

**DRAFT**

# CONNECTING PEOPLE TO PLACES

## **07 Introduction**

The East Bench transportation system is a collection of slow moving, tree-lined residential streets and major arteries that are the lifeblood of regionally significant destinations. East Bench residents, employees, and business owners recognize the impact that the transportation system has on the livability of their community and want more choices in how they move from place to place.

## GUIDING PRINCIPLE

### A Safe, Efficient and Multi-Modal Network

The East Bench mobility network is an efficient, safe, and accessible transportation system that provides multiple options for connecting people to employment, services, shopping, entertainment, recreational and cultural opportunities within the East Bench community, and connects the East Bench to the City and region.

## City Planning Context

**Plan Salt Lake** places an emphasis on the role that connectivity and mobility options has on the future health of our communities.

Plan Salt Lake states:

*“Connectivity and circulation are critical to responsible, sustainable growth. We must ensure that our neighborhoods and districts are well connected by both providing a wide range of transportation and mobility options and increasing the number of connections in our community. Smaller blocks and a diversity of connections are necessary to achieve this.”*

The plan provides further direction with the following guiding principle:

*“A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.”*

The Plan Salt Lake initiatives related to transportation and mobility emphasizes that all areas of the City should focus on reducing automobile dependency by providing convenient, safe, accessible, and equitable access to a variety of transportation options.

The Salt Lake City **Transportation Master Plan** is the guiding plan for mobility in Salt Lake City. The accompanying Major Street Plan classifies streets by their anticipated function. The East Bench contains the following types of streets according to the Major Street Plan:

*State Highways* are operated and maintained by the Utah Department of Transportation (UDOT). Routes typically operate as Arterial streets.

*Arterial Streets* facilitate through traffic movement over relatively long distances such as from one end of the city to the other and from neighborhood to neighborhood. Arterials are generally Multi-Lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets and typically offer controlled access to abutting property.

*Collector streets* provide the connection between Arterial and Local streets. Collectors can be Multi-Lane, but are meant to carry less traffic at lower speeds and for shorter distances than Arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.

*Local streets* provide direct access to and from abutting property. Local streets are usually one lane in each direction meant to carry traffic over short distances and at low speeds.

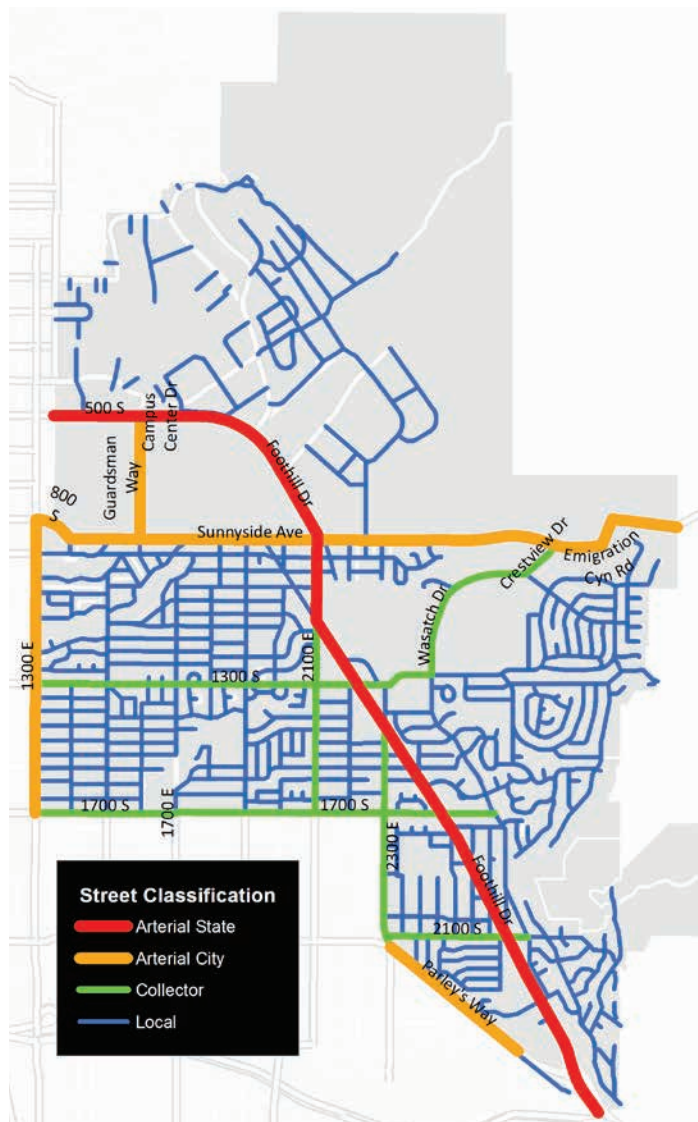
The Transportation Master Plan encourages the use of transportation modes other than just the automobile. One of the guiding principles listed in the plan states:

*“Salt Lake City will encourage a multi-modal transportation system. Dependence on the automobile as our primary mode of transportation will be reduced by emphasizing other modes. The transportation system will be designed to move people, not just automobiles.”*

The plan goes further by recognizing the important

relationship between land use and transportation and how this relationship impacts the health of our communities. The plan provides the following direction regarding land use:

- Salt Lake City will preserve and enhance residential communities within the City which allow residents to live, work and play in the same area.
- Salt Lake City will explore opportunities to increase residential and destination densities at major bus and rail transit nodes along transit corridors.
- Salt Lake City will promote development that is transit, pedestrian and bicycle friendly.



East Bench neighborhoods have good access to collector and arterial roads.

The Salt Lake City **Pedestrian and Bicycle Master Plan** envisions that walking and bicycling within the City will be:

*“...safe, convenient, comfortable, and viable transportation options that connect people to places, foster recreational and economic development opportunities, improve personal health and the environment, and elevate quality of life.”*

The plan supports the “Complete Streets” principle, which refers to designing streets for people of all ages and abilities and for all forms of transportation. To implement the “Complete Streets” principle, all communities within the City should:

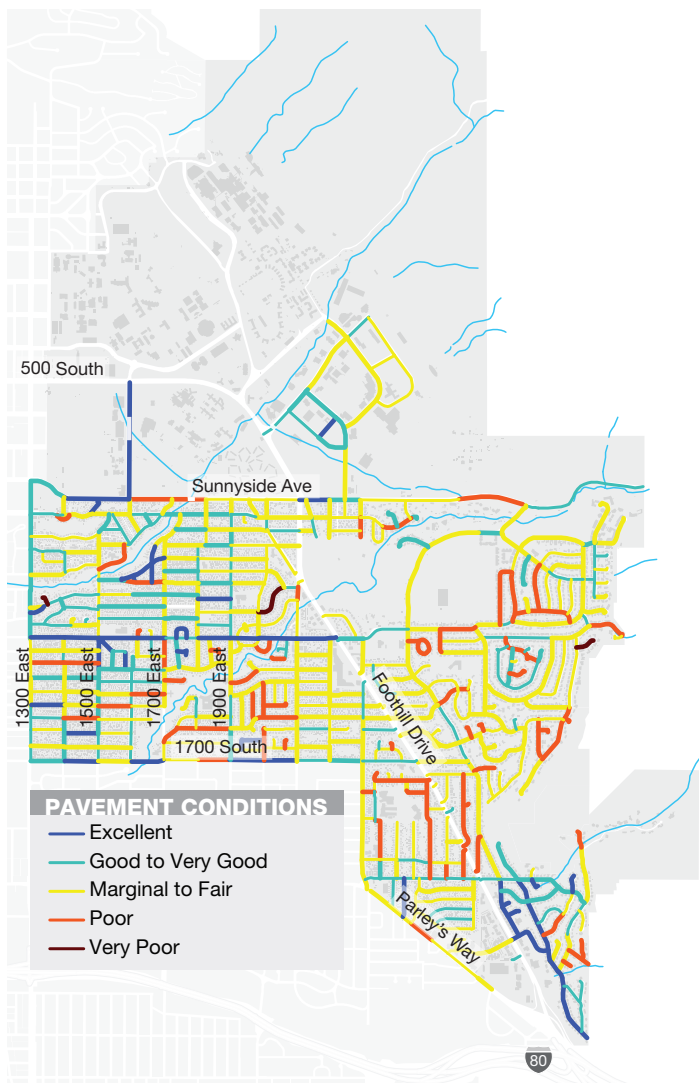
- Integrate walking and bicycling into community planning to enhance livability, health, transportation, the environment, and economic development;
- Develop a safe, comfortable, and attractive walking and bicycling network that connects people of all ages, abilities, and neighborhoods to the places they want to go;
- Maintain the walking and bicycling system year-round;
- Promote the safety and attractiveness of walking and bicycling through education, encouragement, and enforcement programs; and
- Integrate pedestrian and bicycle facilities with transit routes, stations, and stops.

The East Bench Master Plan supports all of these citywide master plans. Future transportation infrastructure improvements in the East Bench should be consistent with the policies established in these plans and any subsequent changes adopted by the City Council.

## Existing Conditions

### Roadway Conditions

The roadway infrastructure in the East Bench is aging. The Salt Lake City Engineering Division conducted a citywide survey of pavement conditions in 2012. Streets were evaluated and given a score of 1 to 100 based on an overall condition with 1 being worst and 100 being best. Nearly two-thirds of the streets within the East Bench are considered fair to excellent, although there are a number of street sections (approximately 35%) that are considered very poor to marginal.



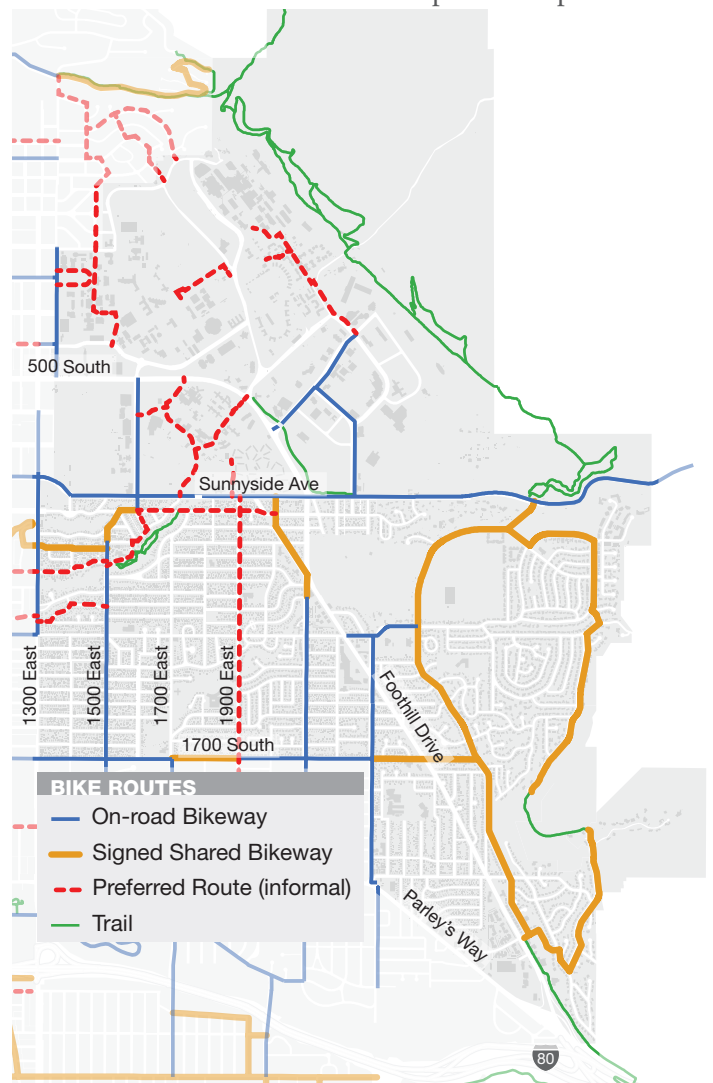
Many streets in the East Bench are in need of maintenance.

### Bike Routes

There are two types of specific bike lane facilities located within the East Bench Community: On-road bikeways and signed shared roadways.

*On-Road Bikeways* are bike lanes that are typically striped with painted bicycle symbols and “bike lane” signs. Bike lanes provide bicycle-priority space on fairly busy streets. There are approximately 10 miles of roadway within the East Bench Community that contain bike lanes.

*Shared Roadways* use green bike route signs to indicate bicycle use. Bicycle symbols may also be painted on the road to alert motorists that bicyclists are sharing the travel lane. There is no separate striped area for



The Salt Lake City Bikeways Map identifies a number of streets as preferred routes for bicyclists to use to cross the East Bench.

bicyclists. There are approximately seven miles of roadway within the East Bench Community that are shared roadways.

There are also a number of streets within the East Bench Community that have been identified as preferred bike routes on the Salt Lake City Bikeways Map. Preferred Routes have no special signs or pavement symbols but are typically low-volume, low speed streets frequently used by bicyclists.

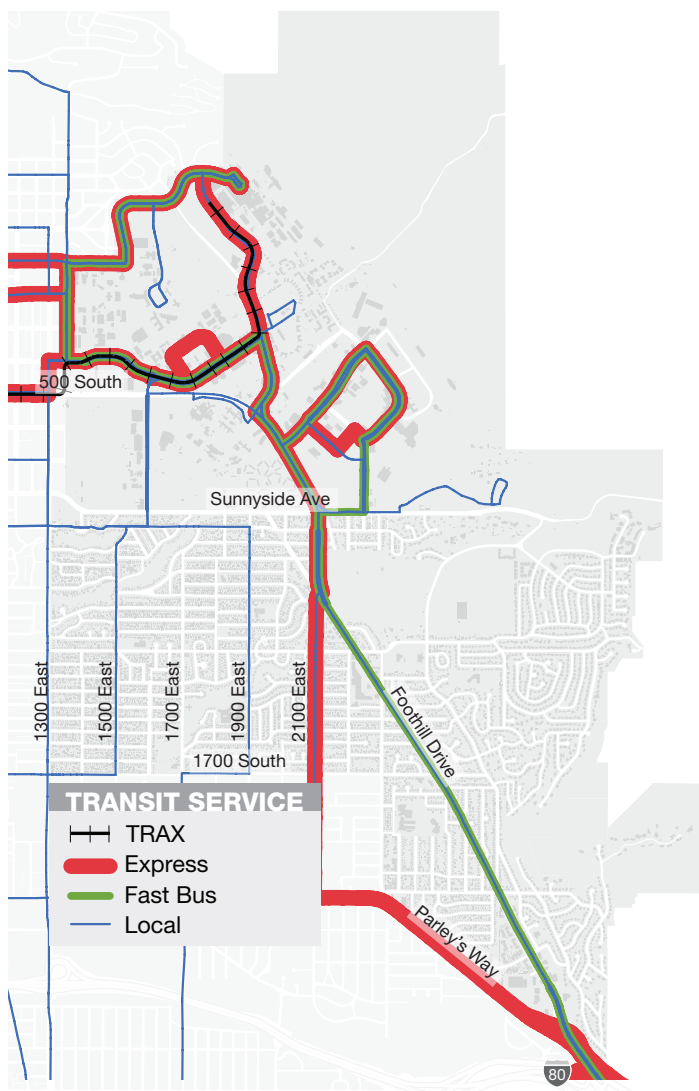
### Transit

The East Bench Community is served by 12 local bus routes, three express routes, two fast bus routes, and TRAX. The 12 local bus routes provide transit circulation within the City and connect the East Bench to other cities within Salt Lake County. The Fast Bus routes provide direct connection to the eastern areas of Salt Lake County. The Express routes connect the East Bench to Davis County, Utah County, and Park City.

In recent decades, the East Bench community has not been a major user of public transportation and the availability of transit options has reflected this trend. There are limited local bus routes that run predominantly in a north-south direction, but nothing that runs east-west and connects the neighborhoods to the major corridors. Regionally, there has been a great emphasis on providing bus and rail transit to the University of Utah from the west and north; however, transit options from the south and east are limited. Although transit usage has not been high in the past, there is resurgence in the community’s desire for more.



Light rail provides great transit service to the University of Utah; however, transit is limited in other areas of the East Bench.



The East Bench is primarily served by transit routes heading to the University of Utah

## PLAN FOR WHERE PEOPLE GO

In order to plan future transportation improvements, it is necessary to identify where people are going. Activity nodes are places that attract people for the purpose of learning, working, shopping, recreating, worshiping, and/or socializing. From a transportation standpoint, these activity areas are considered trip generators and destinations.

The existing activity nodes in the East Bench are generally categorized by their intensity and size of the area that they serve. They also provide an indication on the level of transportation infrastructure needed to serve the area. For example, the regional activity node contains land uses that serve not only the local community and City, but the region as a whole. Therefore, the transportation infrastructure that services this area should be tied to the regional transportation network.

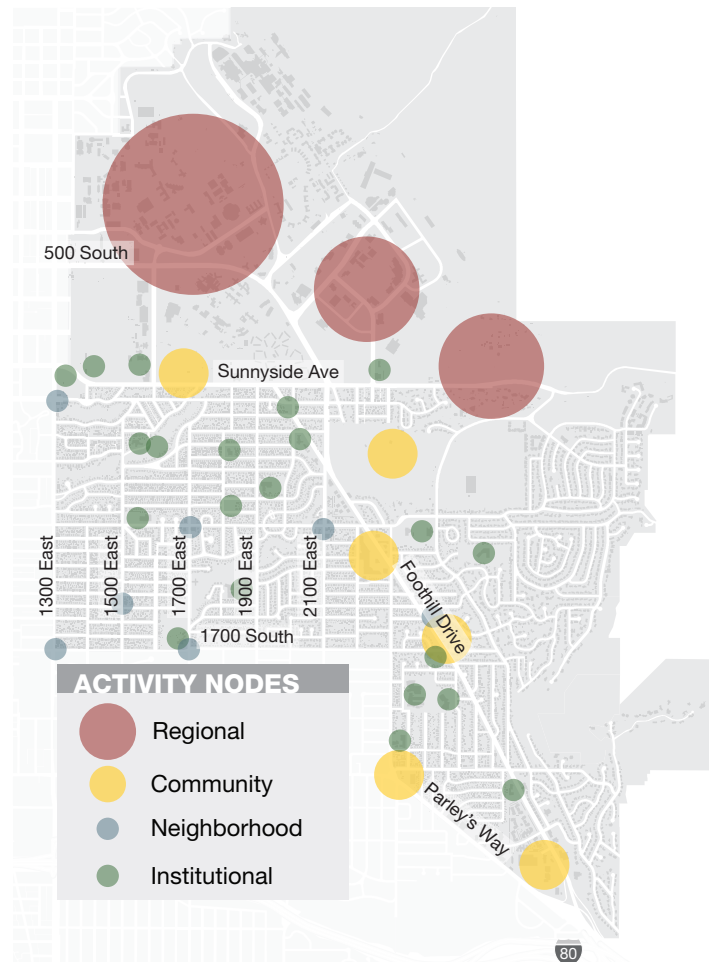
The following provides a description of the East Bench activity nodes:

**Regional activity nodes** attract people from within, and outside of Salt Lake City and includes the University of Utah, Research Park, and the regional cultural attractions.

**Community activity nodes** attract people generally from the adjacent neighborhoods, as well as the surrounding communities. Within the East Bench, these activity nodes are located along arterial streets, such as Foothill Drive and Parley's Way.

**Neighborhood activity nodes** generally attract people from within the neighborhood in which they are located. These areas contain coffee shops and neighborhood grocers, as well as schools, churches and parks. Neighborhood activity nodes may contain businesses that attract people from outside of the immediate neighborhood; however, these businesses are generally small in size. These areas are located mainly along collector or local streets.

These areas should be the focal point in determining where future transportation infrastructure improvements are needed. These improvements should be focused on moving people safely and efficiently to and within the activity nodes, and be designed to correlate to the adjacent land uses along the corridor.



Activity nodes should be the focal point in determining where future transportation infrastructure improvements are needed.

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# MOVING FORWARD >>>

The following are the guiding principles and associated initiatives that are intended to help guide the East Bench Community into the future. The initiatives include general policies, as well as specific strategies and goals. Applicable Plan Salt Lake policies are also included that help inform these guiding principles and initiatives.

## GUIDING PRINCIPLE C-01

### A SAFE, EFFICIENT AND MULTI-MODAL NETWORK

The East Bench mobility network is an efficient, safe, and accessible transportation system that provides multiple options for connecting people to employment, services, shopping, entertainment, recreational and cultural opportunities within the East Bench community, and connects the East Bench to the City and region.



*Plan Salt Lake* initiatives supported by this action:

#### Neighborhoods

- Create a safe and convenient place for people to carry out their daily lives.
- Promote accessible neighborhood services and amenities, including parks, natural lands, and schools.

#### Transportation & Mobility

- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options.
- Reduce automobile dependency and single occupancy vehicle trips.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Prioritize maintenance of existing infrastructure.
- Encourage transit-oriented development (TOD).
- Collaborate with regional partners to relieve congestion and enhance rights-of-way for alternative modes of transportation.
- Enhance rights-of-way to join, rather than segregate, adjacent neighborhoods.
- Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art, into our rights-of-way and transportation networks.

#### Air Quality

- Increase mode-share for public transit, cycling, walking, and carpooling.

#### Beautiful City

- Promote increased connectivity through mid-block connections.

INITIATIVE C-1.1

### Improve Transit Access and Service to Activity Nodes

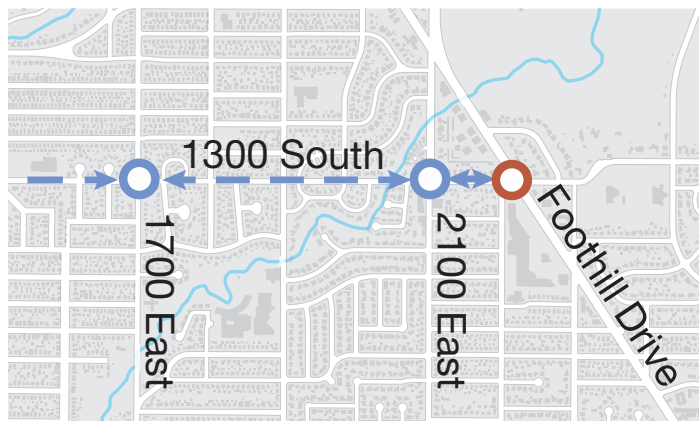
Planning for future transit in the East Bench should focus on connecting people to the activity centers. The East Bench regional activity center is a destination for people inside the community, inside the City and outside of the City. Foothill Drive serves as primary access to this area and is integral to the regional transportation network. It should be targeted for additional transit that ties into the overall regional transit system. Once in the regional activity center, the local circulation system should tie all of the facilities together.

At the neighborhood level, future transit needs to focus on providing transportation options from where people live to where they shop, play and receive services. Specifically, east-west transit routes are needed to connect residents to the Foothill Drive corridor. This will not only provide access to shopping and services along Foothill, but will provide access to future regional transit routes on Foothill.

INITIATIVE C-1.2

### Explore Transit Partnerships with the University of Utah

The City should work with the University of Utah on extending their campus shuttle system into the adjacent neighborhoods. The shuttle system should be a coordinated effort with the City to determine appropriate routes and schedules.



East to west transit service is not available at nodes along 1300 South.



The Parley's Way and Foothill node is an emerging center that could be better served by transit



The University of Utah operates the second largest transit system in Utah.

## INITIATIVE C-1.3

**Build Better Bus Stops**

Street and sidewalk improvements at the activity nodes should include the necessary infrastructure to support transit. This includes ensuring that there is sufficient right-of-way width for bus stops. It also includes urban design elements in the pedestrian areas that provide comfortable bus stop waiting areas, such as sheltered benches. All future street right-of-way improvements at activity nodes should be coordinated with transit partners and should consider future transit accommodations.



Enhanced bus stops, such as this bus shelter in Research Park, provide comfort and shelter for riders

## INITIATIVE C-1.4

**Design Streets According to their Function**

Arterial streets in the East Bench should continue to serve as primary transportation corridors and should continue to function in this manner. These streets should continue to move automobiles away from neighborhood streets; however, this should not come at the expense of other transportation options, such as transit, bikes and walking. Collector streets in the East Bench should be considered neighborhood corridors. These provide the link to the neighborhood commercial nodes, as well as to the major corridors. Improvements to these streets should accommodate all modes of transportation and automobile speeds should be kept low due to the residential nature of the land uses along these streets. Infrastructure improvements should focus on slowing automobile traffic to improve safety on local streets.



Foothill Drive and Parley's Way (shown above) are major corridors and should be designed to move people efficiently and safely.

INITIATIVE C-1.5

# Support Implementation of the Pedestrian and Bicycle Master Plan

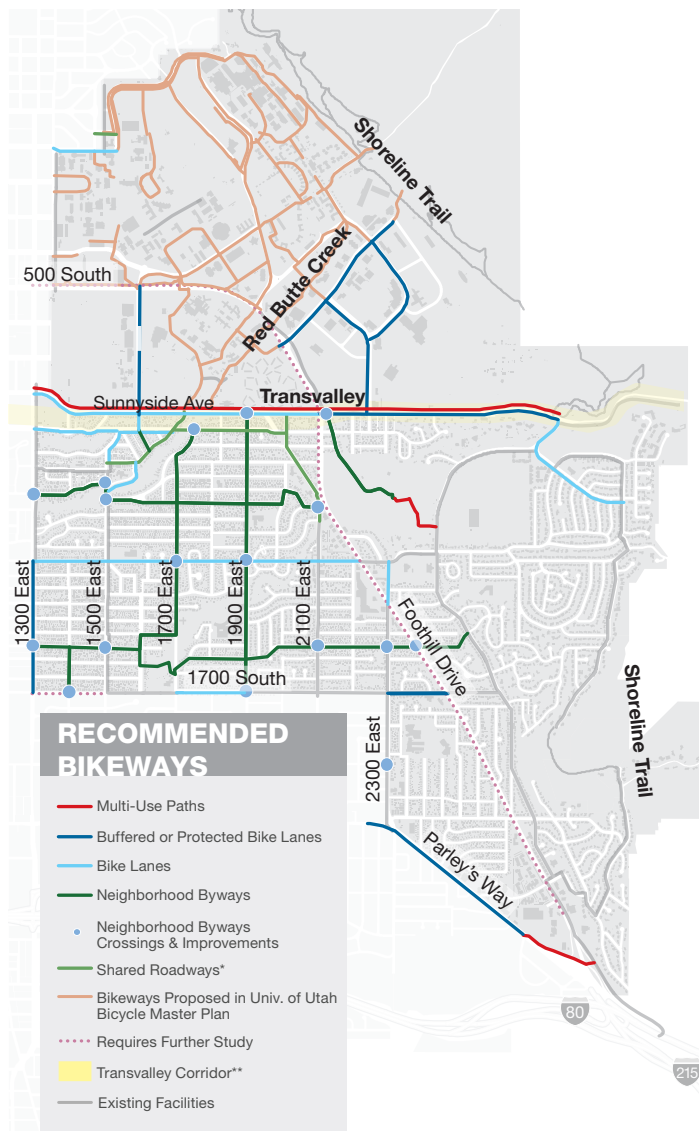
The Salt Lake City Pedestrian and Bicycle Master Plan provides short term (0-10 years) and long term (10-20 years) recommendations for future bikeways. The final bikeway vision map in the plan shows a network of bike routes that connects the East Bench activity centers. The East Bench Plan supports full implementation of the Salt Lake City Pedestrian and Bicycle Master Plan.

The Salt Lake City Pedestrian and Bicycle Master Plan also provides policies for creating a safe and enjoyable walking experience for all users. The plan provides specific recommendations for sidewalks and intersections and includes a map showing recommended future pedestrian improvement areas. Within the East Bench the intensity of these improvements should be based on proximity to the activity centers. One specific pedestrian improvement area is the 1300 South 2100 East neighborhood node where pedestrians are forced to walk in the street or the business parking lot due to a lack of sidewalks.

INITIATIVE C-1.6

# Safe Walking Routes to Schools

The City should partner with area schools to develop and expand programs that encourage kids to walk and bike to school. An example of this type of program is the Walking School Bus, which is simply a group of kids that gather and walk to school with an accompanying adult. In conjunction with the schools, the City should establish safe walking routes and prioritize safety improvements along those routes.



This map from the Pedestrian and Bicycle Master Plan illustrates the future vision over the next 20 years.



Raised crossings, such as this one near Uintah Elementary, are one traffic calming element that can make routes to school safer.

## INITIATIVE C-1.7

## Safe Pedestrian and Bicycle Access to Public Facilities

The City should conduct an accessibility assessment for all public facilities, such as schools, parks, etc. The assessment should identify improvements to the surrounding area to ensure safe connectivity for all users, especially for those walking and bicycling from the adjacent neighborhoods.



Although in need of maintenance and improvement, this crossing adjacent to the Anderson-Foothill Library provides a visible pedestrian connection to a public facility.

## INITIATIVE C-1.8

## Install and Maintain the Sidewalks

The East Bench Existing Conditions Report provides an inventory of existing sidewalks and shows that there are a number of streets in the East Bench that lack sidewalks. A focus when making street improvements in the East Bench should be to install sidewalks where they don't exist and where it is feasible, particularly near pedestrian improvement areas as identified in the Pedestrian and Bicycle Master Plan.

There needs to be a continued effort in maintaining the existing sidewalk infrastructure, specifically snow and vegetation removal. City ordinances require property owners to clear snow and vegetation from sidewalks adjacent to their property and if property owners fail to do so they are subject to fines. East Bench residents and business owners should not always rely on City enforcement actions to enhance their neighborhood. They should find ways to work together and lend a helping hand to their neighbors and the City should participate in areas where maintenance is difficult.



This section of sidewalk along Foothill Drive shows one example of a lack of maintenance.

INITIATIVE C-1.9

# Reduce Pedestrian Conflict Points

All new development on private property should provide direct connections from the sidewalk to the entrance of the building that are separate from the vehicular travel way. The number of driveways and driveway widths at activity nodes should be kept at a minimum. Buildings in the activity nodes should be oriented to the street and should provide entrances from the adjacent public sidewalk.



Pedestrian safety and accessibility should not end at the sidewalk, but should extend to building entrances.



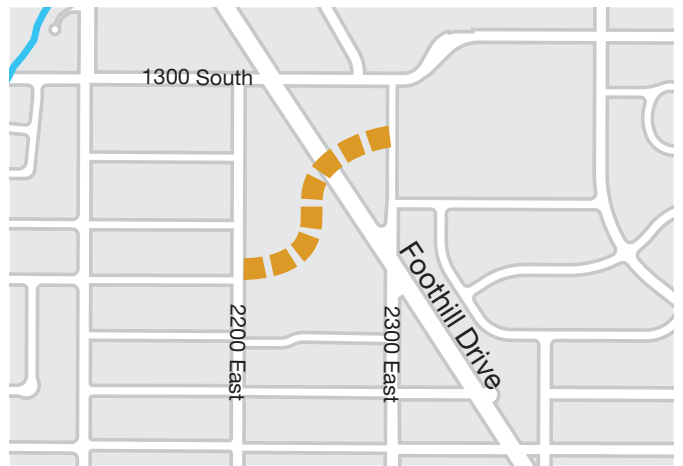
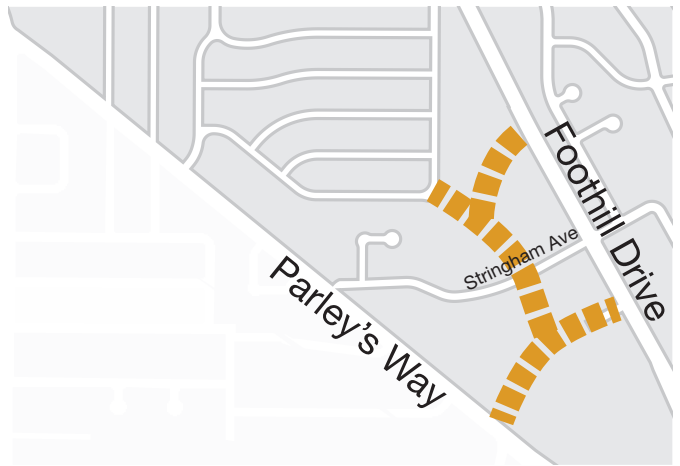
This area of the 1300 South & 2100 East node should be targeted for improved pedestrian accessibility.

## INITIATIVE C-1.10

**Create New Connections**

Larger redevelopment projects should include pedestrian and bike connections to the adjacent neighborhoods where possible. The Foothill Drive and Parley's Way regional node should include better vehicular and active transportation connectivity. The Pedestrian and Bicycle Master Plan identifies a pathway through the Bonneville Golf Course from Wasatch Drive to Foothill Drive. This pathway will provide a more efficient bicycle connection to the University of Utah and Research Park, and is supported by this master plan.

In addition to creating new connections, there should be an increased effort in improving existing corridors that provide bicycle and pedestrian access through large tracts of land. Specific areas of focus are the roadway through Sunnyside Park that connects the VA Hospital to Sunnyside Avenue, Wasatch Drive through the Bonneville Golf Course, and the pedestrian pathway through Mt. Olivet Cemetery connecting Sunnyside Ave to 1300 East and 500 South. Where appropriate, improvements should include additional sidewalks and pathways, and enhanced bicycle and pedestrian infrastructure.



Future redevelopment of the Walmart and Foothill Village areas should include safe pedestrian and bicycle connections to adjacent neighborhoods.



The link from Sunnyside to The University of Utah Campus and Research Park is an example of a connection for cyclists and pedestrians that lacks pedestrian or bicycle facilities.

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