Traffic & Transportation Committee

July 14, 2006
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UDOT Region 2
Volume Data
Foothill Blvd Average Traffic Between Thunderbird and Wasatch

Average Traffic (thousands)

Year

1998 2000 2001 2002 2003 2004
Sunnyside Average Traffic

Year:
- 1998
- 2000
- 2001
- 2002
- 2003
- 2004

Average Traffic (thousands):
- 10
- 12
- 14
- 16
- 18
- 20

Legend:
- **East of Foothill**
- **Linear (East of Foothill)**
# Level of Service (LOS)

<table>
<thead>
<tr>
<th>LOS</th>
<th>General Operating Conditions / Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Free flow ((\leq 10) s/veh)</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably free flow ((&gt; 10-20) s/veh)</td>
</tr>
<tr>
<td>C*</td>
<td>Stable flow ((&gt; 20-35) s/veh)</td>
</tr>
<tr>
<td>D</td>
<td>Approaching unstable flow (35-55 s/veh)</td>
</tr>
<tr>
<td>E</td>
<td>Unstable flow (55-80 s/veh)</td>
</tr>
<tr>
<td>F</td>
<td>Forced or breakdown flow ((&gt;80) s/veh)</td>
</tr>
</tbody>
</table>

* Level of Service C is used when UDOT designs new roadways.
Average Level of Service 01/17/06
NB Foothill Blvd

Level of Service (LOS)

AM Peak
LOS = D

Midday Peak
LOS = A

PM Peak
LOS = B

Wasatch Drive to Thunderbird

AM Peak - 7:00 AM-9:00 AM
Noon Peak - 11:30 AM-12:30 PM
PM Peak - 4:00 PM-6:00 PM
Average Level of Service 03/28/06
NB Foothill Blvd

Level of Service (LOS)

Wasatch Drive to Thunderbird

- AM Peak - 7:00 AM-9:00 AM
- Noon Peak - 11:30 AM-12:30 PM
- PM Peak - 4:00 PM-6:00 PM

LOS = B

LOS = C
Average Travel Time 01/17/06
NB Foothill Blvd

AM Peak - 9.8 minutes
Midday Peak - 4.5 minutes
PM Peak - 5.2 minutes
Average Travel Time 01/17/06
SB Foothill Blvd

Thunderbird to Wasatch Drive

AM Peak
4.8 minutes

Midday Peak
5.1 minutes

PM Peak
7.0 minutes
Average Travel Time 03/28/06
SB Foothill Blvd

Travel Time (min)

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak - 7:00 AM-9:00 AM</td>
<td>3.4 minutes</td>
</tr>
<tr>
<td>Noon Peak - 11:30 AM-12:30 PM</td>
<td>4.1 minutes</td>
</tr>
<tr>
<td>PM Peak - 4:00 PM-6:00 PM</td>
<td>6.9 minutes</td>
</tr>
</tbody>
</table>
Corridor Improvements

- ITS/ATMS
- Signal Optimization
- Geometric
ATMS/ITS
Recent CCTV Deployment

- New CCTV Installations
  - 500 South at Guardsman
  - Foothill at Sunnyside
  - Foothill at 2300 East
ATMS/ITS

Proposed CCTV Deployment

- Proposed CCTV Locations
  - South Campus Drive & 1500 East
  - South Campus Drive & 1725 East
  - South Campus Drive & Wasatch Drive
  - Wasatch Drive & Medical Drive
Signal Optimization

- **Foothill Blvd Coordination Plans**
  - Thunderbird to Guardsman - Spring 2006

- **400 South / 500 South Coordination Plans**
  - State Street to 900 East – Spring 2006

- **1300 East Coordination Plans**
  - 500 South to 2700 South - Summer 2006
Proposed Signal Interconnect

- **Proposed Signal Locations**
  - South Campus Drive
    - 1500 East to Wasatch Drive
  - Campus Center Drive
    - South Campus Drive to 500 South
  - Wasatch Drive
    - Medical Drive to South Campus Drive
  - Medical Drive
    - Pedestrian Crossing to Medical Drive
Existing Signal Operations

- U of U Special Events
  - Action Sets for Ingress and Egress traffic
- Incident Management
- Snow Plans
  - Foothill Blvd
- Transit Priority to Aid Light Rail Operation
**Geometric Improvements**

- **SB right-turn lane at Foothill & Sunnyside**
  - Fall 2005

- **Foothill Blvd Traffic/Feasibility Study**
  - Currently there are no plans to widen/expand Foothill Blvd
What Can We Do?

- Signal Operation
  - Continue to optimize signal plans to maximize efficiency
- Foothill Blvd Traffic/Feasibility Study
- ITS/ATMS Innovative Implementation
- Encourage Transit Utilization & Implementation
- Partner with UTA for implementation of Park & Ride Lots to increase capacity
Community Outreach

- Public rideshare
- Stagger start/end time for businesses in the area
- Identify routes that are under capacity
- Geographic traffic assignment
Future? Optimistic!