

Sandy City

ACTIVE TRANSPORTATION PLAN




WASATCH FRONT REGIONAL COUNCIL

ACKNOWLEDGEMENTS

The Sandy Active Transportation Plan was produced by a team of local jurisdictions, agencies, and consultants. Thank you to all who participated in the process of creating this plan, including our steering committee, and those who took our survey and participated in the online public open house.

PROJECT MANAGEMENT TEAM

Christy Dahlberg, Wasatch Front Regional Council (Project Manager)

Britney Ward, PE, Sandy City (Project Manager)

Eric Lundell, PE, Draper City (Project Manager)

CONSULTANT TEAM

Parametrix

Vern Keeslar, Project Manager

Kai Tohinaka, Deputy Project Manager

Christian Kirkham, Planner

Michael Baker, Planner

Ian Kilpatrick, Planner

Avenue Consultants

Thomas McMurtry, Deputy Project Manager

Tiffany Carlson, Public Involvement

Rob Eldredge, Planner

Nicole Talbot, GIS

Move Utah

Heidi Goedhart, Program Manager

Kim Clark, Public Involvement

TABLE OF CONTENTS

List of Figures	4
List of Tables	6
Introduction	7
Planning Process	7
Steering Committee	7
Public Engagement	8
Project Website	8
Community Events.....	8
Community Survey.....	9
Public Online Meeting	11
Summary	12
Existing Conditions.....	13
Existing Facilities	13
Pedestrian Facilities	13
Bicycle Facilities	16
Trails and Recreation	17
Activity Analysis	18
Pedestrian Activity.....	19
Lime Scooter Activity	22
Bicycle Activity	22
Safety Analysis	24
All Bicycle and Pedestrian Involved Crashes in Sandy.....	24
Existing Plans.....	27
Findings, Needs, Gaps.....	29
Sidewalk Network	29
Activity Center Connectivity	30

Trails and Recreation	36
Bicycle Network	37
Inventory	37
Level of Traffic Stress	38
Safety	40
Bicycle Needs and Gaps in Sandy	41
Pedestrian Needs and Gaps in Sandy	42
Implementation	43
Summary	48
Appendix A	51
Prioritization Scoring	51
Appendix B	53
Public Engagement Summary	53

LIST OF FIGURES

Figure 1: Sandy Draper Active Transportation Plan Project Website	8
Figure 2: Pop-up Event at the Draper Tree Lighting Ceremony	9
Figure 3: How important are bicycle and pedestrian facilities to you in Sandy?	9
Figure 4: How often do you use the following for walking or biking?	10
Figure 5: If you did NOT walk or bike to a destination because comfortable facilities were not available, which of the following would be helpful to you?	10
Figure 6: What type of rider should your community plan and design bike facilities for?	11
Figure 7: Map of Sandy Comments.	11
Figure 8: Map of Existing Pedestrian Facilities	14
Figure 9: Pedestrian Walksheds of Transit Stations and Activity Centers.	15
Figure 10: Map of Existing Bicycle Facilities.	17
Figure 11: Map of Recreational Trail Facilities.	18
Figure 12: Map of Total Strava Pedestrian Trips (2018).	20

Figure 13: Map of Total Pedestrian Trips by Origin/Destination Ratio (2018).	21
Figure 14: Map of Sandy Pedestrian Signal Actuations.....	21
Figure 15: Map of Total Lime Scooter Trips (June through November 2019).	22
Figure 16: Map of Total Strava Bicycle Trips (2018).....	23
Figure 17: Bicycle Origins and Destinations.	24
Figure 18: Heat Map of all Bicycle and Pedestrian Involved Crashes in Sandy, 2014-2018.....	25
Figure 19: A Map Showing Bicycle and Pedestrian Involved Crashes Resulting in Serious Injuries.	26
Figure 20: Chart Highlighting Significant Factors in Sandy Bike-Ped Crashes.....	27
Figure 21: Map of Wasatch Choice: 2019-2050 RTP Active Transportation Projects.	28
Figure 22: Map of Sandy's Trails Master Plan.	29
Figure 23: Sandy City Pedestrian Facility Gaps.....	30
Figure 24: Walkshed Analysis – Historic Sandy TRAX and Sandy City Center #1.....	32
Figure 25: Walkshed Analysis – Sandy City Center #2 and Sandy City Center #3.....	33
Figure 26: Walkshed Analysis – Sandy Expo and Sandy Civic Center TRAX Stations.	34
Figure 27: Walkshed Analysis – Sandy Cairns District and South Jordan FrontRunner Station.	35
Figure 28: Trails and Recreation Facility Gaps.	36
Figure 29: Horse Properties.....	37
Figure 30: Bicycle Facility Inventory.	38
Figure 31: Level of Traffic Stress.....	40
Figure 32: Bike Trips and Bicycle Involved Crashes in Sandy.	41
Figure 33: Pedestrian Involved Crashes and Pedestrian Signal Actuation in Sandy	42
Figure 34: Sandy Active Transportation Projects by Type	45
Figure 35: All Projects by Type with Existing Infrastructure	49
Figure 36: Combined Sandy Draper Project Map by Facility Type.....	50

LIST OF TABLES

Table 1: Steering Committee	7
Table 2: Walkshed Coverage	15
Table 3: Bicycle and Pedestrian Involved Crash Severity in Sandy, 2014-2018.....	25
Table 4: Sandy City Activity Centers Walkshed Comparison.....	31
Table 5: Level of Traffic Stress Classification System	39
Table 6: Tier I Projects	46
Table 7: Tier II Projects	47
Table 8: Tier III Projects	47

INTRODUCTION

The Sandy Active Transportation Plan is a product of a joint effort between Sandy City, Draper City and the Wasatch Front Regional Council (WFRC). Additional support was provided by the Utah Department of Transportation (UDOT) in the form of technical support through the Move Utah program. The plan, produced by a consultant team and guided by a steering committee, involved a robust public engagement process, in-depth existing conditions, findings/needs/gaps analyses, and a final implementation plan including a finalized prioritized project list.

PLANNING PROCESS

The project initiated with a kick-off meeting on November 19, 2019. Attendees included the consultant team and project managers from Sandy City, Draper City and WFRC. The meeting set the expectations of the planning process and determined the members and format of the steering committee, which would provide direction for the plan throughout the process. In addition to the steering committee, a smaller group consisting of the project managers and the consultant team met as needed to coordinate on the project.

STEERING COMMITTEE

The steering committee met jointly with members from both Sandy and Draper cities. The committee included city staff, community members, and representatives from WFRC and UDOT. Table 1 below shows all members of the steering committee. The committee met four times over the course of the project and were led by the consultant team with additional facilitation support provided by UDOT and the Move Utah program.

Table 1: Steering Committee			
First Name	Last Name	Organization	Title
Matt	Huish	Sandy	Chief Administrative Officer
Tom	Timmerman	Sandy	Chief Engineer
Britney	Ward	Sandy	Transportation Engineer
Jake	Warner	Sandy	Long Range Planning Manager
Dan	Madina	Sandy	Assistant Director of Parks and Recreation
Brad	Jensen	Draper	Project Manager
Eric	Lundell	Draper	Engineer II
Jeff	Stenquist	Draper	Parks and Trails Committee
Pete	Kane	Draper	Planner III
Grant	Farnsworth	UDOT	Planning Manager, Region 2
Heidi	Goedhart	UDOT	Active Transportation Manager
Peter	Tang	UDOT	Traffic Program Engineer, Region 2
Christy	Dahlberg	WFRC	Community Development Planner
Hugh	Van Wagenen	WFRC	Active Transportation Planner

PUBLIC ENGAGEMENT

Pivotal to the planning process was a series of coordinated public engagement efforts, which informed the public, garnered feedback, and ultimately shaped the final plan. An initial public engagement plan was drafted in December 2019, outlining the planned public engagement process, which included a community survey, pop-up events, and a public open house. As a response to the COVID-19 pandemic, the public engagement plan was revisited and revised in April 2020, with the major change being a shift from a public in-person open house to a public online meeting.

Project Website

The project website can be found at <http://www.activesandydraper.com/>. The website contains 16 pages full of maps and information and has been updated regularly with new content throughout the project. There is presentation of the survey results, plus downloadable PDF files of the project lists and maps. More than 2,200 visitors have viewed the project website. The website will remain active until November 27, 2021.

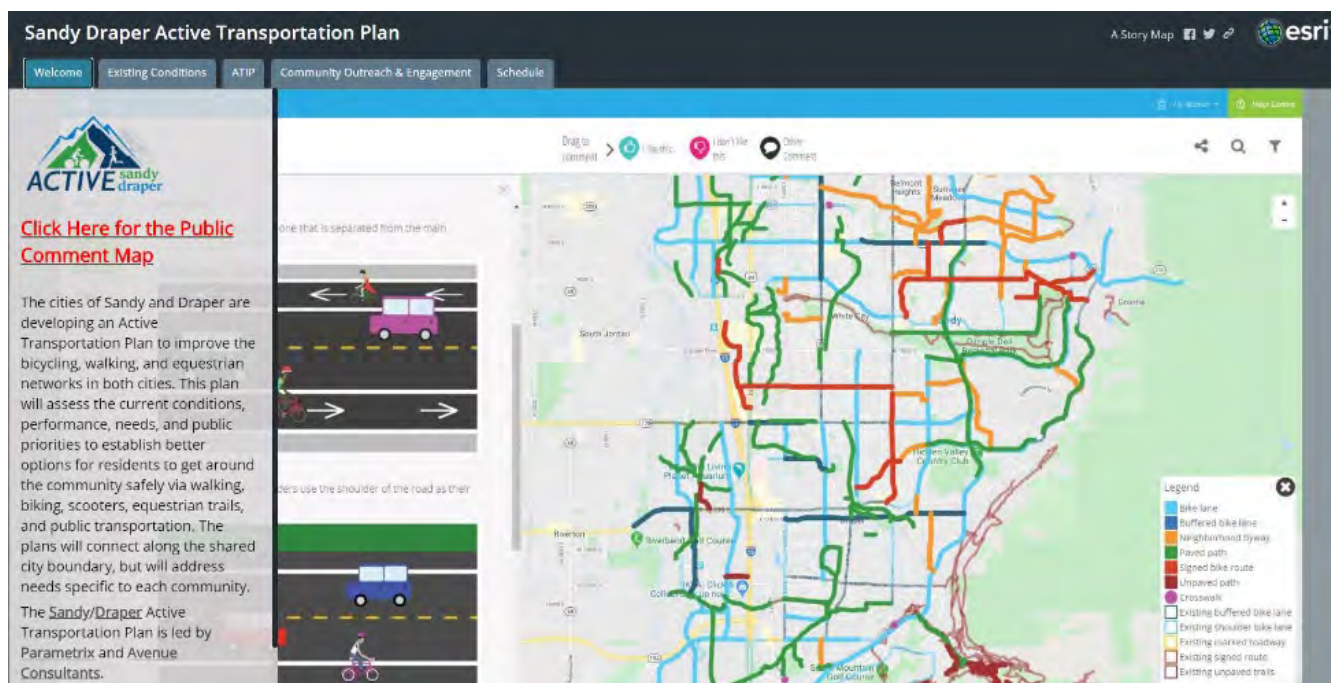


Figure 1: Sandy Draper Active Transportation Plan Project Website.

Community Events

The first of several planned pop-up events was the Draper Tree Lighting Ceremony on December 2, 2019. These community events were selected because of their popularity and the opportunity to talk to many people about projects in their neighborhoods. The Tree Lighting Ceremony was well attended, and the team spoke to dozens of people and received comments on the active transportation network. Some of the most notable take-aways for Sandy from the pop-up event were:

- Many people expressed that they moved to the community for the existing trails in Corner Canyon and Dimple Dell,
- People wanted more and better crossings of I-15,
- Several people identified new trail connections including links to Little Cottonwood Creek Trail,
- Others commented on extending the 1300 East bike lanes south of 11100 South as part of the plan.



Figure 2: Pop-up Event at the Draper Tree Lighting Ceremony.

Community Survey

In addition to the community pop-up events, the project team wanted input from community members that could not attend the in-person events. To capture input from these people an on-line survey was created and posted on the Sandy City web page. The survey opened in January and was available through April 2020. A total of 1,101 respondents completed the survey, including 836 in Sandy.

Overall, 67 percent of respondents from Sandy stated that bicycle and pedestrian facilities were extremely important or very important while only 11 percent stated that they were not so important or not important. These responses are a strong indicator that Sandy residents value bikeways, trails and sidewalks.

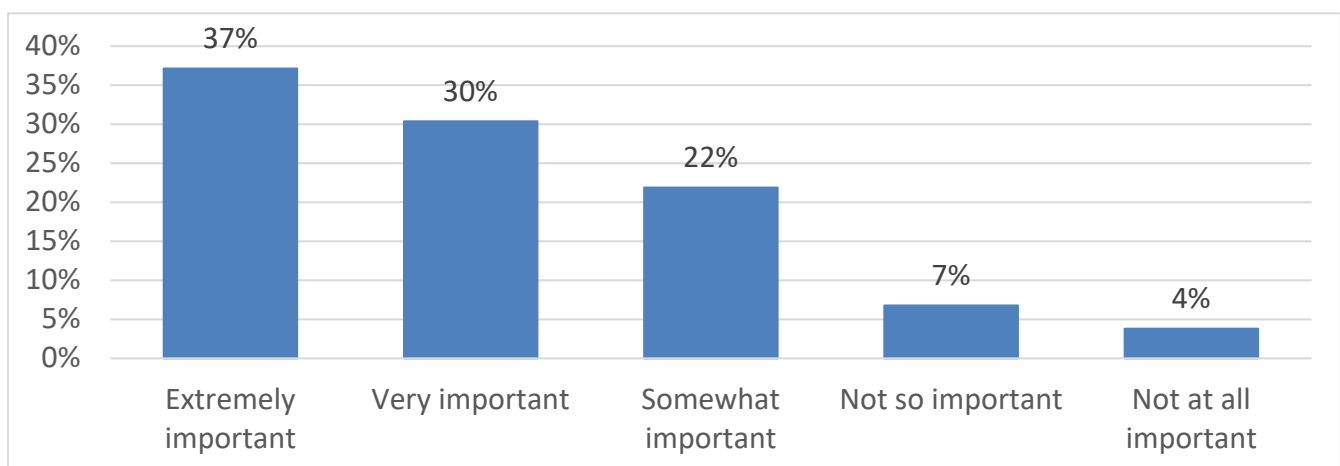


Figure 3: How important are bicycle and pedestrian facilities to you in Sandy?

More than 86 percent of respondents indicate that they walk on sidewalks at least every week while only one percent never use sidewalks. Similarly, walking in the roadway shoulder was the second most common response with 48 percent of respondents indicating that they walk in the roadway shoulder at least weekly. This is a sign that additional pedestrian facilities are needed so pedestrians are not required to walk in the roadway. For every

other question, more people responded that they never use a trail or facility than they responded that they use it weekly. When respondents were asked what specific facilities they used, the most common response was “other trails” with 24 percent of Sandy respondents walking and 15 percent biking every week.

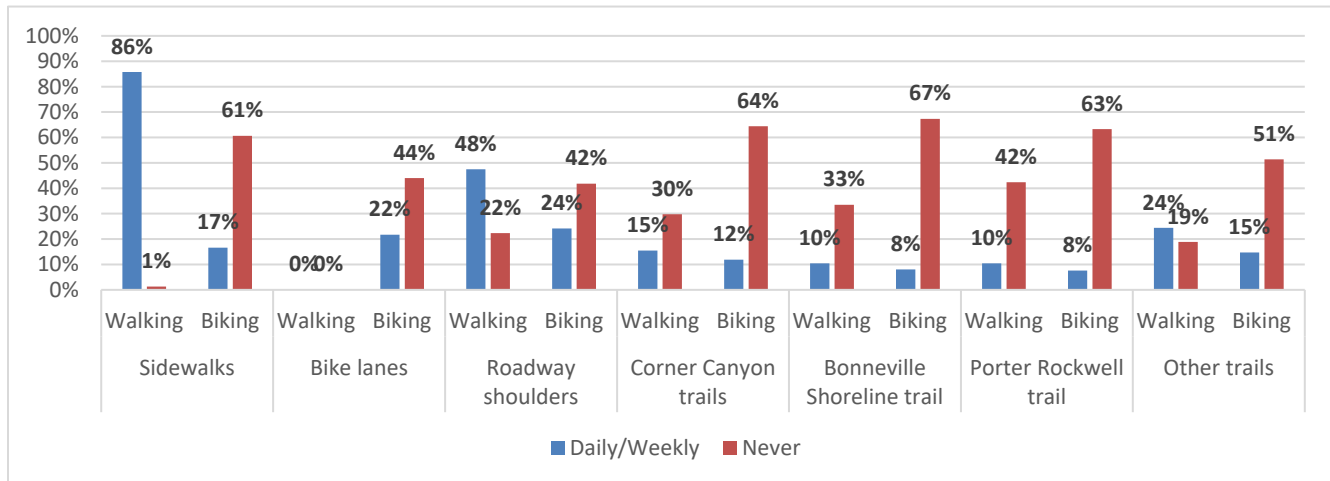


Figure 4: How often do you use the following for walking or biking?

More than 58 percent of Sandy respondents indicated that they have not walked or biked to a destination because comfortable facilities were not available. For these people, 63 percent thought connecting missing sidewalks would be helpful. This is consistent with a significant number of residents indicating that they had walked in the roadway shoulders weekly. Similarly, 49 percent thought an extended trail system would be helpful while 38 percent indicated bike lanes and 39 percent implied buffered bike lanes would be helpful.

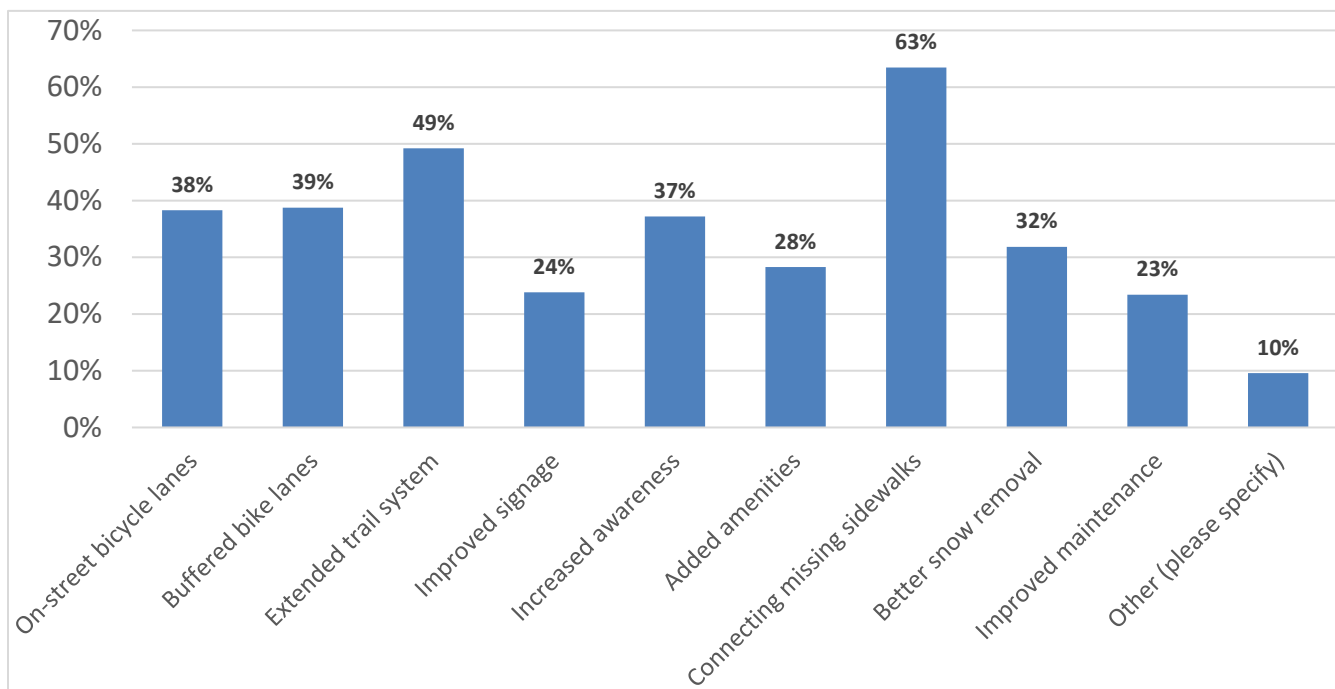


Figure 5: If you did NOT walk or bike to a destination because comfortable facilities were not available, which of the following would be helpful to you?

Finally, when asked for what type of rider Sandy should plan and design facilities, 54 percent said recreational or family riders. This indicates that respondents want to see facilities designed for all abilities. The responses helped evaluate projects and to determine facility types for potential projects.

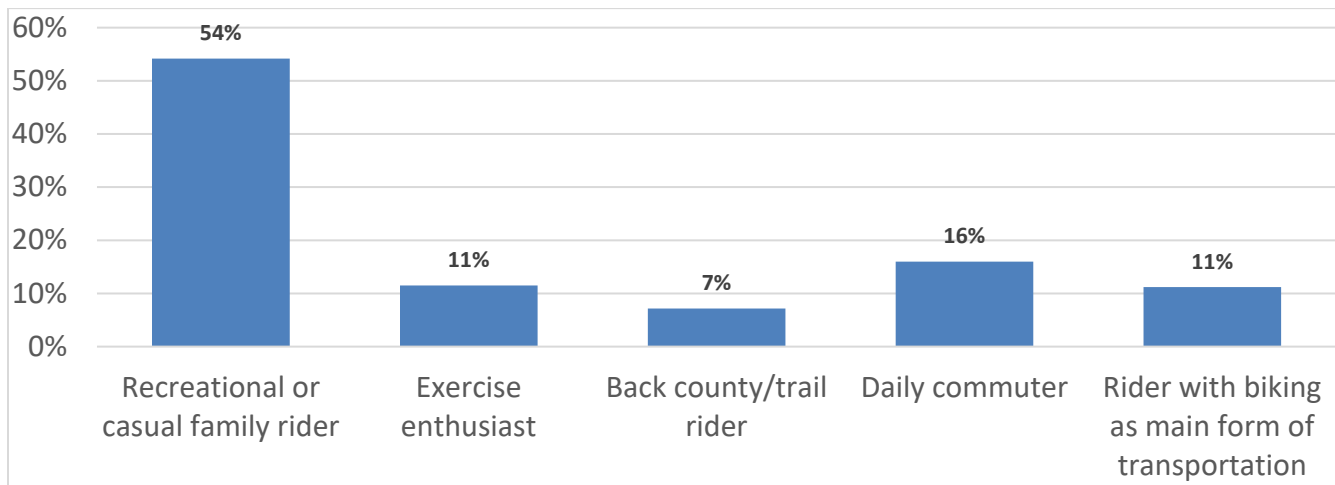


Figure 6: What type of rider should your community plan and design bike facilities for?

Public Online Feedback

To gather feedback on proposed projects an on-line public comment map was developed. This comment map replaced the planned open houses which were excluded due to public health guidelines limiting the size of the social gatherings. This comment map was introduced with a short video and allowed participants to provide comments on specific projects and up vote or down vote comments. Overall, 161 comments were received with 141 comments for projects within Sandy. Some examples of the comments received:

"More bike lanes!! Would be great if there could be a partition to keep the bikers extra safe"

"This extension of the Porter Rockwell Trail will be appreciated"

The highest number of comments were for Dimple Dell as shown in Figure 7. Most respondents expressed a desire to "not pave Dimple, leave it the way it is." These comments help shape the final project list with a proposed project in Dimple Dell being removed from consideration. A listing of all comments can be found in Appendix C.

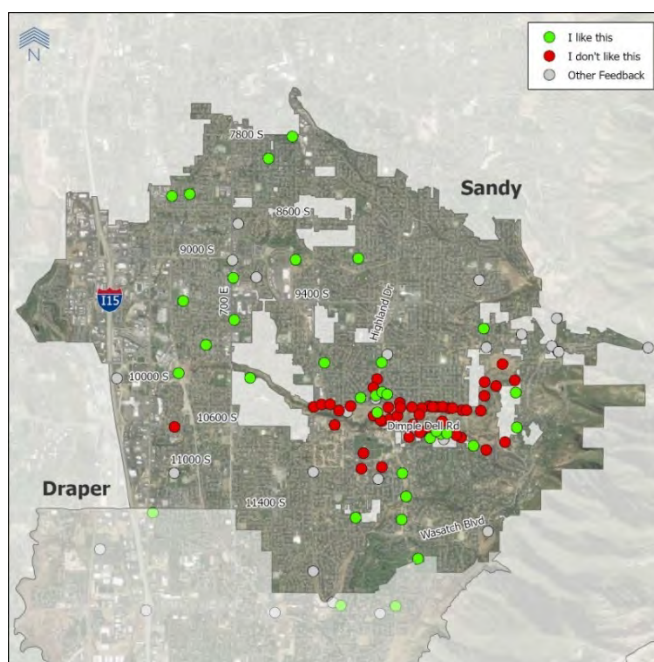


Figure 7: Map of Sandy Comments.

Summary

Many comments were received throughout the study from Sandy residents via pop-up events, surveys, or the public comment map. Each comment was used by the project team to develop projects, refine concepts, and ultimately determine projects. The team also used documented comments as a factor in ranking projects. Generally, if a project on a corridor received more comments, it is ranked higher on the prioritized list of projects.

EXISTING CONDITIONS

Understanding the existing condition of active transportation is critical in effectively planning for the future. The following existing conditions analysis was performed for the city, which consisted of a thorough exploration of existing facilities, available activity data from Strava and Lime, as well as a safety analysis utilizing crash records from the five-year period of 2014-2018.

EXISTING FACILITIES

Existing pedestrian and bicycle facilities within the city were inventoried using existing GIS data sources and ground truthing using Google Earth satellite imagery. To ensure usability of the data and consistency across municipal boundaries, the data was coded into GIS using methods consistent with those outlined in the WFRC's Active Transportation Plan Data Guidelines.

Pedestrian Facilities

Figure 8 shows the existing pedestrian facilities in Sandy City. Only existing trails and facilities along major streets are shown. Most of the city is covered with sidewalks on both sides of the street (called "Full Sidewalk" here). Two predominant multi-use paths in this area include the Jordan River Parkway and the Porter Rockwell Trail (shown in purple). There are multiple pedestrian connections throughout the city to these two multi-use path corridors.

The orange lines indicate major streets with no sidewalks present, thus highlighting some select gaps in the network and areas for potential improvements. Interstate 15 (I-15) represents the most significant barrier to pedestrian connectivity (shown in red). For obvious reasons, pedestrians are restricted from crossing this route except at interchanges and underpasses, which are spaced far apart.

A trail network connects the neighborhoods to the Dimple Dell Regional Park. Relatively few dirt trails are found in the city, with most pedestrian facilities paved.

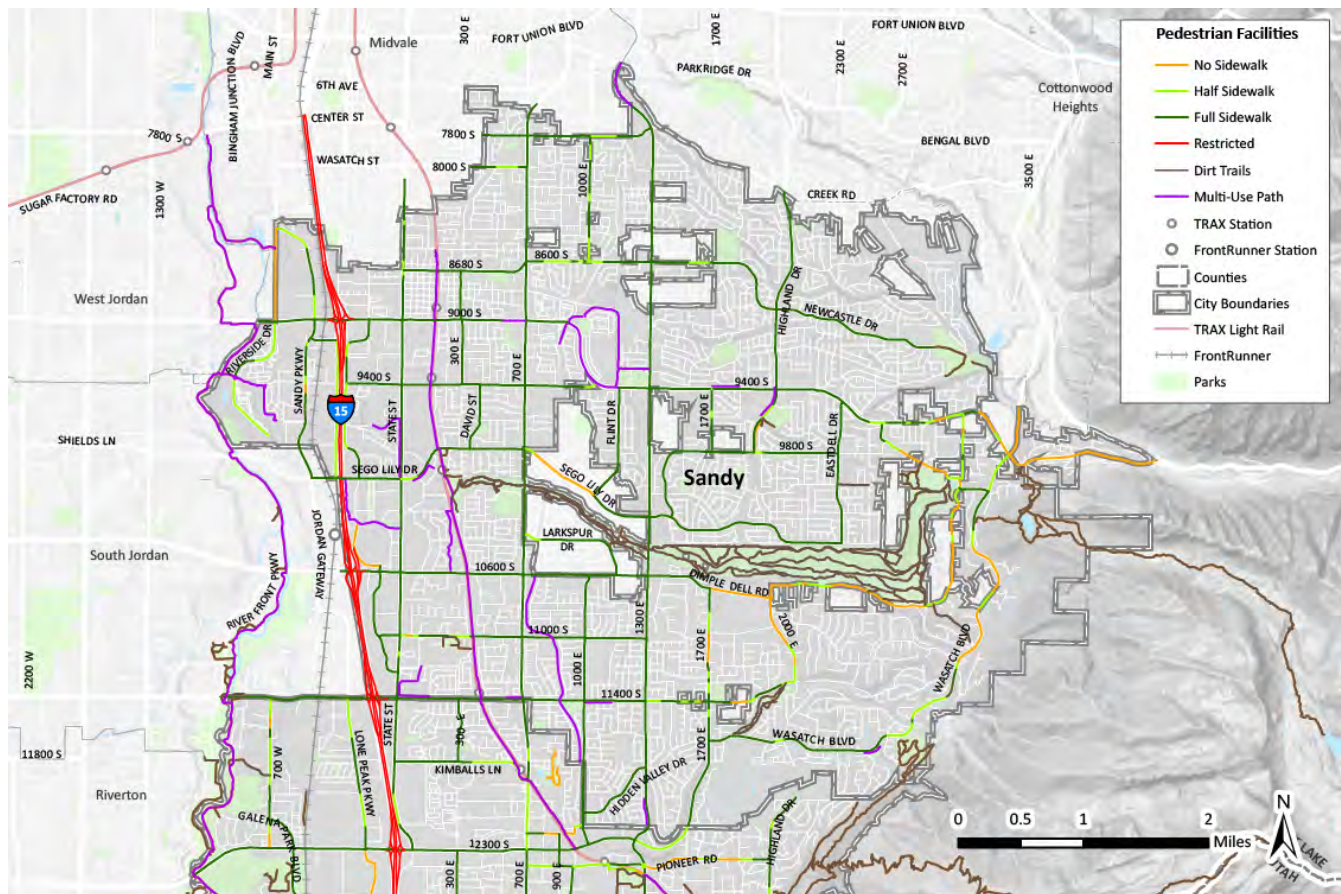


Figure 8: Map of existing pedestrian facilities.

Walkshed Analysis

Figure 9 shows walkable areas around city centers and transit stations in Sandy. This analysis is performed by measuring one-quarter mile and one-half mile distances along the network of connected sidewalks and paths (including crosswalks). The areas that fall within these two distances are considered accessible to pedestrians (shown in purple). A perfect pedestrian grid network would result in diamond-shaped walksheds. The irregular shapes of these walksheds help us identify gaps in the pedestrian network and potential barriers that restrict connectivity.

One observed barrier is the rail line around the South Jordan FrontRunner Station. With very few pedestrian crossings, the entire area east of the station is cut off. Conversely, most of the areas around the TRAX stations have moderate to high pedestrian coverage. In particular, the Historic Sandy TRAX Station and the Sandy Expo TRAX Station have strong pedestrian coverage. This is due to the grid network of pedestrian facilities surrounding those stations. The three city centers in Sandy have moderate pedestrian connectivity, though 9000 South is a barrier at the Quarry Bend shopping mall as there are few crossings present and few connections to the surrounding neighborhood to the west.

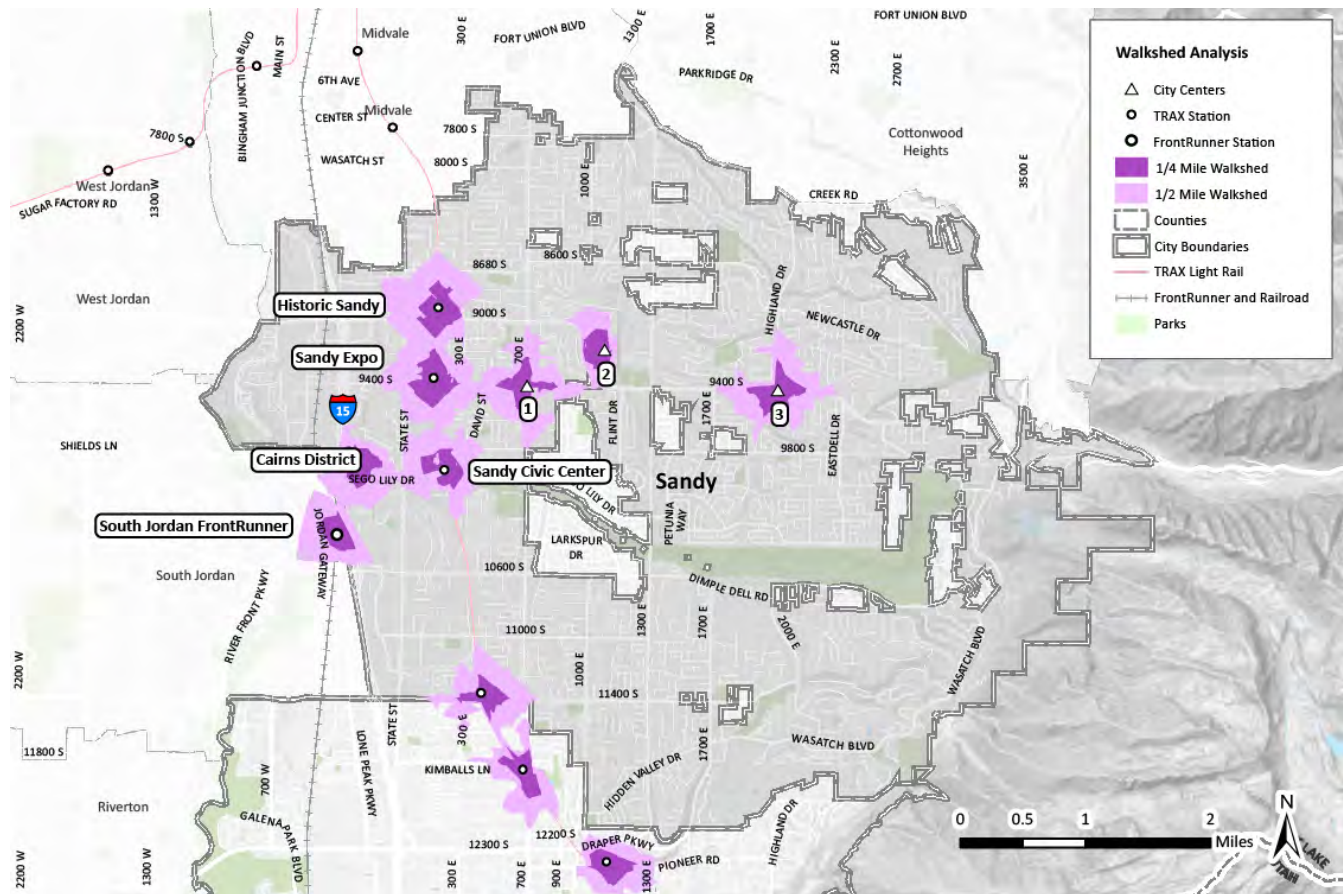


Figure 9: Pedestrian walksheds of transit stations and activity centers.

Table 2 delineates the total acreage for each walkshed for all stations and city centers studied in Sandy City.

Location	1/4 Mile		1/2 Mile	
	Walkshed Acreage	% of Ideal Walkshed	Walkshed Acreage	% of Ideal Walkshed
Historic Sandy	54.20	67.75%	231.08	72.71%
Sandy Expo	57.70	72.13%	256.20	80.61%
Sandy City Center 1	43.63	54.54%	211.31	66.49%
Sandy City Center 2	35.59	44.49%	99.98	31.46%
Sandy City Center 3	50.24	62.80%	209.56	65.94%
Sandy Civic Center	38.28	47.85%	191.57	60.28%
South Jordan FrontRunner	32.85	41.06%	148.10	46.60%
Cairns District	39.71	49.64%	155.72	49.00%
<33% Poor		33%-66% Fair		>66% Good

Bicycle Facilities

Existing bicycle facilities were inventoried throughout the city. Figure 10 illustrates the spectrum of active transportation facility types that may be found within the city.

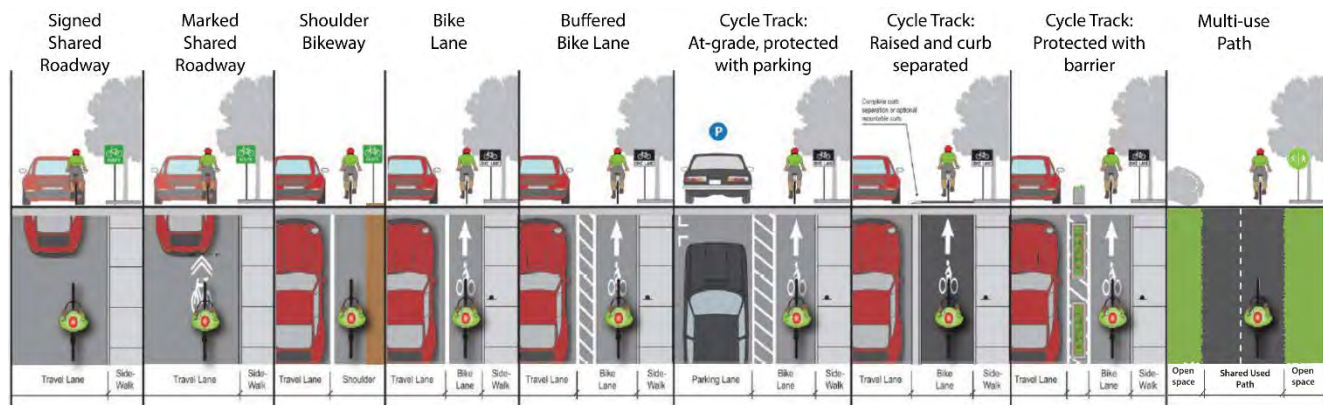


Figure 10: Bicycle facility types

Figure 11 shows the existing bicycle facilities in Sandy City. Most of the streets in the city have bike lanes or shoulders with enough width to accommodate cyclists. 700 East and 1300 East are notable north-south bike corridors with striped bike lanes running most the length of the street. 11400 South is a notable east-west corridor with bike lanes running from the western city boundary to approximately 1700 East. These lanes connection to Wasatch Boulevard by way of 1700 East, and continue east and then north on Wasatch, exiting the city. The bike lanes or shoulders are often absent at intersections to accommodate vehicle turn lanes. The two major multi-use paths (Jordan River Parkway and the Porter Rockwell Trail) are also accessible to cyclists (shown in purple).

Bicycles are restricted on I-15, and I-15 creates a barrier to the overall bicycle network (shown in red). There are relatively fewer bicycle facilities in the northeast corner of the city, where the land use is mostly residential.

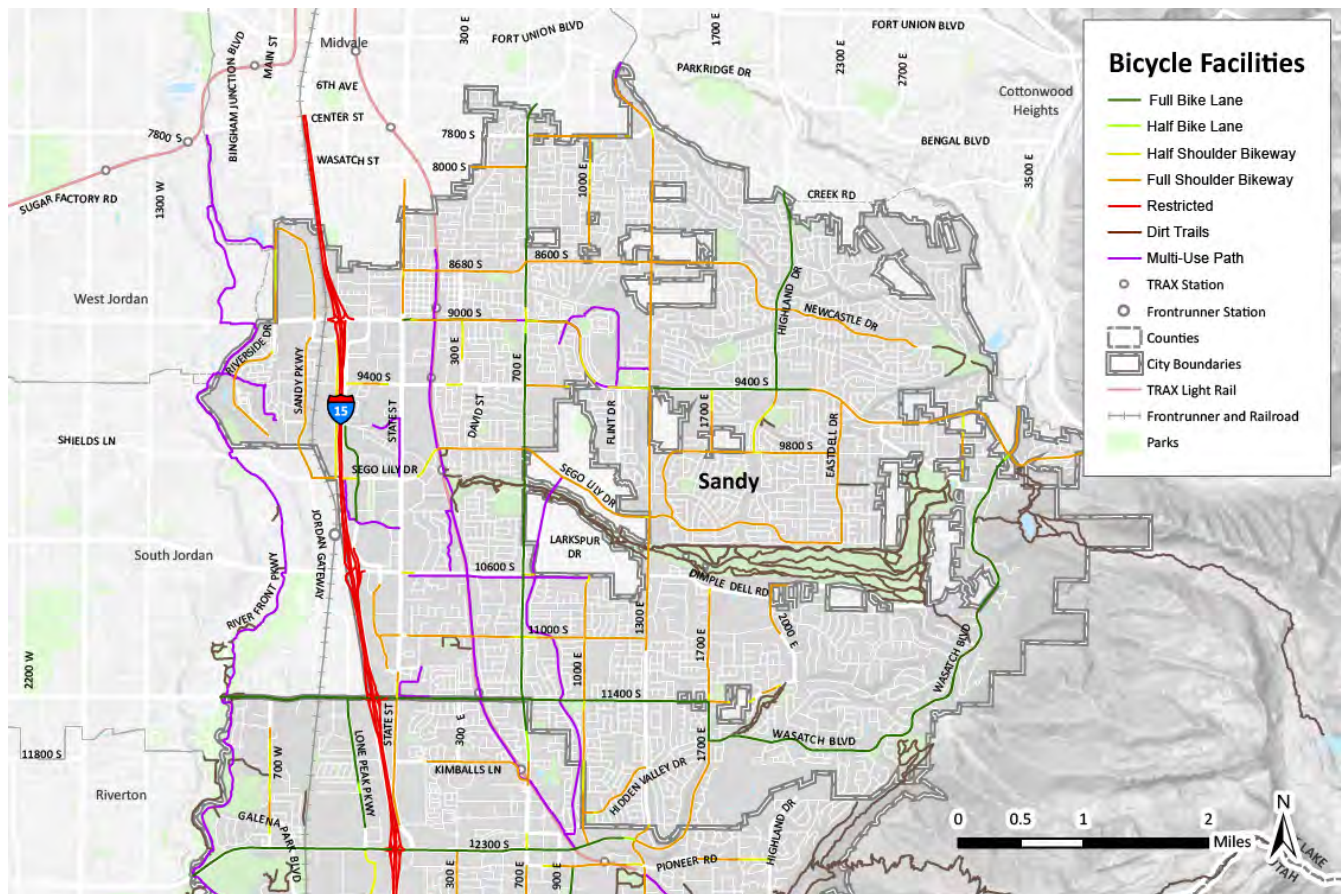


Figure 11: Map of existing bicycle facilities.

Trails and Recreation

Sandy plays hosts to a well-used recreational trail system, with access to the foothills and Little Cottonwood Canyon to the east, as well as the Dimple Dell trail system, which spans across the city east and west. Additional recreational opportunities include Porter Rockwell Trail and Jordan River Parkway, as well as equestrian access on Jordan River Parkway and at Dimple Dell. Equestrian access and facilities are rare within urbanized communities such as Sandy. This is a unique use which should be preserved through this plan. Figure 12 shows paths, trails, trailheads, and equestrian access in Sandy.

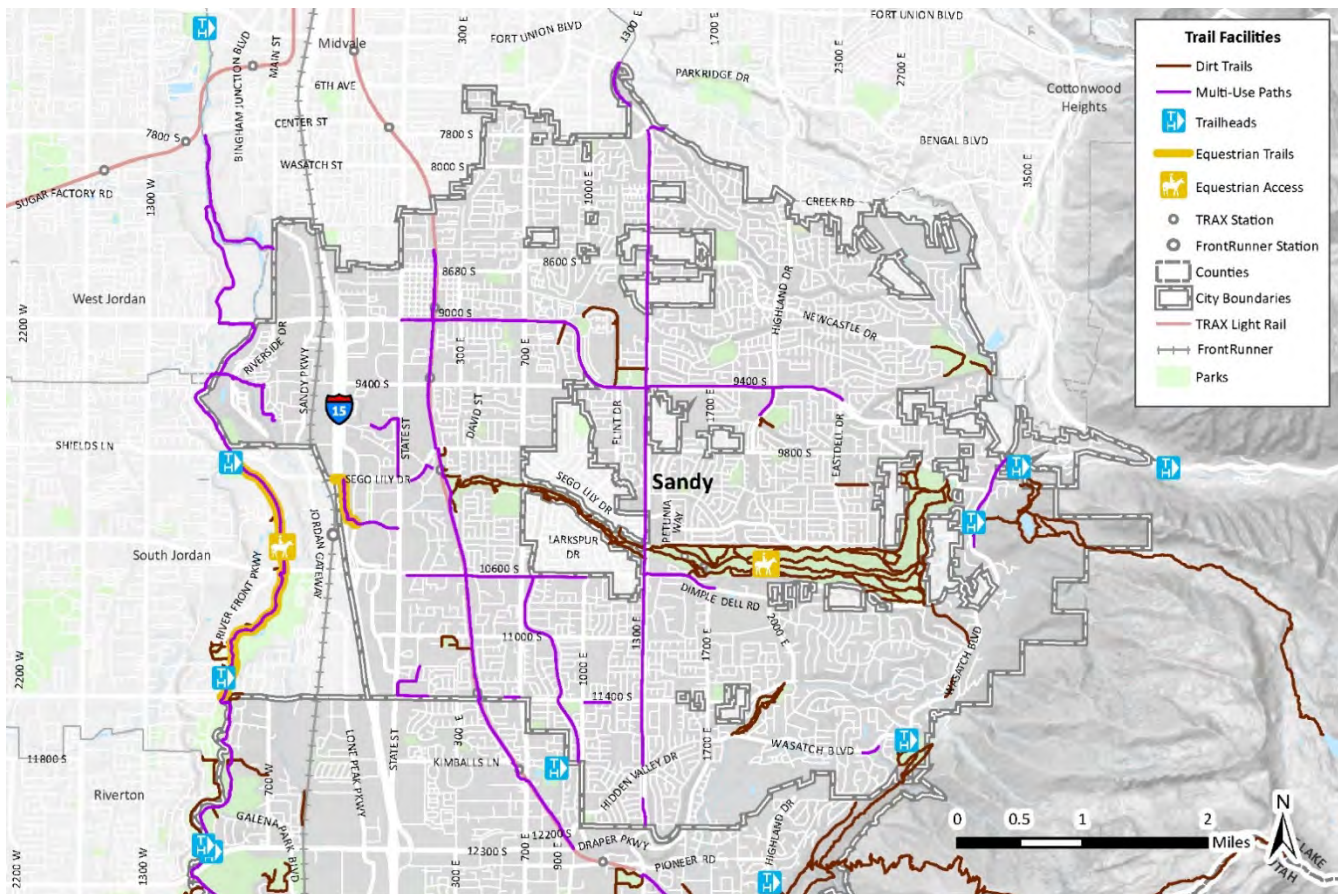


Figure 12: Map of recreational trail facilities.

ACTIVITY ANALYSIS

To better understand the current state of active transportation activities in Sandy we performed an analysis using data provided by third parties. For the purposes of our analysis, “active transportation” refers to pedestrians, cyclists, as well as micro-mobility (such as dock-less electric scooters).

Strava

Strava is a service that enables cyclists and runners to track their activities using GPS data. It is worth noting that Strava is popular with competitive cyclists and runners. Thus, the activities summarized in the maps contained in this section reflect that segment of the population perhaps more seasoned than the full spectrum of individuals who walk or ride. However, this dataset is quite robust in detailing the total number of activities on a given street as well as origin/destination data.

To protect the privacy of its users, trip beginnings and endings are aggregated into a lattice of 350 meter (~1,150 feet) hexagons (Figure 14, Figure 18). The origin/destination data details where a trip begins and ends. In the case of a loop trip, the trip origin and destination will be the same hexagon. When a trip begins in one location and ends in another, a relationship is recorded between two hexagons on the map. For each hexagon in the study area, the total number of trip beginnings and endings were summarized. The maps summarize the ratio of trip origins to the total number of trip activities. For example, if a given hexagon has a smaller ratio of trip origins to total trip activities, that location is more popular as a destination. If a location has a larger share of trip origins, it is a trip generator. The maps in this section summarize if a location is a popular origin, destination, or some mix of the two. The saturation of the hexagons refers to the total number of activities at that location, with popular locations appearing more visible on the maps. This analysis is based on the total recorded activities in 2018.

Lime

Any electric scooter within the Lime system can be rented using the company's app available for download on smartphones. The user is charged based on the amount of time the scooter is checked out. A scooter can be parked anywhere and later collected for recharging, repair, or repositioning by Lime staff.

In July 2019, micro-mobility platform Lime began placing electric scooters in Sandy and Draper as a part of a pilot program. The operating agreement with the municipalities establishes areas where the company can stage scooters for checkout. Since the service is GPS-based, these boundaries are enforced with a "geofence." When a user of this system ends a trip outside of the geofenced area, a notification appears on the user's device informing them that they may be ticketed for parking in that location. According to conversations within Lime, this is an unenforced deterrent designed to keep the scooters within the pilot project area. Also, within the geofenced locations, the maximum speed of the scooters is limited to nine miles-per-hour. The designated area within Draper is primarily designed to connect the Draper FrontRunner Station to the nearby offices. Meanwhile, the operating area within Sandy is much larger surrounding the TRAX stations and includes a greater diversity of land uses.

For the sake of consistency and to protect the privacy of Lime users, the origins and destinations were aggregated using the same hexagons as the Strava trip data (Figure 16). These results were then analyzed and mapped using the same techniques as described in the previous section. Thus, the map details both the ratio of Lime trip origins to total activities as well as the frequency of those activities.

This analysis is based on the trip origin and destination locations—provided by Lime—from July through November 2019.

Pedestrian Activity

The most popular pedestrian routes recorded in Sandy using Strava tend to be trails including: Granite Trail, Dimple Dell Trail, Bonneville Shoreline Trail, and the Jordan River Parkway. This could be evidence that the Strava userbase are using the service to record hiking or trail running activities. From 9400 South to the border with Draper, the Porter Rockwell Trail and 1000 East are both popular north-south routes. Figure 13 below details the total Strava pedestrian trips in 2018.

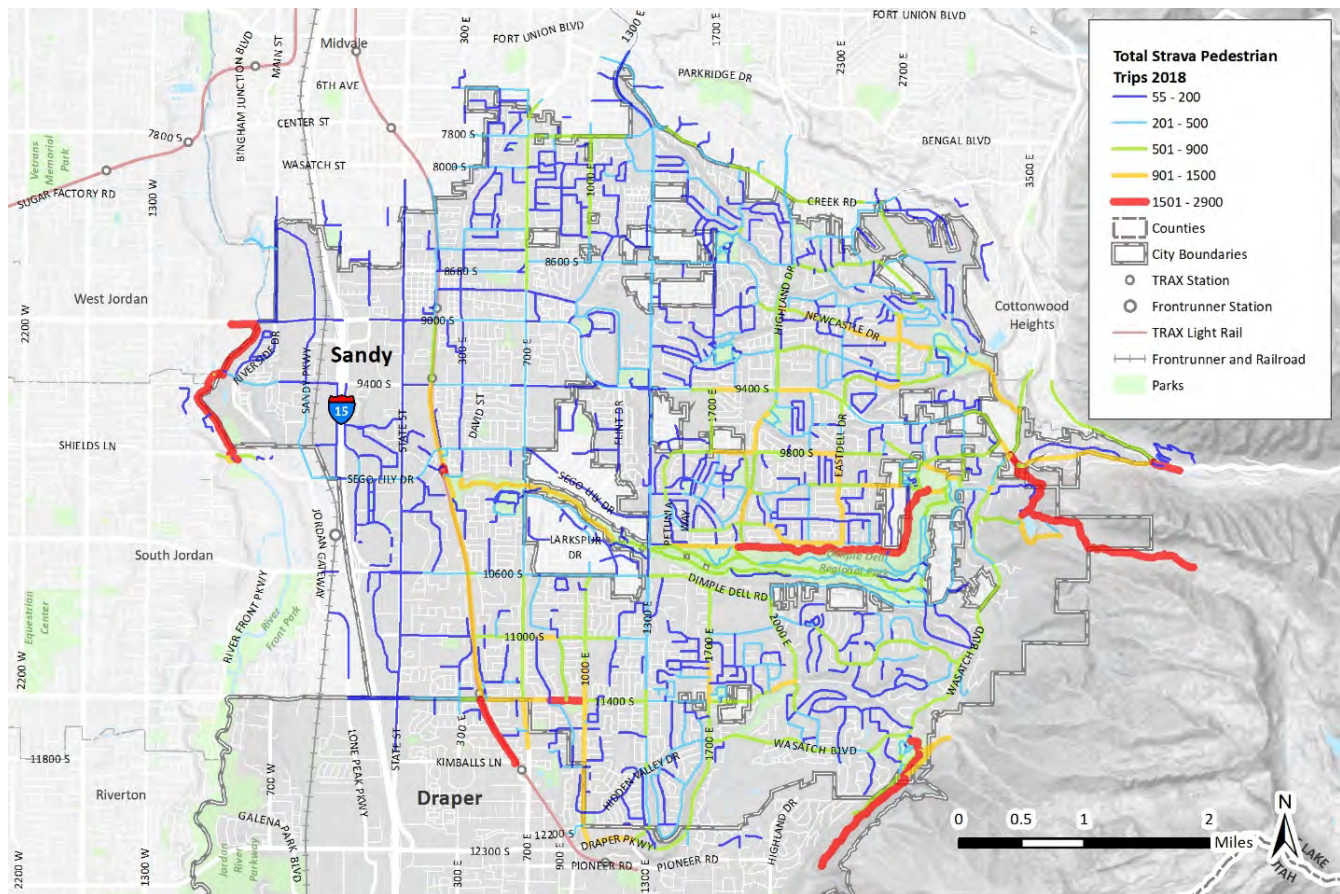


Figure 13: Map of total Strava Pedestrian Trips (2018).

Pedestrian Origins and Destinations

Figure 14 shows total pedestrian trips by origin-destination ratio. Naturally, the origins and destinations for activities on foot recorded in Strava are largely related to the popular routes described in the previous map. The major trip hubs for pedestrians in Sandy include the Granite, Hidden Valley, Temple Quarry, and Boulders trailheads; all of these areas feature a balance of trip origins and destination, perhaps suggesting loop trips. With approximately one trip per day on average, Alta Canyon Park is a significant pedestrian destination. Meanwhile an area adjacent to the Hidden Valley Trailhead again features frequent activity, a majority of which are trip origins.

Pedestrian Signal Actuations

Figure 15 shows the average weekly pedestrian actuations at signaled intersections for both north-south and east-west movements. The actuation data represents the number of times the walk symbol was requested, not the number of times the button was pushed. This gives a glimpse into the relative activity at a signalized intersection, but not a representation of pedestrian counts. Intersections can be set to automatic pedestrian recall, usually as a response to high pedestrian activity, and will have artificially high actuation numbers. Most actuations occurred in the more urbanized western portion of the city. The north-south routes with the most actuations include State Street, 700 East, and 1300 East. The east-west routes with the most actuations include 9000 South, 9400 South, and 11400 South. Based on this data, State Street appears to be the predominant north-south pedestrian route overall, and 9000 South appears to be the predominant east-west pedestrian route.

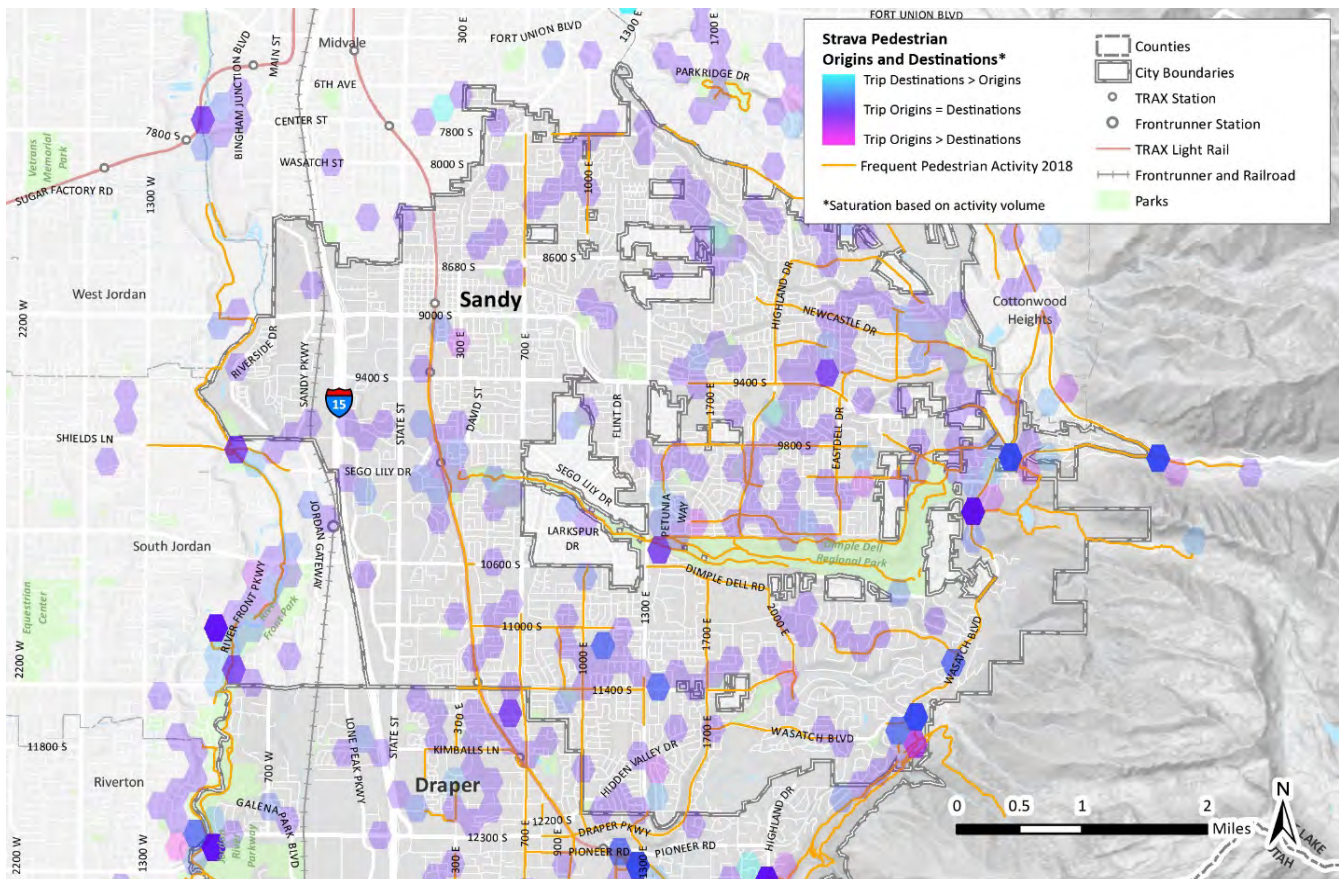


Figure 14: Map of total pedestrian trips by origin/destination ratio (2018).

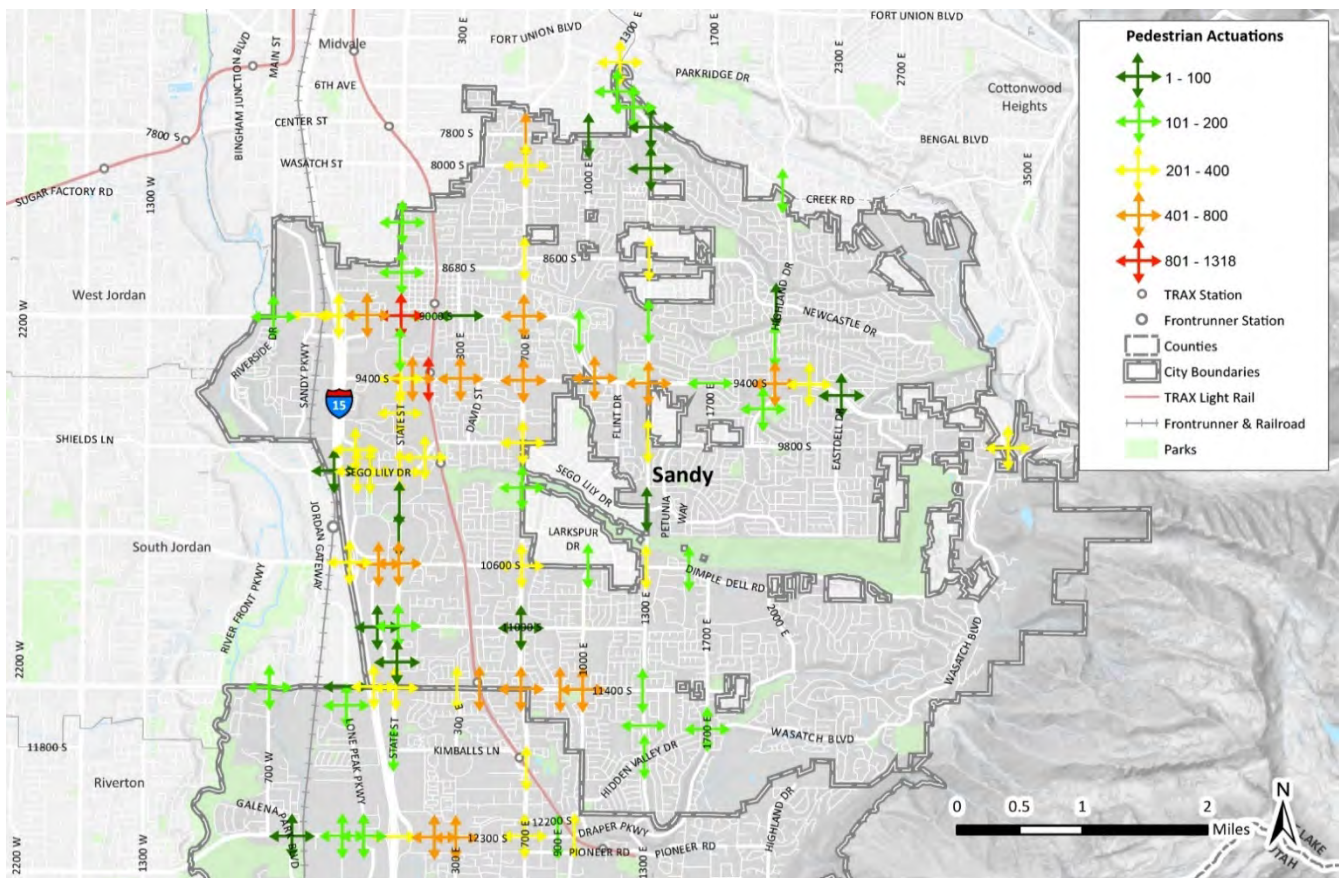


Figure 15: Map of Sandy pedestrian signal actuations.

Lime Scooter Activity

In Sandy, the Lime Scooter pilot program area is significantly larger than in Draper—approximately 3,100 acres to 210 acres—and features a broader array of land uses. This area spans from I-15 to 700 East and approximately 8600 South to 11400 South. Scooter activity is also more pronounced in Sandy. Overall, most trips begin and end at the Sandy Civic Center TRAX Station, a trip generator with about 60 percent of the trips being an origin. Locations where Lime tends to place scooters for rent are most likely reflected in areas where many scooter trips begin including Sandy Civic Center, Historic Sandy, and Crescent View TRAX Stations; 9400 South/State Street, Sego Lily Drive/State Street, and 9400 South/700 East intersections; and the Shops at South Town mall. Significant destination areas with many scooter trip ends include the Sandy Civic Center TRAX Station, Shops at South Town mall, and the South Jordan FrontRunner Station.

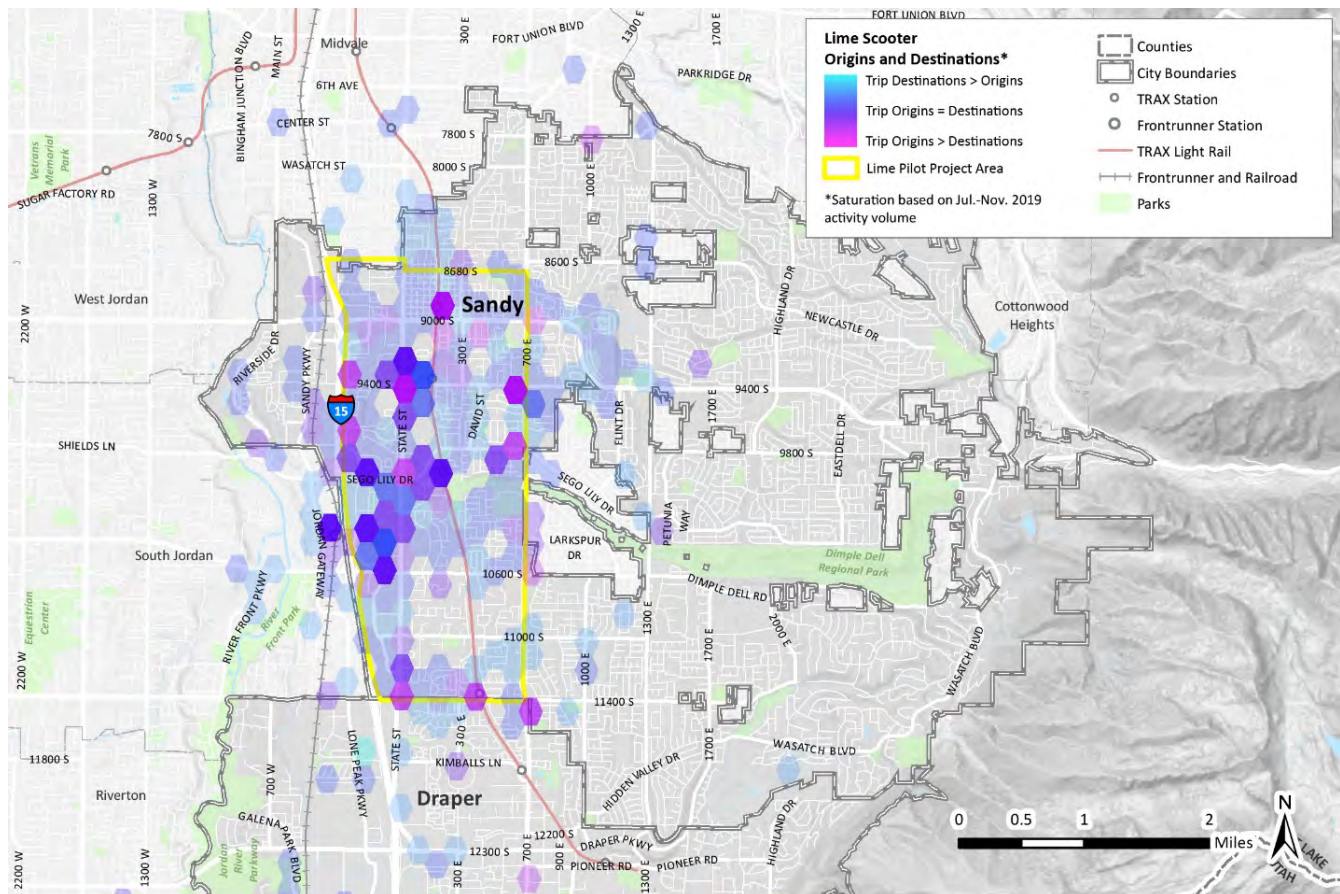


Figure 16: Map of total Lime Scooter trips (June through November 2019).

Bicycle Activity

Figure 17 below displays the total number of bicycle trips made in Sandy in 2018 as recorded by Strava. To better visualize the data, routes with fewer than 52 trips in a year—an average of one trip per week—are not displayed on this map. Wasatch Boulevard from the Cottonwood Heights border to 1700 East and the border with Draper, is one of the most popular bicycle routes in Sandy. Little Cottonwood Road (S.R. 210 and S.R. 209) on both approaches to the canyon is another popular route. Portions of these routes feature bicycle lanes adjacent to vehicle travel lanes with higher speed limits. Trails more removed from vehicle traffic and appealing to a broader range of cyclists—such as the Jordan River Parkway, Sandy Canal Trail, or Porter Rockwell Trail—had less recorded traffic. This is further evidence that the Strava userbase is comprised of more advanced cyclists often focused on competitive training. 700 East is a very popular bicycle route that runs through Sandy. Another popular east-west route is Dimple Dell Road from the intersection of 10720 South to 3100 East to 9800 South/Old Wasatch Boulevard and ending at Little Cottonwood Road (S.R. 209).

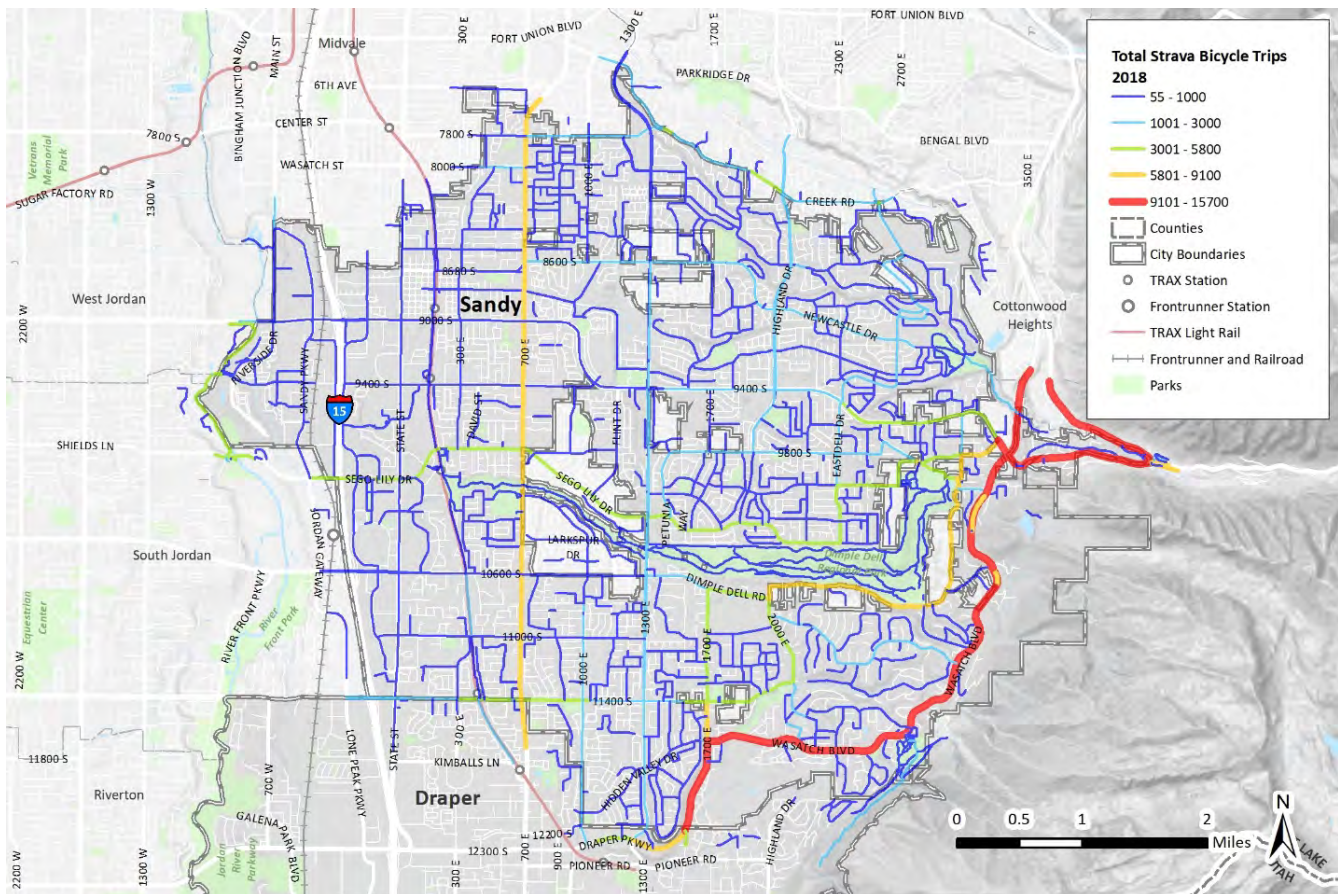


Figure 17: Map of total Strava bicycle trips (2018).

Bicycle Origins and Destinations

Figure 18 is a map detailing the origins and destinations of bicycle rides recorded in Strava. The most trips are connected to the area including the park and ride lot, Temple Quarry Trailhead, and Little Cottonwood Trail. Another popular area with frequent trip activity is the Hidden Valley Park and trailhead featuring a balance of bicycle trip origins and destinations. The unpaved parking area to the southwest of Geologic View Park is another popular activity location with a balance of trip origins. Areas adjacent to both of these locations are the strongest bicycle trip generators in Sandy but feature significantly less overall activity. Perhaps this is evidence of users beginning to record their trip in Strava after leaving the trailhead. The most significant bicycle trip destinations in Sandy—featuring an average of three to four trips per week in 2018—are the Canyon Center strip mall at the intersection of Highland Drive/9400 South and the Quail Hollow Trailhead.

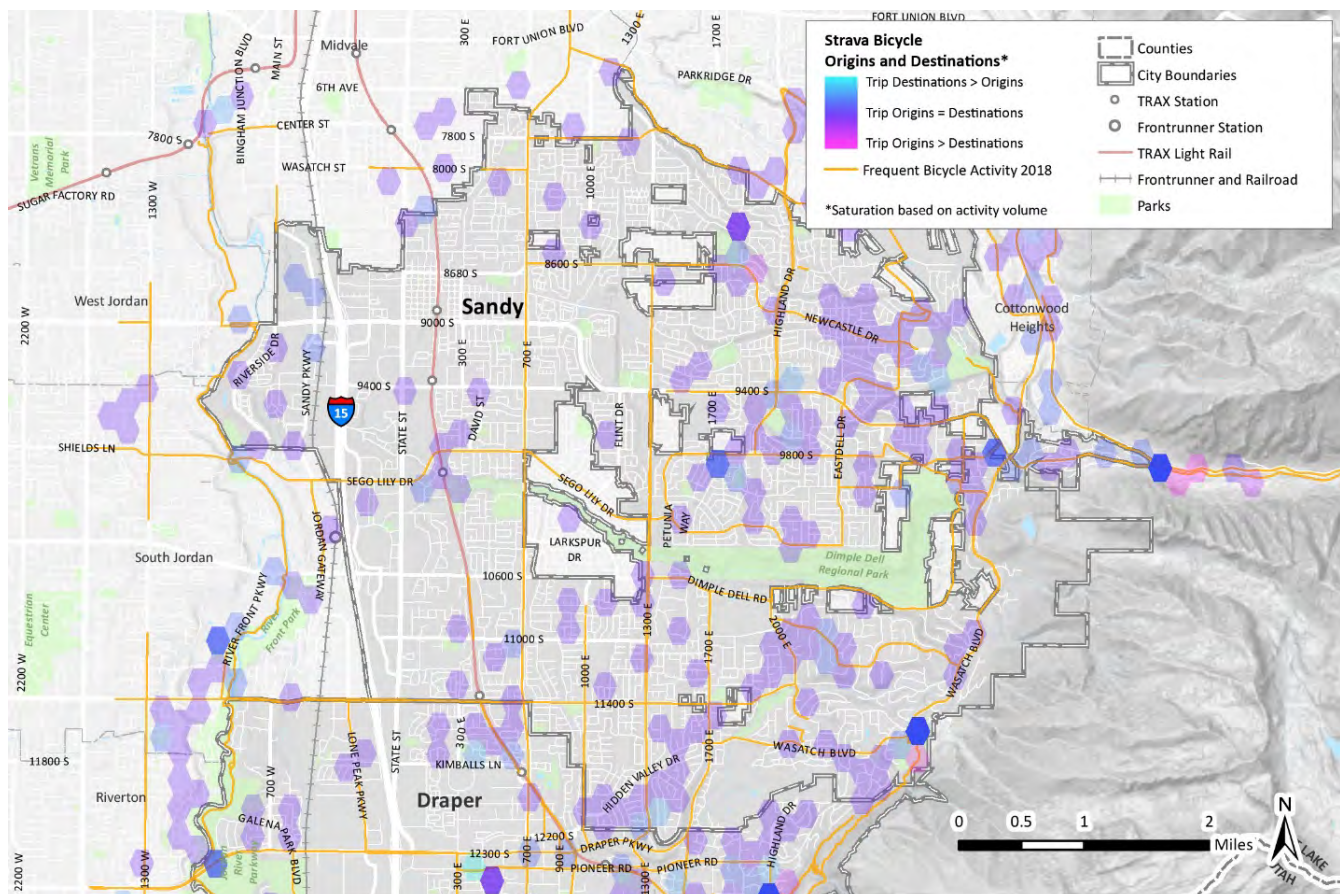


Figure 18: Bicycle origins and destinations.

SAFETY ANALYSIS

For this section, a safety analysis was performed using five-year crash data (2014-2018) provided by the UDOT Traffic and Safety Division. This crash data was analyzed using GIS mapping software and Excel to extract geographic trends and patterns, as well as trends in crash factors. Crash heatmap data shown in Figure 19 includes data within a one-quarter-mile buffer around the city to show context, and crash data detailed in Table 3 includes all crash points within Sandy, including the unincorporated areas and all points within a 150-foot buffer to capture data on streets on the edge of the city. ***Note: the crash data in this document is confidential and may be protected under 23 USC 409.***

All Bicycle and Pedestrian Involved Crashes in Sandy

Figure 19 shows a heatmap of all bicycle and pedestrian involved crashes in Sandy from 2014-2018. Crashes are mostly concentrated along major roads, with significant concentrations along 1300 East, 700 East, State Street, 9000 South, 9400 South, Segó Lily Drive, 10600 South, and 11400 South.

Several intersections have concentrations of bicycle and pedestrian involved crashes with significant concentrations at 7800 South and 700 East, 9000 South and State Street including a hotspot west of State Street, Segó Lily Drive and 700 East, 10600 South and 700 East, and 11400 South and 300 East. Table 3 details number and severity of crashes by mode.

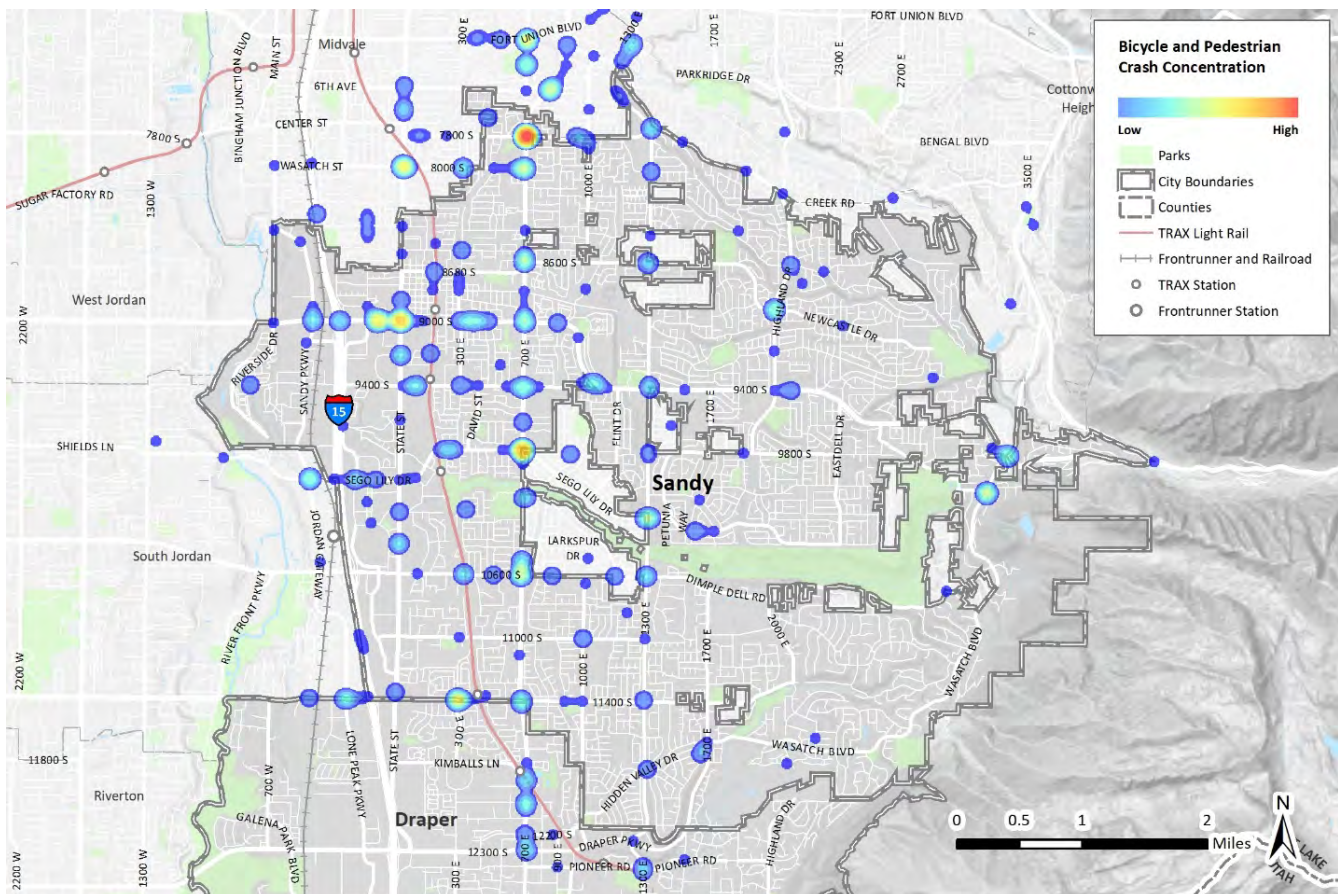


Figure 19: Heat map of all bicycle and pedestrian involved crashes in Sandy, 2014-2018.

Table 3: Bicycle and Pedestrian Involved Crash Severity in Sandy, 2014-2018						
Crash Severity	Bicycle	Bicycle %	Pedestrian	Pedestrian %	Combined	Combined %
Fatal	0	0%	5	4%	5	2%
No injury	9	9%	8	6%	17	7%
Possible Injury	31	30%	25	19%	56	24%
Suspected Minor Injury	54	51%	71	55%	125	53%
Suspected Serious Injury	11	10%	21	16%	32	14%
Total Crashes	105		130		235	

Bicycle and Pedestrian Crash Severity

From 2014-2018 (Table 3), 235 total bicycle and pedestrian involved crashes occurred in Sandy, and 53 percent of crashes resulted in a suspected minor injury, 24 percent of crashes resulted in a possible injury, and 14 percent of crashes resulted in a suspected serious injury. Pedestrian involved crashes resulted in 21 suspected serious injuries, compared to 11 for bicycle involved crashes, and pedestrian involved crashes also resulted in more suspected minor injuries with 71 compared to 54 for bicycle involved crashes. All five fatal crashes involved pedestrians with no fatal bicycle involved crashes.

Like all bicycle and pedestrian involved crashes in Sandy, crashes resulting in serious injuries and fatalities to cyclists and pedestrians occurred mostly along major roads. Figure 20 shows the location of all serious and fatal crashes in Sandy by mode, with eight crashes occurring on 9000 South, eight on 700 East, five on State Street, five on Sego Lily Drive, five on 10600 South, three on 9400 South, and three on 11400 South.

It should be noted that bicycle and pedestrian crash severity depends on several factors, one of which being luck. One foot in one direction or one second earlier or later can be the difference between a minor injury and a major injury or fatality. This point underlines the vulnerability of these users, and the importance of planning for active transportation modes in larger transportation networks.

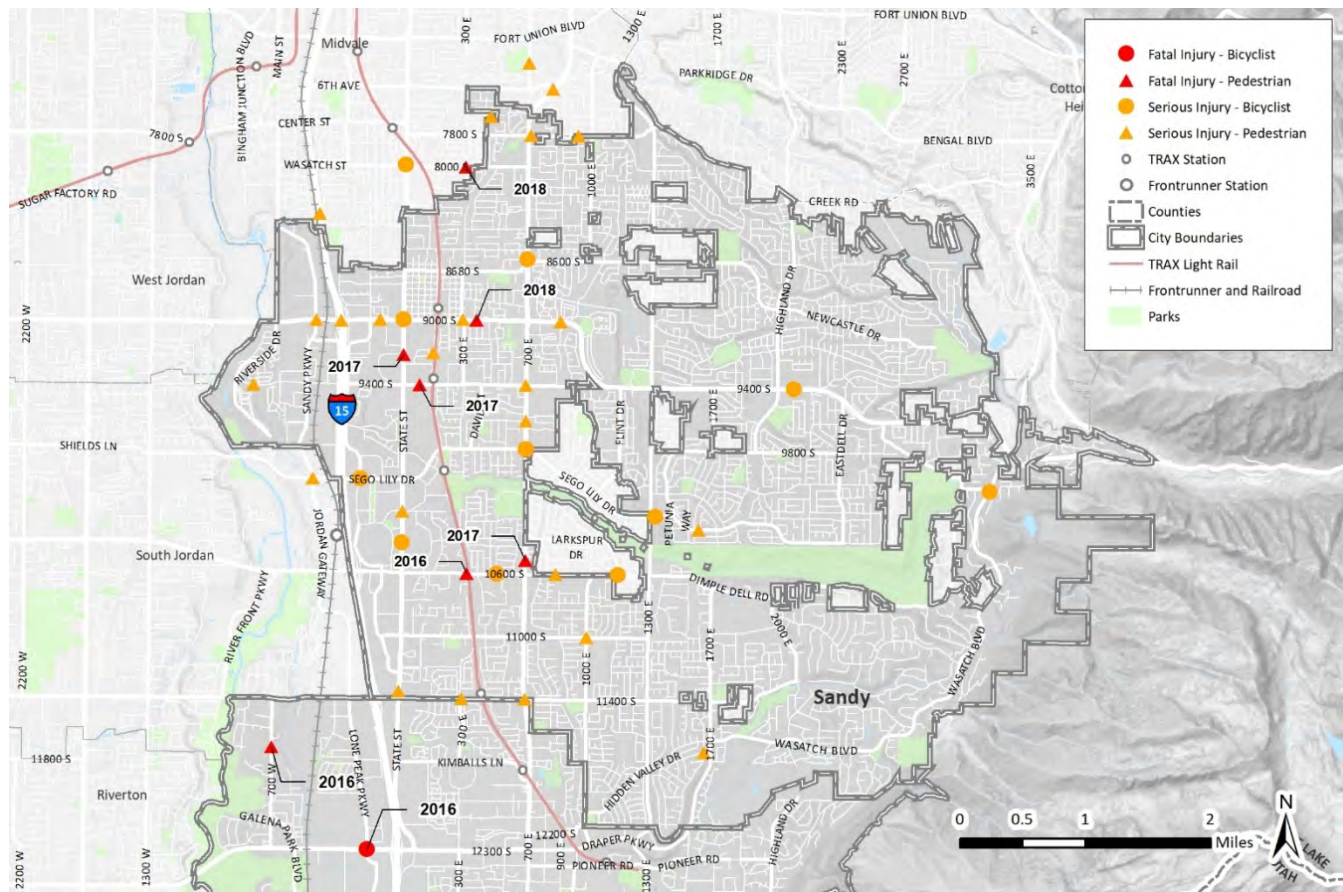


Figure 20: A map showing bicycle and pedestrian involved crashes resulting in serious injuries.

Bicycle and Pedestrian Crash Factors

To gain more understanding of the bicycle and pedestrian crashes in Sandy, various factors in the crashes were analyzed. Significant findings from this analysis are outlined in Figure 21. Please note the sample size for each crash type is found in the chart legend.

Intersections – 67 percent of all crashes, 49 percent of serious/fatal crashes, and 20 percent of fatal crashes occurred in intersections.

Dark Lighting – Dark lighting, or conditions after sundown, contributed to 23 percent of all crashes, 38 percent of serious/fatal crashes and 100 percent of fatal crashes.

Older Drivers – Older drivers were involved in 17 percent of all crashes, 16 percent of serious/fatal crashes, and 40 percent of fatal crashes.

Distracted Drivers – Distracted drivers were involved in eight percent of all crashes, five percent of serious/fatal crashes, and 40 percent of fatal crashes.

Wet/Snowy Road Conditions – Wet/snowy roads were present in 11 percent of all crashes, 16 percent of serious/fatal crashes, and 20 percent of fatal crashes.

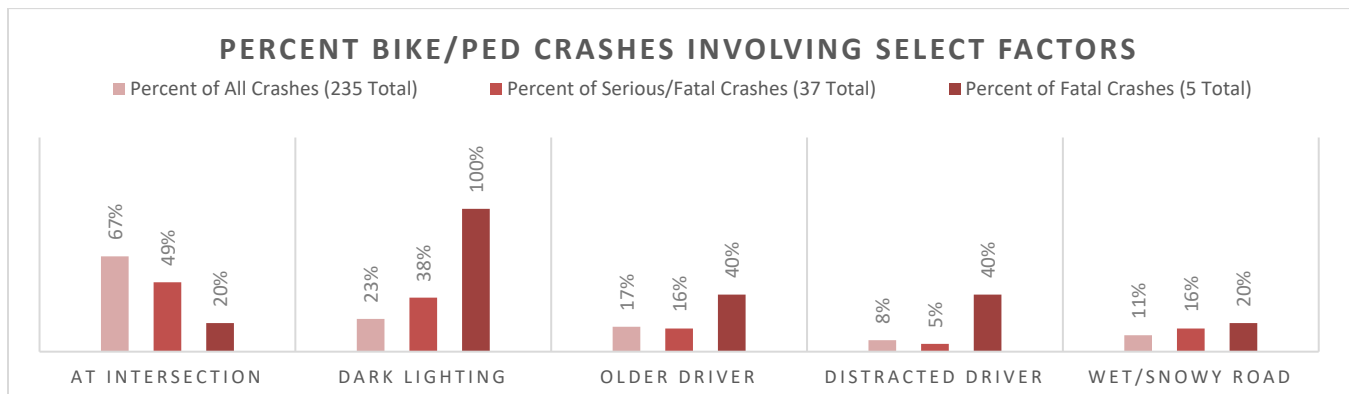


Figure 21: Chart highlighting significant factors in Sandy bike-ped crashes.

EXISTING PLANS

Highland Drive and 9400 South I-15 Interchange Factsheets

Resulting from the 2020 Sandy Transportation Plan, factsheets were created for the two high-file projects of Highland Drive and the 9400 South I-15 Interchange. Each project, if completed would have significant impacts to travel patterns and the City's overall transportation system including active transportation. The factsheet, found in Appendix D and Appendix E, seek to provide insight into these impacts.

Wasatch Choice: 2019-2050 Regional Transportation Plan

WFRC has recently adopted its Regional Transportation Plan (RTP), which is a fiscally constrained plan for roadway, transit and other transportation facility improvements over the next 30 years. The plan includes phased bicycle and pedestrian improvements, for roads, pathways, and grade separated projects. Figure 22 below shows the RTP projects within Sandy. Notable projects include a continuous bike lane through the proposed Highland Drive corridor into Sandy, extension of the Porter Rockwell Trail north, and a new segment of the Bonneville Shoreline Trail. Also, a system of planned bike lanes, buffered bike lanes, and protected bike lanes combine to connect the Jordan River Parkway to Little Cottonwood Canyon. A planned overhead crossing of I-15 at 10200 South, would help connect the South Jordan FrontRunner Station to the Cairns, Sandy Civic Center Station, and other destinations to the east.

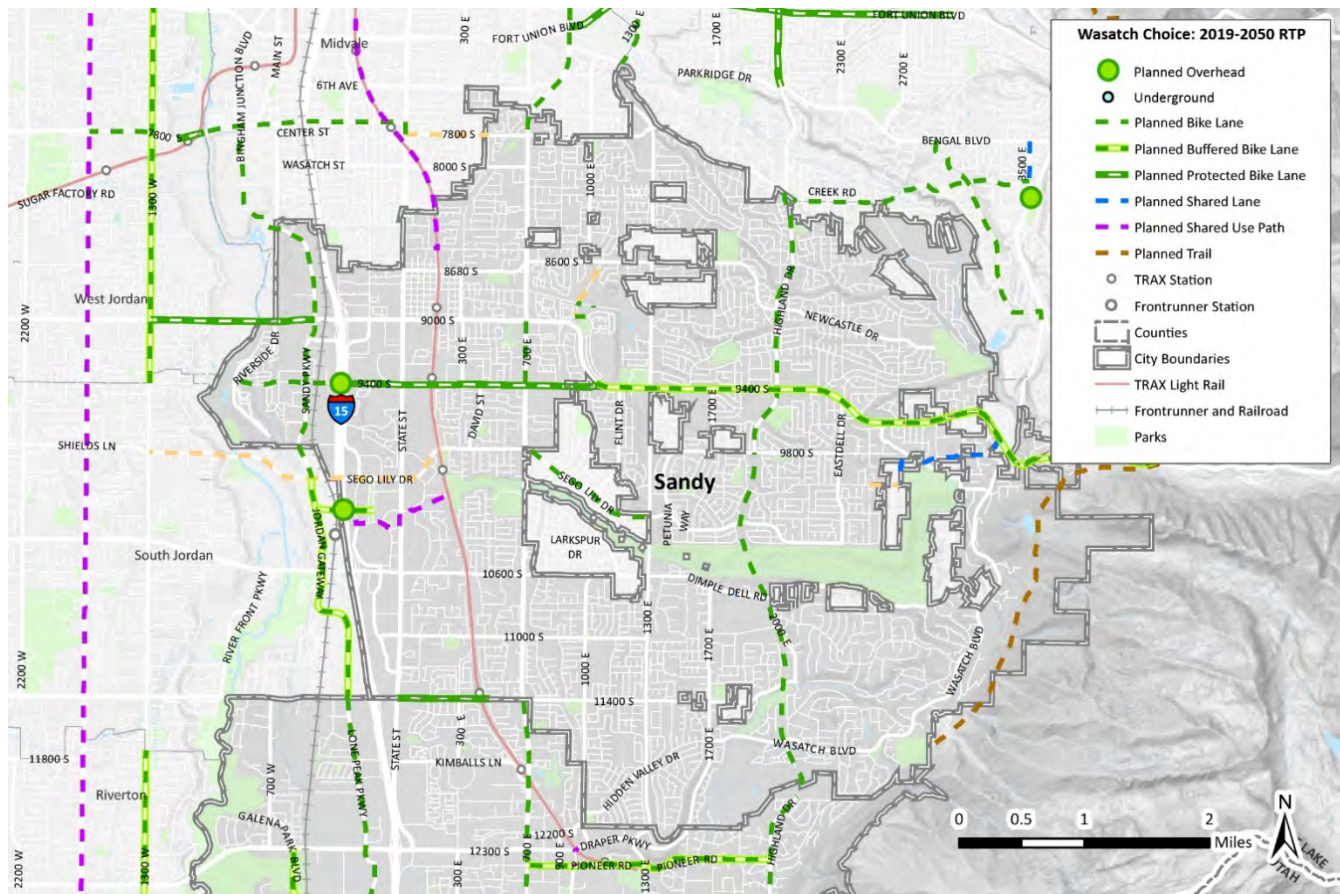


Figure 22: Map of Wasatch Choice: 2019-2050 RTP active transportation projects.

Trails Master Plan

The city has recently adopted a new Trails Master Plan, which was developed in 2019 by the city's bicycle task force. This plan will provide a strong foundation for the recommendations resulting from this Active Transportation Plan. The plan identifies future bike lanes, shared use pathways, secondary and walking paths, park trails, trailheads, as well as hiking, biking, and equestrian trails. Figure 23 below shows the future facilities identified in this plan.

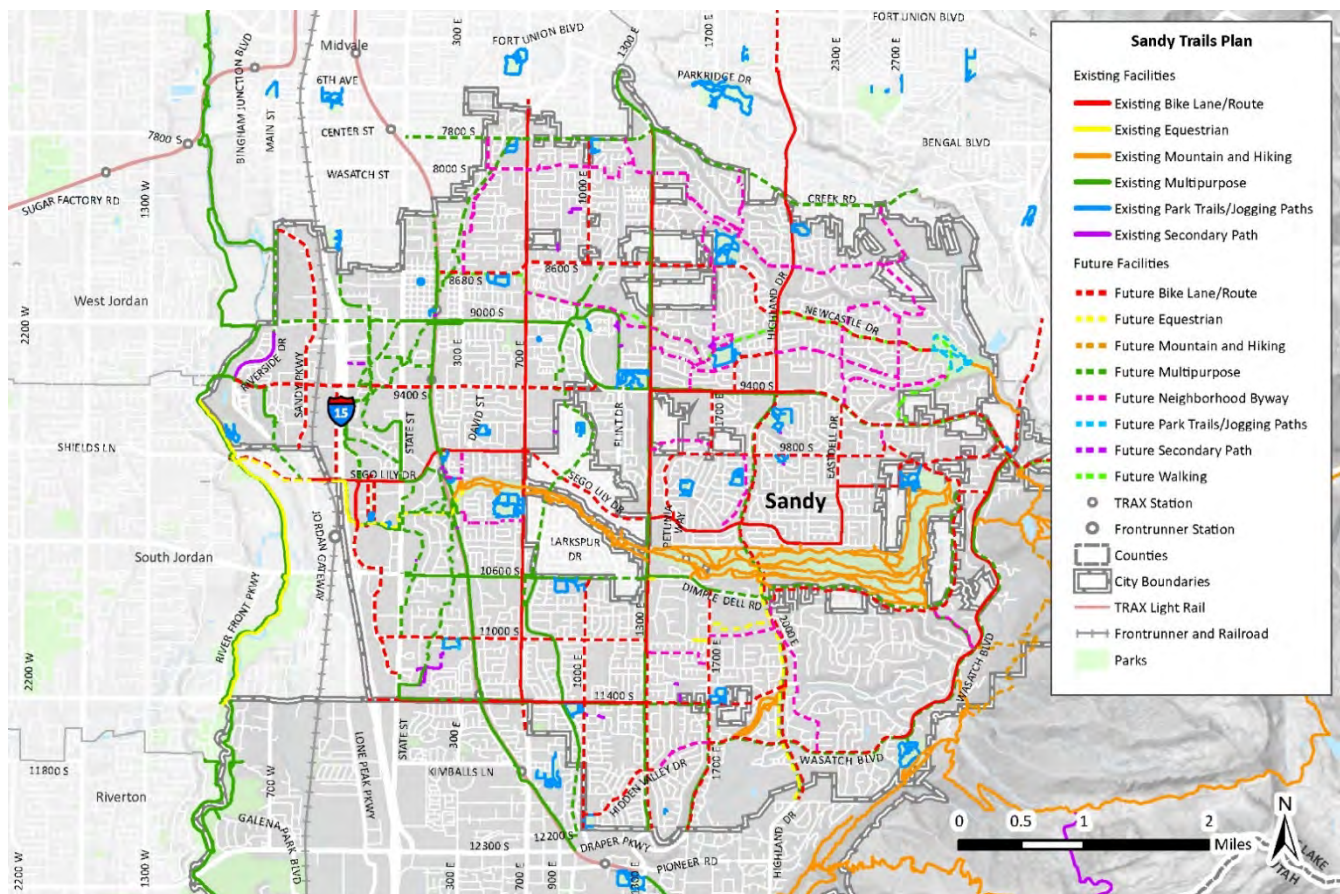


Figure 23: Map of Sandy's Trails Master Plan.

FINDINGS, NEEDS, GAPS

The following section outlines the findings, needs, and gaps identified in the initial development of the active transportation plan, exploring sidewalks, activity centers, trails and recreation, bicycle facilities, and safety. This high-level information will be critical in identifying specific projects for later project identification and prioritization.

SIDEWALK NETWORK

Figure 24 represents an analysis of all gaps in Sandy City's existing pedestrian facilities along major streets, including sidewalks, trails, and multi-use paths. Sandy has good pedestrian connectivity overall, especially along existing streets. The green lines in the figure show several continuous corridors with a sidewalk on at least one side of the street, which has a fairly even spread throughout the city. Additionally, the Porter Rockwell Trail and Jordan River Parkway are two multi-use pathways that are found in the city and offer north-south connections to neighboring jurisdictions.

Despite Sandy's largely robust network, there are some gaps in pedestrian facilities where existing roads are found and such facilities would be warranted. These gaps are highlighted on Figure 24 in red, and indicate where there is missing sidewalk on one side of the road or both. The largest sections of gaps were identified in the areas surrounding Dimple Dell Regional Park, and also along Riverside Drive (West of I-15, around 9400 South). Filling in these gaps will significantly improve the city's overall pedestrian connectivity.

In addition to observing existing infrastructure and obvious gaps, other previous plans were studied (such as WFRC's RTP and Salt Lake County's Active Transportation Improvement Plan). These plans show the long-term vision and recommended off-street pedestrian facilities. This larger network is an important key to improving connections between neighborhoods safely and efficiently. It also provides some vital east-west connections that are currently lacking. A few projects for new or improved crossings (represented as "Point Projects" in Figure 24) were also identified in the RTP and are shown.

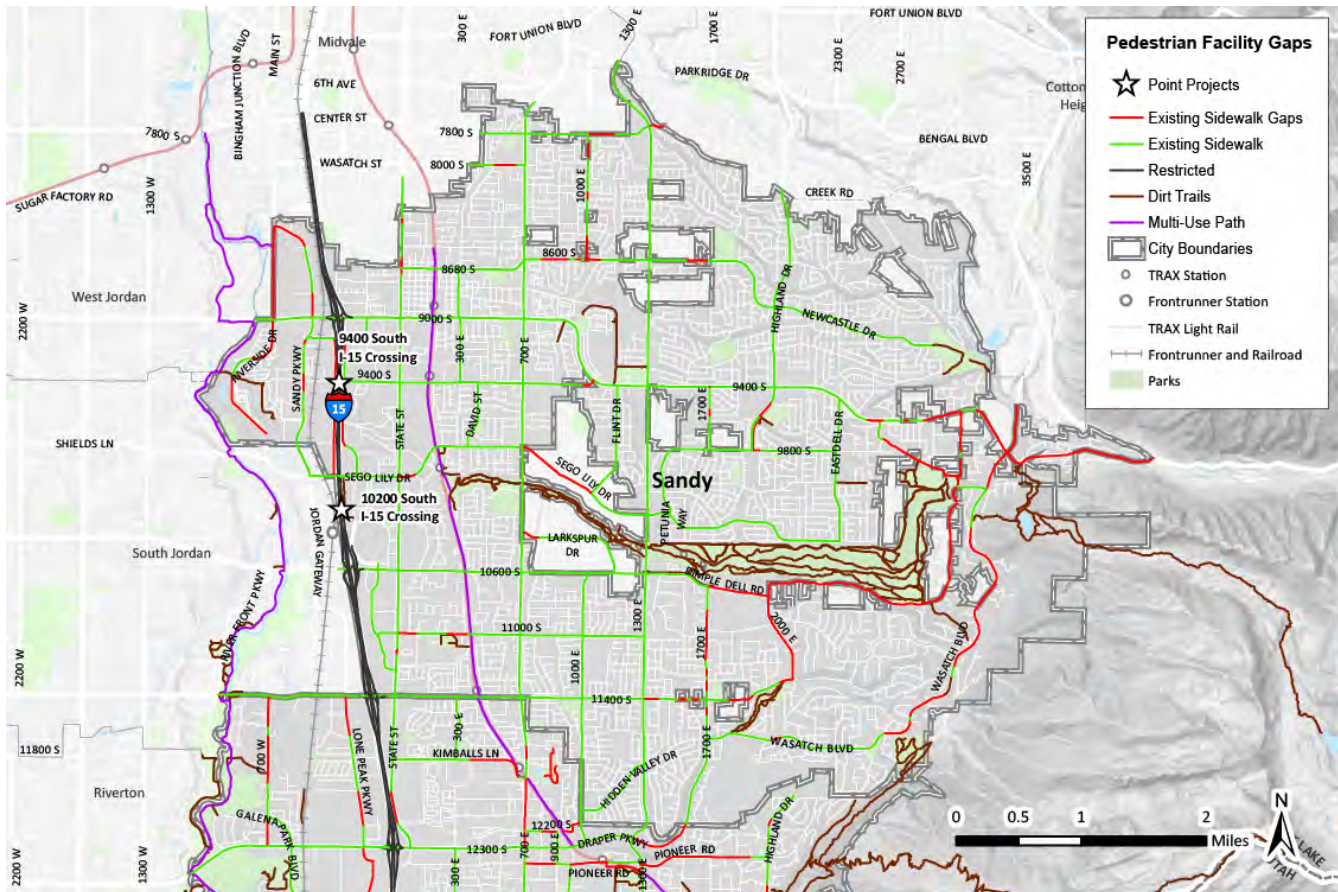


Figure 24: Sandy City Pedestrian Facility Gaps.

ACTIVITY CENTER CONNECTIVITY

The existing conditions analysis established the current walksheds for several activity centers throughout the city. The activity centers were identified by their proximity to transit stops and major commercial hubs. Each activity center walkshed was examined in detail and compared to "ideal" one-quarter mile and one-half mile walkshed coverages. Some activity centers had better coverage than others, which is shown Table 4 below.

Table 4: Sandy City Activity Centers Walkshed Comparison					
Location	Address	1/4 Mile		1/2 Mile	
		Walkshed Acreage	% of Ideal Walkshed	Walkshed Acreage	% of Ideal Walkshed
Historic Sandy	9000 South 165 East	54.20	67.75%	231.08	72.71%
Sandy Expo	9350 South 150 East	57.70	72.13%	256.20	80.61%
Sandy City Center 1	9400 South 700 East	43.63	54.54%	211.31	66.49%
Sandy City Center 2	9291 South Quarry Bend Drive	35.59	44.49%	99.98	31.46%
Sandy City Center 3	9400 South Highland Drive	50.24	62.80%	209.56	65.94%
Sandy Civic Center	115 Sego Lily Drive	38.28	47.85%	191.57	60.28%
South Jordan FrontRunner	10377 South Jordan Gateway (South Jordan)	32.85	41.06%	148.10	46.60%
Cairns District	9900 South Monroe Street	39.71	49.64%	155.72	49.00%
<33% Poor		33%-66% Fair		>66% Good	

Most activity centers had “good” or “fair” walkshed coverage when compared to perfect one-quarter mile and one-half mile walksheds. The exception is Sandy City Center 2, which had poor one-half mile walkshed coverage. Detailed analyses for each activity center and potential connection improvements are shown in Figure 25, Figure 26, Figure 27, and Figure 28 below. In these figures, the existing one-quarter mile and one-half mile walksheds (shown in blue) are compared to one-quarter mile and one-half mile potential walksheds with added gap connections (shown in green). The recommended “Gap Connections” (shown in red) show generally where improvements could be made to increase walkshed coverage. The exact locations of these connections may not be practicable due to existing buildings, private property, and slopes. Additionally, some of the smaller gaps that span streets represent opportunities for crosswalk improvements that can increase safety and offer a more contiguous pedestrian network experience.

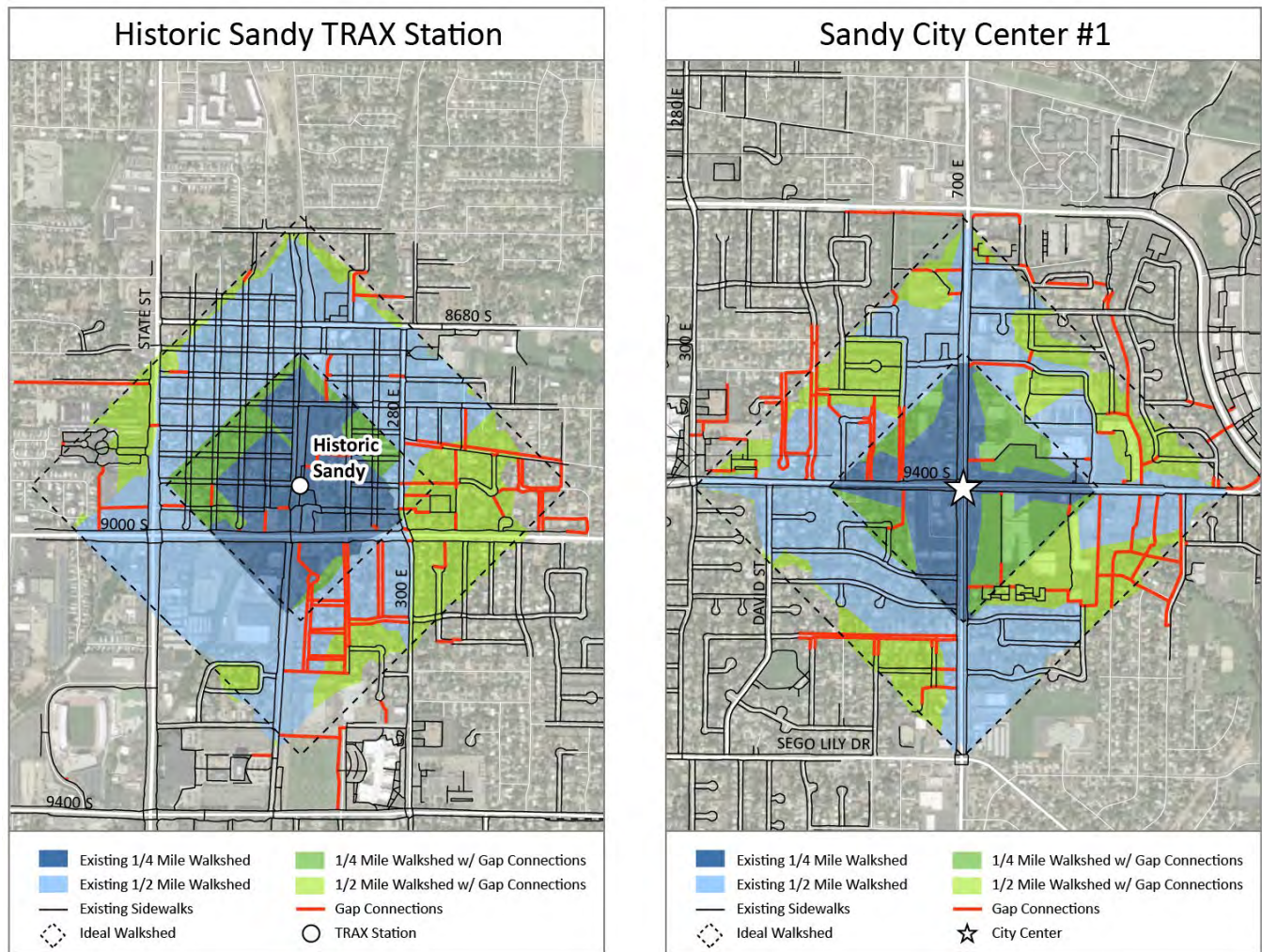


Figure 25: Walkshed Analysis – Historic Sandy TRAX and Sandy City Center #1.

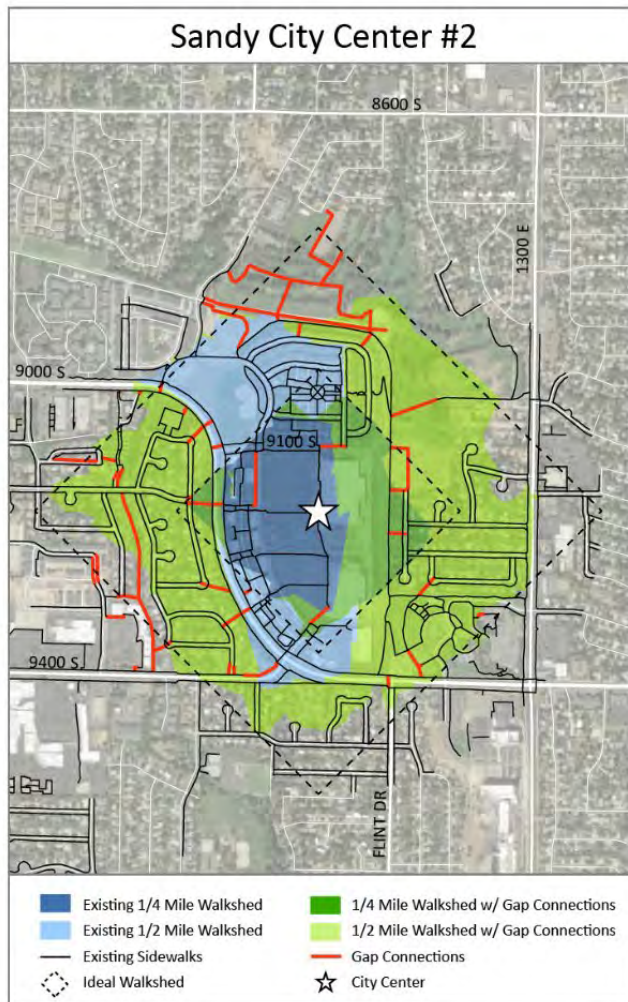


Figure 26: Walkshed Analysis – Sandy City Center #2 and Sandy City Center #3.

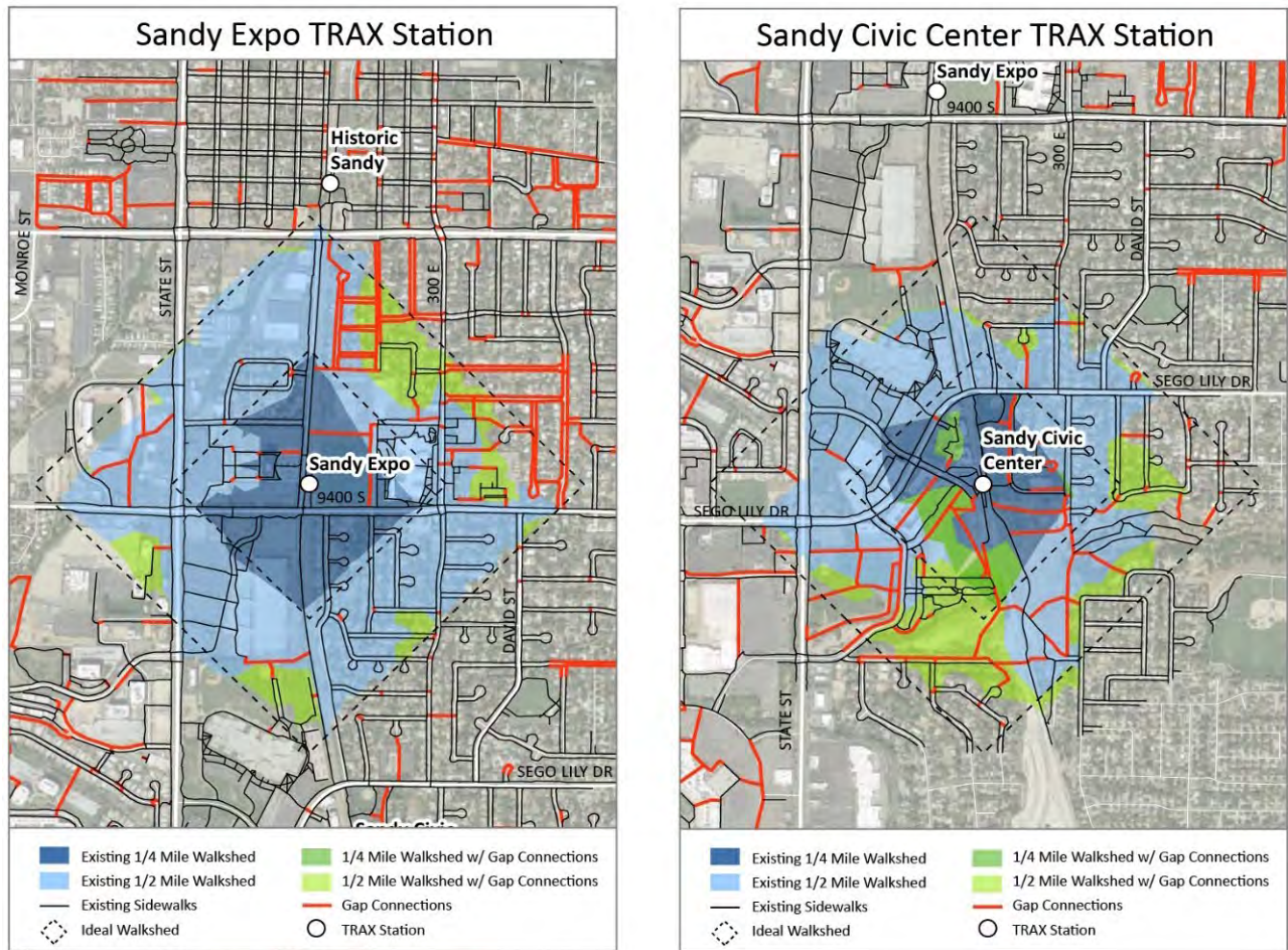


Figure 27: Walkshed Analysis – Sandy Expo and Sandy Civic Center TRAX Stations.

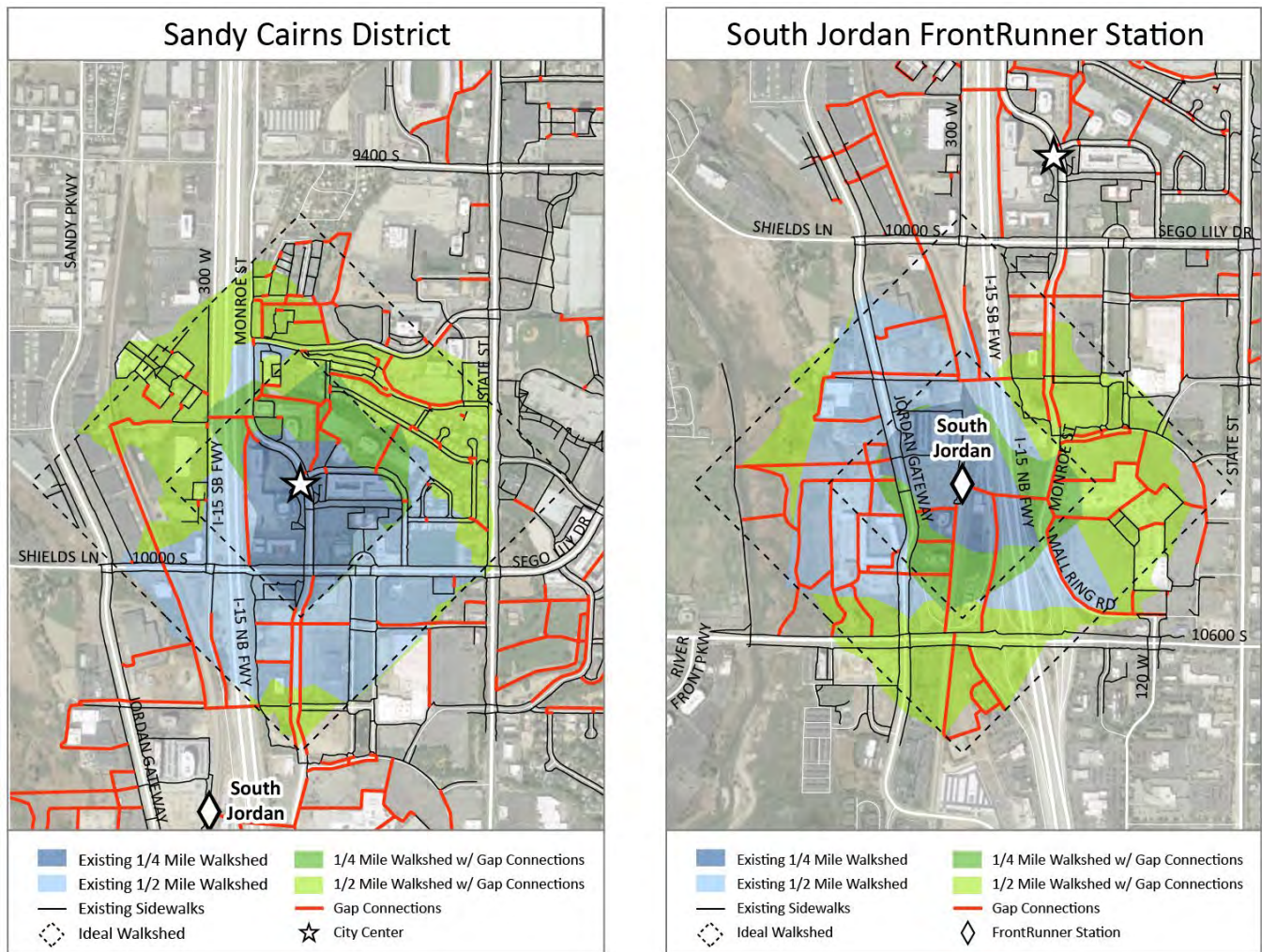


Figure 28: Walkshed Analysis – Sandy Cairns District and South Jordan FrontRunner Station.

TRAILS AND RECREATION

Gaps in multi-use pathways and unpaved trails are obstacles to forming a cohesive network of active transportation routes. Due to their grade separation from automobile traffic, wide pavement widths, and enhanced crosswalks, paved multi-use pathways are the most comfortable and therefore appealing to the largest cross-section of users. When adequately interconnected, these routes form the backbone of a robust active transportation infrastructure network. Unpaved trails can provide sources of recreation and connection, supporting the quality of life in communities. Depending on local regulations, unpaved trails may provide access for equestrian users as well.

Identifying gaps in these networks was based on observation as well as consulting established plans for Sandy/Draper at the local, county, and region levels. Given the diversity of these sources, inevitable inconsistencies emerge among route nomenclature and configuration of multi-use trails. Figure 29 displays the identified gaps in multi-use pathways or major unpaved trails. Major sources of gaps currently exist connecting the Jordan River Parkway east to Little Cottonwood Canyon and to the southeast along the foothills and crossing Dimple Dell.

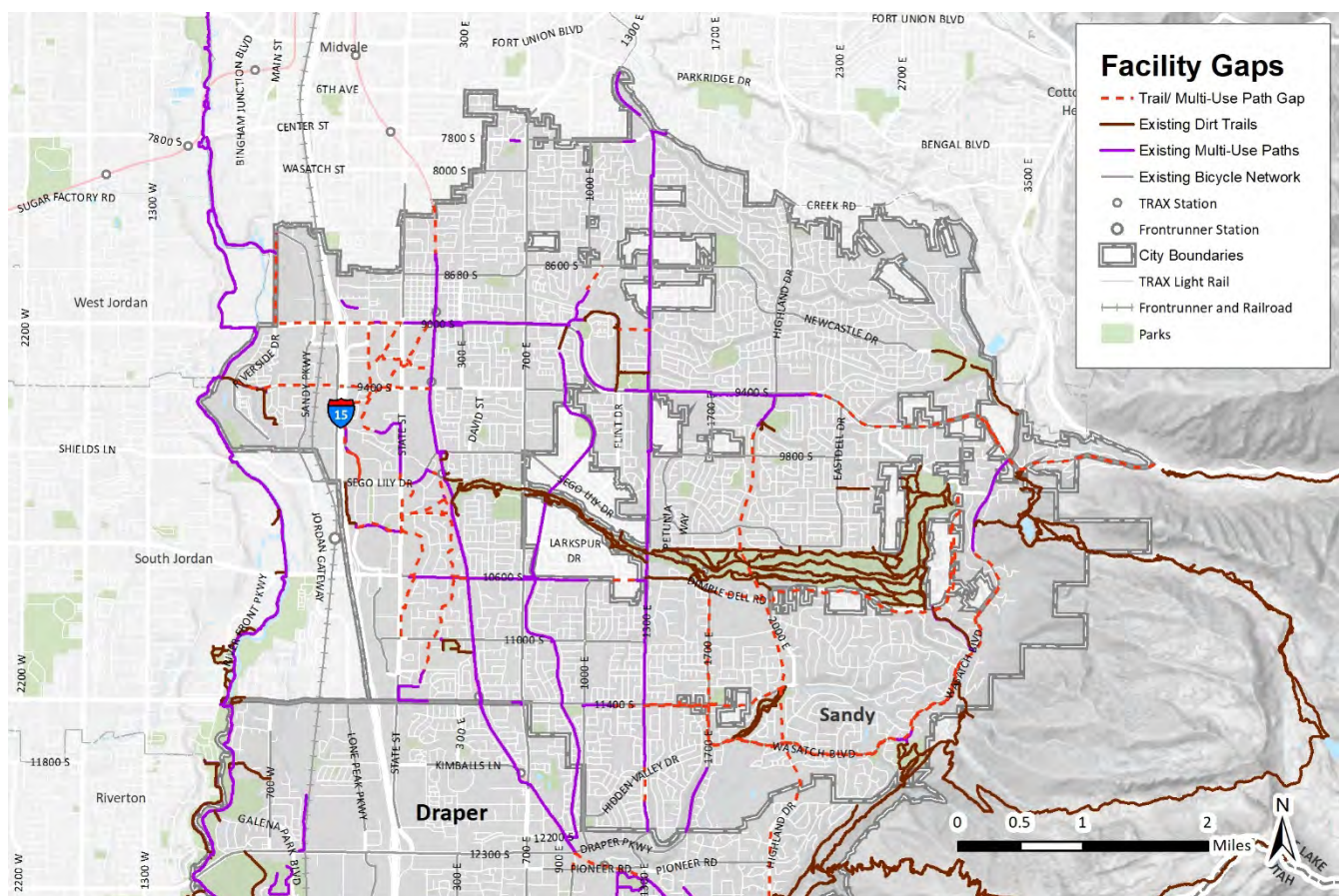


Figure 29: Trails and Recreation Facility Gaps.

The Figure 30 highlights properties with animal rights and potential animal rights properties in Sandy and Draper with the unpaved trails they can access. While many private property lots meet the minimum sizing requirement to have a horse on site, we identified properties that had horses by looking at Google aerial photos for horses, corals, barns or trailers. Homes are legal non-conforming typically sized under 1/4 acre. If they have 10,000 plus square feet, they can have one horse and can follow all of the other requirements for outdoor domiciles, etc. In reality if any lot larger than 10,000 square feet has an 'A' designation they can have a horse. We identified over 500 properties that met the requirements and could be home to horses and over 100 individual properties with active horses on them.

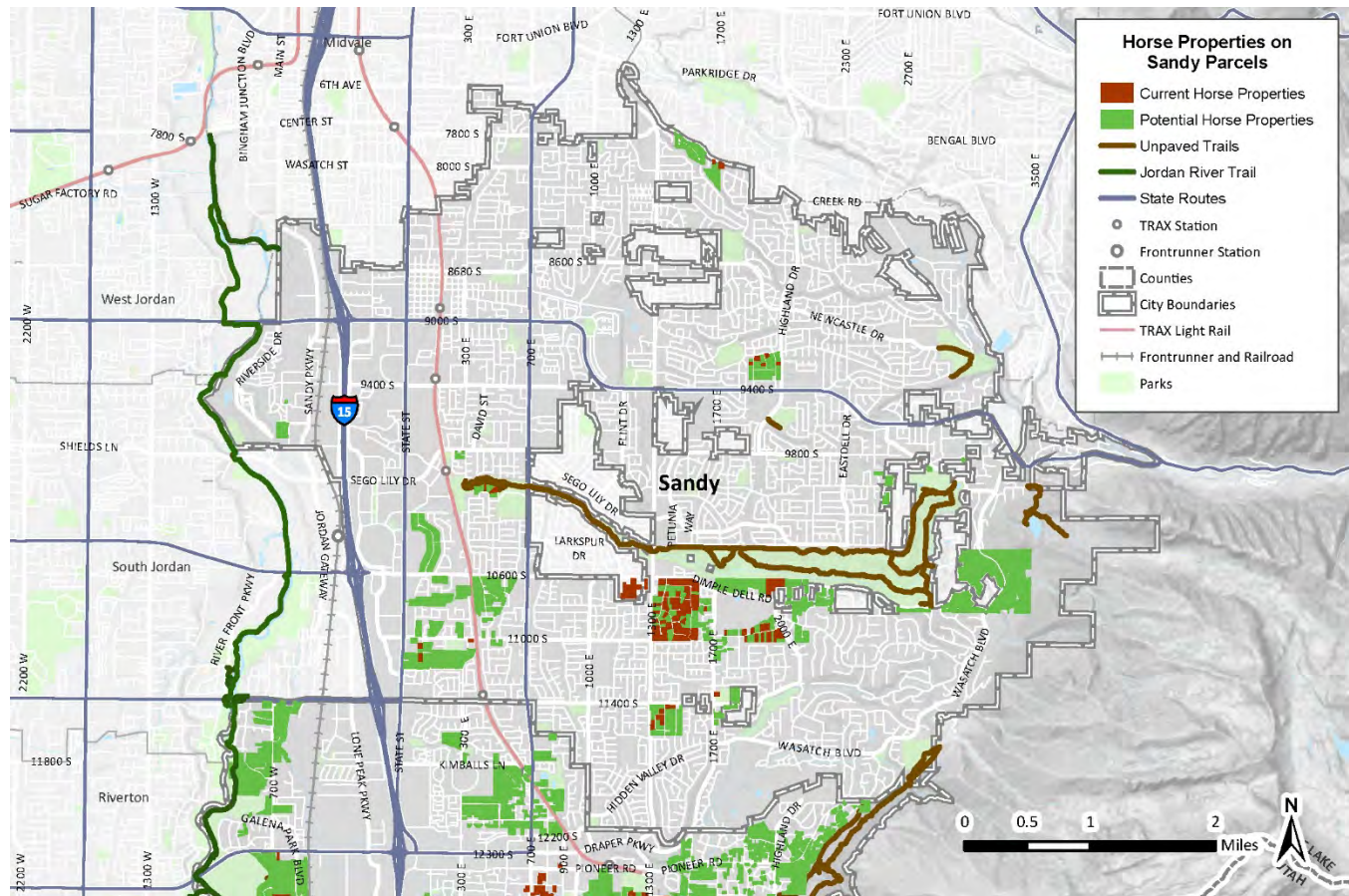


Figure 30: Horse Properties

BICYCLE NETWORK

The project team created a Level of Traffic Stress (LTS) for roadways within the Sandy study area. The purpose of the LTS is to identify roadway segments where improved bicycle accommodations and/or separate facilities may be useful to create a robust bicycle and trail network. Creating a lower stress bicycle network by minimizing or eliminating stress factors can make bicycling more appealing to a broader population. The LTS network was developed using GIS analysis of the existing roads, bikeways and trails.

Inventory

The LTS requires data on the type bikeway, adjacent land use, roadway width and speed. This data was compiled from multiple data sources including the completed bikeway inventory, existing zoning, as well as data from UDOT. The roadway network forms the backbone for the development of LTS. The LTS analysis utilized road centerlines for Sandy from Utah's Automated Geographic Reference Center (AGRC) as of February 28, 2020. This data was supplemented with data from the bikeway inventory illustrated in Figure 31.

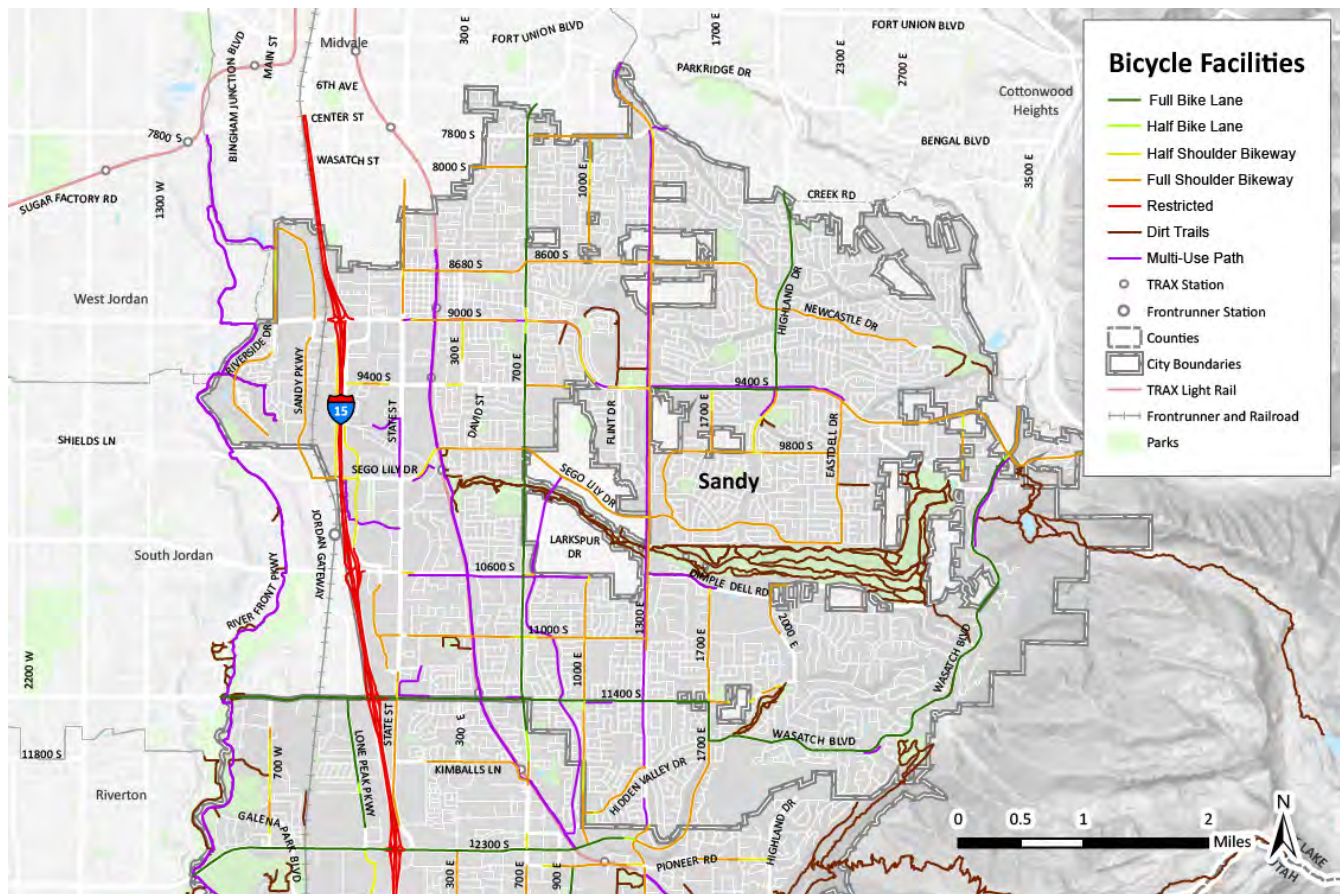


Figure 31: Bicycle Facility Inventory.

In addition to bikeway, land use information was obtained from Sandy zoning. Roadway speeds and number of travel lanes are from UDOT and include data for both state highways and federal aid roads. These roadways are generally larger and higher speed roadways within cities. For roadways where UDOT data was not available, the posted speed limits and number of travel lanes were visually verified from Google aerials and street view.

Level of Traffic Stress

LTS allows for the assessment of the comfort and connectivity of bicycle networks. The classification of roadway segments are based upon the comfort of the bicyclist depending on traffic characteristics and whether cyclists are cycling in mixed traffic, bike lanes, or on separated paths. LTS classifies road segments from one to four levels of traffic stress that correspond to the four types of cyclists which range from “no way no how” to “strong and fearless.” The characteristics of each LTS include:

LTS 1 – Suitable for children

LTS 2 – Little traffic stress and suitable to most adults

LTS 3 – Moderate traffic stress and comfortable to many people currently riding bikes

LTS 4 – High traffic stress from high traffic speeds and multi-lane roads

Table 5 summarizes the LTS classification system used for each roadway segment within the study area based upon land use, posted speed limits, number of traffic lanes, and bicycle accommodations.

Table 5: Level of Traffic Stress Classification System							
Roadway Number of Lanes	Speed Limit	Roadway Stress w/out Bicycle Accommodation	Roadway Stress with Bicycle Accommodations				
			Bike Route	Sharrows	Bike Lane	Buffered Bike Lane	Protected Bike Lane
2 lanes (residential)	Up to 30 mph	10%	10%	9%	5%	7%	3%
2 lanes (residential)	30 mph	15%	14%	14%	8%	5%	4%
2-3 lanes	Up to 25 mph	20%	19%	18%	10%	7%	5%
4-5 lanes	Up to 25 mph	35%	33%	32%	18%	12%	9%
2-3 lanes	30 mph	40%	38%	36%	20%	14%	10%
6+ lanes	Up to 25 mph	67%	64%	60%	34%	23%	17%
4-5 lanes	30 mph	70%	67%	63%	35%	25%	18%
6+ lanes	30 mph	80%	76%	72%	40%	28%	20%
2-3 lanes	35+ mph	100%	95%	90%	50%	35%	25%
4-5 lanes	35+ mph	120%	114%	108%	60%	42%	30%
6+ lanes	35+ mph	140%	133%	126%	70%	49%	35%
Level of Traffic Stress Limits							
LTS 1 Limit	10%	LTS 2 Limit	30%	LTS 3 Limit	60%	LTS 4 Limit	No MRS Limit

Source: Lowry, M., Furth, P., and Hadden-Loh, T. "Prioritizing new bicycle facilities to improve low-stress network connectivity."

The LTS was developed based upon roadway and bikeway scores as summarized above. Additionally, all paved multi-use trails were included in the analysis with an LTS score 1 as being suitable for children. Figure 32 summarizes the LTS for the Sandy area.

Most roads within Sandy have low traffic stress. These roads include most residential city streets with low volumes and traffic speeds. Many riders feel confident to ride on roads like these including children. These low stress roads provide an opportunity for neighborhood byways since these roads are relatively connected so riders can reach many destinations throughout the city. Although these roads provide a lower stress alternative for cyclists, there are still many roads that have posted speed limits of 35 mph or higher with substantial traffic volumes. These roadways have the most traffic stress where there are no bikeways to accommodate cyclists such as 10600 South. Although 700 East has similar traffic volumes and speeds, it has a lower traffic stress than 10600 South since there are dedicated bicycle lanes on the corridor. Locations like those with higher traffic stress can be used to help identify and prioritize potential bikeway improvements within the city.

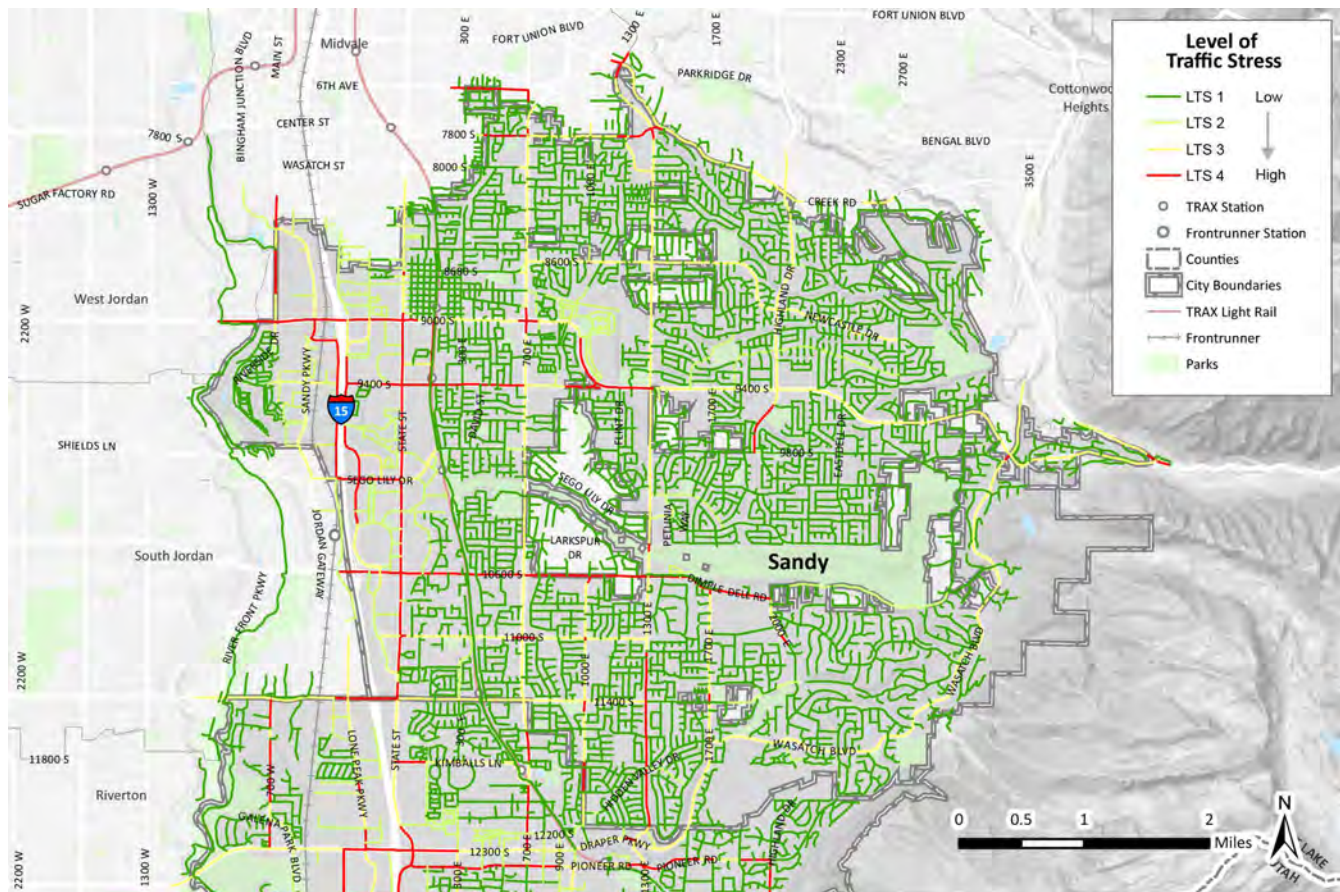


Figure 32: Level of Traffic Stress.

SAFETY

As part of the existing conditions documentation, a safety analysis was performed using five-year crash data (2014-2018) provided by the UDOT Traffic and Safety Division. This crash data was analyzed using GIS mapping software and Excel to extract geographic trends and patterns, as well as trends in crash factors. The methodology and findings of that analysis can be found in the Safety Analysis for the Existing Conditions Memorandum.

The purpose of this section is to build on the existing conditions analysis to determine where safety needs and gaps exist in Sandy. In order to determine where these needs and gaps exist, 2014-2018 safety data was analyzed to determine where all bicycle and pedestrian involved crashes occurred around the city. The bicycle involved crash data was analyzed in conjunction with bicycle trip data and pedestrian involved crash data was analyzed with pedestrian actuation data (which intersections had the most pedestrian crossings per week). ***Note: the crash data in this document is confidential and may be protected under 23 USC 409.***

Bicycle Needs and Gaps in Sandy

Figure 33 shows all bicycle involved crashes in Sandy from 2014-2018 and annual bike trips on Sandy routes in 2018. Routes with less than 500 annual trips have been excluded to show the most heavily used routes by cyclists. The most popular routes in Sandy include Little Cottonwood Canyon, Dimple Dell Road, Wasatch Boulevard, 1700 East, 700 East, Sego Lily Drive, and the Jordan River Parkway Trail with many other routes around Sandy showing 500 to 1,500 annual bike trips.

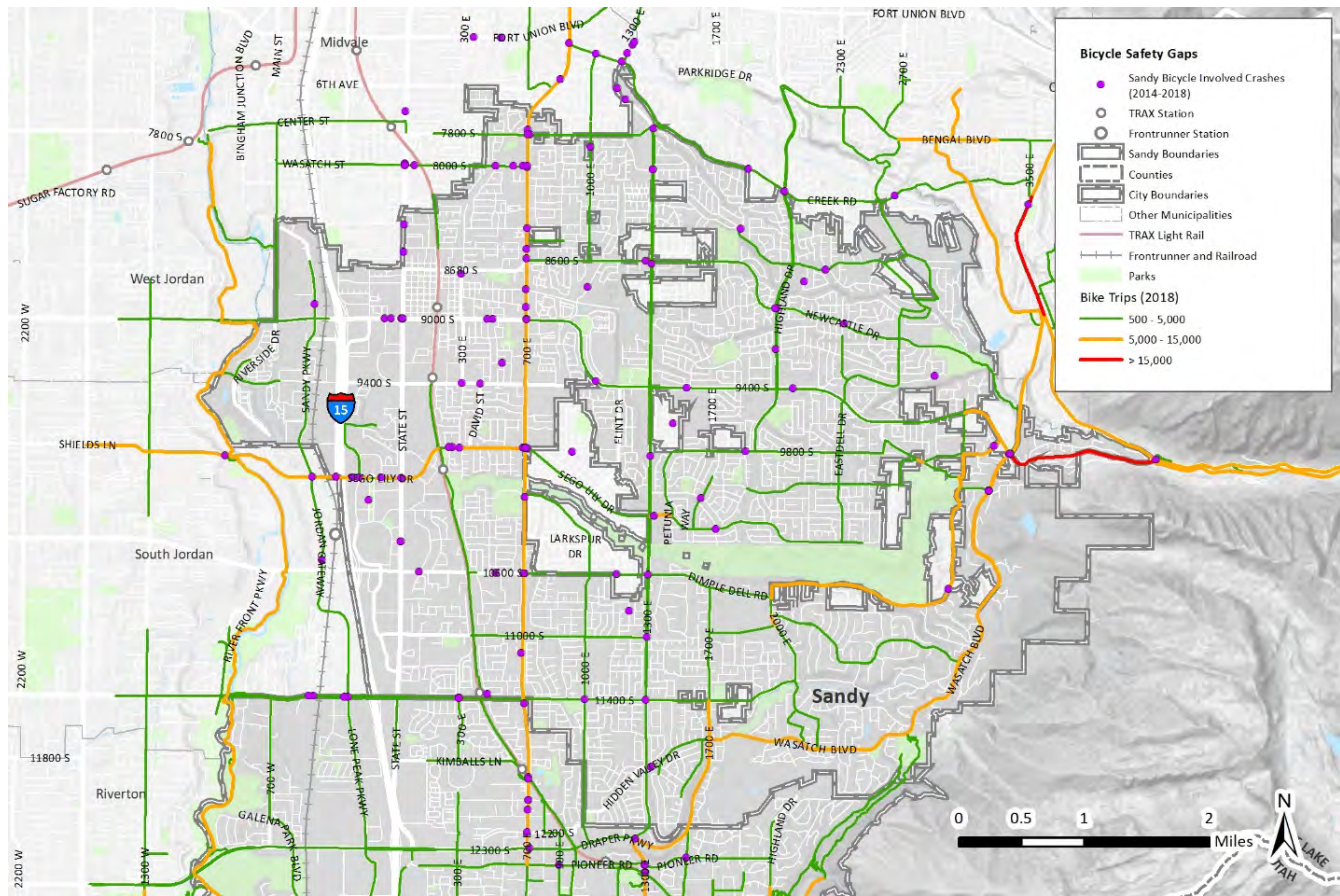


Figure 33: Bike trips and bicycle involved crashes in Sandy.

To determine bicycle network gaps and needs, all bicycle involved crashes from 2014-2018 were analyzed. Bike trip data shown on Figure 33 includes all routes with annual rides greater than 500 to show the most heavily used routes. Most bicycle involved crashes in Sandy occurred along major roads with a majority occurring at intersections. This is to be expected with the increase in conflict points at intersections, but at some intersections, this could suggest a need for improved intersection facilities for cyclists.

700 East and Sego Lily Drive west of 700 East each had a substantial number of bicycle related crashes, with a more even distribution on 700 East and more concentrated clusters of crashes on Sego Lily Drive at 700 East, around the TRAX crossing, and west of State Street. The presence of crashes on Sego Lily Drive and 9000 South suggests the need for better east-west connections between the west side of Sandy and the Jordan River Parkway. The planned future network described in the following sections provides an expanded network of low-stress facilities, which should help provide safer options throughout the city.

Figure 34 shows all pedestrian involved crashes in Sandy from 2014-2018 and average weekly pedestrian signal actuations. Streets in Sandy with the most pedestrian signal actuations at intersections include 700 East, State Street, 9000 South, 9400 South, Sego Lily Drive, and 11400 South.

Pedestrian Safety Gaps

Weekly Pedestrian Actuations

Highest Signle Direction

- 13 - 100
- 101 - 200
- 201 - 400
- 401 - 800
- 801 - 1,318

- Draper Pedestrian Involved Crashes
- TRAX Station
- Frontrunner Station
- Counties
- City Boundaries
- Other Municipalities
- TRAX Light Rail
- Frontrunner and Railroad
- Parks

Figure 34: Pedestrian involved crashes and pedestrian signal actuation in Sandy

IMPLEMENTATION

There is a broad spectrum of potential facility type recommendations, from sidewalks and pathways to bike lanes and cycle tracks. Each has their own role to play in a complete active transportation network. Figure 35 below illustrates a series of bicycle facility types from least to most protection from vehicular traffic.

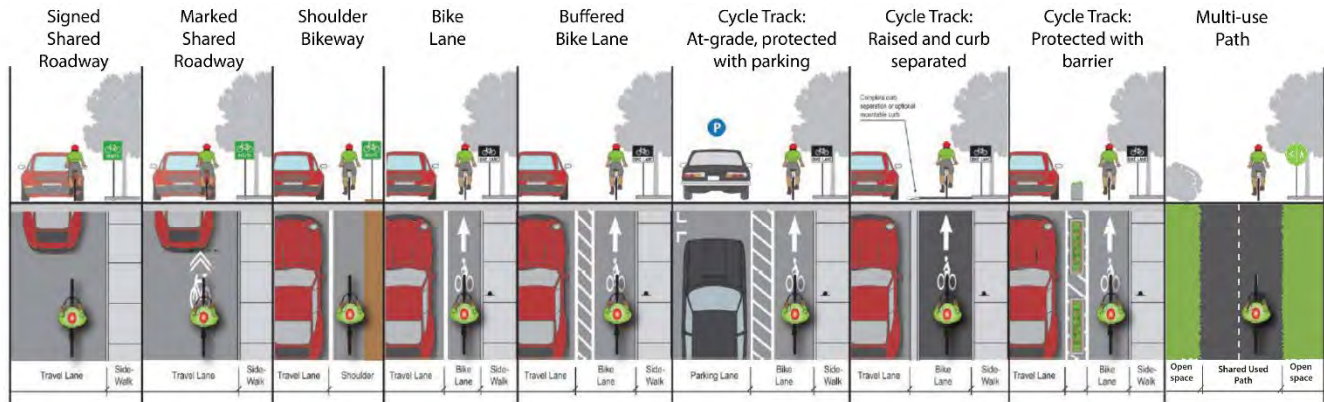


Figure 35: Bicycle Facility Types

Facilities recommended in this plan include:

Sidewalks

Curb-separated and typically adjacent to roadways, sidewalks are narrower than multi-use pathways and are typically reserved for pedestrian usage only.

Signed Shared Roadways

Shared roadways are roadways shared by both bicycles and motor vehicles. In a shared roadway, the cyclist may use the entire travel lane. Shared roadways may only be used on roads with low traffic volumes and where the posted speed limit is 35 mph or less.

Shoulder Bikeways

Shoulder bikeways are roads with shoulders wide enough to accommodate cyclists, typically greater than three feet. Shoulder bikeways are typically signed routes and should not allow on-street parking.

Bike Lanes

A conventional bike lane is one that is separated from the main roadway by a painted line. They are typically adjacent to the vehicle travel lane and are four to five feet wide. Bike lanes are often accompanied by bike lane signs and painted bike symbols at strategic intervals.

Buffered Bike Lanes

Buffered bike lanes are similar to conventional bike lanes but instead of being adjacent to a vehicle travel lane, a buffer space is provided between the roadway and bikeway. These types of bikeways are typically the most expensive (similar to trails) because they require a larger amount of roadway and maintenance.

Multi-use Pathways

At a minimum of 10 feet wide, the multi-use pathway is physically separated from motor vehicle traffic, and can be either within the highway right-of-way or within an independent right-of-way. Multi-use pathways include bicycle paths, rail-trails or other facilities built for bicycle and pedestrian traffic.

Cost estimates were developed based on the most recent bid prices for construction items like striping paint and concrete curbs. These estimates for buffered or protected bike lane projects were further refined based on recently completed projects. These construction cost estimates reflect the recommended facility types and linear feet of construction required for each project. Variability in the cost of these projects is based upon design choices, restrictions, and existing conditions. As design progresses a common occurrence is bike lanes, buffered bike lane, or a curb protected bike lane may require additional right-of-way, or new concrete and drainage that is not anticipated in the planning stage. To account for these variabilities, all cost estimates include contingency and are planning level estimates only. Engineering level costs will need to be developed as projects near construction.

An exhaustive project list was produced based upon the Existing Conditions analysis, previous plans, the Findings, Needs, and Gaps analysis, public engagement, and coordination with the city. This comprehensive project listing was then subjected to a prioritization process. Projects were scored based on five different criteria, each aiming to capture a different facet of the project's potential value to the community. Projects received zero, one, and sometimes two points depending upon the criterion, with a maximum potential score of seven. The ranking criteria are described below:

Regional Support – Regional projects are beneficial to the city and broader community, and those projects with regional support are more easily funded and implemented. To prioritize these types of projects, one point was given if a project is also featured in a regional plan, such as the Salt Lake County Active Transportation Implementation Plan or WFRC's RTP.

Local Support – Public engagement was an important component of this plan, and from engagement efforts local community priorities were revealed. Projects which received positive comment from engagement efforts were awarded points. One point for a project receiving one to 10 comments, two points for greater than 10 comments.

Impact – Projects which have a greater impact on the larger transportation system received points. Projects greater than one mile in length received one point and projects greater than two miles receive two points.

Safety – Safety was identified as a key priority by the steering committee and the project management team. Projects offering protection or separation from vehicular traffic, such as sidewalks, pathways, and buffer bike lanes, received one point.

Cost – Smaller low-cost may not compete as well with larger more substantial ones, but often provide a great return on investment. Recognizing this, low-cost projects of less than \$50,000 received one point.

The composite scores were then used to rank the projects. Full scoring and ranking can be found in Appendix A. The ranking easily enabled the projects to be separated into a three-tiered implementation plan. The first tier includes the top-ranking projects with three or more points, the second tier includes projects with two points, and the third tier includes projects with one or zero points. The three tiers are not tied to a specific implementation year, like typical project phasing, offering more flexibility in implementation. Tier I projects should receive implementation priority, but the city can draw from tiers II and III, if the desire or opportunity presents itself. Figure 36 and Table 6, Table 7, and Table 8 show the projects by tier.

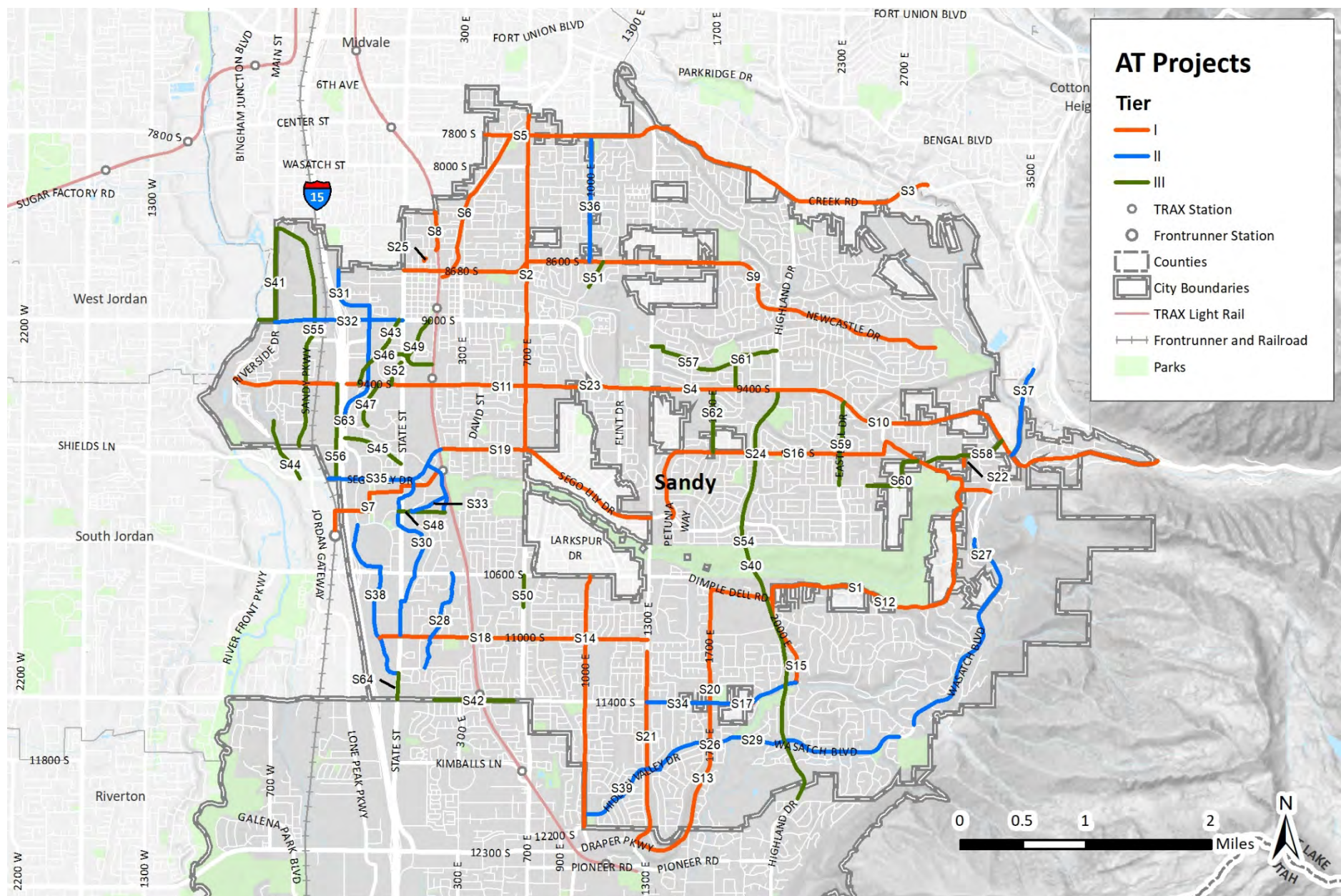


Table 6: Tier I Projects				
ID	Description	Type	Length (ft.)	Cost
S1	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon	Multi-use Path	15,635	\$2,486,000
S2	700 E: North Boundary to Sego Lily Dr	Buffered Bike Lane	13,999	\$1,932,000
S3	Creek Rd: Forebush Ln to Danish Oaks Rd	Multi-use Path	12,098	\$1,924,000
S4	9400 S: 9375 S to Raintree Dr	Buffered Bike Lane	9,082	\$1,253,000
S5	7800 S: Approx. 415 E to Creek Rd	Multi-use Path	7,688	\$1,222,000
S6	East Jordan Canal: 7800 S to 190 E	Multi-use Path	6,881	\$1,094,000
S7	TRAX FrontRunner Connector: Sandy Civic Center Station to South Jordan FrontRunner	Multi-use Path	6,464	\$3,378,000
S8	Porter Rockwell Trail Extension: Approx. Julie Anna Dr to Center St	Multi-use Path	1,684	\$268,000
S9	8680 S/685 E/8600 S/Newcastle Dr: State St to Approx. Falcon Way	Bike Lane	24,202	\$194,000
S10	Little Cottonwood Rd: 9400 S to Little Cottonwood Canyon	Bike Lane	16,381	\$131,000
S11	9400 S: Riverside Dr to 9375 S	Bike Lane	14,924	\$119,000
S12	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon	Bike Lane	13,307	\$106,000
S13	1700 E/1670 E/1590 E: Dimple Dell Rd. to 1300 E	Bike Lane	12,931	\$103,000
S14	1000 E: 10600 S to 12150 S	Bike Lane	10,561	\$84,000
S15	2125 E: Dimple Dell to 11270 S (east side)	Sidewalk	3,773	\$28,000
S16	Petunia Way/9800 S/Granite View Dr/Mt Jordan Rd/Bell Canyon: Sego Lily Dr to Wasatch Blvd	Signed Shared roadway	17,554	\$9,000
S17	Approx. Jolley Acres Cir to Gracey Ln (both sides)	Sidewalk	932	\$7,000
S18	11000 S: Auto Mall Dr to 1300 E	Shoulder Bikeway	11,295	\$6,000
S19	Sego Lily Dr: Porter Rockwell Trail to 1300 E	Signed Shared roadway	9,764	\$5,000
S20	Park to Crescent View Dr (east side)	Sidewalk	574	\$4,000
S21	1300 E: Longdale Dr to Draper Pkwy	Shoulder Bikeway	8,268	\$4,000
S22	3100 e near 9800 S (west side)	Sidewalk	357	\$3,000
S23	9400 S near Hwy 209 (north side)	Sidewalk	342	\$3,000
S24	9800 S and Highland Dr (south side)	Sidewalk	275	\$2,000
S25	90 E and Approx. 8640 S (both sides)	Sidewalk	141	\$1,000
S26	1700 E and Wasatch Blvd (east side)	Sidewalk	101	\$1,000

Table 7: Tier II Projects				
ID	Description	Type	Length (ft.)	Cost
S27	Wasatch Blvd: Rainbow Oaks Cir to Dimpleview Ln	Multi-use Path	10,005	\$1,591,000
S28	East Jordan Canal Trail: Hills Ln to Crescent Oak Wy	Multi-use Path	9,766	\$1,553,000
S29	Wasatch Blvd: 1700 E to Woodhampton Dr	Multi-use Path	8,354	\$1,328,000
S30	Canal Trail: Sego Lily to 11000 S	Multi-use Path	7,907	\$1,257,000
S31	Harrison St/Monroe St: City boundary to 9600 S	Multi-use Path	7,642	\$1,215,000
S32	9000 S: 700 W to State St.	Multi-use Path	5,371	\$854,000
S33	Trail Connection: 10200 S to East Jordan Canal Trail	Multi-use Path	1,637	\$260,000
S34	11400 S/11370 S/11270 S: 1300 E to 2125 E	Bike Lane	6,526	\$52,000
S35	Sego Lily Dr: City Limit to TRAX	Bike Lane	5,354	\$43,000
S36	1000 E: 7800 S to 8600 S	Bike Lane	5,294	\$42,000
S37	Wasatch Blvd: Little Cottonwood Rd to Blg Rock Ln	Bike Lane	3,808	\$30,000
S38	Monroe St/Mall Ring Rd/Auto Mall Dr: Mall Ring Rd to State St	Shoulder Bikeway	7,567	\$4,000
S39	Hidden Valley Rd: Wasatch Blvd to 1000 E	Signed Shared roadway	6,635	\$3,000

Table 8: Tier III Projects				
ID	Description	Type	Length (ft.)	Cost
S40	Highland Dr: 9400 S to Oxford Hills Dr	Multi-use Path	18,268	\$2,905,000
S41	700 W: Sandy Pkwy to Jordan River Parkway/9000 S	Multi-use Path	4,502	\$716,000
S42	11400 S: 150 E to Abottsford Ln (North Side of road)	Multi-use Path	3,351	\$533,000
S43	Jordan & Salt Lake Canal Trail: 9000 S to 9400 S	Multi-use Path	3,244	\$516,000
S44	Dry Creek Trail: Off of Springs Cv	Multi-use Path	2,768	\$440,000
S45	Canal Trail: Monroe St to State St	Multi-use Path	2,631	\$418,000
S46	Stadium Way/9270 S: Jordan & Salt Lake Canal Trail to Porter Rockwell Trail	Multi-use Path	2,420	\$385,000
S47	Trail: 9400 S to Towne Ridge Pkwy	Multi-use Path	1,976	\$314,000
S48	10200 S Trail: State St. to East Jordan Canal Trail	Multi-use Path	1,974	\$314,000
S49	East Jordan Canal Trail: 9000 S to Approx. 9270 S	Multi-use Path	1,896	\$301,000
S50	700 E: 10600 S to Orangewood Ln (East side of road)	Multi-use Path	1,349	\$215,000
S51	Harvard Park Dr: 8600 S to South of Gravel Rd	Multi-use Path	1,198	\$190,000
S52	East Jordan Canal Trail: State St. to 9400 S	Multi-use Path	1,123	\$179,000
S53	State Street: Automall Dr to 11400 South	Multi-use Path	1,110	\$176,000
S54	Highland Dr: 9400 S to Oxford Hills Dr	Bike Lane	18,268	\$146,000
S55	Sandy Pkwy: 700 W to 9800 S	Bike Lane	10,098	\$81,000
S56	300 W: 9400 S to 10000 S	Bike Lane	3,989	\$32,000
S57	Copper Creek Rd/1380 E/Plata Wy: 1300 E to Peruvian Dr	Signed Shared roadway	4,022	\$2,000
S58	9800 S/Old Wasatch Blvd: Mt Jordan Rd to Little Cottonwood Rd	Signed Shared roadway	3,582	\$2,000
S59	Eastdell Dr: Little Cottonwood Rd to 10000 S	Signed Shared roadway	3,521	\$2,000
S60	10000 S/2700 E/9800 S: Summit View Dr to Mt Jordan Rd	Signed Shared roadway	3,105	\$2,000
S61	Peruvian Dr/Falcon Wy: 9400 S to Highland Dr	Signed Shared roadway	3,034	\$2,000
S62	1700 E: 9400 S to 9800 S	Signed Shared roadway	2,653	\$1,000
S63	Monroe St: Brandy Creek Dr to Towne Ridge Pkwy	Signed Shared roadway	421	\$1,000

SUMMARY

Figure 37 below shows all projects by type with existing infrastructure. When completed this plan will provide a comprehensive network of facilities suitable for a wide range of user types. Multi-use pathways, and buffered bike lanes provide a low-stress network for cyclists of many abilities, sidewalks and pathways provide for pedestrians, bike lanes, shared lanes and signed routes accommodate fitness cyclists and commuters, and finally, unpaved pathways provide recreational opportunities for pedestrians, cyclists, and even equestrian users. Altogether, this network provides a low-stress network to destinations city-wide, provides new and complements existing recreational opportunities, and benefits transportation within the city overall.

This plan is a product of a combined and coordinated effort with Draper city. The two cities together comprise of the southeast corner of the Salt Lake Valley; unique in geography and host to a wealth of exciting opportunities. To best leverage these opportunities and capture the needs of the community, the project was led by a joint steering committee, with key stakeholders from both communities as well as regional interests from UDOT and WFRC. The joint effort prevented siloed attempts at infrastructure improvements, providing continuity across jurisdictional boundaries and a final network which benefits both local and region users. Figure 38 on the following page shows the combined Sandy and Draper project map by facility type

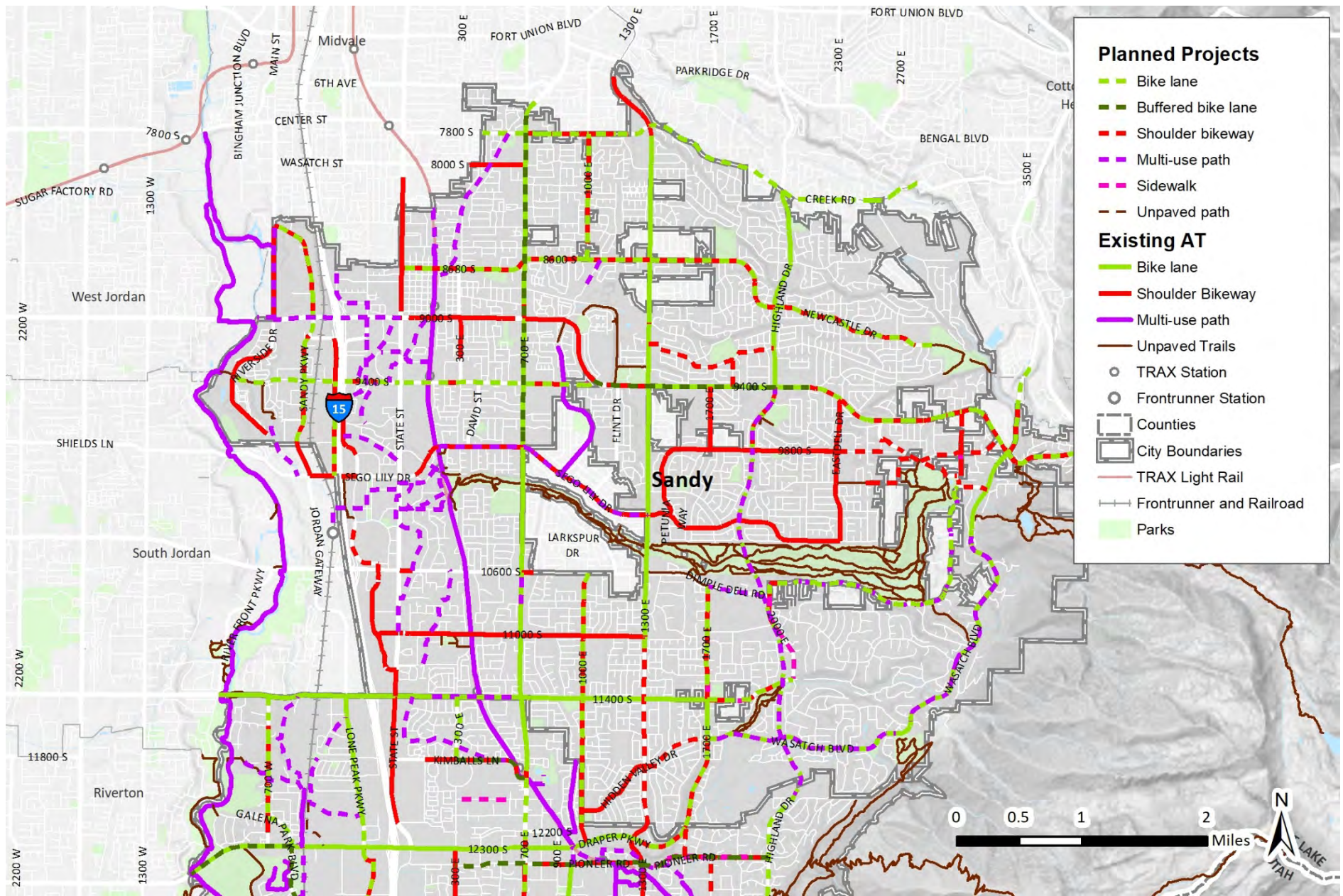


Figure 37: All projects by type with existing infrastructure

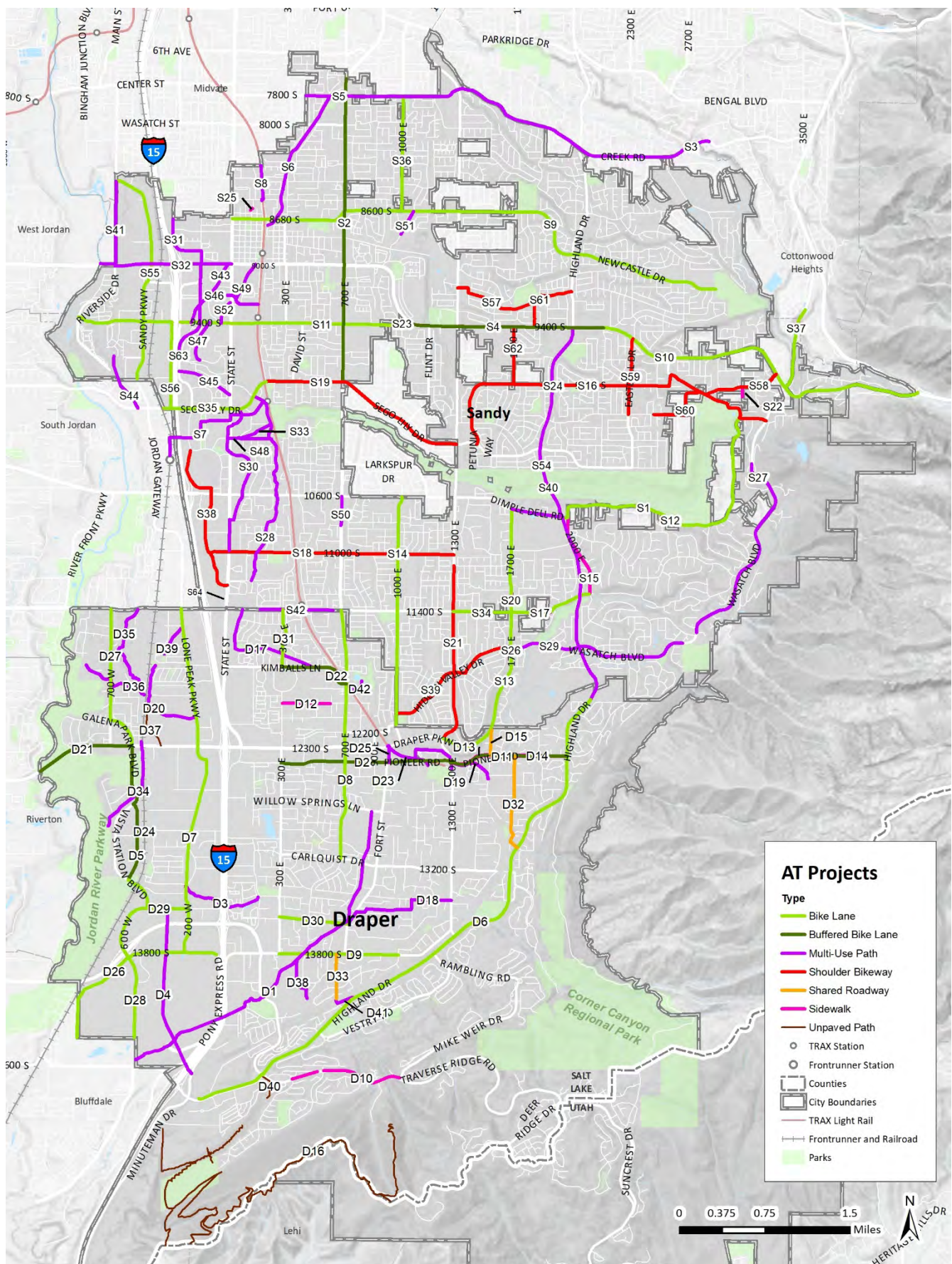


Figure 38: Combined Sandy Draper Project Map by Facility Type

APPENDIX A

PRIORITIZATION SCORING

ID	DESCRIPTION	TYPE	LENGTH (FT.)	COST	REGIONAL SUPPORT	LOCAL SUPPORT	LENGTH	SAFETY	LOW COST	SCORE
S1	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon	Parallel Bike Path, Paved	15,635	\$2,486,000	0	2	2	1	0	5
S2	700 E: North Boundary to Sego Lily Dr	Buffered Bike Lane	13,999	\$1,932,000	1	1	2	1	0	5
S3	Creek Rd: Forebush Ln to Danish Oaks Rd	Parallel Bike Path, Paved	12,098	\$1,924,000	0	1	2	1	0	4
S4	9400 S: 9375 S to Raintree Dr	Buffered Bike Lane	9,082	\$1,253,000	1	1	1	1	0	4
S5	7800 S: Approx. 415 E to Creek Rd	Parallel Bike Path, Paved	7,688	\$1,222,000	0	1	1	1	0	3
S6	East Jordan Canal: 7800 S to 190 E	Parallel Bike Path, Paved	6,881	\$1,094,000	0	1	1	1	0	3
S7	TRAX FrontRunner Connector: Sandy Civic Center Station to South Jordan FrontRunner	Parallel Bike Path, Paved	6,464	\$3,378,000	0	1	1	1	0	3
S8	Porter Rockwell Trail Extension: Approx. Julie Anna Dr to Center St	Parallel Bike Path, Paved	1,684	\$268,000	1	1	0	1	0	3
S9	8680 S/685 E/8600 S/Newcastle Dr: State St to Approx. Falcon Way	Bike Lane	24,202	\$194,000	0	1	2	0	0	3
S10	Highland Dr: 9400 S to Oxford Hills Dr	Bike Lane	18,268	\$146,000	0	2	2	0	0	4
S11	Little Cottonwood Rd: 9400 S to Little Cottonwood Canyon	Bike Lane	16,381	\$131,000	0	2	2	0	0	4
S12	9400 S: Riverside Dr to 9375 S	Bike Lane	14,924	\$119,000	0	1	2	0	0	3
S13	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon	Bike Lane	13,307	\$106,000	0	1	2	0	0	3
S14	1700 E/1670 E/1590 E: Dimple Dell Rd. to 1300 E	Bike Lane	12,931	\$103,000	0	1	2	0	0	3
S15	1000 E: 10600 S to 12150 S	Bike Lane	10,561	\$84,000	0	1	2	0	0	3
S16	2125 E: Dimple Dell to 11270 S to	Sidewalk	3,773	\$28,000	0	1	0	1	1	3
S17	Petunia Way/9800 S/Granite View Dr/Mt Jordan Rd/Bell Canyon: Sego Lily Dr to Wasatch Blvd	Signed Shared roadway	17,554	\$9,000	0	1	2	0	1	4
S18	Approx. Jolley Acres Cir to Gracey Ln	Sidewalk	932	\$7,000	0	1	0	1	1	3
S19	11000 S: Auto Mall Dr to 1300 E	Shoulder Bikeway	11,295	\$6,000	0	1	2	0	1	4
S20	Sego Lily Dr: Porter Rockwell Trail to 1300 E	Signed Shared roadway	9,764	\$5,000	1	1	1	0	1	4
S21	Park to Crescent View Dr	Sidewalk	574	\$4,000	0	1	0	1	1	3
S22	1300 E: Longdale Dr to Draper Pkwy	Shoulder Bikeway	8,268	\$4,000	0	1	1	0	1	3
S23	3100 e near 9800 S	Sidewalk	357	\$3,000	0	1	0	1	1	3
S24	9400 S near Hwy 209	Sidewalk	342	\$3,000	0	1	0	1	1	3
S25	9800 S and Highland Dr	Sidewalk	275	\$2,000	0	1	0	1	1	3
S26	90 E and Approx. 8640 S	Sidewalk	141	\$1,000	0	1	0	1	1	3
S27	1700 E and Wasatch Blvd	Sidewalk	101	\$1,000	0	1	0	1	1	3
S28	Wasatch Blvd: Rainbow Oaks Cir to Dimpleview Ln	Parallel Bike Path, Paved	10,005	\$1,591,000	0	0	1	1	0	2
S29	Wasatch Blvd: 1700 E to Woodhampton Dr	Parallel Bike Path, Paved	8,354	\$1,328,000	0	0	1	1	0	2
S30	Canal Trail: Sego Lily to 11000 S	Parallel Bike Path, Paved	7,907	\$1,257,000	0	0	1	1	0	2

ID	Description	Type	Length (ft.)	Cost	Regional Support	Local Support	LENGTH	Safety	Low Cost	Score
S31	Harrison St/Monroe St: City boundary to 9600 S	Parallel Bike Path, Paved	7,642	\$1,215,000	0	0	1	1	0	2
S32	East Jordan Canal Trail: Hills Ln to Crescent Oak Wy	Parallel Bike Path, Paved	6,914	\$1,099,000	0	0	1	1	0	2
S33	9000 S: 700 W to State St.	Parallel Bike Path, Paved	5,371	\$854,000	0	0	1	1	0	2
S34	Trail Connection: 10200 S to East Jordan Canal Trail	Parallel Bike Path, Paved	1,637	\$260,000	0	1	0	1	0	2
S35	11400 S/11370 S/11270 S: 1300 E to 2125 E	Bike Lane	6,526	\$52,000	0	1	1	0	0	2
S36	Sego Lily Dr: City Limit to TRAX	Bike Lane	5,354	\$43,000	0	0	1	0	1	2
S37	1000 E: 7800 S to 8600 S	Bike Lane	5,294	\$42,000	0	0	1	0	1	2
S38	Wasatch Blvd: Little Cottonwood Rd to Blg Rock Ln	Bike Lane	3,808	\$30,000	0	1	0	0	1	2
S39	Monroe St/Mall Ring Rd/Auto Mall Dr: Mall Ring Rd to State St	Shoulder Bikeway	7,567	\$4,000	0	0	1	0	1	2
S40	Hidden Valley Rd: Wasatch Blvd to 1000 E	Signed Shared roadway	6,635	\$3,000	0	0	1	0	1	2
S41	Highland Dr: 9400 S to Oxford Hills Dr	Parallel Bike Path, Paved	18,268	\$2,905,000	0	0	2	1	0	0
S42	700 W: Sandy Pkwy to Jordan River Parkway/9000 S	Parallel Bike Path, Paved	4,502	\$716,000	0	0	0	1	0	1
S43	11400 S: 150 E to Abottsford Ln (North Side of road)	Parallel Bike Path, Paved	3,351	\$533,000	0	0	0	1	0	1
S44	Jordan & Salt Lake Canal Trail: 9000 S to 9400 S	Parallel Bike Path, Paved	3,244	\$516,000	0	0	0	1	0	1
S45	Dry Creek Trail: Off of Springs Cv	Parallel Bike Path, Paved	2,768	\$440,000	0	0	0	1	0	1
S46	Canal Trail: Monroe St to State St	Parallel Bike Path, Paved	2,631	\$418,000	0	0	0	1	0	1
S47	Stadium Way/9270 S: Jordan & Salt Lake Canal Trail to Porter Rockwell Trail	Parallel Bike Path, Paved	2,420	\$385,000	0	0	0	1	0	1
S48	Trail: 9400 S to Towne Ridge Pkwy	Parallel Bike Path, Paved	1,976	\$314,000	0	0	0	1	0	1
S49	10200 S Trail: State St. to East Jordan Canal Trail	Parallel Bike Path, Paved	1,974	\$314,000	0	0	0	1	0	1
S50	East Jordan Canal Trail: 9000 S to Approx. 9270 S	Parallel Bike Path, Paved	1,896	\$301,000	0	0	0	1	0	1
S51	700 E: 10600 S to Orangewood Ln (East side of road)	Parallel Bike Path, Paved	1,349	\$215,000	0	0	0	1	0	1
S52	Harvard Park Dr: 8600 S to South of Gravel Rd	Parallel Bike Path, Paved	1,198	\$190,000	0	0	0	1	0	1
S53	East Jordan Canal Trail: State St. to 9400 S	Parallel Bike Path, Paved	1,123	\$179,000	0	0	0	1	0	1
S54	State Street: Automall Dr to 11400 South	Parallel Bike Path, Paved	1,110	\$176,000	0	0	0	1	0	1
S55	Sandy Pkwy: 700 W to 9800 S	Bike Lane	10,098	\$81,000	0	0	1	0	0	1
S56	300 W: 9400 S to 10000 S	Bike Lane	3,989	\$32,000	0	0	0	0	1	1
S57	Copper Creek Rd/1380 E/Plata Wy: 1300 E to Peruvian Dr	Signed Shared roadway	4,022	\$2,000	0	0	0	0	1	1
S58	9800 S/Old Wasatch Blvd: Mt Jordan Rd to Little Cottonwood Rd	Signed Shared roadway	3,582	\$2,000	0	0	0	0	1	1
S59	Eastdell Dr: Little Cottonwood Rd to 10000 S	Signed Shared roadway	3,521	\$2,000	0	0	0	0	1	1
S60	10000 S/2700 E/9800 S: Summit View Dr to Mt Jordan Rd	Signed Shared roadway	3,105	\$2,000	0	0	0	0	1	1
S61	Peruvian Dr/Falcon Wy: 9400 S to Highland Dr	Signed Shared roadway	3,034	\$2,000	0	0	0	0	1	1
S62	1700 E: 9400 S to 9800 S	Signed Shared roadway	2,653	\$1,000	0	0	0	0	1	1
S63	Monroe St: Brandy Creek Dr to Towne Ridge Pkwy	Signed Shared roadway	421	\$1,000	0	0	0	0	1	1

APPENDIX B

PUBLIC ENGAGEMENT SUMMARY

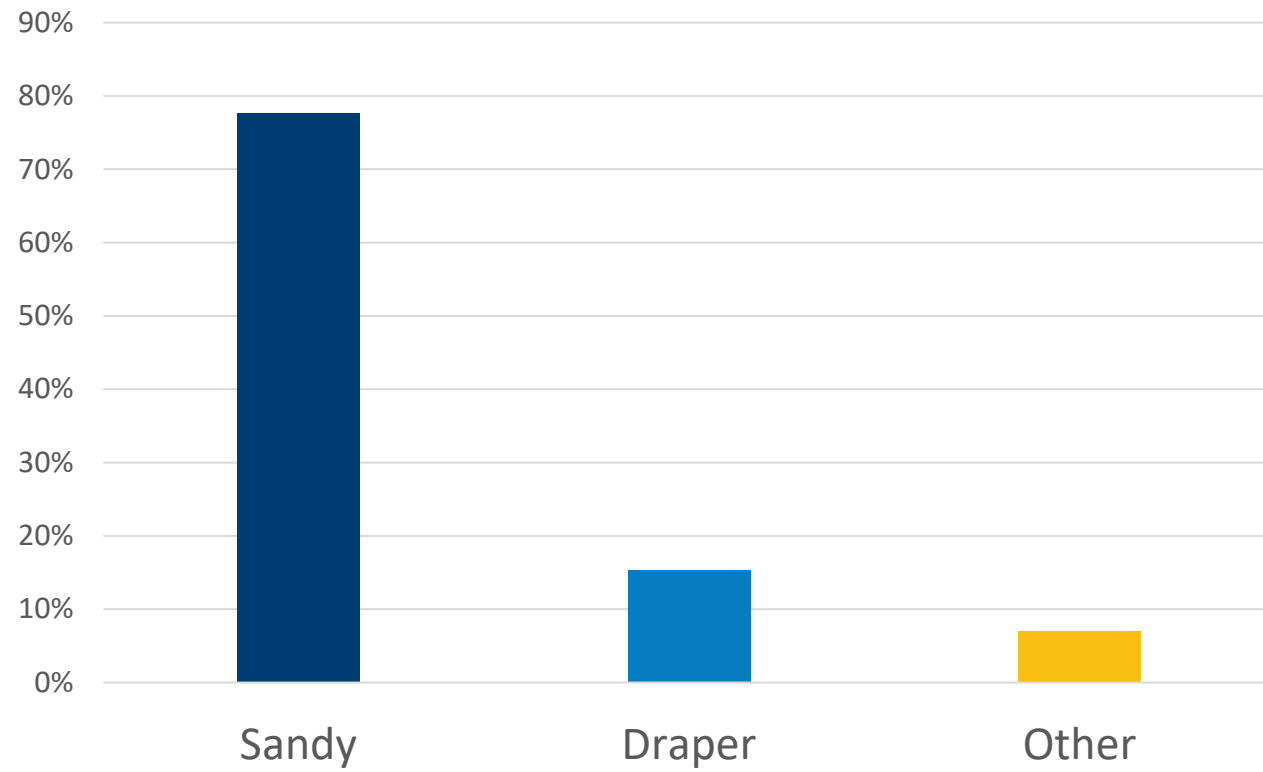


Active Transportation Survey Results

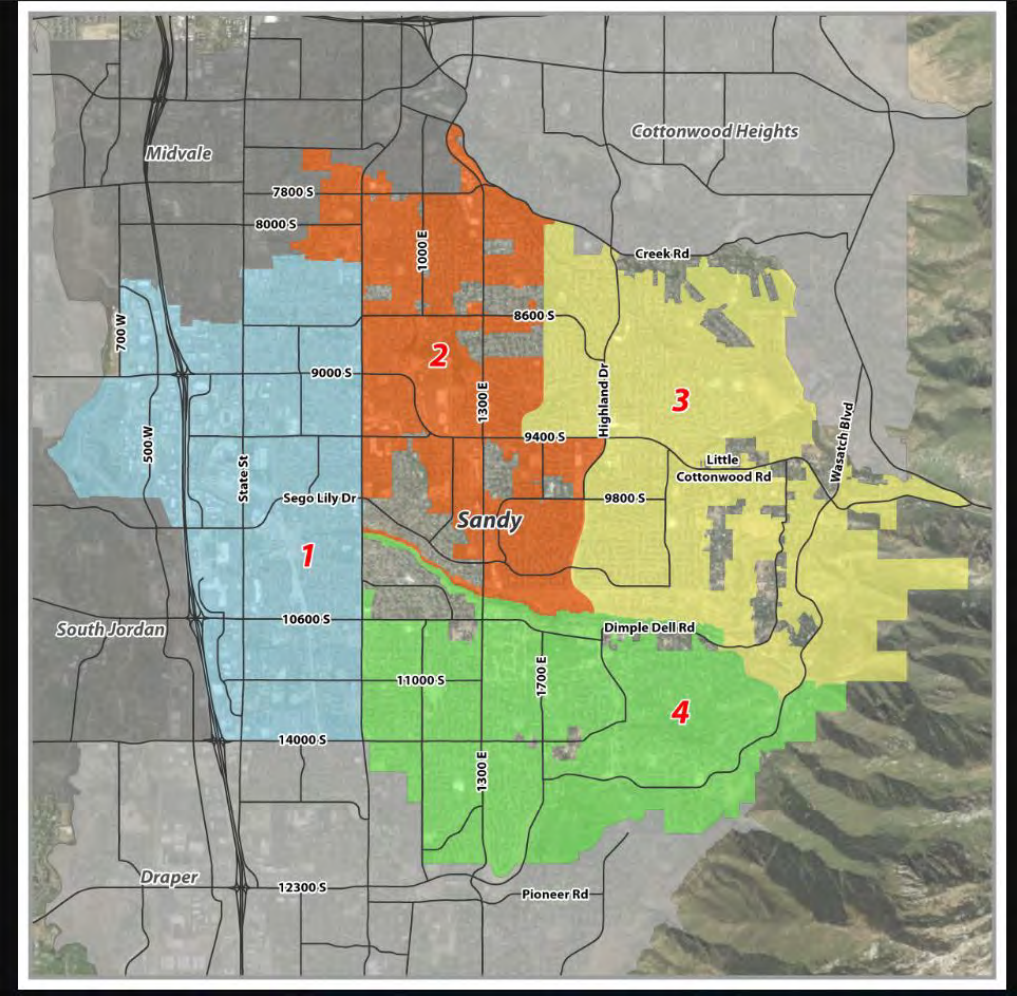
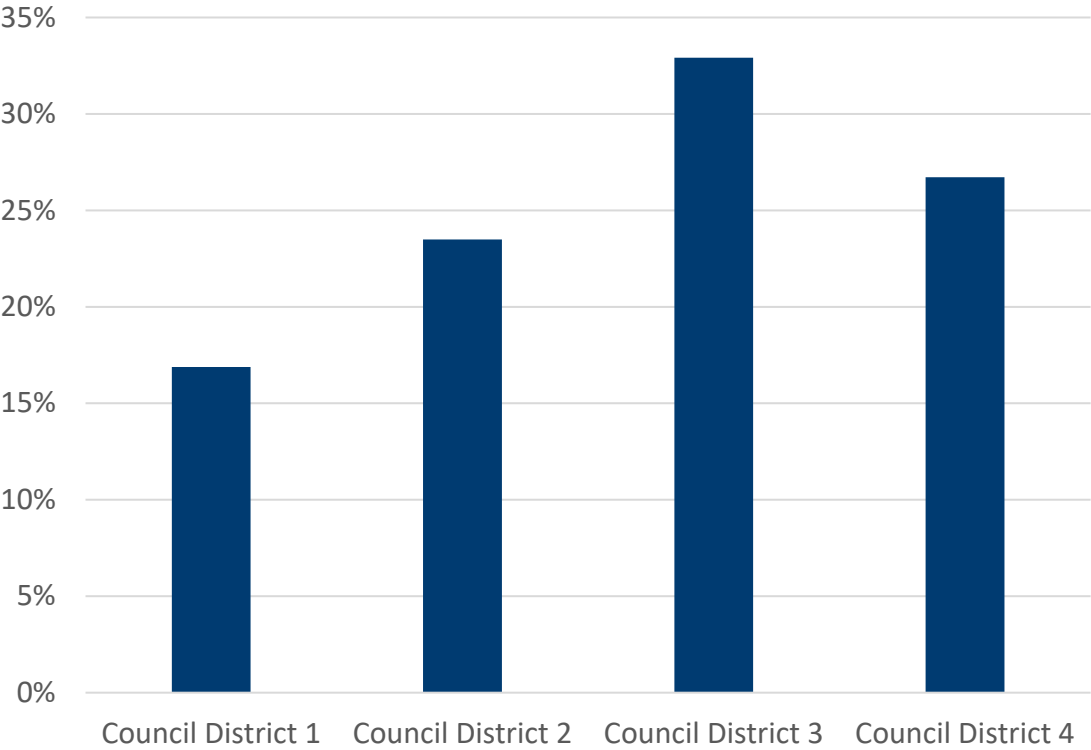




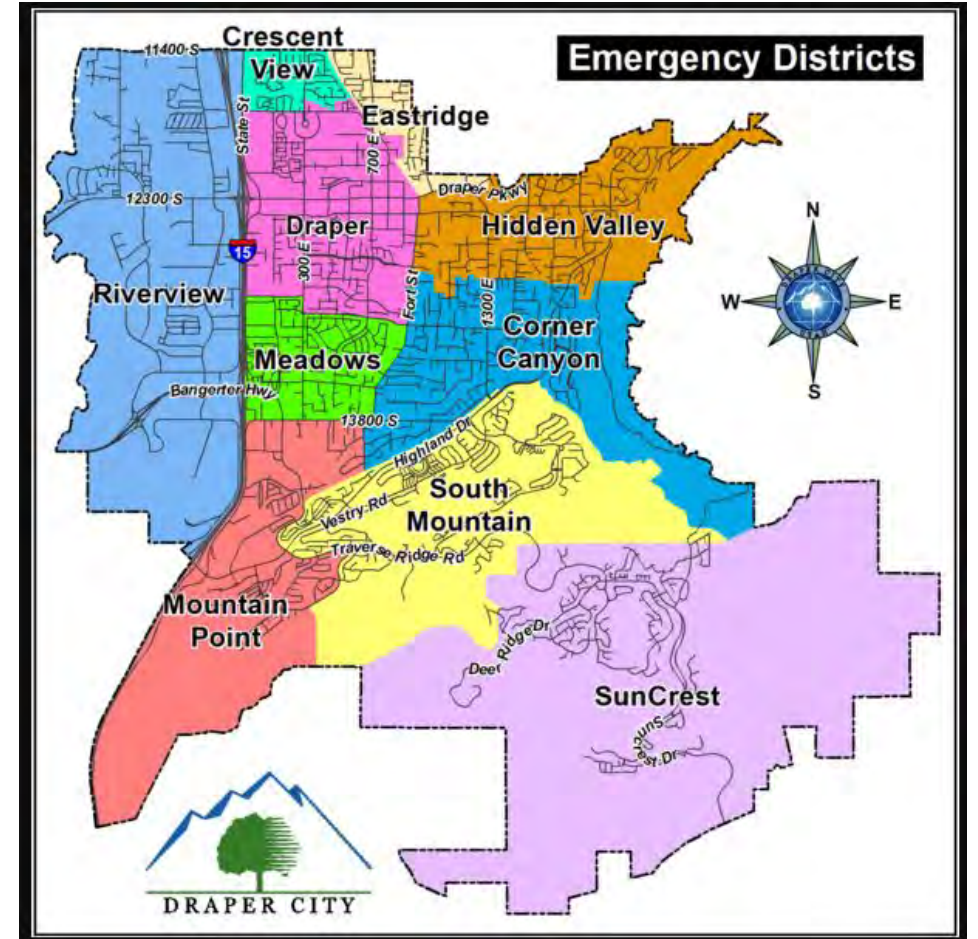
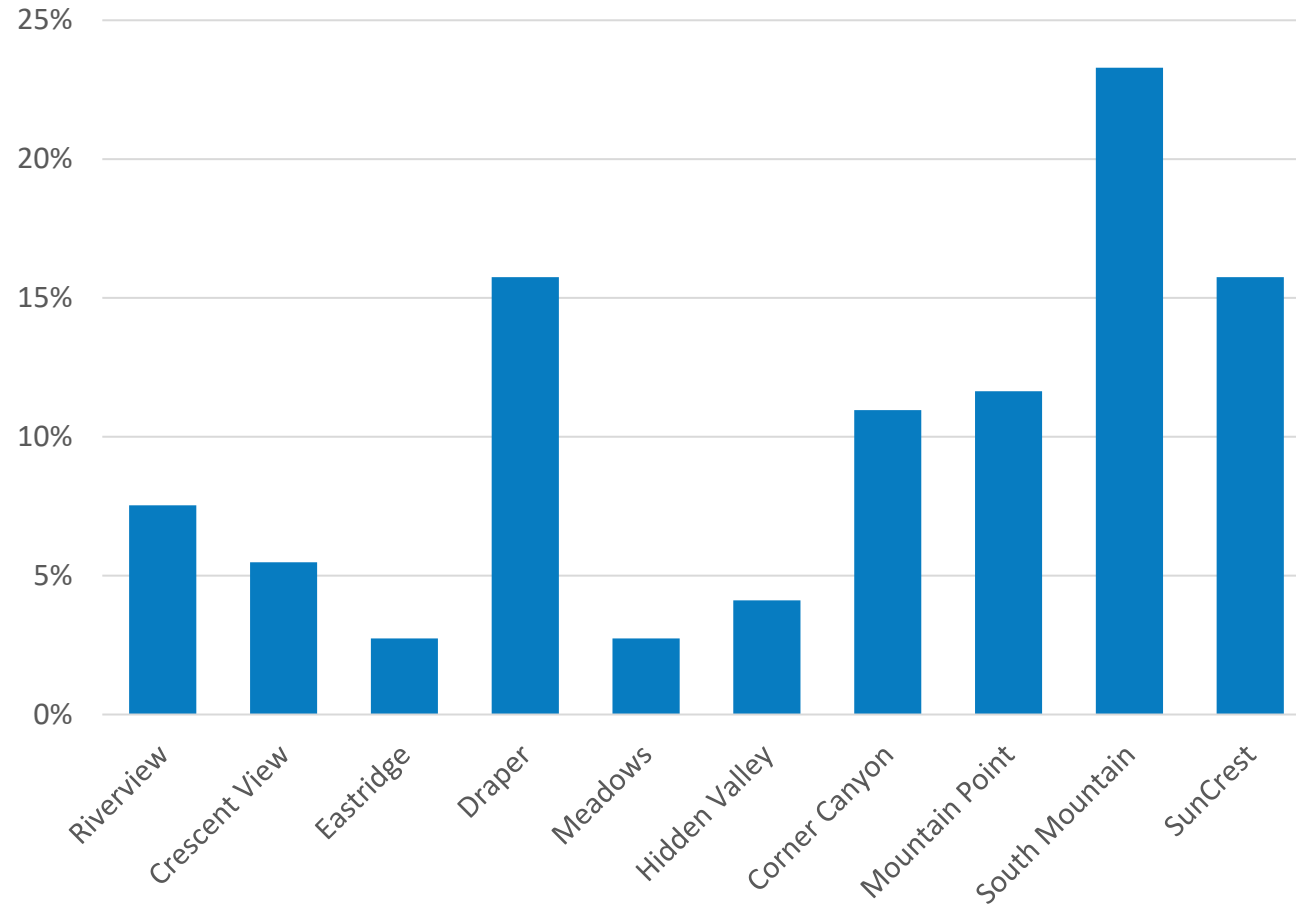
Where do you currently live or work?



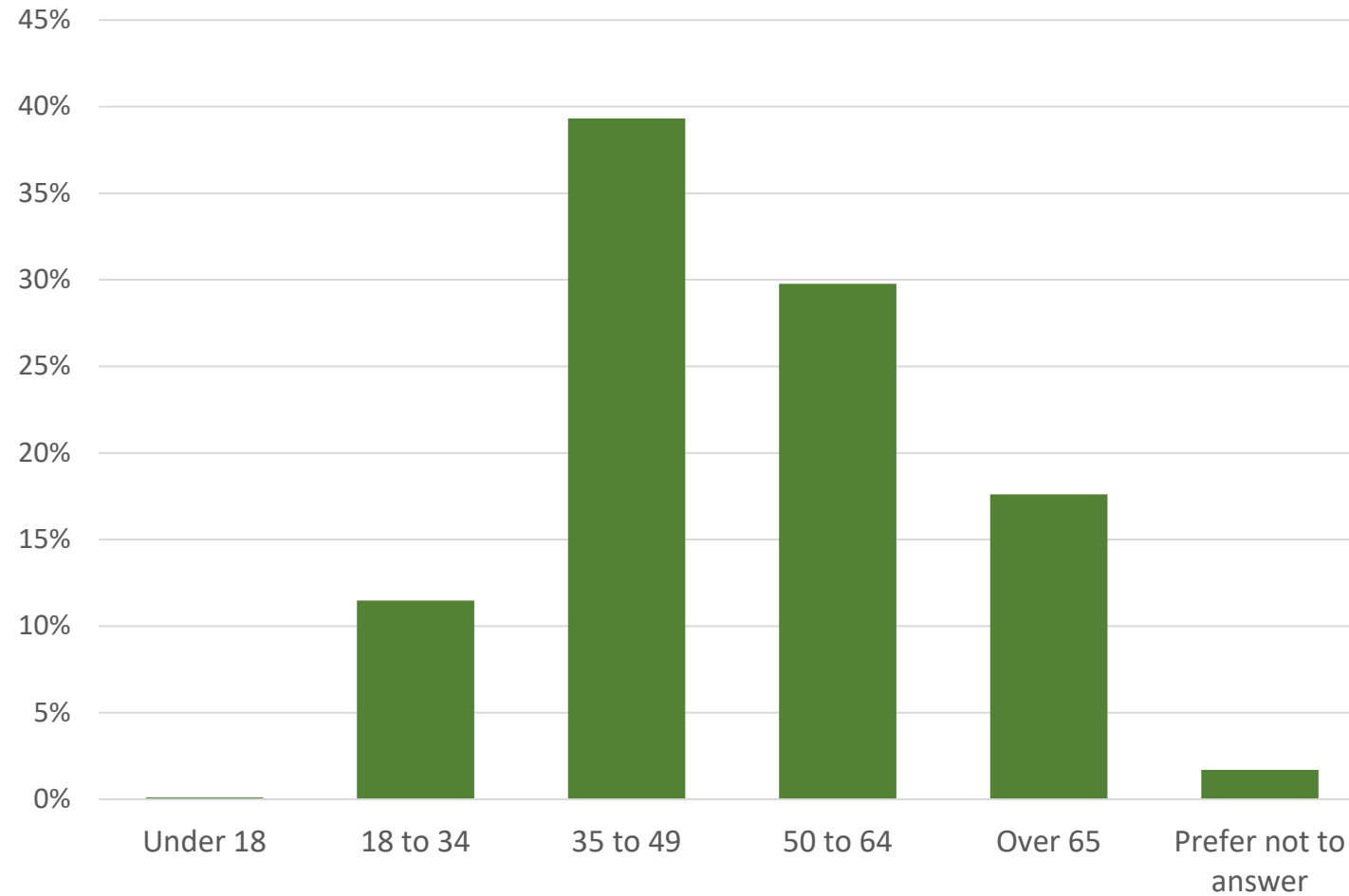
What Sandy Council District do you live in?



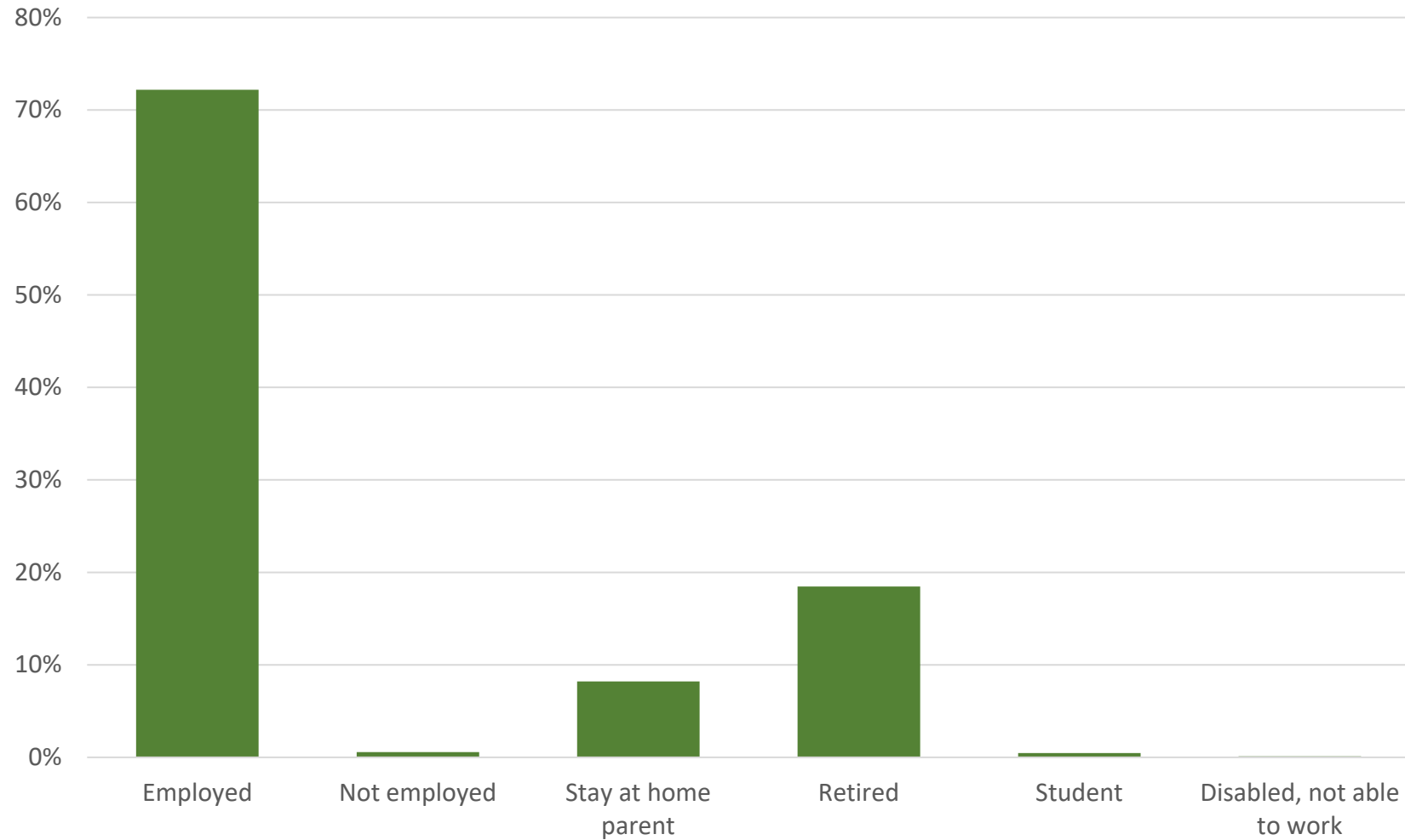
What District in Draper do you live in?



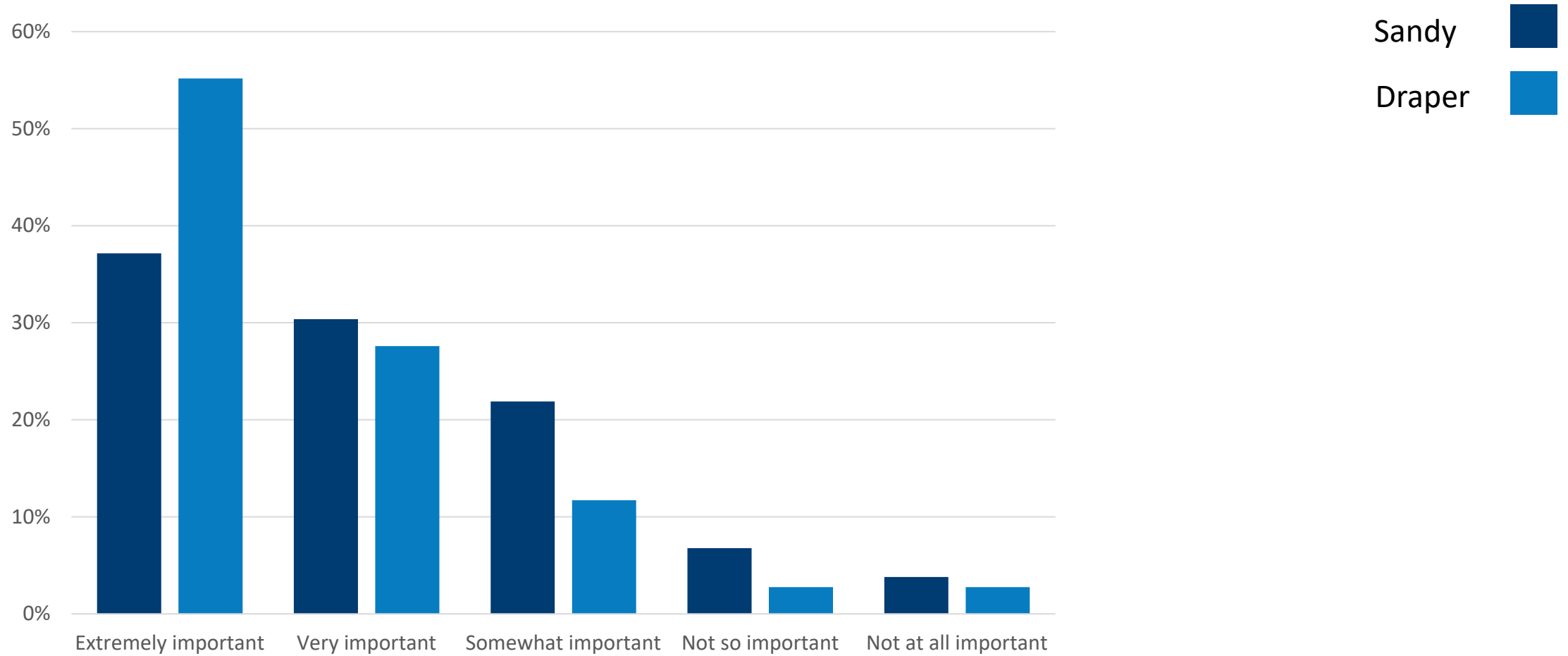
What is your age? *(optional)*



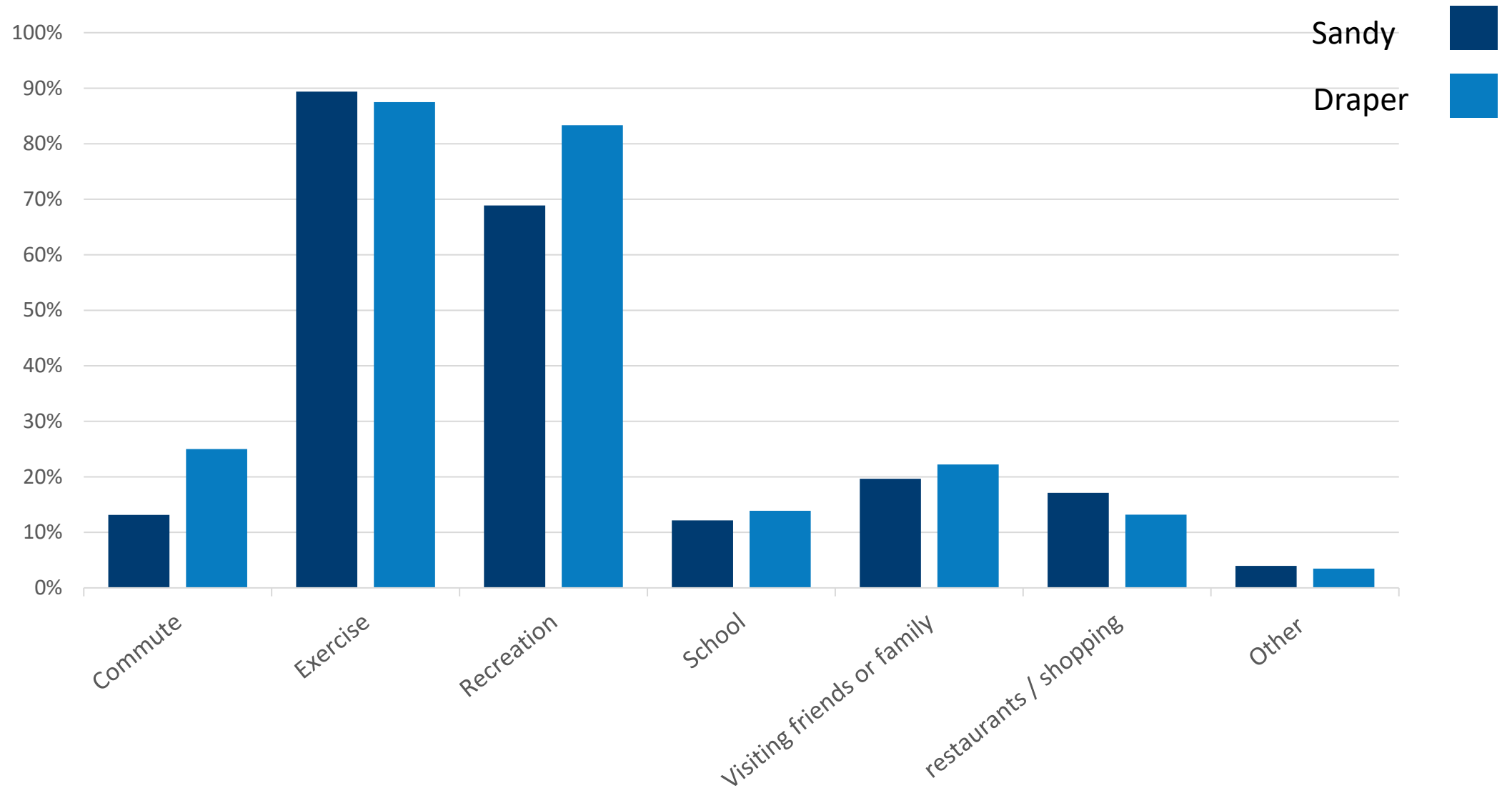
What best describes your employment status? *(optional)*



How important are bicycle and pedestrian facilities to you in your community?

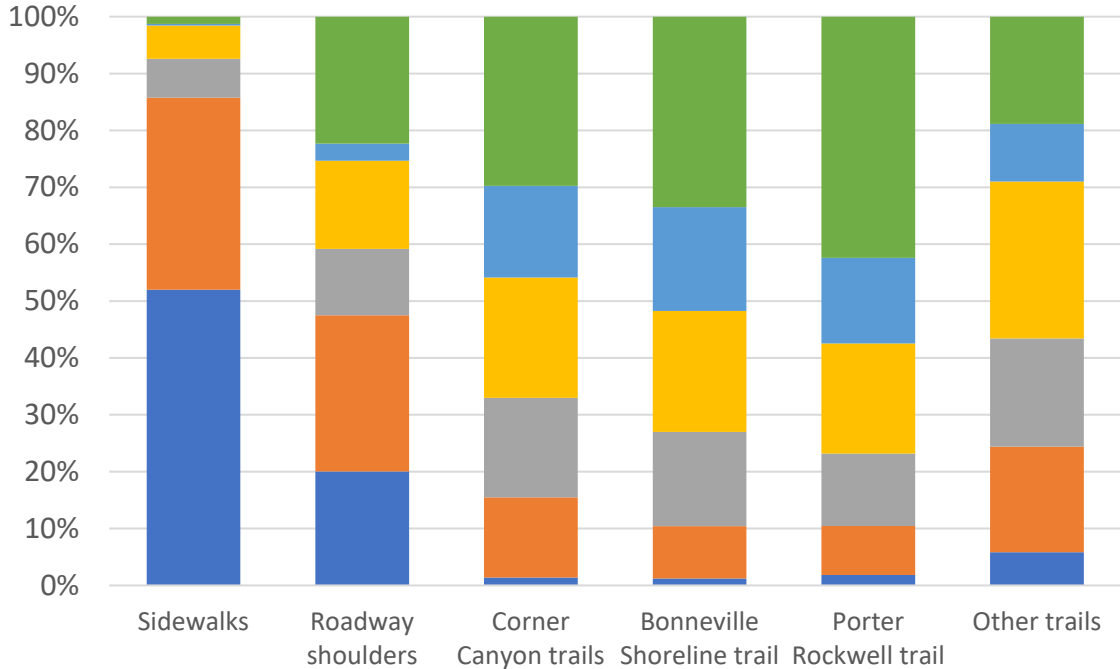


For what purpose do you typically walk or bike?

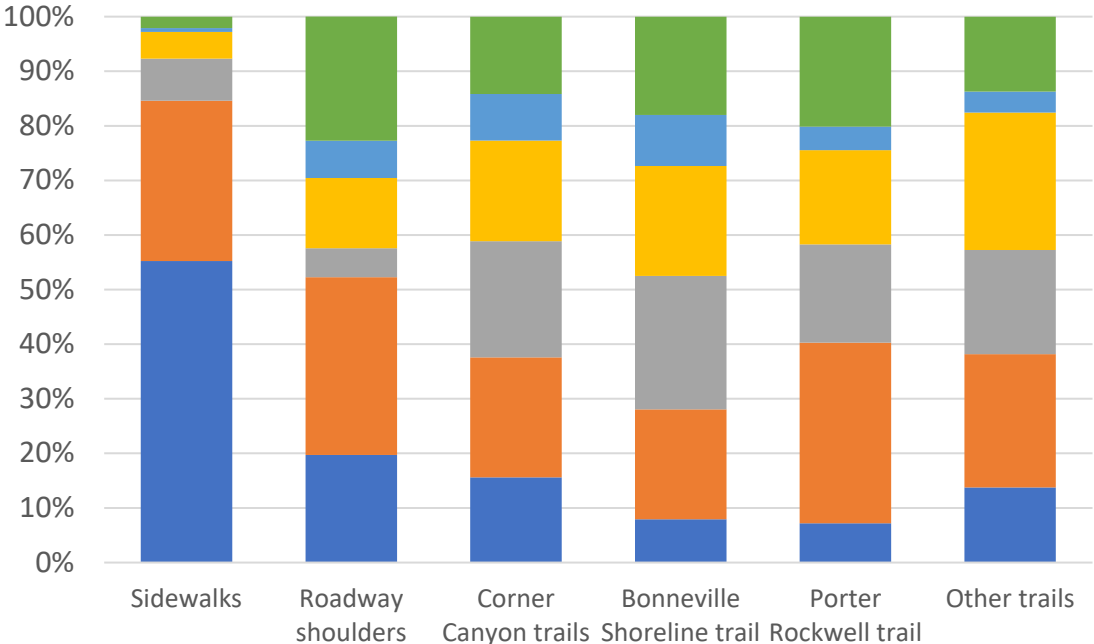


How often do you use the following for walking?

Sandy



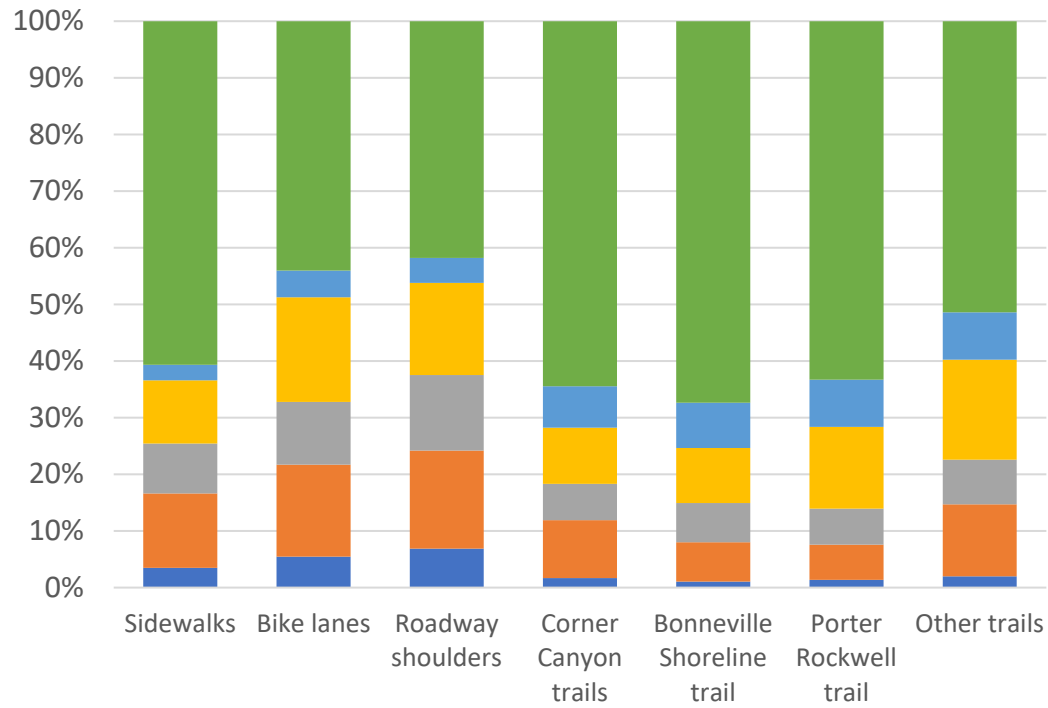
Draper



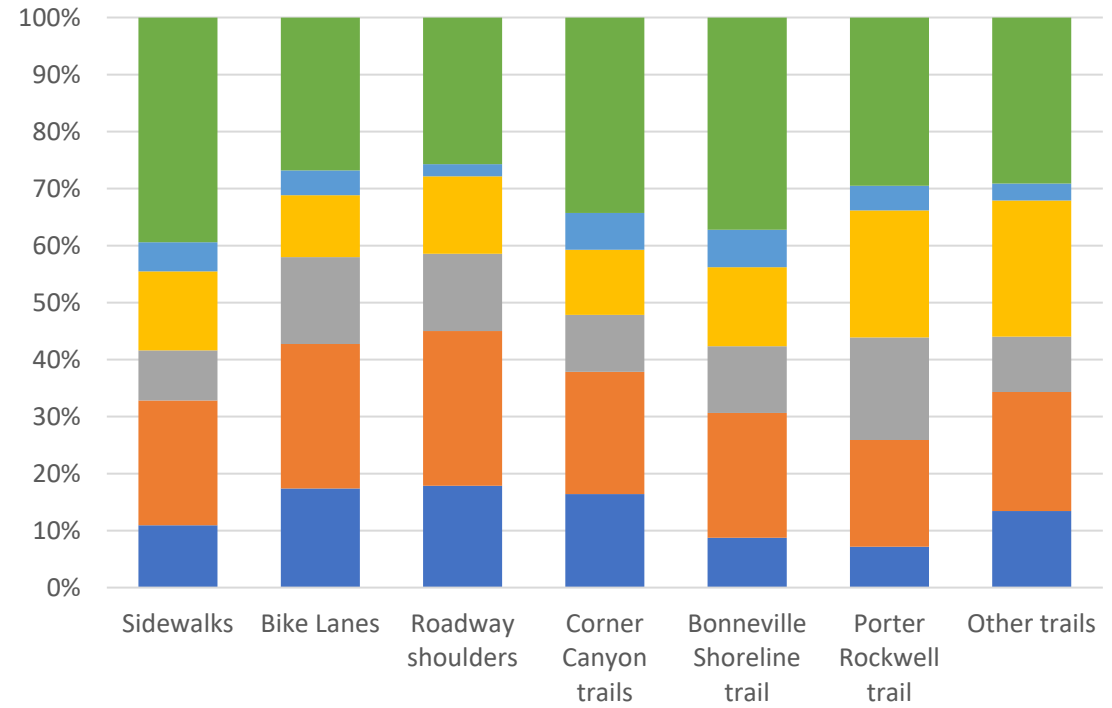
Daily Weekly Monthly Every Few Weeks Once a Year Never

How often do you use the following for bicycling?

Sandy

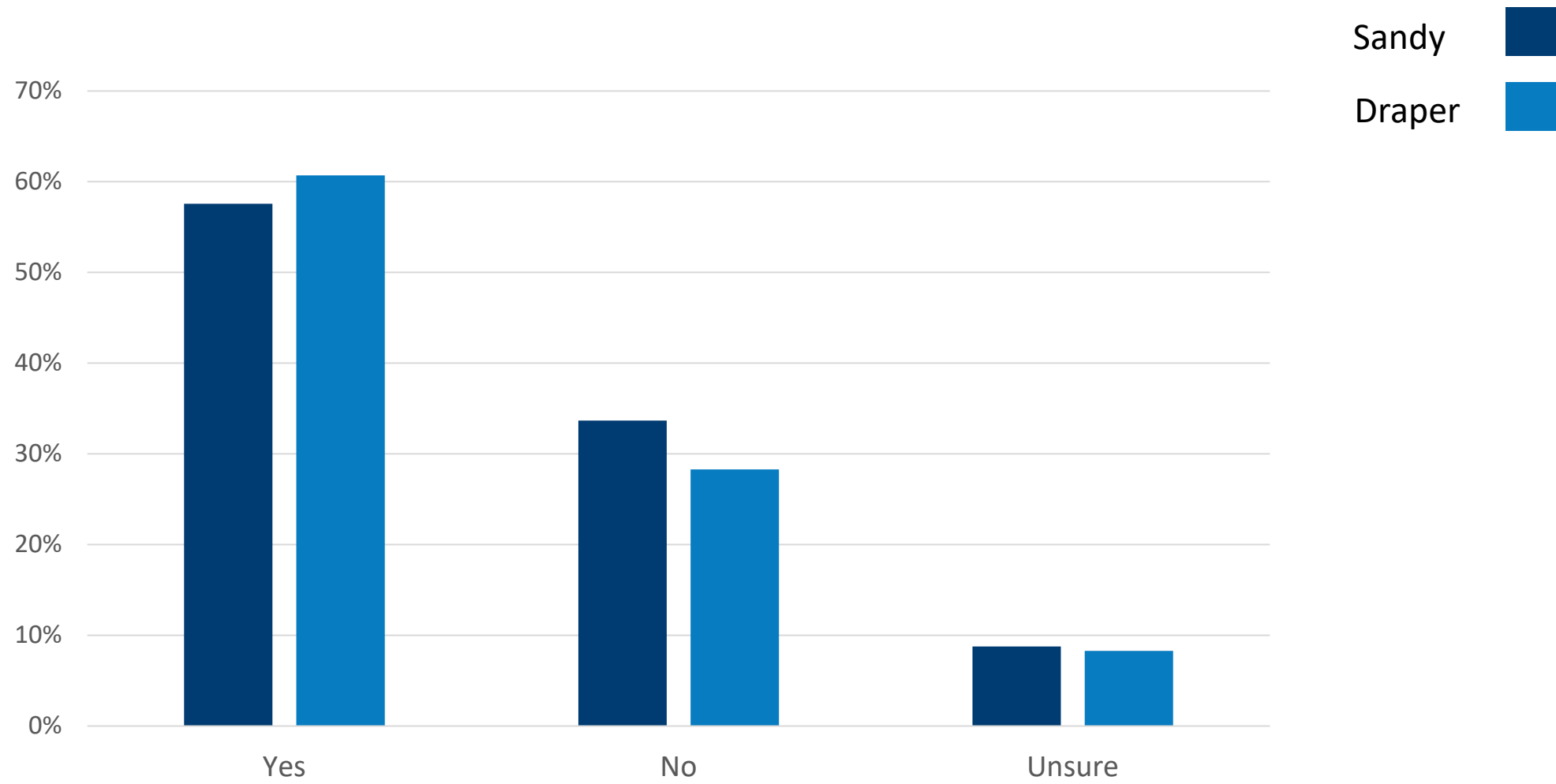


Draper

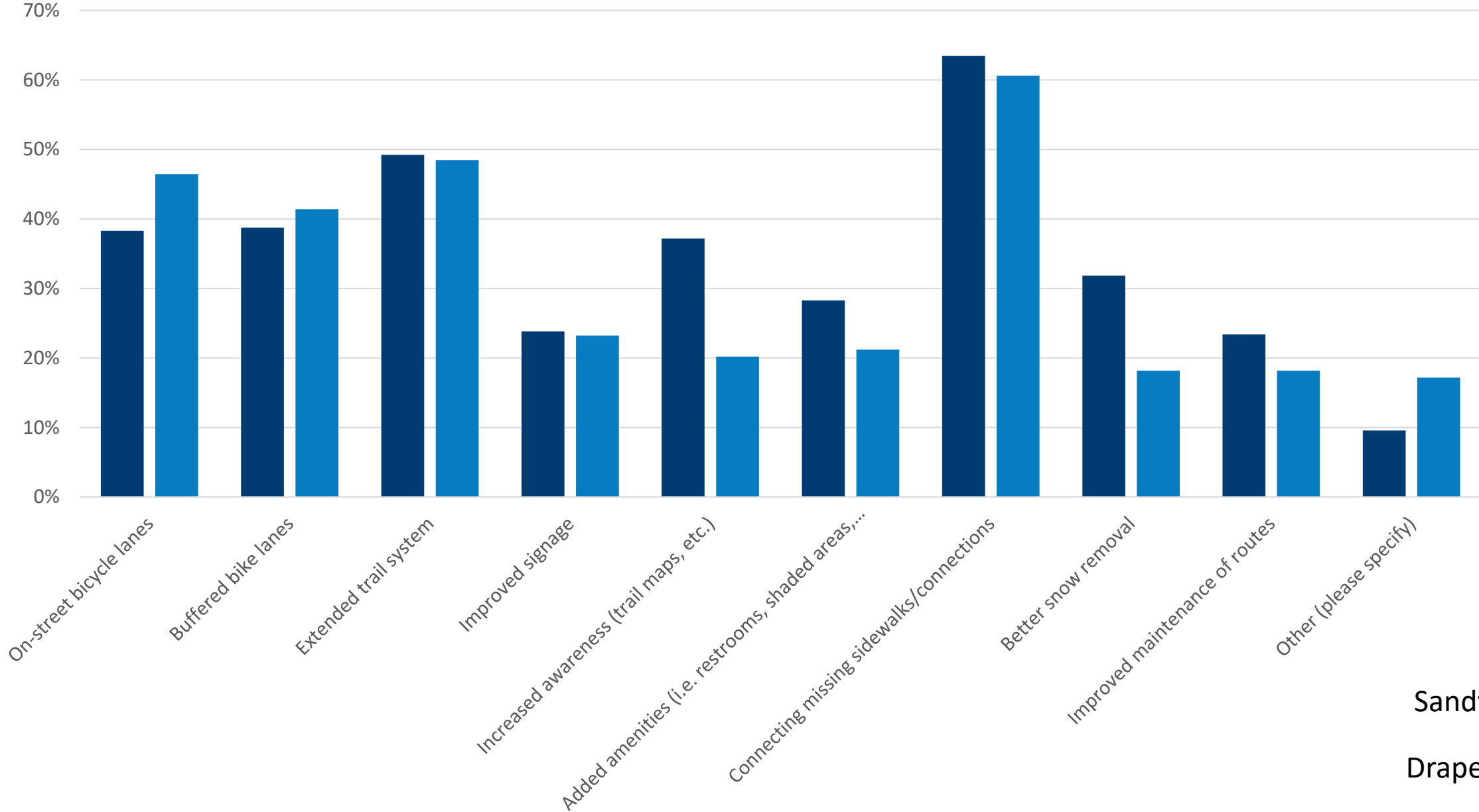


Daily Weekly Monthly Every Few Weeks Once a Year Never

Have there been times when you did **NOT** walk or bike to a destination because comfortable facilities were not available?



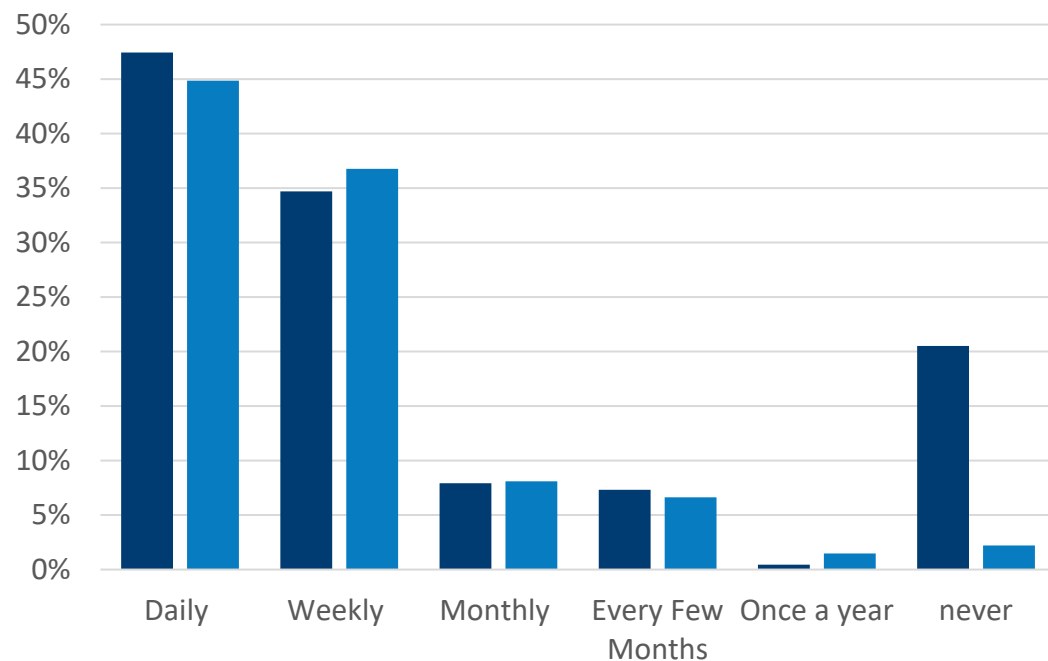
If you answered “YES” to the previous question, which of the following would be helpful to you?



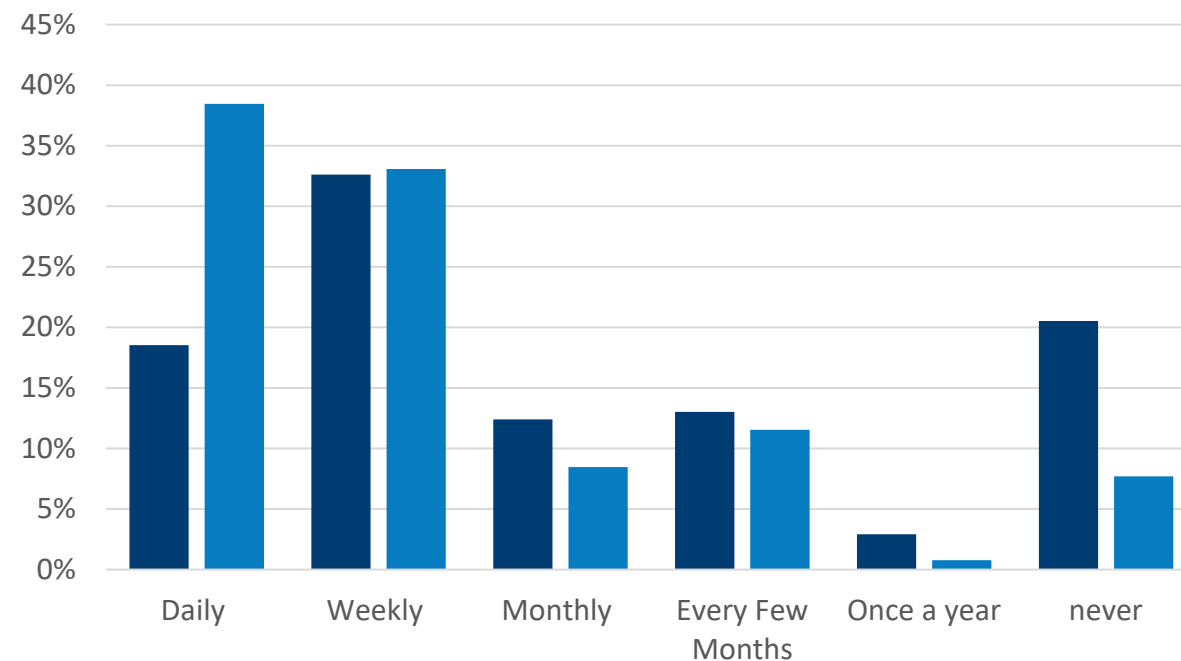
If your ideal walking and/or biking facilities were available, how often would you use them?

Sandy
Draper

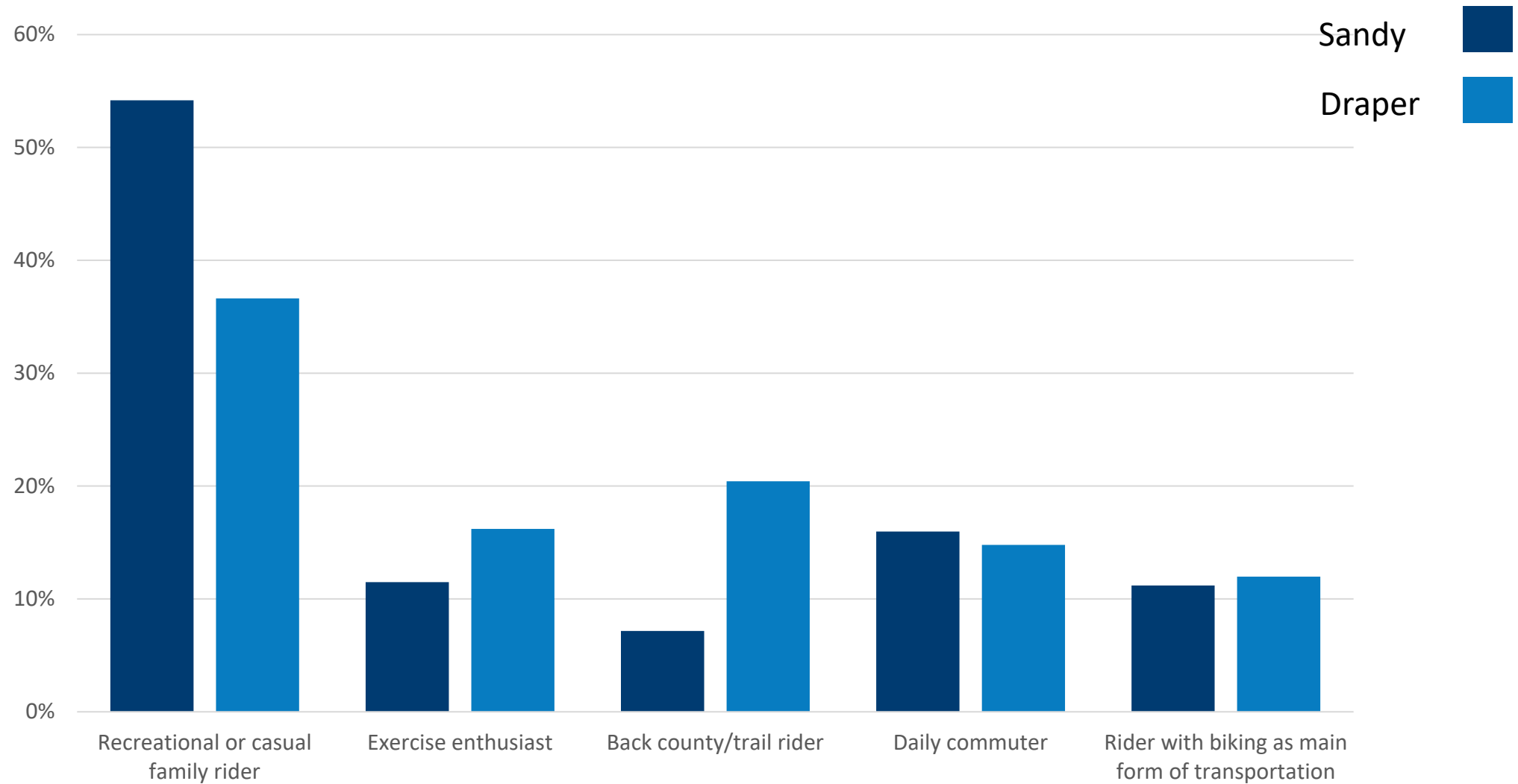
Walking



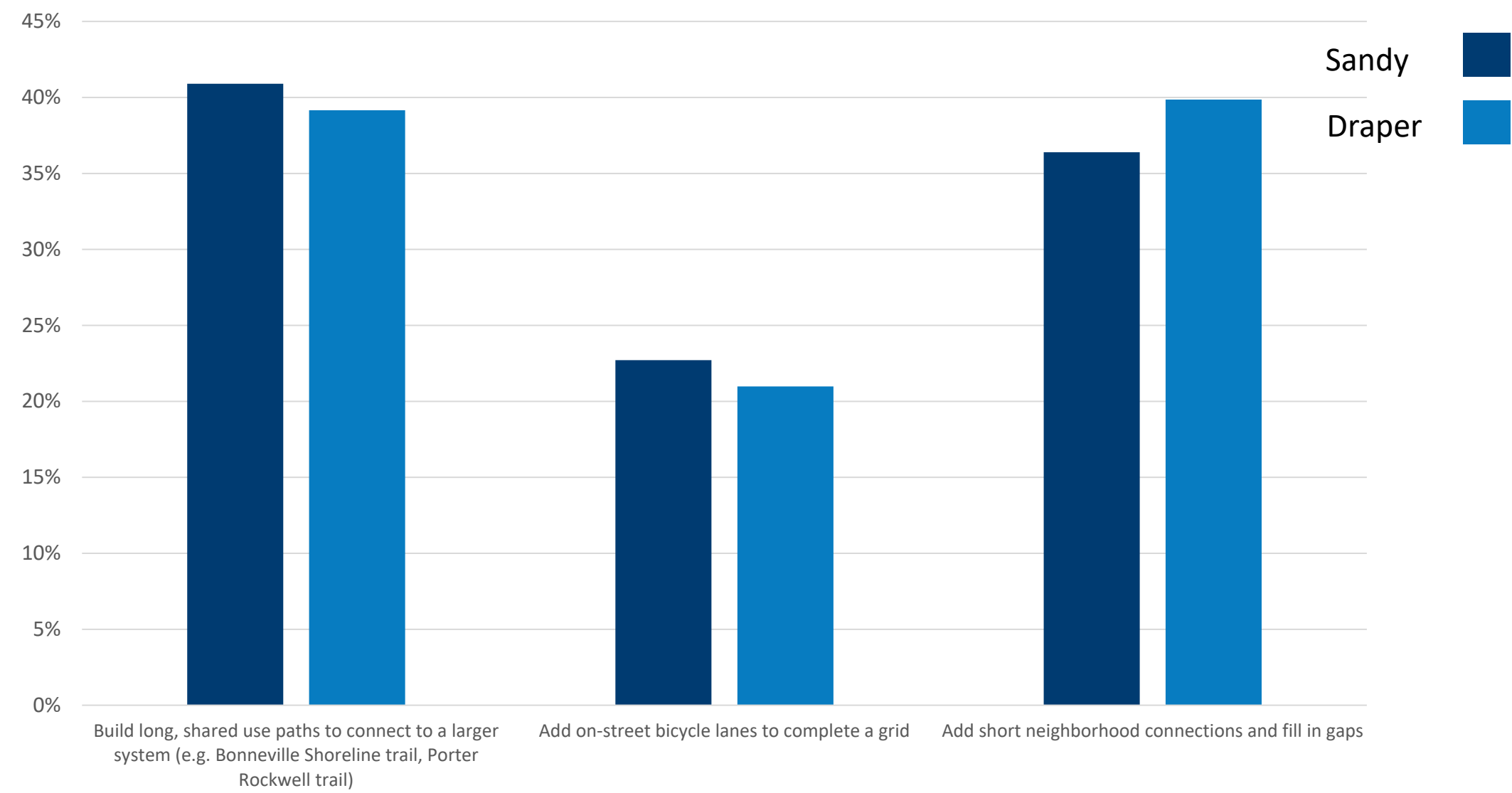
Biking



What type of rider should your community plan & design bike facilities for?

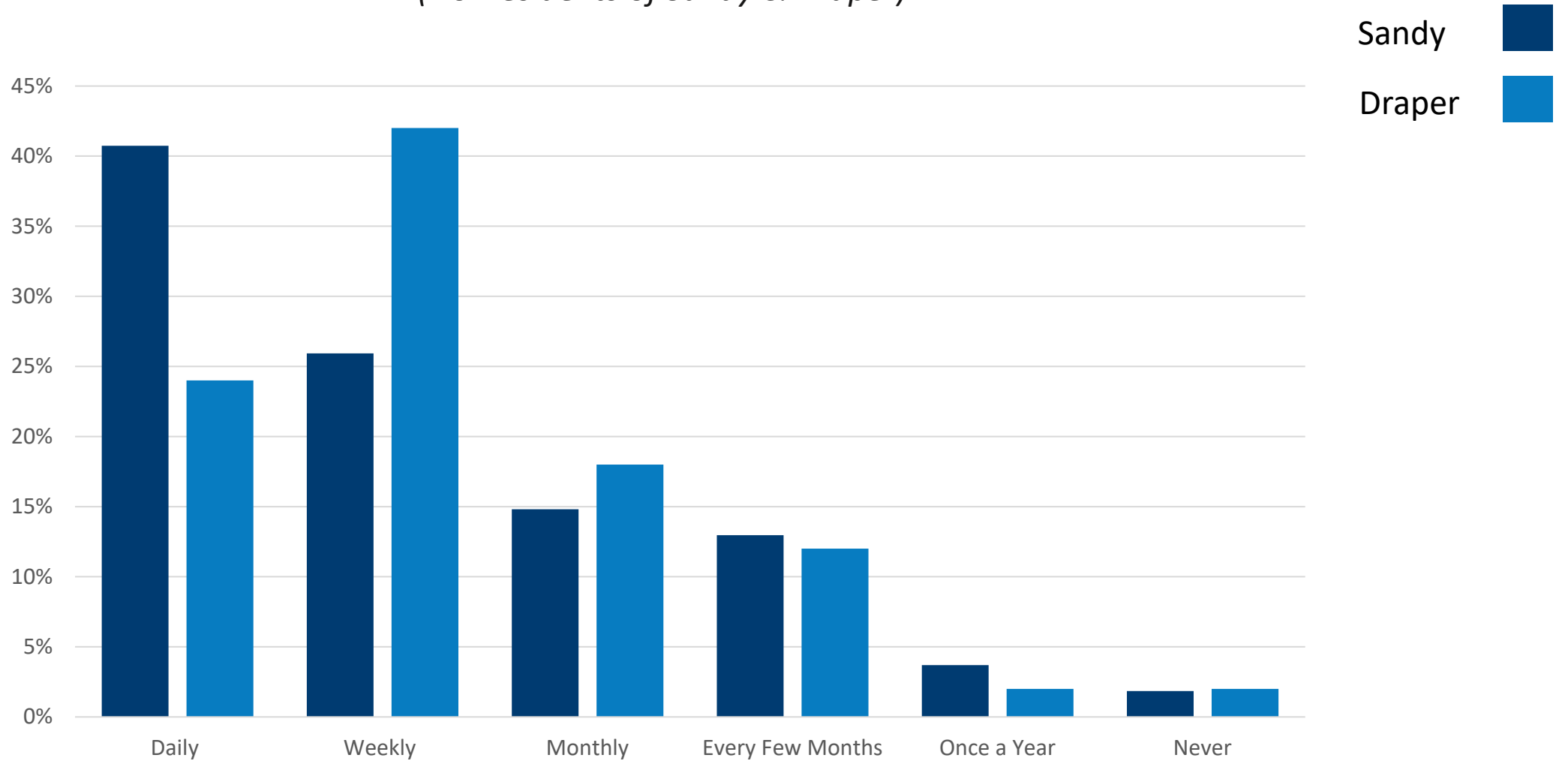


How should your community prioritize their limited AT funds?



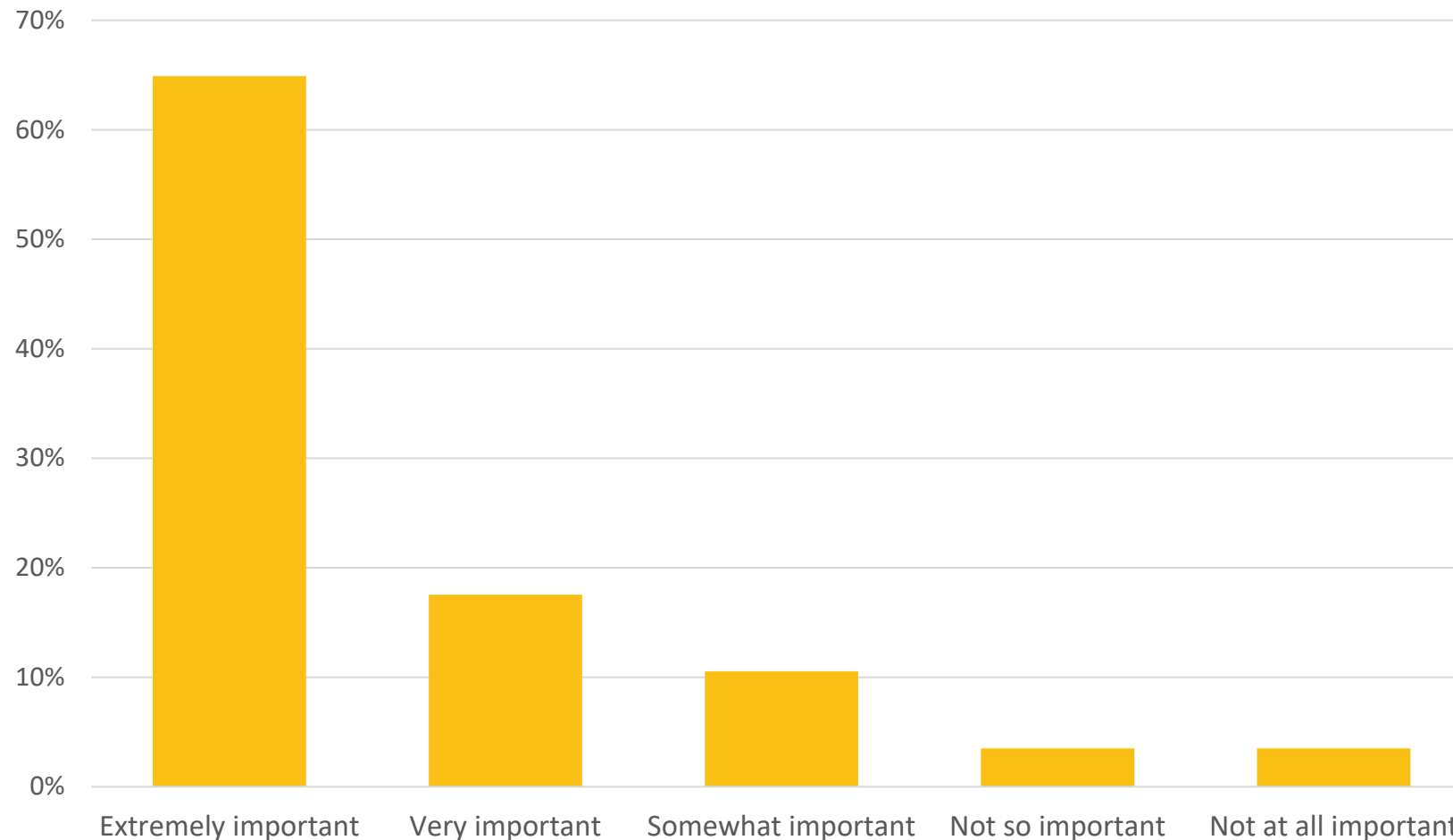
How often do you visit Sandy or/& Draper?

(Nonresidents of Sandy & Draper)



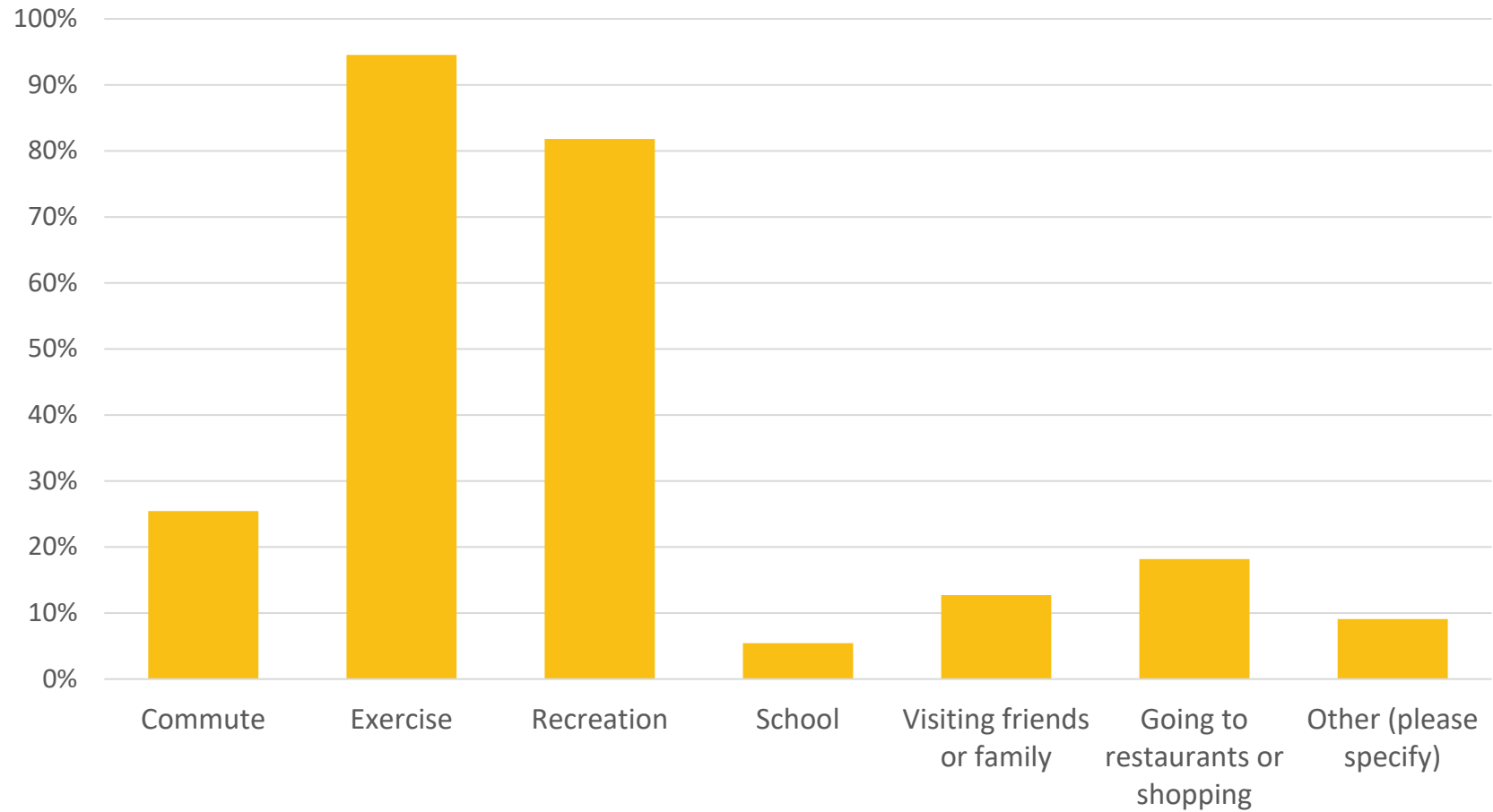
How important are bicycling and pedestrian facilities to you in the Sandy and Draper communities?

(Nonresidents of Sandy & Draper)



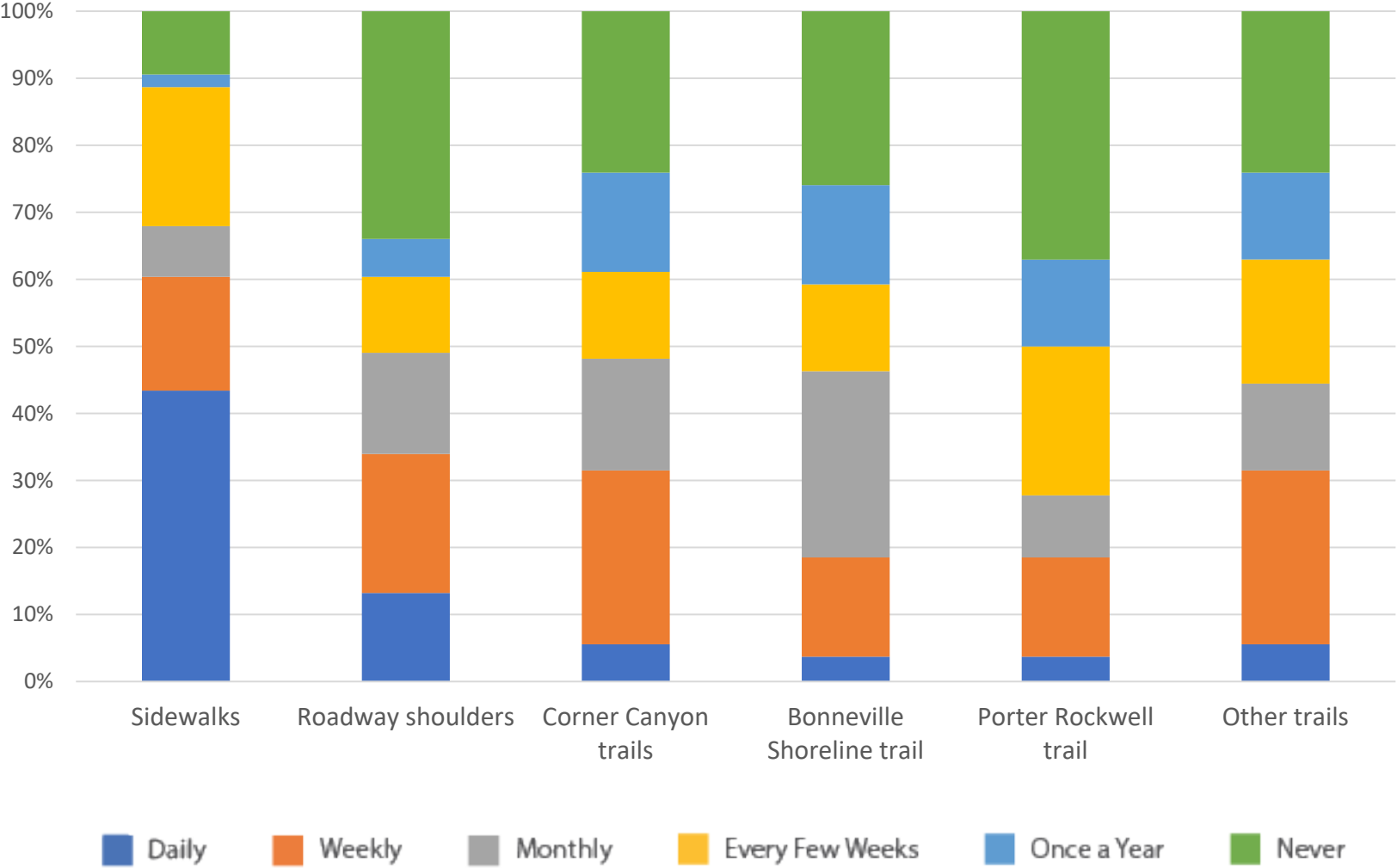
For what purposes do you typically walk or bike?

(Nonresidents of Sandy & Draper)



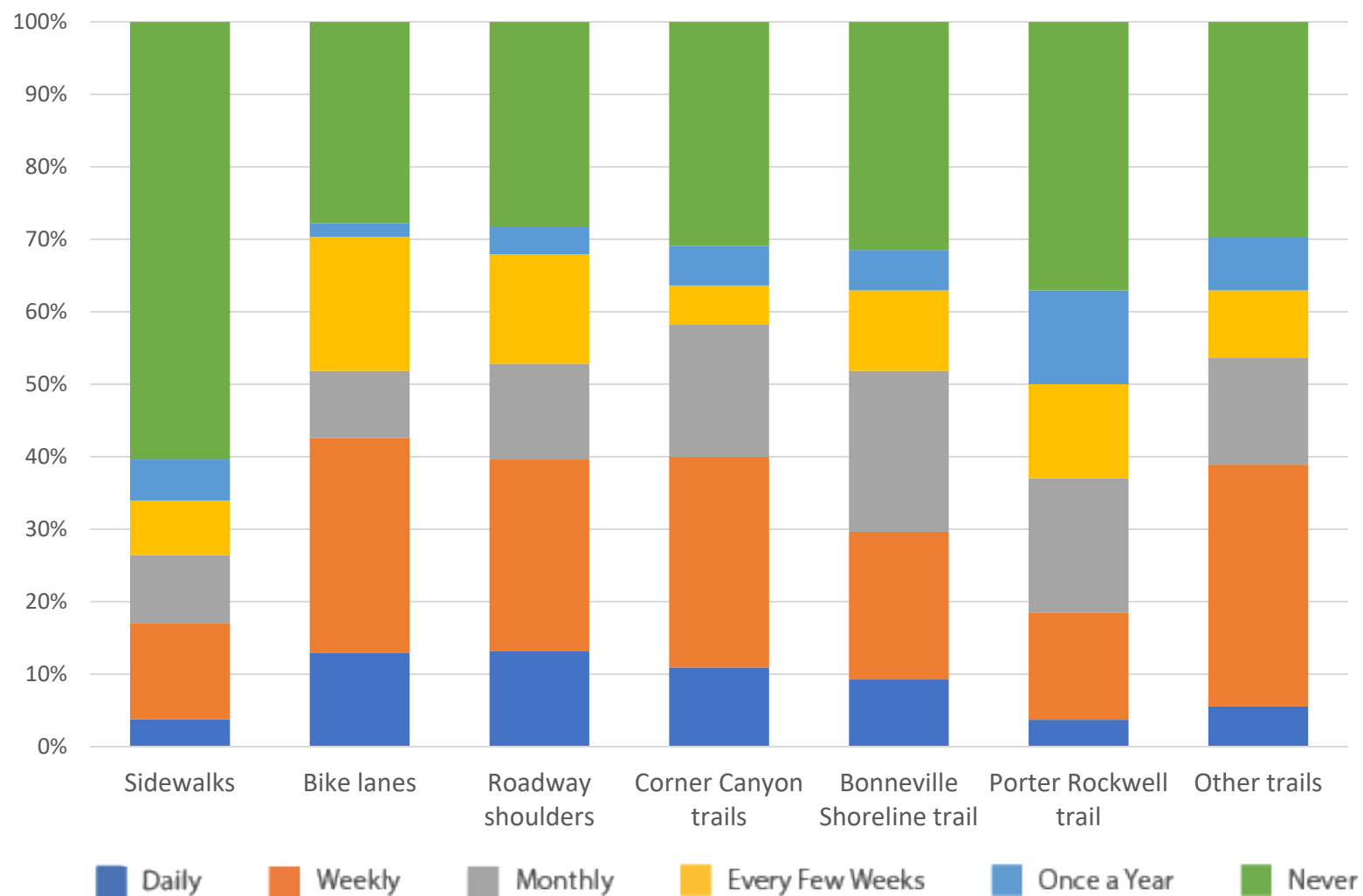
How often do you use the following for walking the Sandy and Draper communities?

(Nonresidents of Sandy & Draper)



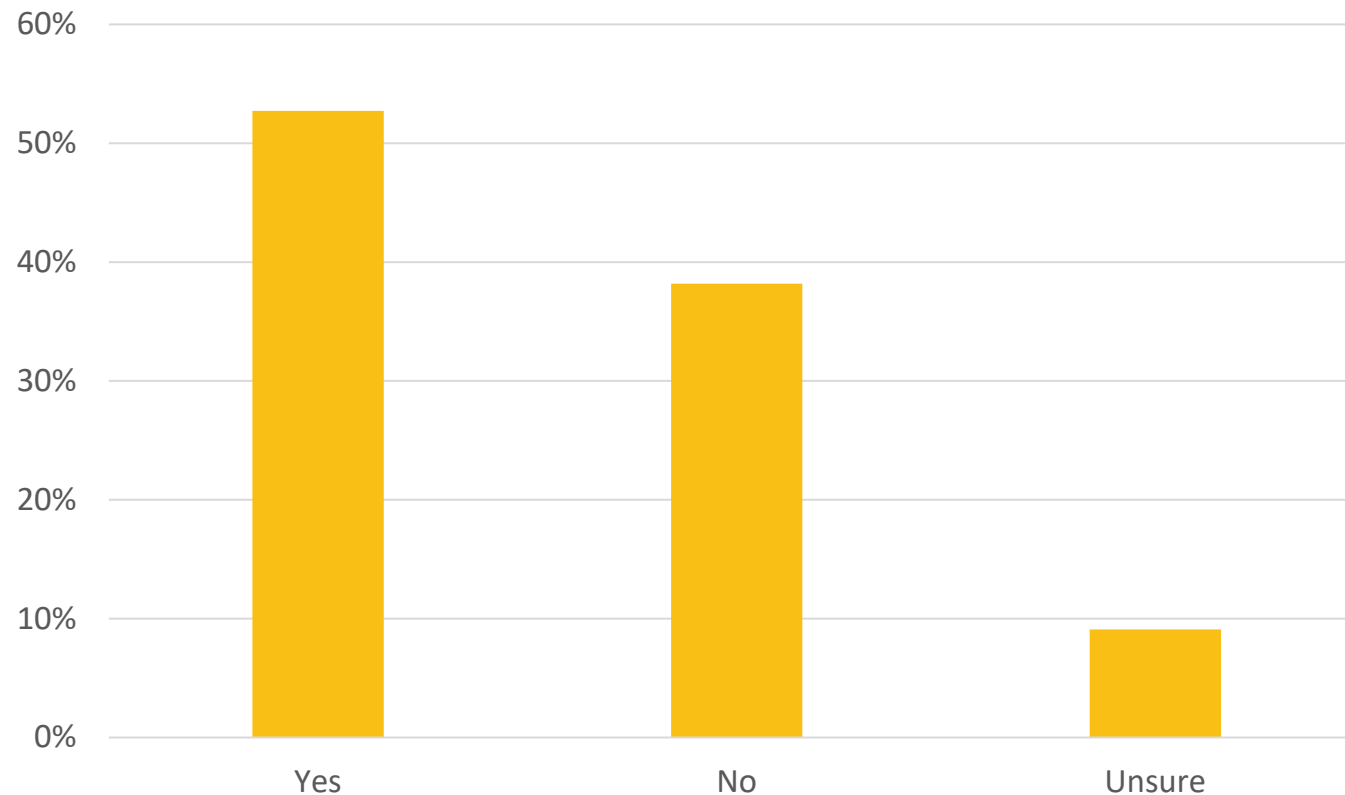
How often do you use the following for biking the Sandy and Draper communities?

(Nonresidents of Sandy & Draper)



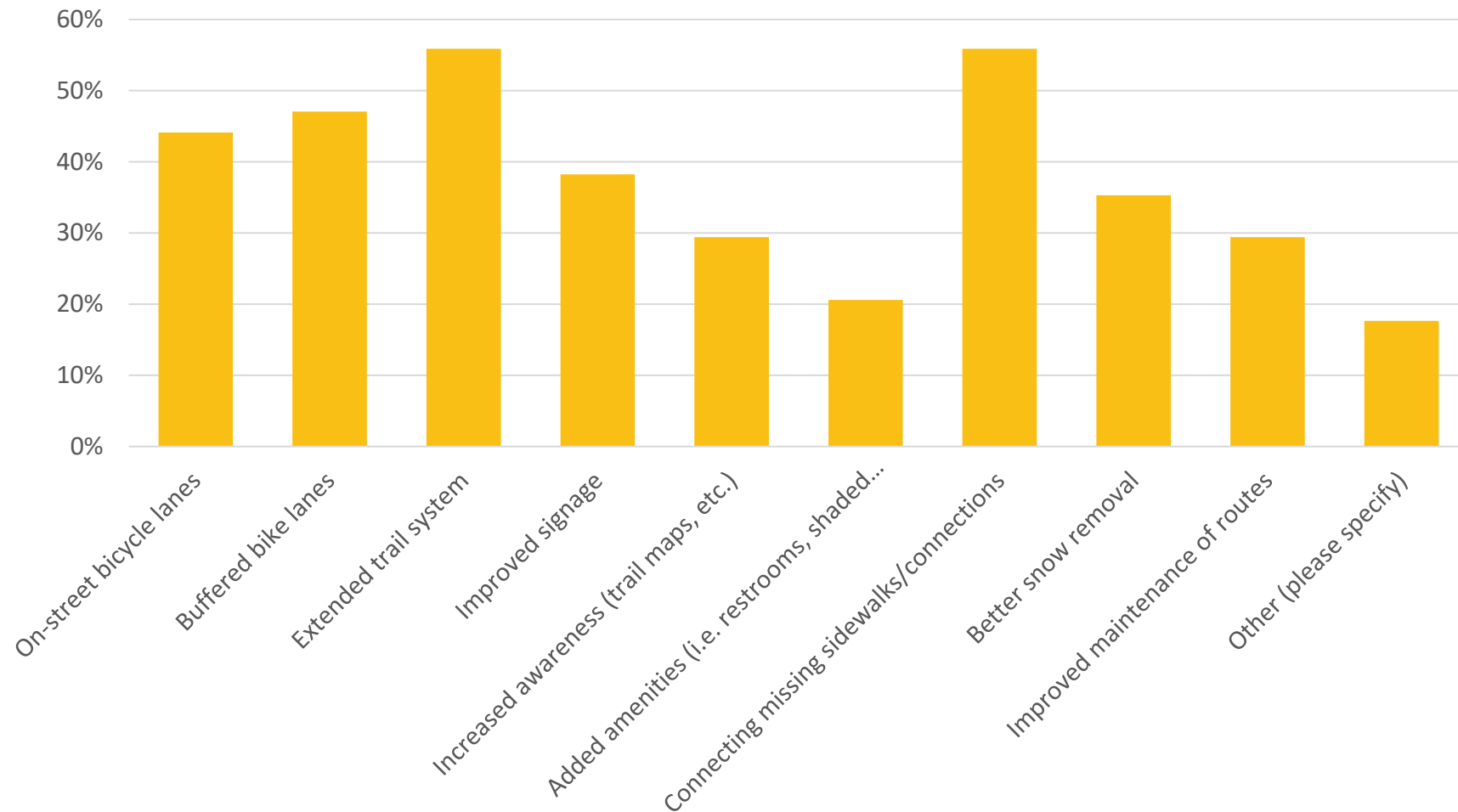
Have there been times when you did **NOT** walk or bike to a destination in the Sandy or Draper communities because comfortable facilities were not available?

(Nonresidents of Sandy & Draper)



If you answered “YES” to the previous question, which of the following would be helpful to you?

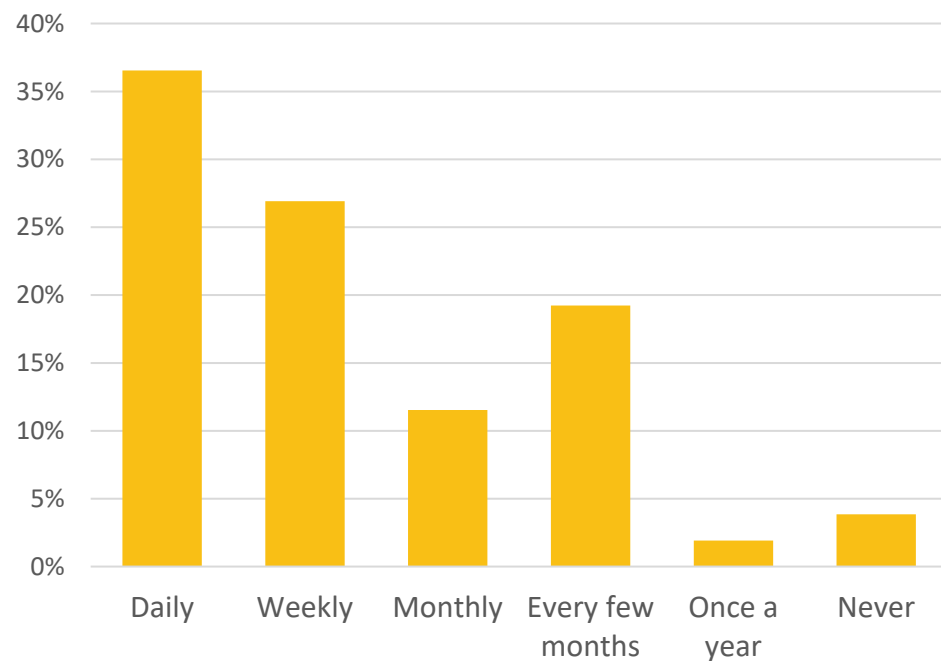
(Nonresidents of Sandy & Draper)



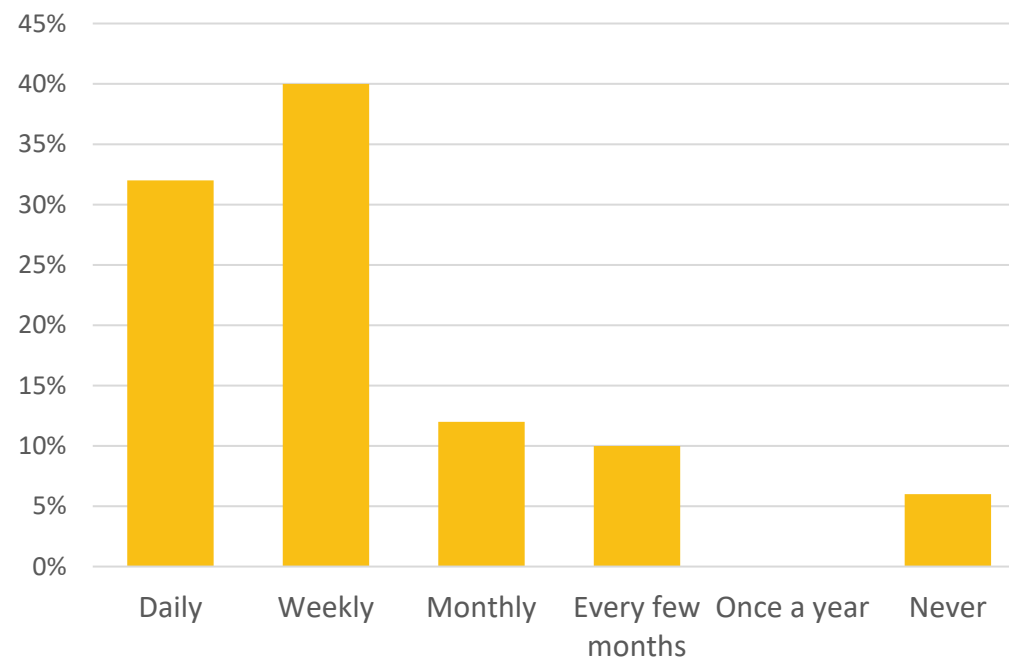
If your ideal walking and/or biking facilities were available in the Sandy and Draper communities, how often would you use them?

(Nonresidents of Sandy & Draper)

Walking

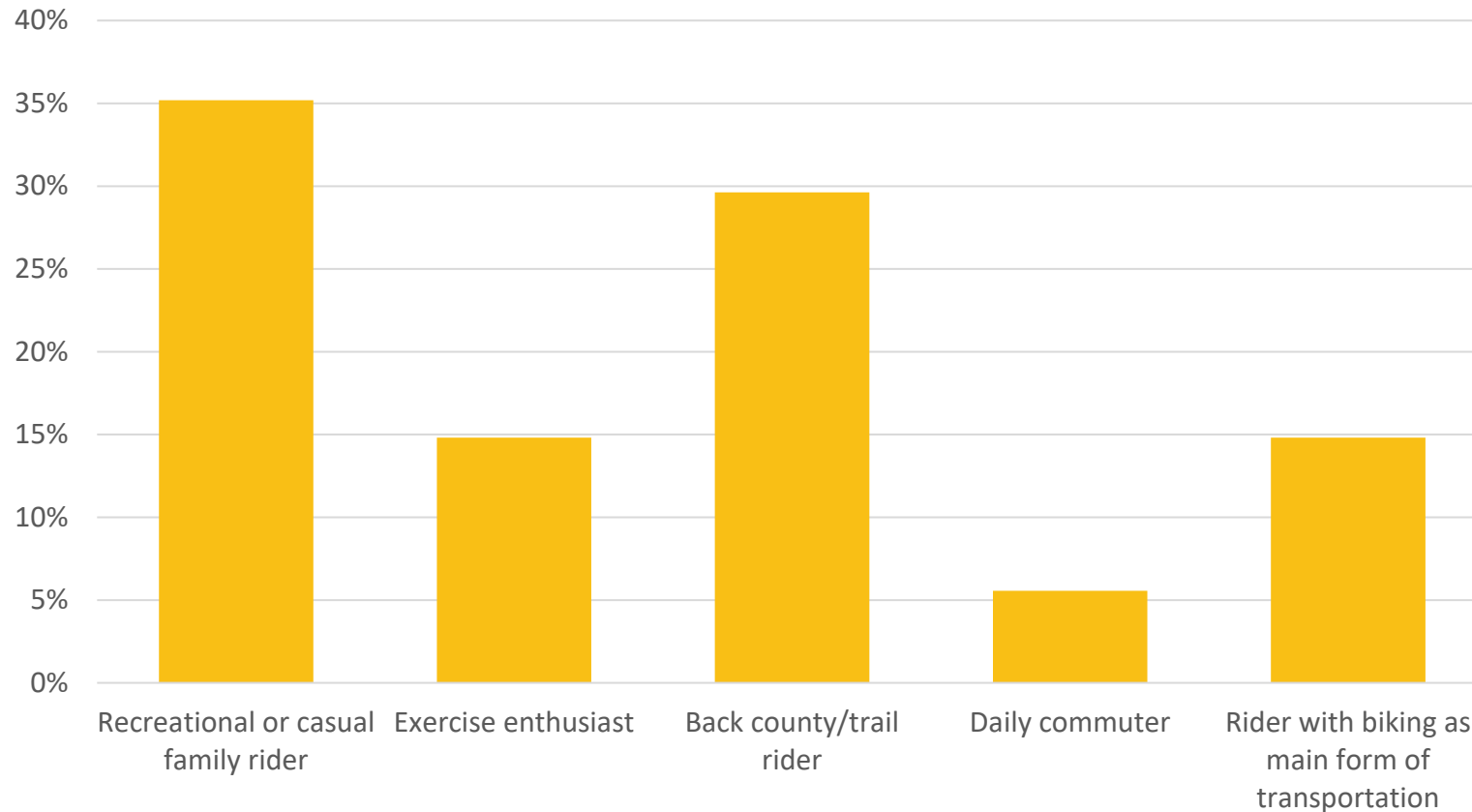


Biking



What type of rider the Sandy and Draper communities plan & design bike facilities for?

(Nonresidents of Sandy & Draper)





Sandy and Draper ATP

Social Pinpoint Survey Results



Stakeholder Engagement Summary



1559

Total Visits

514

Unique Users

2:15

Avg Time (min)

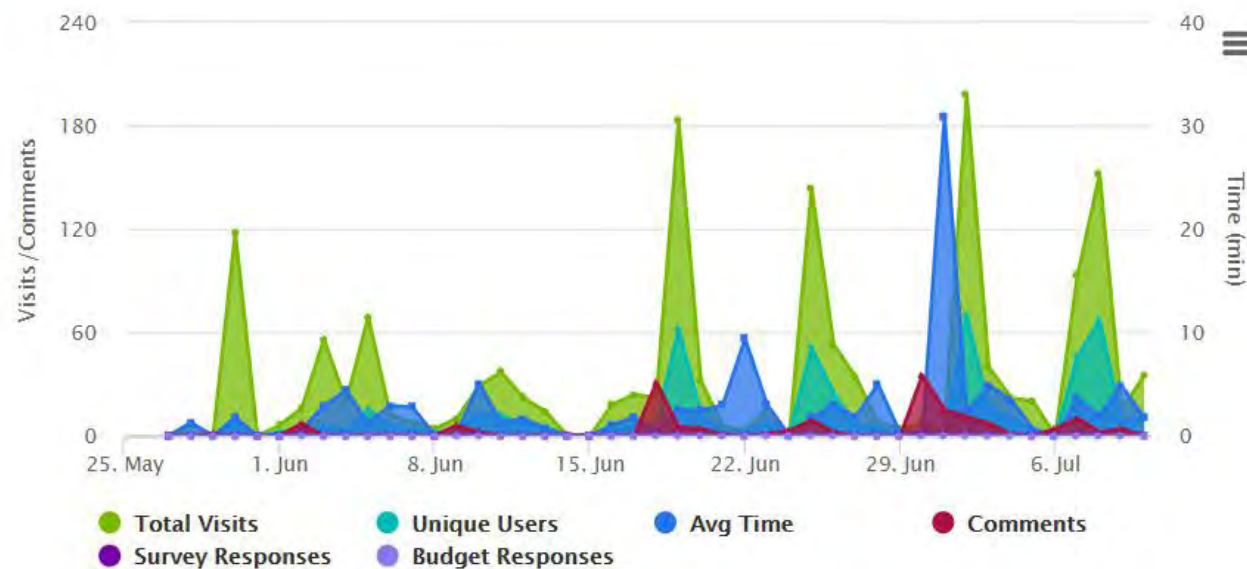
75

Unique Stakeholders

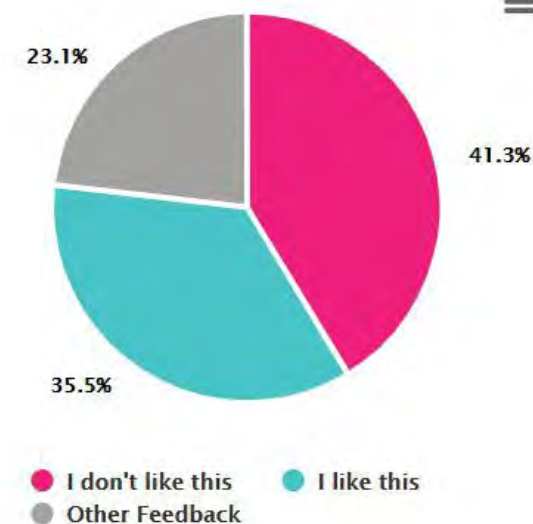
161

Comments

Stakeholder Engagement by Day



Comment Types





- Total number of comments – **161**
- Respondents Up Voted others comments **281 times**
- Respondents Down Voted others comments **70 times**

The two most popular comments:

Do not pave Dimple Dell, leave it the way it is.

 Join the discussion (3)

 a month ago

Like  +9 Dislike  -2

just try to keep it close to the road

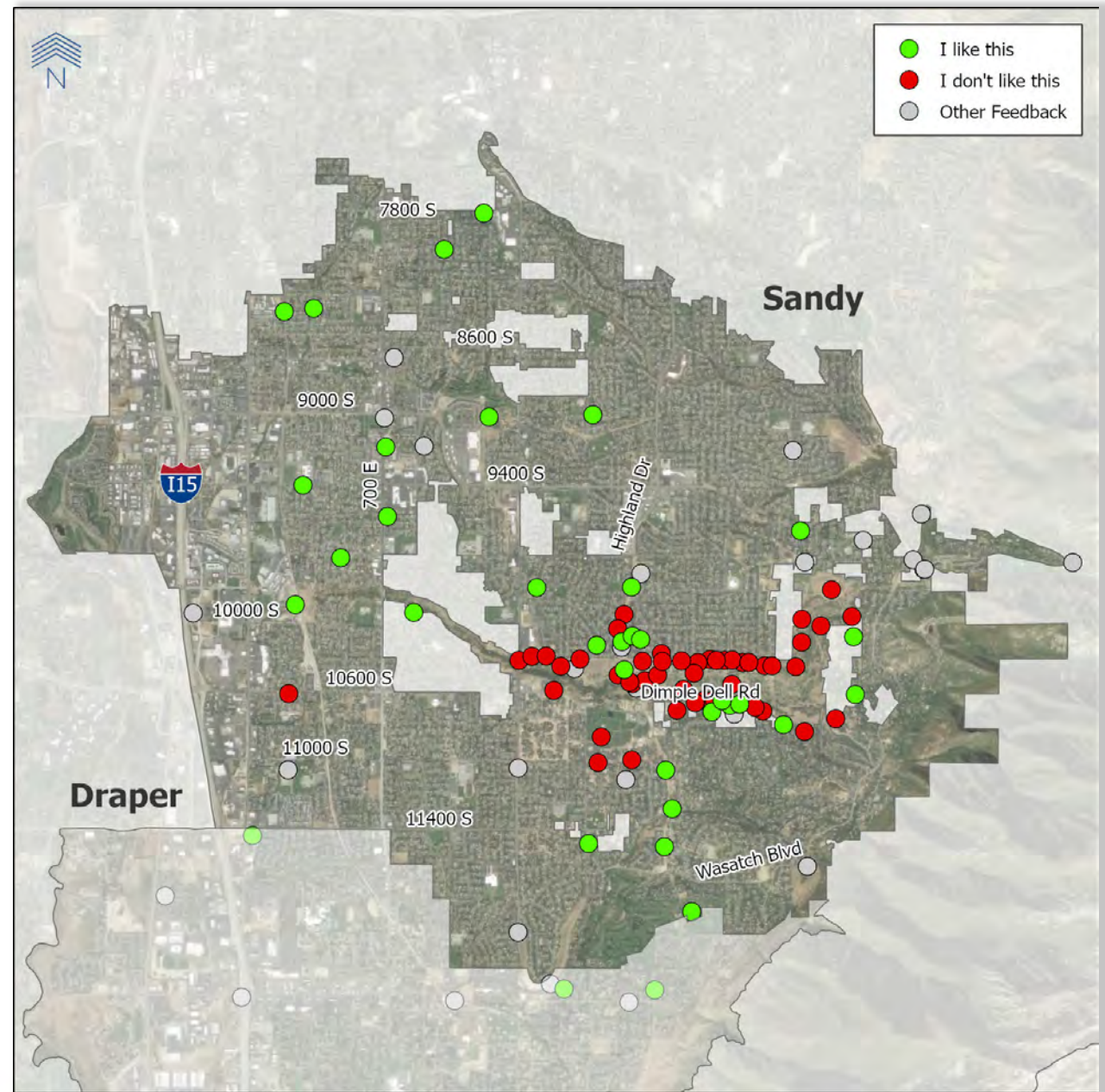
 View the discussion

 a month ago

Like  +2 Dislike  -5

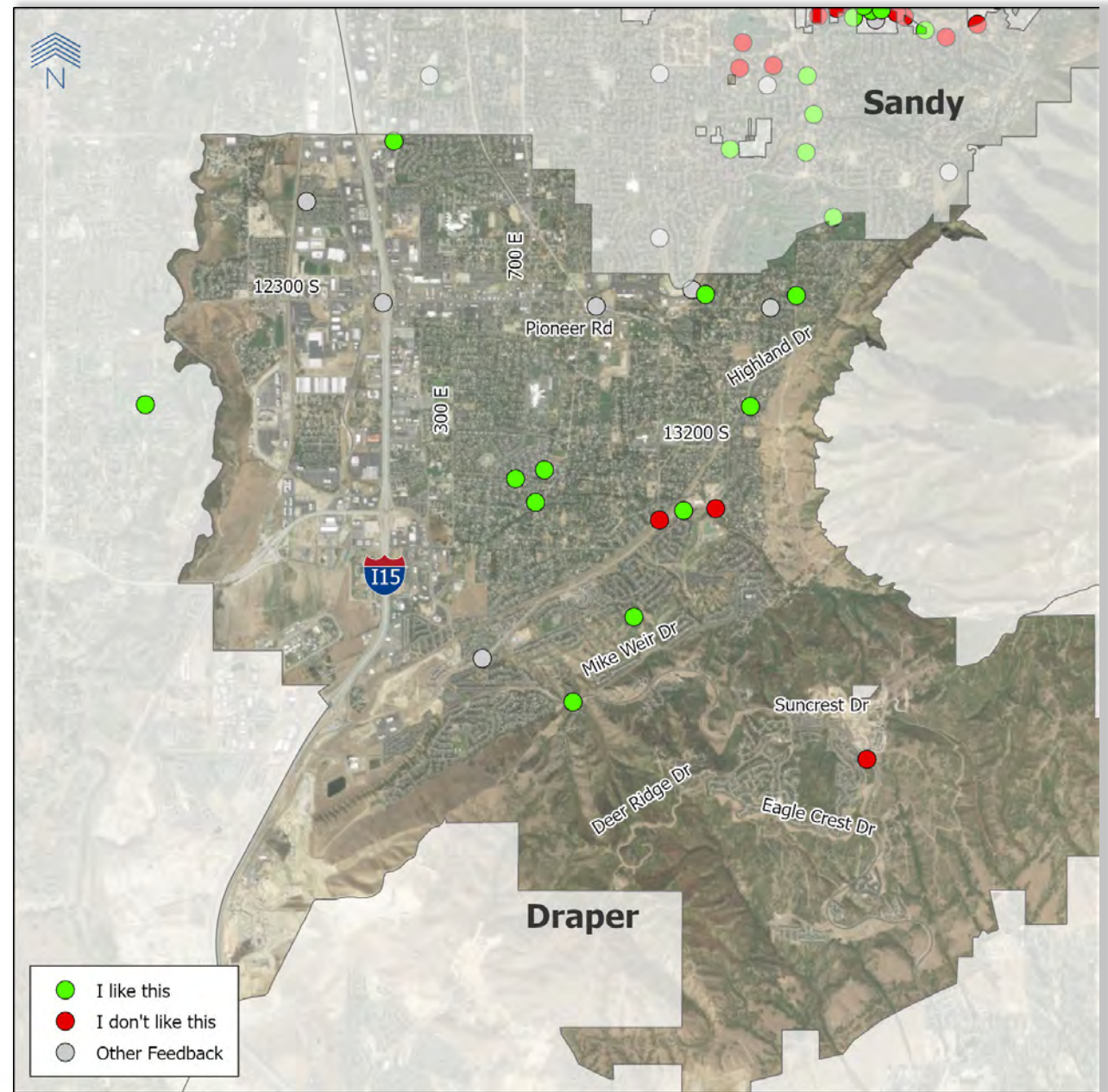


- 141 -Total comments within Sandy City
- 32 - I like this
- 87 – I don't like this
- 22 – Other feedback





- 20 -Total comments within Draper City
- 10 - I like this
- 3 – I don't like this
- 6 – Other feedback

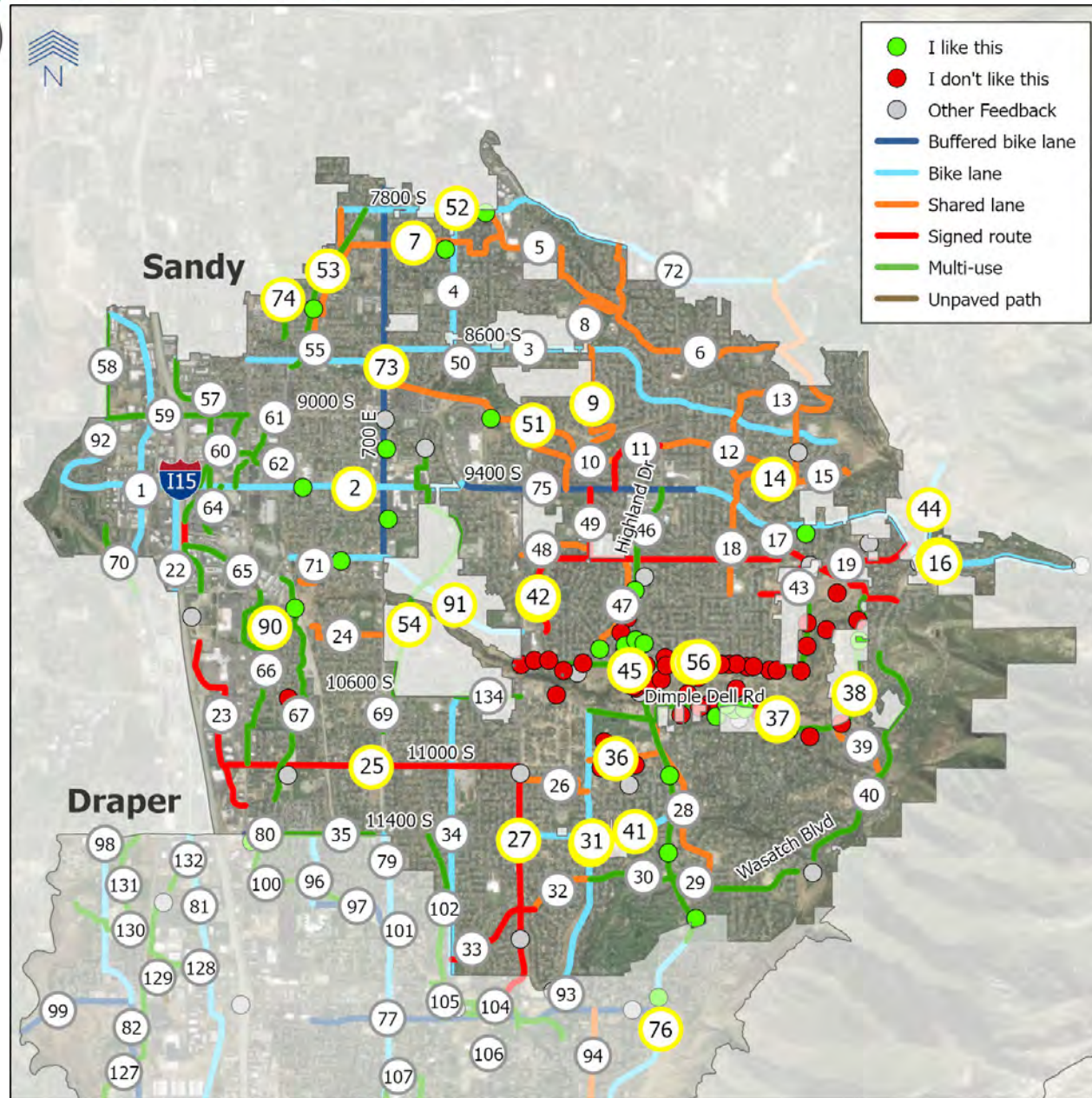




“More bike lanes!! Would be great if there could be a partition to keep the bikers extra safe”

“This extension of the Porter Rockwell Trail will be appreciated”

“Dimple Dell does not need paved trails! Do not disrupt the beauty of this park! There are plenty of paved walkways. This would be a huge mistake!!!”



Option	# of Comments	Location
56	48	Dimple Dell Trail: Approx 10000 S to 1300 E
37	33	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon
45	17	Highland Dr: 9400 S to Oxford Hills Dr
76	4	Highland Dr: Approx Oxford Hills Dr to Bangerter Pkwy
73	3	700 E: North Boundary to Sego Lily Dr
16	2	Little Cottonwood Rd: 9400 S to Little Cottonwood Canyon
31	2	1700 E/1670 E/1590 E: Dimple Dell Rd. to Approx. Hidden Valley Club Dr
38	2	2000 E/Dimple Dell Rd: 1700 E to Bell Canyon
41	2	11400 S/11370 S/11270 S: 1300 E to 2125 E
42	2	Petunia Way/9800 S/Granite View Dr/Mt Jordan Rd/Bell Canyon: Sego Lily Dr to Wasatch Blvd
54	2	Sandy Irrigation Canal/840 E/9400 S:Lazon Dr to 10600 S
2	1	9400 S: Riverside Dr to 9375 S
7	1	450 E/8000 S/Cedar Terrace Dr/Old Dairy Rd/Lodgepole Dr: 7800 S to High Point Pkwy
9	1	1700 E/Michael Way/Sterling Dr: 8600 S to 9400 S
14	1	Quail Hollow Dr: Willow Hills to Little Cottonwood Rd
25	1	11000 S: Auto Mall Dr to 1300 E
27	1	1300 E: Longdale Dr to Draper Pkwy
36	1	10980 S: 1700 E to 2000 E
44	1	Wasatch Blvd: Little Cottonwood Rd to Big Rock Ln
51	1	Cys Rd/Water Ln: 700 E to Sterling Dr
52	1	7800 S: Approx 415 E to Creek Rd
53	1	East Jordan Canal: 7800 S to 190 E
74	1	Porter Rockwell Trail Extension: Approx Julie Anna Dr to Center St
77	1	Pioneer Rd: 300 E to Highland Dr.
80	1	11400 S: State St to Camden Park Ln
87	1	East Jordan Canal Trail: West boundary to Willow Springs Ln
90	1	Trail Connection: 10200 S to East Jordan Canal Trail
91	1	Sego Lily Dr: Porter Rockwell Trail to 1300 E
93	1	Relation St: Pioneer Rd to end of Relation St
108	1	Lower Corner Canyon Trail: Highland Dr. to Silica Pit Loop Trail
123	1	Corner Creek Trail: 300 E to Trail
128	1	Sunrise Trail: Approx Bubbling Brook Ln to Lone Peak Pwy

APPENDIX C

PUBLIC ONLINE COMMENTS

Created on	Type	Comment	Up Votes	Down Votes
2020-07-10 01:15:02	I like this	This looks great, as long as it connects directly to the porter-rockwell trail.	0	0
2020-07-10 01:09:56	I like this	Bike lanes here would be great!	0	0
2020-07-10 01:07:32	I like this	Buffered lanes would be very helpful on 700 E.	0	0
2020-07-10 00:56:56	I like this	A distinct bike lane on Sego Lily would be great.	0	0
2020-07-09 13:29:44	I don't like this	Is this a proposal to pave the main Corner Canyon road? Oh no. Please don't let that happen. There is no need for pavement in the canyon. It should remain a wilderness experience.	0	0
2020-07-09 13:25:53	I like this	Great proposal to have nice big bike lanes on Highland Drive.	0	0
2020-07-08 11:09:46	I don't like this	Mt. Jordan road can't have a bike lane unless it is widened. Cars parking on the side, bikes or people walking bring it down to one lane now.	0	0
2020-07-08 10:43:28	Other Feedback	Bunny Bradley was killed here by a truck while riding in the bike lane. Paint is not enough! There needs to be a barrier between the bike lane and the road.	0	0
2020-07-08 05:46:04	I don't like this	A sidewalk is NOT an "existing paved trail" when it comes to riding a bicycle. There is no bicycle infrastructure along 10600 S as marked.	0	0
2020-07-08 05:35:58	I like this	This extension of the Porter Rockwell Trail will be appreciated.	1	0
2020-07-08 01:33:46	Other Feedback	There should be a way to cross dimple dell by bike. It doesn't need to be a paved trail by any means. A nice dirt path would do too. Just not wood chips.	0	0
2020-07-08 01:28:52	Other Feedback	This small section should also be signed to connect the two red signed paths.	0	0
2020-07-08 01:23:58	I like this	I love the idea of a bike path here.	0	0
2020-07-08 01:22:57	I like this	I would love to see a bike path here. This space is not currently being used but was paid for with tax money. A bike path seems an appropriate interim use to connect neighborhoods and keep kids off busy roads.	1	0
2020-07-08 01:19:59	I like this	This connection is greatly needed.	0	0
2020-07-08 01:18:18	Other Feedback	This stretch of road needs a designated bike lane. One side has a larger shoulder to Jan the other. It's a dangerous piece of road to ride a bike on as it's too close to the car lanes.	1	0
2020-07-07 04:43:32	Other Feedback	On 1300 E between 11400 S and 12300 S, there is not enough room for bikers. If the road is not widened, I would like to see signs that do not allow biking on that road. People drive way too fast on 1300 E. There are alternative routes that can be taken,	0	1
2020-07-07 04:40:48	I like this	Lots of foot traffic from TRAX to South Town Mall	0	0
2020-07-07 04:26:00	I like this	Please extend a buffered bike lane across I-15. It's terrifying trying to get E-W-E on bike around 114th and 123rd.	0	0
2020-07-07 03:30:42	I don't like this	You will destroy the very reason people love this road if you add more pavement to create a bike lane. Keep it natural. There are plenty of roads with bike lanes in the area.	1	1
2020-07-05 01:49:11	Other Feedback	People run red lights here and don't stop for pedestrians. I saw a cyclist who had to stop short because a car was not stopping before making a turn. It is dangerous for pedestrians and cyclists at this light.	1	0
2020-07-04 01:57:57	Other Feedback	Leave 114th alone.....its fine just the way it is	1	1
2020-07-04 01:20:04	I like this	This would provide a nice long cycling route along a beautiful area. Really like this idea.	0	0
2020-07-04 01:17:49	I like this	Great!	1	0
2020-07-04 01:17:12	I like this	I LOVE this idea and the path this would provide.	3	1
2020-07-04 01:16:06	I like this	Adding a bike lane to 17th East would improve the cycling safety and experience	2	1
2020-07-04 01:13:41	I like this	As a cyclist, I'd appreciate a path through the dell so I don't have to use 13th east.	2	3
2020-07-04 01:10:18	I like this	This road is currently not biker-friendly and a bike lane would improve it!	2	3
2020-07-03 11:34:44	I like this	should be well used	0	0
2020-07-03 11:33:51	I like this	Whatever a "neighborhood byway" might be, it sounds good right here. Not sure what "ranking" is asking for. What do you want ranked and against what?	0	0
2020-07-03 07:29:41	Other Feedback	Finish the sidewalk. There is one house with no sidewalk forcing pedestrians to walk in the street.	1	1
2020-07-03 05:50:29	I like this	I look forward to riding this route	3	0
2020-07-03 05:48:35	Other Feedback	I hope, that in time, there are more access points to the Jordan River, as well as bike lanes or trails so I can ride my bike to my sister's house about 12500 So and 200 East in Draper or my son's house in Lehi.	1	0
2020-07-03 05:48:07	I like this	It is great that Sandy City added a crosswalk with flashing lights on Sego Lily Drive. Thank you!	0	0

Created on	Type	Comment	Up Votes	Down Votes
2020-07-03 05:46:59	I don't like this	I would prefer that the trails in the Dimple Dell gully remain unpaved.	3	0
2020-07-03 05:46:13	Other Feedback	I would really like to see Highland Drive extended south. When we moved here years ago we were told that this was a part of the Sandy City master plan and it has not happened. Please extend Highland Drive to Sego Lily Drive. This will alleviate traffic	1	1
2020-07-03 05:35:14	Other Feedback	Thanks for this trail, it seems like it dead ends like many trails on this map. How about connecting the trails, etc?	0	0
2020-07-03 03:54:40	I like this	Make Dimple Dell a Neighborhood Byway	4	2
2020-07-03 03:40:29	I like this	A bike lane would be awesome. However, I don't know where it would fit in.	3	2
2020-07-02 10:02:26	I don't like this	Please don't pave Dimple Dell Park, I thought we already had this battle with Salt Lake County and they responded to the voice of the people who live by and frequently use the park and scrapped their plans for a paved trail and chose instead to leave it	3	0
2020-07-02 09:33:13	I like this	I like the idea of a bike path on 11400 South...IF it is widened. A buffered one even better. As it is, even pedestrians are in danger.	2	2
2020-07-02 07:45:00	Other Feedback	It is a great concern to me that parts of 11000 S do not have sidewalks. Children and adults use this street to access Crescent and Altara Elementary Schools as well as Crescent Park. Quite a few school buses use this street. Sidewalks AND bike lanes wou	0	0
2020-07-02 07:17:19	I don't like this	DO NOT PAVE THIS TRAIL. TOO MANY BEAUTIFUL BIRDS, WILDLIFE in general that live in Dimple Dell DO NOT PAVE!!!!	3	0
2020-07-02 07:12:55	I don't like this	PLEASE DO NOT, DO NOT Do anything with the trail. This trail is already used heavily and homeowners are starting to feel the over use and abuse. PLEASE DO NOT use this as a bike trail.	1	0
2020-07-02 04:56:27	Other Feedback	South Little Cottonwood road east of Wasatch Boulevard is dangerous as is because of the narrow roadway, frequent illegal parking for the Bell Canyon trailhead and high volume pedestrian, bicycle and vehicle traffic. The road needs to be widened with de	2	0
2020-07-02 04:51:58	Other Feedback	The green lines don't appear in your legend. Some are obviously existing roads (Highland to the north boundary of DDRP; some seem to be future roads, which should be different color & in the legend. Also the width, dark colors used in many places obscure	1	0
2020-07-02 04:48:10	Other Feedback	A cross walk from the west side of Wasatch to Hidden Valley park and trailheads would be so great. Traffic is incredibly fast on this stretch of wasatch and with the curve, when crossing it is difficult to see cars and bikes coming. You can't really ev	1	2
2020-07-02 04:43:32	I don't like this	Very dangerous doesn't make sense	1	0
2020-07-02 04:41:50	I don't like this	That is a huge money commitment to make in this area. Money better spent elsewhere. No room to build this meaning more money!	2	2
2020-07-02 04:40:27	I don't like this	waste of money that could be used elsewhere. Also not safe in this area	1	0
2020-07-02 04:37:27	I like this	This route looks good. I see a fair number of bikes on this route.	1	0
2020-07-02 04:36:02	I like this	This looks promising.	1	0
2020-07-02 04:29:59	I like this	like.	1	1
2020-07-02 04:28:01	Other Feedback	It'd be nice if QH had a bike lane.	0	1
2020-07-01 10:22:21	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:21:50	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:19:58	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:19:19	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:18:57	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:18:29	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:17:45	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:16:43	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:16:04	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0

Created on	Type	Comment	Up Votes	Down Votes
2020-07-01 10:15:48	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:15:21	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:14:45	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:14:03	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:12:41	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:12:23	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:11:47	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:11:08	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:10:48	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:10:34	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:10:17	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:09:37	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:09:10	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:08:49	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:08:24	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:06:33	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:05:28	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 10:05:02	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:49:45	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:49:24	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:49:14	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:48:49	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:48:41	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:48:26	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:48:13	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-07-01 09:47:42	I don't like this	Thank you for your comment. We would like to inform you that this project has been removed from consideration and there are no plans to pave areas of Dimple Dell.	0	0
2020-06-26 15:05:22	I don't like this	This is a road that nobody wants. Please don't waste the money on this. It would be better spent on bus service up the canyon or something.	3	1
2020-06-26 15:02:18	Other Feedback	Pioneer is a goofy road but it gets outright dangerous here. There is a drain out in the bike lane here and a telephone pole encroaching on the road directly opposite it. This is bad enough for cars but it is going to get a biker killed at some point. Ge	1	1
2020-06-26 14:52:02	Other Feedback	It is basically impossible to travel east/west across I-15. The only reasonably safe crossing is at 10000 S. I see nothing here that addresses this. What am I missing?	2	0
2020-06-26 14:00:14	I like this	Love the trails around the golf course to run or bike! Thanks	0	0

Created on	Type	Comment	Up Votes	Down Votes
2020-06-26 13:58:51	I like this	Thanks for this safe tunnel!	0	0
2020-06-26 13:57:24	I don't like this	LOVE LOVE all the trails here but we need a tunnel to go West/East under this big road to get to the other side. Cars don't drive the speed limit up and down to Suncrest and over to Alpine and this will be used more if we had a safe way to cross pretty	2	0
2020-06-26 03:51:42	I don't like this	This intersection is a total mess. A roundabout on both sides of the bridge would fix a LOT about it. For bikes and pedestrians, though, this is crazy. The bridge is already sitting right there. Just let the bike/ped trail use the bridge. It would	7	0
2020-06-25 22:45:11	I like this	I love walking along the canal. It gives me a bit of nature time every day. It would be nice if it was paved so strollers and bikes could use it. As it is, i have to de thorn my tennis shoes and the kids get flat tires.	1	0
2020-06-25 22:41:18	I like this	It was so sad to lose this trail. I'd love to have it connect with the trail following the canal.	1	0
2020-06-25 22:38:55	I like this	Yes, please finish this pathway connecting my neighborhood to the pathway running behind CCHS and other trails.	1	0
2020-06-25 16:58:27	Other Feedback	We live right on the corner of Nate lane and Clintwood, but would love and actively use a trail along or near the irrigation canal for recreational use. Is that what is planned for the area through our neighborhood that is marked green down to Jordan Riv	1	0
2020-06-25 06:43:15	I don't like this	Do not ruin Dimple Dell by paving it. There are numerous other places for people to ride bikes on a paved trail. Also, there are numerous other trails for mountain bikes. They have taken over corner canyon. Leave dimple dell for hikers and horses.	2	0
2020-06-25 06:39:17	Other Feedback	Please make an official connection from the Trax side bike trail at 12300 to Porter Rockwell trailhead near Draper Park. I have to cross 12300 coming from the south, cross active railroad tracks then take a side street, then cross pioneer street, take	9	0
2020-06-25 03:01:54	I like this	I love buffered bike lanes, yay!	1	0
2020-06-23 23:01:11	I don't like this	There are literally thousands of miles of pavement and paved trails in the salt lake valley for users with wheels (bikes,pushchairs et. I work with people with disabilities and care about accessibility but paving Dimple Dell will remove one of the last p	3	1
2020-06-22 00:23:10	I don't like this	Leave Dimple Dell alone! No Wood-chips, gravel, paving etc.	4	1
2020-06-21 07:30:46	I don't like this	Paved trails are not appropriate for Dimple Dell.	2	0
2020-06-21 01:00:14	I don't like this	Please do not pave Dimple Dell.	1	0
2020-06-20 23:42:08	I don't like this	Dimple Dell does not need paved trails! Do not disrupt the beauty of this park! There are plenty of paved walkways. This would be a huge mistake!!!	0	0
2020-06-20 15:20:17	I don't like this	Please do not pave any part of Dimple Dell. This was already voted down and needs to be taken off all plans for Sandy City. This is a natural oasis in the city and paving will be high maintenance, dangerous in winter, and mar the beautiful natural landsc	1	0
2020-06-20 14:28:24	I don't like this	No pavement in Dimple Dell! Keep it the beautiful, natural haven we love.	0	0
2020-06-20 06:06:51	I don't like this	Agree do not pave Dimple Dell	0	0
2020-06-20 00:28:48	I don't like this	Please do not pave this amazing family friendly trail. To have a slice of heaven so close to home brings many hours of precious joy spent in nature and family bonding. To pave it, My children would not be able to take our imaginative adventures in nature	3	0
2020-06-20 00:23:10	I don't like this	Do not pave dimple Dell north rim trail. My children and I love this trail and it accommodates all types of outdoor enthusiasts just the way it is. We would not enjoy it or walk here if it is turned to pavement	3	0
2020-06-19 23:05:29	Other Feedback	Do not pave any trails in Dimple Dell park! There are paved trails in nearby Granite park for those who need them.	5	0
2020-06-19 14:46:56	I don't like this	Leave Dimple Dell green! No paving! This is horse country and a walker's paradise. This was already decided and voted on by the people. Who is adding this again and how can we vote them out?	4	0
2020-06-19 14:42:27	I don't like this	We voted to keep Dimple Dell unpaved. Why are you adding it back in against the will of the people?	4	0
2020-06-19 12:14:27	Other Feedback	Please do NOT ever pave in Dimple Dell. Don't pave Paradise! Leave the Natural Beauty and preserve this one of a kind Nature Reserve.	7	0

Created on	Type	Comment	Up Votes	Down Votes
2020-06-19 12:09:21	I don't like this	Leave this very special gully alone! Didn't we already go through this! It's like scaring the Greedy Wolves away with a torch, they seem to go away but be assured you will see their glowing eyes in the timbers again very soon $\phi\acute{\alpha}\lambda\phi\eta$ í	2	0
2020-06-19 10:09:30	I don't like this	Do not pave Dimple Dell trails We do need more bike lanes just not paved in Dimple Dell	6	0
2020-06-19 08:58:45	I like this	Dimple Dell Road is too narrow for cyclists. Adding a bike lane is a great idea.	4	4
2020-06-19 08:53:50	I don't like this	Please do not pave Dimple Dell gully. It is unpaved oasis in the middle of the city. Paving Dimple Dell would ruin this area. Don't we have enough pavement? I thought this issue was already resolved awhile back.	4	0
2020-06-19 07:03:51	I like this	A bike lane along Dimple Dell Rd would be great. I, as a runner, am always in fear of traffic on the corners with overhanging trees. The bike lane would add more space for runners and bikers alike.	4	2
2020-06-19 07:02:15	I like this	A paved highland dr extension (including across and s of dimple dell) would be a great vehicle free alternative for bike commuters. I am NOT in favor of any other paving in Dimple Dell, but like the one artery across as N-S is the busiest commute directi	2	2
2020-06-19 07:00:31	I don't like this	Paved access around dimple dell is sufficient for commuters with sego lily dr. Don't pave the open space.	3	1
2020-06-19 04:56:48	I don't like this	NO PAVEMENT IN DIMPLE DELL, THE CITIZENS HAVE SPOKEN!!!	4	0
2020-06-19 04:40:11	I like this	A bike lane along Dimple Dell Road would be a very welcome addition and greatly increase the safety of cyclists!	4	4
2020-06-19 04:38:57	I don't like this	Absolutely do NOT pave any section of trail in Dimple Dell! The public already spoke loud and clear on this issue.	3	0
2020-06-19 04:32:42	I don't like this	DO NOT pave the path in Dimple dell park. It is stupidly expensive and incredibly dangerous for horses.	2	1
2020-06-19 04:19:24	I don't like this	Let's leave some nature in our huge valley. No need to pave a beautiful easily accessible nature walk.	3	0
2020-06-19 04:14:20	I don't like this	Absolutely no paving in Dimple Dell. And take the issue off the table for future as we voted on this already. We must preserve this rare wild place.	0	0
2020-06-19 03:49:22	I don't like this	It's a waste of money that could be used else where and it's going to ruin the beautiful land this is not something the community wants or needs	2	2
2020-06-19 03:34:18	I like this	A bike lane would be great along sego lily.	0	1
2020-06-19 02:49:14	I don't like this	Do not pave any part of Dimpledell!!!!	6	1
2020-06-19 02:45:52	I don't like this	Dimple Dell Equistrian Park should remain as is. This is the only wild area for bird and wildlife habitat within a city limits that has been much used by residents, hiking, walking, horse riding, nature observation and play for children and adults. It	6	0
2020-06-19 02:41:57	I don't like this	I am strongly opposed to paving any of the paths in simple dell. The overall feel of the park is very natural and adding paved pathways will detract from the feel of this park. There is also significant horse traffic along the north side of dimple dell a	6	1
2020-06-19 02:38:44	I don't like this	No paving in Dimple Dell. It's magical the way it is. No where else down in the valley feels like the wild as it does here. Let's keep it that way.	6	0
2020-06-19 02:37:32	I don't like this	Dimple dell is an unpaved paradise within the city. Please do not take away from the amibence of that!!! Let's use the funds to make bike lanes safer throughout the rest of Sandy. Thanks!	5	1
2020-06-19 02:35:59	I like this	More bike lanes!! Would be great if there could be a partition to keep the bikers extra safe.	1	2
2020-06-19 02:29:05	I don't like this	There is absolutely no reason to pave any part of the north side of Dimple Dell park trail system. Spend the money elsewhere. The cost to install and maintain would be best used elsewhere.	3	0
2020-06-19 02:25:49	I don't like this	DO NOT PAVE DIMPLE DELL! The residents voted against it. Leave it wild! It works great for horses, walkers, residents, bikers and runners. There is ZERO need to pave the north rim trail. LEAVE DIMPLE DELL UNPAVED PLEASE!!!!!! People who need pavement can	6	1
2020-06-19 01:48:15	I don't like this	Do not pave, the wood chips are great! Leave it as it is.	7	1
2020-06-19 01:46:51	I don't like this	Do not pave Dimple Dell, leave it the way it is.	9	2
2020-06-19 01:44:50	I don't like this	Do not pave any part of Dimple Dell. Leave it as it is, we enjoy it that way.	7	0
2020-06-19 00:39:50	I don't like this	The Highland Drive extension should be taken off UTA's list of projects. Dimple Dell has already been mutilated with a suspension bridge, 700 E and 1300 E. Dimple Dell is a nature park and should not be sacrificed for the sake of a slightly quick	6	2

Created on	Type	Comment	Up Votes	Down Votes
2020-06-19 00:23:26	I don't like this	The North Rim Trail will not be paved. It was a decision made by the County Mayor and was voted on by the Salt Lake County Council. The 4 million dollars of ZAP tax money was reallocated to different projects within Dimple Dell Park such as 2 year roun	0	0
2020-06-11 09:56:53	I don't like this	Please do not pave any part of Dimple Dell.	7	0
2020-06-11 09:54:16	I don't like this	No part of Dimple Dell should be paved.	4	1
2020-06-10 08:42:18	Other Feedback	Add a trail or sidewalk from the intersection to the trail head and/or the overflow parking. For us runners, a trail by-passing the trail head would be preferred.	1	1
2020-06-10 06:51:07	I like this	Please add a way for people to get across I-15. Draper has essentially made it impossible to access the Frontrunner station from the South-East part of town. Also, please stop removing bike lanes (see Bangerter Parkway uphill from Harmons).	2	0
2020-06-10 06:03:33	Other Feedback	Please provide a dirt trail connecting Quail Hollow to Bell Canyon trails. A wider shoulder for road bikes from here to the intersection would be great too.	4	0
2020-06-10 01:43:22	Other Feedback	Add a crosswalk with flashing light or pedestrians & bike overpass to get from the LCC Park n ride to the Quarry trail. When the Quarry parking lot is full or closed in the winter it is dangerous crossing the canyon road.	5	0
2020-06-10 01:40:03	Other Feedback	Add signs to the Bell Canyon trailhead showing where overflow parking is located. Add a sidewalk to access the trailhead from the overflow parking. Getting to the trail with kids is the most dangerous part of the hike.	1	0
2020-06-10 01:37:13	Other Feedback	Connect the sidewalk along Mt Jordan road from the neighborhood to the crosswalk to Granite Park.	2	0
2020-06-03 09:53:18	I like this	just try to keep it close to the road	2	5
2020-06-03 09:51:57	I don't like this	unpaved in the park please	4	0
2020-06-03 09:50:45	I like this	yes, please	0	3
2020-06-03 09:49:49	I don't like this	As long as it is not paved	3	0
2020-06-03 09:49:22	I don't like this	I always think of this as an extension of Dimple Dell. I know it isn't, but still, I'd prefer it not be paved. An unpaved path, woodchips or not, would be good.	7	0
2020-06-03 09:46:39	I like this	This is good	0	0
2020-06-03 09:45:38	I don't like this	Don't pave the park	5	2

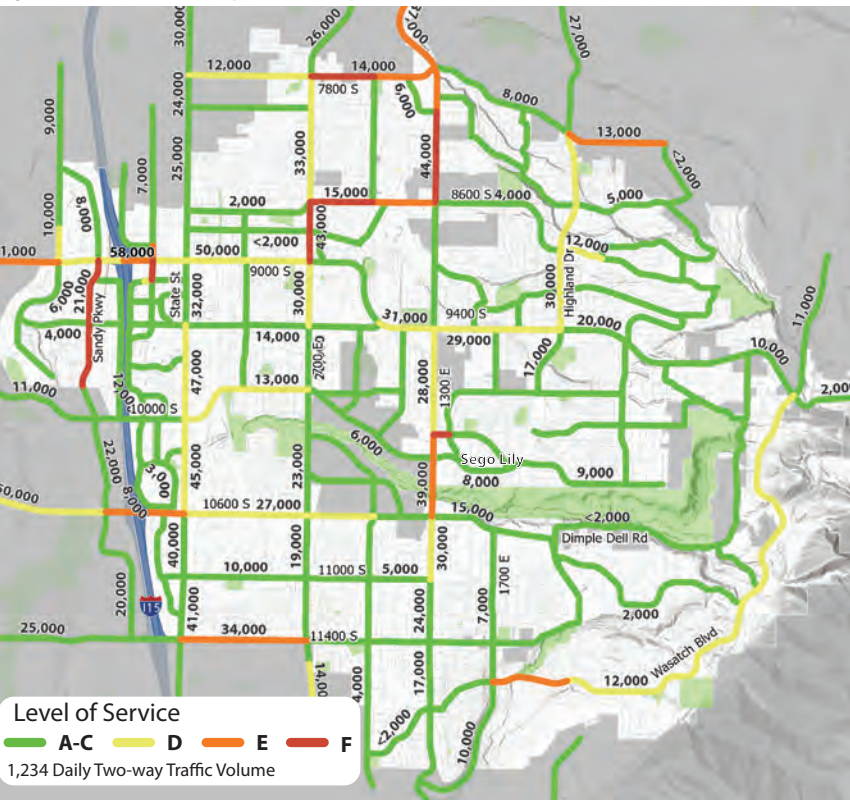
APPENDIX D

HIGHLAND DRIVE FACT SHEET



SANDY CITY HIGHLAND DRIVE ANALYSIS

Figure 6, 2030 RTP Phase I Improvements implemented



Timing:

As shown in Figure 6, 1300 East and Sego Lily are projected to experience extensive delays and poor level of service OS (LOS of E from Buttercup10075 South to 10600 South) during Phase I (2019-2030). Currently, there are no 1300 East improvements included in the WFRC RTP.

Figure 7 shows the Highland Drive extension would reduce volumes on 1300 East by a projected 8,000 vehicles per day resulting in improved delay and LOS (LOS E to D).

Introduction:

Sandy City’s Transportation Master Plan is being updated with completion expected by winter 2021. A main priority of the update is to identify key corridors for capital improvements which identify the type of project, and timing of when the improvements are needed. One of the corridors identified during this update is Highland Drive.

Highland Drive is a regionally significant north-south corridor that currently extends from Sugar House (approximately 2100 South) to 9600 South. From Creek Road (beginning at Sandy City limits) to 9600 South, Highland Drive is a five-lane arterial (two NB

lanes, two SB lanes, and one center turn-lane) with full shoulders and bike lanes. From 9600 South to 9800 South, Highland Drive is a two-lane road (one NB lane and one SB lane) with anticipated widening to 5 lanes in the next 10 years. Since the 1960’s right of way has been preserved for the future possibility of improving the corridor.

The following is a summary of the transportation analysis that demonstrates the impact of an east side, north-south corridor improvements as related to the Highland Drive corridor.

Existing Conditions:

City/Area Growth:

Population growth in Sandy city has increased an average of seven percent over the last ten years. As shown in Table 1 continual growth is expected over the next 30 years in the categories of population, households, and jobs. However, the largest increase in these categories is projected to occur within the next 10 years.

Table 1: 30 Year Population Growth

10 year Time Frame	Percent Growth Category		
	Population	Households	Jobs
2020-2030	19.4%	20.5%	16.4%
2030-2040	7.5%	12.3%	18.1%
2040-2050	5.4%	7.0%	6.1%
30 year Total	29.8%	44.7%	45.9%

Population, households, and jobs have a strong correlation with the overall number of vehicles using the roadway network. For the last 10 years traffic volumes in Sandy have increased by 17 percent and are further projected to increase by 19 percent every 10 years for the next 30 years based on traffic model projections. This projected growth is anticipated to result in an overall delay of 139 percent throughout the city’s roadway network if no improvements are provided.

Long Range Plan:

Table 2 is a summary of the current Wasatch Front Regional Council 2019-2050 Regional Transportation Plan (WFRC 2019-2050 RTP) showing Sandy City’s planned projects to accommodate projected growth Implementation of the RTP projects will reduce delay as shown in Figure 1, RTP vs. No Build Delay, 2040 & 2050.

As shown in table 2, Highland Drive (9800 South Draper City Limit) is included in Phase 2 (2031-2040) of the RTP.

Table 2: Sandy RTP Projects

Phase	#	Project	Location	Description
Phase 1 2019-2030	1	9000 South	Redwood Road to I-15	Widening: 5/7 to 7 lanes
	2	I-15 C-D System (Northbound)	I-215 to Bangerter Highway	New Construction: 0 to 2 lanes
	3	Monroe Street	9000 S to Towne Ridge Prkwy	New Construction: 0 to 3 lanes
	4	State Street	8000 S to 9000 South	Widening: 5 to 7 lanes
	5	Highland Drive	9400 South to 9800 South	Widening: 2/5 to 5 lanes
	6	Wasatch Boulevard	Bengal Blvd to Little Cottonwood Rd	Widening: 2/3 to 5 lanes
Phase 2 2031-2040	7	Princeton Drive	700 West to 415 West	New Construction: 0 to 3 lanes
	8	9400 South	Monroe Street to State Street	Widening: 3/4 to 5 lanes
	9	900 East/700 East	Fort Union Boulevard to 9400 South	Widening: 5 to 7 lanes
	10	700 East	11400 South to 12300 South	Widening: 3 to 5 lanes
	11	2000 East	Fort Union Boulevard to 9400 South	Widening: 4/5/7 to 7 lanes
	12	Highland Drive	9800 South to Draper City Limit	New Construction: 0 to 5 lanes
Phase 3 2041-2050	13	I-15 Interchange (half int.)	9400 South	New Construction
	14	11000 South	Jordan Gateway to Auto Mall Drive	New Construction: 0 to 3 lanes

Figure 1: RTP vs No Build Delay, 2040 & 2050

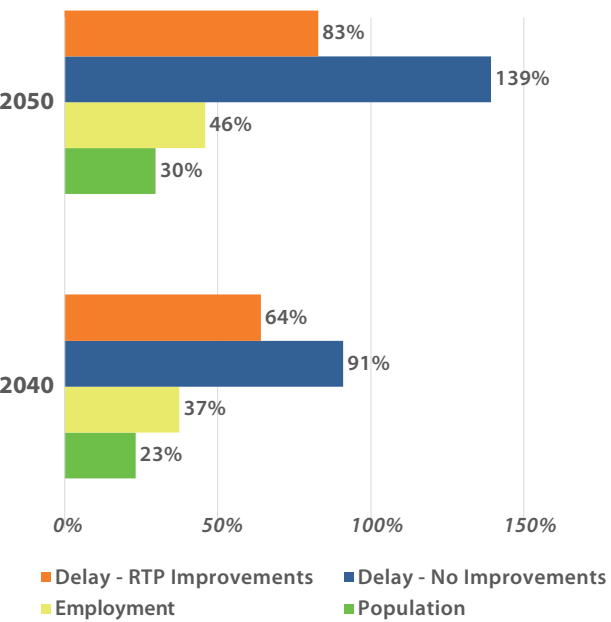
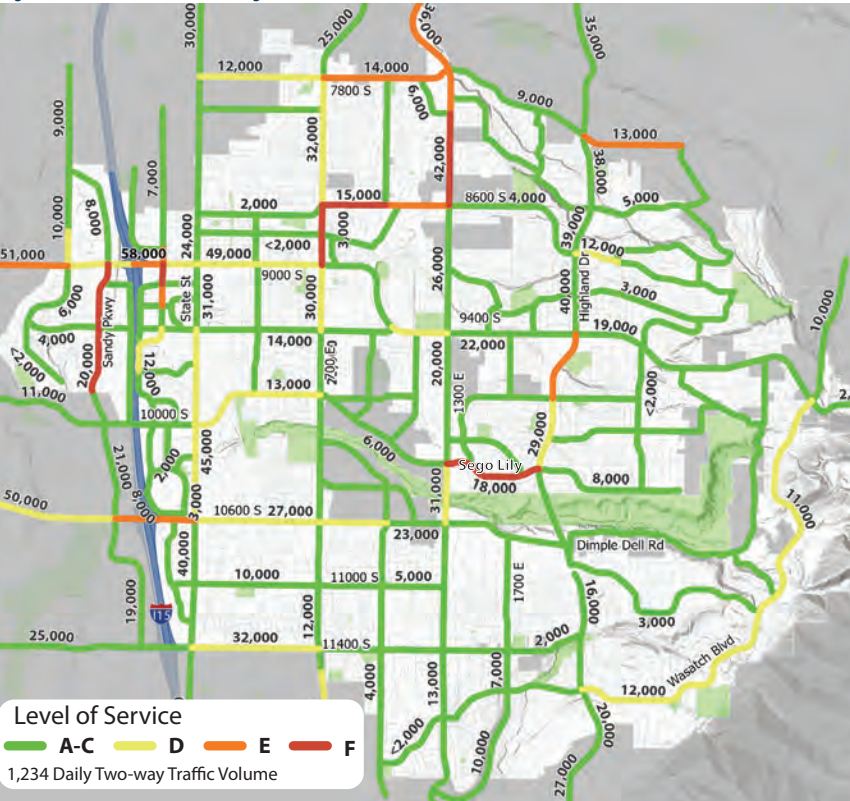


Figure 7, 2030 LOS Build with Highland



Recommendations:

As shown in Figure 7, the Highland Drive extension has a direct impact on the future needs within the city. Therefore, it is recommended that an EIS be completed to evaluate potential options for the Highland Drive extension so that Sandy City capital improvement projects (specifically 1300 East) can be identified and implemented to address the City’s needs within appropriate phases of the RTP.

Influence of Highland Drive Extension:

Sandy City has six north-south corridors that run the entire length of the city: Sandy Parkway, I-15, State Street, 700 East, 1300 East and Wasatch Boulevard (which terminates at 11600 South). Approximately half of the city (east side) only has one corridor (Wasatch Boulevard) east of 1300 East.

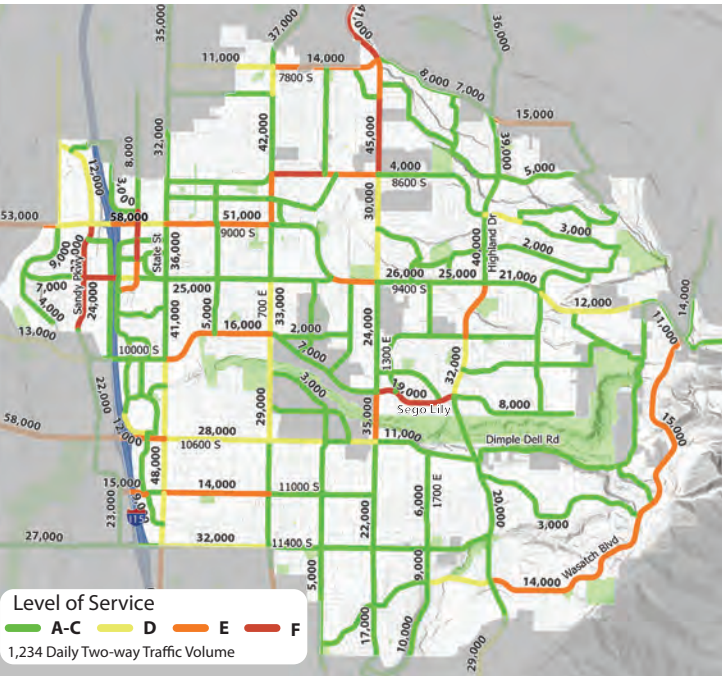
Comparing Figures 2 and 3, it shows that the extension of Highland Drive (approximately 2000 East) as a 5 lane corridor (from 9800 South to 11625 South) through the east side of the city would have a positive, city-wide affect by redistributing traffic resulting in a seven percent reduction in delay throughout the city. Parallel north-south routes of 700 East, State Street, 1700 East, and Wasatch Boulevard reduce volumes by 1,000 vehicles per day. The greatest impact is seen on the 1300 East (9400 South-10600 South) and 9400 South (1300 East - Highland Drive) with reductions of 12,000 and 13,000 vehicles per day, respectively. However, Sego Lily (between 1300 East and Highland Drive) increases from 9,000 to 19,000 vehicle per day. resulting in a level of service LOS F. To provide an acceptable LOS (D or better) would require a capacity improvement project on Sego Lily.

The influence (positive or negative) of the Highland Drive extension extends to several corridors throughout the city and can change the location and type of future projects that could be included in the transportation master plan.

As a result, an environmental study should be completed to determine the future projects for the area.

For example, 1300 East capacity improvement projects depend on the timing of the Highland Drive extension. On 1300 East, Phase I (2030) modeling shows 1300 East from Buttercup to 10600 South has LOS E. If Highland Drive is not extended until later phases then capacity improvements on 1300 East would be warranted. This could include short term improvements. With the extension of Highland Drive as the 1700 East option, then 1300 East modifications are not needed. If Highland Drive (2000 East) alignment is preferred, then improvements to 1300 East (Sego Lily to 10600 South) and Sego Lily (1300 East to Highland) would be needed. Also, As shown in Figure 2, Wasatch Boulevard from 1700 East to 2025 East experiences LOS F. As shown in Figure 3, this section of Wasatch is improved to LOS D with the extension of Highland Drive.

Figure 3: 2050 RTP with Highland Drive.



1700 East option

Impacts to adjacent cities:

Overall, the 1700 East option has higher traffic volumes than the 2000 East option through Cottonwood Heights and Draper. Although the 1700 East option has a higher forecasted traffic volume, both 1700 East and 2000 East options are expected to have a similar level of service in Cottonwood Heights. However, in Draper, the 1700 East option has considerably higher traffic volumes. The segment of 1700 East from Wasatch Drive to Draper Parkway is forecast to be LOS E with 36,000 vehicles/day with the 1700 East option. While the comparable section of the 2000 East option is only forecast to have

29,000 vehicles/day and operates at LOS D. Similarly, the daily delay is expected to increase with either the 1700 East option or 2000 East option within Cottonwood Heights. The 2000 East option increases the delay by approximately 7% and the 1700 East option increases the delay by 10% compared to no Highland Drive connection. Within Draper, the Highland Drive connection has smaller impacts on daily delay. The 2000 East option is expected to increase the delay by approximately 100 hours/day or about 1% compared to no Highland Drive connection. The 1700 East option also doesn't substantially change delay reducing delay by less 100 hours/day. While a ROW corridor has been preserved for Highland Drive from 9800 South to 11625 South, an optional alignment on 1700 East was also considered to provide an east side, north-south connection. The alignment option would transition south west at Dimple Dell Park and connected to the existing 1700 East corridor. On the south side of Dimple Dell, 1700 East is an existing three lane major collector which continues south to the Sandy and Draper city boundary and ties into Draper Parkway (approximately 12300 South and 1300 East). Preliminary traffic analysis shows that this alignment (as a 5 lane corridor) attracts as much as 18,000 more vehicles per day than the Highland Drive extension along 2000 East.

As seen in Figure 5, the other parallel north-south routes of 700 East, State Street, 1700 East, and Wasatch Boulevard would see an additional 1,000 vehicles per day on

each corridor compared to the Highland Drive 2000 East alignment. The greatest impact is seen on 1300 East with reductions of 11,000 vehicles per day. Additionally, the east-west corridors of 9400 South, Sego Lily, , and 10600 South would see a reduction of 2,000 and 13,000 vehicles per day, respectively. However, 1700 East would see an increase of as much as 25,000 vehicles per day and Wasatch Boulevard from 1700 East to approximately 2025 East has a LOS F. As result, future analysis of the 1700 East alignment option should also include potential impact to other adjoining corridors.

Implementation of the 1700 East option improves the overall delay throughout the city by 10.4 percent as compared to 7 percent with the 2000 East alignment. This is due to the more centralized location of 1700 East allowing easier accessibility to more motorists.

Both the Highland Drive and 1700 East alignments provide substantial travel benefits to the city. However, neither of the alignment analysis efforts considered impacts to their corridor's natural and/or built conditions. It is assumed that implementation of either alignment would result in significant impacts to environmental resources. As a result of significant impacts an Environmental Impact statement (EIS) is recommended to determine a preferred course of action, which could include other potentially viable options as well as no action.

Figure 2: 2050 without Highland Drive.

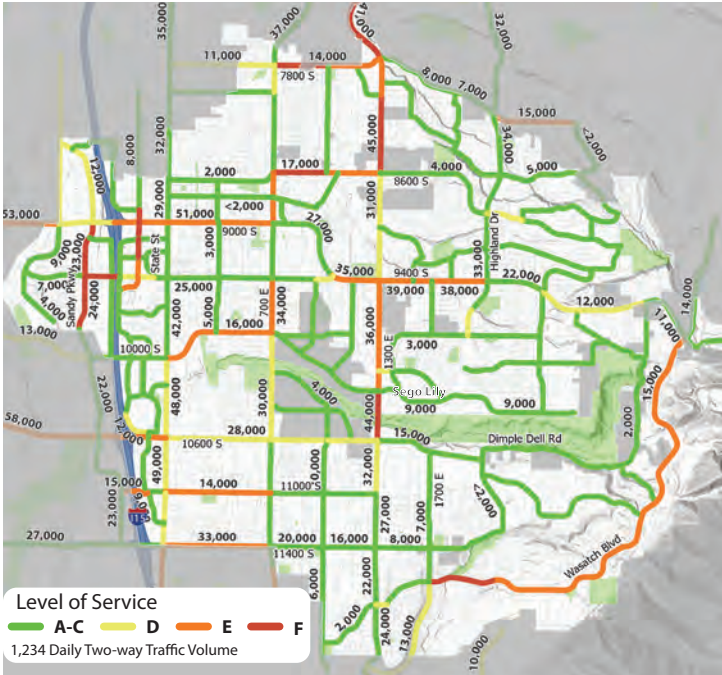


Figure 4: 2050 2000 East / Highland Drive Option

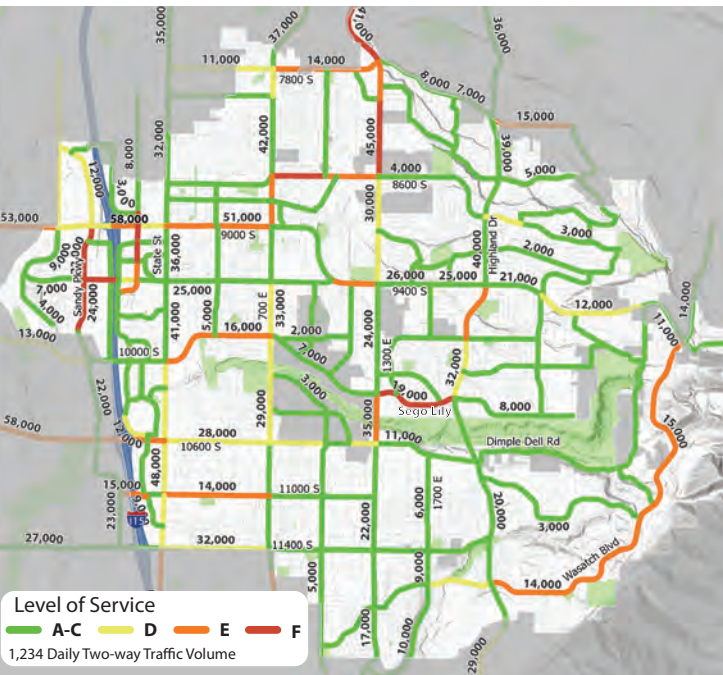
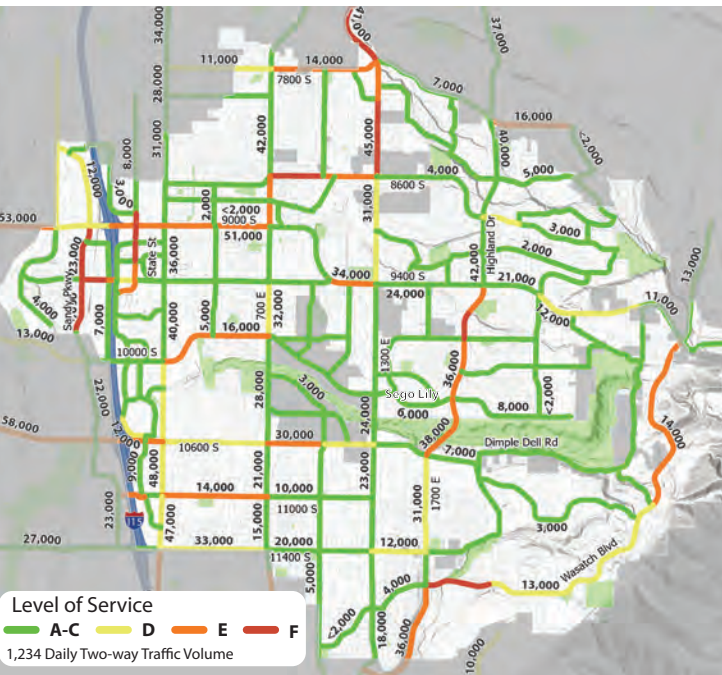


Figure 5: 2050 1700 East Option



APPENDIX E

9400 SOUTH FACT SHEET



SANDY CITY 9400 SOUTH & I-15 INTERCHANGE

Introduction:

Sandy City's Transportation Master Plan is being updated with completion expected in winter 2021. A priority of the update is to identify key areas for capital improvements, along with the improvement type and timing of when improvements are needed.

One area identified during the update is Sandy City's Downtown, roughly delineated by 9000 South to 10600 South, and I-15 to TRAX line. New development and growth in this area are

anticipate and will place large demands on the existing transportation system.

The following is a summary of the transportation analysis that demonstrates the City's need for Wasatch Front Regional Council 2019-2050 Regional Transportation Plan (WFRC RTP) phase advancement of the planned interchange (half and full) at I-15 and 9400 South.

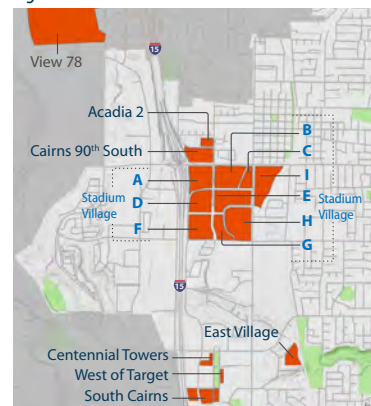
City/Area Growth:

Population growth in Sandy City has increased an average of seven percent over the last ten years. As shown in Table 1, continual growth is expected over the next 30 years in the categories of population, households, and jobs. However, the largest increase in these categories are projected to occur within the next 10 years.

Table 1: 30 Year Population Growth

10 year Time Frame	Percent Growth Category		
	Population	Households	Jobs
2020-2030	19.4%	20.5%	16.4%
2030-2040	7.5%	12.3%	18.1%
2040-2050	5.4%	7.0%	6.1%
30 year Total	29.8%	44.7%	45.9%

Figure 1: Downtown Growth



Population, households, and jobs have a strong correlation with the overall number of vehicles using the roadway network. For the last 10 years traffic volumes in Sandy have increased by 17 percent and based on traffic modeling are further projected to increase by 19 percent every 10 years for the next 30 years. Additionally, the projected growth is anticipated to result in an overall delay of 139 percent throughout the city's roadway network if no improvements are provided.

New large-scale developments expected to contribute to specific Downtown growth include Cairns at 90 South, Arcadia 2, and multiple phases of Stadium Village (see Figure 1). These anticipated developments are estimated to provide 6,839 residential units, 815 new hotel rooms, 3,528,600 square feet of office space, and 912,910 square feet of retail and other space. Altogether, this is an estimated total of 4.4 million square feet of new development. The general focal point of future population and job growth is centered near the 9000 and 9400 South area; and between Sandy Parkway and State Street.

WFRC 2019-2050 RTP Phase III (2041 - 2050)

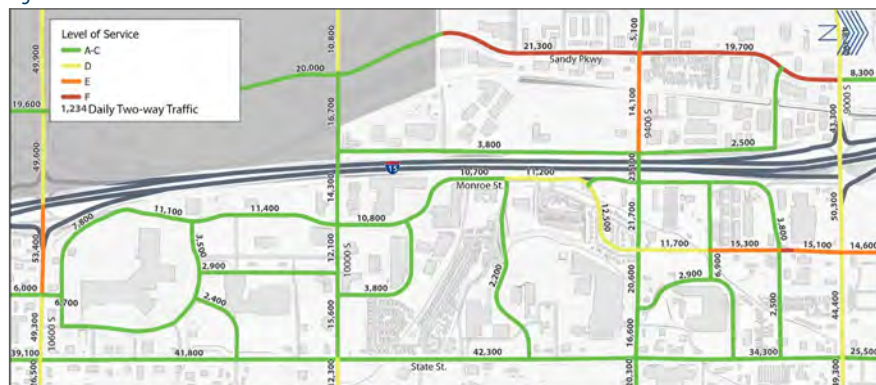
Influence of 9400 South Half Interchange

The I-15, 9000 South and 10600 South interchanges are the main accesses to and from I-15 for the Sandy City Downtown area. Both the east-west corridors of 9000 South and 10600 South currently operate at Level of Service (LOS) D. However, it is projected that these corridors would operate at failing conditions (LOS E or worse) within the next 10 years (See Figure 3). Currently the only planned project is to provide dual left turn lanes in all directions at the intersection of 9000 South and Monroe.

Figure 2: 2030 LOS for Downtown Full Build



Figure 3: 2030 LOS for Downtown Partial 9400 South Build



In anticipation of heavy congestion in the Downtown area, a new half interchange at I-15 and 9400 South is planned for Phase III (2041-2050) in the WFRC RTP. As shown in Figure 3 the effect of the half interchange alleviates demand on 9000 South and provides an acceptable LOS D in 2030. Based on projections of this analysis, the half interchange at I-15 and 9400 South would be beneficial if included during Phase I (2019-2030). Although 9000 South and 10600 South are benefited, 9400 South (west of I-15) experiences LOS E because it is modeled as a 3 lane facility. However, if 9400 South were widened to 5 lanes from Sandy Parkway to Monroe Street (similar to the planned 9400 South project listed on WFRC RTP Phase II - Widen 9400 South to 5 lanes from Monroe to State Street) then this section of 9400 South improves to LOS C.

Influence of 9400 South Full Interchange:

As shown in Figure 5, providing a full interchange at I-15 and 9400 South improves operations on 9000 South to LOS C or better in 2030 and provides LOS D or better through 2050 as shown in Figure 5. Additionally, a full interchange has citywide impact by reducing citywide delay by approximately 8 percent (663 hours).

Figure 5: 2030 LOS for Downtown Full 9400 South Build

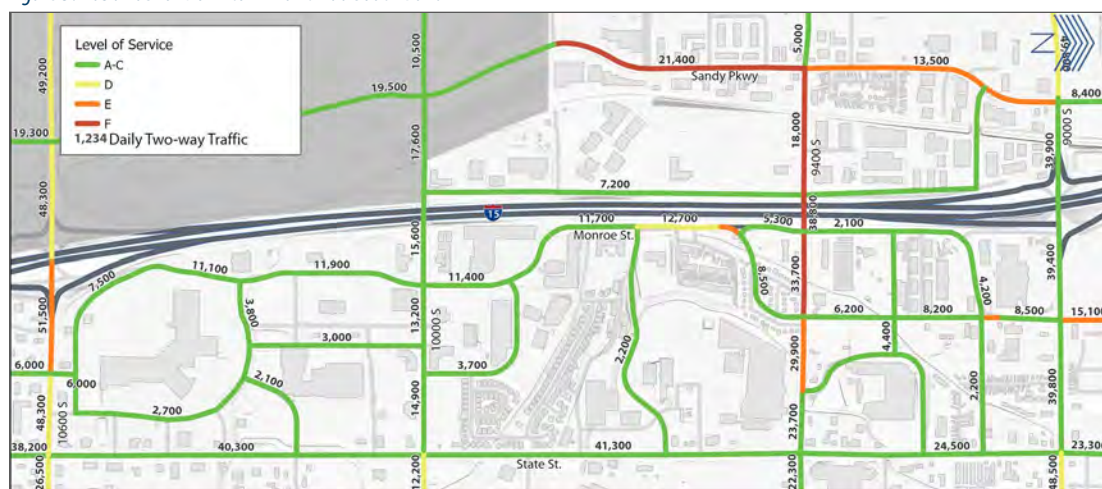
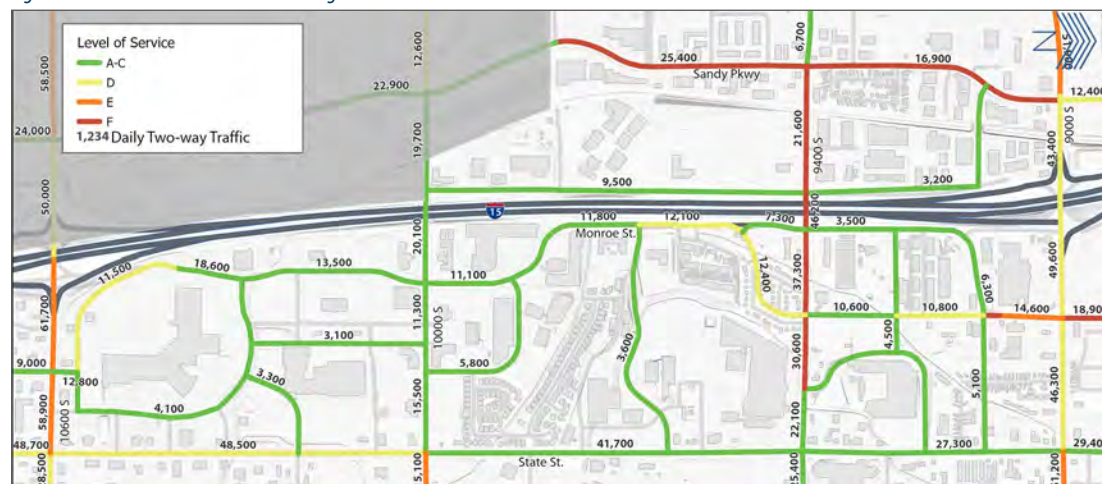


Figure 6: 2050 Downtown Full Interchange



Recommendations:

The new half interchange at I-15 and 9400 South should be advanced to Phase I (2019-2030) of the WFRC RTP to maintain acceptable LOS on 9000 South. Additionally, a full interchange at I-15 and 9400 South should be considered instead of the planned half interchange due to long term benefit to 9000 South and 10600 South. If both projects are completed then the overall delay would be decreased by about 18-19%