

7200 West (SR-201 to 700 North) Needs Assessment

EXECUTIVE SUMMARY



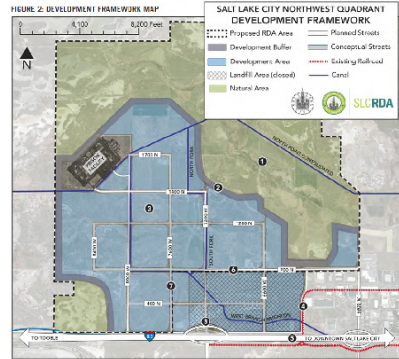
7200 West (SR-201 to 700 North) Needs Assessment
EXECUTIVE SUMMARY

Photographs, Design & Layout by Fehr & Peers
2180 South 1300 East, Suite 220
Salt Lake City, UT 84106
801.463.7600
l.jacobs@fehrandpeers.com

INTRODUCTION

7200 West is a proposed corridor in the Northwest Quadrant (NWQ) of Salt Lake City, which is an emerging growth area for the Salt Lake region. This growth includes the relocation of the Utah Correctional Facility, the proposed Inland Port, redevelopment of the Salt Lake City Landfill, Salt Lake City's Community Reinvestment Area Plan and many other smaller developments currently planned or under construction. These new developments will create new demands on our transportation infrastructure in the area. Transportation network improvements will be needed to fully leverage these opportunities. In advance of this development, Salt Lake County has completed this Needs Assessment for the 7200 West corridor, which has the potential to be a key asset in connecting these new jobs with residential areas, especially areas with lower incomes.

7200 West is currently not connected from SR-201 to I-80. This Needs Assessment evaluates the benefits of providing this missing connection, as well as a conceptual evaluation of what attributes would be needed on 7200 West so that it would function well in the future.



TRANSPORTATION OVERVIEW

Why is the 7200 West Connection needed?

Future Growth

The area surrounding 7200 West is poised for tremendous growth. Here are a few examples of planned and ongoing developments:

- » NWQ Community Reinvestment Area
 - 7,739 acres
 - Significant employment growth, no housing
 - Light manufacturing and supportive uses (restaurants, retail, service stations)
 - Open space preservation
- » Inland Port
- » Former Salt Lake City Landfill
 - 770 acres north of I-80, from 5600 West – 7200 West
 - STILA owns property
 - Eventual redevelopment from east (cleanest soils) to west

Safety & Congestion Concerns

The current at-grade intersection at 7200 West / SR-201 has an unusual configuration, and experiences a high number of collisions. Since 2010, there have been 120 collisions at this location, and 9 of those involved serious injury. Additionally, the interchange is currently experiencing unacceptable levels of delay and congestion during both morning and afternoon peak hours. In the future, 7200 West is also expected to have 25-30% heavy trucks. Addressing these existing safety and congestion concerns is an immediate need on this corridor.

Connectivity & Business Access

The construction of 7200 West is not expected to dramatically reduce the

demands on the adjacent facilities. Instead, it will provide a new opportunity for additional trips to access this growing part of the NWQ. See the table below for a demonstration of this outcome.

Active Transportation Needs

There are long distances between planned and existing facilities in the NWQ, and most facilities in the area have high volumes of truck traffic which are incompatible with desirable active transportation facilities. 7200 West provides a unique opportunity to develop an arterial that is well suited to serve the vehicular needs of this area, and provide additional connectivity for active transportation modes between West Valley City, Magna, Inland Port employment centers, and regional bike routes.

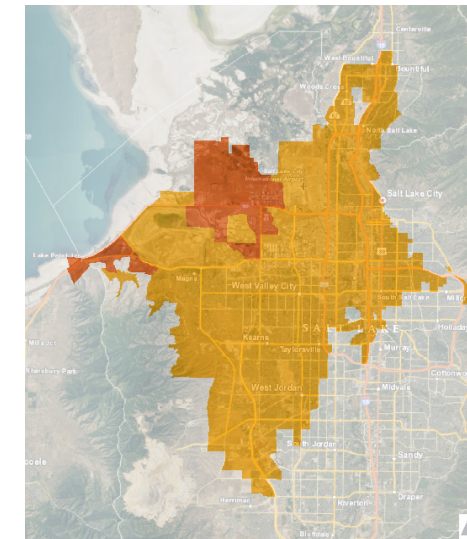
Future (2050) Daily Traffic Volumes | North Of California Avenue

Scenario	7200 West	Mountain View Corridor	5600 West
North of SR-201			
No-Build	0	65,000	48,000
Build	22,000	58,000	45,000

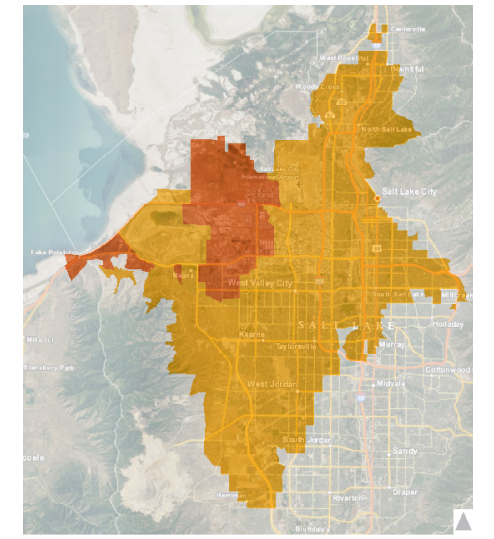
Access to Jobs

While there are two other major investments planned in the area (Mountain View Corridor and 5600 West widening), the addition of 7200 West would provide more regional and local connectivity and improve access to jobs in the planned development area. Without the project, almost no households are expected to be within a 15 minute commute of the development area just north of I-80. If 7200 West is constructed, that value is expected to increase to almost 9,000 households, which are predominately in Magna and West Valley communities with lower incomes per capita (\$14-15k compared to \$20k in Salt Lake City).¹

NO BUILD | 2050 Peak Period Travel Time Access



BUILD | 2050 Peak Period Travel Time Access



15 Minute Buffer 30 Minute Buffer

What would a new corridor on 7200 West look like?

Proposed Transportation Solution

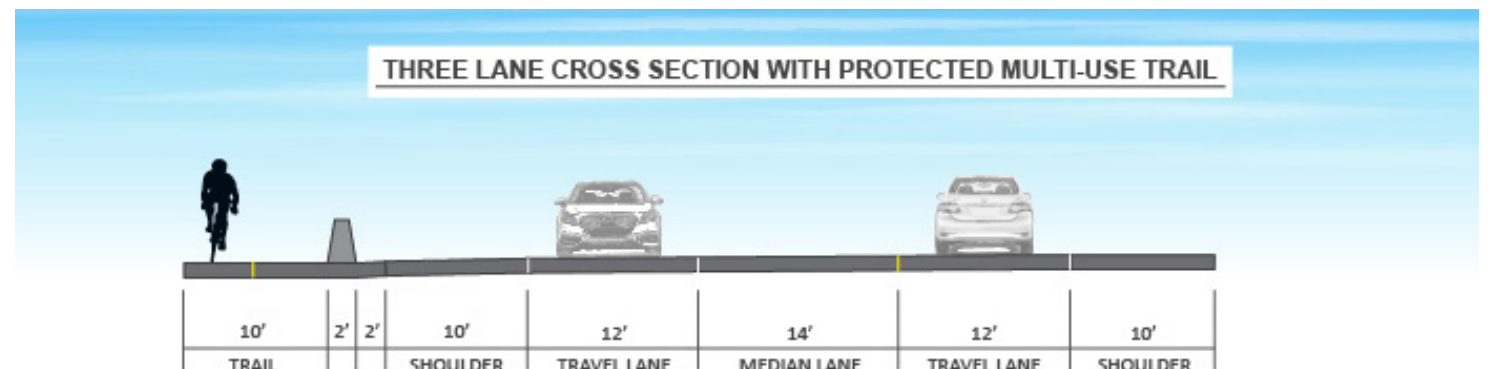
Highway improvements:

- » 7200 West is recommended to be constructed as a 3-lane roadway with right-of-way preserved for an ultimate 5-lane roadway. The need to widen from 3/lanes to 5/lanes is anticipated to be 15-20 years in the future depending on the pace of growth in the NWQ.
- » A new grade separation at SR-201 to address the existing safety and congestion concerns.
- » A new grade separation at the UPRR crossing.

- » Traditional at-grade intersections at California Avenue, 700 South, 300 South and 700 North.
- » Additional freeway access to the Inland Port Area is recommended, potentially at the Mountain View Corridor interchange. This would provide more capacity between the Inland Port area and the Salt Lake City urban area.
- » Improvements to the I-80 interchange to address the anticipated increase in volumes which will include additional left and right turn lanes.

7200 WEST CORRIDOR RECOMMENDED ACTIVE TRANSPORTATION ELEMENTS:

- Proposed solution: Shared use path separates cyclists from high-speed traffic and trucks
- Buffer between roadway & path
- Human-scale LED or solar lighting
- Grade separated crossings at major barriers



¹ https://en.wikipedia.org/wiki/List_of_Utah_locations_by_per_capita_income