GOAL 1 Preserve and enhance communities along the corridor.

This plan will build on and complement the **Draft East Bench Master Plan**, which proposes a vision and policies for the communities along the Foothill Drive corridor. To measure the achievement of this goal, we'll look at proposed elements of the draft plan such as:

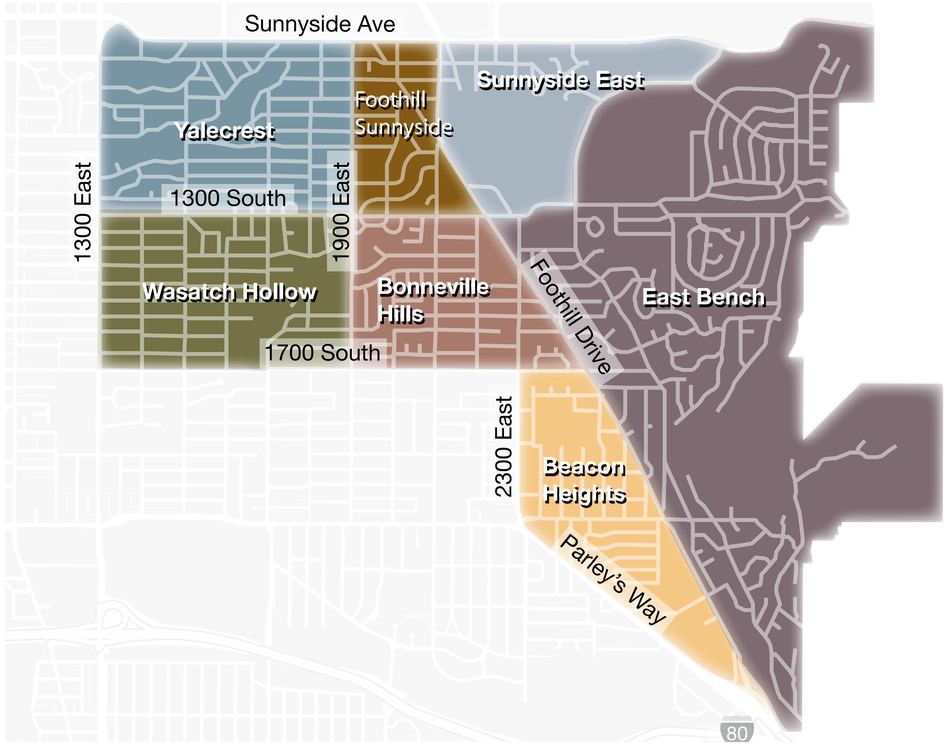
- Are we respecting the existing **character of adjacent residential neighborhoods?**
- Are we improving **connection points, public space, and sense of place for neighborhoods?**
- Are we enhancing the **pedestrian realm?**
- Are we improving **wayfinding** - how the corridor tells you where you are and where you're going?
- Are we **creating an East Bench Gateway** beginning at the South end of Foothill Corridor and continuing along Foothill Drive to the University of Utah and Research Park?
- Are we mitigating **neighborhood traffic impacts?**
- Are we mitigating **noise and air quality impacts?**

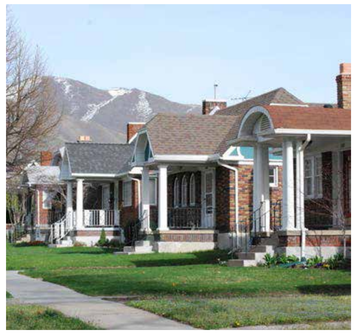
GOAL 1

Preserve and enhance communities along the corridor.

NEIGHBORHOOD CHARACTER

Foothill Drive runs through an area with attractive, quiet, and connected residential neighborhoods





Much of the environment along Foothill Drive contrasts to the neighborhoods around it.

Data Source: Draft East Bench Master Plan

GOAL 1

Preserve and enhance communities along the corridor.

COMMUNITY NODES

Community nodes are proposed by the Draft East Bench Master Plan as

"connection points for neighborhoods with public space design, features at the street level to encourage social interaction and create a sense of place."

There are **many neighborhood destinations** in community nodes **but very little public or semi-public person space**. Most of the public space is on the scant pedestrian realm

The **2100 East Community Node** has a good combination of public / semi-public space and the public amenity of the Anderson Library.

The largest area of contiguous person space in the Community Nodes is **Curtis Park**, on 2200 East, behind Foothill Village.

The corridor's **places of worship** provide much of the semi-public person space in the Community Nodes – at 2100 East, 1700 South, and 2100 South.

Most of the community node space – both public and private – is **dominated by vehicle space.** This is especially true of the places where the most commercial neighborhood amenities are – like Foothill Village and Lamplighter Square.

The intersections where **streets intersect with Foothill at odd angles** create potential for reclaiming some of that space for people – especially at the 2300 East intersection.

Many of the nodes **do not have connected networks of streets**, relying on private drives and parking aisles for access to amenities – reinforcing the coarse,

- Public / Semi-public Person-oriented space
- Public / Semi-public potential person-oriented space
- Public vehicle-oriented space
- Private / semi-public vehicle-oriented space

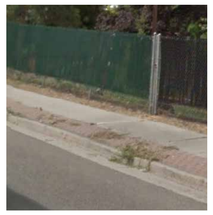
Data Source: Draft East Bench Master Plan; Team field work

GOAL 1

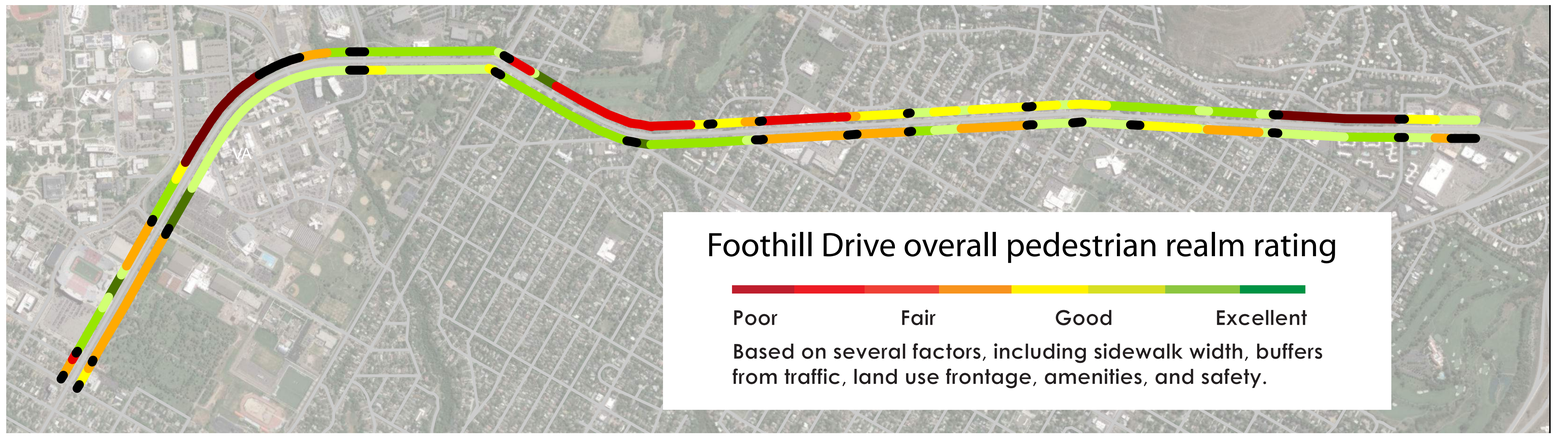
Preserve and enhance communities along the corridor.

PEDESTRIAN REALM

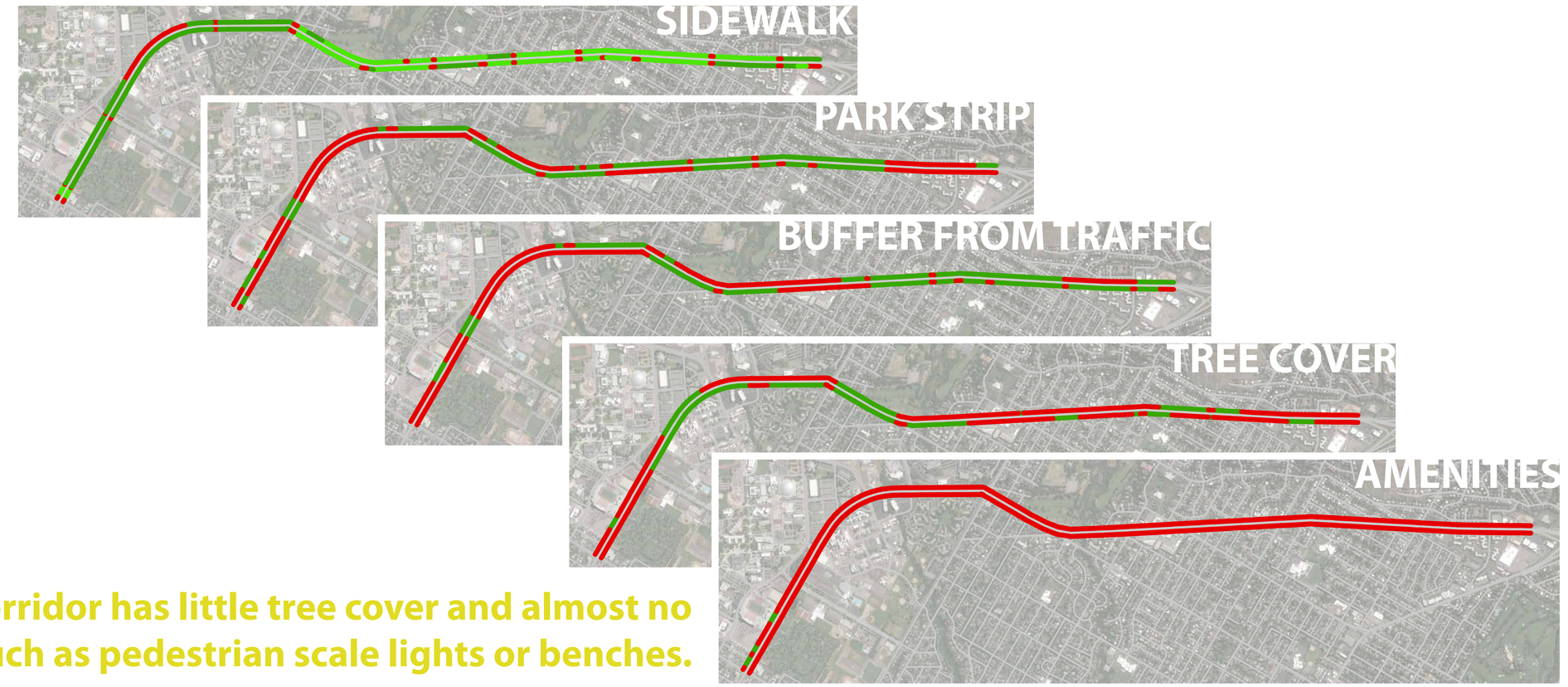
Foothill Drive has both **GOOD** and **BAD**



pedestrian environments.



Most of Foothill Drive has a sidewalk on both sides of the street but **only in a few stretches is that sidewalk at least six feet wide.**



The Foothill corridor has little tree cover and almost no pedestrian amenities such as pedestrian scale lights or benches.

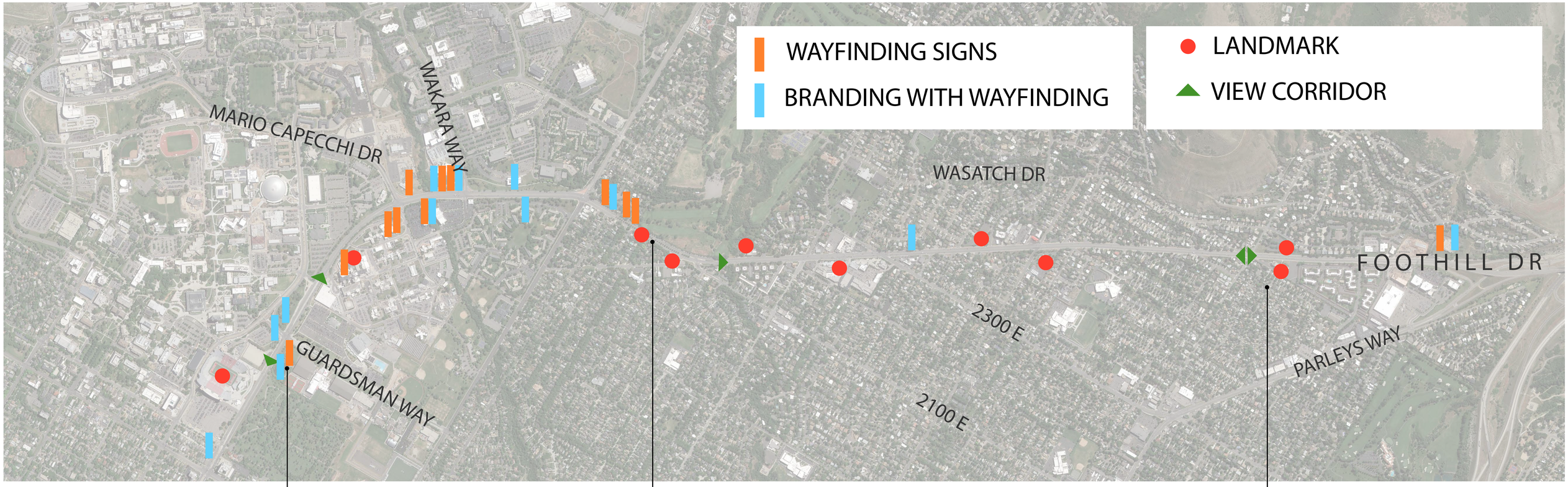
Data Source: Team field work

GOAL 1

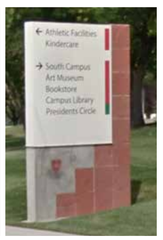
Preserve and enhance communities along the corridor.

WAYFINDING

Wayfinding tells you **where you are**, **where you are going**, and helps you to **remember the places you've been**.



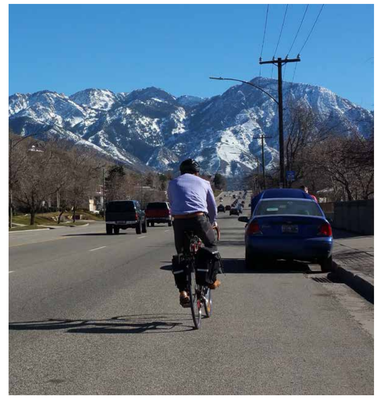
Foothill Drive has several systems of formal wayfinding in the segment near the regional destinations such as the University.

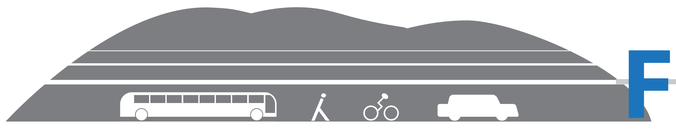


Data Source: Team field work

The tree median south of Sunnyside is a memorable aspect of the street for regional travelers and neighbors alike.

Wayfinding signs are largely not present in other segments of the corridor. Here, views of the mountains and landmarks such as places of worship help provide a sense of place.





NEIGHBORHOOD TRAFFIC IMPACTS

Motorists "cut through" neighborhood areas as an alternative to Foothill to get to major destination centers such as the U and Research Park.

The grid system affords several alternate routes on the west side of Foothill Drive.

However cut-through route attractiveness is limited, with just as many intersections with signals or stop signs as Foothill, and significant out of direction travel.

There are few east side cut-through options: Wasatch Drive is the only through route. Frequent stop signs and speed humps reduce attractiveness.

The obtuse angles at which some streets turn off Foothill lure motorists to drive through neighborhoods without slowing down.

Data Source: Team field work

NOISE & AIR QUALITY

NEAR-ROADWAY AIR QUALITY OVERVIEW

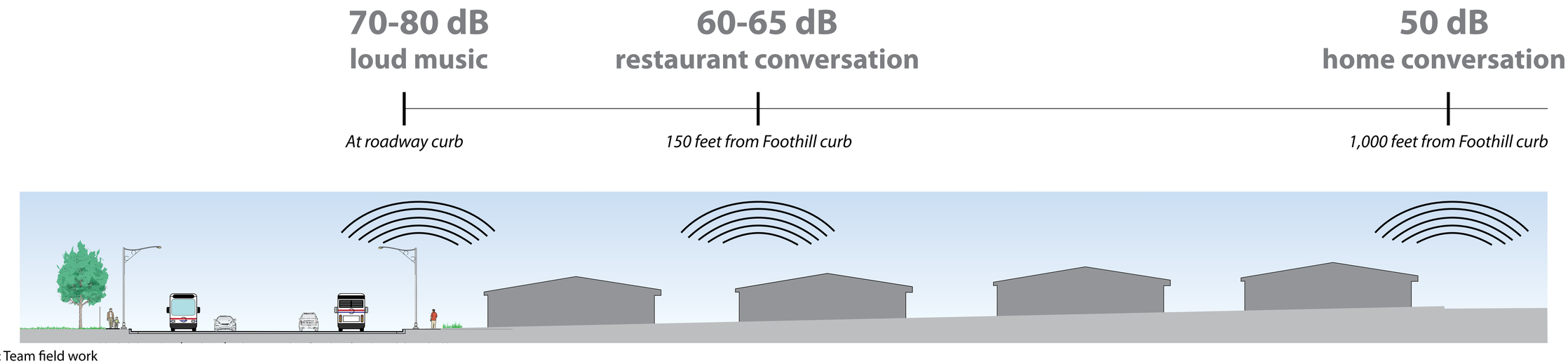
Pollutants directly emitted from cars, trucks and other motor vehicles occur in higher concentrations near major roads. Examples include particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NOx), and benzene. Traffic also emits brake and tire debris and can blow road dust into the air.

People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems that may be related to air pollution from roadway traffic.

Pollutants are generally highest on the roadway. Increased distance from the road generally reduces concentrations to background levels within 500-600 feet. Pollutants tend to be higher when low speed winds blow from the road. Congestion, stop-and-go movement or high speeds can increase some emissions. Other factors affecting pollutant concentrations include the mix of vehicles, roadway design, and nearby land uses.

Adapted from "Near Roadway Air Pollution and Health," EPA, https://www3.epa.gov/otaq/nearroadway.htm

GENERAL RUSH HOUR FOOTHILL DRIVE CORRIDOR NOISE LEVELS



Data Source: Team field work

GOAL 1 Preserve and enhance communities along the corridor.

Ideas from past plans and efforts

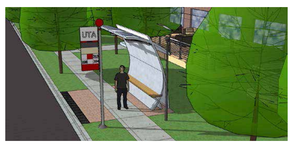
Add landscaped median in some locations south of 2300 East

Add more trees to the corridor

Lower the speed of automobile traffic entering residential neighborhoods from Foothill

Enhance pedestrian crossings at major intersections

Improve bus stops to enhance public space



Wayfinding sign system to business districts, regional destinations, cultural district, neighborhoods and downtown Salt Lake

Use consistent design features to provide a gateway identity

Add more safe Pedestrian crosswalks along and across Foothill Drive

Enhance safety and traffic calming to angled neighborhood streets onto and off of Foothill Drive

Themes from the Open House

Neighborhood thru-traffic: Commenters expressed a desire for a reduction in overall neighborhood thru-traffic and lowering the speed of traffic entering residential neighborhoods.

Aesthetics: Commenters were concerned with the deterioration of properties along corridor. Several commenters wanted better aesthetics and suggested sidewalk beautification and adding trees along the corridor.

Noise and Air: Commenters expressed concern with noise impacts and suggested installation of sound barriers as a way to achieve this goal. Several commenters questioned how this project can contribute to better air quality.

GOAL 2 Move more people through the entire corridor.

This goal emphasizes Foothill Drive's role in **regional travel** – it seeks to efficiently **move the most people from one end of the corridor to the other**. To measure the achievement of this goal, we'll look at things like:

- **How long does it take private vehicles and transit** to move through the corridor?
- **How long are motorists delayed** at key intersections?
- What is the impact on **future travel demand** on the corridor?
- How well does the greater Foothill corridor (including nearby parallel streets) provide an option for **bicycling and walking?**
- **How many people** in cars and transit can move through the corridor in an hour?

GOAL 2

Move more people through the entire corridor.

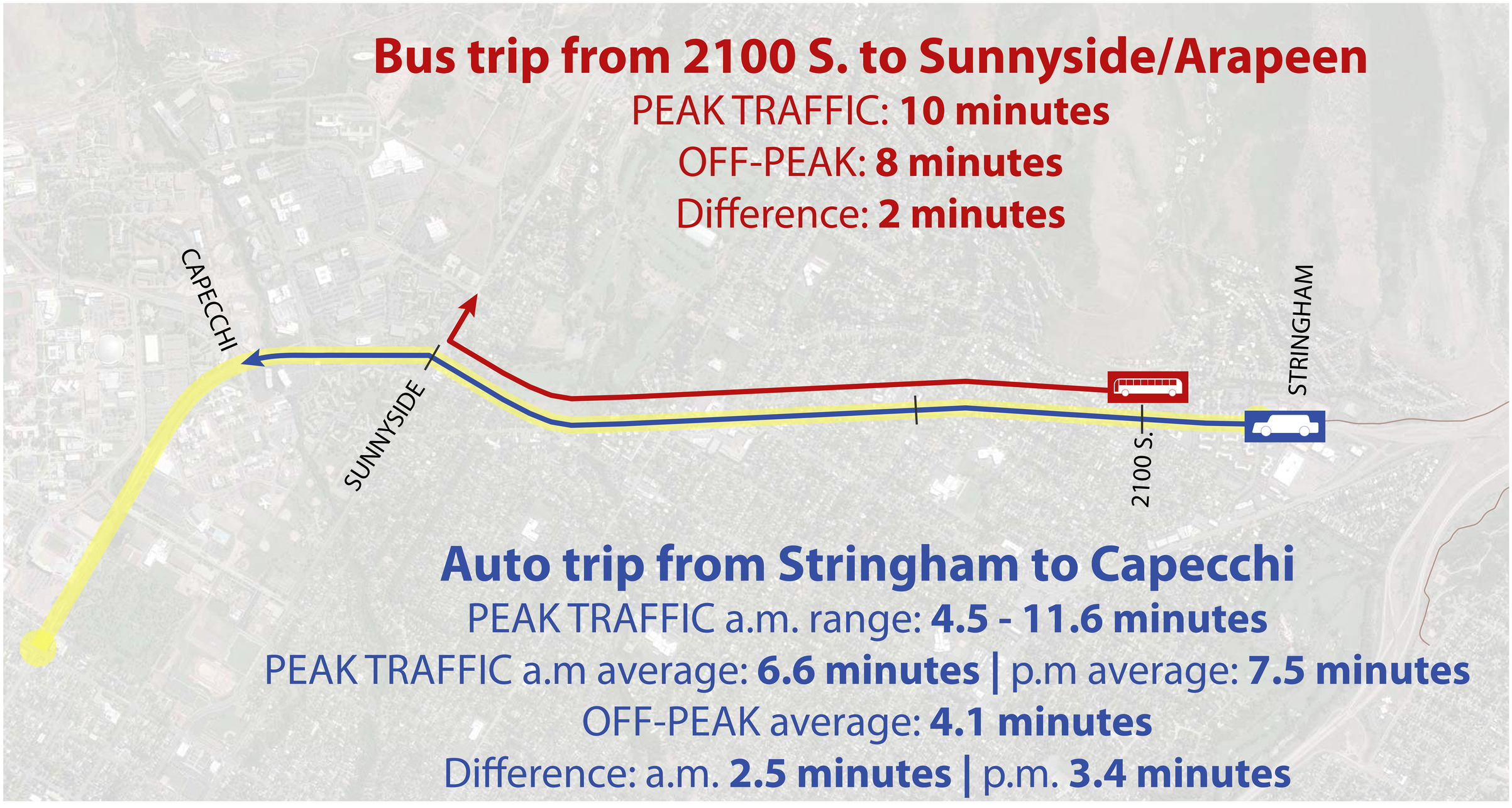
TRAVEL TIME

Bus trip from 2100 S. to Sunnyside/Arapeen

PEAK TRAFFIC: **10 minutes**

OFF-PEAK: **8 minutes**

Difference: **2 minutes**



Auto trip from Stringham to Capecchi

PEAK TRAFFIC a.m. range: **4.5 - 11.6 minutes**

PEAK TRAFFIC a.m average: **6.6 minutes** | p.m average: **7.5 minutes**

OFF-PEAK average: **4.1 minutes**

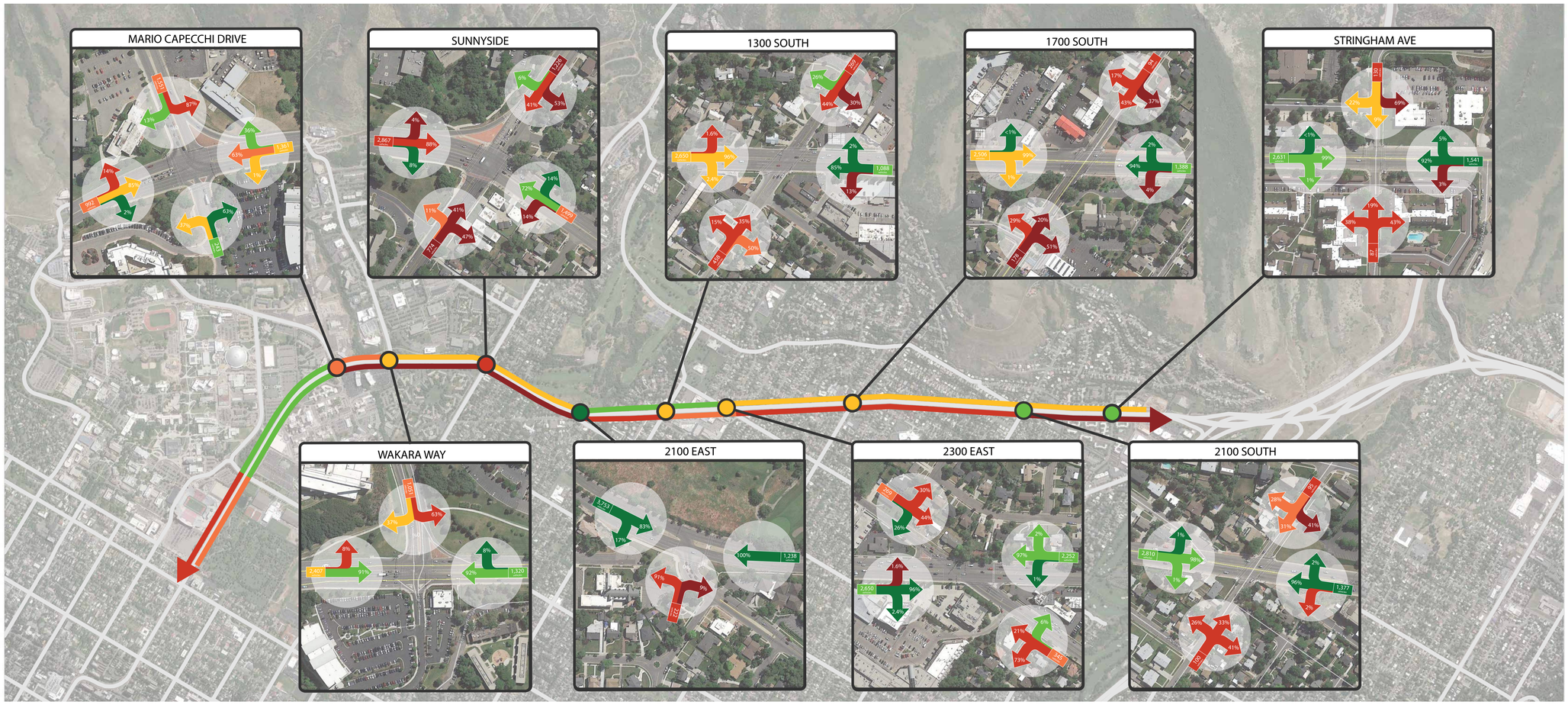
Difference: a.m. **2.5 minutes** | p.m. **3.4 minutes**

Data Source: WFRC; UDOT; UTA; Team field work

GOAL 2

Move more people through the entire corridor.

INTERSECTION DELAY



PM Peak-Hour Intersection Level of Service

PM Peak-Hour Roadway LOS

While many intersections appear to run smoothly, segments between intersections run slowly.

Data Source: 2008 Foothill Drive Study

The most challenged movements on the corridor are turning from Sunnyside, Wakara and Capecchi on and off from Foothill.

South of Sunnyside, **traffic going straight through intersections**, typically makes up more than 90 percent of vehicles.

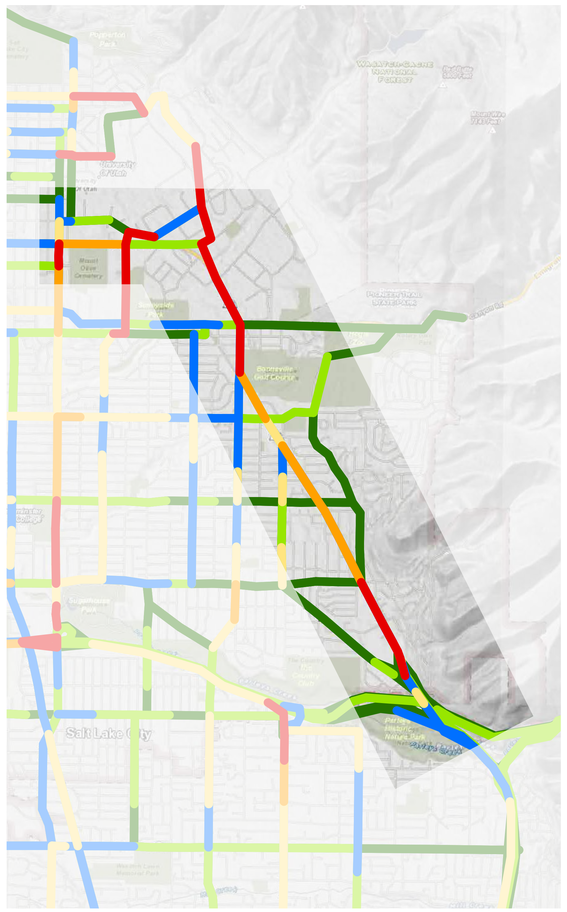
GOAL 2

Move more people through the entire corridor.

FUTURE DEMANDS

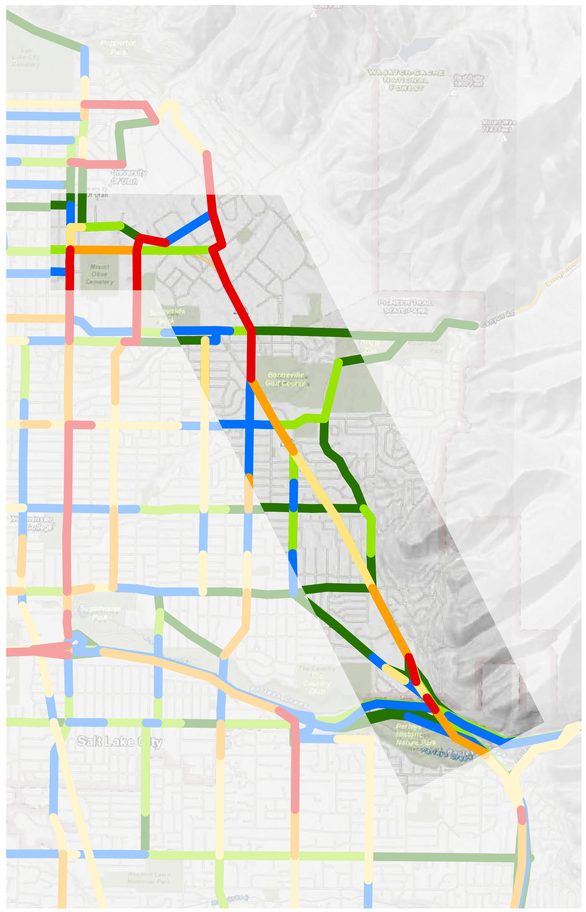
Despite planned capacity improvements, Foothill Drive is projected to continue to run at a failing level of service because of increased demand.

2011



45,000 vehicles
on Foothill Drive

2024



52,000 vehicles
on Foothill Drive

2040

54,000 vehicles
on Foothill Drive

LEVEL OF SERVICE

Data Source: WFRC

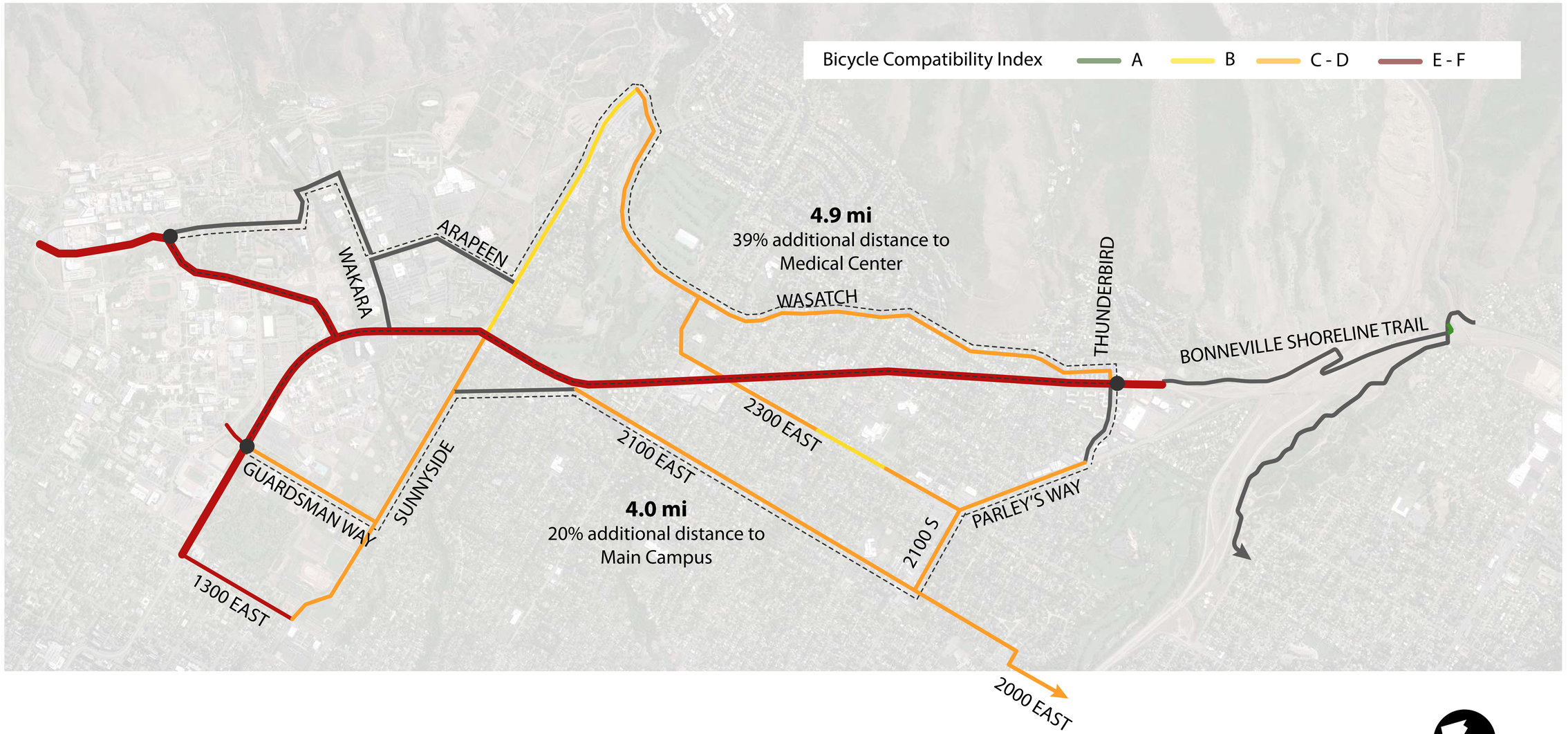
GOAL 2

Move more people through the entire corridor.

ACTIVE TRANSPORT

Bicycling on Foothill Drive is incompatible with the current street design and not much room remains for a proper bike facility.

Parallel routes exist on both sides of Foothill but they are 20 to 40 percent less direct and hilly.



Data Source: Team field work

GOAL 2

Move more people through the entire corridor.

PEOPLE PER HOUR

Foothill Drive can currently move ~ 3,000-4,350 people per hour per direction.

- 3,900 people in cars driving in 3 lanes
- 450 people in 6 buses per hour in the peak direction

An extra **vehicle lane** adds **1,300 people** per hour.
A **carpool lane adds at least 2,000 people** per hour.
A **transit service every 10 minutes** adds **450 people** per hour.
An on-street transitway such as **bus rapid transit** adds at least **6,000 people** per hour.

Data Source: Team research

GOAL 2 Move more people through the entire corridor.

Ideas from past plans and efforts

Peak hour bus/high occupancy vehicle lane

Six vehicle lanes throughout the corridor

Bus Rapid Transit in dedicated median

Reversible lanes

Parallel bicycle routes off Foothill Drive itself

Turning improvements at Sunnyside Avenue and Foothill Drive: third left turn lane onto Foothill Drive, "Michigan Left" or a Continuous Flow Intersection (CFI) design

Reduce the number of driveways on Foothill

Themes from the Open House

Managed lanes: Both support and opposition was noted for several managed lane scenarios including, reversible lanes, HOV lanes, and exclusive bus lanes.

Grade separation: Commenters also expressed preference for either underground/overhead thru-way lanes, stacking the corridor (one level would be residential, the other commuter) and suggested overpass/underpasses for intersections.

On-street parking: Several commenters expressed interest in eliminating parking along the corridor.

Bike: Several commenters noted a desire for a bike path along the entire corridor.

Transit: Commenters expressed interest in a transit connection from the southeastern portion of the Salt Lake Valley to the University of Utah and also expressed interest in more direct bus service with fewer stops.

GOAL 3

Enable access to destinations by all modes along and across the corridor.

This goal seeks to enhance the **community's ability to access destinations** along the Foothill Drive corridor. To measure the achievement of this goal, we consider:

- Can people safely and conveniently **drive, walk, bike, and take transit to shopping, schools, parks, libraries, places of work,** and other desti nations on and near Foothill?
- Do major **intersections on Foothill** work safely and conveniently for all modes?
- Are **left turns** safe and efficient from Foothill Drive to neighborhoods, businesses, and cross streets?
- How good are the "slow" environments - **parking, the pedestrian realm, and transit stops**?

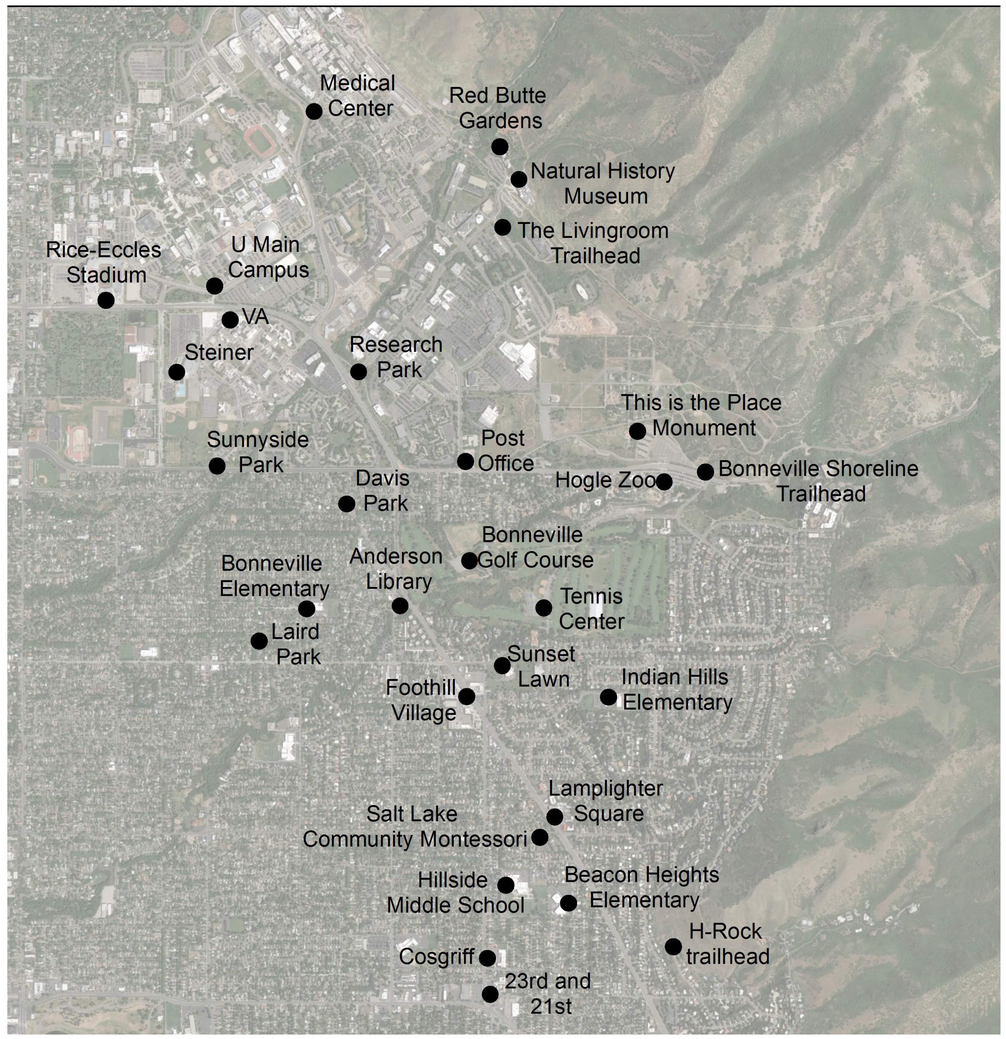
GOAL 3

Enable access to destinations by all modes along and across the corridor

DESTINATIONS

The Foothill corridor provides access to a range of neighborhood, community, and regional destinations.

However, many of these destinations lie off Foothill Drive, emphasizing the role of the whole transportation network to help people reach them.



GOAL 3

Enable access to destinations by all modes along and across the corridor

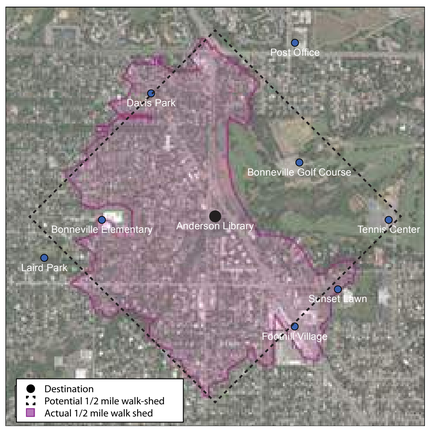
DESTINATIONS

The nature of many Foothill corridor destinations creates the potential that people can walk to them.

However, transit access is a challenge for the corridor, with most bus stops inaccessible for very nearby areas.

In general Foothill Drive does not reduce the "walk sheds" of these shopping areas, parks, schools and other neighborhood amenities.

Lamplighter Square



Anderson Library

Beacon Heights Elementary

Data Source: UTA; Team field work

GOAL 3

Enable access to destinations by all modes along and across the corridor

INTERSECTIONS

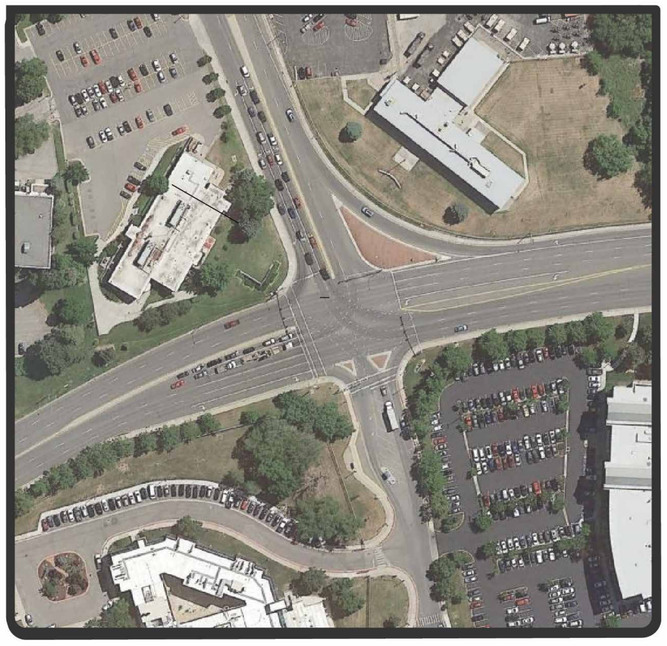
Intersections for all users

Mobility

Safety

Mobility

Pedestrian access to stops



Bike facilities

Speed limit

Conflicts with turning vehicles

Speed limit

Crossing length

High-visibility crosswalks

* Scores are out of 100 possible points.

Pedestrian conditions in Foothill intersections are consistently poor, due to the vehicle speeds; long crossing distances; lack of visibility of crosswalks; and minimal features such as curb ramps.

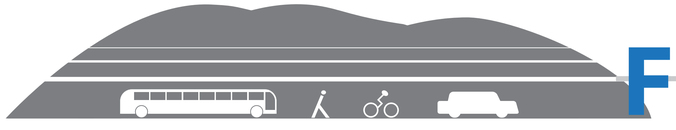
Bicycling conditions are worse. High speeds on Foothill; lack of bike facilities; lack of resolution of turning movement conflicts with vehicles and lack of visibility of cyclists in intersections.

Pedestrian conditions are worst at **Mario Capecchi** and **Wakara Way**, which lack two crosswalks.

Transit access suffers from the distance of stops from intersections, often up to **250 feet away.**

Intersections in the southern part of the corridor are timed to move traffic through, causing **cross traffic to wait**.

Data Source: Team field work



GOAL 3

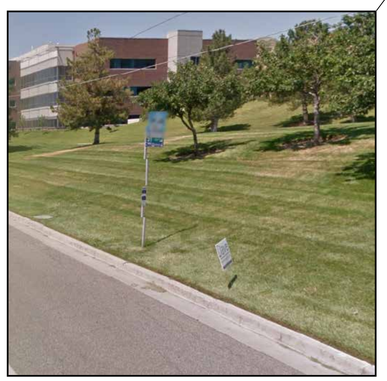
Enable access to destinations by all modes along and across the corridor

SLOW ENVIRONMENTS

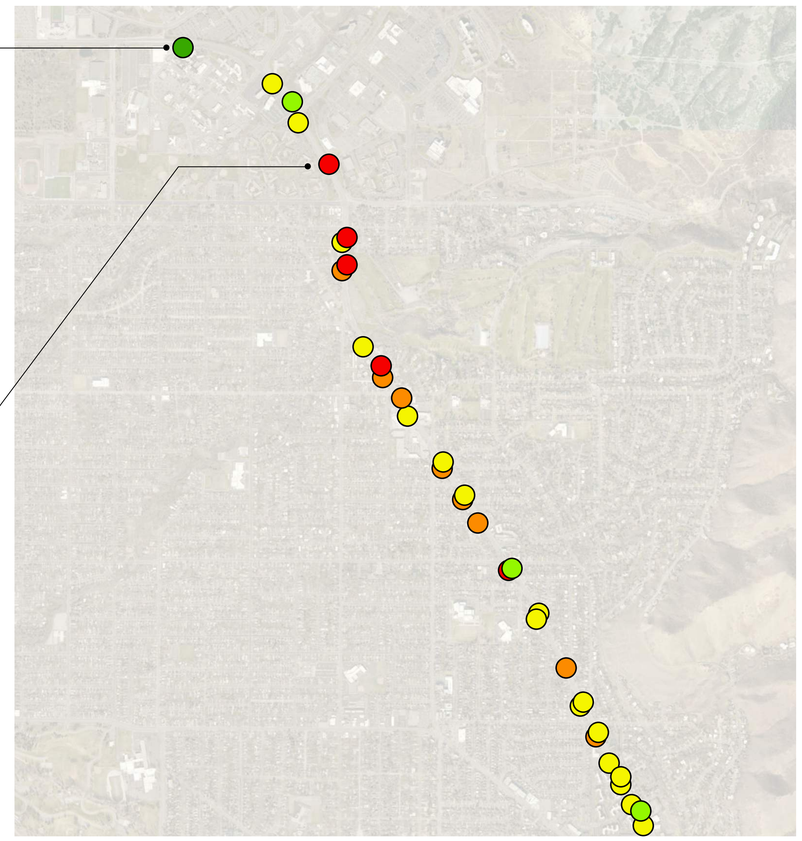
Slow environments are respites from the fast-moving traffic on major streets like Foothill Drive.
Slow environments are a necessary part of any trip to access one's destination.
These environments include sidewalks and other pedestrian areas, bus stops, and on-street parking.

On-street parking exists only on short segments south of 2300 East, and it is little-used.

BEST



WORST



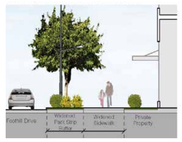
Bus stops are generally very poor, lacking basic aspects such as space to wait and Americans with Disabilities Act (ADA) accommodations, as well as seating and shelter.

Data Source: Team field work

GOAL 3 Enable access to destinations by all modes along and across the corridor.

Ideas from past plans and efforts

Improved and widened sidewalks



Transit on weekends and evenings

Improved sidewalk maintenance

Change pedestrian signal timing

More pedestrian crossings of Foothill Drive

Improved bus stops with ADA compliant boarding areas, improved lighting, new benches and shelters

New bicycle path through the Bonneville Golf Course

Easier turning off Foothill

More parking at destinations

Safe bicycling pathways that have a buffer between street and pathway for snow removal; do not impede/slow motorized vehicle travel; provide a safe access to destinations; and have the support of community councils.

Themes from the Open House

Intersections: Commenters frequently noted congestion at traffic lights and difficulty in making left-hand turns. Commenters made suggestions such as adding left-hand turn signals, adding free-flowing right turn lanes, and increasing the green light time for east-west cross streets.

Bike and Pedestrian: Commenters noted that biking and walking is challenging along the corridor and more accommodations need to be made for cyclists and pedestrians.

Sidewalks: Commenters specifically noted that sidewalks need improvement, including better winter snow removal, and increasing the setback from the corridor to enable better pedestrian walking conditions.

GOAL 4

Contribute to complete multi-modal transportation networks.

This goal seeks to use Foothill Drive to **improve driving, transit, bicycling and walking on streets beyond Foothill Drive**. Because Foothill Drive is an important street for much of the Salt Lake Valley, its design and performance is interrelated with the surrounding network of other streets.

To measure the achievement of this goal, we'll look at **how Foothill Drive complements roads and streets** such as Interstate 80, Sunnyside Avenue, 2300 East, 1300 East, and Wasatch Drive for:

- **Driving**
- **Walking**
- **Transit**
- **Bicycling**

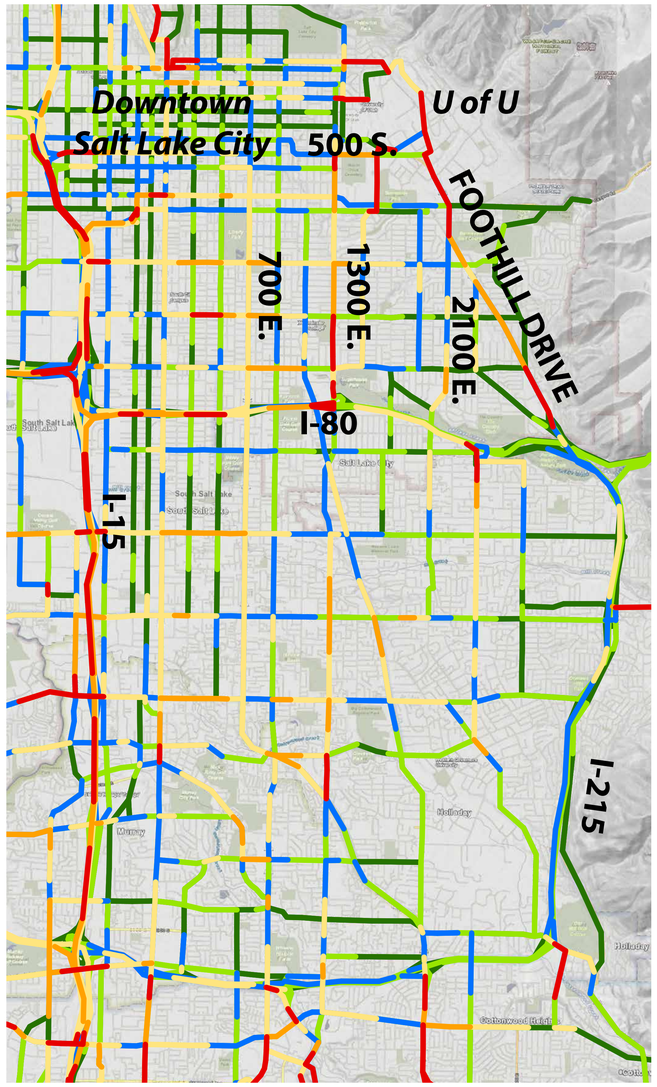
GOAL 4

Contribute to complete multi-modal transportation networks

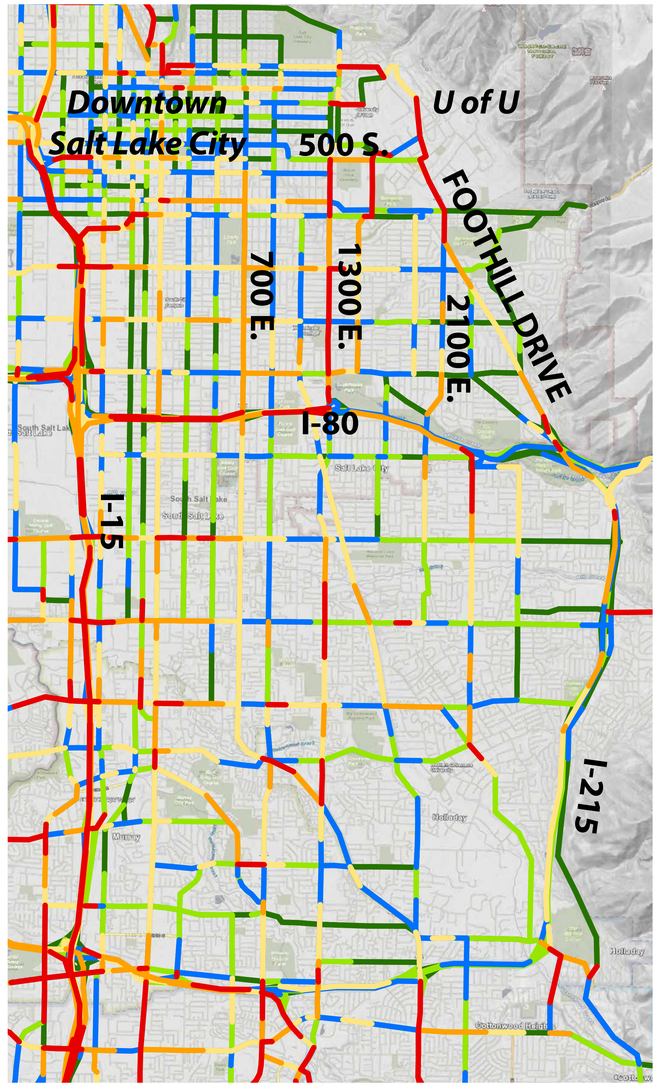
VEHICLE NETWORK

Foothill is a **key link** in the regional network as it is the largest street to access a **major regional employment center.**

The effects of the Foothill traffic on other streets are **localized to immediate conditions** around intersections, the University area, and the I-80/215 interchange.



2011



2024

LEVEL OF SERVICE

A C E

B D F

Foothill's poor levels of service (E and F) **compare with those of the region's freeways.**

Foothill is a **bottleneck** that provides a unique connection over lower Parley's Canyon and through a poorly connected University area.

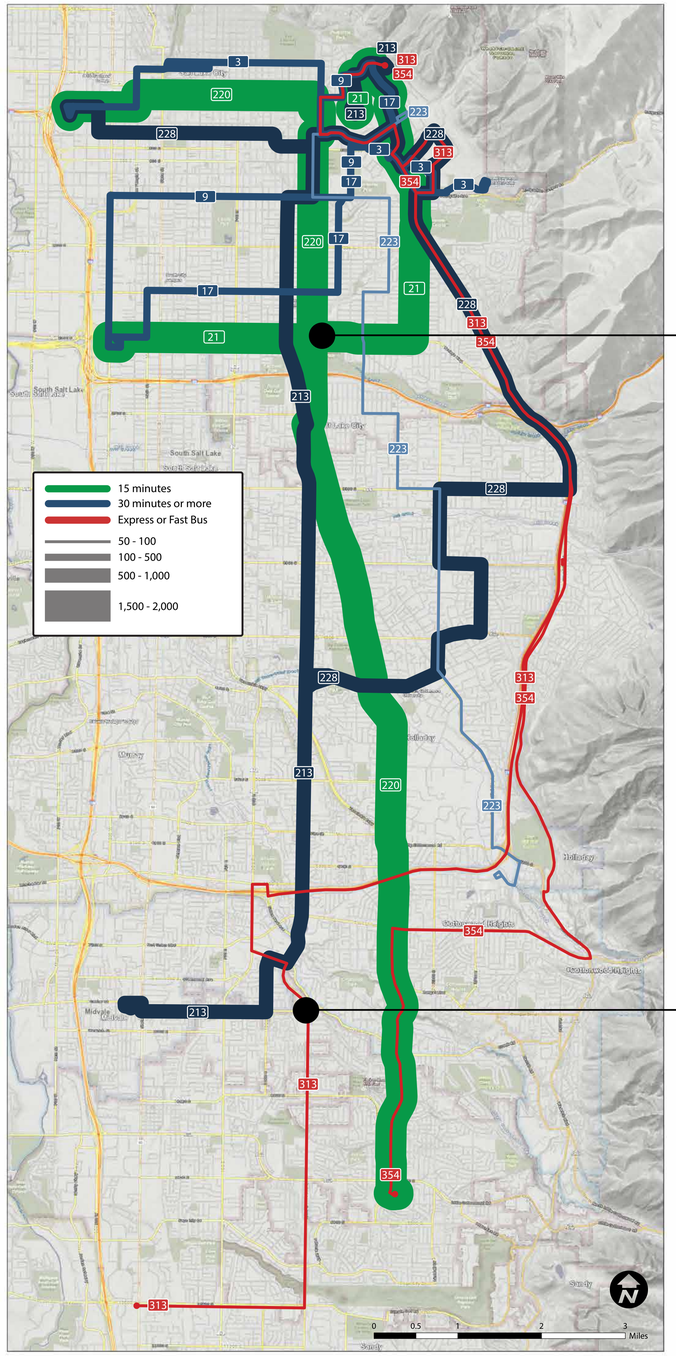
The 2000 / 2100 East corridor could begin deteriorate as this is one corridor that provides similar access as Foothill from Southeast Salt Lake Valley, leading to more potential community impacts.

Data Source: WFRC

GOAL 4

Contribute to complete multi-modal transportation networks

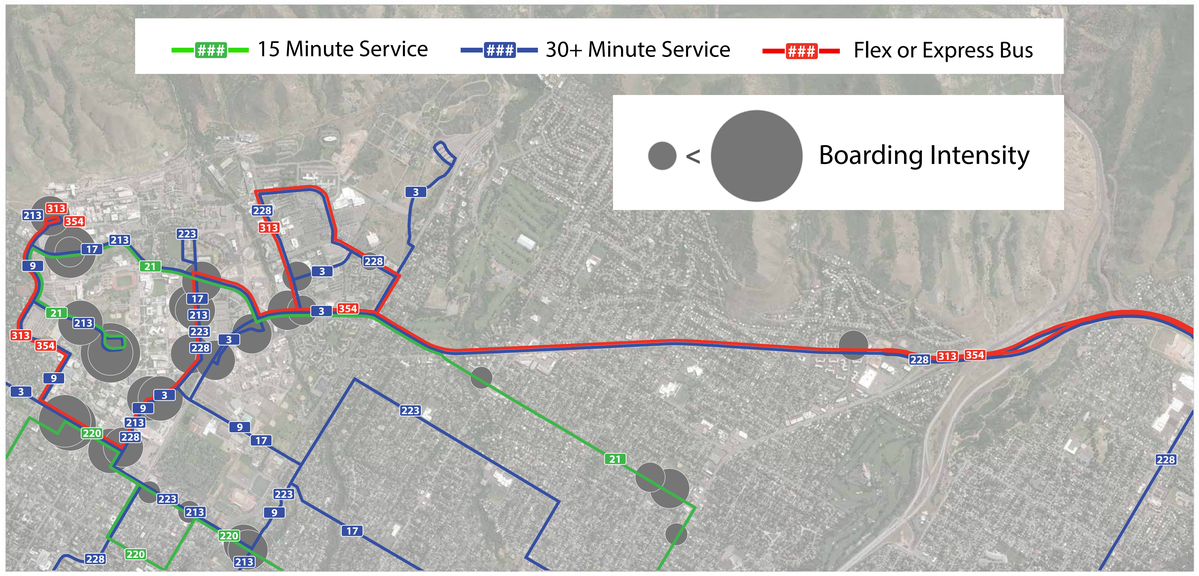
TRANSIT NETWORK



15-minute services such as the 21 and 220 are popular routes to reach University area destinations for the east side of Salt Lake Valley.

Two Fast Bus services run from southeast SL Vallet along Foothill to U of U destinations - but aren't heavily ridden.

Several factors make the southern part of the Foothill corridor a **difficult transit environment**: Low density neighborhoods, steep hills, poor bus stop access, and one bus every half hour for most of the day.



Bus boardings are concentrated in the University area, but there is **no central transit point**, especially in the Research Park area.

Almost **no east-west service** reaches the Foothill corridor except for right at the University; the **only routes serving the area** are on Foothill.

Data Source: UTA

GOAL 4

Contribute to complete multi-modal transportation networks

BICYCLE NETWORK

Most bike-oriented destinations in the corridor are off Foothill, allowing cyclists to use the **well-connected grid** of streets on the west side of Foothill.

However, the **bottlenecks** caused by lower Parley's Canyon and **poor connectivity** in the northern corridor push cyclists onto the poor conditions on Foothill.

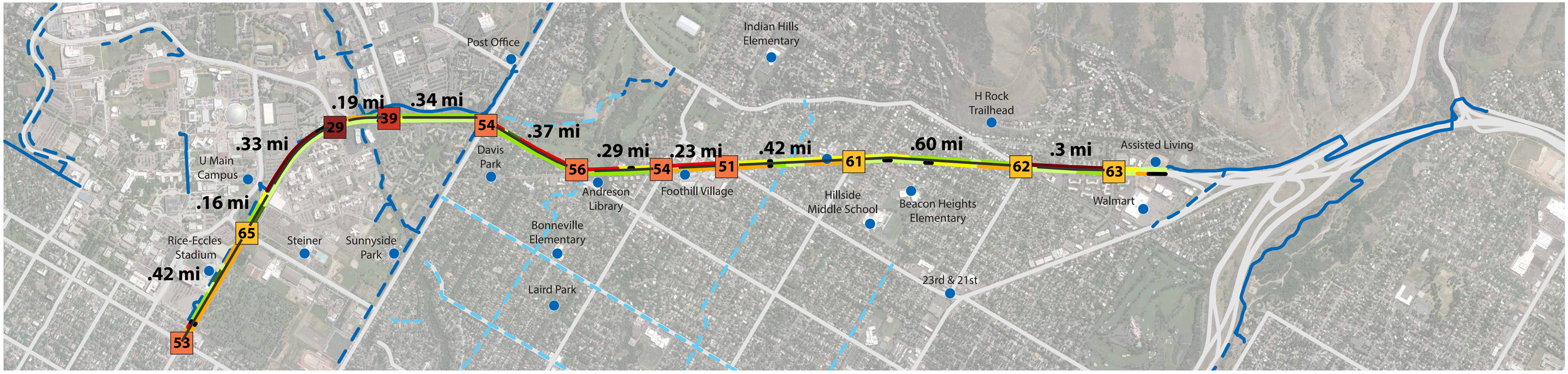
Connections are planned that would **overcome many of these barriers for cyclists,** especially in the Bonneville Golf Course and Sunnyside area.

Data Source: Sat Lake City Bicycle & Pedestrian Master Plan, WFRC

GOAL 4

Contribute to complete multi-modal transportation networks

PEDESTRIAN NETWORK



Pedestrian Environment

A B C D E F

Intersection Environment Score

##

Pedestrian Destination

Existing Multi-Use Pathway

Planned Multi-Use Pathway

Planned Neighborhood Byway

Foothill Drive's **pedestrian environment is inconsistent.** Its **pedestrian crossings are consistently poor**.

Foothill Drive is a **major pedestrian barrier in the University area**, where two of the key crossings at Mario Capecchi and Wakara Way are the worst in the corridor.

Foothill Drive is an **interruption** in what is otherwise a **walkable network** of neighborhood streets.

Foothill Village is a center of pedestrian interest yet the pedestrian environment and crossings are poor here.

While **pedestrian crossings lie as much as .6 mile apart,** in general, these spacings do not reduce the pedestrian accessibility of key destinations.

Data Source: Sat Lake City Bicycle & Pedestrian Master Plan; Team field work

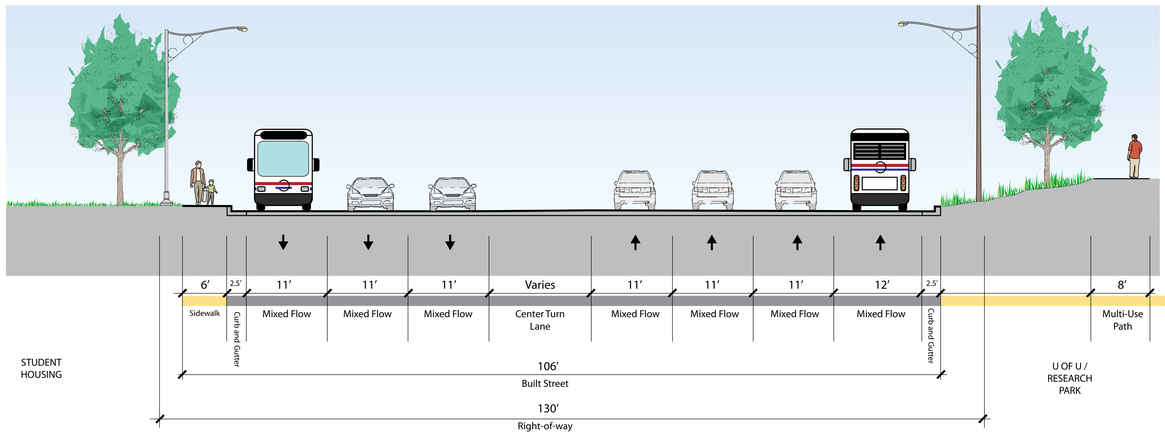
GOAL 4

Contribute to complete multi-modal transportation networks

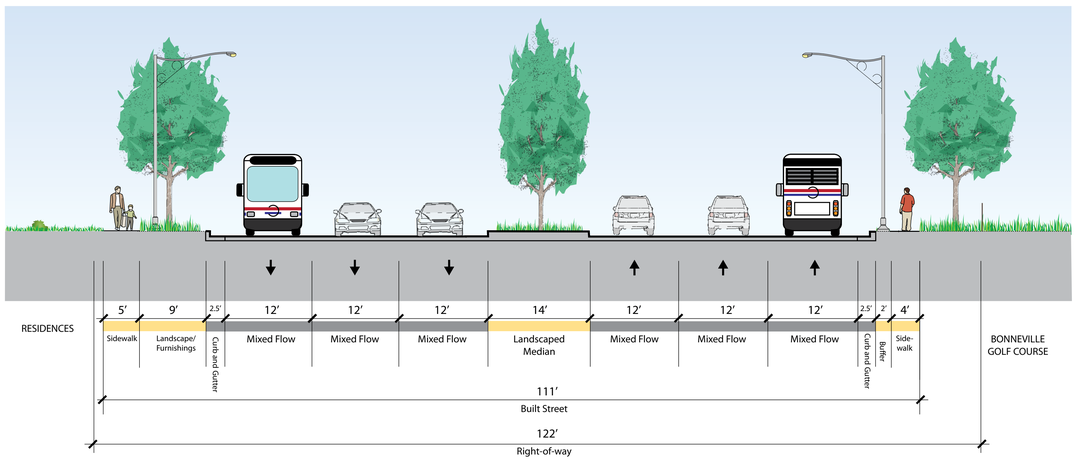
BALANCE OF MODES

Space used for moving mixed flow traffic

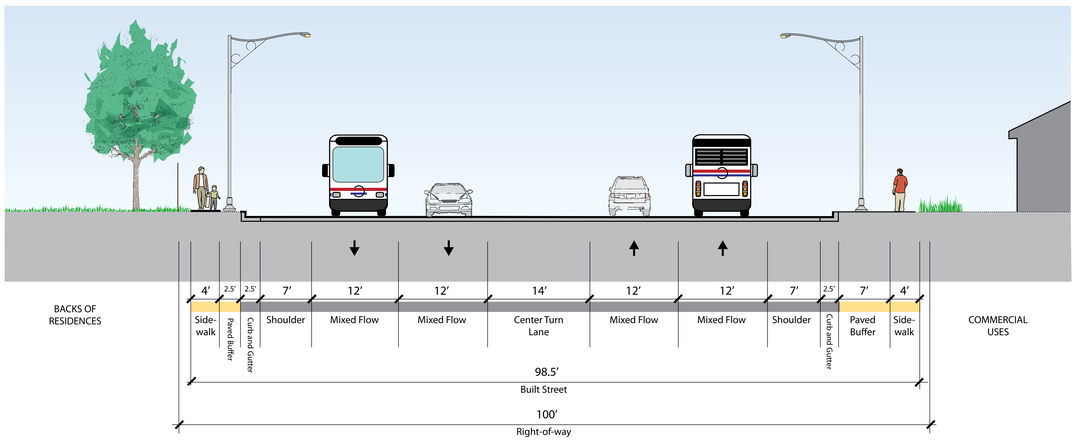
Space not used for moving mixed flow traffic



74% moving traffic

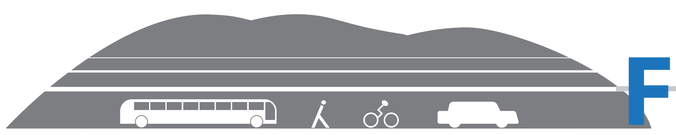


69% moving traffic



68% moving traffic

Data Source: Team field work

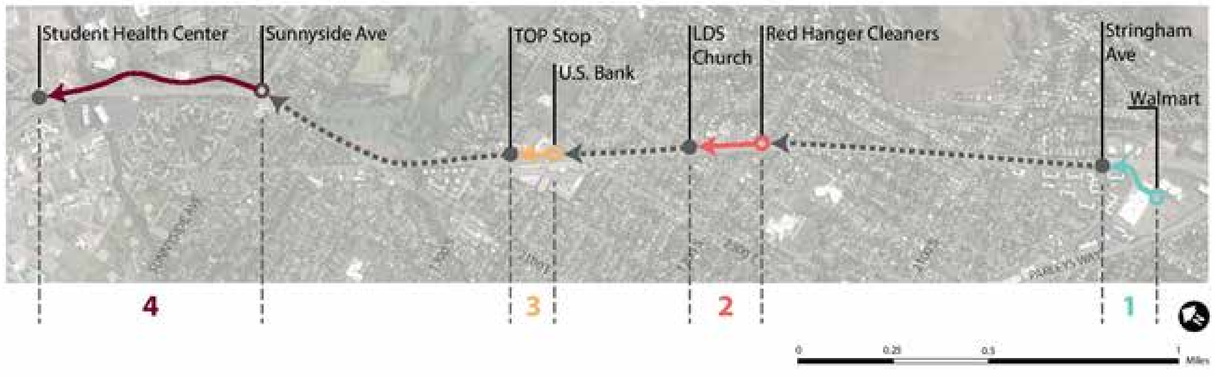


GOAL 4

Contribute to complete multi-modal transportation networks

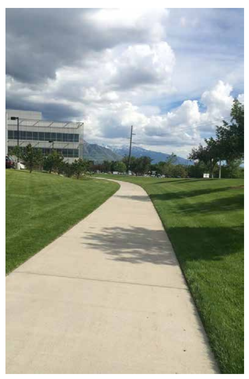
PEDESTRIAN AUDIT

On May 26, 2016, members of the project team joined representatives from the East Bench Master Plan Committee in observing walking conditions along or near the corridor, including the conditions of sidewalks, crossings, bus stop amenities, and overall experience while travelling the corridor on foot.



Generally, the walking experience is poor. Several factors, such as limited shade, few trash cans and other public amenities, and interruption of sidewalks in commercial areas by numerous driveways, degrade the experience of walking along Foothill Drive.

The pedestrian realm is highly variable. Pedestrian conditions along Foothill run the gamut from narrow sidewalks with no setback from the road to a sidewalk with a park strip and street trees to a path along Research Park with a wide, grassy buffer to no sidewalk at all. Often, contrasting conditions exist across the street from one another.



Many of the details don't work. Several sections of sidewalks have steep approaches from street that pose ADA accessibility challenges and intersections such as 2300 East require significant indirect travel to access the crosswalk locations.

Walking on Foothill is very noisy. The participants had trouble talking to one another as they walked. Noise levels were highest at the southern end of the corridor where the interstate freeways.

There were few other pedestrians on the corridor. More pedestrians were observed closer to the University and several pedestrians were observed waiting at bus stops.

Foothill Village in particular was a challenging pedestrian environment. The Foothill Village driveway, lacking a crosswalk and a direct path of travel, does not cater to pedestrians. Village access from surrounding sidewalks requires negotiation of a steep grade. And crossing Foothill Drive at the Village is inconvenient.

Some Foothill features help pedestrians. While many of the conditions along Foothill challenge pedestrians, some features provided a positive pedestrian experience, such as the median refuge at the 2100 East intersection.

GOAL 4

Contribute to complete multi-modal transportation networks

BICYCLING AUDIT

On May 26, 2016, members of the project team joined representatives from the Bicycle Advisory Committee and residents in observing bicycling conditions along or near the Foothill corridor. The group rode from the Walmart parking lot down the corridor and parallel routes, turning around at Guardsman Way and riding back to Walmart. The following are some of the group's observations.

Side street intersections present conflicts and visibility issues. The group found several issues pertaining to streets crossing Foothill: streets that cross or end at Foothill diagonally reduce visibility for bicyclists and pedestrians; lack of significant setbacks and overgrown plants near driveways to homes along Foothill do not enable motorists exiting to see people on the sidewalk; and, motorists on cross streets trying to enter Foothill do not stop at stop signs and instead block the crosswalk, marked or unmarked.

Bicycling conflicts with other uses in Foothill right-of-way. The Foothill roadway, with heavy, high-speed traffic, is incompatible for bicycling. In addition, bicycle audit group participants observed that the need to store snow in the winter and on-street parking constrain the roadway for bicycling. Due to the incompatibility of the Foothill roadway for bicycling, the group largely rode on the sidewalk and used pedestrian crosswalks to cross the street.

Some intersections have specific issues. The westbound-northbound slip lane at Foothill and Sunnyside (NE corner) makes the bicycle and pedestrian crossing feel unsafe and unprotected. Some school crossings on side streets very near to Foothill do not have as significant of school crossing markings as they could (i.e. Blaine Ave).

Parallel routes are a mixed bag. Parallel bicycling routes are close to Foothill in most places south of 1300 South, but they remain ineffective and too out of the way for people walking and bicycling for anything but commuting from one end to the other.

GOAL 4

Contribute to complete multi-modal transportation networks

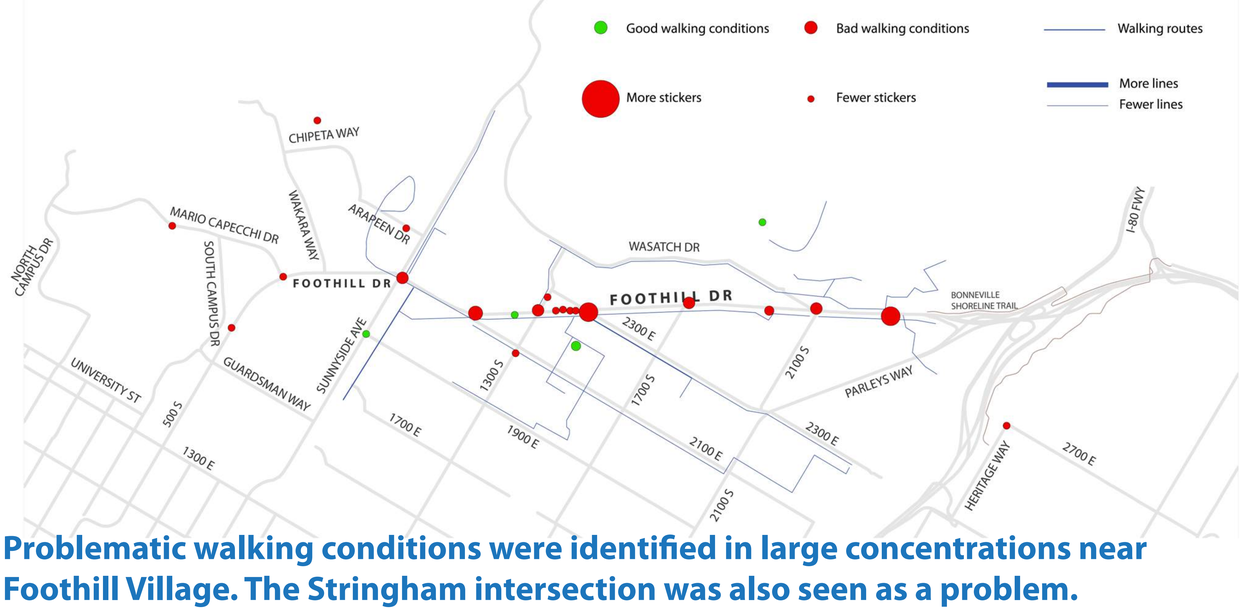
COMMUNITY PERSPECTIVES

At the Foothill Drive Implementation Strategy Open House held on March 31, 2016, participants used a map exercise to show where they travel in the Foothill corridor, what modes they use, and both good and bad conditions for those modes.

Workshop #1 map exercise: Routes and conditions, driving

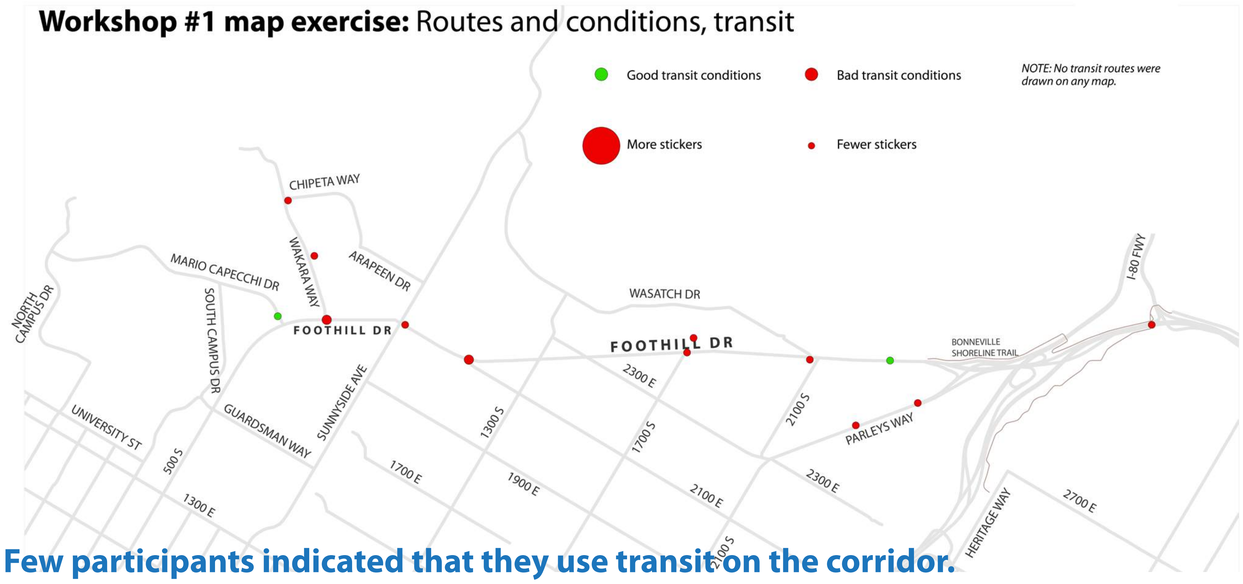
Driving conditions are laregly seen as poor, especially at intersections and at the I-80 interchange.

Workshop #1 map exercise: Routes and conditions, walking



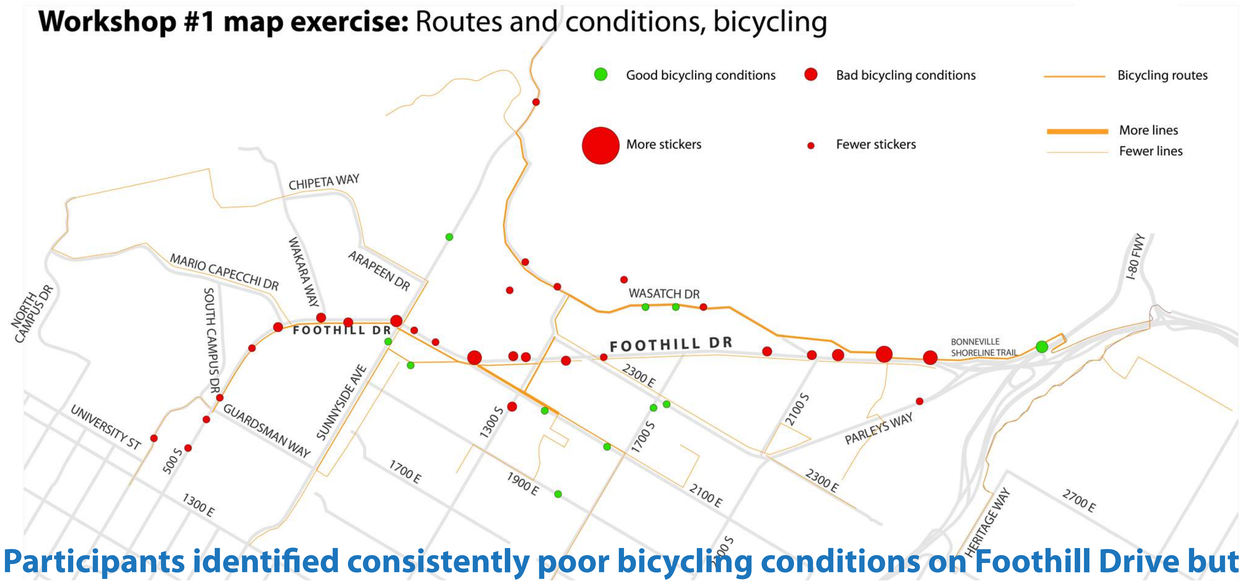
Problematic walking conditions were identified in large concentrations near Foothill Village. The Stringham intersection was also seen as a problem.

Workshop #1 map exercise: Routes and conditions, transit



Few participants indicated that they use transit on the corridor.

Workshop #1 map exercise: Routes and conditions, bicycling



Participants identified consistently poor bicycling conditions on Foothill Drive but identified some good conditions on parallel and cross routes.

GOAL 4 Contribute to complete multi-modal transportation networks.

Ideas from past plans and efforts

Leverage Transvalley corridor multi-use path planned for Sunnyside

Put bike facilities on 1300 East and Parley's Way

Improve transit service from southeast Salt Lake Valley to regional destinations via Foothill Drive corridor

Make new connections from Foothill through large land uses to neighborhoods with support of affected community councils

Improve parallel bike routes on streets such as 2300 East and Wasatch Drive

Creation of offsite parking for Park and Ride South valley commuters to reduce Foothill Drive traffic.

Coordinate with Interstate 80 projects

Implement SLC Pedestrian and Bicycle Master Plan

Themes from the Open House

Bike network: Both support and opposition was expressed for keeping bikes on Foothill Drive and also using parallel corridors such as Wasatch Drive, 1100 E, 1300 E, and 1500 E.

Road network: Commenters suggested using other parallel corridors (such as 1300 E) for handling commuter traffic and also noted desire for better east/west connections.

GOAL 5 Manage transportation demand by providing options.

Solving transportation issues along the Foothill Drive corridor also means making sure **travelers have choices as to how and when to travel to their destinations**. This may include options such as carpooling, transit, bicycling, non-"rush hour" commuting, and telecommuting.

To measure the achievement of this goal, we'll look at whether these options are **affordable, reliable, and convenient**.

GOAL 5

Manage transportation demand by providing options

MODE COMPARISON

For a trip from Sandy to Research Park via Foothill Drive, riding transit is competitive with driving a vehicle in terms of cost but not in time, and in many aspects of convenience. Carpooling in many ways has the advantages of both.

	Private Vehicle *		Carpool *	Transit	
COST	$3.00 FREE PARKING	$4.50 PAID U PARKING	$1.50 2 PEOPLE FREE PARKING	$2.00 MONTHLY UTA PASS	$0.00 U OF U UTA PASS
TIME	30-35 min.		35-40 min.	60-70 min	
CONVENIENCE	✓ Easy trip initiation ✓ Control environment ✓ One seat trip ✓ Easy trip chaining ✗ Driving in traffic ✗ Must find parking ✗ Unproductive time in car		✓ One seat trip ~ Somewhat easy trip initiation ~ Some control of environment ~ Only driver must drive in traffic ~ Easier parking in many cases ~ Productive time in car for passengers ✗ Difficult trip chaining	✓ Easy back end of trip if walk is short and convenient ✓ Productive time in bus/train ✓ No stressful drving in traffic ✗ More stressful trip initiation ✗ Can't control environment ✗ Potential need for transfers ✗ Difficult trip chaining in current land use pattern	

Data Source: University of Utah; UTA; Team research

* Does not include costs of owning a car such as insurance and maintenance.

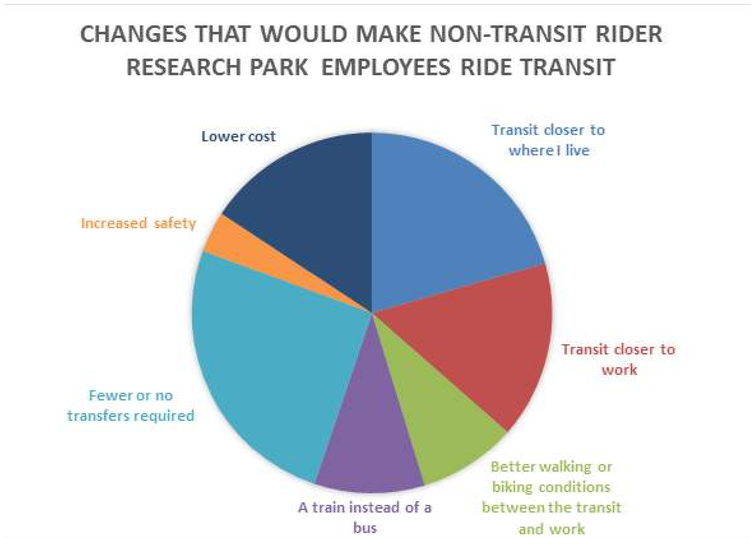
GOAL 5

Manage transportation demand by providing options

TRAVEL BEHAVIOR

Of Salt Lake Valley commuters outside of Salt Lake City, the biggest group of Research Park commuters, the comparison between driving alone and transit is not close. **Over 80 percent drive alone on Foothill.** There isn't a competitive transit option for this group.

Foothill commuters are open to taking transit.
While the overall transit mode share of commute trips taken by survey respondents was 6.4 percent, a larger segment of Research Park employees identify as transit riders. Roughly 1 in 5 survey respondents identified as a "transit rider."

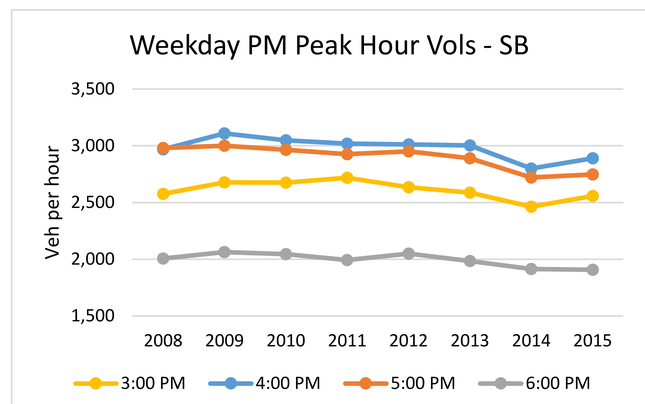


Data Source: UDOT TravelWise Research Park Travel Demand Management Study

The prepaid U of U transit pass makes a difference
Comparable U peak commute groups are 5 to 10 percentage points higher than non U groups.

The biggest catalyst for more transit ridership and carpooling is more resistance to single-occupant vehicle commmutes.
The group with the most transit ridership and carpooling comes from north of Salt Lake Valley, where the time difference between driving and transit is much less than from other origins. U employees from north of Salt Lake take transit at a higher rate than any other group and the non-U employees (without a transit pass) carpool at a higher rate than any other group.

U of U area commuters are trying to find ways around the peak traffic
Traffic data show that the 4:00 p.m. hour is busier than the 5:00 p.m. hour; many commuters try to leave early to miss the traffic.



GOAL 5 Manage transportation demand by providing options.

Ideas from past plans and efforts

Improved commuter express (Fast Bus) service such as new lines and increasing the number of peak trips and adding mid-day service

Bike share service in U of U area

More frequent local transit service

Peak bus or bus/HOV lane

Make the transit network effective for employees, students, clients and visitors of regional destinations

Bus Rapid Transit as a potential longer range strategy

Transit Signal Priority

Transportation Demand Management (TDM) efforts at the University, Research Park, and other destinations such as transit pass programs, carpool coordination and work hours flexibility

Effective carpooling incentives

Reduction in Onsite parking at commercial, medical and educational facilities at north end of the corridor.

Themes from the Open House

Transit: Many commenters desired increased bus service, including increased frequency, hours of service, and adding service on Saturday and Sunday. Several commenters also suggested extending TRAX service onto Foothill. There were also general comments about the desired for increased mass transit with no mode specified.

Rideshare and Parking: Commenters suggested that employers should provide carpooling services for employees with off-site parking garages and/or lots to support this. The Walmart parking lot was suggested as a possible location for a Park and Ride lot.

Other choices: Commenters noted that Travel Demand Management (TDM) strategies should be considered as well as future technologies.

GOAL 6 Enhance safety for all users.

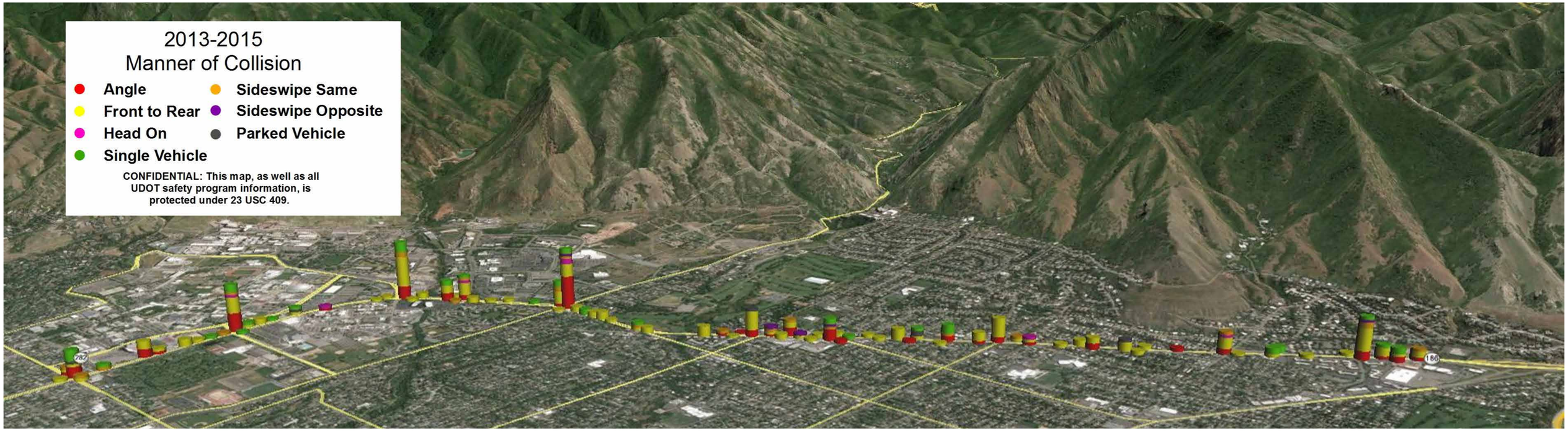
Creating a **safe environment on Foothill Drive** for drivers, pedestrians, cyclists and all others is critical. To measure the achievement of this goal, we'll look at things like:

- How can we **reduce the points of conflict** among through traffic, turning traffic, pedestrians, and cyclists?
- How can we **reduce the severity of potential crashes**?
- How can we **create buffers** between moving traffic and pedestrians/cyclists?
- How can we improve the visibility and safety of **pedestrian crossings**?

GOAL 6

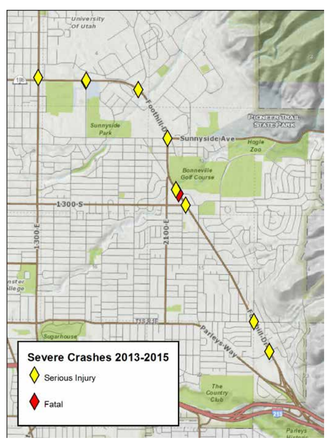
Enhance safety for all users

CRASH HISTORY



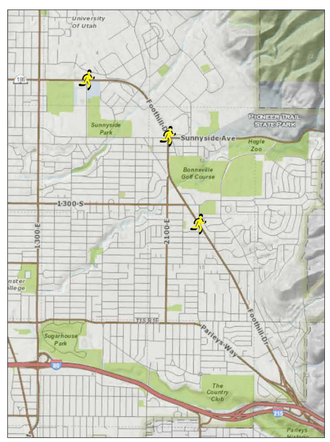
Crashes on the west end of the corridor reflect the difficult intersection conditions.

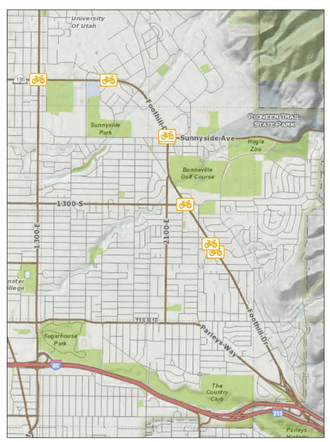
All types of crashes cluster at Foothill Village. 3 out of 9 severe crashes occurred there.



Rear-end crashes on the south segment of the corridor reflect the constant congestion, as well as driveway access conflicts.

Pedestrian and bicyclist-related crashes have tended to occur at major intersections in the northern part of the corridor.





A cluster of crashes at Stringham Ave reflects transition between freeway and Foothill Drive.

Data Source: UDOT

GOAL 6 Enhance safety for all users.

Ideas from past plans and efforts

Build median pedestrian refuges

Reduce number of driveways on and off of Foothill Drive

Slow traffic going into East Bench neighborhoods

Increase visibility of pedestrian crossings

Increase number of safe pedestrian crossings of Foothill Drive

Better buffers between moving traffic and pedestrians / cyclists

Themes from the Open House

Bike and Pedestrian: Many commenters felt that biking and walking on Foothill was unsafe and suggested separated bike lanes, sidewalks improvements, enhanced crossings, pedestrian overpasses, and better snow removal as ways to improve conditions.

Enforcement: Commenters expressed a desire for increased enforcement of speed limits, red light running, and bike laws. Several commenters expressed a desire for changing speed limits.

Intersections: Commenters felt that several intersections were unsafe and suggested adding turn arrows to the traffic lights.