

Welcome

Public Open House

Thursday, September 22, 2016

5:00 p.m. - 7:00 p.m.

East Sandy Elementary

700 East

 **SAFETY**

7400 South to 9400 South



Project Purpose & Need

Between 2010 and 2016 there have been almost 600 crashes in this 700 East corridor so UDOT is going to install raised median barrier to decrease the amount and severity of crashes.

The project will:

- Resurface the roadway between 7400 South in Midvale to 9400 South in Sandy to improve ride quality and provide a longer pavement life.
- Add bicycle lanes to provide active transportation options.
- Add raised medians between approximately 7700 South to 9400 South to improve safety and operational efficiency.
- Reconstruct pedestrian ramps to the latest ADA safety standards and improve crosswalks.

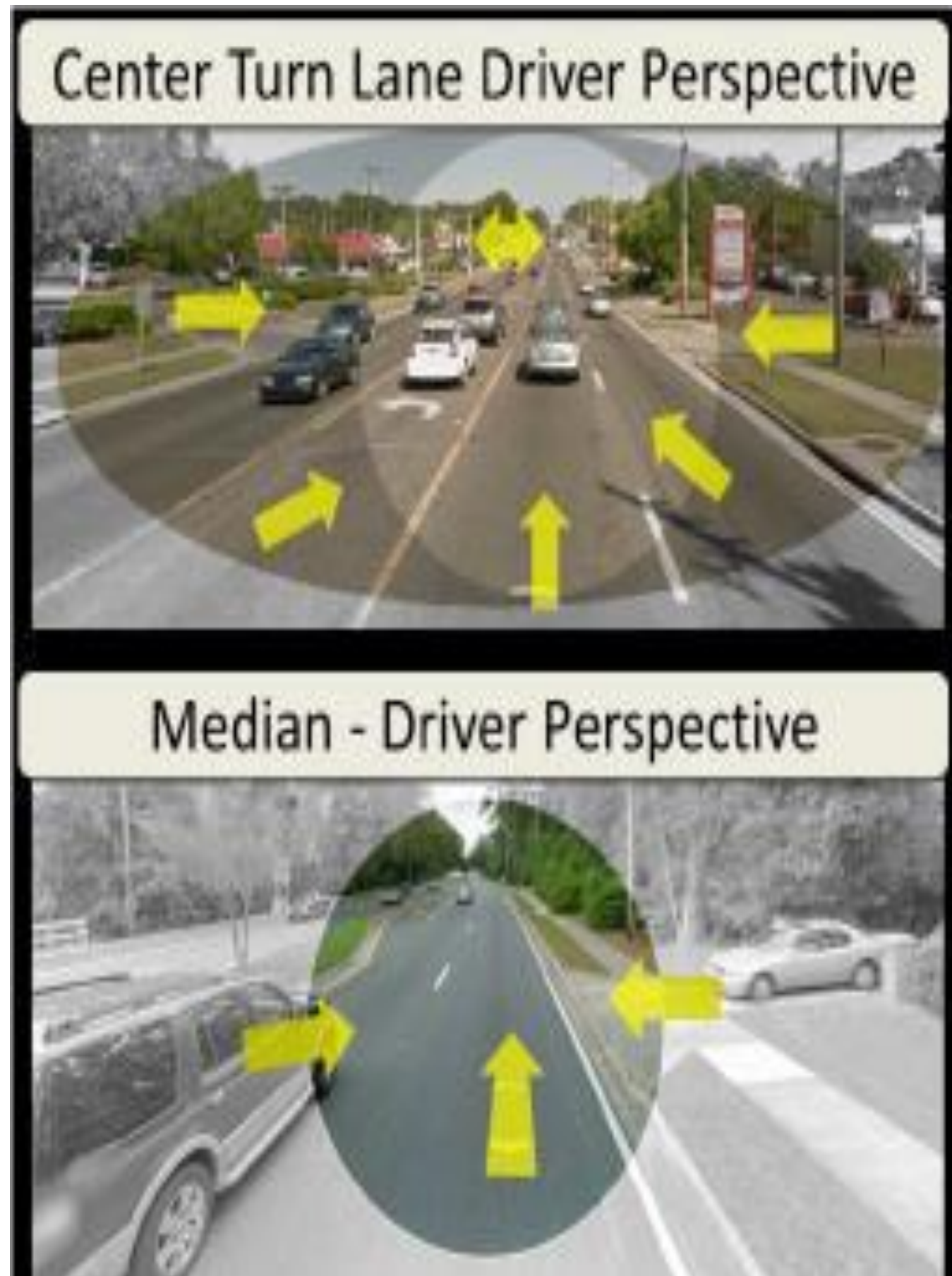
Project Background

- The Utah Department of Transportation (UDOT) is working to develop a comprehensive transportation system in Sandy and maintenance on 700 East (US-71) must be done to provide the best movement of traffic through 2040.
- UDOT is focusing on improving transportation options that accommodate multiple forms of transportation including bicycles and pedestrians within the existing UDOT right-of-way.
- The project budget is \$2M, which will construct these improvements on 700 East between 7400 South and 9400 South.



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Raised Medians



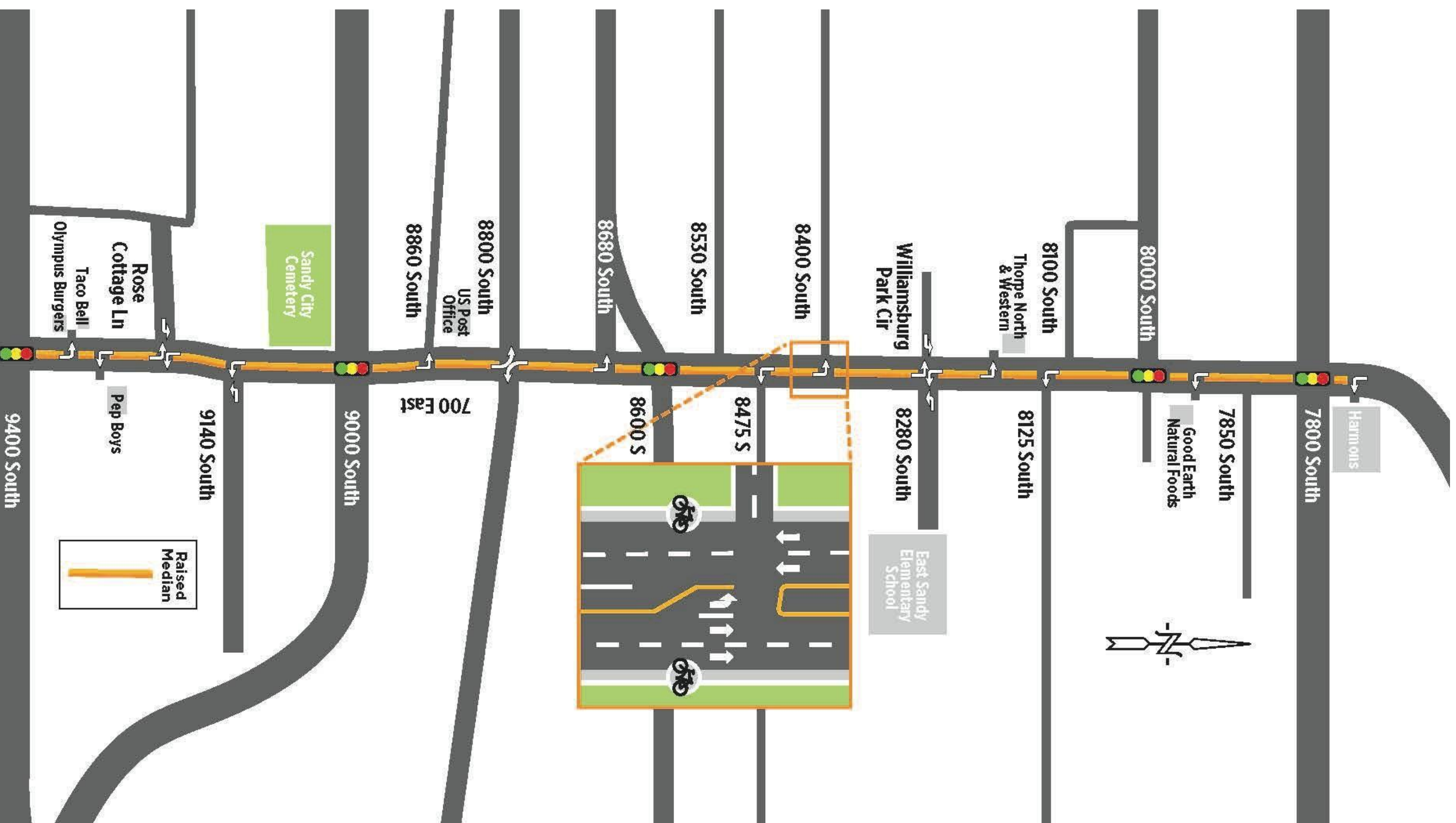
- Raised medians will control left-turns and increase safety by making turning locations predictable reducing conflict points.
- UDOT and Sandy City worked closely to determine median break locations that allow for improved safety while maintaining business & residential access.
- Break locations were determined with consideration for neighboring businesses, traffic use, alternate access locations and proximity to nearby intersections and other median breaks.
- Median breaks will allow access to businesses and residential areas.

Bike Lanes



- Bike lanes will provide a designated space for cyclists, increasing motorists' awareness of where bikes are on the roadway, which has been shown to reduce crashes.
- Bike lanes compliment Salt Lake County's Trails Plan to improve active transportation throughout Sandy City.
- Cyclists will "share the lane" with southbound traffic on 700 East near 9000 South due to limited roadway width near the Sandy City Cemetery. All other locations will be striped for designated bike lanes.

Project Map



Safety Facts

- From 2010 -2016, there have been 598 accidents on this section of 700 East, which is higher than comparable corridors.
- Project features will increase safety for motorists by designating specific turn locations, decreasing the number and severity of mid-block crashes.
- In order to improve safety and maintain access, left-turn pockets will be placed at median breaks to allow access to businesses and residential areas.
- Pedestrian ramps will be brought up to the latest federal ADA standards for safety and pedestrian crossings will be improved with striping and signage.



700 East

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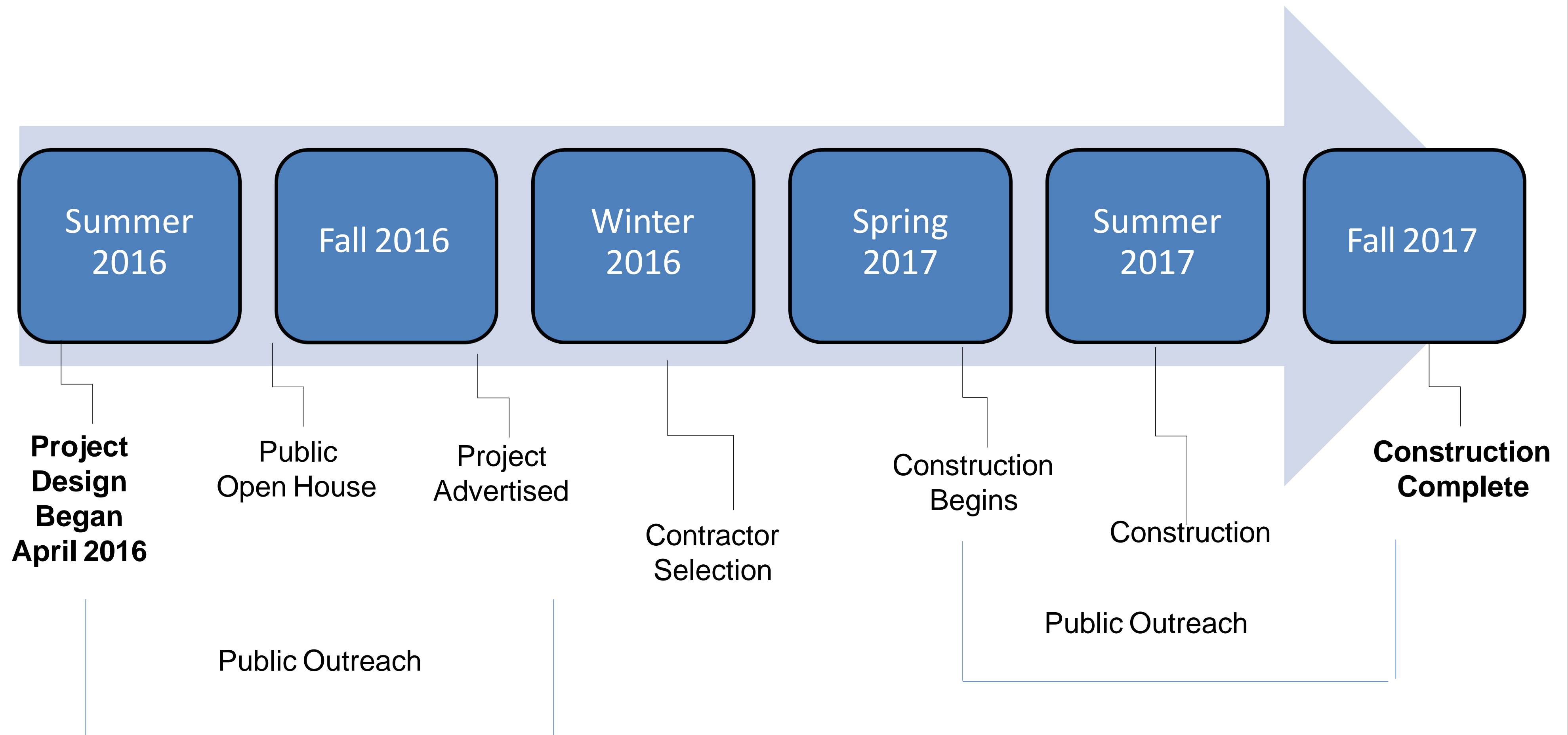
7400 South to 9400 South

Mid-Block Crash Data

2010-2016



Project Timeline



South Valley Improvements

Tentative Construction Timeline

2017

2018

January

April

July

October

January

 I-15 NB, 10600 S. Interchange

 I-15 NB, 9000 S. Interchange

 SR-71 (700E); MP 9.7-12.1

 State St; 11400 S to 10600 S

 10600 S; Redwood to Gateway

 I-15; SB 12300 S to SR-201

I-15 NB & 10600 S. Interchange

I-15 NB & 9000 S. Interchange

SR-71 (700E); MP 9.7-12.1

State St; 11400 S to 10600 S

10600 S; Redwood Road to Jordan Gateway

I-15; SB 12300 S to SR-201

Stay Informed

UDOT has assembled a Public Information Team for the 700 East Safety Improvements Project. We are available to address questions or concerns specific to this project.

Let us know how we can help!

Call: 888-556-0232

Email: 700eastsafety@utah.gov

Online: www.udot.utah.gov/qo/700eastsafety



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U-Turn Safety Facts

A 2004 National Cooperative Highway Research Program (NCHRP) report found

- Of over 7700 median-opening-related crashes, less than 1% involved U-turning vehicles
- At intersections where U-turns are allowed, intersections with medians had
 - 48% lower crash rates at 3-leg intersections than compared to standard intersections where all turn movements are allowed
 - 15% lower crash rates at 4-leg intersections than compared to standard intersections where all turn movements are allowed

(National Cooperative Highway Research Program. (2004). Safety of U-Turns at Unsignalized Median Openings.

Washington D.C. Transportation Research Board)



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