

Foothill Drive Corridor Study
November 8, 2007 Open House
Meeting Summary

On November 8, 2007, the Foothill Drive Corridor Study Team held its first public open house at the Indian Hills Elementary School from 5:00 p.m. to 7:00 p.m. Over 70 residents, business owners, community members and local government officials attended the open house. The multi-purpose room at the elementary school was set up with six study area stations: study purpose, automobile transportation, transit, bike and pedestrians, land use and future vision. Each station included related graphics and a project team member available to answer questions and listen to feedback.

Each attendee was given a packet of project information including a fact sheet, comment sheet, copy of the meeting boards and a land use scenario handout. A public comment table was in the center of the room for attendees to write and submit their ideas, suggestions, questions or concerns about the project.

Representatives from the project team spoke with and listened to the community members. Brief presentations were given at 5:30 p.m. and 6:30 p.m. to introduce the project team and the study's purpose to the meeting attendees.

Dozens of residents and business owners attended the November 8th meeting as well as representatives from the following organizations:

- Salt Lake City Transportation Advisory Board
- Salt Lake City
- Sugar House Community Council
- Bonneville Hills Community Council
- Yalecrest Community Council
- University of Utah
- University of Utah – Facilities Planning Department
- Red Butte Garden
- VA Medical Center
- Indian Hills Elementary
- Walmart
- Utah Transit Authority
- Wasatch Front Regional Council
- Utah Department of Transportation

Below is a summary of issues that were received through public comment from the open house.

University of Utah

One responder stated that traffic is heavier during the peak hours and months when the University is in session. She suggested creating an

incentive for University students to encourage use of public transportation. Another attendee suggested adding Park and Ride lots and light rail/streetcar along the I-215 corridor to serve University traffic.

Existing Right-of-way

Some attendees stated that they did not want to see additional lanes added to Foothill Drive and they wanted to ensure that the right-of-way for the corridor was not expanded to take out homes. One comment said that they were not in favor of adding more development along Foothill Drive.

Bicycle and Pedestrian Access

A few responders stated that a bike lane or trail should be added to Foothill Drive. Another responder stated that bicycles should not be allowed to use Foothill Drive and they should instead use the side streets.

Signal Timing

Open house attendees suggested improvements to the traffic signals and stated that the signals should be timed to ensure that traffic flows more efficiently. One stated that there should be fewer intersections on Foothill Drive to expedite traffic.

Transit

One attendee stated that more timely bus and transit service is needed along Foothill Drive. Another stated that the system should focus on commuters from around the Salt Lake region headed to the University of Utah. Some responders stated that Foothill Drive needed a dedicated high density bus lane with traffic light control for quicker transit service.

Another responder stated that the study should take into account the increase in density of the Foothill Place Apartments and the proposed development at the University of Utah stadium parking lot. The population increase will require more public transportation services.

Land Use

Many residents had concerns about the proposed development for Foothill Place Apartments and Wal-Mart. A few residents stated that it would increase the traffic on Foothill to an unsafe level and that it would put too much stress on side streets.

Many residents stated that Foothill Place apartments should not be allowed to expand because it is already too crowded and causes too much traffic for the area. Another resident had questions about the traffic impacts to Foothill Drive if Wal-Mart and the Foothill Place

Apartments were to fully expand and would like to see that addressed in the study.

Sound

Some residents stated that if additional lanes are added to Foothill Drive they would like to have sound walls added to protect neighborhoods from roadway noise and pollution.

Look and Feel

Some residents requested that aesthetic improvements be added to Foothill Drive. Residents stated that they liked the center island and trees near Foothill and Sunnyside and they would like to see more of those throughout the corridor.

Access Control

One responder stated that Foothill Drive should be a controlled access road with no traffic signals and pedestrian crossings only at major cross streets. Another responder stated that Foothill Drive at Sunnyside should be grade separated.

One responder stated that left turns should not be allowed onto Sunnyside during peak traffic times and that the east approach at 2300 East and Foothill should be limited.

Reversible Lanes

One responder stated that the study needs to review the possibility of reversible lanes on Foothill Drive.

Additional Lanes

One responder stated that Foothill Drive needs a merge lane from I-80 to improve safety for cars transitioning to Foothill Drive. Another responder stated that Foothill Drive may need to be expanded to 6 lanes with a center turn lane to maximize traffic flow.

2100 South between 2300 East and Foothill Drive

There was a concern regarding traffic flow at the 2300 East and 2100 South intersection. They asked that our study look at the traffic flow and functioning at of 2100 south between 2300 east and Foothill Drive.