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I'd like to lend my support for adding traffic calming measures to the Main Street intersection. My preferred solution is a hawk light that goes from yellow to red. Currently, people get immediately in the road after they press the button to walk and cars don't have enough time to stop. There is a similar light at a four way intersection at 4437 S Jordan Parkway. Other measures could include lowered speed limit, raised intersection, etc. I'd like to see an earnest exploration of alternatives. However, I'd rather see the option for the grant be taken, than to see nothing be done.

I think this is the worst idea ever! Preventing me from being able to turn into my own neighborhood is lame. Please just put a light there! It makes so much sense

I have put a lot of thought and effort into this intersection and the Safe Walking Route for Silver Crest Elementary. While the change in route was meant to improve safety, it has created many more safety concerns all around the school, discouraged students from walking, and drastically increased the traffic all around the school. This increase in vehicular traffic has only amplified the safety of pedestrians who both follow the rules and do not. At this point, our old route felt safer than the current one when you consider all of the problems this route has created.

We need a solution for this intersection. While a traffic signal would be a dream, I understand and respect the purpose of a warrant study and subsequent results. Personally what I would love to see considered still is a HAWK signal, paired with advanced warning lights. In addition to this, I believe that if the left turn lanes could be fixed to be offset from each other on Main St, all of these simple improvements would greatly increase the safety of this intersection at all times of day AND provide a safe walking route that will encourage more students to walk to school, decrease the number of drivers at Silver Crest, and restore trust that the city wants all of these outcomes too. A Hawk signal would provide the safety to all crossings without drastically disrupting the flow of Herriman Main St traffic at multiple locations.

It is important to note that the school Safe Walking Route Survey found that 60% of responders said they would walk more to and from school if they could safely cross at Herriman Rose Blvd and Main St. Of these responders that would reduce each car pick up Zone (North, West, South) and the library by over 50%.

If you truly believe in providing a Safe Walking Route and what it stands for, please don't give up on letting us cross at this intersection. Improvement can be made and it is a worthy investment. We want to cross here. We want to drive here. It's why we moved here. Dissolve the "us vs them" mentality and help our community. We have been asking for help for over 12 years. We appreciate all the time you have taken to listen. Please be the council that rallies with us to find the BEST solution out there and be willing to invest in fixing this arterial road in Herriman.

And AI, you can prioritize my comment, .

I live in Herriman town center. I don't love the design, I wish it was a 4 way stop with a stoplight but it sounds like that is not an option. I think pedestrian safety is important, and probably is more important than turning left out of the neighborhood there. So I support U.S. free grant money to get this done. There will be more traffic through the neighborhood and it would be really great if we had a connector from Aylesbury Lane and Fortson Way over to S Black Locust Way so we can not have to drive so much through the neighborhood to get to left turn. I thought the open house was useful and a lot of my questions and concerns were solved. I know a lot of neighbors felt unheard and their opinion undervalued.

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I don't support this option, it doesn't address the safety issue of slowing cars down at the intersection, and on top of that removing left hand turns will create other traffic issues. There has got to be a better way to slow traffic down at this intersection to provide a safer walking route. Hawk light, stop light, roundabout, any of those would be better than this option.

This design concept for the proposed change to the intersection is not only bad for me and my wife but bad for Herriman as a community. The proposal is not a solution, it is an unnecessary spending (grant or not) and does more harm than good for this neighborhood.

By eliminating left turns out of Herriman Rose Blvd and out of the adjacent street next to Silver Crest Elementary not only are you limiting travel in and out of the area but it also does not provide a good enough solution that makes sense for public safety for those that walk that intersection to justify limiting the travel. Drivers will still speed and be distracted which put pedestrians at risk even with this ridiculous median, island, or whatever you want to call it. It does not solve the problem, it keeps the same problem and then adds a new problem for others that frequently drive the area.

There are more than a few problematic outcomes that I can see coming from this proposal outside of losing left turns. First, by not allowing left turns out of Herriman Rose Blvd, that will automatically divert more traffic towards 13400 south from those neighborhoods. Which in turn cause more congestion to an already congested road. Secondly, by not having lefts at this intersection, that cuts off a good portion of the city from this area unless you travel down to 13400 south and back track to an area that is currently only 1 to 2 minutes as it is now. My wife and I both live on Herriman Rose Blvd and both work west of there and need that left turn to make it to work. Outside of work in our day to day we frequent the Maverick on the corner of Main and Rosecrest Rd and we also attend the Burn Boot Camp on Rosecrest Rd at 530 am many times a week. Both of which would be cut off to us if this proposal is implemented unless we drive all the way down to 13400 south and back up Rosecrest Rd first. This also limits yet another route to drive up to the restaurants and shops north of us like Swig and Smith's Marketplace.

With those issues in mind, this also brings up other concerns of people that will turn right at Herriman Rose Blvd just to illegally U-Turn at the light by the library to avoid the unnecessary travel down to 13400 south. Not only a problem legally but another issue of safety in general.

The proposal is not combating the true issue. The studies already done have clearly shown that the intersection does not warrant a traffic light or roundabout. The true issues when it comes to the safety of the pedestrians that walk this area fall directly on the irresponsible drivers that drive this area. Far too frequently do we see distracted drivers and those that are better than the law (speeding, illegally lane changes, cutting people off, running red lights, not stopping at the crosswalk lights when lit, etc.) going down Main Street. Overall the true problem lies with the drivers Herriman not the way that the intersection is designed. Please do not change this intersection.

I am against this design that is being considered. I would rather forego the grant money for this project than to use it and put in a solution that would be permanent and in my eyes, not truly fix the problem. I feel like the lack of pedestrian safety mostly comes from cars going straight (east/west) that do not stop or yield to pedestrians.

I think restricting traffic from the neighborhood is not the solution. If this concept was implemented it would cause greater traffic on smaller streets that are already filled with cars and low visibility due to residents now trying to find a new way out of the neighborhood. I feel that would be quite dangerous.

All three schools attended by children in this neighborhood are all west of this intersection and cutting off access to that direction would cause a lot of headache for those trying to get their kids to school. It would also cause

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possibly more traffic violations as you have people doing u turns where they shouldn't and teenage drivers making foolish decisions as they try to figure out how to get to school.

I'm not quite sure what the solution is for this intersection but I know this is not it. I would rather disregard this option and put in temporary measures of reduced speeds, flashing lights moved further out for more visibility and faster awareness, until a better solution can be made.

I am very disappointed with the format of the community meeting on Feb. 10th. The residents want a forum where we can have meaningful discussions, as a group, with the city leaders. I would love to hear everyone else's ideas, but the open house format is NOT conducive to that. I believe we can come up with a better solution if we are able to have more back and forth discussions where we are truly listening to each other. I also think putting together a smaller work group with some of our neighbors representing the larger group would be very helpful! I do not believe the draft concept design or "s" pedestrian crossing is the best option. I think other options should be explored with more resident input. The draft concept design creates new safety concerns. So much left-hand turn traffic is coming out of our neighborhood, especially since our elementary, middle, and high schools are all west of that intersection. All of those drivers would either have to drive down narrower roads to get out of the neighborhood, creating a bigger risk for kids playing, walking, and riding bikes on those roads (which also usually have a lot of cars parked along them) or make U turns at Elementary Dr. or Black Locust. Both alternatives are dangerous! I do not think the UDOT funding should influence the decision to move forward with this option when there are other potentially better options. It was also mentioned in the work meeting that another option could be to block that crosswalk off completely and continue the median all the way through that intersection, so there would be NO left turns in any direction. That crossing is used so much throughout the entire day, especially by young children and teenagers, that completely blocking the crosswalk would be a nightmare. Kids would still run across there even if there were no safety measures in place. One life was already lost farther down that road by someone doing that exact thing. Let's not lose any others! I would like to see the city apply for another grant from UDOT or petition the county and school district for funding to do something different at that intersection that would be a win win for the drivers, ALL pedestrians (not just at school times), and city leaders. Honestly, to me, blocking left hand turns out of our neighborhood feels like a punishment for us speaking up. I hope that's not really the case!

I think city leaders should not take a traffic light off the table as an option. Yes, there are issues that would need to be worked through to make a traffic light work there, but I think it would be the best solution and worth the effort. I fear that if the current proposed solution gets put in place, we will never be able to get the numbers needed to "warrant" a traffic signal in the future. With the upcoming increase in population and commercial infrastructure in the area we need a light there!

I forgot to mention this in my previous comment, but it would also be good to designate a no-parking zone alongside the part of Herriman Rose Blvd that is close to the stop sign. Currently people park too close to the stop sign which makes right turns difficult.

I think it would make more sense to move the student crosswalk over to the intersection of Elementary Dr and Main St, and leave the existing (normal) crosswalk as-is. Since that's a 3 way stop instead of a full intersection, there are less likely to be traffic impacts having students cross there. It should also be a crosswalk with a full traffic light-style crossing light, similar to those you often see in South Jordan.

The problem with the current design is that students may get "trapped" in the median, and it will take longer to cross since the median is part of the crosswalk too.

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Wanted to make another comment regarding the “community meeting”. This was advertised as meeting to discuss the intersection and gather input from the community. It was advertised to be a much more formal process. Instead we arrived to an “open house”. There were small groups that were able to talk directly with city council members and some other city officials, but this was not a community discussion. All of the stakeholders from the city who will be voting on this project were not even in attendance. There has never been a real meeting and discussion with the people about this intersection. There have only been misrepresented gatherings where citizens are not actually listened to and then a proposal is given that most don’t agree with and it feels like it will become a reality. I guess this is how government works from the federal government all the way down. Please listen to us! Please listen to us! Please listen to us?

No, don’t do this. I live down the street off to the right, this will be a nightmare to get out of my neighborhood and into it, and I already have to travel through the rest of herriman just to get to bangater is ridiculous. This will not solve the problem. Just because the city doesn’t have to pay for it doesn’t make this better. Please just put traffic lights.

I would like to voice my opinion against this proposal. I believe the unattended and unseen negative consequences of this change will be significant. It fails to address major concerns of residents that will be most affected by this change. This proposal seems like an expensive bandaid that would be wasting grant money, not addressing the real issues and creating new problems.

Putting a bandaid over an infection, might make the problem less noticeable to some for a short time, but in reality it is only causing the infection to get worse and spread. That’s all this proposal would do.

I would rather turn the grant down and find real solutions as a community then make a real difference than something that will only anger the community and likely be permanent.

I request that you please listen to and work with the community on this project. It feels like that all our input has been ignored and meetings/events that have happened have only been held to say they were held, and then a decision will be made on our behalf that the large majority of us disagree with.

Please listen to the community that this affects the most! We want improved safety at this intersection, but this minimally addresses that.

This plan will make major changes to traffic flow and increase risk and potential harm to residents and drivers in our communities. This will increase traffic in the neighborhoods and roads that are already busy, have poor visibility and where many children live. This will make dangerous intersections even more dangerous by increasing traffic through them.

The children from these neighborhoods attend schools that all require left hand turns out and in the neighborhood through this intersection. There is already a lot of foot traffic through the neighborhood and forcing more cars through the neighborhood streets will be dangerous.

The change to the safe walking route from Silvercrest elementary has already made things more dangerous by causing the children to walk home in all directions, cross the road unsafely, walk in the roads, increase their time on a busy road, cross parking lots, increased vehicle traffic, increased dangerous driving, made the area more congested and frustrated the community.

This change will not solve these issues and only spread the frustration and anger of the community to even more

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people that were not affected by the original change.

Let's put things on hold by turning down the grant, not implementing this proposal and then work together instead of butting heads and come up with lasting solutions please!

I struggle so much with this proposed solution. There are a lot of things that I want and would dare to say that a majority the neighborhood would want.

1) We want the crosswalk to be more safe and we want the elementary schoolers to be able to cross there again to get to school. So the Limited left turn would accomplish that.

2) We also want to be able to turn left out of the neighborhood. It is one of the few ways out of the neighborhood. The limited left turn cuts off one of our few exits from the neighborhood. It is used by many in the neighborhood to go to church, to Cooper Mtn Middle, to Herriman HS, and to get to the businesses along 5600 W. Installing the limited left turn would cripple and complicate our ability to get out of the neighborhood and get to these things.

If the city moves forward with this plan you need to give us another way out of the neighborhood. I would suggest extending or finishing W Fortson Way so that it connects to Black Locust Way. It is my understanding that this land is owned by a developer. Could the city use eminent domain to obtain a strip of that land to extend the road?

I wish there was another solution that could make using the crosswalk safer and allow elementary children to cross there to school while still preserving our able to turn left out of the neighborhood. Please I beg you not to move forward with this plan without giving the neighborhood additional ways to get out of the neighborhood. If you don't I feel you will see a sharp increase in traffic and accidents along other circuitous route to leave the neighborhood like S Cannavale Ln, W Brolin Ln & Copeland Dr.

Please don't permanently block left-hand turns in and out of my neighborhood just because someone wanted matching street lights for the City Hall entrances.

I would rather have my taxes raised to pay for a skywalk than have the proposed plan implemented.

If the proposed plan is implemented, you're just gonna shift the traffic through City Hall down by the parks or U-turns over by silver crest in the eye doctor.

Please consider alternate options than the proposed funded option from tonight's meeting.

Please focus on pedestrian safety all times of day (not just during school crossing).

Please find alternative without removing the ability to turn left on/off Herriman main.

Consider option to resume similar walking route to old route with better enforcement of existing traffic laws (reduced school speed limit reinstated) and consider moving the crossing at herriman main (N<->S) to the east segment of the the intersection to improve the flow of left turning traffic rather than removing it.

I am writing to formally submit my strong opposition to the Option 4 proposal for the intersection of Herriman Rose Blvd. and Herriman Main Street. As a resident who has witnessed the ongoing mismanagement of traffic flow in this area, I find this latest proposal to be an unacceptable compromise that prioritizes external grant funding over the functional needs of the community.

1. Continued Disregard for Resident Feedback

This solution is a direct result of the City's failure to listen to residents from the beginning. Instead of placing traffic

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signals where they were logically needed for neighborhood safety and flow, the City prioritized two signals at the entrances of City Hall. Now, residents are being asked to accept a permanent inconvenience because the City failed to plan appropriately when the opportunity first arose.

2. Artificial Constraints Driven by Funding

It is transparently clear that Option 4 is being pursued solely because it is tied to a UDOT grant. This is a cheap fix, not a right fix. If the City were forced to fund this project out of its own pocket, a plan that permanently restricts access to the library and recreation center while forcing residents into long detours would never be considered. We should not be forced to live with a permanent design flaw just because the funding is available now.

3. Severe Operational Impact and Increased Danger

The closure of northbound left turns and straight-through movements is a major operational failure. This plan will displace traffic, meaning vehicles will not disappear; they will reroute through smaller residential streets and overwhelm other intersections. Most concerning, this restriction will force drivers to perform U-turns by the elementary school to navigate around the closures. This creates a significant and predictable increase in danger for students during drop-off and pick-up hours. For parents moving children between home, school, and the recreation center, this adds heavy congestion and unnecessary risk to an already busy daily routine.

If the City is going to fix this intersection, it needs to do it right. I urge the Council to reject Option 4, decline the restrictive grant, and prioritize a long-term, functional solution, such as a roundabout or a warranted signal, that serves the residents rather than inconveniencing them.

DON'T REMOVE THE LEFT TURNS AND STRAIGHTS FROM THIS INTERSECTION

There isn't a need for another pedestrian cross walk when there are two perfectly good cross walks less than 300 feet down Herriman Main Street. The lights down the street are much safer with better visibility and are in place for higher levels of traffic for community events and future commercial businesses around the park. They say that people are going to jaywalk if we remove the cross walk all together but setting our standards to the lowest level is not a good precedent to set.

If they close off left turns it will increase the traffic in the streets around the edge townhomes, condos and Copeland drive where there is less visibility and tight corners that already have people speeding through there in the mornings.

They say that they had a large turnout for people complaining for the intersection to be made more pedestrian friendly. That makes sense. Since they changed the school safe walking path so people were bound to complain in mass. People only complain when there is something they don't like, if you change the intersection to the new design you will get a bunch of complaints about the new traffic patterns, that is how complaints work. Instead of just making the people in the area with elementary kids upset it will be every person in the area because the intersection is used by cars through the day and not just twice a day 5 days a week for 9 months of the year.

I have walked my 4th grader to school since she started in kindergarten, weather permitting. The new route is better, safer, with more infrastructure and my only complaint about it is the gravel and thorns along the undeveloped section that pop my daughter's tires. Changing the intersection and route will just make it more unsafe as cars go through the townhomes and tight roads with less room and visibility at speed.

We use this intersection consistently throughout the week to get around, whether it is getting to the school, to church, the library, or any of the businesses on Roscrsst Road.

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DON'T REMOVE THE LEFT TURNS AND STRAIGHTS FROM THIS INTERSECTION.

This option isn't considering the hundreds of cars that travel and leave HTC via Herriman rose blvd. This also will affect and cause more traffic through the library and rec center parking lot which is NOT a main road because people are not able to turn left by Los Tapatios. Which seems to just move the danger zone from one area to the next because people are now speeding through a parking lot.

This could also potentially affect Los Tapatios as well because people won't have an easy way back out. Has anyone talked to our local business about their concerns about this? We want to work hard to keep businesses here. We can't do that if we aren't considering them in cases like this.

I walk frequently when kids are getting out of Silvercrest.

Them walking down to the light equaling a few hundred more steps doesn't seem to be a huge issue for them. Parents that don't like it seem to be picking them up and walking them across the Herriman Rose and Herriman Main crosswalk just fine. Others wait in their cars in the parking stalls by the city hall.

Why are we changing a main exit because of a few hundred feet of walking?

What about even painting that ENTIRE intersection the yellow stripes and getting overhead flashing lights so when it turns on, cars are more apt to see that it's an important area and will stop? Or even turning that into a large speed bump intersection. Other cities like Sandy, and Salt Lake have done similar because they can't just shut down main exits to places. I understand safety. I don't see how the city hall crossing light isn't an acceptable option here. That's where I tell my kids to go and cross when going over there- even though the other crosswalk would be easier and more convenient for them.

This option affects way more than it helps- in my opinion.

I think this design will make it inconvenient for cars and what would be best for both cars and pedestrians is a traffic light with crosswalk.

Traffic light. That's all. Use the one that is further down and switch it with the flashing lights sign. I want to know what the study has to confirm not getting a traffic light. Also I never noticed a car counting strip at the intersection in question. Wouldn't that be helpful to see how busy that intersection gets. Reuse materials the (lights)don't pay to build something not needed.

I have a couple concerns with the proposed intersection Option 4. First, will there be safety precautions for those crossing in the middle? I'm imagining kids rough-housing and falling into the street. Will there be a guard rail or something in place to prevent unintentional injuries while in the middle of the road?

My main concern are the traffic changes this will cause. Anyone who usually exits the neighborhood through this intersection (turning left) will now be forced back through the neighborhood increasing traffic on the neighborhood streets where students are walking to school without the assistance of crossing guards.

This intersection does not only serve the school (only 9 months out of the year), but other businesses as well. It will be considerably more inconvenient to go around or through the neighborhood to get to businesses near the school because the left turn will not be available.

The lack of left turn (from Herriman Rose) will also force traffic to either make a u-turn (whether they're supposed to or not) at the light by the library or it will force more vehicles to use the Rec Center parking lot to access easier drop off for students. Do we really want more traffic regularly (not just during school travel times) through the Rec

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Center and library parking lots? I certainly don't.

I think that the current safe walking route is the best option--pedestrians are able to cross with a light and crossing guards. I drive my children to the school, but, in my opinion, most of the children I see walking to school are actually riding scooters or riding a bike. And, honestly, many of the townhomes and other homes in the area have much farther to walk than those near Herriman Rose Blvd. If they can't walk to school in time, perhaps they need to consider leaving earlier or finding another way to school.

Another option, maybe discussed, would be getting rid of the crossing at Herriman Rose and Main Street. Then, no one should be crossing there at all and could only cross via the safe walking route instead of individuals crossing despite the safe walking route.

I also know that, in the past, the crossing guards have put cones to stop left turns from/to Herriman Rose and Main Street during school crossing times. Would this not work again, instead of a permanent solution that could have lingering ramifications? Just a thought.

Just some items to consider--I just wanted to make my concerns known. Thank you for your time and consideration.

I am against this project and hope there are other solutions to making this cross walk safer. This will limit our access to the neighborhood greatly and cause a build up of traffic at the rec center light and other areas. I imagine many people will be doing u-turns in front of silvercrest too which will cause safety problems. Please reconsider. When we originally came to you about the safety concerns of this intersection, I wanted better visible red flashing lights at the cross walk instead of the yellow lights that seemed invisible at certain times of the day. Or cross walk warning lights that are farther down the street compared to right at the intersection to warn drivers sooner of the need to stop for pedestrians. I'd love this cross walk to be safer and hope we can all collaborate to find a solution that doesn't limit our access to a main road in our neighborhood. Thank you!

A permanent no left turn and no straight across from Herriman Rose would make it difficult for me to get to my eye doctor next to the school, to all the stores, MACU, and the church bldg on Rosecrest/5600. Also, in order to get to the library and rec center we would have to drive through neighborhoods and many crosswalks to go across Herriman Main at the light. When there are games at the field behind the rec center it is very difficult to go through the entrance at the light as traffic is so bad.

I apologize that I could not attend the meeting to discuss the proposed solution for the crosswalk at Herriman Rose and Main Street. I do not understand how the proposed solution increases safety for pedestrians or drivers.

One of my main concerns is requiring a right hand turn for people like students and other teen drivers that currently turn left onto Main Street on their way to the high school. I don't like the thought of diverting more cars to 134th or 126th, especially during the morning commute. There are often accidents at the intersections of Herriman Rose and 126th, as well as 134th and 5600 W. I don't think adding more teenage drivers to those areas is a good idea.

We do have a child starting Kindergarten in the fall, and the thought of her walking all the way down by the library doesn't seem to be a good idea for these youngest elementary school kids. We will probably end up driving her, even though I hate the thought of adding more cars to the drop off line when we live so close. That's a long walk for a Kindergarten student.

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I don't envy the decision that has to be made. Thank you for taking the time to consider creative solutions that might benefit the most people in our neighborhoods.

This proposed crosswalk looks like it was designed by someone who 1) doesn't have children, 2) doesn't live in Utah. To create a 3 part crosswalk on one the busiest roads in front of an elementary school and then just blindly trust said elementary school children will behave and conduct themselves in a safe and responsible way while they are unsupervised in the middle of morning and afternoon rush hour traffic is borderline imbecilic. I have witnessed, on several different occasions, Utah drivers ignore the rules of the road and come too close to hitting the crossing guards and children with the crosswalks as they are now. I have also witnessed on numerous car crashes at the very intersection for this proposed new crosswalk, because Utah drivers were not paying attention, driving recklessly, or not understanding the flow of traffic. This plan shows immense ignorance and zero concern for the lives that will be at stake, the lives of the crossing guards and the children.

Please do not follow through with this proposed plan.

I am very concerned about option 4 being an effective solution to our problem. I also do not like the idea of not being able to turn left out of the neighborhood that will lose left turn access.

What we need is better visibility of the light when pedestrians are crossing, not a full stop light setup. And we need to keep the flow of traffic open as much as possible.

The light at Copper Mountain Middle School is effective, it's easy for cars to see and is only red when students/pedestrians are crossing the street. This should be considered a win regardless of the traffic volume.

I also worry this new option 4 might make it more difficult for cars to see pedestrians walking as they come out of the middle section of the cross walk area and you are going to force a lot of people to make u-turns which is where more people are going to miss seeing pedestrians in the existing crosswalks.

The cost of the street light would be far less than the proposed plan and be better for the community as a whole. Maybe you would lose the current funding but I think that is the best option for our city.

Instead of a stupid island that blocks off all left turns 24/7/365 for a perceived need that is only needed for 1.5 hrs a day/5 days a week/ for 9 months a year put in retractable bollards. Put them across the road where the island would be, give the crossing guards a key and have them push a button and lift them up and put them down when done. Genius. It saves the access to and from the neighborhood all the other times and gives a more “safe” crossing for the kids. The bollards could metal or concrete. Done. Herriman could be a Guinea pig for the rest of the state and country in out of the box thinking that puts the needs of ALL the citizens at the forefront, instead of a few of the vocal minority that feels the need to infringe on everyone all the time.

I would prefer a stoplight at the intersection. I don't like the idea of not being able to turn left or go straight across from the neighborhood since that is a major access point for the library as well as the rec center. By not putting light here there's a lot of risk as people will have to find other ways to access these facilities. I also think leaving it the way it is presents a great risk as well because trying to cross the street right there is dangerous even if it's not during the school time. It isn't lit well.

This seems like a bad idea to me. There is already a crosswalk here. All this does is block traffic and cause extra u turns, which might actually be less safe for children walking home from school.

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I just wanted to comment on the fact that the "open house" forum is the most unproductive way to hold a meeting/conversation. There's no way to talk to everyone because certain people take up ALL the attention and we don't get to talk at all. We did not feel heard at all. If it wasn't for actually meeting a new neighbor it would have been a COMPLETE waste of time. As a member of this community we need to be able to speak

I do not like the concept design for Option 4 and I don't think it will help pedestrian safety very much. I'm confused why other feasible options are not being given more consideration. City staff say a signal is not warranted by the traffic study. However, a pedestrian-activated signal (aka HAWK light) does not need to meet the same warrants and is justified at this location. City staff say that the cost of a HAWK light is too high. However, UDOT installed one a few years ago for \$85,000 in Ogden, far less than the cost of Option 4. City staff have said that Herriman Rose is too close to Black Locust to install a signal. There are 24 other HAWK lights in Utah that are closer to another signal than this would be. City staff have said that drivers don't like HAWK lights, but data shows they are more effective than RRFBs. City staff have said HAWK lights won't work on a 4-way intersection, but there are 33 HAWK lights on 4-way intersections in Utah.

First of all I do feel like the meeting purpose was misleading. I walked in with the impression it would be a full room discussion and not an open house.
As far as the proposed solution of no left Turns from the Herriman town center is not a great option. I am a resident that lives in that area and it would make a lot of the things we moved there for inconvenient to get to. One of the solutions could be eliminating the crosswalk altogether if people feel like it's unsafe or adding a light right there would solve both the safety of the pedestrians and the drivers.

Hello,

I feel that the proposed arrangement would be inefficient as a long-term solution.

If the goal is to address concerns surrounding foot traffic primarily consisting of children, it seems odd to use a crosswalk that is more confusing to navigate. I can envision them walking straight across out of habit and putting themselves in danger.

Additionally, I believe that adding an ungainly island will potentially strand pedestrians during high traffic volume times. During times with high foot traffic volume the design will clog up traffic further, to the extent that a light(with straight-through crosswalk) would have essentially the same impact.

Regarding my claim that this isn't a long-term solution, I foresee Main Street traffic increasing as further residential development takes place to the south and west. This may necessitate removing the median decorations entirely to make room for another lane. If my prediction is accurate the current proposal would simply be torn out later(within ten years).

The simplest short term solution would be to drop a couple of concrete dividers to block left turns, get rid of the crosswalk, and force foot traffic to utilize the crosswalk near the school instead. This keeps kids within view of the school premises where drivers are naturally more cautious. It also allows volunteer crossing guards to focus their efforts more efficiently.

I appreciate that steps are being taken and I understand that coming this far feels good, but I sincerely hope you'll take a step back and look at the situation from a practical perspective. I don't think the proposal is a workable answer to the question raised.

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<p>Please do not take away the ability to turn left from northbound Herriman Rose Boulevard to westbound Main Street.</p>
<p>I am still honestly trying to figure out exactly what we are trying to solve for. I have walked that cross walk, both to school and back almost everyday and I have never seen any safety issues. It was great when we had crossing guards and it has been great without crossing guards. I honestly do not think any solution is needed. However, cutting off the left hand turns is a horrible solution. This would inconvenience the whole neighborhood.</p>
<p>This design is lacking thought. The only thing this accomplishes is wasted time, fuel, and financial cost. It is no safer than just leaving it as it was. It seems to me that this is a case of the over-reaching nanny state trying to put their hands into every aspect of our lives while spending money and accomplishing nothing. My children walked to silver crest and home everyday without any issues. My current silver crest student gets rides to and from school everyday because I am not going to walk the extra distance to city hall to cross the street. There are flashing lights and crosswalk there, it was fine as it was. The headache of not being able to leave the neighborhood does not make this safer with this design.</p> <p>The biggest problem was driver speed along the road. Patrol that with traffic cops and get people to reduce speed forcefully if necessary. I drive that everyday and it never bothered me to stop for the kids to cross for school. You cannot stop everything from happening by infringing on everyone’s right to live.</p>
<p>I don’t understand why the complexity of this option when an intersection would be most ideal and the safest option. Not only for pedestrians but the cars due to the bend in the road.</p>
<p>The design is not very smart. So many people wouldn’t be able to get out of their neighborhood, I walked to school and back every day without any problems. As well, we wouldn’t be able to get to the library and Recreation Center without going the long way, this would cause many problems. If people had to go the long way many students and parents would use up gas which is a lot of money.</p>
<p>I’m not for this change. I believe it will cause more traffic on the other streets which are there for the kids to play on. Herriman Rose is already not kid friendly so the smaller streets are now going to have to be utilized to get around. The parents already park and congest our street for pickup and if you make it harder to get to the school from our neighborhood they are just going to add to the parents already picking up there. We have great crossing guards . I have never seen a problem. I believe there are better things to do the money. This will create u-turns where they shouldn't be done.</p>
<p>The pedestrian island in the middle of a busy road for a crossing intended for children seems frankly insane to me. If the kids are left alone in the middle of the busy road during morning and afternoon rush hours, even with crossing guard guidance, I foresee that tragedy will inevitably occur when children cross unprompted or drivers veer into that bridge. Utah drivers and immature pedestrians will make the difficult job of crossings guards keeping the public safe nearly impossible with this change.</p> <p>Please do not make this change.</p>
<p>The intersection is fine as-is. There are crossing lights, cross guards for school hours, and multiple options to cross at lights east and west of this intersection.</p>

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This concept makes no sense economically for anyone who lives in these affected neighborhoods. I am a student at Herriman High School and I drive to school. With this restricted left turn I would have to go way out of my way to drive almost a full circle to get to school. This takes so much time from my morning, as well as using up more gas that high school students have to pay for.

While I understand and support efforts to improve pedestrian safety, restricting left turns at this intersection seems likely to create more traffic issues than it solves. Limiting turning options often leads to congestion, driver frustration, and rerouting through nearby residential streets.

A four-way stop or fully controlled intersection would be a more effective and straightforward way to improve safety. Requiring all directions to stop would naturally slow traffic, increase driver awareness, and provide safer, more predictable pedestrian crossings.

I encourage the city to reconsider this proposal and explore intersection control options that improve safety without unnecessarily limiting traffic movement.

I do not agree with this option. I would like to see a stop light at this intersection. Not only is it unsafe for pedestrians, but it is a highly used, unsafe intersection for cars!

I am a 13 year resident of the Herriman Rose neighborhood and I oppose the proposed Option 4 intersection changes at Herriman Rose Blvd. and Main Street.

While I support improving pedestrian safety, this proposal creates a permanent restriction on neighborhood access that does not appear proportional to the safety improvements being proposed. Under Option 4, residents traveling northbound on Herriman Rose Blvd. would lose the ability to turn left onto Main Street or travel straight across toward the library and recreation center. These restrictions would apply at all times, even though school crossing activity occurs only during limited periods of the day.

After reviewing the concept, I am not convinced Option 4 meaningfully addresses vehicle speed or crossing risk on Main Street. The pedestrian refuge island allows crossings in stages but does not slow east–west traffic or provide controlled crossing intervals. Through traffic on Main Street remains largely unchanged while neighborhood residents absorb the long-term impact.

I am also concerned that funding tied specifically to Option 4 may be influencing this decision. Funding opportunities are important, but they should not drive permanent infrastructure changes unless the solution clearly balances pedestrian safety with neighborhood mobility.

During the community meeting, it was not always clear to residents that Option 4 permanently removes left-turn and straight-through access from Herriman Rose Blvd. Ensuring the community fully understands these long-term access changes is important for meaningful public input.

I encourage the City to reconsider whether Option 4 is the best long-term solution and to explore safety improvements that do not permanently restrict neighborhood access.

Thank you for considering resident feedback.

Permanently closing the left turn options would prove to be very unpopular for driving residents. With all due respect, I personally hate Option 4 because I need that left turn to get to the Mountain View Corridor. I just want a safe way to make that left turn without worrying about cars whipping around the corner while I'm pulling out into the intersection. A mini roundabout would be a much more elegant solution to keep traffic flow uninterrupted and reduce risk of car and pedestrian accidents. See this study I found (<https://www.nctcog.org/getmedia/57bdd772-1d6b-4d1f-a344-94ab249ec392/2019PWR-MiniRAB-FINAL.pdf>) which discusses mini roundabouts vs traffic circles. It also includes options for a temporary version to test the efficacy of a roundabout. Please don't inconvenience the community. I wouldn't have raised concerns about this intersection if I thought the city would negatively

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impact my life like this. I see more cars passing through the intersection than pedestrians. I also see school buses parking on that road by up to the Walmart and this restricted crossing u turn concept would impact larger vehicles. I can see funds were already set for a certain use, but surely some sort of negotiation can be had if the community wants a different style of intersection. What use is an intersection change if the community hates the change and don't use it? Costs to change this down the line would exceed that of what it would cost to make a good design change now.

Please do another a study to warrant a traffic light

honestly, this is a horrible idea, it would be very hard on many people. It's just a hassle and would make it annoying to drive to school everyday

Argument Opposing Changes to the Intersection at Herriman Main Street and Herriman Rose Blvd

I respectfully oppose the proposed changes to the intersection configuration at Herriman Main Street and Herriman Rose Blvd due to the negative impacts it would have on neighborhood access, traffic congestion, and overall pedestrian and driver safety.

Reduced Neighborhood Access and Increased Congestion

One of the most significant concerns with the proposed change is that it would reduce the number of available routes for residents of the Herriman Rose neighborhood. Fewer exit options would force more vehicles onto already busy corridors, particularly 13400 South. This would be especially problematic during peak morning and afternoon hours, when parents are transporting middle school and high school students to and from school. Concentrating traffic onto fewer roads will inevitably increase congestion, delays, and driver frustration.

This situation mirrors the challenges residents already face following the closure of the road that is now part of the dog park. Since that closure, residents in the neighborhood have experienced difficulty exiting their area and are no longer able to turn left onto 12600 South, limiting mobility and forcing longer, less efficient travel routes. Further restricting access at Herriman Rose Blvd would compound an existing problem rather than improve traffic flow.

Safety Concerns with the Current and Proposed Configuration

The current road configuration already presents safety issues that should be addressed with caution, not worsened by closure. The existing median obstructs sight lines when two vehicles traveling east and west are both attempting left turns. This reduced visibility increases the likelihood of accidents, as drivers are unable to clearly see oncoming traffic. Closing or reconfiguring the intersection does not resolve this concern and may introduce new risks by redirecting traffic into less suitable areas.

Increased Risk Near Crane Park

Closing the road would also push additional traffic toward the area surrounding Crane Park, creating a less safe environment for children and families. Increased vehicle volume near the park raises serious concerns for pedestrians, particularly those crossing the street from Fort Herriman Blvd. Parks are intended to be safe community spaces, and routing more traffic around Crane Park undermines that purpose and puts vulnerable pedestrians at greater risk.

Lack of a Traffic Signal at the Proposed Intersection

It is also important to note that the city previously recognized the need for traffic calming and pedestrian safety by installing a traffic light at the corner near City Hall across from the library. That decision helped slow traffic and provided children and families with a safer way to cross the road. In contrast, the proposed intersection change does not include a traffic signal. Without a light, the intersection would continue to pose a danger to pedestrians attempting to cross, particularly during hightraffic periods.

Conclusion

Taken together, these concerns demonstrate that changing the intersection at Herriman Main Street and Herriman Rose Blvd would reduce neighborhood accessibility, increase congestion on surrounding roads, and create

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additional safety risks for both drivers and pedestrians. Rather than improving traffic flow or safety, the proposed change appears likely to worsen existing issues. For these reasons, I strongly urge the city to reconsider the proposed modification and explore alternatives that preserve neighborhood access while prioritizing safety for residents, children, and families.

We need to be able to turn left coming out of our neighborhood. This puts a barrier between the neighborhood and the business center of Herriman. It's already more convenient to go to MVV in Riverton. Now it will be even less convenient and affect business vitality in Herriman.

It's frustrating that THIS out of all the options we've offered as Herriman residents was the one chosen as an option. The people turning left aren't even the danger to pedestrians - they have to watch closely for both cars and pedestrians. It is those coming straight that really need to slow down and be careful, which is why the most prudent option is a light at the intersection even though the city council has made a million untrue arguments about why they can't put on there. This is the worst solution and will create traffic issues elsewhere

I'm a high school student that would very much not like the barrier being put up on the street. This is unacceptable. I will not tolerate this. I need to drive to school everyday and this would make things very inconvenient and especially for going to church as well. Please take all of these disagreeing comments into consideration.

I can't make it to the community meeting this evening because I am out of town, unfortunately. But I did want to make my voice heard.

I think it's great the city is listening to the residents concerns regarding the intersection at Herriman Rose Blvd and Main St, but I disagree with the solution that is being proposed and I also find it concerning the city hasn't investigated further some of the solutions that residents have proposed.

The primary concern that most residents have brought up has been pedestrian safety. The city's current proposed solution which blocks cars from turning at that intersection does little - possibly nothing - to increase pedestrian safety. One could argue that the pedestrian island does increase pedestrian safety, but a pedestrian island could easily be built there and still also allow cars to turn at that intersection.

Blocking cars from turning does not increase pedestrian safety. It is the cars that are driving straight on Main St that are the main concern. There need to be traffic calming measures implemented so cars driving straight on Main St are more aware of pedestrians and forced to slow down

Some traffic calming measures that I have not yet seen the city have a serious discussion about include: a stop sign, or a raised intersection (because a raised intersection forces cars to slow down as they enter the intersection and it promotes pedestrians to be first-class users of the intersection).

Another option you might consider is a walking bridge over the street. I think that would be the safest option of all

My concern about option 3 is that it limits exit access from my neighborhood. I would no longer have easy access to take my children and neighbors to middle school.

This option is also still having children cross Main Street without a light. To me, this is not safer than what we currently have and again, limits access leaving my neighborhood.

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Finally, I would like the specific parameters from the light study for why it failed. There are two lights by city hall. One makes sense as it also gives access into the rec center area. The second by the library however does not. This can be a stop sign and the light could be moved to the neighborhood entrance. This will give access to and from the library and school from the neighborhood. It will also give a safe, direct route for children to get to school.

This would be a huge mistake! You would be taking away our ability to get out the neighborhood going west safely. The best option is to keep the walk route the same as it is now!

I dont think I like that idea. It may make that particular crossing safer, but adds more risk at the other intersections. Consider someone coming north on Herriman Rose blvd wanting to turn left. What would have been a single intersection transaction becomes five intersection negotiations. They must first turn right on Main, then cross Black Locust, then make a U-turn on Fort Herriman, then cross Black Locust again, and finally cross Herriman Rose blvd again. I did see you have Black Locust marked as optional U-turn which would reduce that to just three intersections, but I dont think you can make that a U-turn. The street doesnt have the room for it. Please consider the effect of where this traffic will end up traveling.

I think it's a waste of tax money and not convenient for the residents who live near the intersection. It will just congest the other streets with unnecessary traffic.