PLANNING COMMISSION AGENDA

Wednesday, December 17, 2025

NOTICE IS HEREBY GIVEN that the Herriman Planning Commission shall assemble for a meeting in the City Council Chambers, located at
5355 WEST HERRIMAN MAIN STREET, HERRIMAN, UTAH

6:00 PM WORK MEETING (Fort Herriman Conference Room)

1. **Commission Business**

   1.1. Review of City Council Decisions – Michael Maloy, Planning Director

   1.2. Review and discuss a proposed final draft of the Transportation Master Plan Update – Bryce Terry, City Engineer

   1.3. Presentation and discussion of adopted Herriman City Land Development Code, Engineering Standards, and City Policies in the administration and implementation of the General Plan and Land Development Code to ensure compliance with the State Code – Michael Maloy, Planning Director

2. **Adjournment**

NOTICE IS HEREBY GIVEN that the
Regular Herriman Planning Commission meeting scheduled for
Wednesday, December 17, 2025 has been **CANCELLED**

Please plan to join us for the Future Meetings

Next Planning Commission Meeting: January 07, 2026

Next City Council Meeting: January 14, 2026

In accordance with the Americans with Disabilities Act, Herriman City will make reasonable accommodation for participation in the meeting. Request assistance by contacting Herriman City at (801) 446-5323 and provide at least 48 hours advance notice of the meeting.

ELECTRONIC PARTICIPATION: Members of the City Council may participate electronically via telephone, Skype, or other electronic means during this meeting.

PUBLIC COMMENT POLICY AND PROCEDURE: The purpose of public comment is to allow citizens to address items on the agenda. Citizens requesting to address the Commission will be asked to complete a written comment form and present it to the City Recorder. In general, the chair will allow an individual three minutes to address the Commission. A spokesperson, recognized as representing a group in attendance, may be allowed up to five minutes. This policy also applies to all public hearings.

I, Angela Hansen, certify the foregoing agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body, at the principal office of the public body, on the Utah State Public Notice website www.utah.gov/pmn/index.html and on Herriman City's website at www.herriman.gov, Posted and dated this 11th day of December 2025 Angela Hansen, Deputy City Recorder

S T A F F R E P O R T

DATE: December 4, 2025

TO: The Planning Commission

FROM: Bryce Terry, City Engineer

SUBJECT: Presentation and discussion of proposed Transportation Master Plan (TMP) Update.

RECOMMENDATION:

Staff recommends that the Planning Commission review the draft TMP in preparation for a recommendation to City Council to adopt the updated Herriman City Transportation Master Plan (TMP).

ISSUE BEFORE COMMISSION:

The Commission is asked to review the final draft of the Herriman City Transportation Master Plan and provide a recommendation to the City Council for adoption.

BACKGROUND & SUMMARY:

Herriman City continues to experience rapid growth, with the population estimated at **65,000 in 2025** and projected to reach **±115,000 by 2050**. This growth necessitates a comprehensive update to the City's transportation planning framework.

The TMP update process began in early 2025 with **Wall Consultant Group (WCG)** leading the effort. The plan integrates data from the City's General Plan (Herriman NEXT), regional transportation plans, and public input collected through surveys and outreach events such as **Herriman Towne Days**. The TMP addresses:

- **Roadway Network Analysis:** Existing conditions (2025) and future scenarios (2035 and 2050) using the Wasatch Front Regional Council (WFRC) travel demand model.
- **Future Roadway & Intersection Projects:** Detailed in **Tables 5 & 6**, phased through 2050.

- **Transit & Active Transportation:** Coordination with UTA and WFRC; expansion of bus service and active transportation network (adding ~38 miles of bike lanes and 23.5 miles of paved paths).
- **Transportation Management:** Safety analysis (2,107 crashes from 2020–2024), traffic calming, access management, and connectivity improvements per **Senate Bill 195**.
- **Capital Facilities Plan:** Cost estimates for roadway and intersection projects (Tables 12 & 13).

Public engagement and regional coordination have been integral to this process, ensuring alignment with WFRC's RTP and UDOT/UTA plans.

DISCUSSION:

Project Website is located at:

- https://storymaps.arcgis.com/collections/9fa3c77f140a4cf08001f2d9b53377d8

The proposed TMP is attached for the Commission's review and will be discussed during the work meeting. Once completed, staff will return to the Planning Commission for a public hearing and final recommendation to the City Council.

Key highlights of the TMP include:

- **Projected Growth:** 72% population increase by 2050; major development areas include Olympia, Rosecrest, South Hills, and Panorama.
- **Roadway Projects:** 36 Phase 1 projects (2025–2034), including widening 11800 South and 12600 South, and new connections such as Herriman Boulevard and Real Vista Drive.
- **Intersection Improvements:** 27 Phase 1 projects, including signals at SR-111/11800 South and Herriman Boulevard/Olympia Boulevard.
- **Transit:** UTA Route 126 frequency increase to 30 minutes by 2028; proposed park-and-ride at Porter Rockwell Boulevard.
- **Active Transportation:** Expansion to 105.6 miles of bike lanes and paved paths; priority projects include buffered bike lanes on Rosecrest Road and 11800 South.
- **Safety & Connectivity:** Implementation of WFRC CSAP recommendations, traffic calming measures, and priority connections across Welby Jacobs Canal

ALTERNATIVES:

Whereas this agenda item is scheduled for discussion only during the Planning Commission Work Meeting, no alternative motions are necessary at this time.

ATTACHMENTS:

A. Transportation Master Plan Update Draft

HERRIMAN CITY

TRANSPORTATION MASTER PLAN

December 2025

Photo | Herriman.gov

WCG WALL CONSULTANT GROUP

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I. INTRODUCTION

A. Overview

Herriman City (City) continues to see rapid growth with the construction of residential and commercial developments throughout the City. The estimated population in 2025 was 67,970, which is a population increase of approximately 11,700 since the previous 2020 census. This significant growth is expected to continue for the foreseeable future.

This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by the City. Key to planning for Herriman'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 2035 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

In addition, this TMP provides recommendations that meet the requirements of Senate Bill 195 and covers City transportation management-related best practices, including access management standards, safety, traffic calming, and others. An interactive online Story Map website has been created to summarize this TMP.

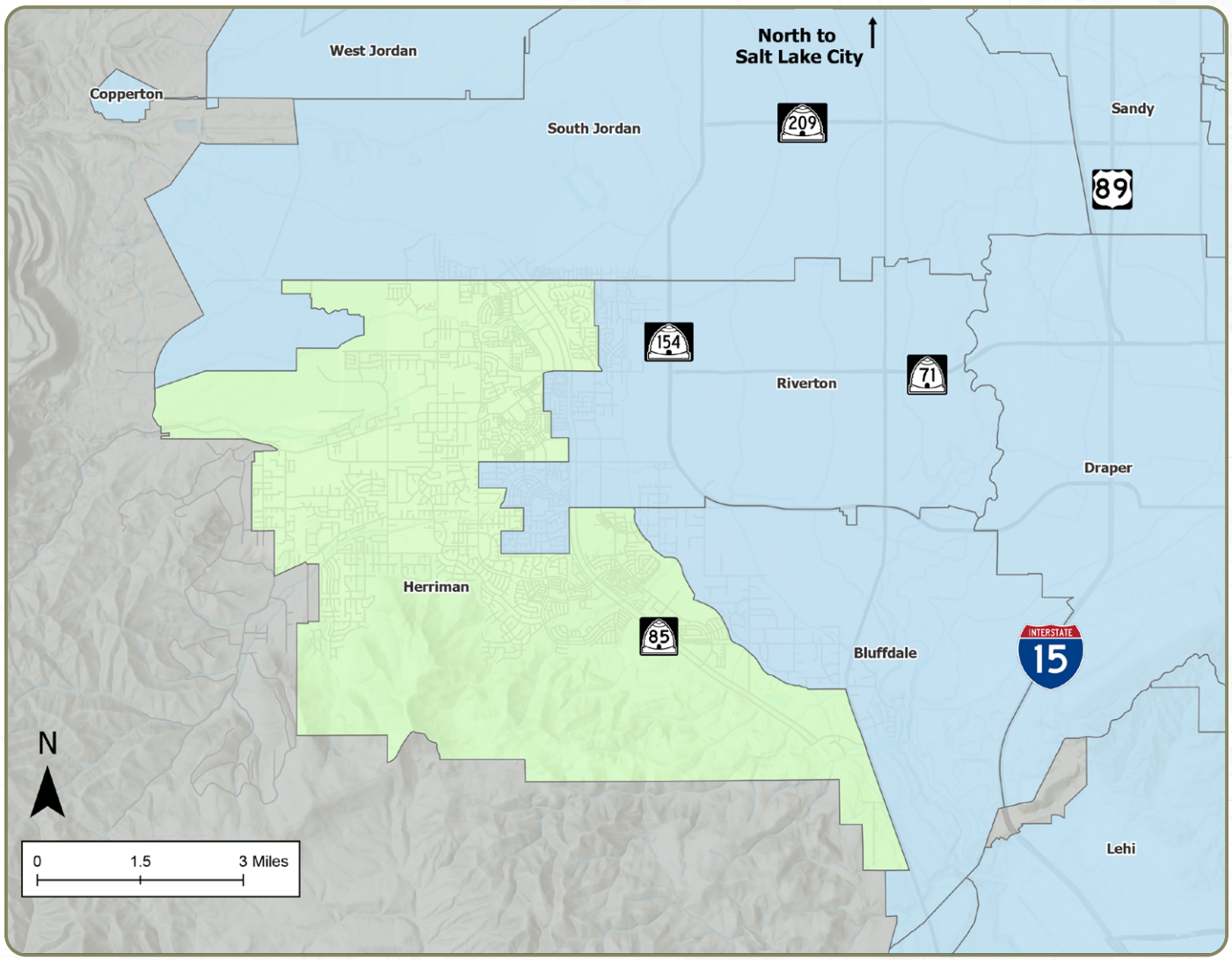
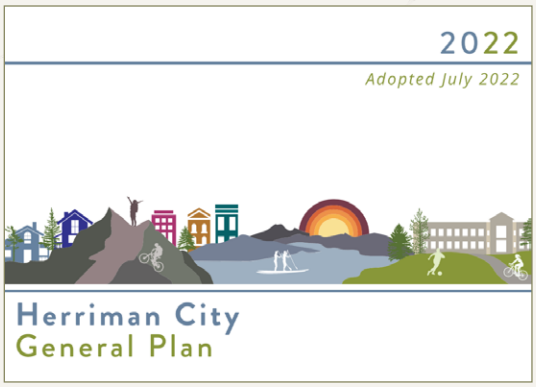


FIGURE 1: Vicinity Map

B. Previous Studies

As a starting point to the TMP, all recent transportation related projects in Herriman were reviewed. While this TMP will take a fresh look at understanding the future transportation needs in Herriman, it will still utilize previous studies to help create more robust recommendations. For UTA and UDOT facilities, recommendations are taken directly from these plans as Herriman, while a key stakeholder, does not dictate decisions made by these agencies.



Herriman City General Plan (2022)

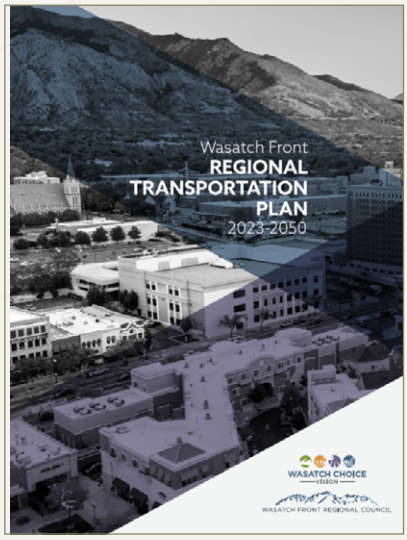
Adopted in 2022, the Herriman City General Plan, or Herriman NEXT, is the primary guide for policy and decisions for future growth and capital improvements. Herriman NEXT established key initiatives for the City, including Growing Wisely, Optimizing Open Spaces, Maximizing Unique Fiscal Opportunities, and Enhancing/Supporting Community and Culture. These key initiatives help shape the vision and goals for this TMP. Within this, one of the overall planning goals includes Safe Transportation Choices. Identified strategies to promote safe transportation choices include developing a multi-modal grid network, strategically planning transportation corridors, providing access to outdoor amenities via a robust trail and sidewalk system, connecting the roadway network to the regional system, and understanding the timing and impacts of infrastructure and development.

Herriman Transportation Master Plan (2022)

The previous Herriman Transportation Master Plan (2022) serves as a planning document to fulfill the City's transportation goals. This TMP also proposes several roadway projects. Since this TMP's adoption, some of these projects have been built. This document will serve as a starting point for the recommendations in this current TMP.

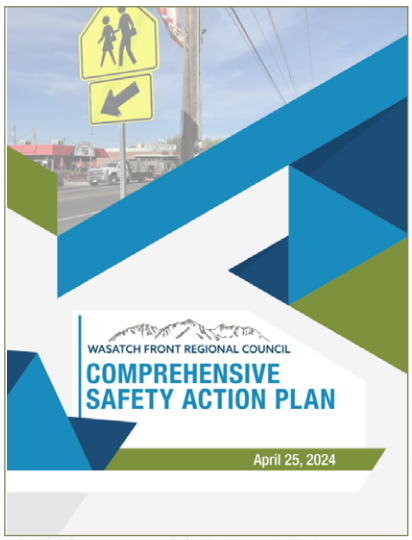
Herriman Active Transportation Plan (ATP) (2021)

The Herriman City Active Transportation Plan (ATP) (2021) establishes how the City can create an active transportation system that meets the community's needs. As part of this plan, existing active transportation facilities are identified and future facilities are proposed. Recommendations provided in the ATP will guide the active transportation section of this TMP.



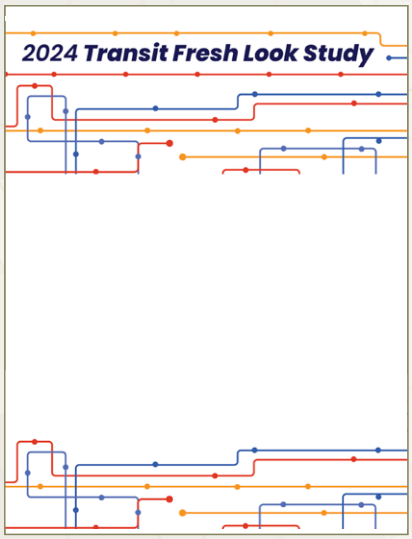
Wasatch Regional Transportation Plan (2023) – Wasatch Choice Map

The Wasatch Front Regional Council has created a Regional Transportation Plan ("RTP") through 2050. Included is a web map that is updated on an ongoing basis with the status of projects in the RTP. The RTP Includes many roadway, transit, and active transportation projects in Herriman. Understanding this plan will be crucial to ensure that the City's Transportation Master Plan integrates well with the regional goals of the WFRC. Relevant projects are discussed later in this report. Additionally, the status of projects is shown in WFRC's Transportation Improvement Program.



WFRC Comprehensive Safety Action Plan (2024)

WFRC Comprehensive Safety Action Plan presents strategies to reduce roadway fatalities and serious injuries in the Wasatch Front Region, including Salt Lake County. Projects identified in Herriman include traffic calming and medians along Sentinel Ridge Boulevard including a high visibility crosswalk or pedestrian refuge island at the intersection with Lower Meadow Drive. Other projects include filling in missing sidewalks on 1300 South and implementing striped buffered bike lanes and a center curbed median.



Fresh Look Transit Study (Ongoing)

The Transit Fresh Look is an effort for communities and agencies to coalesce behind a desired and feasible transit future for southwestern Salt Lake County and northwestern Utah County. As of the writing of this report, limited information has been provided on recommendations within Herriman. This website will be updated with recommendations.

UTA Five-Year Service Plan (2025-2029)

This plan outlines Utah Transit Authority's (UTA) current service and proposed improvements for a five-year period across the entirety of the Wasatch Front. Regarding Herriman, this plan discusses bus route 126, which is a service between Daybreak Parkway Station in South Jordan and Draper Town Center Station via 12300/12600 South and 13400 South Corridors. There are connections to Draper Frontrunner Station and Herriman SLCC/Real Academy. This route runs weekdays at 60-minute frequency. In 2028, this frequency will be increased to 30 minutes.

UDOT 12600 South Study

The 12600 South Study by UDOT shows the planned alignment for the extension of Herriman Boulevard. Additionally, the future U-111 alignment is also highlighted. The environmental study for this project was completed in 2023. This project is included in the roadway projects outlined in this TMP.

C. TMP Development

To help ensure existing and future needs are met while providing a clear vision for Herriman to grow and change, Wall Consultant Group (WCG) facilitated a TMP project team, coordinated with neighboring jurisdictions, met with the Planning Commission and City Council, and held coordination meetings with additional entities. Each of these efforts are summarized below.

Project Team

A project team was established with City personnel and WCG. 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 TMP involved a meeting with stakeholders in Herriman and the surrounding region. This included a neighboring agency coordination meeting that occurred on May 27, 2025 and included the following organizations:

- Herriman City
- Jordan School District
- Bluffdale City
- Riverton City
- South Jordan City
- UDOT
- WFRC
- UTA

While no representative of Camp Williams was able to attend, an invitation was extended. 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. Takeaways from this meeting included ensuring active transportation is consistent with the Utah Trail Network and Beehive Bikeways, and the jurisdictional transfer of 12600 South to UDOT ownership.

Planning Commission and City Council

To assist with the adoption of the TMP, IFFP, and IFA, WCG presented their analysis findings and recommendations to the City Council and Planning Commission. WCG attended the Planning Commission on August 6, 2025, and City Council on August 13, 2025. Takeaways from these meetings included ensuring that project phasing was consistent with City expectations and identifying additional focus areas within the City.

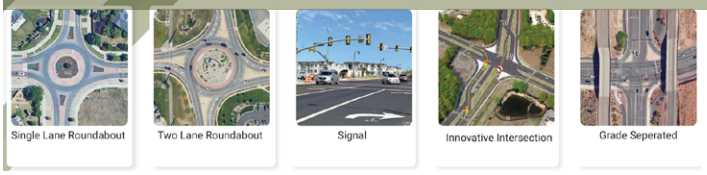
Public Engagement

WCG attended Herriman Towne Days on June 17, 2025 to inform residents of updates being made to the TMP and to gather feedback on preferred transportation solutions. Residents selected their preferred intersection control, pedestrian crossings, on-road bike facilities and speed management measures. Residents were also able to select their preferred roadway network and roadway cross sections.

Throughout the development of this TMP, a public online survey was available. This survey provided residents with the opportunity to identify specific locations in Herriman that could benefit from transportation solutions. Feedback from this online survey is included in **Appendix A**.

Visual Preference Survey Results

INTERSECTIONS

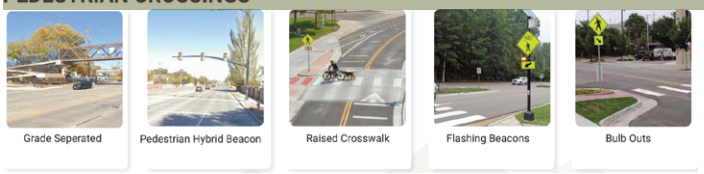


Intersections Preferred

Total Votes: 124

Option	Votes	%	Bar Chart
Single Lane Roundabout	22	17.7%	■■■■■■■■
Double Lane Roundabout	48	38.7%	■■■■■■■■■■■■■■■■■■■■
Signal	27	21.8%	■■■■■■■■■■
Innovative Intersection	10	8.1%	■■■■
Grade Separated Intersection	17	13.7%	■■■■■■

PEDESTRIAN CROSSINGS

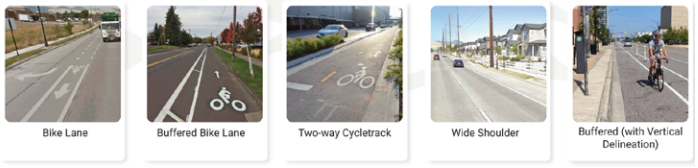


Pedestrian Crossings Preferred

Total Votes: 122

Option	Votes	%	Bar Chart
Grade Separated	17	13.9%	■■■■■■
Pedestrian Hybrid Beacon	26	21.3%	■■■■■■■■■■
Raised Crosswalk	38	31.1%	■■■■■■■■■■■■■■■■■
Flashing Beacons	27	22.1%	■■■■■■■■■■
Bulb Outs	14	11.5%	■■■■■

ON-ROAD BIKE FACILITIES

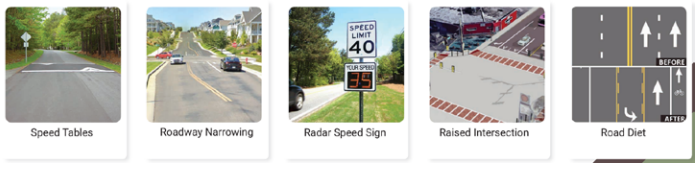


On-Road Bike Facilities Preferred

Total Votes: 95

Option	Votes	%	Bar Chart
Bike Lane	12	12.6%	■■■■■■
Buffered Bike Lane	28	29.5%	■■■■■■■■■■■■■■
Two-way Cycletrack	24	25.3%	■■■■■■■■■■■■
Wide Shoulder	14	14.7%	■■■■■■■
Buffered w/ Vertical Delineation	17	17.9%	■■■■■■■■

SPEED MANAGEMENT



Speed Management Preferred

Total Votes: 88

Option	Votes	%	Bar Chart
Speed Tables	18	20.5%	■■■■■■■■■■
Roadway Narrowing	14	15.9%	■■■■■■■
Radar Speed Sign	38	43.2%	■■■■■■■■■■■■■■■■■■■■■■
Raised Intersection	15	17.0%	■■■■■■■■
Road Diet	3	3.4%	■

MEDIAN DESIGN

Median Design Preferred

Total Votes: 76

Option	Votes	%	Bar Chart
Two-way left-turn	19	25.0%	■■■■■■■■■■■■
Simple Curbing	21	27.6%	■■■■■■■■■■■■■■
Landscaped Median	22	28.9%	■■■■■■■■■■■■■■■
Xeriscape Median	14	18.4%	■■■■■■■■■

MEDIAN DESIGN




Median Design Preferred

Total Votes: 76

Option	Votes	%	Bar Chart
Two-way left-turn	19	25.0%	
Simple Curbing	21	27.6%	
Landscaped Median	22	28.9%	
Xeriscape Median	14	18.4%	

ROADWAY NETWORK

Which roadway network do you prefer to live in?

Option A

Wide Arterial Streets **AND** Cul-de-sacs

Option B

Narrow Streets **AND** Fully Connected Grid Network

Roadway Network Preferred

Total Votes: 99

Option	Votes	%	Bar Chart
Option A	63	63.6%	
Option B	36	36.4%	

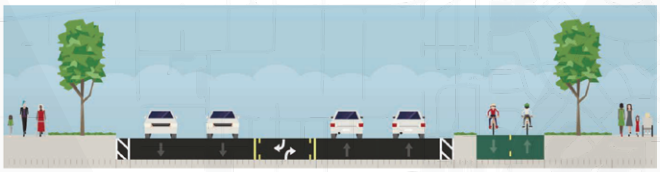
Roadway Cross Section Preferred

Total Votes: 88

Option	Votes	%	Bar Chart
Option A	22	25.0%	
Option B	66	75.0%	

Option A: Maximized vehicle capacity and speeds

Results in the following:
- Higher speeds
- Higher vehicle capacity
- Higher risk of more severe crashes due to higher speeds
- Less opportunities for pedestrians and bicyclists



Option B: Balanced Mobility

Results in the following:
- Lower speeds
- Greater congestion
- Higher safety due to slower speeds
- More opportunities for pedestrians and bicyclists

D. Herriman Characteristics

This section discusses the existing and future land use and demographics of the 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

As land-use directly drives the quantity and location of new trips, it is essential to identify changes in future land-use to understand the needs of the future transportation network. 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. The zoning and future land use maps can be found on the City's website.

Given Herriman's location on the Wasatch Front, direct access to the Mountain View Corridor, and large tracts of vacant land on the western side of the City, it is primed for continued growth. As such, Wasatch Front Regional Transportation Plan 2023-2050 forecasts that the number of households in Herriman will increase by approximately 18,000 by 2050 (about a 100% increase). In meeting with the City and discussing current annexation boundaries, a household increase of 21,000 by 2050 (109% increase) was determined to be more accurate and was used in development of this TMP.

While a majority of Herriman is either existing or planned residential, commercial areas are also present and are expected to grow. It is expected that the City will build upon its existing mixed-use and commercial areas in the City, particularly along Mountain View Corridor, and new mixed-use areas in master planned developments.

Demographics

This section discusses the demographics of Herriman City and provides statistical characteristics of human populations, such as income, employment, household size, and journey to work. These characteristics have a direct impact on the transportation needs of the City.

Population

Herriman has experienced dramatic population growth over the past 20 years. Historic population census data is shown below in **Table 1**.

The 2025 population is estimated to be 67,970. Initial WFRC growth projections are based on analysis from the Kem C. Gardner Policy Institute, land-use policies, and development trends. For this analysis, land-use forecasts were refined through review of available Master Development Agreements for large planned projects in Herriman and through conversations with City planning and data analysis staff. The resulting growth forecasts show Herriman population growing by approximately 72% by 2050. **Table 2** below shows a breakdown of projected population growth between 2025 and 2050. **Figure 2** shows a summary of the historical and projected Herriman population.

TABLE 1: HISTORICAL POPULATION GROWTH

Year	Population
2000	1,523
2010	22,520
2020	56,209
2024	62,352

TABLE 2: POPULATION FORECAST

Year	Population	% Change
2025	67,970	-
2035	95,100	40% from 2025 to 2035
2050	116,700	72% from 2025 to 2050

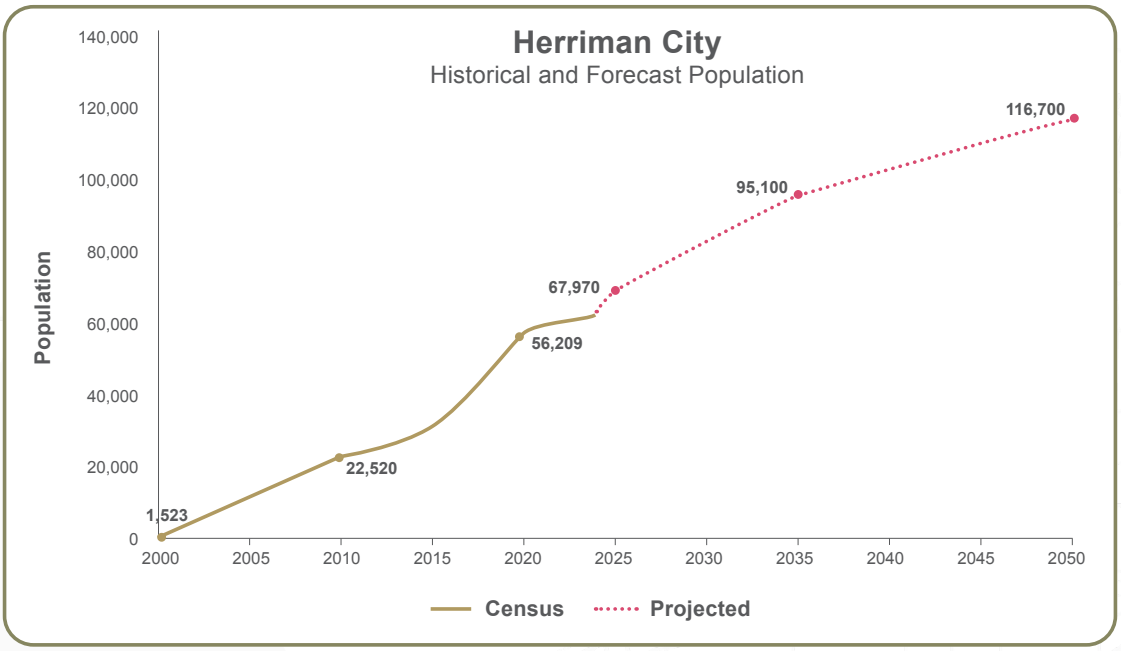


FIGURE 2: Historical and Projected Herriman Population

Households

In 2025 it is estimated there are 19,380 households in Herriman. Most of the housing in Herriman is single-family homes. According to the US Census American Community Survey (ACS) data for 2023, there was an average of 3.43 persons per household in Herriman.

Employment and Journey to Work

The median income for each household in 2023 was $118,446 (2023 dollars). The average travel time to work for those who are 16 and older is 27.4 minutes. Based on data from the US Census Bureau's Center for Economics, **Figure 3** shows that the number of workers who live in Herriman and travel elsewhere for work is almost five times higher than those workers living elsewhere who travel into the City for work.

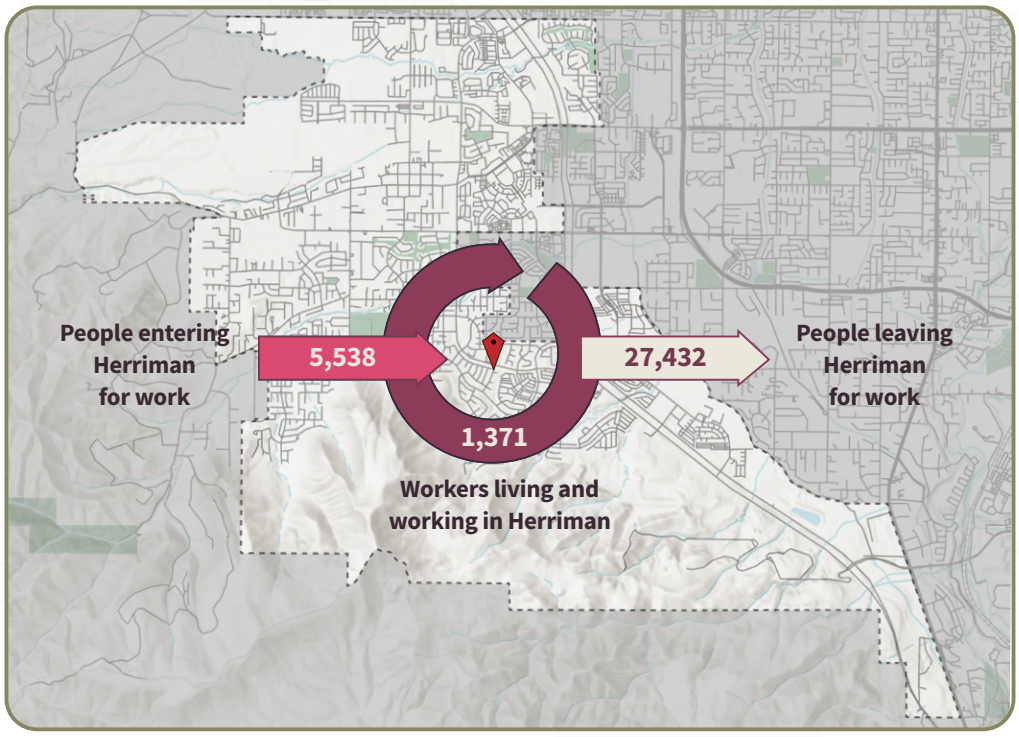


FIGURE 3: Worker In-Flow & Out-Flow (2022)

II. ROADWAY NETWORK

A. Overview

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 (2025) and two future years (2035 and 2050), and recommendations for future improvements are discussed.

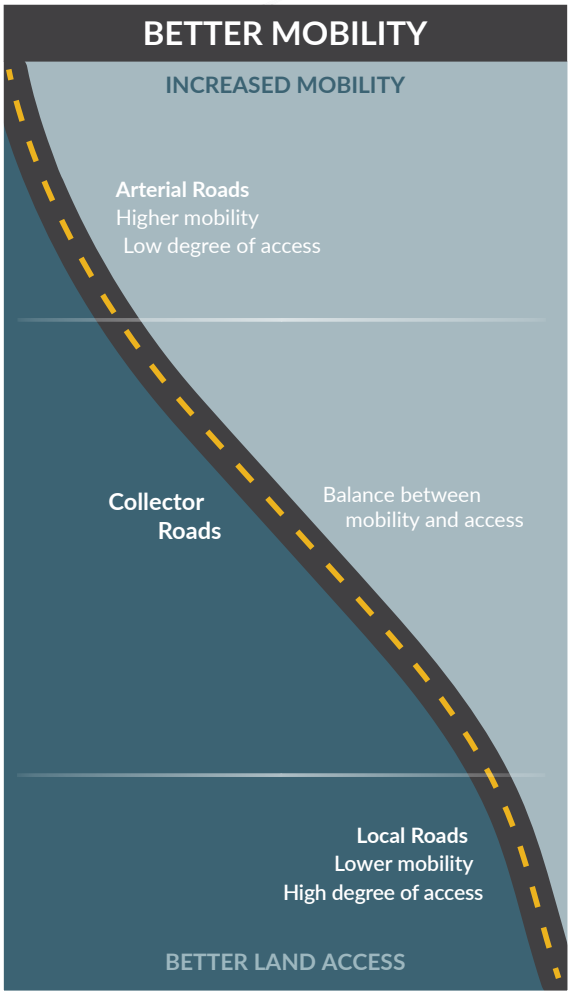


FIGURE 4: Functional Classification Definitions

B. Roadway Functional Classification

Roads are categorized into a hierarchical system based on roadway attributes such as speed, access and right-of-way (ROW) width. The higher a street classification, the more 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 City's functional classifications used in this TMP are major arterial, minor arterial, major collector, minor collector, local, and minor local, and are shown in **Figures 5 through 10** below. Key cross sectional elements for each of these classifications are summarized in **Table 3** and are accurate as of the publication of this document. The existing and future functional classification maps are shown in **Figures 11** and **12**.

TABLE 3: HERRIMAN KEY CROSS SECTION ELEMENTS

Functional Classification	# Lanes	ROW Width (ft)	Roadway Width[1] (ft)
Major Arterial	6-7	130	102
Minor Arterial	4-5	116	80
Major Collector	2-3	80	56
Minor Collector	3	68	45
Local	2	60	36
Minor Local	2	53	32

[1] Includes 2' gutter pan on each side

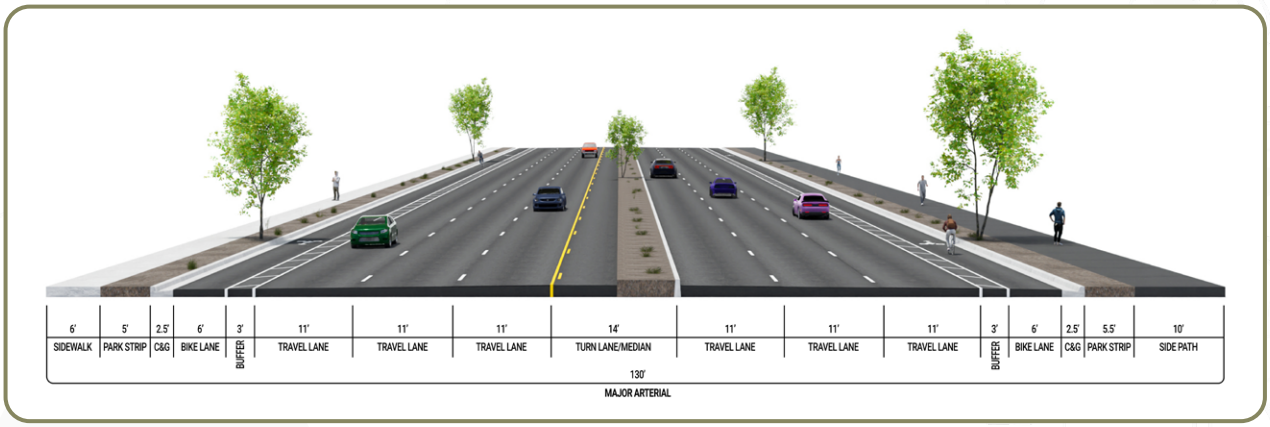


FIGURE 5: Major Arterial Cross Section

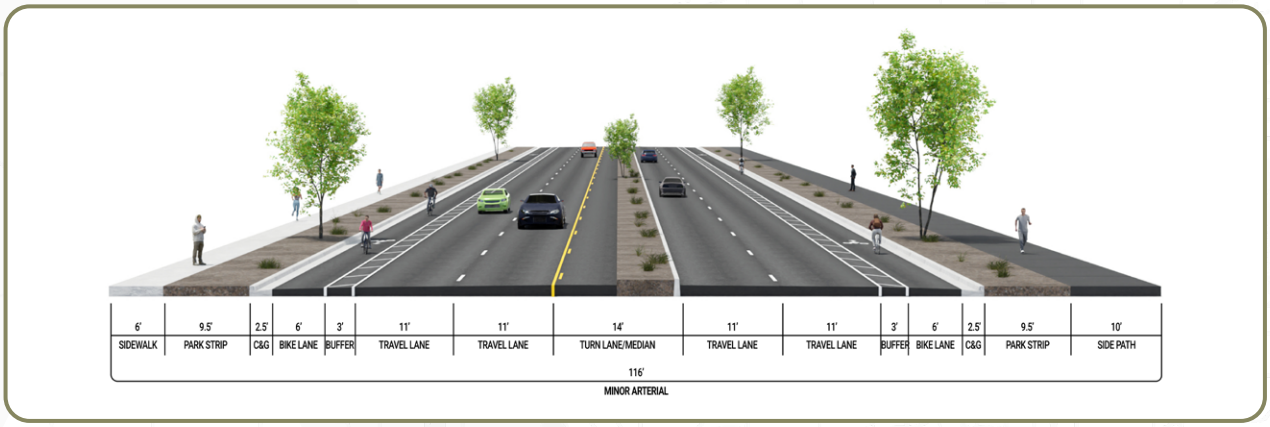


FIGURE 6: Minor Arterial Cross Section

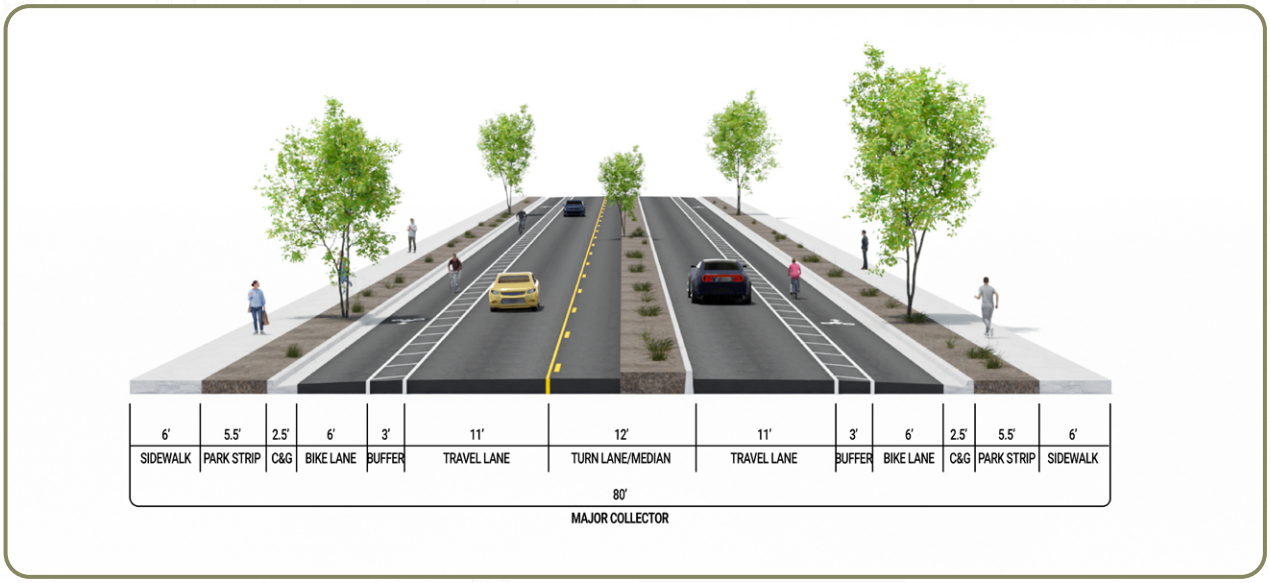


FIGURE 7: Major Collector Cross Section

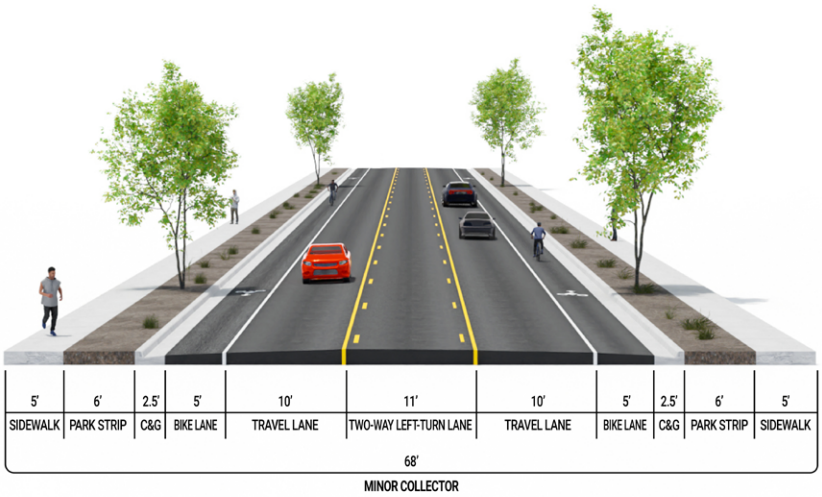


FIGURE 8: Minor Collector Cross Section

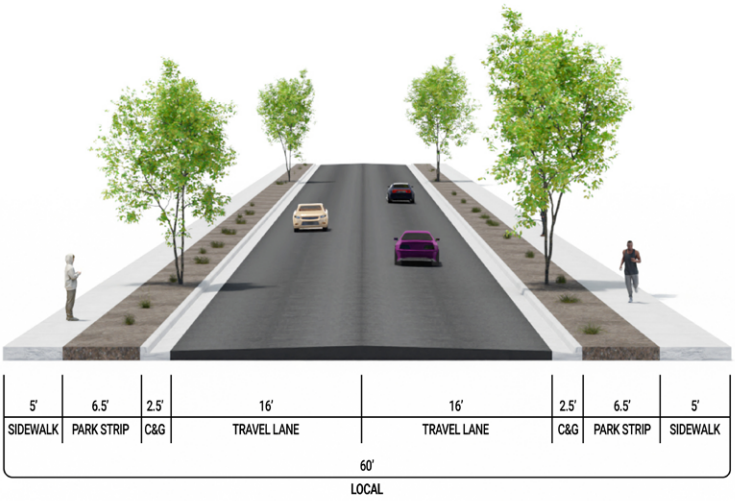


FIGURE 9: Local Cross Section

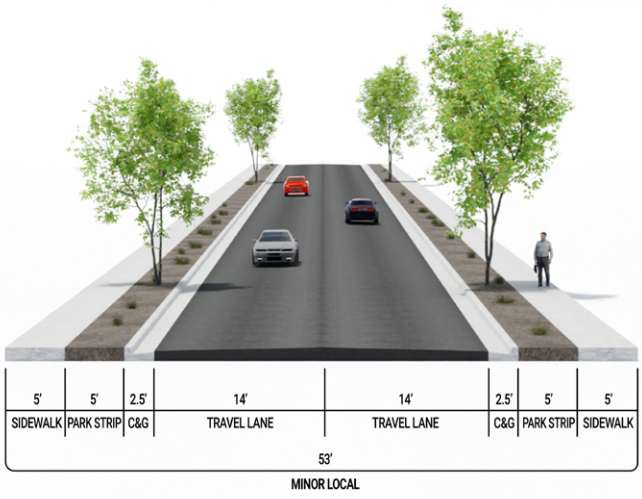


FIGURE 10: Minor Local Cross Section

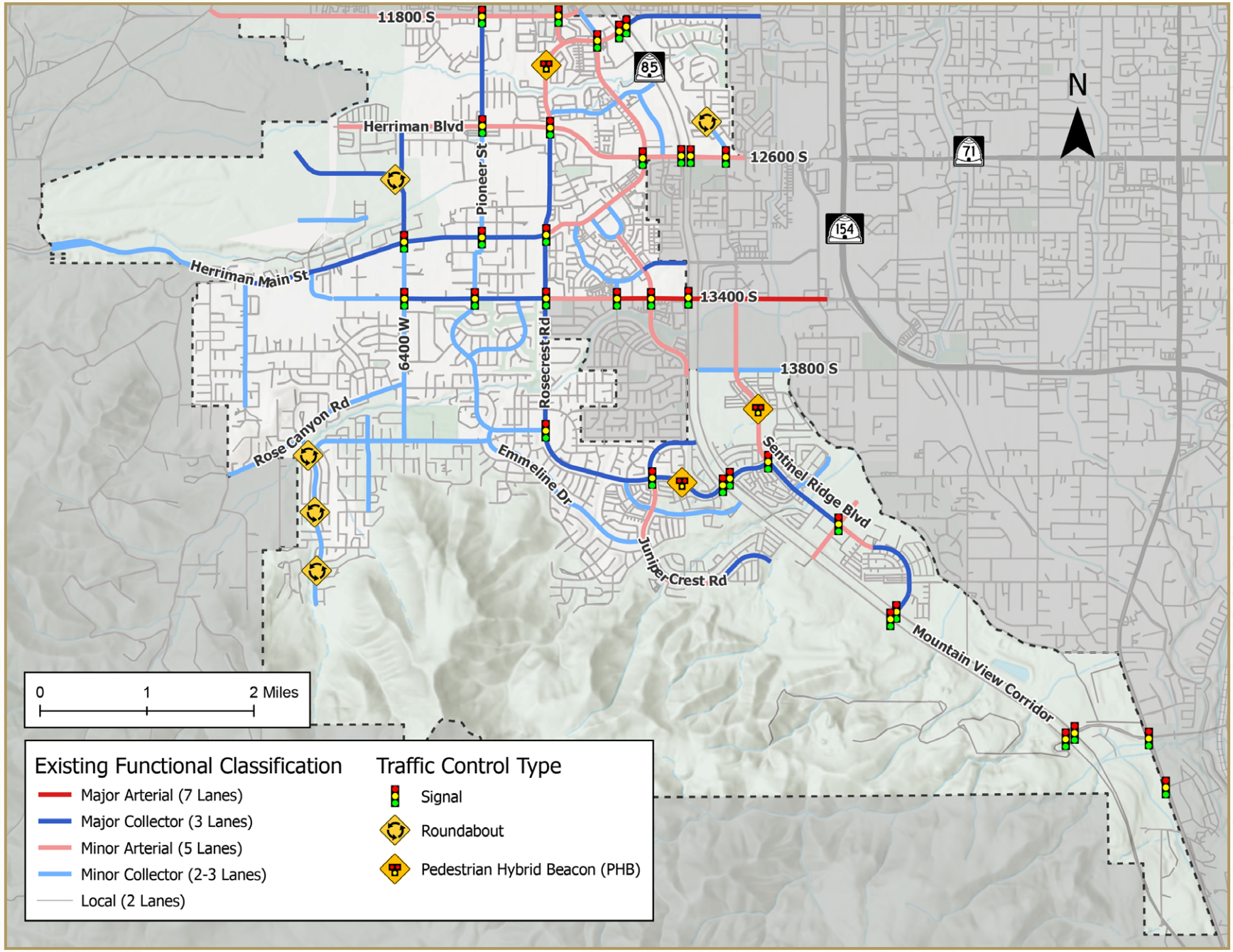


FIGURE 11: Existing Functional Classification and Intersection Control

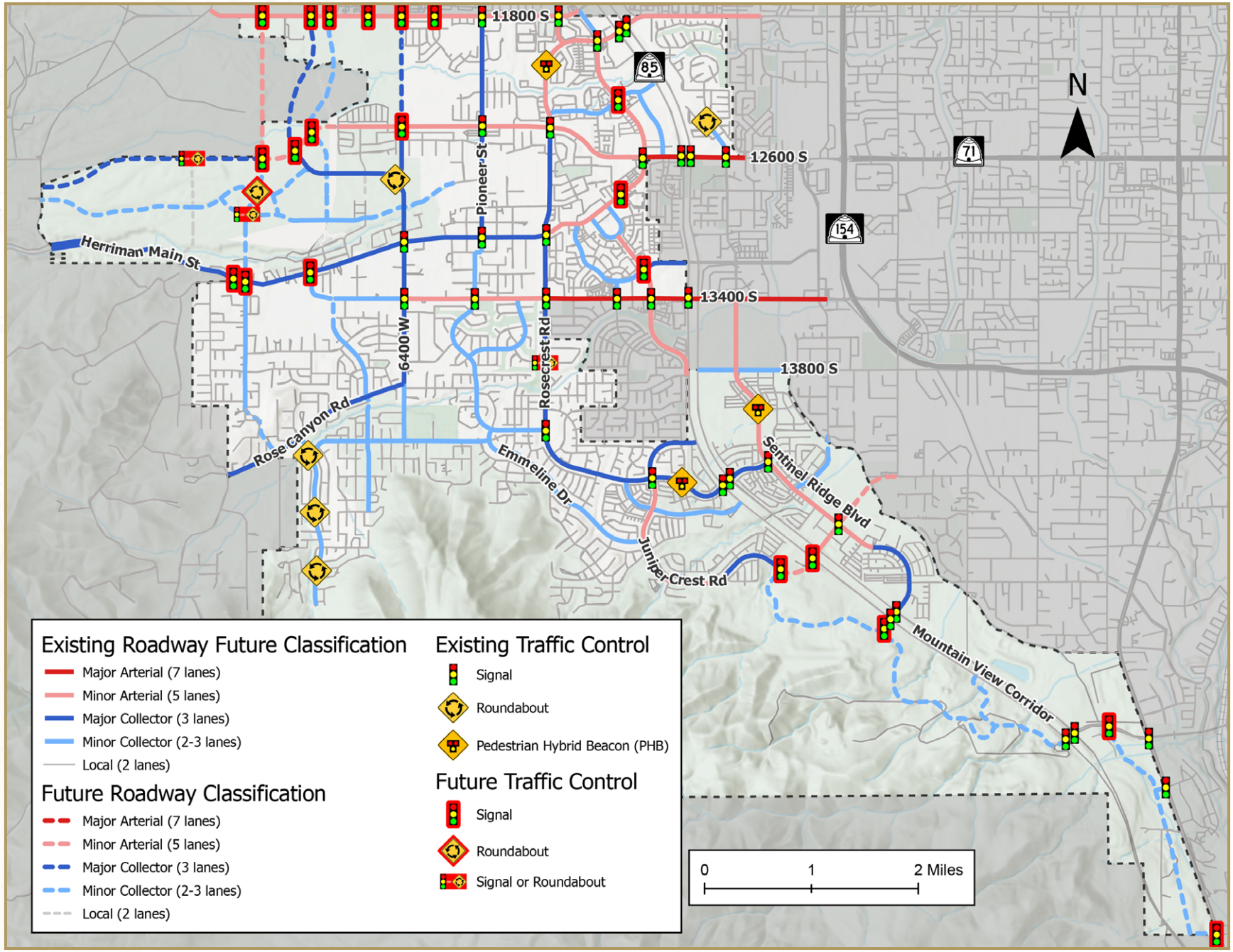


FIGURE 12: Future Functional Classification and Intersection Control

C. Level of Service Definitions

Roadway traffic congestion is reported using the term "Level of Service" (LOS), which is a planning term that describes the roadways operating performance. Roadway segments are assigned LOS categories based on the calculated density of vehicle flow, 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 highly congested conditions. 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. Descriptions for each LOS letter designation and the accompanying range of volume traffic volumes are shown below (**Table 4**)[2].

For the purposes of this plan, 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.

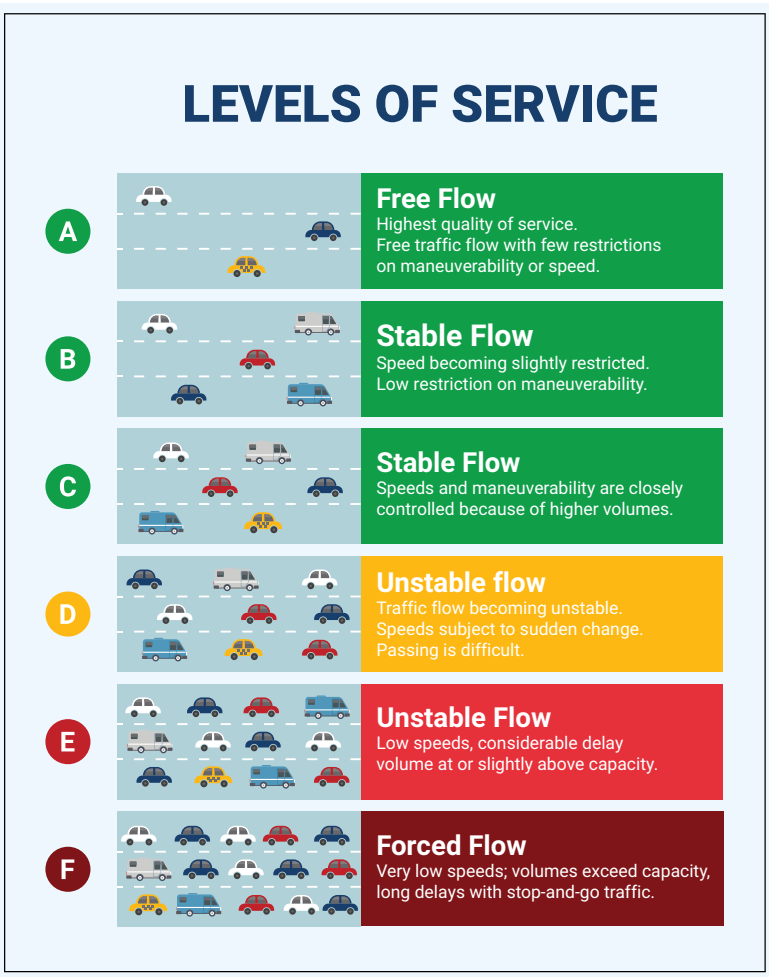


FIGURE 13: Level of Service Definitions

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

[2] 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. Existing (2025) Conditions

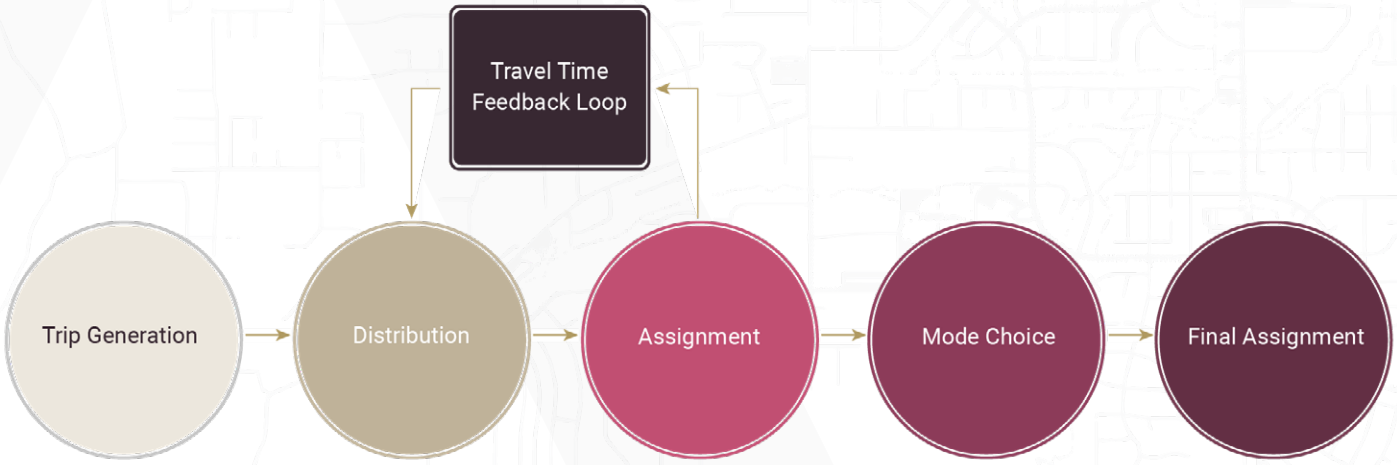
In order to accurately identify existing conditions on the roadway network in Herriman City, the consultant team gathered traffic data. The City maintains a robust traffic count program with short-term automatic traffic counts on City roadways. Traffic data from UDOT's Automated Traffic Signal Performance Metrics were also used to help identify traffic volumes on state roads.

The volumes from these sources were compiled, and 2025 levels of service have been calculated for study area roadways using criteria from **Table 4** and are presented below in **Figure 14**. All roadways in Herriman are currently operating at an acceptable LOS D or higher with the exception of the following roadway segments, which operate at LOS E or F:

- **12600 South;** Herriman Auto Row to Bangerter Highway
- **13400 South;** Mirabella Drive to Rosecrest Road
- **Rosecrest Road;** River Chase Drive to Mountain View Corridor
- **Redwood Road;** Porter Rockwell Boulevard to south Herriman border

E. Travel Demand Model

The transportation network analysis was performed using a locally-refined version of the Wasatch Front Travel Demand Model (v9.0.1, dated April 2024). The model is a complex planning tool developed and maintained by the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG). The TDM employs the classic four steps of travel demand modeling of trip generation, distribution, mode choice, and assignment to develop traffic forecasts. These steps are executed sequentially and iteratively to determine how many trips (generation) are made between origin and destination pairs (distribution), using which form of transportation (mode choice), and following which paths (assignment). Person trips are generated based on input socioeconomic data including population, households, and employment within geographic units referred to as Transportation Analysis Zones (TAZs). After distribution and mode choice, vehicle trips between origin and destination TAZ pairs are assigned to the roadway network using optimized paths identified through iteration to account for network congestion.



For this analysis, the travel demand model was updated to include a more detailed TAZs and roadway network, as well as more refined base and future-year socio-economic data for the Herriman area. Travel demand modeling was performed in Bentley Cube version 6.5.1.

WCG reviewed and updated the roadway network to reflect 2025 conditions. This included adding recently constructed roadways, refining TAZ centroid connections, and adding detail to the roadway network in areas of increased land use density and TAZ refinement.

Base year (2025) household and employment estimates were initially developed by WFRC for the Wasatch Front Regional Transportation Plan. Where additional TAZ detail was added, base-year SE data was distributed between subdivided TAZs. Combined household and employment densities for 2025 are shown below in **Figure 15**.

Base year ADT estimates from the refined travel model were compared with the recent count data. Where the travel demand model over or under-estimated 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.

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

F. Future (2035) Conditions

This section discusses the future (2035) roadway conditions in Herriman City, including an LOS analysis in which future congestion is identified in a no-build scenario model run, improvements are recommended, and a build scenario LOS is then analyzed to observe the impact of the proposed projects. Future roadway projects and network updates to the travel demand model are discussed in detail below.

a. 2035 Roadway Network

The City roadway network was updated for the 2035 analysis to include new roadways and grid connections that have been planned to occur during the 10-year planning window. Both the no-build and build analyses include new UDOT roadways outside of Herriman jurisdiction, including construction of the Mountain View Corridor grade-separated highway and ramps. The build scenario adds roadway improvement projects identified to address future congestion and new roadway connections in Herriman.

b. Anticipated Project Development

For this analysis, WFRC land-use forecasts were refined based on input from City planning and data analysis staff, and through review of available Master Development Agreements for large planned projects, including the Olympia, Rosecrest, South Hills, and Panorama.

c. 2035 Socioeconomic Data

The population in Herriman is projected to be approximately 95,100 by 2035; approximately 11,500 new households are expected to accommodate this population growth.

Figure 16 and **Figure 17** present the change in combined household and employment densities from 2025 to 2035 and the final 2035 scenario densities, respectively. As can be seen below, significant 10-year growth is projected in northwestern Herriman centered around the Olympia development and southern Herriman centered on the Rosecrest, South Hills, and Panorama developments. Concentrations of growth are also present in the Herriman Towne Center area and along Mountain View Corridor, driven by anticipated commercial growth in these areas.

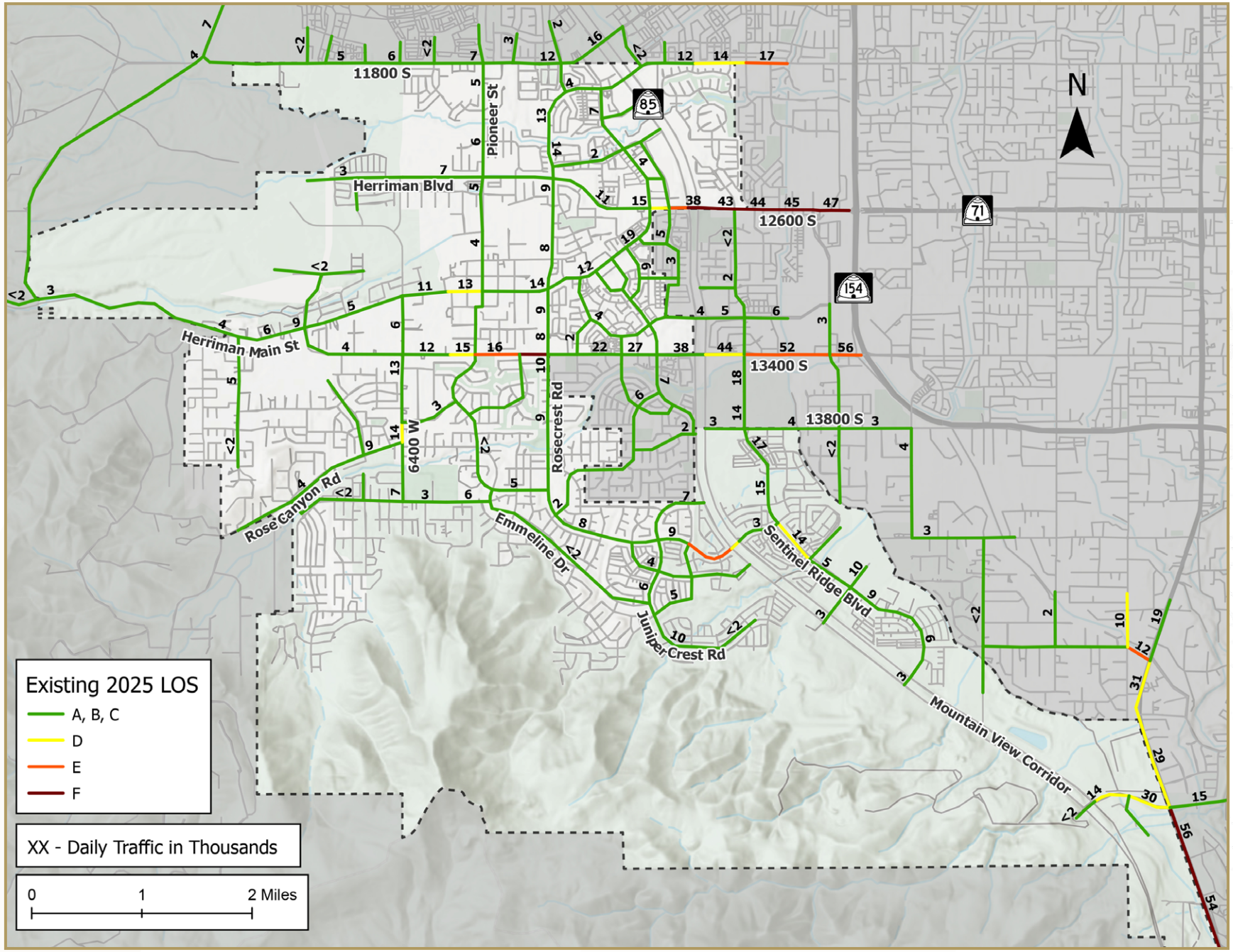


FIGURE 14: Existing (2025) Roadway LOS and ADT

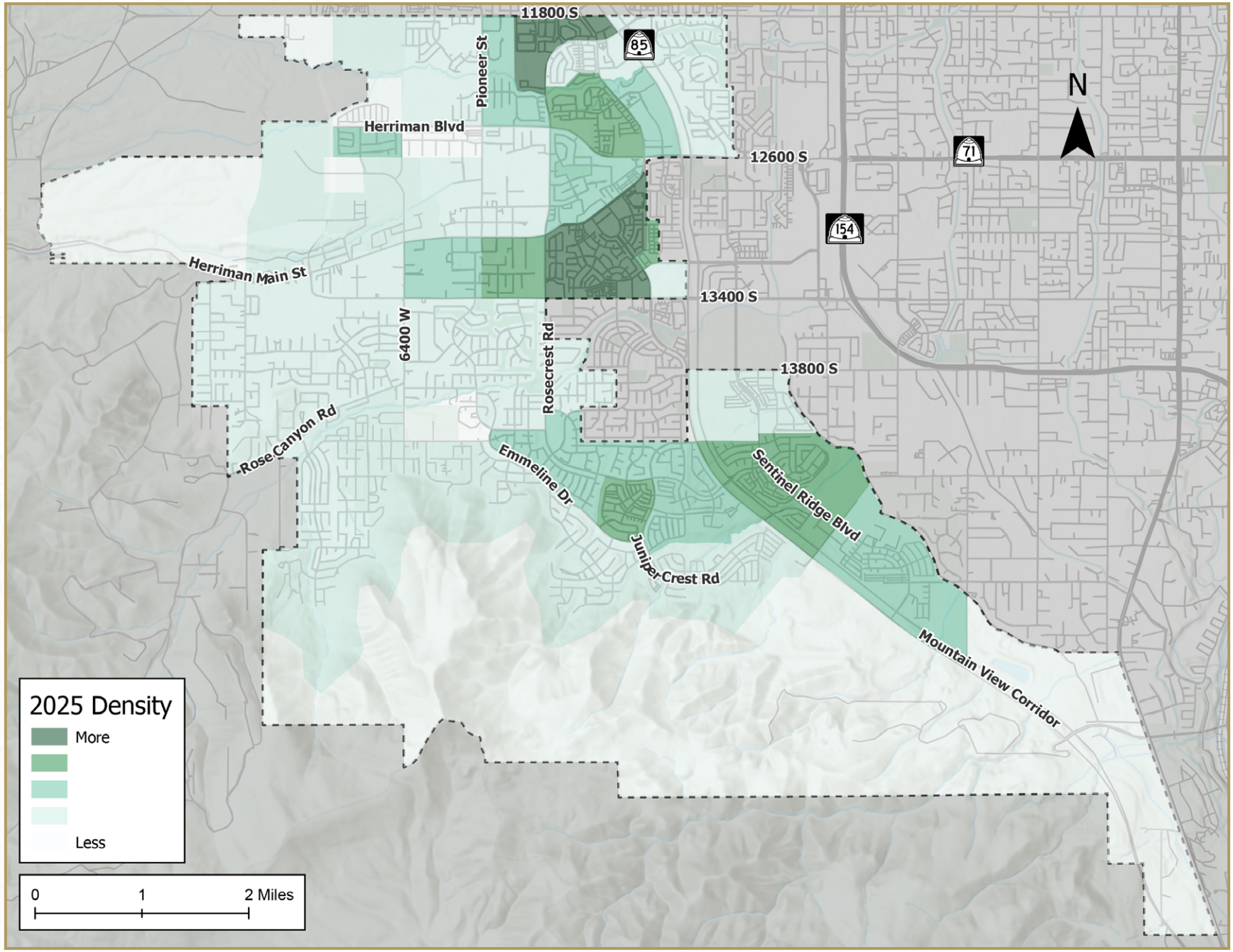


FIGURE 15: 2025 Combined Household and Employment Density

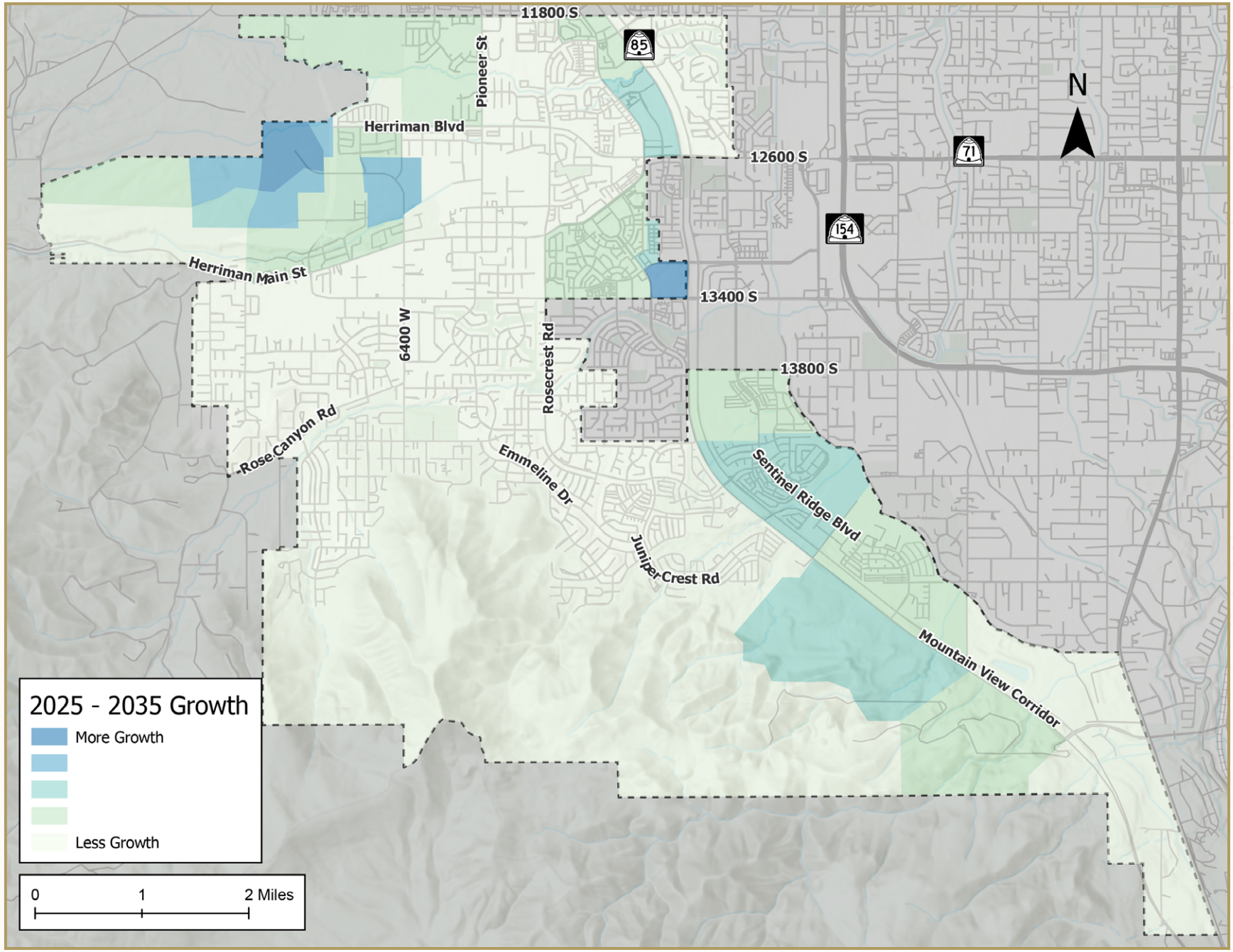


FIGURE 16: 2025 to 2035 Combined Household and Employment Density Growth

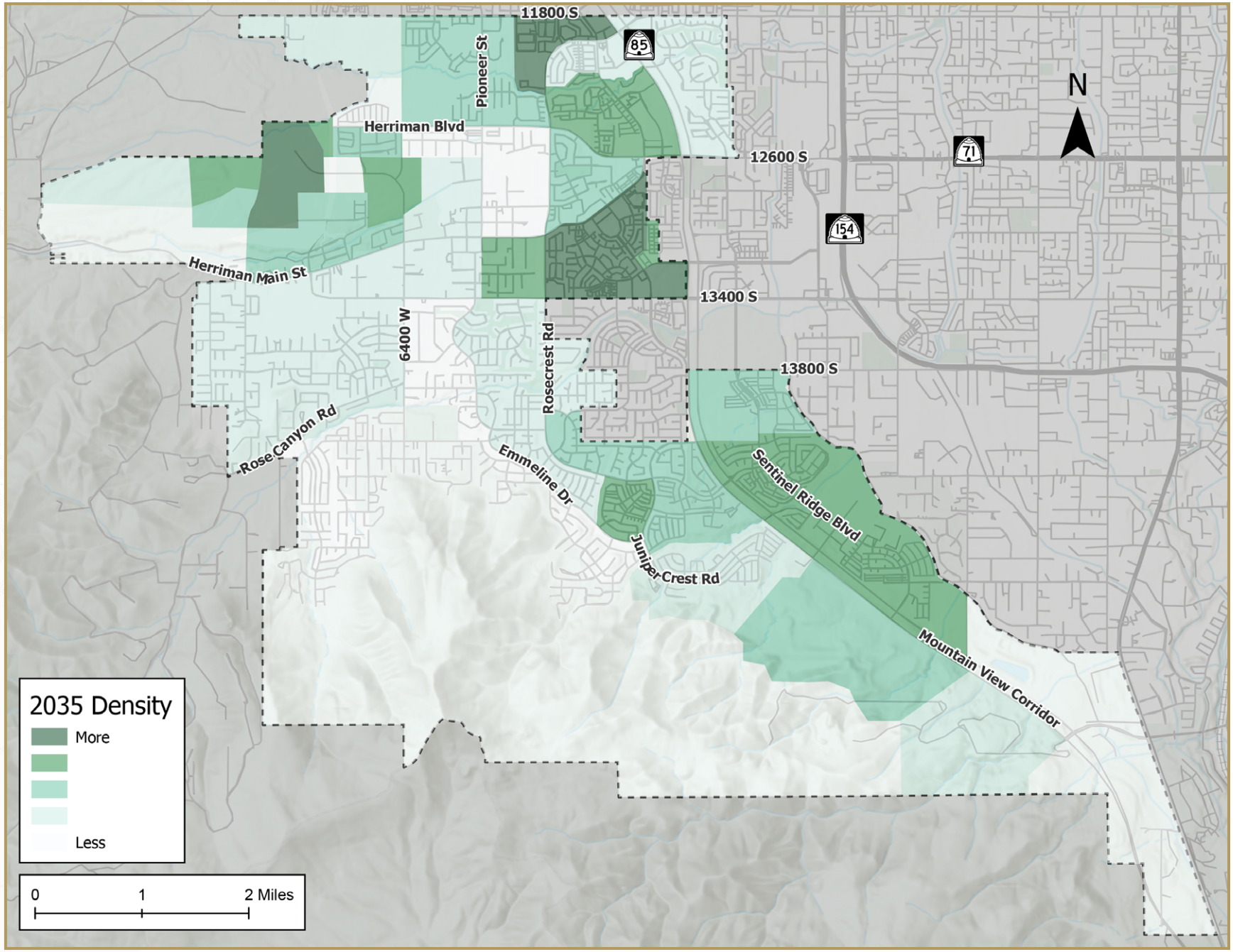


FIGURE 17: 2035 Combined Household and Employment Density

d. 2035 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. **Figure 18** presents the 2035 no-build LOS results obtained by applying LOS thresholds from **Table 4** to the projected 2035 no-build traffic volumes from the travel demand modeling.

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

- **11800 South;** between northbound and southbound Mountain View Corridor
- **12600 South;** Herriman Main Street to Bangerter Highway
- **12600 South;** 6400 West to 6000 West
- **Rose Canyon Road;** Herriman Main Street to 13400 South
- **13400 South;** Rose Canyon Road to Rosecrest Road
- **Sentinel Ridge Boulevard;** Rosecrest Road to Bruin View Drive

e. 2035 Build Scenario

The 2035 build scenario provides an analysis of traffic conditions after implementation of roadway projects identified to improve areas of unacceptable LOS from the 2035 no-build scenario. Projects shown in Phase #1 (2025 - 2034) of **Table 5** and **Figure 24** of the Roadway Projects section are recommended to increase roadway capacity and accommodate projected 2035 traffic volumes. The 2035 build scenario LOS is shown below in **Figure 19**. As shown in the 2035 build scenario, Phase #1 (2025 - 2034) projects for 2035 address the majority of LOS E and LOS F conditions identified in the no-build analysis. However, LOS E and F conditions remain on 12600 South east of MVC, as well as on Real Vista Drive heading into Bluffdale.

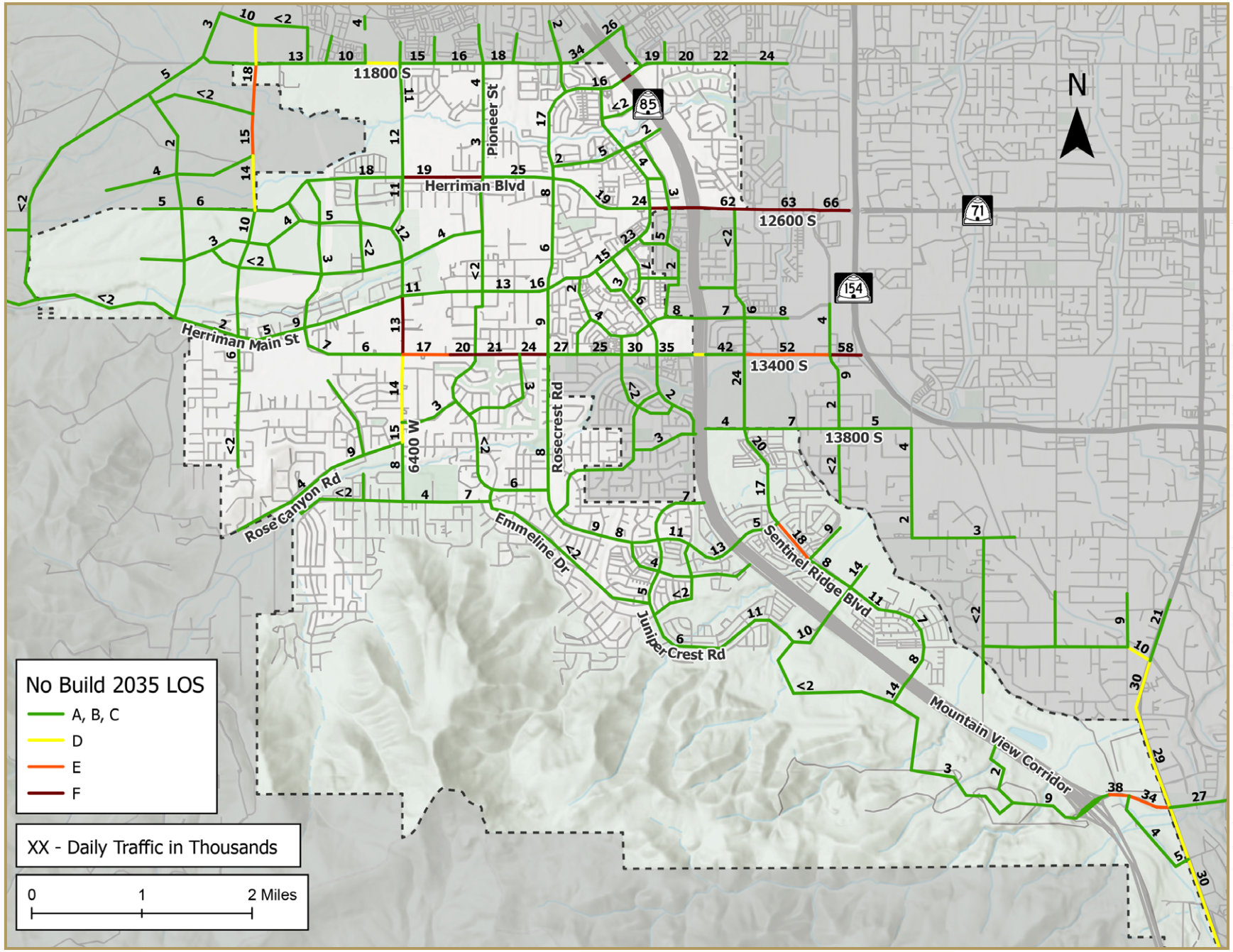


FIGURE 18: 2035 Roadway LOS and ADT - No Build

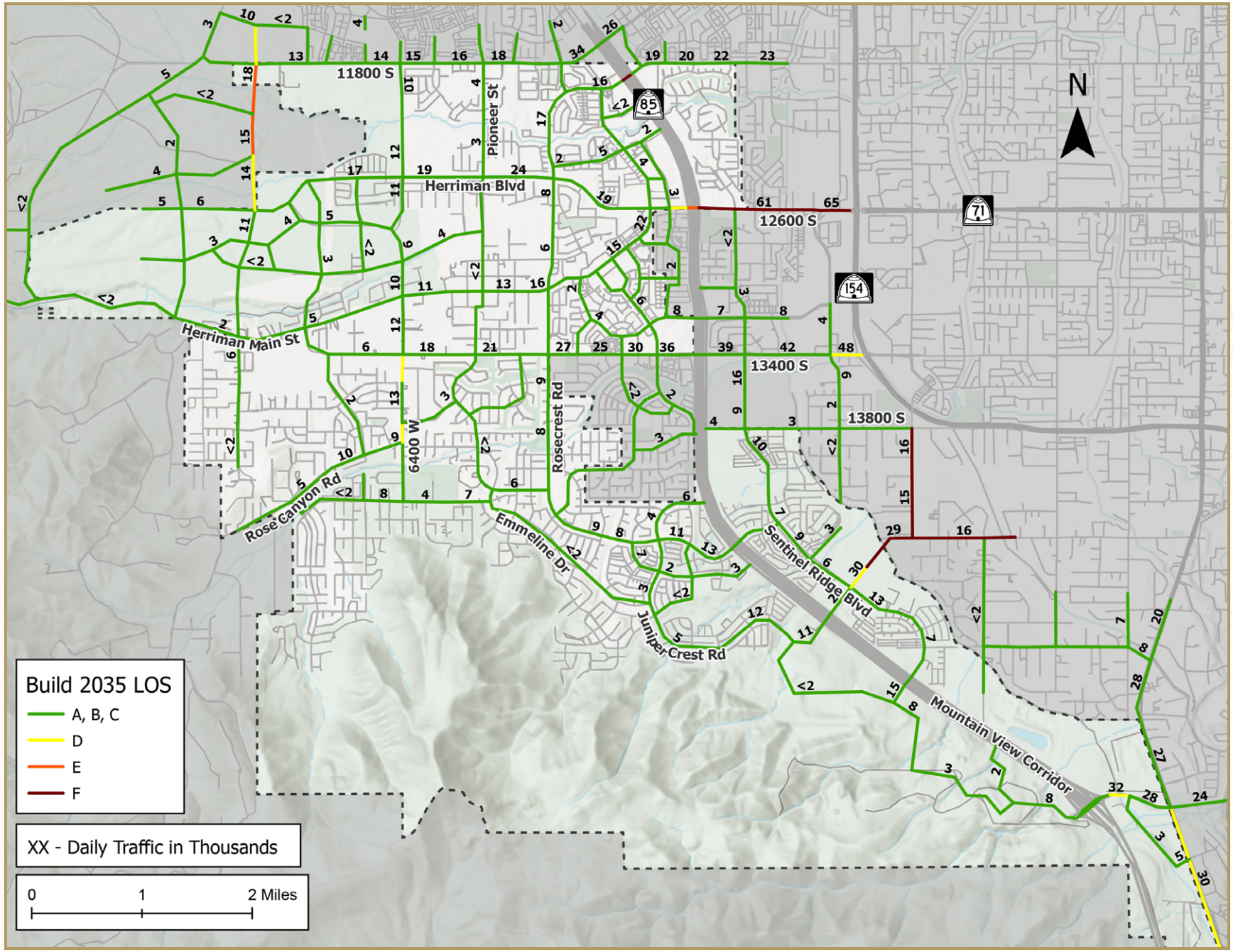


FIGURE 19: 2035 Roadway LOS and ADT - Build

G. Future (2050) Conditions

This section discusses the future (2050) roadway conditions in Herriman City, including an LOS analysis in which future congestion is identified in a no-build scenario model run, improvements are recommended, and a build scenario LOS is then analyzed to observe the impact of the proposed projects. Future roadway projects and network updates to the travel demand model are discussed in detail below.

a. 2050 Roadway Network

The City roadway network was updated for the 2050 analysis to include new roadways and grid connections that have been planned to occur during the planning window. Both the no-build and build analyses include new UDOT roadways outside of Herriman jurisdiction, including the continuation of the West Davis Corridor and improvements to I-15. The build scenario adds roadway improvement projects identified to address future congestion and new roadway connections in Herriman.

b. 2050 Socioeconomic Data

The population in Herriman is projected to be approximately 116,700 by 2050; approximately 21,000 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 nine land-use forecasts and, as discussed above, was refined to reflect permitted and planned projects and refinements identified during review of Master Development Agreements and discussions with City planning staff. These forecasts reflect local planning expertise and were reviewed with City staff and adjusted to reflect their best understanding of future growth patterns.

Figure 20 and **Figure 21** present the change in combined household and employment densities from 2025 to 2050 and the final 2050 scenario densities, respectively. As can be seen below, projected growth is largely concentrated in similar areas as in 2035, but with continued expansion.

c. 2050 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. **Figure 22** presents the 2050 no-build LOS results obtained by applying LOS thresholds from **Table 4** to the projected 2050 no-build traffic volumes from the travel demand modeling.

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

- **11800 South**; west of Bingham Rim Road to Prosperity Road
- **11800 South;** MVC to Bangerter Highway
- **12600 South;** Herriman Main Street to Bangerter Highway
- **12600 South;** 6400 West to Anthem Park Boulevard
- **Herriman Main Street;** 6200 West to 5700 West
- **Rose Canyon Road;** Herriman Main Street to 13400 South
- **13400 South;** Split Oak Drive to Moonfield Drive
- **Sentinel Ridge Boulevard;** Rosecrest Road to Bruin View Drive

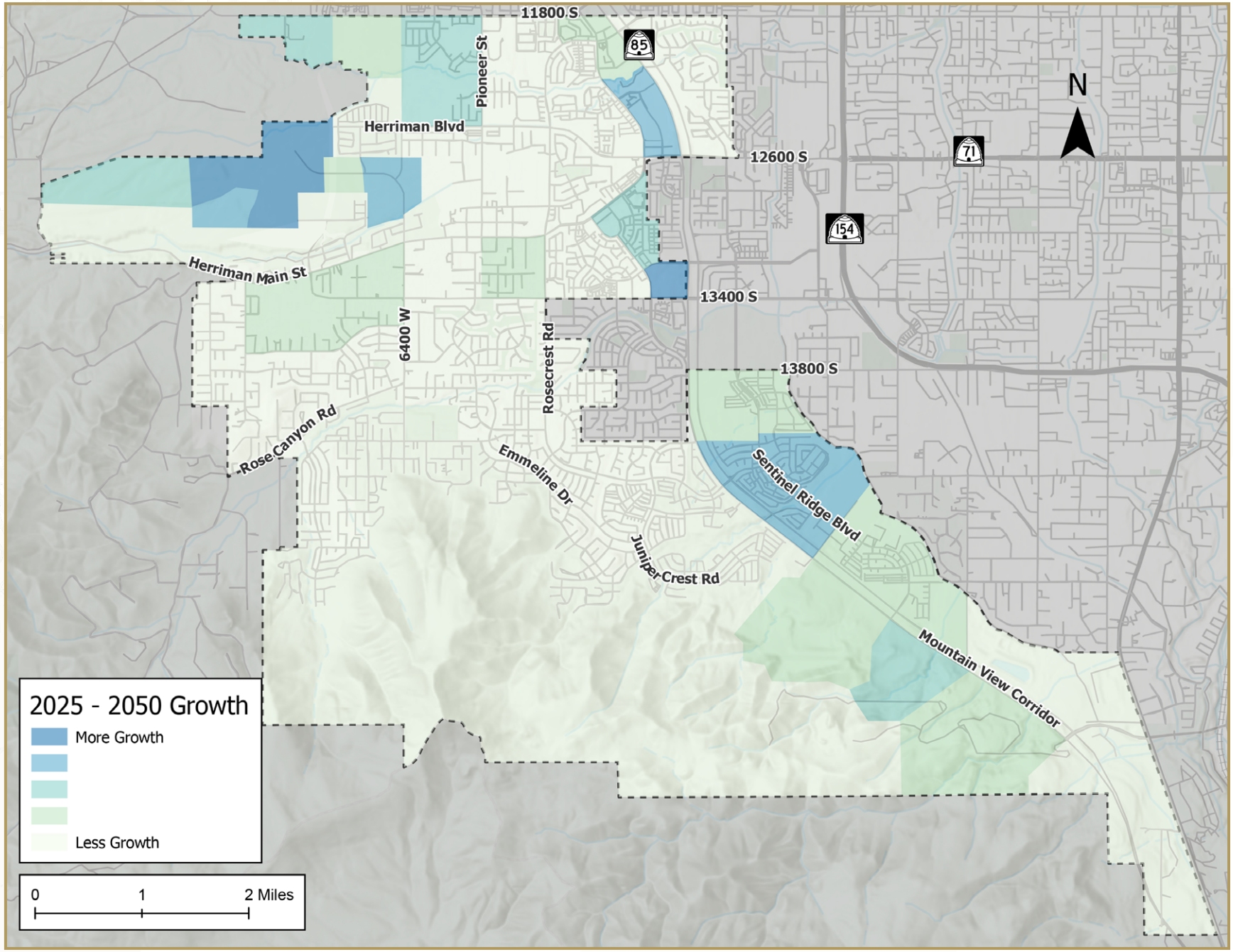


FIGURE 20: 2025 to 2050 Combined Household and Employment Density Growth

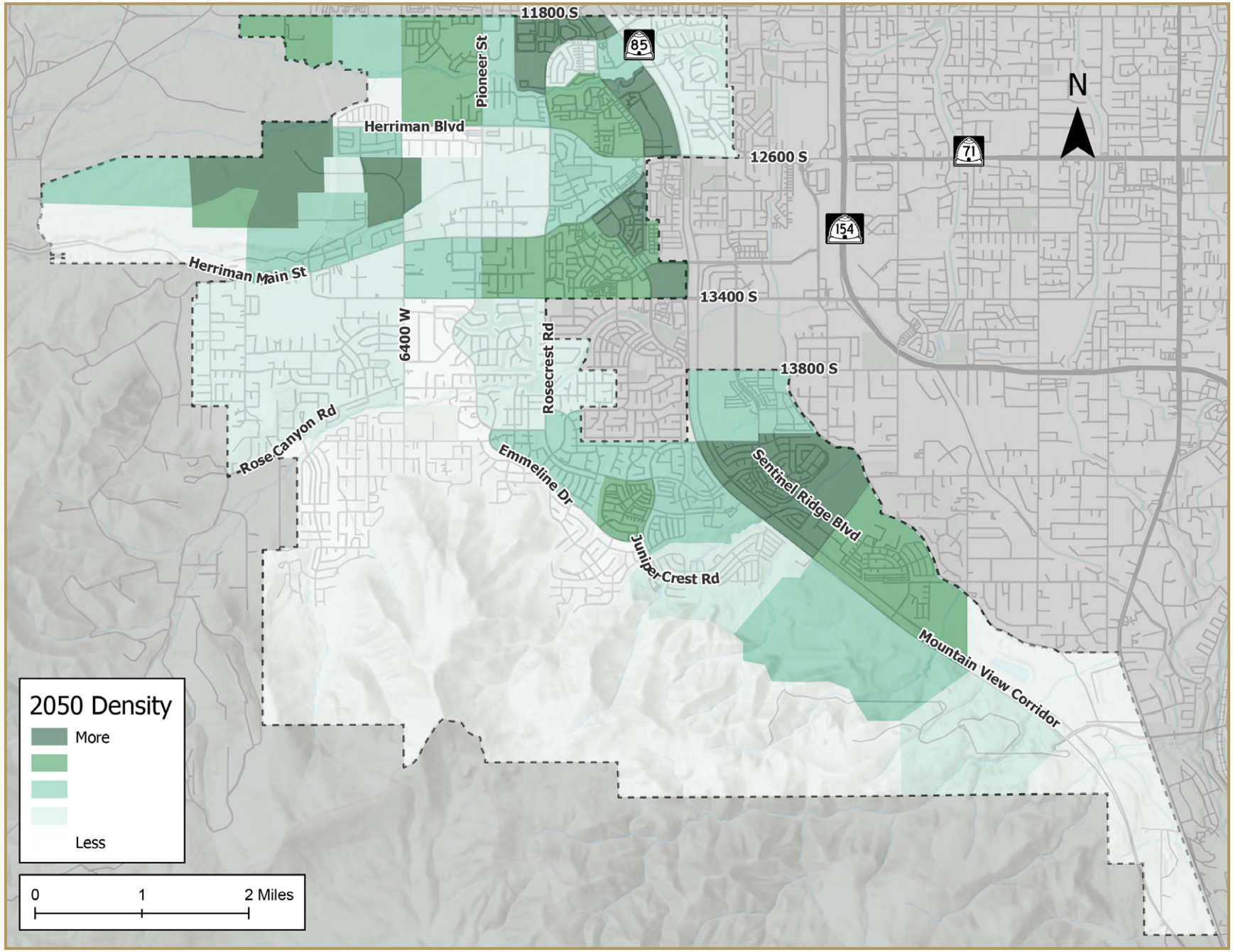


FIGURE 21: 2050 Combined Household and Employment Density

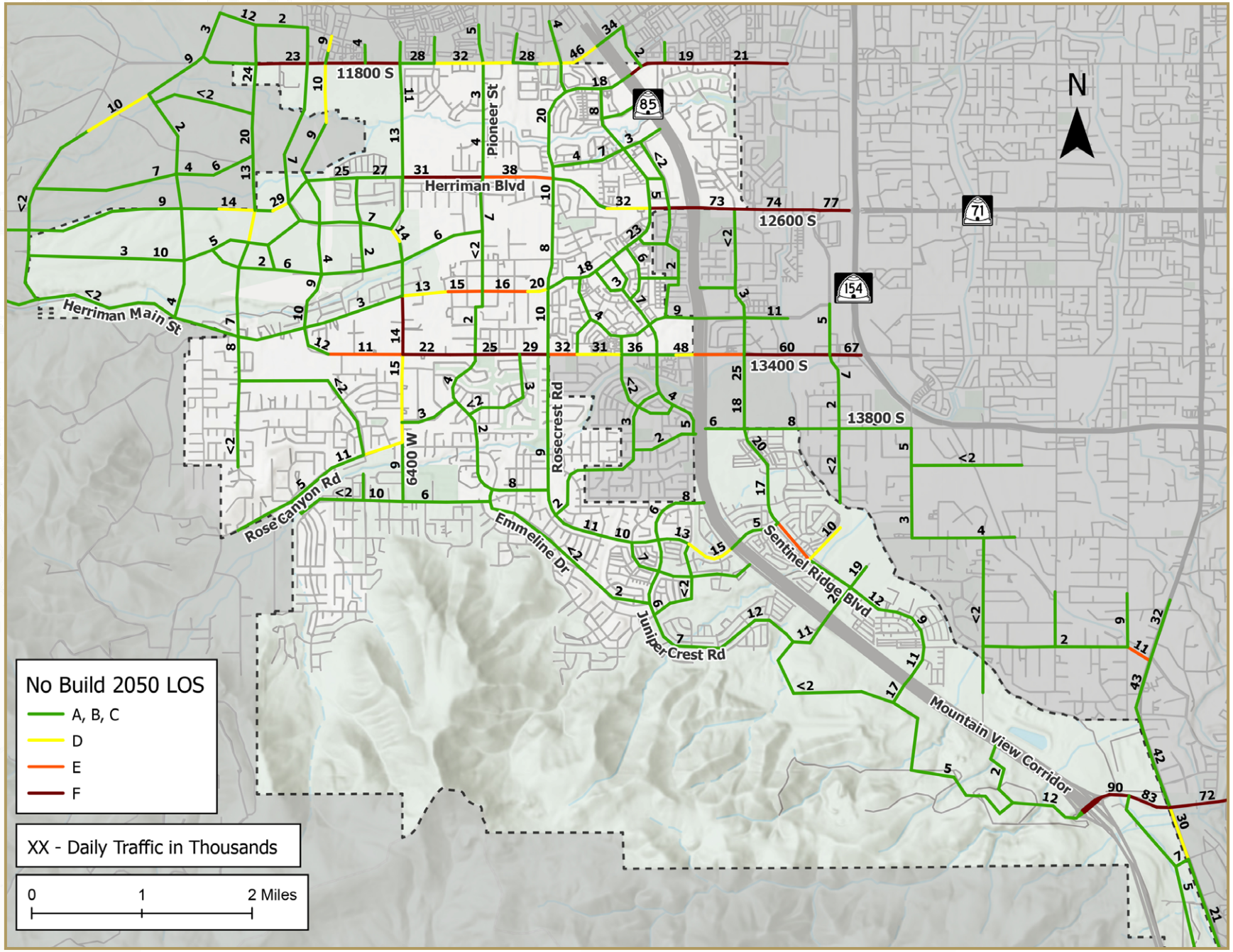


FIGURE 22: Future (2050) LOS and ADT - No Build

d. 2050 Build Scenario

The 2050 build scenario provides an analysis of traffic conditions after implementation of roadway projects identified to improve areas of unacceptable LOS from the 2050 no-build scenario. Projects shown in Phase #2 (2035 - 2043) and Phase #3 (2043-2050) of **Table 5** and **Figure 24** of the Roadway Projects section are recommended to increase roadway capacity and accommodate projected 2050 traffic volumes. The 2050 build scenario LOS is shown below in **Figure 23**.

As shown in the 2050 build scenario, all roadways are expected to operate at an acceptable LOS D or higher with the exception of the following roadways:

- **12600 South;** Herriman Auto Row to Bangerter Highway
- **Real Vista Drive;** Sentinel Ridge Boulevard to Bluffdale
- **13400 South;** just west of MVC

J. Roadway Projects

Figure 24 below summarizes the planned roadway projects discussed previously in the 2035 and 2050 travel demand modeling analysis, and are necessary to increase roadway capacity and accommodate future development. Project numbers listed in **Table 5** are for identification only and are no indication of project prioritization. WFRC projects listed in the Regional Transportation Plan 2025-2050 guided the initial selection of projects added to the build scenario analysis. Projects are categorized as either being “new roadway” or “widening” projects and indicate the proposed number of lanes, which correspond with typical cross sections referenced above. Cost estimates are included in **Appendix B**.

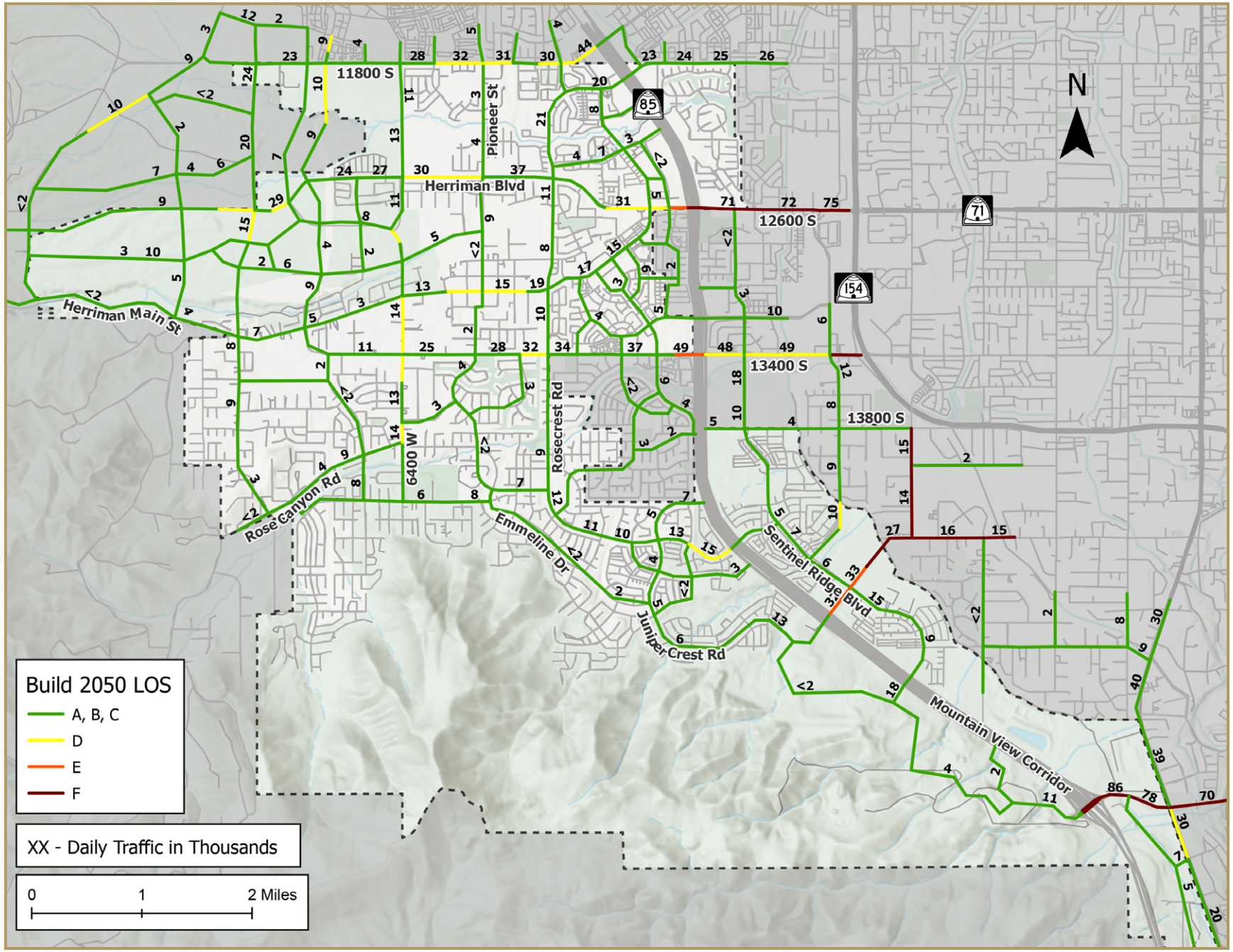


FIGURE 23: Future (2050) LOS and ADT - Build

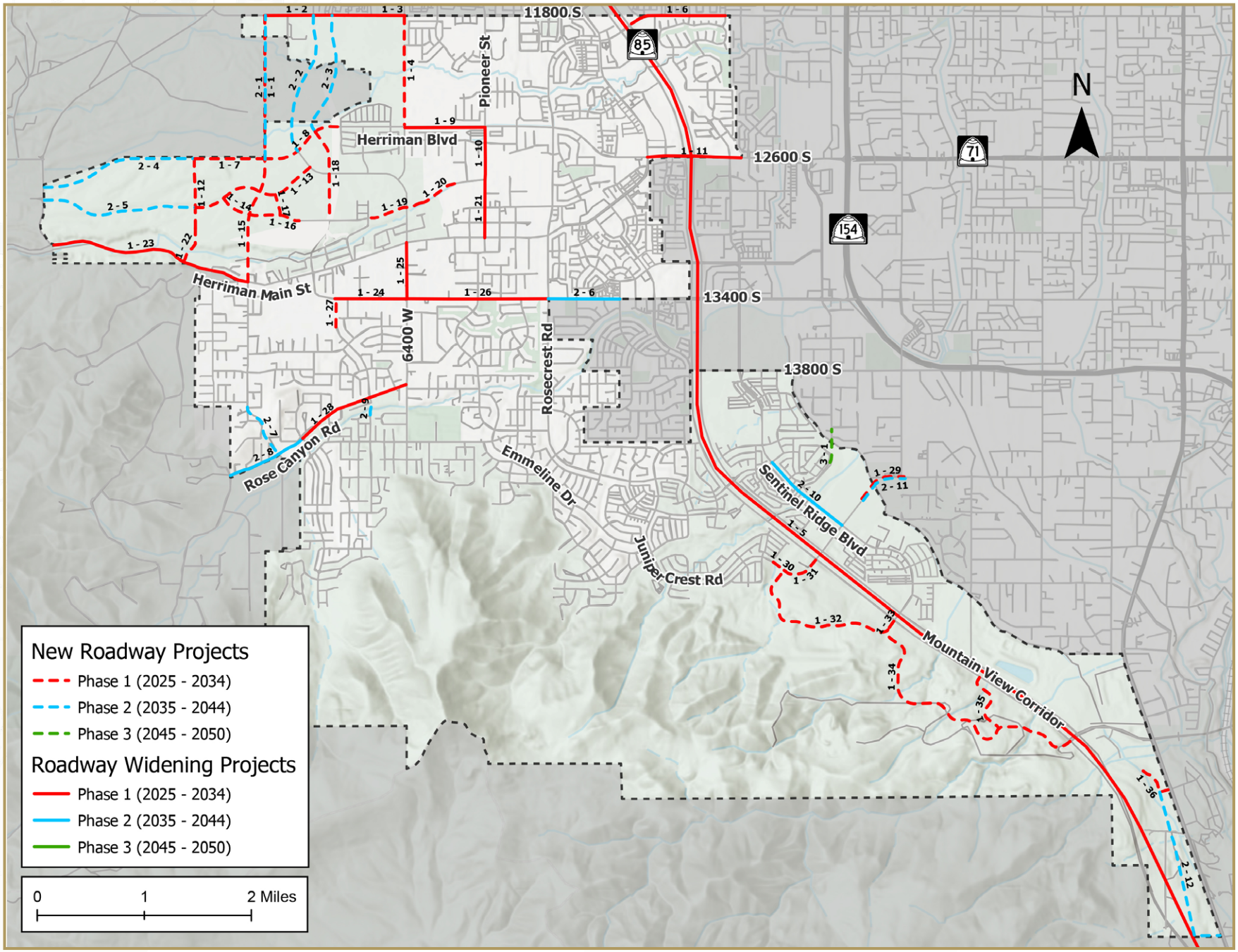


FIGURE 24: Roadway Projects

TABLE 5: FUTURE ROADWAY PROJECTS

Project Number	Description	Boundaries	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
					Current	Proposed	
PHASE 1 PROJECTS (2025 - 2034)							
1-1	SR-111	11800 South to Herriman Boulevard	UDOT	New Roadway	-	3	$16,135,457
1-2	11800 South*	SR-111 to Outfitter Way	Herriman/South Jordan	Widening	2	5	$2,088,556
1-3	11800 South*	Outfitter Way to Prosperity Road	Herriman	Widening	3	5	$2,823,646
1-4	6400 West*	11800 South to Herriman Boulevard	Herriman	New Roadway	-	3	$14,660,495
1-5	Mountain View Corridor	Old Bingham Highway to Porter Rockwell Boulevard	UDOT	Widening	4	Freeway	$490,000,000**
1-6	11800 South*	Mountain View Corridor to Oakmond Road	Herriman/South Jordan	Widening	3	5	$4,600,678
1-7	Herriman Boulevard	7600 West to SR-111	Developer	New Roadway	-	3	$6,360,499
1-8	Herriman Boulevard	SR-111 to Clipper Peak Drive	UDOT	New Roadway	-	5	$14,399,361
1-9	Herriman Boulevard*	6400 West to 6000 West	Herriman	Widening	2	5	$4,827,515
1-10	6000 West*	Herriman Boulevard to Silver Sky Drive	Herriman	Widening	2	3	$6,585,905
1-11	12600 South	Herriman Main Street to Riverton	UDOT	Widening	4	7	$2,469,288
1-12	7600 West	Herriman Boulevard to Olympia Boulevard	Developer	New Roadway	-	2	$6,119,902
1-13	Olympia Boulevard	7600 West to Existing Olympia Boulevard	Developer	New Roadway	-	3	$12,885,077
1-14	Silver Sky Drive	Olympia Boulevard to 7300 West	Developer	New Roadway	-	2	$18,144,035
1-15	7300 West	Herriman Boulevard to Herriman Main Street	Developer	New Roadway	-	3	$15,466,014
1-16	Silver Sky Drive	7300 West to Existing Silver Sky Drive	Developer	New Roadway	-	2	$4,258,416
1-17	New Roadway	Olympia Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	$1,863,029
1-18	Dansie Oaks Boulevard	Herriman Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	$7,373,225
1-19	Silver Sky Drive	Twisted Oaks Drive to 6400 West	Developer	New Roadway	-	3	$4,602,521
1-20	Silver Sky Drive*	Existing Silver Sky Drive to Starlite Hill Lane	Herriman	New Roadway	-	3	$3,457,037
1-21	6000 West*	Silver Sky Drive to Herriman Main Street	Herriman	Widening	2	3	$4,218,001
1-22	7600 West	Silver Sky Drive to Herriman Main Street	Developer	New Roadway	-	2	$3,316,846
1-23	Herriman Main Street*	Herriman border to 7300 West	Herriman	Widening	2	3	$12,799,590
1-24	13400 South*	Split Oak Drive* to Rose Canyon Road	WFRC/Herriman	Widening	2	3	$4,277,111
1-25	Rose Canyon Road*	Herriman Main Street to 13400 South	Herriman	Widening	2	3	$3,734,299
1-26	13400 South*	Rose Canyon Road to Rosecrest Road	WFRC/Herriman	Widening	3	5	$11,203,831
1-27	Blayde Drive*	13400 South to Existing Blayde Drive	Herriman	New Roadway	-	2	$2,526,561
1-28	Rose Canyon Road*	Maria Way to 6400 West	Herriman	Widening	2	3	$1,698,080
1-29	Real Vista Drive*	SLCC access to 14400 South (Bluffdale)	Herriman	New Roadway	-	3	$2,807,410
1-30	Juniper Crest Road	Existing Juniper Crest Road to Panorama View Drive	Developer	New Roadway	-	3	$1,371,124
1-31	Juniper Crest Road	Panorama View Drive to Mountain View Corridor	Developer	New Roadway	-	5	$6,471,809
1-32	Panorama View Drive	Juniper Crest Road to Academy Parkway	Developer	New Roadway	-	3	$16,392,616
1-33	Academy Parkway	Panorama View Drive to Mountain View Corridor	Developer	New Roadway	-	5	$1,907,280
1-34	Soleil Hills Drive	Academy Parkway to Porter Rockwell Boulevard	Developer	New Roadway	-	3	$26,967,950
1-35	Soleil Vista Drive	Mountain View Corridor to Soleil Hills Drive	Developer	New Roadway	-	3	$6,790,856
1-36	McDougall Road*	Existing McDougall Road to Mortimer Way	Herriman	New Roadway	-	2	$3,696,286

TABLE 5: FUTURE ROADWAY PROJECTS (continued)							
Project Number	Description		Responsibility	Improvement Scope	# of Lanes		Estimated Cost
					Current	Proposed	
PHASE 2 PROJECTS (2035 - 2050)							
2-1	SR-111	11800 South to Herriman Boulevard	UDOT	Widening	3	5	
2-2	New Roadway	11800 South to Herriman Boulevard	Herriman/South Jordan	New Roadway	-	2	
2-3	6800 West	11800 South to Herriman Boulevard	Herriman/South Jordan	New Roadway	-	2	
2-4	New Roadway	Herriman border to 7600 West	Developer	Widening	2	3	
2-5	Silver Sky Drive	Herriman border to 7600 West	Developer	New Roadway	-	2	
2-6	13400 South	Rosecrest Road to 5200 West	WFRC/Herriman/Riverton	Widening	5	7	
2-7	7300 West	Mountain Mare Lane to Rose Canyon Road	Herriman	New Roadway	-	3	
2-8	Rose Canyon Road	Herriman border to Spring Canyon Drive	WFRC/Herriman	New Roadway	-	3	
2-9	Blayde Drive	Desert Lily Circle to Desert Wash Way	Herriman	New Roadway	-	2	
2-10	Sentinel Ridge Boulevard	Rosecrest Road to Real Vista Way	Herriman	Widening	3	5	
2-11	Real Vista Drive	SLCC access to 14400 South (Bluffdale)	Herriman	Widening	3	5	
2-12	McDougall Road	Mortimer Way to Jordan Narrows Road	Herriman	New Roadway	-	2	
PHASE 3 PROJECTS (2045 - 2050)							
3-1	Bruin View Drive	Bella Bluff Drive to 4000 West (Bluffdale)	Herriman	New Roadway	-	2	

* Impact Fee Eligible Project
** WFRC 2023 RTP Cost Estimate

K. Intersection Projects

It is recommended that the City begin planning for the proposed intersection improvements shown below in **Table 6**. Project numbers listed in the table are for identification only and are no indication of project prioritization. **Figure 25** depicts the locations of the proposed intersection improvements.

Signal warrant analyses are to be performed prior to the installation of a traffic signal. The intersection improvement projects provided in the TMP are high-level in nature, and thus additional analysis should be performed before initiating any widening projects. Cost estimates are included in **Appendix B**.

TABLE 6: FUTURE INTERSECTION PROJECTS					
Project Number	Description	Location	Responsibility	Improvement Scope	Estimated Cost
PHASE 1 PROJECTS (2025 - 2034)					
1-A	Signal	SR-111 / 11800 South	UDOT	Dual lefts (EB/WB), right turn pockets (SB/NB)	$567,602
1-B	Signal*	Bingham Rim Road / 11800 South	Herriman / South Jordan	Left and right turn pockets	$567,602
1-C	Signal*	Silver Pond Drive / 11800 South	Herriman / South Jordan	Left and right turn pockets	$567,602
1-D	Signal*	Flying Fish Drive / 11800 South	Herriman / South Jordan	Signal only	$567,602
1-E	Signal*	Prosperity Road / 11800 South	Herriman / South Jordan	Left and right turn pockets	$569,677
1-F	Signal*	Willow Walk Drive / 11800 South	Herriman / South Jordan	Signal only	$567,602
1-G	Signal*	Miller Crossing Drive / 12560 South	Herriman	Signal only	$541,095
1-H	Signal	Dansie Boulevard / Herriman Boulevard	Developer	Left and right turn pockets	$525,074
1-I	Signal*	6400 West / Herriman Boulevard	Herriman	Left and right turn pockets	$554,464
1-J	Intersection Improvements	Mustang Trail Way / Herriman Boulevard	Herriman / UDOT	EB/WB Dual LT	$1,405,860
1-K	Widening	Anthem Park Boulevard / Herriman Boulevard	Herriman / UDOT	EB/WB dual left, EB/WB right-turn lanes	$1,640,804
1-L	Widening	Herriman Boulevard / Herriman Main Street	Herriman / UDOT	Free NBR and WBL dual lefts	$1,187,998
1-M	Intersection Improvements*	Auto Road / 12600 South	Herriman	Three quarter intersection (limited lefts from minor roads)	$71,073
1-N	Signal	SR-111 / Herriman Boulevard	UDOT	Left turn lane (all), right turn lane (EB/WB)	$589,254
1-O	Signal	Herriman Boulevard / Olympia Boulevard	UDOT	New	$577,532
1-P	Roundabout (Olympia)	7300 West / Olympia Boulevard	Developer	New	$1,445,000
1-Q	High-T*	Hi Country Road / Herriman Main Street	Herriman	High-T Intersection	$1,730,471
1-R	Signal*	7300 West / Herriman Main Street	Herriman	Left and right turn pockets	$416,869
1-S	Signal*	13400 South / Herriman Main Street	Herriman	Left turn pockets (all), right turn pockets (EB)	$497,385
1-T	Intersection Improvements*	Herriman Rose Boulevard / Herriman Main Street	Herriman / UDOT (SRTS)	Access Management Improvements	$336,346
1-U	Signal*	Herriman Rose Boulevard / Fort Herriman Parkway	Herriman	Signal only	$547,347
1-V	Widening*	Rosecrest Road / 13400 South	Herriman	SB/WB dual lefts	$1,756,479
1-W	Widening*	5200 West / 13400 South & Fort Herriman Parkway / 13400 South	Herriman / Riverton	Right turn pockets	$1,793,980
1-X	Signal or Roundabout*	Juniper Crest Road / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	$529,670
1-Y	Signal*	Real Vista Drive / Mountain View Corridor	UDOT	Left and right turn pockets	$3,469,050
1-Z	Signal or Roundabout*	Academy Parkway / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	$529,670
1-AA	Signal	Porter Rockwell Boulevard / Rockwell Park Lane	UDOT	Left and right turn pockets	$568,656
PHASE 2 PROJECTS (2035 - 2044)					
2-A	Signal or Roundabout (Olympia)	7300 West / Silver Sky Drive	Developer	Left and right turn pockets or hybrid roundabout	
2-B	Signal	Brundisi Way / Herriman Main Street	Herriman	Signal only	
2-C	Signal or Roundabout	Rosecrest Road / Rocky Point Drive	Herriman	Signal or single lane roundabout	
2-D	Signal	Jordan Narrows Road / Redwood Road	UDOT	Left and right turn pockets	
PHASE 3 PROJECTS (2045 - 2050)					
3-A	Signal or Roundabout	7600 West / Herriman Boulevard	Herriman / South Jordan	Left and right turn pockets or two-lane roundabout	
3-B	Widening	Herriman Boulevard / Main Street	Herriman / UDOT	Innovative Intersection	
3-C	Widening	Rose Canyon Road / 13400 South	Herriman	Left and right turn pockets and WB dual left	

* Impact Fee Eligible Project

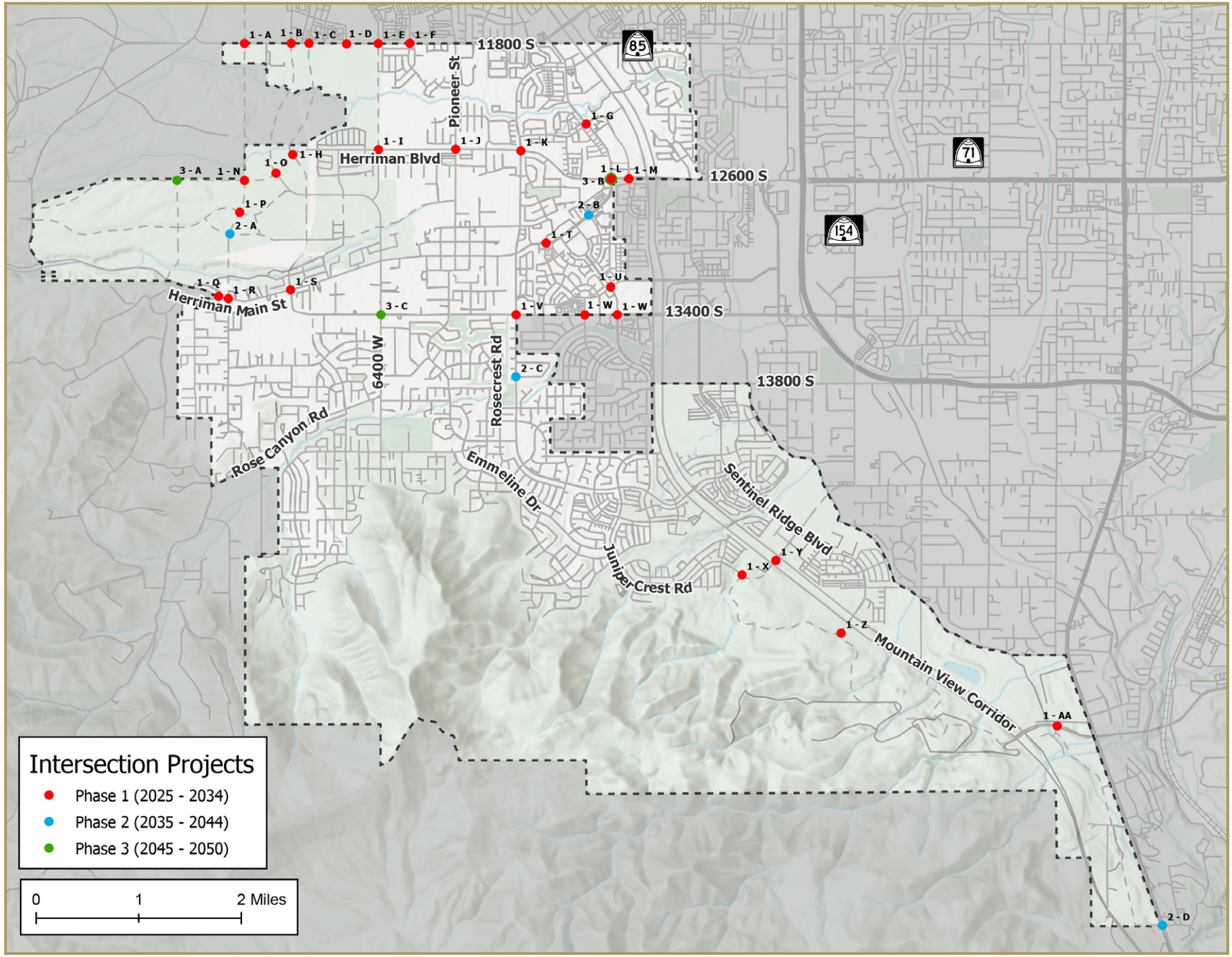


FIGURE 25: Intersection Projects

III. TRANSIT AND ACTIVE TRANSPORTATION

A. Overview

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.

B. Public Transit

Existing Transit Service

Public transportation in Herriman City is served by the Utah Transit Authority (UTA). Currently, UTA bus route 126 services the City. Route 126 runs from the Daybreak Parkway Station down to the Draper FrontRunner Station, running along Herriman Main Street and Mountain View Corridor. In addition to this bus route, UTA On-Demand zone 501 also services Herriman City. UTA On-Demand is a ride sharing service that riders can request within designated service zones. Trips are requested via an app, and passengers traveling in the same direction are grouped together in one vehicle. UTA's interactive transit map can be viewed here. **Figure 26** shows the existing Herriman transit service.

Future Transit Service

The future of high capacity transit (TRAX & BRT) in Herriman will be heavily influenced by the Fresh Look Study. Thus, this section will focus primarily on changes to local bus routes within Herriman. If there are any conflicts between this section and the Fresh Look Study, the Fresh Look study should take precedence. Herriman City is actively involved in working with UTA, UDOT, and WFRC to support transit as a viable and efficient transportation mode in the City. Coordinate planning efforts will help procure funds to support the development and maintenance of a sustainable transit system.

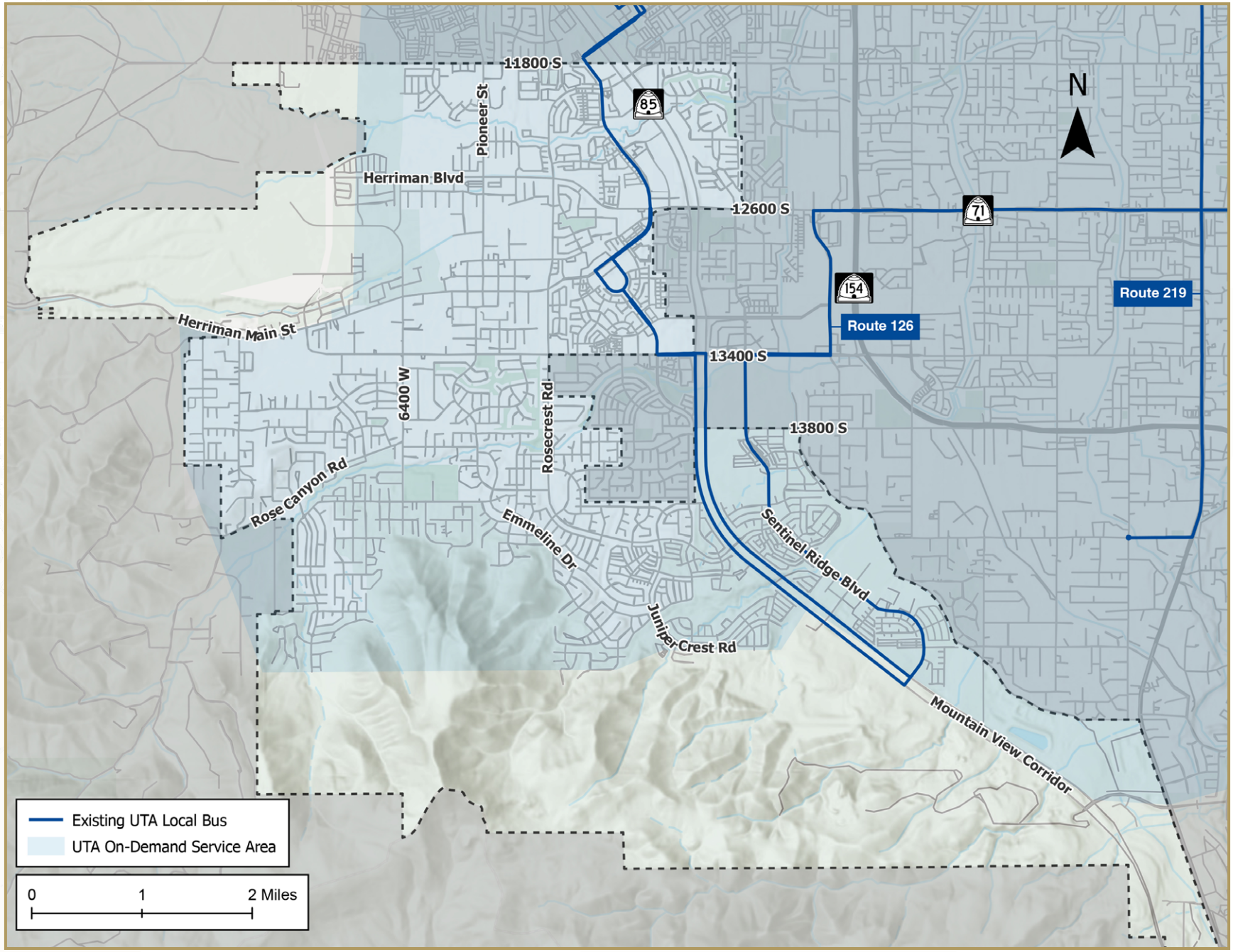


FIGURE 26: Existing UTA Herriman Transit Service

Porter Rockwell Boulevard Park-and-Ride

A park-and-ride project at Porter Rockwell Boulevard and Rockwell Park Drive was submitted to WFRC as part of the Transportation Improvement Program (TIP). This project is located between Redwood Road, Mountain View Corridor, and Porter Rockwell Boulevard, and is shown in **Figure 27**. This location can attract passengers to carpool to the surrounding communities.

While this project was not selected for this current TIP, it should be noted that it is an ideal location for a park -and-ride, especially if a transit stop is planned at this location. Herriman should continue to work with UTA to implement a transit stop at this location, further reinforcing the need for a park-and-ride.

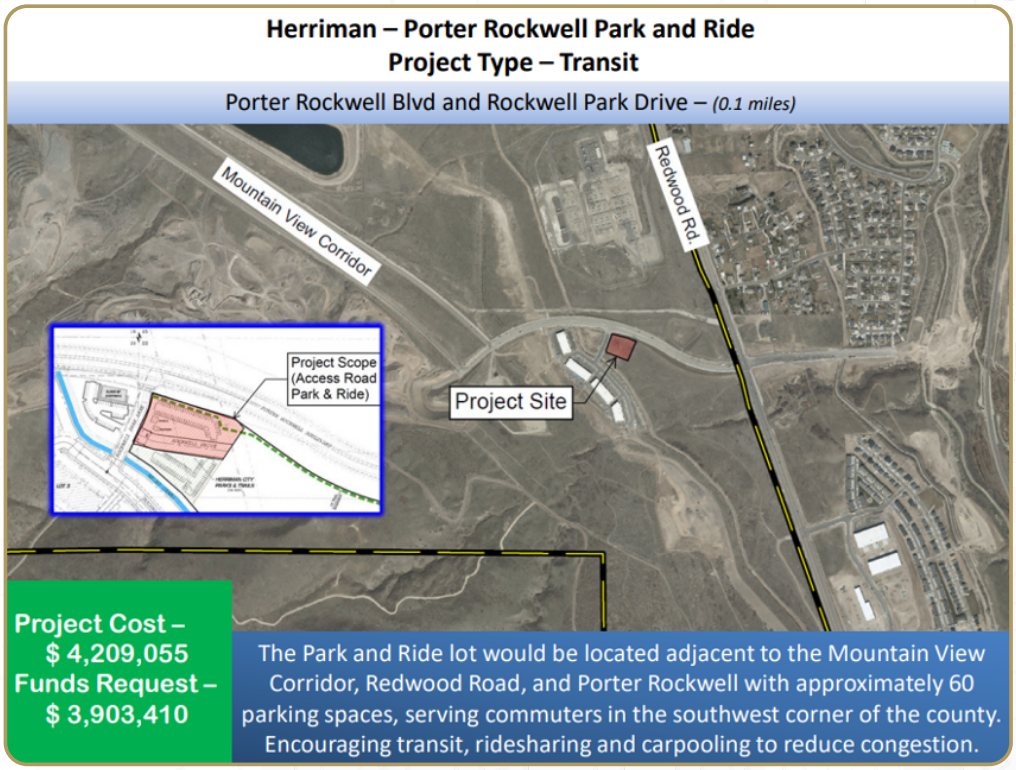


FIGURE 27: Proposed Porter Rockwell Boulevard Park and Ride

The WFRC Regional Transportation Plan lists the following transit improvements in their 2023-2050 long-range transit plans

- Mid-Jordan Extension Corridor Preservation in Phase 1
- Transit Extension to University Corridor Preservation in Phase 1

These improvements are related to the TRAX routes. Thus, the Fresh Look Study may provide updates on these projects.

The UTA Moves 2050 Long-Range Transit Plan lists the following transit projects within Herriman:

- Local bus route from University of Utah Medical Center to Draper Station up to 30 minute frequency, planned for Phase 1 (2023-2032)
- Frequent Bus route from University of Utah Medical Center to Kimballs Lane Station. Currently this project does not have an assigned phase.

The UTA Five-Year Service Plan selects projects from the long-range plan that will be implemented in the next five years. This plan highlights the recent route change of Route 126 to Daybreak and Draper FrontRunner stations, as well as Herriman SLCC/Real Academy. This service currently has a 60-minute headway. In 2028, it is planned to increase to a 30-minute headway.

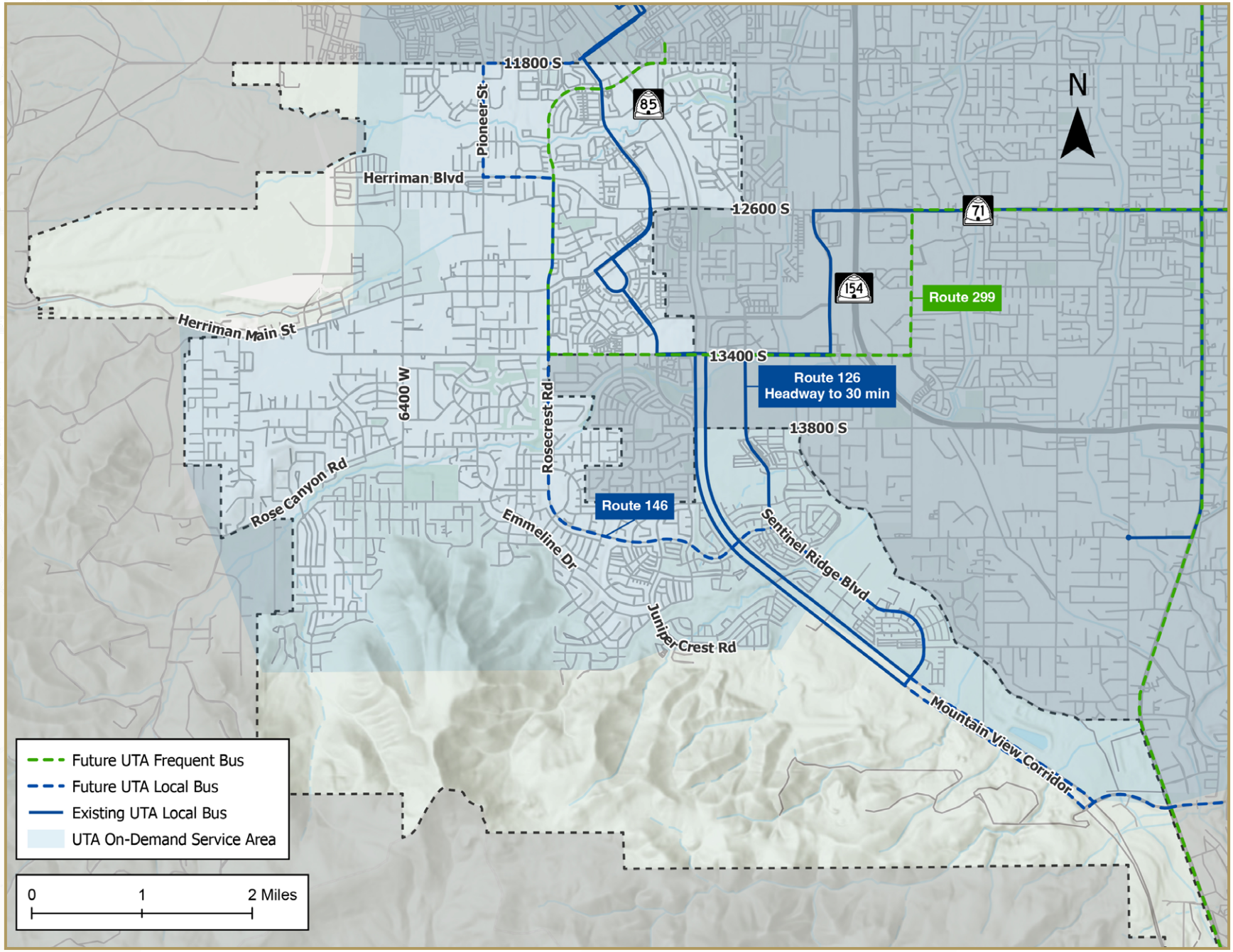


FIGURE 28: Future Transit Plans in Herriman City

C. Active Transportation

Existing Active Transportation

The most recently adopted plan for active transportation in Herriman City is the Herriman Active Transportation Plan ("ATP") adopted in 2021. This plan builds off of the 2020 Herriman Parks, Trails, and Open Space (PTROS) Plan, which proposed a number of separated active transportation facilities and trails. As of the 2021 ATP there are 13 miles of bike lanes and 32 miles of paved paths within the City. **Figure 29** shows the existing active transportation network per the 2021 ATP.

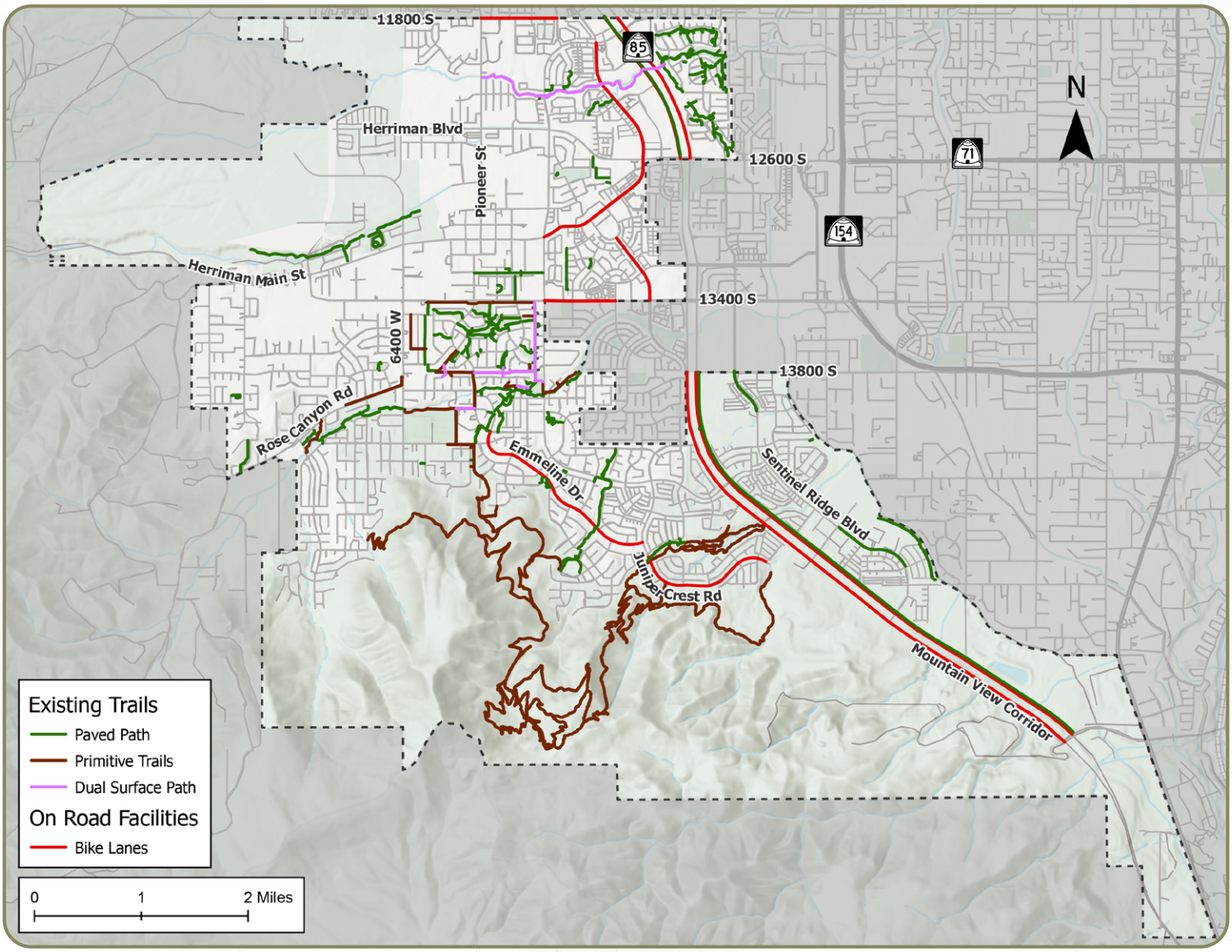


FIGURE 29: Existing Active Transportation Facilities

Future Active Transportation

Prominent goals shared by both the ATP and the PTROS plan include promoting active lifestyles, providing safe, comfortable transportation alternatives to motor vehicles, and ensuring the trail and bikeway network is interconnected and provides access to key destinations throughout the City. The ATP proposes 37.9 miles of bike lanes and 23.5 miles of paved paths, making the total mileage of Herriman's active transportation network 105.6 miles, not including sidewalks. The highest priority projects include buffered bike lanes on Rosecrest Road, Herriman Boulevard, as well as buffered bike lanes and a paved side path along 11800 South. This plan is also a valuable resource for best-practices for policies that benefit pedestrians and cyclists, as well as roadway and intersection treatments to make them comfortable and safe for all modes. Funding sources for active transportation projects are also provided. **Figure 30** shows the proposed facilities from the ATP.

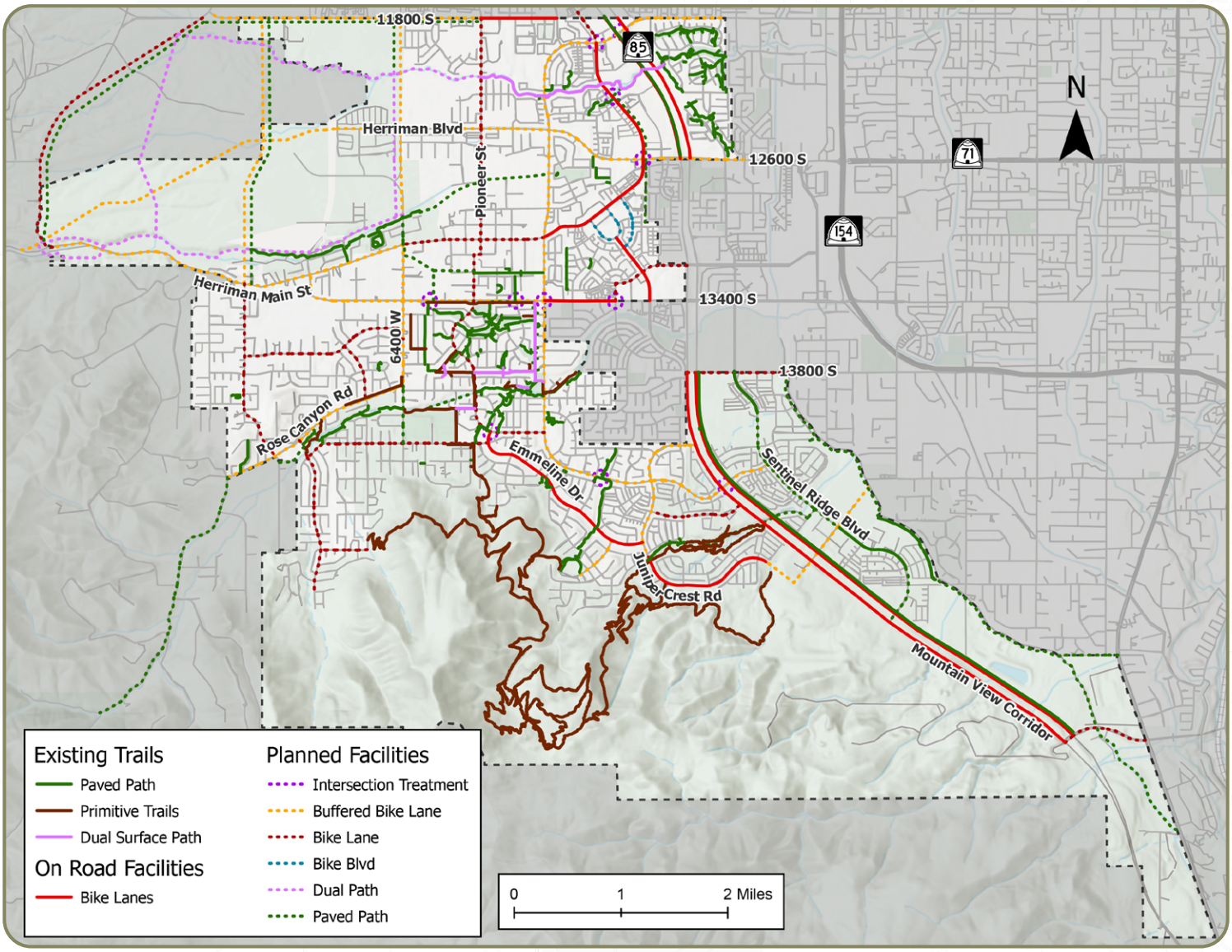


FIGURE 30: Proposed Active Transportation Network

IV. TRANSPORTATION MANAGEMENT

A. Overview

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
- School zones and Safe Routes to School
- Speed limit policy
- Traffic calming
- Access management standards
- Connectivity
- Traffic impact study standards

B. Transportation Safety Analysis

A safety analysis was performed for all city-owned roadways within Herriman City. The most recent five full years of available crash data (January 1, 2020 to December 31, 2024) from UDOT Traffic & Safety were used to perform the analysis. Historic crash patterns were analyzed within Herriman City to develop project and policy recommendations.

In total there were 2,107 crashes reported within Herriman City between January 1, 2020 and December 31, 2024, excluding crashes along Mountain View Corridor. Of these, 34 (1.61%) involved suspected serious injuries and 4 (0.19%) were fatal. **Figure 31** shows the total crashes and severe crashes year-to-year. There was a significant increase in total crashes in 2021 relative to 2020. Total crashes have remained relatively steady since then. A spike was seen in severe crashes in 2021, with a general downward trend thereafter; however, given the small number of severe crashes, this decrease of about two crashes between any given year may not be an indication of any significant change in conditions.

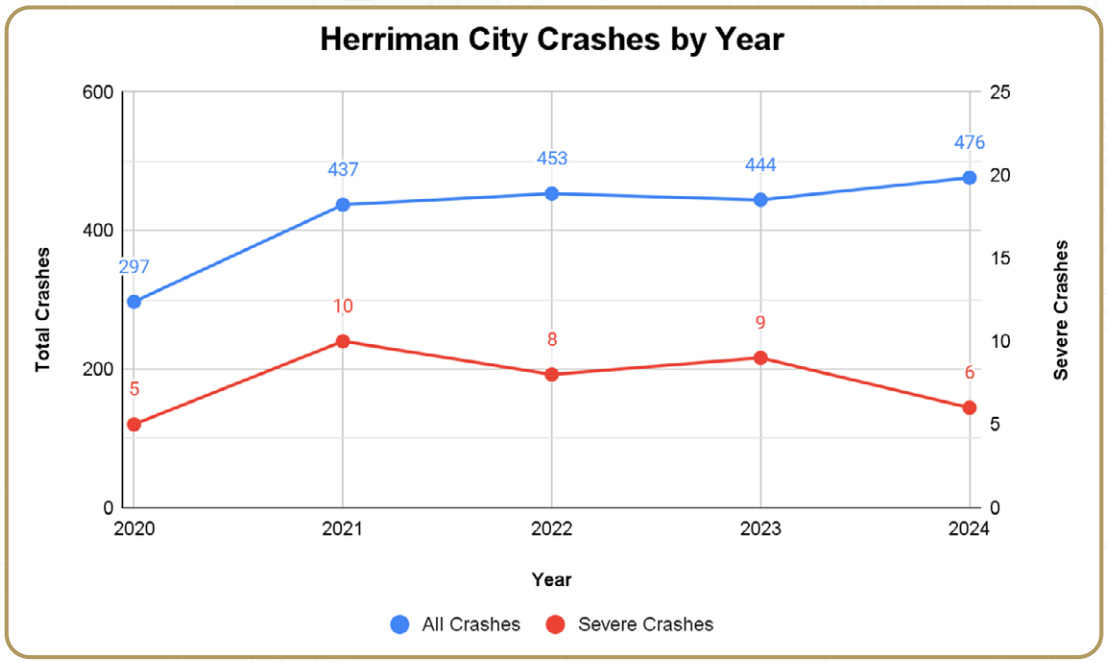


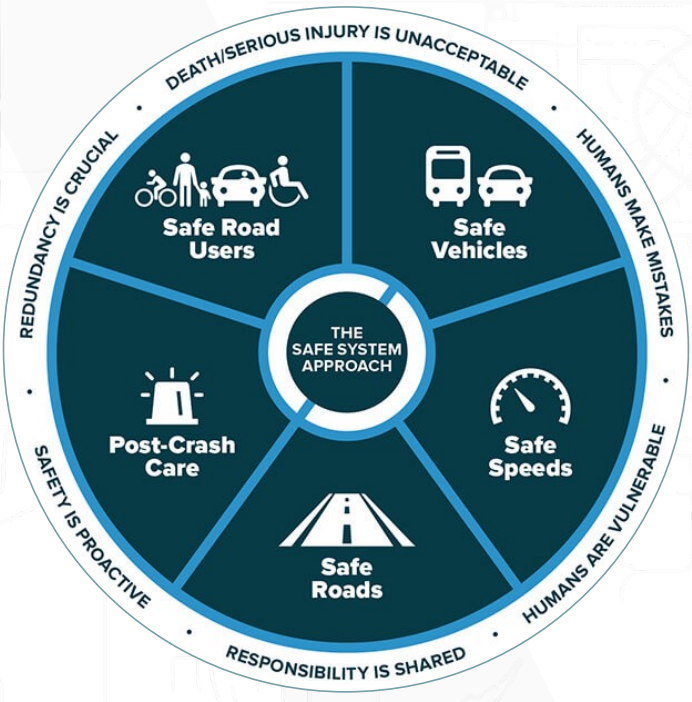
FIGURE 31: 2020 to 2024 Crash Trends

Comparisons between crash rates in Herriman City and in Salt Lake County as a whole are listed in **Table 7**. Crashes that occurred on Mountain View Corridor are excluded from all parts of the analysis

TABLE 7: CRASH TRENDS (2020-2024, EXCLUDING STATE ROADS)		
Category	Herriman City	Salt Lake County
Total Crashes	2,107	114,446
Percent Fatal & Serious Injury	1.8%	2.2%
Percent Speed-Related	13%	8%
Percent Pedestrian or Cyclist Involved	3.3%	4.6%
Intersection Related	61%	56%

Herriman City's severe crash rate is slightly below the County average, but a larger percent of crashes in Herriman were speed-related than was the case in the County as a whole.

Crash severity is reported according to a five-category scale ranging from no injury to fatality. UDOT, like many other agencies, has taken on the goal of Zero Fatalities. This zero fatalities approach is guided by the Safe System framework. The Safe System approach consists of the following principles (bordering the circle) and elements (within the circle):



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

Figure 33 plots the serious injury and fatal crashes individually. For the analysis period, there were four crashes with a fatality and 34 crashes with suspected serious injuries.

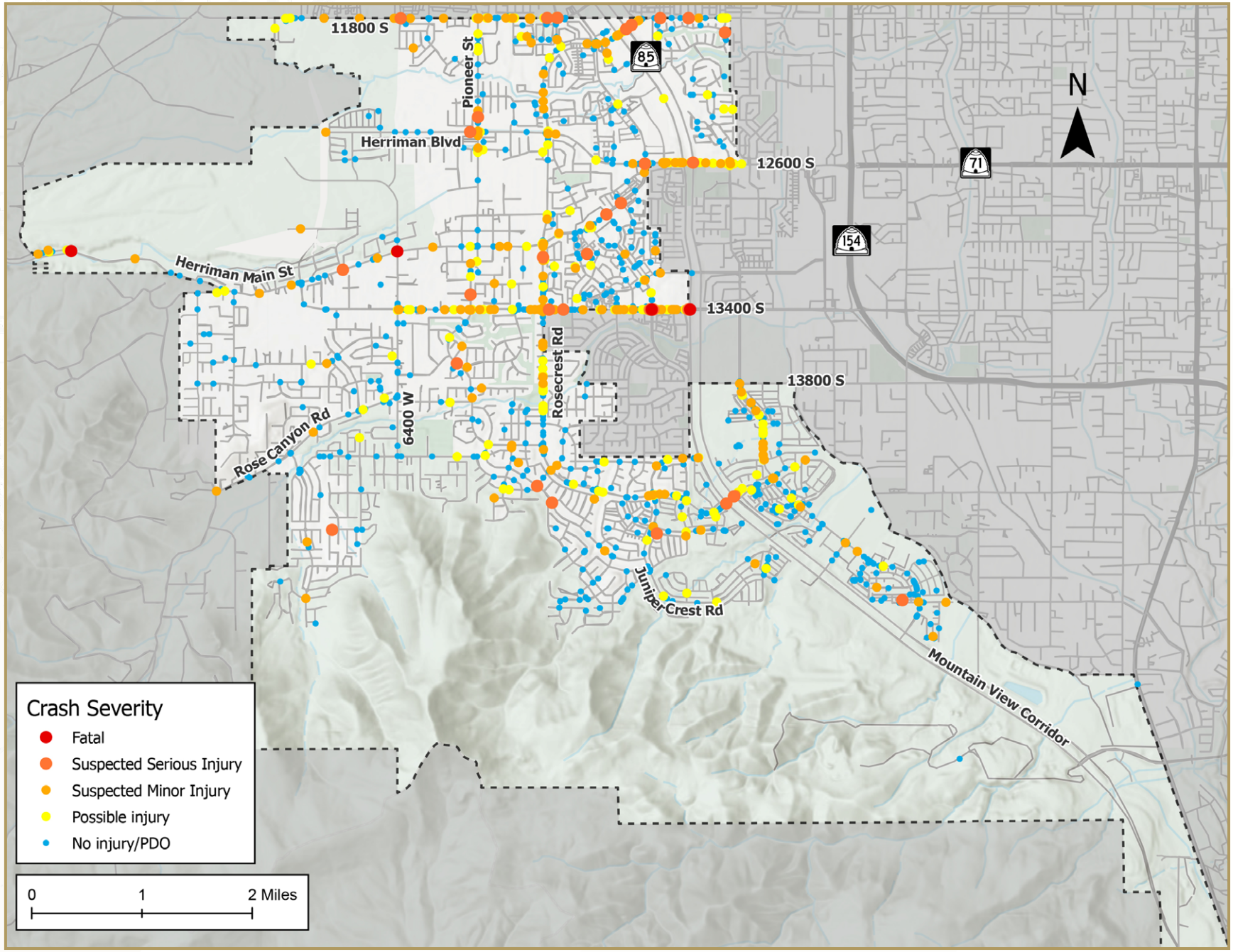


FIGURE 32: All Crashes in Herriman (2020-2024), excluding Mountain View Corridor

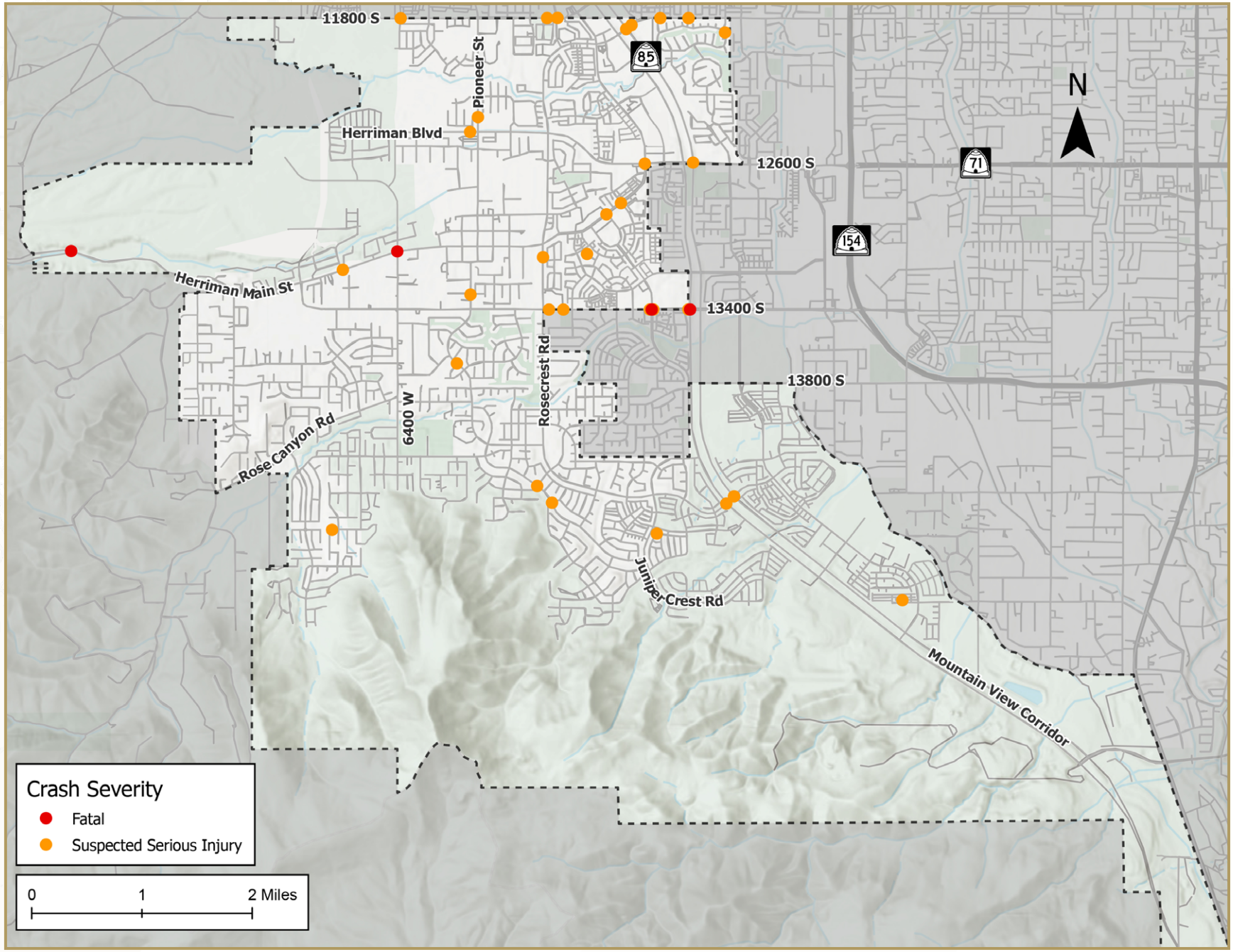


FIGURE 33: Severe Crashes in Herriman (2020-2024), excluding Mountain View Corridor

The WFRC Comprehensive Safety Action Plan (2024) sets a cohesive regional safety vision and fulfills the road safety requirement for local jurisdictions to apply for SS4A (Safe Streets for All) grants. As part of this Safety Action Plan, several safety recommendations are included within Southern Salt Lake County and Herriman City. These recommendations are summarized in **Table 8.**

TABLE 8: WFRC CSAP RECOMMENDATIONS

Project ID	Description of Improvements	Location(s)
10.54.1.1	Completing sidewalk, installing center curbed median, limiting access at unsignalized locations, striping a buffered bicycle lane, upgrading school crossings to high-visibility crosswalk markings.	• 13400 S / Rose Canyon Rd • 13400 S / Rosecrest Rd • 13400 S / 5200 W • 13400 S / Towne Market Pl • 13400 S / Mountain View Corridor
10.54.2	Bulbouts, pedestrian visibility improvements, eastbound/westbound right-turn lanes, advance warning signage on east and west approaches, retroflective backplates and borders for signal heads, high-visibility pedestrian crossings, ADA improvements.	• Herriman Blvd / Anthem Park Blvd
10.54.3	Lane narrowing and median installation along the entire corridor. Extension of multi-use path along corridor, bulbouts at all school crossings.	• Sentinel Ridge Blvd / Lower Meadow Dr north to City Boundary

Details for each project are included in **Appendix C** . A WFRC GIS StoryMap showing the locations of these projects and other supplemental information is found here.

In addition to the WFRC Safety Action Plan, safety recommendations identified in the previous TMP were revisited to determine if they had been implemented or are still recommended. Crash data was also analyzed since the previous TMP to identify new safety recommendations. Locations of concern, potential safety solutions, and the source of these recommendations are summarized in **Table 9**.

TABLE 9: LOCATIONS OF CONCERN AND IMPROVEMENT DESCRIPTIONS			
Location	**Concern**	**Description of Improvements**	**Source**
Real Vista Drive & Mountain View Corridor	Two severe crashes involving vehicles running stop signs.	• Work with UDOT to install signal, with interim improvements to stop signs (oversized signs, flashing sign border, MUTCD sign W4-4p "CROSS TRAFFIC DOES NOT STOP")	2023 TMP
Pioneer Street & Autumn Glow Cove	A severe pedestrian crash occurred at this location involving a child crossing the street. Given that the closest crosswalks to the elementary school are 0.3 miles apart, it was recommended that Herriman City add another crosswalk on Pioneer Street at this location to provide direct access between the elementary school and the neighborhoods to the east.	• Install crosswalk with rectangular rapid flashing beacon (RRFB) at Autumn Glow Cove and Violet Peak Drive. • These crossings can be supplemented with yield lines, advance warning markings as shown in **Figure 34**, and curb extensions.	2023 TMP
Citywide	A trend of crashes involving electric scooters was identified in the previous TMP. During the study period, there were four crashes involving electric scooters, the most recent one occurring in 2023 at an access to Mountain Ridge High School on Sentinel Ridge Boulevard. Most crashes involving scooters occurred on collector roadways.	• Implement traffic calming measures and increase pedestrian visibility at active transportation crossings, particularly on collector roadways.	2023 TMP
12600 S & Herriman Main Street	Previous TMP recommended converting the westbound left-turn to protected only left-turn phasing.	• Implement protected-only phasing for westbound left turns.	2023 TMP
Herriman Highway West of Dansie Boulevard	Reckless and high-speed driving resulted in several severe crashes along this roadway, including a fatality on the curve east of the Butterfield Canyon Trailhead after a vehicle ran off the road under dark nighttime conditions.	• Evaluate each horizontal curve and install MUTCD-compliant chevrons, curve delineators, and advance warning signs for changes in horizontal alignment.	Current TMP

TABLE 9: LOCATIONS OF CONCERN AND IMPROVEMENT DESCRIPTIONS (continued)			
Location	**Concern**	**Description of Improvements**	**Source**
Signalized intersections along Mountain View Corridor (SR-85)	While UDOT has taken actions to improve safety at these intersections, severe crashes are still occurring, with two occurring at 13400 South.	• Continue to monitor these locations and coordinate with UDOT.	Current TMP
Herriman Highway & High Country Road	High County Road intersects Herriman Highway at a severe skew, with a small segment linking the two roadways just west of this skewed intersection. The current intersection has too many conflicting access points, is confusing for drivers, and the sight distance from the skewed intersection is poor due to the embankment and the curvature.	• Remove the skewed intersection to the east and direct traffic to the segment that intersects Herriman Highway at a right angle. This will consolidate conflict points to a single location that has better sight distance and safer turning radii. • Convert the remaining intersection on the west to a High-T intersection. An example plan view of this new configuration is shown in **Figure 35**.	Current TMP
13400 South & Pioneer Street, Rosecrest Road, Fort Herriman Parkway **Fort Herriman Parkway & Herriman Main Street, Black Locust Way** **Herriman Boulevard & Pioneer Street** **Rosecrest Road & Juniper Crest Road (Palisade Rose Road)**	The highest concentration of severe crashes at these intersections and corridors. Turning vehicles fail to see pedestrians in the crosswalk because drivers are concentrated on searching for gaps in traffic. Another common issue along major corridors involves left-turning vehicles failing to yield to oncoming traffic.	• Implement leading pedestrian intervals and R10-15L signs on the left-turn movements. • Consider protected-only phasing for left turns • Consider right turn on red (RTOR) restrictions (Fort Herriman Parkway & Herriman Main Street, Black Locust Way). • Remove negative offsets for left turn lanes (Herriman Main Street).	Current TMP
Rosecrest Road & Sentinel Ridge Boulevard	The crash data included several incidents of students being hit in the school crosswalk across the western leg at Rosecrest Road and Sentinel Ridge Drive. Turning drivers are failing to see pedestrians in the crosswalk. Leading pedestrian intervals could also be beneficial, but may not be necessary if the other two measures are implemented.	• Implement protected-only left-turn phasing on the northbound approach, at least during school peak hours. • Prohibit RTOR on all approaches.	Current TMP

TABLE 9: LOCATIONS OF CONCERN AND IMPROVEMENT DESCRIPTIONS (continued)			
Location	**Concern**	**Description of Improvements**	**Source**
Rosecrest Road - Andalusian Court through Herriman Main Street	**Access Management along Rosecrest Road** • The access to the credit union is approximately 100 feet south from the 13400 South intersection. Turns in and out of this access have caused dangerous conflicts with the northbound left turn lane, as evidenced by at least one crash during the analysis period. Additionally, this access is offset only 50 feet from the opposing Walgreens access, which does not comply with City standards; therefore, it is reasonable that this access is currently marked as a RIRO access, particularly because there is an alternative route to access this lot via the access across from Andalusian Court to the south. • Left turns out of the Walgreens access on Rosecrest Road could still encounter conflicts with vehicles turning in and out of the opposing credit union access. ◦ Although this driveway complies with City standards in its spacing away from 13400 South, one injury-causing crash occurred when a vehicle turning right into the intersection stopped suddenly for a bicyclist crossing the driveway, resulting in a rear-end collision upstream. • The Smith's on the northeast corner of the intersection has several driveways on to 13400 South. The westernmost driveway is too close to the signal, and crashes involving vehicles turning left out of the access have occurred. • The intersection of Woods Park Drive with Rosecrest Road is offset from two opposing accesses without the appropriate spacing defined in the City's standards.	• Construct a curbed median along the northbound approach to 13400 South to enforce RIRO movements at the credit union access. • Continue the curbed median south on the east side of the turn lane to convert the Walgreens access to allow inbound left turns to Walgreens while prohibiting outbound lefts. • Consider adding a southbound right-turn lane entering Walgreens. • Add a curbed median to enforce a left turn prohibition at the westernmost access to Smith's on 13400 South. Adding a curbed median here would prohibit left turns at the access to the credit union, but there is an alternate route through the hospital lot. • Prohibit left turns at one of the opposing accesses to Woods Park Drive. These recommended improvements are shown in **Figure 36**.	Current TMP

TABLE 9: LOCATIONS OF CONCERN AND IMPROVEMENT DESCRIPTIONS (continued)			
Location	**Concern**	**Description of Improvements**	**Source**
Rocky Point Drive (High Spirit Court) and Rosecrest Road	Due to the topography and roadside obstacles, sight distance is limited at this intersection. Most crashes at this location were rear-end crashes from vehicles failing to stop for the stop sign while another vehicle was stopped. It's possible that these occurred because of distracted driving or because it was difficult to tell when a vehicle was stopped.	Consider the following alternatives: • Construct a roundabout to slow vehicles. • Construct bulb-outs to slow vehicles and increase pedestrian visibility. • Construct a raised intersection to slow vehicles and improve pedestrian conditions. • Remove the stop signs on Rosecrest Road, pair with speed tables in advance of the intersection and "CROSS TRAFFIC DOES NOT STOP" signs on the minor street approaches. • Improve the lighting and add advance warning markings and signage.	Current TMP
11800 South & Mustang Trail Way **11800 South & Freedom Park Boulevard** **Herriman Boulevard & Pioneer Street** **13400 South & Rosecrest Road** **Rosecrest Road & Sentinel Ridge Boulevard**	As Herriman is a city with a large concentration of young families, it is particularly important that active transportation safety be a focus in neighborhoods, commercial districts, and around parks and schools, to provide children with safe ways to get around independently — though children aren't the only residents who need safe access to walking and biking routes.	• Implement leading pedestrian intervals and R10-15L signs on the left-turn movements.	Current TMP
13400 South & Pioneer Street (Mirabella Drive)	The paved path south of 13400 South crosses Mirabella Drive about 55 feet south of the signalized intersection. While there were no crashes related to this issue, this could present a hazard for vehicles exiting the intersection in the southbound direction, as they likely will not expect to encounter a second crosswalk so soon.	• Consider removing the crosswalk and consolidating crossings by combining the trail and the sidewalk at the intersection. This solution is preferred as there is not sufficient stopping sight distance between the crossing at the intersection. • If the crossing is kept, there should be an activated beacon (like a RRFB) at this crossing to call extra attention to its presence. A speed table could be installed at this crossing, further increasing visibility and traffic calming.	Current TMP

TABLE 9: LOCATIONS OF CONCERN AND IMPROVEMENT DESCRIPTIONS (continued)			
Location	**Concern**	**Description of Improvements**	**Source**
Accesses along arterials	Driveway accesses on busy streets are among the most dangerous locations for pedestrians. For example, two accesses to the Smith's on 13400 South each had a bicyclist or pedestrian crash. This is common on fast, arterial roads because vehicles are typically focused on searching for gaps in traffic rather than pedestrians.	• Signage added to the entering and exiting approaches to remind vehicles to yield to pedestrians. • Lengthening driveways and pushing the sidewalk back from the street can provide space for entering vehicles to stop in time. • Adding Green paint to the bike lanes across these drive-ways to make them more visible.	Current TMP

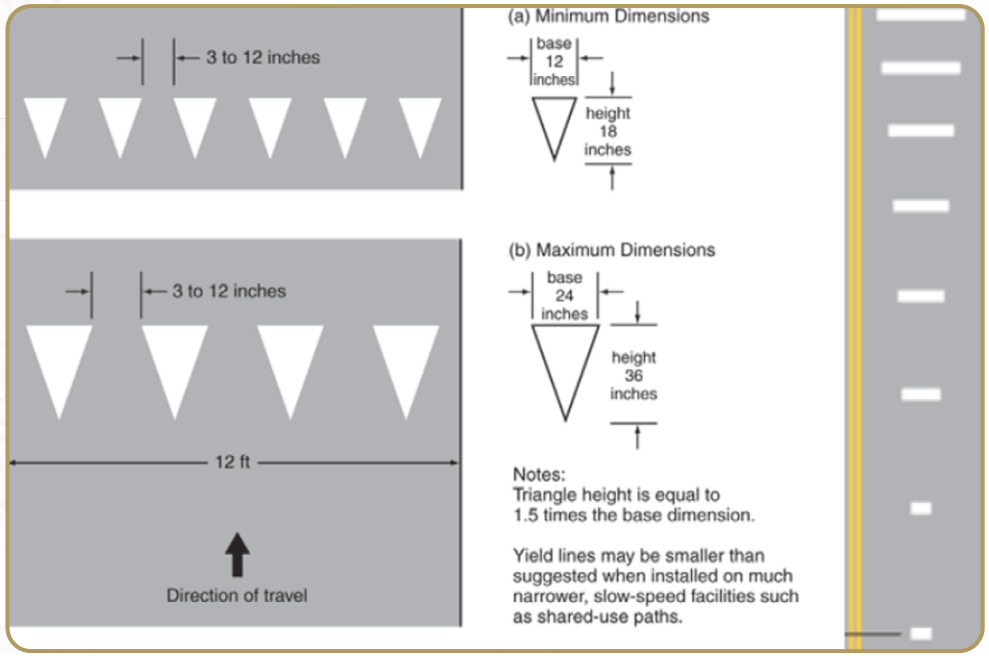


FIGURE 34: Yield Lines and Advance Warning Markings (Source: MUTCD)

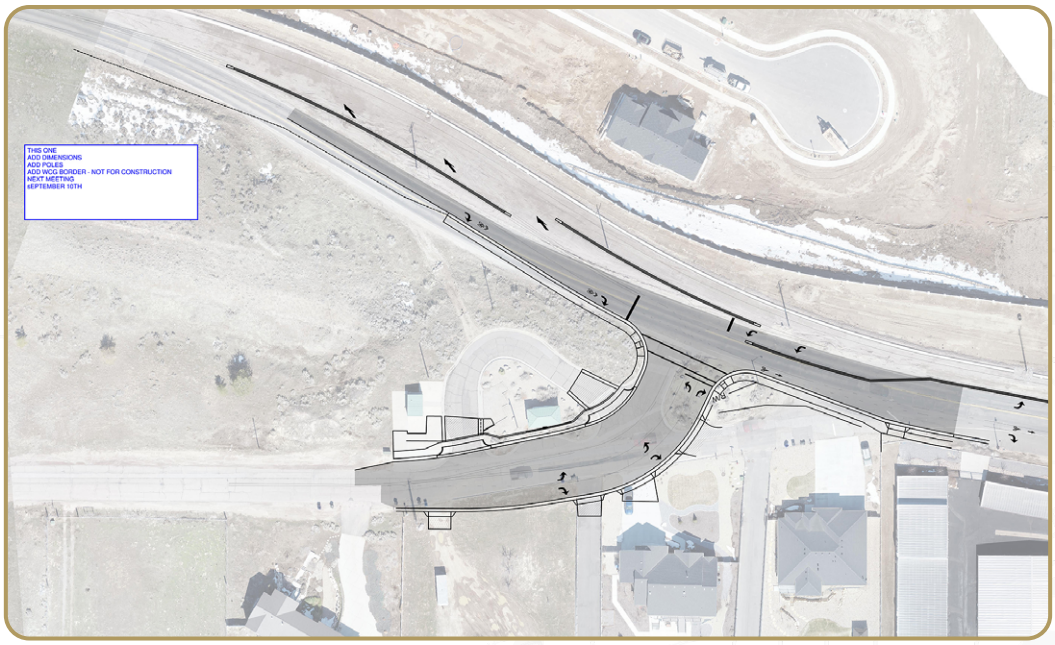


FIGURE 35: Example Configuration of High Country Road & Herriman Highway

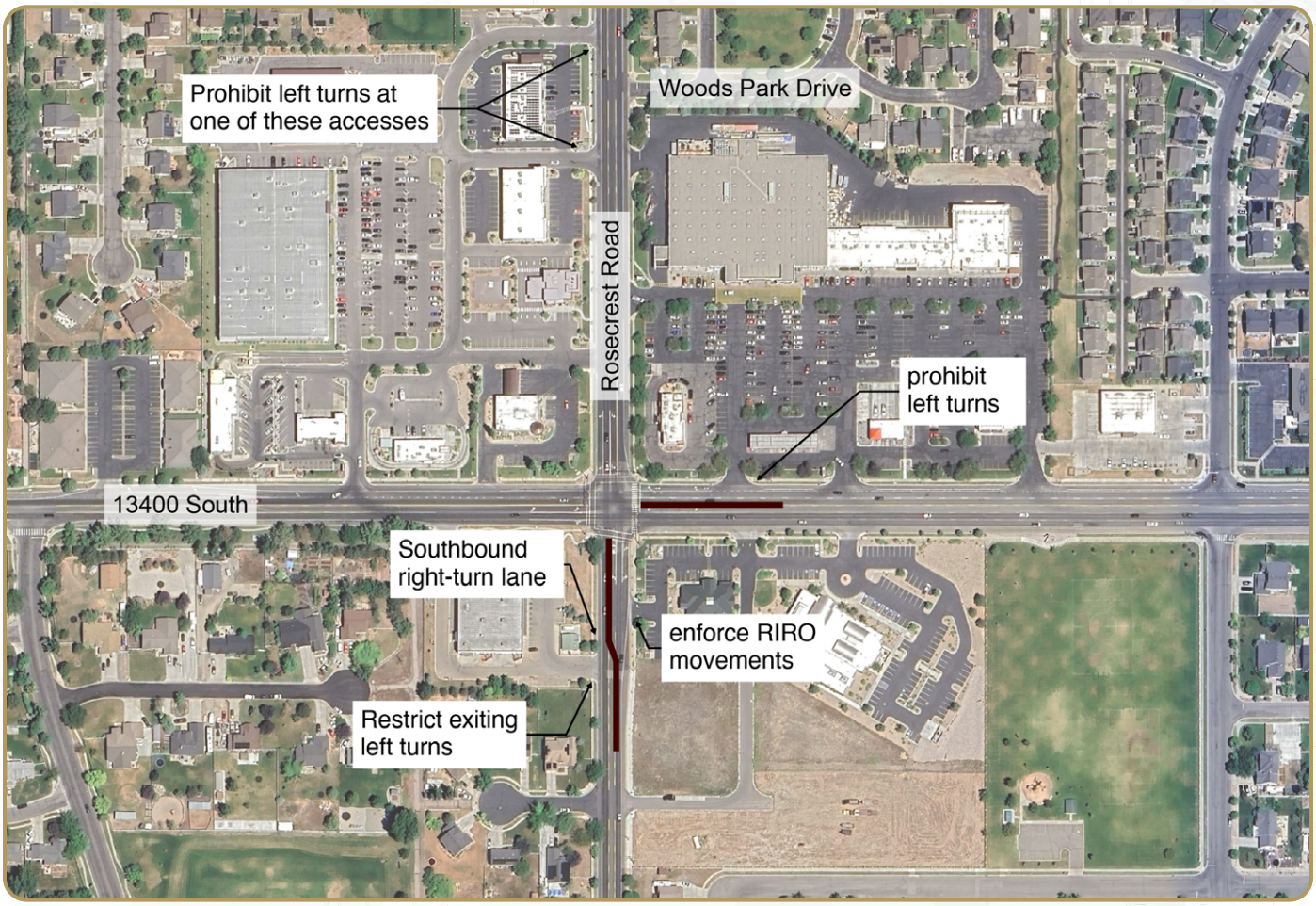


FIGURE 36: Recommended Access Management Improvements—13400 South & Rosecrest Road

FIGURE 37: R10-15 (L/R) Turning Vehicles Yield to Peds (Either Direction, Source: MUTCD)

C. School Zones and Safe Routes to School

School zones are important areas within a transportation network, as they directly impact the safety of students and influence traffic. It is important to recognize that roadways near schools will be congested around school start and end times due to the large number of parents dropping off and picking up their children. While other city roadways may have large traffic volumes, these volumes are spread throughout the day, whereas school traffic takes place in very short time periods. Additionally, pedestrians frequently crossing roadways near schools, and vehicles turning in and out of school parking lots, further slow traffic. These considerations make congestion near schools unavoidable during peak times.

UDOT has developed the Safe Routes to School Program (SRTS) to highlight routes for students to walk or bike to school. These roadways are expected to have children present when school is in session. Herriman city staff meets with the school district annually to discuss school boundary changes and updates to safe routes to school. These routes are then submitted to UDOT, and can be seen on UDOT's Safe Routes website.

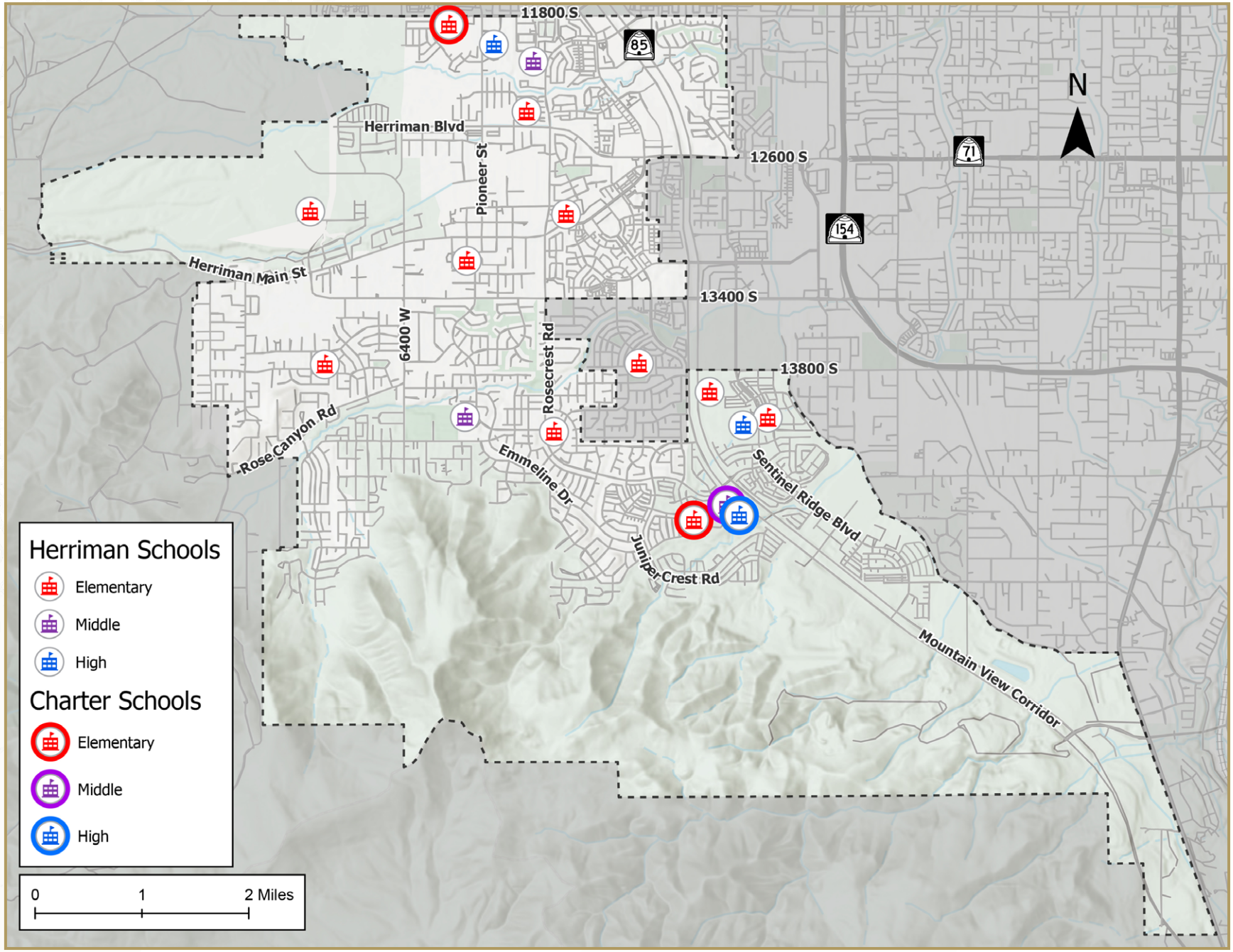


FIGURE 38: Schools within Herriman City

One identified area of concern is Patriot Ridge Drive between River Chase Road and MVC. Three charter schools are located on this segment. As mentioned, pedestrians crossing the roadway frequently can result in vehicles stopping and queuing along the roadway. Possible solutions to reduce the frequency of pedestrians crossing the roadway include:

- Grade separated crossing - A grade separated crossing eliminates the conflict point between pedestrians and vehicles, allowing vehicles to travel uninterrupted and pedestrians to cross the roadway with an added layer of safety.
  - The City does not have sufficient funding for a pedestrian tunnel or bridge. Residents can work with Providence Hall in securing grants to help fund this project.
  - If the grade separated crossing requires too much out-of-direction travel then it is likely that pedestrians will not use it. All possible steps should be made to limit the inconvenience to pedestrians when using this facility.
- Signal at River Chase Road / Patriot Ridge Drive intersection - Currently this intersection is unsignalized, and pedestrians can cross at any time. A signal with a pedestrian walk phase can group pedestrians together, reducing the number of times vehicles need to stop and wait.

Further study should be done on these solutions before they are implemented. As mentioned, congestion will still be present due to the nature of school traffic. However, these solutions can decrease the number of times vehicles will have to stop on the roadway, improving traffic flow.

FIGURE 39: Potential Patriot Ridge Drive Solutions

D. Speed Limit Policy

Speed limits for Herriman city are outlined in the Herriman City Standards and Specifications Manual. Speed limits are determined based on the functional classification and design speed of the roadway. Final decisions for roadway speed limits should be based on engineering judgment, principles, and analysis. **Table 10** summarizes the appropriate speed limits for Herriman city roadways. The full documentation is found in the Standards and Specifications Manual.

TABLE 10: SPEED LIMITS FOR HERRIMAN ROADWAYS

Roadway Functional Class	Speed Limit
Local	25 mph
Collector	35 mph
Arterial	40 - 45 mph

E. Traffic Calming

Traffic calming refers to the use of design measures aimed at reducing vehicle speeds and improving safety for pedestrians and cyclists, often by altering the physical or visual characteristics of roadways. Desired outcomes can include the reduction of vehicle traffic and/or vehicle speed. This may be especially important in areas of the City where a high pedestrian presence is desired, such as residential neighborhoods, the vicinity of schools, and town centers. While the goal of arterial-type roadways is increasing vehicle capacity, it is normally desired that residential and town center roadways maintain a safer road for pedestrians and bikers where vehicle volumes and speeds are lower. As mentioned in the Transportation Safety Analysis section of this Master Plan, two of the Safe System Approach elements include Safe Speeds and Safe Roads. Traffic calming fits within these elements and creates a safer system.

Herriman City has ownership over most of the major corridors within City boundaries, which stands in contrast to many other cities in the region, where UDOT owns and maintains many of the major facilities. This gives the City the flexibility to implement safety measures as they see fit, but the high level of maintenance and management required by these facilities also puts a greater strain on City resources.

Traffic calming measures can be separated into passive or active treatments. Active treatments include vertical or horizontal deflection in the roadway that require a driver to reduce their speed to maintain a comfortable drive. The following are examples of active measures that have been determined appropriate for Herriman City roadways:

- Raised pedestrian crossings
- Chicanes
- Median islands
- Roundabouts and traffic circles
- Intersection bulb-outs or chokers
- On-street parking

Other active treatments such as speed humps have been determined inappropriate for use on Herriman City roads. Speed humps are not allowed because they damage snow plow equipment, increase delay for emergency responders, and increase noise and pollution.

While active measures can be more effective in slowing down vehicles, they are also much more expensive. Thus, it is more common that an active treatment will be implemented as part of a larger project, as opposed to an independent one.

Example of intersection bulb outs and on-street parking (street view) - Bountiful, UT

Example of intersection bulb out and on-street parking (aerial view) - Bountiful, UT

Passive treatments include measures that encourage a driver to slow down that do not involve physical changes to the roadway. These types of measures elicit increased attentiveness and awareness to help drivers to slow down. The following are examples of passive measures:

- Increased speed enforcement
- Driver feedback signs
- Narrow lane striping
- Signs dictating speed limit or various restrictions
- Speed legends on pavement

The installation of driver feedback signs is geometry and situational based and may not be appropriate for all roadways. Guidelines on the installation of driver feedback signs can be found in section 2C.13 of the Manual on Uniform Traffic Control Devices. The same is also true for additional speed limit signs. Additional speed limit signs should be properly placed to maximize their effectiveness. Guidelines on the installation of speed limit signs can be found in section 2B.21 of the MUTCD.

As Herriman City continues to increase the connectivity of roadways, the provision of traffic calming will be important to ensure safety is not adversely affected. City staff should review traffic patterns and implement traffic calming measures as needed to enhance the safety of the roadway for all users. As discussed in the Public Engagement section, a visual preference survey was completed at Herriman Towne Days where residents were able to vote on their preferred speed management measures. As shown, residents were largely in favor of radar speed signs, with speed tables and raised intersections being the next preferred alternatives.

F. Access Management

Access management is a key element in transportation planning, helping to make transportation corridors operate more efficiently 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.

Access management has been documented to include the following safety and operational benefits:

- Lower crash rates
- Lower crash severity
- Increased traffic signal efficiency
- Decreased delay
- Increased capacity

Positive economic benefits can also result from proper access management, as it can improve travel times and congestion. This makes locations more desirable to patrons (Federal Highway Administration, Safe Access is Good for Business, 2006).

Especially applicable to transportation master planning is the fact that improving access management along an arterial corridor can increase the capacity of the roadway. This can result in less need for additional through lanes and thereby significantly reduce the cost of roadway infrastructure.

Access requirements for arterial, collector and local roads owned by Herriman city are defined in Herriman City Standards and Specifications Manual. These requirements are summarized below. Additional information can be found in the Standards and Specifications Manual.

COMMERCIAL / INDUSTRIAL / MULTI-FAMILY DRIVEWAYS OFFSETS			
Functional Classification	Minimum Driveway Spacing (feet)		
	Upstream and Downstream	Opposing Upstream	Opposing Downstream
Arterial / Freeway Interchange Areas	State of Utah Highway Access Management Standards Apply		
Major Collector	200	175	125
Minor Collector	150	125	125
Local	See driveway offsets	See driveway offsets	125

NOTES:

1. As determined by the City Engineer, engineering judgment shall override the recommended dimensions set forth in this table if warranted by the specific traffic conditions.
2. Driveway spacing is measured as shown in figure 1.
3. Corner clearance requirements for access points should meet or exceed the minimum driveway spacing requirements.
4. For corner properties, access to public streets should be provided from the lesser (lowest functional classification) street.
5. Driveways in right turn lane transition areas not allowed unless approved by the City Engineer.

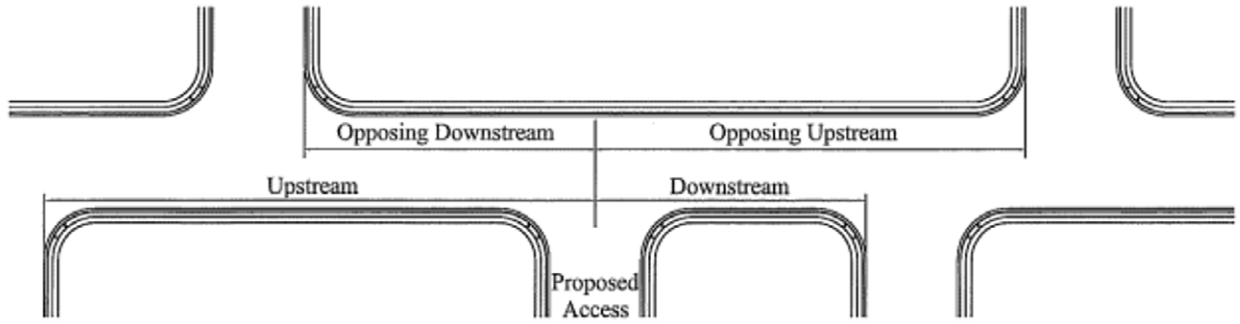


Figure 1: Measurements for minimum access spacing standards

Source: Herriman City Standards and Specifications

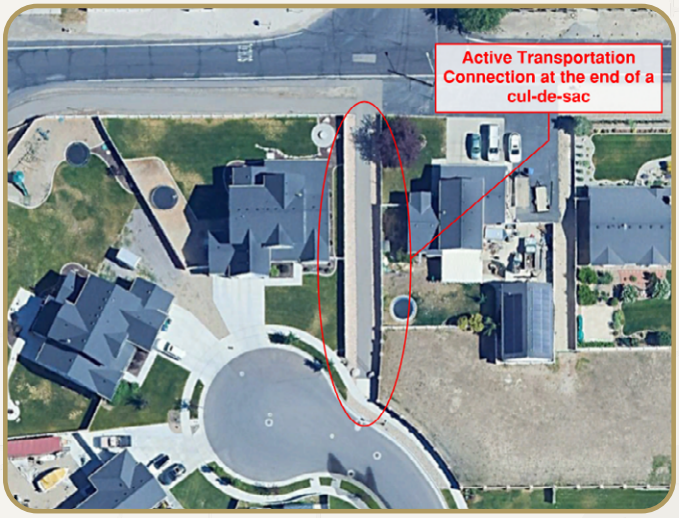
G. Connectivity

Connectivity refers to an interconnected roadway, bikeway, and walkway network that allows for multiple routes for travel. A 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. 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, congestion and the need for future roadway widening. Good network connectivity also improves emergency access and response times. It is recommended that connectivity be improved in the City as development continues.

The blue connections shown in **Figure 40** are anticipated to be completed by development. Future locations may not be exact, but this map shows the overall intent for roadway connectivity. This can be done by minimizing the use of cul-de-sacs where possible and connecting stub roads with infill projects.

A highly connected road network provides the following benefits:

- Improves access
- Reduces travel times
- Reduces congestion and the need for future roadway widening
- Improves emergency access and response times



Connectivity not only refers to roadways, but to active transportation connections as well. Active transportation connections refer to paths for pedestrians and cyclists. They are not as wide as local roadways are not intended to be used by vehicles. Implementing active transportation connections at the end of cul-de-sacs can connect communities and provide access between neighborhoods for pedestrians without requiring them to walk long distances or follow the same routes as vehicles. The red connections shown in **Figure 40** identify locations where active transportation connections could be implemented.

Senate Bill 195

In 2025, the Utah State Legislature passed Senate Bill 195 Transportation Amendments. As part of this bill, cities and MPOs are required to "update the transportation and traffic circulation element of the municipality's general plan to identify priority connections to remedy physical impediments, including water conveyances, that would improve circulation and enhance vehicle, transit, bicycle, or pedestrian access to significant economic, educational, recreational, and other priority destinations."

As noted in lines 105 - 109 of the Bill, the City shall also identify:

- Cost estimates
- Potential funding sources such as state, local, federal, or private funding
- Impediments to constructing these connections.

The connections discussed in this section address these requirements outlined in S.B. 195.

Herriman City is directly adjacent to Bluffdale, Riverton, and South Jordan. The following connections can be made between Herriman and its neighboring cities to alleviate congestion on existing roadways:

- **Welby Jacobs Canal Crossing**
  - The Welby Jacobs Canal runs along the east border of Herriman. The canal provides an impediment to east/west connections between Herriman and Bluffdale. As a result, all traffic is routed to 13400 South, resulting in more congestion on that roadway. Several connections can be implemented across the canal, alleviating congestion along 13400 South and improving connectivity between these two cities. Identified connections are shown in **Figure 41**. Note that the Real Vista Drive and Bruin View Drive connections have been identified in the list of TMP projects.

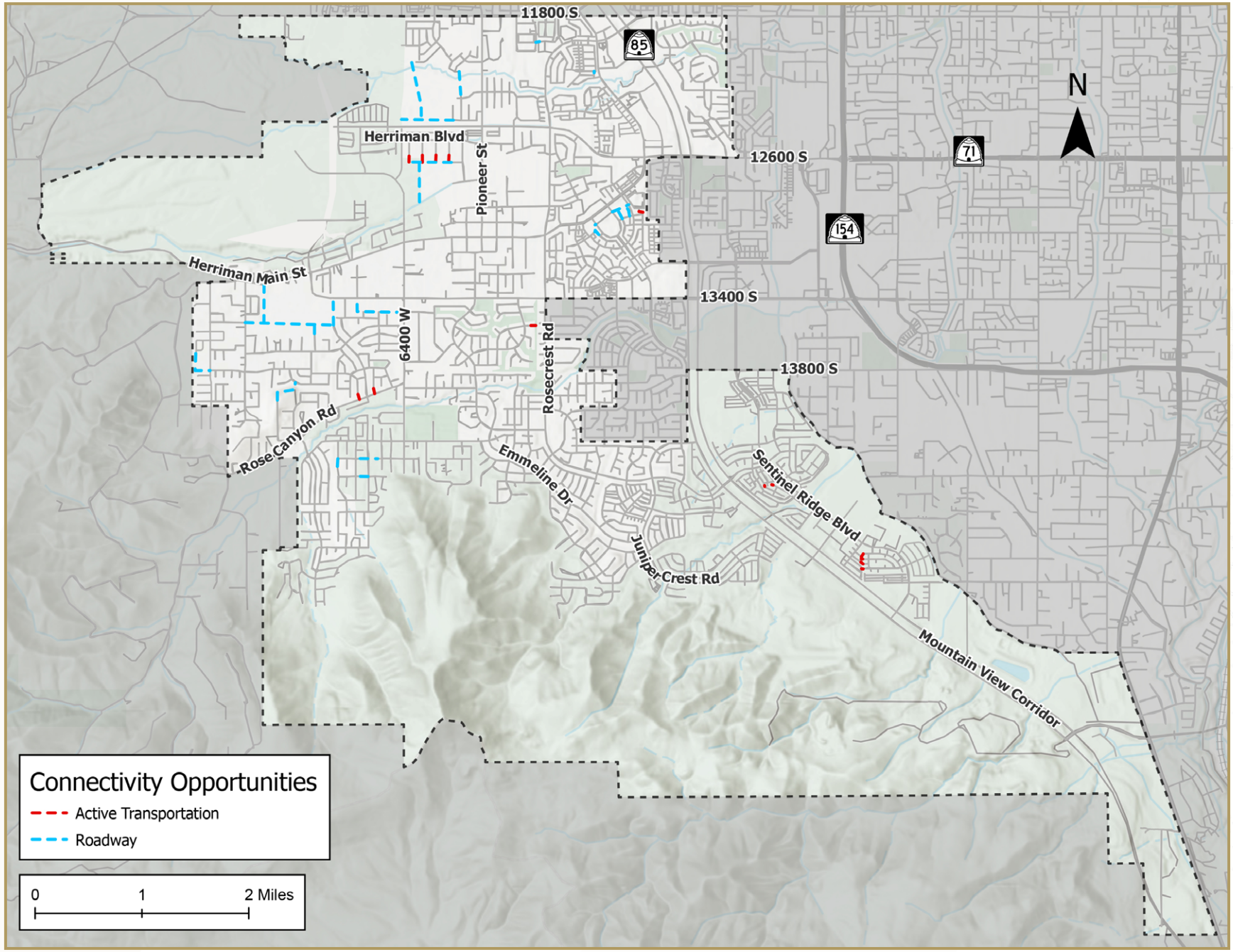


FIGURE 40: Connectivity Opportunities

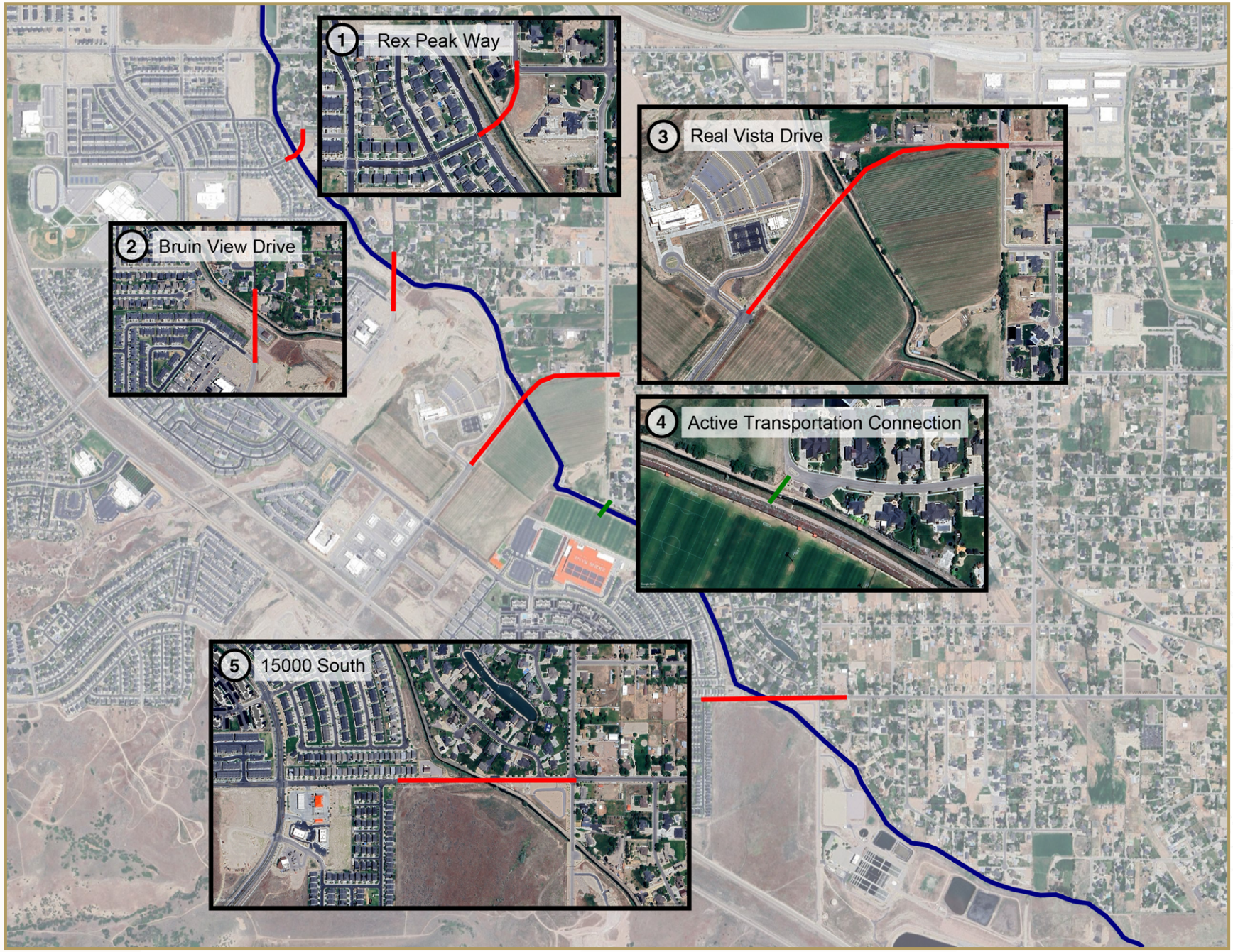


FIGURE 41: Connections Impeded by the Welby Jacobs Canal

- **Oquirrh Mountains**
  - The Oquirrh Mountains are on the west side of Herriman. They provide a significant barrier between Herriman and Tooele. Currently, the only routes between these two cities are I-80 and SR-201, which requires drivers to travel north through Salt Lake City or Magna. A potential connection is shown in **Figure 42**.
  - A previous feasibility study completed in 2017[3] for this project estimated the cost at **$328,652,000.** The full cost estimate can be found in **Appendix D**.

Possible connections are summarized in **Table 11**.

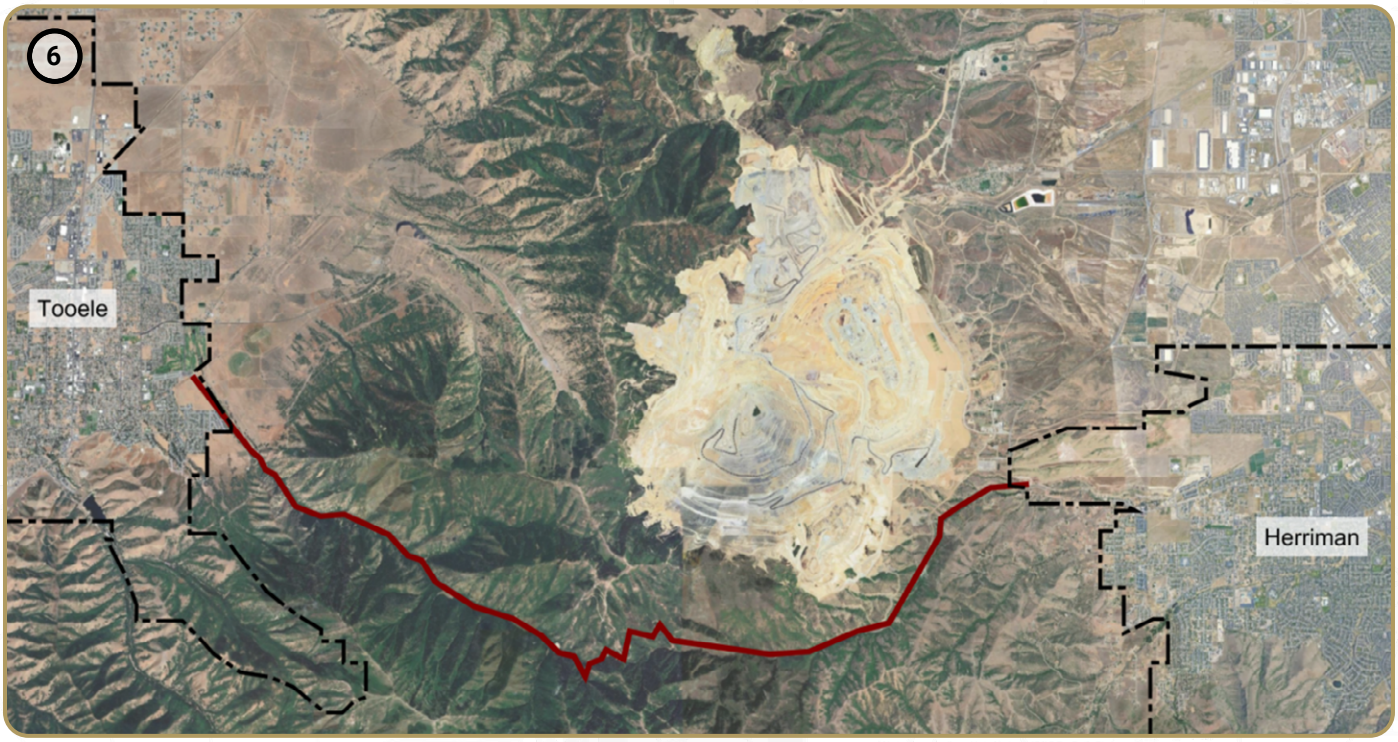


FIGURE 42: Connection Impeded by the Oquirrh Mountains

[3] Oquirrh Connection Feasibility Study Report, AECOM, September 2017

TABLE 11: CONNECTIVITY IMPEDIMENTS SUMMARY							
Project Number	Project Location	Improvement Description	Physical Impediment	Significant Destination	Cost Estimate	Funding Sources	Impediments to Construction
1	Rex Peak Way	Box Culvert/Bridge	Welby Jacobs Canal	13800 South		Herriman, Bluffdale	Cost, Regional Collaboration, Property Acquisition, Canal Crossing
2	Bruin View Drive	Box Culvert/Bridge		Mountain View Corridor, Future SLCC Campus			Cost, Regional Collaboration, Canal Crossing
3	Real Vista Drive	Box Culvert/Bridge		I-15,Mountain View Corridor	$2,807,410	Herriman, Bluffdale, WFRC, UDOT	Cost, Regional Collaboration, Canal Crossing
4	Active Transportation Connection	Bridge		Zions Bank Stadium,Future SLCC Campus		Herriman, Bluffdale (Local)	Cost, Regional Collaboration, Canal Crossing
5	15000 South	Box Culvert/Bridge		Mountain View Corridor, Redwood Road		Herriman, Bluffdale, WFRC, UDOT	Cost, Regional Collaboration, Canal Crossing, Maintenance Building Acquisition
6	Butterfield Canyon	Tunnel/Roadway Improvement	Oquirrh Mountains	Tooele		Herriman, Tooele, WFRC, UDOT, USDOT	Cost, Regional Collaboration, Construction through Mountains, Potential Tunnel

*Cost estimate from 2017 feasibility study

H. Traffic Impact Studies

As the City continues to grow and develop, traffic-related impacts will need to be addressed. This can be accomplished by requiring future developments to complete a Traffic Impact Study (TIS). The TIS is an important document that informs City staff how a development will impact the traffic in the project area. The scope of a TIS is dependent on the size and type of new land uses proposed by a development, which determine the number of trips that will be generated by the project. Section 2.11 of the Herriman City Standards and Specifications Manual defines minimum requirements for TIS scope based on these characteristics.

The TIS should address items such as poor levels of service, access spacing, internal circulation, adjacent roadway impacts, and mitigation measures. A TIS should identify the improvements that could be made by the City for existing traffic issues and by the developers due to poor levels of service with the addition of project traffic. Developments that access UDOT roadways need to follow the UDOT TIS Guidelines.

V. CAPITAL FACILITIES PLAN

As shown in Section II - Transportation Network, future growth due to new development requires Herriman to make improvements to their transportation network 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 **Tables 12 and 13** 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. Each project cost estimate represents 2025 cost and is 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 12: CAPITAL FACILITIES PLAN ROADWAY PROJECTS

Project Number	Description	Boundaries	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
					Current	Proposed	
PHASE 1 PROJECTS (2025 - 2034)							
1-1	SR-111	11800 South to Herriman Boulevard	UDOT	New Roadway	-	3	$16,135,457
1-2	11800 South*	SR-111 to Outfitter Way	Herriman	Widening	2	5	$2,088,556
1-3	11800 South*	Outfitter Way to Prosperity Road	Herriman	Widening	3	5	$2,823,646
1-4	6400 West*	11800 South to Herriman Boulevard	Herriman	New Roadway	-	3	$14,660,495
1-5	Mountain View Corridor	Old Bingham Highway to Porter Rockwell Boulevard	UDOT	Widening	4	Freeway	$490,000,000**
1-6	11800 South*	Mountain View Corridor to Oakmond Road	Herriman/South Jordan	Widening	3	5	$4,600,678
1-7	Herriman Boulevard	7600 West to SR-111	Developer	New Roadway	-	3	$6,360,499
1-8	Herriman Boulevard	SR-111 to Clipper Peak Drive	UDOT	New Roadway	-	5	$14,399,361
1-9	Herriman Boulevard*	6400 West to 6000 West	Herriman	Widening	2	5	$4,827,515
1-10	6000 West*	Herriman Boulevard to Silver Sky Drive	Herriman	Widening	2	3	$6,585,905
1-11	12600 South	Herriman Main Street to Riverton	UDOT	Widening	4	7	$2,469,288
1-12	7600 West	Herriman Boulevard to Olympia Boulevard	Developer	New Roadway	-	2	$6,119,902
1-13	Olympia Boulevard	7600 West to Existing Olympia Boulevard	Developer	New Roadway	-	3	$12,885,077
1-14	Silver Sky Drive	Olympia Boulevard to 7300 West	Developer	New Roadway	-	2	$18,144,035
1-15	7300 West	Herriman Boulevard to Herriman Main Street	Developer	New Roadway	-	3	$15,466,014
1-16	Silver Sky Drive	7300 West to Existing Silver Sky Drive	Developer	New Roadway	-	2	$4,258,416
1-17	New Roadway	Olympia Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	$1,863,029
1-18	Dansie Oaks Boulevard	Herriman Boulevard to Silver Sky Drive	Developer	New Roadway	-	2	$7,373,225
1-19	Silver Sky Drive	Twisted Oaks Drive to 6400 West	Developer	New Roadway	-	3	$4,602,521
1-20	Silver Sky Drive*	Existing Silver Sky Drive to Starlite Hill Lane	Herriman	New Roadway	-	3	$3,457,037
1-21	6000 West*	Silver Sky Drive to Herriman Main Street	Herriman	Widening	2	3	$4,218,001
1-22	7600 West	Silver Sky Drive to Herriman Main Street	Developer	New Roadway	-	2	$3,316,846
1-23	Herriman Main Street*	Herriman border to 7300 West	Herriman	Widening	2	3	$12,799,590
1-24	13400 South*	Split Oak Drive* to Rose Canyon Road	Herriman	Widening	2	3	$4,277,111
1-25	Rose Canyon Road*	Herriman Main Street to 13400 South	Herriman	Widening	2	3	$3,734,299
1-26	13400 South*	Rose Canyon Road to Rosecrest Road	WFRC/Herriman	Widening	3	5	$11,203,831
1-27	Blayde Drive*	13400 South to Existing Blayde Drive	Herriman	New Roadway	-	2	$2,526,561
1-28	Rose Canyon Road*	Maria Way to 6400 West	Herriman	Widening	2	3	$1,698,080
1-29	Real Vista Drive*	SLCC access to 14400 South (Bluffdale)	Herriman	New Roadway	-	3	$2,807,410
1-30	Juniper Crest Road	Existing Juniper Crest Road to Panorama View Drive	Developer	New Roadway	-	3	$1,371,124
1-31	Juniper Crest Road	Panorama View Drive to Mountain View Corridor	Developer	New Roadway	-	5	$6,471,809
1-32	Panorama View Drive	Juniper Crest Road to Academy Parkway	Developer	New Roadway	-	3	$16,392,616
1-33	Academy Parkway	Panorama View Drive to Mountain View Corridor	Developer	New Roadway	-	5	$1,907,280
1-34	Soleil Hills Drive	Academy Parkway to Porter Rockwell Boulevard	Developer	New Roadway	-	3	$26,967,950
1-35	Soleil Vista Drive	Mountain View Corridor to Soleil Hills Drive	Developer	New Roadway	-	3	$6,790,856
1-36	McDougall Road*	Existing McDougall Road to Mortimer Way	Herriman	New Roadway	-	2	$3,696,286

* Impact Fee Eligible Project
** WFRC 2023 RTP Cost Estimate

TABLE 13: CAPITAL FACILITIES PLAN INTERSECTION PROJECTS					
Project Number	Description	Location	Responsibility	Improvement Scope	Estimated Cost
PHASE 1 PROJECTS (2025 - 2034)					
1-A	Signal	SR-111 / 11800 South	UDOT	Dual lefts (EB/WB), right turn pockets (SB/NB)	$567,602
1-B	Signal*	Bingham Rim Road / 11800 South	Herriman / South Jordan	Left and right turn pockets	$567,602
1-C	Signal*	Silver Pond Drive / 11800 South	Herriman / South Jordan	Left and right turn pockets	$567,602
1-D	Signal*	Flying Fish Drive / 11800 South	Herriman / South Jordan	Signal only	$567,602
1-E	Signal*	Prosperity Road / 11800 South	Herriman /South Jordan	Left and right turn pockets	$569,677
1-F	Signal*	Willow Walk Drive / 11800 South	Herriman / South Jordan	Signal only	$567,602
1-G	Signal*	Miller Crossing Drive / 12560 South	UDOT	Signal only	$541,095
1-H	Signal	Dansie Boulevard / Herriman Boulevard	Herriman	Left and right turn pockets	$525,074
1-I	Signal*	6400 West / Herriman Boulevard	Herriman	Left and right turn pockets	$554,464
1-J	Intersection Improvements	Mustang Trail Way / Herriman Boulevard	Herriman / UDOT	EB/WB Dual LT	$1,405,860
1-K	Widening	Anthem Park Boulevard / Herriman Boulevard	Herriman / UDOT	EB/WB dual left, EB/WB right-turn lanes	$1,640,804
1-L	Widening	Herriman Boulevard / Herriman Main Street	Herriman / UDOT	Free NBR and WBL dual lefts	$1,187,998
1-M	Intersection Improvements*	Auto Road / 12600 South	Herriman	Three quarter intersection (limited lefts from minor roads)	$71,073
1-N	Signal	SR-111 / Herriman Boulevard	UDOT	Left turn lane (all), right turn lane (EB/WB)	$589,254
1-O	Signal	Herriman Boulevard / Olympia Boulevard	UDOT	New	$577,532
1-P	Roundabout (Olympia)	7300 West / Olympia Boulevard	Developer	New	$1,445,000
1-Q	High-T*	Hi Country Road / Herriman Main Street	Herriman	High-T Intersection	$1,730,471
1-R	Signal*	7300 West / Herriman Main Street	Herriman	Left and right turn pockets	$416,869
1-S	Signal*	13400 South / Herriman Main Street	Herriman	Left turn pockets (all), right turn pockets (EB)	$497,385
1-T	Intersection Improvements*	Herriman Rose Boulevard / Herriman Main Street	Herriman / UDOT (STRS)	Access Management Improvements	$336,346
1-U	Signal*	Herriman Rose Boulevard / Fort Herriman Parkway	Herriman	Signal only	$547,347
1-V	Widening*	Rosecrest Road / 13400 South	Herriman	SB/WB dual lefts	$1,756,479
1-W	Widening*	5200 West / 13400 South & Fort Herriman Parkway / 13400 South	WFRC / Herriman / Riverton	Right turn pockets	$1,793,980
1-X	Signal or Roundabout*	Juniper Crest Road / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	$529,670
1-Y	Signal*	Real Vista Drive / Mountain View Corridor	UDOT	Left and right turn pockets	$3,469,050
1-Z	Signal or Roundabout*	Academy Parkway / Soleil Hills Drive	Herriman	Left and right turn pockets or hybrid roundabout	$529,670
1-AA	Signal	Porter Rockwell Boulevard / Rockwell Park Lane	UDOT	Left and right turn pockets	$568,656

* Impact Fee Eligible Project

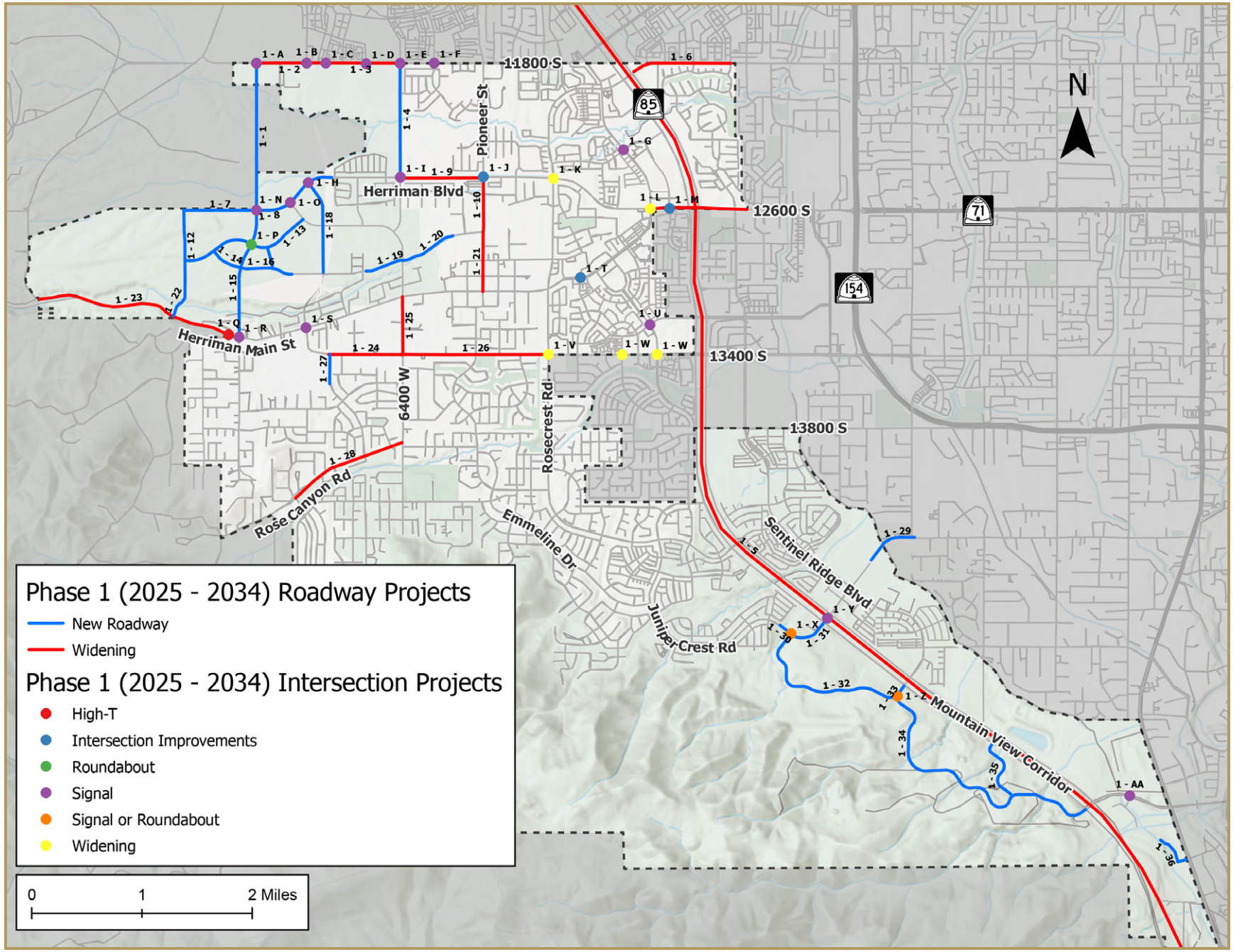


FIGURE 43: Future Projects – Capital Facilities Plan

VI. CONCLUSIONS & IMPLEMENTATION

A. Overview

The purpose of the Herriman TMP is to assess the current transportation conditions of Herriman City and plan for future transportation needs. The following tasks were completed as part of this TMP:

- Previous studies were reviewed to establish the vision and goals.
- Traffic data was analyzed to establish existing conditions in Herriman.
- Street functional classifications were updated.
- Future traffic volumes were developed for future planning years 2035 and 2050 based on anticipated land use.
- A list of needed future roadway and intersection projects was created.
- Transit and active transportation plans were identified.
    - The Fresh Look Study should take precedence if there are any contradictions with this TMP.
- A safety analysis was performed.
- Traffic calming measures acceptable for Herriman City roadways were identified.
- Access management and traffic impact study standards were reviewed.
- Connectivity opportunities for both roadway and active transportation connections were identified.
    - This includes smaller connections within the City, as well as connections with larger barriers such as the Welby Jacobs Canal, as per the requirements of S.B. 195.
- Public input was received via an online survey and public outreach at Herriman Towne Days.
- An ArcGIS Online Story Map was created summarizing the analysis performed in this TMP.

B. Next Steps

This TMP provides several recommendations for Herriman City staff to implement in the coming months and years. Recommendations for Herriman City include the following:

- Continue to monitor and collect traffic data to inform transportation planning decisions.
- Work to get funding for projects that are not currently funded.
- Work with UTA to provide guidance on the implementation of the Five-year service plan.
- Follow the recommendations outlined in the Fresh Look Study once it is completed.
- Continue to build out the active transportation network per the City's ATP.
- Continue to monitor crash trends to find discernible patterns.
- Implement the identified safety projects, as well as traffic calming measures as appropriate.
- Work with Providence Hall in securing grants to help fund a grade separated crossing along Patriot Ridge Drive.
- Ensure new developments adhere to the City's access management and traffic impact study standards.
- Improve street connectivity by minimizing the use of cul-de-sacs and connecting stub roads with infill developments.
- Place special emphasis on the connections impeded by the Welby Jacobs Canal and Oquirrh Mountains.

VII. APPENDICES

Appendix A – Online Survey Comments and Responses

Appendix B – Cost Estimates

Appendix C – WFRC Safety Action Plan Projects for Herriman

Appendix D – Cost Estimate from Oquirrh Connection Feasibility Study

Appendix A — Online Survey Comments and Responses

Location	Provide us with your comment regarding transportation issues and opportunities in Herriman.	Response
-	Double lane roundabout here would be super ideal!! Less congestion, ease of flow to schools and work and less waiting at another signal on 12600	While a specific identification was not identified, roundabouts can help to reduce congestion and improve safety on the roadway.
Rosecrest Road east of Mountain View Corridor	Cars fly up and down this road hot riding and causing a lot of noise for residence and are definitely going over the speed limit at all hours of the day and night. There is a school crosswalk where there has been issues with injuries and cars. We need something to regulate the speed up and down that road.	Raised crosswalks, roundabouts, traffic circles and other traffic calming measures are discussed in the TMP. While no severe crashes have occurred in the study period, a raised intersection at this crosswalk is a good idea.
Copeland Drive / Fort Herriman Parkway	People blow through this intersection and speed through it. I've seen so many accidents here	
	I think making this a raised intersection with clearly delineated raised crosswalks would help slow cars down and increase pedestrian safety.	
	This intersection is a bit dangerous for pedestrians. A lighted crosswalk would be good to install here.	
Birkin Wood Lane / Fort Herriman Parkway	Turn this into a raised intersection with clearly delineated raised crosswalks. It would help slow cars down and increase pedestrian safety.	
5200 West / Herriman Rose Boulevard	At this intersection, I think it would be useful to install a mini roundabout - just 1 lane. There is a park and playground literally right next to this intersection, and it is dangerous for children to be playing at the park while cars are speeding by. Having a mini roundabout at this intersection would force cars to slow down, which would make it safer for kids as they play. Also, having a mini roundabout at this intersection would help convey to drivers that they are entering an area where they need to drive slower (since this road is seeing increased traffic now since the road has now been connected to Mtn View Corridor). A mini roundabout would also make it safer for pedestrians as they try to cross the street from the neighborhood towards the shops that are to the south and southeast.	
Landsdowne Street / Herriman Main Street	This crossing is unsafe. There have been multiple crashes and near misses at this intersection due to the geometry and speed. Reducing the speed to 30 mph and installing a raised crosswalk would improve safety.	
Fort Herriman Parkway / Herriman Main Street	This crossing is unsafe. There have been multiple crashes and near misses at this intersection due to the road geometry and speed. Reducing the speed limit on Main Street to 30 mph and installing a raised crosswalk would improve safety.	
Black Locust Way / Herriman Main Street	This crossing is unsafe. There have been multiple crashes and near misses at this intersection due to the road geometry and speed. Reducing the speed limit on Main Street to 30 mph and installing a raised crosswalk would improve safety.	
Rockwell Peak Lane / Porter Rockwell Boulevard	A traffic light at Rockwell Peak Ln and Porter Rockwell Blvd is needed. It is impossible to turn left onto Porter Rockwell when there is any amount of traffic because people speed down Porter Rockwell in both directions. Also traffic from the light at Redwood and Porter Rockwell backs up so much that it completely blocks the interesection.	Refer to project 1-AA in the TMP.
Sigmon Lane / Croyden Lane	This is where a trail head starts and the fences block the view of vehicles and trail goers. This intersection needs a stop sign on each corner as well to keep the trail goers and kids safe.	An all-way stop sign can only be installed if MUTCD warrants are met.
11800 South east of Mountain View Corridor	Make 118th intersection wider or will there be plans to make it go above or below MVC	Refer to project 1-6 in the TMP. There are also plans to convert MVC to a freeway.
Butterfield Canyon Trailhead	Make the Butterfield canyon to middle canyon in Tooele road an actual road and tunnel.	This project is identified in the Senate Bill 195 section of the TMP. Note that this project will be very expensive.
Parcel between 5200 West and Towne Market Place	Opening up road access to these businesses on the north side will improve connectivity and access here.	Connectivity and adding accesses to this development will make it easier to enter this development. Connectivity should be considered as the north parcel develops.
Meadowside Drive / Herriman Rose Boulevard	Lots of people like to stop and take pictures of the Up House and cross back and forth on this street. It would be good if the city would provide a designated picture-taking spot on the park side of the street so people will be encouraged to take pictures on the sidewalk rather than the road.	There have been no crashes reported at this location during the study period. Raised crosswalks and other traffic calming measures discussed in the TMP can be implemented at this location.
Bobcat Drive	Bobcat Drive should be reconnected to Herriman Main St so that all the people in this neighborhood don't have to use 12600 S and Western Hills Dr. to exit their neighborhood. When this road closed a couple years ago it drastically worsened traffic flow at 12600 S and Western Hills Dr.	
Emmeline Drive / Mirabella Drive	The curve makes it difficult for pedestrians crossing Mirabella towards the park to see traffic, and for traffic to see them. Maybe add a flashing light for the crosswalk.	Raised crosswalks and other traffic calming measures discussed in the TMP can be implemented at this location. A Rectangular Rapid Flashing Beacon (RRFB) can also be considered.
Rosecrest Road west of Mountain View Corridor	Seems that we have this road closed during snow storms with significant crashes. Something needs to be done to either the pitch of the road or better ways to melt the snow so cars don't keep sliding off here.	While not explicitly discussed in the TMP, the city has been made aware of the these issues and will incorporate them into their maintenance plan.

Location	Provide us with your comment regarding transportation issues and opportunities in Herriman.	Response
Towne Market Place / Herriman Rose Boulevard	We need actual painted crosswalks going in all 4 directions at this intersection. Right now there is no crosswalk to facilitate residents living in the neighborhood to walk across the street towards Walmart.	
Lot south of 13200 South and west of Mountain View Corridor	I know a Target is going into this area, but what about a TRAX station too?!?! This is the perfect place to put a TRAX station so that Herriman can be connected to the TRAX network. Please prioritize public transportation!	Plans for TRAX stations in Herriman will be addressed in the Fresh Look Transit Study.
Herriman Boulevard east of Anthem Park Boulevard	This land has too high of lead levels for housing and is an impractical commercial plot. Trax is going to have to eventually go further west and 12600 S with a stop here might be a good option. You should preserve this land until then. Also it is nice that we have a bus line, but work with UTA to increase it to at least every 30 min. An hour is too impractical for most people.	
13400 South east of Fort Herriman Parkway	"I know there is a new bus route that goes from Draper through Herriman all the way to Daybreak. I think that bus route was not planned out very well. I highly support public transportation, but we need public transportation that people will actually use. I think there needs to be a LOCAL bus route that goes between all the major places that people actually want to go around Herriman: the Smiths or the Ace Hardware on 13400 S, the Walmart Neighborhood Market on 13400 S, the new Target that will be built, and also over to Riverton's Mountain View Village. If you have a bus route that connects these major local destinations and also hits a few spots within the neighborhoods for pick-up and drop-off, I believe you will actually see people take the bus."	Local bus routes are determined by UTA. Herriman City will continute to coordinate with UTA to identify locations for future transit stops and routes.
Black Locust Way / Fort Herriman Parkway	Turn this into a 1-lane roundabout.	Roundabouts can slow vehicles and improve safety. There have been no crashes at this intersection during the study period. However, a roundabout can be considered as funding becomes available.
Herriman Main Street east of Reosecrest Road	The light from the sign at this building is blinding at night.	While not explicitly discussed in the TMP, the city has been made aware of the this issue.
13400 South	"Hello, I am unable to make the meeting on the 13th about the transportation plan. I would like to say that the exsisting bike route on 134 needs to be maintained. Further it should be extended to meet the route on the other side of MV to meet the Riverton efforrt. Individuals, groups and teams use this route for various social, community and training activity. Moving forward, any capital expenditure on our roads should have a bike lane component. More and more people are riding, or on e bikes and need safe passage through our town. "	While pavement marking quality is not explicitly discussed in the TMP, the city has been made aware of these issues and will incorporate them into their maintenance plan. Regarding future roadways, the cross sections in this TMP include bike lanes on all roadways except for the Local and Minor Local roadways. Additionally, future bike lanes have also been identified in the Active Transportation section of the TMP.
13400 South west of Moorfield Road	The bike lane on the EB side has faded markings and no signage. As a result, many drivers don't realize it's a bike lane, and will park in it, forcing cyclists into traffic.	
Lower Meadow Drive / Sentinel Ridge Boulevard	The turn lane at this intersection has double yellow lines. I repeatedly can't go south on Sentinel and turn left onto lower meadow due to wrong way traffic cars AND buses sitting in the turn lane having crossed the double yellow lines and camp out waiting to turn into the back lot of the high school. Morning, lunch hours, end of school and school events. The yellow reflectors by the seminary building should be out here to prohibit the blocking of traffic. I know for a fact the city has over 674 hours of drone footage from this very intersection (I talked to the drone flyer) the school says the city the city says the police the police say UDOT. It ridiculous	There are plans to widen Sentinel Ridge Boulevard south of this intersection (see project 2-10). Signals must meet MUTCD warrants to be installed.
	There needs to be a traffic light here. During the school year this intersection is super dangerous for cars trying to turn out of the neighborhoods onto Sentinel Ridge. There have been multiple accidents at this intersection in the last year alone.	
Rosecest Road south of 13680 South	The road quality here is absolutely horrible and could use rework rather than patching over the same hole 5 times. The road from the park going north to CVS needs to be properly replaced. Not repaired, replaced.	While roadway pavement quality is not explicitly discussed in the TMP, the city has been made aware of the these issues and will incorporate them into their maintenance plan.
Olympia deveopment	For Olympia consider using traffic circles for minor intersections, should have a similar footprint to a 4-way stop	Both roundabouts and signals are planned in the Olympia development (see projects 1-N, 1-O, 1-P, and 2-A).
12600 South / Mountain View Corridor	Increase the green time for east and westbound vehicles	Mountain View Corridor will be converted to a freeway. When this happens, it will be easier to continue east into Bluffdale.
Miller Crossing Drive / Herriman Main Street	This intersection is getting busier and busier now that it extends to Mountain View and all those businesses going in. I asked the city and they said a traffic light is in the plans but doesn't seem like a priority and may take two years. I hope you would consider doing it sooner to make it safer to cross for both cars and pedestrians.	A traffic signal is planned at this intersection (See project 1-G).
Miller Crossing Drive	Miller crossing drive should not have a center lane in front of the homes facing the street. so many cars park in this section that it forces car driving thru to enter the center lane partly. This creates un safe conditions. The center lane should be removed thru this area that has homes facing the street so clear traffic lines can give safer driving and parking.	Miller Crossing Drive is identified as a Minor Collector Roadway (2-3 Lanes).

Location	Provide us with your comment regarding transportation issues and opportunities in Herriman.	Response
Summit Crest Lane	Summit Crest road is too busy. Is this road meant to be a major connector from 7300 W to Rose Canyon Rd? I know there is construction happening in the area around here but there is local people who use it for there motorcycles, bike riders, razors, etc. going up to Yellow Fork, dropping kids off to activities, or school. If you have a pet or small children, it is not a safe road. The road is not wide enough for two cars to park on either side of the road and have vehicles pass each other going in different directions. When in the connector for 7300 W going to get built? 7300 W connector is needed. Summit Crest Rd. is supposed to be a residential road, it is way to busy.	Summit Crest Road is identified as a Local Roadway. 7300 West is a Minor Collector. The connection between 7300 West to Rose Canyon Road is identified as a Phase 2 project (see project 2-7).
Hi County Road / Herriman Main Street	Please put a dead end here, and then add a round about a little farther down where the other one is currently. Once 7300 goes across there will be accidents and/or a fatality here as people never stop at the stop sign. It is also very very hard to see traffic coming east bound on Herriman Hwy here.	This location has been identified as a safety concern. H Country Road will be stubbed and the intersection to the west will be converted to a High T intersection (see project 1-Q).
Rosecrest Road / Mountain View Corridor	There is racing up and down Mountain View corridor, every night. Motorcycles and cars alike.	Mountain View Corridor will be converted to a freeway. Access along Mountain View Corridor will be restricted.
Rosecrest Road west of Mountain View Corridor	This intersection is impossible to travel north and south during rush hours. Could stop signs be put in place?	Stop signs must meet MUTCD warrants to be installed.
Rosecrest Road / 13400 South	This intersection is very busy at most hours of the day, and the left turn southbound from Rosecrest Rd onto eastbound 13400 S doesn't seem to be long enough for all cars to get through. The backup of cars at this intersection also makes it nearly impossible to left turn into and out of businesses on both sides. A raised median might be needed on Rosecrest Rd directly north of the intersection to force people to make right turns and promote better traffic flow and safety.	There are plans to widen this intersection, including dual southbound and westbound left turn lanes (see project 1-V).
Rocky Point Drive / Rosecrest Road	I agree with the city that this four-way stop is actually dangerous because of the rear-end accidents. I think this stop should be removed and replaced with a raised crosswalk or a roundabout. This will force traffic to slow for crossing pedestrians without completely stopping it.	A traffic signal or roundabout is planned for this intersection (see project 2-C).
Western Hills Drive / 12600 South	In the near future, this intersection is going to become a major traffic flow bottleneck for 12600 S if it is turned into a traffic light. My suggestion is to extend the median across this intersection and turn this into a right-in right-out situation where crossing directly isn't allowed. This will promote better traffic flow and safety here. If that is combined with reopening Bobcat Dr, that will be especially helpful to local residents.	There are plans to restrict access to the side streets at this intersection (see project 1-M).
Herriman Main Street / 12600 South	This intersection should be improved to better prioritize left turns from Westbound 12600 S onto Herriman Main St. Widening it to two left turn lanes and providing a bit more green time for that left turn will help significantly.	There are plans to implement dual westbound left turn lanes and a free northbound right turn lane at this intersection. Long term this will be an innovative intersection (see projects 1-L and 3-B).
13400 South west of Mountain Viwe Corridor	The lanes are too narrow and curvy on this section of 13400 S, which makes it more risky to drive. It also lacks a shoulder, which doesn't help. This part of 13400 S should be widened with real shoulders, bike lanes, and better lane alignment.	There are plans to widen the intersections east of this location (see project 1-W).
River Chase Road / Juniper Crest Road	This intersection of Ambermont and Juniper Crest has become very dangerous. Car come up and down Juniper at both high rates of speed as well as in larger volumes with the growth between here and Mountain View. This will only get worse when the road is completed to connect to mountain view. I see kids going across here as well to the charter schools and very scary to watch them cross. can we please consider a light at this intersection to make it so residents can get out of their neighborhoods during peak times.	Signals must meet MUTCD warrants to be installed.
Real Vista Drive	Will this ever connect into Bluffdale?	Refer to projects 1-29 and 3-1 in the TMP.
Rosecrest Road / 13400 South	Rosecrest Rd needs to be widened N of this intersection with 1-2 dedicated left-turn lanes and a raised merridian. Turns from S-Bound Rosecrest into the Smith's parking lot should be from a dedicated lane. There should be an exit from the SE corner of the Smith's parking lot with a light so that vehicles can exist onto 134th eastbound without affecting this intersection.	There are plans to widen the intersection south of this location, including dual southbound and westbound left turn lanes (see project 1-V).
Summit Crest Lane	"Summit Crest lane, needs to be closed off as a through street immediately!! This is a small residential neighborhood not a race track for drifting cars, motocross or excessive speeds of 55 mph. We can't pull out of our own driveways safely without impatient drivers swerving around us on this narrow street. It's dangerous and sad I don't feel comfortable letting my 9 year old out to ride her bike on the sidewalk. The street is too narrow and parking is tight so many home owners park on the side of streets. Our personal vehicles have been hit numerous times and our trees have been taken out and hit by cars. Something needs to happen here so please take my concern seriously.	Summit Crest Road is identified as a Local Roadway. 7300 West is a Minor Collector. The connection between 7300 West to Rose Canyon Road is identified as a Phase 2 project (see project 2-7).
Hi County Road / Herriman Main Street	This intersection could use a 2 lane round-about when 7300 W is completed. There are several near misses daily with vehicles not fully stopping and vehicles speeding east bound on herriman main street.	There are plans to implement a signal at this intersections with left and right turn pockets (see project 1-R).
Dansie Boulevard / Herriman Main Street	A light or roundabout here would be helpful to avoid the near misses from speeding east bound and west bound traffic.	There are plans to implement a signal at this intersections with left and right turn pockets (see project 1-S).

Location	Provide us with your comment regarding transportation issues and opportunities in Herriman.	Response
13400 South east of Sentinel Ridge Boulevard	With 13400 being a major road for Herriman residents, and it being busy in the morning and the evening has it been brought up to try the flex lanes like Taylorsville did on 5400. Seems to help the flow in the mornings and evenings, and could really help the area. It could also work on 12600 as well.	There are plans to widen 13400 South (see project 2-6).
Herriman Main Street / 12600 South	This intersection should be replaced with a large 2-lane roundabout. This would better facilitate left turns and it would make traffic flow much more easily. I see so many cars run the red light at this intersection.	There are plans to implement dual westbound left turn lanes and a free northbound right turn lane at this intersection. Long term this will be an innovative intersection (see projects 1-L and 3-B).
Western Hills Drive / 12600 South	As it currently stands, this intersection is absolutely horribly placed. This intersection should be combined with the intersection just directly west of it (Main St and 12600 S) into a 2-lane peanut-shaped roundabout. This would allow traffic to VERY easily navigate the various turns that are available to drivers here, and would increase safety for all.	There are plans to restrict access to the side streets at this intersection (see project 1-M).
Juniper Crest Road	Please expedite the completion of this road to Mountain View Corridor. 1.) We need another road out of this area for emergencies, 2.) Rosecrest Rd becomes a bottleneck during rush hour, 3.) It takes 10+ minutes just to get to the other side of Mountain View from this area (ie Lee's Marketplace) when it could take 1-2 minutes, which would help these businesses.	Refer to projects 1-30 and 1-31 in the TMP.
Fort Herriman Parkway / Herriman Rose Boulevard	PLEASE PLEASE PLEASE turn this intersection into a roundabout!!! I have seen so many cars completely ignore the stop sign that currently exists. This would likely also occur if a traffic signal were in place. Also, the increased traffic from the new Target will only cause this to occur even more. A roundabout would be absolutely perfect at this intersection. The intersection is already big enough for a roundabout - whether it be a 1 lane roundabout or a 2 lane roundabout, it is big enough. Cars are forced to slow down as they navigate a roundabout. It would be excellent for pedestrian safety. PLEASE turn this intersection into a roundabout!!!	There are plans to install a signal at this intersection (see project 1-U).
Fort Herriman Parkway / Herriman Rose Boulevard	This four-way stop is busy enough now that it ought to be either a traffic light or a roundabout. This will also make it safer for pedestrians to cross.	
Herriman Rose Boulevard / Herriman Main Street	This crossing is unsafe. There have been multiple crashes and near misses at this intersection due to the geometry and speed. Reducing the speed on Main Street to 30 mph and installing a raised crosswalk would improve safety.	There are plans to manage accesses at this intersection (see project 1-T).
Herriman Rose Boulevard / Herriman Main Street	This intersection needs to be replaced with a roundabout. A 1-lane roundabout would suffice. It doesn't need a large 2-lane roundabout. This would be excellent for pedestrian safety and allow residents to cross the street easily (and more safely) from the neighborhood towards the library and rec center. The current pedestrian crossing is dangerous.	
Pioneer Street / Herriman Main Street	Bike lanes here are narrow, adjusting the lane widths might help with that	Main Street at this location is identified as a Major Collector roadway which have 6' bike lanes.
Herriman Main Street west of Hi Country Road	There are a lot of cyclists on this stretch of Herriman Highway with barely any room on the side of the road to ride their bikes. It feels dangerous for the motorist and the cyclist to be using this narrow winding road with bad visibility and minimal passing space.	There are plans to widen this roadway (see project 1-23).

Appendix B — Cost Estimates

Appendix C — WFRC Safety Action Plan Projects for Herriman

Project Information Sheet

GFA(s):	**South Salt Lake Valley**	**Date Prepared:**	**3/14/2024**
Project Name:	**13400 South from 6400 West to Bangerter Highway**	**Prepared By:**	**JSF**
Jurisdiction(s):	**Herriman, Riverton**	**Checked By:**	**EJS**
Emphasis Areas:	**Intersections, Roadway Departures, Teen Driver**		
Equity Priority:	**Medium, Low**		

Location Description

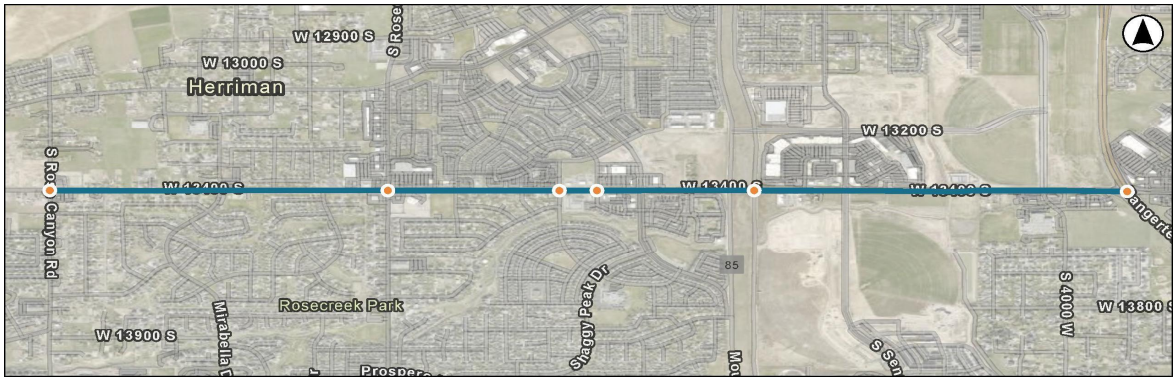
Roadway: 13400 South
From: 6400 West
To: Bangerter Highway
Length: 3.20 miles

Key Intersection Locations:

Rose Canyon Road	Rosecrest Road
5200 West	Mountain View Corridor
Towne Market Place	Bangerter Highway

Project Location Map

Map ID: 10.54.1.1



Segment Information and Safety Analysis Areas Summary

Roadway Characteristics	Value
Length (miles)	**3.20**
Average Daily Traffic (vehicles per day)	**31,789**
Functional Classification	**Minor Arterial**
Roadway Ownership	**Federal Aid - Local**
Urban/Rural Designation	**Urban**
Number of Key Intersections	**6**

Why Was This Location Identified?	
Composite Safety Score	✓
Historic Crashes	✓
Critical Crash Rate Differential	✓
Crash Profile Risk Score	✓
usRAP - Star Rating (Veh, Ped, Bike)	✓
Local Street Assessment	

Segment Crash History

Crash History (2018 - 2022)	# of crashes
Fatal Crashes (K)	**0**
Suspected Serious Injury Crashes (A)	**2**
Suspected Minor Injury Crashes (B)	**26**
Possible Injury Crashes (C)	**28**
No Injury/PDO Crashes (O)	**199**
Total Crashes	**255**
Total EPDO Crashes	**1,284**

What Crash Types are Over-Represented?			
Fatal		Head On (HO)	
Serious Injury	✓	Parked Vehicle (PV)	✓
Pedestrian (Ped)		Single Vehicle	✓
Bicycle (Bike)		Rear to Rear (RR)	
Motorcycle		Rear to Side (RS)	
Angle		Sideswipe (SS)	
Front to Rear (FR)	✓	Other/Unknown	

Intersection Crash History

									What Crash Types are Over-Represented?							
Intersections	**Signal**	**K**	**A**	**B**	**C**	**O**	**Total**	**EPDO**	K/A	Ped/Bike	Angle	FR	HO	PV	RR/RS	SS
Rose Canyon Road & 13400 Sout	✓	0	0	4	10	7	21	210								
5200 West & 13400 South	✓	0	0	3	11	4	18	196								
Towne Market Place & 13400 Sou		0	0	5	10	6	21	231								
Rosecrest Road & 13400 South	✓	0	0	9	55	38	102	864								
Mountain View Corridor & 13400 S	✓	0	2	6	60	21	89	1,024								
Bangerter Highway & 13400 Sout	✓	1	3	28	85	26	143	2,785								

Project Description/How is safety improved?

This project is focused on systemic safety improvements along the corridor including constructing sidewalk in locations where no sidewalk is present, installing center curbed median and limiting access at unsignalized intersections, and striping a buffered bicycle lane where it currently does not exists west of Rosecrest Road. It is also proposed that all school crosings be upgraded to high visibility crosswalk markings.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Proposed Proven Safety Countermeasures


Corridor Access Management


Bicycle Lanes


Crosswalk Visibility Enhancements

Opinion of Probable Construction Cost

Segment Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Install Sidewalk or Walkways	NA	Pedestrian	0.52	MILE	$ 634,000	$ 329,680
Install Raised Medians on Roadways with Existing TWLTL	0.29	All Crashes	1.72	MILE	$ 928,000	$ 1,596,160
Traffic Calming - Lane Narrowing	0.68	All Crashes	0.99	MILE	$ 39,000	$ 38,610
Install Buffered Bicycle Lane	NA	Bicycle	0.99	MILE	$ 26,000	$ 25,740
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Intersection Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Install High Visibility Crosswalk Markings	0.6	Pedestrian	11.00	XING	$ 2,500	$ 27,500
Protected Intersection	NA	All Crashes	2.00	INT	$ 650,000	$ 1,300,000
Provide Left-Turn Lanes	0.52 - 0.72	Rural	2.00	LANE	$ 300,000	$ 600,000
Provide Right-Turn Lanes	0.74 - 0.86	All Crashes	2.00	LANE	$ 150,000	$ 300,000
Add Bicycle Treatments at Intersections	NA	All Crashes	2.00	INT	$ 9,000	$ 18,000
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Improvements Subtotal:		$ 4,235,690
*Mobilization: (% +/-)**	*10%*	$ 75,000
Traffic Control: (% +/-)	*5%*	$ 211,785
Items Not Estimated / Contingency: (% +/-)	*30%*	$ 1,270,707
Estimated Construction Cost:		$ 5,793,182

Local Match†: 20% $ 1,471,600

† *Toward SS4A Implementation Grants*

Preconstruction Engineering/Design	*12%*	$ 695,182
*Utilities***		$ -
*ROW***		$ -
Construction Engineering/Management	*15%*	$ 868,977
Estimated Project Total:		$ 7,358,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be evaluated during feasibility study/design

Additional Potential Improvements

Additional safety improvements could be considered that were not included due to availability of data, need for site-specific information, and/or agency/jurisdiction input. Potential additional countermeasures are listed below. Refer to the ***Countermeasure Toolbox*** for a complete list of safety countermeasures.

Additional Improvements #1: _____
Additional Improvements #2: _____
Additional Improvements #3: _____
Additional Improvements #4: _____
Additional Improvements #5: _____

Disclaimer:

Disclaimer: The cost estimates provided in this document are for comparison purposes only. Actual project costs will vary. The recommended safety improvement strategies were based on available data and reasonable engineering judgment and a more detailed assessment may suggest additional safety strategies that could be considered.

Project Information Sheet

GFA(s):	**South Salt Lake Valley**	**Date Prepared:**	**3/14/2024**
Project Name:	**12600/Herriman Boulevard & Anthem Park Boulevard**	**Prepared By:**	**MA**
Jurisdiction(s):	**Herriman**	**Checked By:**	**EMF**
Emphasis Areas:	**Intersections, Roadway Departures, Teen Driver**		
Equity Priority:	**Medium**		

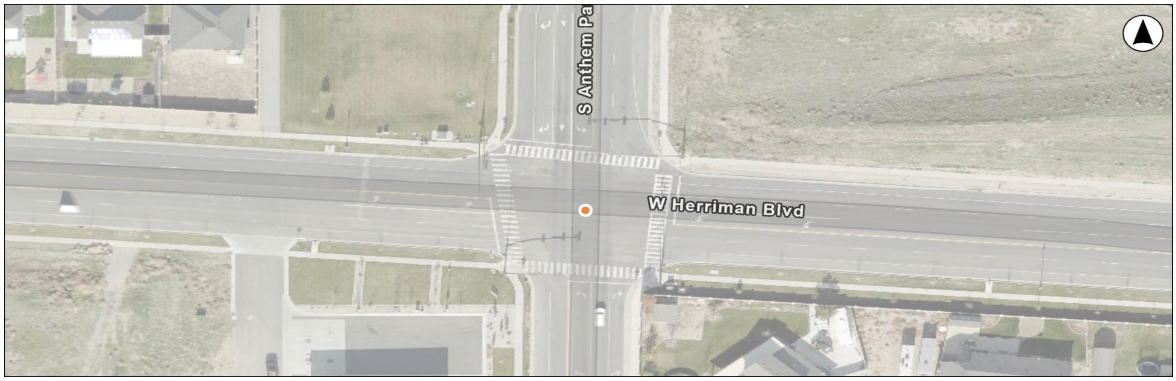
Location Description

Roadway:	NA
From:	NA
To:	NA
Length:	NA

Key Intersection Locations:
Herriman Boulev

Project Location Map

Map ID: **10.54.2**



Segment Information and Safety Analysis Areas Summary

Roadway Characteristics	Value
Length (miles)	**NA**
Average Daily Traffic (vehicles per day)	**NA**
Functional Classification	**NA**
Roadway Ownership	**NA**
Urban/Rural Designation	**NA**
Number of Key Intersections	**NA**

Why Was This Location Identified?	
Composite Safety Score	
Historic Crashes	
Critical Crash Rate Differential	
Crash Profile Risk Score	
usRAP - Star Rating (Veh, Ped, Bike)	
Local Street Assessment	

Segment Crash History

Crash History (2018 - 2022)	# of crashes
Fatal Crashes (K)	**NA**
Suspected Serious Injury Crashes (A)	**NA**
Suspected Minor Injury Crashes (B)	**NA**
Possible Injury Crashes (C)	**NA**
No Injury/PDO Crashes (O)	**NA**
Total Crashes	**NA**
Total EPDO Crashes	**NA**

What Crash Types are Over-Represented?			
Fatal		Head On (HO)	
Serious Injury		Parked Vehicle (PV)	
Pedestrian (Ped)		Single Vehicle	
Bicycle (Bike)		Rear to Rear (RR)	
Motorcycle		Rear to Side (RS)	
Angle		Sideswipe (SS)	
Front to Rear (FR)		Other/Unknown	

Intersection Crash History

									What Crash Types are Over-Represented?							
Intersections	**Signal**	**K**	**A**	**B**	**C**	**O**	**Total**	**EPDO**	K/A	Ped/Bike	Angle	FR	HO	PV	RR/RS	SS
Herriman Boulevard & Anthem Pa	✓	0	0	1	11	4	16	151								

Project Description/How is safety improved?

This project recommends the following improvements to the intersection of W Herriman Blvd/Anthem Park Blvd: protected intersection improvements including bulbouts on all possible approaches and other improvements to increase pedestrian visibility; eastbound and westbound right-turn lane; advance warning signage on east and west approaches; retroreflective backplates/borders; high-visibility crossing, signage and ADA improvements at the intersection.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Proposed Proven Safety Countermeasures


Backplates with Retroreflective Borders


Crosswalk Visibility Enhancements


Dedicated Left and Right-Turn Lanes at Intersections

Opinion of Probable Construction Cost

Segment Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Intersection Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Protected Intersection	NA	All Crashes	1.00	INT	$ 650,000	$ 650,000
Provide Right-Turn Lanes	0.74 - 0.86	All Crashes	2.00	LANE	$ 150,000	$ 300,000
Systemic Low-Cost Countermeasures at Stop-Control Intersection	0.73 - 0.9	All Crashes	1.00	INT	$ 19,000	$ 19,000
Install Retroreflective Backplates/Boarders			8.00			$ -
Install High-Visibility Crosswalk	0.6 - 0.75	Pedestrian	1.00	XING	$ 36,000	$ 36,000
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Improvements Subtotal:		$ 1,005,000
*Mobilization: (% +/-)**	*10%*	$ 75,000
Traffic Control: (% +/-)	*5%*	$ 50,250
Items Not Estimated / Contingency: (% +/-)	*30%*	$ 301,500
Estimated Construction Cost:		$ 1,431,750

Local Match†: 20% $ 363,800

† *Toward SS4A Implementation Grants*

Preconstruction Engineering/Design	*12%*	$ 171,810
*Utilities***		$ -
*ROW***		$ -
Construction Engineering/Management	*15%*	$ 214,763
Estimated Project Total:		$ 1,819,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be evaluated during feasibility study/design

Additional Potential Improvements

Additional safety improvements could be considered that were not included due to availability of data, need for site-specific information, and/or agency/jurisdiction input. Potential additional countermeasures are listed below. Refer to the ***Countermeasure Toolbox*** for a complete list of safety countermeasures.

Additional Improvements #1: Set Appropriate Speed Limits for All Road Users
Additional Improvements #2:
Additional Improvements #3:
Additional Improvements #4:
Additional Improvements #5:

Disclaimer:

Disclaimer: The cost estimates provided in this document are for comparison purposes only. Actual project costs will vary. The recommended safety improvement strategies were based on available data and reasonable engineering judgment and a more detailed assessment may suggest additional safety strategies that could be considered.

Project Information Sheet

GFA(s):	**South Salt Lake Valley**	**Date Prepared:**	**3/14/2024**
Project Name:	**Sentinel Ridge Boulevard from 13400 South to 14230 South**	**Prepared By:**	**JSF**
Jurisdiction(s):	**Herriman**	**Checked By:**	**EJS**
Emphasis Areas:	**Intersections, Roadway Departures, Teen Driver**		
Equity Priority:	**Low**		

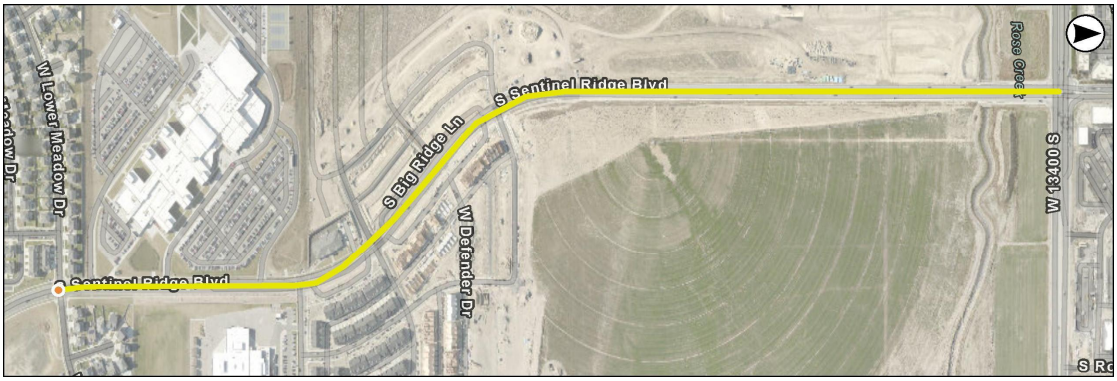
Location Description

Roadway: Sentinel Ridge Boulevard
From: 13400 South
To: 14230 South
Length: 1.09 miles

Key Intersection Locations:
14230 South

Project Location Map

Map ID: 10.54.3



Segment Information and Safety Analysis Areas Summary

Roadway Characteristics	Value
Length (miles)	**1.09**
Average Daily Traffic (vehicles per day)	**8,542**
Functional Classification	**Local**
Roadway Ownership	**Local**
Urban/Rural Designation	**Urban**
Number of Key Intersections	**1**

Why Was This Location Identified?	
Composite Safety Score	
Historic Crashes	✓
Critical Crash Rate Differential	✓
Crash Profile Risk Score	
usRAP - Star Rating (Veh, Ped, Bike)	
Local Street Assessment	

Segment Crash History

Crash History (2018 - 2022)	# of crashes
Fatal Crashes (K)	**0**
Suspected Serious Injury Crashes (A)	**0**
Suspected Minor Injury Crashes (B)	**1**
Possible Injury Crashes (C)	**4**
No Injury/PDO Crashes (O)	**18**
Total Crashes	**23**
Total EPDO Crashes	**86**

What Crash Types are Over-Represented?			
Fatal		Head On (HO)	✓
Serious Injury		Parked Vehicle (PV)	
Pedestrian (Ped)		Single Vehicle	
Bicycle (Bike)		Rear to Rear (RR)	
Motorcycle		Rear to Side (RS)	
Angle		Sideswipe (SS)	
Front to Rear (FR)	✓	Other/Unknown	

Intersection Crash History

									What Crash Types are Over-Represented?							
Intersections	**Signal**	**K**	**A**	**B**	**C**	**O**	**Total**	**EPDO**	K/A	Ped/Bike	Angle	FR	HO	PV	RR/RS	SS
14230 South & Sentinel Ridge Bo		0	0	1	5	3	9	82		✓						

Project Description/How is safety improved?

This project recommends the systemic safety improvements along the corridor including traffic calming, median installation, and active transportation improvements. These improvements include lane narrow and median installation along the entire corridor. Active transportation improvements include the extension of the muti-use path and bulbouts at all school crossings. It is also proposed that the intersection of 14230 South/Sentinel Ridge Boulevard be evaluated through Intersection Control Evaluation (ICE) study. Also the intersection should consider RRFB and higher visibility crosswalks. A pedestrian refuge island should be considered at the existing HAWK signal crossing.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Proposed Proven Safety Countermeasures

Crosswalk Visibility Enhancements

Rectangular Rapid Flashing Beacons (RRFB)

Opinion of Probable Construction Cost

Segment Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Traffic Calming - Lane Narrowing	0.68	All Crashes	1.09	MILE	$ 39,000	$ 42,510
Install Medians and Pedestrian Refuge Islands in Urban Areas	0.44	Pedestrian	1.09	LE (URBA	$ 958,000	$ 1,044,220
Install a Separated Bicycle Lane (Cycle Track or Multi-Use Path)	NA	Bicycle	0.73	MILE	$ 553,000	$ 403,690
Traffic Calming - Bulbouts	0.68	All Crashes	16.00	EACH	$ 36,000	$ 576,000
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Intersection Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Perform an Intersection Control Evaluation and Implement	NA	All Crashes	1.00	INT	$ 225,000	$ 225,000
Install a Rectangular Rapid Flashing Beacons (RRFB)	0.526	Pedestrian	1.00	XING (2)	$ 15,000	$ 15,000
Install Pedestrian Refuge Island	0.54	Pedestrian	1.00	EACH	$ 30,000	$ 30,000
Install High-Visibility Crosswalk	0.6 - 0.75	Pedestrian	3.00	XING	$ 36,000	$ 108,000
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Improvements Subtotal:		$ 2,444,420
*Mobilization: (% +/-)**	*10%*	$ 75,000
Traffic Control: (% +/-)	*5%*	$ 122,221
Items Not Estimated / Contingency: (% +/-)	*30%*	$ 733,326
Estimated Construction Cost:		$ 3,374,967

Local Match†: 20% $ 857,400

† *Toward SS4A Implementation Grants*

Preconstruction Engineering/Design	*12%*	$ 404,996
*Utilities***		$ -
*ROW***		$ -
Construction Engineering/Management	*15%*	$ 506,245
Estimated Project Total:		$ 4,287,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be evaluated during feasibility study/design

Additional Potential Improvements

Additional safety improvements could be considered that were not included due to availability of data, need for site-specific information, and/or agency/jurisdiction input. Potential additional countermeasures are listed below. Refer to the ***Countermeasure Toolbox*** for a complete list of safety countermeasures.

Additional Improvements #1: _____
Additional Improvements #2: _____
Additional Improvements #3: _____
Additional Improvements #4: _____
Additional Improvements #5: _____

Disclaimer:

Disclaimer: The cost estimates provided in this document are for comparison purposes only. Actual project costs will vary. The recommended safety improvement strategies were based on available data and reasonable engineering judgment and a more detailed assessment may suggest additional safety strategies that could be considered.

Project Information Sheet

GFA(s):	**South Salt Lake Valley**	**Date Prepared:**	**3/14/2024**
Project Name:	**13400 South from 6400 West to Bangerter Highway**	**Prepared By:**	**JSF**
Jurisdiction(s):	**Riverton, Herriman**	**Checked By:**	**EJS**
Emphasis Areas:	**Intersections, Roadway Departures, Teen Driver**		
Equity Priority:	**Medium, Low**		

Location Description

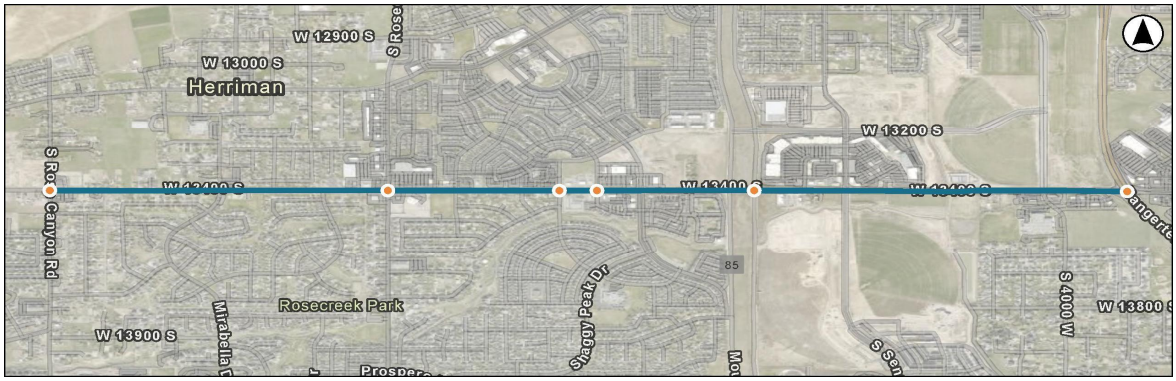
Roadway: 13400 South
From: 6400 West
To: Bangerter Highway
Length: 3.20 miles

Key Intersection Locations:

Rose Canyon Road	Rosecrest Road
5200 West	Mountain View Corridor
Towne Market Place	Bangerter Highway

Project Location Map

Map ID: 10.55.1.1



Segment Information and Safety Analysis Areas Summary

Roadway Characteristics	Value
Length (miles)	**3.20**
Average Daily Traffic (vehicles per day)	**31,789**
Functional Classification	**Minor Arterial**
Roadway Ownership	**Federal Aid - Local**
Urban/Rural Designation	**Urban**
Number of Key Intersections	**6**

Why Was This Location Identified?	
Composite Safety Score	✓
Historic Crashes	✓
Critical Crash Rate Differential	✓
Crash Profile Risk Score	✓
usRAP - Star Rating (Veh, Ped, Bike)	✓
Local Street Assessment	

Segment Crash History

Crash History (2018 - 2022)	# of crashes
Fatal Crashes (K)	**0**
Suspected Serious Injury Crashes (A)	**2**
Suspected Minor Injury Crashes (B)	**26**
Possible Injury Crashes (C)	**28**
No Injury/PDO Crashes (O)	**199**
Total Crashes	**255**
Total EPDO Crashes	**1,284**

What Crash Types are Over-Represented?			
Fatal		Head On (HO)	
Serious Injury	✓	Parked Vehicle (PV)	✓
Pedestrian (Ped)		Single Vehicle	✓
Bicycle (Bike)		Rear to Rear (RR)	
Motorcycle		Rear to Side (RS)	
Angle		Sideswipe (SS)	
Front to Rear (FR)	✓	Other/Unknown	

Intersection Crash History

									What Crash Types are Over-Represented?							
Intersections	**Signal**	**K**	**A**	**B**	**C**	**O**	**Total**	**EPDO**	K/A	Ped/Bike	Angle	FR	HO	PV	RR/RS	SS
Rose Canyon Road & 13400 Sou	✓	0	0	4	10	7	21	210								
5200 West & 13400 South	✓	0	0	3	11	4	18	196								
Towne Market Place & 13400 Sou		0	0	5	10	6	21	231								
Rosecrest Road & 13400 South	✓	0	0	9	55	38	102	864								
Mountain View Corridor & 13400 S	✓	0	2	6	60	21	89	1,024								
Bangerter Highway & 13400 Sout	✓	1	3	28	85	26	143	2,785								

Project Description/How is safety improved?

This project is focused on systemic safety improvements along the corridor including constructing sidewalk in locations where no sidewalk is present, installing center curbed median and limiting access at unsignalized intersections, and striping a buffered bicycle lane where it currently does not exists west of Rosecrest Road. It is also proposed that all school crosings be upgraded to high visibility crosswalk markings.

This project description represents potential safety improvement strategies that could be implemented at this location, as well as other locations with similar conditions. Additional improvement strategies could be considered subject to engineering analysis.

Proposed Proven Safety Countermeasures


Corridor Access Management


Bicycle Lanes


Crosswalk Visibility Enhancements

Opinion of Probable Construction Cost

Segment Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Install Sidewalk or Walkways	NA	Pedestrian	0.52	MILE	$ 634,000	$ 329,680
Install Raised Medians on Roadways with Existing TWLTL	0.29	All Crashes	1.72	MILE	$ 928,000	$ 1,596,160
Traffic Calming - Lane Narrowing	0.68	All Crashes	0.99	MILE	$ 39,000	$ 38,610
Install Buffered Bicycle Lane	NA	Bicycle	0.99	MILE	$ 26,000	$ 25,740
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Intersection Improvements

Item Description	CMF	Applicable Crashes	Quantity	Unit	Unit Price	Item Cost
Install High Visibility Crosswalk Markings	0.6	Pedestrian	11.00	XING	$ 2,500	$ 27,500
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -
						$ -

Improvements Subtotal:		$ 2,017,690
*Mobilization: (% +/-)**	*10%*	$ 75,000
Traffic Control: (% +/-)	*5%*	$ 100,885
Items Not Estimated / Contingency: (% +/-)	*30%*	$ 605,307
Estimated Construction Cost:		$ 2,798,882

Local Match†: 20% $ 711,000

† *Toward SS4A Implementation Grants*

Preconstruction Engineering/Design	*12%*	$ 335,866
*Utilities***		$ -
*ROW***		$ -
Construction Engineering/Management	*15%*	$ 419,832
Estimated Project Total:		$ 3,555,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000
**To be evaluated during feasibility study/design

Additional Potential Improvements

Additional safety improvements could be considered that were not included due to availability of data, need for site-specific information, and/or agency/jurisdiction input. Potential additional countermeasures are listed below. Refer to the ***Countermeasure Toolbox*** for a complete list of safety countermeasures.

Additional Improvements #1: _____
Additional Improvements #2: _____
Additional Improvements #3: _____
Additional Improvements #4: _____
Additional Improvements #5: _____

Disclaimer:

Disclaimer: The cost estimates provided in this document are for comparison purposes only. Actual project costs will vary. The recommended safety improvement strategies were based on available data and reasonable engineering judgment and a more detailed assessment may suggest additional safety strategies that could be considered.

Appendix D — Cost Estimate from Oquirrh Connection Feasibility Study

Table 9 : Butterfield – Middle Canyon Conceptual Cost Estimate

Oquirrh Connection
Conceptual Cost Estimate
Middle Canyon and Butterfield Canyon Options

1-Aug-17

Description	Quantity	Unit	Unit Price	Total
General				
Mobilization	1	Lump	6.0%	$7,200,000.00
Traffic Control	1	Lump	2.0%	$2,400,000.00
Survey	1	Lump	5.0%	$6,000,000.00
General Subtotal				**$15,600,000.00**
Roadway				
Roadway Excavation	2,247,700	cu yd	$15.00	$33,715,500.00
HMA - 5-1/2 Inch	133,800	Ton	$75.00	$10,035,000.00
Granular Borrow (Plan Qty)	168,600	cu yd	$12.00	$2,023,200.00
Untreated Base Course (Plan Qty)	147,900	cu yd	$25.00	$3,697,500.00
Guardrail	11,800	ft	$20.00	$236,000.00
Crash Cushion	64	each	$3,500.00	$224,000.00
ROW	206	Acre	$100,000.00	$20,600,000.00
Right-of-Way Fence	149,300	ft	$7.50	$1,119,750.00
Roadway Subtotal				**$37,935,450.00**
Structures				
Bridge	98,100	sq ft	$250.00	$24,525,000.00
MSE Retaining Wall	331,900	sq ft	$50.00	$16,595,000.00
Tunnel	4,800	ft	$27,500.00	$132,000,000.00
Structures Subtotal				**$173,120,000.00**
CONSTRUCTION SUBTOTAL				**$226,655,450.00**
Preliminary Engineering (10%)				**$22,666,000.00**
Construction Engineering (10%)				**$22,666,000.00**
25% CONTINGENCY				**$56,664,000.00**
			Subtotal	**$101,996,000.00**
TOTAL PROJECT COST				***$328,652,000.00***