SANDY CITY PUBLIC WORKS

MONICA ZOLTANSKI
MAYOR

SHANE E. PACE
CHIEF ADMINISTRATIVE OFFICER

RYAN KUMP, P.E.
PUBLIC WORKS DIRECTOR

To: Doug Wheelwright – Development Services Manager

From: Ivan Hooper, P.E. – Transportation Engineer

cc: Britney Ward, P.E. – Assistant Public Works Director/City Engineer

Date: August 27, 2025

Re: Alta Canyon Sports Center Traffic and Parking Analysis - **DRAFT**

Over the next year or so, the Alta Canyon Sports Center building will be torn down and reconstructed with a new building that will have about twice the square footage of the existing building. This has raised some concerns regarding the traffic to and from the recreation center and the associated parking demands. This memo summarizes a traffic and parking analysis performed for the new recreation center.

Traffic Analysis

Traffic counts were performed at the rec center driveways from 7:00 to 9:00 am on Wednesday, August 6, 2025 and from 4:00 to 6:00 pm on Tuesday, August 5, 2025. The AM peak hour was from 7:30 to 8:30 am, while the PM peak hour was from 5:00 to 6:00 pm. The table below shows the number of entering, exiting, and total vehicles for each peak hour.

Existing Vehicle Trip Generation

Time Period	Entering	Exiting	Total
AM Peak Hour	96	44	140
PM Peak Hour	64	56	120

Traffic observations performed during the count period showed minimal vehicle delay at the rec center driveways and minimal delay at the Highland Drive & 9510 South two-way stop-controlled intersection.

Future vehicle trip generation for the new rec center was estimated using fitted curve equation from the Recreational Community Center (Land Use Code 495) land use in the *ITE Trip Generation Manual, 11th Edition*. The pool area was included as part of the building square footage to better match the existing trip generation data obtained from the driveway counts.

The existing square footage was assumed to be 57,500 and the future square footage was assumed to be 82,250.

The resulting future trip generation is shown in the following table, which shows an increase of 26 AM peak hour trips and 35 PM peak hours trips.

Future Vehicle Trip Generation

Time Period	Entering	Exiting	Total
AM Peak Hour	114	52	166
PM Peak Hour	83	72	155

These modest volume increases are not expected to significantly impact traffic operations at the intersections near the rec center.

At the neighborhood meeting held for the rec center on July 30, 2025, there were several comments about the difficulty in making a westbound left turn at the Highland Drive & 9510 South intersection. Unfortunately, there is not much that can be done to mitigate that. The 9510 South intersection is too close to 9400 South for a traffic signal. As an arterial road, the minimum distance between traffic signals is a quarter mile (1,320 feet). The distance to the 9510 South intersection is half that at 660 feet. Traffic volumes on Highland Drive are expected to increase substantially as the road is extended farther to the south, which will make preserving the existing signal spacing all the more important.

Parking Analysis

A parking analysis was performed to estimate existing parking demand and how that demand could increase with the new building. Three parking scenarios were analyzed:

1. Non-Summer Weekday
2. Summer Weekday
3. Summer Saturday

The theoretical existing parking supply is 161 spaces, 131 in front of the rec center and 30 at the pavilion just west of the rec center. However, eight of those spaces are essentially unable to be utilized, four due to rec center buses that are nearly always parked in them and four due to a glass recycling bin, so the functional capacity is 153 parking spaces. The new building will have 148 parking spaces. Additionally, the new rec center won't use the buses, and the glass recycling bin will be moved to another location, so the functional capacity of the new building will be the full 148 spaces, resulting in a net decrease of five parking spaces.

Using data from the front desk admittance transaction system and consultation with Parks Department staff familiar with utilization of the rec center, including the review of video footage of the parking lot during busy times of year, estimates of existing parking demand by hour were prepared for the three scenarios. Charts showing the estimated number of vehicles entering

and exiting the rec center each hour along with the resulting parking demand can be found at the end of this memo.

Future parking demand for the new rec center was estimated using fitted curve equation from the Recreational Community Center (Land Use Code 495) land use in the *ITE Parking Generation Manual, 6th Edition*. As with the trip generation analysis, the pool area was included as part of the building square footage. The analysis resulted in an estimated parking demand increase of 36 vehicles during peak conditions. Because the growth in parking demand is due to the building and not the pool, the increase was applied equally to all three scenarios. The table below shows the estimated existing and future peak parking demand for each scenario.

Peak Parking Demand

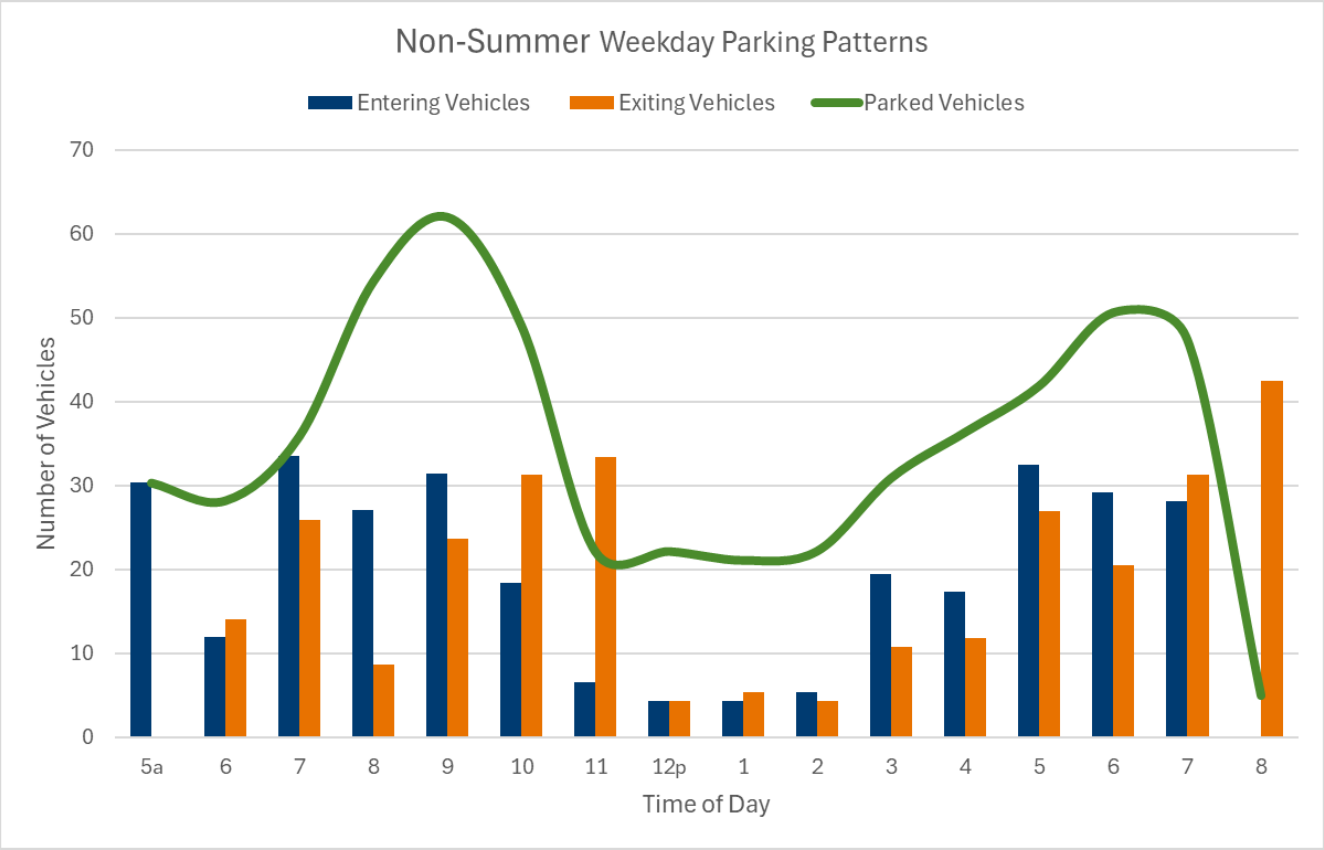
Time Period	Existing	Future
Non-Summer Weekday	62	98
Summer Weekday	96	132
Summer Saturday	130	166

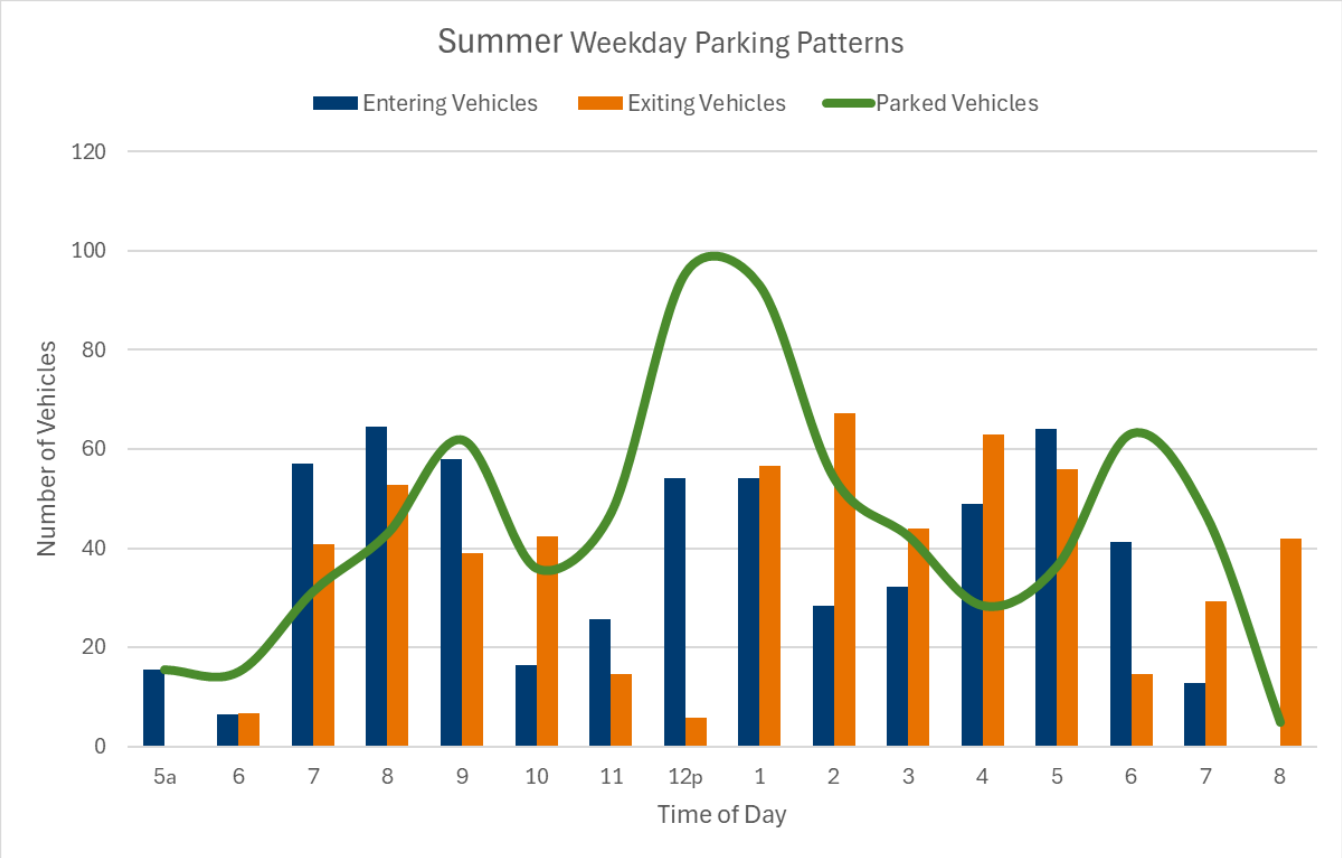
The future peak parking demand for the non-summer weekday and the summer weekday scenarios is below the future on-site parking supply of 148 spaces. The future peak parking demand for the summer Saturday scenario exceeds the parking supply by 18 vehicles. That may be alarming, but this is a conservative analysis that represents a worst-case scenario. If that is indeed what happens, it is important to realize how infrequently that would happen. The admission data shows that the summer Saturday peak occur in June and July, so at most there are only nine "summer Saturdays" in a year. Of those Saturdays, the potential to exceed parking supply would only happen for an hour or two during the day. Thus, demand could exceed supply on only about two percent of the days and for far less than one percent of the center's annual operating hours. When parking demand exceeds supply, it is anticipated that overflow vehicles will park at the UTA park-and-ride lot across the street from the rec center.

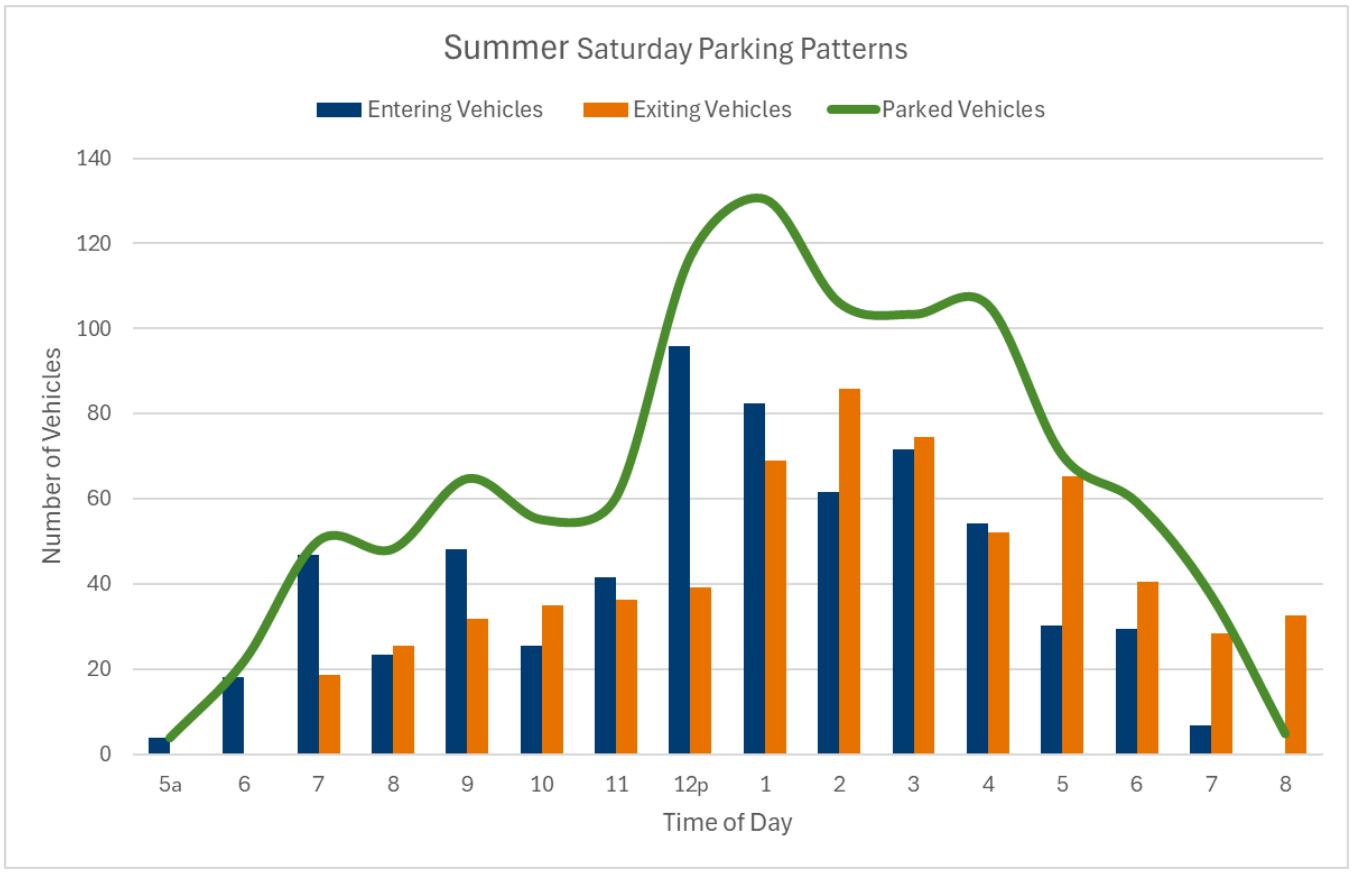
Special Events

Three to four times a year, Alta Canyon Sports Center will host swim meets. These special events generate more traffic than any of the peak summer days. As a special event, it is not reasonable to expect all the required parking to be provided on site. The need for additional parking during these events has generally been met by the UTA park-and-ride lot on the north side of 9510 South. This has worked well since the park-and-ride lot is most heavily utilized during the winter months while the swim meets are held during the summer months. Considering the expansion of the rec center building, overflow parking may be needed a little more often. City staff has contacted UTA about a shared parking agreement, which they are amenable to. It is expected that the agreement will be finalized before the new rec center opens. With the formalization of shared parking, it is recommended that enhanced pedestrian connectivity options between the park-and-ride lot be evaluated and, if feasible, implemented.

Estimated Existing Parking Pattern Charts




Summer Weekday Parking Patterns
Entering Vehicles
Exiting Vehicles
Parked Vehicles
120
100
80
60
40
20
0
Number of Vehicles
5a
6
7
8
9
10
11
12p
1
2
3
4
5
6
7
8
Time of Day


Summer Saturday Parking Patterns
Entering Vehicles
Exiting Vehicles
Parked Vehicles
Number of Vehicles
140
120
100
80
60
40
20
0
5a
6
7
8
9
10
11
12p
1
2
3
4
5
6
7
8
Time of Day