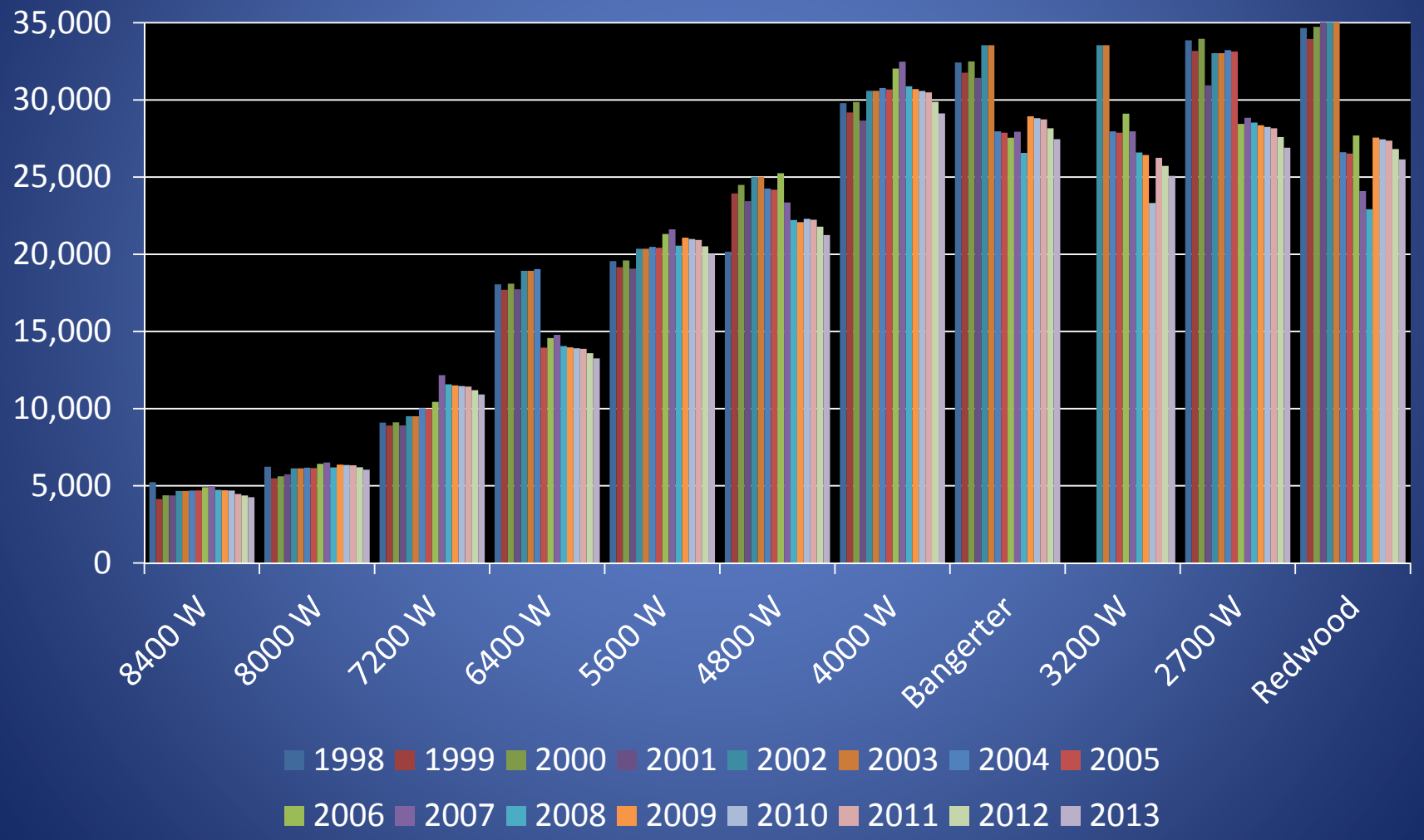
4100 South Alternatives

Average Annual Daily Traffic



Source: UDOT

Traffic Considerations

Road Segment Along 4100 South	Current # of Lanes	2013 AADT	LOS D Capacity* for Current Lanes	Lane Potential Based on Current ROW**	2040 AADT	LOS D Capacity* for Potential Lanes**
West of 7200 W	2	4,265 - 6,045	11,500	3	12,000	13,000
7200 W - 6400 W	2 - 3	10,915	11,500 - 13,000	3 - 5	15,000	13,000 - 30,500
6400 W - 5600 W	3	13,250	13,000	5	24,000	30,500
5600 W - 4800 W	5	19,995	30,500	5	29,000	30,500
4800 W - 4000 W	5	21,245	30,500	5	33,000	30,500
4000 W - I-215	5 - 7	29,130 - 25,080	30,500 - 46,000	7	42,000	46,000
I-215 - Redwood	5	26,905	30,500	7	41,000	46,000
Redwood - River	5	26,150	30,500	7	33,000	46,000

*Based on Fehr & Peers Utah/Wasatch Front Specific Maximum Daily Traffic Capacity Estimates

**Some widening would be needed at intersections to accommodate turn lanes.

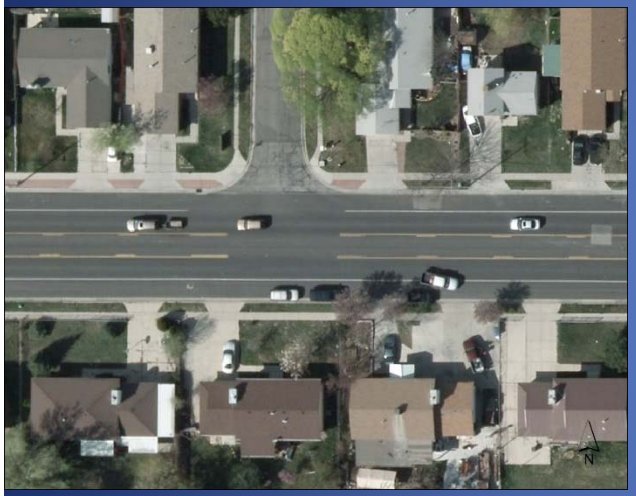
Commercial Considerations

- Of the 1,200 acres zoned commercial, 13% are vacant.
- About 23% of commercially developed properties are underdeveloped (land is worth 3 times the building value).
- Approximately 20% of commercially developed properties have buildings that are over 30 years old.
- The 2014 commercial vacancy rate for the Central West submarket (West Valley City, Taylorsville and Kearns) was 11.1%.

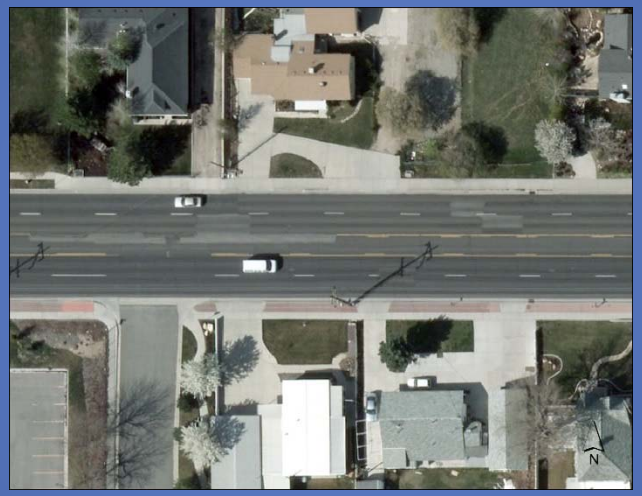
4100 South Alternatives

1. Decrease road capacity, no new commercial
2. Maintain road capacity, limited new commercial
3. Increase road capacity, significant new commercial

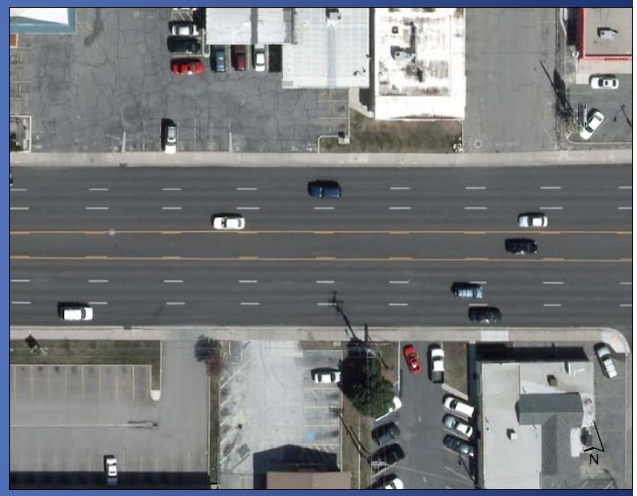
4100 South Alternatives



Alternative 1
3 lanes w/ shoulders
(4650 W 3100 S)



Alternative 2
5 lanes (no shoulders)
(4700 W 4100 S)



Alternative 3
7 lanes
(1800 W 3500 S)

Decrease Road Capacity
No New Commercial

Road:

- Reduce capacity and calm traffic
- Make pedestrian safety and aesthetic improvements

Land Use

- Reject rezone requests for new commercial development

Decrease Road Capacity
No New Commercial

Road improvements:

- No additional widening of ROW except for what is planned by UDOT to accommodate MVC traffic
- Reduce capacity through reduced lanes

Sample costs:

- Install consistent fencing or concrete walls along rear facing properties - $2.1 M
- Improved streetlights - $1.5 M

Traffic Considerations

Road Segment Along 4100 South	Current # of Lanes	2013 AADT	LOS D Capacity* for Current Lanes	Lane Potential Based on Current ROW**	2040 AADT	LOS D Capacity* for Potential Lanes**
West of 7200 W	2	4,265 - 6,045	11,500	3	12,000	13,000
7200 W - 6400 W	2 - 3	10,915	11,500 - 13,000	3 - 5	15,000	13,000 - 30,500
6400 W - 5600 W	3	13,250	13,000	5	24,000	30,500
5600 W - 4800 W	5	19,995	30,500	5	29,000	30,500
4800 W - 4000 W	5	21,245	30,500	5	33,000	30,500
4000 W - I-215	5 - 7	29,130 - 25,080	30,500 - 46,000	7	42,000	46,000
I-215 - Redwood	5	26,905	30,500	7	41,000	46,000
Redwood - River	5	26,150	30,500	7	33,000	46,000

*Based on Fehr & Peers Utah/Wasatch Front Specific Maximum Daily Traffic Capacity Estimates

**Some widening would be needed at intersections to accommodate turn lanes.

Maintain Road Capacity
Limited New Commercial

Road:

- Maintain existing capacity
- Make pedestrian safety and aesthetic improvements where possible

Land Use:

- Allow new commercial development at major intersections only

Maintain Road Capacity
Limited New Commercial

Road improvements:

- No additional widening of ROW except for what is planned by UDOT to accommodate MVC traffic

Sample costs:

- Install consistent fencing or concrete walls along rear facing properties - $2.1 M
- Improved streetlights - $1.5 M

Example: 4100 S 5600 W

Increase Road Capacity
Significant New Commercial

Road:

- Make road improvements geared toward increased capacity (more pavement) and improved traffic flow

Land Use:

- Allow new commercial development at major intersections and in locations where residential properties can be assembled to make a viable commercial development

Increase Road Capacity Significant New Commercial

Road improvements:

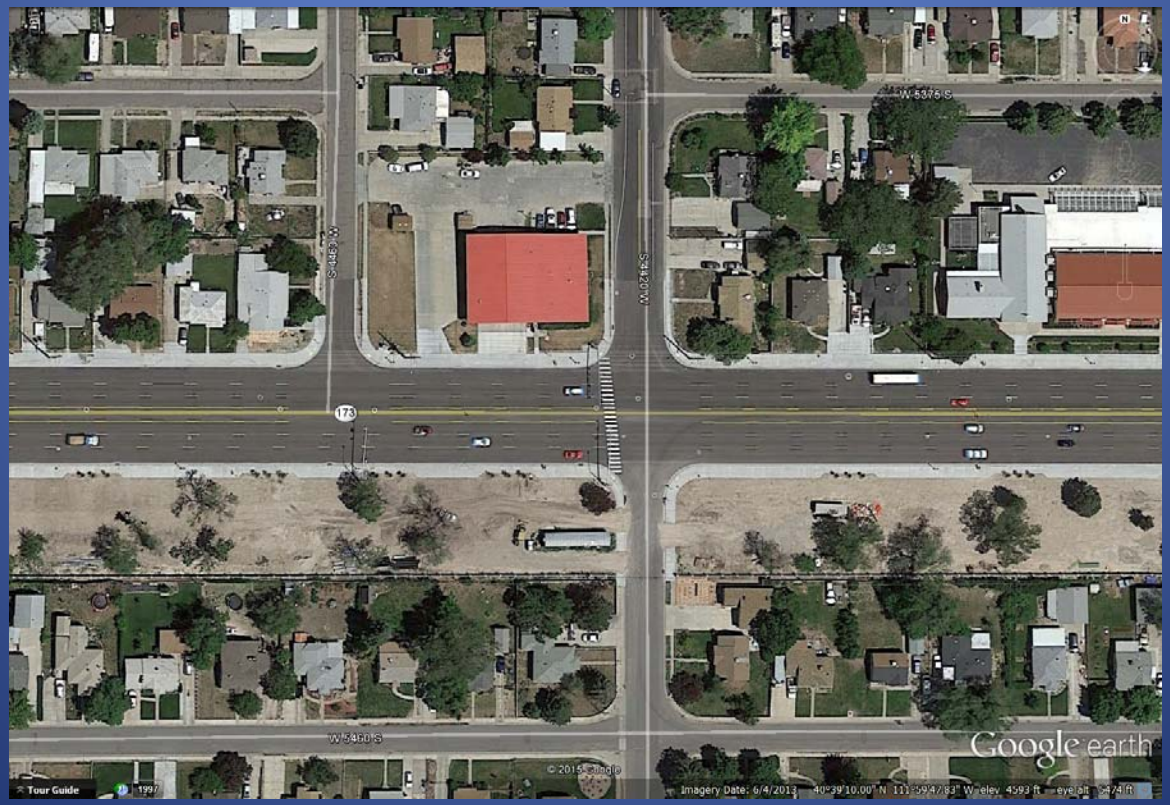
- Widen the road to increased capacity
- Ensure new development will accommodate future ROW needs

Sample costs:

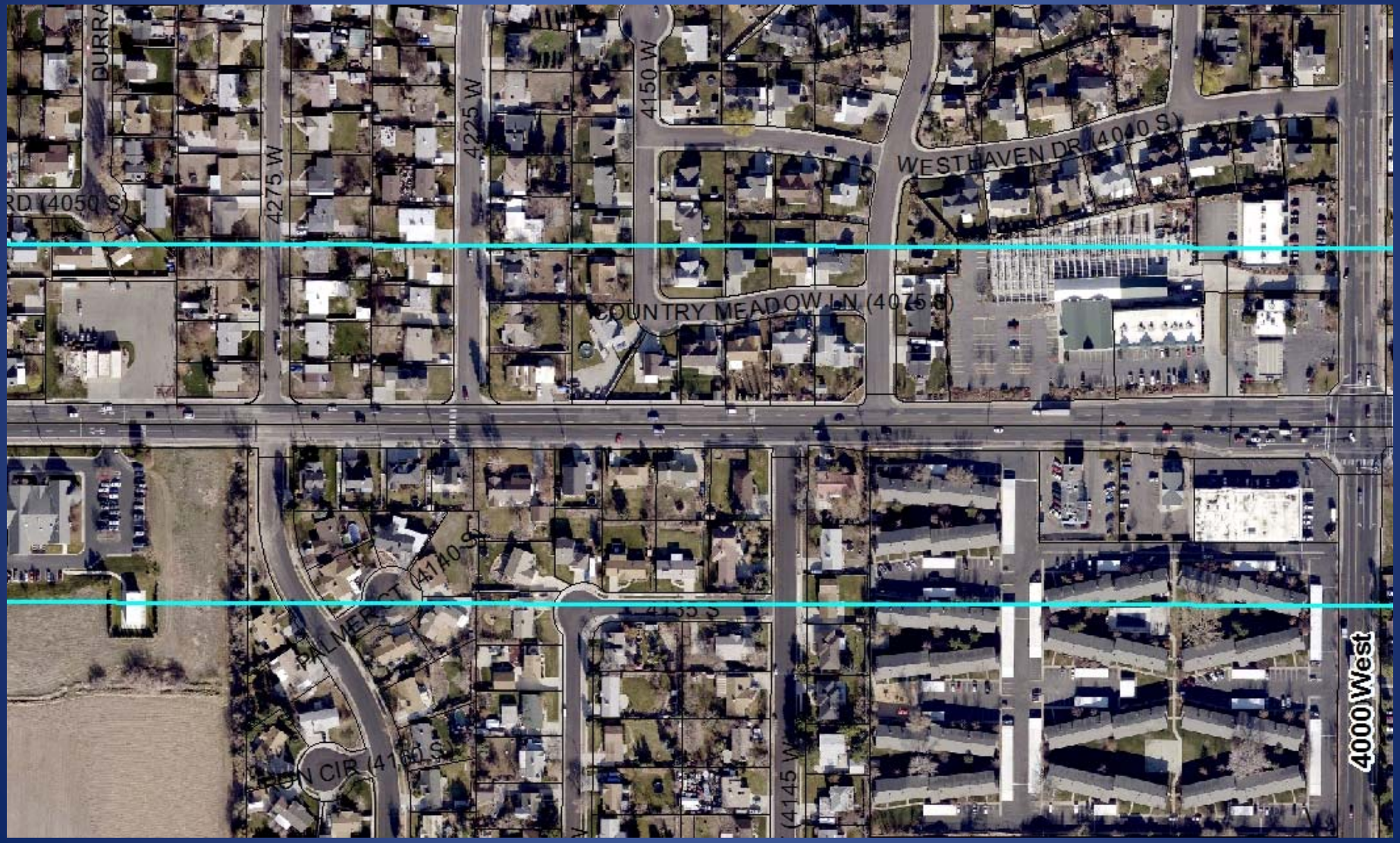
- $40 to $48 million to widen between 5600 W and 4000 W

Example: 5400 South from Bangerter to 4800 West

- Completed in 2012
- 1.5 miles
- $36 million ($15 million for ROW acquisition)



Example: 4000 West to 4300 West



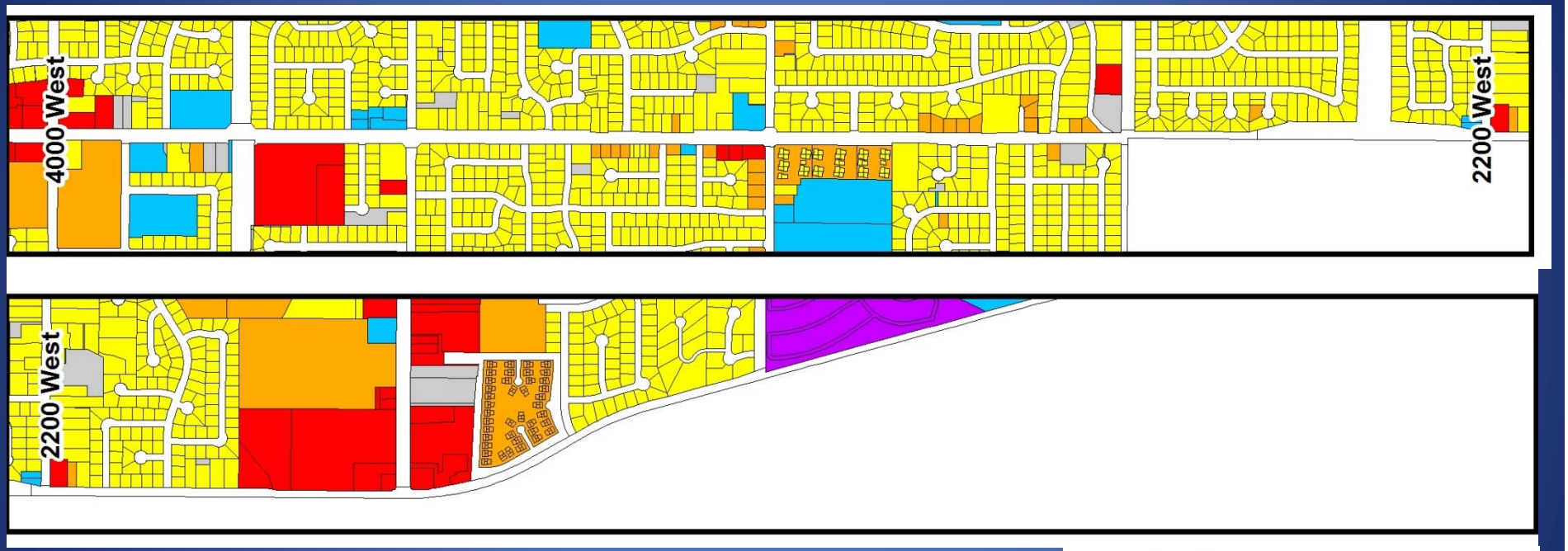
Example: 4800 West to 5100 West

Reference Slides

Current Land Use

- Agriculture
- Commercial
- Mobile Home Park
- Multi-Family Residential
- Public/Nonprofit
- Single Family Residential
- Undeveloped

Current Land Use

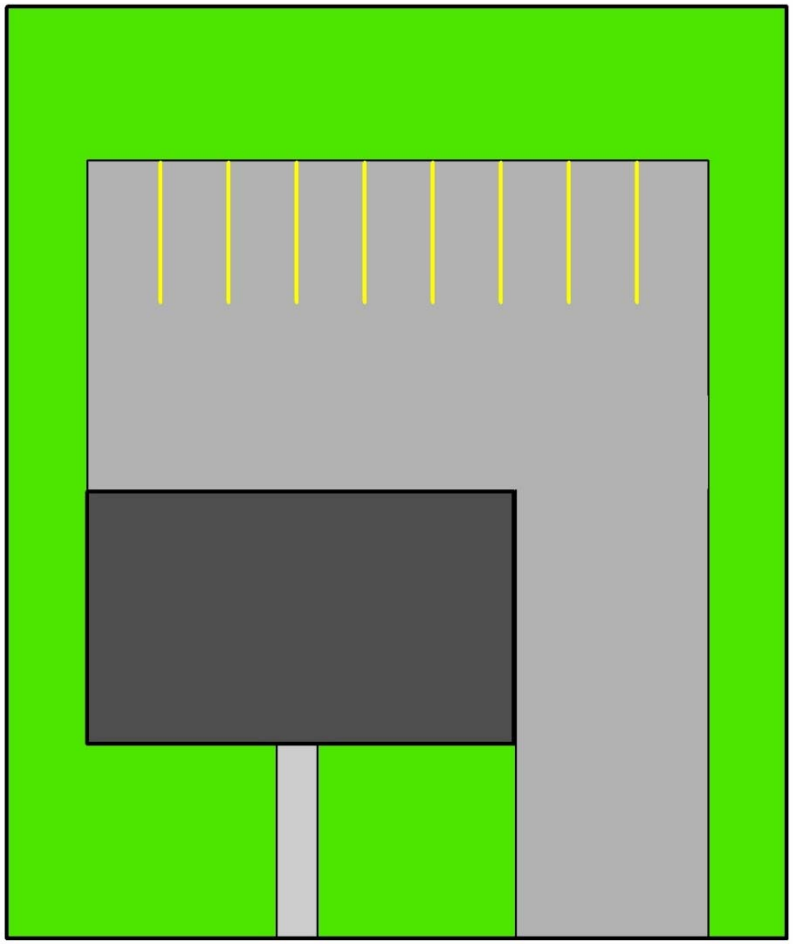


- Agriculture
- Commercial
- Mobile Home Park
- Multi-Family Residential
- Public/Nonprofit
- Single Family Residential
- Undeveloped

Home Orientation

- 93 rear facing homes on 4100 South (out of 344 total)

Lot Depth and Home Orientation

Lot Depth and Home Orientation

- 119 (35%) of single family home lots are at least 120’ deep
- 44% of front facing homes are at least 120’ deep –
- 35% of rear facing homes are at least 120’ deep –
- 13% of side facing homes are at least 120’ deep