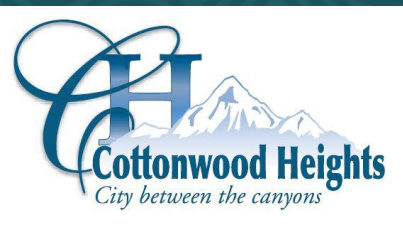


Creek Road Safety & Pedestrian Crossing Study

City Council
August 18, 2026



AGENDA

- Project Overview
- Open House & Community Input
- Data Collection
- Analysis
- Recommendations
 - Short term
 - Long term

Project Overview

- Sandy City and Cottonwood Heights have partnered to study pedestrian safety along Creek Road

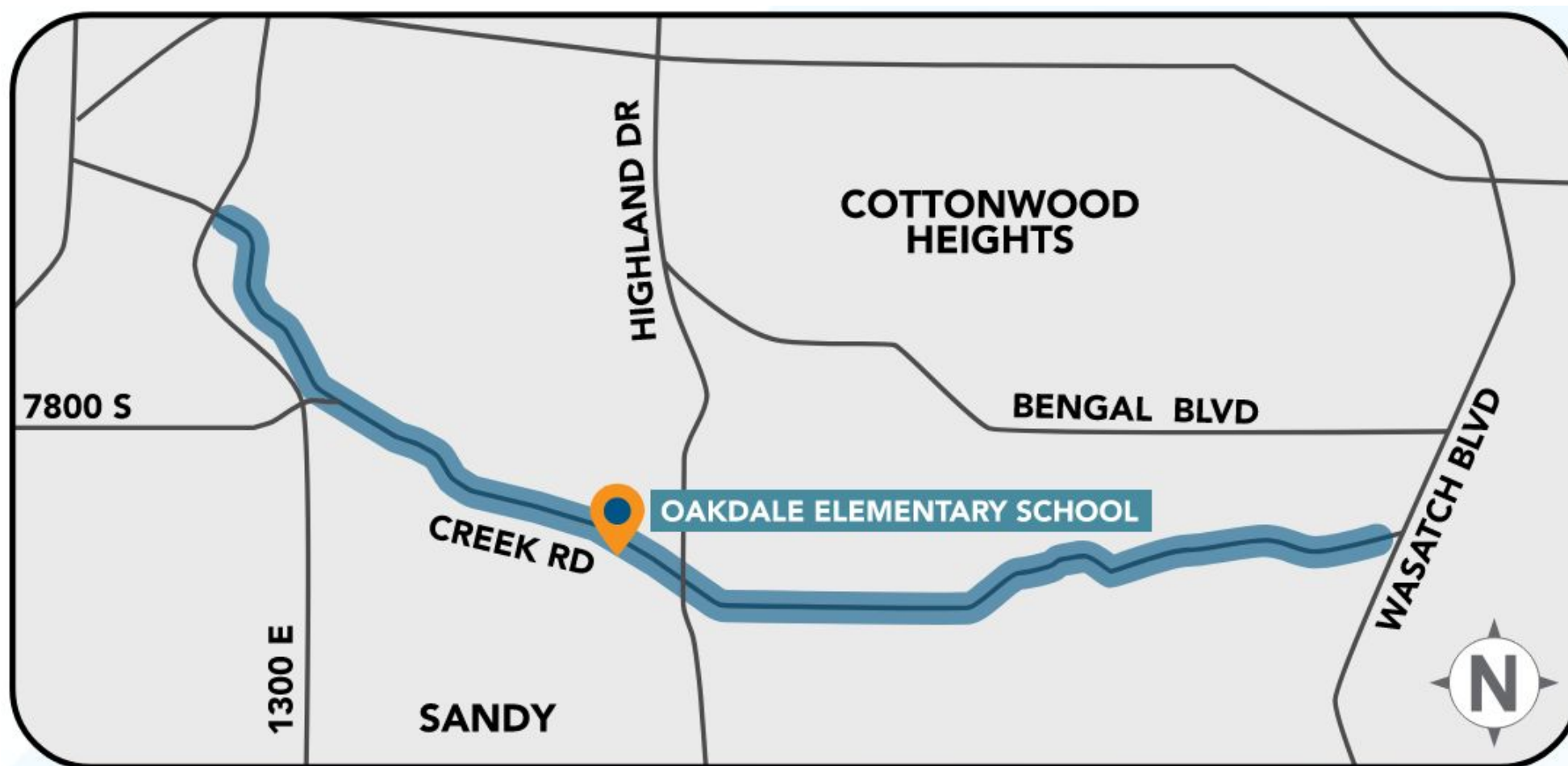
ABOUT THE CORRIDOR

Creek Road runs nearly four miles on the border of Sandy City and Cottonwood Heights, connecting Union Park Ave to Wasatch Blvd. It serves schools, parks, churches, and thousands of daily commuters.

WHY THIS STUDY?

There are currently nine crosswalks along Creek Road—many installed without city involvement and not meeting current safety standards. This study will identify where crossings should be added, improved, or removed.

Project Overview



Community Input

- Open House
 - Wednesday, May 6
 - 45+ attendees
 - 100+ comments received on maps
 - 20 survey responses
- Online Survey
 - 132 responses

Creek Road Safety & Pedestrian Crossing Study

OPEN HOUSE



WEDNESDAY, MAY 6, 2026

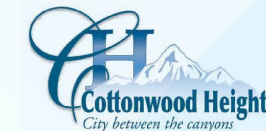
5:30 PM – 7:00 PM



OAKDALE ELEMENTARY SCHOOL

1901 E Creek Rd, Cottonwood Heights

Light refreshments will be served.



GOALS

- Identify safe pedestrian crossings.
- Create a master plan for the corridor.

WHY ATTEND?

- Talk with project planners.
- Share safety and walkability concerns.



Open House



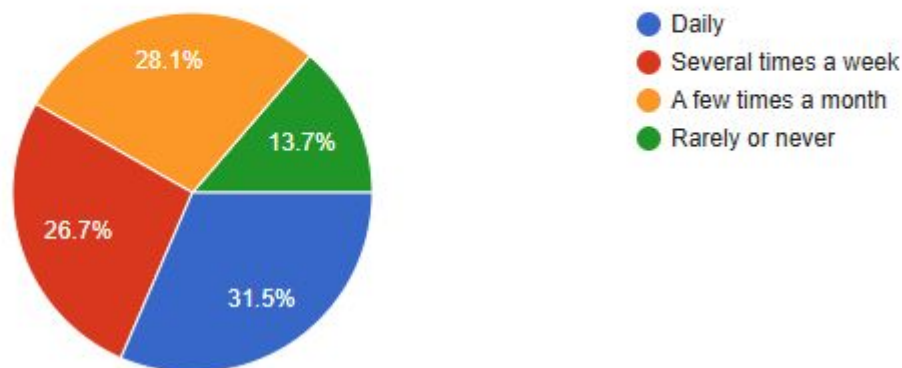
Key Takeaways

1. The Forbush Lane intersection generated by far the most concern
2. The dominant safety concern is speeding
3. Drivers often don't yield to pedestrians at marked crosswalks
4. RRFBs are the most desired improvement as respondents commented that they improved driver compliance
5. Missing sidewalk sections are a corridor-wide concern
6. There is a general desire for more crosswalks as most people currently cross at unmarked locations

Community Input Form

How often do you cross Creek Road?

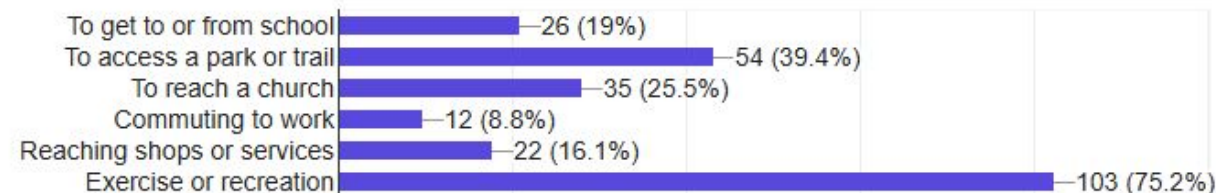
146 responses



Why do you cross at that location? (Check all that apply)

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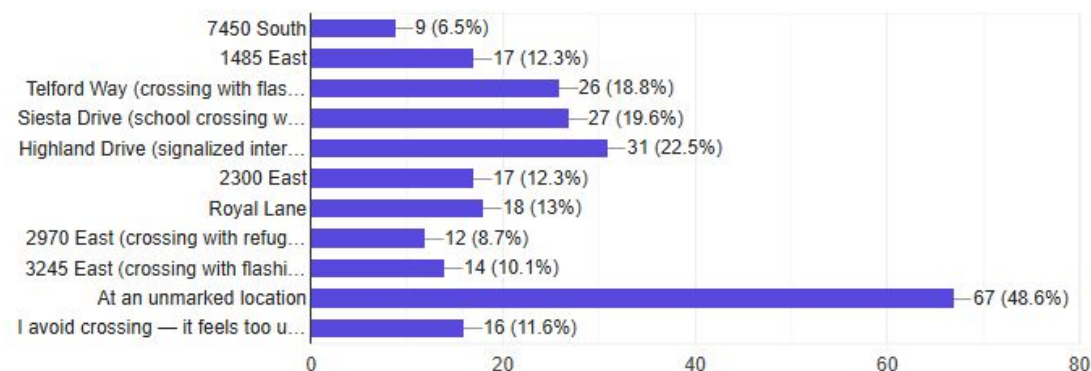
137 responses



Where do you currently cross Creek Road? (Check all that apply - crosswalk locations listed from west to east)

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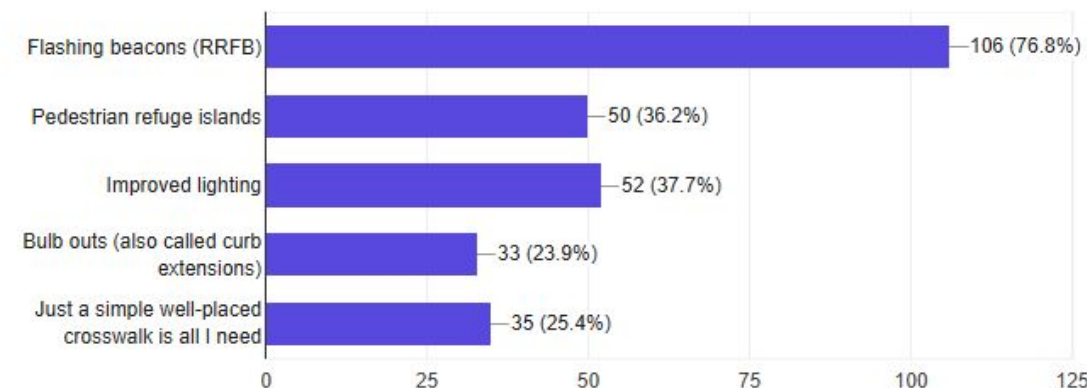
138 responses



Which are your preferred crosswalk improvements? (Check your top choices)

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138 responses

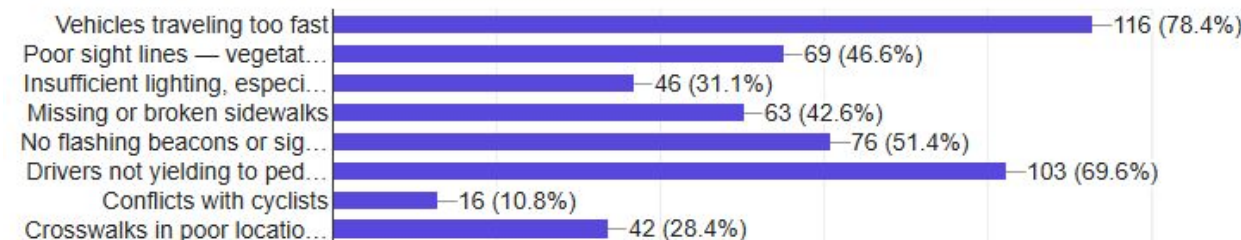


Community Input Form

What are your biggest safety concerns? (Check all that apply)

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148 responses



Where would you most like to see a safe, marked crossing? (Describe the location(s) as best you can, e.g., near a street name, school, church, or park and why you want a crosswalk there)

98 responses

The most frequently mentioned areas include the intersection of **Forbush Lane, Royal Lane, Danish Road, and Willow Creek Drive**. Many residents emphasized the need for safer crossings near **Oakdale Elementary** and other school routes to protect children, as well as improved access to local parks, trails, and shopping areas.

Is there a specific location that feels especially dangerous?

96 responses

The most frequently cited dangerous location is the intersection of **Forbush Lane (7800 S) and Creek Road**, with many respondents highlighting frequent accidents, high vehicle speeds, and drivers failing to stop. Other commonly mentioned areas include the intersections at **Willow Creek Drive, Danish Road, and Oakdale Elementary**. Residents often attribute the danger in these spots to poor visibility caused by road curves, a lack of continuous sidewalks, and inadequate lighting or signalization.

Any other comments, concerns, or suggestions for the study team?

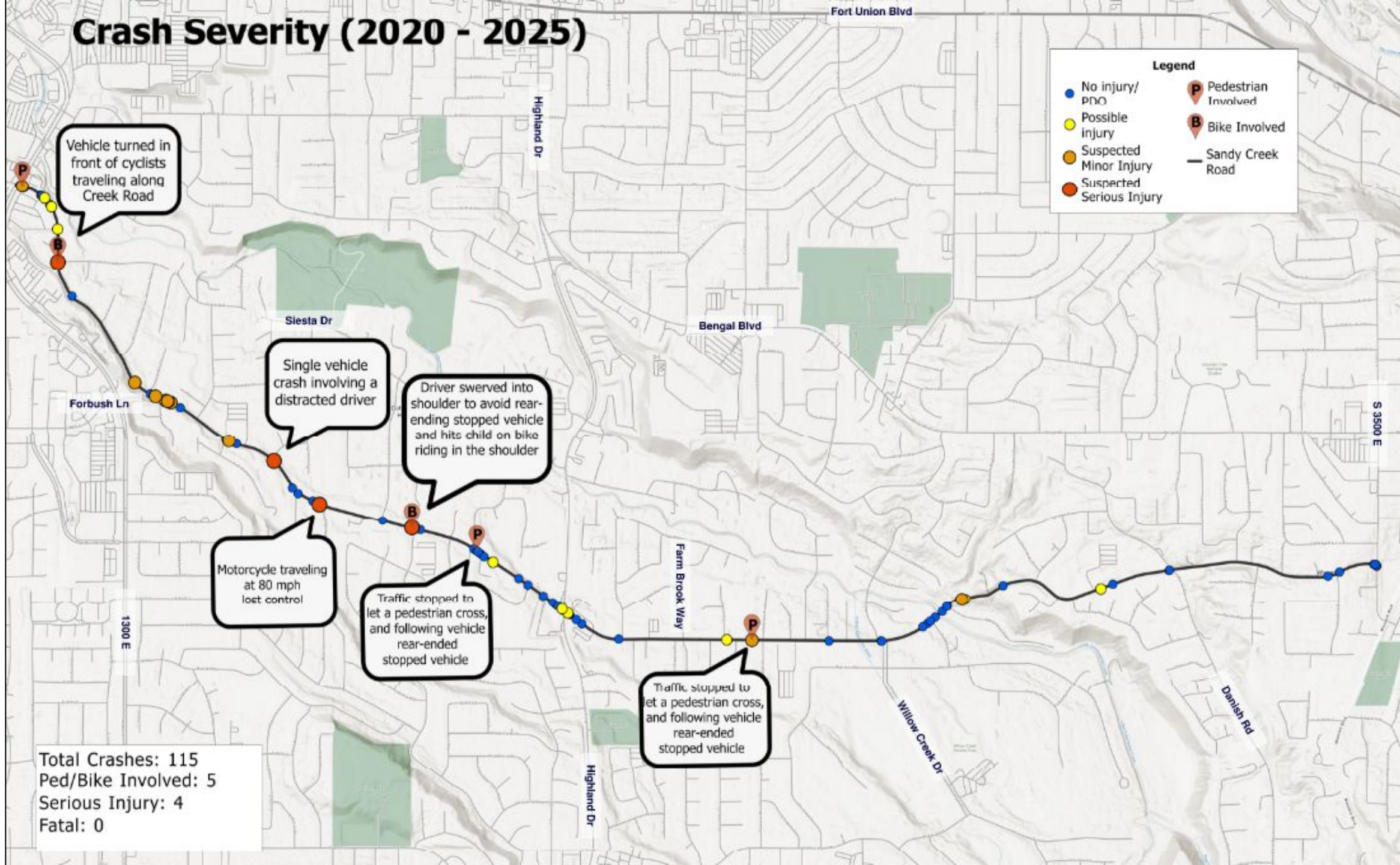
71 responses

Residents frequently call for the installation of flashing beacons (RRFBs), marked crosswalks, and continuous sidewalks, particularly on the south side of the road. Specific locations like the intersection at Forbush Lane and 7800 S are repeatedly identified as dangerous due to high vehicle speeds, drivers failing to stop, and poor visibility. Many respondents also advocate for traffic calming measures, such as speed bumps or increased enforcement, to address concerns about speeding and the safety of children crossing for school.

Data Collection

- Existing conditions – speed limits, crosswalks locations, sidewalk coverage, ADA ramps, etc.
- Crash data (2020 to 2025)
- Pedestrian counts at nine locations
- Traffic volumes and speeds at four locations
- Safe Routes to School and school bus stop locations

Crash Severity (2020 - 2025)



Pedestrian and Traffic Count Map

Pedestrian Data Collection Locations:

- 1480 East
- Telford Way
- 2300 East
- Royal Ln
- 2970 East
- 3245 East (Deercreek Rd)

Key:

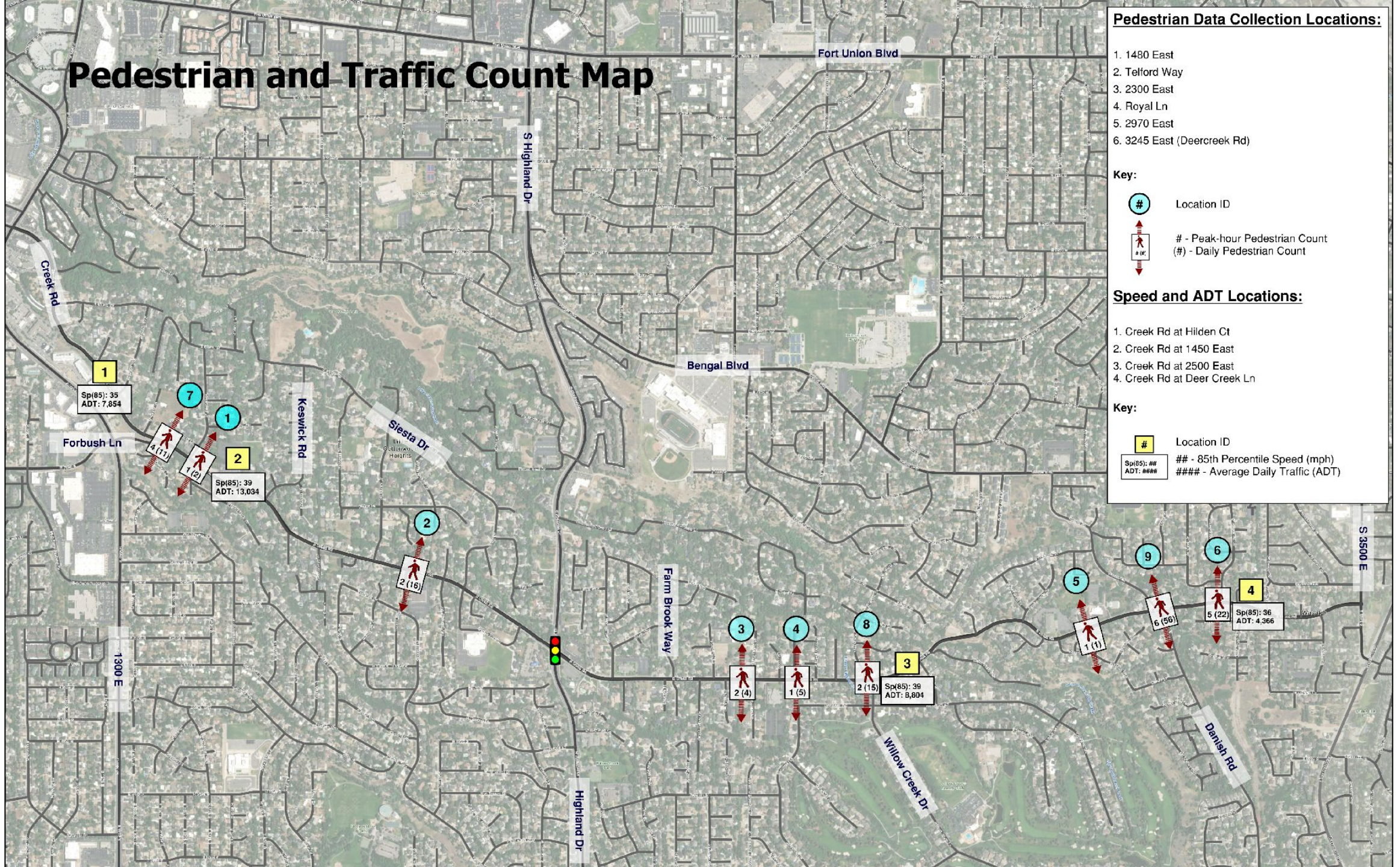
- # Location ID
- # - Peak-hour Pedestrian Count
- Daily Pedestrian Count

Speed and ADT Locations:

- Creek Rd at Hilden Ct
- Creek Rd at 1450 East
- Creek Rd at 2500 East
- Creek Rd at Deer Creek Ln

Key:

- # Location ID
- Sp(85): ##
ADT: #####
- ## - 85th Percentile Speed (mph)
- Average Daily Traffic (ADT)

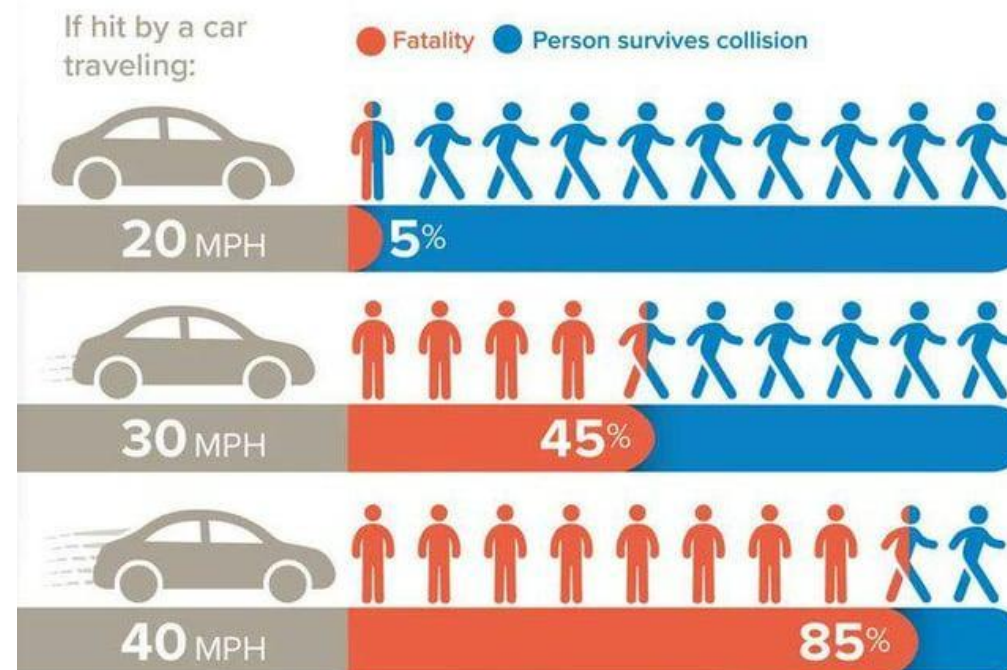


Additional Crosswalk Treatments

Due to traffic volumes and speed along Creek Road, marked crosswalks alone are insufficient and could actually lead to an increase in pedestrian crash risk. Thus, “low-level” pedestrian enhancements are recommended for all marked crosswalks.

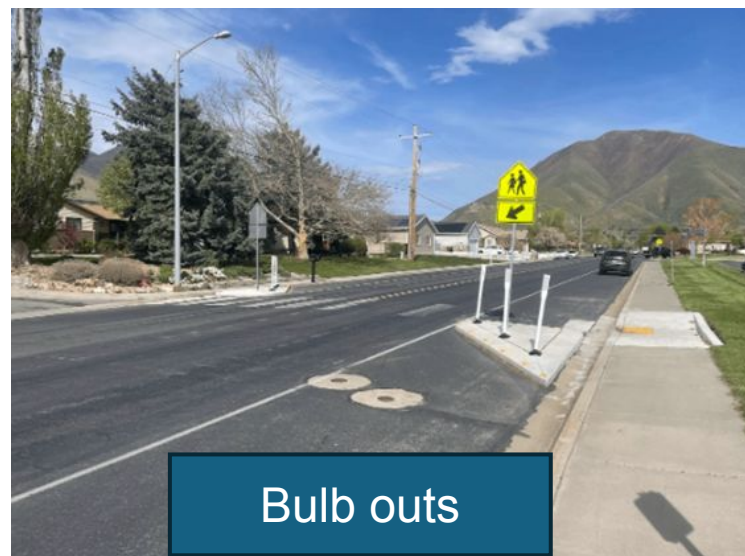
- Average daily traffic is 4,000 to 13,000
- 85th percentile speeds are 35 MPH or greater

You can't prioritize both safety and speed



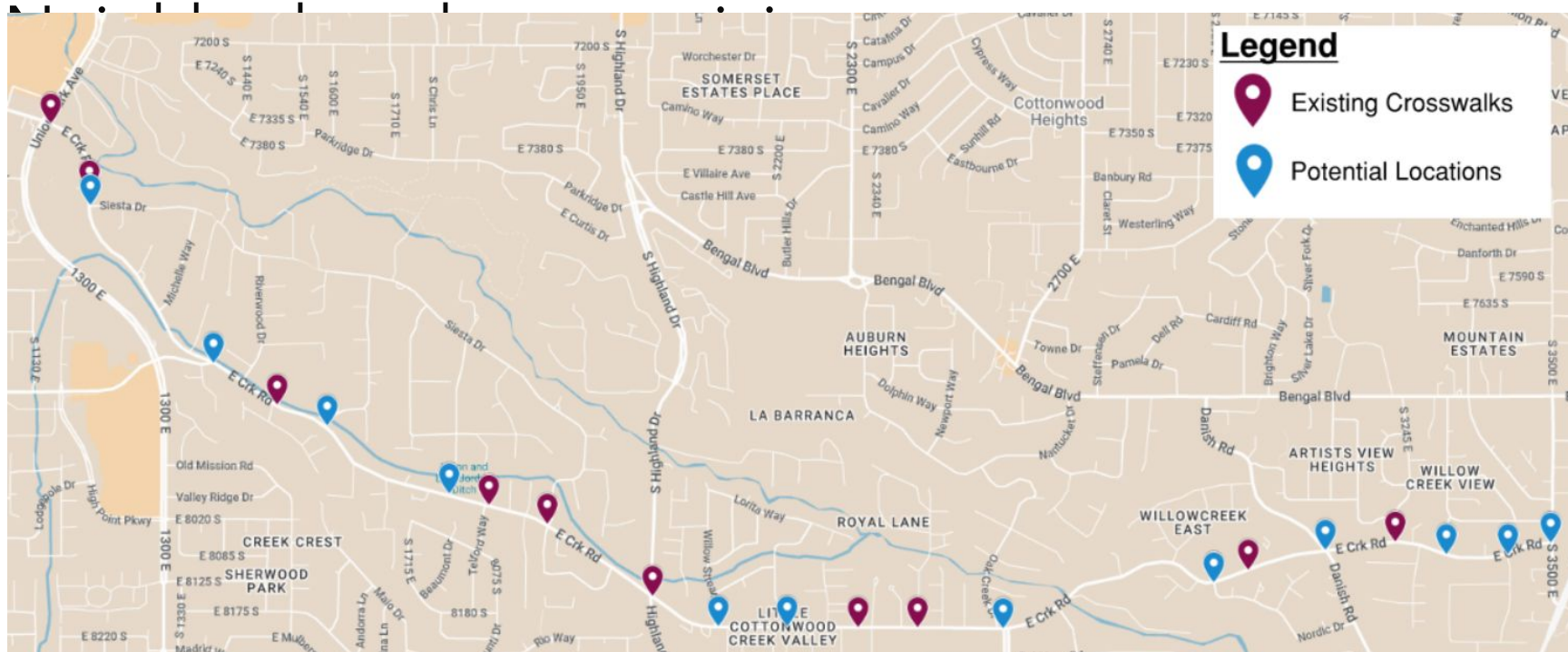
National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles.
Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

What is a low-level treatment?



Crosswalk Analysis

- Evaluation Locations: Selected 22 locations based on:
 1. Locations which currently have a crosswalk
 2. Community feedback
 - 3.



Crosswalk Analysis

- Determination of crosswalk locations: UDOT Policy and Guidelines used as a starting point, but modified for local factors
 - From UDOT Guidelines
 - Current pedestrian crossing volume
 - Gaps in vehicle traffic
 - Nearby transit
 - Adjacent land-use
 - Distance to nearest crosswalk
 - Crash history
 - Sight distances
 - Additional Considerations
 - Community feedback
 - Neighborhood connectivity

Recommendations

■ Short Term

- Move 3 crosswalks & install low-level treatment
- Install new crosswalks at 2 locations
- Additional low-level treatment at 2 existing locations

■ Long Term

- Full corridor sidewalk and paved path coverage
- Upgrade pedestrian facilities throughout corridor to meet current ADA and PROWAG standards
- Improved lighting at crossings
- Speed management measures



Short Term: Recommended Crosswalk Changes

Legend

Sidewalks

- Existing Sidewalk
- No Sidewalk



Stop Sign



Crosswalk



Flashing Beacon



School Crossing /
Flashing Beacon



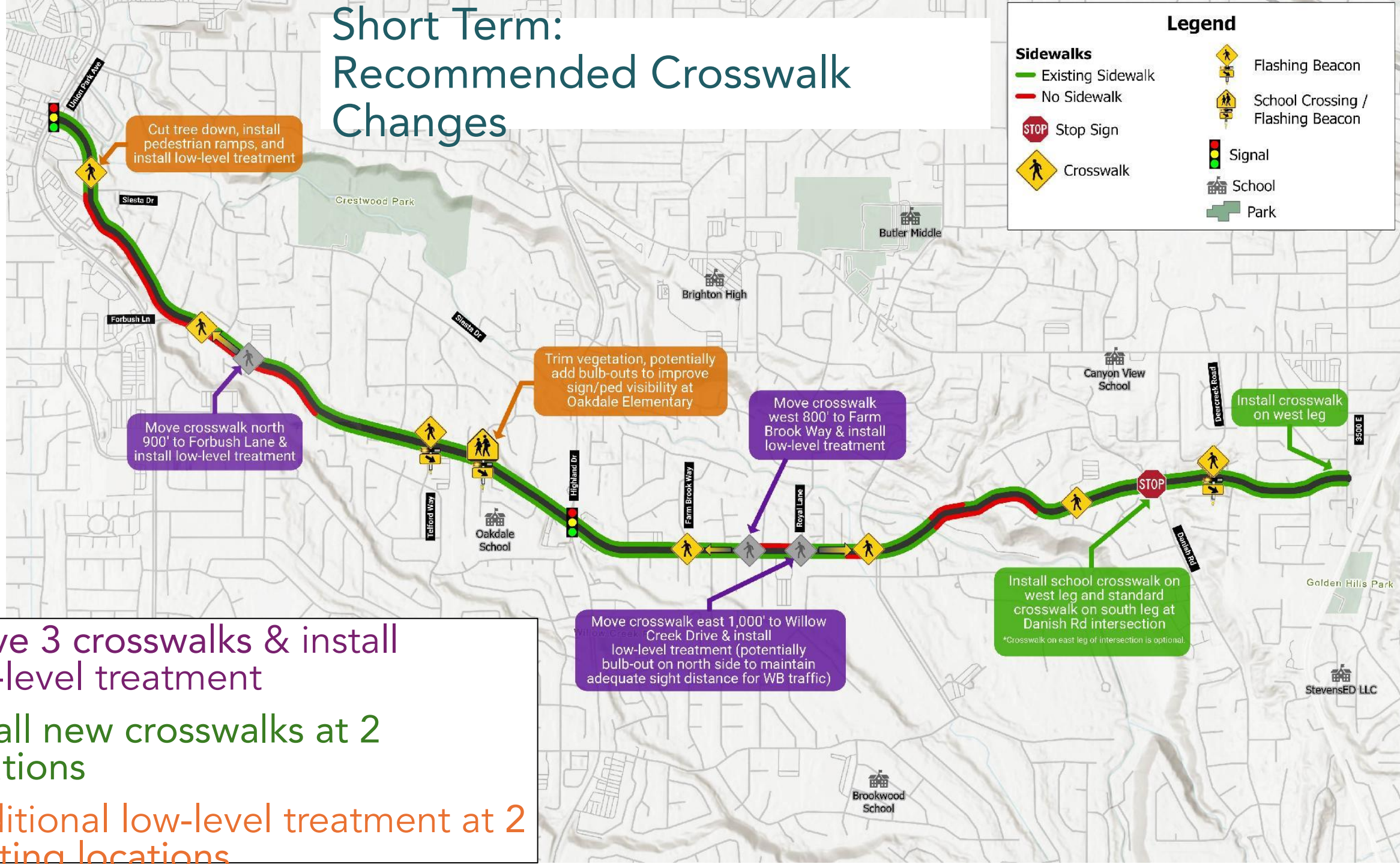
Signal



School



Park



- Move 3 crosswalks & install low-level treatment
- Install new crosswalks at 2 locations
- Additional low-level treatment at 2 existing locations

7450 S Crosswalk



Move 1485 E Crosswalk to Forbush Lane



Oakdale Elementary School Crosswalk



Move 2300 E Crosswalk to Farm Brook Way



Move Royal Lane Crosswalk to Willow Creek Dr



Move crosswalk east 1,000' to Willow Creek Drive & install low-level treatment (potentially bulb-out on north side to maintain adequate sight distance for WB traffic)

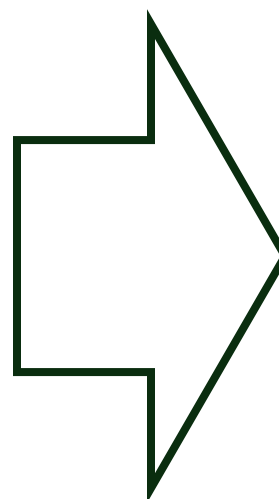
Recommendations – Long Term

■ Community Input

- Frequent concerns about high vehicle speeds along the corridor
- Drivers not yielding to pedestrians in crosswalks

■ Crash Data

- Pattern of bike/pedestrian crashes resulting from drivers being “caught off guard” from people in crosswalks



- Solution: Design the corridor for all users, with greater emphasis on pedestrian safety

Recommendations – Corridor for all users

■ Roadside Recommendations

- Full sidewalk coverage on north side of Creek Road
- Work with UDOT for full paved path coverage on south side of Creek Road
- Upgrade pedestrian facilities throughout corridor to meet current ADA and PROWAG standards
- Plant trees in park strips where they are currently only grass (where sight distance allowed)

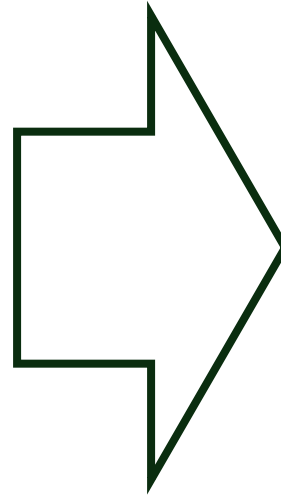


Recommendations – Corridor for all users

- Corridor Lighting (focused on crossing locations)
 - Telford has a nearby light, but probably insufficient for the crosswalk
 - Oakdale Elementary has lighting on one side
 - 2900 E is partially lit by a decorative light
 - Deer Creek Rd is unlit
- Speed Management
 - Additional driver feedback signs
 - Targeted median islands
 - Remove two-way left-turn lane
 - West of Forbush Ln (ADT: 7,900)
 - East of Willow Creek Dr (ADT: 6,500)



Long Term Brainstorming



Questions
?