

Potential Visions of the Corridor

- **Status Quo** – Minor traffic modifications
- **Improved Traffic Flow** – Added lanes, other strategies to expedite traffic
- **Transit Emphasis** – Major new transit service in the corridor
- **Multi-modal Emphasis** – Pedestrian, bicycle and transit priority for improvements




Transit Concepts

Transit Concepts



Light Rail (TRAX)

- Extension or branch of University Line
- Possible Park & Ride/Transit Center at I-80
- Plan for potential extension further to south
- Semi-exclusive operation in median is most likely design
- Possible (interim) single track section at south end
- 3-4 stations designed for 4 cars



Transit Concepts

Streetcar





- Connector to Light Rail at University
- Single car operation
- Probably operate in shared outside lane with auto traffic
- Could also operate in median – possibly with some single track
- 4-6 Stations

Transit Concepts

Bus Rapid Transit (BRT)

- I-80 to University TRAX
- Exclusive lanes for significant portion (target to bypass congestion)
- Could be median or outside lanes
- Includes signal priority and possible queue jump lanes
- Could also consider single reversible or two-way lanes
- BRT guideway can also be used by express buses
- Specialized BRT vehicles (40' to 60')
- 2-3 stations on Foothill



Transit Concepts

Express Bus Lane




- Peak period lane – possibly reversible lane
- Could include signal priority and queue jump lanes
- Serve express buses to University area
- No Stations on Foothill

Transit Concepts

Rapid Bus

- Higher frequency, dedicated Foothill route connecting to TRAX
- Operate in shared traffic lanes
- Includes signal priority and queue jump lanes
- 3-4 special stations
- Specialized BRT vehicles and branding



Transit Concepts

Typical Costs and Usage


- **Light Rail (TRAX)**
 - \$ 50 million+ per mile
 - 1000 to 2000 daily riders per mile (5000 - 8000 total on Foothill)
- **Streetcar**
 - \$ 20-30 million per mile
 - 2000 – 4000 daily riders
- **Bus Rapid Transit**
 - \$ 10-25 million per mile (w/ dedicated lane)
 - At least 3000 daily riders (per FTA)
- **Rapid Bus**
 - \$ 3 million per mile (no dedicated lane)

Roadway Concepts

Traffic Concepts

General Purpose Lanes

- Add new lanes to provide six lanes throughout
- Add through lanes only at key intersections
- Improve intersection operations (turn lanes, signal timing)



Traffic Concepts

Managed Lanes

- Strategies for allocating the use of travel lanes
- Includes HOV lanes, HOT lanes and reversible lanes
- HOT (high-occupancy toll) lanes allow carpools, buses and single-occupant cars by toll
- UDOT Managed Lanes Study identified Foothill as a candidate for reversible lanes



Traffic Concepts

Reversible Lanes

- Operate in peak period only (NB in AM, SB in PM)
- Could use current two-way left turn lane
- Controlled with lights and signage
- Left turn restrictions may be required
- Options – limited segment or entire corridor



Multi-Modal Concepts

- Bike Lanes
- Widened Sidewalk
- Better Landscaping
- More Street Parking

