

Chapter

7

Transportation and Circulation

The transportation and circulation system includes the general location, purpose and function of existing and proposed streets, the provision of reliable and convenient mass transit routes serving the area, and any other modes of travel that are appropriate with the future land uses projected for the area. Transportation is an element that requires planning from within a regional context. Any transportation planning must account for surrounding transportation issues. The following is a general discussion of key issues and the goals, objectives and implementing policies for transportation and circulation in the Copperton Township Planning Area.

In This Chapter

Transportation and Circulation Issues

Mountain View Corridor

Major Roadway Network

Pedestrian Pathways

Public Transportation Facilities

Freight/Transit Railroad Corridors

Parking

Design Criteria

Currently, State Highway 48 (10200 South) provides the only access into the Community. Streets in Copperton follow a loosely formed grid of blocks that surround the park. These roadways are generally well maintained and lined with trees. Highway 48 was once the main thoroughfare to the Bingham Mine and was heavily used by mine employees and tourists, all passing through Copperton on their way to work or to the visitor's center. In early 1998 the mine access road was moved to 12600 South, nearly 3 miles away. Highway 48 has been gated as the road leads into Bingham Canyon, resulting in a dramatic reduction in the amount of traffic passing through Copperton.

Residents who work outside of the community utilize Highway 48 (New Bingham Highway), Old Bingham Highway, and Highway 111. It is easy for Copperton residents to travel to areas in West Jordan City and the Magna Township. Normal travel time to downtown Salt Lake City is about 30 minutes.

The mobility needs of Copperton residents and future residents must be met by providing a multi-modal transportation system. As a people-friendly system, it should provide accessibility for all segments of the community in an affordable manner. The future transportation system should incorporate several alternative modes and choices, such as automobile travel, pedestrian, bicycling and public transit. Together, they can effectively serve the present and anticipated population while being sensitive to the natural and built environments.

Transportation system planning must take into consideration the fiscal means of Salt Lake County and must also maintain the flexibility to evolve as road needs and highway technology change. The location and design of new roads must be integrated into the fabric of the surrounding neighborhoods, protecting the small

town and historic character of the community while meeting the changing needs of its residents and future travel demands.

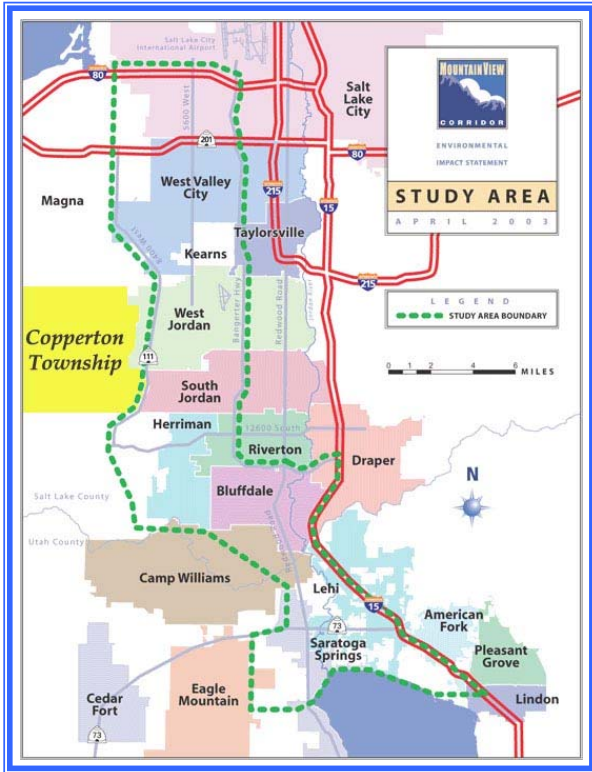
Transportation and Circulation Issues

Transportation planning in Copperton Township is handled by three main agencies: Salt Lake County, Utah Department of Transportation, and Utah Transit Authority. Wasatch Front Regional Council oversees regional and long-range planning for transit and highways. West Jordan and South Jordan also have significant impact in planning the region. To facilitate the needed and desired transportation system, several issues identified below as a standard have been identified and considered by these agencies in creating its general form. Working with the regional agencies will help Copperton achieve the goals of the plan and of the community.

<p>The Built Form</p> <p>In general, any transportation system is strongly affected by the immediate environment in which it occurs, and conversely, a community form is strongly affected by the existing transportation system. Transportation planning should ensure that land use and the road systems are supportive to each other.</p> <p>Mobility</p> <p>The function of a transportation system is to provide for the mobility of people and goods. Transportation can be an activity carried out for its own sake, or for the accomplishment of other ends.</p> <p>Safety</p> <p>The transportation system must meet safety standards for automobiles, bicyclists and pedestrians, and by its design, encourage and educate users to follow safe travel behavior.</p> <p>Multi-Modal</p> <p>An effective transportation system is composed of a variety of mobility choices ranging from pedestrian to bicycling to automobile alternatives. Planning for transportation should encourage a multi-modal system, reducing dependence on the automobile as a primary mode of travel and responsive to new highway technologies.</p> <p>The Residential Environment</p> <p>The quality of life in the Copperton Community is associated with its natural and built environments. A properly designed and managed transportation system can increase the opportunities for people to utilize these resources while also supporting the viability of the area. At the same time, protection of neighborhoods and mitigation of transportation-related noise associated with all types of land use will reduce the negative effects of the roadway system.</p> <p>Connectivity</p> <p>Along with providing a variety of mobility choices, all the individual components of the transportation system must provide the necessary connections between neighborhoods, community centers, and also to areas outside of the planning area. Traditional suburban development patterns of cul-de-sacs and dead end streets should be discouraged.</p> <p>Cost Effectiveness and Funding</p> <p>Salt Lake County financial resources must be managed so that the most benefit is achieved with the fewest dollars. The County needs creative mechanisms for accomplishing its transportation goals. Long and short-term financing mechanisms, as well as public-private partnerships, will increase the effectiveness of each transportation dollar.</p> <p>Transportation Corridors and Circulation</p> <p>Important to the success of the transportation system is the need for an effective and complete hierarchy of roadways with transportation corridors that reflect access management strategies and alternatives to corridor access.</p>

Mountain View Corridor

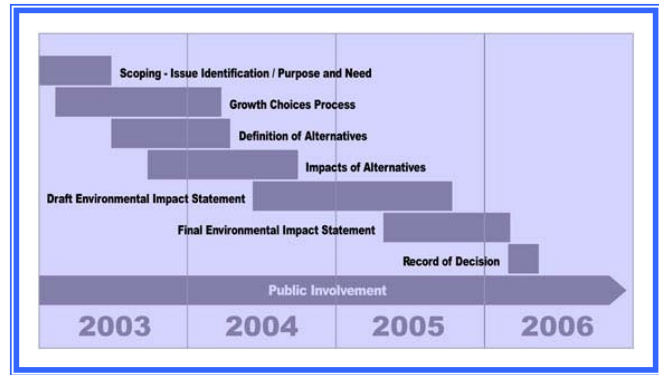
The Mountain View Corridor study has begun to address projected local and regional transportation demand in western Salt Lake County and western Utah County north of Utah Lake. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), in cooperation with the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Mountainland Association of Governments (MAG), and the Wasatch Front Regional Council (WFRC), are now preparing an Environmental Impact Statement (EIS) for this corridor that is pictured below.



The Mountain View Corridor study area extends to the eastern entrance to the Copperton Township.

Envision Utah is facilitating the “Growth Choices” process. Growth Choices invites stakeholders from the communities along the study area to review their land use plans relative to the study area and to the various transportation and growth scenarios that may be implemented in the future. The communities can then decide whether to make any changes to their master plans. These scenarios will be considered when transportation alternatives are determined.

The EIS has been initiated to comply with the National Environmental Policy Act (NEPA) that mandates extensive evaluation of environmental effects and public input regarding transportation projects. The planning process will take over three years to complete.



Mountain View Corridor Study Timeline.

Major Roadway Network

The existing street network that serves the residents within the historic town center will meet traffic demands to the year 2010 and beyond based on the existing land use and proposed density recommendations of the General Plan’s Land Use Map. New roads and new road segments in the outlying areas of the Township should be planned for construction as development and needs progress following these standardized categories.

Freeways - A freeway is devoted entirely to traffic movement with little or no land service function. It is characterized by a high degree of access control. Typically, this classification is reserved for multi-lane, divided roads with grade-separated

intersections. Freeways serve large volumes of traffic and are primarily intended to service long trips. Examples of freeways in the Salt Lake Region include I-15 and I-215.

Arterial Streets - Arterial streets are the highest classification of surface streets. Arterial streets carry heavy traffic and are generally not used for access to individual properties. Arterial streets interconnect the large traffic generating areas such as commercial districts and also outlying area. Vehicle trips between different areas of the region are handled by the arterial system and must form an integrated system. Arterial streets that impact the region and Copperton Township presently include:



A typical local street located in the Copperton Historic Town Center.

New Bingham Highway: This highway entering the historic town center from the east provides the main access to the community. At this location, the road is at 4 percent of daily capacity. There are currently no plans to widen this road; however the Wasatch Front Regional Council (WFRC) has recommended obtaining a right-of-way (ROW) between 7800 South and Highway 111 of 125'-150' and west of Highway 111 a ROW of 150'+.

Highway 111: This highway is the main north south arterial route in western Salt Lake County. At 12000 South, the road is at 10 percent of daily capacity. At 8600 South, the road is at 7 percent of daily capacity. There are currently no plans to widen the road or obtain a larger ROW. However, the future disposition of the major highway may change with the outcome of the Mountain View Corridor study that is now underway.

9000 South: At 5500 West, the road is at 26 percent of daily capacity. West of Bangerter Highway, the road is at 32 percent of daily capacity. The segment between Bangerter Highway and New Bingham Highway is planned for expansion from two to four lanes by 2020. The road will be extended across Old Bingham Highway to New Bingham Highway by 2006 and further extension of this road into the Township planning area is anticipated as future growth and development occur.

7800 South: This east west route currently extends to Highway 111. East of the connection with Highway 111, the road is at 24 percent of daily capacity. This road is planned for expansion from Redwood Road to 5600 West from two to four lanes. Extending this main arterial into the planning area will happen in the future.



Most streets have curb, gutter and sidewalks, along with mature trees that create a pleasant neighborhood atmosphere.

7000 South: This east west route currently extends to approximately 6400 West. The function of this east-west connector will mainly be for local connections because Salt Lake Airport II blocks any extension to the east at 4800 West. This road is now being planned to extend to Highway 111 and beyond as part of development proposals in the area. Extending this important road into the planning area will happen in the future.

5600 West: Past efforts have been made to obtain a 300' ROW for a limited access highway from I-80 to I-

15 in Utah County. Again, the character and future alignment of the major highway may change with the outcome of the Mountain View Corridor study that is now underway.

Collector Streets - The collector street system provides linkages between arterial roadways and residential, employment and commercial areas. Collector streets provide a balance between vehicular mobility and access to abutting and parcels. Different design standards are applied to residential and commercial collector streets.

Local Streets - Local streets are designed primarily to provide access to property, and secondary to move traffic. These streets typically make up a large percentage of the total street mileage of a community but carry a small proportion of the vehicle miles of travel and are designed for slower speed limits.

Pedestrian Pathways

The street layout within the Copperton Historic Town Center is compact and shaded by trees and lends itself well to pedestrian use. An effort should be made to improve and expand these pedestrian linkages for ease of access and increased safety. These types of linkages will also help to improve pedestrian accessibility between residences and community facilities. Walking and bicycling has potential to be a great recreational and transportation tool if trails and paths are incorporated into future development.

Public Transportation Facilities

At the present time there is limited bus service provided to the Copperton Community by the Utah Transit Authority. Route 88 (Copperton) provides a morning and evening employee "express", however no midday service is available. Area residents are able to use this route for travel into Salt Lake City or to transfer to other routes connecting to all areas of the valley. The population growth, development patterns and other trends for the Copperton Township and the region are difficult to anticipate, but in any event must include public transit facilities.

Theodore Roosevelt

**"In any moment of decision
the best thing you can do is
the right thing, the next
best thing is the wrong
thing, and the worst thing
you can do is nothing."**

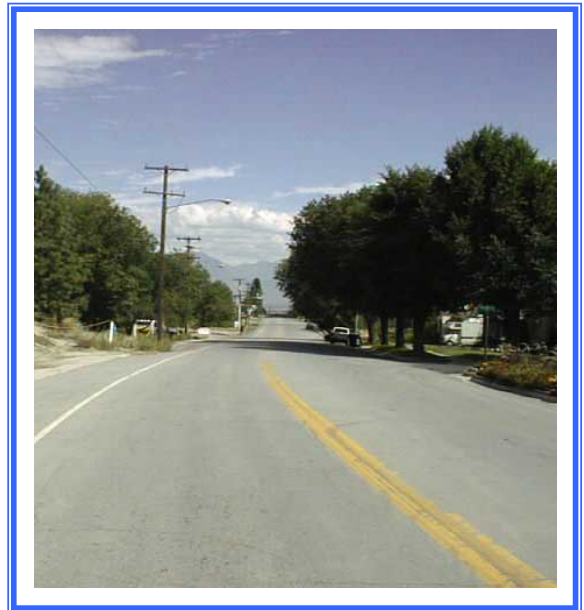
Freight/Transit Railroad Corridors

Union Pacific Railroad owns all the freight rails within Salt Lake County, other than the existing light rail corridor owned by Utah Transit Authority (UTA). Kennecott Utah Copper Corporation has multiple lines that extend throughout the western part of the Salt Lake Valley, providing direct access to the freight rail system. These rail corridors could help to expand the freight rail system or could provide very effective commuter rail connections to western Salt Lake County and the Copperton area in the future.

Parking

The existing availability of parking for residents includes on street as well as off street parking in existing driveways. The existing parking for local businesses is largely in off street small parking lots. Parking lot design is a major component of community aesthetics, and could either aid or damage efforts to preserve the small town flavor in the Copperton Township.

Future commercial development should incorporate shared parking, on the rear or side of buildings. When businesses are next to each other, efforts should be made to ease access between them. Requiring driveways between business parking lots and not allowing fences that restrict such access can accomplish this goal. Otherwise, vehicles are forced onto the road to go from one business to the next. Shared parking can be accomplished by changing parking regulation requirements so parking stalls can be used by more than one business.



Street improvements will focus on completing the pedestrian circulation system, such as the north side of 10200 South.

Design Criteria

The roads within the existing developed area in the Copperton Township help create the existing small town feel. The design of these roads should be used as a model for future local and collector street networks.

Successful designs typically include the following:

- Narrow street width
- Street side shade trees at regular intervals, similar to existing trees
- Connecting sidewalk network along all streets
- Good street lighting
- On street parking
- Street connections should be plentiful, like a “grid”
- Power lines should be buried.

General Goals, Objectives and Policies

<i>GOAL</i>	<i>OBJECTIVE</i>	<i>IMPLEMENTING POLICIES</i>
Maintain a safe transportation system that will meet the varied needs of the Copperton Community residents, while minimizing the associated impacts on the environment, air quality and adjacent development.	Objective 1 Balance the need, extent and public funding of the local and regional transportation system with new development.	<ol style="list-style-type: none"> 1. Continue to participate in regional transportation planning to develop and up-date long-range transportation plans and provides a foundation for roadways that are envisioned. 2. Encourage a coordinated road network, mass transit, bicycle and pedestrian plan in all regional transportation planning. 3. Consider local and community environmental objectives in regional transportation planning. 4. Incorporate both local and regional social and economic goals and general plan policies in all regional transportation planning. 5. Promote community and citizen involvement in decisions regarding transportation issues.

Major Roadway Network Goals, Objectives and Policies

<i>GOAL</i>	<i>OBJECTIVE</i>	<i>IMPLEMENTING POLICIES</i>
Create a safe and efficient road system for current users, emergency response efforts and for use by future generations.	Objective 1 Develop local road links that form a logical hierarchy of service that creates a sense of community as the transportation system develops.	<ol style="list-style-type: none"> 1. Improve and construct all roads to Salt Lake County road standards. 2. Correct stub streets and fragmented street patterns as new development or other improvements occur in the future. 3. Control traffic movements and enforce posted speed limits within the Copperton Township. 4. Ensure that road improvements be made only when the community character can be maintained, associated environmental impacts are acceptable and public costs for the improvements do not exceed the intended benefits derived. 5. Secure needed rights-of-way dedications, and completion of required road improvements by property owners or developers to ensure a coordinated road system. 6. Manage the Historic Town Center streets in a manner that the flavor and character of the historic district is preserved and enhanced and the functionality of the street system is maintained.
	Objective 2 Maintain a land use decision-making process that is supportive of the established service level standards and which is protective of living environments along streets.	<ol style="list-style-type: none"> 1. Consider the traffic related impacts and street levels-of-service when reviewing all future zone changes and development proposals and advocate the use of traffic management strategies as a means of protecting service levels of streets. 2. Extend the major east-west streets that currently terminate at Highway 111 as development progresses, keeping in mind the environmental, land use and financial goals and considerations. 3. Allow for alternative street standards in planned community developments, including narrower local streets, traffic calming methods, sidewalk design, etc. 4. Allow full access to parcels abutting local streets. 5. Discourage direct lot access to parcels abutting collector streets.

(continued on the next page)

-
6. Limit access to all arterial streets.
-
7. Encourage traffic-calming methods as part of all new development in a way that minimizes adverse effects to adjacent parcels and streets.
-
8. Provide street lighting in all residential areas and along the arterial and collector streets in accordance with established standards. Consider and allow for nonstandard lighting fixtures that complement a development theme.

Pedestrian and Bicycle Pathways Goals, Objectives and Policies

<i>GOAL</i>	<i>OBJECTIVE</i>	<i>IMPLEMENTING POLICIES</i>
Provide a safe and effective network of recreational and transportation pathways throughout the Copperton Township planning area.	Objective 1 Design and maintain safe and functional pathways.	1. Ensure that new developments provide multi-use pedestrian and bicycle paths.
		2. Provide safe pedestrian linkage/access points for all residents wishing to travel within and outside of the community.
		3. Clear blocked sightlines on corners, driveways and sidewalks. Keep sidewalks clear of debris and overgrowth.
		4. Provide necessary signage near school bus zones and other community facilities to increase awareness for automobile traffic.
		5. Replace deteriorating sections of curb, gutter and sidewalks and construct new segments along Highway 48 to help define a gateway to the Community.
		6. All transportation projects should include consideration of pedestrian walkways, bicycle lanes, signage and lighting wherever these factors are applicable.
		7. Develop a safe and functional bicycle path along 10200 South that connects the community to a countywide bike system.

Public Transportation Facilities Goals, Objectives and Policies

<i>GOAL</i>	<i>OBJECTIVE</i>	<i>IMPLEMENTING POLICIES</i>
Provide a high-quality regional public transit system.	Objective 1 Promote public transportation as a viable alternative to private vehicle travel, thus reducing the number of vehicles using the roads, extending road capacity and reducing air pollution.	1. Continue UTA bus service to meet the travel needs of the community's residents.
		2. Ensure that the needs of the general public, and those with special needs are considered in the planning and operation of transit service.
		3. Provide park-and-ride facilities in several locations for carpooling and commuter bus service.
		4. Encourage the use of car and vanpools for commuters.
	Objective 2 Coordinate transit planning with the land use planning process.	1. Support development of a regional transit plan.
		2. Continue to plan for and explore options for future linkages to regional commuter and/or light rail transit utilizing the existing corridors.
		3. Coordinate with Wasatch Front Regional Council, Utah Transit Authority and other transportation organizations to assure that land-use and transportation decisions will improve regional air quality.

(continued on the next page)

-
4. Create and maintain a land use plan, zoning regulations and design standards that encourage transit-oriented developments.
-
5. Analyze and monitor the overall balance between jobs and housing; the proximity of jobs, services and housing; and opportunities for transportation alternatives when considering future land use and development requests.
-
6. Assess all new development requests for opportunities to integrate the use of alternative modes of transportation, including bus, rail, car pool bike and pedestrian.
-
7. Design projects to permit choice of transportation modes. Emphasize transit use, bicycling and pedestrianism.
-

Streetscape Goals, Objectives and Policies

<i>GOAL</i>	<i>OBJECTIVE</i>	<i>IMPLEMENTING POLICIES</i>
Create a transportation system that is visually attractive and conducive to pedestrian travel.	Objective 1 Accommodate appropriate landscaping elements and traffic calming within and adjacent to the public street right-of-way.	<ol style="list-style-type: none"> 1. Enforce road right-of-way design standards and streetscape requirements that generate attractive landscaped areas and accommodate pedestrian activity. <hr/> <ol style="list-style-type: none"> 2. Provide landscaped entry features in all new developments that incorporate the appropriate regional plant species and efficient watering methods. <hr/> <ol style="list-style-type: none"> 3. Provide incentives for developments along major streets to increase and improve the quality of landscaping. <hr/> <ol style="list-style-type: none"> 4. Encourage streetscape theme plans for new planned communities and subdivisions. <hr/> <ol style="list-style-type: none"> 5. Require all utility and service infrastructure be placed underground and equipment boxes, etc., located where they can be screened from street view.
