

2011

Herriman City Bicycle Master Plan



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EXECUTIVE SUMMARY

The need for alternative modes of transportation is a growing movement and a desired option for residents across the country. Bicycling is one of those modes as well as a form of exercise and recreation. Herriman City realizes this and shows its commitment by adopting a Bicycle Master Plan. The City's attractiveness for new growth and economic development is based in large measure to its reputation for recreational facilities. To provide an efficient, safe, and multi-rider citywide bike system, Herriman City has created and adopted a Bicycle Master Plan.

The bicycle master plan considers the following:

- Diversity of skills and abilities
- Connections and nodes
- Connections to other modes of transportation
- Support facilities
- Recreational and commuter cycling
- Avoidance of barriers
- New development opportunities
- Street maintenance
- Enhancement opportunities
- Public education and innovation

Herriman City divides its bike system into three different classes. Class 1 is designated as "Shared Use Path", class 2 is designated as "Striped Bike Lane", and class 3 is designated as "Signed Bike Route". In this plan, existing and proposed segments are identified throughout the City.

Existing mileage of each class:

- Class 1 – 26.30 miles, Shared Use Path
 - 34.07 miles proposed
- Class 2 – 19.53 miles, Striped Bike Lane
 - 6.37 miles proposed
- Class 3 – 7.13 miles, Signed Bike Route
 - 4.92 miles proposed

With a total of **52.96 miles** of existing bikeways and the plan identifying an additional **45.36 miles** of bikeways within the City, connections to neighboring communities and regional bike paths can increase.

Adoption of this bicycle master plan will provide Herriman City with the framework to responsibly develop and continue the expansion of its bike system as well as allow City resources to be used to develop the plan. A well constructed bicycle master plan will enhance the quality of life of residents and increase the desirability of the City for generations to come.

PURPOSE

Bicycling is a low impact transportation option and an enjoyable recreational activity. It provides alternatives to motorized travel, provided that facilities and programs are in place to encourage and safely accommodate a diverse public.

The purpose of this bicycle master plan is to provide Herriman City with a strong planning tool that will facilitate the continued and orderly development of bicycle facilities and implementation strategies that encourage its use.

The master plan was developed with the following vision in mind:

- Enhance use of the bicycle for transportation and recreation
- Foster community respect for bicycling
- Promote bicycling as a way to enhance personal health and improve the community environment

A community's overall goals for transportation improvements should include provisions for bicycle travel. Through appropriate planning and design, general improvements for motor vehicles can also be designed to enhance bicycle travel. For all roadways where bicycle travel is permitted, planning and design should consider provisions for bicycling. Roadway projects that extend near or



intersect existing or planned shared use paths should include careful analysis and design measures to ensure the continued access and safety of path users. Public involvement in the form of public meetings, hearings, or bicycle advisory groups is encouraged during the planning and design process.

American Association of State Highway and Transportation Officials
Guide for the Development of Bicycle Facilities, page 15. 1999.

Adoption of a bicycle master plan is a sign of commitment by the City to support alternative modes of transportation. Aside from the health benefits and cost-savings realized by participants, this form of transportation contributes in a significant way to improving air quality

and reducing congestion on city streets. Additionally, the Utah Transit Authority's current bus stops generate pedestrian activity. With the proposed future extension of TRAX into Herriman, pedestrian activity near stations will greatly increase. Since buses and TRAX transport bicycles, the convenience of transit for bicyclists is enhanced. The bicycle master plan should reflect the needs of current bicyclists as well as the needs of future users.

BIKEWAY CONSIDERATIONS

Diversity of skills and abilities: There is no single target population who uses the City's bikeways. Riders come in all ages, genders, socioeconomic groups, ethnic and cultural backgrounds, and skill levels. Some are expert bike riders who travel to and from work, long distances, every day. These bicycle commuters consider their bicycles to be "vehicles", operate as vehicles, and prefer fast, direct routes and can tolerate high traffic streets but favor quieter streets.



Others are families, children and the elderly who are out for an evening ride, on their way to and from school or shopping, or other activities where quiet streets away from automobile traffic is preferred. Here, the quality of the street environment is important to their feelings of security, safety, and pleasure.

Between these two ends of the spectrum for biking are countless others of varying skill levels and physical abilities whose expectations and needs are diverse.

Connections and nodes: Throughout the community there are important nodes and destinations such as schools, neighborhood shopping areas, libraries and other civic uses, churches, parks, and recreation facilities. Although the street network provides connections for automobiles, convenient and attractive routes for bicycles should be identified.

Connections to other modes of transportation: Biking is part of a broader system of mobility that includes TRAX, buses, park and ride lots, and perhaps others in the future. Bicycles are permitted on TRAX and UTA buses now, but even better access is desired. As new transportation facilities are constructed, ease of transfer from one form to another should be easily accommodated.

Support facilities: In order for biking to grow as an alternative form of mobility, support facilities are needed. These include showers and changing facilities in places of employment,

bike racks throughout the City, permanent and secure parking and storage facilities for bicycles, temporary parking facilities during special events and festivals, service areas, and other similar uses for bicycles. Additionally, new developers should be educated about the importance of providing these amenities.

Recreational and commuter cycling: A Bicycle Master Plan should accommodate both recreational and commuter bicyclists needs. Quieter residential streets that are aesthetically appealing should be inviting for recreational users. Fast, direct routes on busier roadways should be provided with continuous bike lanes for commuter users.

Avoidance of barriers: Major arterials, highways, railways, and other manmade structures are barriers to bicycle use. As new infrastructure is being planned, safe bicycle amenities need to be integrated into the design.

New development opportunities: As new development and redevelopment projects occur, facilities for bicyclists should be included in the planning, design, and approval process.

Street maintenance: Bikeways need regular maintenance. Potholes, recessed manholes, inadequately and poorly repaired roads, drain covers, curb and gutter damage, and other hazards affect the safety of bicyclists.

Enhancement opportunities: Canal rights-of-way, highway rights-of-way, alleys, stream corridors, and others are opportunities for off-street biking corridors that should be optimized.

Public education and innovation: Public education is a continuing need, both to educate motorists about the presence and rights of bicyclists, and to educate bicyclists about the rules that apply to them involving the safe use of streets. Additionally, other communities, states and out-of-country locations are trying and succeeding with innovative means of blending multiple modes of transportation, encouraging bicycle use, and creating an atmosphere and environment that supports multi-modalism.

BIKEWAY CLASSIFICATIONS

Over the years, the transportation industry has given individual names to differing types of bicycle facilities. The names provide a simple method to assist in identifying target users and for generalizing design guidelines. In the United States, the most widely referred to names for bicycle facilities are those found in The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (1999), which

Herriman City has adopted for bike designs. AASHTO defines four basic types of bicycle facilities as follows:

- Shared Roadways
- Signed Shared Roadways
- Bike Lanes
- Shared Use Paths

To better suit local needs and based on the AASHTO classifications listed above, Herriman City has classified bicycle facilities into three general classes:

- Shared Use Path (Class 1)
- Striped Bike Lane (Class 2)
- Signed Bike Route (Class 3)

Shared Use Path (Class 1)

Shared use paths are defined as separate trail systems that accommodate a wide variety of non-motorized users. These are typically found in parks and various open space locations. Trailheads should be easily accessible and neighborhood connections are encouraged. Bicyclists, joggers, walkers, and other recreational users frequent these trails. The paths are generally 8-12 feet wide, asphalt paved, and signed to minimize conflicts between different types of users. Where sufficient right-of-way is available, separate pathways for bicyclists and pedestrians could be developed. Existing shared use paths in Herriman total 26.30 miles.



Striped Bike Lane (Class 2)

Two bike lane stripes are utilized to designate bike lanes adjacent to parking and one stripe is used on roadways without parking. Bicycle pavement markings and signs are used to designate the lanes for exclusive bicycle use. The bike lanes are generally 4-5 feet wide. Existing striped bike lanes in Herriman total 19.53 miles.



Signed Bike Route (Class 3)

Guide signs alone are used to designate signed bike routes. These are routes that cannot presently accommodate bike lanes. As road reconstruction and paving projects occur, the roads are studied to determine if bike lanes could be installed. Many signed bike routes in the city could be converted to bike lanes if parking could be eliminated on one side of the street. It may

also be possible to reduce the width of travel lanes, eliminate center turn lanes, or eliminate a motorized vehicle lane. Existing signed bike routes in Herriman total 7.13 miles.



CLASS III BIKE ROUTE



BIKEWAY HIGHLIGHTS

Bonneville Shoreline Trail

The Bonneville Shoreline Trail is a mixed use (biking/hiking) recreation trail that is proposed by Salt Lake County. It would be an extension of the main east bench trail that will eventually stretch from the Idaho border north of Logan, Utah and run south to Nephi, Utah. The east bench trail would provide more than 300 miles of dirt and paved trails. The extension into Herriman would enter near the Point of the Mountain and wrap around the City in the high foothills until it heads north into unincorporated Salt Lake County.



Mountain View Corridor

The Mountain View Corridor (MVC) is a planned freeway, transit, and trail system in western Salt Lake and northwestern Utah counties. This will connect Herriman with South Jordan to the north and Bluffdale to the south. The trail system will potentially include dedicated bike lanes with separate pedestrian walkways as shown in the illustration.



Midas Creek Trail

The Midas Creek Trail is a proposed trail located in the northernmost part of Herriman. It would extend east into Riverton and bisect Copper Creek Park as it heads west eventually entering unincorporated Salt Lake County. The completed trail would connect with the Bonneville Shoreline Trail near 8800 West. As roads have been constructed across Midas Creek, culverts have been built to accommodate a bike path under the road.



Rose Creek Trail

The Rose Creek Trail is an existing trail located roughly in the center of Herriman. It runs through Rosecrest Park and connects east into Riverton. A proposed extension west into unincorporated Salt Lake County would connect the trail with the Bonneville Shoreline Trail.



12600 South

This major arterial connecting Herriman with Riverton is a vital route for bicyclists, specifically, bike commuters. In Riverton, bike lanes currently exist along 12600 South but only extend westward to Bangerter Highway. This leaves a gap between the Herriman City boundary and Bangerter Highway, roughly six blocks. Collaboration between the two cities on completing the bike lane should be a priority.



Welby-Jacob Canal

The Welby-Jacob Canal is a proposed paved path that would parallel the irrigation canal that runs from the far southeast corner of Herriman north along the border of Bluffdale through Riverton and eventually into South Jordan. Currently, there are “No Trespassing” signs along the canal so those would have to be removed and replaced with proper signage. The trail would accommodate walkers/joggers and bicyclists.



Juniper Canyon

This proposed shared use path is located near 15000 South and Juniper Crest Road. It extends southwest into Herriman's high country and northeast towards the Mountain View Corridor. Culverts under Juniper Crest Road and the Mountain View Corridor have already been built to allow for easy implementation of this bike path.



Wood Hollow

This proposed shared use path located near Redwood Road and 15900 South will link the Mountain View Corridor trail with the Jordan River Trail. A culvert has already been constructed under Redwood Road which will provide a continuous trail segment without the need to cross a busy road.

GOALS AND OBJECTIVES

The Bicycle Master Plan is intended to provide a framework to achieve the following four goals:

1. Incorporate bicycle and facility needs into community planning, land use planning, and the development process, as well as connecting to regional and adjacent community systems.
2. Improve on-street bicycle travel between neighborhoods, within the City, and to connecting inter-city locations.
3. Promote and enhance safe bicycling.
4. Maximize the use of available federal and state funding opportunities to support bicycle programs and facilities development.

- Goal 1:** Incorporate bicycle mobility and facility needs into community planning, land use planning, and the development process, as well as connecting to regional and adjacent community systems.
- Include a bicycle system element into each small area, neighborhood, and citywide planning document.
 - Include bicycle considerations into new development and redevelopment projects.
 - Encourage and facilitate bicycle use so that it becomes a viable and attractive choice for travel within the City.
- Goal 2:** Improve on-street bicycle travel between neighborhoods, within the City, and to connecting inter-city locations.
- Identify, eliminate, or provide alternatives to physical barriers to bicycles.
 - Investigate other feasible off-street trail corridors on other publicly and privately held regional corridors.
 - Accommodate bicycles on public transportation systems.
 - Provide support facilities and services to encourage and facilitate bicycle use.
 - Coordinate with other state and neighboring local jurisdictions and potential partner organizations to manage and enhance bicycle circulation and support facilities at jurisdictional boundaries.
 - Maintain bicycle facilities in a safe and operational condition.
- Goal 3:** Promote and enhance safe bicycling.
- Provide clear signing and pavement markings targeted to bicyclists, pedestrians, and motorists.
 - Educate bicyclists, pedestrians, and motorists concerning bicyclist's rights and obligations, as well as about the City's network of bicycle systems and classifications.
- Goal 4:** Maximize the use of available federal and state funding opportunities to support bicycle programs and facilities development.

CONCLUSION

The Herriman City Bicycle Master Plan is an important tool to successfully implement a bike system that is inviting for residents as well as a beneficial asset for communities and the entire City. Additionally, new developments should be designed to accommodate bicycles and necessary safety features.

As Herriman's bikeways continue to expand, future consideration for regional and national bicycle events could be an attractive option. The City's overall image as a recreation minded community would increase and further the desirability of potential residents. A Bicycle Master Plan provides the proper framework for current needs and future desires all while enhancing the quality of life of residents.



Table 1 – Existing Bike Segments

Shared Use Path (Class 1)		
Street	Segment	Length (Miles)
	Greater Rose Creek Park	8.94
Mountain View Corridor	13800 South to 16000 South	4.32
	Greater Rosecrest Park	3.18
	Greater Copper Creek Park	2.40
	Greater Butterfield Park	1.48
Mountain View Corridor	11800 South to 12600 South	1.13
	Greater Black Ridge Park	1.05
Legacy Ranch Blvd	Legacy Ranch Area	0.89
6000 West	14200 South to 14600 South	0.64
	The Cove at Herriman Springs	0.46
Rose Canyon Road	6400 West to 6750 West	0.46
	Juniper Canyon	0.37
	Rosecrest Splash Pad Park	0.33
	Western Creek Park	0.29
	Umbria Splash Pad Park	0.22
	Hamilton Farms Park	0.07
	Emmeline Park	0.07
Total		26.30
Striped Bike Lane (Class 2)		
Street	Segment	Length (Miles)
Rosecrest Road	Main Street to Mountain View Corridor	2.88
Main Street	Herriman Pkwy to 6300 West	1.83
Mirabella Drive	13400 South to Rosecrest Road	1.48
Juniper Crest Road	Mountain View Corridor to 4800 West	1.47
Emmeline Drive	Mirabella Drive to Juniper Crest Road	1.47
Herriman Pkwy	4950 West to 6000 West	1.35
14200 South	Emmeline Drive to Spring Canyon Drive	1.33
Spring Canyon Drive	Rose Canyon Road to 15000 South	1.10
6400 West	13400 South to 14200 South	1.01
13400 South	Rosecrest Road to Rose Canyon Road	1.00
5500 West	11800 South to Herriman Pkwy	0.85
6000 West	11800 South to Herriman Pkwy	0.78
Mount Ogden Peak Drive	Juniper Crest Road to Mountain View Corridor	0.66
Rose Canyon Road	6400 West to 6800 West	0.56

11800 South	5500 West to 6000 West	0.54
11800 South	4600 West to 5000 West	0.54
Blayde Drive	Rose Canyon Road to Gina Road	0.42
Gina Road	Blayde Drive to Erin Loop Road	0.26
Total		19.53
Signed Bike Route (Class 3)		
Street	Segment	Length (Miles)
Herriman Highway	6300 West to 7400 West	1.45
Pioneer Street	Herriman Pkwy to 13400 South	1.27
Rose Canyon Road	6800 West to 7400 West	0.87
7300 West	Herriman Highway to 14000 South	0.87
12885 South	Pioneer Street to Venetia Street	0.70
Herriman Rose Blvd	Main Street to 13400 South	0.68
11800 South	6000 West to 6400 West	0.56
6400 West	Herriman Highway to 13400 South	0.40
Ashland Ridge Drive	Emmeline Drive to Esher Street	0.33
Total		7.13
Total Existing		52.96

Table 2 – Proposed Bike Segments

Proposed Shared Use Path (Class 1)		
Street/Path	Segment	Length (Miles)
Bonneville Shoreline Trail	2000 West to 6400 West	6.04
	C	4.65
Welby-Jacob Canal	13800 South to Bonneville Shoreline Trail	3.64
	F	3.32
	D	2.80
	E	2.19
Midas Creek Trail	4950 West to 6400 West	2.07
Juniper Canyon	3800 West to 4800 West	1.50
Mountain View Corridor	16000 South to 17000 South	1.39
Butterfield Creek	5600 West to 6600 West	1.37
	A	1.06
	H	0.96
	G	0.85
	B	0.64
Rose Creek	6500 West to 7000 West	0.59
	I	0.57
	J	0.29
7300 West	13200 South to 13300 South	0.14
Total		34.07
Proposed Striped Bike Lane (Class 2)		
Street	Segment	Length (Miles)
Juniper Crest Road	3750 West to 4800 West	1.68
4600 West	13800 South to 14700 South	1.39
13400 South	4800 West to 5600 West	1.00
Rosecrest Road	4000 West to Mountain View Corridor	0.85
5600 West	Herriman Pkwy to Main Street	0.77
11800 South	5000 West to 5500 West	0.68
Total		6.37
Proposed Signed Bike Route (Class 3)		
Street	Segment	Length (Miles)
Herriman Towne Center	12700 South to 13400 South	1.55
3600 West	Welby-Jacob Canal to Mountain View Corridor	0.80
13600 South	6900 West to 7300 West	0.47

4600 West	Juniper Crest Road to 3600 West	0.47
7300 West	14000 South to Rose Canyon Road	0.46
Juniper Crest Road	4400 West to Mountain View Corridor	0.45
Fort Pierce Way	14200 South to 14400 South	0.26
6200 West	13900 South to 14200 South	0.24
6400 West	14200 South to 14400 South	0.22
Total		4.92
Total Proposed		45.36

