

FOOTHILL DRIVE CORRIDOR CONCEPT IDEAS

This document is a comprehensive list of ideas for the Foothill Drive Corridor. The ideas include those generated during the June 23rd Steering Committee brainstorming workshop, ideas documented in relevant studies (e.g. 2008 Foothill Drive Study, Draft East Bench Master Plan), ideas generated by the consultant team, and ideas received from the public during the open house and online workshop.

These ideas will be used as the building blocks for the development of Foothill Drive corridor concepts. For simplicity, the ideas have been grouped by major categories. The major categories that the ideas fall into include:

- Foothill cross section
- Foothill intersections
- Foothill corridor improvements – capital and operations
- Spot features
- Supporting network features
- Programs and partnerships
- Land use policies
- Maintenance policies and implementation tools

Foothill cross section

Add third lane south of 2300 East

Improve pedestrian realm on Foothill

Widen sidewalk

Widen and improve park strip

Make pedestrian realm a consistent width and character along Foothill

Build retaining wall along sloping section to create more flat pedestrian realm area

Narrower lanes

Dedicated transit lane

HOV lanes

Reversible Lane

Median

Foothill bike facility

Shared use path on Foothill

Boulevard – local access lanes

Tunnel

Preserve future opportunity

Not increase the number of motorized lanes on Foothill Drive

Foothill intersections

General traffic improvements

More green time to traffic across Foothill

More protected left turns

Reduce turning movements

Continuous flow intersection

General pedestrian improvements

Improve crosswalk visibility

Add median refuges

Shorten crossing distance

Smaller curb radii

Raised speed table at free right turns

General bicycle improvements

Manage right turn conflicts

Highlight bike routes across intersection with striping

Bicycle signals

General transit improvements

Queue jumps

Transit signal priority

Capecchi

Third left turn lane WB Capecchi to SB Foothill

Third carpool left turn lane

Remove free right and add one or two right turn lanes with right turn overlap phase

Variable right turn lane NB Foothill

Tunnel system with Capecchi, Wakara and possibly Sunnyside to inload/outload U and RP – likely reversible

Realign Foothill Drive with Mario Capecchi

Add missing crosswalk legs

Add missing sidewalks

Pedestrian / bike bridge or tunnel

Wakara

Third left turn lane WB Wakara to SB Foothill

Third carpool left turn lane

Remove free right and add one or two right turn lanes with right turn overlap phase

Variable right turn lane NB Foothill

Tunnel system with Capecchi, Wakara and possibly Sunnyside to inload/outload U and RP – likely reversible

Add missing crosswalk legs

Pedestrian / bike bridge or tunnel

Sunnyside

Triple left WB Sunnyside to SB Foothill

Carpool left WB Sunnyside to SB Foothill

Double left EB Sunnyside to NB Foothill

Tunnel system with Capecchi, Wakara and possibly Sunnyside to inload/outload U and RP – likely reversible

Continuous Flow Intersection

Eliminate free right

Pedestrian / bike bridge or tunnel

2300 East

Eliminate free rights at 2300 East

Parley's way

Foothill local access lane

Foothill / Parley's Way couplet

Foothill corridor improvements – capital and operations

Landscape / streetscape treatments

General

Additional street trees

Other landscaping

Street furniture: seating, trash cans, water fountains

Pedestrian scale lighting

Series of public spaces in the community nodes – for example in closed off right turn lanes, tips of larger properties, and potentially closed off side streets.

Improved transit service

BRT service along Foothill serving University area

Corridor-long transit route on Foothill connecting to downtown

More frequent service on existing routes

Transit stop improvements

Add stop features

Move bus stops closer to pedestrian crossings and destinations

Eliminate some bus stops

Roadway operations and design

A lower speed limit

Variable speed limits

Improve consistency of roadway lanes

Reduce design speed

Improve wayfinding

General

Unify different wayfinding systems along corridor

Extend wayfinding down corridor, especially at southern gateway

Frame key views throughout corridor

Pedestrian / cyclist wayfinding

On-street parking

Remove all on-street parking

Keep some on-street parking for residents

[Access management](#)

Restrict left turns

Create safe U turn opportunities between intersections

Reduce driveways

Better pedestrian-driveway conflict marking

Restrict neighborhood access

[Improve/create full corridor bike route](#)

[Add bike parking at destinations along Foothill](#)

[Bicycle signals](#)

[Public art](#)

Pavement

Median art

Bus stops

Community nodes

Spot features

[Improve University area](#)

Create University gateway

University area transit service/operations improvements

Create transit hub on Foothill for Research Park / VA

Assess operations of HAWK signal

U of U / Red Butte Creek tunnel

[Improve Foothill Village area](#)

Planted median to manage access and as pedestrian refuge

Midblock crossing

Use right turn lane from 2300 East to Foothill (northbound) for public space.

Traffic calming features

[Improve Anderson Library area](#)

Anderson Library public plazas

Implement Yale byway

Extension of bike route across Foothill and north along golf course

[Improve 1700 S area](#)

Add public space

Kensington ped-activated signal

Improve 2100 S area

Add public space

Improve Regional Node area

Park and ride/transit hub in Regional Node

Gateway feature

Features calming traffic coming off freeway

South of Stringham/Thunderbird ped-activated crossing

Supporting network features

Supporting bike and pedestrian network improvements to destinations

General

Research Park sidewalks

Direct active transportation connections to University / Research Park

Red Butte Creek trail

Connections across Red Butte Creek

Direct connection from Foothill to South Campus TRAX

Foothill Village area

Southern gateway

Traffic calming in neighborhoods

Use "no left and right turn" signs to control/reduce traffic through neighborhoods during rush hour

Regional transit supportive improvements

Southeast Salt Lake Valley service

Improve stops/park and rides in Southeast Salt Lake Valley

Improved Park City service

East Bench transit service improvements

General improved service

East-west transit connections

Route on Sunnyside

U of U area transit improvements

Hubs

Simplify/improve system legibility

Extend shuttle system

Better transit crossing of Red Butte Creek/Fort Douglas**Circulator shuttles**

Parallel and connecting bike routes

East Bench**U of U area****Southern gateway****Extend Bonneville shoreline trail****Wasatch parallel route****2100 East / 2300 East parallel route**

Street network additions

Extend Wakara through to connect with 1900 East**Improve network of streets in family housing / VA / Sunnyside park area****Extend Capecchi through to Guardsman****Find a way to cross Red Butte Creek and Fort Douglas for all modes****Create major collector-level street running parallel to Foothill through University Research Park – at least pedestrian and bike spine****Consider changing the relationship between Foothill, Mario Capecchi, and South Campus, especially if Fort Douglas turns over****Long term change of Family Housing property to emphasize pedestrian environment and circulation; same for Research Park.****Extend 2100 East through golf course to Arapeen**

I-80 interchange planning

Tunnel

Programs and partnerships

Create umbrella transportation association/district for greater University area

Education and marketing for Travel Demand Management

Implement paid parking at major employers/destinations

Reduce parking supply at major employers/destinations

Expand/utilize vanpools

Expand ride sharing/carpoolingExtend UTA subsidization for employees

Transit incentives for major employers

Promote telecommuting

Promote flex schedules

Bicycle amenities at employers

Improve bicycle accommodations on transit

Bike share in University area

Car share in University area

Private transit

Bicycle transit in University area

Congestion pricing

Traffic management enforcement

Become more comfortable with vehicle congestion

Smart cars

Crash response protocol

Public outreach for safety

Land use policies

Create more transit-, bike-, and walking-supportive land uses along University segment of Foothill (north of Sunnyside)

Create more transit-, bike-, and walking-supportive land uses at Regional Node in southern end of corridor

Promote development that protects residents from noise impacts

Reflect neighborhood character in Foothill zoning and development standards

Zoning to incent public spaces

Require multi-modal amenities for development

Maintenance policies and implementation tools

Sidewalk maintenance

Road maintenance

Funding