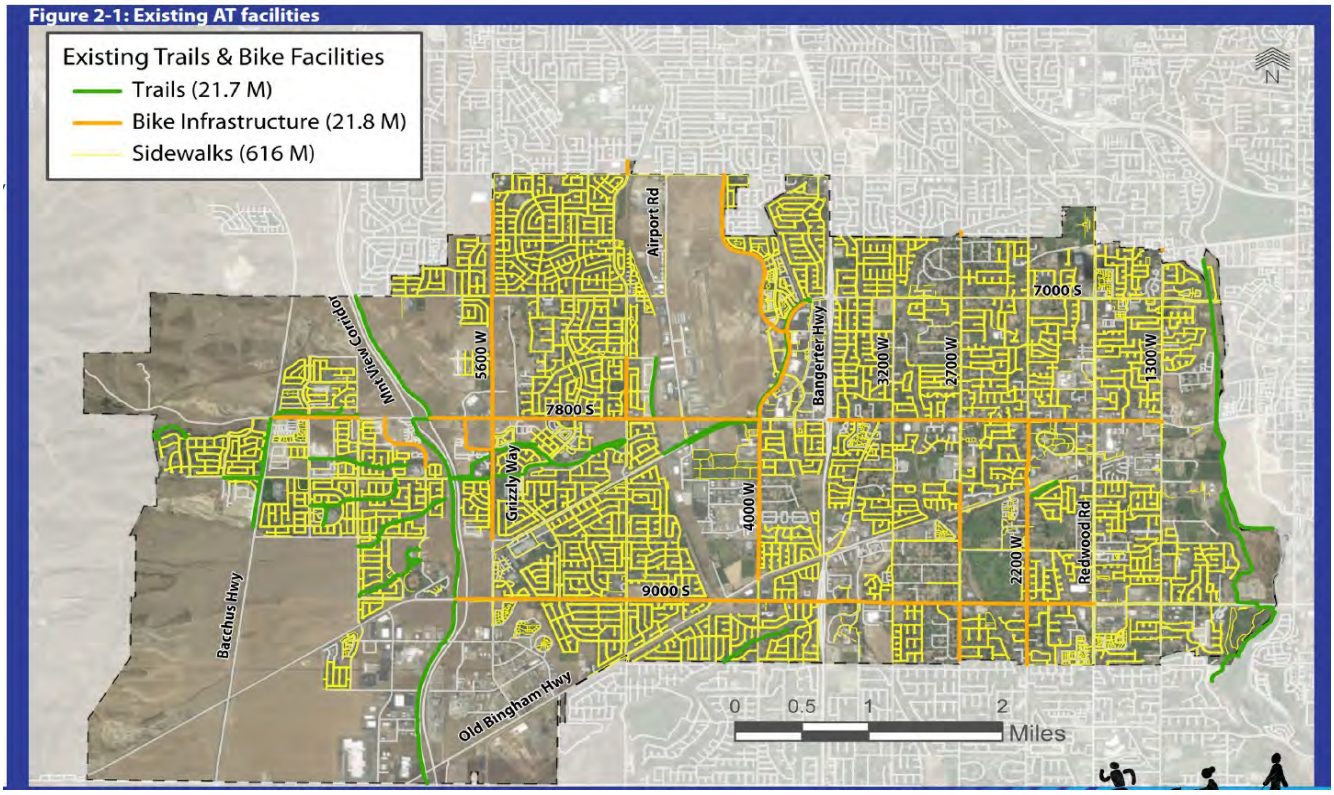
Where We Are

2 Where We Are

Active Transportation

West Jordan City's AT network is a key component of the overall transportation system. It enhances the livability, health, and safety for residents. The existing network consists of 21.7 miles of paved multi-use trails, 37.2 miles of combined AT designated shoulders and bike lanes, and over 590 miles of sidewalks. The Jordan River Trail is the most used and second longest continuous trail system, extending from South Jordan to Taylorsville (4.4 miles). The Mountain View Corridor Trail is the longest continuous facility covering 4.5 miles from South Jordan to West Valley City.

Figure 2-1: Existing AT facilities

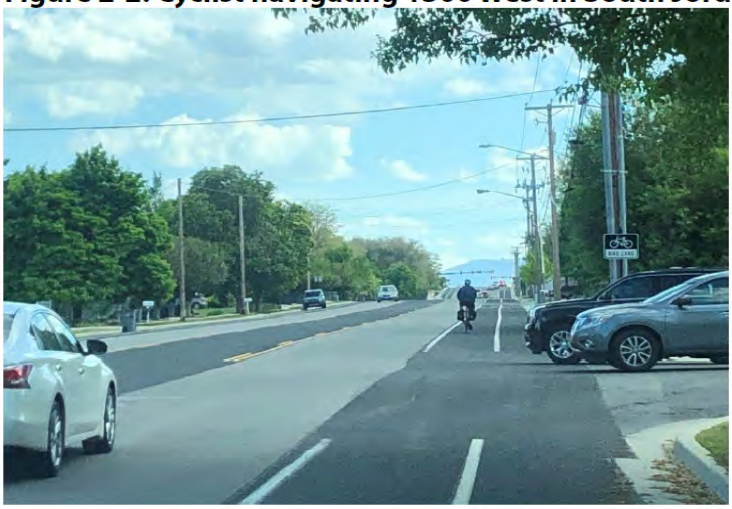


Mobility versus Accessibility

The main purpose of the transportation system in any community is to provide mobility. Mobility focuses on efficiently moving people and goods from point A to point B, or the level of ease with which movement happens. Without basic mobility, store shelves would be empty, and people would not be able to get to necessary destinations like work and school. Even more important for communities, however, is accessibility. While mobility focuses on overall movement, accessibility encompasses the less tangible components of travel, like travel time, cost, options, comfort, and risk. The two concepts are tied together, and as accessibility increases mobility improves. Mobility is highest in places that accommodate pedestrians, transit users, and bicyclists as well as drivers. Improving accessibility revolves around making locations easy to approach and enter. Accessibility differs by mode and although a location may have high accessibility for automobile travelers, it may have little to no accessibility for transit riders, pedestrians and cyclists. The key to good transportation planning is identifying the overall needs of the users and improving accessibility for all.

Figure 2-2: Cyclist navigating 1300 West in South Jordan

Figure 2-2: Cyclist navigating 1300 West in South Jordan



Land-Use and Transportation

Land-use and transportation are inseparably linked. Different land uses will create different transportation impacts and require different types of transportation access. The transportation facilities provided will often dictate how people travel. For example, a newly constructed office building may include a large parking lot to accommodate commuters driving alone or carpooling, or it may be built near a light rail station with minimal parking to incentivize using transit. It is important to consider what types of trips are connected with various locations, particularly for locations that may incorporate active transportation modes. **Locations like neighborhoods, schools, parks, and shopping areas are prime locations for active connections.** Improving connections and providing opportunities for citizens to walk and bike not only improves accessibility and mobility, but also improves the health and wellbeing of the local community. Accessibility improvements to sidewalks and trails can also enrich the livability of a community. Sidewalks and trails with pedestrian-friendly elements, such as curb ramps and benches, create inviting strolling and shopping areas while providing access for people with limited transportation options. While all pedestrians will have different needs, the goal should be to make all sidewalk and trail environments accessible to the largest possible number of potential users.

Pedestrian facilities should be developed that are safe, attractive, convenient, and easy to use. Sidewalk and trail projects should be selected carefully to maximize their usefulness to the community. Although worthwhile, it can be difficult to retrofit existing built-out areas to incorporate trails and sidewalks. Because of this, high priority should be given to incorporating sidewalks and trails during long-range planning and new site development. It is always easier to incorporate infrastructure during the development process rather than trying to retrofit after the fact.

Complete Streets

One way to ensure that the system provides for all transportation modes is through the development of complete streets. For the majority of the twentieth century roadways were designed primarily for motor vehicles. While this is still a dominant approach to roadway design, a personal vehicle-centric approach can pose significant barriers to use by pedestrians, bicyclists, and public transit users, which limits active transportation opportunities, hinders access and connectivity, and results in negative health consequences by supporting a sedentary lifestyle.

Complete streets are corridors that are designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. Using a complete streets approach, the focus of road design is no longer about auto-mobility but creating an overall network that serves all users. Complete Streets strategies include retrofitting existing arterials to accommodate multi-modal users or building new facilities that support multi-modal transportation and complementary roadside uses. Complete Streets elements can include pedestrian and bicyclist accommodations, public transit access, accommodations for persons with disabilities, landscape elements, and traffic calming. When implementing a complete street strategy, transit should not be overlooked. Transit and non-motorized modes go hand in hand. Nearly 80% of transit trips involve an active transportation link on one or both ends. Bicycle and pedestrian accessibility to Trax stations is crucial as it makes riding public transportation easier and more convenient, improves riders' health through active transport, and reduces congestion on the roads.

Figure 2-3: Complete streets rendering

Figure 2-3: Complete streets rendering

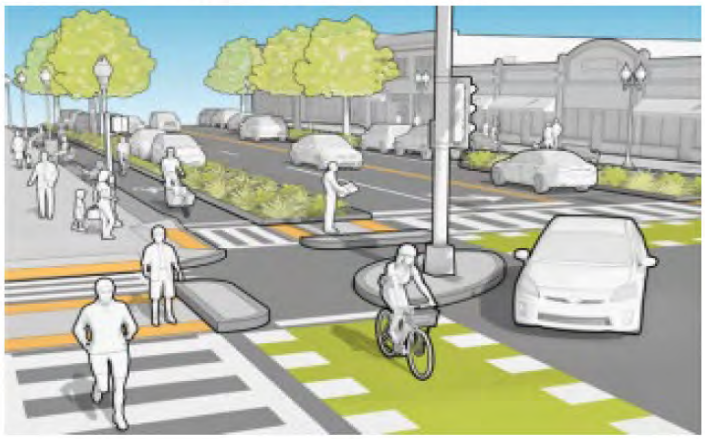


Figure 2-4: Complete Street 7800 South

Figure 2-4: Complete Street 7800 South



This 4-lane arterial has a center turn lane for vehicles, and also a 6-foot bike lane with a 3-foot buffer for cyclists. The buffer provides needed separation on this 40 mph road. The sidewalks are separated from the road by a parkstrip to create a more comfortable experience for pedestrians by creating space between them and roadway traffic.

Bicycle and Pedestrian Counts

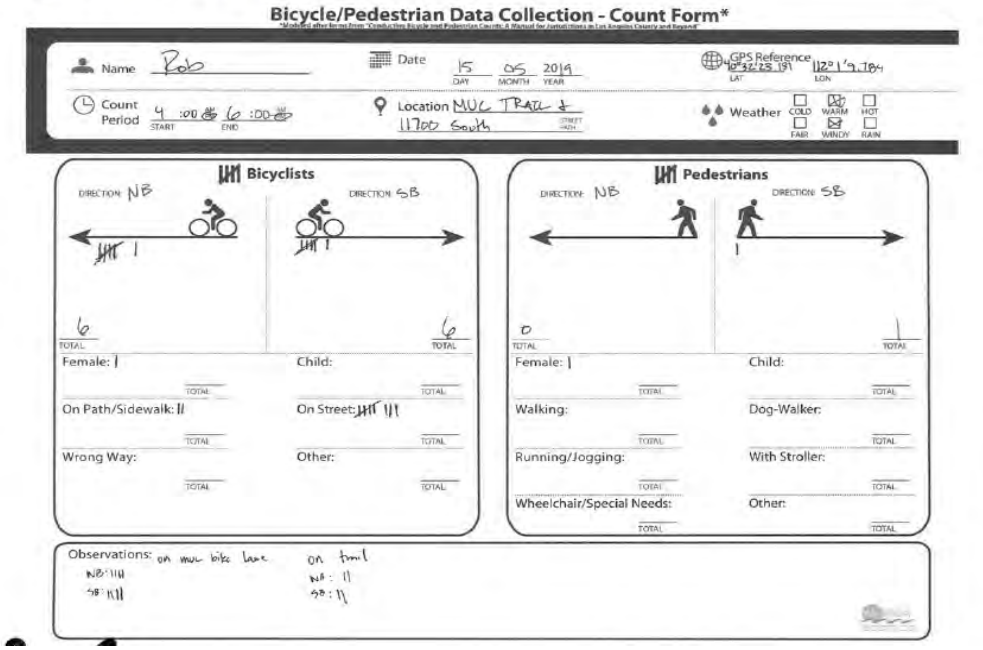
To estimate existing levels of walking and biking within West Jordan, six locations were counted for two hours each between May 12 and May 24, 2019. These locations are shown in Figure 2-4 and included:

- 7800 South & 2600 West
- Jordan River Trail & 7800 South
- Barney's Creek Trail & 4800 West
- 2700 West & 8200 South
- Mountain View Trail & 8300 South
- 9000 South & 2600 West

The counts were conducted over several days and on various days of the week, but all counts were conducted for at least two hours between 4:00 - 6:00 PM. Bicyclists and pedestrians were recorded separately and additional information about users was collected during these counts. This included gender, children, whether the user was on the path or sidewalk, and if cyclists were observed riding the wrong way.

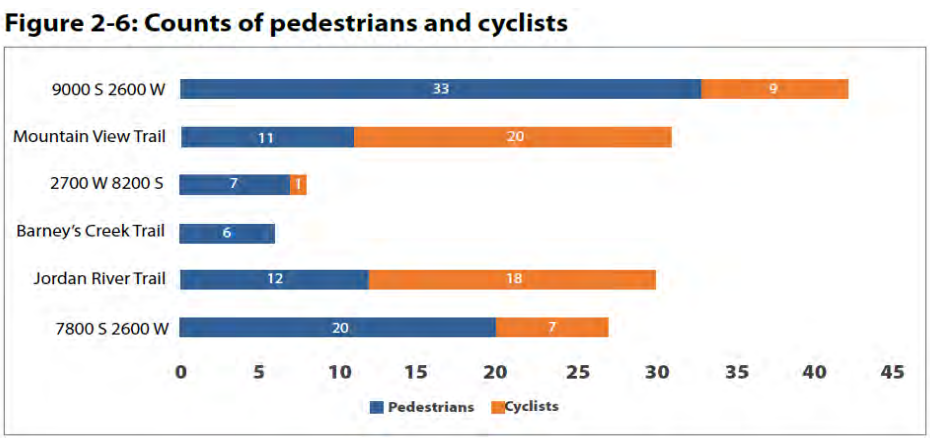
Figure 2-5: Data collection form

Figure 2-5: Data collection form



Overall, 55 bicyclists were observed, and 89 pedestrians were documented at the count locations within West Jordan. The busiest location counted was at 9000 South at 2600 West with 33 pedestrians and 9 bicyclists. However, the Mountain View Corridor Trail saw the most bicyclists with 20 counted, and was also the second busiest count location.

Figure 2-6: Counts of pedestrians and cyclists



The overall comfort level of the bicycle and pedestrian networks can be indicated by the demographic characteristics of users. A minority of AT users who are highly experienced cyclists will ride on most roadways because they have the confidence to utilize vehicle travel lanes when necessary, while the majority of the public is more likely to prefer bikeways with either greater separation, grade separation, or physical barriers from vehicular traffic. Generally, communities that have more protected bikeways show a more equal distribution of men and women riding bicycles.

Overall, 86% of the bicyclists and pedestrians were male, while only 14% were female. Similarly, only 20% of users were children and 80% adults. These demographic indicators show that the existing bicycle network may be appropriate for confident cyclists but is not supportive of community members, like moms with kids, who prefer more comfortable paths or trails with greater separation from vehicles.

Table 2-1: Percentage of people walking or biking

Table 2-1: Percentage of people walking or biking

Female	**20**	**14%**
Male	**124**	**86%**
Adult	**118**	**82%**
Child	**26**	**18%**

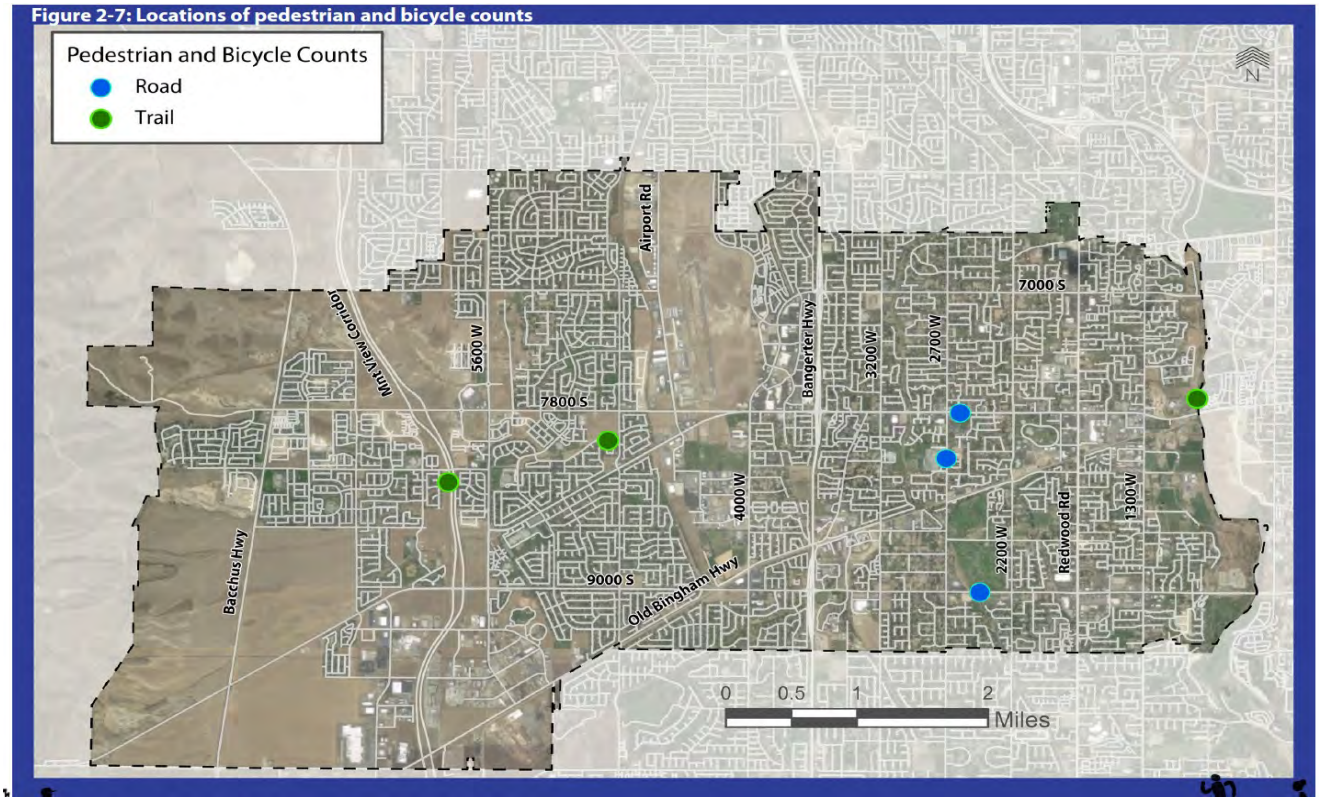
Counts Map

Figure 2-7 shows the count locations in West Jordan. Bicycle and pedestrian counts followed best practice techniques, but were limited in scope. Roadway counts were made at locations that had bike lanes. Pedestrian counts at those locations included sidewalks and bicycle counts included bike users of both bike lanes and sidewalks. The bicycle/pedestrian counts were mostly supplemental data to pedestrian traffic signal actuation and Strava user data described in the following section.

Signal Actuations

In addition to the collected pedestrian count data, pedestrian signal actuations were evaluated for 58 existing traffic signals within West Jordan. The pedestrian traffic signal actuations summarize the number of times the crosswalk button has been pushed and the crosswalk signal has been triggered.

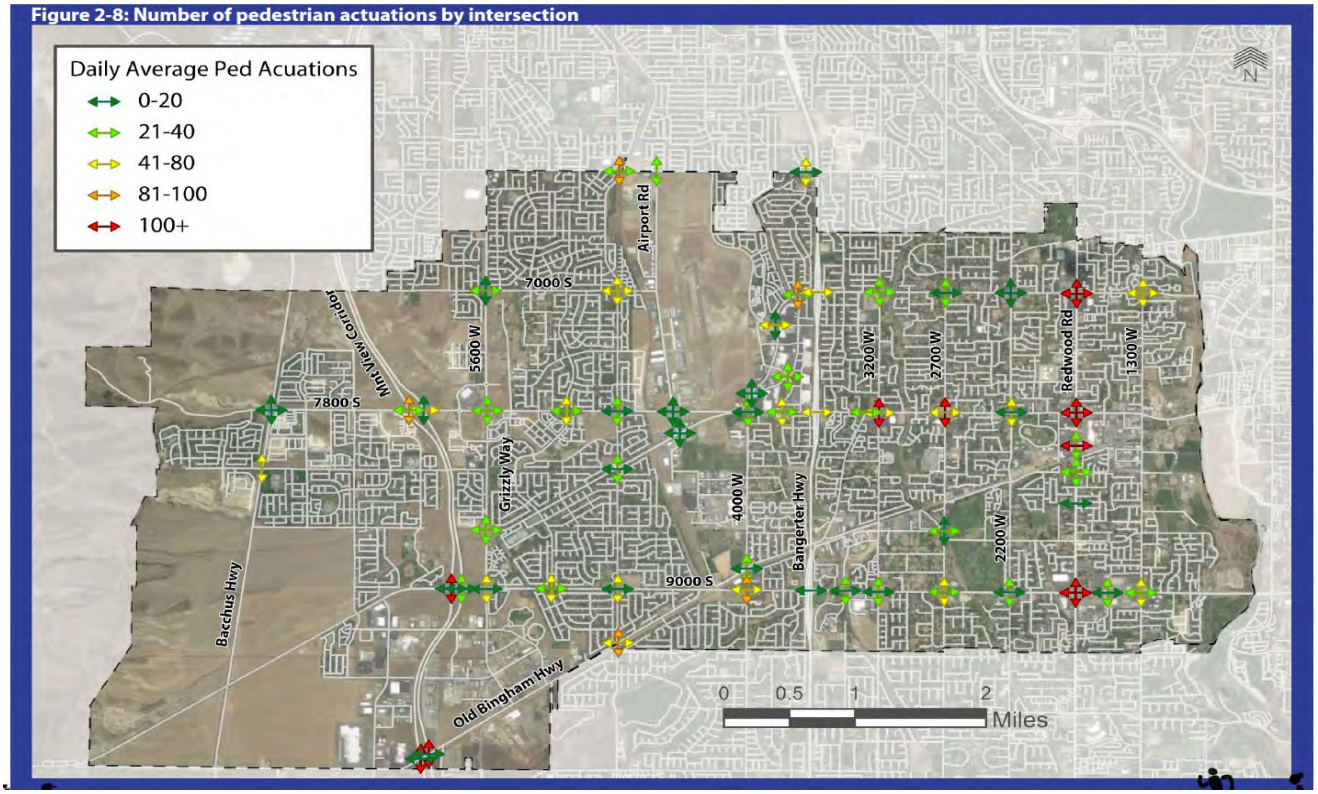
Figure 2-7: Locations of pedestrian and bicycle counts



Pedestrian traffic signal actuations represent the number of times the crossing signal is activated by pedestrians, not the total number of people crossing since each actuation can allow for multiple pedestrians to cross. This data is available from UDOT's Automated Signal Performance Measures (ATSPM) website http://udottraffic.utah.gov/atspm and was used to calculate the average number of daily pedestrian actuations across all days in 2018. The daily average pedestrian actuations are shown by direction in Figure 2-8.

The most pedestrian traffic signal actuations were at 7000 South and Redwood Road averaging 353 per day. Of these, 211 were pedestrian calls for east/west across Redwood Road and 142 were for north/south across 7000 South. The second highest pedestrian actuation counts were on Redwood Road at 7800 South and 9000 South averaging 259 and 228 per day. This data indicates demand and shows locations that could benefit from AT facilities like sidewalk improvements.

Figure 2-8: Number of pedestrian actuations by intersection



Strava Data

Strava is a fitness app and social network for athletes that provides aggregated public activities for pedestrians, runners and cyclists. The data illustrates where pedestrians, runners, and bicyclists voluntarily provided their activity in 2018. This information is very illustrative when mapped because it clearly shows where active transportation use is concentrated, but only among heavy users.

In 2017, UDOT purchased a statewide Strava data set to help identify key active transportation routes. As a stand alone data set this information is limited because it is only recording trips of users who voluntarily submit the information. But when this information is combined with the public outreach process, traditional pedestrian and bicyclist counts and other forms of evaluation and analysis involved in the planning process, Strava can be a useful tool for better understanding how and where to invest in infrastructure and improvements for active transportation projects.

Another benefit of Strava data is that it can display the information in various ways. One option is to see the number of "rides " or trips that are taken along a route. Whether someone walks a route everyday or only once a year the total number of specific trips will be shown. Another way to understand the data is through a commute estimation that looks at specific point to point trips that are identified as commuting trips versus recreational trips.

The Strava data is only a snapshot of the totality of bicycle riders and pedestrians, however, it may be the best tool currently available to review AT data because of the flexibility offered in reviewing the data sets.

Figure 2-9: Strava app being used during a bike ride

Figure 2-9: Strava app being used during a bike ride

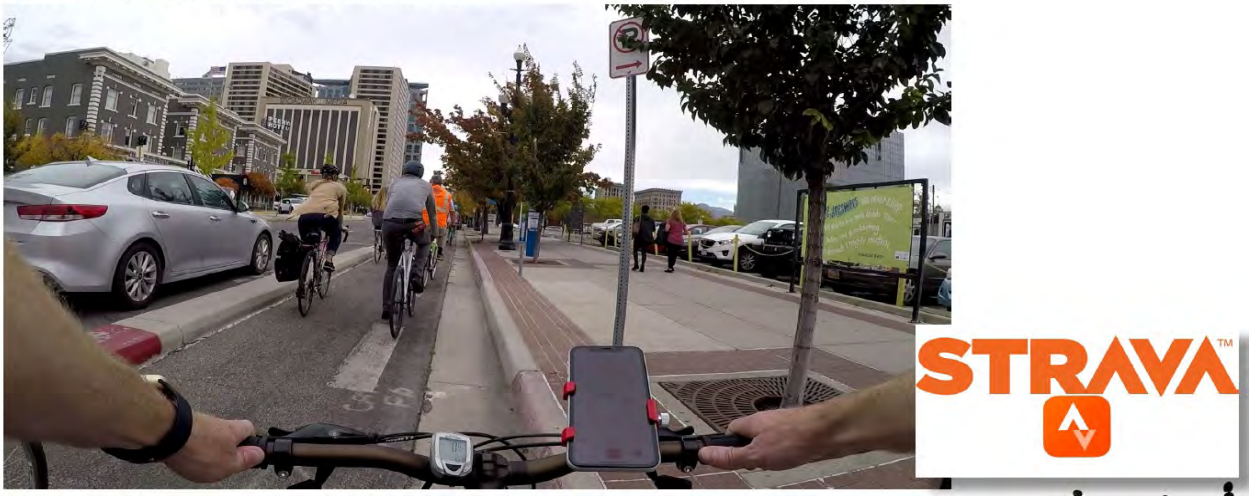


Figure 2-10 shows the total pedestrian trips recorded with the Strava app in 2018. Strava can be a strong visual aid in identifying popular active transportation routes. In West Jordan, The Jordan River Trail is the most used walking route in the city with over five thousand recorded trips in total for 2018. Other areas that have a high frequency of usage are 4800 West, Grizzly Way and the Mountain View Corridor Trail. However, note should be taken that most of the roads in West Jordan still have some level of activity recorded along them. While the routes with the highest number of Strava trips offer a broader level of connectivity to a greater number of pedestrians, more localized areas that provide access to neighborhood resources and destinations are still essential to an

AT network.

Figure 2-10: Total pedestrian trips collected through Strava in 2018

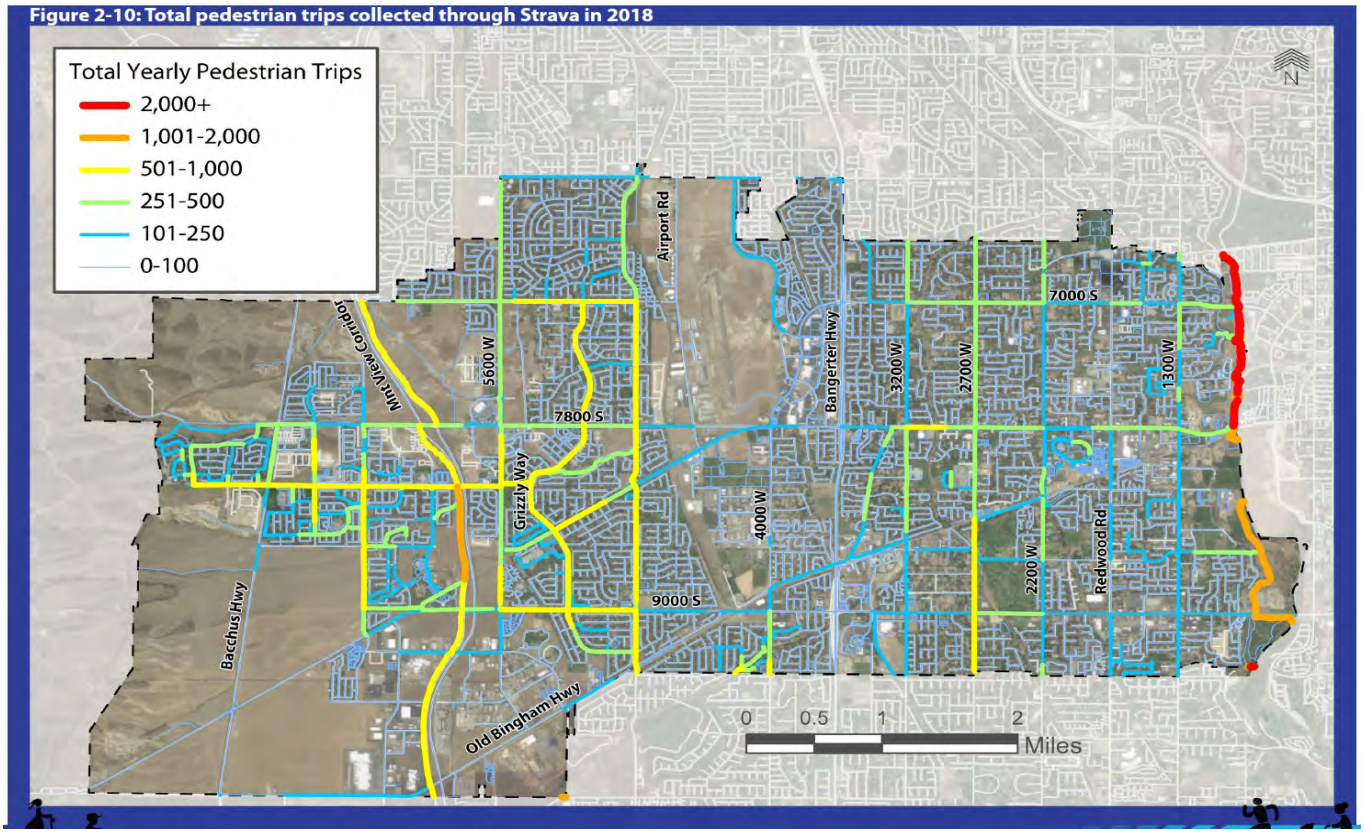


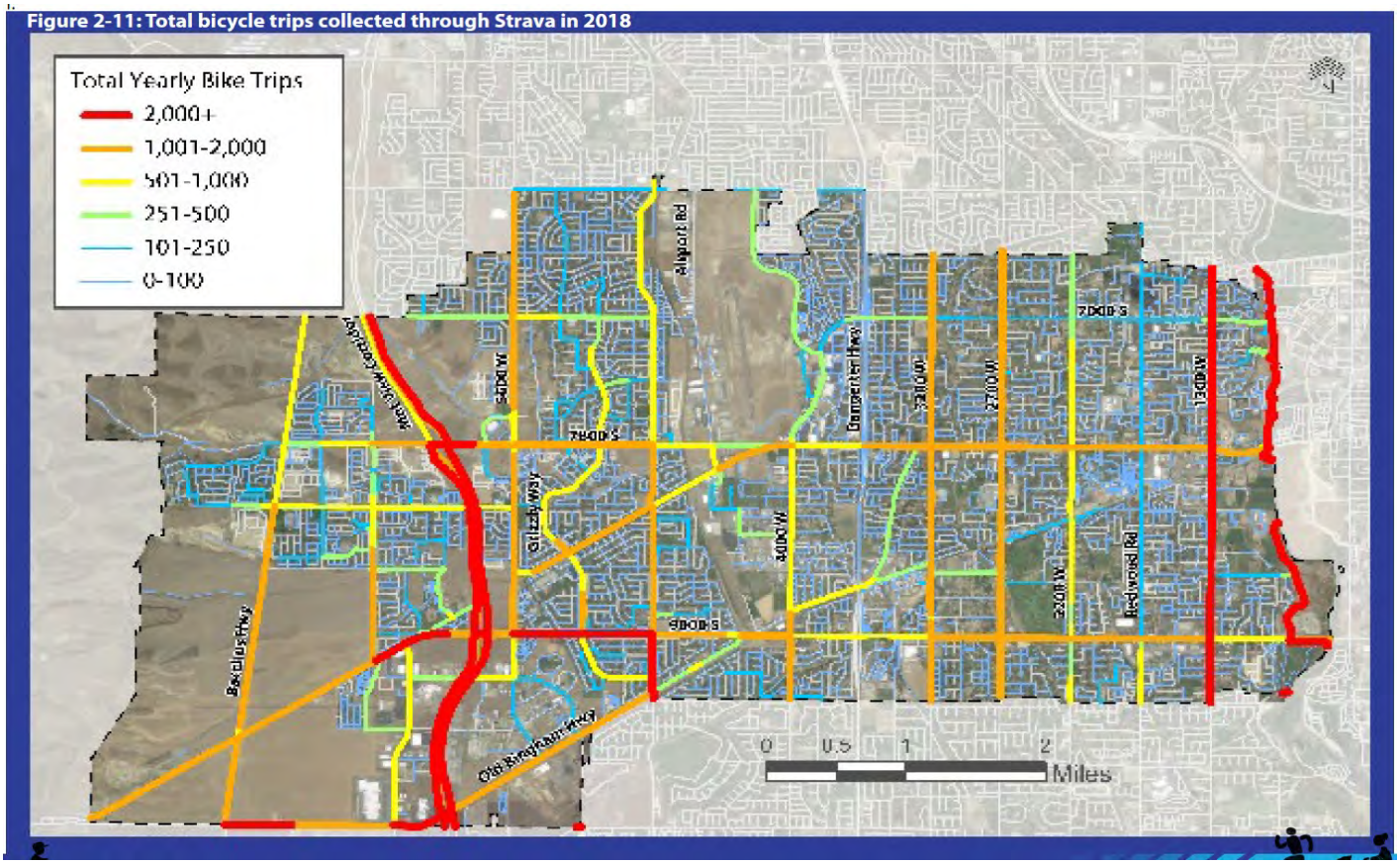
Figure 2-11: shows the total Strava bicycle trips in 2018. The map shows that cyclists are riding on all the major trails and routes in West Jordan.

The Jordan River Trail and Mountain View Corridor are popular recreational north to south connections and recive some of the highest Strava use. However, out of all north to south travel, 1300 West is both the most frequently used and most direct, amking it the main commuter connection. For east to west travel the highest number of bike trips are seen along 9000 South and 7800 South.

Just as with the Strava pedestrian map, the bike trips map reveals various levels of usage on practically all of its roads and paths. This data shows a demand for both broad scale and neighborhood scale AT connections that offer quality levels of comfort for all bike trips, whether local, regional or combined. The Strava data provides convincing evidence that a cohesive network of local and regional projects are needed for a robust active transportation network.

Figure 2-11: Total bicycle trips collected through Strava in 2018

Figure 2-11: Total bicycle trips collected through Strava in 2018



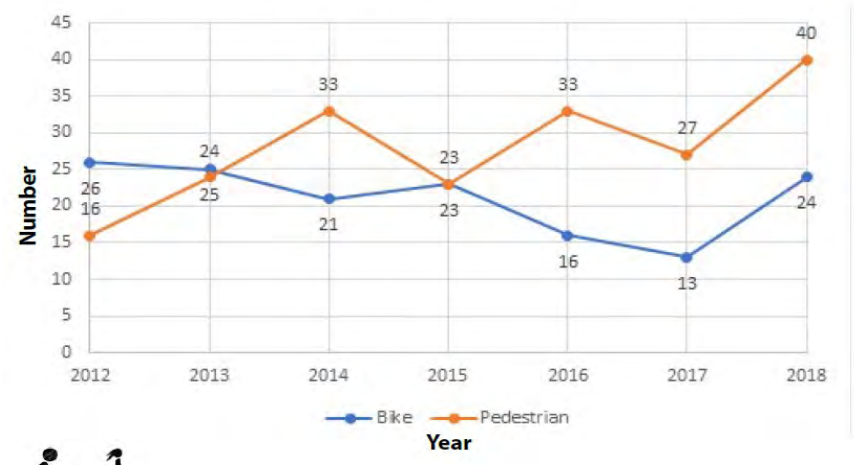
Safety

Safety is principal factor when identifying opportunities to improve walking and biking. Pedestrians and bicyclists are the most vulnerable road users with high vehicle speeds, poor visibility and distracted driving leading to pedestrian/vehicular conflicts. Analysis of recent bicycle and pedestrian related crash data provides a basis to develop recommendations that can improve safety.

Figure 2-12 shows the number of bike and pedestrian crashes from 2012 through 2018 in West Jordan. Over the seven-year period there were a total of 344 crashes with 148 bike crashes and 196 pedestrian crashes. Although annual crash totals can vary considerably year to year, during 2018 there were 64 bicycle and pedestrian crashes, which is the highest annual number with 10 more crashes than the second highest year of 2014, that had a total 54 crashes. The upward trend in crashes may be due to increased bicycle or pedestrian activity over the analysis period. However, without additional data, such as trends in bicycle or pedestrian volumes over the same period, the graph in Figure 2-12 may not provide a complete picture of bicycling and walking within the City.

Figure 2-12: Number of bike and pedestrian related vehicle crashes : 2012 - 2018

Figure 2-12: Number of bike and pedestrian related vehicle crashes : 2012 -2018



A review of where bicycle and pedestrian crashes occurred can identify locations for safety related projects.Table 2-2 lists the roadways with the most crashes and Figure 2-13 shows the location of the bicycle and pedestrian crashes in West Jordan City.

7800 South had the most bike and pedestrian crashes with 19 bike crashes and 23 pedestrian crashes. Redwood Road had the second most crashes with 11 bike crashes and 21 pedestrian crashes. However, over the summer of 2019 buffered bike lanes were installed on 7800 South creating clearly designated and marked space along the roadway. 9000 South had 25 total crashes, almost evenly split between pedestrians and cyclists. Most of these reported crashes along 9000 South occurred near or at intersections. 3200 West has had several bike crashes between the 7800 South intersection to the Joel P Jensen Middle School south of the intersection. The majority of crashes along 7000 South have occurred near Redwood Road.

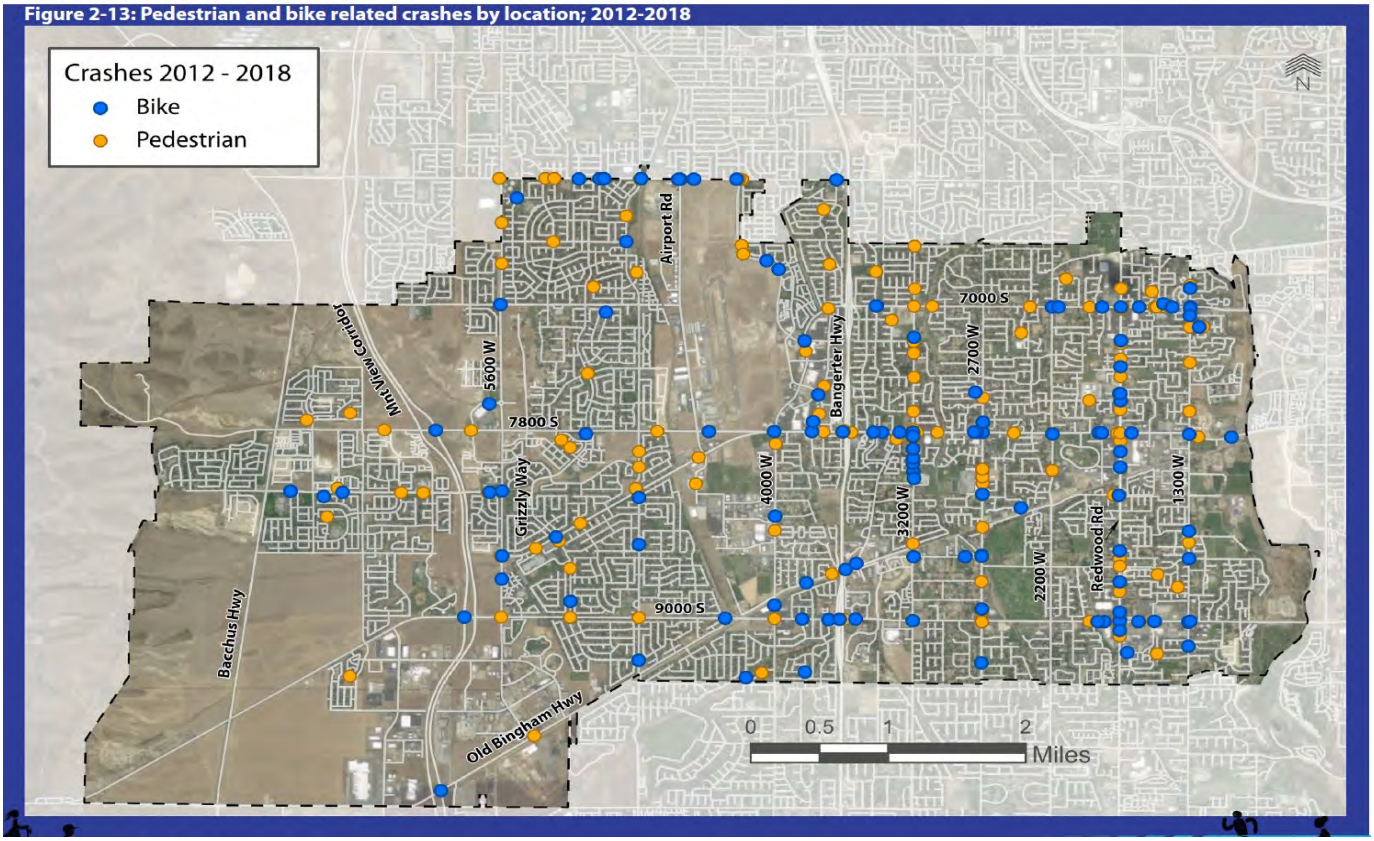
Table 2-2: Bike and pedestrian related vehicle crashes; 2012-2018

Table 2-2: Bike and pedestrian related vehicle crashes; 2012-2018

	Bike	Pedestrian	Total
7800 South	19	23	42
Redwood Road	11	21	32
9000 South	13	12	25
3200 West	9	15	24
7000 South	9	12	21
6200 South	11	9	20

Figure 2-13 shows the location of the vehicle crashes involving bicycles and pedestrians over the seven years from 2012-2018. The total number of bike and pedestrian crashes for the combined years is 348. South Jordan had a total of only 138. In West Jordan, 275 of the crashes were reported as 'no injury,' 'possible injury,' or 'minor injury.' There were six pedestrian fatalities over this period of time (there were no bicycle fatalities reported).

Figure 2-13: Pedestrian and bike related crashes by location; 2012-2018



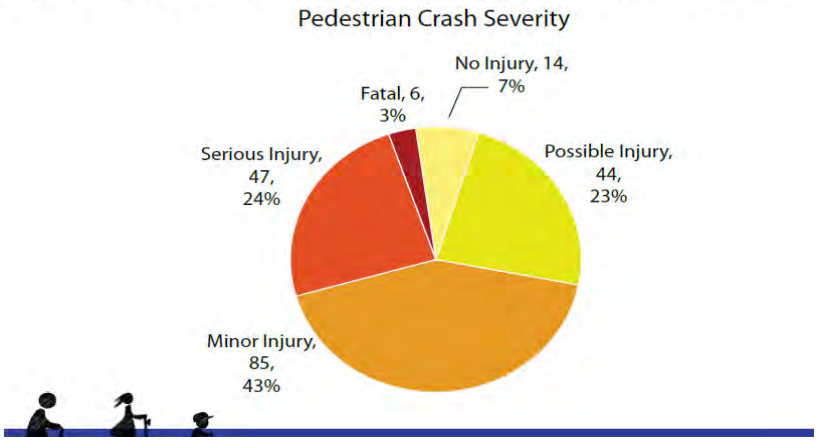
Severity

Pedestrians and bicyclists are both susceptible to serious or fatal injuries in collisions, as illustrated inFigure 2-14 and Figure 2-15. Fatal or serious injuries involving pedestrians make up 30% compared to 14% percent of bicycle-involved collisions. The location of these crashes is illustrated in Figure 2-13. Overall, Redwood had the most serious and fatal crashes with 10 crashes. Of these crashes, there was one fatal pedestrian crash, seven serious injury pedestrian crashes and two serious injury bicycle crashes on Redwood Road. Although 7800 South experienced fewer serious or fatal crashes with seven, two of the crashes were fatalities. The third most serious injury or fatal crashes with three bike crashes and three pedestrian crashes occurred on 2700 West. These serious injury and fatalities represented a higher proportion of all crashes at 42% of the total 14 crashes on 2700 West.

A new school crosswalk was constructed in front of West Jordan High School with a reasied meadian and RRFB (Rectangular Reflecting Flashing Beacon) signs to enhance pedestrian safety.

Figure 2-15: Pedestrian related crashes by severity; 2012-2018

Figure 2-15: Pedestrian related crashes by severity; 2012-2018



Active transportation facilities are an important component when creating a safe environment for both pedestrians and bicyclists. While there is a growing trend towards the creation of new facilities that provide improved safety, like buffered bike lanes, there is still the risk of crashes, partially because of an increase in the number of active transportation users combined with problems like distracted driving.

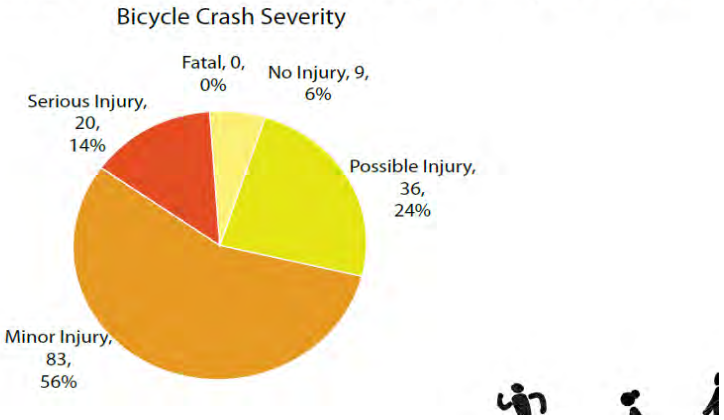
The National Highway Traffic Safety Administration (NHTSA) reported that in 2018 pedestrian traffic deaths increased 3.4% and bicycle traffic deaths increased 6.3%. Designs that address the safety issues specific to each project's location and environment can help decrease AT related crashes.

The safety and comfort level of a roadway, sidewalk or trail can change throughout the course of a day or week. Morning traffic may be lighter than afternoon traffic. Perhaps, cyclists being visible to automobiles is not an issue during the day, but at night it is of serious concern. One issue clearly identified among fatalities is lighting. In 2018, 76% of pedestrians fatalities and 50% of cyclists fatalities happened at night.

Locating crossings at appropriate places is also an important factor. Over half of pedestrian and cyclist fatalities occurred somewhere outside of an intersection. People may take unreasonable risks to cross mid-block because it provides the shortest route between them and their destination.

Figure 2-15: Bicycle related crashes by severity; 2012-2018

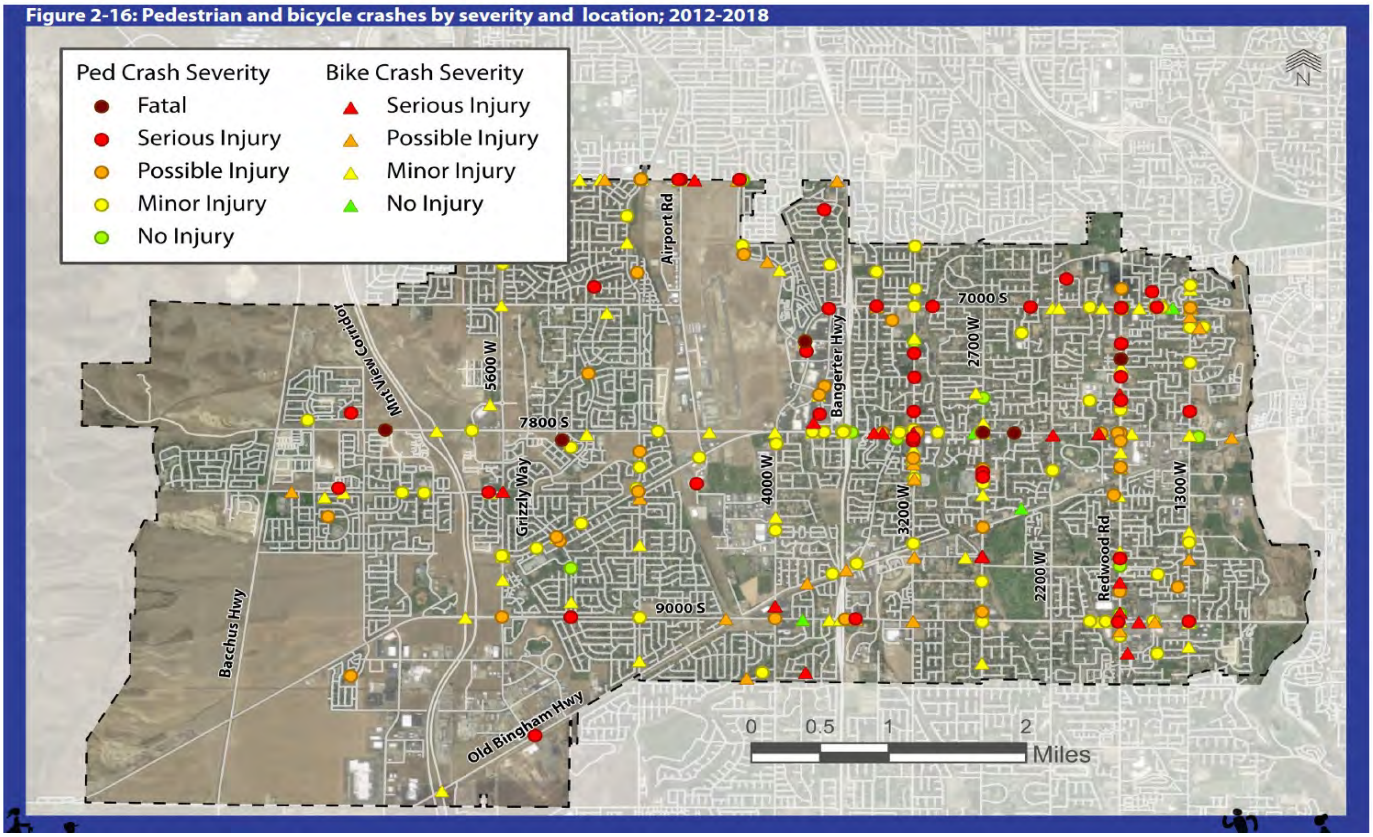
Figure 2-15: Bicycle related crashes by severity; 2012-2018



Conclusion

Over the last three years there has been an increase in the number of bicycle and pedestrian crashes in West Jordan. Pedestrian crashes went from 33 in 2016 to 40 in 2018, and bike crashes went from 16 in 2016 to 24 in 2018. The growing population and increasing number of bicyclists and pedestrians are creating more conflicts. The projects in this plan are designed to specifically address many of the safety issues identified by the plan. Wider sidewalks on Redwood Rd, new bike lanes on 1300 West, buffered bike lanes on 2700 West and new trails will all contribute to improving safety for the walking and riding public. These projects and others increase the separation between drivers and cyclists/pedestrians to help reduce conflicts and therefore crashes.

Figure 2-16: Pedestrian and bicycle crashes by severity and location; 2012-2018



What We Heard



Throughout the project there was an extensive community involvement effort. This effort included building a project website, creating community surveys, meeting with bike shops and stakeholders, and hosting booths at three community events. The team talked to dozens of people and received over 200 completed surveys. The comments, observations, criticisms, opinions, and discussions provided the team with invaluable information that contributed greatly to the planning process. The variety of outreach methods enabled feedback from a broad spectrum of the community. What we heard from these groups is provided in this chapter.

Project Website

The project website can be accessed at: www.jordanatp.com.

The website contains project maps and information. There are videos of the community events and a presentation of the survey results, and downloadable PDF files of the project lists and maps. Over 2,400 visitors have viewed the project website.

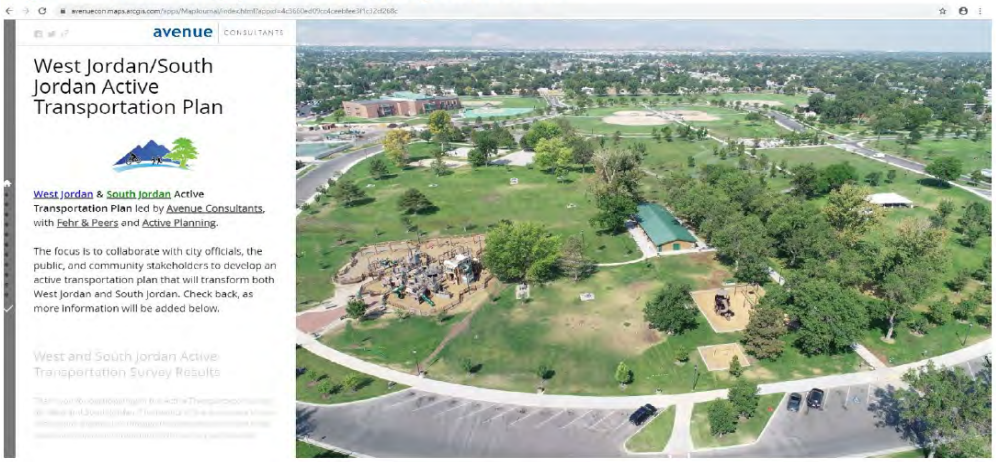
Figure 3-1: Community event in 2019

Figure 3-1: Community event in 2019



Figure 3-2: Landing page for the project website

Figure 3-2: Landing page for the project website



Community Events

The project team hosted booths at three community events: The Salt Lake County Safe Kids Fair held in West Jordan City Park on May 18th, 2019, the SoJo Summerfest held in South Jordan City Park on May 31st and June 1st, 2019, and the West Jordan Western Stam- pede held in West Jordan City Park on July 4th, 2019. Two in West Jordan and one in South Jordan. At the three events we had visitors from both cities and others (Taylorsville, Riverton, Sandy, etc.).

Complete event videos can be found on the project website www. jordanatp.com.

Figure 3-3: Safe Kids Fair, May 2019

Figure 3-3: Safe Kids Fair, May 2019



Figure 3-4: SoJo Summerfest, June 2019

Figure 3-4: SoJo Summerfest, June 2019



Figure 3-5: Western Stampede, July 2019

Figure 3-5: Western Stampede, July 2019



These community events were chosen because of their popularity and the opportunity to talk to the most people about the project. All events were well attended, and the team spoke to dozens of people at each event and received comments on the active transportation network. Some of the most notable take-aways from the events were:

- Safety concerns on arterials like Redwood Road, 7800 South and Bangerter Highway. The safety concerns were mainly regarding the difficult pedestrian and bicycle crossings.
- A desire for more east-west trails crossing West Jordan and South Jordan.
- Requests for a new bike trail along the existing UTA Trax Red Line rail corridor.
- The potential for placing new trails along existing canals running north-south in the cities.
- A preference for riding on slower speed roads for new bike lanes instead of along arterial streets.

Many location-specific comments were gathered at events as stickers on a map. Each one was then geocoded and is now available on the project website.



Figure 3-6: Public comments from community event

Figure 3-6: Public comments from community event

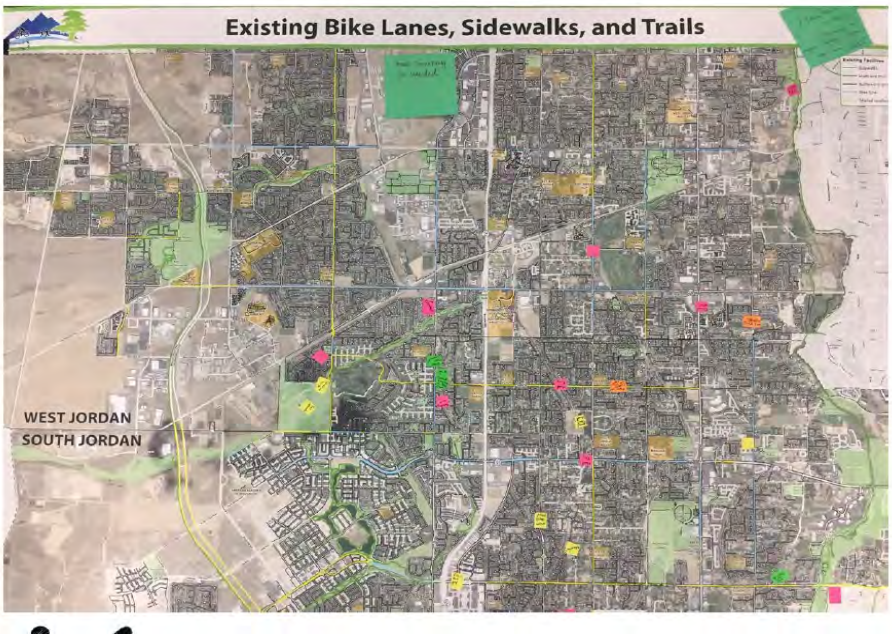
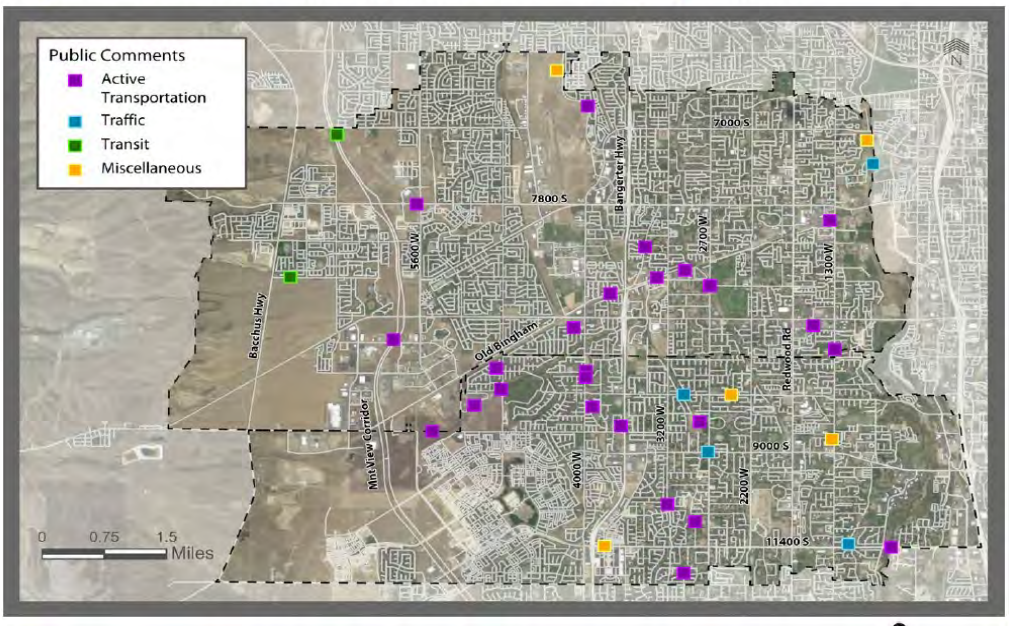


Figure 3-7: Public comments converted and displayed in GIS

Figure 3-7: Public comments converted and displayed in GIS

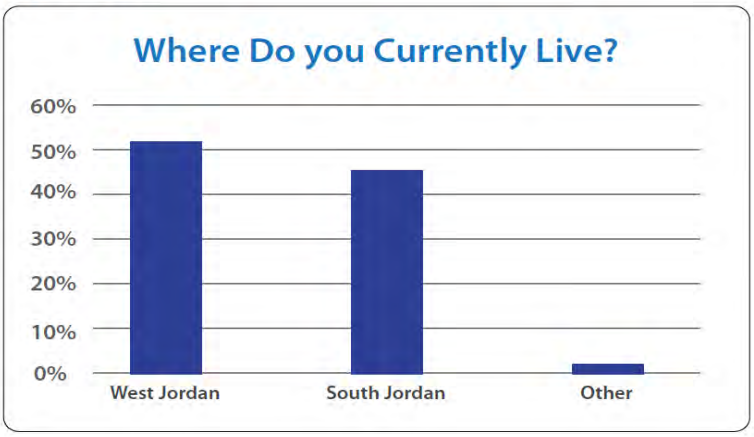


Community Survey

The team sought to reach all members of the community, includ- ing those that may not have attended one of the events. A community survey was created and posted on each city's web page. The survey was available beginning in May and available through July 2019. Over 200 respondents completed the survey, including 114 in West Jordan and 99 in South Jordan. The following graphs summarize the results of the West Jordan portion of the survey.

Figure 3-8

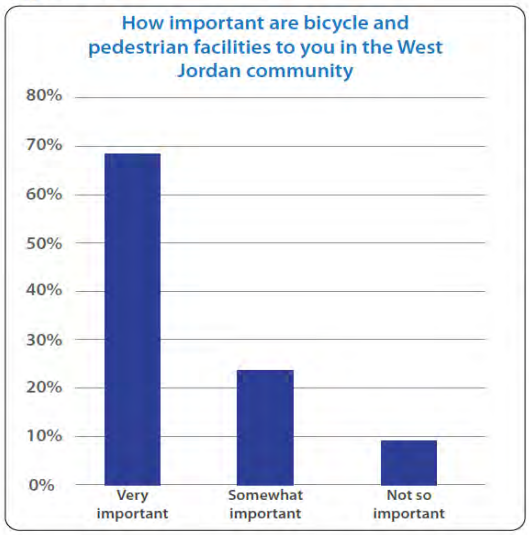
Figure 3-8



Half of those taking the survey stated that they never bike anywhere in the community, while 13% stated that they bike everyday. The Jordan River Trail seemed like the favorite biking route with 49% of respondents saying they ride on it between once a day to once a year.

Figure 3-9

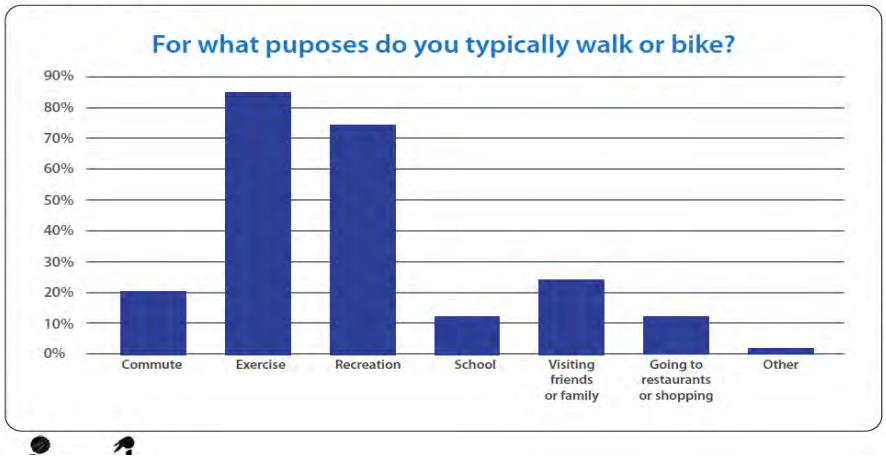
Figure 3-9



A majority of residents (68%) of respondents stated that bicycle and pedestrian facilities were extremely important or very important while only 9% stated that they were not so important or not important.

Figure 3-10

Figure 3-10



Most respondents (85%) indicated that the reason they walk and bike is for exercise, while 20% stated that they walk or bike to commute to work or school.

Figure 3-11: Pedestrian on the Jordan River Trail

Figure 3-11: Pedestrian on the Jordan River Trail



Every respondent indicated that they walk on sidewalks at least sometimes and 79% indicated that they walk on the Jordan River Trail at least sometimes.

Figure 3-12

Figure 3-12

Almost three-fourths of respondents stated that there have been times when they did NOT walk or bike to their destination in West Jordan because comfortable facilities were not available.

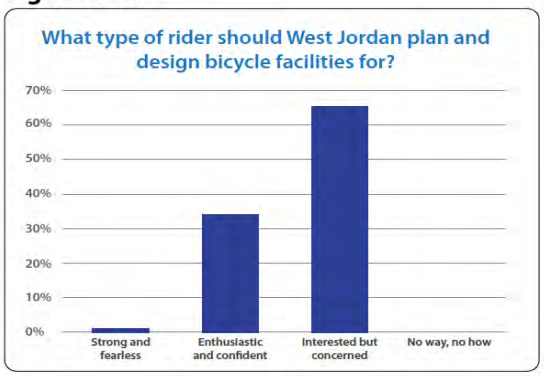


Respondents indicated that their top priority would be to extend the trail system in West Jordan (72%). Adding buffered bike lanes was another priority for respondents (45%).

Figure 3-13

Figure 3-13

Finally, when asked, what type of rider should West Jordan plan and design for, 34% said "enthusiastic and confident" and 65% said "interested but concerned." This indicates that respondents want to see facilities designed for all abilities.



The survey was helpful not only for evaluating potential projects, but also for determining facility types and priority given to the ranking on the projects.

Stakeholders

UDOT controls a high number of road miles in West Jordan City. Many of the arterial corridors in West Jordan are UDOT roads, therefore it was extremely important to work closely with them while planning active transportation along theses routes. Creating an environment for inclusive and open dialogue is a top objective throughout any planning process so rather than meeting with UDOT Region 2 planners and engineers separately they were invited to participate in the regular team meetings held throughout the process.

The team met with the owners at Laketown Bicycles in West Jordan to talk about what things they have heard from their customers and what improvements they would like to see. They mentioned 9000 South and 1300 West as routes where they would like to see new and improved bike infrastructure.

Conclusion

Many comments were received through the process and each comment was read and considered by the team. These comments contributed to the development of the final list of projects.

Documented comments were also used to rank the projects. Generally, if a project on a corridor received more comments it is ranked higher on the prioritized list.

The public comments and the full survey results were shared with the project team and are available on the project website for all to review.

Where We're Going



Existing Plans

Quality active transportation planning has already occurred in West Jordan by the City, Salt Lake County and by UDOT. UDOT has drafted and adopted a State Bicycle Plan and UDOT Region 2 has a detailed map that displays projects and gaps for bicycle facilities in West Jordan. This was a starting point for identifying potential projects.

The Wasatch Front Regional Council has developed a Regional Transportation Plan, Wasatch Choice 2050, that includes a detailed active transportation section. In developing this plan, WFRC worked closely with all the cities in the region. The plan identifies bike/ped projects in West Jordan including: buffered bikes lanes on 2700 West, a 10 foot sidewalk/shared use path on Redwood Road, and a shared use path along U-111 among others.

Figure 4-1: Online map of WFRC's Regional Transportation Plan

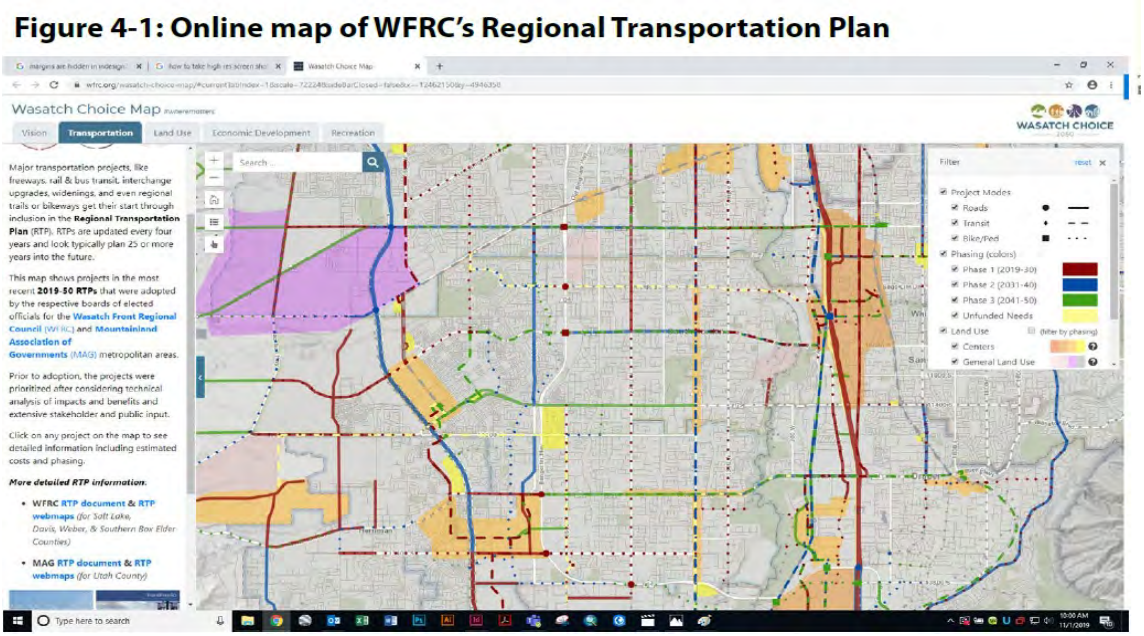
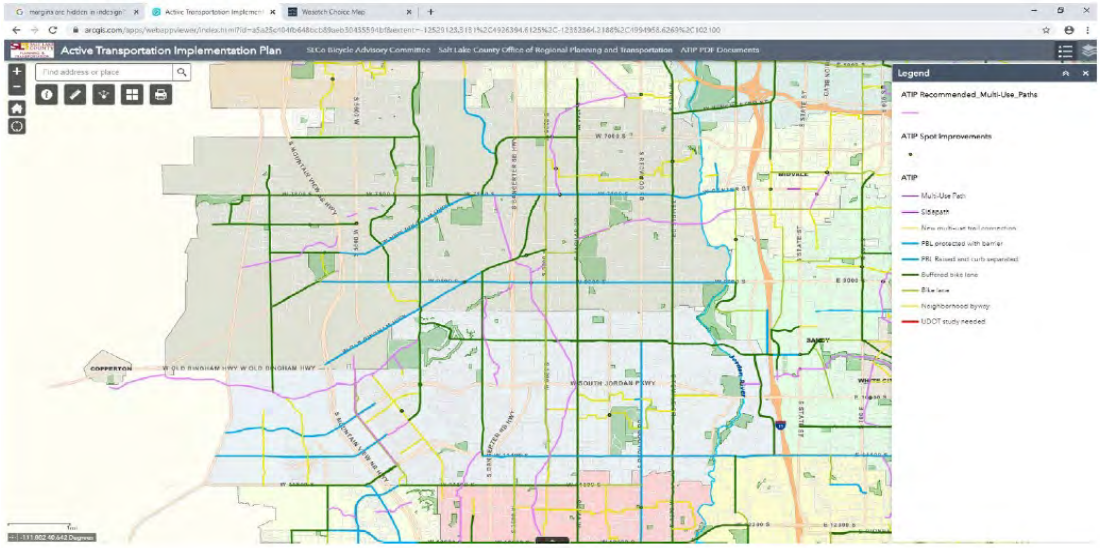


Figure 4-2: Online map of Salt Lake County's Active Transportation Implementation Plan



Salt Lake County also has developed an Active Transportation Implementation Plan (ATIP). The County considers this an evolving document. This allows recommendations like those produced from this report and its corollary planning process to influence the content of ATIP. The plan is focused on creating a high-comfort bicycle network intended to attract a broad spectrum of cyclists. It tends to stay away from adding new facilities to arterials where vehicle speeds are high, instead, the ATIP provides planned buffered and non-buffered bike lanes on collectors. Some identified projects in West Jordan are a buffered bike lane on 2700 West, bike lanes on 1300 West, and to add buffered bike lanes on New Bingham Highway.

1,000 Mile Goal

In 2017 Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 new miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah is designated to helping carry out the implementation of the 1,000 Miles Campaign. This statewide goal is an indicator that Utah is heading toward more active transportation.

What are family-friendly bike lanes, paths, and trails?

- On-street bike lanes that provide a high level of comfort for all users
- Multi-use pathways that serve as transportation and recreation routes for people of all ages and abilities
- Mountain bike trails for a range of skill levels
- Neighborhood bicycle routes so individuals, families, and children can get to local destinations, including work, school, parks, church, and businesses

As the projects in this plan are built, West Jordan will be contributing to this 1,000 mile goal.

Figure 4-3: Cyclists along the Jordan River Trail



Planned Growth and Active Transportation

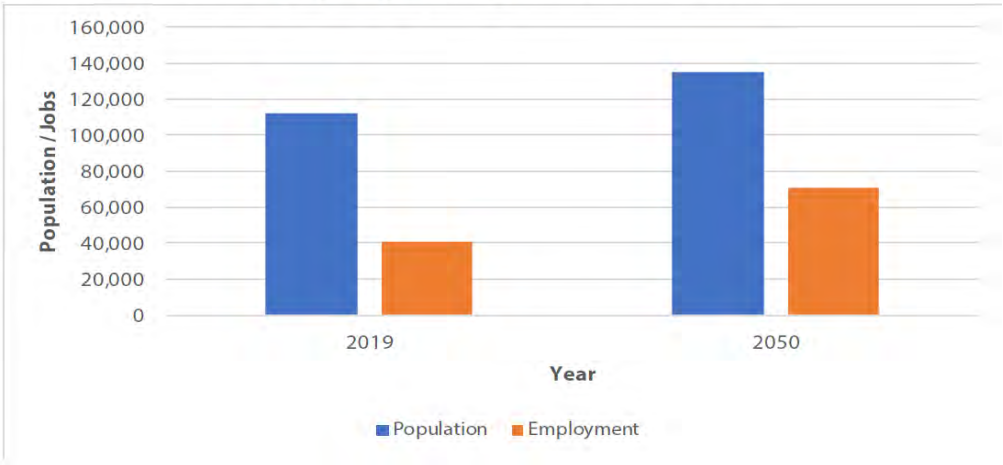
It is possible that West Jordan may add 30,000 more jobs by 2050. The impact of this increase on the transportation system can be reduced by the creation of a safe and connected active transportation network. When last inventoried in April 2010, agricultural and vacant land made up most of the acreage in West Jordan, followed closely by single family residential property. It is most likely that the majority of growth in West Jordan will occur on this vacant and agricultural land, most of which is located west of 5600 West. As new construction continues, the development of the western portion of the active transportation network's backbone can be simultaneously implemented. This offers an advantage to the alternative of retroactively incorporating active transportation infrastructure after development has occurred. In such cases there are potentially more hurdles to creating a connected AT system. Some issues are that developers will have completed projects and therefore will not be required to include AT in their costs or design, roads will not necessarily be planned utilizing ROW for AT, and once land is developed, options to connect to other existing networks may be few and far between.

West Jordan's current General Plan has goals and policy measures that align with many of the outcomes of a robust active transportation net- work, such as mitigating negative environmental impacts and promoting sustainability. Creating new mixed-use areas is an important element to West Jordan's growth, as well. This type of zoning can be highly complementary to active transportation because of the variety in origins and destinations on a relatively small footprint of land allowing for short and frequent trips.

West Jordan's population is projected to grow from 112,185 today, to 135,000 by 2050. This growth trend means that there will be more cars traveling the roadways and more pedestrians and cyclists using the trails and bike lanes. The current number of miles of trail, bike lanes, and sidewalks in West Jordan will need to increase to keep up with the future demand for active transportation. Figure 4-4 is a graph showing the planned 20% increase in West Jordan City's population.

Figure 4-4: Bar graph of projected growth in West Jordan

Figure 4-4: Bar graph of projected growth in West Jordan



As the City of West Jordan grows, the number of cyclists and pedestrians will also grow. Many Utah communities are integrating active transportation designs into new development. As the western part of West Jordan becomes developed, it is critical that the city requires developers to incorporate measures and design components that benefit pedestrians and cyclists, such as shared-use paths, bicycle parking and landscape beautification that offers shading and/or improved lighting at newly developed areas.

Figure 4-5: West Jordan aerial showing paths and bike lanes

Figure 4-5: West Jordan aerial showing paths and bike lanes

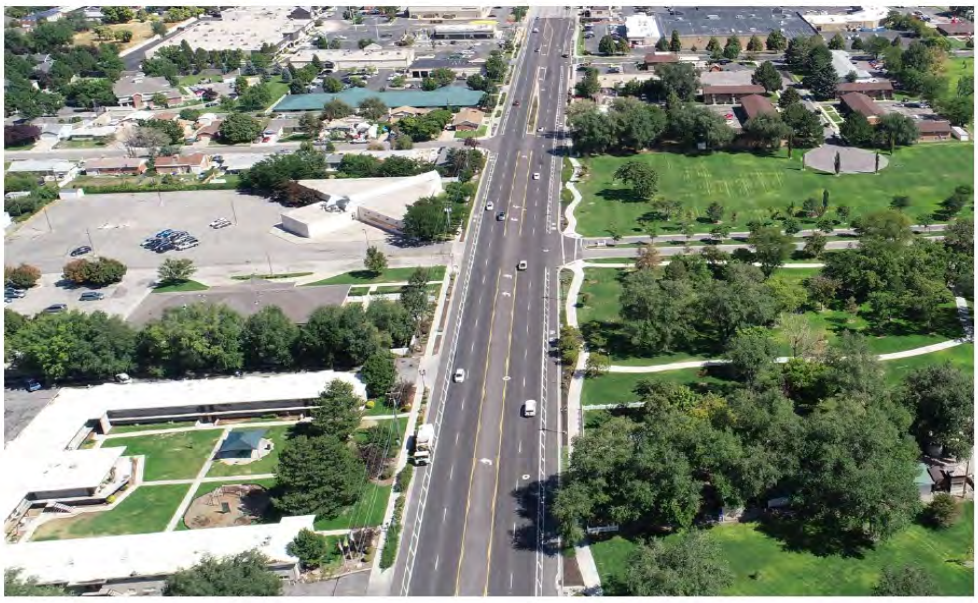
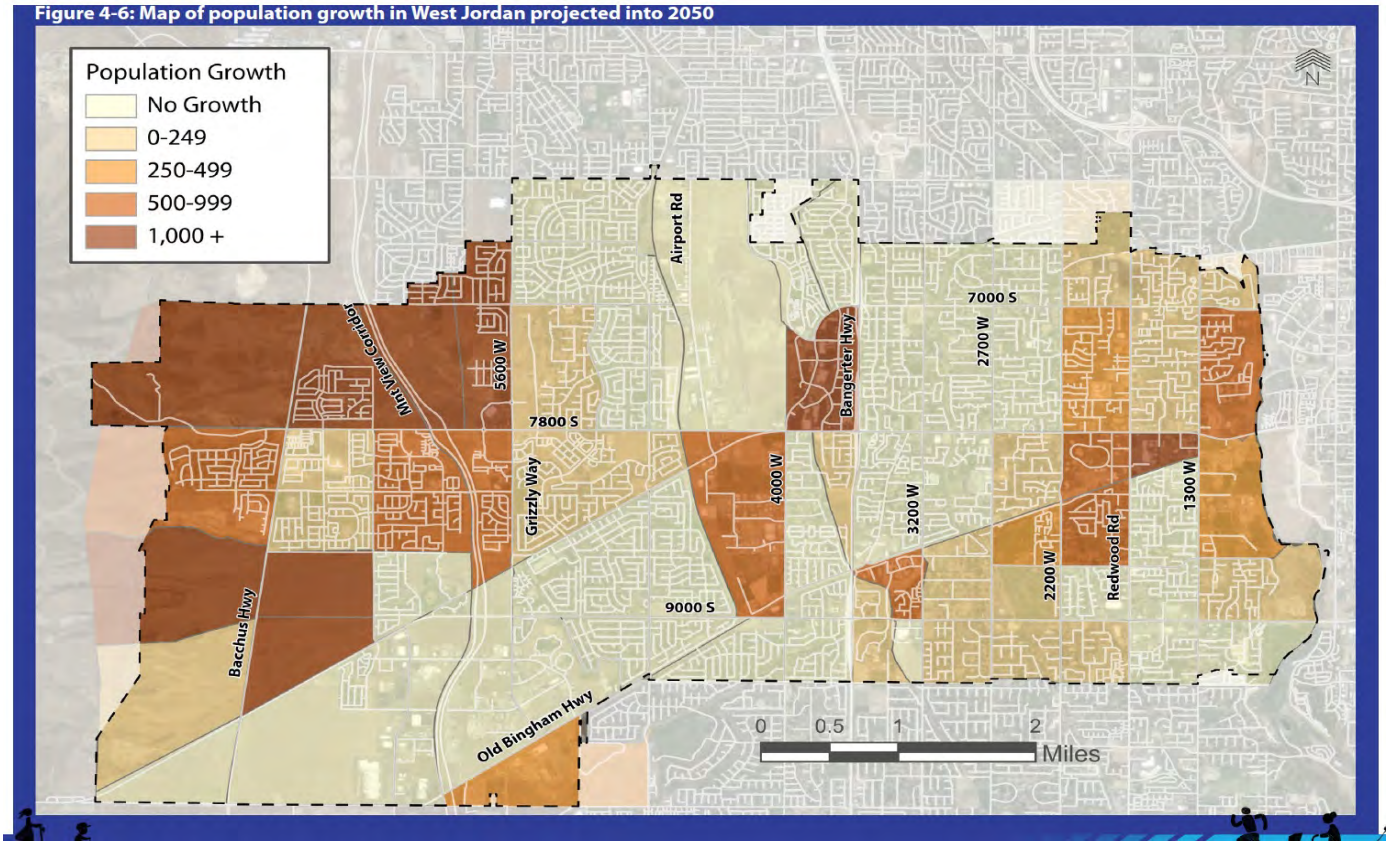


Figure 4-6 shows an increase of approximately 23,000 new West Jordan residents and the general locations of this expected population growth over the next 30 years. These different zones indicate where new homes are anticipated for future residents. Much of this growth is planned on the undeveloped parts of West Jordan, most notably west of 5600 West.

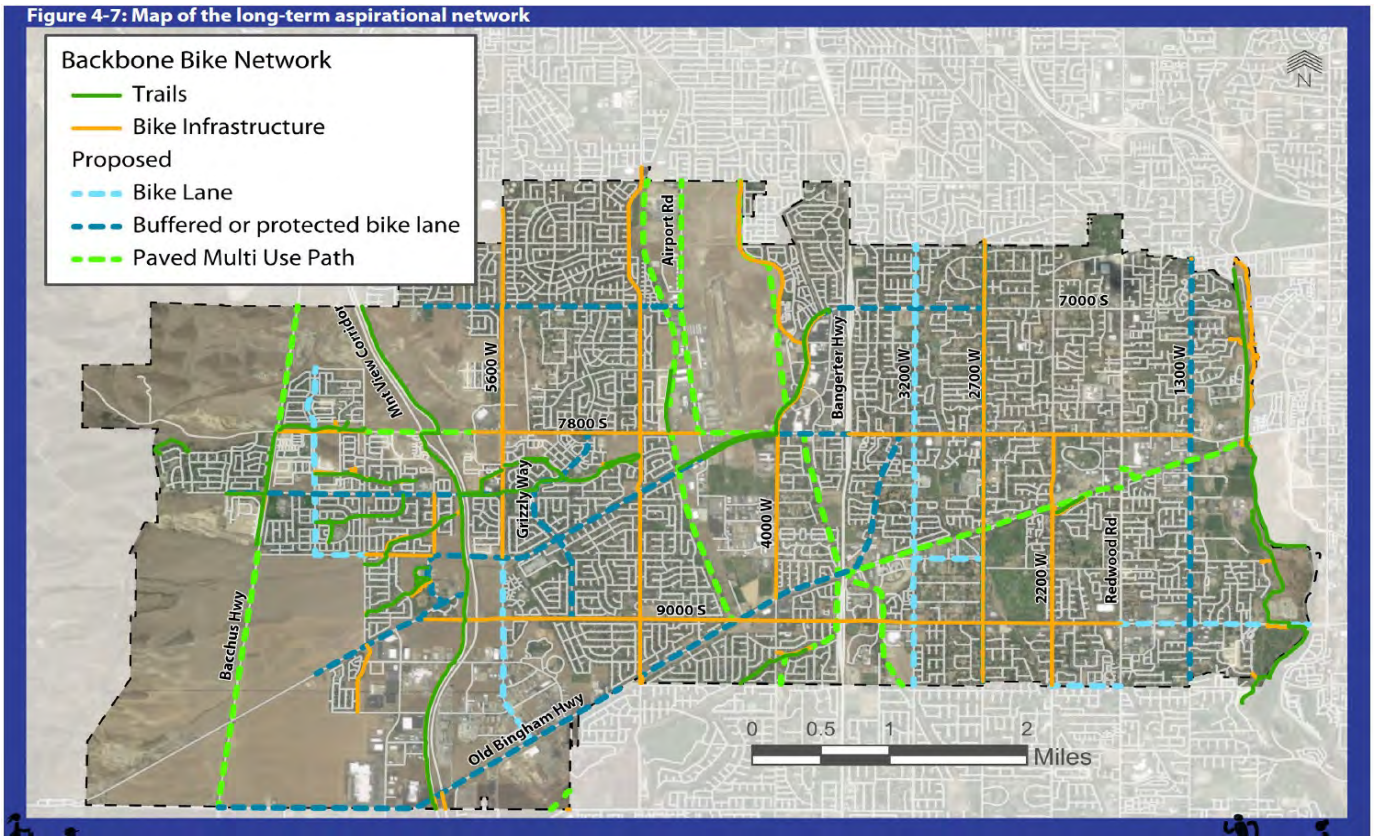
Figure 4-6: Map of population growth in West Jordan projected into 2050



Backbone Network

The information collected from existing active transportation plans combined with the data on projected growth trends led to the development of a single unified active transportation backbone network. This backbone network is similar to a vehicle road network, in that it offers connectivity to destinations within the City as well as regional connections to the neighboring municipalities. The regional connections are important to users because they want to travel without facility changes at city boundaries. This backbone network map represents the complete future of trails, bike lanes, buffered bike lanes, byways and sidewalks. The map includes the planned projects highlighted in Section 5.

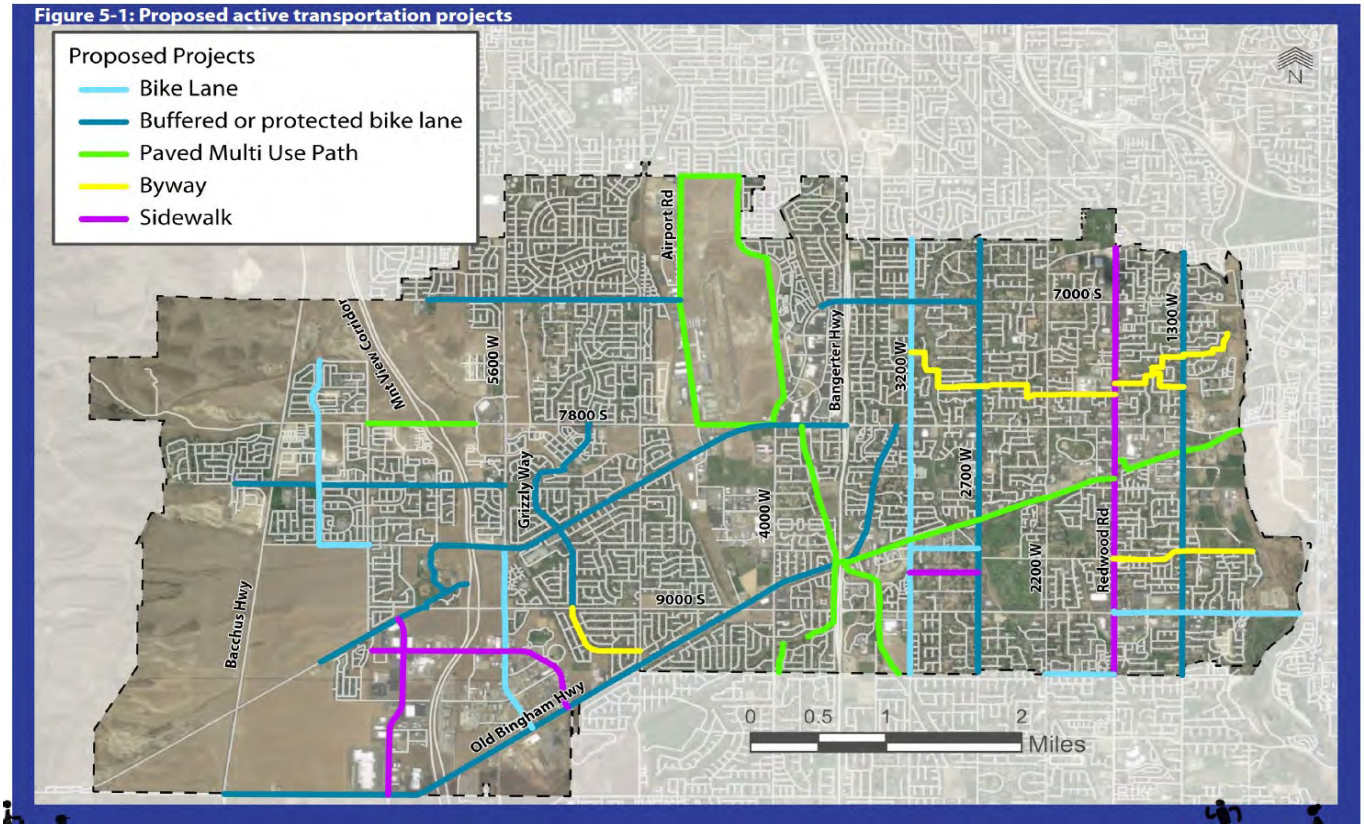
Figure 4-7: Map of the long-term aspirational network



5 Planed Projects

The enumerated list of recommended projects is based on the completed planning efforts discussed in the prior chapters. These projects include trails, bike lanes, sidewalks and neighborhood byways. Projects that have been completed while the team was gathering information, determining measurement for prioritization, soliciting public feedback, etc. were removed from the potential project list. This current project list was screened and vetted throughout the planning process as more information was gathered. This preliminary screening effort reduced the number of potential projects to a list comprised of approximately 50 projects in West Jordan and South Jordan. These projects were then further evaluated and cost estimates were prepared.

Figure 5-1: Proposed active transportation projects

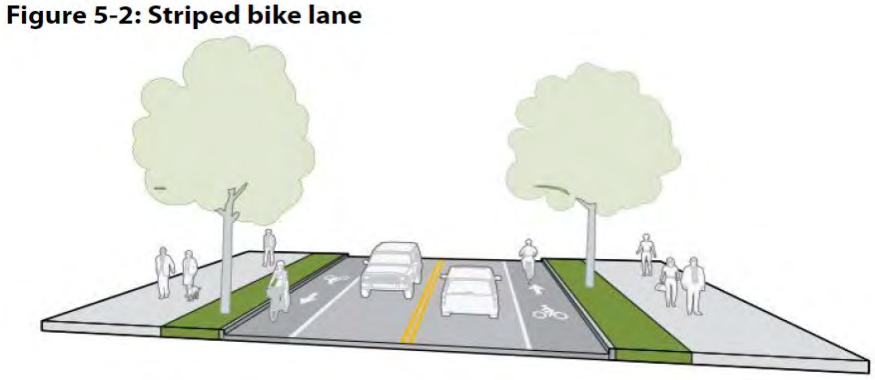


All new projects that were identified during public outreach efforts, such as the multi-use trail around the airport, were carried forward for future evaluation and ranking. Projects were developed and ranked jointly between West Jordan and South Jordan. Each individual city ranking maintains the same numbering that was assigned to the joint city list to ensure that the collective planning efforts do not become fragmented.

Active Transportation Cross-sections

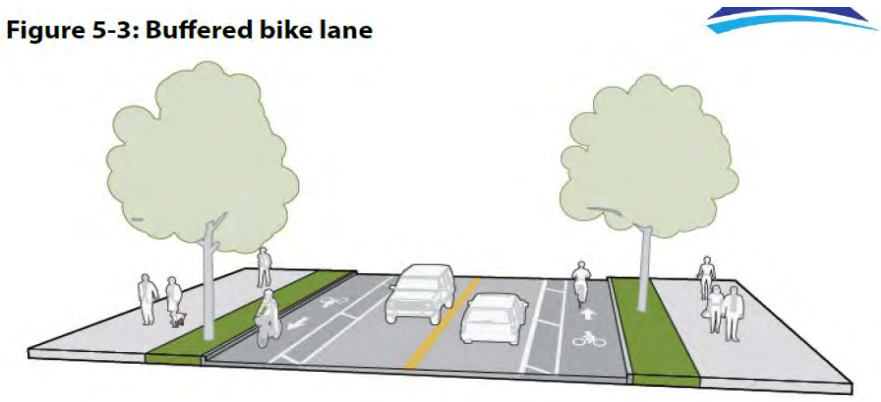
The following graphics are from Salt Lake County's Bikeway Design guid- ance manual and show the types of bicycle infrastructure recommended in this document. The full Bikeway design guidance manual can be found at https://slco.org/globalassets/1-site-files/planning--transportation/files/slcobikewaydesign.pdf.

Figure 5-2: Striped bike lane



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

Figure 5-3: Buffered bike lane



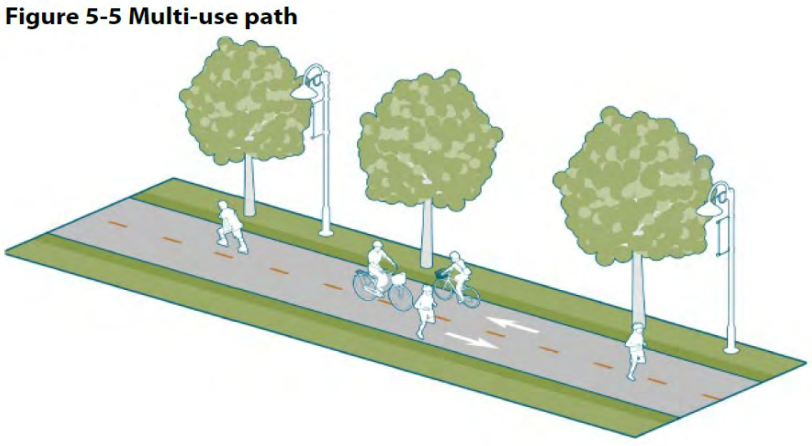
Buffered bike lanes use painted buffers which improve bicyclist level of comfort by increasing the distance between traffic and cyclists. As with bike lanes, signs and pavement markings are to designate on-street space exclusive to bicycling.

Figure 5-4: Protected bike lane



Protected bike lanes, also known as separated bike lanes, are on-street or street-adjacent bikeways. They can be one-way or bidirectional facilities that are separated from traffic and walk- ways with vertical separation or physical elements such as parking, planters, or curbing. They are intended to provide the same level of comfort as shared-use paths and are similar to side paths but are exclusively for bicycle travel.

Figure 5-5 Multi-use path



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

Figure 5-6 Neighborhood byway

Figure 5-6 Neighborhood byway



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

While these designs are shown independently, they can, and should be integrated together along roadway(s) when it is necessary to do so.**The choice of design treatment is dependent on both the comfort level and context of a specific area.** For example, on a hilly road a striped bike lane may be needed alongside the lane that traffic ascends the hill due to the slower speed of the cyclist while they are climbing the hill. However, a shared use facility design, where cars and bikes are not physically separated, may be sufficient for the opposite, descending travel lane because the speed of the cyclist will be greater on the descent.

Prioritization Goals

Once projects were identified based on public and stakeholder outreach, prior plans, safety issues, and an analysis of gaps in the current network, the next step in the planning process was to determine which potential projects best meet the plan's goals. The end result of this prioritization process was a ranked list of projects, with the highest-ranked projects best meeting a set of criteria that reflect the values of West Jordan residents and stakeholders expressed they value in active transportation facilities.

Evaluation Criteria

Evaluation criteria were prepared based on collaborative discussion with the project team and stakeholder committee. Six major "themes" were identified. An overview of each theme, its measurable criteria, and the metrics that determine how each criterion was valued and integrated into the project's overall score is provided in Table 5-1.

· **Feasibility** reflects the ease with which a project can be implemented, and is weighted to favor projects that are lower in cost and overlap with planned roadway projects that may provide cost savings and reduced construction impacts.

· **Connectivity** reflects the degree to which projects provide a strong and complete network throughout West Jordan and South Jordan, including connecting to existing facilities and key destinations.

· **Equity** reflects a concern for providing access to all neighborhoods in the communities of West Jordan and South Jordan, especially areas that have not been well-served to date by active transportation facilities.

· **Community Demand** accounts for projects that address needs, desires, and safety issues raised by members of the public through outreach events and online surveys.

· **Comfort** prioritizes those projects that provide more protected and separated facilities, such as shared-use paths and protected bike lanes. This reflects a greater emphasis on providing facilities that are attractive to "interested but concerned" users who may be more sensitive to their proximity to motor vehicles.

· **"Wow" Factor** provides additional weight to projects that the Steering Committee has indicated will provide exceptional value to active transportation users in West Jordan and South Jordan. This factor is intended to provide greater prioritization to projects that can serve as a showcase for great infrastructure, provide an excellent experience for users, and help distinguish the communities as leaders in encouraging active transportation along the Wasatch Front.

Figure 5-7: Project team meeting reviewing ranked projects

Figure 5-7: Project team meeting reviewing ranked projects



Prioritization Exercise

After developing the evaluation criteria and associated metrics, each project was measured against these criteria and given a score between 0 and 100. Spatial metrics, such as the number of connected or adjacent facilities, the number of nearby destinations, and shared alignments with other projects, were calculated based on buffer analyses conducted in ArcGIS. These metrics, along with estimated project costs and the number of public comments, were rescaled to be between 0 and 100, such that the highest-ranked project received a score of 100. Other metrics, such as facility types, received a predetermined point values based on how well they aligned with the plan's goals.

Table 5-1: Project evaluation criteria

Table 5-1: Project evaluation criteria

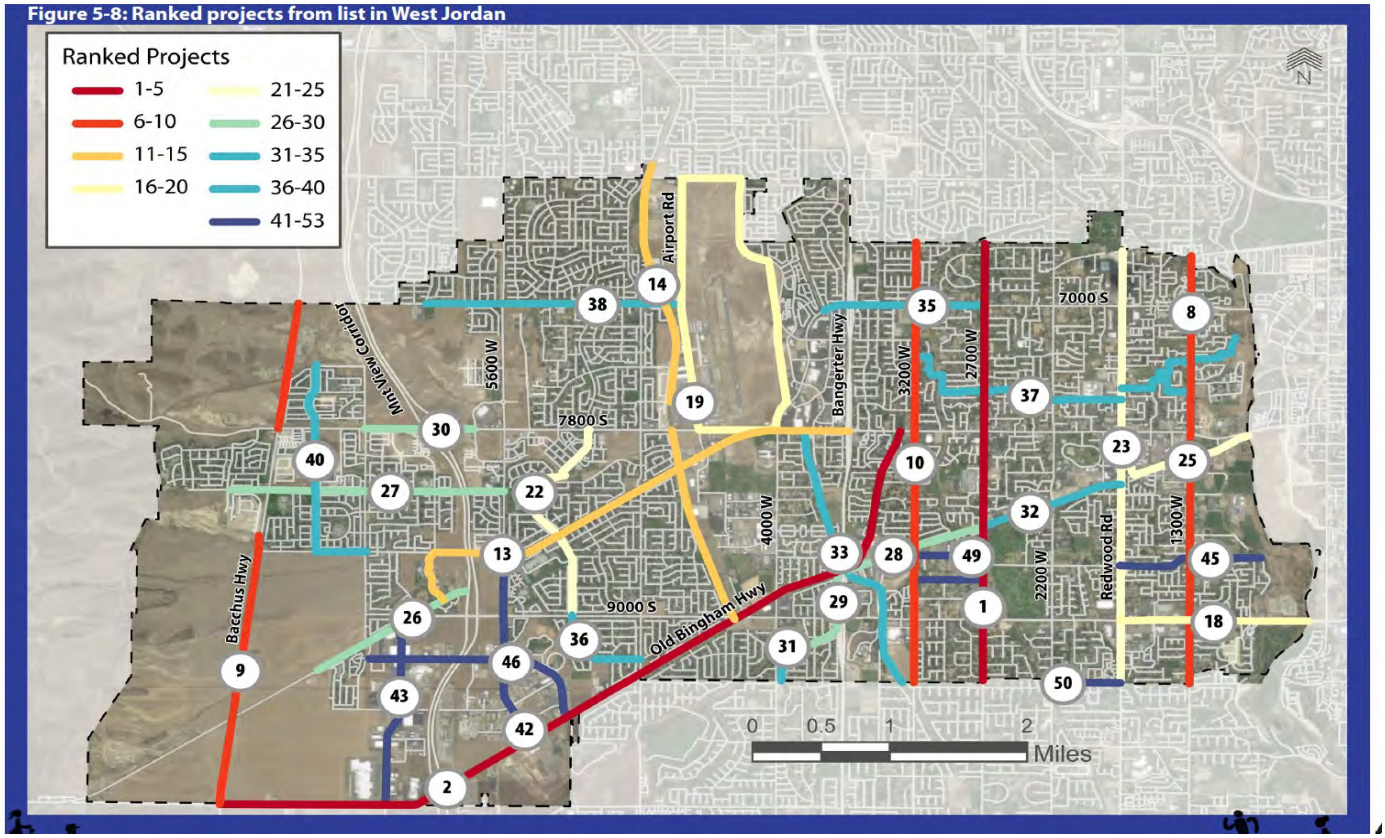
Proposed Project Evaluation Criteria - South Jordan West Jordan Active Transportation Plan			
Theme	Description	Criteria	Metric / Scoring
Feasibility	Can the project be implemented?	Estimated project cost	100 to 0 based on scaled estimated facility cost
		Does the project share alignment with planned roadway project(s)?	100 points for fully shared alignment, 75 to 25 points for partially shared alignment
Connectivity	Does the project provide connections within and beyond South Jordan/West Jordan?	Does the project connect to one or more external AT facilities or ATIP/WFRC proposed projects?	100 points if directly connected, 50 points if within 1/8 mile
		Is the improvement within 1/2 mile of key destinations (parks, schools, TRAX stations)?	number of destinations within 1/2 mile
		Does the improvement close a gap between or extend existing facilities?	number of existing facilities directly connected
Equity	Does the project provide connections to underserved areas in the communities?	Is the project in an area of either community with below-average access to existing or proposed active transportation infrastructure?	*number of existing facilities within 1/2 mile buffer**
Community Demand	Does the project address needs voiced in stakeholder and public outreach?	Does the project address an area highlighted in survey results or public outreach events?	100 to 0 based on count of survey/outreach comments highlighting issues on alignment
Comfort	Does the project provide a facility that enhances comfort for "interested but concerned" users?	Does the project provide a buffered or off-street facility?	100 points for off-street facility, 50 points for buffered/protected facility
"Wow" Factor	Does the project provide a big win for active transportation in SJ/WJ?	Steering Committee indication	100 points if yes, 0 if no

** indicates metrics that are scored in reverse e.a. a higher score on that metric yields a lower overall prioritization score*

Project Ranking

Each project was ranked based upon the composite score from the process evaluation criteria. The project ranking reflects the relative importance of each project for the active transportation network. However, the ranking does not reflect the order in which the projects should be completed. Additional local criteria and values should be considered prior to advancing each project. The map below shows the ranked projects within the City. The overall ranking is for the entire study area which included both South Jordan and West Jordan.

Figure 5-8: Ranked projects from list in West Jordan



Key Projects

The top ranked project for West Jordan was 2700 West. In South Jordan, it was ranked third. Due to the combined high ranking, resident input, and city priorities, a conceptual design was created for continuous, intercity buffered bike lanes on 2700 West. Ranked projects were divided into tiers to show general priority. Tier I are the projects ranked 1-10, Tier II are projects 11-20, and Tier III are the remainder. Other combined key projects include bike lanes on 1300 West in West Jordan (which would merge with existing bike lanes beyond South Jordan), the addition of buffered or protected bike lanes on Old Bingham Highway for east/west connectivity, and widening the sidewalk on Redwood Road to improve the pedestrian network.

Figure 5-9: Project prioritization tiers and project ranking

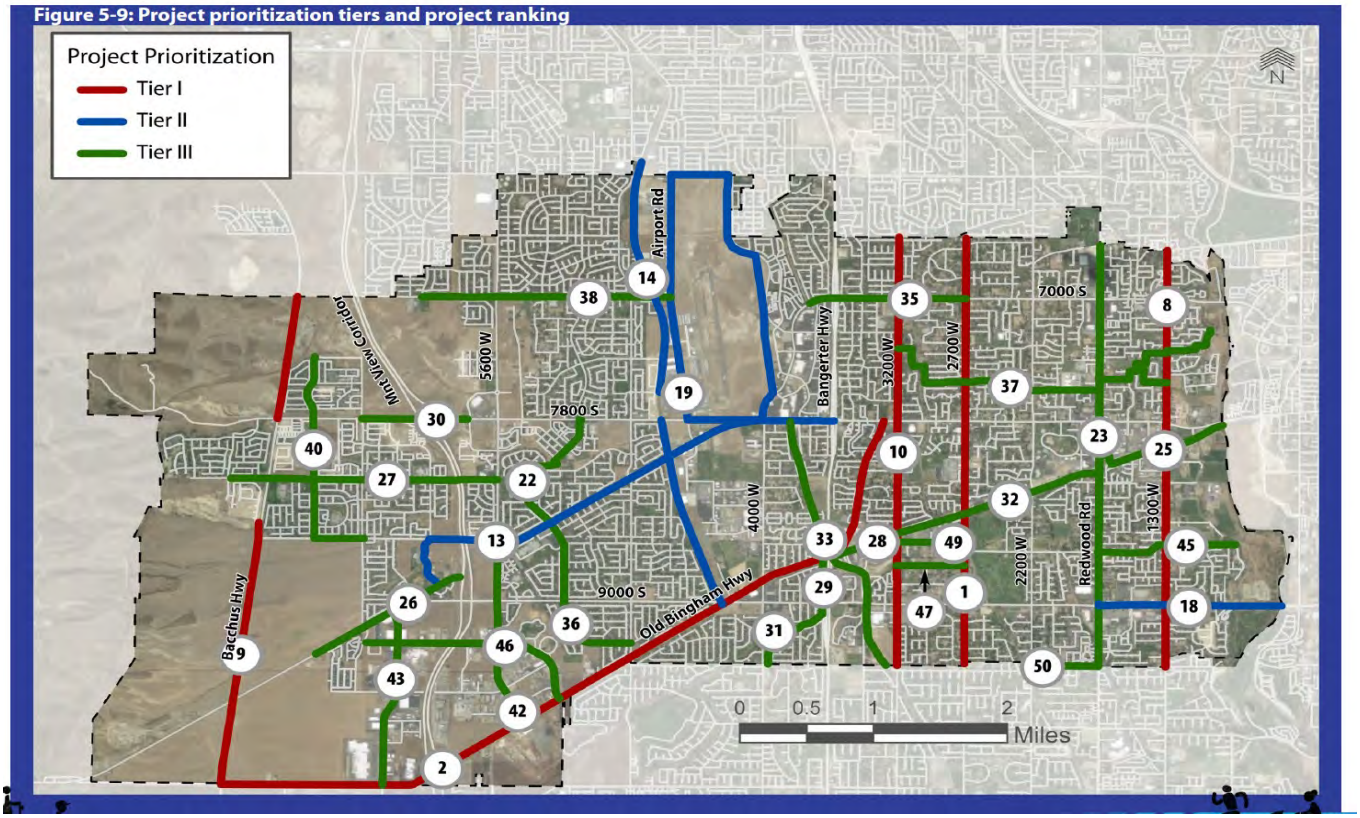


Table 5-2: Project prioritization and ranking

Table 5-2: Project prioritization and ranking

Combined Rank *	Location	Type	Miles	Cost	Cost
Tier I					
1	2700 West between West Jordan's northern city boundary and southern city boundary	Buffered bike lane	3.5	$256,000	TAP/ Choice Fund
2	Old Bingham HWY between 7800 South to Bacchus HWY	Buffered or protected bike lane	6.3	$216,000-$4,985,000	TAP/TIFF
8	Temple Dr. between Winchester St. and southern city boundary	Buffered or protected bike lane	3.4	$117,000-$2,701,000	TAP/ Choice Fund
9	SR-111 South Jordan to West Valley City	Paved Multi Use Path	3.2	2,700,000	Development
10	3200 West between West Jordan's northern city boundary and southern city boundary	Bike Lane	3.5	$93,000	TAP/Choice Fund
Tier II					
13	New Bingham HWY between Mountain View HWY and Bangerter HWY - Ron Wood Parkway/8600 South between New Bingham HWY and Mountain View HWY	Buffered or protected bike lane	3.7	$1,700,000-$7,800,000	TAP/ Choice Fund
14	Garfield Rail Trail New Bingham Highway to West Valley	Paved Multi Use Path	3.5	$2,971,000	TAP
18	9000 South between Redwood Rd and West Jordan's eastern city boundary	Bike Lane	1.4	$37,000	UDOT
19	Around the South Valley Regional Airport	Paved Multi Use Path	5.2	$4,336,000	City
Tier III					
22	Grizzly Way between 7800 South and 900 South	Buffered or protected bike lane	1.8	$63,000-$1,455,000	TIFF
23	Redwood Rd. between West Jordan's northern city boundary and Shields Ln.	Sidewalk (8'-10')	3.4	$728,000	TIFF
25	Trail along TRAX from Sugar Factory Rd. between Redwood Rd. and West Jordan's eastern city boundary	Paved Multi Use Path	1.0	$877,000	TIFF
26	New Bingham HWY between 6700 West and Mountain View HWY	Buffered or protected bike lane	1.3	$44,000-$1,011,000	TAP/City
27	8200 South between Stokesley Dr and 5600 West	Buffered or protected bike lane	2.0	$69,000-$1,589,000	City
28	Trail along TRAX from Utah Distribution Canal to 2700 West	Paved Multi Use Path	1.0	$878,000	TIFF
29	Connecting the Bingham Creek Trail and 8600 South along Bingham Creek and Bangerter Hwy	Paved Multi Use Path	0.7	$614,000	TAP/City
30	7800 South between 6400 West and Highlands Loop Rd.	Paved Multi Use Path	0.8	$664,000	TAP

* The numbers in the **Combined Rank** column reflect the complete prioritization list among all South Jordan and West Jordan projects.

Combined Rank	Location	Type	Miles	Cost	Funding
Tier III					
31	Welby-Jacobs Trail along Provo Reservoir Canal between Bingham Creek Trail and West Jordan's southern city boundary	Paved Multi Use Path	0.2	$197,000	TAP/Choice Fund
32	Trail along TRAX from 2700 West to Redwood Road	Paved Multi Use Path	1.1	$892,000	TIFF
33	Along the Utah Lake Distribution Canal between 7800 South and West Jordan's southern city boundary	Paved Multi Use Path	2.3	$1,942,000	TAP
35	7000 South between 3760 West and 2700 West	Buffered or protected bike lane	1.2	$40,000-$932,000	TAP/City
36	Wild Acres Dr. between 9000 South and 4800 West	Neighborhood Byway	0.7	$2,000	CATF
37	Connecting Redwood Rd. and trail near Primavera Way/Highland Hollow Dr. between Paisley Way and Temple Dr./Connecting 3200 West and Redwood Rd.	Neighborhood Byway	3.4	$11,000	CATF
38	7000 South between Oquirrh Ridge Rd. and Airport Rd.	Buffered or protected bike lane	2.2	$74,000-$1,718,000	TAP
40	6700 West between 7400 South 8600 South	Bike Lane	1.9	$50,000	CATF
42	5600 West/Hawley Park Rd between New Bingham HWY and Old Bingham HWY	Bike Lane	1.5	$40,000	City
43	Prosperity Road from Wells Park Rd to New Bingham Highway	Sidewalk	1.5	$307,000	City
45	8600 South/8660 South/Gardner Ln between Redwood Rd. and Millrace Bend Rd	Neighborhood Byway	1.1	$3,000	City
46	Bagley Park Rd /Dannon Way from New Bingham Highway to 6400 West	Sidewalk	1.7	$366,000	Development
47	8750 South from 3200 West to 2700 West	Sidewalk	0.5	$107,000	City
49	Haun Dr between 3200 West and Jaguar Dr.	Bike Lane	0.5	$13,000	City
50	Fullmer Ln. between 2200 West and Redwood Rd.	Bike Lane	0.5	$13,000	City
				TOTAL COST:	$20,420,000 - $40,288,000

Table 1-2: Project prioritization total cost and miles by Tier

Tier I		Tier II		Tier III	
Total Miles	19.6	Total Miles	13.8	Total Miles	12
Total Cost	$3,382,000 - $10,735,000	Total Cost	$9,044,000 - $15,144,000	Total Cost	$7,994,000 - $14,409,000

Cost estimates were developed by active transportation engineers based on the most recent bid prices for construction items like striping paint and concrete curbs. The full construction cost estimates were based on facility types and linear feet of construction. Buffered or protected bike lane projects costs are based on recently completed buffered or protected bike lane projects. Variability in the cost of these projects is based upon design choices, restrictions, and existing conditions. A common occurrence that will effect cost is if a bike lane and buffer can be striped in the existing road, if right-of-way is required to add the buffered bike lane, or if it is a curb protected bike lane that requires new concrete and drainage accommodations, that is why they are shown as a range.

All the cost estimates include a contingency and should be considered planning level cost estimates only. Better engineering based costs will need to be developed as projects near construction.

2700 West Buffered Bike Lanes Concept Design

To help advance active transportation in the community and to focus on implementation by moving from planning into design the study produced a concept design for one key cross-jurisdictional corridor.

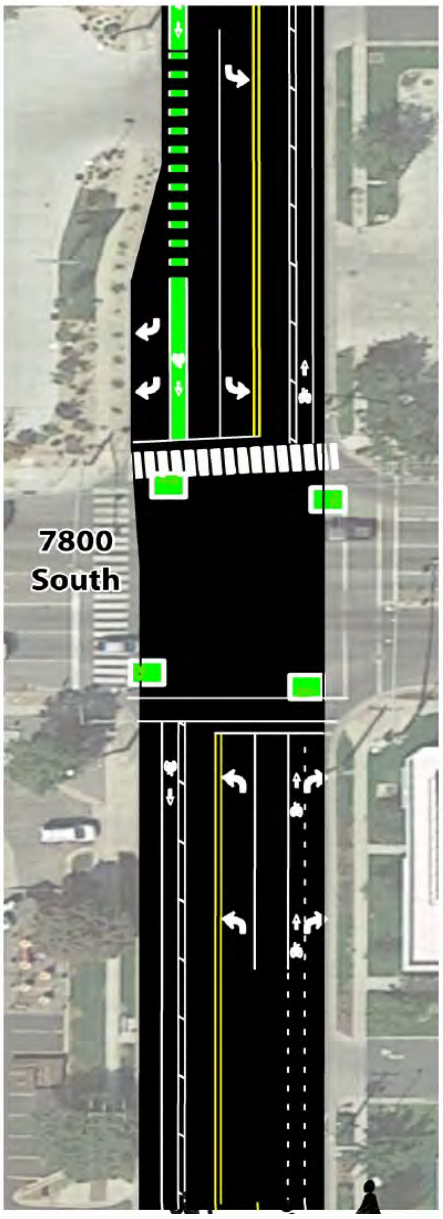
Based on the ranking of projects in West Jordan and team discussions with officials from both West Jordan and South Jordan, the project that was selected for

conceptual design was the 2700 West buffered bike lanes. Buffered bike lanes are different from basic striped bike lanes because they include a physical space "buffering" or separating bikes from cars moving in the same direction along the road. Buffered lanes vary in width, and the determined amount of necessary separation for cyclists for this concept design was two feet. This space is critical for the comfort of both the cyclists and the drivers.

The concept design layout fits entirely within the existing right-of- way. This was done so the layout would not impact any existing landowners along the corridor. Designing within the right-of-way did present some challenges and the street concept design varies throughout the corridor to maintain those constrains.

The following three segments were chosen to illustrate specific chal- lenges along the corridor. The 7.7 mile long full concept design can be viewed on the project website at www.jordanatp.com

Figure 5-10: 2700 West buffered bike lane concept design layout crossing 7800 South

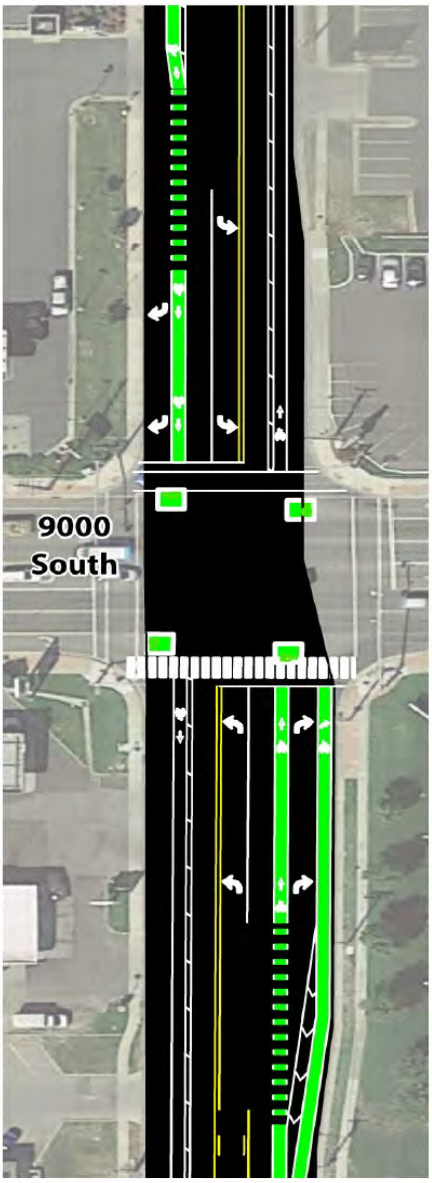


Intersections can be the most difficult design feature of a roadway active transportation treatment. Because a majority of bicycle/automobile related crashes occur at intersections, visual indicators of where cyclists are given designated roadway space should be highly emphasized. Green thermoplastic is used for the 2700 West concept design at intersections like this one at 7800 South.

Thermoplastic has a lifespan of at least three times more than that of regular paint, is skid resistant, and retro-reflective. The chosen highly visible green color is being adopted as the standard for bike lanes across the country.

This intersection at 7800 South is home to a gas station, 7-Eleven and fast food drive-thrus. Vehicles are making frequent turns in and out of these businesses which increases the probability of distracted driving and crashes. Green thermoplastic combined with buffered bike lanes creates a comfortable environment for cyclists crossing or turning onto 7800 South.

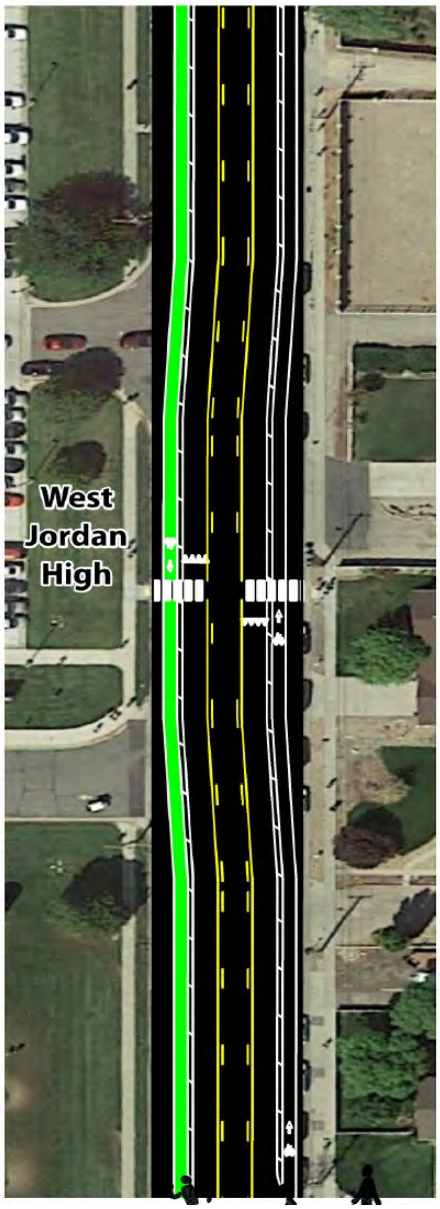
Figure 5-11: 2700 West buffered bike lane concept design layout crossing 9000 South



The 9000 South intersection and all other intersections that include bike lanes or bike ways on the cross street include two-stage left turn queue boxes for cyclists. These left turn queue boxes create an option for cyclists who would like to turn left without having to enter into a vehicle turn lane. When a cyclists is waiting in a turn lane they are in a vulnerable location on the road because they are exposed to oncoming traffic. The bike boxes allow for cyclists to easily navigate left turns while staying outside of the vehicle turn lanes. The placement of the boxes is determined by road- way width and vehicle turning radius. The box is placed where traffic does not normally pass over, regardless of whether a vehicle is going straight or turning.

These two-stage left turn bike boxes are becoming more common and UDOT has accepted them as standard. At this location our concept design includes four such boxes to accom- modate every direction.

Figure 5-12: 2700 West buffered bike lane concept design layout at West Jordan High



West Jordan High is another area deserving of green thermoplas- tic bike lanes. The west side of the road has several conflicting school driveways. This is an area of concern to cyclists which creates a need for more visible roadway markings to ensure a high quality level of comfort. The east side of the road has a lower level of concern to cyclists because it does not allow roadside parking but includes waiting zones for student/parent vehicle loading.

The high school has a crosswalk directly in front if it with a raised pedestrian refuge island in the center turn lane. Here, the bike lane concept design requires painted arrows and bike lane symbols close to the crosswalk to alert both the cyclists and pedestrians of the intersecting facilities.

Cost estimates were developed by the design engineers that completed the concept design of 2700 West. The cost includes individual elements to construct this project in West Jordan like, striping paint, thermoplastic green paint, and needed signs. The cost estimate does NOT include any widening, pavement rehab, curb or gutter. The concept was designed to avoid these larger costs and impacts.

Table 5-3: West Jordan Active Transportation Plan-2700 West

Table 5-3: West Jordan Active Transportation Plan-2700 West

BID ITEMS					
No.	**Description**	**Quantity**	**Unit**	**Unit Price**	**Amount**
ROADWAY					
1	Thermoplastic Pavement Message	156	EACH	$ 200	$ 31,200
2	Thermoplastic Pavement Message (Bike and Bike Arrow)	231	EACH	$150	$34,650
3	Thermoplastic Pavement Message (Bike Box)	8	EACH	$250	$2,000
4	Thermoplastic Pavement Message (Green Paint)	12,818	SQ FT	$10	$128,180
5	Thermoplastic Pavement Message - Crosswalks and Stop Lines	968	FT	$8	$7,744
6	Pavement Marking Paint	1,602	GALLON	$25	40,050
			Subtotal		$243,824
SIGNING					
6	SIgning (Estimate)	1	LUMP	$12,000	$12,000
			Subtotal		$12,000
			Bid Items Subtotal		$255,824
			GRAND TOTAL		$255,824

How We Get There



How projects get constructed often comes down to them receiving funding. This section identifies available funding resources to pay for active transportation projects in West Jordan and to conclude the plan.

Funding

Active transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits and projects. Those jurisdictions and agencies could include the Federal Government, the State or (UDOT), the County, and the local metropolitan planning organization (WFRC). West Jordan will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for these projects. West Jordan will also need to partner with South Jordan and other adjacent communities to ensure corridor continuity across jurisdictional boundaries.

Federal Funding

Federal funds are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP). The Surface Transportation Program (STP) funds can be used for transportation enhancements in twelve categories including bicycle and pedestrian facilities. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. This is a 5-year funding tool and the STIP projects are updated regularly to maintain a 5-year list of projects. Adding AT projects and other projects in West Jordan to UDOT Region 2's transportation plan is an important early step.

State Funding

The distribution of State Class B and C Program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. 75% of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. Some of the roads with active transportation facilities in West Jordan fall under UDOT jurisdiction. It is in the interest of the city that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT owned roadways in the City. Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns.

Class B and C funds can be used for maintenance and construction projects including active transportation; however, thirty percent of those funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

UDOT also administers the Safe Routes to School funding. This is a $1.2 Million annual fund to pay for active transportation safety improvements near schools across the state. Cities need to apply for this funding which is a reimbursement fund with no matching dollars required. This money can be used for improvements such as new trails or sidewalks, signals, crosswalks, etc.

Senate Bill 136 recently created a new "Transit Transportation Investment Fund" (**TTIF**). This new fund, beginning July 1, 2019, allocates state funding from the fuel tax specifically for public capital transit projects. However, Senate Bill 72 opened this fund up to non-motorized projects as well. These dollars can also be used for active transportation projects around transit facilities, but the new infrastructure provide access to transit stops. This UDOT fund has not been distributed for the first time yet, and UDOT has stated that cities will need to apply for their projects to get access to this fund. It also requires 40% matching funds from local governments. Cities like West Jordan can use federal (but not state) dollars for the match. More information on this fund will be developing in the coming years.

WFRC Funding

The Wasatch Front Regional Council administers several funding programs of both federal and state dollars for the region. The Transportation Alternatives Program (**TAP**) funds the construction and planning of bicycle and pedestrian facilities. South Jordan and all cities in Salt Lake, Davis, and Weber Counties are eligible. Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non- motorists.

Salt Lake County cities receive $800,000-$900,000 every year. WFRC asks cities to submit letters of intent in the fall, with full applications due December 12th this year for funding in July of the following year.

County Funding

Salt Lake County maintains an active transportation fund used to pay for a portion of active transportation projects within the County. It is called County Active Transportation Fund (**CATF**) and is currently $1 Million annually that cities, including West Jordan can apply for to fund their projects. This fund typically requires a match and is often used to pay for smaller projects since it is limited. Applications are due in July.

Senate Bill 136 also allocated a quarter of one percent sales tax to the Regional Transportation**Choice Fund**. Salt Lake County now has an on-going transportation fund that can be spent on a variety of transportation projects including active transportation. In fact, one quarter of this fund is earmarked for active transportation projects. This fund held $40 Million in 2019 its first year, but subsequent years the fund is expected to be less. Salt Lake County has administered these funds and required cities to submit applications. Every project was scored based on several criteria including if the project is multi-jurisdictional. The administration of this fund is changing and the cities within Salt Lake County will be receiving individual portions of this fund, the details of which are still being determined. For more information contact Salt Lake County Regional Planning & Transportation.

City Funding

West Jordan utilizes general fund revenues for active transportation programs. General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion of active transportation facilities. Providing a line item in the **city** budgeted general funds to address improvements, which are not impact fee eligible, is a recommended practice to fund active transportation projects, should other funding options fall short of the needed amount. Revenue bonding can also be used for projects intended to benefit the entire community.

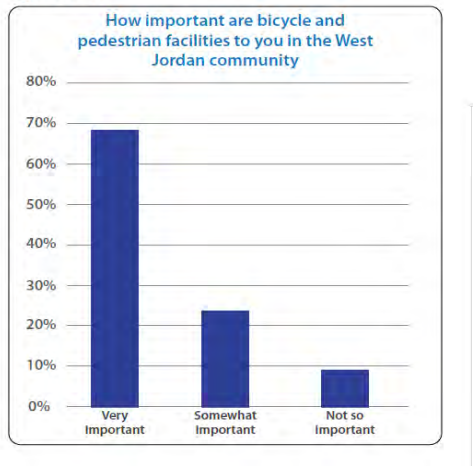
Private interests may also provide resources for transportation improvements including active transportation. **Developers** can construct the local streets with bike lanes within subdivisions and may often dedicate right-of-way for trails and parks, as well. The trails and bike lanes in Daybreak were constructed this way. Many of the new growth areas in West Jordan should include new active transportation facilities provided by the developers.

Community Priorities

West Jordan is a community that values active transportation and is ready to invest in improving facilities to provide safer, more comfortable routes for walking and bicycling. Nearly 70% of survey respondents said that active transportation is very important to them in West Jordan, and many community members indicated areas where current infrastructure is absent or could be improved. Community members also told us that new bike infrastructure should be designed with the 'interested but concerned' cyclist in mind, and provide connections to destinations like parks, schools, trails, jobs, and transit. Finally, we were told that the 2700 West corridor was a high priority location for implementing a continuous and high-comfort north-south connection between West Jordan and South Jordan.

Figure 6-1:

Figure 6-1:



Project Identification and Prioritization

Based on the community values and priorities that we heard through public outreach and discussions with City officials, the planning process sought out key opportunities for new and improved active transportation facilities. We drew on community comments and suggestions, prior active transportation plans prepared by WFRC and Salt Lake County, and potential right-of-way opportunities along underutilized corridors and undeveloped lands. This process yielded 32 potential projects across West Jordan, which were scored and evaluated against evaluation criteria including Feasibility, Connectivity, Equity, Community Demand, and Comfort.

High-Priority Projects

The highest-priority projects for West Jordan include:

- Installing a buffered/protected bike lane on Temple Drive (1300 West) between Winchester Street and the City boundary
- Installing a buffered/protected bike lane on 2700 West from the northern to southern boundary of the City; this project has been identified as the highest-priority project for the city and a conceptual design has been prepared for the corridor (see pages 35-36)
- Installing a standard bike lane on 3200 West from the northern to southern boundary of the City
- Airport Trail

· New Bingham Highway - 4000 West to 5600 West

· Installing a buffered/protected bike lane on Old Bingham Highway between 7800 South and Bacchus Highway

These projects represent important opportunities to provide multiple high-comfort options for families, recreational riders, and bicycle commuters to travel north/south through and beyond West Jordan, as well as implementing a key east-west corridor across West Jordan from central neighborhoods to western trails, job centers, and future development sites.

Obtaining funding to design and build these high-priority projects is criti- cal to the successful implementation of the plan's vision and goals.

Potential funding opportunities that may be appropriate for implementing these projects include:

· West Jordan should work with UDOT Region 2 staff to include the proposed 1300 West bike facility in the next STIP as a parallel bicycle facility to Redwood Road, making it eligible for federal and state funding.

· The 2700 West buffered/protected bike lane may be a strong candidate for receiving county Transportation Choice funding, as a regionally significant corridor providing a potential connection not only through South Jordan and West Jordan, but also to Taylorsville to the north and Riverton to the south. The 3200 West corridor could likewise be funded in this way as a multi-jurisdictional project.

· The proposed bike facilities on Old Bingham Highway and 2700 West may be good candidates to receive funds from the Transit Transportation Investment Fund, as they provide enhanced connections to TRAX Red Line stations.

· West Jordan should consider applying for WFRC Transportation Alternatives Program funding to further advance planning and design of these high priority facilities, in order of desired implementation.

A key consideration for successfully implementing the 2700 West and 3200 West projects is coordination with adjacent municipalities. South Jordan has also prioritized the construction of buffered bike lane and bike lane facilities on these corridors, and the municipalities should continue to coordinate with each other in order to ensure that these facilities are planned and designed in a coherent and coordinated way, as well as to maximize opportunities for securing funding for the project from funds that are dedicated to implementing regionally-significant corridors. Additional coordination with adjacent municipalities (e.g. Riverton, Kearns and Taylorsville) may further enhance the value and funding eligibility of these projects.

This project was completed as a joint effort between West Jordan and South Jordan in collaboration with UDOT and others. The project celebrated cooperation between neighboring cities. All analysis, brainstorming, project selection, prioritization, and design was performed together and complete collaboratively. Figure 6-3 on the following page, is a joint map showing all the combined project within the two cities.

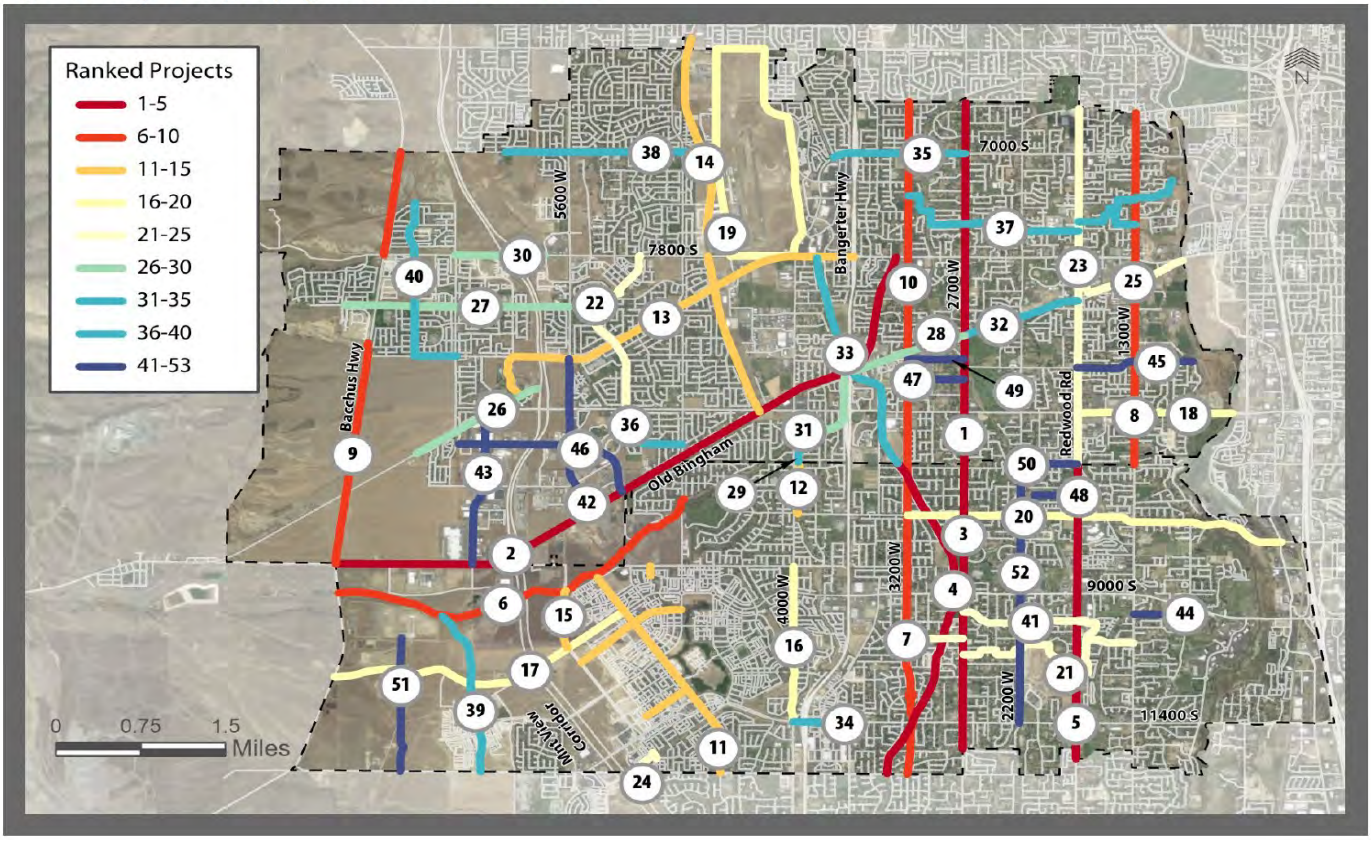
Figure 6-2: New Bingham is one of the planned projects

Figure 6-2: New Bingham is one of the planned projects



Figure 6-3: Map of complete projects for West and South Jordan

Figure 6-3: Map of complete projects for West and South Jordan



More information including the full detailed design of 2700 West in West Jordan and South Jordan can be found at:www.jordanatp.com.

REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Presenter: Larry Gardner

Applicant: West Jordan City

Department Sponsor: Community Development

Agenda Type: DISCUSSION TOPICS

Presentation Time: 5 Minutes

Meeting Date Requested : 07/17/2024

Deadline of item :

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Discussion regarding Senior Housing overlay zoning and other overlay zoning amendment procedures.

2. **EXECUTIVE SUMMARY**
   During the February 21, 2024 Committee of the Whole meeting, the Council emphasized the need for guidelines when an applicant requests the removal of senior housing overlay zones. They suggested that an applicant should either provide a proper application, revert the property to its original state, or apply for a zoning change that conforms to the current code. The Council recommended that any major variation request be brought to a Committee of the Whole meeting for collaborative discussion before any action is taken.

   During the March 27, 2024 Committee of the Whole meeting, the Council proposed additional amendments, including:
   - Defining what is meant by the sale of lots.
   - Inserting references to relevant code sections.
   - Ensuring that applications to remove or change overlay districts are placed on a Committee of the Whole meeting agenda.
   - Including numbered lines in the document.

   Tonight's item will address further amendments as requested by Council. Proposed amendments are highlighted in yellow with the additions proposed during the March 27th meeting highlighted in turquoise.

3. **TIME SENSITIVITY / URGENCY**
   Not urgent.

4. **FISCAL NOTE**
   There is no fiscal impact with this amendment.

5. **STAFF RECOMMENDATION**
   The City Council discussed this at the March 27, Committee of the Whole meeting (minutes attached) and asked staff to bring back the suggested code amendments to a future Committee of the Whole meeting. The council may review these proposed amendments and;
   - Make amendments and substitutions related to the removal of SHO designations

    - Any additional changes unrelated to the original council request would likely require a return to a future Committee of the Whole for Community Development and Legal to review the proposed amendments.
- Refer back to a future Committee of the Whole
- Refer to a future City Council meeting for approval (after going through the Planning Commission and Public Hearing process.)
- Table the item (essentially not taking any future action on the item)

Proposed City Code Text Amendment Regarding Changing or Removing the SHO Zoning District Designation or any other Overlay Zoning District Designation

[SHO Zone Provisions in the City Code]

13-6H-12: DEVELOPMENT PLAN REQUIREMENTS:

A. Development Plan: A development plan is to be prepared for each proposed development (or phase) within the ~~senior housing overlay~~ SHO zone. The development plan shall provide pertinent information relative to public improvements, density, universal design concepts being utilized in the development, development standards and compliance therein, and design criteria.

B. Development Plan Review: The steps outlined in section 15-3-8 of this code shall be followed in connection with applications for approval of a development plan, along with the required fees and other specific processes required by this code to complete a specific project.

C. Development Plan Submittal Requirements: A developer seeking city approval of a development plan shall follow the submittal requirements as outlined in title 13, chapter 7, article I.

D. Zoning Map Amendment Application to Change or Remove the SHO Zoning District Designation: Consistent with subsections 13-7D-4(C)(2) and 13-7I-5(B)(4):

1. If one or more platted lots in a development with an existing SHO overlay zoning district designation have been sold to an owner, who is not a developer, professional builder, or bank or financial institution, an applicant may not submit, and the city shall not accept, an application to change or remove the existing SHO overlay zoning district designation for said development or for any part of said development; and

2. An application seeking city approval to change or remove the existing SHO overlay zoning district designation, or part of such existing district designation, shall be placed on a city council work session agenda and is a major variation that requires an amended development plan (with a planning commission recommendation and approval by the city council). (Ord. 11-03, 2-9-2011; amd. Ord. 22-13, 5-11-2022)

[Development Procedures (Zoning Amendments) Provisions in the City Code]

13-7D-4: AUTHORIZED APPLICANT; COUNCIL WORK SESSION AND QUARTERLY MAP MEETING:

A. Zoning Map Amendment: An applicant for an amendment to change the zoning on any property shall be one of the following:

1. The owner of the property;

2. One or more joint owners of property who own individually or as a group, a majority interest in the property;

3. Both of the property owners where property is held in joint tenancy;

4. Seventy five percent (75%) or more of the owners of property in the area covered by the application when the application covers more than one property; or

5. The community development department, the planning commission or the city council on its own motion.

B. Zoning Text Amendment: The applicant for an amendment to change the text of this title, or the text of any other title adopted as a set of land use regulations (titles 5, 8 through 15 inclusive, and 17), shall be the community development department, the planning commission or the city council on its own motion. If an applicant for such an amendment, in the applicant's discretion, submits an application primarily because of the request of an "outside party", then said outside party shall pay a filing fee (but shall not submit an application) according to the consolidated fee schedule, as if said outside party was an applicant.

C. Signature, Work Session, And Quarterly Map Meeting Required: When the application is initiated by someone other than the community development department, the planning commission or city council, then:

1. The application shall be signed by the authorized applicant or an agent of any authorized applicant. The authority of the agent must be in writing, notarized, and filed with the application. The signature of such agent shall have the same force and effect as if the application were signed by the principal; and

2. If the zoning administrator determined that the application for an amendment to change the zoning does not conform to and is not consistent with the purposes, goals, objectives and policies of the adopted general plan and/or future land use map, or if the application requires a zoning text amendment or a waiver or exception, or if the application, pursuant to subsection 13-7I-5(B)(4), proposes changing or removing any existing overlay zoning district designation or part of such existing district designation , then the application, together with all concurrent applications, shall be placed on a city council work session ("committee of the whole") agenda and a planning commission quarterly map meeting agenda as follows:

Date Of Filing Of Complete Application	Date Of City Council Work Session	Date Of Planning Commission Public Hearing/Meeting
January 1 to March 31	On or before the last meeting of April	Soonest available meeting
April 1 to June 30	On or before the last meeting of July	Soonest available meeting
July 1 to September 30	On or before the last meeting of October	Soonest available meeting
October 1 to December 31	On or before the last meeting of January	Soonest available meeting

(2009 Code; amd. Ord. 17-41, 7-12-2017; Ord. 19-50, 12-11-2019, Effective at 12 noon on January 6, 2020; Ord. 20-40, 10-28-2020; Ord. 23-05, 2-8-2023)

13-7D-6: CRITERIA TO RECOMMEND APPROVAL:

A. Zoning Map Amendment: An a~~A~~mendment to the zoning map may be recommended for approval by the planning commission to the city council only if affirmative determinations are made regarding each of the following criteria:

1. The proposed amendment is consistent with the purposes, goals, objectives and policies of the adopted general plan and future land use map;

2. The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties;

3. The proposed amendment protects the public health, safety and general welfare of the citizens of the city;

4. The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways; and

5. The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.

6. An amendment to the zoning map regarding changing or removing any existing overlay zoning district designation, or part of such existing district designation, may be recommended for approval by the planning commission to the city council only if affirmative determinations are made regarding each of the following additional criteria:

a. The changing or removing of the existing overlay zoning district will not create or exacerbate one or more nonconforming (or noncomplying) uses or structures;

b. Properties and structures within the existing overlay zoning district will not be significantly negatively affected by a restriction or change of use or uses;

c. Properties and structures within the existing overlay zoning district will not be significantly negatively affected by lessened or changed design standards; and

d. The design and layout of the properties and structures within the existing overlay zoning district will maintain the same or higher level of (i) functionality and (ii) compliance with applicable land use regulations.

B. Zoning Text Amendment: Amendment to the text of this title or of any other land use regulation title in this code shall be recommended for approval by the planning commission to the city council only if affirmative determinations are made regarding each of the following criteria:

1. The proposed amendment conforms to the general plan and is consistent with the adopted goals, objectives and policies described therein;

2. The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title;

3. The proposed amendment will not create a conflict with any other section or part of this title or the general plan; and

4. The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy. (2009 Code; amd. Ord. 11-35, 11-22-2011; Ord. 13-33, 11-13-2013; Ord. 17-41, 7-12-2017; Ord. 23-05, 2-8-2023)

[Development Plan Process (including Amendments and Major Variations) in the City Code]

13-7I-5: VARIATIONS FROM APPROVED PLANS AND DEVELOPMENT STANDARDS:

A. Qualified Variations: Variations or modifications to an approved development plan ("variation") are classified as either major or minor. Any variation of or change to an approved development plan, whether major or minor, may only occur as set forth in this section.

B. Major Variation:

1. A variation to an approved development plan is considered "major" if the variation requested would change, alter, or eliminate an issue or condition addressed in the approved development plan which:

a. Is unique to the approved development plan;

b. Was recommended and/or adopted as a condition of approval of the development plan by the Planning Commission;

c. Was adopted as a condition of approval of the development plan by the city council; or

d. Was suggested or offered by an applicant as part of the initial application or following submission of the initial application suggested or offered to be included in the development plan by the applicant.

2. A major variation to an approved development plan may only occur by an amendment to the approved development plan. The amendment may only be made by either the planning commission or the city council, whichever approved the original development plan.

3. A request for an amendment to an approved development plan shall require an application, the payment of the applicable fee, and submission of all information required by this chapter.

4. Regarding an application to change or remove an overlay zoning district designation, and consistent with subsection 13-7D-4(C)(2):

a. If one or more platted lots in a development with an existing overlay zoning district designation have been sold to an owner, who is not a developer, professional builder, or bank or financial institution, an applicant may not submit, and the city shall not accept, an application to change or remove the existing overlay zoning district designation for said development or for any part of said development; and

b. An application seeking city approval to change or remove the existing overlay zoning district designation, or part of such existing district designation, shall be placed on a city council work session agenda and is a major variation that requires an amended development plan (with a planning commission recommendation and approval by the city council).

C. Minor Variation:

1. A variation is considered "minor" only if the Zoning Administrator determines in writing that (i) the following conditions of the approved development will exist if the variation is approved, and (ii) that the following characteristics of the development will exist following the implementation of the variance in the development:

a. No additional uses are added to the approved development plan or the development (residential, commercial, office space, medical, or otherwise);

b. All footprints, setbacks, and other requirements of city ordinances, standards, and regulations are met;

c. The heights of the buildings are the same or lower than in the approved development plan and in the development;

d. The density of the housing units, if any, is the same or lower than in the approved development plan and in the development;

e. The amount of office space, commercial space, or other similar required space, if any, is the same or more than in the approved development plan and in the development;

f. The amount or number of improvements and amenities, if any, is the same or more than in the approved development plan and in the development; and

g. All other similar measurable criteria are the same or more or "better" on the approved development plan and in the development, as determined by the Zoning Administrator. For example: owner-occupied residential units are deemed to be better than leased or rented residential units; or vinyl fencing is not the same or better than pre-cast concrete decorative fence.

2. The request for a minor variation shall be submitted in writing to the Zoning Administrator and shall include the following:

a. A detailed description and/or depiction of the nature of the variation or modification request; and

b. A detailed explanation of how the variation will not affect the overall intent and purpose of the approved development plan.

3. The Zoning Administrator may reject any minor variation request that fails to include any required information.

4. The Zoning Administrator is authorized to grant a minor variation in his or her sole discretion only upon a written determination and explanation by the Zoning Administrator, including specific facts related to the development ("written determination"), as follows:

a. How and why the variation is consistent with the intent of this article;

b. That the variation does not increase the overall allowable maximum density granted to the development;

c. Why the variation does not affect an approved preliminary or final site plan;

d. Why the variation does not affect an approved preliminary or final subdivision or condominium plat;

e. Specific facts as to why the variation does not constitute a major variation and therefore may be granted by the Zoning Administrator; and

f. The written determination shall be provided to the council office. (Ord. 22-13, 5-11-2022)

MINUTES OF THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
Wednesday, February 21, 2024 – 6:00 pm
Approved March 13, 2024

8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. CALL TO ORDER

COUNCIL: Chair Zach Jacob, Vice Chair Chad Lamb, Bob Bedore, Pamela Bloom, Kelvin Green, Kent Shelton, Kayleen Whitelock

STAFF: Council Office Director Alan Anderson, Mayor Dirk Burton, City Attorney Josh Chandler, Utilities Manager Greg Davenport, Assistant City Administrator Jamie Davidson, Policy Analyst & Public Liaison Warren Hallmark, Community Development Director Scott Langford, City Administrator Korban Lee, Council Office Clerk Cindy Quick, Assistant City Attorney Patrick Boice

Chair Jacob called the meeting to order at 6:00 pm.

2. DISCUSSION TOPICS

a. *Discussion of proposed Title 2 amendments "Executive Branch Committees"*

Council Office Director Alan Anderson reminded the Council of direction given at the meeting on November 8, 2023 for proposed amendments regarding Executive Branch Committees. He outlined prepared amendments to West Jordan City Code Title 2 Executive Branch Committees.

Council Member Green suggested section 2-1-3 Definitions should be moved to 2-1-1 of Title 2, and suggested many lines of code in section 2-1-1, 2-1-2, and 2-1-4 could be eliminated if terms were defined correctly. He requested amending the following sections of codes:

- 2-1-4 Term Limits; suggesting the Mayor could define terms in an executive order and eliminate 28-35.
    - Statutory Committee terms can remain three years and add 'or when they no longer reside in the city'.
- Line 75 should say 'Mayor shall fill vacancies with advice and consent of city council for the unexpired term.
- 2-1-6 Qualifications; Residency Requirements – suggesting it say Statutory Committees must meet the following requirements.
- 2-1-7 Committee Size – suggesting the section could be eliminated by letting the Mayor decide the size of the committee.

Council Member Green proposed changes to the title that were not part of the packet noting he would prefer to amend the entire title. Council Members Whitelock, Bedore, and Jacob agreed. Council Member Green continued with proposed changes as follows:

- 2-1-11 Meetings; Times, Locations – should simply say Statutory Committees meet as needed and anchored at West Jordan City according to the Open Meetings Act.
- 2-1-13 and 2-1-14 could be eliminated

Council Member Green referenced lines 167-170 regarding Planning Commission term limits. He preferred maintaining a limit of two terms. Council Member Shelton believed there were extremely capable individuals on the Planning Commission and felt it would be sad to require them to leave. Council Member Bloom commented that the City continued to evolve, as should the Planning Commission. Council Member Whitelock believed others should have an opportunity to serve. Chair Jacob preferred to defer the decision to the Mayor.

The Council discussed Planning Commission terms. Chair Jacob said he was comfortable with no term limits for the Planning Commission. Council Member Bedore suggested a waiver was the same as not having a limit. Mayor Burton expressed the opinion that if someone was serving well, he would like the option to extend the time of service. Chair Jacob suggested a 2-term limit, plus a provision to waive the term limit with some type of standard or review. A majority of the Council expressed support.

Council Member Green believed a statutory majority should be required for Board of Adjustment decisions. At least four Council Members expressed agreement. Council Member Green suggested Title 10 needed to be cleaned up, with the Board of Building Appeals moved to Title 2. A majority of the Council expressed agreement.

City Administrator Korban Lee asked for confirmation regarding approval of broad elimination of references to executive committees in Code, and retention of references to statutory committees. A majority of the Council indicated support.

Council Member Whitelock suggested changing "Council Office Director" to "Council Office" on Line 541. Council Member Green pointed out an additional location for the same change. Council Member Whitelock expressed the opinion that the Council should receive an annual report from groups who annually receive money from the City. Council Member Green agreed with requiring an annual report from groups who received cash, but suggested removing "shall", and adding language that such a requirement would be done by resolution or contract. The Council discussed preferred language, with staff feedback, and requested a review of directed changes at a future meeting.

b. Ordinance No. 24-11 amending West Jordan City Code Title 1, Chapters 4, 6, 9 and 15

Council Office Director Alan Anderson said the Council asked at the January 10, 2024 meeting to schedule further discussion of Title 1. Mr. Anderson presented proposed amendments to Title 1 that primarily dealt with the City Council, including compensation, duties, leadership, and staff, and received feedback from the Council. The Council asked Mr. Anderson to make the changes discussed and include the ordinance on a future Council meeting agenda for review and approval.

c. Discussion of proposed amendments to Title 1, Chapter 8

Mr. Lee reported that proposed amendments to Title 1 Chapter 8 were intended to bring the chapter up to date with current organization and operations. He commented that West Jordan Code was more detailed regarding organization of City departments than Salt Lake City Code. Mr. Lee said staff would review Chapter 8 with the intention of simplifying and shortening the language if directed by the Council.

Mr. Lee presented proposed amendments to Chapter 8 regarding administration and received feedback from the Council. The Council asked staff to make the changes discussed and bring Chapter 8 back for review in a future work session.

d. Discussion of amendments to Title 13 Chapter 6H Senior Housing Overlay (SHO) Zone

Council Member Bloom referred to a recent request considered by the Council, and said she anticipated more developers would approach the City Council about removing the Senior Housing Overlay (SHO) Zone. She suggested the Council establish a clear procedure. Council Member Whitelock suggested the zoning should revert back to the previous zone if an SHO were removed. Council Member Green responded that her suggestion would involve complications. Council Member Lamb said the situation had happened before, and a procedure was already in place. Council Member Bloom said she did not want the City to be taken advantage of.

Community Development Director Scott Langford advised the Council not to be too focused on the SHO, and pointed out that discretion for development plans was still with the Council. Council Member Whitelock said she wanted to establish more guidelines, so developers knew what to expect. The Council discussed possible development scenarios, as well as development situations with which they had experience. Council Member Whitelock said she believed the current process was a problem, and suggested discussion of possible zoning changes should be brought to the Council as a whole for discussion. Council Members Bedore and Bloom expressed agreement. Council Member Whitelock suggested more collaboration at the front end.

Mr. Langford said staff were working on language that would require Land Use Map amendments to come to the Committee of the Whole before going through the rest of the process. He asked if the Council would like major zoning variation requests to follow the same process. Council Members expressed support. Council Member Green said developers should come up with a completed application and a rough draft of what they would be willing to give up in exchange for the requested zoning change.

Council Member Green suggested that denial of a major zoning change could be done "with prejudice" or "without prejudice". A denial with prejudice would require a specified waiting period before reapplication (perhaps 12 months); denial without prejudice would allow reapplication within a shorter time period. Council Members Bedore, Bloom, and Jacob expressed support. Chair Jacob pointed out the Council had already done something similar. City Attorney Josh Chandler advised the Council to make sure policy was applied consistently.

The Council discussed the new room for work sessions in City Hall.

3. ADJOURN

Chair Jacob adjourned the meeting at 8:36 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on February 21, 2024. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this 13th day of May 2024

MINUTES OF THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
Wednesday, March 27, 2024 – 6:15 pm
Approved April 24, 2024
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

WORK SESSION 6:15 pm

1. CALL TO ORDER

COUNCIL: Chair Zach Jacob, Vice Chair Chad Lamb, Bob Bedore, Pamela Bloom, Kelvin Green, Kent Shelton, Kayleen Whitelock

STAFF: Council Office Director Alan Anderson, Mayor Dirk Burton, City Attorney Josh Chandler, Assistant City Administrator Jamie Davidson, City Planner / Zoning Administrator Larry Gardner, Policy Analyst & Public Liaison Warren Hallmark, Community Development Director Scott Langford, City Administrator Korban Lee, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, Attendee Patrick Boice

Chair Jacob called the meeting to order at 8:44 pm and noted that Council Member Bloom was participating via Zoom.

2. DISCUSSION TOPICS

a. ***Discussion of amendments to Title 2 – Executive Branch Committees***
The Council last discussed amendments to Title 2 and gave direction to staff on February 21, 2024. Council Office Director Alan Anderson outlined changes made. Council Member Whitelock requested that "Council Office Director" change to "Council Office" on line 439. The Council discussed committee/commission terms of service. There appeared to be consensus regarding two terms of any length, moving 10-3-3 to Title 2, and moving the reference of $25 per diem for the Board of Adjustment to the salary schedule. Mr. Anderson said the changes would be included on a future Council meeting agenda for approval.

b. ***Discussion of amendments to Title 1 Chapter 8 – Administrative***
Mr. Anderson said the Council last gave direction regarding Title 1 Chapter 8 on February 21, 2024. He outlined changes made. Council Member Green expressed the opinion that the word "shall" had been used too much, suggested formatting should be parallel, and wanted to work with staff to clean up grammar throughout the language. No Council Members voiced opposition.

The Council discussed language on line 584 regarding special functions. Council Member Green asked that staff clean up the wording for clarity. He suggested adding "parks and recreation" to the list of special functions, to enable funding in the future without changes to the code. City Administrator Korban Lee believed adding "recreation" to the list of special functions that could be funded in the future was a good idea.

Council Member Whitelock expressed a desire to strike "performing arts" from line 601. She did not want the mayor asking to create a division that would compete with the organization that was essentially pushed out and required to become an independent 501(c)3. Chair Jacob suggested changing the term to "public arts," and a majority of the Council appeared to agree. Vice Chair Lamb commented that he did not view the West Jordan Arts Council as having been "pushed out." Staff said the changes would be included on a future meeting agenda for approval.

c. ***Discussion regarding Changing or Removing the Senior Housing Overlay District (SHO)***

Mr. Anderson outlined proposed changes to the code regarding Senior Housing Overlay Districts (SHO). Council Members Whitelock and Green did not like the proposed threshold. The Council discussed resale of properties within an SHO. Council Member Green suggested line numbering should be added, and references to the Utah Code should be standardized. Mr. Anderson said language would be brought back to the Committee of the Whole for further discussion.

3. ADJOURN

Chair Jacob adjourned the meeting at 9:36 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on March 27, 2024. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this 24th day of April 2024

REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Presenter: Tayler R Jensen

Applicant: West Jordan City

Department Sponsor: Community Development

Agenda Type: DISCUSSION TOPICS

Presentation Time: 5 Minutes

Meeting Date Requested : 07/17/2024

Deadline of item : 11/01/2024

(Council may elect to provide more or less time)

1. **AGENDA SUBJECT**
   Discussion of policy related to West Jordan City Code Title 14 Subdivision Regulations and Title 15 Permit Processing regarding changes to the Subdivision Development Review Process to comply with House Bill 476

2. **EXECUTIVE SUMMARY**
   Among the provisions of House Bill 476 are:
   - A municipality may not require subdivision improvement plans to be submitted with both Preliminary and Final Subdivision applications.
   - A Requirement that an initial review of a complete application to be completed within 15 business days.
   - A Requirement that a review of a subdivision improvement plan (Final Subdivision) to be complete within 20 business days.
   - A Municipality may not require more than 4 total review cycles for a subdivision.

The Community Development Department has been making updates to the Land Development Manual, application checklists, and review processes to comply with State Law. The proposed text amendment brings the City into compliance with HB476.

3. **TIME SENSITIVITY / URGENCY**
   The City must amend ordinances, checklists, and procedures to be in line with HB476 by November 1, 2024.

4. **FISCAL NOTE**
   There is no fiscal impact with the proposed amendments

5. **PLANNING COMMISSION RECOMMENDATION**
   n/a

6. **STAFF ANALYSIS**
   Staff believes the proposed code amendment addresses the realities of HB476 while also cleaning up and modernizing the submission process. For example, City Code currently requires applicants to submit 8 sets of 24” X 36” plans with each submission. However, we conduct every review electronically, this amendment will modernize requirements.

Reviewing the amendment tonight should provide ample time to address any feedback before going to the Planning Commission and bringing it back to the Council for approval with enough time to meet the November 1, 2024 deadline.

7. PACKET ATTACHMENT(S)

Exhibit A – Draft Code Amendment

CITY CODE TEXT AMENDMENT – SUBDIVISIONS AND PERMIT PROCESSING

14-3-5: PRELIMINARY SUBDIVISION PLAT REQUIREMENTS (SUBDIVISION ORDINANCE/LAND USE REGULATION REVIEW):

The preliminary plat submittal shall include the following:

A. Planning commission application;

B. Preliminary review fees as provided in section 14-3-2 of this chapter, established ~~by resolution of~~ in the consolidated fee schedule approved by the city council, which entitles the ~~owner/developer~~ applicant to two ~~(2)~~ preliminary reviews if necessary; and

~~C. Eight (8) copies of the preliminary plat for the entire project area drawn on a twenty four inch by thirty six inch (24" x 36") sheet, at a scale not exceeding one inch equals one hundred feet (1" = 100'), and one copy of the preliminary plat reduced to fit on an eight and one-half inch by eleven inch (81/2" x 11") sheet; and~~

C.~~D.~~ The preliminary plat shall include ~~a preliminary grading plan and~~ all ~~other~~ applicable information required by the development processes manual and checklists maintained by the community development department (see subsection 15-1-1B), including a phasing plan, if the sequence of phasing is important, but shall not include any subdivision improvement plans, which are also referred to as civil engineering plans ~~city public improvement standards, specifications and plans manual~~.

D. Preliminary subdivision plat review, also referred to as subdivision ordinance and land use regulation review, shall be completed by the planning commission. (2001 Code § 87-3-106; amd. 2009 Code)

14-3-6: FINAL SUBDIVISION PLAT REQUIREMENTS (SUBDIVISION PLAN REVIEW):

A. General Requirements:

1. The final plat drawing shall reflect compliance with all city ordinances and all planning commission requirements as specified in the preliminary plat approval.

2. The area of the final plat shall correspond to the boundaries of the approved preliminary plat and any phasing line which may have been designated as part of the preliminary plat approval. Plats which do not meet the above requirements may require an amendment to the approved preliminary plat.

B. Final Plat Submittal Requirements: The final plat submittal shall include the following:

1. Final plat application, including all subdivision improvement plans, also referred to as civil engineering plans, and all the applicable information required by the development processes manual and checklists maintained by the community development department (see subsection 15-1-1B);

2. Final review fee, as established ~~by resolution of~~ in the consolidated fee schedule approved by the city council;

~~3. An original twenty four inch by thirty six inch (24" x 36") mylar print, eight (8) full size copies, drawn to a scale not exceeding one inch equals one hundred feet (1" = 100') and one eight and one-half inch by eleven inch (81/2" x 11") reduced copy of the final plat for the subdivision phase to be recorded. The final plat shall contain all applicable information required by the city public improvement standards, specifications and plans manual;~~

34. Department approval of subdivision engineered construction plans, including, but not limited to, a geotechnical report (see section 14-5-10), and city engineer review that the proposed subdivision will have appropriate connections to the city water and sewer utility systems, and its water meter and pipe design has due regard to the public health, safety and welfare;

45. A preliminary title report;

56. If included or required as a condition of subdivision approval, submit the original, notarized copy of the covenants, conditions and restrictions;

67. Stormwater pollution prevention plan (SWPPP) as required by the city engineer or designated representative; and

78. If applicable, tax clearance or the written obligation to assume and pay all taxes for any dedication as required in section 8-3D-1 of this code.

C. Final subdivision plat review, also referred to as subdivision plan review, shall be completed by designated city staff. (2001 Code § 87-3-107; amd. 2009 Code; Ord. 10-24, 8-25-2010)

14-3-7: FINDINGS FOR APPROVAL:

Preliminary and final subdivision plats shall be approved only if:

A. The proposed plat conforms to, and is consistent with, the adopted goals, objectives and policies as set forth in the city code and city public improvement standards, specifications and plans manual ~~general plan~~;

B. The proposed site has adequate access to public streets and highways to carry the type and quantity of traffic which may be generated by the subject use, and that proposed vehicular and pedestrian circulation is adequate to permit movement in a manner which is safe and efficient;

C. Public facilities and services intended to serve the subject development, including, but not limited to, roadways, parks and recreational facilities, police and fire protection, stormwater drainage systems, water supplies, wastewater, power, and refuse collection, are adequate to serve the site; and

D. The proposed plat complies with all provisions of this title, the zoning ordinance and other development standards of the city. (2009 Code; amd. Ord. 13-33, 11-13-2013)

14-3-11: FINAL PLAT RECORDED PRIOR TO ISSUANCE OF BUILDING PERMITS:

A. Recording of Final Plat: An original 24 inch by 36 inch mylar shall be printed in conformity with the final approved subdivision plat. After final approval of a subdivision plat, printing of the mylar, filing of an improvement guarantee as required by title 8, chapter 3, article C of this code, and signing of the plat by the mayor, the plat shall be presented by the city recorder or the city recorder's designee to the Salt Lake County recorder for recordation. Lots shall not be transferred, sold or offered for sale, and a building permit shall not be issued for any structure on a lot, until a subdivision has received final approval from the city, an improvement guarantee has been filed, and the final plat or metes and bounds description has been recorded. Each final plat (and mylar) for a residential subdivision shall include a note in substantially the following form:

"Note: Residential lots in this subdivision are required to have 'water wise landscaping' which complies with West Jordan City Code Sections 13-13-1 through 13-13-10 inclusive, as well as other referenced and applicable landscaping regulations and standards."

B. Exception for Property Subject to Eminent Domain: A building permit may be issued prior to recording the final plat, or metes and bounds description, if all of the following conditions are met:

1. The building permit applicant has initiated an eminent domain proceeding to acquire the real property for development;

2. The court has issued an order of immediate occupancy to the building permit applicant, a copy of which shall be submitted to the city by the building permit applicant;

3. The court has ordered that the money deposited in the court in the eminent domain proceeding, pursuant to Utah Code Annotated section 78-34-9(3)(a), be paid to the property owner pursuant to Utah Code Annotated section 78-34-9(6)(a);

4. All defenses in the eminent domain proceeding have been abandoned by the property owner pursuant to Utah Code Annotated section 78-34-9(6), and the only remaining issue in the eminent domain proceeding is a claim for greater compensation;

5. The building permit applicant has prepared and signed a plat and received final plat approval from the city;

6. An authorized representative of the city has possession of the signed final plat for recording, at the city's sole discretion;

7. The building permit applicant agrees to provide a copy of the final order of condemnation to the city prior to recordation of the final plat;

8. The building permit applicant has submitted an improvement guarantee, if required by city ordinance;

9. The building permit applicant agrees, in writing, to indemnify, defend and hold the city harmless for all damages the property owner has sustained and all reasonable and necessary expenses actually incurred by the property owner because of the eminent domain proceeding,

including attorney fees, if the eminent domain proceeding is abandoned pursuant to Utah Code Annotated section 78-34-16; and

10. All other requirements for issuance of a building permit have been met.

C. Notification of Abandonment: If the building permit applicant, under subsection B of this section, abandons the eminent domain proceeding pursuant to Utah Code Annotated section 78-34-16, it shall immediately notify the city.

D. Immediate Filing Required: The final subdivision plat will be recorded immediately upon notice that the eminent domain proceeding is complete. (2001 Code § 87-3-111; amd. 2009 Code; Ord. 19-51, 12-11-2019, Effective at 12 noon on January 6, 2020)

14-5-10: SOILS:

A. Geotechnical Report: As part of final subdivision plat approval (see section 14-3-6), a ~~A~~ geotechnical report shall be prepared by a licensed geotechnical engineer and submitted to the city for any proposed subdivisions. The report shall be prepared in accordance with requirements of the city public improvement standards, specifications and plans manual. Recommendations in the report shall be incorporated into the design of the subdivision.

B. Excavations or Fill Near Jordan River: Subdivision of land adjacent to the Jordan River or its natural tributaries, or within any marsh or wetlands of the Jordan River, which will result in any discharge of excavated or fill materials into the navigable waters of the Jordan River, shall require a permit from any state or federal agency having jurisdiction prior to the issuance of local permits. This determination shall be made as part of the staff review of a preliminary plat. The ~~owner/developer~~ applicant shall comply with the rules, regulations and conditions imposed by any agency having jurisdiction over such channels. (2001 Code § 87-5-113; amd. 2009 Code; Ord. 19-51, 12-11-2019, Effective at 12 noon on January 6, 2020)

15-1-1: PURPOSE:

A. Purpose: The purpose of this title is to establish the procedures by which new developments within the city are reviewed, approved, permitted and amended. This title is intended to give a brief outline of the development review procedures.

B. Development Processes Manual: Since the city has adopted the council-mayor form of municipal government, the community development director, under the direction of the mayor, ~~The zoning administrator~~ is authorized to develop and adopt ~~promulgate~~ a development processes manual and checklists to assist city staff and ~~developers~~ applicants in the processing of land development applications. In the event a provision of a development processes manual and checklists materially conflicts with the provisions of this title or other land use ~~of its related~~ titles (titles 5, 8, 9, 10, 11, 12, 13, 14, and 17 ~~and 14~~ of this code), the provisions of these titles will control. Details on the individual processes for each review process type of property development application can be found within the development processes manual and checklists.

C. Application: This title shall govern the development process for the following types of property development:

1. Site plans for multiple-unit and multiple-family residential, commercial, office, industrial and institutional projects, including condominium developments and conversions.

2. Other property development types, including planned residential developments and planned communities.

3. Use permits, including those for conditional uses, temporary uses, land disturbance, building permits and special exceptions.

4. Subdivision applications, including residential subdivisions, lot line adjustments and condominiums.

5. Development plan permits.

6. Variances. (2009 Code; amd. Ord. 19-52, 12-11-2019, Effective at 12 noon on January 6, 2020)

15-1-5: CONSISTENCY:

A. Review Process Will Address Consistency: The project review process type shall address consistency between a proposed project and the applicable regulations or plan.

B. Determining Consistency: Consistency should be determined through a review process type that integrates land use and environmental review. This review process type shall consider four (4) factors found in applicable regulations or plans:

1. The type of land use allowed;

2. The level of development allowed, such as units per acre or other measures of density;

3. Infrastructure, such as the adequacy of public facilities and services to serve the proposed project; and

4. The character of the proposed development, such as compliance with specific development standards.

~~C. Method: The city intends that this approach should be largely a matter of checking compliance with existing requirements for most projects, which are simple or routine, while more complex projects require more analysis.~~ (2009 Code)

15-3-1: OVERVIEW OF REVIEW PROCESS:

A. Description of Process: This section describes, in general terms, the process by which new development requests shall be reviewed by the City. The process may be varied or altered by the city planner or the planning commission as allowed within this title and in accordance with the development processes manual and checklists (see subsection 15-1-1B).

B. Preapplication Conference: The ~~developer contacts~~ applicant submits a pre-application form to the community development ~~services~~ department to be ~~placed on the agenda for the weekly~~ scheduled for a preapplication conference. The purposes of that conference are:

1. To allow the ~~developer~~ applicant to present a sketch plan and~~/or~~ to describe the general nature of the proposed development;

2. To better facilitate the development process by establishing initial contacts between the city staff (principally the planning, engineering and fire marshal ~~chief~~ or designee offices) and the ~~developer~~ applicant;

3. To clarify city requirements in order to eliminate unnecessary delays or hardships to the proposed development; and

4. To allow the zoning administrator to determine if the development request is for:

a. A general plan land use map amendment (other than one which apparently conforms to and is apparently consistent with the current zoning map); ~~and/~~or

b. The rezoning of property (a zoning map amendment) which apparently does not conform to and is apparently not consistent with the purposes, goals, objectives and policies of the adopted general plan and~~/or~~ land use map.

C. Determination of Required Applications, Including Map Amendment Applications: The community development ~~services~~ department determines and informs the ~~developer~~ applicant which type of development applications will be necessary for the review of the proposed project (see subsections D through I of this section for specific types of developments and application requirements). If the proposed development requires:

1. A general plan land use map or general plan text amendment, then the procedures outlined in title 13, chapter 7, article C of this Code shall be followed; and

2. The rezoning of property (a zoning map amendment) or a text amendment of city ordinances, then the procedures outlined in title 13, chapter 7, article D of this Code shall be followed.

D. Submittal of Application: The procedure for submitting an application is as follows:

1. The ~~developer~~ applicant submits a completed application form and other required information. One application form may be used when several different reviews are to take place at the same time; however, a separate application is required for any subsequent review.

2. The community development ~~services~~ department processes the application and distributes copies of the submittals to other city departments. If planning commission review is required, the project may be scheduled on the next available planning commission agenda at the discretion of the city planner after consultation with the chair of the planning commission. ~~If the application is an uncontested, routine land use matter, upon a complete application and proper notice, it may receive informal streamlined review and action by the planning staff with the approval by the city planner and city engineer.~~ Reviews and approvals required by other departments must be completed prior to an application being scheduled on a planning

commission agenda. The staff shall not approve a final site plan or final plat until other departments and agencies have approved construction plans.

3. The city planner or the planning commission may require that ~~a developer~~ an applicant schedule a neighborhood meeting to discuss the proposal with surrounding property owners if the development appears large in scale or controversial.

E. Action on Application: Following review of the application by the appropriate reviewing body, one of the following actions will be taken:

1. Approval of the request as presented;

2. Approval of a modification to the request;

3. Postponement of a determination where further information or input is deemed to be necessary; or

4. Denial of the request.

F. Final Staff Review: Following an action of final approval, the ~~developer~~ applicant shall submit any additional information or make any additional corrections as required by city ordinances and~~/or~~ conditions of approval. City staff will then complete final review and approval of the proposed development. The following actions, if not completed earlier, may then take place:

1. Execute any required development letter;

2. Submit an executed improvement guarantee; and

3. Pay appropriate impact fees.

G. Submittal of Application and Plans for Building Permit: An application for a building permit is submitted with building plans. The building plans are then reviewed by city staff for compliance with all appropriate laws, ordinances, regulations and any related condition of approval.

H. Issuance of Building Permit: Upon approval of the building plans, and after receiving acceptable evidence from the finance department that all: 1) building permit; 2) application and review; and 3) impact fees have been paid in full, the city may issue and deliver the requested building permit.

I. Preconstruction Conference: After plans are approved and inspection fees paid, but prior to commencement of development of any subdivision or the construction of any multi-unit residential, commercial, industrial, office or institutional building, a preconstruction conference shall be held between city staff and the ~~developer~~ applicant, the general contractor and major subcontractors. (2001 Code § 89-5-102; amd. 2009 Code; Ord. 17-41, 7-12-2017; Ord. 19-52, 12-11-2019, Effective at 12 noon on January 6, 2020)

15-3-2: Reserved. ~~OPTIONAL CONCEPT PLAN MEETING:~~

~~The developer may contact the development services department to schedule an optional concept plan meeting, and to pay any fees associated with such a meeting. At this meeting, the developer will provide a sketch plan and/or describe the general nature of the proposed development. The purpose of the concept plan meeting is to better facilitate the development process by establishing initial contacts between the city staff and the developer, as well as seeking to clarify city requirements in order to eliminate unnecessary delays to the proposed development. Concept plan meetings are strongly encouraged for projects which are large in scale or otherwise complex in nature. The development services department will assist the developer to determine which type of development applications will be necessary for the review of the proposed project. (See the staff development processes manual for specific application requirements.) If the proposed development requires the rezoning of property or an amendment of city ordinances, the requirements of title 13, chapter 7, article D of this code shall be followed.~~ (2009 Code; amd. Ord. 19-52, 12-11-2019, Effective at 12 noon on January 6, 2020)

15-3-4: DETERMINATION OF COMPLETE APPLICATION:

A. No Review Without Complete Application: A complete application will be required prior to the community development ~~services~~ department accepting the application for city staff review.

B. Completeness Determined: Completeness shall be determined by the community development ~~services~~ department ~~during the prescheduled submittal meeting (see subsection 15-3-3B of this chapter). The criteria for completeness can be found for each application type within checklists, as outlined in the development processes manual~~ within two business days of submission, or as otherwise required by law. (2009 Code; amd. Ord. 19-52, 12-11-2019, Effective at 12 noon on January 6, 2020)

CHAPTER 4
TIME LIMITS

SECTION:

15-4-1: Determining Time Limits

15-4-1: DETERMINING TIME LIMITS:

~~A. Applicant May Demand Determination: After a reasonable period of time to allow the city staff to diligently evaluate whether all ordinance based application criteria have been met, if application fees have been paid, the applicant may in writing request that the city provide a written determination either that the application is complete for the purposes of allowing subsequent review, or deficient with respect to application requirements.~~

~~B. City Action Following Demand for Determination: Within thirty (30) days of receipt of an applicant's request under this section, the city shall either:~~

~~1. Mail a written notice to the applicant advising that the application is deficient with respect to a specified criterion, and stating that the application must be supplemented by specific additional information identified in the notice; or~~

~~2. Accept the application as complete for the purposes of further processing by city.~~

~~3. If notice is not timely mailed, the application shall be considered complete only for the purposes of further substantive review.~~

~~C. Appeal of Demanded Determination: The applicant may raise and resolve in a single appeal any determination made under this section to the zoning administrator, including whether a reasonable period of time has elapsed.~~

A~~D~~. City Will Act with Reasonable Diligence: The city shall review a complete application with reasonable diligence and shall approve, approve with conditions, or deny each application.

~~1. After a reasonable period of time to allow the city to consider an application, the applicant may in writing request that the city take final action within forty five (45) days from date of service of the written request.~~

~~2. The city shall take final action, approving, approving with conditions or denying the application, within forty five (45) days of the written request.~~

1~~3~~. If the city denies an application, or if the applicant has requested a written decision in the application, the city shall include its reasons for denial in writing, on the record, which may include the official minutes of the meeting in which the decision was rendered.

~~4. Any period during which the applicant has been requested to correct plans, perform required studies, or provide additional required information shall not count towards the forty five (45) day response time. The period shall be calculated from the date the administrator notifies the applicant of the need for additional information until the earlier of: either the date the director determines whether the additional information satisfies the request for information; or twenty one (21) days after the date the information has been provided.~~

2~~5~~. If the city ~~administrator~~ determines that the information submitted by the applicant is insufficient, the city shall notify the applicant of the deficiencies.

3. The city and the applicant shall act in accordance with all the time requirements of the development processes manual and checklists (see subsection 15-1-1B).

~~E. Exceptions to Time Limits: The time limits established by subsection D1 of this section do not apply if a project permit application:~~

~~1. Requires an amendment to the general plan, zoning ordinance or other ordinance;~~

~~2. Involves the citing of a major public or utility facility;~~

~~3. Involves annexations of land to the city;~~

~~4. Involves capital facility projects of the city;~~

~~5. Involves municipal code amendments for general plan implementation;~~

~~6. Involves rezones dependent on change to the general plan;~~

~~7. Involves planned residential development or planned community development;~~

~~8. Involves project permits exempt pursuant to development agreement;~~

~~9. Involves street or other public right of way vacations;~~

~~10. Involves required reviews by, or information from, agencies outside the city;~~

~~11. Involves a development regulation;~~

~~12. Is substantially revised by the applicant, in which case the time period shall start from the date at which the revised project application is determined to be complete.~~

~~F. Notice of Inability of City Action: If the zoning administrator is unable to issue a final decision within the specified time limits, written notice of this fact shall be provided to the project applicant. The notice shall include a statement of reasons why the time limits have not been met and an estimated date for issuance of the notice of final decision. Decisions concerning time limits in this section are a review process type I matter.~~

B~~G~~. Applicant May Consent to Other Time Limits: Nothing in this section shall preclude the applicant and the zoning administrator agreeing on other time frames for action by the city with respect to one or more specific applications. (2009 Code; amd. Ord. 19-52, 12-11-2019, Effective at 12 noon on January 6, 2020)