



# Communication to the City Council



**To:** Rocky Fluhart, Chief Administrative Officer  Department of Community Development  
Office of the Director

**From:** Louis Zunguze, Community Development Director 

**Date:** October 3, 2006

**CC:** Tim Harpst, Transportation Director  
Alex Ikefuna, Planning & Zoning Enforcement Director

**Re:** Proposed Transit Alternatives and Land Use Analysis for Foothill Boulevard and  
K-mart Site

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A Northeast Salt Lake City Traffic & Transportation Committee, comprised of representatives of various entities from the northeast portion of Salt Lake City, was formed earlier this year to discuss land use, traffic and transportation issues of common concern to this portion of the City. The committee meets bi-monthly.

One of the topics the Northeast Salt Lake City Traffic & Transportation Committee has discussed is the need to perform a transit alternatives analysis to determine the best means of providing transit services along Foothill Drive to reduce congestion as traffic volumes continue to increase. The University of Utah is one of the largest traffic generators in the City. Research Park, Red Butte Arboretum, This is the Place State Park, and Hogle Zoo are also examples of traffic generators that continue to expand. This also applies to the traffic volume on Foothill Boulevard as it carries traffic from Summit County and southeastern Salt Lake County.

The Utah Department of Transportation (UDOT) has budgeted \$50,000 to determine what physical changes to the roadway might be needed, such as adjusting the elevations of the curb lines and drainage inlets to provide a consistent 3 travel lanes in each direction. The University of Utah has budgeted to update its campus master plan including transportation elements. Both entities are willing to provide \$50,000 towards a transit corridor analysis. Utah Transit Authority (UTA) has also budgeted \$50,000 for this purpose, and the Wasatch Front Regional Council has agreed to manage the study and provide computer modeling services as their contribution.

Representatives of UDOT, UTA, and the University of Utah are refining a draft work scope of the proposed study. The Administration proposes to submit a budget request for Budget Amendment #2 to appropriate approximately \$70,000 (land use and transportation elements) as the City's share of the study cost. If approved, the City's \$70,000 would leverage approximately \$200,000 in other funds and in-kind services for this study.

Traffic impacts and congestion continue to increase along Foothill Boulevard. It serves as a de facto I-215 belt route, carrying much of the growing traffic from southeast Salt Lake County and from the growing Summit County area to the northeast area of the City and to downtown. Some of the impact to this area and the surrounding neighborhoods is attributable to the inconsistent cross-section of the road while much of the impact is also due to the lack of transit service along it. This study will identify the best transit services, whether as a single project or a phased-in series, that could be implemented along the corridor.

The study will have a management committee comprised of representatives of the sponsoring entities. The Northeast Salt Lake City Traffic & Transportation Committee will also provide regular input. The study consultant will be required to hold public input meetings during the study, which is anticipated to take approximately 12 months to complete.