

Cottonwood Heights Transportation Master Plan

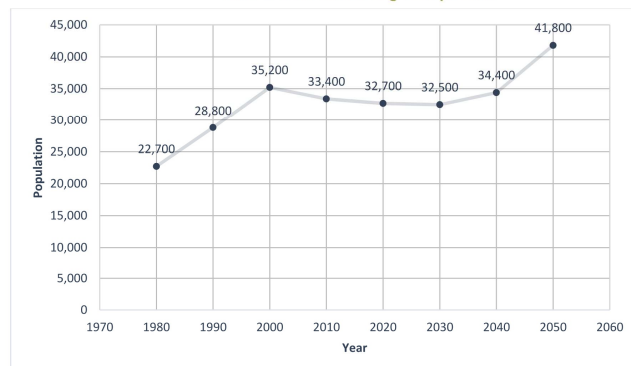
CITY COUNCIL – APRIL 4TH, 2023

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Population Data used in Model

- Population Graph has been updated to better reflect actual projected Population
- 2020 Census Population – 32,700
- 2050 Estimated Population – 41,800
- Gravel Pit Development – Major Contributor to Growth
- Transportation Model also uses Socio-Economic Data to calculate Future Demand on Roadways

Table 2: Cottonwood Heights Population



Source: US Census and WFRC Travel Demand Model

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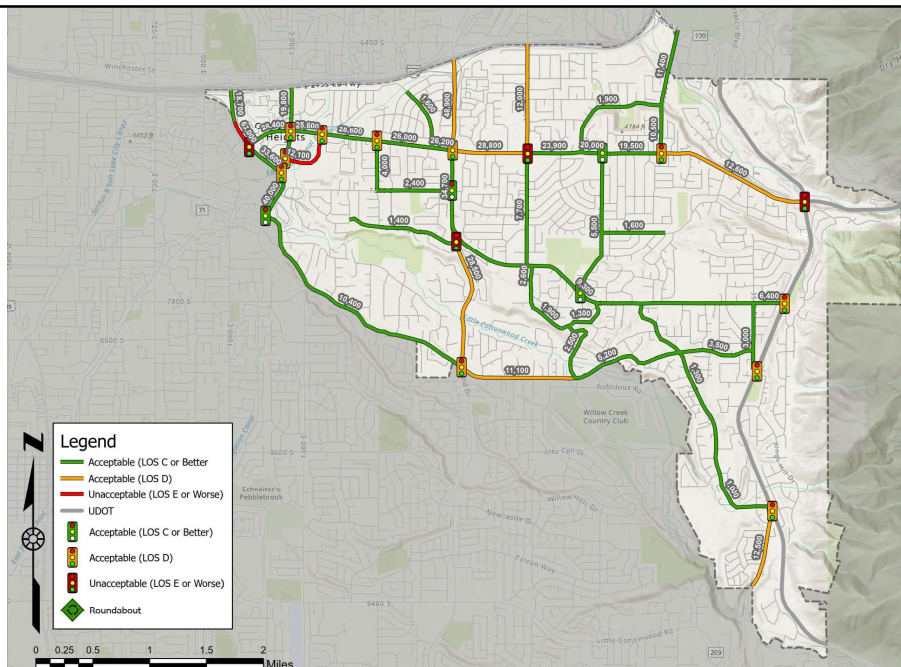
Safe Streets for Roads for All (SS4A) Grant

- Cottonwood Heights is committed to developing a safety action plan to address roadway safety problems in Cottonwood Heights.
- This plan will be completed as part of a regional collaboration of local communities inside the Wasatch Front Regional Council (WFRC) Metropolitan Planning Organization (MPO)
- Next Step after Safety Action Plan is SS4A Implementation Plan Grant
- Funds can be used for a variety of infrastructure, behavioral, and operational safety activities

Development of Bike Networks; Pedestrian Crossings; Traffic Calming; Educational Campaigns;
Roadway Safety Improvements; Safe Routes to Schools; Improving Intersections;
Roadside Safety Improvements;

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Existing Level of Service (Updated)



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Updated Recommended Roadway Projects

- Added Pedestrian Safety & Walkability Elements to all Operational Improvement Projects
- Danish Road
- 3000 East
- Creek Road
- Highland Drive
- Union Park Ave
- Added Pedestrian Safety and Bicycle Safety Improvements to Intersection Projects
- 2300 East / Fort Union Blvd Intersection
- Fort Union Blvd / 1300 East Intersection
- Highland Frontage & La Cresta Drive Intersection

Table 1: Projects by Phasing

Project	Location	Improvement Type	Projected Phase of Unacceptable LOS	Estimated Project Cost (Phase)
Phase 1 (2023-2032)				
1.1	2300 East: Fort Union Blvd to north city boundary ^a	Improve Pedestrian Safety & Walkability, Reconfigure roadway from 2 to 3 lanes ^{**}	Existing LOS E	\$3,800,000
1.2	Fort Union Blvd & 2300 East (Intersection)	Auxiliary turn lanes to improve intersection delay and improve Bicycle Safety through intersection	Phase 1 ^a	\$3,500,000
1.3	Park Center Drive: 1300 East to Fort Union Blvd ^a	Reconfigure roadway from 2 to 3 lanes ^{**}	Existing LOS E	\$3,421,000
1.4	Highland Frontage & La Cresta Drive (Intersection)	Realign Intersection & Improve Pedestrian Safety with Construction of Highland Drive Pedestrian Trail	Phase 1 ^a	\$3,500,000
1.5	Highland Drive (2000 East) & Fort Union (Intersection)	Reconfigure roadway from 6 to 7 lanes from 7200 South to 6900 South	Phase 1 ^a	\$5,000,000
Phase 1 Total				\$19,221,000
Phase 2 (2033-2042)				
2.1	Fort Union Blvd: 3000 East to Wasatch Blvd ^a	Roadway redesign to include Pedestrian Trail per approved cross section	Phase 2	\$5,730,000
2.2	Wasatch Boulevard: SR-210 to south city boundary ^a	Improve Pedestrian Safety & Walkability with multi-use trail, Reconfigure roadway from 2 to 3 lanes ^{**}	Phase 2	\$12,739,000
2.3	Fort Union Blvd & 1300 East (Intersection)	Intersection Improvement to reduce delay and improve pedestrian safety and bicycle accommodations	Phase 2 ^a	\$4,500,000
2.4	2600 East: Bengal Blvd to Bridgewater Drive ^a	Reconfigure roadway from 2 to 3 lanes ^{**}	N/A	\$2,329,000
2.5	Danish Road: Creek Road to Wasatch Blvd ^a	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity ^a	N/A	\$16,473,000
2.6	3000 East: 6200 South to 7000 South ^{a,b}	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity ^a	Phase 2	\$7,180,000
2.7	Highland Dr (2000): Fort Union Blvd to North City Boundary ^a	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity ^a	Phase 2	\$2,576,000
Phase 2 Total				\$48,951,000
Phase 3 (2043-2050)				
3.1	3500 East & Bengal Blvd	Roundabout Intersection	N/A ^a	\$2,500,000
3.2	1700 East: Fort Union Blvd to 7200 South ^a	Improve Pedestrian Safety & Walkability, Reconfigure roadway from 2 to 3 lanes ^{**}	N/A	\$5,726,000
3.3	7200 South: 1700 East to Highland Drive ^a	Improve Pedestrian Safety & Walkability, Reconfigure roadway from 2 to 3 lanes ^{**}	N/A	\$10,926,000
3.4	Fort Union Blvd: 1300 East to 3000 East ^a	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity with trail ^a	Phase 3	\$13,630,000
3.5	Highland Drive (2000 East): Bengal Blvd to Creek Road ^a	Reconfigure roadway from 4/5 to 7 lanes	Phase 3	\$31,518,000
3.6	Union Park Blvd: 1215 to Creek Road ^a	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity ^a	Phase 3	\$6,304,000
3.7	Creek Road: Union Park Blvd to Oak Creek Drive	Operational Project to Improve Pedestrian Safety, Walkability, and Traffic Flow Without Adding Lane Capacity	Phase 3	\$9,957,000
Phase 3 Total				\$80,561,000

^aProject identified the WFR 2033-2050 Regional Transportation Plan

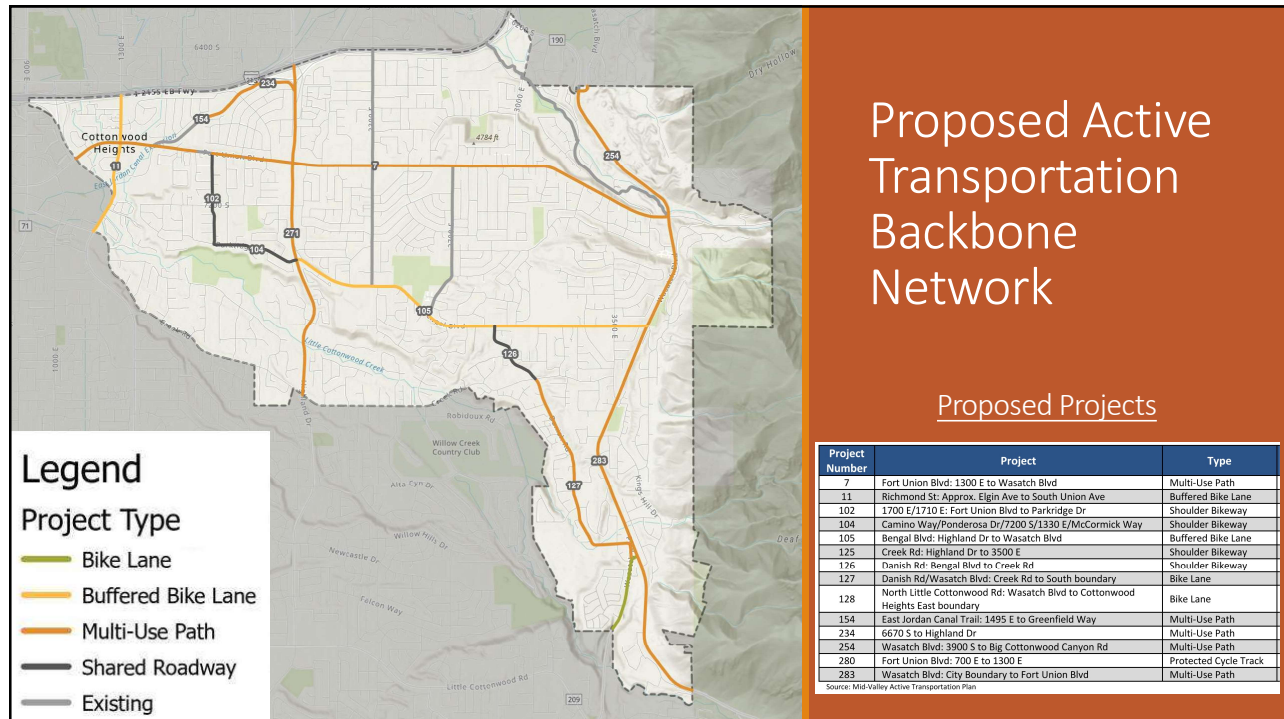
^bProject identified in the 2019 Transportation Capital Facilities Plan

^cAnticipated Future Based on Roadway Segment Volume

^dOperational Improvements include shoulder widening, intersection improvements, bus turnouts, turn pockets or center medians

^e** Add Center turn lane

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