

# TRANSPORTATION

Updated ~~9-25~~10-07-2019

## INTRODUCTION

The City of Riverdale is located at the joining point of two major freeways and is in the unique position of being greatly impacted by the area's roadway system. No other city of its size in the State of Utah has the wide range of roadway systems that Riverdale has. Along with I-15 and I-84, US 91 also known as SR 26 (Riverdale Road) also bisects the City. The City also has collector and residential streets of varying sizes that serve the City. The existing roadway system is well established with improvements to Riverdale Road. Currently there are no plans for new city owned roads that are expected to be constructed in the City, with the exception of any new roads established through future subdivision development. The Governing Body and city staff from time to time evaluate design standards for each road and based on those standards consider options including, but not limited to, medians, landscaping, and any other appropriate design concepts.

There are four basic types of roadways, each of which currently can be found in the City of Riverdale. **Interstates I-84 and I-15** intersect in Riverdale and divide the City into three separate areas. Within Riverdale, improvements have been ~~and will be made~~ for direct access to and from the two freeways. First, at I-84 and Riverdale Road, the new bridge and ramp access that is by means of the newly designed Single Point Urban Interchange (SPUI), and second, at I-15 and Riverdale Road, expanded access ~~will be~~ has been reconstructed as part of the 2014 UDOT road improvement project.

**Riverdale Road (US-91/SR 26)** is the City's **major arterial**. Major arterials are streets that bring traffic to and from the freeway system as well as serve major traffic movements within the metropolitan area.

The next class of roadways is **collector streets**. The segment of 4400 South from 700 West to Cozy Dale Drive (1500 west) is a collector roadway. In addition, 1050 West, 1150 West, Cozy Dale Drive, 700 West, and Parker Drive are collector roadways in Riverdale. The transportation plan shows all roadways and their classifications. These collectors do not serve as roads for long through trips and, therefore, generally are not continuous for any great length. The principal difference between a collector and a major arterial typically is the width of the right-of-way, number of lanes, length of trip and volume of traffic it accommodates.

**Local streets** are those streets whose function is to provide access to immediate adjacent land uses. They make up the large percentage of the total street mileage of the City, but carry a small portion of the vehicle-miles of travel. Even though 700 West from 4400 South to Parker Drive is listed as a collector road, its primary function is to accommodate local traffic. Local residential streets, in most cases, will carry daily traffic volumes of 2,000 or less.

Riverdale City is continuously striving to improve the existing street system to be safer for area residents whether they are on foot, bicycles, or in a car. The goal of any

analysis is to study the critical locations within the City and to recommend low cost methods for improving the safety and operation of the City's street system.

Further, Riverdale City, in association with efforts from the Wasatch Front Regional Council (WFRC), is striving to adopt policies and plans as the part of the Wasatch Choices 2050 vision to incorporate multimodal (vehicle, bus, bike, foot, etc.) access throughout the Riverdale community and in connection to neighboring municipalities and other governmental entities. Riverdale City is engaged in long-range planning efforts with WFRC to identify transportation challenges and work on long-range improvements and solutions to address these identified challenges. Riverdale City is strongly encouraged to review the WFRC Choices 2050 program when working through transportation options for development and budget processes as the City makes decisions regarding future growth opportunities and challenges.

Currently, Riverdale City does not have many major transit investment corridors in the City, besides the consideration of current UTA bus service routes throughout the City. Major transit investment corridors have been established by the Utah State Legislature as public transit service that uses or occupies: (a) public transit rail right-of-way; (b) dedicated road right-of-way for the use of public transit, such as bus rapid transit; or (c) fixed-route bus corridors subject to an interlocal agreement or contract between a municipality or county and a public transit district as defined in State Code or an eligible political subdivision as defined in State Code.

## **Transit**

The Utah Transit Authority provides bus service along Riverdale Road and 4400 South.

Route number 470 serves the area in both directions along Riverdale Road on approximately one-half hour headways. The northbound route continues to the downtown Ogden Transit Center. Southbound vehicles wend their way through several cities to the downtown Salt Lake area.

Route Number 456 is an express from the Ogden Transit Center to and from Salt Lake's west side office area on approximately one-half hour headways.

~~Route 470 runs to and from the Salt Lake Downtown area on approximately one-half hour headways.~~

Route 640 runs from west Davis County to and from Weber State University via 4400 South on approximately one-half hour headways.

Riverdale City continues to work closely with UTA in moving ahead to improve bus stop locations with shelters. Most bus stops in Riverdale City do have equipped shelters at each UTA bus stop. Currenty, Riverdale hopes to see ~~several city~~three additional and final key bus stops equipped with shelters ~~in 2013~~in the near future as continued efforts are made to work with property owners and UTA leadership to accomplish this goal.

## **Bikeways/Pedestrian Sidewalks**

In order to more effectively accommodate bicycle and pedestrian transportation the Riverdale City Council has formed a Bicycle and Pedestrian Ad Hoc Committee and tasked the committee with recommending possible improvements to certain areas of the city that may be considered safe routes for bicycle traffic. The committee has identified 4400 South as a strategic bicycle route for Riverdale City and certain improvements have been completed including: striping of bike lanes and installing signs identifying that the use of the existing roadway will now be shared by the biking community. These improvements extend from Parker Drive and continue east to the new 700 West round-about where they will be continued to connect with bike lanes on River Park Drive.

Additionally Roy City Council representative was has been frequently contacted pertaining to the need for proposed future improvements along 4400 South. This will should include street, curb, gutter and sidewalk improvements. It was has been recommended that the Roy City street design include a dedicated bicycle lane and appropriate signs designating this as such for the safety of those who use this roadway. A couple of years ago, Riverdale City, Weber County, and UDOT entered into an effort to establish a new bike/pedestrian bridgeway over I-15 and also a widened underpass along 4400 South under I-84. The construction of these facilities have been completed along with some additional accommodation and widening added for shared bike access along this section of 4400 South. These facilities have improved the safety and access along this section of 4400 South. In the future when UDOT funding allows for the replacement/reconstruction of the I-84 and I-15 bridges, it is recommended that in a cooperative effort Riverdale City, Roy City, Ogden City and Weber County petition UDOT to design appropriate bicycle and pedestrian accommodations on this section of 4400 South.

The Bike/Pedestrian Ad Hoc Committee also recommended that 700 West/River Park Drive be completed with appropriate bicycle lanes and sign improvements along this entire route from Parker Drive continuing south to 1050 West. Many of these bicycle lanes and sign improvements have been installed along this route since the time of that recommendation from the Committee.

A few A areas of the city were also identified where pedestrian sidewalk connections are recommended to be completed. Most of the pedestrian sidewalk connections identified have been completed with the exception These areas are of the following: The undeveloped property owned by the LDS Church on 700 West and approximately 4225 South, an An undeveloped section of Parker Drive at approximately 3496 South currently owned by the Purin family, developed property directly behind the Wal-Mart Supercenter and adjacent undeveloped property owned by H&P Investments both situated on River Park Drive.

The Ogden Area Transportation Study (OATS) has implemented a series of bike routes throughout the entire urbanized area. Riverdale's bikeway system should connect internal destinations such as parks and schools while connecting to the larger area-wide bikeway system. Additionally, Riverdale City has entered into a Tri-City multi-modal transportation connectivity study with Washington Terrace City and South Ogden City to

identify where key transportation linkages can be planned for and established to create better east to west connectivity between the cities and additional north to south connectivity, where appropriate and necessary.

It is recommended that in any future consideration of bicycle infrastructure the city consider traffic volumes, the planned roadway cross-section as well as the condition of streets being considered to install the highest feasible class of bicycle infrastructure. Bikeway classifications are defined as follows:

**Class I** A class I bikeway is a path designed for cyclists, pedestrians and in some cases, equestrians. They are located in areas where it is possible to prohibit motor vehicle traffic.

**Class II** A class II bikeway is a defined portion of an existing roadway designed for the exclusive use of bicycles. Separation is achieved by either painted lane or “bicycle use only” pavement markings or by grade separation from the roadway or pedestrian walkway.

**Class III** A class III bikeway is a signed cycling route utilizing existing roadways where cyclists would share the road with other types of traffic. This type of bikeway does not provide cyclists with increased road privileges; rather, it informs motorists of the cycling route and warns them to watch for bicyclists.

The following streets are recommended for development as bikeways in the City of Riverdale:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Classification</u>
Parker Drive	N. City Limits	4400 South	Class I (east side)
4400 South	Parker Drive	700 West	Class I
4400 South	700 West	Weber River Pkwy	Class III
Weber River. Dr.	City Hall	700 West	Class II
4600 South	700 West	Bridge	Class II
1050 West	700 West	So. Weber Dr.	Class II/III
So. Weber Dr.	1050 West	City Limits	Class III
1050-1150 W	1050 West	5050 South	Class III
5050 South	1150 West	Golden Spike Park	Class III

### **Pedestrian Ways and Sidewalks**

Pedestrian walkways provide a more relaxed method of moving short distances throughout an urbanized area. All new roadways within the City are required to provide sidewalks for pedestrians. Residential and collector roadways should have sidewalks adjacent to the roadway as a portion of the roadway cross-section. Commercial collector roadways and parkways should provide sidewalks that are separated from the roadway by some distance. Each of the Class I bikeways should also be designed to serve pedestrian movements.

## EXISTING CONDITIONS

Traffic throughout the area is increasing at a rate of approximately five percent each year. Data provided by UDOT is shown in Table N below.

**Table N**  
**City of Riverdale 2015-2017**  
**Average Daily Traffic at Various Locations**

Route	Location	2015	2016	2017
Riverdale Rd. (SR 26)	SR 126 Roy	21,000	22,000	23,000
	I-15 via Riverdale Road	45,000	47,000	48,000
	I-84 via Riverdale Road	46,000	48,000	49,000
1050 West and South Weber Drive (SR 60)	SR 60	34,000	35,000	36,000
	SR 26 Riverdale Road	14,000	15,000	15,000
	SR 168 1150 West	1,300	1,300	1,400
	Weber/Davis Co. Line and East from Riverdale	2,000	2,100	2,800
	475 East (South Weber) Jct. SR 89	1,600	1,700	1,700
4400 South (SR 3316)	SR 126 1900 West in Roy	10,000	11,000	7,100
	Airport Road	9,000	9,500	9,700
	900 West	12,000	13,000	13,000

1900 West (SR 126) and Freeway Park Drive (SR 3315)	SR 97 5600 South in Roy	39,000	41,000	42,000
	SR 26 Riverdale Road	24,000	26,000	26,000
	SR 3315 Freeway Park	9,100	9,500	9,800

**Major Roadway Plan**

The major street plan is an illustration of the information discussed in this document. See Figure 21, Major Street Plan.

**Riverdale Road**

Riverdale Road (US-91/SR 26) runs in a northeast to southwest direction through the entire width of the City and bisects Riverdale into two pieces. Virtually a portion of every trip made each day by residents is impacted by Riverdale Road. Commercial uses abound along the entire length making Riverdale City a Regional Destination Retail Hub. Riverdale Road’s importance to the City cannot be over emphasized. March In 2015 UDOT completed work along Riverdale Road that includes extending the widening to 1900 West in Roy and reconstructing the interchange at I-15 to allow northbound exiting traffic to turn left into Roy, and to allow eastbound traffic on Riverdale Road to turn left into the on-ramp onto southbound I-15. Improved Pedestrian facilities were~~will~~ also ~~be~~ provided to access from Riverdale into Roy on sidewalks and/or marked signed crosswalks.

**900 West Between River Park Drive and the Weber River**

Riverdale City has zoned approximately 70 acres of property on the east side of the Weber River and directly south of the city offices to the Mixed Use (MU) designation. This property is owned by Unity EnterprisesEagles Landing Apartments LLC and will require an extension of 900 West through the DDR Riverdale City property and with a bridge spanning the Weber River in order to access this property for any future development of this property. The property owner has shown interest in developing mixed used residential on this property and will be required to construct appropriate new city roadways to accommodate the proposed housing growth.

**5600 South Between Freeway Park Drive and I-84**

5600 South Street should be considered to be extended east across or around the north end of Hill Air Force Base to I-84. Perhaps theThere may be an opportunity for a future interchange that could tie into a future street coming from the north on yet to be developed ground between the railroad tracks and the Weber River.

**1200 West at Existing Dead End at About 5180 South**

In the future, this temporary dead end could permanently end with a cul-de-sac or possibly extend south and east to 1150 West.

### ~~4375 South Between 800 West and 900 West~~

~~4375 South is not a through street between 800 West and 900 West. The street should be extended as the property is developed.~~

### Ritter Drive

Ritter Drive is in the process of a road construction widening and curb, gutter, and sidewalk improvement process. With the expansion of Ritter Drive, this may facilitate new discussion and a consideration of utilizing full two-way traffic on this road between 1050 West and Freeway Park Drive.

### **4800 South Between I-15 and 1500 West**

4800 South connects with what is left of 1500 West which then connects with 1500 West at an odd angle. 4800 South should extend directly to 1500 west, forming a future “T” intersection. This road could possibly be vacated when the area fully develops.

### **5400 South at Existing Dead End at About 1300 West**

In the future, this temporary dead end could permanently end with a cul-de-sac. It is not likely that the street could extend to Ritter Drive due to the grades.

### **550 West Between the Existing Temporary Dead End and 300 West**

When development comes to this area, it is possible that 550 West could be extended as far north as 300 West and/or back to Riverdale Road. It may also make a transition from a city street into a private parking access or parking area. Riverdale City has paved this from the improved end of 550 West to temporarily tie into 500 West. When this area develops this temporary section of paved road may permanently be improved to city standards or may be vacated in lieu of new development.

### **950 West Between 4400 South and 4600 South**

950 West temporarily dead ends at about 4500 South. The street may be extended or end with cul-de-sac with future development.

Each of the locations was studied to determine whether a roadway geometrics problem exists that can be rectified. It was found that most of the locations could be improved with minor adjustments that would make the safety and operation of the location significantly better than the existing conditions. The following section discusses the existing condition and recommends methods of improvement to the existing conditions.

## **INDIVIDUAL LOCATION ANALYSIS**

### **3600 South Parker Drive**

Parker Drive is the east frontage roadway of I-15 running from 4400 South north to 31st Street. It currently is a medium volume roadway that is used as an alternate access to the area by local residents. It is recommended that Parker Drive be potentially widened to a three lane section to allow for a turn lane into and out of the extension of 3600 South. When Parker Drive is reconstructed in the future, consideration should be given to its widening to meet City standards for a collector roadway. The additional width will

facilitate turning, parking and passing of other vehicles for roadway users. Figure 22 illustrates the existing and proposed design for the new intersection.

#### **Parker Drive North of 3950**

Parker Drive should be widened to match the width of the road that is 500 feet to the north.

#### **4400 South from 700 to 1100 West**

4400 South is a significant roadway in the City of Riverdale. Running east and west from the west city limits to the river and railroad tracks, it provides good access to many different areas of the City of Riverdale. In addition to automobiles, both bicyclists and pedestrians use 4400 South as a portion of their travel. The cross-section of 4400 South right-of-way widens east of 1100 West from eighty to approximately one hundred feet. 4400 South has been improved with bike lanes connecting 700 West to the South to River Park Drive.

#### **4300 South and 600 West Intersection**

The intersection of 4300 South and 600 West is a unique intersection in that it is a four-leg intersection with ~~one~~two of the legs being a stub streets and the other going into a private development and trail access. Figure 23 illustrates the existing condition. There are low traffic volumes and a very low accident history for this type of intersection in a residential area. No change is recommended in the traffic control at this time. A stop control should be ~~added~~considered if ~~either~~the dead end roadway is extended in the future.

#### **4050 South and 600 West**

The intersection of 600 West with 4050 South is designed as a “T” intersection in a residential area. Development is complete on all the legs of the intersection. Figure 24 is an illustration of this intersection. A yield sign controls the north leg which is a residential cul-de-sac and is the lowest traffic volume entering the intersection. Sight distance is good for traffic approaching from all directions. While it is odd to control only one direction of the crossbar of a “T” intersection, the intersection is currently functioning in a safe manner. No change is recommended at this time.

*(Insert pages 98 through 101, figures 21-24 here)*







### **1050 West, South Weber Drive, Ritter Drive and 1150 West Intersection**

The intersection of 1050 West, 1150 West, Ritter Drive and South Weber Drive is a five-legged intersection. 1050 West carries high volumes of traffic and, with the closing of Ritter Drive from Freeway Park Drive and allowing only “one way” traffic, the amount of traffic heading east on Ritter Drive has been reduced. South Weber Drive is a UDOT road and has significant traffic volume. The segment of 1150 West going south to Hill Air Force Base is next, with 1150 West to the north having much small traffic volumes. It is recommended that this intersection be redesigned so that Ritter Drive, 1050 West, 1150 West, and South Weber Drive enter into a roundabout designed configuration. This configuration will allow for safer and more efficient vehicular movement through this “five points” location. Additionally, this roundabout design should provide safer and more appropriate facilities for bicycle and pedestrian movement through this “five points” location. Funding for this project has been secured in association with grant efforts provided to the City by WFRM. The approved roundabout project construction should commence in the next few years. ~~align and are at ninety-degree angles to 1050 West. The intersection of the segment of 1150 West to the north should also be relocated slightly to the north separating it from Ritter Drive. This design for the intersection is less confusing, assigns priority to the heaviest traffic movement, and can be implemented at minimal cost. Property to facilitate the squaring off of each roadway will be required and should be purchased when funding is available.~~

### **1500 West to tie into ~~1275 west~~Riverdale Road**

The intersection of 1500 West with the I-15 Frontage Road is slightly offset from the intersection with Riverdale Road. This intersection ~~will be~~was slightly re-configured as part of the UDOT Riverdale Road project ~~scheduled in 2014-2015. Because of the new Larry Miller auto dealership being constructed on the previously used Cinedome site it was determined that the dedicated roadway that cut through this property was not necessary or in the best interest of our citizens that it remain. In addition, the traffic desiring to go from 1500 West to 1275 West may now use the completed 5175 south road that connect these streets.~~

### **Policy Development**

This Transportation Section has been developed such that each area contains specific recommendations for improvements. The plan has been developed to serve as a guideline to improve the safety of all users of the roadway systems within the City of Riverdale. The adoption of this plan does not mean that each specific recommendation will be implemented as shown, but that the individual recommendations will serve as a guide in developing plans for overall improvement.

Specific policies recommended for adoption should include the development of a bikeway system for the City of Riverdale that connects all City business and recreational areas. The routing should avoid Riverdale Road and other high volume traffic areas as much as can be made possible and is practicable.