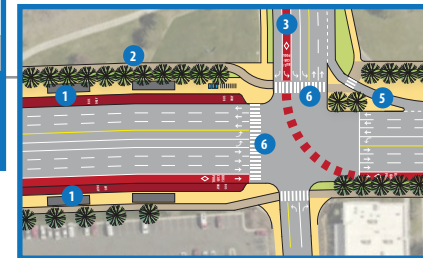


Implementation Strategy



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ACKNOWLEDGMENTS

The Foothill Drive Implementation Strategy was produced through a collaboration of the project partners, the community and the consultant team. We wish to thank all who contributed to this effort.

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** Special thanks to Jon Larsen and Scott Festin of Wasatch Front Regional Council for Travel Demand Modeling support.*

** Special thanks to those who assisted at the three public open houses.*



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Existing Conditions Report

Public Open House Summaries

Concept Evaluation Memorandum

Preferred Scenario Memorandum

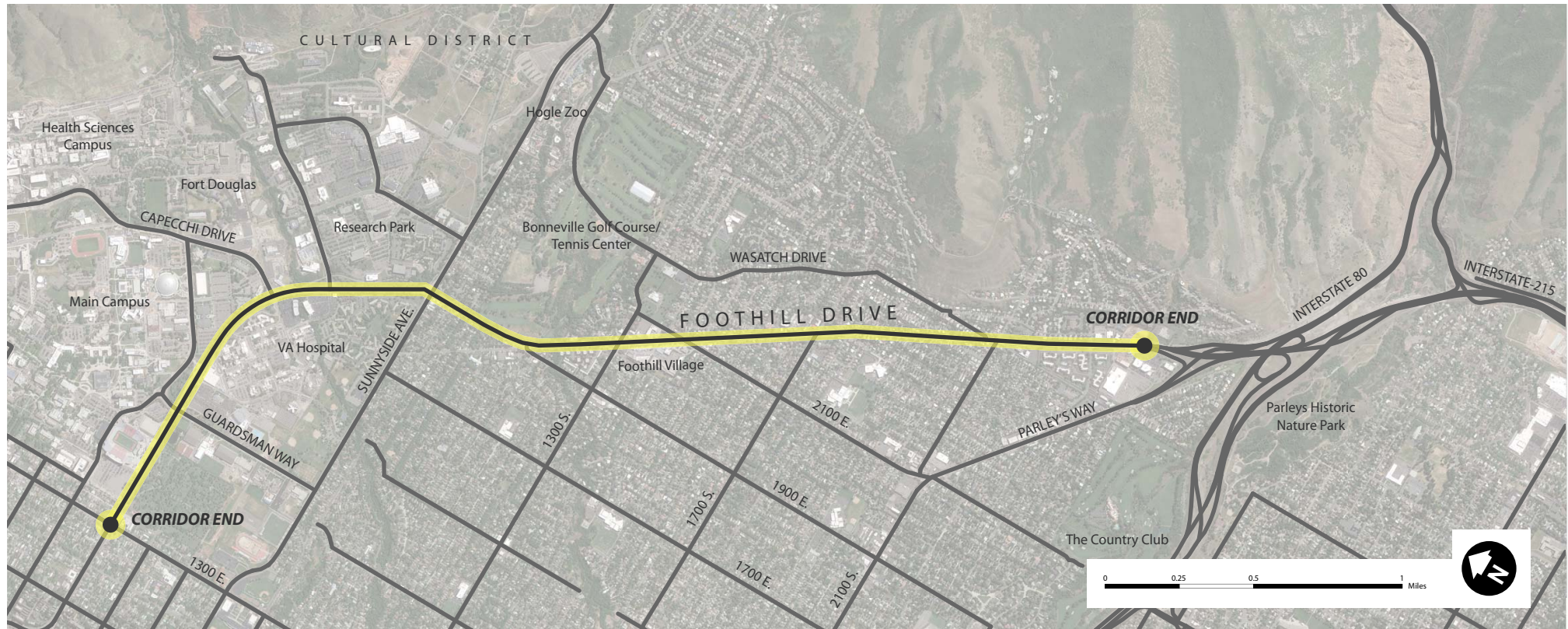


INTRODUCTION

The Foothill Drive Implementation Strategy is a partnership among Salt Lake City, the Utah Department of Transportation, Utah Transit Authority, Salt Lake County, University of Utah, and Wasatch Front Regional Council to identify short term and long term strategies to address issues along the Foothill Drive corridor such as traffic congestion, neighborhood connections, safety, and transportation options. The Foothill Drive Implementation Strategy project took place from January 2016 to March 2017 and the result was a recommended set of projects known as the Preferred Foothill Corridor Scenario.

This document includes three sections that summarize the project process and its results:

- The **Foothill Charter**, a short summary of the consensus of the Foothill Drive Implementation Strategy Steering Committee;
- The **Project Process**, a summary of the deliberate process the project team and Steering Committee went through to arrive at the Preferred Foothill Corridor Scenario; and
- The **Preferred Foothill Corridor Scenario**, a summary of the recommendations of the Steering Committee.



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THE FOOTHILL CHARTER

We, the partners of the Foothill Drive Implementation Strategy, endorse our Preferred Scenario for the Foothill Drive corridor. We will work together to:

- **Achieve the Foothill Drive Corridor Goals:** The Goals represent the aspects of the corridor most important to us- enhancing the community, moving more people, accessing destinations, creating complete transportation networks, providing transportation options, improving safety, developing an achievable solution, and being inclusive.
- **Achieve the Foothill Drive Corridor Themes:** The themes represent the outcomes toward which the Preferred Scenario projects should clearly work - transforming the corridor to transit, carpooling and active transportation, decreasing corridor travel time balanced with community enhancement, and improving the corridor's public realm.
- **Holistically implement the Foothill Drive Preferred Scenario's elements:** The Preferred Scenario represents what we believe to be the most comprehensive way to achieve the Corridor Goals and the Corridor Themes. Its elements, which include capital improvements, operational and service improvements, and programs and partnerships, both on and off Foothill Drive, are intended to complement and leverage one another. Within the proposed cross section for Foothill Drive the different elements are intended to work together and are all necessary to achieve the Goals and Themes. In this way, we will implement the solution holistically.

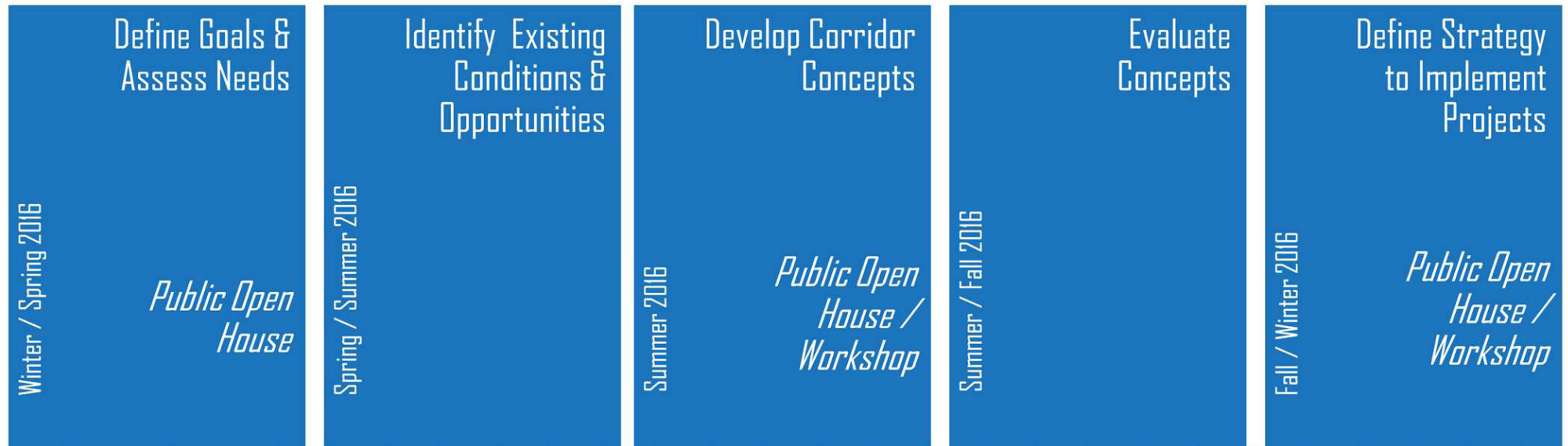


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PROJECT PROCESS

The Foothill Drive Implementation Strategy followed a careful process directed by the set of Corridor Goals developed by our Steering Committee with input from the public. Our Preferred Foothill Corridor Scenario was developed through the input of the partner agencies, community groups, and the public. The process took place over a 14-month timeframe from January 2016 to February 2017 and included five key steps of 1) defining goals; 2) identifying existing conditions; 3) developing corridor concepts; 4) evaluating the concepts; and 5) defining the strategy. Throughout, the process included frequent Steering Committee meetings, three public open houses, and other outreach events.



The following summarizes the steps the project team and the Steering Committee took to arrive at our Preferred Foothill Corridor Scenario, as well as other aspects of the project process.



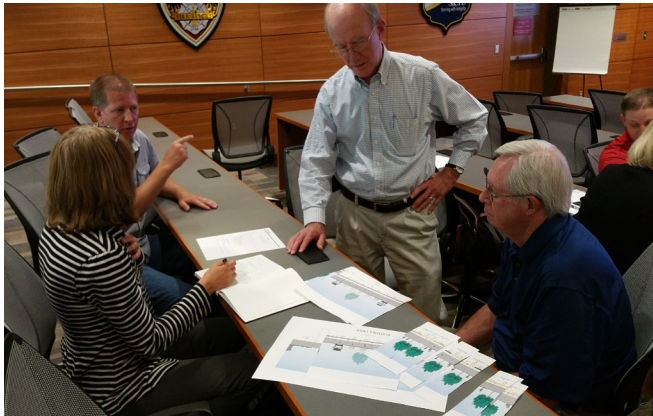
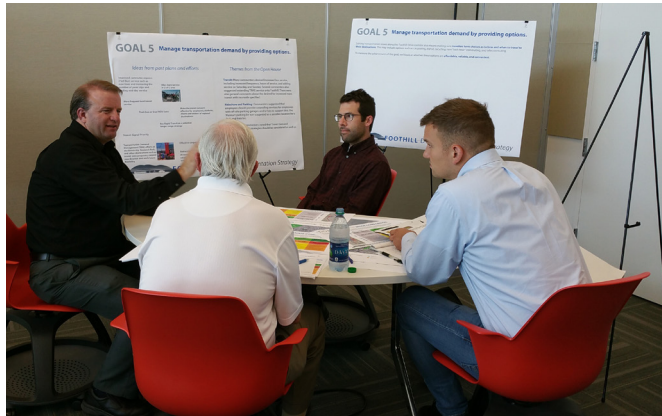
Steering Committee

The Steering Committee was the backbone of the Foothill Drive Implementation Strategy process. All project decisions were made by the committee, often with recommendations by the project team.

The Steering Committee was comprised of representatives of the six project partners- Salt Lake City, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), University of Utah, Wasatch Front Regional Council, and Salt Lake County- as well as representatives of the East Bench community. For a list of specific individuals on the Steering Committee, please see the Acknowledgments.



The Steering Committee met 10 times, starting in January 2016 and concluding in January 2017. Meetings were often interactive and included an idea generation charrette, a street cross section charrette, and the development of goals.



Steering Committee workshops throughout the process contributed to the project's collaborative approach.

Related plans and studies

Many previous and ongoing studies informed the development of the Foothill Drive Implementation Strategy.

2008 study

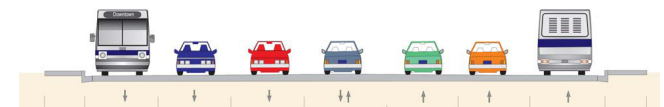
A study in 2008 analyzed the Foothill corridor and emerged with themes of greater use of higher occupancy modes, a balanced multi-modal approach, emphasis on regional transportation, and a desire for the corridor to look better.

The cross sections evaluated in the 2008 Study focused on lane configuration and transit service:

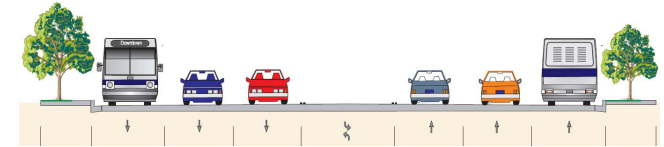
Bus Rapid Transit in dedicated median



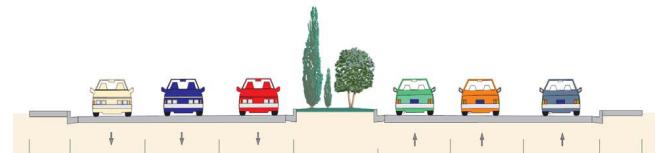
Managed lanes with shoulder bus/HOV lanes

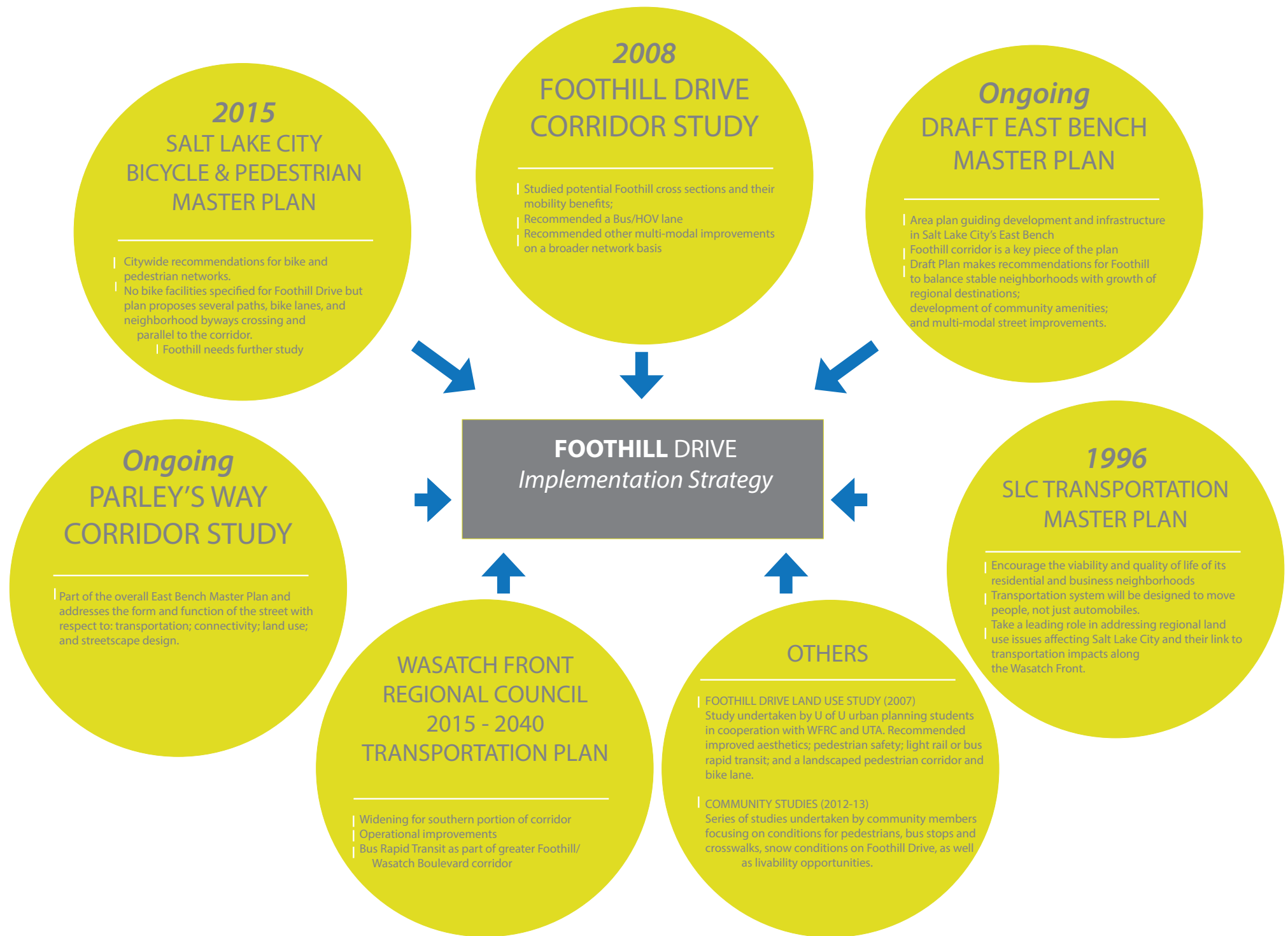


Peak hour bus/HOV lane (RECOMMENDED)



Six lanes throughout with enhanced bus service





Corridor Goals

The Foothill Drive Implementation Strategy's Corridor Goals provide the foundation for the project. These goals are broad directives that have generated ideas for project opportunities and against which our potential strategy elements were evaluated.

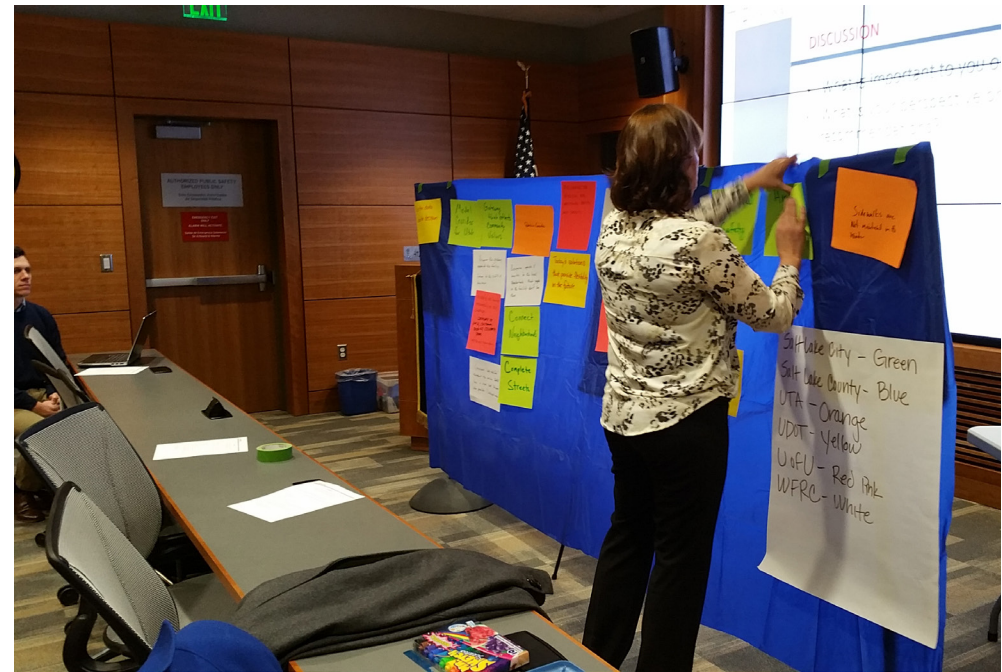
The Corridor Goals were developed by the Steering Committee. The goals came out of a conversation where each project partner stated what is important along the corridor according to professional expertise and the significant amount of on-going input received from the constituents they serve. These individual goals were fused into a list of potential group goals. We asked for feedback from the community and used this feedback to refine the goals into the eight finalized goals.

Each goal includes a set of performance measures designed to assess how well the goal is being met on the corridor. A performance measure is a measurable quality of a concept or existing condition, whether quantitative or qualitative.

We have used the corridor goals and their performance measures throughout the project process. They have been used to:

- Evaluate existing conditions;
- Determine corridor opportunities; and
- Evaluate these corridor opportunities and potential strategy elements.

In the future the corridor goals and performance measures can be used to evaluate further plans and project designs, and to evaluate the success of projects.



Steering Committee Kickoff Meeting, January 2016

1st Public Open House

In March 2016, the project team and Steering Committee held the project's first of three public open houses. The event was attended by over 100 people. Displays introduced the project and provided its background while asking attendees to use special stickers and maps to provide feedback on current conditions for travel by different modes in the Foothill corridor. Attendees also commented on the Draft Corridor Goals.

Complete results of the open house can be found in the Appendix.



Interactive map and sticker exercise, Public Open House, March 2016



GOAL 1: Preserve and enhance communities along the corridor.

Summary of goal's performance measures

- Respect the existing character of adjacent residential neighborhoods
- Improve neighborhood connection points
- Enhance the sense of place
- Reduce noise and air pollution
- Minimize traffic through neighborhoods



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

Summary of goal's performance measures

- Access shopping, schools, parks, libraries, places of work, and other destinations safely and conveniently
- Turn on, off, and across Foothill safely and conveniently
- Create quality parking, pedestrian environments, and transit stops.



GOAL 5: Manage transportation demand by providing and promoting options.

Summary of goal's performance measures

- Create ease for people to change their behaviors from traveling alone
- Provide affordable, reliable, and convenient options such as carpooling, transit, bicycling, non-"rush hour" commuting, and telecommuting.



GOAL 7: Develop a strategy for broadly acceptable and achievable change.

Summary of goal's performance measures

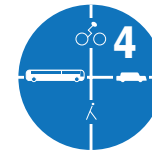
- Define projects with acceptable capital costs, operations and maintenance to the agencies and public
- Define projects supported by the communities and partnering agencies



GOAL 2: Move more people through the corridor.

Summary of goal's performance measures

- Maximize the people who move through the corridor at "rush hour"
- Reduce travel time for private vehicles and transit to move through the corridor
- Reduce motorist delay at key intersections
- Provide options for bicycling and walking along the greater Foothill corridor



GOAL 4: Contribute to complete multi-modal transportation networks.

Summary of goal's performance measures

- Improve driving, transit, bicycling and walking on streets beyond Foothill Drive
- Access to and between all modes on and off the Foothill Drive Corridor



GOAL 6: Enhance safety for all users.

Summary of goal's performance measures

- Reduce the points of conflict among through traffic, turning traffic, pedestrians, and cyclists
- Create buffers between moving traffic and pedestrians/cyclists
- Reduce severity of potential crashes
- Improve the visibility and safety of pedestrian crossings



GOAL 8: Create an ongoing inclusive process.

Summary of goal's performance measures

- Have the representation of diverse stakeholder groups
- Receive feedback both online and at public events



Existing conditions evaluation

The Foothill Corridor Goals provided direction for the team's existing conditions technical evaluation. The existing conditions analysis was a baseline scenario of the goals and performance measures. The team evaluated the existing condition and - where appropriate - future projection of current trends for each performance measure. These evaluations were both quantitative and qualitative.

This phase of the project also included a pedestrian and bike audit undertaken by the consultant team, Steering Committee members, as well as other community representatives.

Overall, this analysis found achievement of most of the goals and their performance measures to be lacking, especially in conditions for walking and bicycling. This existing conditions analysis provided direction for the corridor concepts to be developed in the project's Idea and Scenario Development phase.

Please see the Appendix for the full existing conditions evaluation.



Steering Committee and Community Pedestrian and Bike Audit, May 2016



Idea and scenario development

Based on the results of the existing conditions evaluation, the project team and Steering Committee brainstormed ideas for improving achievement of the Corridor Goals. The project team held a workshop where the team worked with the Steering Committee to generate as many ideas as possible in a “speed dating” style tour around stations for each project goal.

This charrette generated over 150 ideas for achievement of Foothill Corridor Goals. These included capital improvements like a re-build of Foothill Drive and connecting paths and street improvements. The ideas also included operational changes like signal improvements and transit service changes as well as programmatic changes such as travel demand management policies.

The project team and Steering Committee then focused on what was potentially the most difficult part of the corridor to determine - the street cross section of Foothill Drive. Based on the list of ideas, the project team developed a set of potential cross section elements such as general purpose roadway lanes, reversible lanes, carpool/transit lanes, bike lanes, sidewalks, paths, and medians.

Based on this exercise and the project goals, the project team developed six project scenarios.



Steering Committee Corridor Ideas Workshop, June 2016



Steering Committee Street Cross Section Workshop, July 2016

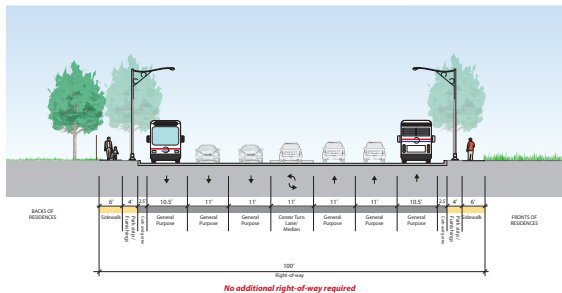


Presentation of scenarios and corridor elements and community feedback

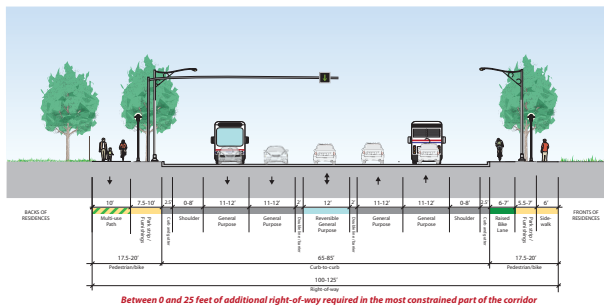
The six alternative corridor scenarios presented different visions of the future of the Foothill corridor. The scenarios were groupings of the cross sections and other corridor ideas around common themes, such as active transportation, optimizing transit, or maximizing vehicle mobility. Each scenario included a typical cross section, a typical intersection illustrative plan, and many scenarios highlighted transformative “Big Ideas” meant to catalyze change on the corridor toward that scenario’s vision.

The cross sections for each scenario are presented at right. The full scenario materials can be found in the Appendix.

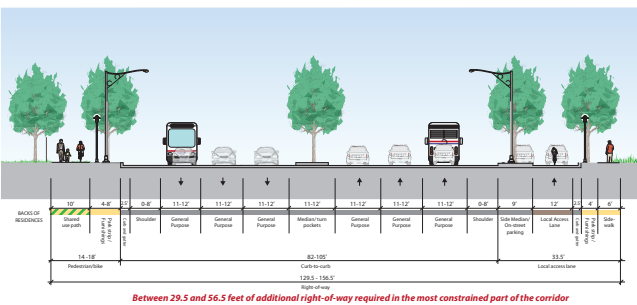
Scenario A: Small Changes



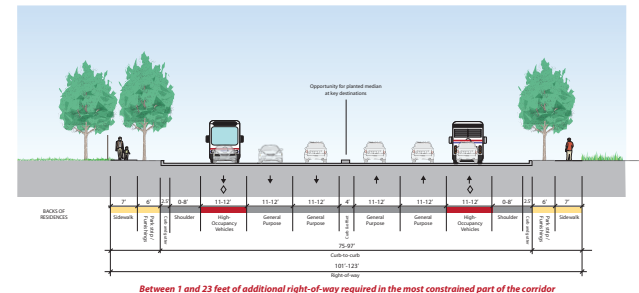
Scenario C: Active Transportation



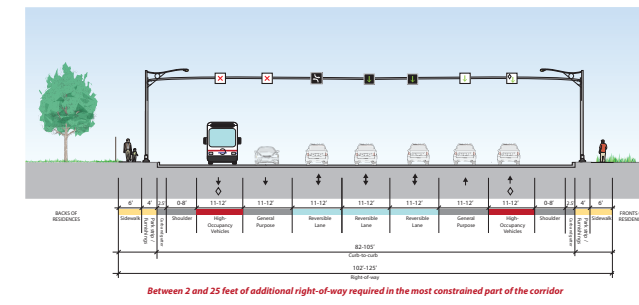
Scenario E: Boulevard



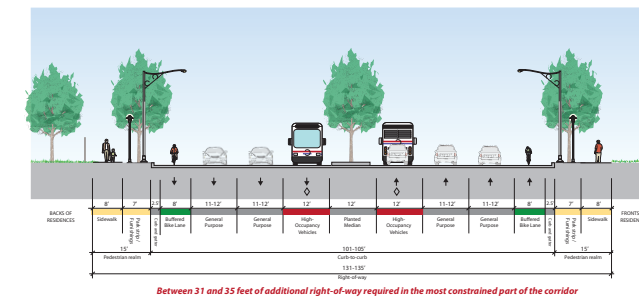
Scenario B: Carpool and Transportation Demand



Scenario D: Peak Mobility



Scenario F: Optimize Transit



2nd Public Open House

The project team held its second Open House on August 31, with over 100 people attending. The team presented a series of potential Foothill street elements and alternative scenarios and asked attendees to evaluate these concepts in a “report card.”

The team placed the Open House materials on the project website and received nearly 1,000 responses to the “report card” from both Open House attendees and online visitors. While many of these participants lived in the neighborhoods along the corridor, over half lived in other areas throughout the city and Wasatch Front.

Takeaways from the open house included:

A bold solution: Many respondents were comfortable with significant changes to Foothill and innovative concepts. Nearly 2/3 of respondents said the “small changes” scenario did not meet the project goals.

Multi-modal improvements: Open House attendees and online visitors expressed widespread support for improvements for all modes- driving, transit, walking and bicycling. The most popular scenarios were those that provided quality accommodations for all modes.

Comfort with additional width: The most popular scenarios would require additional right-of-way.

Support for project goals: Nearly 4 out of 5 respondents indicated that they support the project goals.



Public Open House, August 2016



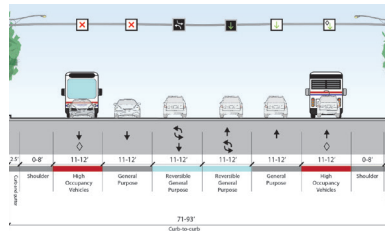
Concept refinement and evaluation

Based on public and Steering Committee feedback and careful consideration of the project goals, the project team refined the list of scenarios to a smaller set that would be evaluated in detail against the performance measures. Specifically, the team focused on the cross section of Foothill Drive south of Sunnyside Avenue, because this is the longest and most constrained segment of the corridor, although concepts for the other segments and other aspects of the greater Foothill corridor were also carried forward into this more detailed evaluation.

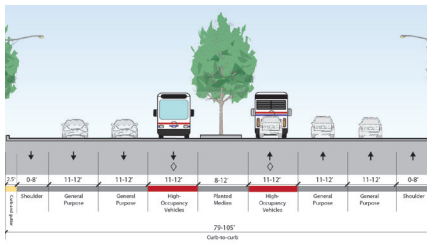
The team emerged with four roadway cross section alternatives for Foothill Drive south of Sunnyside Avenue, two of which were combinations of the scenarios presented in the August open house. These were Scenario F, Scenario D, a combination of Scenarios C and D and a combination of Scenarios B and F. The team also decided to evaluate two active transportation realm alternatives for the corridor - an enhanced sidewalk and a shared use path.

Using quantitative methods such as travel demand modeling, traffic analysis, and active transportation conditions analysis, as well as qualitative methods, the project team evaluated the roadway cross sections, active transportation realm alternatives, and other supporting corridor concepts against the goals and their performance measures. For the complete evaluation and methods summary, please see the Concept Evaluation Summary Memorandum in the Appendix.

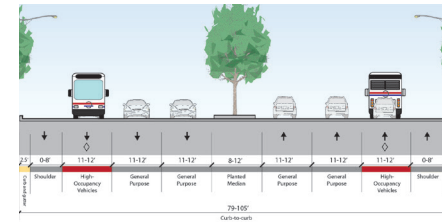
Roadway cross section alternatives evaluated



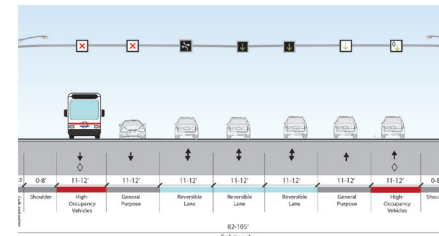
Scenario C/D Roadway:
6 Lane with Reversible Lanes and outside Transit/Carpool Lanes



Scenario F Roadway:
7 Lane with inside Transit/Carpool Lanes



Scenario B/F Roadway:
7 Lane with outside Transit/Carpool Lanes



Scenario D Roadway:
7 Lane with Reversible Lanes and outside Transit/Carpool Lanes



Transit/Carpool Lanes are roadway lanes open only to transit and vehicles with a minimum number of occupants - usually 2.



Reversible Lanes are roadway lanes that reverse direction depending on the time of day, and in doing so save space.

Active transportation realm cross section alternatives evaluated



Alternative 1:
Enhanced Sidewalk



Example of enhanced sidewalk



Alternative 2:
Shared Use Path







Example of shared use path

Roadway alternative evaluation results

In the detailed evaluation, the concepts without reversible lanes scored higher overall. The Scenario B/F Roadway and Scenario F Roadway both appear to achieve the goals more evenly than the other two concepts.

The Scenario D roadway appeared to be the best at achieving Goal 2 (move more people), but it was not an overwhelming advantage. The Scenario D roadway presented concerns related to preserving and enhancing communities, safety, and destination access.

Of the two highest scoring roadway concepts, the Scenario B/F Roadway is likely more feasible in the near term.



		GOAL 1 (Community)	GOAL 2 (Move people)	GOAL 3 (Access destinations)	GOAL 4 (Complete networks)	GOAL 5 (Transport Options)	GOAL 6 (Safety)	TOTAL GOALS 1-6
Scenario C/D roadway: 6-Lane Reversible Lanes + Outside Carpool/Transit		Moderate contribution to goal	High contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	High contribution to goal	Moderate contribution to goal
Scenario B/F roadway: 7-Lane with Outside Transit/Carpool		Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	High contribution to goal	Moderate contribution to goal	Moderate contribution to goal
Scenario F roadway: 7-Lane with Inside Transit/Carpool		Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	High contribution to goal	Moderate contribution to goal	Moderate contribution to goal
Scenario D roadway: 7-Lane with Reversible Lanes + Outside Carpool/Transit		Moderate contribution to goal	High contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	High contribution to goal	Moderate contribution to goal



Active transportation realm alternatives

Both the enhanced sidewalk and shared use path presented strong options for the active transportation realm.

The shared use path presents a clear advantage in its accommodation of bicyclists even though it also presents safety challenges- and not including a bicycle facility on Foothill Drive presents its own safety challenges.

		GOAL 1 (Community)	GOAL 2 (Move people)	GOAL 3 (Access destinations)	GOAL 4 (Complete networks)	GOAL 5 (Transport Options)	GOAL 6 (Safety)	TOTAL GOALS 1-6
Alternative 1: Shared Use Path		Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	High contribution to goal	Moderate contribution to goal	Moderate contribution to goal
Alternative 2: Enhanced Sidewalk		High contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal	Moderate contribution to goal



Development of preferred scenario

The results from the 2nd Open House, the results from the detailed evaluation, and the project goals provided strong direction for the creation of a preferred scenario. The team developed a scenario that pulled the best of the six alternative scenarios.

The project team met with the project partners individually to discuss the public feedback and their thoughts about what direction of the preferred scenario should take. Despite the differences in perspectives of the project partners, these conversations yielded some common themes. These themes became the base for the Draft Preferred Scenario: these included transformation to moving more people by increased public transit, carpooling, and active transportation; a reasonable decrease of peak hour travel time o balanced with preservation and enhancement of the community; and a vastly improved public realm. These common themes, along with the scoring of the concepts in the detailed evaluation, drove th edevelopment of the preferred scenario.

Again, one of the major decision points was which street cross section to pursue for Foothill Drive, especially in the constrained segment south of Sunnyside Avenue. The evaluation had determined that the Scenario B/F roadway cross section and the shared use path achieved the goals most comprehensively, so this became the preferred cross section. This cross section, aside from scoring well against the goals, also fit well into the corridor themes.

Rounding out the preferred scenario were a suite of complementary concepts. The Steering Committee endorsed this scenario at a meeting at the end of December 2016.

3rd Public Open House

In February 2017, the project team and Steering Committee held the third and final public open house. The event was attended by over 100 people. The Open House summarized the Draft Preferred Scenario and the project process.



PREFERRED FOOTHILL CORRIDOR SCENARIO

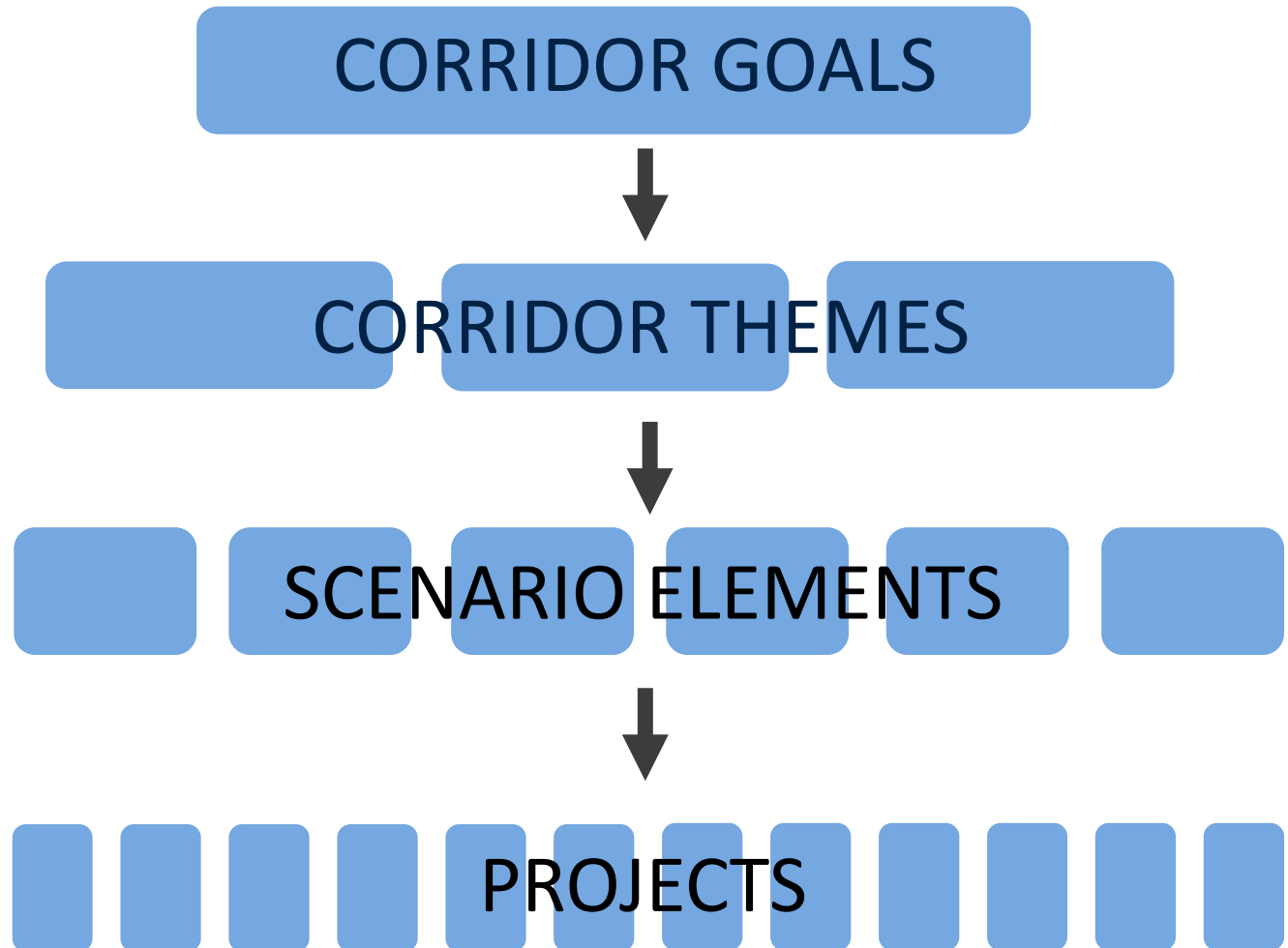
The Preferred Foothill Corridor Scenario represents the end result of the project process outlined in the previous section. The concept evaluation showed that this scenario is the most effective and comprehensive way to achieve the Corridor Goals. The Preferred Scenario outlines the vision for the corridor. It includes concepts for Foothill Drive as well as supporting network links and policies. The Preferred Foothill Corridor Scenario is depicted in the following section.

Scenario overview

The Preferred Foothill Corridor Scenario is a set of concepts that complement one another in support of the Foothill Corridor Goals. The Preferred Scenario includes elements that enhance the surrounding community; move people along the corridor more effectively; improve access to destinations; enhance networks for all modes; expand transportation options; and increase safety, while working within what is achievable and continuing this project's inclusive process.

The Preferred Scenario is comprised of the following “layers” going from high-level guidance to implementation:

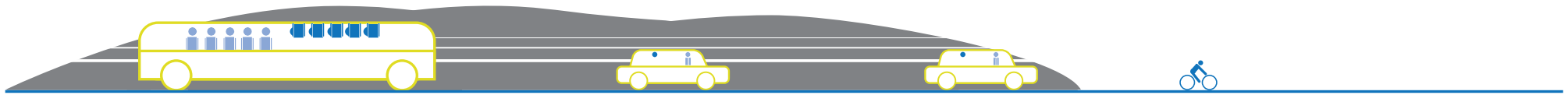
- **Foothill Corridor Goals:** The primary directives of the Foothill Drive Implementation Strategy, summarized on pages 8-9.
- **Corridor Themes:** Three more specific directives that unite the recommended concepts for the corridor.
- **Scenario Elements:** Recommended capital improvements, operational improvements, policies, and programs along and around the Foothill Corridor.
- **Projects and Implementation:** Recommended implementation plan for the Scenario Elements.



Corridor themes

The three Foothill Corridor Themes are the most basic aspect of the Preferred Foothill Corridor Scenario. The themes are directives that guide and unite the elements of the Preferred Scenario. The themes respond directly to the Corridor Goals and provide an overview of the desired direction of future Foothill corridor projects. The following pages provide an overview of the themes and demonstrate how Preferred Scenario elements embody each theme.

- 1 **Transformation** to moving a significant amount of people on Foothill Drive through increased **public transit, carpooling, and active transportation.**



- 2 A reasonable **decrease of peak hour travel time** on the corridor **balanced with** preservation and enhancement of **the community.**



- 3 A vastly improved **public realm** that increases safety and comfort for walking and bicycling as well as a **sense of place** and **wayfinding** along the corridor.



THEME 1

Transformation to public transit, carpooling, and active transportation

KEY GOALS
ACHIEVED:



Move
people



Destination
access



Complete
networks



Transport
options

The Foothill Corridor Draft Preferred Scenario will strongly encourage the **transformation to moving a significant amount of people on Foothill Drive through increased public transit, carpooling, and active transportation.**

It will do this through:

- **Transit/Carpool lanes** on Foothill Drive.
- **Modifying commuter, local, and shuttle transit routes** to more effectively serve commuters with more frequent service on Foothill Drive.
- Establishing a **Transportation Management Association (TMA)** to provide and coordinate options for commuting to the greater University area.
- Creating a new **Transportation Mall** at Foothill Drive and Wakara Way that serves as a central hub for buses, shuttles, vanpools, carpools, and biking and walking to Research Park and the greater University area.

PREFERRED FOOTHILL CORRIDOR SCENARIO WILL

**DOUBLE
TRANSIT RIDERSHIP**



&

**INCREASE THE NUMBER OF
PEOPLE IN EACH CAR BY**

30%



PREFERRED FOOTHILL CORRIDOR SCENARIO WILL

**MOVE NEARLY 30%
MORE PEOPLE**
compared to current trends



THEME 2

Travel time decrease balanced with community preservation and enhancement

KEY GOALS
ACHIEVED:



Community



Move
people



Safety

The Foothill Corridor Draft Preferred Scenario will strongly encourage the **reasonable decrease of peak hour travel time on the corridor balanced with preservation and enhancement of the community.**

It will do this through:

- **Reducing vehicle delay** at the **Sunnyside Avenue intersection.**
- Building **additional turn lanes** at the Sunnyside, Wakara, and Mario Capecchi intersections.
- **Greatly improving the travel time** of **carpool vehicles** and **transit riders.**
- Making the corridor function **better and safer** for all traffic.

PREFERRED FOOTHILL CORRIDOR SCENARIO WILL

**IMPROVE TRANSIT AND
CARPOOL TRAVEL TIME BY**

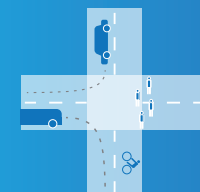
2.5 MINUTES



PREFERRED FOOTHILL CORRIDOR SCENARIO WILL

**REDUCE TRAFFIC DELAY
AT SUNNYSIDE INTERSECTION**

25%



**WHILE ALSO IMPROVING THE
INTERSECTION FOR PEDESTRIANS,
CYCLISTS AND TRANSIT RIDERS**



THEME 3

Improved Public Realm that increases safety and comfort for pedestrians and cyclists

KEY GOALS
ACHIEVED:



Community



Destination
access



Complete
networks



Transport
options

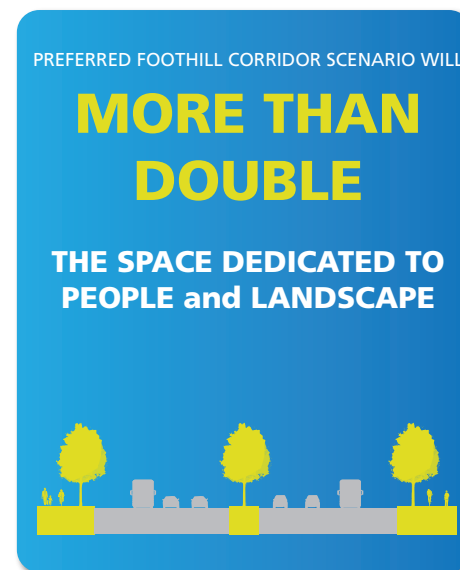


Safety

The Foothill Corridor Draft Preferred Scenario will strongly encourage a **vastly improved active transportation realm that increases safety and comfort for walking and bicycling as well as a sense of place and wayfinding along the corridor.**

It will do this through:

- Building a **shared use path** on Foothill Drive providing a safe combined path for pedestrians and bicyclists.
- Building **comprehensive streetscape amenities** that will likely include regular street trees, landscaping, pedestrian-scale lighting, wayfinding signs, and street furniture in key areas.
- Building **intersection improvements for pedestrians and cyclists** at major Foothill intersections.
- Creating important **new links connecting pedestrians and bicyclists** to key destinations.



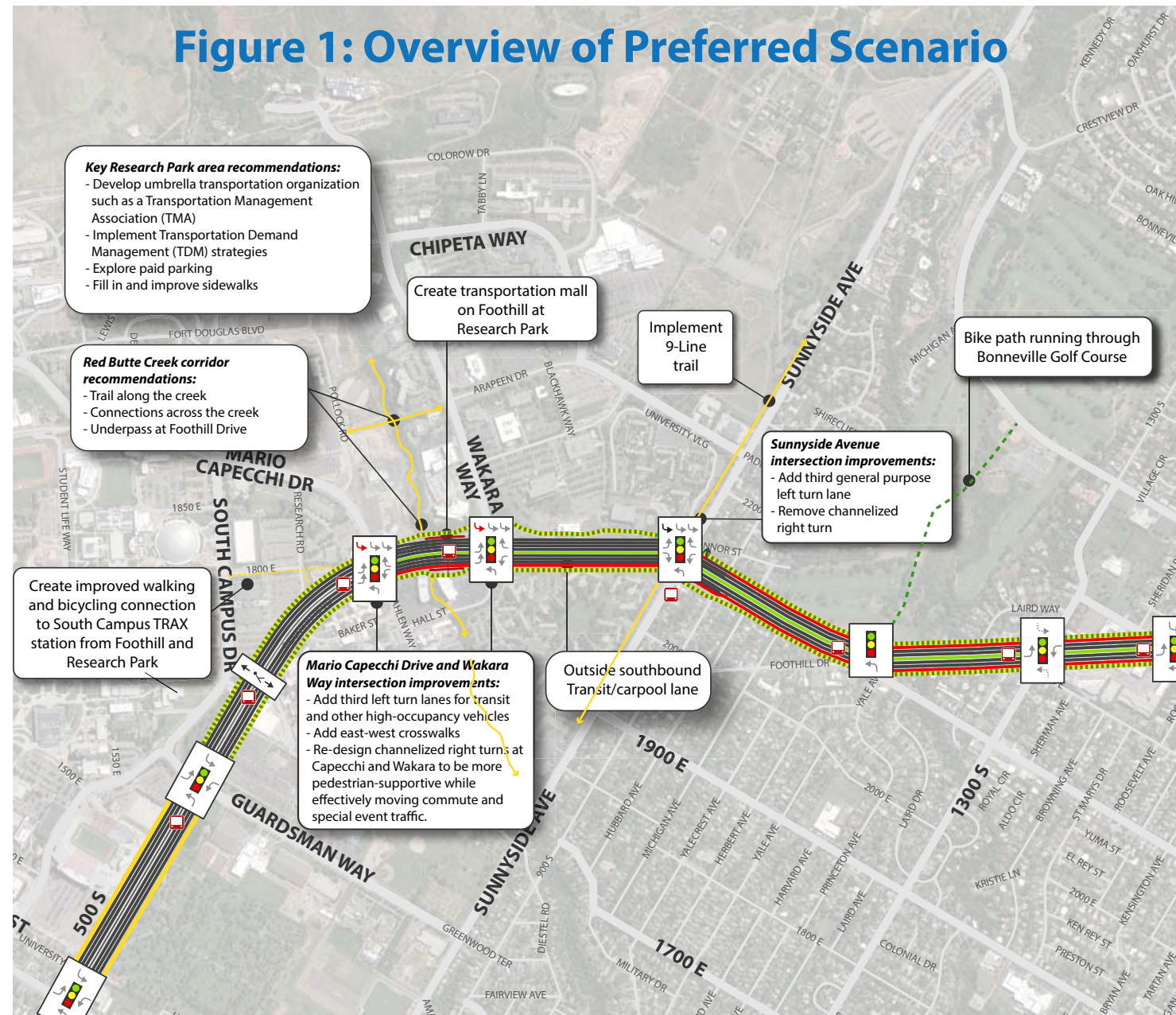
Scenario elements

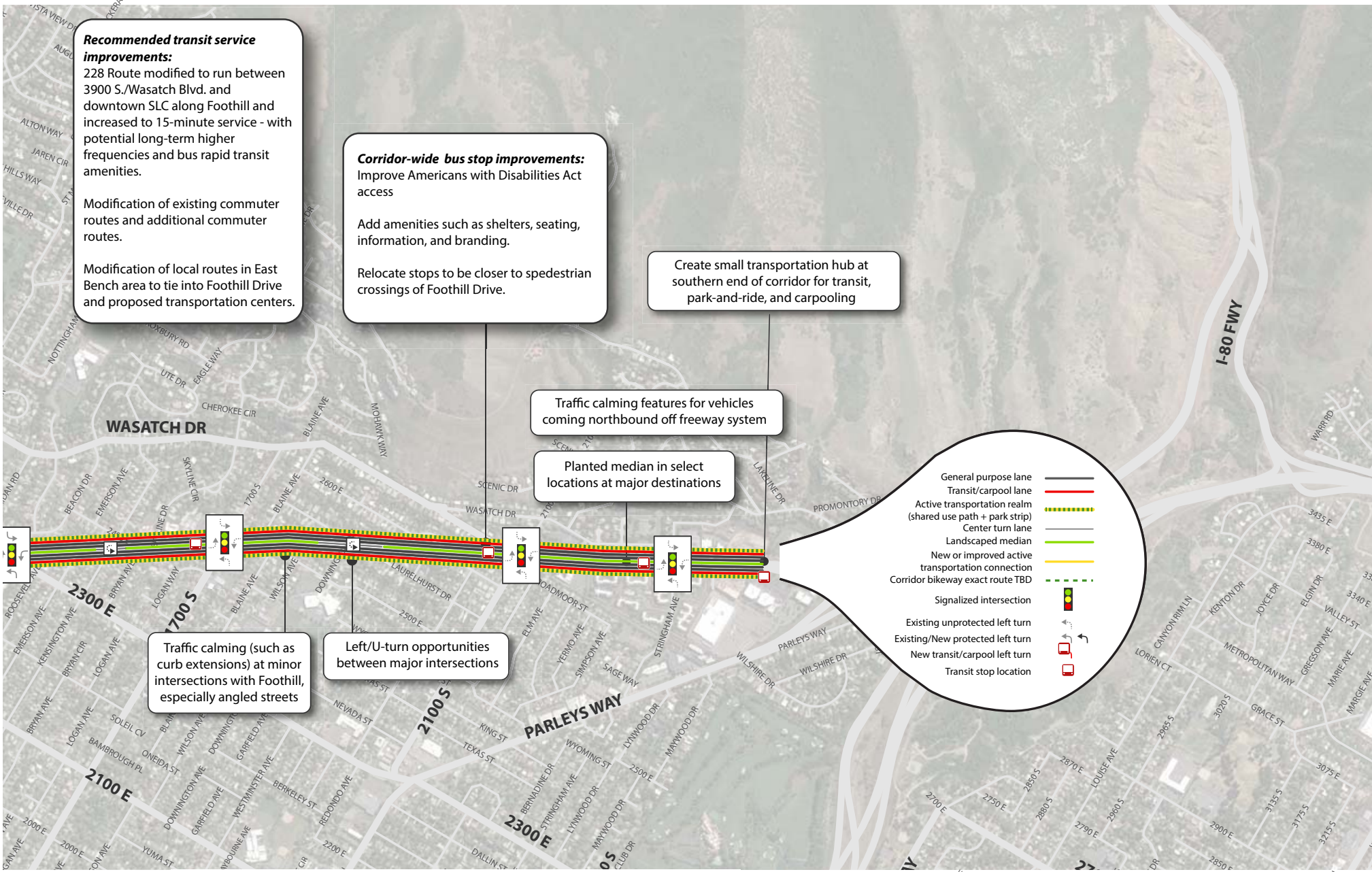
The elements of the Preferred Foothill Corridor Scenario are recommendations for projects that support the Corridor Themes and achieve the Corridor Goals. The scenario elements include many different types of projects: They include capital, operational, and policies and programs; projects planned for Foothill Drive and off Foothill Drive; and projects of different scales. All of these recommendations are intended to reinforce one another in support of the corridor themes and goals.

The scenario elements have been organized into the following categories:

- The Foothill Drive cross section
- Intersection treatments
- Full corridor treatments
- Spot improvements
- Off-Foothill network improvements
- Programs and partnerships.

Figure 1 provides an overview of key Preferred Scenario elements, which are introduced in more detail in the following sections.





Recommended transit service improvements:
228 Route modified to run between 3900 S./Wasatch Blvd. and downtown SLC along Foothill and increased to 15-minute service - with potential long-term higher frequencies and bus rapid transit amenities.

Modification of existing commuter routes and additional commuter routes.

Modification of local routes in East Bench area to tie into Foothill Drive and proposed transportation centers.

Corridor-wide bus stop improvements:
Improve Americans with Disabilities Act access

Add amenities such as shelters, seating, information, and branding.

Relocate stops to be closer to pedestrian crossings of Foothill Drive.

Create small transportation hub at southern end of corridor for transit, park-and-ride, and carpooling

Traffic calming features for vehicles coming northbound off freeway system

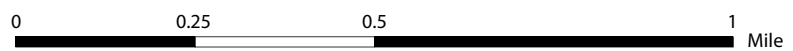
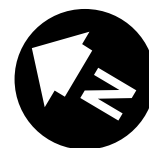
Planted median in select locations at major destinations

Traffic calming (such as curb extensions) at minor intersections with Foothill, especially angled streets

Left/U-turn opportunities between major intersections

General purpose lane
Transit/carpool lane
Active transportation realm (shared use path + park strip)
Center turn lane
Landscaped median
New or improved active transportation connection
Corridor bikeway exact route TBD

Signalized intersection
Existing unprotected left turn
Existing/New protected left turn
New transit/carpool left turn
Transit stop location



Foothill Drive cross section

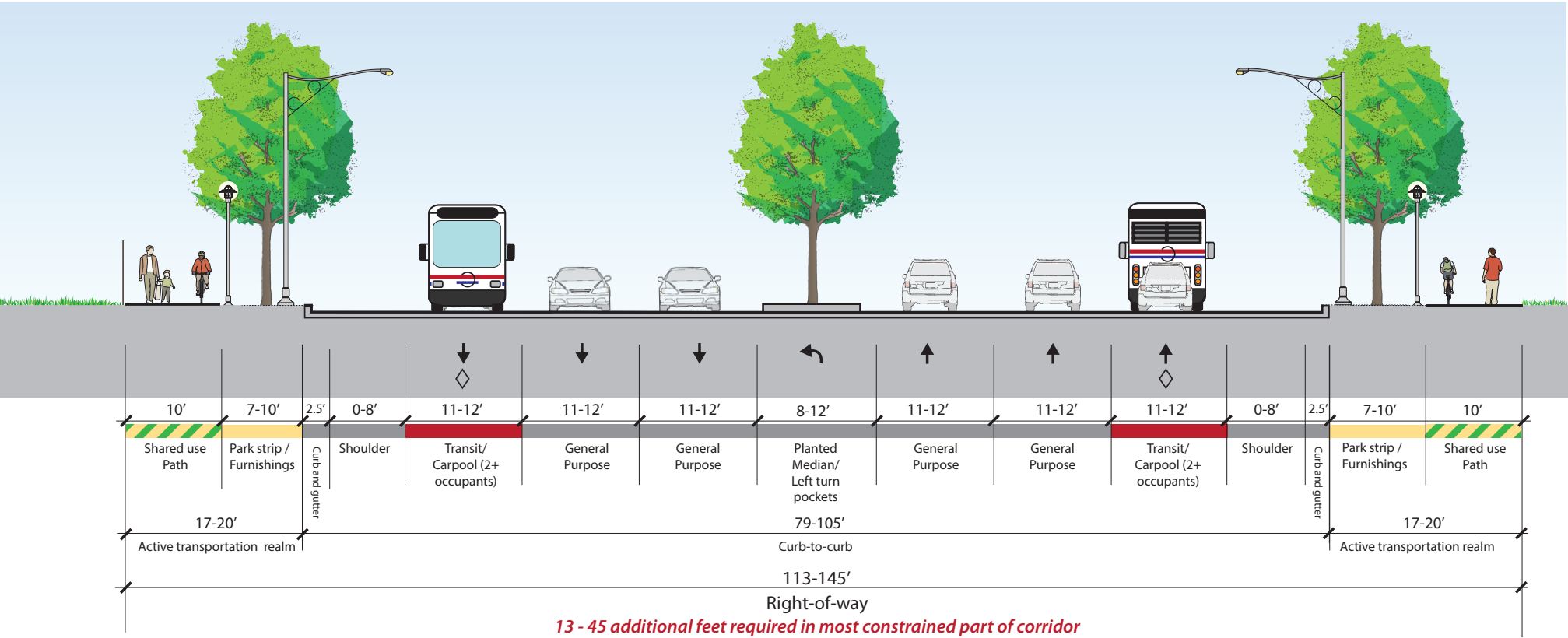
The proposed cross section of Foothill Drive is the most influential concept in the Preferred Scenario. The reconfiguration of lanes and addition of elements such as carpool/transit lanes, bike facilities, pedestrian realm, and planted medians re-envision the environment of Foothill Drive to achieve the Corridor Goals. The Preferred Scenario proposes general cross sections for two critical segments of Foothill Drive: south of Sunnyside Avenue and between Sunnyside Avenue and Mario Capecchi Drive.

South of Sunnyside Avenue

Foothill Drive south of Sunnyside Avenue emphasizes the movement of people through the corridor by all modes and the enhancement of the surrounding community. The proposed cross section for this segment contains two general purpose lanes plus one transit / carpool (high-occupancy vehicle) lane in each direction. A shared use path for pedestrians, cyclists and other active transportation users with a wide landscape buffer for trees, landscape and streetscape amenities would run along each side. A planted median would run along the middle of the roadway with left turn pockets at major intersections and some minor intersections (to be determined).

This cross section will require additional right-of-way, especially in the most constrained segments of the corridor, where the existing right-of-way width is 100 feet. It is not determined exactly where within the Foothill property lines this concept would be located - whether in the middle or on one side. The cross section shows ranges of dimensions for many of the elements such as lanes and shoulders; further planning and design will determine exact dimensions.

Figure 2: Preferred Scenario Cross Section, Foothill Drive south of Sunnyside Avenue

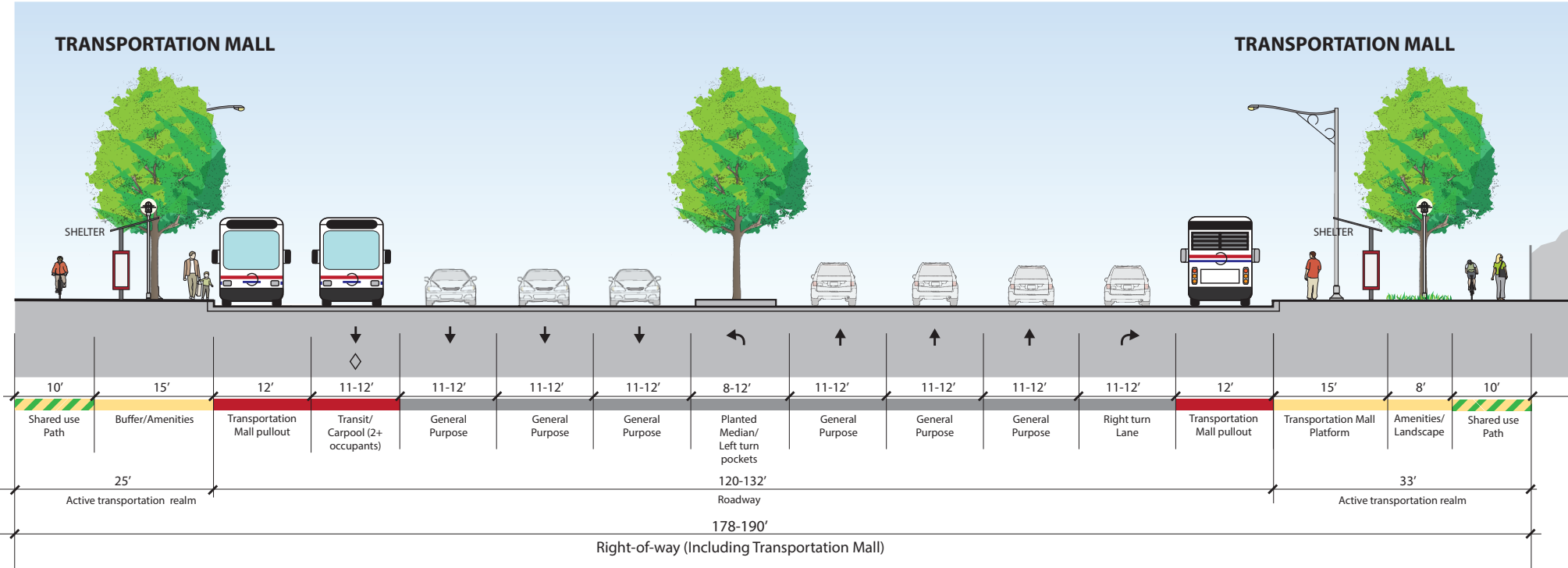


Sunnyside Avenue to Mario Capecchi Drive

The segment of Foothill Drive between Sunnyside Avenue and Mario Capecchi Drive emphasizes access to the major destinations of Research Park and the University of Utah Main Campus and Medical Center by a variety of modes. The proposed cross section for this segment includes the existing three lanes in each direction plus an additional transit/carpool lane running southbound, a constant right turn lane feeding into Wakara Way and Mario Capecchi Drive, and a shared use path for pedestrians, cyclists and other active transportation users with a wide landscape buffer for trees, landscape and streetscape amenities running along each side. Proposed for this segment is also a Transportation Mall running along Foothill Drive on either side of Wakara Way. The transportation mall figures prominently into the cross section, with a bus pull-out lane and a transit boarding platform on both sides.

As an alternative to the cross section proposed here, converting an existing (instead of adding) a southbound lane to transit / carpool should also be considered upon implementation.

Figure 3: Preferred Scenario Cross Section, Foothill Drive between Sunnyside Avenue and Mario Capecchi Drive



Looking north



Intersection treatments

Foothill Drive intersections currently challenge mobility and safety for travelers using different transportation modes. Proposed intersection concepts seek to improve pedestrian and cyclist safety and convenience while ensuring traffic continues to move through.

Typical intersection improvements south of Sunnyside Avenue

While traffic moves well through Foothill intersections south of Sunnyside Avenue, the team's existing conditions evaluation and public outreach in the first open house showed that these nodes are difficult to cross for people walking and biking, and also present safety challenges.

In Figure 4, the concept for intersections south of Sunnyside Avenue- Stringham Avenue, 2100 South, 1700 South, 2300 East, 1300 South, and 2100 East - demonstrates how the proposed cross section for this segment is adapted to intersections: how buses stop at far-side stops with pull-outs to allow high-occupancy traffic to move past in the carpool lane and how the center median becomes a narrower pedestrian refuge at the crosswalk. The concept also shows how pedestrians will be able to move through these intersections easier and safer by way of high-visibility crosswalks and median pedestrian refuges. Note that this drawing presents a general concept and does not encompass all the variations in individual intersections such as turn lanes or bike lanes.

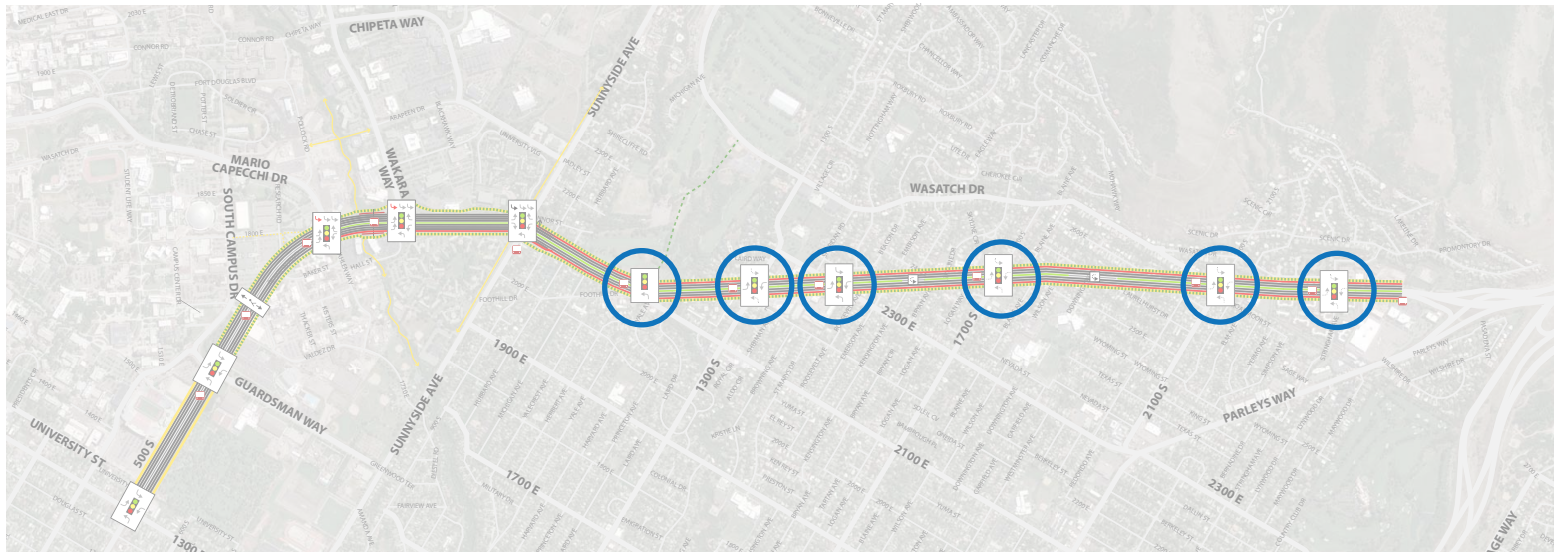
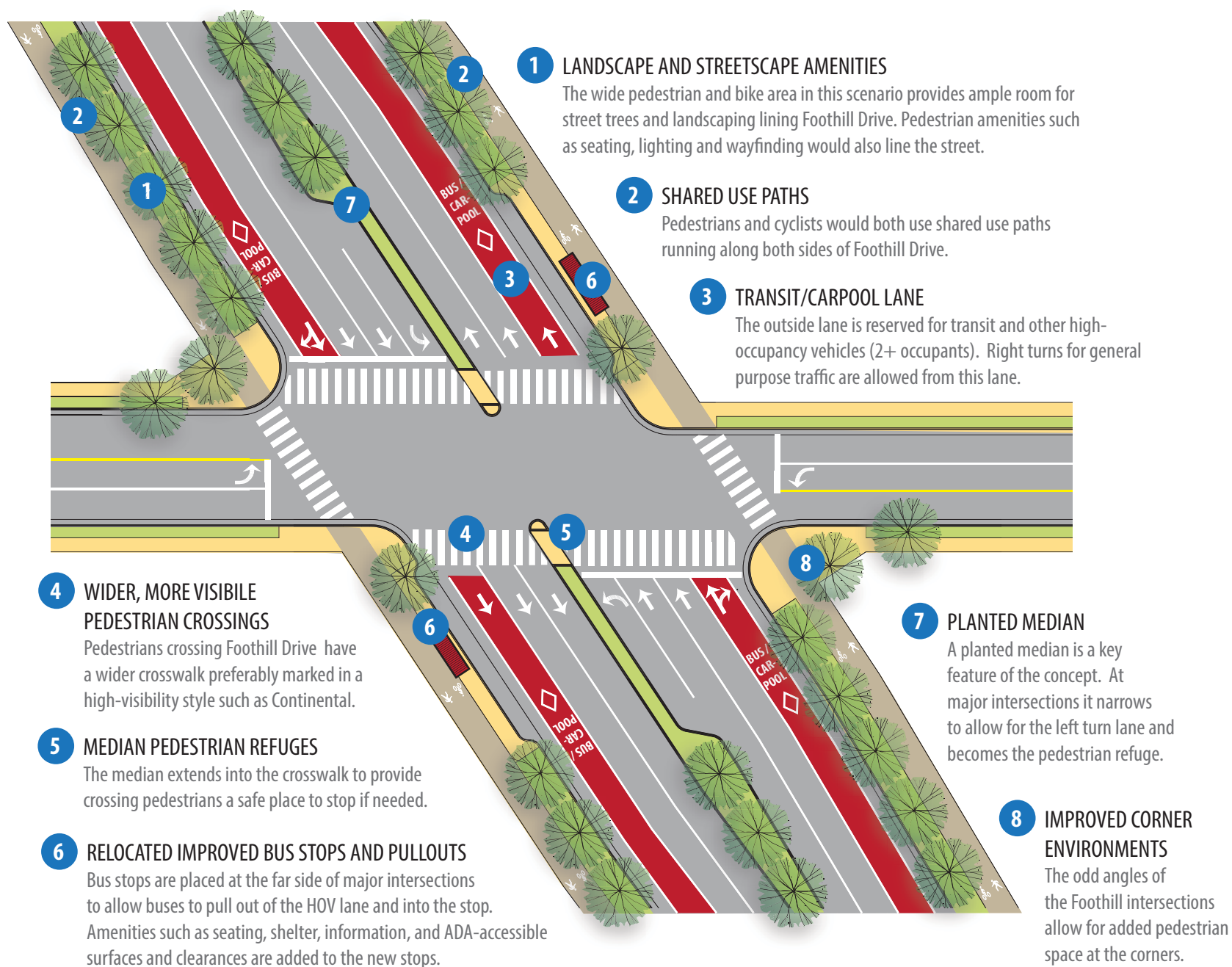


Figure 4: Illustrative example of typical intersection south of Sunnyside Ave.



University area intersections

Three major intersections in the University of Utah/Research Park area comprise some of the largest challenges on the Foothill Drive corridor. Unlike intersections to the south, Foothill Drive's intersections with Sunnyside Avenue, Wakara Way, and Mario Capecchi Drive see high volumes of through and turning traffic from multiple directions. These intersections are also very important for pedestrians and cyclists and present poor conditions for both. The proposed improvements for these intersections seek to extend the emphasis on carpools and transit into the University area and its destinations while providing safer environments for walking, bicycling and transit access. Figure 5 illustrates how improvements planned for the Foothill Drive- Wakara Way intersection work together.

Mario Capecchi Drive

The emphasis on the intersection of Foothill Drive and Mario Capecchi Drive is turns between the two streets, especially between Capecchi and the south leg of Foothill. This must be balanced with pedestrian, bike, and transit improvements. The Preferred Scenario includes the following recommendations:

- Addition of third left turn lanes for transit and other high-occupancy vehicles on westbound Mario Capecchi.
- Addition of crosswalk across Mario Capecchi.
- Re-design of channelized right turn on westbound Foothill to be more pedestrian-supportive while effectively moving commute and special event traffic.
- In the long term, look for opportunities to install an eastern crosswalk across Foothill Drive.

Wakara Way

Like Mario Capecchi Drive, the emphasis on the intersection of Foothill Drive and Wakara Way is turns between the two streets, especially between Wakara and the south leg of Foothill. This must be balanced with pedestrian, bike, and transit improvements, and specifically the integration of the Foothill/Wakara Transportation Mall. The Preferred Scenario includes the following recommendations:

- Addition of third left turn lanes for transit and other high-occupancy vehicles on westbound Wakara.
- Addition of crosswalk across Wakara closer to intersection.
- Re-design of channelized right turn to be more pedestrian-supportive while effectively moving commute and special event traffic.
- In the long term, look for opportunities to install an eastern crosswalk across Foothill Drive.

Sunnyside Avenue

The intersection of Foothill Drive and Sunnyside Avenue is one of the most challenging points along the corridor due to intense traffic pressure in both directions, the intersection's importance for pedestrians and cyclists, and its importance as a gateway to the greater University of Utah. The Preferred Scenario includes the following recommendations:

- Addition of third general purpose left turn lane on westbound Sunnyside.
- Removal of channelized right turn on westbound Sunnyside.
- Implementation of 9 Line project across Foothill Drive.

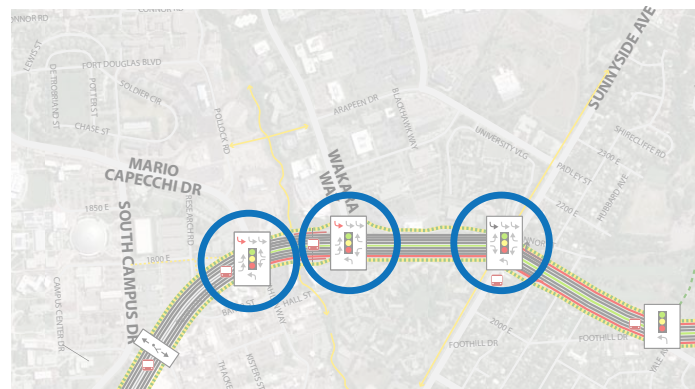


Figure 5: Illustrative plan concept at Foothill Drive and Wakara Way

1 TRANSPORTATION MALL

A new transportation mall would serve as a destination and intermodal transfer point for UTA transit, University of Utah shuttles, private transit, carpools and vanpools, and bicycling. This transportation mall would be organized around long pullouts for buses, shuttles and other vehicles along both sides of Foothill Drive on either side of Wakara Way. The mall would have amenities such as seating, shelter, information, and ADA access, and in the future could be complemented by more commercial amenities.

2 SHARED USE PATH

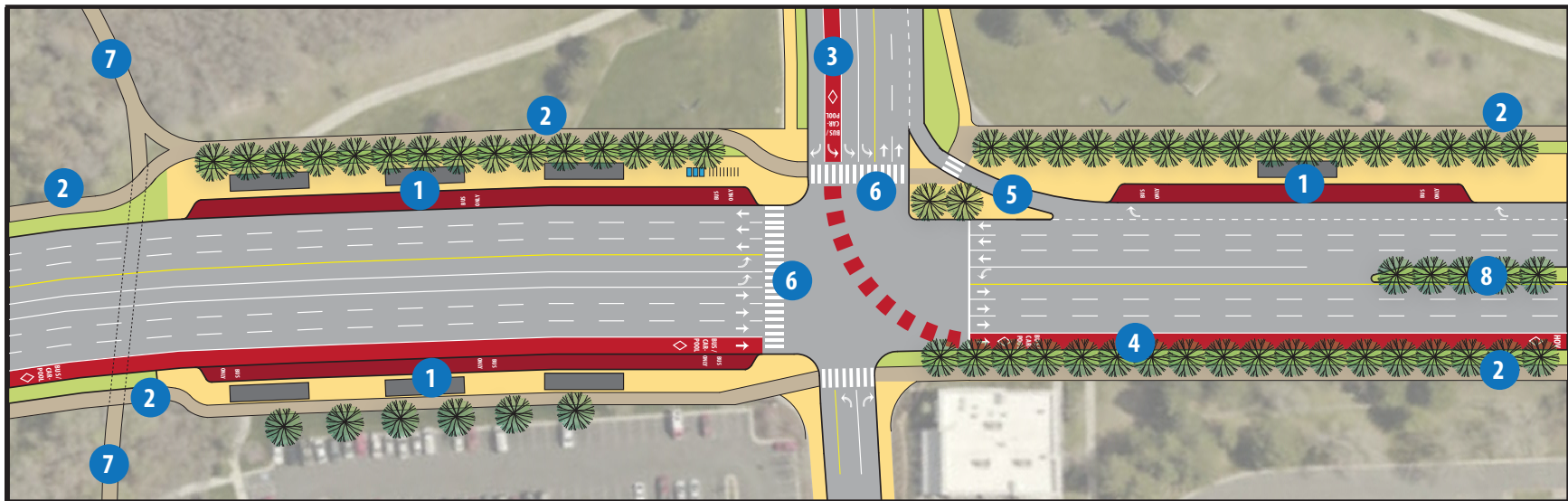
The shared use paths running along the corridor will provide bike and pedestrian access to the transportation mall and University area destinations while also safely moving pedestrians and cyclists through this often congested area. On the north side, a path would be built closer to the street than the current path, lining up with the new crossing of Wakara Way.

3 ADDED TRANSIT/CARPOOL ONLY LEFT TURN LANE

A third left turn lane reserved for transit and high-occupancy vehicles (2+ occupants) would be added to westbound Wakara Way. This designated left turn lane would create a benefit for transit riders and carpoolers through the evening peak hour congestion that occurs at the Wakara Way left turn, and will connect them with the transit/carpool lane on Foothill Drive.

4 ADDED SOUTHBOUND TRANSIT/CARPOOL LANE

A southbound through lane reserved for transit and high-occupancy vehicles (2+ occupants) would be added to the existing three lanes beginning at Mario Capocchi Drive. Right turns for general purpose traffic are allowed from this lane. In addition, study alternative for converting existing outside lane instead of adding a lane.



5 PEDESTRIAN-SUPPORTIVE CHANNELIZED RIGHT TURN

The existing channelized right turn would be reconstructed at a smaller angle relative to Foothill Drive in order to lower vehicle speeds into the turn and increase visibility and safety of pedestrians. The pedestrian crossing of the right turn lane could be raised. The "pork chop" island created by the channelized right turn would be landscaped into a more comfortable pedestrian environment. Study potential for a pedestrian signal at this right turn.

6 SHORTER, HIGHER VISIBILITY CROSSWALKS

Changes to the Foothill-Wakara intersection shown here would create a shorter crossing of Foothill Drive. All crosswalks would be wider than existing and be marked in a high-visibility style such as Continental.

7 RED BUTTE CREEK TRAIL AND UNDERPASS

A key addition to the active transportation network that would strongly support Foothill corridor goals is a paved trail along Red Butte Creek, including an underpass under Foothill for both the path and the creek.

8 PLANTED MEDIAN

A planted median would reduce the scale of what would otherwise be a nine-lane roadway and would extend the planted median planned for the rest of the corridor.



Full corridor treatments

In addition to the proposed general cross section and intersection treatments, the Preferred Scenario concept for Foothill Drive includes recommendations for additional capital and operational improvements along the entire corridor. These are primarily related to pedestrian and transit modes, placemaking and public space.

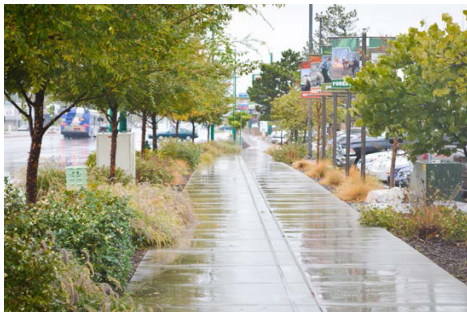
Streetscape treatment

A major set of streetscape amenities will help Foothill Drive complement the surrounding East Bench neighborhoods, improve the corridor pedestrian environment, and reinforce corridor wayfinding by helping to create a sense of place. Streetscape amenities should be placed primarily in the 7-to-10-foot-wide buffer area between the roadway and shared use path. Amenities placed corridor-wide should include:

- Street trees
- Landscape
- Pedestrian scale lighting
- Basic wayfinding signage

In the community nodes identified in the East Bench Master Plan, additional streetscape amenities should be clustered:

- Street furniture (benches, other seating, trash cans)
- Public art
- Additional wayfinding signage



Examples of streetscape treatments: trees, landscape and buffer on North Temple (left) and lighting, landscape and seating on 100 South (right).

In addition, as part of the streetscape treatment, opportunities should be sought to increase quality public space along the Foothill Corridor, especially within the Community Nodes as defined by the East Bench Master Plan. Key opportunities may be in the “triangle” spaces created by intersections with Foothill Drive, both at major and minor intersections.



Bus stops

The Preferred Scenario includes two recommendations with regard to bus stops on Foothill Drive:

- Moving bus stops nearer to pedestrian crossings at signalized intersections will improve pedestrian and bike access to transit.
- The addition of bus stop amenities will both create a more safe and comfortable transit waiting environment and make transit more visible as a Foothill corridor transportation option.

Foothill Drive bus stop improvements should prioritize Americans with Disabilities Act access. Additional improvements could include:

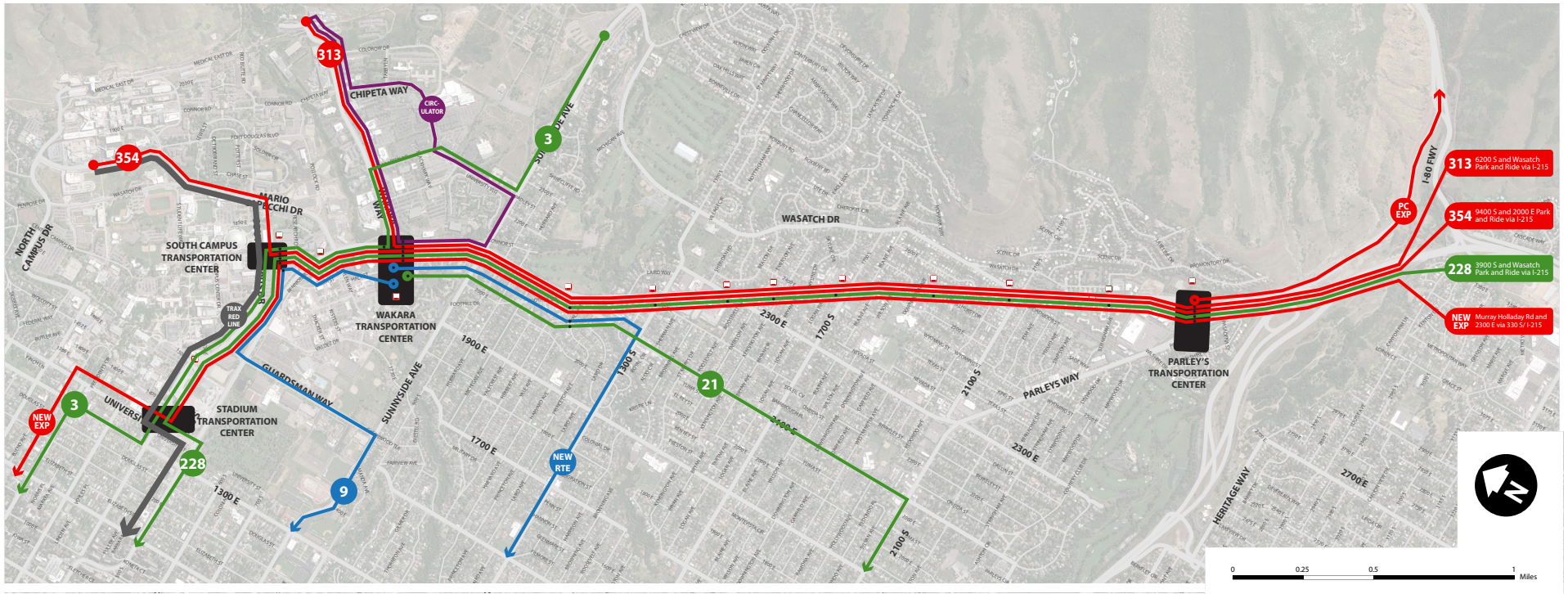
- Transit information: schedules, maps, QC codes linking to UTA website
- Seating and shelters
- Lighting

Bus stop improvements can synergize with streetscape improvements to create more welcoming public space in East Bench Master Plan community nodes.



Example of bus stop improvements emphasizing ADA access, seating, and shelter.

Figure 6: Potential Foothill corridor transit concept



Transit service improvements

The Preferred Corridor Scenario emphasizes higher- frequency transit service on Foothill Drive. The primary recommendation for transit on Foothill Drive is a high-frequency bus route running from 3900 S./Wasatch Drive to Downtown Salt Lake via Foothill Drive. This concept could be a truncated version of the current 228 route running on 15 minute frequencies, and in the future could convert to an Enhanced Bus or Bus Rapid Transit service. Another aspect of the concept is adjustments to the commuter/Fast Bus routes to bring the 313, 354, Park City Connect, and a new Fast Bus route through the Foothill Corridor and its two major transit centers at Parley's and Wakara- this creates a very high frequency of buses traveling along this segment of the corridor in the peak hour. The transit concept also includes a circulator running from the Wakara Transportation Center and points throughout Research Park, reconfigured and new local East Bench routes that better connect to the Foothill corridors and its proposed transportation centers..

Salt Lake City will work with UTA to refine and implement the Foothill transit concept and prioritize specific recommendations for route changes and additions.

Wayfinding

Foothill Drive currently features several different wayfinding signage systems. A unified wayfinding sign system would be more effective in leading street users to destinations and improve the sense of place of the corridor:

- Brand the corridor consistent with the Foothill Corridor Goals and Scenario Themes;
- Integrate within the streetscape treatment identified above; and
- Orient to all modes (signs for motorists as well as pedestrians, cyclists, and transit users).

Spot treatments

Spot treatments are capital improvements focused on single spots along the Foothill corridor.

Transportation centers

Two of the spot treatments in the Preferred Scenario are transportation centers at key points in the corridor.

Wakara Transportation Mall

The Wakara Transportation Mall will be an on-street transportation center serving Research Park and other nearby University of Utah-area destinations. This transportation mall will create a central point for transit arrivals, departures, and transfers in the Research Park area.

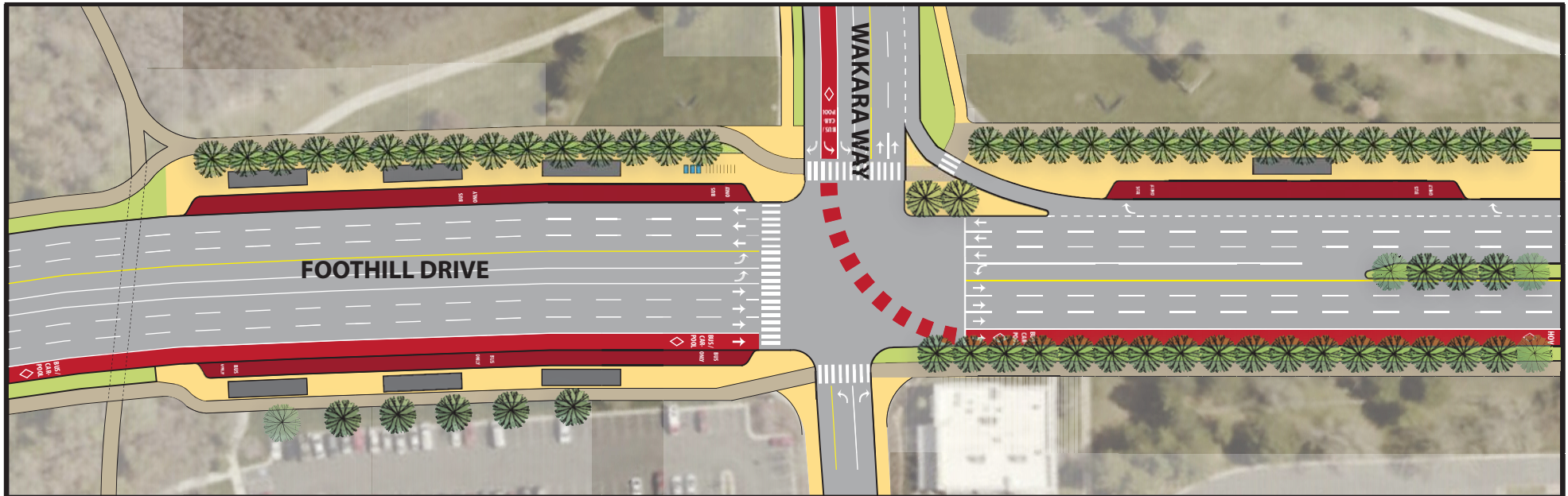
The Wakara Transportation mall should include:

- Long curbside boarding platforms on both sides of Foothill Drive for UTA transit vehicles as well as University of Utah shuttles, private shuttles, and potentially vanpools and carpools. These platforms should also be on both sides of Wakara Way in order to serve vehicles turning at Wakara Way as well as those driving through the intersection.
- Deluxe bus stop amenities such as shelters, seating, lighting and information (maps, schedules, QR codes, and real time displays)

- Pull-out lanes for transit and other vehicles dropping off and picking up on both sides of Foothill Drive.
- Improved pedestrian crossings of both Foothill Drive and Wakara Way (see Intersection Treatments)
- Wayfinding information to help people navigate transfers and trips to nearby destinations.



Example of a transportation mall in downtown Portland, Ore.

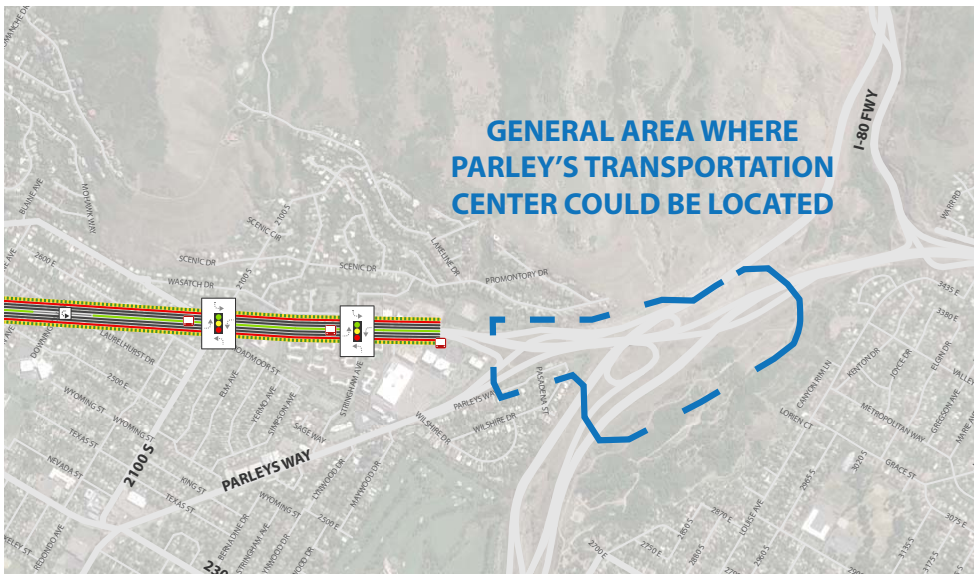


Parley's Transportation Center

The Parley's Transportation Center will be an off-street transportation center serving commuters, sports spectators, and other travelers traveling between points throughout the Salt Lake Valley and the destinations along and beyond the Foothill Corridor and other nearby University of Utah-area destinations. This transportation center will make riding transit on Foothill Drive more convenient by providing an easy place to park and ride. The transportation center will also provide a point through which the range of commuter and local routes pass to provide high frequency service on Foothill Drive.



Examples of innovative transportation centers in Portland, Ore., (left) and San Diego, Calif. (right) that combine freeway access, park-and-ride lots, and bike/pedestrian access.



The Parley's Transportation Center should include:

- Parking
- Transit boarding platforms
- Pedestrian and bicycle access to nearby neighborhoods and districts
- Streamlined auto and transit access from Foothill Drive, I-80, I-215, Parley's Way and other streets

Traffic calming

Spot treatments can reduce the speeds of traffic traveling along Foothill Drive, especially as it transitions between the freeway environment and Foothill Drive and between Foothill Drive and neighborhood streets.

Freeway-Foothill traffic calming

The speeds of traffic traveling from the I-80/ I-215 interchange onto Foothill Drive have emerged as a concern and challenge many corridor goals. The Preferred Foothill Corridor Scenario proposes physical traffic calming elements at this interface, between the freeway and the arterial street environment of Foothill Drive. Traffic calming treatments here could include:

- Planted median
- Narrowed lanes
- Wayfinding or streetscape elements such as monuments or other signage.
- Development standards for future development that emphasize a pedestrian scale frontage and bring the building faces to the sidewalk.
- Signage or advance warning such as flashing beacons; in general, these are more of a last resort and less preferable than those above.

These traffic calming elements would also help to provide a gateway to Salt Lake City.

Minor street intersection traffic calming

Currently, the odd obtuse angles of many local street intersections incentivize traffic to drive at high speeds from Foothill Drive onto East Bench neighborhood streets such as 2500 East or Laurelhurst Drive at high speeds. Narrowing the "throats" of these neighborhood entries or making them one-way out can help reduce speeds as well as reducing pedestrian crossing distances.



Supporting network improvements

Supporting network improvements are recommendations for capital projects off Foothill Drive that will help achieve Foothill corridor goals. The Preferred Scenario's supporting network improvements are of three types: active transportation connections, transit network changes, and a neighborhood traffic calming plan.

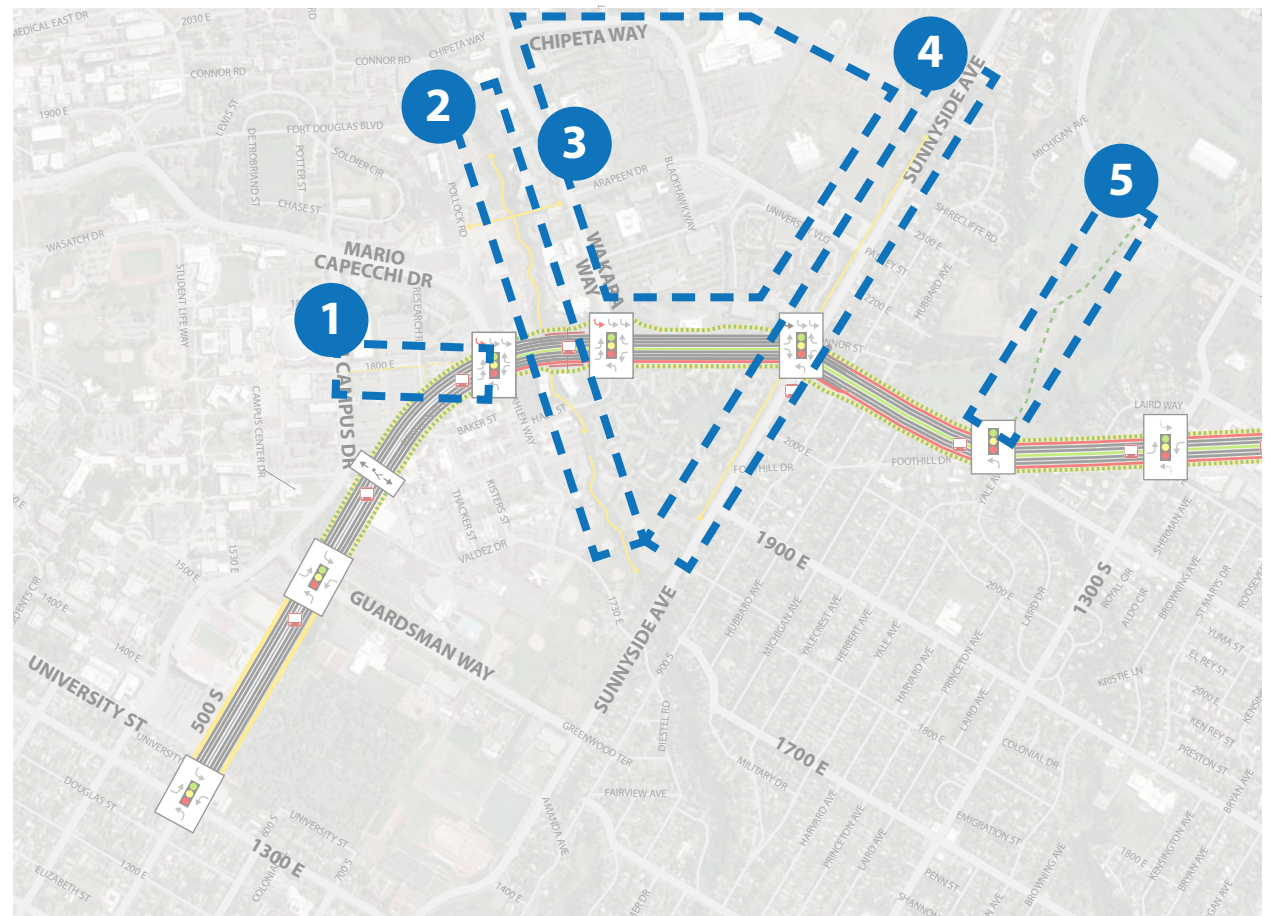
Active transportation connections

Improvements in the walking and bicycling networks of the greater University area will help make the shared use path recommended for Foothill Drive more effective and bring those traveling along Foothill by foot and bike to corridor destinations.

Recommended active transportation connections include:

- 1 South Campus TRAX connection:** a pedestrian/bike connection between Foothill/Wakara/Research Park and South Campus TRAX.
- 2 Red Butte Creek trail:** a trail along and across Red Butte Creek, including underpass at Foothill Drive (also included in the Salt Lake City Pedestrian and Bicycle Master Plan).
- 3 Research Park sidewalks:** fill gaps and improve sidewalks within Research Park.
- 4 9-Line:** a trans-valley east-west pathway that crosses Foothill Drive at Sunnyside Avenue (the 9-Line has its own master plan).
- 5 Bonneville Golf Course path:** A shared use path that will connect Wasatch Drive and Foothill Drive via a shared use path through the Bonneville Golf Course (also included in the Salt Lake City Pedestrian and Bicycle Master Plan).

Figure 7: Active transportation network enhancements



Transit network changes

Transit becoming a more viable option for more travelers on Foothill Drive depends on improvements for many routes off Foothill Drive. For most travelers on the Foothill corridor, Foothill is just a piece of the overall trip. Proposed transit network improvements can feed and extend the proposed high-frequency service on Foothill Drive. These recommended transit line improvements include:

- **Commuter line service changes:** Currently, three Fast Bus commuter services run along Foothill Drive that originate in three different areas: the 313; the 354; and the Park City Express. The Preferred Scenario proposes to target better transit markets for the two Salt Lake Valley Fast Bus routes and curtail the routes' length. In addition an additional Fast Bus route is proposed to serve Holladay / Millcreek (originating in Holladay Village like the current 228 route).

Each of these Fast Bus routes would stop at the proposed Parley's Transportation Center and the Wakara Transportation Mall (See Spot Improvements section).

- **Local line service changes:** One of the Foothill corridor's current transit challenges is that very few transit lines connect to it south of Sunnyside Avenue. The Preferred Scenario's transit concept proposes to link a new route running on 1300 South to Foothill Drive and re-route the 9 route to link to Foothill Drive, in accordance with Salt Lake City's Transit Master Plan.
- **University area shuttles/circulators:** The Preferred Scenario transit concept proposes to route University shuttles serving Research Park and the Foothill corridor through the central point of the Wakara Transit Mall. Additional future circulator shuttles should follow this same pattern.

Neighborhood traffic calming

Another type of network improvement that will support the Foothill Corridor goals and themes is a neighborhood traffic calming plan. Traffic calming within the East Bench neighborhoods can include horizontal deflections on local streets such as bulb-outs traffic circles, and chicanes, as well as design elements to reduce speeds on east bench collector streets attractive to "cut-through" traffic such as 2100 East and 2300 East. These traffic calming efforts should be an ongoing program that is a collaboration between Salt Lake City and the community.



Programs and partnerships

Transportation Demand Management

Travel Demand Management (TDM) will be a key part of the Preferred Corridor Scenario. Travel Demand Management refers to “strategies that change travel behavior (how, when and where people travel) in order to increase transport system efficiency and achieve specific planning objectives.” (Online TDM Encyclopedia, Victoria Transport Policy Institute) In the context of the Foothill corridor, TDM strategies provide incentives for travelers to choose non-single occupant vehicle trips to work. The strategies most likely to most help achieve corridor goals include:

- Education and promotion of transportation demand management
- Transit incentives for major employers
- Expand/utilize vanpools
- Expand ride sharing/carpooling
- Implement paid parking at major employers/destinations

Transportation management organization

The Draft Preferred Scenario identifies a Transportation Management Association (TMA) as a vehicle to implement TDM strategies. A TMA is an organization helping to provide and promote a wide range of commuting options for a large, concentrated employment area such as Research Park or the greater University of Utah area.



Maintenance and enforcement

Preferred Foothill Corridor Scenario concepts such as transit/carpool lanes and a shared use path will need the support of maintenance and enforcement programs. Priority programs include:

- Enforcing use of transit/carpool (high-occupancy vehicle) lanes.
- Maintaining sidewalks and active transportation paths, including snow removal.

Land use policy

The Foothill Drive Implementation Strategy primarily considers the public right-of-way and transportation issues. However, land use changes in key points along the corridor will be effective ways to achieve the corridor goals.

Land use recommendations for the Preferred Scenario include:

- Planning and zoning standards to shape transit-oriented and walkable development on the University segment of Foothill Drive (Sunnyside Avenue to 1300 East).
- Planning and zoning standards to shape transit-oriented and walkable development at the southern end of the corridor- known as the Regional Node in the East Bench Master Plan.

These policies and standards should focus on increasing the “D” variables in the areas identified above: housing and employment Density, human-scaled, walkable Design, land use Diversity, and Destinations, among others.

The East Bench Master Plan promotes transit-oriented and walkable development in many of its policies. These include Major Corridors Initiative 4.1 and Regional Activity Center Initiative 1.1.



The East Bench Master Plan promotes development frontage that helps to create a walkable and transit-oriented environment for Foothill Drive.

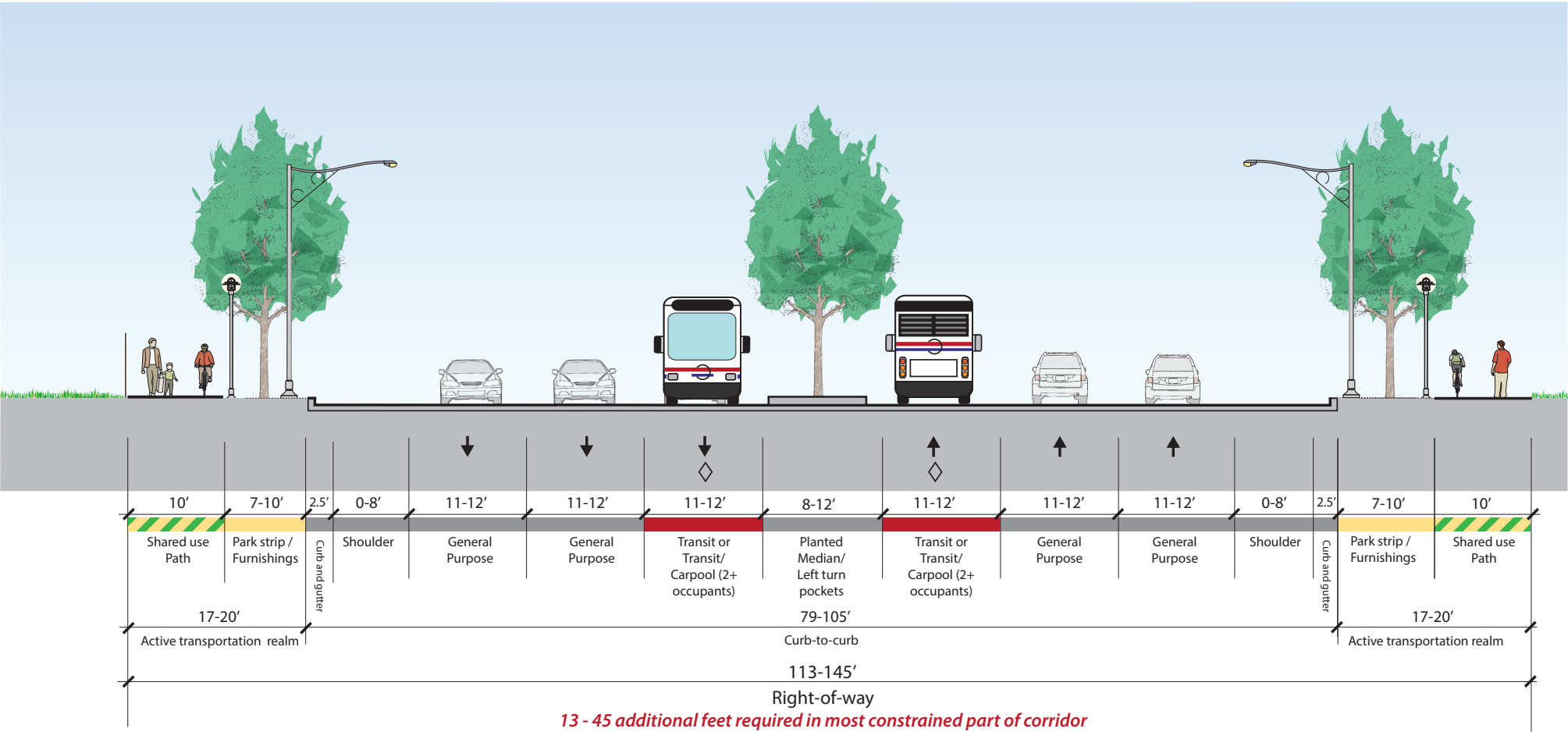


Long-term options

The Preferred Foothill Corridor Scenario proposes some long term concepts to consider.

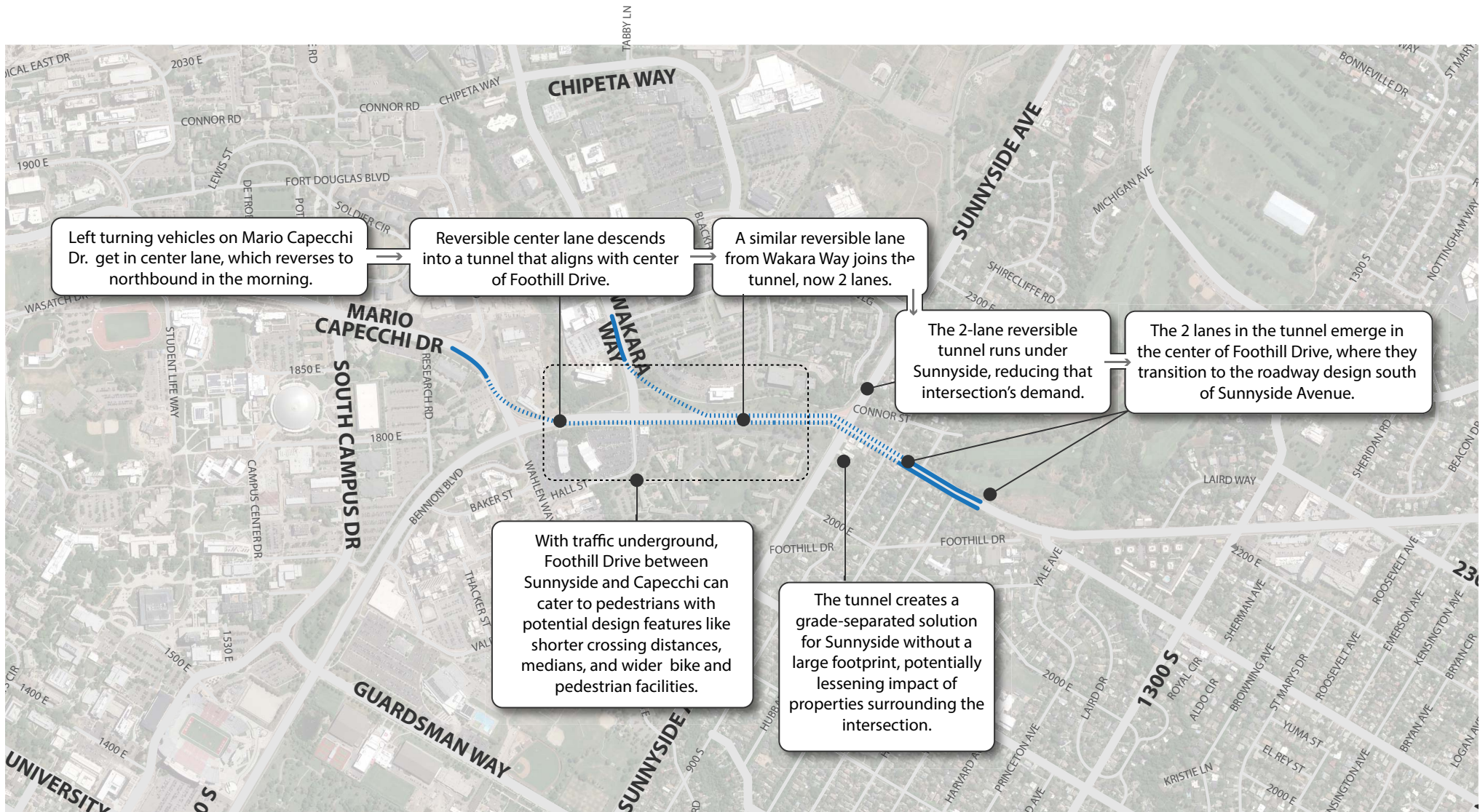
Median transitway

In the long term, moving the transit and/or carpool lanes to the inside of the roadway could be considered. This would create a faster, more reliable environment for transit operations.



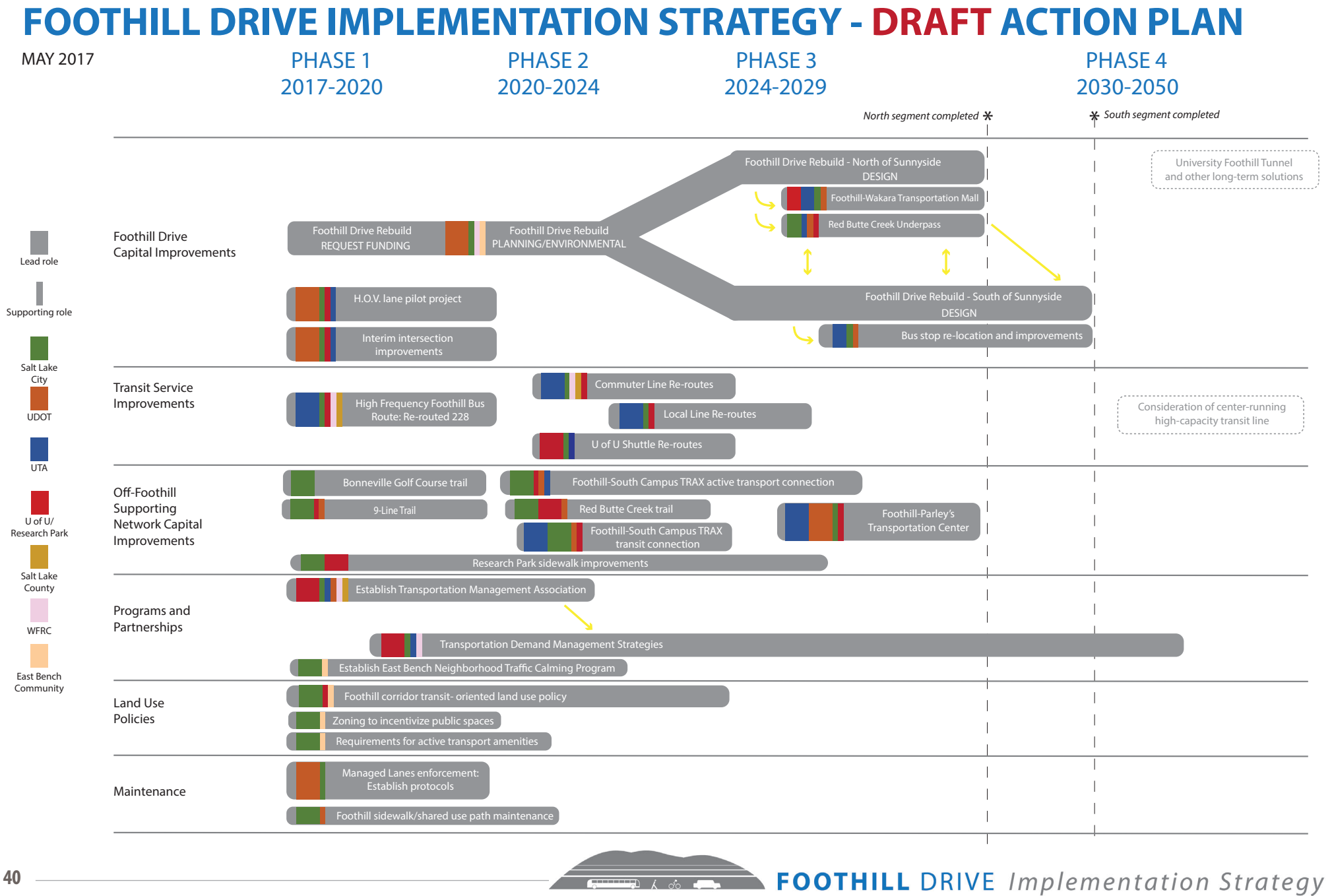
Tunnel

In the long term, concepts such as a tunnel connecting the University and Research Park to Foothill Drive could be considered. This tunnel concept would route the turning traffic between Foothill and Research Park/ the University underground, freeing space for the surface of Foothill Drive in this segment to be oriented to pedestrians and cyclists.



Projects and Action Plan

The Action Plan defines the elements of the Preferred Foothill Corridor Scenario as individual projects to be undertaken by the project partners. Each project is described and assigned a phase, and assigned to a lead partner and supporting partners. The Action Plan is shown in an overview below and in the table that follows.



Project type	Phase	Project name	Project description	Estimated cost *	Property/ ROW needed	Partner roles						
						Salt Lake City	UDOT	UTA	U of U/ Research Park	Salt Lake County	WFRC	East Bench community
Foothill Drive Capital Improvements	1-3	Foothill Drive rebuild	<p>The reconstruction of Foothill Drive between Interstate 80 and a point between Mario Capecchi Drive and 1300 East is the centerpiece of the Foothill Drive Implementation Strategy. This project should be undertaken in a planning/ environmental review phase and a design/construction phase. The planning/environmental phase should be undertaken as one corridor, but the design phase should be segmented – first, north of and including Sunnyside Avenue, and second, south of Sunnyside Avenue.</p> <p>The project will include:</p> <ul style="list-style-type: none"> • A cross section south of Sunnyside Avenue with 4 general purpose lanes, 2 high-occupancy vehicle lanes, a planted median/turn lane, and a shared use path with a landscape/amenity zone. This cross section will likely involve right-of-way acquisition. • A cross section including and north of Sunnyside Avenue to Mario Capecchi Drive based on 2 to 3 general purpose lanes in each direction, a southbound high-occupancy vehicle lane, a planted median/ center turn pockets, and a shared use path on both sides with a landscape/amenity zone. • A major set of corridor-wide streetscape amenities with emphasis on community nodes. • Sunnyside intersection improvements. • Wakara Way Intersection improvements. • Mario Capecchi Drive Intersection improvements. • Intersection improvements typical to major intersections south of Sunnyside Avenue. • Intersection improvements specific to 2300 East, including the addition of missing crosswalks and closing of northern channelized right turn. • Traffic calming for traffic coming off freeway. • Traffic calming at minor Foothill intersections. <p>While the primary re-build will likely require an environmental review and design and construction phases for two segments, many of these elements of the project, such as a pilot HOV lane project and intersection improvements, can be implemented in the meantime.</p>	\$\$\$\$\$	+++							
	2-3	Bus stop re-location and improvements	Relocate bus stops at the far side of major intersections to allow buses to pull out of the HOV lane and into the stop. Amenities such as seating, shelter, information, and ADA-accessible surfaces and clearances are added to the new stops.	\$\$\$	Fits within planned ROW							
	1-2	Foothill-Wakara Transportation Mall	A new transportation mall would serve as a destination and intermodal transfer point for UTA transit, University of Utah shuttles, private transit, carpools and vanpools, and bicycling. This transportation mall would be organized around long pullouts for buses, shuttles and other vehicles along both sides of Foothill Drive on either side of Wakara Way. The mall would have amenities such as seating, shelter, information, and ADA access and in the future could be complemented by commercial amenities.	\$\$\$\$\$	+++							
	2	Red Butte Creek Underpass	Underpass constructed under Foothill for both the path and the creek. Connects to new trail constructed along Red Butte Creek.	\$\$\$\$\$	+							
	4	University-Foothill Tunnel	Long-term potential solution of moving vehicle traffic entering or leaving University to/from Foothill corridor. A 2-lane reversible underground tunnel would connect turn lanes on Mario Capecchi Drive and Wakara Way with Foothill Drive south of Sunnyside Avenue. The segment of Foothill Drive above the tunnel would become a walkable, transit-focused street.	\$\$\$\$\$\$	++++							



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Transit Service Improvements	1	High-frequency Foothill bus route	A high-frequency bus route running from 3900 S./Wasatch Dr. to Downtown Salt Lake on Foothill Drive. <i>See Potential Foothill Transit Concept.</i>	?	none							
	2	Commuter line re-routes	Modification of the 313, 354, Park City Express routes to target strong transit markets and streamline service through University area. Potential additional new commuter route. <i>See Potential Foothill Transit Concept.</i>	?	none							
	2-3	Local line re-routes	Modification of the 21, 3, and 9 routes to support transit along the Foothill corridor. Addition of new local route running along 1300 South. <i>See Potential Foothill Transit Concept.</i>	?	none							
	2	University shuttle re-routes	Modification of University shuttles to run through Foothill-Wakara Transportation Mall and coordinate with UTA routes.	?	none							
Off-Foothill Supporting Network Capital Improvements	3	Foothill-Parley's transportation center	Off-street transportation center located at the interface of Foothill Drive and Interstate-80/I-215 interchange. Would center on a park-and-ride facility for Foothill corridor bus transit.	\$\$\$\$\$	++++							
	2	Foothill-South Campus TRAX transit access connection	Transit-only roadway link between Foothill Drive just west of Mario Capecchi and 1800 East and/or Research Road to connect to South Campus TRAX Station. Need for this project depends on degree to which Foothill corridor transit routes need to stop at South Campus TRAX.	\$\$\$	++++							
	1-2	Foothill-South campus TRAX active transportation connection	Pedestrian and bicycle link between Foothill Drive just west of Mario Capecchi Drive and South Campus TRAX Station. This connection would include the shared use path along Foothill Drive (see Foothill Drive rebuild), the pedestrian connection across Mario Capecchi Drive, and a path connecting to 1800 East and/or Research Road and South Campus TRAX.	\$\$\$	++							
	2-3	Red Butte Creek Trail	A paved trail along Red Butte Creek on both sides of Foothill Drive, including an underpass under Foothill Drive and a connection to the 9 Line Trail. Includes connections across the creek to connect Research Park and Fort Douglas/University campus.	\$\$\$\$	++							
	1-3	Fill out and improve Research Park sidewalks	Fill gaps in Research Park's sidewalk network; create pedestrian routes through large parking areas; and widen/enhance sidewalks and amenities along major pedestrian corridors such as Wakara Way.	\$\$\$	none							
	1-2	9 Line trail	Continue to implement 9-Line project and coordinate with other planned Foothill Drive Implementation Strategy projects.	\$\$\$								
	3	Bonneville Golf Course bike trail	Bike and pedestrian trail connecting Wasatch Drive and Foothill Drive via Bonneville Golf Course.	\$\$\$	++							



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Programs and Partnerships	1-2	East Bench Neighborhood Traffic Calming Program	Collaborate with East Bench community to develop strategies to slow neighborhood traffic in areas surrounding Foothill Drive. Elements could include deflections at entries to local streets from Foothill Drive, deflections within neighborhoods, and speed enforcement.	\$\$	N/A							
	1	Transportation Management Association (TMA)	Develop an umbrella organization to coordinate services that provide and promote a wide range of commuting options for Research Park and potentially including other employers in the greater University of Utah area. The TMA's services would include: <ul style="list-style-type: none"> o Education/Marketing o Vanpool programs o Carpool/ride share programs o Transit pass programs o Promotion/coordination of flex schedules and telecommuting 	\$\$	N/A							
	1	Implement paid parking in Research Park	Create fee system for parking in Research Park.	\$\$	N/A							
	1-3	Transportation Demand Management Strategies at Research Park, VA, and University	In coordination with the Transportation Management Association, implement travel demand management (TDM) strategies to reduce demand for driving alone to and from the greater University area. The strategies most likely to be effective include education and promotion of transportation demand management; transit incentives for major employers; expand/utilize vanpools; expand ride sharing/carpooling; and implement paid parking at major employers/destinations.	\$\$\$	N/A							
Land Use Policies	1	Foothill corridor transit-oriented land use policy at University and Regional Node	Study and enact land use policy that, in a way consistent with the East Bench Master Plan, promotes transit-oriented development at two locations along the Foothill corridor: the segment between Sunnyside Avenue and 1300 East; and the "Regional Node" at the southern end of the corridor.	\$\$\$	N/A							
	1	Zoning to incentivize public spaces	Amend zoning to create incentives for new development along the Foothill Drive corridor to create quality public space along Foothill Drive.	\$\$	N/A							
	1	Requirements for active transportation amenities	Amend zoning to require new development along Foothill corridor to provide active transportation amenities such as bicycle racks.	\$\$	N/A							
Maintenance	1	Foothill sidewalk/ shared use path maintenance	Develop a long-term plan to assign snow removal and other maintenance for the planned shared use path on Foothill Drive.	\$	N/A							
	1	Managed lanes enforcement	Develop a strategy to enforce rules of use of the planned high-occupancy vehicle (HOV) lanes.	\$	N/A							

*Cost levels: \$ - Less than \$10,000; \$\$ - \$10,000-\$100,000; \$\$\$ - \$100,000 - 500,000 - \$1 million; \$\$\$\$ - \$500,000 - \$1 million - \$10 million; \$\$\$\$\$ - \$1 million - \$10 million; \$\$\$\$\$\$ - over \$10 million

