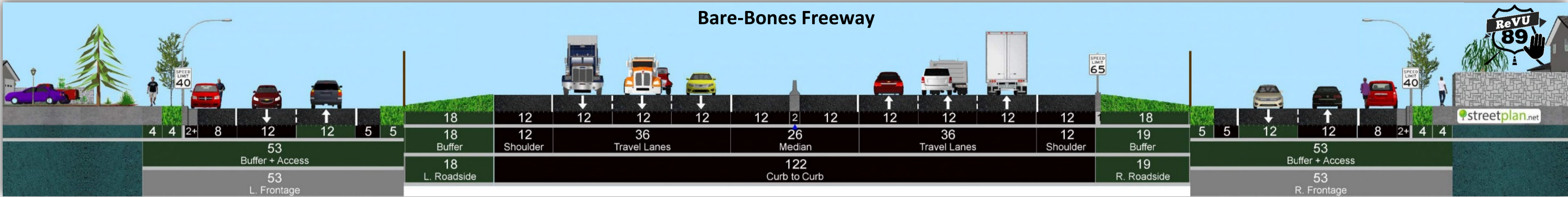


Wide Locations: Likely Default vs. Same but Better



Bare-Bones Freeway with ugly, overly-fast frontage roads – a likely outcome unless we mobilize for a better outcome.

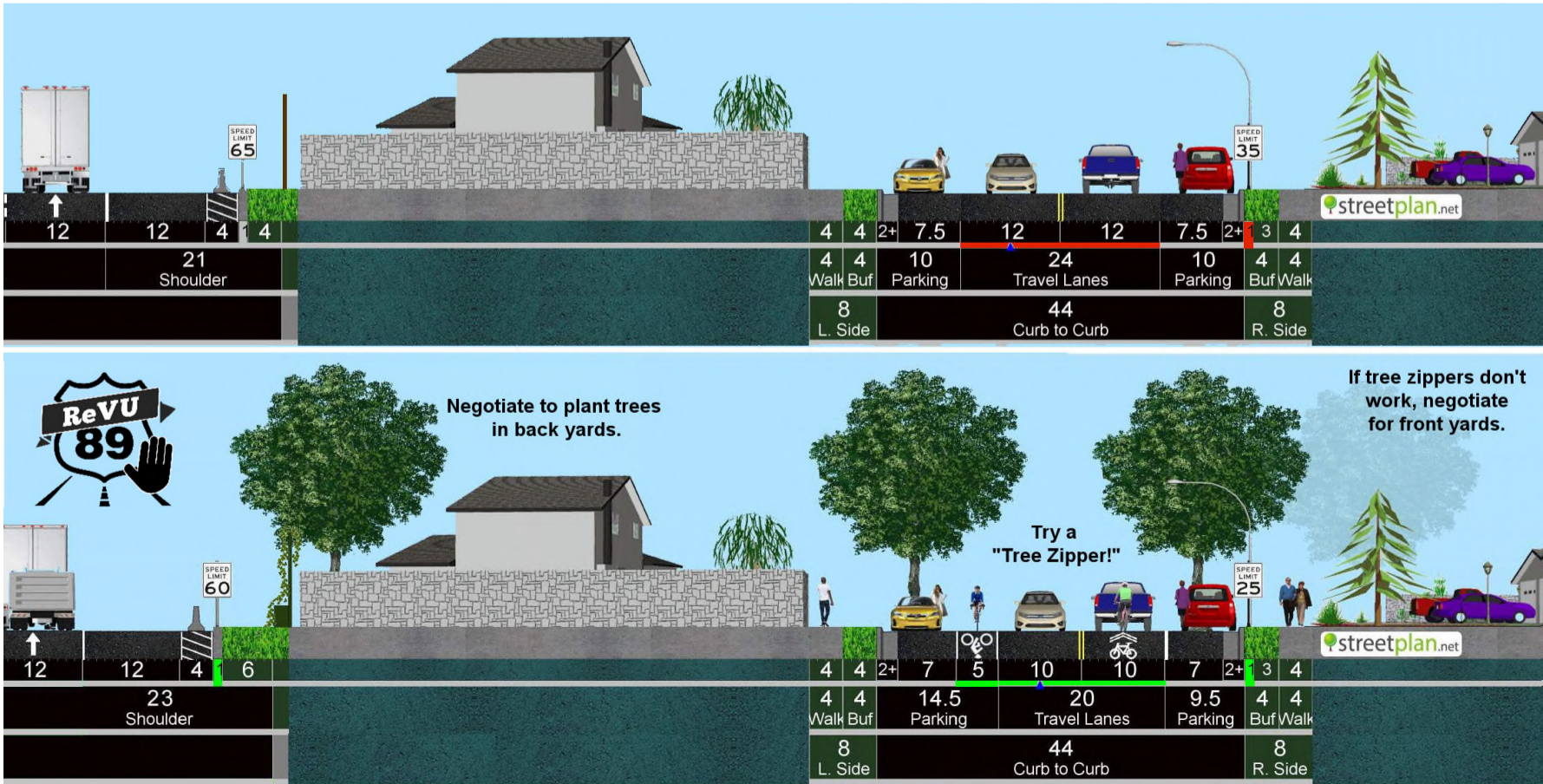


Designated as a Historic Scenic Byway with Parkway-like Features

With 10-miles available, plant trees uniformly in some locations, and more randomly in others, for variety.



How to Improve Existing Frontage Roads



Example "Tree Zipper"



Beautifies street & calms traffic, while maintaining parking and giving trees room for roots.



Tight Locations: Likely Default vs. Same but Better

Positive Achievements!

- Noise-reducing asphalt instead of concrete

Negatives – Still Quite Bare Bones:

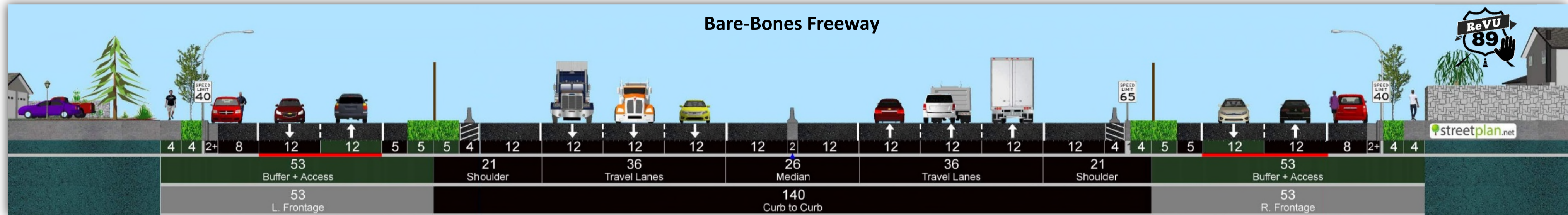
- Ugly, overly-fast frontage roads
- 65-mph speed limit a little fast for context

- Dark-sky lighting only at critical safety points

- Trucks passing each other block traffic
- 89 may go over cross-streets rather than under

- No Billboards!

- Bland sound walls, only where required
- Excessive hardscape increases stress and anxiety



Bare-Bones Freeway with ugly, overly-fast frontage roads – a likely outcome unless we mobilize for a better outcome.



Designated as a Historic Scenic Byway with Parkway-like Features

Positives of Our Proposed Parkway!

- Stately trees add 5-18% to property values
- 55-60 mph limit supports scenic byway
- Frontage safer and inviting for active modes

- Trucks can't pass each other at peak hours
- Level or depressed as often as possible
- Relaxing, low-stress alternative to I-15

- Large trees pull LOTS of CO₂ from the air
- Foliage covers sound walls
- Future generations will thank us!

Negatives? Just one...

- It will cost more 😞. How much more? Ask UDOT to help us figure that out, and then ask our legislature to find the money.
How much can trees really cost, after all? This is a once-in-a-lifetime opportunity to pull together and do something great for countless people, present and future!



RESIDENTS' VOICES UNITED ON 89