



3. TRANSPORTATION ELEMENT

3.1 INTRODUCTION

3.1.1 DESCRIPTION OF THE TRANSPORTATION ELEMENT

The goal of the Transportation Element is to provide a system balanced to accommodate several modes of safe and efficient transportation and recreation. The system’s development and design can influence the pace of urban development and facilitate the ease of movement throughout the community.

The Transportation Element is closely related to the Land Use Element since the development of roadways, trails, and transit facilities are linked to development and phasing of various land uses. The Land Use Element establishes the type, location and density/intensity of development, while the Transportation Element, in response, provides for a circulation network that supports and complements planned development through hierarchy of roadway types, integrated trails and alternative modes of transportation.

Development of the circulation system is guided by the goals, objectives and policies of the Transportation Element. The overall goal of the element is to provide a balanced transportation system. This goal is achieved by implementing objectives, together with the related policies, emphasizing the following components:

<i>TRANSPORTATION COMPONENT</i>	<i>RELEVANT GOALS</i>
Balanced Transportation System	3.A
Roadway Network	3.B
Walkway and Trail Network	3.C
Public Transit	3.D

3.1.2 TRANSPORTATION ISSUES SUMMARY

The following transportation issues were identified during the community participation process and are addressed in the Transportation Element:

LEVELS OF SERVICE: The automobile will continue to be the primary mode of transportation with roadways contributing significantly to the city’s character and landscape. As the community grows, congestion will increase on roadways.

Congestion within the city is measured by level of service (see page 3-7). Riverton City evening traffic congestion has reached a crucial level, particularly along segments of 12600 South, 2700 West and Redwood Road where these road segments operate inefficiently (LOS “D”). The worst congestion occurs on segments of 12600 South and



Redwood Road, where traffic volumes exceed capacity and are in a state of failure or LOS "F." Planned improvement to Redwood Road and 12600 South, by the Utah Department of Transportation (UDOT) and Riverton City, will widen these streets to five lanes. In addition, Riverton City will need to expend significant funds to provide improvements necessary to address future congestion. Should all congestion be eliminated and if so, at what price? Congestion can be a catalyst for changing people's travel patterns, such as the route they drive or the time allotted to commute from one place to another.

BRIDGES: Maintenance and improvement of streets and canal bridges is essential to the circulation system. Increasing the overall number of bridges and enhancing the current bridge system would relieve traffic on the city's major corridors, thus increasing circulation throughout the city. Fifteen canal bridges are currently located in Riverton City with seven additional bridges slated for installation. The enhancement of bridges for circulation is crucial in order to support the anticipated growth in the western portion of Riverton City. In addition, developed portions of the city lack vital bridge crossings. An intensive effort must be undertaken to provide crossings throughout the city.

INTERSECTION IMPROVEMENTS: Properly engineered intersections and streets are essential for safe travel. Street enhancements to reduce the accident rates on Redwood Road, 1300 West, 2700 West, 12600 South, 13400 South, etc., could be accomplished through additional travel lanes and adequate shoulders, proper turn lanes, access management, and additional intersection control where warranted (i.e. yield and stop signs, traffic signals, etc.).

PUBLIC TRANSIT: Public transit is an increasingly viable transportation mode as transit routes become more widely available, operating costs for private automobiles increase, and roadway congestion increases. While public transit may never replace the automobile as the primary mode of transportation, its implementation and use will help alleviate traffic congestion and air quality impacts, as well as provide an economical means of travel. Riverton must plan for public transit improvements. Enhancements can be added to existing transit facilities to make them more convenient and comfortable. These enhancements could include the expansion of park-and-ride lots. Future bus routes should be identified and planned for, along with the location of bus turnouts and shelters on the primary service routes. Bangerter Highway offers an opportunity to establish an express route to the city or regional employment growth areas. A highway transit stop/station could be combined with a park-and-ride.

Extension of a light rail transit to serve Riverton City would provide an opportunity for greater mobility choices. The UTA Trax light rail system forms the foundation from which the Salt Lake County communities can build connections to the central core of



the region. Bangerter Highway and the future Legacy Freeway are potential corridors to provide a light rail transit regional connection.

NON-VEHICULAR CIRCULATION: As the number of families grows, walking and bicycling will continue to be a popular form of recreation, exercise and transportation. Providing sidewalks and trails, as well as support facilities at key destination points, will continue to be an important part of reducing traffic congestion and associated air pollution. Alternate modes of transportation (walking and biking) can be incorporated into the circulation system. The canals provide a series of established paths crossing Riverton City from north to south. As such, the City should aggressively pursue the attainment of rights-of-way and other easements from the appropriate canal company. The one-mile grid street network provides an inter-connected, conveniently spaced interval for completing an inter-connected pedestrian and bicycle circulation system.

WESTERN TRANSPORTATION CORRIDOR: The Western Transportation Corridor (“Legacy Freeway”) is taking shape. Freeway access to Riverton will reinforce the planned employment and regional commercial centers. The Legacy Freeway will be a highly visible corridor. Uses planned along the freeway edge will leave drivers with an impression of Riverton City. The city has an important opportunity to shape the visual environment of uses along it.

3.2 ROADWAY NETWORK

3.2.1 EXISTING CONDITIONS

FUNCTIONAL CLASSIFICATION: The roadway functional classification system involves several different categories to accurately identify a street or roadway in terms of its mobility and access. Riverton City uses six classifications to categorize its street network: 1) highway, 2) major arterial, 3) minor arterial, 4) major collector, 5) minor collector, and 6) local road. In general, arterials have a high level of mobility with direct access to freeways and expressways. Collectors connect local streets with arterials and provide access to adjacent land uses and limited mobility. Each type of street classification has a standard corresponding typical cross section. These cross sections identify total right-of-way widths, lane area, typical curb and gutter treatments, sidewalks and landscape treatment. Figure 3-1, *Typical Street Sections*, depicts conceptual cross sections for the hierarchy of Riverton City Streets. Segments of streets may vary from the typical street sections to accommodate turning pockets, intersections, etc.



FIGURE 3-1
TYPICAL STREET SECTIONS

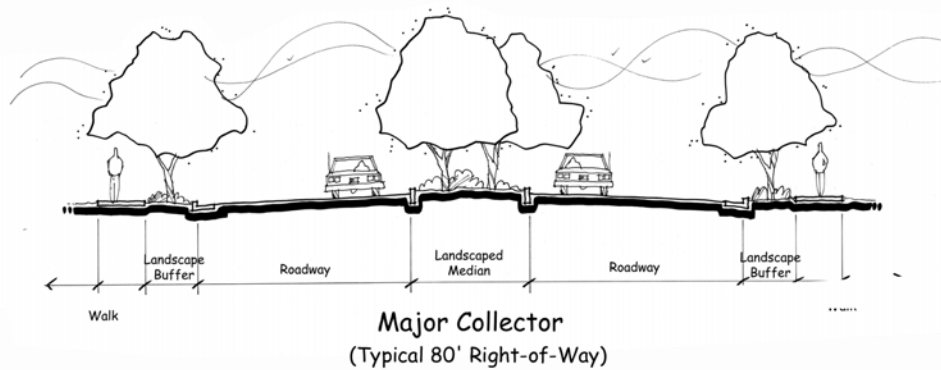
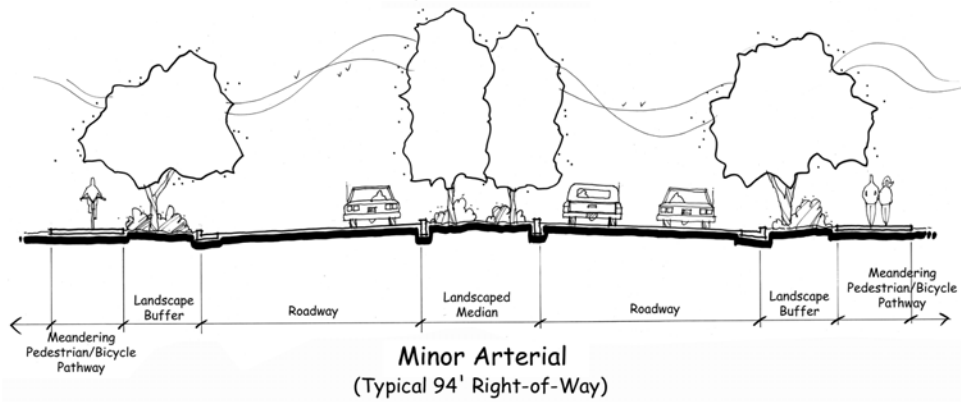
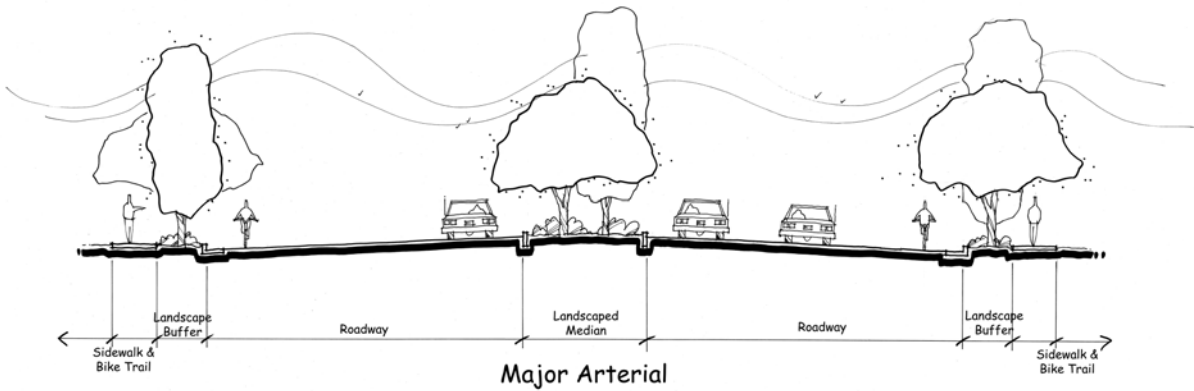
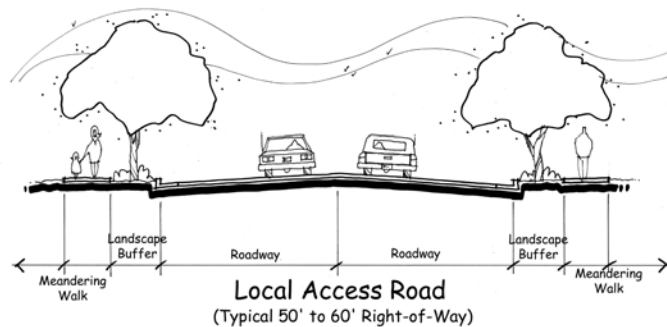
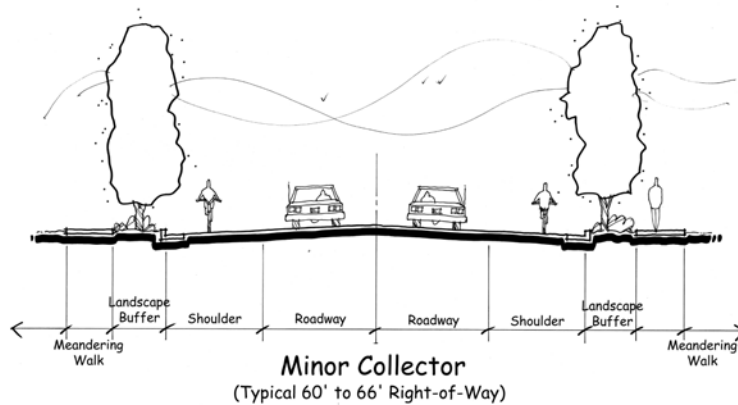


FIGURE 3-1
TYPICAL STREET SECTIONS
(CONTINUED)



Source: Riverton City Planning Department and BRW, Inc., April 2001

ROADWAY VOLUMES:

Key elements of the roadway system inventory and analysis are traffic volumes and roadway capacity. Traffic counts were collected during 1996-1997 on key roadway sections in Riverton and are shown in Table 3.1, *Average Daily Traffic Volumes and Level of Service (1996/1997)*. Roadways with the highest traffic volumes are 12600 South (eastern city limit to Bangerter Highway), Redwood Road (entire section through Riverton City), and 2700 West (entire section through Riverton City).



**TABLE 3.1
AVERAGE DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE
(1996/1997)**

Street	Segment	Daily Volumes (ADT)	Level of Service (LOS)
11800 South	3600 West to 2700 West	3,900	A to C
11800 South	2700 West to Redwood Road	3,500	A to C
12600 South	Western city limit to 3600 West	10,000	A to C
12600 South	3600 West to 2700 West	15,000	C to D
12600 South	2700 West to Redwood Road	17,500	D
12600 South	2200 West to eastern city limit	20,760	E to F
13400 South	Western city limit to 2700 West	3,500	A to C
13400 South	2700 West to Redwood Road	3,300	A to C
13600 South	4200 West to Bangerter Highway	1,600	A to C
1300 West	13800 South to 121000 South	7,200	A to C
1300 West	12600 South to northern city limit	9,750	A to C
Redwood Road	13400 South to 12600 South	16,300	D
Redwood Road	12600 South to 11800 South	17,750	E to F
2700 West	Southern city limit to 13400 South	6,650	A to C
2700 West	13400 South to 12600 South	9,900	A to C
2700 West	12600 South to 11800 South	10,200	A to C
2700 West	11800 South to northern city limit	11,300	D
3600 West	Southern city limit to 12600 South	2,000	A to C
3600 West	12600 to northern city limit	2,200	A to C

Source: Horracks Engineering, 1997.

LEVELS OF SERVICE:

A means of quantifying the efficiency of traffic circulation is the level of service. Level of service is a qualitative measure describing operational conditions within a traffic stream and the motorist’s perception. It generally describes these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of Service “A” (LOS “A”) typically describes non-congested traffic movement where LOS “F” is extremely congested. According to the 3rd Edition of the *Highway Capacity Manual* produced by the Transportation Research Board, there are six levels of service:



- LOS “A” describes free-flow operations at above-average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
- LOS “B” represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are generally not subjected to appreciable tension.
- LOS “C” describes stable operations; however, the ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS “B” or longer queues may occur. Adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.
- LOS “D” borders on a range in which small increases in flow may cause substantial increases in delay and hence a substantial decrease in arterial speed. LOS “D” may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.
- LOS “E” is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, frequently signalized intersections, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
- LOS “F” describes arterial flow at extremely low speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this location.

The level of service for existing key roadway segments in Riverton City is shown in Table 3.1. The current roadway segments where traffic volumes exceed the present roadway capacity are:

- 12600 South from 2200 West to eastern city limit; and
- Redwood Road from 12600 South to northern city limit.



INTERSECTION VOLUMES:

In addition to taking an inventory of the road segments, examining intersections is just as crucial. Intersections with the highest traffic volumes are generally located along 12600 South and Redwood Road. Additionally, intersections with a high traffic volume that currently exceeds capacity are:

- 12600 South and 1300 West;
- 12600 South and 2700 West;
- 11800 South and 2700 West;
- 12600 South and 3600 West;
- 12600 South and Redwood Road;
- 11800 South and Redwood Road; and
- 13400 South and 2700 West.

BRIDGES:

Bridges, including culverts, are a very important component of Riverton's circulation. Due to the significant costs involved with replacement or widening, they typically become a capacity restriction before improvements are considered. There are a number of bridges within Riverton City limits. Six bridges were evaluated by the Utah Department of Transportation (UDOT). UDOT is the agency responsible for determining when a bridge is eligible for federal funding. Currently, one bridge (located at 12400 South and 1100 West) is eligible for federal funding through the Bridge Replacement Program. However, this bridge is being renovated for pedestrian uses and will be removed from the eligibility list.

ACCIDENTS:

Accidents or accident rates provide an indication of potential roadway deficiencies. Typically, accident rates are reviewed annually based on the previous three years of data. A higher-than-normal rate may indicate inconsistencies that might lead to a possible geometric design problem or traffic congestion condition. High accident rates were observed on three north/south routes: Redwood Road, 1300 West, and 2700 West. However, lower-than-normal accident rates were determined for 12600 South.

3.3 OTHER TRANSPORTATION

3.3.1 SIDEWALKS AND TRAIL NETWORK

The Jordan River Parkway Trail is a bike/jogging path and equestrian trail that will eventually connect Utah Lake with the Great Salt Lake. The parkway is located along the banks of the Jordan River in Northern Utah County and portions of Salt Lake County. The trail offers jogging, hiking, biking, horseback riding, fisherman's access, and nature viewing.



3.3.2 PUBLIC TRANSIT NETWORK

Currently, there are a variety of local bus routes serving important commercial and residential areas within Riverton City and the Salt Lake Valley. There are also a few express routes, which provide rapid service to regional destinations. However, these express routes currently run on a limited basis. The need for additional local and express bus routes and light rail transit should be considered as the commercial and industrial uses along Bangerter Highway develop.

There is one official park-and-ride lot in Riverton City, located at the intersection of 12574 South and Redwood Road. Additional park-and-ride locations are currently being analyzed by the Regional Transit Agency and are anticipated for future implementation. The future Transportation Plan discusses potential locations for future transit connections.

3.3.3 AIR TRANSPORTATION NETWORK

Three public aviation landing sites are located near Riverton City. Salt Lake City International Airport is the largest and is a full-service airport monitored and inspected by the Federal Aviation Administration (FAA). It has two terminals and five concourses and serves commercial/commuter and general aviation. This airport is located approximately 30 miles north of Riverton City. The other two sites are general aviation airports. The Salt Lake City Municipal #2 Airport is located in West Jordan, just a few miles north of Riverton City, and the Provo Municipal Airport is located 30 miles to the south. Neither airport is regulated or inspected by the FAA, but they are inspected by the State of Utah aeronautical personnel. The Salt Lake City Municipal #2 Airport has one runway serving general and military aviation. The Provo Municipal Airport serves local general aviation.

3.4 TRANSPORTATION CONCEPTS

Review of the existing conditions and issues provides the basis for developing key transportation concepts. The Transportation Element succeeds in meeting the vision by adhering to the following concepts:

- Complete the grid circulation pattern (also see Urban Design Principles);
- Provide new through-street connections between major grid streets;
- Increase opportunities for transit usage;
- Provide pedestrian and bicycle trails for alternative modes of travel;
- Complete the regional Legacy Freeway; and
- Roadway capacities complementary to planned land uses.



3.5 GOALS, OBJECTIVES, AND POLICIES

A goal is a general statement of the vision pertaining to City policy. The goals are ideal conditions, which the community hopes to attain. The first goal is the overall goal for the element. For every other goal, the supporting objectives and policies are listed.

Objectives are specific statements of purpose relating directly to the goal.

Policies are an action, activity or strategy utilized to implement the related objective and goal.

GOAL 3.A: BALANCED TRANSPORTATION SYSTEM
Provide a balanced transportation system that will accommodate several modes of safe and efficient circulation.

GOAL 3.B: ROADWAY NETWORK
Accommodate vehicular circulation by planning, providing and maintaining well-designed roadways.

Objective 3.B.1 Develop roadways that meet safety, operational and desired aesthetic standards.

- Policy 3.B.1.1 Roadways will meet the local, state and federal standards for safety and operational characteristics.
- Policy 3.B.1.2 Roadways should provide efficient vehicle flow consistent with the functional classification.
- Policy 3.B.1.3 Design streets to favor multi-modal transportation options.
- Policy 3.B.1.4 Secure future rights-of-way for all types of transportation systems.

Objective 3.B.2 Ensure an acceptable level of service on the city’s roadways.

- Policy 3.B.2.1 Establish acceptable service levels for roads and intersections and maintain those levels as growth occurs or restrict growth until those levels can be achieved.

Objective 3.B.3 Incrementally develop roadways that respond to local and regional access requirements.

- Policy 3.B.3.1 Complete a collector and arterial road system (major street plan) throughout the city.



- Policy 3.B.3.2 Improve east/west traffic flow by completing the improvements recommended in the transportation improvement plan (Horrocks Engineers).
- Policy 3.B.3.3 Preserve rights-of-way for interchanges where highways and freeways intersect with major local streets. Prepare environmental assessments and CADX documents for the Bangerter Highway.
- Policy 3.B.3.4 Prepare and adopt an access control plan for major arterial streets.
- Policy 3.B.3.5 Encourage development of the Legacy Freeway.

Objective 3.B.4 Provide an integrated transportation system.

- Policy 3.B.4.1 Encourage linkages between the road network, light rail and bus transit, and bicycle modes of transportation.
- Policy 3.B.4.2 Coordinate with the regional transit agencies to accelerate transit system improvements in Riverton City.
- Policy 3.B.4.3 Establish and maintain a park-and-ride system.
- Policy 3.B.4.4 Develop design guidelines to limit the number of parking spaces allotted to each new development when transit is available, therefore encouraging the use of multi-modal transportation.
- Policy 3.B.4.5 Develop through streets in preference to cul-de-sac streets.
- Policy 3.B.4.6 Design streets to include connections to multi-modal transportation.

GOAL 3.C: WALKWAY AND TRAIL NETWORK
Increase circulation opportunities for pedestrians and trail users with the establishment of a pedestrian walkway, bicycle and equestrian trail network.

Objective 3.C.1 Provide easy pedestrian, bicycle and equestrian access to residents throughout the city.

- Policy 3.C.1.1 Provide safe and convenient pedestrian access between residential development and shopping/service areas.
- Policy 3.C.1.2 Conduct a pedestrian evaluation study for crossings, sidewalks, trails, and overpasses.
- Policy 3.C.1.3 Maintain and enhance equestrian riding opportunities with a trail along the South Jordan Canal.



Objective 3.C.2 Encourage recreational and commuter bicycling by planning, providing and maintaining a comprehensive bicycle trail network.

Policy 3.C.2.1 Locate recreational trails away from roadways, including taking advantage of waterways.

Policy 3.C.2.2 Locate commuter bicycling within trails between housing and employment.

GOAL 3.D: PUBLIC TRANSIT
Increase opportunities to use public transit.

Objective 3.D.1 Reduce reliance on single-occupant automobiles by encouraging transit as an alternative mode of transportation.

Policy 3.D.1.1 Support more options for mass-transit to Salt Lake City and throughout the region, with park-and-ride lots, increased bus service and connections to light or commuter rail.

Policy 3.D.1.2 Ensure that residents have good access to future light or commuter rail transit in downtown and in west Riverton City.

Policy 3.D.1.3 Encourage flextime, rideshare programs, alternative methods of parking, and incentives to reduce vehicular trips to work and school.

Policy 3.D.1.4 Integrate transit stops and shelters in new development along arterial roadways based on transit routing recommendations.

3.6 FUTURE TRANSPORTATION PLAN

3.6.1 ROAD SYSTEM

The city’s future roadway circulation system is shown on Figure 3-2, *Transportation Plan*. The figure illustrates the hierarchy and interconnected network of highways, roads, bridges, and transit facilities that will serve Riverton City.

The type of roadway facility is defined primarily by the number of lanes within the roadway and right-of-way width. All designs for the 20-year projection are at LOS C for the roadway segments and LOS D for the intersections. The facility classifications contained in Table 3.2, *Future Roadway System* are defined as follows:



Figure 3-2, Future Transportation Plan



**TABLE 3.2
FUTURE ROAD SYSTEM**

Street	Segment	Right-Of-Way Width	Travel Lanes	Right-Of-Way Treatment
Highway				
Bangerter Highway	All	180'+	6	Landscaped and fenced
Legacy Freeway	All	300'+	6	Landscaped and fenced
Major Arterials				
11800 South	5600 West To 4800 West	106'– 120'	6	Landscape strip, 6' sidewalk and 2' bike trail.
Redwood Road	All	106'-120'	4-6	Landscape strip, 6' sidewalk and 2' bike trail.
12600 South	Jordan River to Bangerter Highway	106'-120'	4-6	Landscape (varies in downtown), 6' to 8' sidewalk, and 2' bike trail.
12600 South	Bangerter Highway to 5000 West	106'–120'	4-6	Landscape strip, and 6' meandering sidewalk.
13400 South	5600 West to 3600 West	106'-120'	4-6	Landscape strip, 2' regional bike trail, and 6' meandering sidewalk.
Minor Arterials				
3600 West	12600 South to 13400 South	94'	4	Landscape strip, 4' regional bike trail, and 4' meandering sidewalk.
13400 South	3600 West to 2700 West	94'	4	Landscape strip, 4' regional bike trail, and 4' meandering sidewalk.
Major Collector				
1300 West	11400 South to Golf Course	80'	4	Landscape strip, 2' regional bike trail and 6' meandering sidewalk.
4000 West	11800 South to 13400 South	80'	4	5' Landscape strip and 5' sidewalk.
13400 South	2700 West to Redwood Road	80'	4	5' Landscape strip and 5' sidewalk
11800 South	4800 West to Redwood Road	80'	4	5' Landscape strip and 5' sidewalk.
2700 West	All from northern to southern city limit	80'	4	5' Landscape strip and 5' sidewalk.
3600 West	11400 South to 12600 South	80'	4	5' Landscape strip and 5' sidewalk.
3600 West	13400 South to southern city limit	80'	4	5' Landscape strip and 5' sidewalk.
4600 West	13400 South to 11800 South	80'	4	5' Landscape strip and 5' sidewalk.
4800 West/Legacy Freeway Frontage	13800 South to 13400 South	80'	4	5' Landscape strip and 5' sidewalk.



**TABLE 3.2
FUTURE ROAD SYSTEM
(CONTINUED)**

Street	Segment	Right-Of-Way Width	Travel Lanes	Right-Of-Way Treatment
Minor Collector				
1300 West	13800 South to Golf Course	66'	2	Landscape strip, 2' regional bike trail and 5' meandering sidewalk.
2200 West	11800 South to 12600 South	66'	2	5' Landscape strip and 5' meandering sidewalk.
3310 West	12600 South to 11800 South	66'	2	5' Landscape strip and 5' sidewalk.
3200 West	13400 South to 11800 South	66'	2	5' Landscape strip and 5' sidewalk.
4000 West	13400 South to 13800 South to 14000 South	66'	2	5' Landscape strip and 5' sidewalk.
4400 West	11800 South to 12600 South	66'	2	5' Landscape strip and 5' sidewalk.
4600 West	13800 South to 13400 South	66'	2	5' Landscape strip and 5' sidewalk.
5200 West	Shaggy Peak Drive/ 13430 South to 12600	66'	2	5' Landscape strip and 5' sidewalk.
5600 West	14000 South to 11800 South	66'	2	5' Landscape strip and 5' sidewalk.
11800 South	Redwood Road to 1500 West	66'	2	5' Landscape strip and 5' sidewalk.
12800 South	Redwood Road to 1300 West	66'	2	5' Landscape strip and 5' sidewalk.
13010 South	5600 West to 4000 West	66'	2	5' Landscape strip and 5' sidewalk.
13400 South	Redwood Road to 1425 West	66'	2	5' Landscape strip and 5' sidewalk.
13800 South	5600 West to 3600 West	66'	2	5' Landscape strip and 5' sidewalk.
New unnamed downtown collector	12800 South to 12600 South, and to Redwood Road	66'	2	5' Landscape strip and 5' sidewalk.

Source: Horrocks Engineers, 1997, BRW, 2001.



HIGHWAY: A divided highway with 120+ foot wide right-of-way with access restricted to grade-separated interchanges. Highways provide for movement of high volumes of intercity traffic.

MAJOR ARTERIAL: An undivided arterial roadway of four to six through lanes (106-to 120-foot-wide right-of-way) and a center median. Major arterials provide for the movement of traffic between planning areas and/or the adjacent communities.

MINOR ARTERIAL: An undivided arterial roadway of two through lanes (94-foot-wide right-of-way) and a center median. Minor arterials provide for the movement of traffic between planning areas and/or the distribution of traffic to and from major arterials to major collectors.

MAJOR COLLECTOR:

An undivided arterial roadway of two through lanes (80-foot-wide right-of-way). Major collectors provide for the movement of traffic between planning areas and/or the movement of traffic to and from activity centers within planning areas.

MINOR COLLECTOR:

A two-lane roadway (60-to 66-foot-wide right-of-way), which functions primarily to collect and distribute trips within a hierarchy of roads and, secondarily, to carry short trips between adjacent neighborhoods.

LOCAL ROADS: A low-speed, low-volume two-lane roadway (50-to 60-foot-wide right-of-way) primarily for access to residential, business, and other abutting properties. A local street may have parking and a significant amount of parallel and perpendicular pedestrian traffic.

3.6.2 OTHER CIRCULATION SYSTEMS

TRANSIT SYSTEM: The public transit system is designed to serve regional and local travel needs. Opportunities exist to expand community access to the public transit system in Riverton City. The existing park-and-ride lot, located in the parking lot of a commercial center at 12600 South and Redwood Road, will expand to accommodate more parking. Four additional sites for park-and-ride facilities have been determined as "priorities" and are located on 12600 South (Bangerter Highway and 1300 West) and on 2700 West (13400 South and approximately 2400 West).

Additional buses will increase the number of bus routes serving Riverton City to enhance transit service along 12600 South, 13400 South and 3600 West. New transit service will soon be located along 11400 South and the entire length of Bangerter Highway with a possible freeway transit station stop (at 13400 South) to



serve the employment center located at the northeast corner of 13400 South and Bangerter Highway.

The plan examines the addition of a light rail transit line along the Bangerter Highway, and the future Legacy Freeway, as an expansion of the Salt Lake light rail transit (LRT) system.

TRAIL SYSTEM: The future trail system is comprised of a single equestrian trail and numerous biking and hiking trails. These trails provide recreational and commuter opportunities. Pedestrian and bicycle trails have been planned along all of the canals connecting the city’s developed areas. The West Jordan Canal features an equestrian trail as well. The trail systems are illustrated in Figure 6-1, *Parks and Open Space Plan*, within the Recreation, Historic and Cultural Resources Element.

3.7 IMPLEMENTATION PROGRAM

The implementation program for the Transportation Element of the Riverton City General Plan is presented in Table 3.3, *Transportation Implementation Program*. The table is presented under the following headings:

Implementation Measure	Lists the action necessary to carry out the Transportation Element of the General Plan.
Lead Department/Agency	Identifies the responsible City Department for accomplishing that particular program.
Timeframe	Identifies and prioritizes the timeframe from one to five years for the measure to be initiated.
Projected Resources	Lists the potential funding, City staff, volunteer or other community resources necessary to carry out the implementation action.

The implementation measures are intended to form the additional actions necessary to implement the Transportation Element. The timing, responsibility and resources for the implemented actions are provided in Table 3.3.



TABLE 3.3
TRANSPORTATION IMPLEMENTATION PROGRAM

Implementation Measure	Lead Department/ Agency	Timeframe	Projected Resources
Transportation Element Implementation			
A. Transportation Master Plan	Engineering	1-2 years	General Fund, Impact Fees
B. Park-and-ride facilities	Utah Transit Authority/ Engineering	3-5 years	Transit Authority Funding, Impact Fees
C. Coordinate new roads	Public Works	2-3 years	Staff time
D. Congestion Management Plan	Public Works	2-3 years	General Fund, Impact Fees
E. Capital Improvement Program Updates	Public Works	Annual	Staff time
F. Trails Master Plan	Parks and Planning	1-2 years	General Fund, Impact Fees

Source: BRW, Inc., January 2001

TRANSPORTATION ELEMENT IMPLEMENTATION

- A. Implement the Transportation Master Plan.
- B. Work with Utah Transit Authority to establish new park-and-ride facilities.
- C. Coordinate the development of new roads with other adjacent cities to prevent any dead-end roads by adding only through-streets, which connect the road system at each end to the city road system.
- D. Develop a Congestion Management Plan that will encourage flextime, ride-share programs, and alternative methods of parking, and discourage driving to work and school.
- E. Prepare annual updates to the Capital Improvements Program for transportation projects.
- F. Prepare a Trails Master Plan to implement the trails shown in Figure 6-1 of the Recreation, Historic and Cultural Resources Element.