

Through this petition, let it be known that we are the people of Cottonwood Heights, and we are resolved to stand united in need of a functional space that *connects*, rather than *divides*, our community.

We request that our city develop and approve a master plan that reflects the true needs of our community. We also request that UDOT review and discuss those needs with residents and develop a project that meets our goals for local safety, health, and mobility in their design and implementation of improvements through the "Urban Segment" of Wasatch Blvd. We believe those goals are consistent with UDOT's strategic goals of Zero Fatalities, Preserve Infrastructure, and Optimize Mobility.

We understand the need to accommodate recreational traffic through this corridor, and we welcome the world to come through our city in search of the amazing features our Canyons have to offer. Organizing and moving this traffic through the "Urban Segment" between Ft. Union and the High-T, should be accomplished in an orderly fashion, primarily through the use of mass transit such as ski busses.

Utah's recently adopted SB34

(<https://le.utah.gov/~2019/bills/static/SB0034.html>) in an effort to increase housing density must be accompanied by a similar call to prevent well documented the negative effects of urban sprawl (<http://www.eberhardarchitects.com/pdfs/Sprawl%20101.pdf>), such as: decreased air quality, water overconsumption, loss of wildlife habitat, increased income inequality, and increased obesity.

Widening Wasatch Blvd to facilitate commuter traffic will be a catalyst to more urban sprawl along the southern benches of our valley. For this reason we seek to retain the Level of Service (LOS) for passenger vehicles at near present levels and not expand Wasatch Blvd. It is our goal that by doing so our communities will begin to reconsider their expansion and density options, and start to think about how to accomplish growth while reducing their dependence on sprawl. Our ambition is for a regional conversation among neighboring communities to seek solutions that expand the use of mass transit and active transportation options along with land use

density choices that help preserve connectivity, quality of life, health, prosperity, and safety through our valley's transportation corridors.

For these reason we present the following improvement goals for Wasatch Blvd:

1. We seek a road design with a target speed of no more than 35 mph, be it through narrow lanes, chicanes, and/or other traffic-calming measures.
2. No more than 3 lanes, including one center flex/reversible lane which should be used to accommodate rapid mass transit options that service recreation traffic flowing south in the mornings and north in the evenings during the winter months and can be used to accommodate more commuter traffic through the rest of the year.
3. We seek safe pedestrian and active transportation space on both sides of Wasatch, to promote pedestrian use and connectivity between residences on both sides of the Blvd to local parks, stores, schools, etc.
4. Due to the speed and volume of traffic we seek Cycle Tracks (Protected Bike Lanes) consistent with Category 1 bikeways as described within the CH Bicycle Master Plan and the SL County Bikeway Design guidelines.
5. Egress and ingress to residential neighborhoods is a priority we cannot stress enough, signalized left turns should be designed within the parameters mentioned above where residential ingress turning left can merge into the Flex/mass transit zone and queue safely.