
SOUTH JORDAN CITY CITY COUNCIL REPORT

Council Meeting Date: March 18, 2025

Issue: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING THE TRANSPORTATION MASTER PLAN FOR THE CITY OF SOUTH JORDAN

Submitted By: Brad Klavano
Presented By: Brad Klavano

Department: Engineering

Staff Recommendation (Motion Ready): Approve Resolution 2025-16 amending the Transportation Master Plan for the City of South Jordan

BACKGROUND: This amendment will update the Transportation Master Plan to incorporate the recommendations from the Shields Lane Solutions Development Study and the latest Corridor Agreement on SR-111.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS:

- The Shields Lane Solutions Development Study was conducted in partnership with Wasatch Front Regional Council and focused on enhancing the corridor for walking, biking and other forms of active transportation while maintaining traffic flow and safety. The study involved extensive public engagement and multiple alternatives were evaluated, with the preferred concept being a multi-use path. The multi-use path received the highest rating in public feedback, primarily due to its emphasis on pedestrian and cyclist safety by separating them from traffic.
- The Corridor Agreement for SR-111, signed by South Jordan and UDOT in January 2025, clearly defines the signal control and access control for the corridor. It requires the City to incorporate the agreement into its Transportation Master Plan.

CONCLUSIONS: Updating the Transportation Master Plan ensures alignment with the latest agreements and planning efforts in the City.

RECOMMENDATIONS: Staff recommends that the City Council approve Resolution 2025-16, amending the Transportation Master Plan for the City of South Jordan.

FISCAL IMPACT: Total estimated cost of a multi-use path on Shields Lane is \$32M. There are multiple state and federal grant opportunities that the City may pursue to offset this cost including; Utah Trail Network, TIF Active, TTIF First & Last Mile, ATIIP, CRP, CMAQ and RAISE.

ALTERNATIVES:

1. Recommend approval with changes.
2. Recommend denial of the application.
3. Schedule the resolution for a decision at some future date.

SUPPORT MATERIALS:

1. Resolution 2025-16

City Council Action Requested: Brad Klavano
Brad Klavano (Mar 7, 2025 10:34 MST)
Department Head

March 7, 2025
Date

RESOLUTION NO. 2025-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING THE TRANSPORTATION MASTER PLAN FOR SOUTH JORDAN CITY

WHEREAS, current and projected growth in the City of South Jordan has created the need for transportation improvements not identified in the City’s current Transportation Master Plan, adopted in 2024; and

WHEREAS, the City, in partnership with Wasatch Front Regional Council, completed the Shields Lane Solutions Development Study in January 2025, which involved extensive public engagement, and the study’s preferred alternative is not reflected in the current Transportation Master Plan; and

WHEREAS, UDOT and South Jordan signed a corridor agreement for SR-111 in January 2025, requiring the City to amend its Transportation Master Plan to incorporate the agreement;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH that the following documents, copies of which are attached, are hereby incorporated into the Transportation Plan, replacing previous versions:

- Table 8: Active Transportation Phase Recommendations
- Figure 23: Future Active Transportation Projects
- Appendix C – SR-111 Intersection Control Spacing

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, STATE OF UTAH, ON THIS _____ DAY OF _____, 2025, BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:


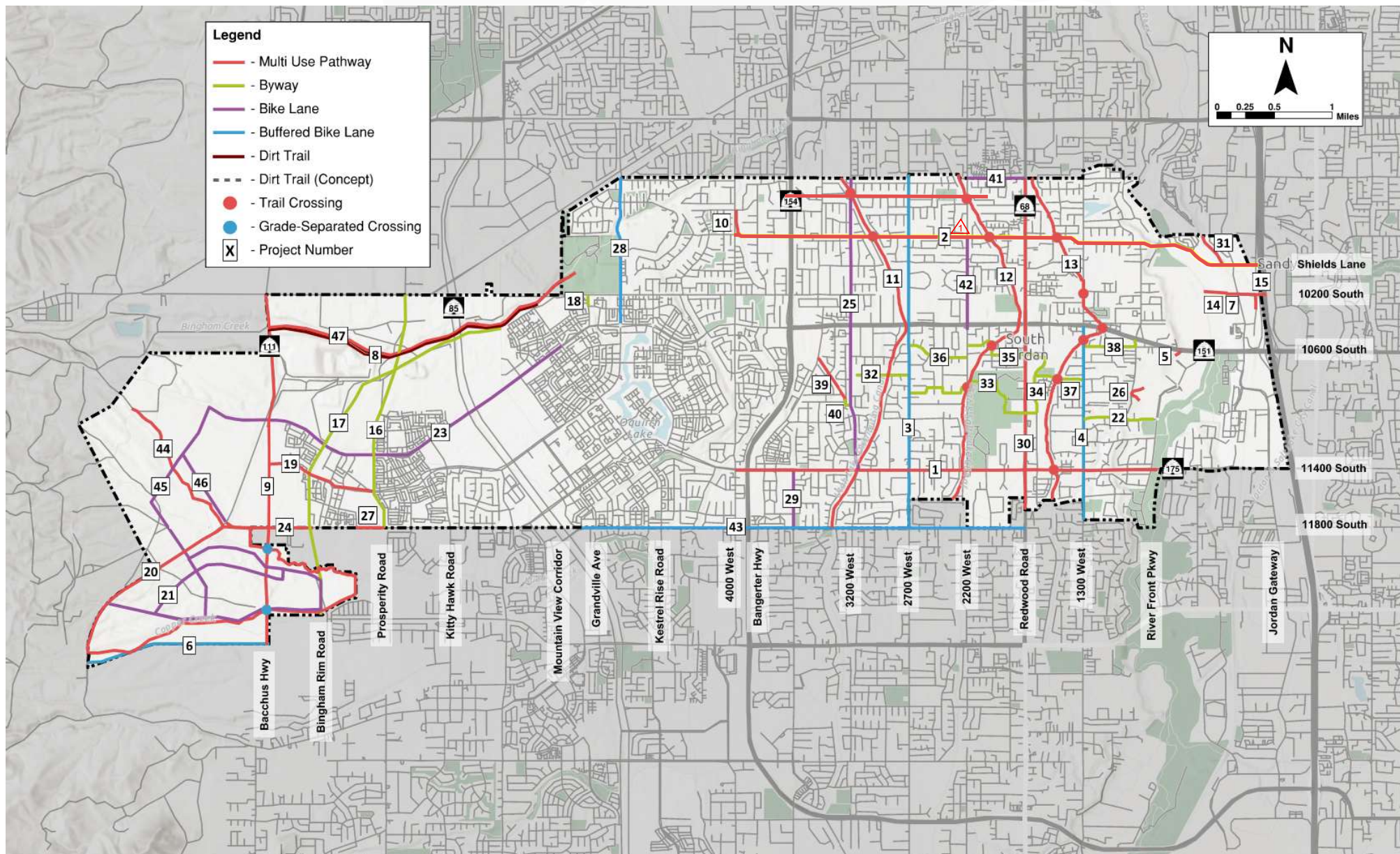

GREGORY SIMONSEN (Mar 8, 2025 17:41 MST)
Office of the City Attorney

TABLE 8: ACTIVE TRANSPORTATION PHASING RECOMMENDATIONS

Project Number	Project Name	Improvement Type
PHASE #1		
1	11400 South; 4000 West to Jordan River Multi-Use Pathway	Multi Use Pathway
2	Skye Drive / Shields Lane Active Transportation Improvement from 4000 West to 300 West	Multi Use Pathway
3	2700 West Buffered Bike Lane	Buffered Bike Lane
4	1300 West Buffered Bike Lane from South Jordan Parkway to City Limits	Buffered Bike Lane
5	Beckstead Canal; SJP Connection	Multi Use Pathway
6	Herriman Boulevard Buffered Bike Lane from Bacchus Highway	Buffered Bike Lane
7	10200 South Buffered Bike Lane from Jordan Gateway to TRAX FrontRunner Connector	Buffered Bike Lane
8	Bingham Creek Trail Shared Use Path from City Limits to Bingham Creek Park	Multi Use Pathway
9	7300 West Shared Use Path from Old Bingham Hwy to 11800 South	Multi Use Pathway
10	Welby Canal Shared Use Path from Yorkshire Drive to 9800 South	Multi Use Pathway
11	Utah Distribution Canal Trail Shared Use Path	Multi Use Pathway
12	Utah and Salt Lake Canal Shared Use Path	Multi Use Pathway
13	South Jordan Canal Trail Shared Use Path	Multi Use Pathway
14	Ultracent Drive Shared Use Path from Jordan River Parkway to FrontRunner	Multi Use Pathway
15	Sandy to South Jordan FrontRunner Station I-15 and Tracks Crossing	Multi Use Pathway
16	Prosperity Road Byway	Byway
17	Bingham Rim Road Byway	Byway
18	Otter Trail Drive; Vermillion Dr. to 10200 South Byway	Byway
19	Lake Ave; Prosperity Rd to Bacchus Hwy Shared Use Path	Multi Use Pathway
20	Copper Creek/Midas Creek Shared Use Path	Multi Use Pathway
21	Rio Tinto Bike Lanes	Bike Lane
22	Jordan River Drive; 1300 West to River Front Pkwy Byway	Byway
23	South Jordan Parkway Bike Lane from Bacchus Highway	Bike Lane
24	11800 South Shared Use Path from Bacchus Highway to Bingham Rim Road	Multi Use Pathway
25	3200 West; Daybreak Parkway to West Jordan/South Jordan Border Bike Lane	Bike Lane
26	1055 West Shared Use Path	Multi Use Pathway
27	11800 South Shared Use Path from Flying Fish Drive to Prosperity Road	Multi Use Pathway
PHASE #2		
28	4800 West Buffered Bike Lane from SJP to Old Bingham Hwy	Buffered Bike Lane
29	3600 West Bike Lane from 11400 South to City Limits	Bike Lane
30	Redwood Road Shared Use Path	Multi Use Pathway
31	Dry Creek Trail Shared Use Path	Multi Use Pathway
32	10755 South; 3100 West to 2700 West Byway	Byway
33	2700 West to Beckstead Lane Byway	Byway
34	Beckstead Ln; 11010 South to 10610 South Byway	Byway
35	10610 South/Meridies Drive; 2200 West to Beckstead Lane	Byway
36	Rustic Roads Dr; 2200 West to 2700 West Byway	Byway
37	10775 South; Beckstead Ln to 1300 West Byway	Byway
38	10550 South; 1300 West to South Jordan Pkwy	Byway
39	Canal Shared Use Path from River Heights Dr to 3210 West	Multi Use Pathway
40	10950 South; Canal to 3200 West Byway	Byway
41	9400 South; 2200 West to Redwood Road Bike Lane	Bike Lane
42	2200 West; 9800 South to 10400 South Bike Lane	Bike Lane
43	11800 South; MVC to Redwood Road Buffered Bike Lane	Buffered Bike Lane
PHASE #3		
44	Bonneville Shoreline to Rio Tinto Property Shared Use Path	Multi Use Pathway
45	Future Rio Tinto Bike Lanes (West of Bacchus)	Bike Lane
46	Future Rio Tinto Bike Lanes (West of Bacchus)	Bike Lane
47	Bingham Creek from Bingham Creek Park to City Limits	Dirt Trail

 Table updated March, 2025 to include the Shields Lane Multi-Use Path (Project #2)

Figure 23: Future Active Transportation Projects



△ Figure updated March, 2025 to include the Shields Lane Multi-Use Path (Project #2)

APPENDIX C - SR-111 INTERSECTION CONTROL SPACING Corridor Agreement
Utah Department of Transportation
City of South Jordan

02/04/2025

CORRIDOR AGREEMENT
SR-111; Herriman Boulevard to Old Bingham Highway

This **CORRIDOR AGREEMENT** made and entered into this 28th day of January, 2025, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**," and the **CITY OF SOUTH JORDAN**, a Utah municipal corporation, hereinafter referred to as "**SOUTH JORDAN**," all collectively referred to herein as the "**PARTIES**."

RECITALS:

WHEREAS, **UDOT**, and **SOUTH JORDAN** desire to enter into a **CORRIDOR AGREEMENT** to plan for the future spacing and location of traffic signals in the Signal Control Plan and street and private access spacing in an Access Corridor Control Plan (Attached Exhibit A") for U-111 from Herriman Boulevard to Old Bingham Highway (10200 South).

WHEREAS, the **PARTIES** desire to use this **CORRIDOR AGREEMENT** in order to help manage traffic flow, improve safety, and plan for future signal locations, public streets, private accesses, and other considerations within the corridor as described herein.

WHEREAS, **UDOT** and **SOUTH JORDAN** agree to enter into this **CORRIDOR AGREEMENT** to accomplish this common goal.

WHEREAS, **UDOT** and **HERRIMAN CITY** also have a corridor agreement for accesses along U-111 that overlap this **CORRIDOR AGREEMENT** and requires **UDOT** to coordinate any changes with **HERRIMAN CITY** for those locations.

WHEREAS, U-111 is anticipated to become a **UDOT** road, but requires Transportation Commission and Legislative approvals to become a state road. All references to U-111 shall become SR-111 upon such approvals.

AGREEMENT:

NOW THEREFORE, based on the recitals above, which by this reference are incorporated herein, and other good and valuable consideration, the **PARTIES** hereto agree as follows:

1. **Signal Control Plan:** The **PARTIES** hereby adopt the Signal Control Plan, attached as **Exhibit A** and incorporated herein by reference. The **PARTIES** agree that traffic signals will only be installed in accordance with the Signal Control Plan and at those intersections when they meet the minimum traffic signal warrants as defined by the most recently adopted Utah Manual on Uniform Traffic Control

Devices (MUTCD), after a **UDOT** field review, and when funding has been secured. **Exhibit A** identifies the locations of future signals, as listed below:

- | | |
|------------------------------------|----------------------------------|
| a. Approximately 12300 South | Future Roadway and Future Signal |
| b. Approximately 1100'North of (a) | Future Roadway and Future Signal |
| c. Approximately 1100'North of (b) | Future Roadway and Future Signal |
| d. 11800 South | Future Signal |
| e. Meadowgrass Drive | Future Roadway and Future Signal |
| f. Dockside Drive | Future Roadway and Future Signal |
| g. South Jordan Parkway | Future Roadway and Future Signal |
| h. Approximately 11000 South | Future Roadway and Future Signal |

Signal location (a) may be wholly or partially in HERRIMAN CITY and is part of a corridor agreement with HERRIMAN CITY. Changes to that location require all parties of both agreements to mutually agree.

2. **Access Corridor Control Plan:** The **PARTIES** hereby adopt the Access Corridor Control Plan attached as **EXHIBIT A** and incorporated herein by reference. The **PARTIES** agree that signalized access points and Right-in/Right-out will only be installed at the locations defined and with an approved access permit. The locations are defined within **EXHIBIT A** and listed below. The **PARTIES** agree that all other accesses must meet the Category 3 access spacing standards in R-930-6-7 TABLE 1. The access category will be re-assessed in two years from the date of this agreement or at major development milestones as determined by either **SOUTH JORDAN** or **UDOT**.

- a. One right in right out right out city street between Herriman Blvd and approximately 12300 South with minimum spacing of 660 feet from the nearest signal. This alignment may be affected by right in right out access located in HERRIMAN CITY and must be coordinated with UDOT to ensure alignment.
- b. One right in right out city street between approximately 12300 South and (b) in paragraph 1, with a minimum spacing of 550 feet from nearest signal.
- c. One right in right out city street between (b) and (c) in paragraph 1, with a minimum spacing of 550 feet from nearest signal.
- d. One right in right out city street between (c) in paragraph 1 and 11800 South, with a minimum spacing of 660 feet from the nearest signal.
- e. One right in right out city street between 11800 South and Meadowgrass Drive with minimum spacing of 660 feet from the nearest signal.
- f. Two right in right out city streets between Meadowgrass Drive and Dockside Drive with minimum spacing of 660 feet from the nearest signal.
- g. One right in right out city street between Dockside Drive and South Jordan Parkway with minimum spacing of 660 feet from the nearest signal.
- h. One right in right out city street between South Jordan Parkway and Copper Hawk Drive with minimum spacing of 660 feet from the nearest signal.

3. **SOUTH JORDAN** shall note and adopt in its transportation master plan this **CORRIDOR AGREEMENT**, and it shall pursue the plan attached hereto as **Exhibit A**. **SOUTH JORDAN** will preserve intersections for U-111 at the above described locations within its jurisdiction and will not allow any other access locations, and will not act in a manner that is inconsistent with intersections described above that are not within its jurisdiction
4. **AMENDMENTS**. This **CORRIDOR AGREEMENT** cannot be altered or amended, except pursuant to an instrument in writing signed by each of the parties. The **PARTIES** will execute appropriate amendments to this **CORRIDOR AGREEMENT** to reflect changes in the plans. Notwithstanding the foregoing, the **PARTIES** acknowledge that the Signal Control Plan and Access Corridor Control Plan elements required by this **CORRIDOR AGREEMENT** are subject to change at any time to reflect matters not anticipated, including, but not limited to, altered regulations and traffic patterns. Any necessary changes to this **CORRIDOR AGREEMENT** should not degrade the traffic operations or safety of the future state highway and overall transportation system as certified by a traffic engineering study performed by a licensed engineer certified and qualified to perform this analysis in the State of Utah.
5. **TERMINATION**. This **CORRIDOR AGREEMENT** may be terminated as follows:
 - a. By mutual agreement of the parties, in writing;
 - b. By either UDOT or the Local Agency for the other party's default in performing its obligations as set forth in and reasonably contemplated by the provisions of this **CORRIDOR AGREEMENT**. Reasonable allowances will be made for circumstances beyond the control of the performing party. Thirty (30) days' advance written notice of termination is required and shall specify the reasons for termination. The **CORRIDOR AGREEMENT** will not terminate if the party receiving the notice commences a cure within such thirty (30) day period and diligently pursues it to completion. If the breach is not remedied within such time period, then the non-breaching party may send a notice of termination and this **CORRIDOR AGREEMENT** will terminate immediately upon delivery of such notice. If the Local Agency terminates the **CORRIDOR AGREEMENT**, the Local Agency shall be responsible for all the costs that UDOT incurs prior to the termination, less any costs directly attributable to a default by UDOT; or
 - c. By UDOT for the convenience of the state upon written notice to the Local Agency.
 - d. By U-111 not becoming a UDOT facility through the Transportation Commission and Legislative processes.

6. **GENERAL TERMS:** The following terms apply to this **CORRIDOR AGREEMENT**:

A. Any Party may give a written notice under this **CORRIDOR AGREEMENT** by delivering it to the following physical address (an email may be used in addition as a courtesy), and notice is effective upon delivery when delivered by hand or by overnight delivery service with confirmation of delivery (or, if placed in the U.S. mail, notice is effective three days after such notice receives a postmark):

<p>To UDOT: 2010 S 2760 W Salt Lake City, UT 84104 Attention: Robert Stewart, R2 Director</p> <p>With a copy to: Assistant Attorney General (UDOT) 4501 South 2700 West Box 148455 Salt Lake City, UT 84114</p>	<p>To South Jordan City: 1600 West Towne Center Drive South Jordan, UT 84095 Attention: Dustin Lewis, City Manager</p>
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B. The Parties agree to undertake and perform all further acts that are reasonably necessary (except when expressly prohibited by law) to carry out the intent and purpose of the **CORRIDOR AGREEMENT** and to assist **UDOT** with maintaining compliance with the legal requirements applicable to **UDOT** after receiving a written notice that explains the need for such action. The Parties further agree to work together cooperatively and in good faith to accomplish the intent of this **CORRIDOR AGREEMENT**.


C. **UDOT's** consent, review, acceptance, approval, or other action or inaction relating to any conditions, inspections, plans, specifications, or other work arising out of this **CORRIDOR AGREEMENT** is for purposes of administering this **CORRIDOR AGREEMENT** only, and it does not constitute an assumption by **UDOT** of any responsibility or liability for the same; it does not relieve the other Party of any duties (including but not limited to duties to ensure compliance with applicable standards); and it does not constitute a waiver by **UDOT** of the other Party's obligation to comply with applicable standards. Any consent, review, acceptance, approval or other action or inaction must be provided by **UDOT's** authorized employee or representative.

D. No part of this **CORRIDOR AGREEMENT** may be waived, whether by a Party's failure to insist on strict performance of this Agreement or otherwise, except in a writing signed by an authorized representative of the Party waiving. No Party may assign or delegate this **CORRIDOR AGREEMENT** and actions required by it without the other

Party's prior written authorization, and any purported assignment or delegation to the contrary is void. This **CORRIDOR AGREEMENT** is governed by Utah law without reference to choice or conflict of law provisions. Jurisdiction for any judicial action brought in connection with this **CORRIDOR AGREEMENT** shall be in brought in a court in Salt Lake County, Utah, and ALL PARTIES KNOWINGLY AND VOLUNTARILY WAIVE THEIR RIGHTS TO A JURY TRIAL. This **CORRIDOR AGREEMENT** (or, if any part hereof is invalidated by law, this **CORRIDOR AGREEMENT'S** remaining provisions) shall be construed to enforce its terms to the fullest extent allowed under applicable law to give effect to the intent of the Parties. This **CORRIDOR AGREEMENT** shall not be construed against a drafter. Before taking any legal action in connection with this **CORRIDOR AGREEMENT**, each Party agrees to first advise the other of a dispute and to meet to discuss it in good faith in an effort to resolve it. All remedies in this **CORRIDOR AGREEMENT** are cumulative and nonexclusive and they do not limit any other remedies available to the Parties. The indemnity provision, remedies, and other terms that by their nature are intended to survive this **CORRIDOR AGREEMENT'S** termination shall survive. Nothing in this **CORRIDOR AGREEMENT** shall be construed to limit or alter UDOT's governmental powers and authority. This **CORRIDOR AGREEMENT** may only be amended in a written document that is signed by an authorized representative of each Party. This is the entire agreement of the Parties with respect to the subject matter hereof and it shall supersede all prior negotiations, understandings, and agreements with respect to such subject matter. Each Party warrants that all of its representatives who are necessary to make this **CORRIDOR AGREEMENT** fully binding against the Party (and its successors and assigns, if any) have signed below with the Party's authorization, and that this **CORRIDOR AGREEMENT'S** terms do not violate laws, contracts, or commitments that apply to the Party. This **CORRIDOR AGREEMENT** may be signed in counterparts and signed electronically. This **CORRIDOR AGREEMENT** does not create any power of agency, joint venture, partnership, or other relationship among the Parties, and it is intended only for the Parties hereto and does not create any third-party beneficiaries.

IN WITNESS WHEREOF, the parties hereto have caused this **CORRIDOR AGREEMENT** to be executed by their duly authorized officers as of the day and year first above written.

CITY OF SOUTH JORDAN, a Municipal Corporation of the State of Utah



Dustin Lewis (Jan 23, 2025 14:07 MST)
Dustin Lewis, City Manager

Jan 23, 2025

Date

ATTEST:



Jan 23, 2025

Date

(Impress Seal)





GREGORY SIMONSEN (Jan 21, 2025 20:30 MST)

Jan 21, 2025

Date

City Attorney

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION



01/27/2025

Tyler Laing, UDOT Region Two Operations Engineer

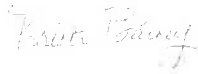
Date



01/28/2025

Robert Stewart, UDOT Region Two Director

Date



02/04/2025

Contract Administrator, UDOT Comptroller's Office

Date

APPROVED AS TO FORM:

Jodi Howick

01/30/2025

Jodi Howick, Assistant Attorney General

Date

