



HERRIMAN CITY 2022 TRANSPORTATION MASTER PLAN



Adopted XX/XX/2022

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1. INTRODUCTION

Herriman City, Utah, is located in the southwest portion of Salt Lake County and was incorporated in 1999. The City has contracted with the WCG to update this transportation master plan. The previous transportation master plan was from 2019, and has been updated to reflect the annexation of the Olympia area on January 1, 2022.

The primary purpose of this Herriman City (hereinafter referred to as “Herriman” or “City”) Transportation Master Plan is to create a planning document that can be used to help meet the City’s transportation goals and facilitate future development that will enhance the positive aspects of the City while minimizing negative impacts associated with new development. Since incorporating in 1999, Herriman has experienced significant population growth, and this growth is expected to continue for the next 30 years. Growth impacts will quickly exceed the capacity of some elements of the City’s existing transportation system. This plan addresses future demands on the City’s transportation system while retaining safe and active streets for non-motorized travel.

- Section 1: Includes an introduction
- Section 2: Reviews the City’s existing conditions and provides Herriman with comparisons to peer cities
- Section 3: Evaluates future transportation conditions that Herriman will likely encounter
- Section 4: Presents the Transportation Master Plan and recommended improvements
- Section 5: Outlines a recommended Street Facilities Plan.
- Appendices: Contain several transportation planning topics to be considered for future implementation.

This plan primarily focuses on automobile trips along arterial and collector roadways as they provide the framework for a city and region wide transportation network. For details on how active transportation ties into this roadway network please see the [2021 Active Transportation Plan](#).



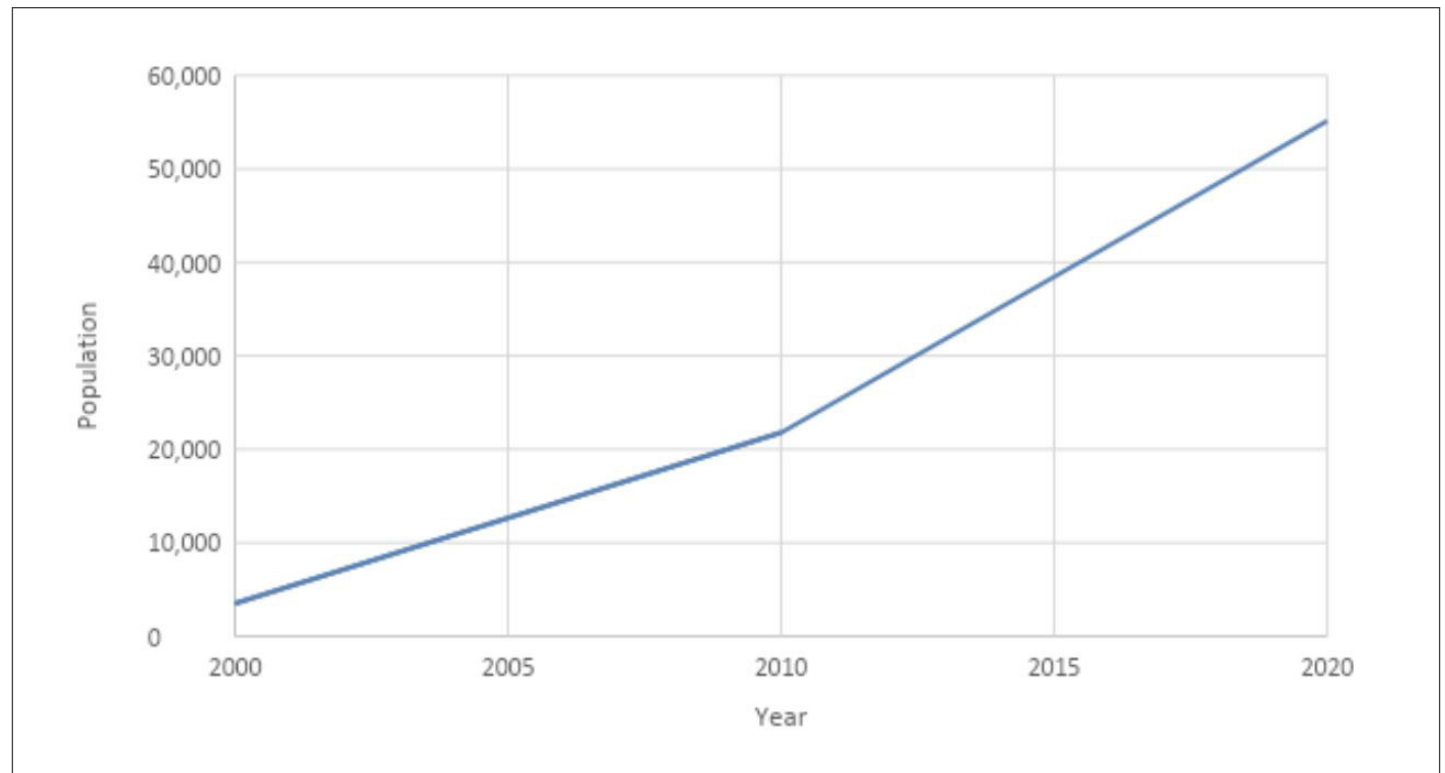
2. EXISTING CONDITIONS

This section evaluates the existing transportation system and demographics with Herriman City. Additionally, roadway safety is reviewed and recommendations for improving safety are provided.

2.1. DEMOGRAPHICS

Herriman has experienced significant population growth over the past 20 years. Figure 1 shows Herriman's growth since 2000, one year after the City's incorporation in 1999. The 2000 census indicated that the population of the City was then 3,514. Between 2000 and 2020, the population increased by more than 50,000. Growth has remained nearly constant, with an average of approximately 2,580 new people added each year.

Figure 1: Historic Herriman Population



Source: US Census Estimates (2000-2020)

Herriman is one of the fastest growing cities in Utah. When looking at percent change, Herriman ranks second in the state with a 153 percent increase from 2010 to 2020. This is well above other top-ranking cities, such as Bluffdale and Saratoga Springs, with 124 percent and 110 percent increases respectively.

Table 1 shows the top 10 fastest growing cities in the state by percent change.

Table 1. Fastest Growing Cities in Utah, 2010-2020, Ranked by Percent Change

City	2010 Population	2020 Population	Percent Change 2010-2018
Vineyard	139	12,543	8924%
Herriman	21,785	55,144	153%
Bluffdale	7,598	17,014	124%
Saratoga Springs	17,919	37,696	110%
Eagle Mountain	21,555	43,623	102%
West Haven	10,317	16,739	62%
Lehi	47,715	75,907	59%
South Jordan	50,595	77,487	53%
Washington	18,816	27,993	49%
Santaquin	9,187	13,725	49%

Source: 2020 US Census Estimates

When considering the total numeric increase in population between 2010 and 2020, Herriman ranks first for all cities in Utah, with a net increase of 33,359 people over ten years (see Table 2). This increase is well above that of larger, more established cities such as South Jordan, Lehi and St. George.

Table 2. Fastest Growing Cities in Utah, 2010-2020, Ranked by Numeric Change

City	2010 Population	2020 Population	Net Change
Herriman	21,785	55,144	33,359
Lehi	47,407	75,907	28,500
South Jordan	50,418	77,487	27,069
St. George	72,897	95,342	22,445
Eagle Mountain	21,415	43,623	22,208
Saratoga Springs	17,781	37,696	19,915
Layton	67,311	81,773	14,462
Salt Lake City	186,440	199,723	13,283
West Jordan	103,712	116,961	13,249
Sandy	87,461	96,904	9,443

Source: 2020 US Census Estimates

Based on data from the US Census, American Community Survey (ACS) Five-Year Estimates, the household characteristics of Herriman are unique to the area. On average, Herriman has larger households (3.86 people per home) and a younger population (25.5 years old) than Salt Lake County and the State of Utah. Dependency ratios are a ratio for those typically too young (0-14, child dependency) or too old (65 and over, aged dependency) to be in the labor force, and are used as an indication of what portion of the population is dependent. Table 3 summarizes household characteristics for Herriman compared to the county and the state. As seen in Table 3, the aged dependency ratio for Herriman is less than the county and the state, and the child dependency ratio is significantly higher. These household characteristics all point to a young population of large families. Educational attainment of a bachelor's degree or higher in Herriman is similar to the county and statewide average (for individuals 25 years and older).

Table 3. Household Characteristics

Household Characteristic	Herriman	Salt Lake County	Utah
Average Household Size	3.86	2.99	3.12
Median Age (years)	25.5	32.8	30.8
Child Dependency Ratio	56.3	33.1	37.3
Aged Dependency Ratio	7.0	16.9	17.6
Bachelor's degree or higher (percent)	35.3	35.6	34.0

Source: US Census, ACS 5-year estimates

Herriman's economic indicators are comparable to that of Salt Lake County and the state. Table 4 shows several economic characteristics for Herriman compared with county and state characteristics. Herriman has a higher percentage of its residents in the labor force, lower unemployment, higher median income, and a lower poverty rate than the averages for the county and State of Utah.

Table 4. Economic Characteristics

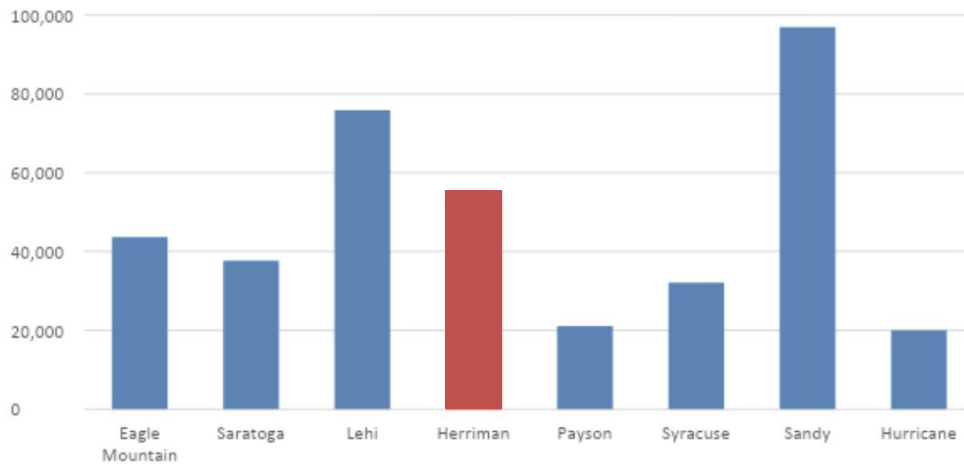
Economic Indicator	Herriman	Salt Lake County	Utah
In labor force	75.1%	71.5%	68.3%
Unemployed	2.1%	3.2%	3.2%
Median household income	\$101,460	\$74,865	\$71,621
Past 12 months income was below the poverty level	2.7%	7.0%	7.3%

Source: US Census, ACS 5-year estimates

2.2. PEER CITY ANALYSIS

A peer city analysis was conducted to compare Herriman's demographics to other cities. Peer cities were chosen based on similarities to Herriman in population size and geographic isolation from a major interstate highway. Based on these criteria, Hurricane, Saratoga Springs, Payson, Eagle Mountain, and Syracuse were chosen. Lehi and Sandy were also included in the analysis to serve as 'aspirational' cities, or cities that may have characteristics of a future Herriman. These cities were then compared to Herriman utilizing available ACS data on median age, place of work (relative to place of residence), mode of travel to work, and travel time to work. The population of each of the peer cities is shown in Figure 2.

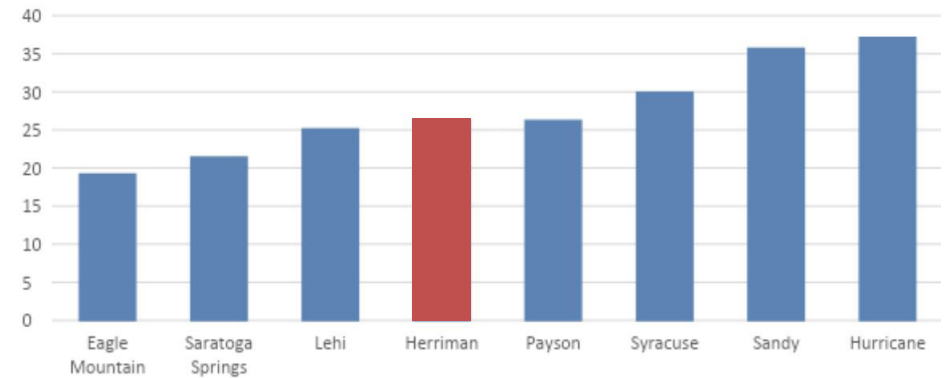
Figure 2: Peer City Population Data



Source: 2020 US Census

Herriman has a median age of 25.5 years old, which is relatively young compared to its peer cities. Only Eagle Mountain, Saratoga Springs, and Lehi are lower, with median ages of 19.2, 21.4, and 25.1 respectively (see Figure 3).

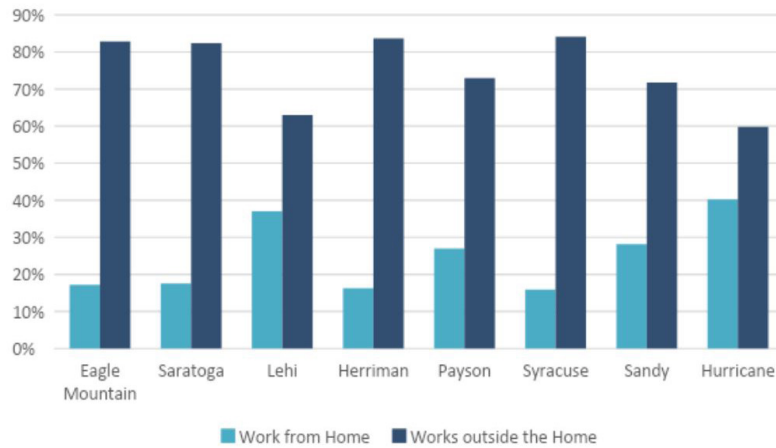
Figure 3: Peer City Resident Median Age (Years)



Source: US Census, ACS 5-year estimate

About 15 percent of Herriman residents work from home. The percentage of Herriman residents who work from home is much lower than Hurricane and Lehi, and fairly similar to Eagle Mountain, Saratoga, and Syracuse. (see Figure 4).

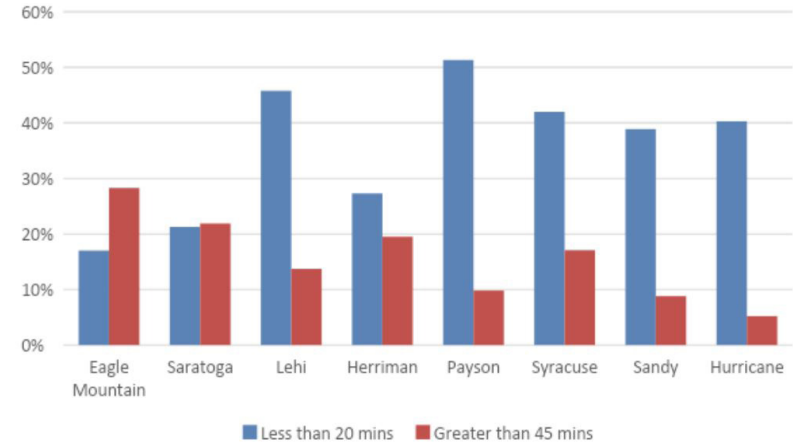
Figure 4: Peer City Work Location



Source: US Census, ACS 5-year estimate

Approximately 28 percent of Herriman commuters have a travel time to work of less than 20 minutes, which is below average for the group and higher than Eagle Mountain and Saratoga (see Figure 5). About 20 percent of residents have a commute of over 45 minutes, which is above average for the group.

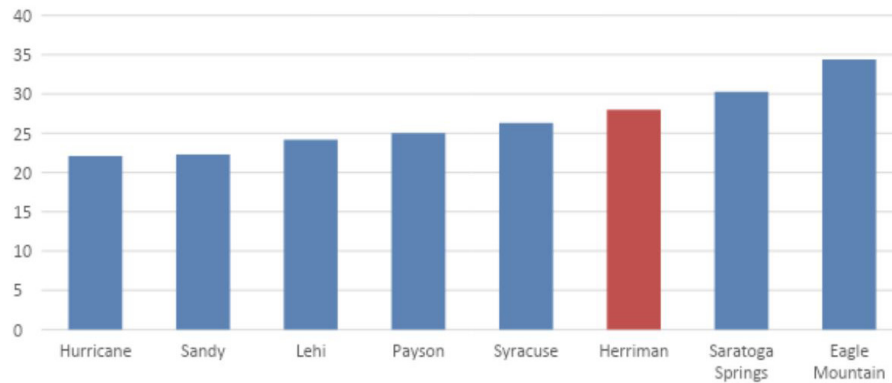
Figure 5: Peer City Average Commute



Source: US Census, ACS 5-year estimate

The mean travel time to work is 28 minutes for Herriman residents (see Figure 6). This is above average when compared to the peer cities but is not unexpected due to the relative isolation of Herriman from a major Interstate.

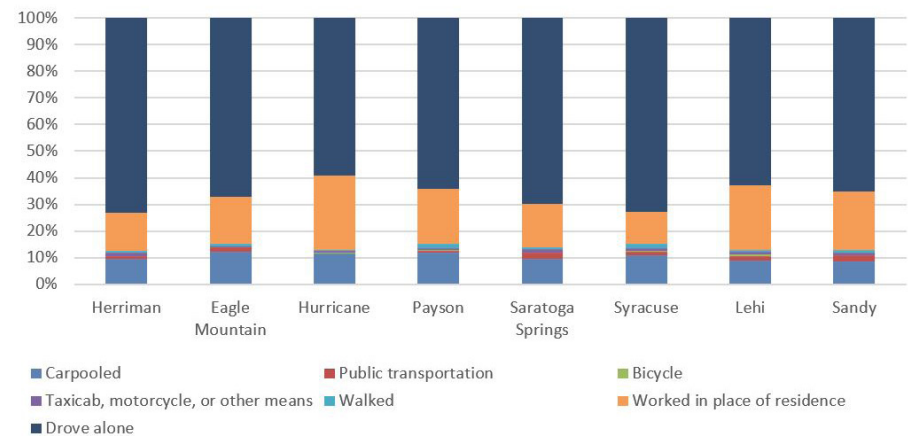
Figure 6: Peer City Mean Travel Time to Work (Minutes)



Source: US Census, ACS 5-year estimate

Mode of travel to work is shown in Figure 7. Seventy-seven percent of people in Herriman drive alone to work, which is slightly above average for the group. Residents of Herriman typically do not bicycle or walk to work, and one percent use public transportation (based on the data provided). Fifteen percent of Herriman residents work from home, which is below the average of the group. This auto-dominated mode-split can largely be explained by the long distances to major employment centers and a lack of regular and prevalent public transit service.

Figure 7: Peer City Means to Work by Percent of Mode Share



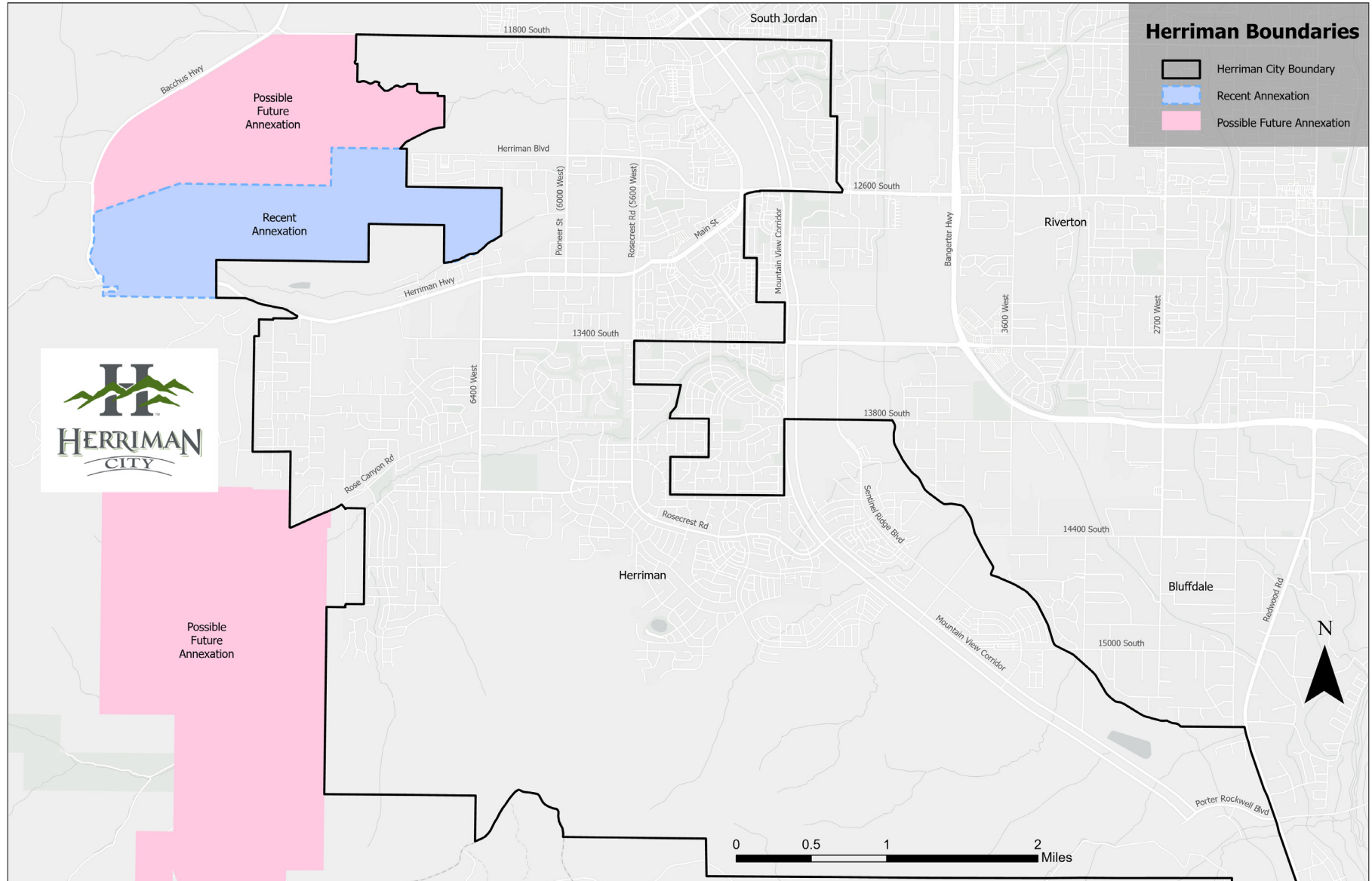
Source: US Census, ACS 5-year estimate

2.3. EXISTING LAND USE

Historically, land uses in Herriman can best be described as predominantly residential, low density, and suburban. With intense development pressures, land use is changing rapidly with more medium density housing and commercial development.

On July 1, 2014, Herriman annexed approximately 300 acres in the northwest section of the city. The Dansie Annexation occurred on January 1, 2016 and included approximately 500 acres. On January 1, 2022 Herriman annexed the Olympia area which is shown in the figure below.

Figure 8: Herriman Current Boundaries and Possible Future Annexation



Transportation planning depends on estimating future land uses in addition to demographic changes. This information is used in a computer-modeling tool, known as the Travel Demand Model, which forecasts trips to and from destinations based on smaller regions known as Transportation Analysis Zones (TAZs). The TAZs are geographically smaller than a municipality and are similar in size to census block groups. TAZs are defined by the Wasatch Front Regional Council (WFRC). Data associated with the TAZs from WFRC updated to represent 2020 population and employment status. This information was used to develop the travel demand model shown in Figure 9.

Figure 9: Herriman Area Transportation Analysis Zones

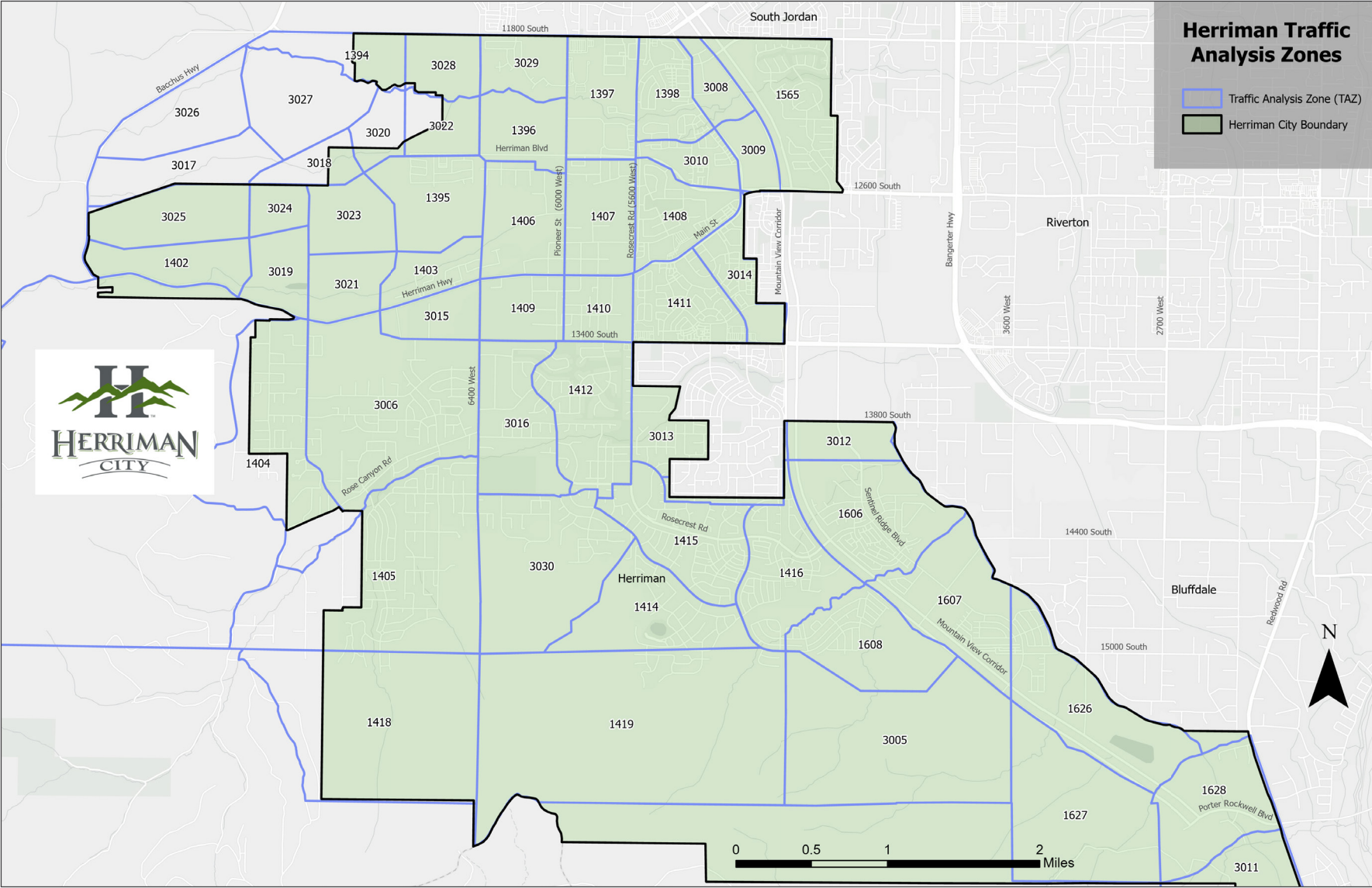


Figure 10 shows the number of existing households by TAZ. The highest densities of households are found in the central portion of the City. Currently, only a small number of homes are located in the southern portion of the City. Unincorporated areas to the northwest also have relatively few households.

Figure 10: 2020 Households by Transportation Analysis Zone

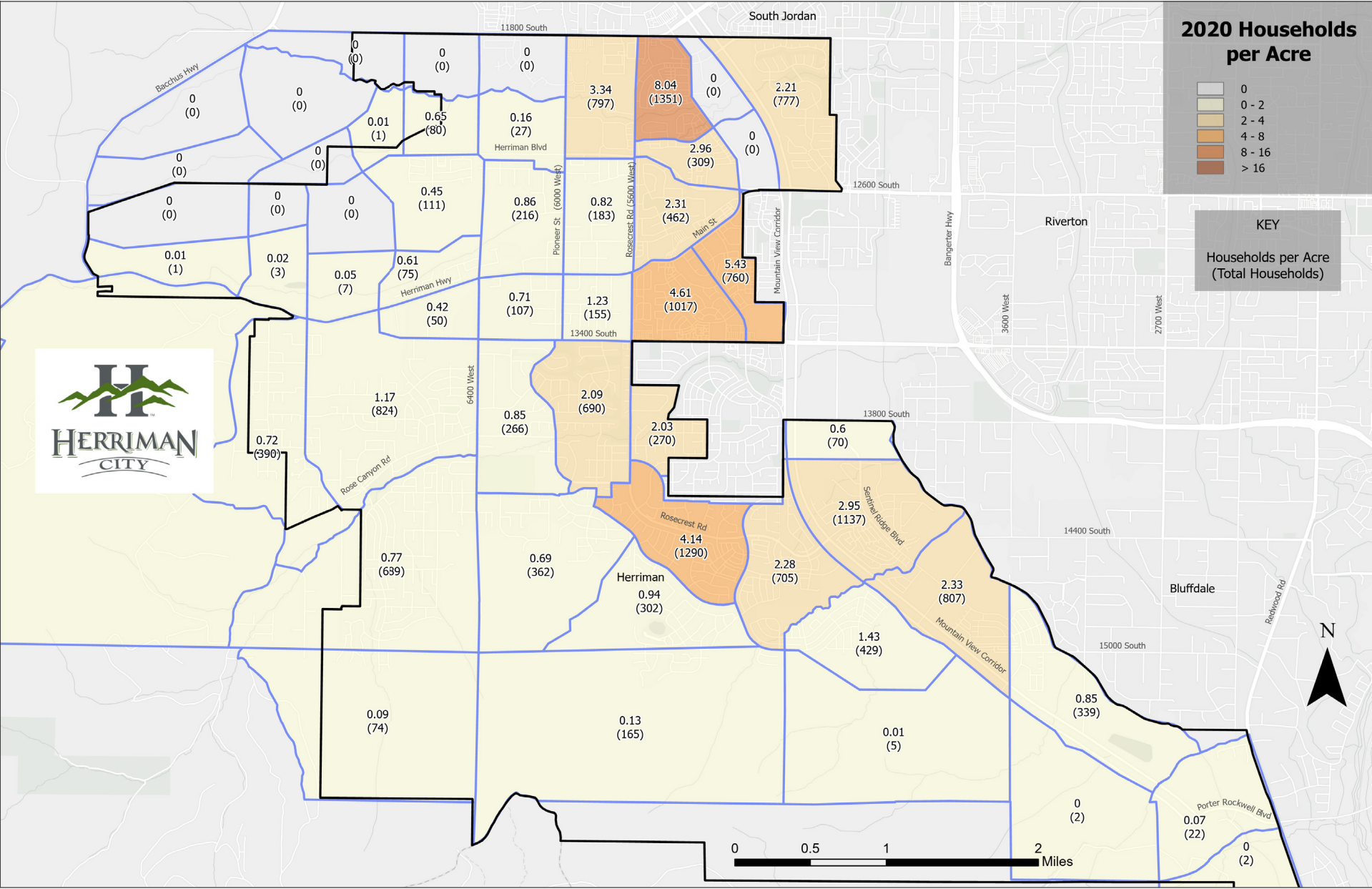
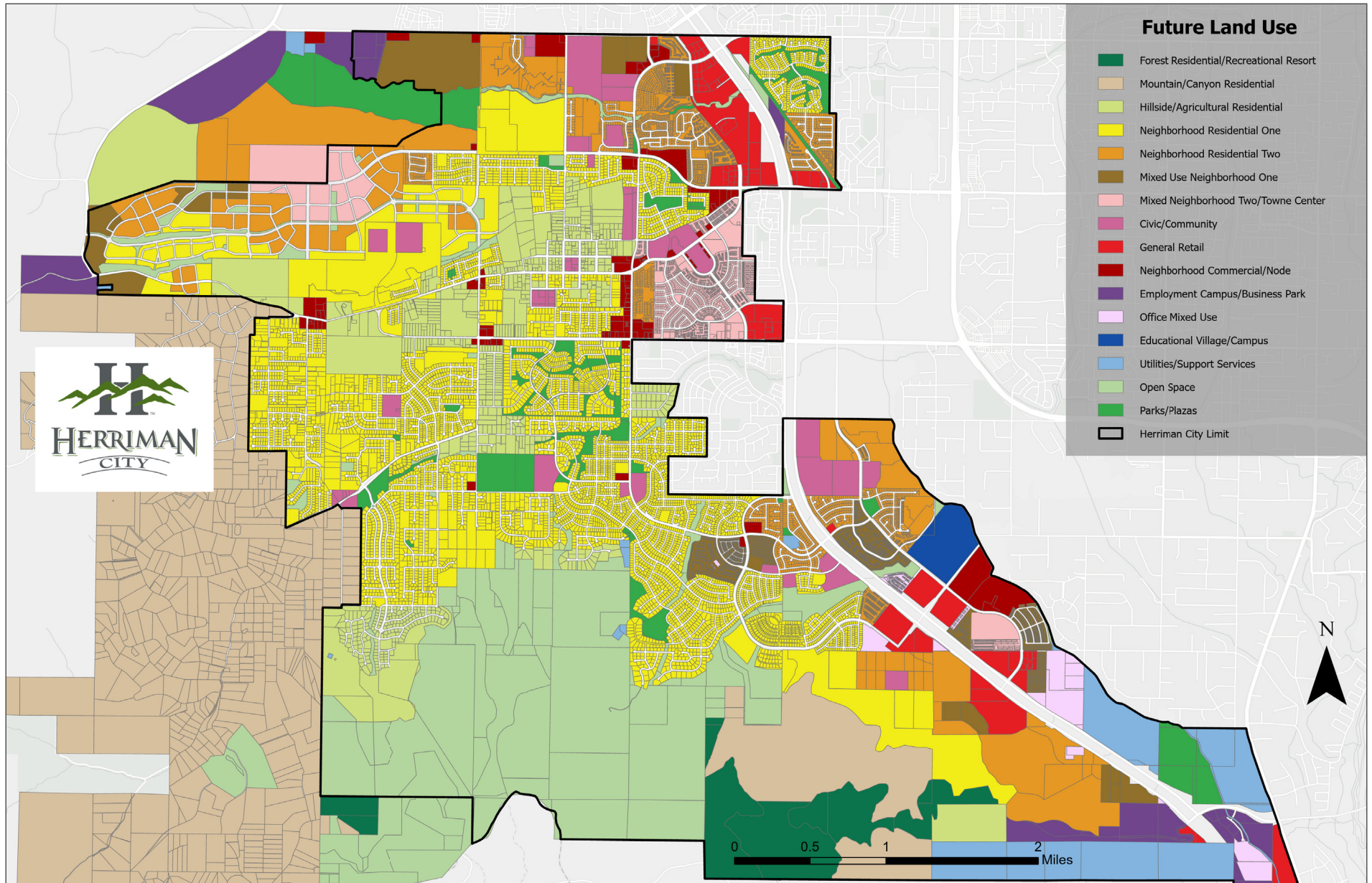


Figure 11: 2020 Employment by Transportation Analysis Zone



Much of the southern portion of Herriman is geographically constrained by the steep slopes of the foothills to the south and west, which inhibits development. Future development in south Herriman will likely be limited to hillside residences. The northwest region, however, does not contain these same constraints and should see higher development densities in the future. The current zoning (see Figure 12) within Herriman closely represents what exists today, with several planned zones for mixed-use development.

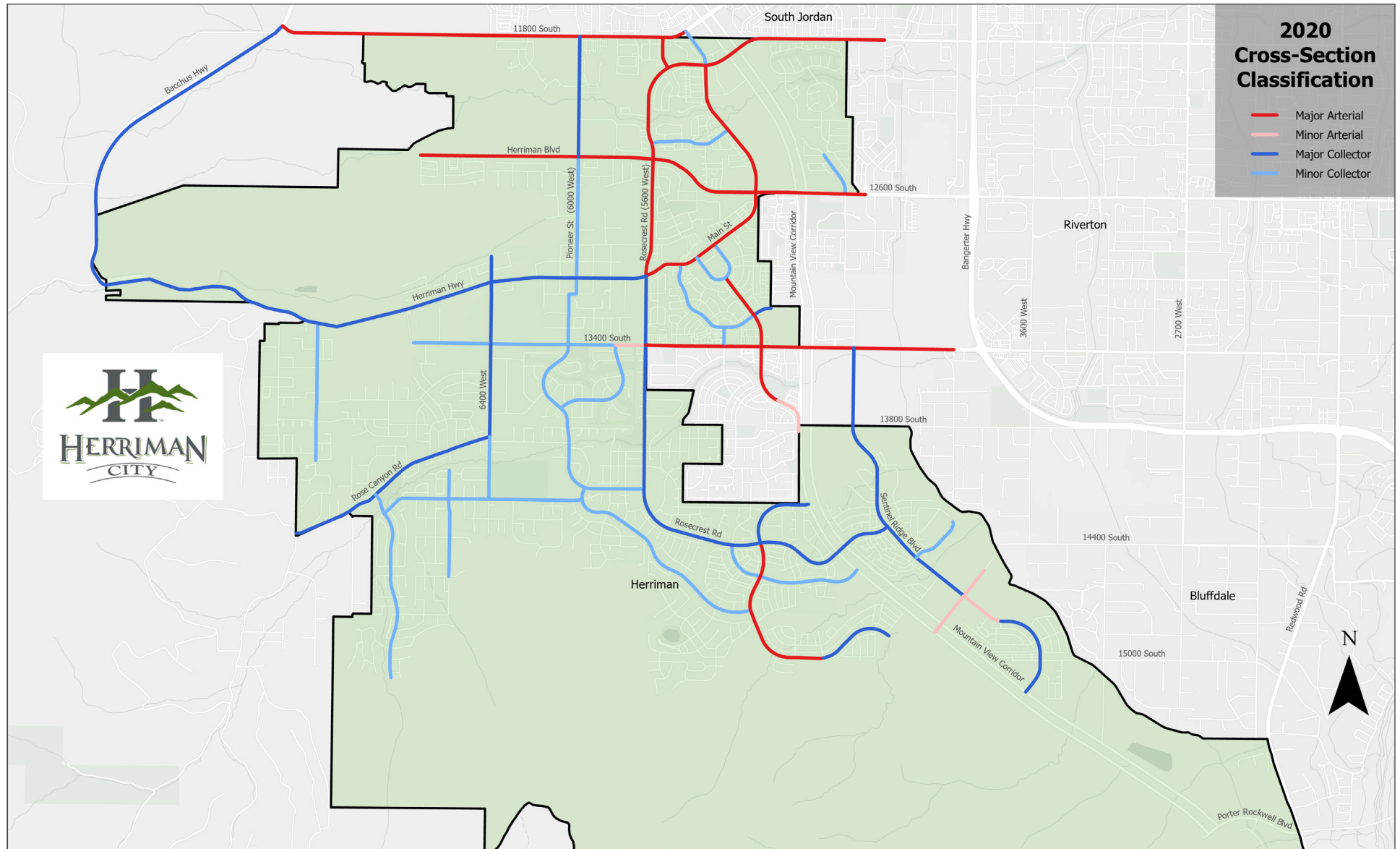
Figure 12: Herriman Current Zoning Map



2.4. EXISTING FUNCTIONAL CLASSIFICATION

Figure 13 shows the existing roadway network by functional classification. This classification includes major and minor collectors and major and minor arterial roadways. Roads that are under construction are not shown on this map. It should be noted that some roadways are a certain functional classification due to their cross section, and not necessary their current regional connectivity demands. For example, Fort Herriman Parkway and Juniper Crest Road are shown as Major Arterials since they are constructed with the Major Arterial cross section, and not do to connectivity demands.

Figure 13: Existing Functional Classification of Roads

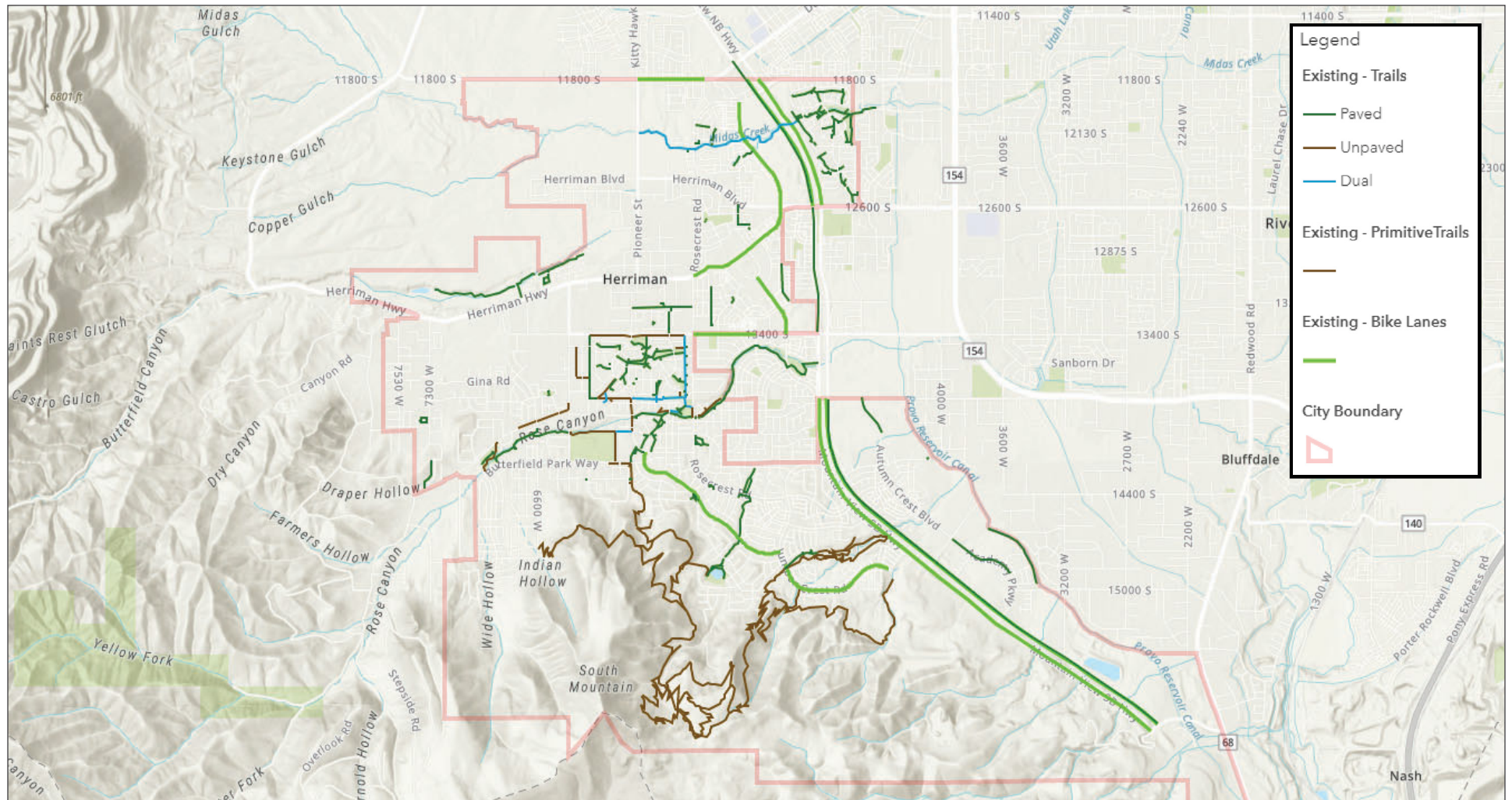


2.5. PEDESTRIAN AND BICYCLE FACILITIES

Herriman is starting with an already robust paved path and sidewalk network. Over recent years Herriman has built a paved path network which connects many neighborhoods and key destinations through the City. In addition to paved paths, Herriman also has a strong network of equestrian, hiking, and mountain biking trails. All of this combined already make Herriman a great community for utilizing active transportation within many neighborhoods. Within Herriman there are currently approximately 13 miles of bike lanes, 32 miles of paved paths, and 388 miles of sidewalks, paved paths, bike lanes, and primitive trails are shown below in Figure 14. For more details on existing and future active transportation facilities please see the [2021 Active Transportation Plan](#).

Figure 14 shows the existing bicycle facilities within Herriman. The most significant bicycle infrastructure which services the City are the bicycle lanes and multi-use pathways along Mountain View Corridor. There are a few bicycle lanes on collector and arterial streets throughout the City and a multi-use pathway which connects the Mountain View Corridor system to trails in the foothills.

Figure 14: Existing Bicycle Facilities



2.6. PUBLIC TRANSPORTATION

Utah Transit Authority (UTA) currently operates in partnership with Via to provide an on-demand, smart, shared transportation system. The system is intended to enhance connectivity to TRAX and FrontRunner lines and to key destinations in the community. Using the Via app or by telephone, riders can hail a shuttle directly from their smartphone to a nearby pick-up location. The technology provided by Via then matches multiple riders headed in a similar direction into a single vehicle, with routing that prioritizes quick and efficient trips without relying on a fixed route schedule. The regular one-way fare is \$2.50, wheelchair accessible options are available for those who need it.

2.7. SAFETY ANALYSIS

A safety analysis was performed for all roadways within Herriman City. The most recent 5 full years of available crash data (2017 to 2021) from UDOT Traffic & Safety were used to perform a safety analysis. Historic crash patterns were analyzed within Herriman City to develop project and policy recommendations.

In total there were 1,798 crashes reported within Herriman City between 2017 and 2021. Crashes have been generally increasing in Herriman City over the past 5 years. This is somewhat expected as population has increased significantly over that time. Additionally, as expected most crashes occur at intersections with the highest traffic volumes.

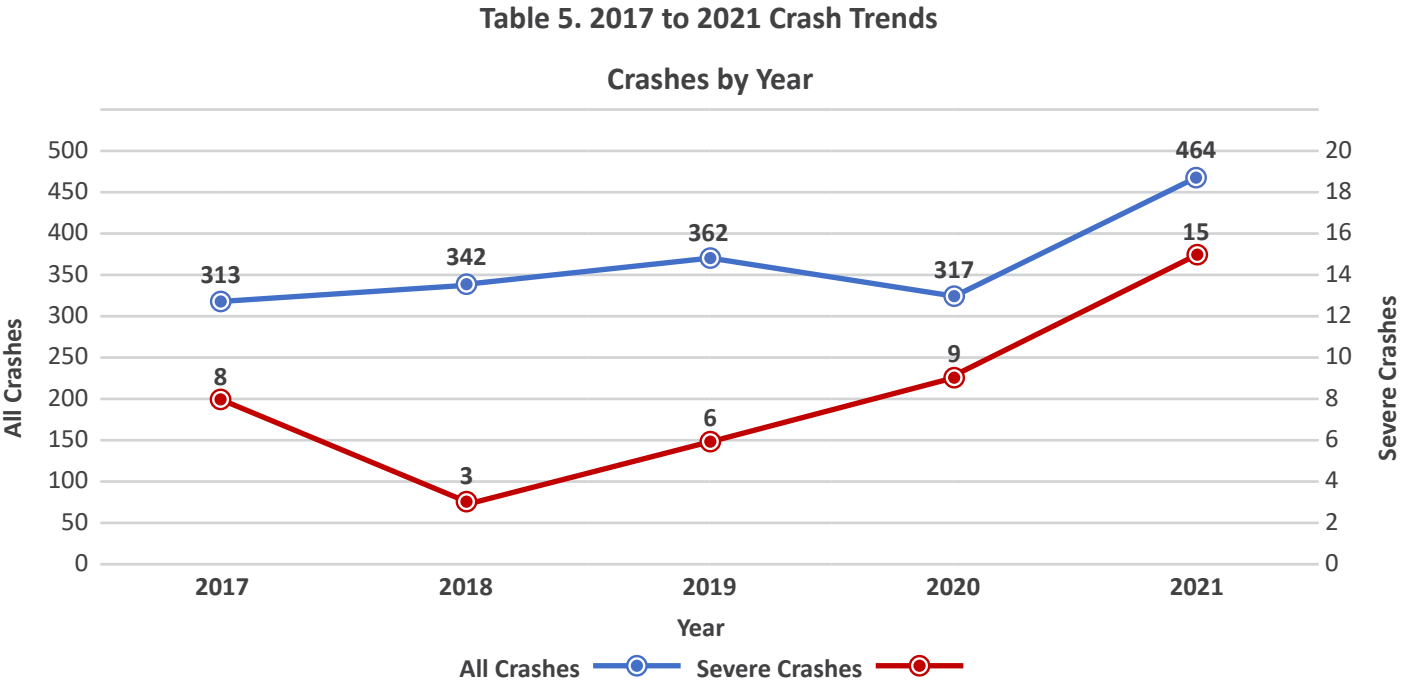
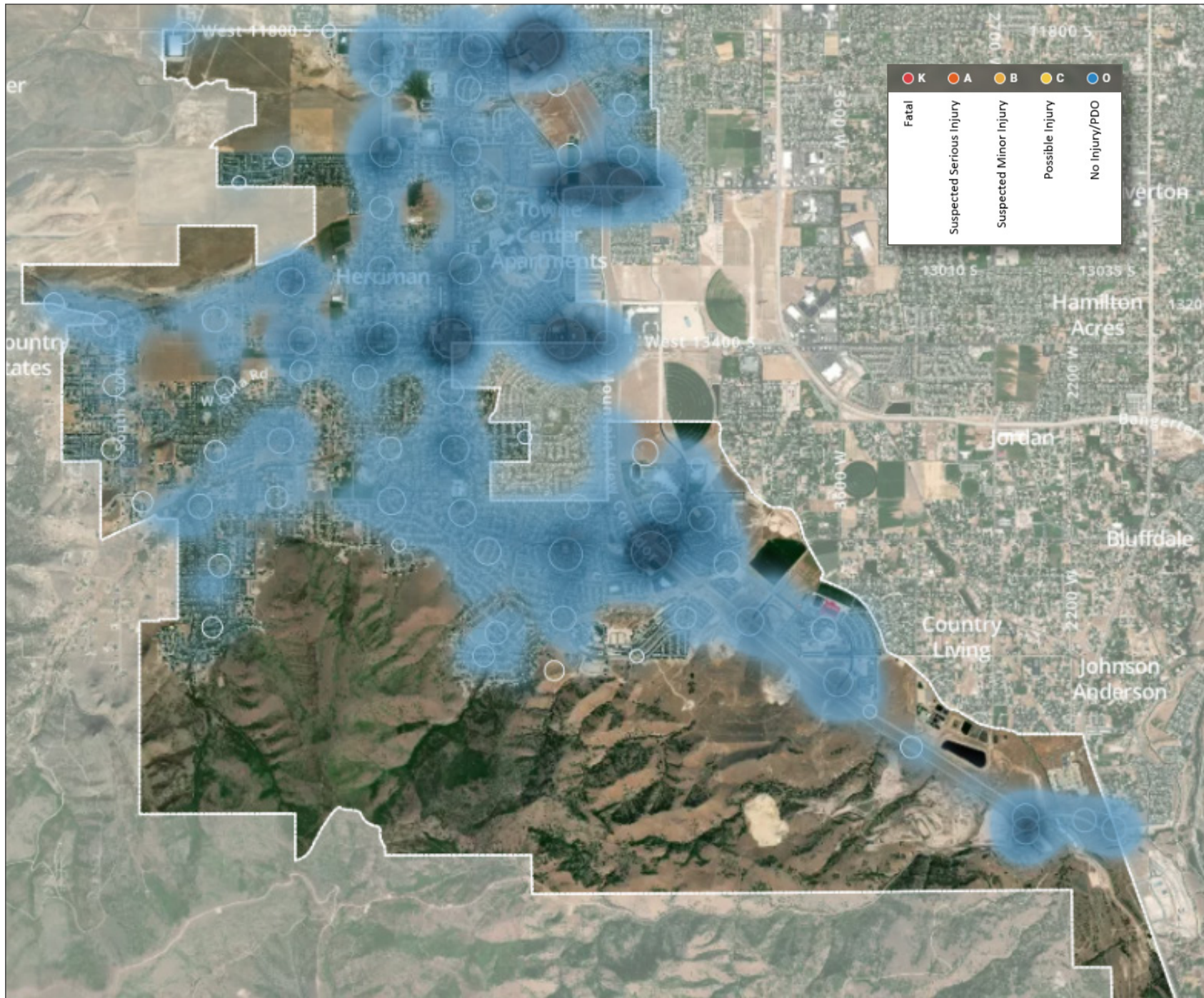


Figure 15: 2016-2018 Crash Frequency Summary



Crash severity is reported according to a five-category scale ranging from no injury to fatality. UDOT, like many other places, has taken on the goal of Zero Fatalities¹. This zero fatalities approach is guided by the Safe System framework. The Safe System approach consists of the following five elements². Given these goals, and the very significant cost of severe crashes (both fatal and serious injury), these crash types are the focus of the analysis.



Safe Road Users

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



Safe Vehicles

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



Safe Speeds

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



Safe Roads

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



Post-Crash Care

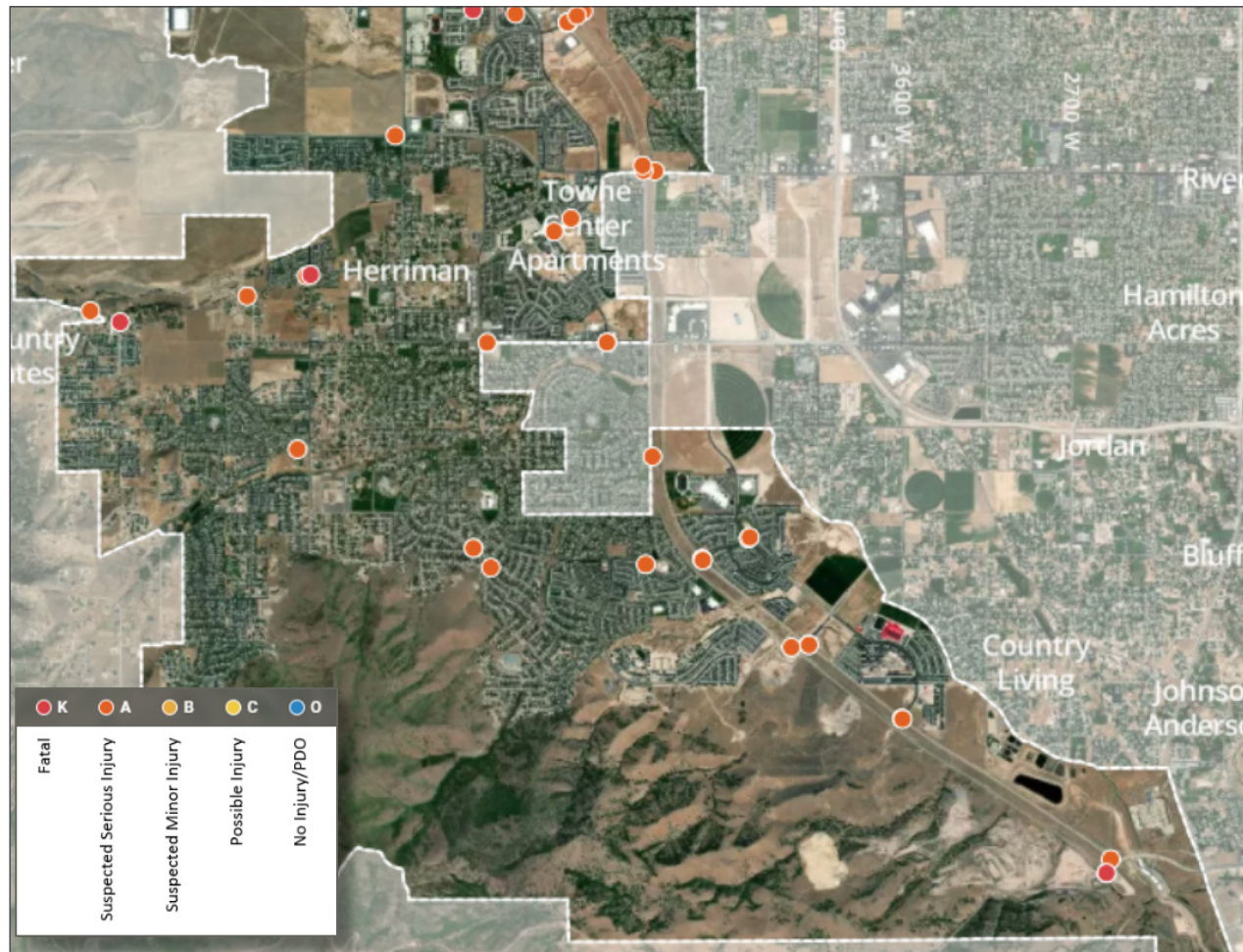
When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Figure 16 illustrates the fatal and serious injury crashes in Herriman City. For the analysis period, there were 6 crashes with a fatality and 35 serious injury crashes. The number of fatal and serious injury crashes in Herriman City as a percentage of total crashes is 2.2 percent, which is just above the Salt Lake County average of 1.9 percent during the same timeframe. This above average crash severity is due to Mountain View Corridor (SR-85). Of the 41 severe crashes with Herriman more than half were located at intersections with Mountain View Corridor (21 out of 41 severe crashes). This corridor has well known safety issues, and UDOT has taken steps to improve safety at intersections with Mountain View Corridor.

1 <https://zerofatalities.com/>

2 https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Figure 16: 2017 to 2021 Severe Crashes



Crash narratives were reviewed for all severe crashes within Herriman City. Based on this review, along with a review of themes within non-severe crashes, the following recommendations are made:

- **Real Vista Drive & Mountain View Corridor (SR-85):** Two severe crashes involving vehicles running the stop signs along Real Vista Drive have been reported within the study period. Herriman City should work with UDOT on getting a signal installed at this location as soon as possible. Until a signal can be installed, Herriman City should work with UDOT on ways to improve stop sign visibility (oversized signs, gate posted, flashing sign border, MUTCD sign W4-4p "CROSS TRAFFIC DOES NOT STOP").
- **Signalized Intersections & Mountain View Corridor (SR-85):** While UDOT has taken actions to improve safety at these intersections, severe crashes are still occurring. Thus, Herriman City should continue to monitor these locations, and follow up with UDOT when issues arise.
- **Citywide Electric Scooter Crashes:** Two severe electric scooter have occurred along Emmeline Drive. From reviewing the crash narrative, both crashes

appear somewhat random, and not representing a larger trend. However, with the popularity of electric scooters increasing, the city should continue to monitor these crash types.

- **Pioneer Street & Autumn Glow Cove:** A severe pedestrian crash occurred at this location. A child coming from the elementary school crossed here instead of using a crosswalk at 13200 South or 13400 South. Given that these crosswalks are 0.3 miles apart, Herriman City should consider another crossing location in between to provide direct access between the elementary school and the neighborhoods to the east.
- **Herriman Highway:** A general theme of reckless and high-speed driving has resulted in several severe crashes along this roadway. As this roadway continues to be built out with curb and gutter, Herriman should consider UDOT Speed Management measures³.
- **12600 South & Herriman Main Street:** A severe crash involving a westbound left-turning vehicle occurred in early 2022. From a review of non-severe crashes at this intersection, it was found that there is a theme of westbound left-turning vehicles failing to yield to eastbound through vehicles. Thus, Herriman City should consider converting the westbound left-turn to protected only left-turn phasing.

3 <https://drive.google.com/file/d/1n4NBMyx6nxL6ZnKPJxdUu5mNp7m1VCo5/view>





3. FUTURE CONDITIONS

This section discusses the projected population growth and future transportation needs of Herriman and draws on the existing conditions analysis provided in the previous section.

3.1. LAND USE

Herriman City officials project that the City population will grow to 93,864 by 2030 and to 145,149 by 2050, with an ultimate build-out population of approximately 151,000. Population projections are based on the technical memorandum prepared by Bowen Collins on December 14, 2020 titled “Growth Projections for Herriman City Planning Documents” The build-out population includes the potential annexation areas. This number is higher than region-wide population estimates made by WFRC. WFRC constrains growth to regional totals, which is useful when considering the large-scale population growth but less reliable when looking at smaller geographies. To account for this issue, this plan uses population numbers provided by Herriman to show projections with TAZ-level demographic information. Employment projections were developed with Herriman staff. It’s projected that Herriman remains more of a residential community than employment center, but that as the city grows out commercial nodes, and smaller employment centers will be constructed. Additionally, through discussions with city staff it was assumed that the average household size dipped to approximately 3.57 by 2020, and that it remains constant through 2050. While households sizes are likely to decrease as the city ages, this accounts for potential newly constructed ADUs on existing single family lots. Table 6 shows projections for population, households, and employment from WFRC and Herriman.

Table 6. Demographic Projections

	WFRC Current Model	Herriman Revisions	WFRC Projections		Herriman Projections	
	2020	2020	2030	2050	2030	2050
Population	42,661	55,144	59,534	86,350	93,824	145,149
Households	12,781	15,466	19,652	31,357	26,281	40,658
Employment	5,414	4,212	24,532	33,608	12,757	35, 358

The number of total projected households by TAZ for 2030 and 2050 is shown in Figure 17 and Figure 18 respectively. The projected growth of the number of households is particularly high in undeveloped areas where terrain is suitable for development.

2030 Households per Acre

0
0 - 2
2 - 4
4 - 8
8 - 16
> 16

KEY

Households per Acre
(Total Households)

HERRIMAN CITY

0 0.5 1 2 Miles

N

[illegible]

Similarly, the growth in the number of employees is projected to occur in the currently undeveloped northwest, southeast, and the Herriman Towne Center. Figure 19 and Figure 20 show the number of employees in each TAZ for 2030 and 2050 respectively.

Figure 19: Projected 2030 Employment by TAZ

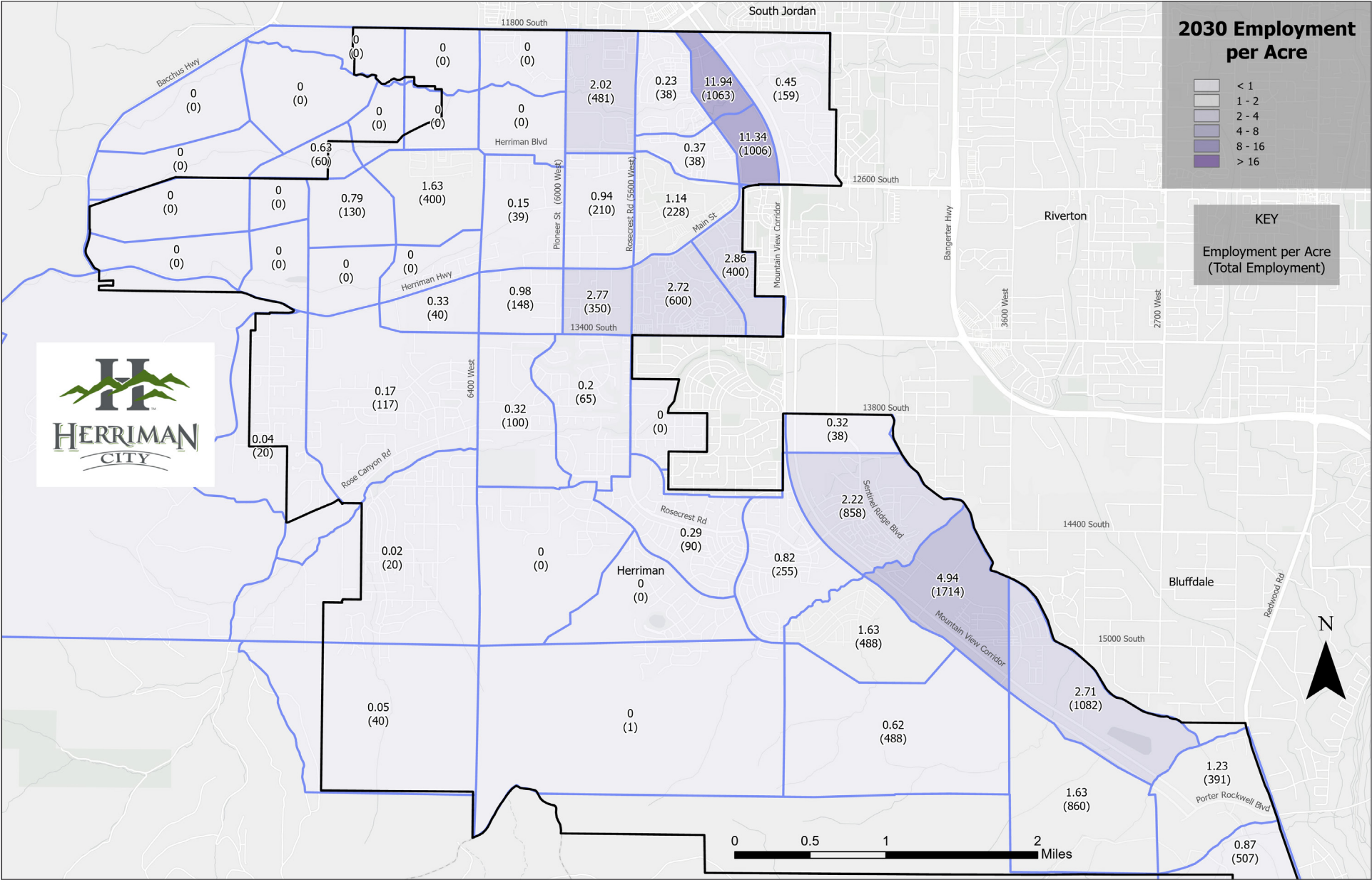
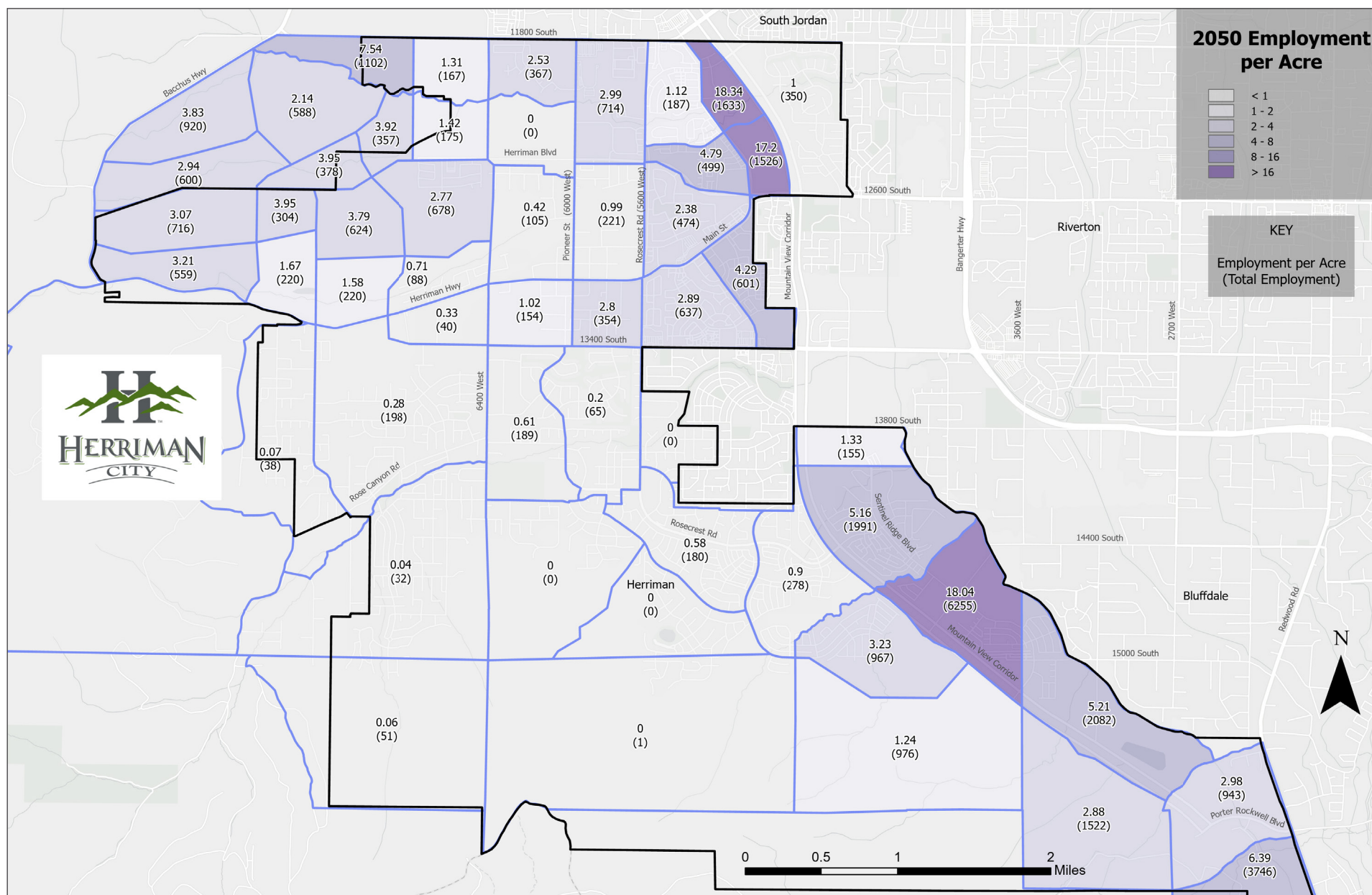
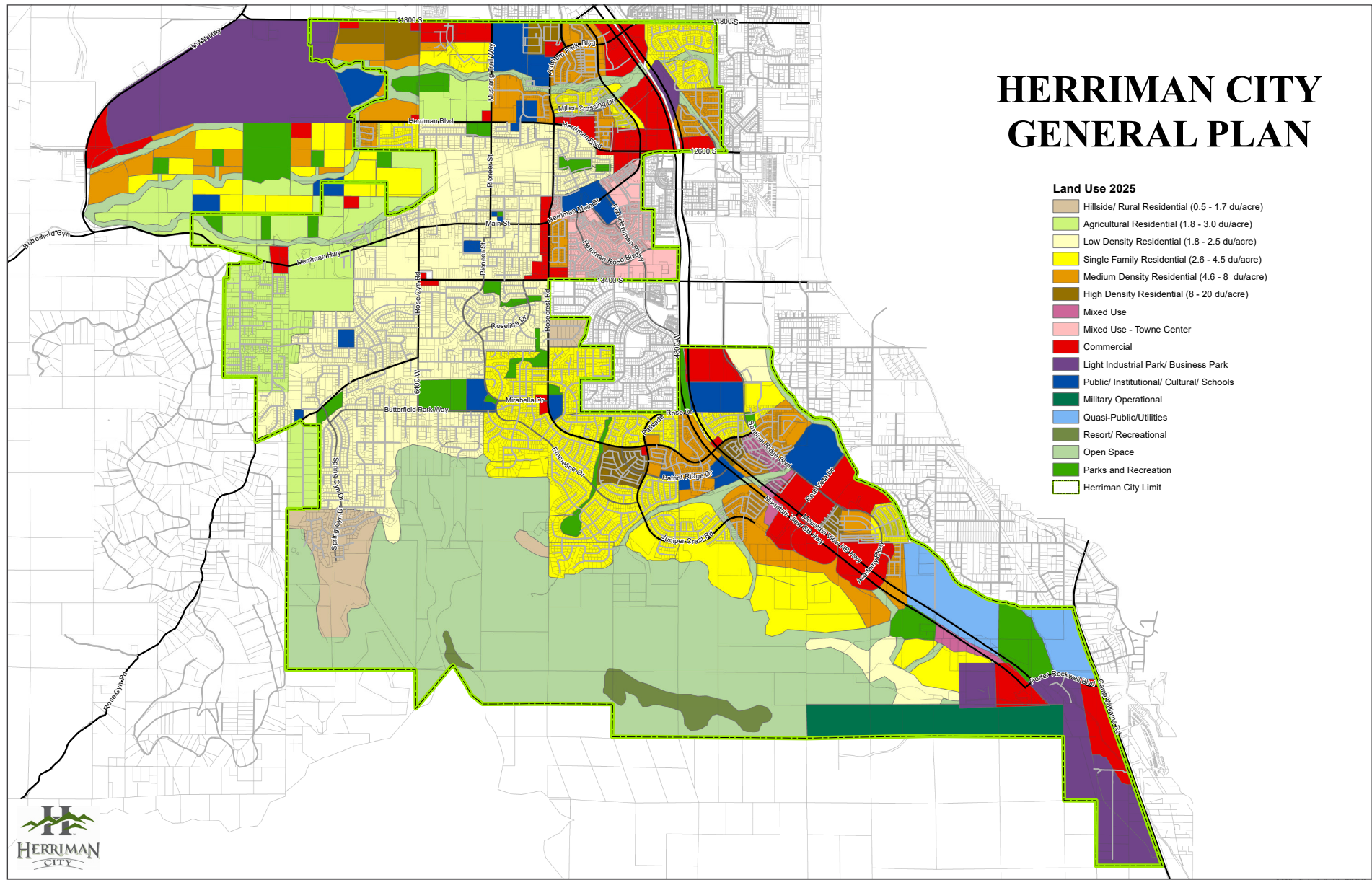


Figure 20: Projected 2050 Employment by TAZ



Herriman City’s 2025 Land Use Plan is similar to current zoning. The most notable differences are the conversion of a large portion of the agricultural zones to low density single family zones, inclusion of the unincorporated land to the west of the City, and the Towne Center plan. Figure 21 shows the Herriman City 2025 Land Use Plan.

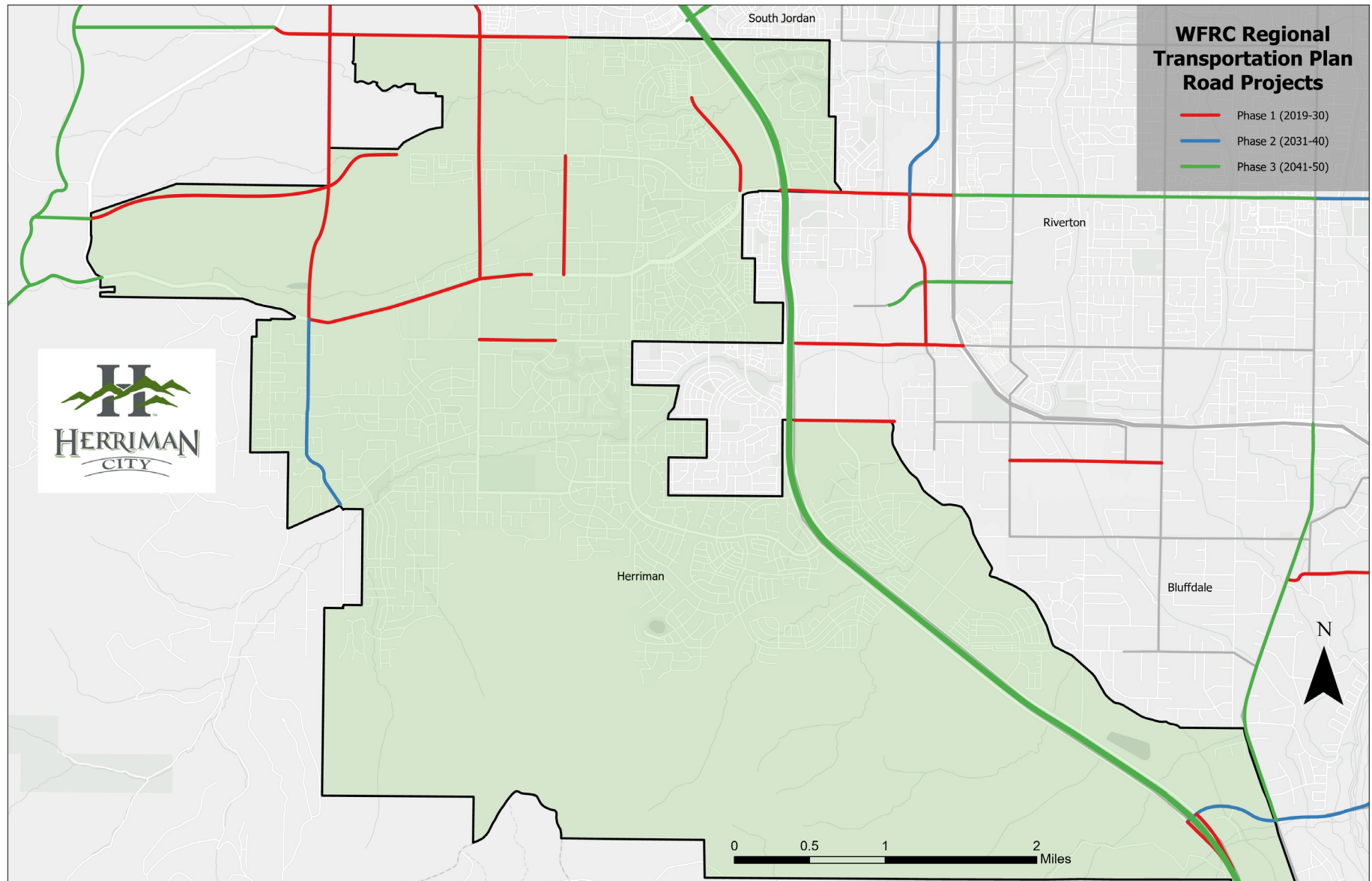
Figure 21: Future (2025) Land Use Plan



3.2. REGIONAL PLANS

The forecasting and planning undertaken by Herriman is complimented by regional planning performed by WFRC, UDOT, and UTA. WFRC's Regional Transportation Plan (RTP) includes roadway, transit, and active transportation projects for each of the previously stated agencies in three funded stages through the year 2050. Figure 22 shows the recommended RTP roadway projects in or near Herriman. These planned regional projects are consistent with the proposed local projects outlined in this master plan.

Figure 22: Regional Transportation Plan Projects in Herriman



3.2.1. UDOT U-111 STATE ENVIRONMENTAL STUDY

The Utah Department of Transportation (UDOT) is conducting a state environmental study (SES) of U-111 between 11800 South and Herriman Boulevard to address the current and future growth in southwestern Salt Lake County and the surrounding areas. This study is expected to:

- Determine whether to extend U-111
- Evaluate potential alignments for a possible roadway extension
- Identify any corresponding impacts
- Determine whether a no-build alternative is feasible

Currently (as of November 2022) a final alternative has not been selected, but Alignment B (shown below) is being advanced into further analysis and design. The final draft of the state environmental study (SES) is expected to be complete in March 2023.

Figure 23: U-111 State Environmental Study – Alignment B



3.3. TRAFFIC CONDITIONS

The traffic volumes in Herriman are generally modest, with average daily traffic (ADT) only rising above 30,000 on a couple of major arterial roadways. Overall, Herriman's roadways have a level of service (LOS) well within the typical LOS D standard typical of urbanized areas. Figure 24 depicts the level of service progression from A "free flow" to F "forced flow."

For application in Herriman, LOS D roadway capacities were adjusted to daily maximums based on various factors consistent with the Highway Capacity Manual. Table 7 summarizes the daily maximum capacities used to define capacity deficiencies as part of this study. Figure 25 shows existing traffic volumes, and Figure 26 shows the existing LOS for arterial roads and major and minor collectors.

Figure 24: Level of Service Diagram

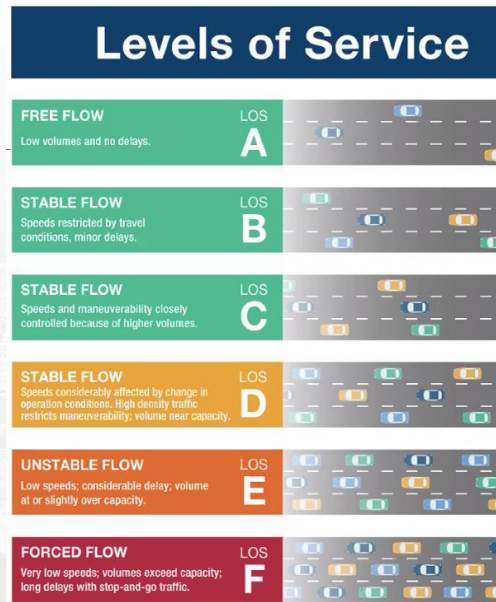


Table 7. LOS D Daily Maximum Capacities (Two Way Daily Trips)

Lanes	Major Arterial	Minor Arterial	Major Collector	Minor Collector
2	12,500	11,300	11,200	9,800
3	19,100	16,000	17,500	13,500
4	38,300	32,500	30,900	22,700
5	41,000	35,000	37,200	31,000
6	52,800	46,000	-	-
7	57,000	50,000	-	-

Figure 25: Existing (2020) Traffic Volumes (Two Way Daily Trips)

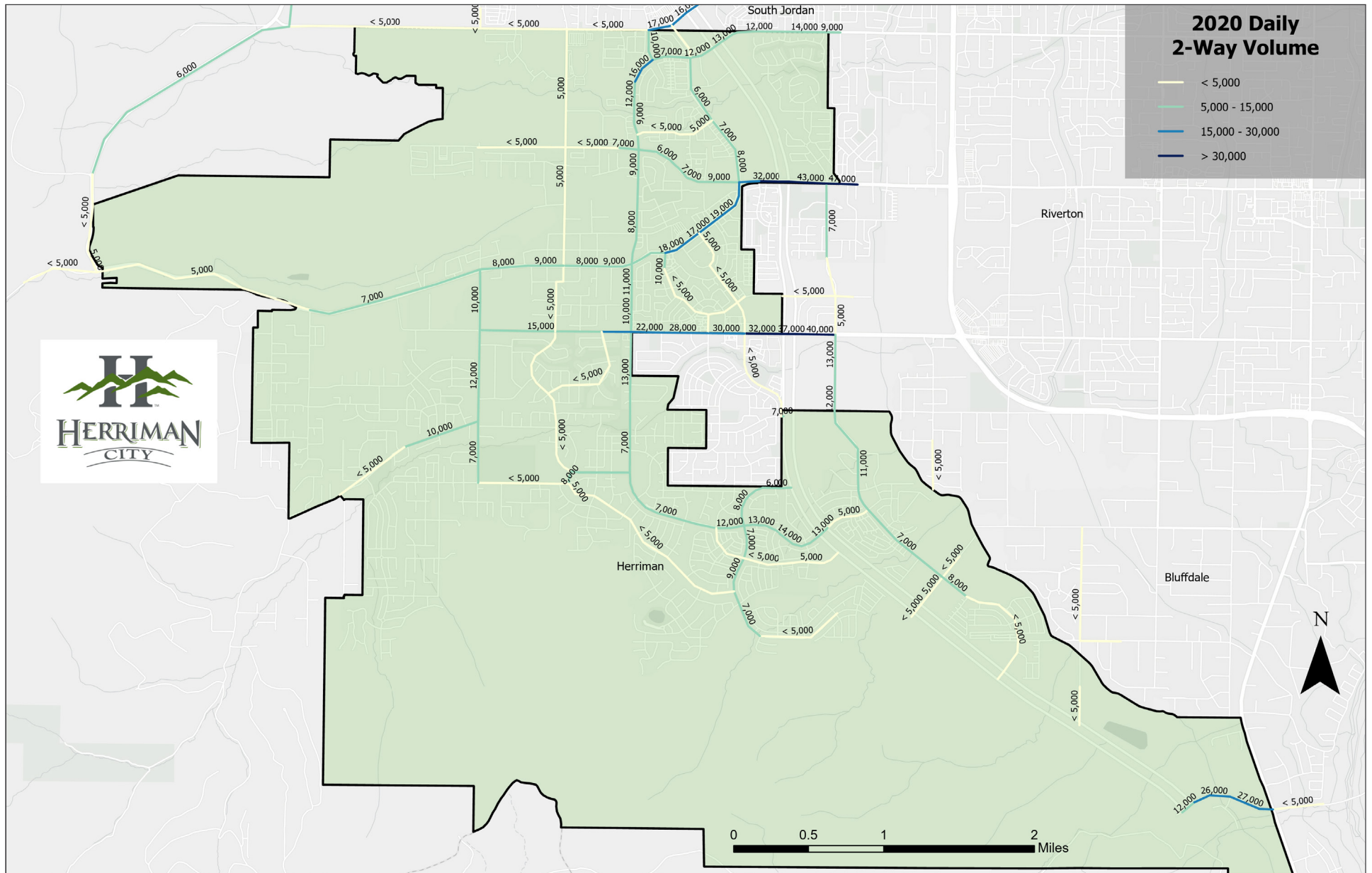
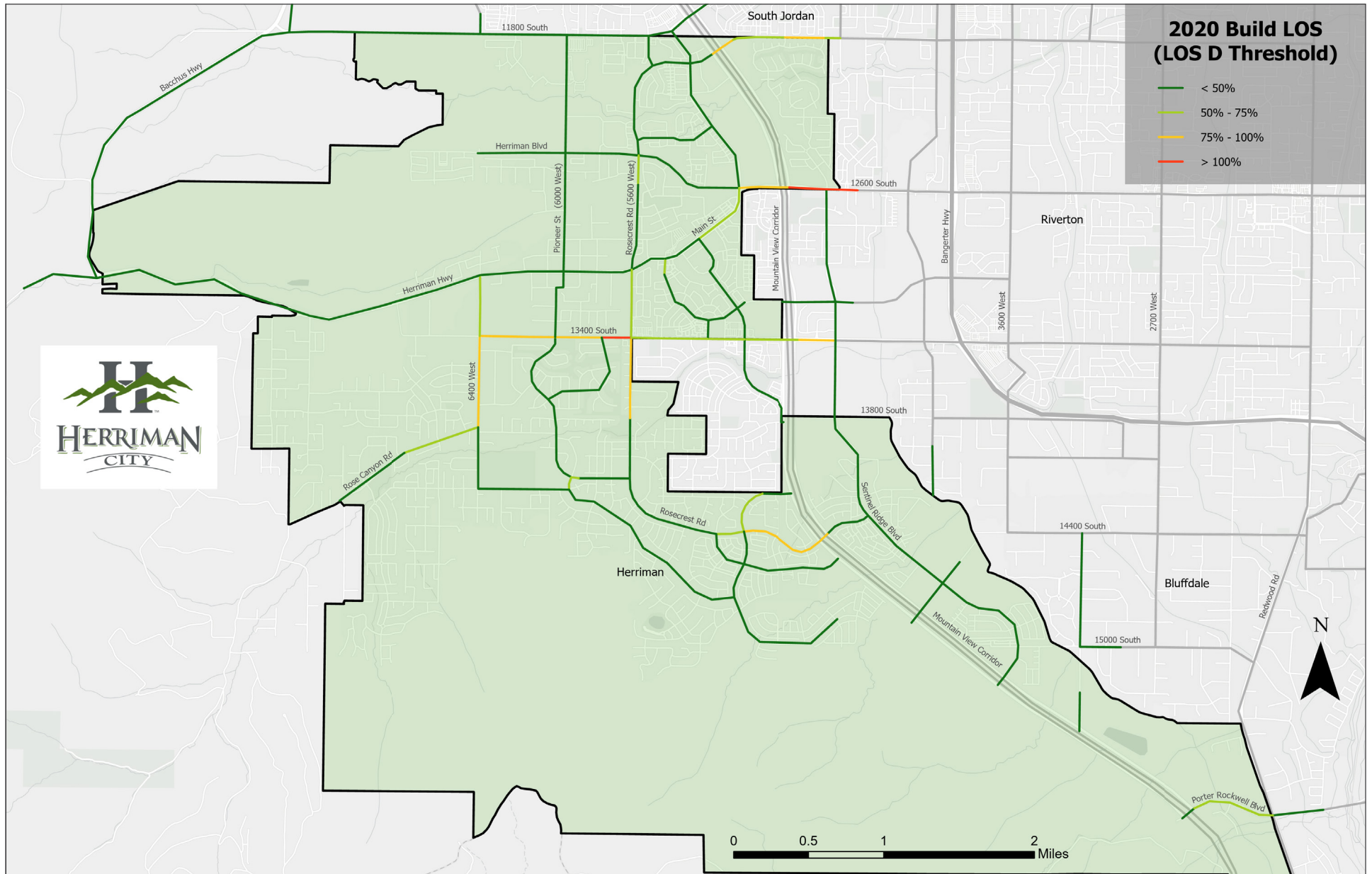


Figure 26: Existing (2020) Level of Service of Major Roads



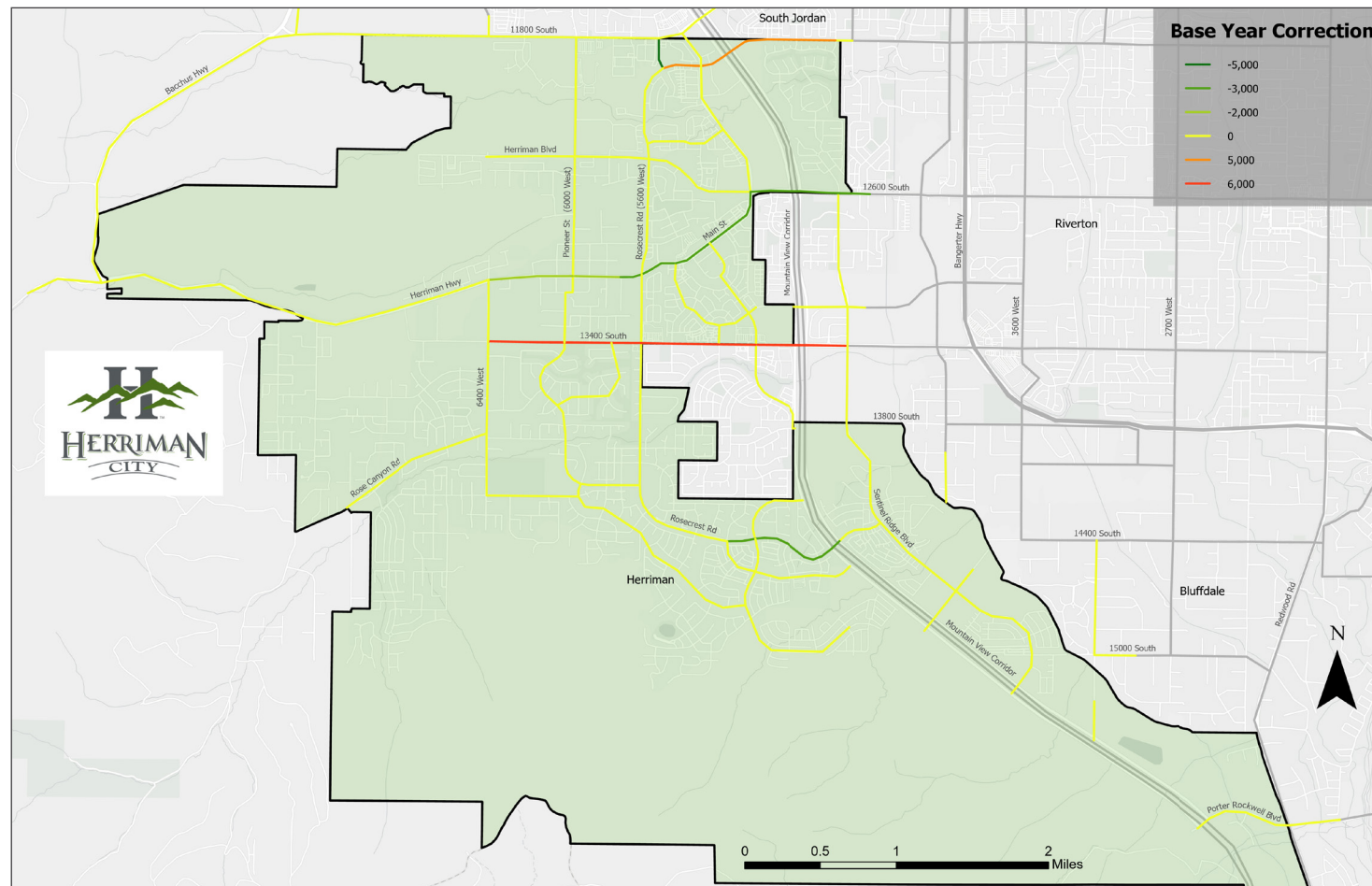
3.4. TRAVEL DEMAND MODELING

Future traffic conditions were forecasted using the WFRC – Mountainland Association of Governments (MAG) regional travel demand computer model (version 8.3.1, dated August 17, 2020). The model base year was 2020 and future conditions were forecasted for 2030 and 2050. The base year and future year socioeconomic data for Herriman were updated as part of the model calibration process for this transportation master plan.

3.4.1. BASE YEAR MODEL CALIBRATION

The base WFRC-MAG model network was updated to reflect existing conditions more accurately. Changes included modifying roadway functional types, creating new roadway links, and updating the underlying socioeconomic data. Additionally, a base year correction was developed from the difference between the 2020 modeled traffic and actual traffic counts provided by the City. This base year correction was then applied to the 2030 and 2050 modeled traffic to produce forecasts which account for any inherent tendencies of the model. Figure 27 shows a summary of the corrections to the 2020 model.

Figure 27: Summary of Corrections to 2020 Model



3.4.2. FUTURE VOLUMES

Once the base model was calibrated to reflect current conditions, future population, household, and employment data along with future roadway networks were used to model projected 2030 and 2050 travel volumes on a future Herriman network.

Figure 28 depicts projected 2030 daily travel volumes. Model results indicate that daily volumes within the City generally stay below 30,000, with the exception of 12600 South (Herriman Boulevard) and 13400 South near the Mountain View Corridor crossings where daily volumes exceed 50,000.

Figure 29 shows the projected 2030 LOS in the Minimal Build condition. Level of service in 2030 Minimal Build is projected to remain within the LOS D threshold in on most corridors. However, without widening the following segments of roadway are projected to exceed the LOS threshold.

- 11800 South: Mountain View Corridor to 4600 West (Ticaboo Mine Road)
- Herriman Boulevard: 6400 West to 6000 West and Herriman Main Street to the city boundary
- 13400 South: 6400 West to 5600 West

Figure 30 shows the projected 2030 LOS with widening projects (Build). In this scenario there are two roadways that still exceed the LOS threshold. Explanations on these roadways being projected to exceed the LOS threshold are provided below.

- **11800 South: Mountain View Corridor to 4600 West (Ticaboo Mine Road)**

11800 South through the Mountain View Corridor interchange is a phase 1 project, thus improving LOS through the most significant bottleneck on this corridor. East of Mountain View Corridor, the roadway does not drastically exceed the capacity of a 3-lane cross section in 2030. Thus, this project will be delayed to Phase 2 (2031-2040) to correspond with the South Jordan City TMP schedule, as South Jordan owns the northern half of this roadway.

- **Herriman Boulevard: 4570 West to the city boundary**

Even with a 7-lane cross section this roadway is projected to still exceed the LOS threshold. UDOT is currently performing a study for this corridor examining solutions such as grade separation and innovative intersections.

MINIMAL BUILD

Represents a network where all new roadways are built but no widening projects occur.

(It is assumed that for new development to access the existing roadway network these new roadways will need to be constructed. Thus, there is no rationale in running a “No Build” scenario that still assumes significant household and employment growth since that could never realistically occur.)

BUILD

Represents all corresponding phase projects from the Street Facilities Plan being constructed

(For example: the 2030 Build condition will include all Phase 1 projects)

Figure 28: Projected 2030 Daily Traffic Volumes

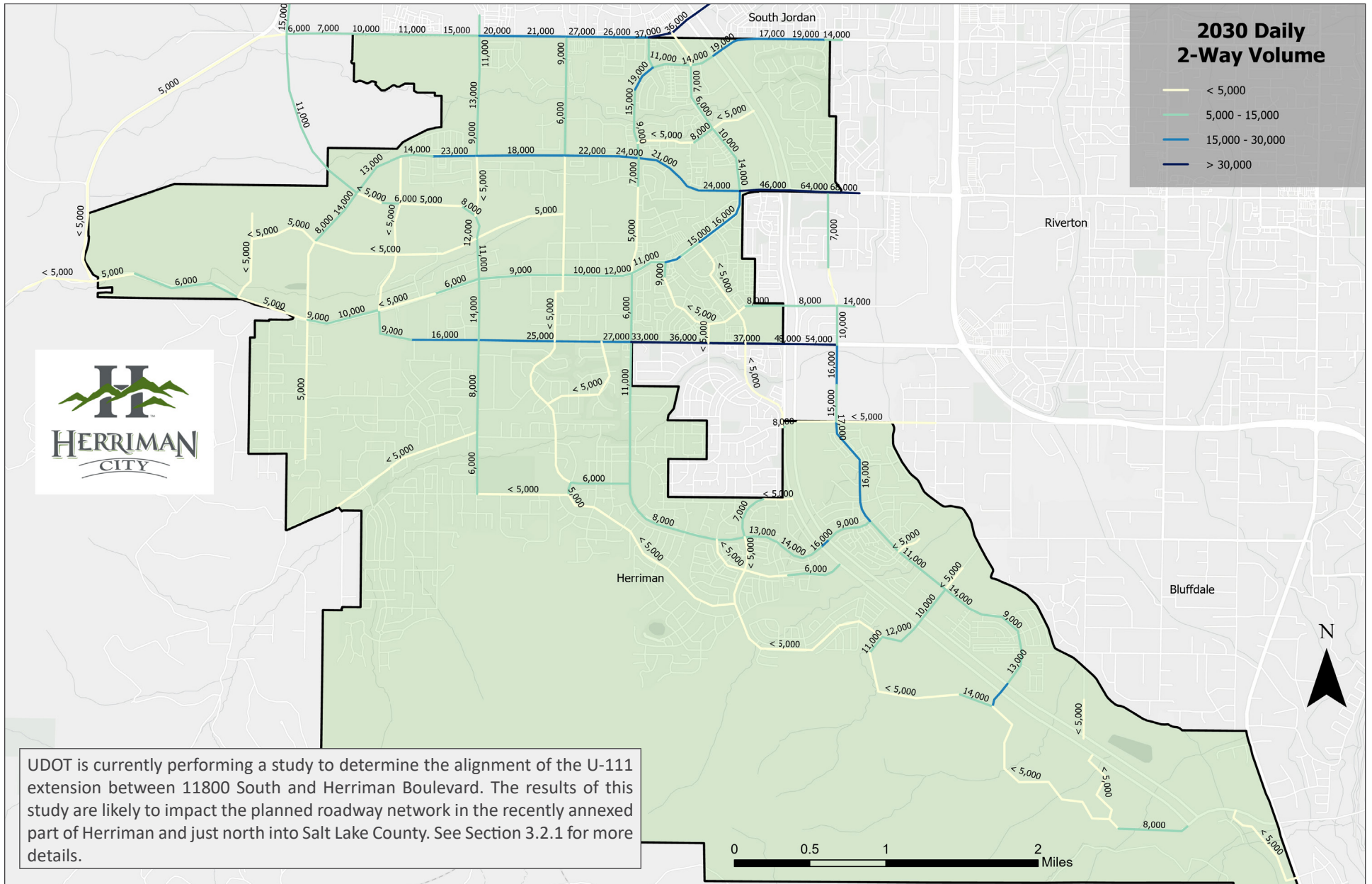


Figure 29: Projected 2030 Level of Service – Minimal Build

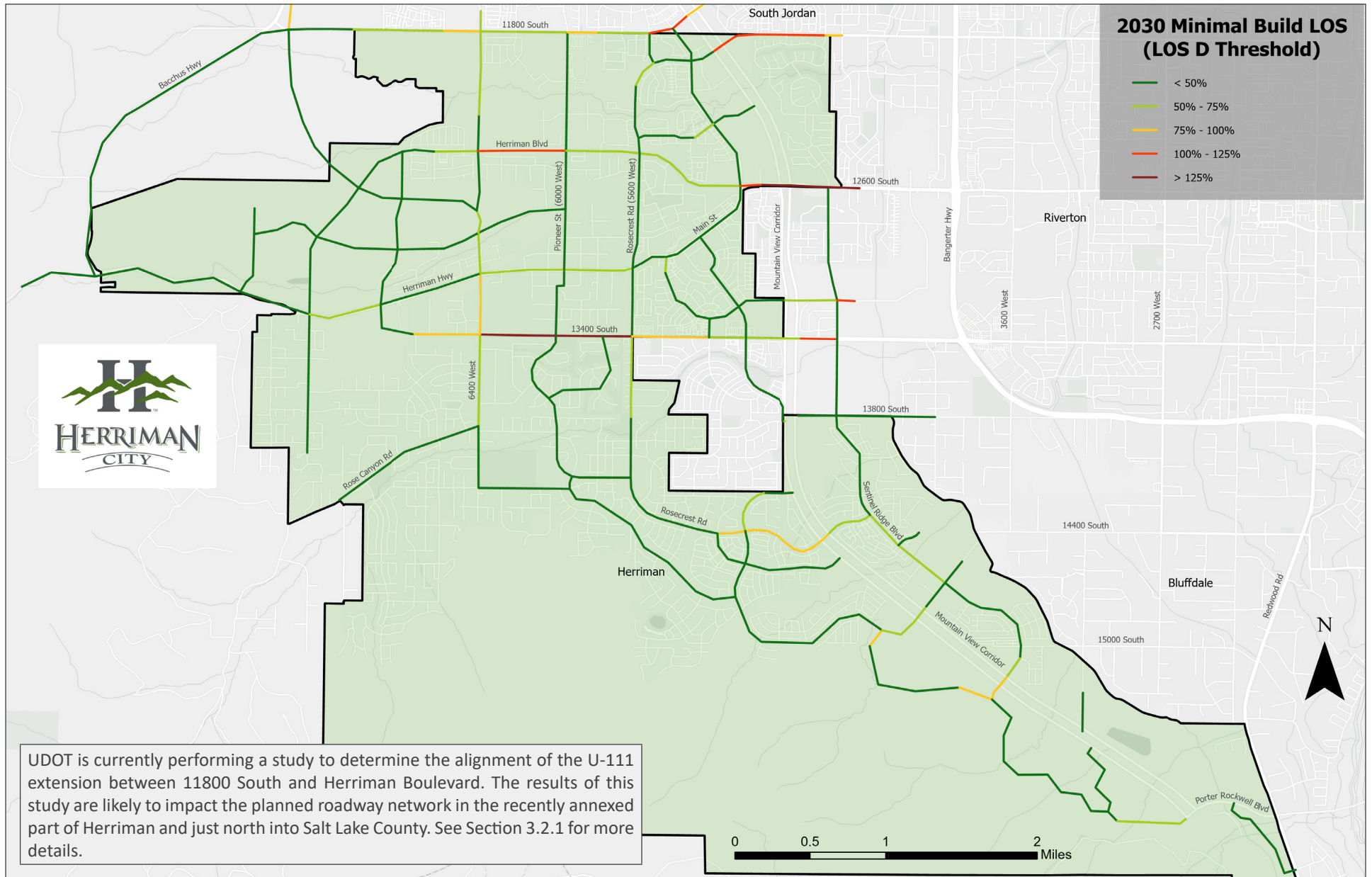


Figure 30: Projected 2030 Level of Service – Build

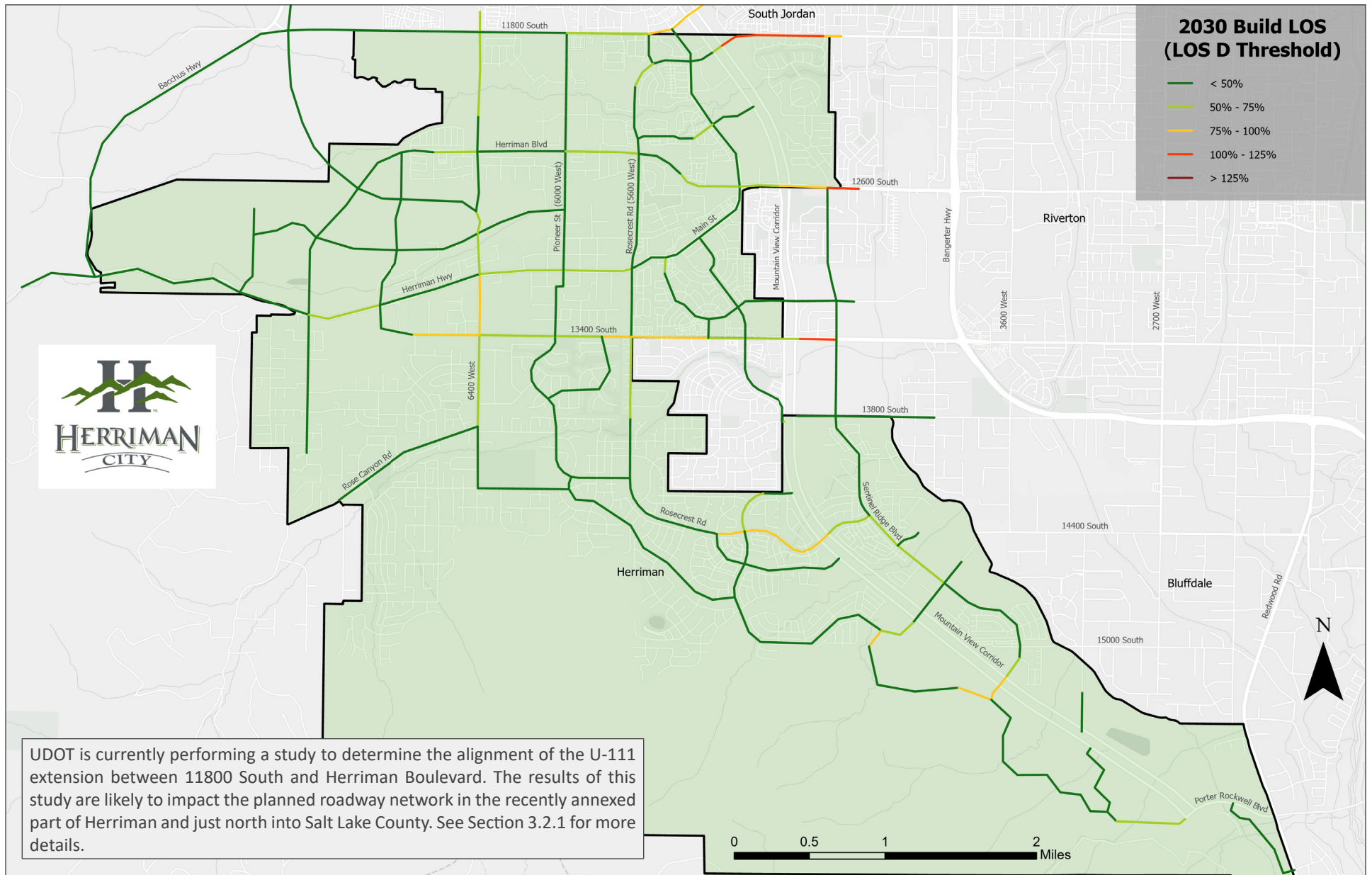


Figure 31 depicts projected 2050 daily travel volumes. Model results indicate that daily volumes are still fairly low on many city roadways. However, given Herriman's location in the southwest corner of the valley high volumes are projected proximate to all Mountain View Corridor interchanges. Roadways such as 11800 South, 12600 South, Herriman Main Street, and 13400 South have significant volumes accessing and through the Mountain View Corridor interchanges. By 2050 the new SR-111 alignment is projected to have over 20,000 daily vehicles.

Figure 32 shows the projected 2050 LOS in the Minimal Build condition. Level of service in 2050 Minimal Build is projected to remain within the LOS D threshold in on most corridors. However, without widening the following segments of roadway are projected to exceed the LOS threshold (segments that already failed in 2030 are not listed again).

- **Bacchus Highway:** Just southwest of 7900 West and just west of 7600 West to the new SR-111.
- **11800 South:** entire roadway within Herriman
- **New Roadway:** just west of SR-111 to current city boundary
- **Herriman Highway:** Dansie Boulevard to 7900 West
- **13400 South:** 6740 West to Moorfield Road
- **6400 West:** 13400 South to Herriman Highway
- **Rosecrest Road:** At Mountain View Corridor interchange
- **Juniper Crest Road:** At Mountain View Corridor interchange
- **Academy Parkway:** At Mountain View Corridor interchange

Figure 33 shows the projected 2050 LOS with widening projects (Build). In this scenario there are five roadways that still exceed the LOS threshold. Explanations on these roadways being projected to exceed the LOS threshold are provided below.

Herriman Boulevard: Mountain View Corridor to the city boundary

Even with a 7-lane cross section this roadway is projected to still exceed the LOS threshold. UDOT is currently performing a study for this corridor examining solutions such as grade separation and innovative intersections.

New Roadway: just west of SR-111 to current city boundary

The model indicates that this roadway will warrant a 5-lane cross-section in 2050. However, the growth dictating this need is highly speculative and outside of current Herriman City borders. Additionally, 7300 West is planned to be a 5-lane roadway and have the bulk of commercial uses adjacent to it, and has excess capacity. Thus, it is likely much of this traffic will utilize that roadway instead. However, the model does indicate a potential high traffic volume corridor here, thus the ROW should be reserved for a potential 5-lane cross section, but the roadway should only be built to 3-lanes.

Herriman Highway: Dansie Boulevard to 7900 West

The city is currently planning for all of Herriman Highway to be a 3-lane cross-section west of 5600 West. This segment of Herriman Highway barely exceeds the LOS threshold for a 3-lane roadway and the additional growth dictating the need for a 5-lane roadway is high speculative.

13400 South: 6740 West to 6400 West

This roadway is planned to be widened to a 3-lane cross-section in phase 1. There are ROW constraints that make widening to 5-lanes not feasible.

6400 West: 13400 South to Herriman Highway

This roadway is planned to be widened to a 3-lane cross-section in phase 1. There are ROW constraints that make widening to 5-lanes not feasible.

Figure 31: Projected 2050 Daily Traffic Volumes

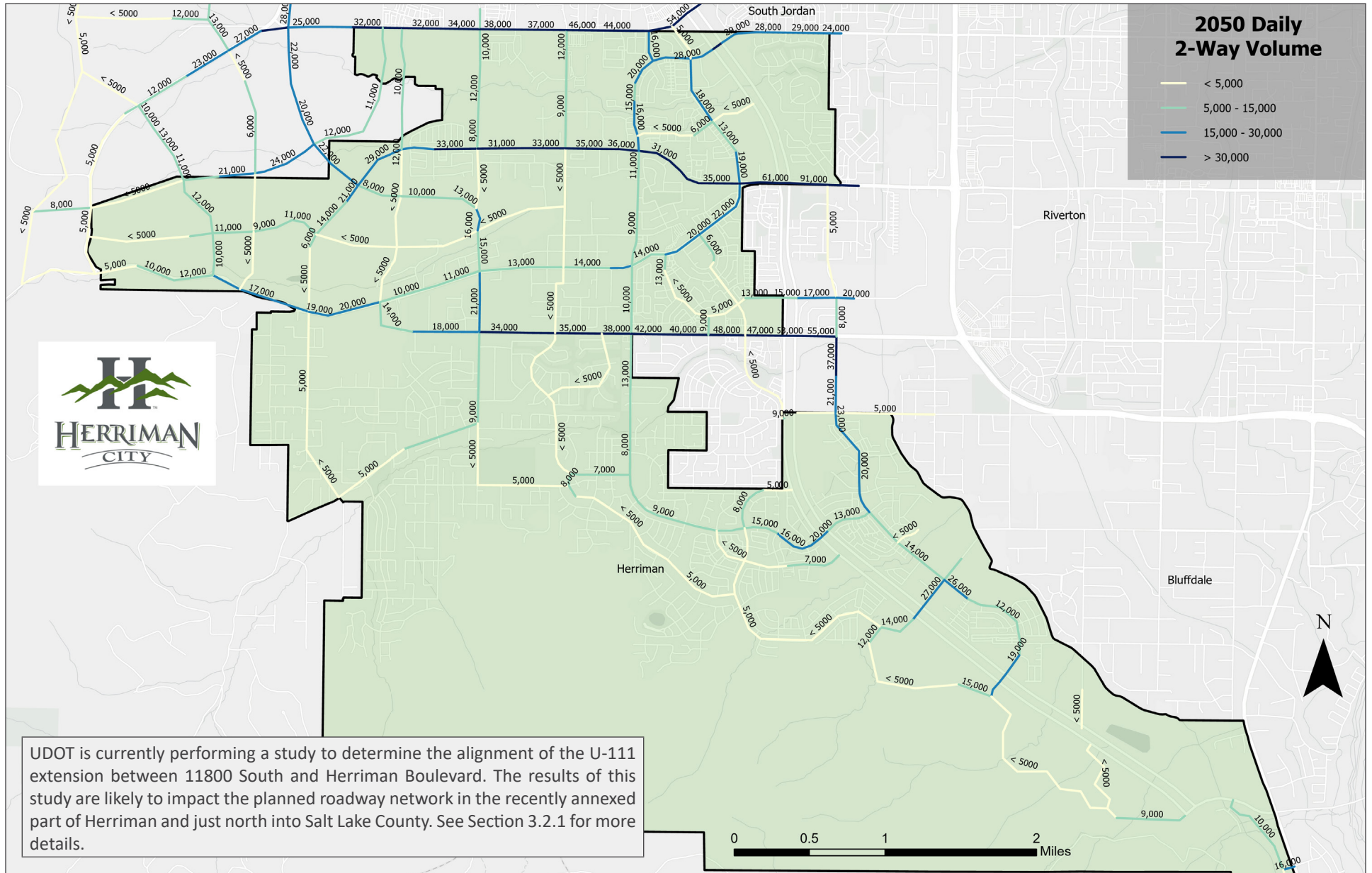


Figure 32: Projected 2050 Level of Service – Minimal Build

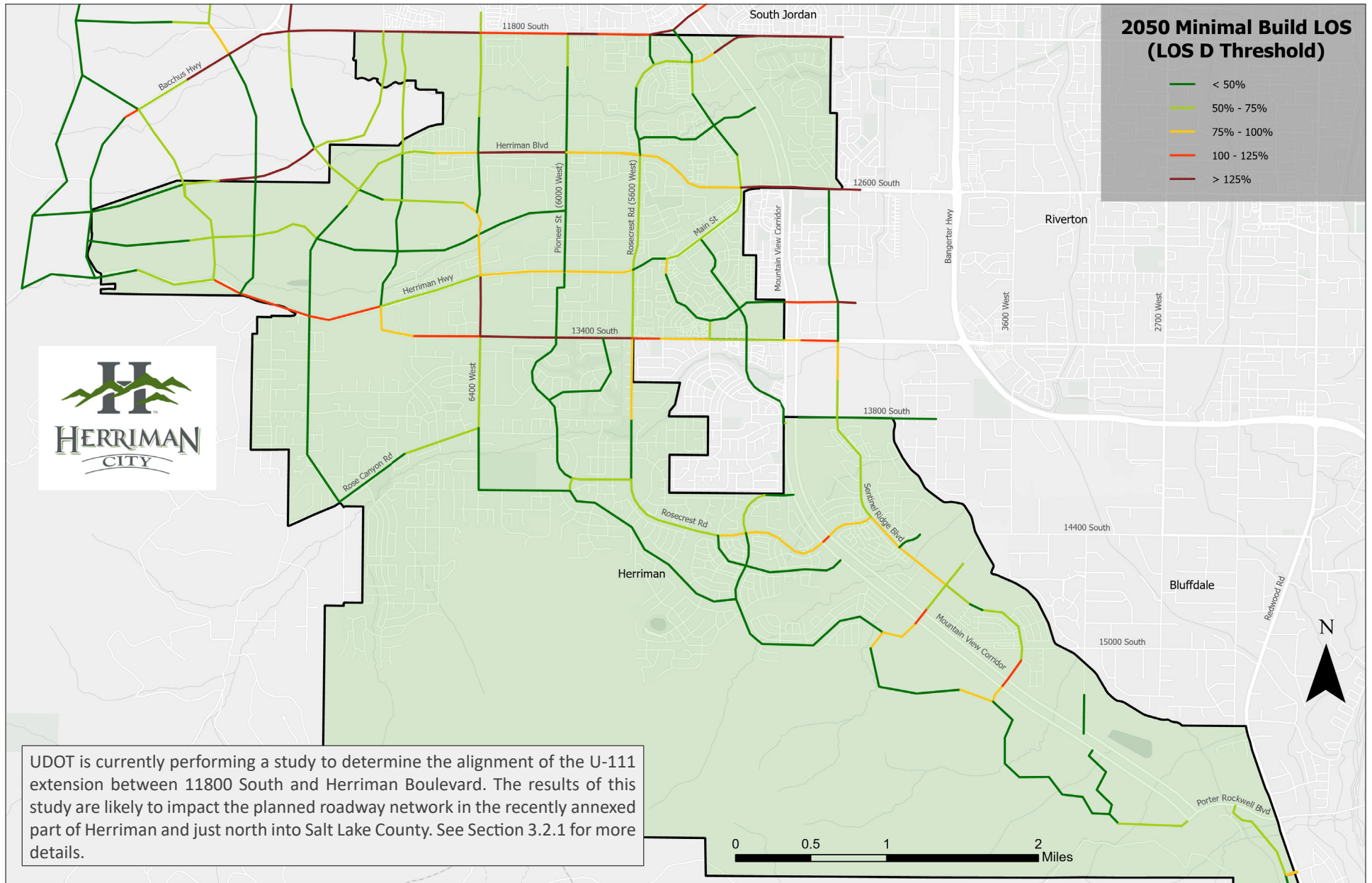
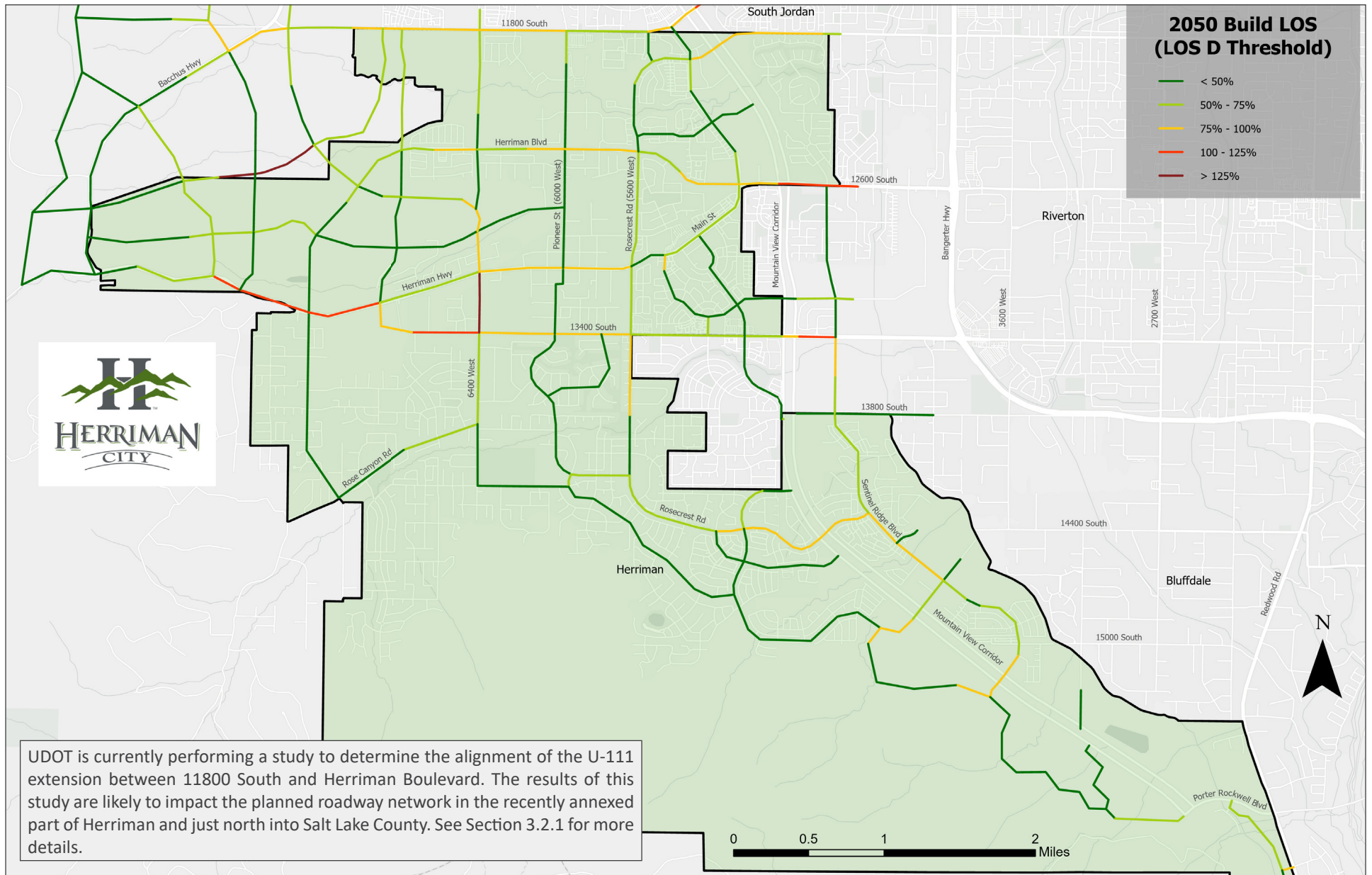


Figure 33: Projected 2050 Level of Service – Build





4. PLAN RECOMMENDATIONS

As Herriman continues to grow, transportation system improvements will need to be made to maintain acceptable LOS on city streets and intersection. This section outlines these roadway projects and details of specific cross sections and other roadway details. Additionally, expanding the active transportation network in unison is necessary and is outlined in this section.

4.1. FUNCTIONAL CLASSIFICATION

A functional classification of streets is used to group roadways into classes according to the volume of traffic the roadways are intended to serve. The classes are based upon the degree of mobility (speed and trip length) and land access that they are designed to serve. Roadway functional classifications are generally comprised of a mix of arterials, collectors, and local streets. Arterials are designed to serve higher volumes of traffic at higher speeds, while collectors are designed to balance land access with traffic speeds and traffic capacity. Local streets are intended to provide low-speed access to individual properties. Figure 34 summarizes the hierarchy of the functional classification of streets based upon mobility and access.

Figure 34: Mobility Vs Access

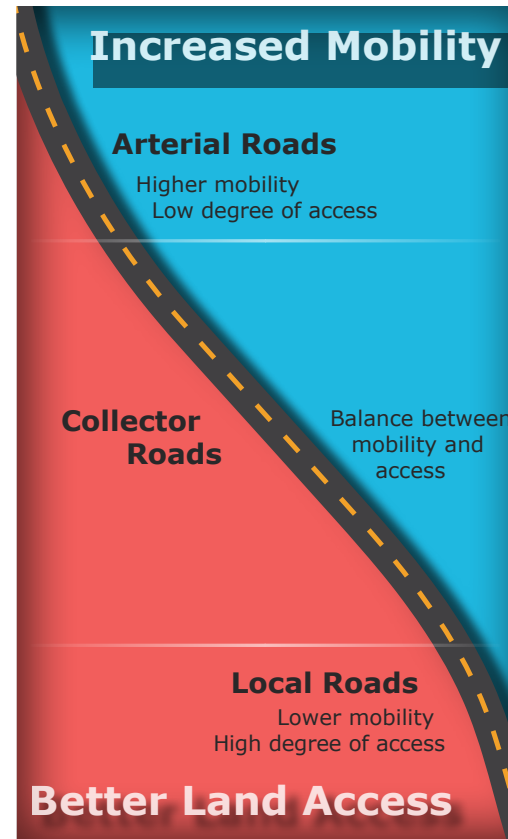


Table 9 provides general characteristics for the traffic operations of each functional classification. The definitions outlined include speed, average trip length, crash rate, and access control. Access control refers to the number of intersections, driveways, etc., interrupting the roadway.

Table 8. Street Functional Classification Summary

Street Functional Group	ROW Width (ft)	Speed (mph)	Average Trip Length (miles)	Expected Crash Rate (accidents per million vehicle miles)	Access Control
Arterial	>90	45+	3-15	3-5	Significant
Collector/Minor Collector	66 - 90	25-45	1-5	2-4	Moderate
Local and Minor Local	<66	<30	<0.5	Varies	None

4.1.1. LOCAL AND MINOR LOCAL STREETS

Local streets are designed to provide access from residences to the roadway network. They serve many driveways and provide a collection point to collector or arterial roadways. Local streets should be designed to minimize speed and reduce cut-through traffic while meeting the requirements of emergency vehicles. Local streets are typically placed with driveways on both sides and have posted speed limits of 25 miles per hour. Generally, no striping is proposed on local streets. However, the city engineer may recommend roadway striping as needed as a traffic-calming measure. Parking may be restricted on local streets near intersections, in high density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city engineer. Herriman plans to approve two construction standards for local and minor streets: one for a 53-foot right-of-way (ROW), shown in Figure 35; and one for a 60-foot ROW, shown in Figure 36. The 53-foot minor local cross section roads are best limited to single family residential access, whereas the wider 60-foot local cross section can accommodate higher density residential, neighborhood commercial, schools, churches and institutional land uses. Developers are responsible for the full cost of design and constructing local and minor local streets including the drainage facilities (storm drain pipes, inlets, manholes, etc.). For private roadways, emphasis needs to be placed on inclusion of sidewalks on both sides of the roadway and connectivity to the larger public sidewalk network. Requirements for private roadways should also include minimum lane widths to accommodate two-way traffic in a setting such as alleys for rear-loaded residential units.

Figure 35: Minor Local Street Standard – 53 Foot ROW

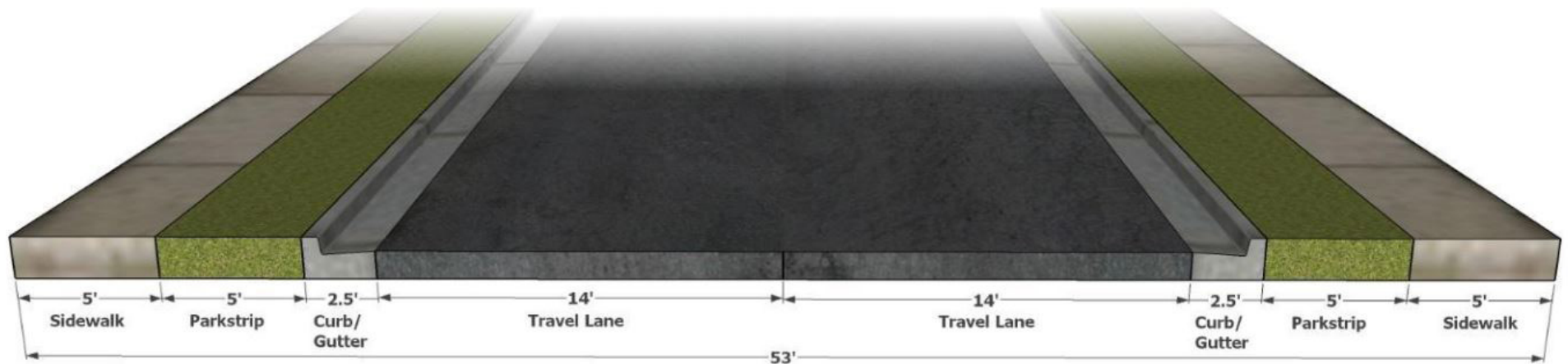
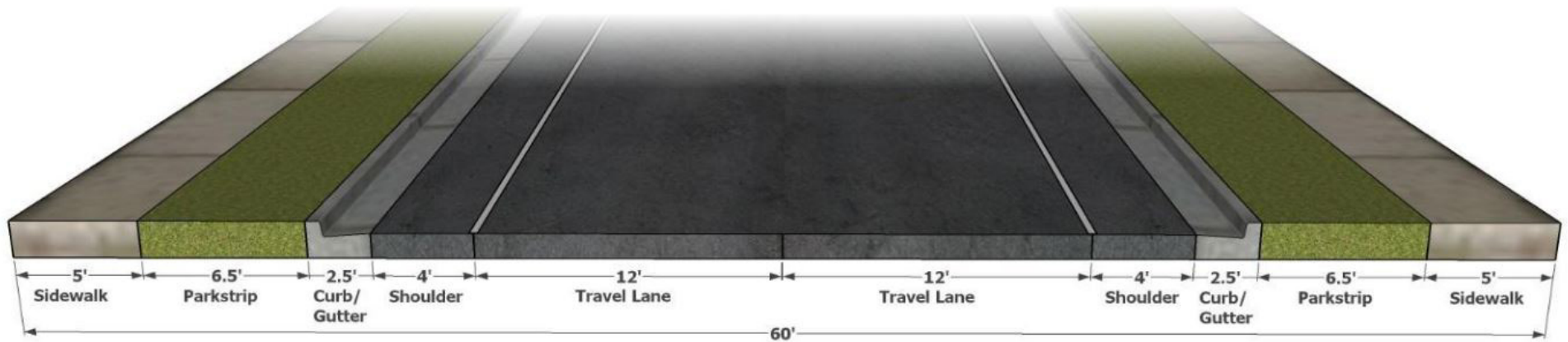


Figure 36: Local Street Standard – 60 Foot ROW

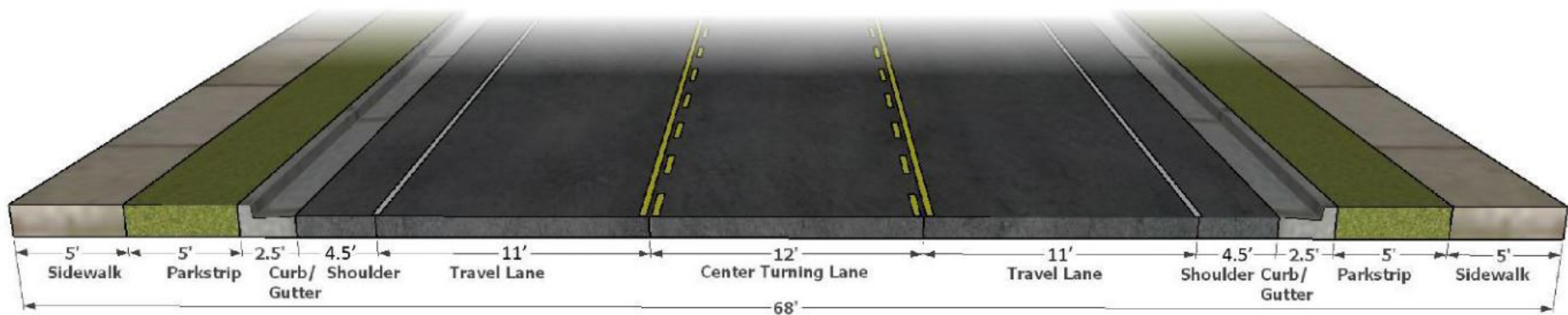


4.1.2. MINOR COLLECTOR STREETS

Minor collector streets within Herriman serve local trips and provide local access. Minor collectors have one through travel lane in each direction, a center turn lane, curb and gutter on both sides, sidewalk on both sides, and park strips on both sides within a 68-foot ROW. The center turn lane may be eliminated to allow for the addition of a bike lane in each direction. Additional details about roadway access spacing standards can be found in section 4.3.2 of this plan. The typical design cross section for a minor collector is shown in Figure 37.

In areas where a minor collector street is required, a developer will pay to design the new street and construct and install all improvements associated with local street standards with a 60-ft ROW as shown in Figure 36. The City will generally be responsible for paying for the costs associated with constructing the additional (about 11 feet) of pavement between the gutter lips to meet the minor collector street standard and the striping associated with the center turn lane.

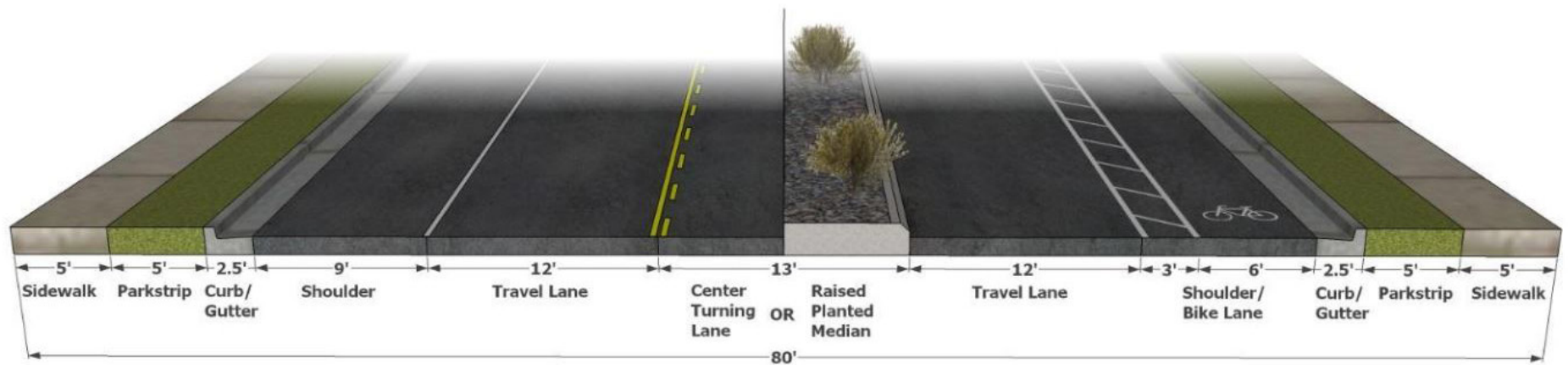
Figure 37: Minor Collector Streets Standard



4.1.3. MAJOR COLLECTOR STREETS

Major collector streets, like minor collectors, have one through travel lane in each direction and a center turn lane, as well as a wide shoulder on each side. The recommended collector cross section has 12-foot travel lanes in each direction, a 13-foot center turn lane, and 9-foot shoulders within an 80-foot ROW. The shoulders are intended to have bike lanes, but could be striped for parking if needed as shown in Figure 38. The 80-foot ROW is wide enough that if increased capacity is needed, two travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or reduction of the lane and shoulder widths. At major intersections, the shoulder and travel lane can be modified to 10-foot lanes to accommodate right-turn lanes, provided motorists are cautioned to share the road with bicyclists (when a bicycle lane is marked in the shoulder area). In areas where a major collector street is required, a developer will pay to design the new street and construct and install all of the improvements associated with local street standards with a 60-ft ROW as shown in Figure 36. The City will be responsible for paying for the costs associated with constructing the pavement width in excess of 37 feet, any raised median, and additional striping associated with the center turn lane and a bike lane.

Figure 38: Major Collector Street Standard

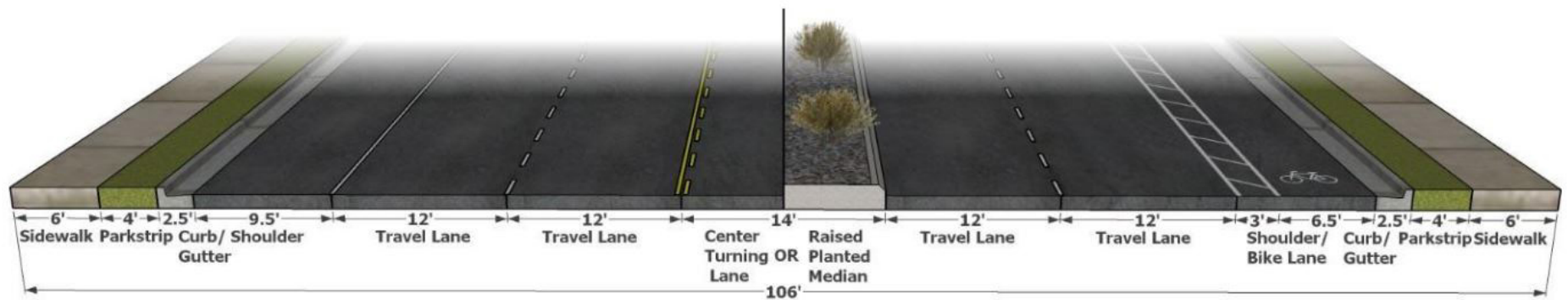


4.1.4. MINOR ARTERIAL STREETS

Minor arterial streets balance regional travel and local access. Minor arterials have two through travel lanes, a center turn lane, and wide shoulders within a 106-foot ROW. The shoulders are intended to have bike lanes but could be striped for parking if needed. The 106-foot ROW is wide enough that if increased capacity is needed, three travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or a reduction of the lane and shoulder widths. Figure 39 shows the standard 106-foot arterial cross section.

The City is responsible for the costs associated with designing and constructing the full minor arterial street cross-section.

Figure 39: Minor Arterial Standard

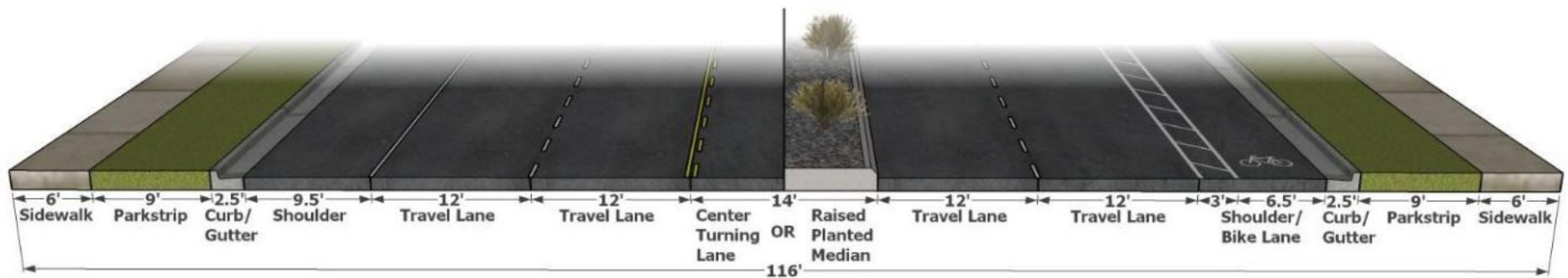


4.1.5. MAJOR ARTERIAL

Similar to minor arterials, major arterial streets balance regional travel and local access. Major arterials have two through travel lanes, a center turn lane, and wide shoulders within a 116-foot ROW. The shoulders are intended to have bike lanes but could be striped for parking if needed. The 116-foot ROW is wide enough that if increased capacity is needed, three travel lanes in each direction could be accommodated with the elimination of the center turn lane and/or a reduction of the lane and shoulder widths. The recommended typical design cross section of an arterial street with a 116-ft ROW is shown in Figure 40.

The City is responsible for the costs associated with designing and constructing the full major arterial street cross-section.

Figure 40: Major Arterial Street Standard

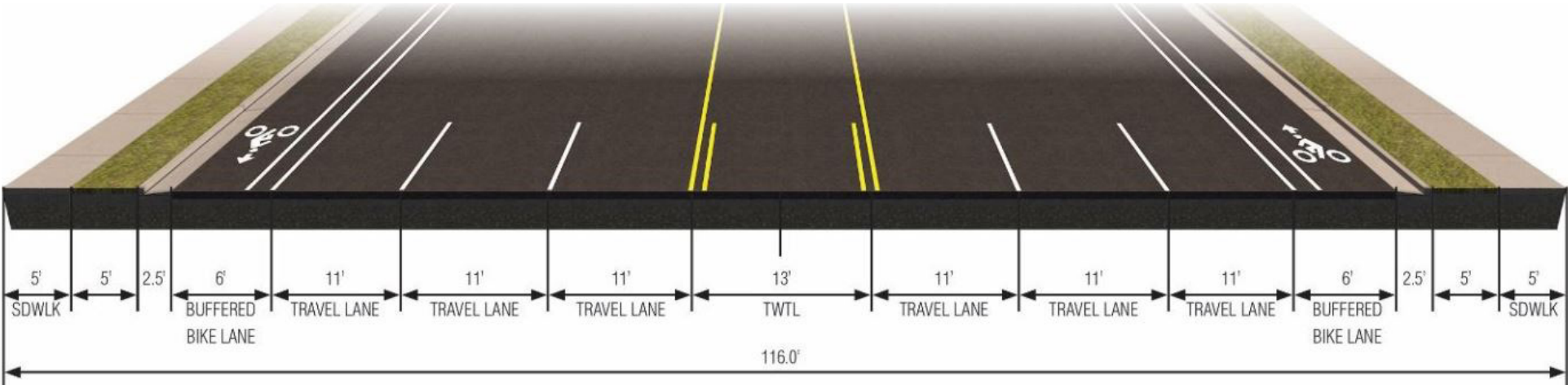


4.1.6. PRINCIPAL ARTERIAL

Similar to major arterials, principal arterial streets have a 116-foot ROW, but have a more focused approach on vehicle throughput. The principal arterial cross section has narrower lanes (11' vs. 12') and narrower park strips to allow for 3 travel lanes in each direction while still providing a 6' buffered bike lane or shoulder. The recommended typical design cross section of an arterial street with a 116-ft ROW is shown in Figure 41.

The City is responsible for the costs associated with designing and constructing the full major arterial street cross-section.

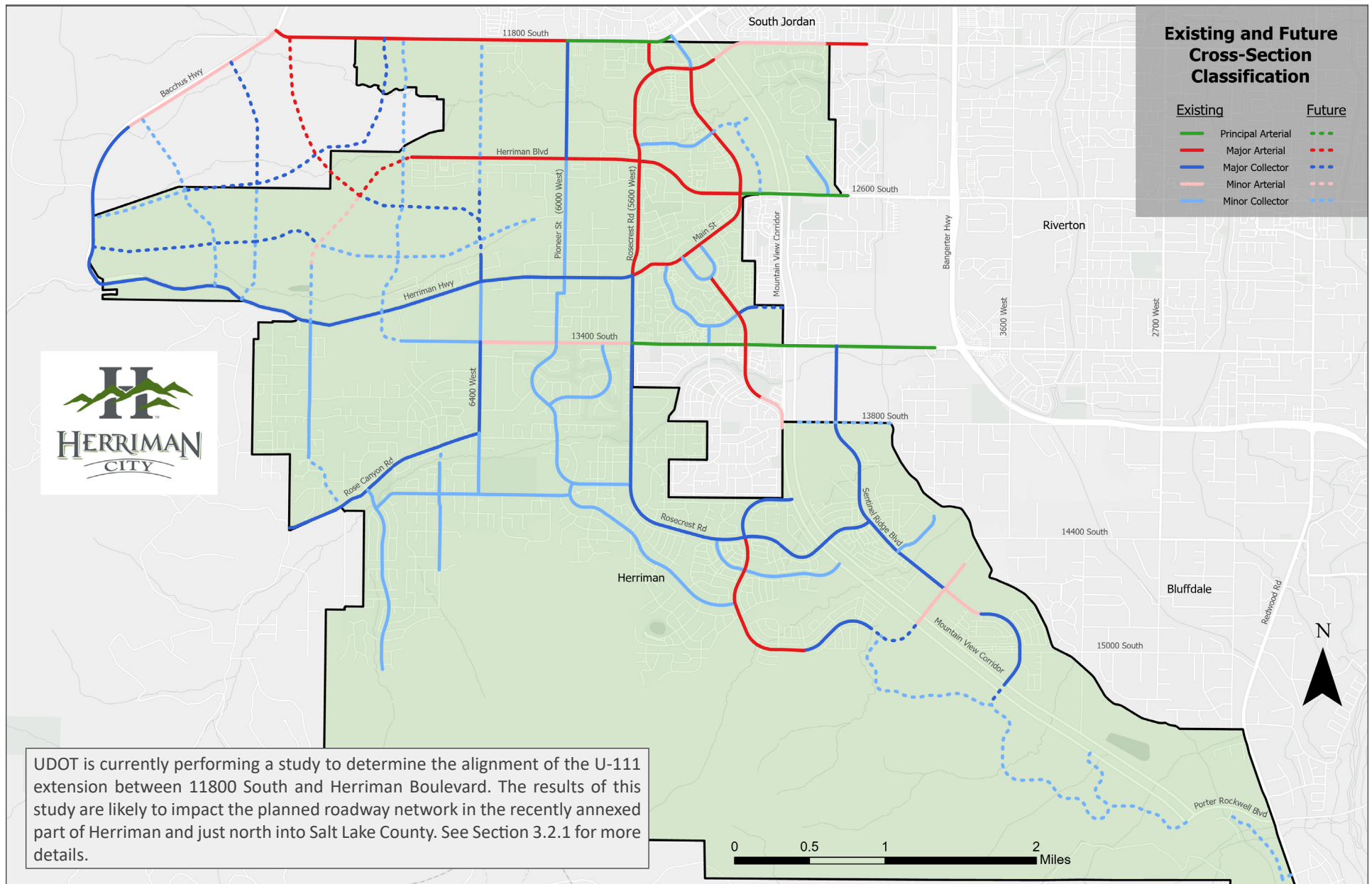
Figure 41: Principal Arterial Street Standard



4.2. PROPOSED FUTURE NETWORK

The existing and recommended future network of arterial, collector, and minor collector streets is shown in Figure 42.

Figure 42: Existing and Recommended Major Street Network



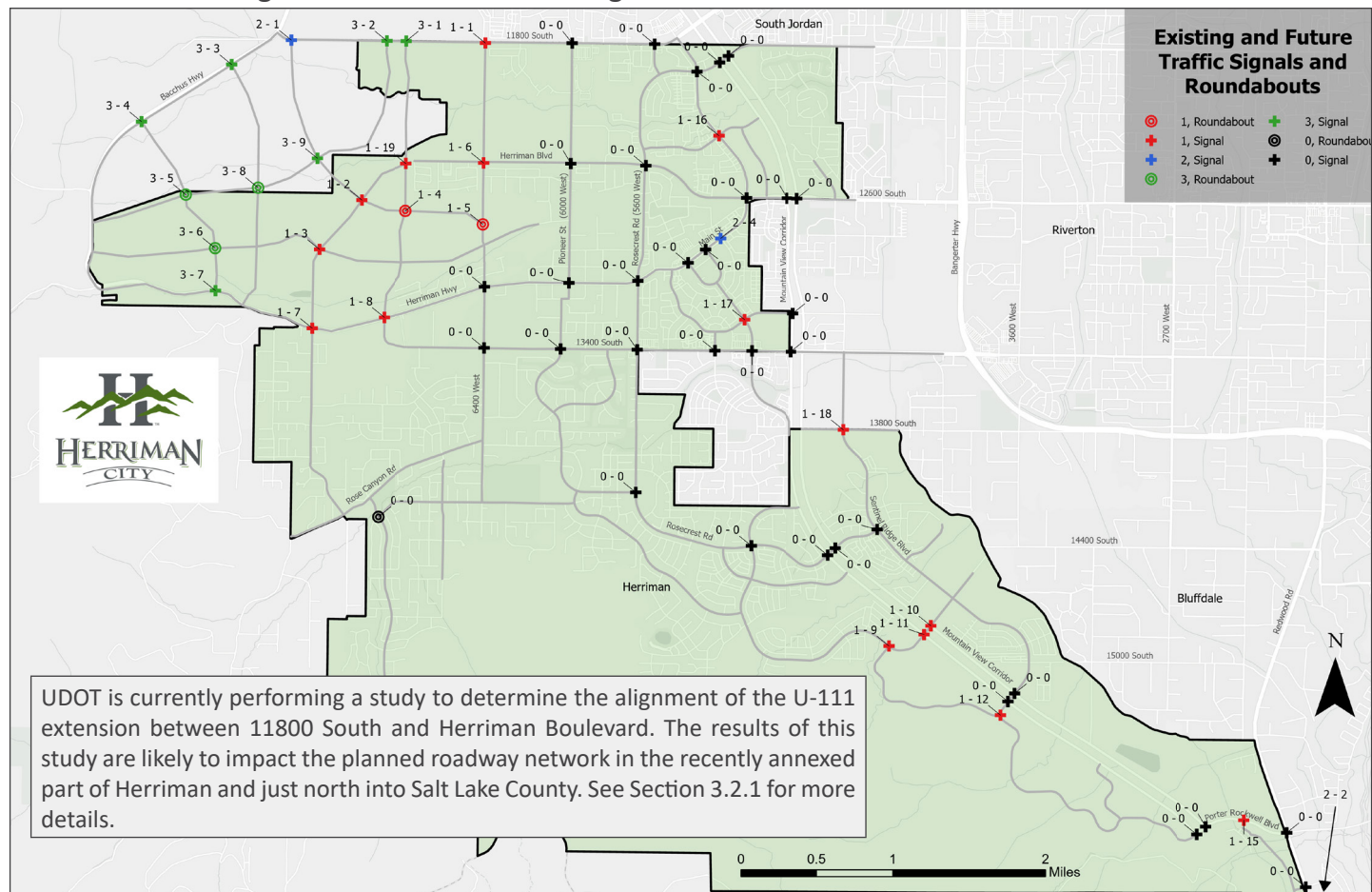
4.3. TRANSPORTATION STANDARDS

4.3.1. TRAFFIC CONTROL

The need for traffic signals will increase as traffic volumes and road networks throughout Herriman continue to grow. The Manual on Uniform Traffic Control Devices (MUTCD) states that “an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.” The MUTCD indicates that eight different traffic signal warrants should be considered when investigating the need for a traffic control signal. These warrants look at vehicular volumes, pedestrian volumes, school crossings, signal coordination, vehicular crashes, and the adjacent road network. Before installation of a signal the City should consider the feasibility of a roundabout. Roundabouts are generally safer than signals and offer significant traffic calming advantages.

Recommended traffic control improvements shown below are separated into Phase 1 (0 to 10 years), Phase 2 (11 to 20 years), and Phase 3 (21 to 30 years). Anticipated traffic control needs by phase are shown in Figure 43. Locations for roundabouts were determined based on discussions with city staff, traffic volumes, and available right-of-way. All locations tagged with “0 - 0” are existing.

Figure 43: Locations of Existing and Recommended Future Traffic Control



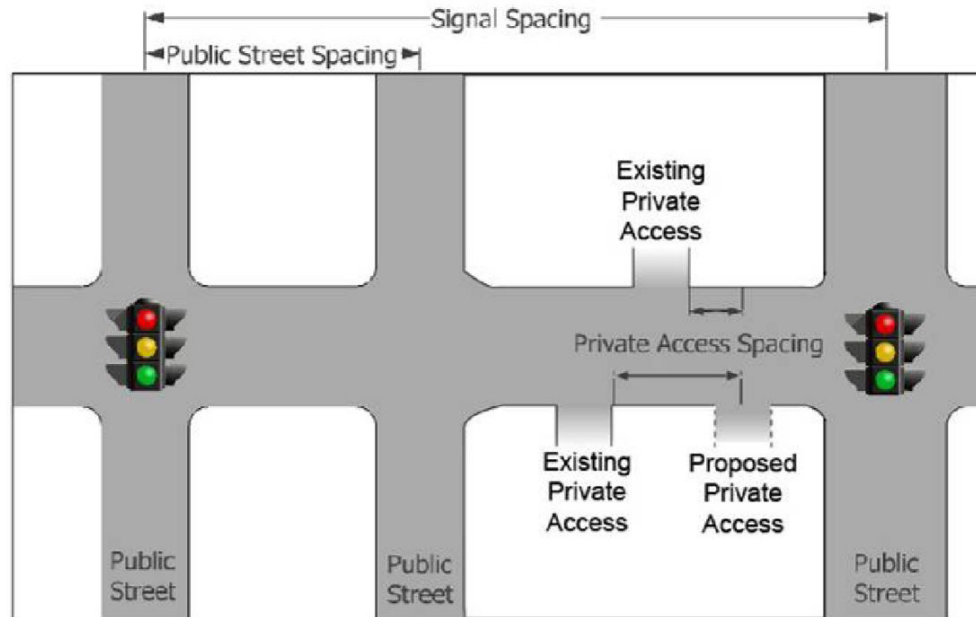
4.3.2. ACCESS SPACING

This transportation master plan incorporates the access spacing and related permit requirements on state highways based on UDOT Administrative Rule R930-6 by reference. This plan also summarizes the allowable access spacing for all City streets in Herriman. On non-state routes, access spacing may be adjusted by the city engineer based on localized conditions. Requests to decrease access spacing standards may be granted by the city engineer or city council provided a traffic impact study is prepared by the developer documenting the preservation of safety, capacity, and speed with reduced access spacing. Table 9 lists the Herriman access spacing standards for signals, public streets, and private areas. Figure 44 illustrates spacing categories.

Table 9. Summary of Minimum Spacing Requirements

	Minimum Signal Spacing (feet)	Minimum Public Street Spacing (feet)	Minimum Private Access Spacing (feet)
Arterial Streets	2,640	660	250
Collector Streets	1,320	300	150
Local Streets	N.A.	150	No Minimum

Figure 44: Spacing Illustration



Access spacing, also referred to as driveway spacing, is measured from the closest edge (perpendicular tangent section) of the nearest driveway to the center of the proposed driveway. Access spacing standards allow drivers to process one decision at a time. Through proper spacing, drivers may monitor upcoming points of conflict with other vehicles and react accordingly to each conflict.

4.3.3. CORNER RADII

The dimensions of curb radii directly affect the speed of turning motor vehicles. Large radii are needed to accommodate large trucks and busses, but also allow cars to make high-speed turns and create increased crossing distances for pedestrians. A network of intersections with short curb radii would create the most welcoming pedestrian environment but would hinder fire truck movement, creating a potentially hazardous situation. Therefore, curb radii standards are needed to ensure that all user types are accommodated in the roadway design. Recommended back of curb corner radii for each street classification are presented in Table 10.

Table 10. Recommended Back of Curb Radii for Street Intersections

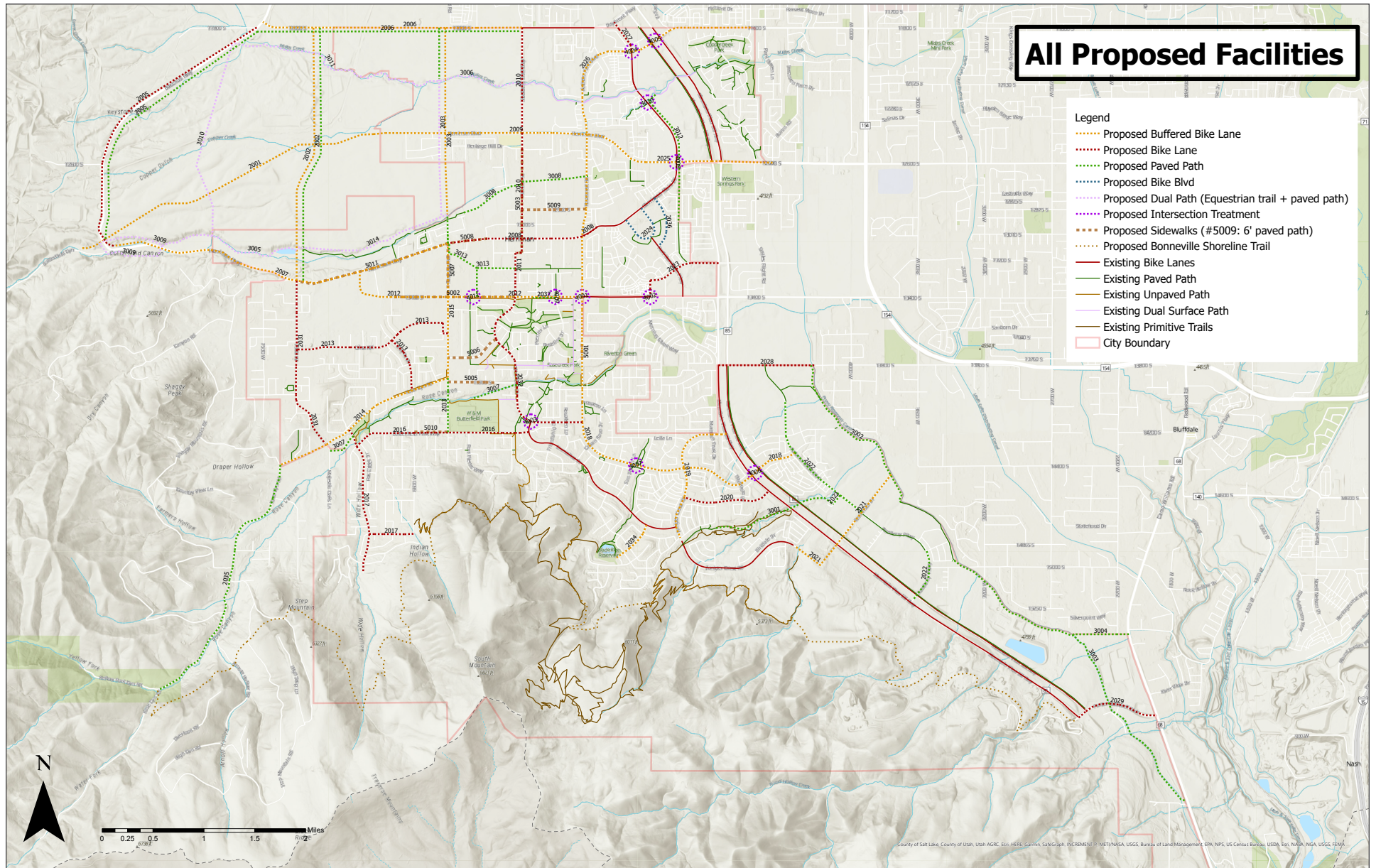
Type of Intersection Street	Type of Through Street				
		Local	Minor Collector	Major Collector	Arterial
	Local	25 ft	25 ft	30 ft	30 ft
	Minor Collector	25 ft	30 ft	30 ft	30 ft
	Major Collector	30 ft	30 ft	40 ft	40 ft
	Arterial	30 ft	30 ft	40 ft	40 ft

The recommended radii listed in Table 10 may be adjusted based on traffic volumes, scale of large vehicle uses, and the needs of specific lane uses/truck routing. Changes to curb radii are subject to the approvals from the city engineer and fire marshal.

4.4. FUTURE BICYCLE INFRASTRUCTURE

Herriman recognizes the need for an extensive and cohesive bicycle path network to accommodate all modes of travel. To accommodate bicycle paths, transportation standards for collector and arterial streets were developed to incorporate wide shoulders and allow for bicycle lane striping. Figure 45 shows the existing bicycle path network as well as future multi-use pathways, trails, and bicycle lanes. This map also accounts for bicycle facilities on new collector and arterial streets. This network is comprehensive and it would allow for greater bicycle access throughout the City for commuter and recreational cyclists.

Figure 45: Future Bicycle Network

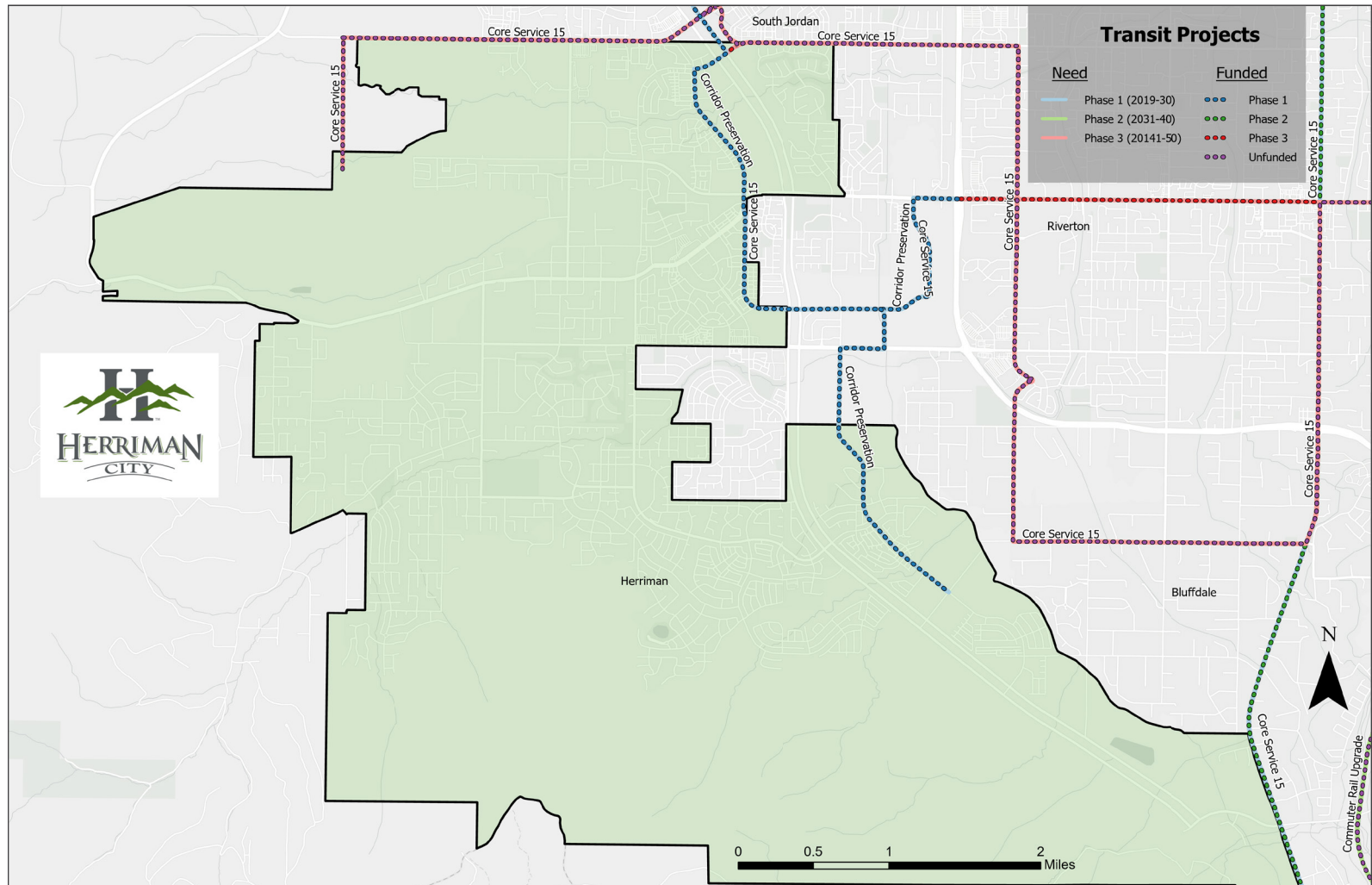


4.5. FUTURE TRANSIT

As Herriman grows, population densities will increase, more business and job opportunities will be created, and the transit system will need to be upgraded to meet the City's needs. Currently, Herriman is only served by on-demand transit which provides connections to Trax, FrontRunner, and other key destinations. Expanding to fixed routes should be considered as demand dictates. Beyond this, new routes should be explored. Figure 46 shows the WFRC's planned RTP transit projects.

Two future transit projects will impact Herriman. The first is a Phase 3 (2041-2050) project for a new transit route extending south from the Daybreak TRAX Station through northern Herriman, then west through Riverton, and into Draper. The second is a corridor preservation project for future transit. The corridor follows the same route as the new bus line, but also has an alternative which runs further south to Real Vista Drive. Through the WFRC Transportation and Land Use Connection (TLC) program a transit corridor and land use study will be performed in late 2022. This will likely determine the future of this corridor and what, if any, additional transit service is provided through Herriman.

Figure 46: Existing and Planned Transit Projects



The anticipated expansion of the UTA TRAX Red Line into Herriman will likely be the biggest change to the existing transit service. Extending from its existing terminus in the Daybreak development, a potential future line would continue on Daybreak Parkway and turn south on the future extension of Main Street. A future TRAX station within central Herriman would provide excellent transit service to residents and excellent connections to destinations across the valley.

Figures 46 through 49 illustrate examples of road design cross sections for a future Main Street that includes TRAX light rail.

Figure 47: Main Street with TRAX – 60-foot ROW

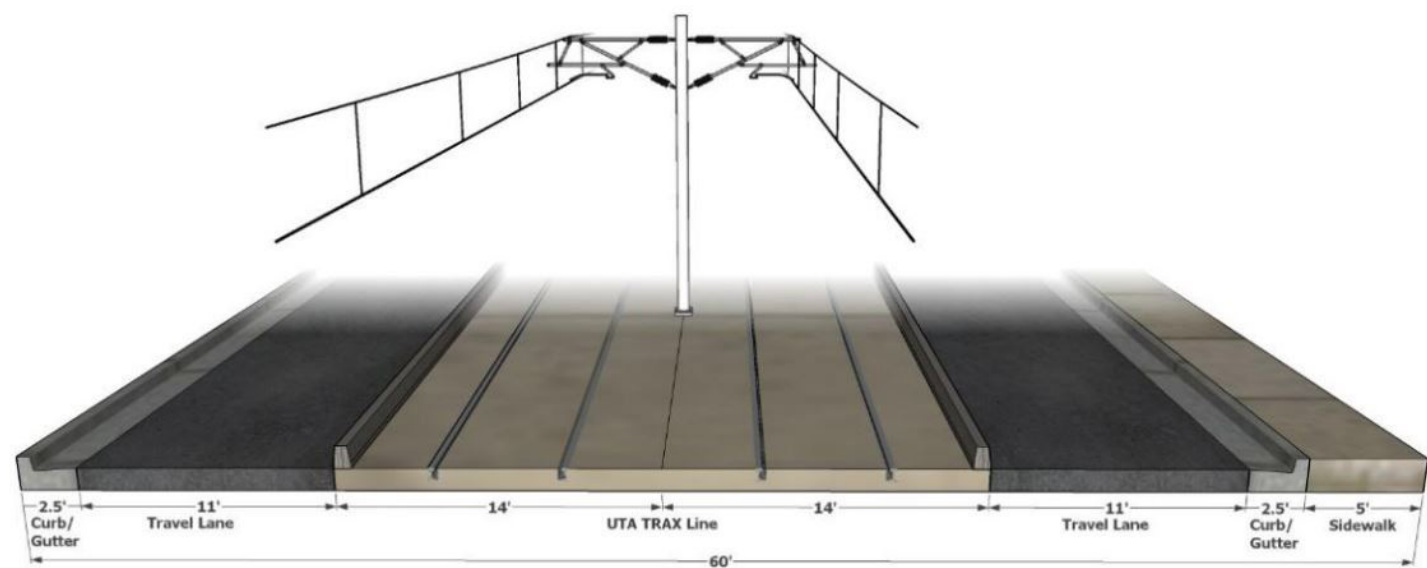


Figure 48: Main Street with TRAX – 121-foot ROW

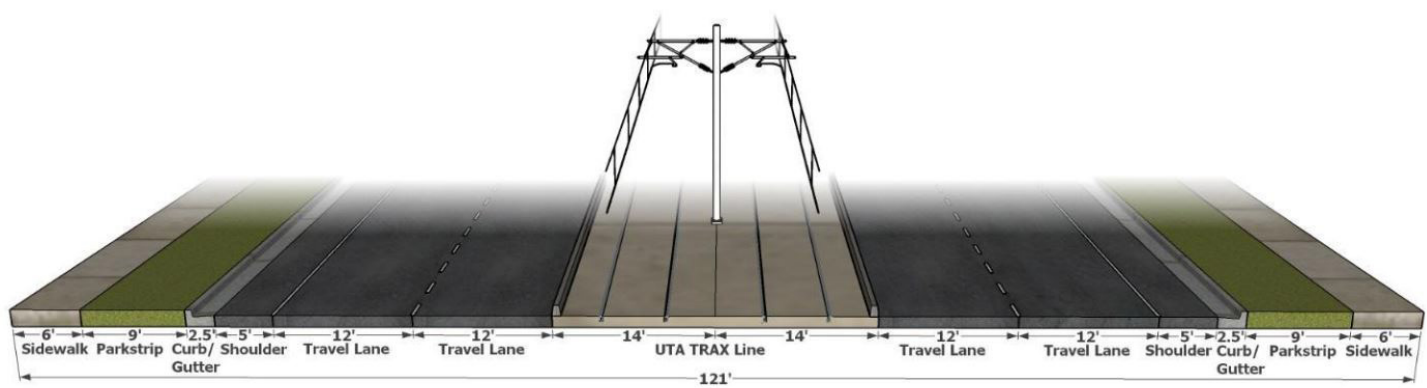
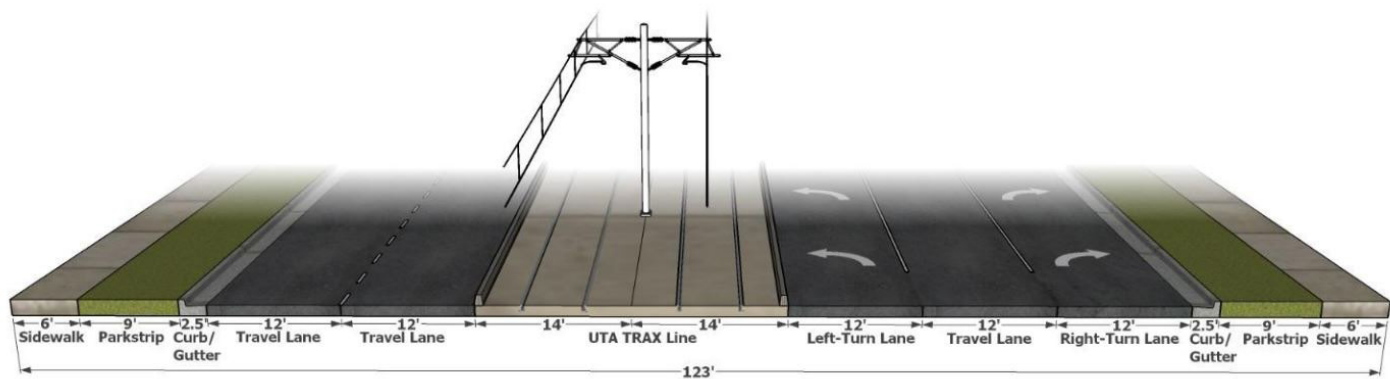


Figure 49: Main Street with TRAX Intersection – 123-foot ROW





5. Street Facilities Plan

The following street facilities plan presents the projected phasing and estimated construction costs of the recommended major street improvement projects.

5.1. STREET FACILITIES PLAN

The street facilities plan (SFP) identifies recommended transportation project needs by priority and includes a conceptual planning level cost estimate (2022 dollars) for each improvement. The recommended improvements are separated into Phase 1 (0 to 10 years), Phase 2 (11 to 20 years), and Phase 3 (21 to 30 years). The recommended projects only include collector and arterial streets and projects that increase the capacity of the road network.

Figure 50: Recommended Street Improvements by Phase - Roadways

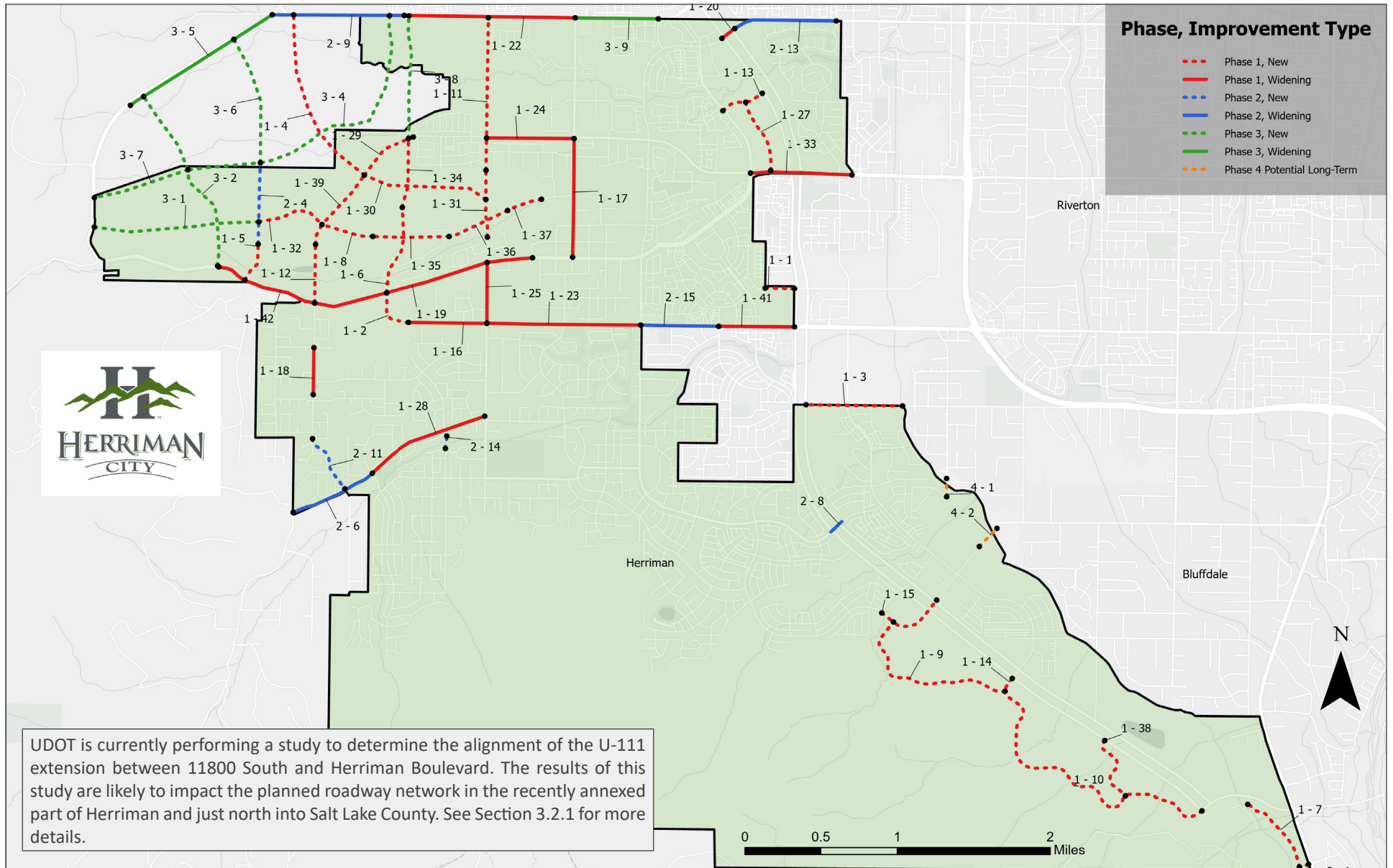


Figure 50 and Figure 51 shows the locations of recommended street improvements by phase. Note that some of the Phase 2 and Phase 3 projects are outside the current city corporate limit. Those projects will only be needed if the City annexes and expands its municipal boundary.

Figure 51: Recommended Street Improvements by Phase - Intersections

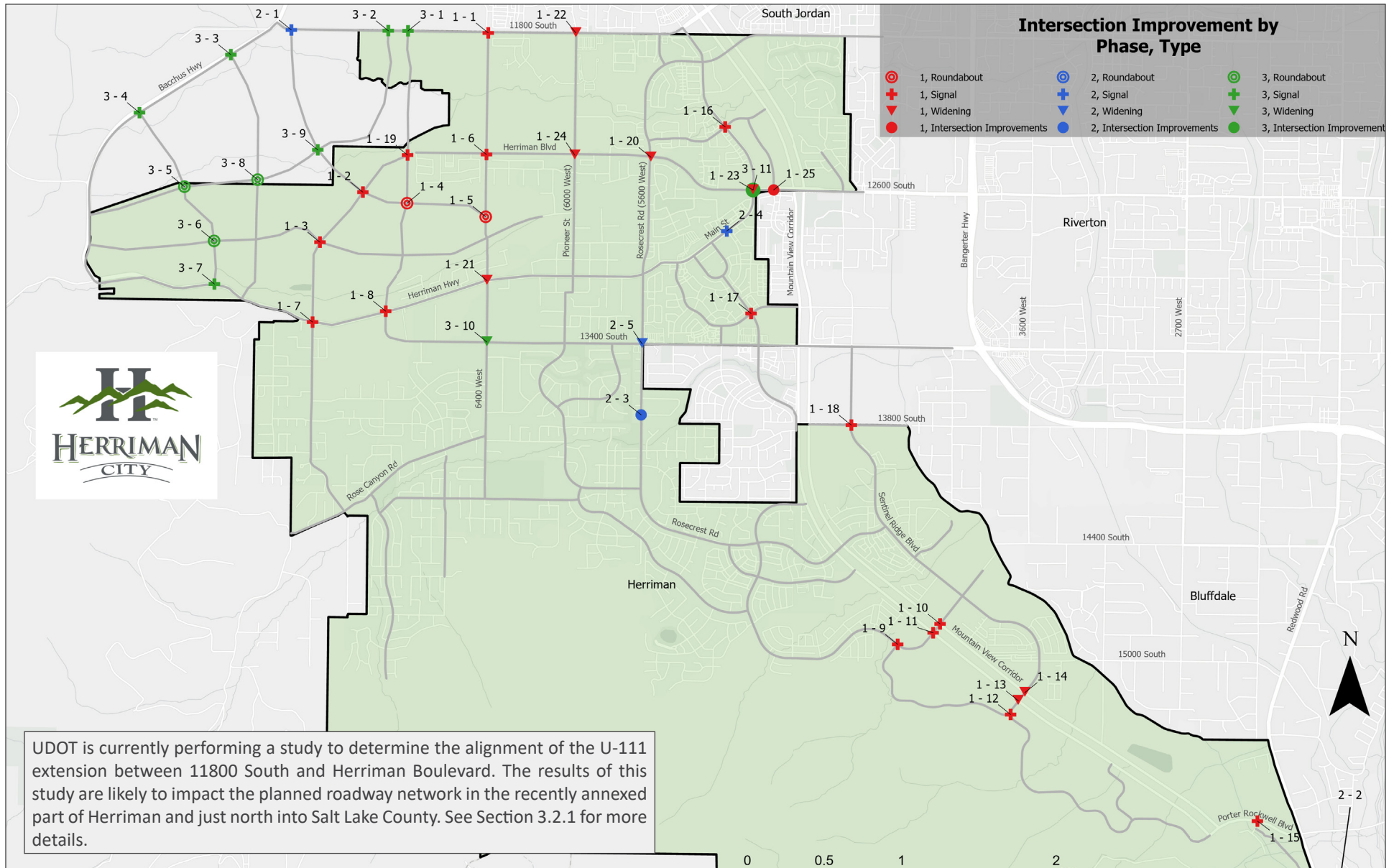


Table 11 and Table 12 list the recommended SFP projects by phase. The SFP project costs include street improvements from back-of-curb to back-of-curb, sidewalks, park strips, and drainage. Cross-section cost details can be found in Appendix B.

Table 11. Recommended Phased Facilities Plan - Roadways

Phase 1 (2022 - 2030)						
#	Roadway	From	To	Type	Functional Class	Cost
1-1	Herriman Rose Boulevard	Herriman Rose Dead End	MVC Frontage Road	New	Major Collector	\$2,600,000
1-2	Dansie Blvd	Herriman Highway	13400 South Existing	New	Minor Collector	\$3,300,000
1-3	13800 South	Mountain View Corridor	13800 South Bluffdale	New	Minor Collector	\$7,100,000
1-4	SR-111	11800 South	Herriman Parkway	New	Major Arterial	\$21,900,000
1-5	7600 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$2,800,000
1-6	6800 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$7,500,000
1-7	Mcdougall Road	Porter Rockwell Blvd	Redwood Road	New	Minor Collector	\$6,800,000
1-8	Silver Sky Drive	7300 West	Olympia Property Boundary	New	Minor Collector	\$3,600,000
1-9	Soleil Hills Drive	Juniper Crest Road	Academy Pkwy	New	Minor Collector	\$12,600,000
1-10	Soleil Hills Drive	Academy Pkwy	Porter Rockwell Blvd	New	Minor Collector	\$21,400,000
1-11	6400 West	11800 South @ Prosperity Drive	Olympia Property Boundary	New	Minor Collector	\$12,500,000
1-12	7300 West	Olympia Property Boundary	Herriman Highway	New	Minor Collector	\$4,000,000
1-13	Miller Crossing Drive	Herriman Main Street	MVC Frontage Road	New	Minor Collector	\$3,100,000
1-14	Academy Parkway	Juniper Crest Road	Mountain View Corridor	New	Major Collector	\$700,000
1-15	Juniper Crest Road	Juniper Crest Road Dead End	Mountain View Corridor	New	Major Collector	\$3,600,000
1-16	13400 South	6800 West	6000 West	Widening	Minor Collector	\$3,500,000
1-17	6000 West	Herriman Parkway	Herriman Main Street	Widening	Minor Collector	\$5,800,000
1-18	7300 West	Herriman Highway	Hawthorn Leaf Drive	Widening	Minor Collector	\$2,500,000
1-19	Herriman Main St	7300 West	6225 West	Widening	Major Collector	\$16,000,000
1-20	11800 South	MVC Southbound	MVC Northbound	Widening	Minor Arterial	\$1,500,000
1-22	11800 South	6900 West	6000 West	Widening	Major Arterial	\$6,900,000
1-23	13400 South	6400 West	Rosecrest Road	Widening	Minor Arterial	\$9,400,000
1-24	Herriman Parkway	6400 West	6000 West	Widening	Major Arterial	\$3,900,000
1-25	6400 West	Herriman Main Street	13400 South	Widening	Minor Collector	\$3,200,000
1-27	Auto Row Drive	12600 South	Miller Cross Drive	New	Minor Collector	\$5,800,000
1-28	Rose Canyon Road	Spring Canyon Drive	6400 West	Widening	Major Collector	\$1,200,000
1-29	Herriman Blvd	6800 West	U-111	New	Major Arterial	\$7,200,000
1-30	Olympia Main Street	Herriman Blvd	6400 West	New	Major Collector	\$9,600,000
1-31	6400 West	6400 West Existing	Olympia Property Boundary	New	Major Collector	\$5,200,000
1-32	Silver Sky Drive	7300 West	7600 West	New	Major Collector	\$5,400,000
1-33	12600 South	City Boundary	Herriman Main Street	Widening	Principal Arterial	\$1,900,000
1-34	6800 West	Herriman Blvd	Olympia Property Boundary	New	Minor Collector	\$4,500,000
1-35	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$5,000,000

#	Roadway	From	To	Type	Functional Class	Cost
1-36	Silver Sky Drive	Olympia Property Boundary	Olympia Property Boundary	New	Minor Collector	\$4,100,000
1-37	Silver Sky Drive	Olympia Property Boundary	Silver Sky Existing/6000 West	New	Minor Collector	\$2,300,000
1-38	Soleil Hills Blvd	Soleil Hills Drive	Mountain View Corridor	New	Minor Collector	\$5,100,000
1-39	7300 West	U-111	Olympia Property Boundary	New	Minor Arterial	\$7,200,000
1-41	13400 South	Rosecrest Road	Mountain View Corridor	Widening	Principal Arterial	\$2,900,000
1-42	Herriman Main St	7300 West	City Boundary	Widening	Major Collector	\$5,800,000
Phase 2 (2031 - 2040)						
#	Roadway	From	To	Type	Functional Class	Cost
2-1	Mcdougall Road	McDougall Road Existing	Dead End	New	Minor Collector	\$13,200,000
2-4	7600 West	New Roadway	Olympia Property Boundary	New	Minor Collector	\$5,600,000
2-6	Rose Canyon Road	Rose Canyon Road SB	Spring Canyon Drive	Widening	Major Collector	\$3,900,000
2-8	Rosecrest Road	MVC South	MVC North	Widening	Major Collector	\$1,300,000
2-9	11800 South	Bacchus Highway	6900 West	Widening	Major Arterial	\$7,700,000
2-11	7300 West	7300 West	Rose Canyon Road	New	Minor Collector	\$4,300,000
2-13	Anthem Park Blvd	Mountain View Corridor	City Boundary	Widening	Minor Arterial	\$5,500,000
2-14	6600 West	Desert Lily Circle	Desert Wash Way	New	Minor Collector	\$1,200,000
2-15	13400 South	Rosecrest Road	Mountain View Corridor	Widening	Principal Arterial	\$2,900,000
Phase 3 (2041 - 2050)						
#	Roadway	From	To	Type	Functional Class	Cost
3-1	Silver Sky Drive	7600 West	Bacchus Hwy	New	Major Collector	\$13,700,000
3-2	7900 West	Bacchus Highway	Herriman Highway	New	Minor Collector	\$16,100,000
3-4	New Roadway	11800 South @ Bingham Rim Road	7900 West	New	Major Collector	\$25,000,000
3-5	Bacchus Hwy	11800 South	New Roadway	Widening	Minor Arterial	\$9,100,000
3-6	7600 West	New Roadway	Bacchus Hwy	New	Major Collector	\$13,400,000
3-7	New Roadway	7900 West	Bacchus Hwy	New	Minor Collector	\$8,400,000
3-8	6800 West	11800 South	Herriman Highway	New	Minor Collector	\$8,500,000
3-9	11800 South	6000 West	Freedom Park Drive	Widening	Principal Arterial	\$5,800,000
Potential Long-term						
#	Roadway	From	To	Type	Functional Class	Cost
4-1	Bruin View Drive	4000 West Dead End	4000 West Bluffdale	New	Minor Collector	\$1,600,000
4-2	Real Vista Drive	Current end of Real Vista Drive	Bluffdale	New	Major Collector	\$3,000,000

Table 12. Recommended Phased Facilities Plan - Intersections

Phase 1 (2022 - 2030)				
#	Intersection	Improvement	Improvement Details	Cost
1-1	11800 South & 6400 West	Signal	Left and right turn pockets	\$420,000
1-2	U-111 & Herriman Blvd	Signal	Dual left (SB) and right turn pockets (all)	\$460,000
1-3	7300 West & Silver Sky Drive	Signal	Left and right turn pockets	\$420,000
1-4	6800 West & Olympia Main Street	Roundabout	Single lane roundabout	\$870,000
1-5	Herriman Main Street & 6400 West	Roundabout	Single lane roundabout	\$870,000
1-6	Herriman Blvd & 6400 West	Signal	Left and right turn pockets	\$480,000
1-7	Herriman Hwy & 7300 West	Signal	Left and right turn pockets	\$330,000
1-8	Herriman Hwy & Dansie Blvd	Signal	Left turn pockets (all), right turn pockets (EB)	\$390,000
1-9	Juniper Crest Road & Soleil Hills Drive	Signal	Left and right turn pockets	\$450,000
1-10	Real Vista Drive & MVC NB	Signal	Left and right turn pockets	\$610,000
1-11	Real Vista Drive & MVC SB	Signal	Left and right turn pockets	\$1,160,000
1-12	Academy Pkwy & Soleil Hills Drive	Signal	Left and right turn pockets	\$450,000
1-13	Academy Pkwy & MVC SB	Widening	Left and right turn pockets	\$950,000
1-14	Academy Pkwy & MVC NB	Widening	Left and right turn pockets	\$260,000
1-15	Porter Rockwell Blvd & Mcdougall Road	Signal	Left and right turn pockets	\$490,000
1-16	Herriman Main Street & Miller Crossing Drive	Signal	Signal only	\$430,000
1-17	Herriman Rose Blvd & Fort Herriman Pkwy	Signal	Signal only	\$460,000
1-18	Sentinel Ridge Blvd & 13800 South	Signal	Left and right turn pockets	\$1,070,000
1-19	Herriman Blvd & 6800 West	Signal	Left and right turn pockets	\$450,000
1-20	Herriman Blvd & 5600 West	Widening	EB dual left, EB/WB right-turn lanes	\$850,000
1-21	Herriman Hwy & 6400 West	Widening	Right turn pockets (EB, WB, NB)	\$100,000
1-22	11800 South & 6000 West	Widening	Extend WBL storage	\$50,000
1-23	Herriman Blvd & Herriman Main Street	Widening	Free NBR and WBL dual lefts	\$880,000
1-24	Herriman Blvd & 6000 West	Widening	WB right turn lane	\$110,000
1-25	Herriman Blvd & Auto Row Drive	Intersection Improvements	To-be-determined	\$840,000
Phase 2 (2031 - 2040)				
#	Intersection	Improvement	Improvement Details	Cost
2-1	U-111 & 11800 South	Signal	Dual lefts (EB/WB) and right turn pockets (SB/NB)	\$470,000
2-2	Redwood Road & Mcdougall Road	Signal	Left and right turn pockets	\$1,070,000
2-3	5600 West & Rocky Point Drive	Intersection Improvements	Signal or single lane roundabout	\$1,120,000
2-4	Herriman Main Street & Brundisi Way	Signal	Signal only	\$520,000
2-5	13400 South & 5600 West	Widening	SB/WB dual lefts	\$990,000

Phase 3 (2041 - 2050)

#	Intersection	Improvement	Improvement Details	Cost
3-1	11800 South & 6800 West	Signal	Left and right turn pockets	\$240,000
3-2	11800 South & 6900 West	Signal	Left and right turn pockets	\$240,000
3-3	Bacchus Hwy & 7600 West	Signal	Left and right turn pockets	\$240,000
3-4	Bacchus Hwy & 7900 West	Signal	Left and right turn pockets	\$240,000
3-5	7900 West & New Road	Roundabout	Hybrid roundabout	\$770,000
3-6	7900 West & Silver Sky Drive	Roundabout	Single lane roundabout	\$770,000
3-7	7900 West & Herriman Hwy	Signal	Left and right turn pockets	\$1,020,000
3-8	7600 West & New Road	Roundabout	Two-lane roundabout	\$770,000
3-9	U-111 & New Road	Signal	Left turn lane (all), right turn lane (EB/WB)	\$520,000
3-10	13400 South & 6400 West	Widening	Left and right turn pockets and WB dual left	\$980,000
3-11	12600 South & Herriman Main Street	Intersection Improvements	Innovative Intersection or Fly-overs	\$5,000,000

