Appendix B: COMMUNITY OUTREACH

Appendix B Community Outreach

Public outreach is a key element in any master planning effort. The purpose of the Salt Lake City Transit Master Plan public outreach was to engage a broad and diverse section of the population in order to discuss and solicit ideas related to the development of the plan. To this effect, public outreach was conducted in all seven Council Districts of Salt Lake City and online. To ensure that a significant segment of the population had the opportunity to provide feedback, multiple opportunities for public involvement were offered, including: stakeholder interviews, mobile event outreach, public open houses, and on-line engagement.

This section includes an overview and summary of key findings from the following outreach events:

- Salt Lake City Transit Master Plan Meet-and-Greet
- Stakeholder Interview
- Mobile Outreach Events
- September 2015 Open House
- Website Surveys
- Design Your Transit System Survey

KEY THEMES

Much of the feedback received during all the public outreach activities for the Salt Lake City Transit Master Plan coalesced around a number of key themes. For example, many of the open-ended suggestions and comments received during the public outreach process focused on providing a complete and convenient transit system that allows for a car-free lifestyle, which was the top priority goal selected by Open House participants. In addition, many respondents expressed that public transit works relatively well for commuting to a few major employment centers, but that it is not a viable option for commuting at off-peak hours or for travel to areas outside the central business district. Other common themes included:

- Provide TRAX service later in the evening (past-midnight)
- Run neighborhood busses later in the evening
- Improve transit stops
- Develop frequent routes to areas other than downtown and the University of Utah
- Develop a citywide network
- Improve connections between routes and neighborhoods
- Service non-sporting cultural events (plays, symphony, opera)
- Service the west side and East Bench areas
- Improve the maps and transit route information provided online and in print
- Improve real-time information to better allow riders to know when the next bus is coming
- Make prepaid fares more visible and accessible
- Improve bicycle and pedestrian access to transit to increase usability of transit (bike share, bike paths, crosswalks)
- Make sure that operators/transit personal are informed and courteous

OVERVIEW OF OUTREACH EFFORTS AND INPUT

Salt Lake City Transit Master Plan Meet-and-Greet

The project commenced with a "Meet-and-Greet," held on January 27, 2015 at the City Creek Harmons grocery store. This event gave the project team the opportunity to meet and have casual conversations about the intent of the Plan with members of the public early in the process. Key stakeholder groups that were invited to the Meet-and-Greet were: Salt Lake City Community Councils, Salt Lake City Council, Salt Lake City Transportation Advisory Board, Salt Lake City Planning Commission, Utah Transit Authority (UTA) Board of Trustees, Salt Lake County, Wasatch Front Regional Council, UDOT, Breathe Utah, Heal Utah, Salt Lake City School District, Envision Utah, Salt Lake Chamber of Commerce, Downtown Alliance, Crossroads Urban Center, University of Utah, Westminster College, Sugar House Chamber, and Salt Lake County Agency on Aging Adults.

Stakeholder Interviews

The project team met with several key stakeholder groups in the community during spring of 2015 to understand the needs of their organizations and constituencies. Interviews focused specifically on their goals for the Transit Master Plan, pros and cons of the current UTA network, level of understanding of the services provided, and any other issues such as accessibility, affordability, etc.

Interviews were conducted with the following groups:

- UTA – the project team was also in regular communication with UTA throughout the process
- Wasatch Front Regional Council – 1/27/15
- Utah Transit Riders Union – 1/28/15
- University of Utah – 1/28/15 and 4/7/15
- Salt Lake City Council – 4/7/15
- Salt Lake City Transportation Advisory Board (TAB) – 4/7/15
- Breathe Utah – 4/7/15
- Salt Lake City's UTA Trustees – 4/7/15
- South Salt Lake City – 4/7/15
- UDOT – 4/8/15
- Salt Lake City Chamber of Commerce – 4/8/15
- Salt Lake City Downtown Alliance – 4/8/15
- Salt Lake City Planning Commission – 4/8/15
- Salt Lake County Aging and Adult Services – 6/18/15
- Crossroads Urban Center – 6/18/15
- Salt Lake City School District – 6/19/15

In addition to the stakeholder interviews, there were a number of presentations and question and answer sessions for interested parties. Participants at these presentations included: Community Councils, the Business Advisory Board, Friends of the S Line, the Bicycle Advisory Board, the Transportation Advisory Board, FTA Region 8, and the Sugar House Chamber of Commerce.

Common themes from the interviews are summarized here.

- Goals/Vision
  - Competitiveness with auto: To attract riders, public transit must be competitive with private automobile (in time and convenience). In addition to quality of transit service provided, the ease and low cost of driving impacts decision-making (cost and availability of parking, peak rush hour is only ~20 minutes)
  - Support current and future growth areas
  - Desire to be regional destination for culture/commerce
  - Need to meet local needs, not just commuter needs, e.g. intra-neighborhood and neighborhood to neighborhood travel
- Service gaps
  - Better east-west service connectivity and more user-friendly west side service
  - Access to and between neighborhood business nodes/commercial districts
  - Employment centers
    - Better connections between service sector jobs and trunk routes
    - Better connections to final destination in downtown
    - Better service to Research park/University, which is a major employment hub
- Other transit improvements stakeholders would like to see
  - Improved reliability/speed
  - Increased frequency
  - Improved bus stops (most stops have only a sign, no bench, no shelter)
  - Better, safer access to stops
  - Ease of use – simplicity of system and "legibility"/ease of understanding; especially utilize technology to improve access to information and system
  - Affordability of fares
  - Span of service, esp. late night service
- Build transit "culture"
  - Individualized travel education program
  - Raise awareness/marketing – get opinion leaders riding transit and embracing it vocally/publically
  - Promote, promote, promote
  - Utilize pass programs and improved service to build transit culture
  - Overcome UTA public perception problem
- Coordination between modes
  - Coordinate the Transit Master Plan with other transportation modal plans: Bike/Ped Master Plan, signal plan, parking plan, etc.
  - Integration with bike share is particularly important (esp. last mile connections)
  - Parking: Plentiful inexpensive parking undermines transit competitiveness
  - Focus on complete streets
  - TNCs, Car-to-go, other innovative modes

Mobile Outreach Events

Mobile outreach at the Avenues Street Fair, summer 2015.
Source: Fehr & Peers

To develop a presence in the community and engage members of the public that do not traditionally attend open houses, the team launched a mobile outreach effort during the summer of 2015. This effort took advantage of existing city-wide and neighborhood events. A number of these events included the use of a "trolley" that was modified to allow members of the public to board, interact with members of the project team, and engage in the outreach activities.

At all events, the project team used presentation boards to convey key findings about the existing transit system and its users from the State of the System Fact Book. Attendees were invited to provide feedback via comment boards and a map where they could indicate key service needs. Over 400 individual comments were collected during the Mobile Outreach events. The mapping exercise allowed event attendees the opportunity to geographically highlight routes that need improvement in one of the following areas: improved service, longer service, or new service.

The team attended a total of 17 mobile outreach events, shown in the map on the following page:

- Living Traditions – 5/15/15
- Rose Park Fest – 5/16/15
- World Refugee Fest – 6/6/15
- Parley's Way Corridor Study – 6/17/15
- 9th West Farmers Market – 6/21/15
- Food Truck Thursday – 6/25/15
- Partners in the Park – 7/7/15

- Granary Row – 7/31/15
- Groove in the Grove – 8/4/15
- DIY Fest – 8/8/15
- 9th West Farmers Market – 8/16/15
- Sugarmont Farmers Market – 8/21/15
- Downtown Farmers Market – 8/22/15
- University of Utah Plazafest – 8/26/15
- Avenues Street Fair – 9/12/15
- Foothill Village Outreach – 9/17/15
- 9th & 9th Street Fair – 9/19/15

Mobile outreach at Groove in the Grove, summer 2015.
Source: Fehr & Peers

Transit Master Plan Mobile Outreach Map

Summer 2015

Salt Lake City
TRANSIT MASTER PLAN

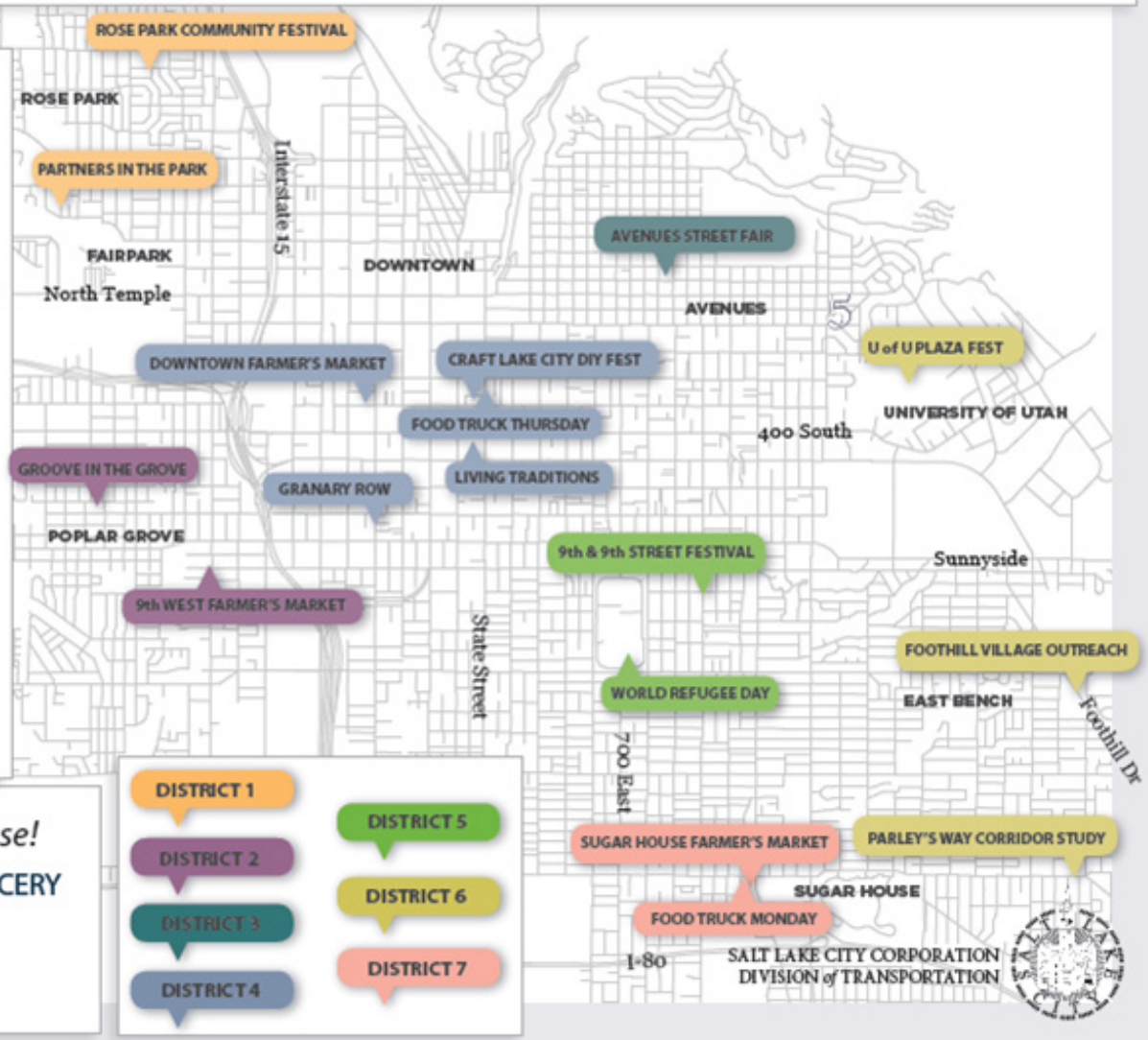
MAY EVENTS
May 15 - Living Traditions
May 16 - Rose Park Community Festival

JUNE EVENTS
June 6 - World Refugee Day
June 17 - Parley's Way Corridor Study
June 21 - 9th West Farmer's Market
June 22 - Food Truck Monday @ Sugarmont
June 25 - Food Truck Thursday @ Gallivan

JULY EVENTS
July 7 - Partners in the Park
July 31 - Granary Row

AUGUST EVENTS
August 4 - Groove in the Grove
August 8 - Craft Lake City
August 16 - 9th West Farmer's Market
August 21 - Sugar House Farmer's Market
August 22 - Downtown Farmer's Market
August 26 - U of U Plaza Fest

SEPTEMBER EVENTS
September 12 - Avenues Street Fair
September 17 - Foothill Village Outreach
September 19 - 9th & 9th Street Festival



DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 5
DISTRICT 6
DISTRICT 7

End of season open house!

CITY CREEK HARMONS GROCERY
September 23, 2015
5:00pm - 7:00pm
135 East 100 South

Comment Boards

At the Mobile Outreach events, participants wrote their comments on sticky notes and placed them on the comment board. These comments were then classified into one of the following typologies: Frequency, Span of Service, Connectivity, Speed and Reliability, Stop access, Stop Amenities, Fares, System Legibility, Transit Culture, Other Transit Related Comments, and Not Relevant. The following list and graph (Figure B-1) shows the portion of total comments that fell into each typology and a sample representative comment that was received at a Mobile Outreach event attributed to this typology.

- Connectivity (18%)

  "Better East-West connections!!"
- Fares (13%)

  "Sell Farepay cards at more places and be in every neighborhood"
- Other Transit Related Comments (13%)

  "No tracks on 1100 East. Run electric bus instead"
- Frequency (12%)

  "More frequent and longer services. Services not only geared toward 9-5 crowd"
- Span of Service (9%)

  "Run TRAX 1 hr. later on weekends"
- Speed and Reliability (8%)

  "Faster/more direct service between Salt Lake and Airport"
- Transit Culture (6%)

  "Provide drivers with adequate pay to be genial to riders"
- Stop Amenities (6%)

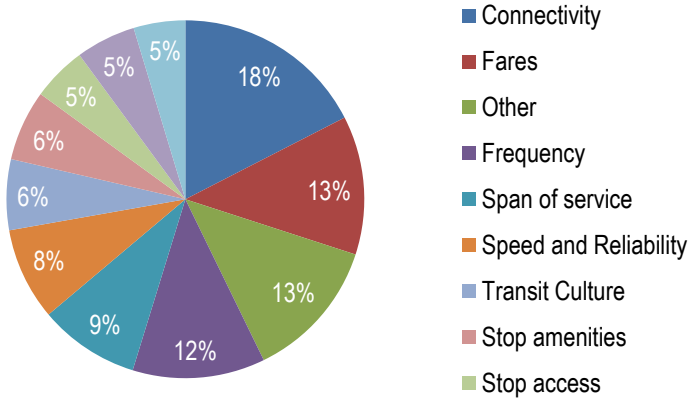
  "More benches and station amenities like covered stops and garbage cans"
- Stop access (5%)

  "I love the paved path by the Sugar House Trolley!"
- System Legibility (5%)

  "Not being accurate on the GPS is a problem"
- Not Relevant (5%)

  "The newer 300 South bike lanes are dangerous due to inattentive drivers attempting to enter/leave driveways"

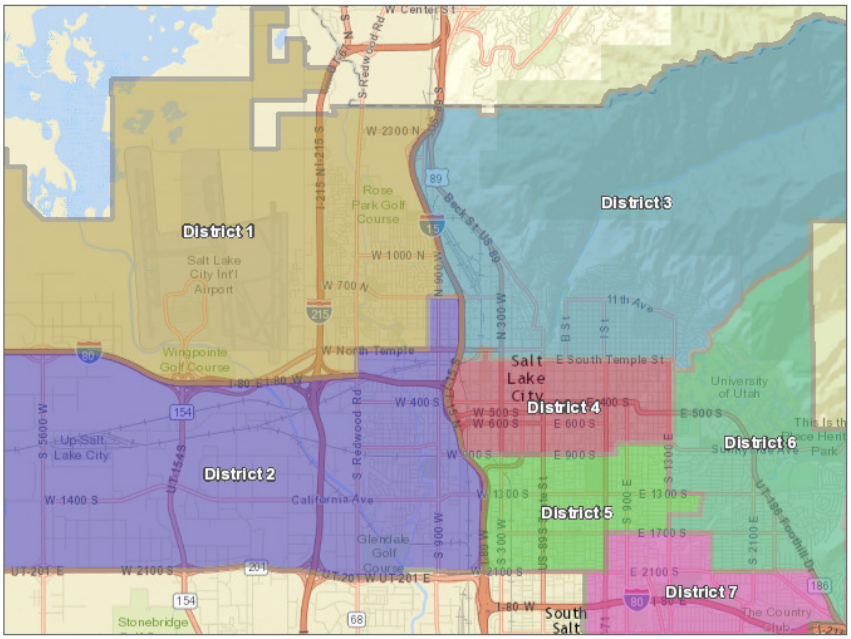
Figure B-1 Mobile Outreach Key Themes



Mapping Exercise

At the Mobile Outreach events and September Open House, attendees were invited to identify areas on a map that they believed needed transit improvements. Options for transit service improvements included improved service, longer service, or new service. The most frequent location for improved service quality was District 1, with travel to District 4 most sought after. District 4, with travel to District 6, was the location most frequently identified in need of longer hours of service. Travel from District 1 to Districts 4 and 6 were the most frequently identified areas for new transit routes.

Figure B-2 Salt Lake City Council Districts



The culmination of the Salt Lake City Transit Master Plan's summer outreach efforts was an Open House held at the City Creek Harmons grocery store on September 23, 2015. The team presented the educational boards from the mobile outreach effort as well as boards that showed key gaps where land use density or demographics indicate a propensity to ride transit, but where there is little transit use. The Open House also had an opportunity for participants to provide input on three "conversation boards." One allowed them to prioritize goals for the Transit Master Plan, one asked for input on service design principles, and one invited conversation on maps & information, fares, and access & station improvements.

Salt Lake City Transit Master Plan Open House
Source: Fehr & Peers

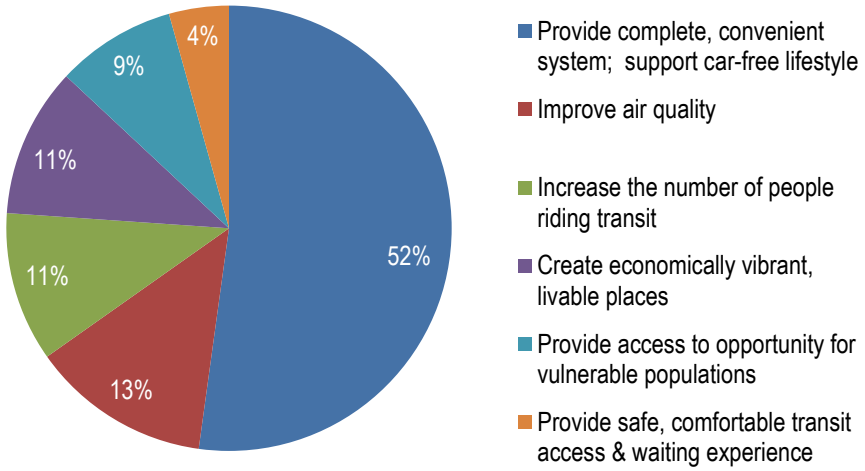
Key participations statistics were:

- Open house attendees – 60
- Board exercise participants – 40
- Comments – 64

Goals Board

At the Open House participants were invited to identify which of the Salt Lake City Transit Master Plan goals most resonated with their vision for an ideal transit network. Over 50% of respondents identified "Provide a complete and convenient transit system that supports a car-free lifestyle" as their top goal (Figure B-3).

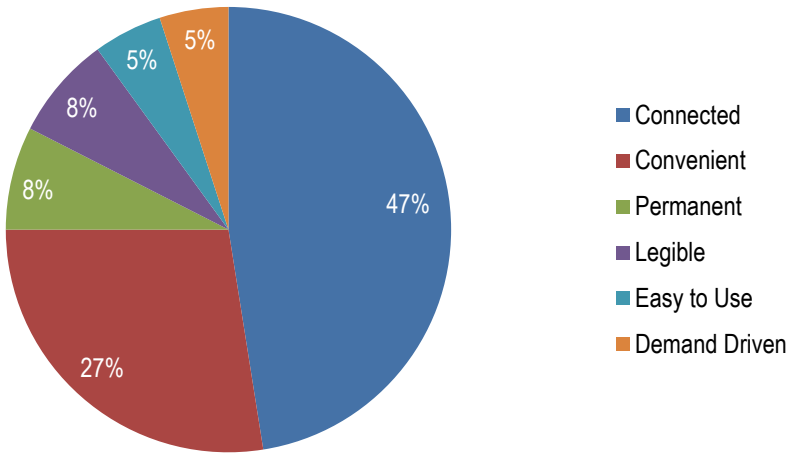
Figure B-3 Goals



Service Design Principle Board

At the Open House, participants were invited to identify which of the Salt Lake City Transit Master Plan's service design principles was the most important to the success of the project. Almost 50% of respondents identified "Connected: provide simple citywide connections on a high-frequency network" as the most important service design principle (Figure B-4).

Figure B-4 Service Design Principles



Website Surveys

The project team also developed a project website: SLCRides.org. This website ensured that Salt Lake City residents who were unable to attend one of the in-person public outreach events could learn about the Salt Lake City Transit Master Plan. SLCRides.org included detailed information about the project, outreach events planned and completed, project reports and documentation, and any survey tools open to the public.

The project team created a short online survey during the summer (open July 30 to October 1, 2015) through Open City Hall that was linked from the project website. UTA also developed a survey that was open to the public during summer 2015 (closed October 1, 2015) that was accessible from the UTA website.

Key participation statistics were:

- Open City Hall – 535 responses
- Open UTA – 461 total respondents with 74 respondents of these residing in Salt Lake City
- Direct Comments on SLCRides – In addition to the available online surveys, 7 participants wrote direct emails through the SLCRides website

Open City Hall Survey

The Salt Lake City Transit Master Plan website (SLCRides.org) allowed residents to take an Open City Hall survey. This survey asked respondents to identify their top choices regarding key outcomes from the Plan, desired improvements, and "big ideas" they have related to transit.

Each of the questions and breakdown of responses are shown in the following graphics. The most salient findings are:

- Air quality (49%) and transit system convenience and reliability (41%) are the most important outcomes (Figure B-5) of the plan for the large majority of respondents (90% combined)
- Pedestrian and bicycle access to stops (28%) was the highest ranking improvement (Figure B-6)
- A citywide network is the most important big idea (Figure B-7) for a majority of respondents (51%)

Figure B-5 Outcomes

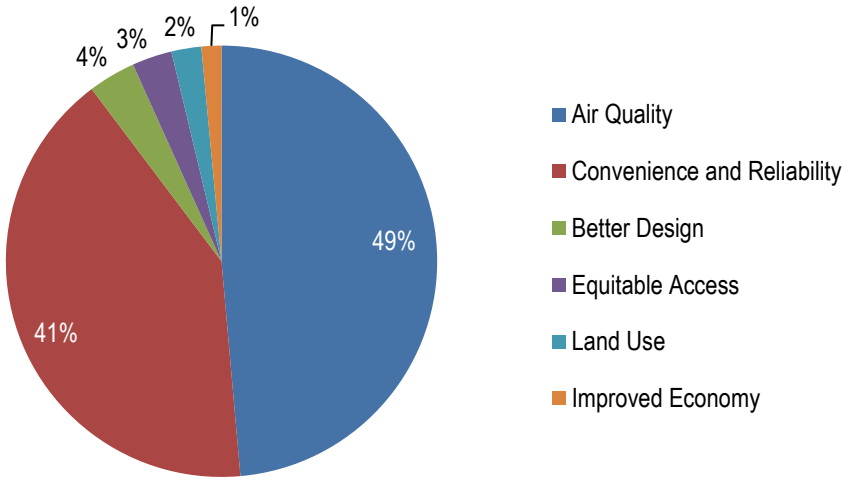


Figure B-6 Improvements

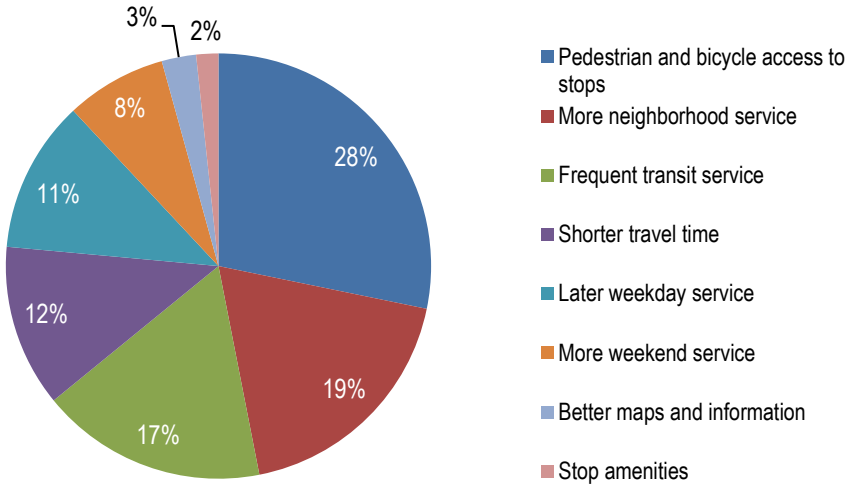
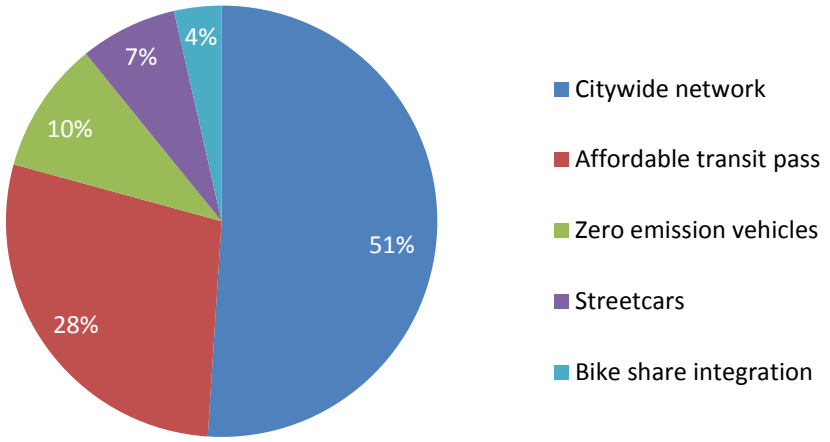


Figure B-7 Big Ideas



Open UTA Survey

UTA's survey asked responders to identify their top choices regarding service improvements, bus improvements, light rail (TRAX) improvements, and FrontRunner improvements. The following graphs represent responses from Salt Lake City residents. The most salient findings are:

- Bus is the most important mode for improvement (45%), followed by TRAX and Streetcar (35%) – (Figure B-8)
- Improving service span is the most important bus improvement (50%), followed by service later at night (31%) – (Figure B-9)
- Late night service is the most important TRAX improvement (47%), followed by direct service between the Airport to the University (19%) – (Figure B-10)
- Sunday service is the overwhelming top priority for FrontRunner enhancement (59%) – (Figure B-11)

Figure B-8 Service Improvements

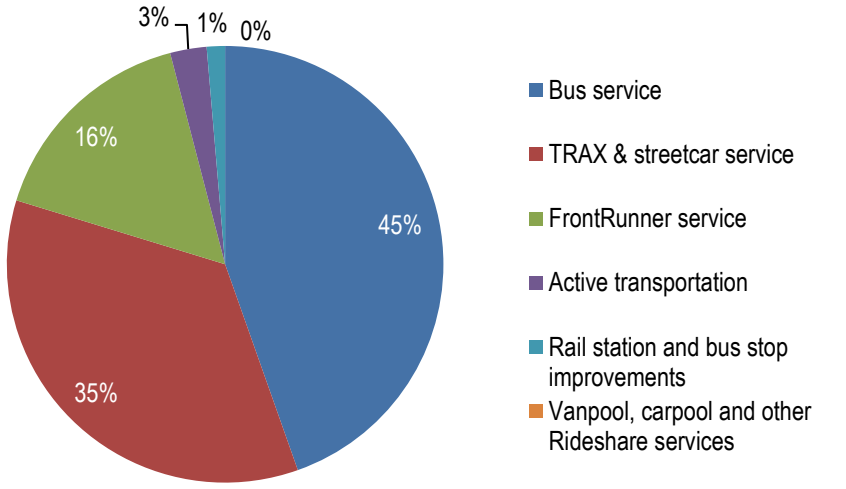


Figure B-9 Bus Improvements

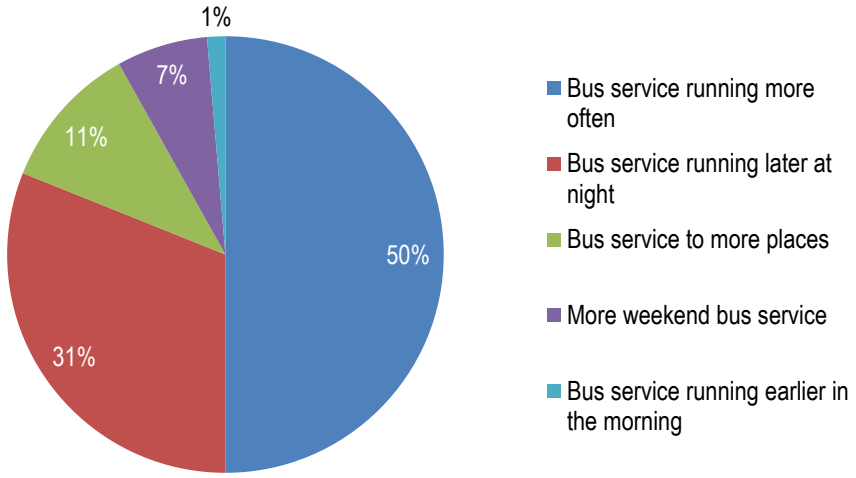


Figure B-10 Light Rail (TRAX) Improvements

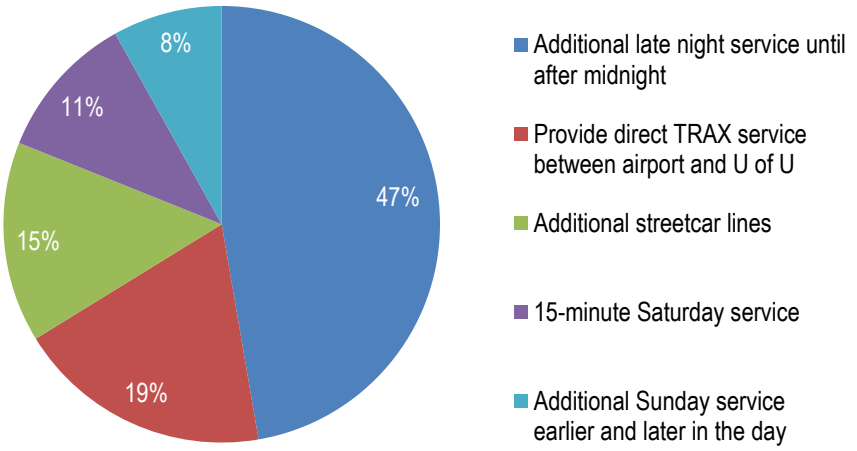
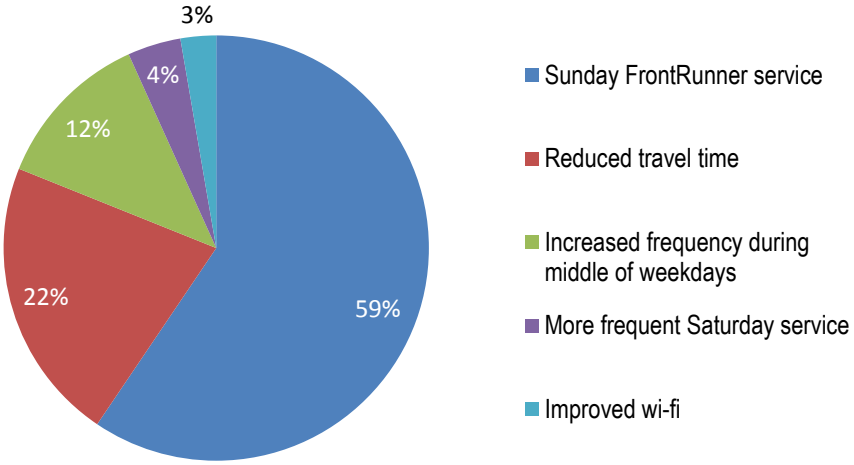


Figure B-11 FrontRunner Improvements



Design Your Transit System Survey

The Design Your Own Transit System survey tool was launched by the Salt Lake City in February 2016. The survey tool was comprised of three tasks:

- Task 1 allowed users to create their own transit system by allocating hypothetical money to different system needs. Spending was calculated based on how much area the participants system covers (system coverage), how often service runs (service frequency), and the days of the week it operates. If participants ran over budget, they were forced to go back and revise their selections.
- Task 2 allowed participants to determine their long term investment strategy by selecting the mode or modes they wanted to build.
- Task 3 allowed participants to select additional improvements to accompany the transit service they created.
- After completion of the Design Your Own Transit System tool, participants were asked to take a short demographic survey (1,269 of 1,412 participants completed the demographic survey).

Summary of Key Findings

Survey Participants

- 1,412 people participated in the Design Your Transit System survey tool, of which 65% live in Salt Lake City.
- The survey reached a wide audience. Seniors (over 65), low income populations (less than $35,000 per year), and residents of western Salt Lake City were somewhat under-represented as compared to their share of the general population.

Transit Use

- 40% of respondents ride transit multiple times per week and 60% ride at least once a month.
- The top reason cited for riding transit was environmental reasons (25% of respondents).
- The top reasons for not riding transit more often were related to convenience, with more than 50% of respondents indicating transit takes too long or doesn't go where they need it to go.

Service Coverage

- The highest priority destinations to serve were Utah's top job centers (52%) and mixed use and major growth areas (49%). These two destinations were priorities for all groups regardless of frequency of transit use, age, or income.
- Service to LIMITED neighborhoods was a particular priority for adults 65 or older (2nd most common response) and low income respondents (3rd most common response).

Service Periods

- Respondents most desired new service in the evening (70%), followed by Saturday service (58%) and finally Sunday service (39%). The order of new service priorities were identical, regardless of frequency of transit use, age, or income.

Capital Improvements

- The top investment priority was to increase investments in a rail based system (46%). This was the top priority regardless of frequency of use, age, or income.
- Adults over 45-64, 65 and older, and low income respondents were somewhat more likely than other groups to indicate a preference for a bus based system or incremental improvements to the current system.

Other Improvements (to support coverage, service period, and capital investment selections)

- Increased investment in access to transit on foot or by bike was the most preferred improvement overall (43%) and for all groups except those age 65 or older.
- Respondents age 65 and older indicated a preference for investments in benches, shelters, and amenities at transit stops.

Survey Participants

Participants Location

The Design Your Own Transit System tool reached 1,412 participants, with 1,269 completing the subsequent demographic survey, which were mapped in Figure B-12.

- More than 65% of survey participants lived within Salt Lake City (Figure B-13).

For responses within Salt Lake City, Figure B-14 illustrates responses by City Council boundaries.

- More than 30% of respondents live in District 4 and 22% live in District 5.
- District 6 and western Salt Lake City had limited respondents.

Figure B-12 Location of Participants

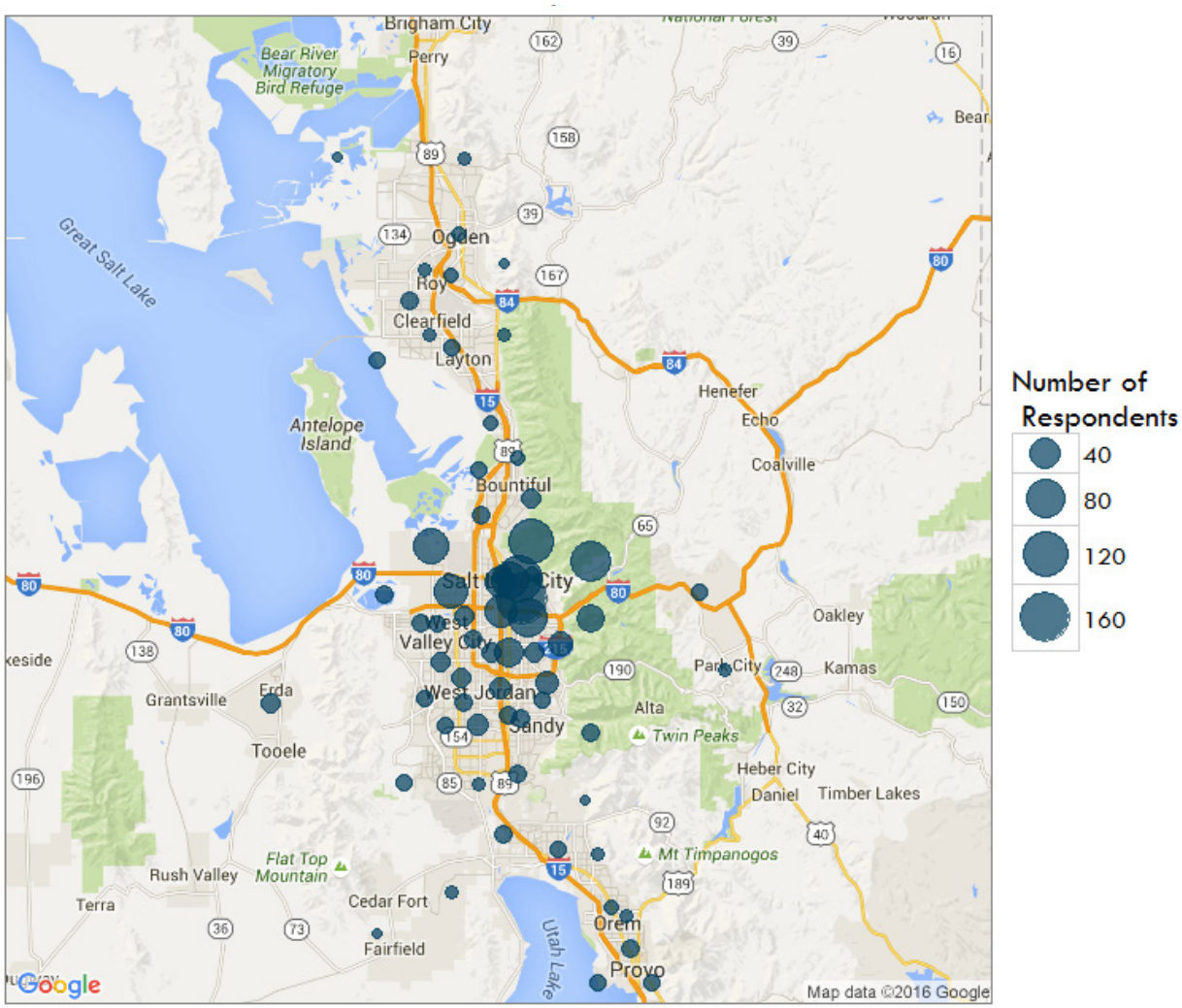


Figure B-13 Salt Lake City Residency

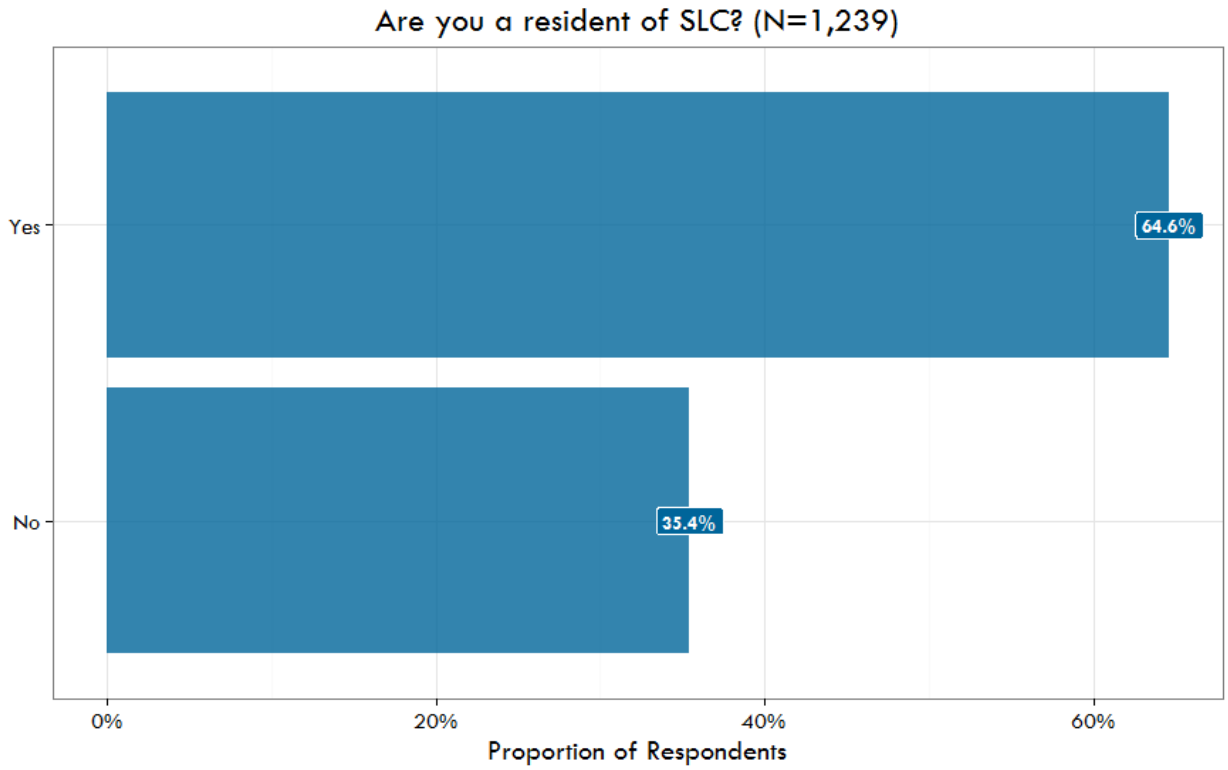
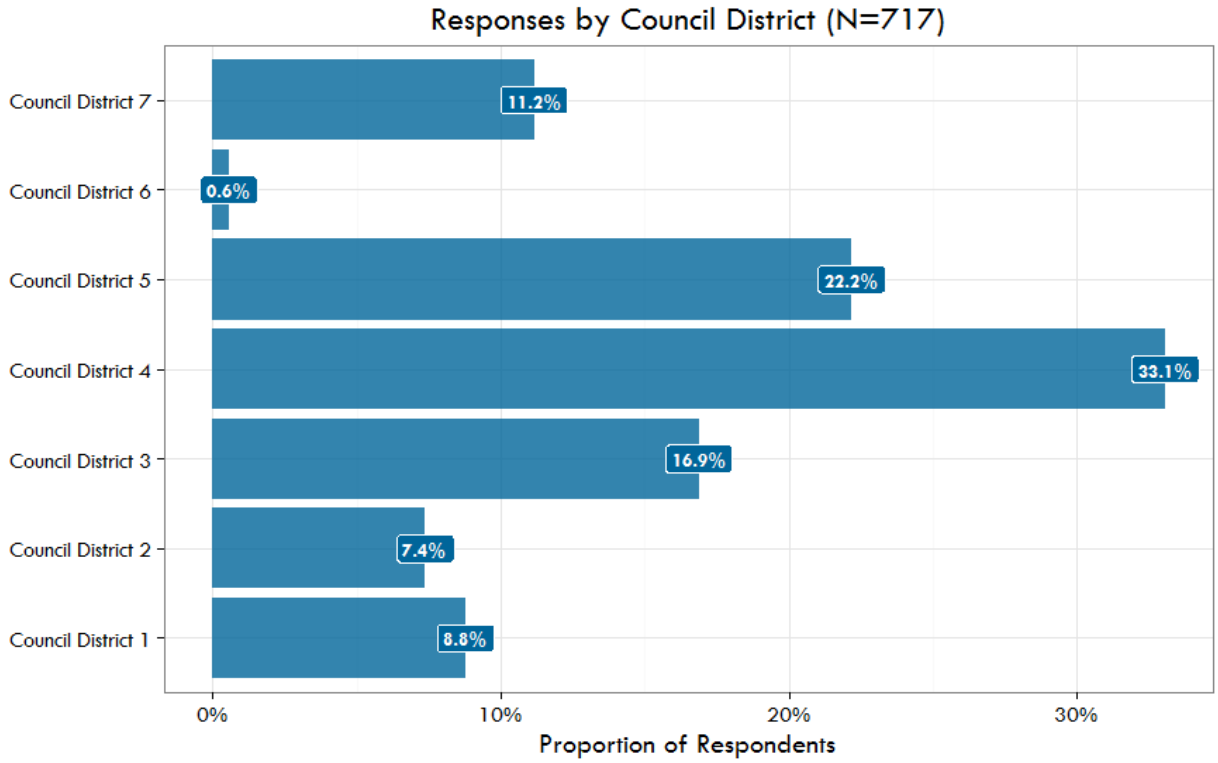


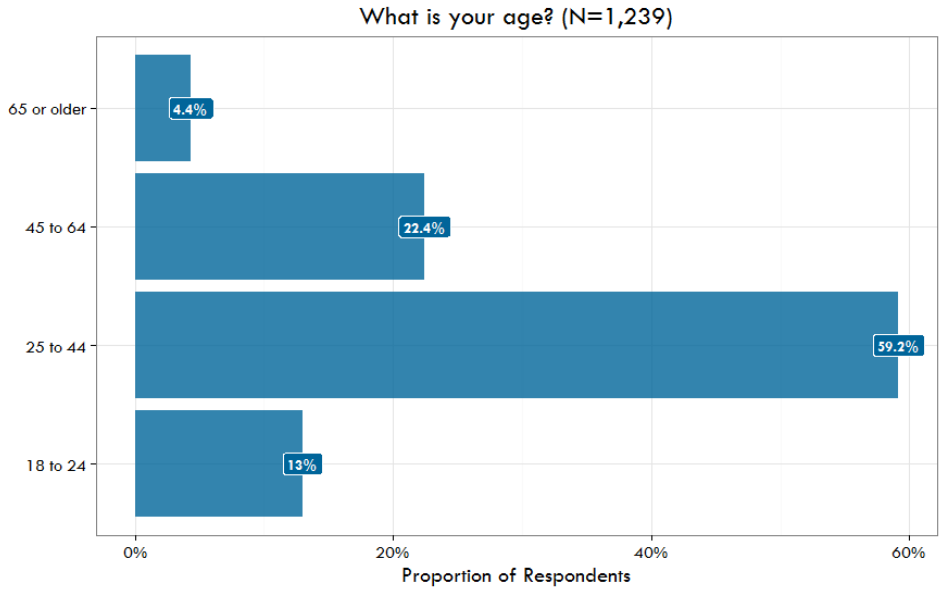
Figure B-14 City Council District



Age and Gender

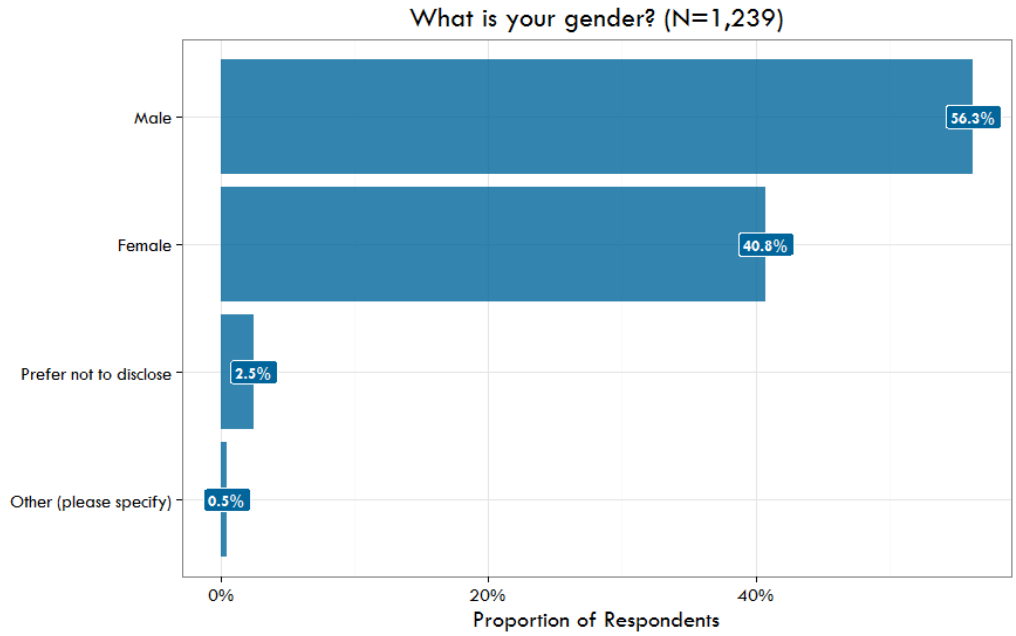
The age of respondents was categorized to highlight groups including college students (18-24), adults (25-44), older adults (45 to 64), and seniors (65 or older). The majority of participants were between 25-64 years old as shown in Figure B-15. Respondents older than 65 were somewhat under represented, as this group makes up 10% of the city population.[1].

Figure B-15 Age



Survey participants were more likely to be male, at 56% of respondents (Figure B-16).

Figure B-16 Gender

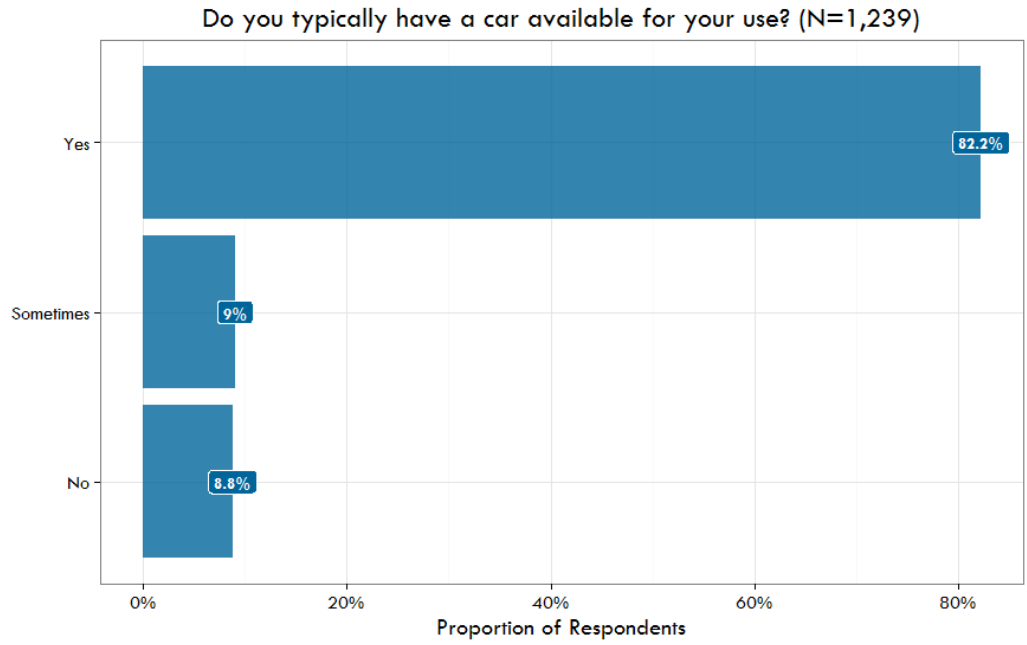


[1] 2010-2014 American Community Survey 5-Year Estimates, Table S0101

Income and Vehicle Access

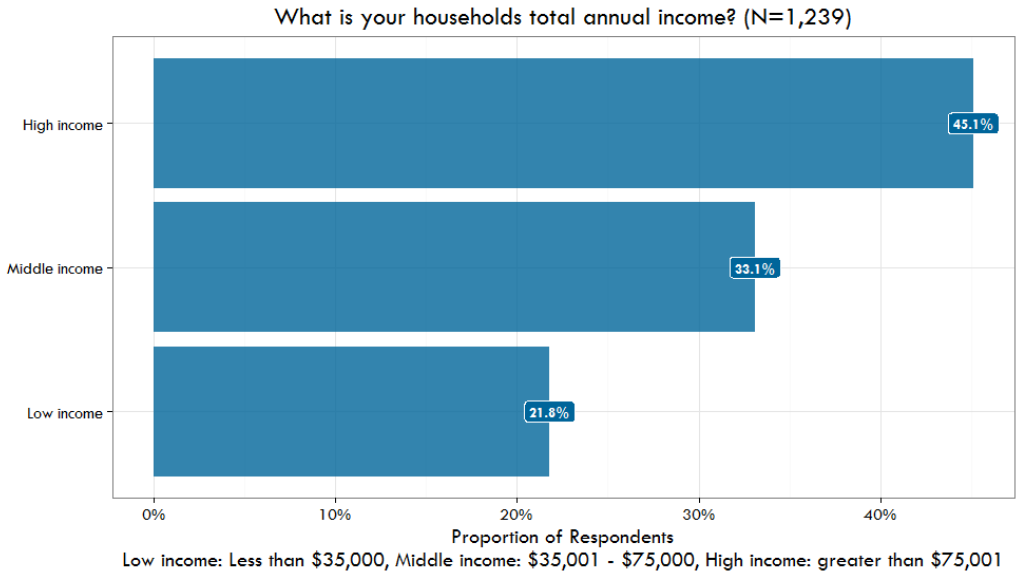
Approximately 18% of respondents either did not have a car available or only had one available sometimes (Figure B-17).

Figure B-17 Car Availability



Survey participants tended to have higher incomes, with nearly half (45%) earning more than $75,000 per year (Figure B-18). Low income populations were underrepresented in this survey, as 22% of participants earn less than $35,000 per year, while 40% of the population of Salt Lake City earns below that threshold.[2]

Figure B-18 Income

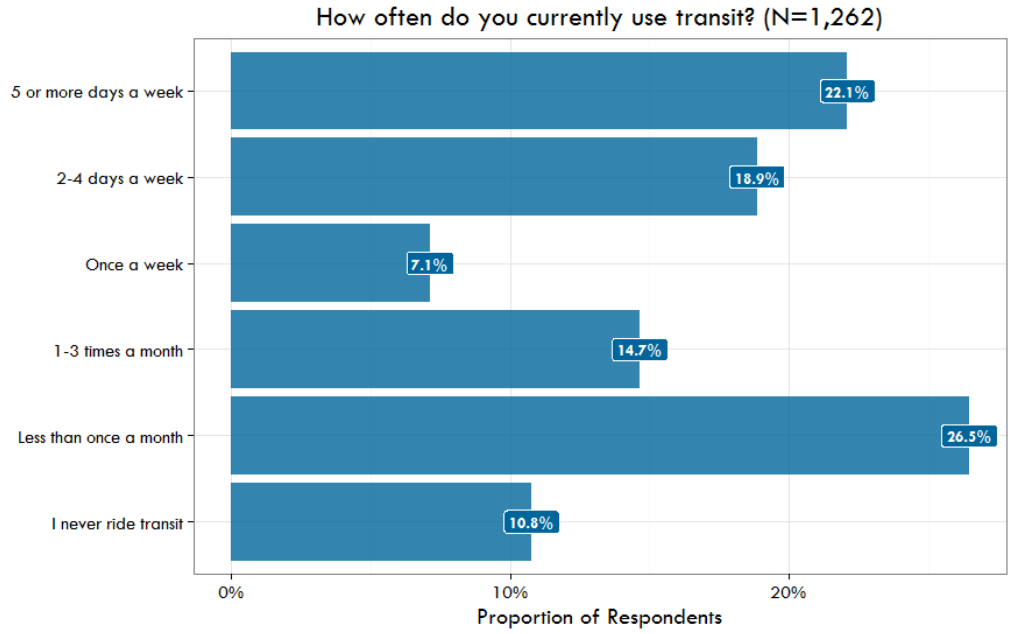


[2] 2010-2014 American Community Survey 5-Year Estimates, Table: DP03

Existing Transit Use

Nearly 90% of survey participants have used some form of public transit in Salt Lake City (Figure B-19). Approximately 40% ride public transit multiple times per week. Over a quarter ride less than once a month, while 10% do not ride transit.

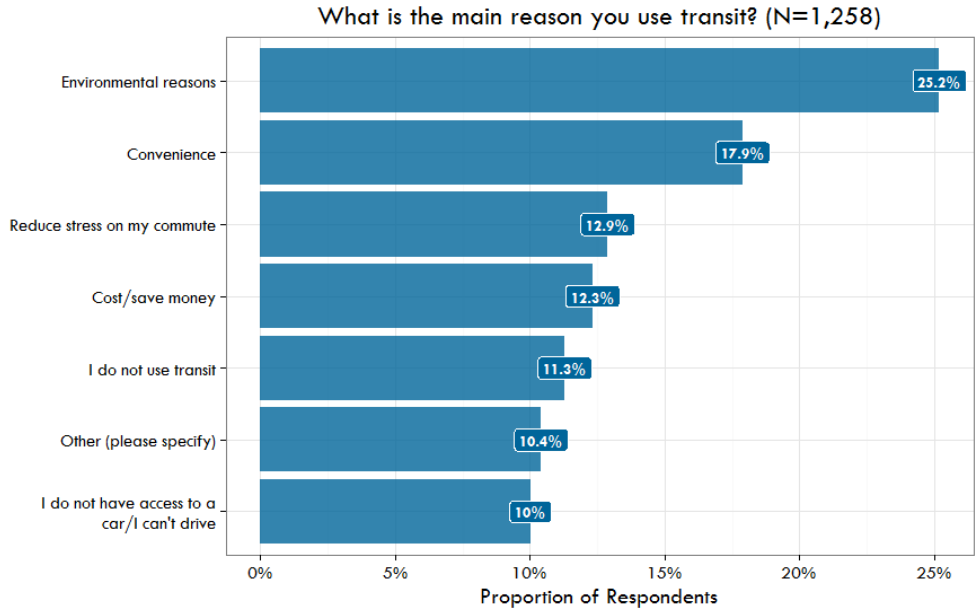
Figure B-19 Frequency of Transit Use



Reasons for Using Transit

Respondents cited both "choice" and "transit dependent" factors in their decision to use transit (Figure B-20). The largest share of respondents indicated that environmental reasons and convenience as very or somewhat important to their decision to use transit. A substantial share of riders also cited reducing stress and cost savings as important factors.

Figure B-20 Reason for Transit Use



What Are the Main Reasons You Don't Use Transit More Often?

Survey respondents were asked to identify reasons why they do not use transit more often.

Participants identified convenience as a key barrier to transit use in Salt Lake City (Figure B-21).

- The top three responses, each chosen by approximately half of respondents, indicated transit is not a convenient option because it takes too long, doesn't go where they need to go, or doesn't run at the right time. Respondents identified other convenience-related factors, including finding driving and parking more efficient and needing a car for work or errands.
- Notably, fewer than 20% of respondents indicated they would not ride even if it were convenient, indicating that most would be receptive to using transit if it were more convenient.

Fewer than 10% of respondents don't feel safe riding the bus and approximately 8% are unclear about how to use the system.

Trends for respondents living in and outside of Salk Lake City were similar (Figure B-22), though Salt Lake residents were more likely to not use transit because they walk and bike most places.

Nearly 17% of participants identified "other" reasons for not using transit more often, including transit concerns of efficiency, cost, and limited service (Figure B-23).

Figure B-21 Reason for Not Using Transit More Often – All Respondents

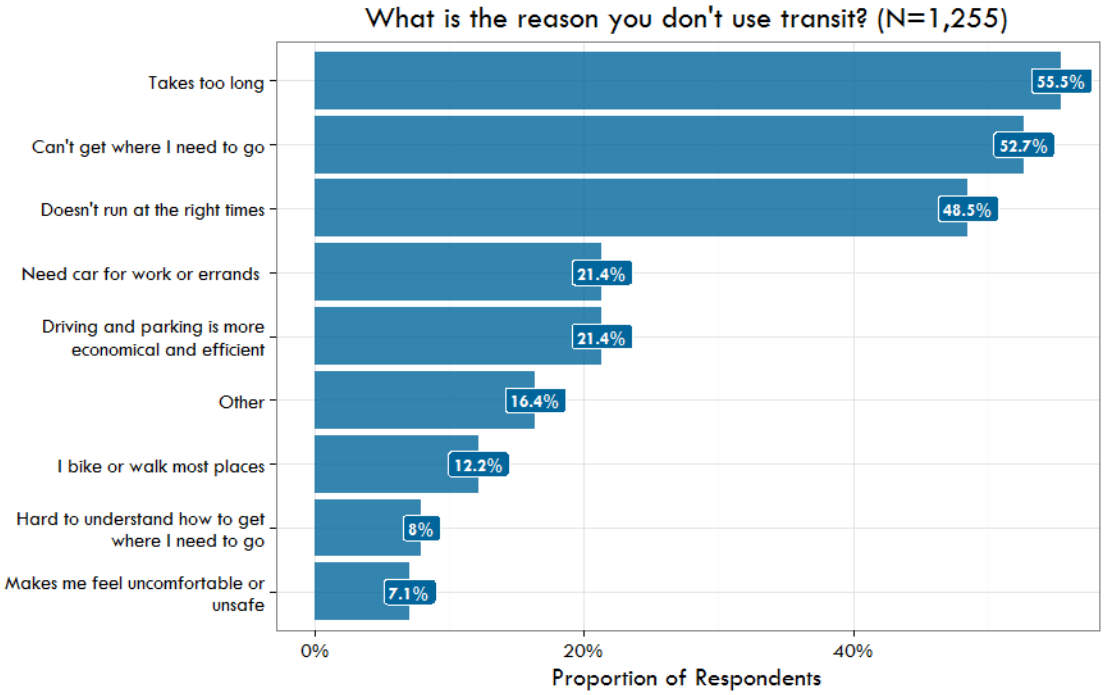


Figure B-22 Reason for Not Using Transit More Often - SLC Residents Only

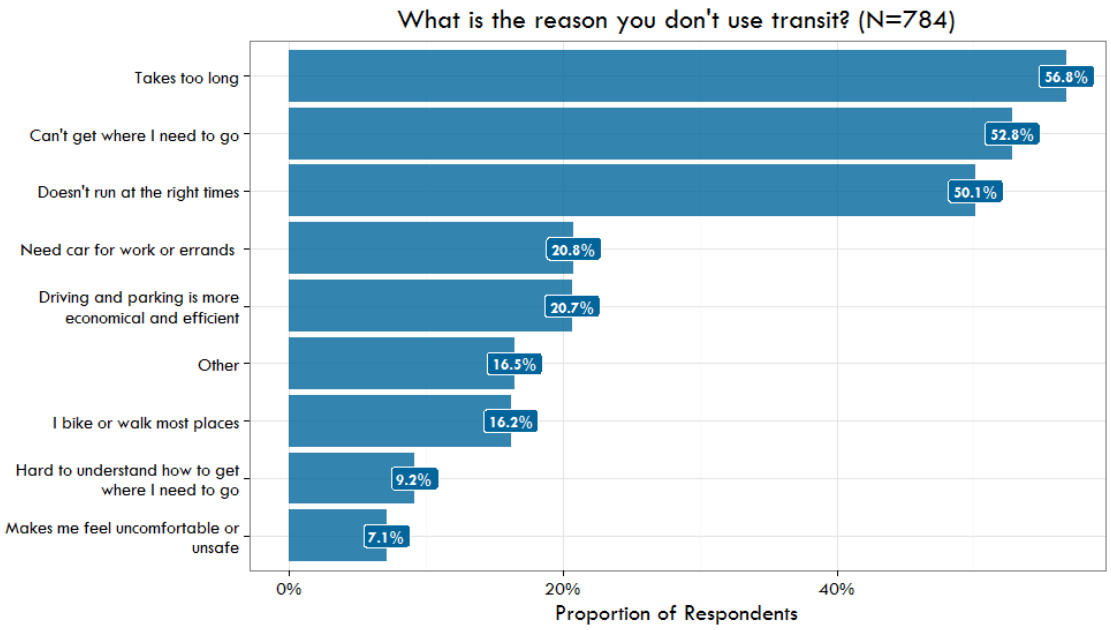
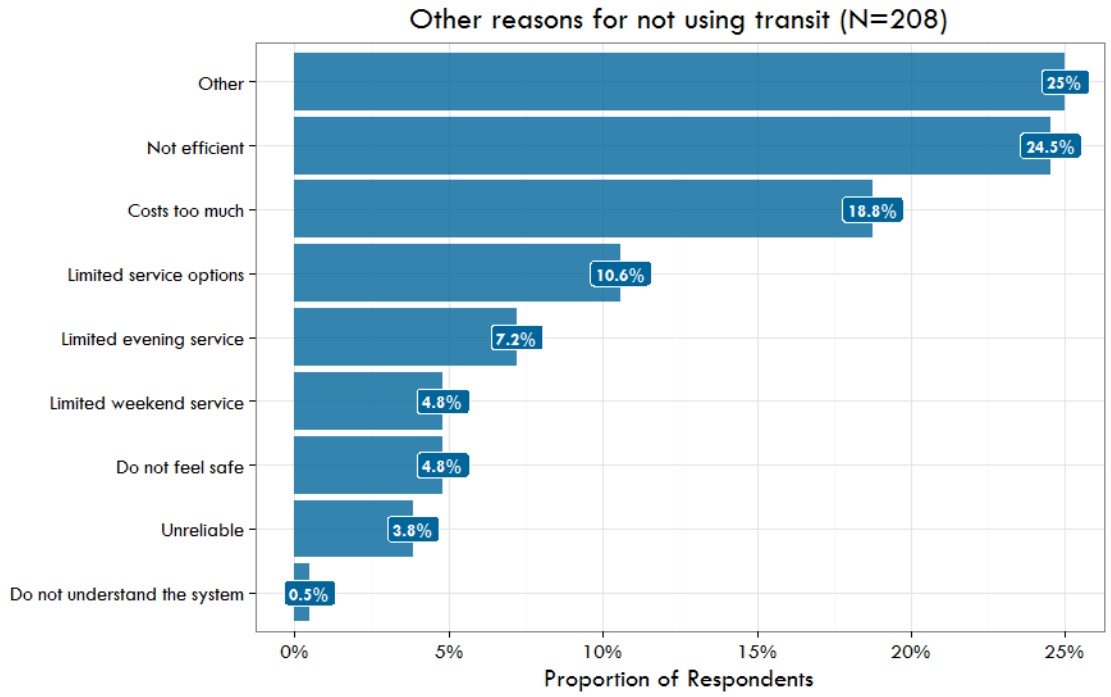


Figure B-23 "Other" Reasons for Not Using Transit More Often



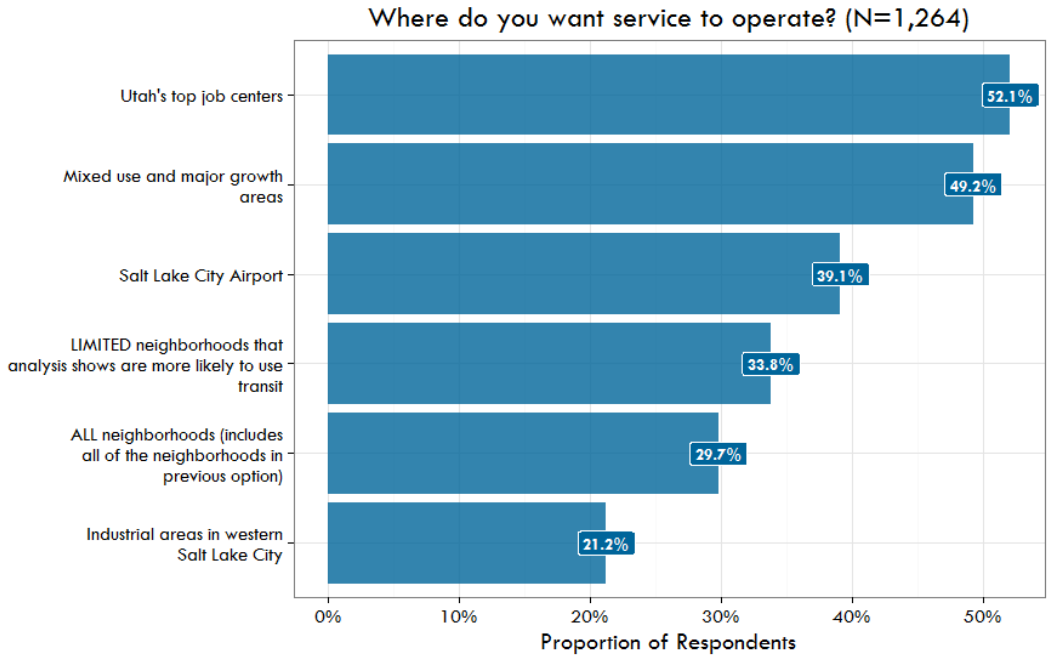
Service Coverage

Respondents were given the opportunity to designate specific service areas in which their transit system could operate.

Reponses were further analyzed to identify any trends for particular demographic groups:

- **Overall –** The highest share of respondents indicated that Utah's top job centers and mixed use and major growth areas were priority destinations (Figure B-24). Service to industrial areas in western Salt Lake City was the least selected coverage improvement. Responses from residents of Salt Lake City mirrored the overall trends (Figure B-25).
- **Frequency of Use** - Participants were grouped based on how frequently they use transit; the top choice for all groups was to serve Utah's top job centers followed by mixed use and major growth areas (Figure B-26).
- **Age** – Utah's top job centers was the top response for all age groups, except the 18-24 age group for which showed a slight preference for service to mixed use and major growth areas. For older adults, service to LIMITED[3] neighborhoods was the second most common response (Figure B-27).
- **Income** - All income groups selected service to Utah's top job centers as the most preferred destination. High income participants were more likely to select service to mixed use and major growth areas or the airport, while preferred destinations for low income participants were spread across multiple responses. (Figure B-28).

Figure B-24 Desired Service Coverage (Select all that apply, within your budget) – All Respondents



[3] Neighborhoods that are more likely to use transit such as higher concentrations of car free or low-income households, youth, seniors, or people with disabilities

Figure B-25 Desired Service Coverage (Select all that apply, within your budget) - SLC Residents Only

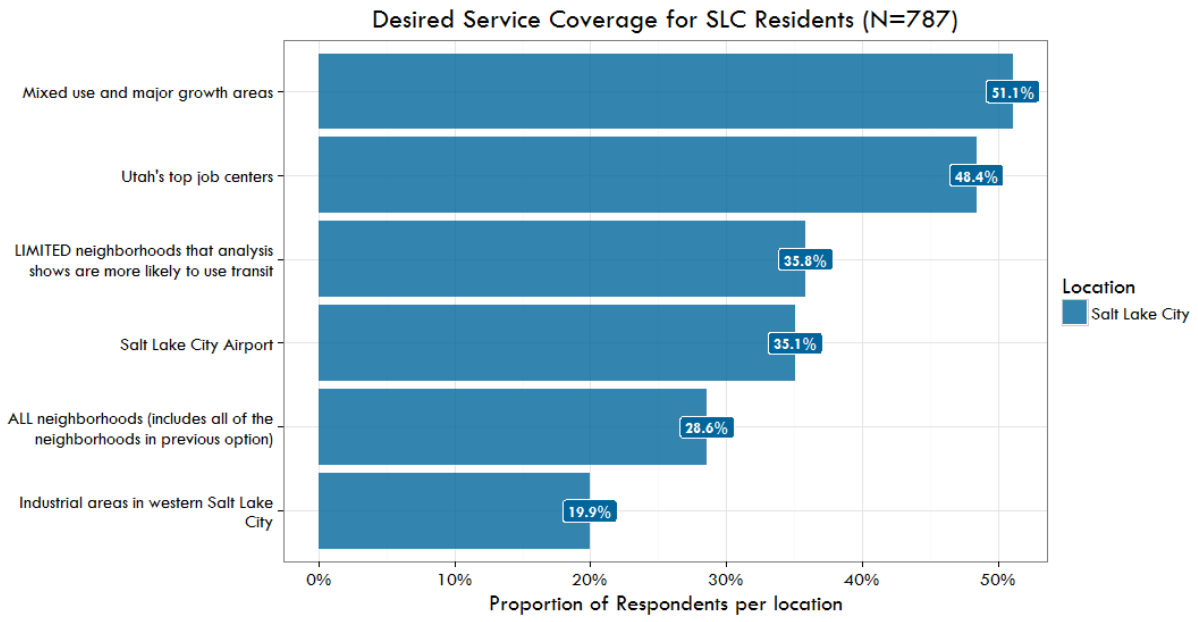


Figure B-26 Desired Service Coverage by Frequency of Transit Use

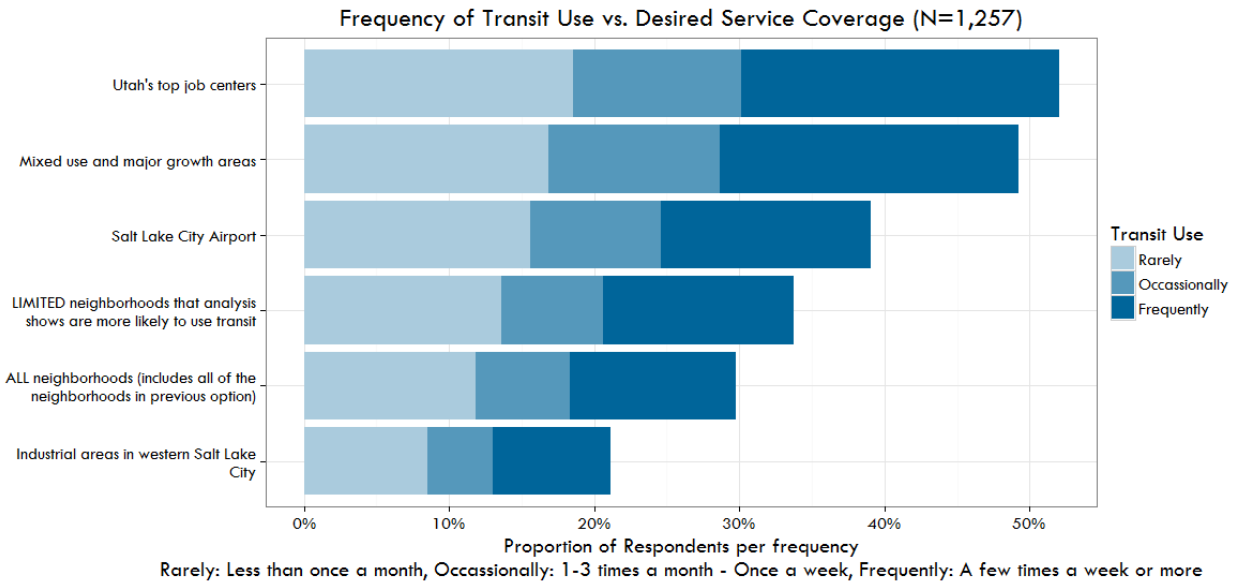


Figure B-27 Desired Service Coverage by Age

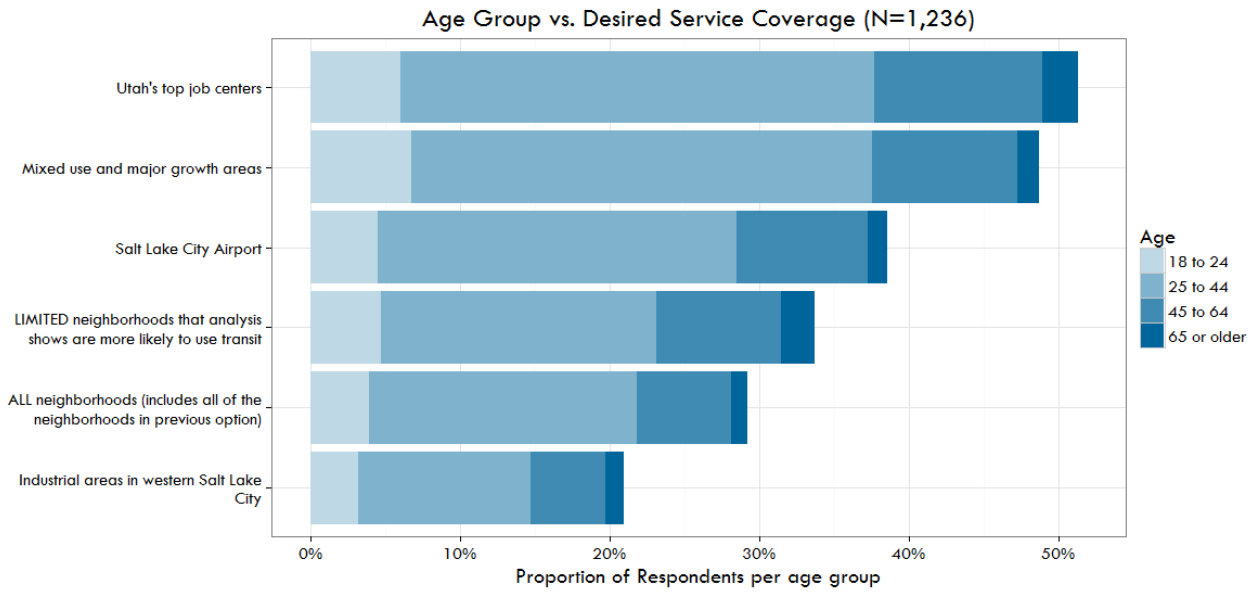


Figure B-28 Desired Service Coverage by Income

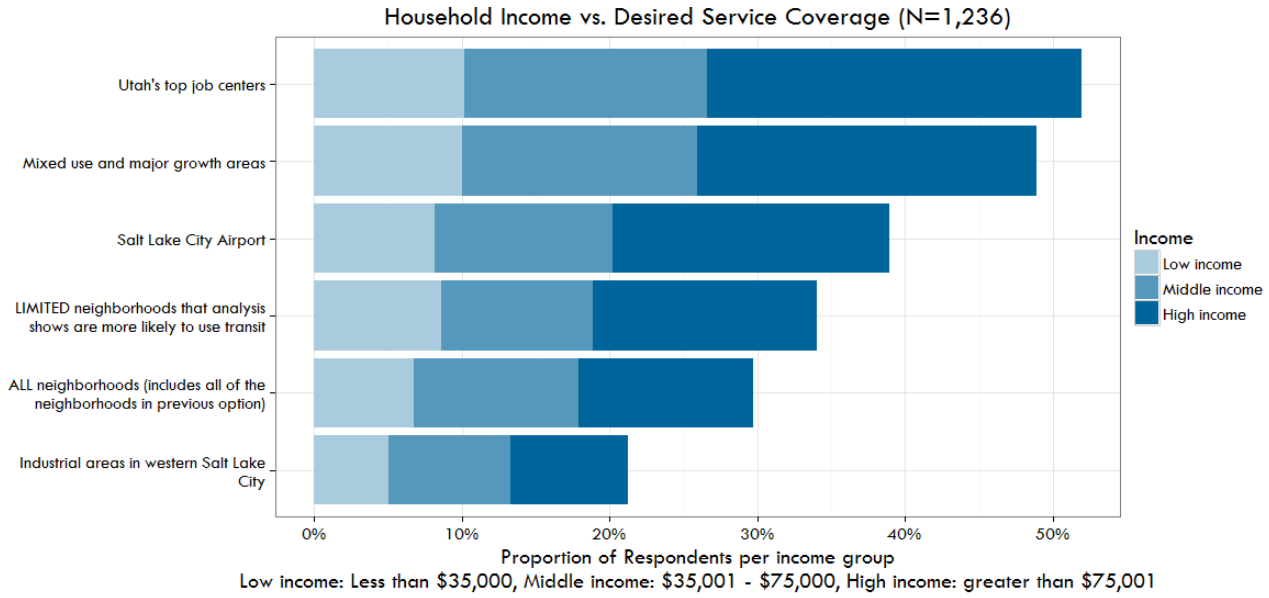
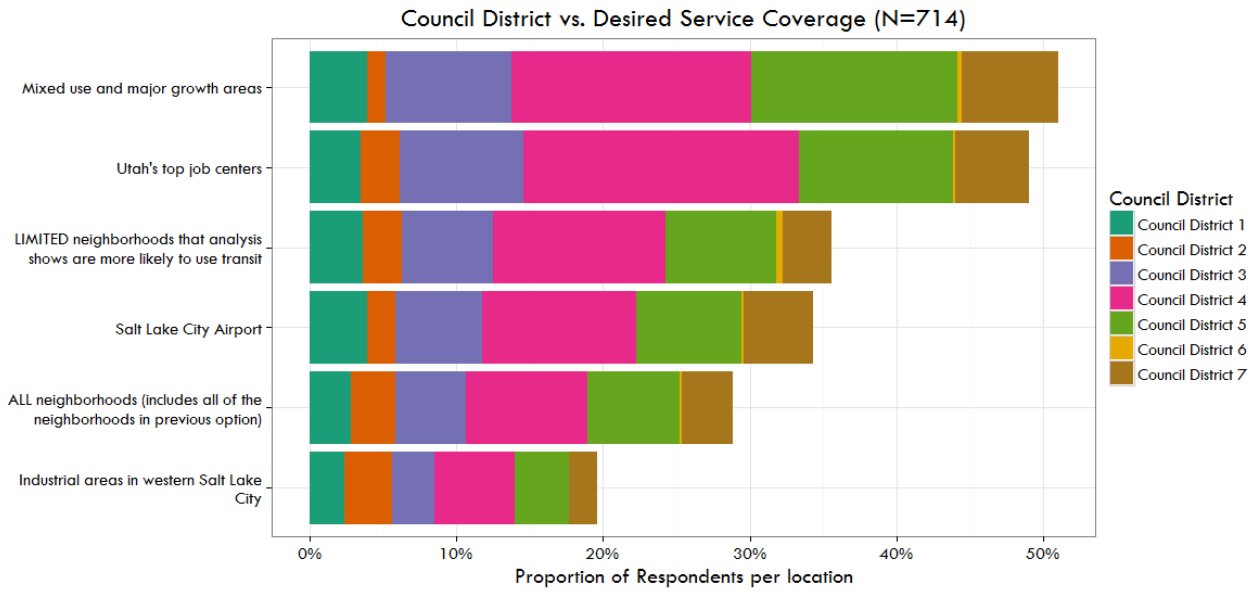


Figure B-29 Desired Service Coverage by City Council District



Service Periods

Respondents were asked to designate additional service periods within which their transit system would operate.

- **Overall –** The highest share of respondents indicated a preference for evening service and Saturday service (Figure B-30). Sunday service was the least selected period for service improvement. Responses for Salt Lake City residents only mirrored this trend (Figure B-31).
- **Frequency of Use** - All groups cited increased evening service as their top service period investment priority, followed by Saturday, and then Sunday service (Figure B-32).
- **Age** – All groups cited increased evening service as their top service period investment priority, followed by Saturday, and then Sunday service (Figure B-33).
- **Income** – All groups cited increased evening service as their top service period investment priority, followed by Saturday, and then Sunday service (Figure B-34).

Figure B-30 Desired Service Periods (Select all that apply, within your budget) – All Respondents

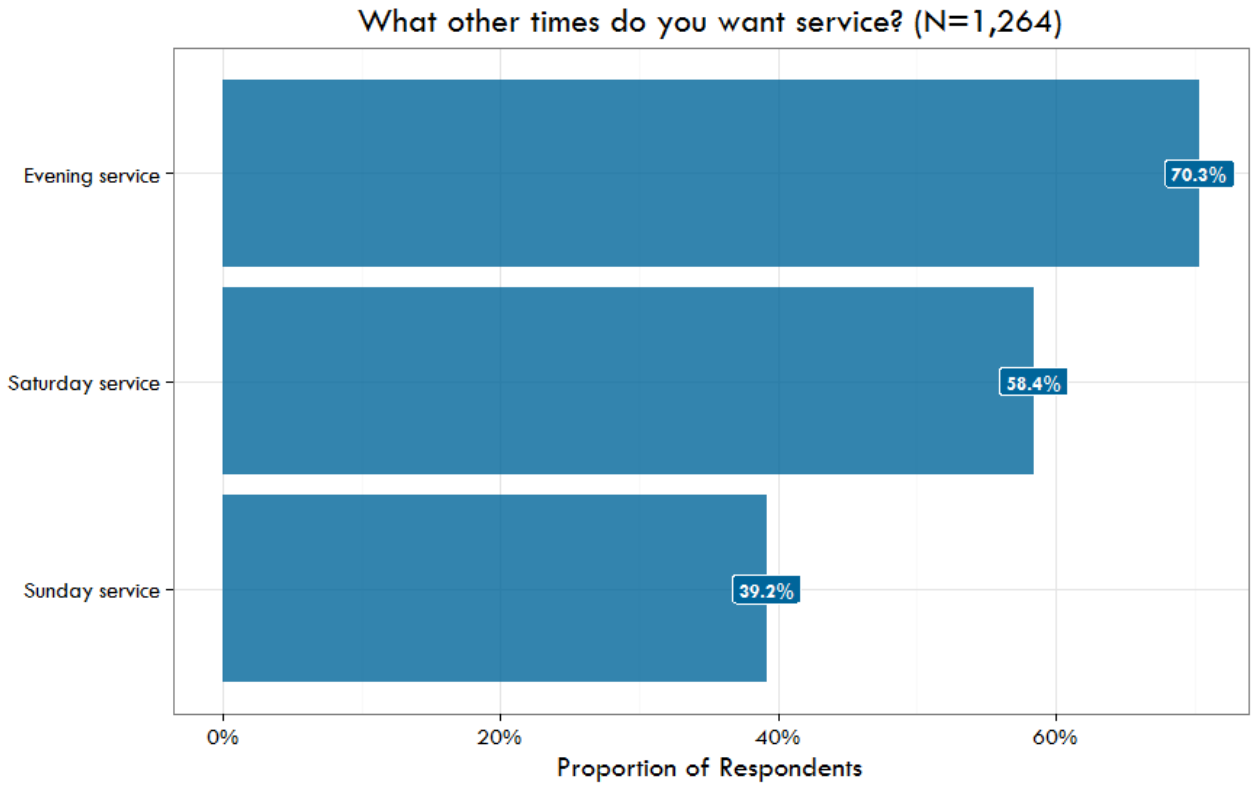


Figure B-31 Desired Service Periods (Select all that apply, within your budget) - SLC Residents Only

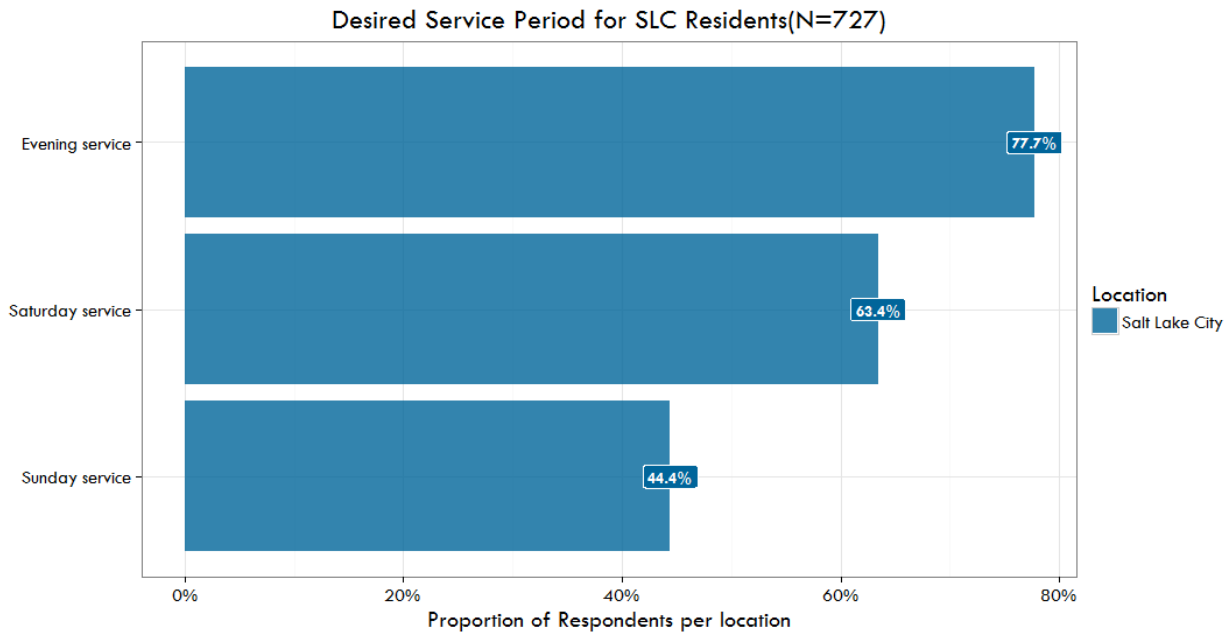


Figure B-32 Desired Service Periods by Transit Use

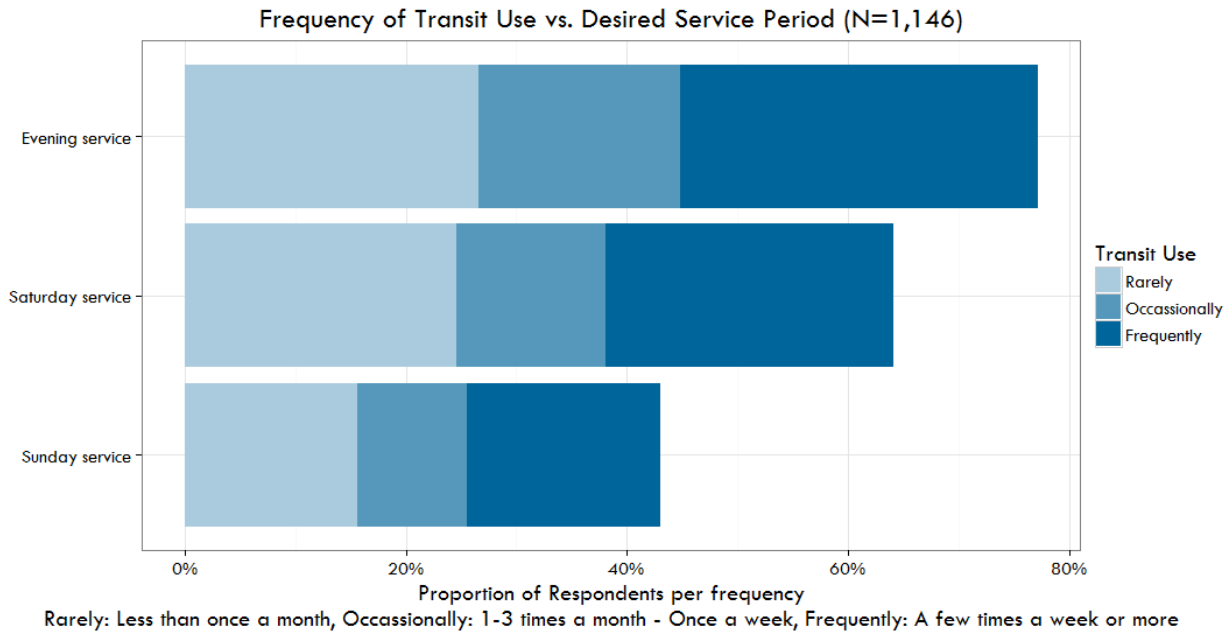


Figure B-33 Desired Service Periods by Age

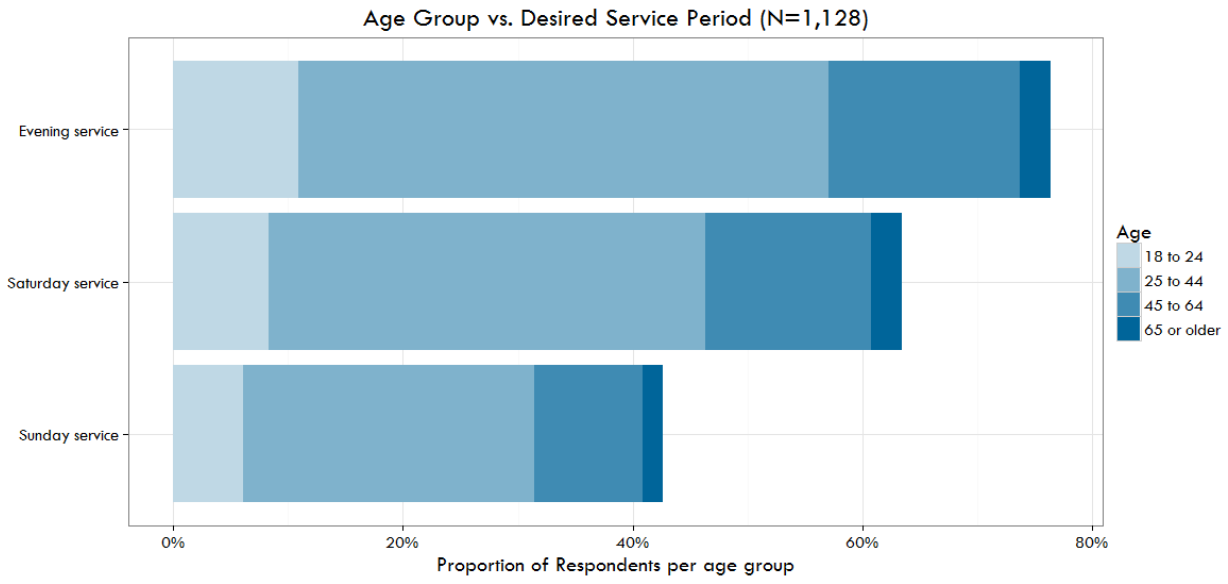


Figure B-34 Desired Service Periods by Income

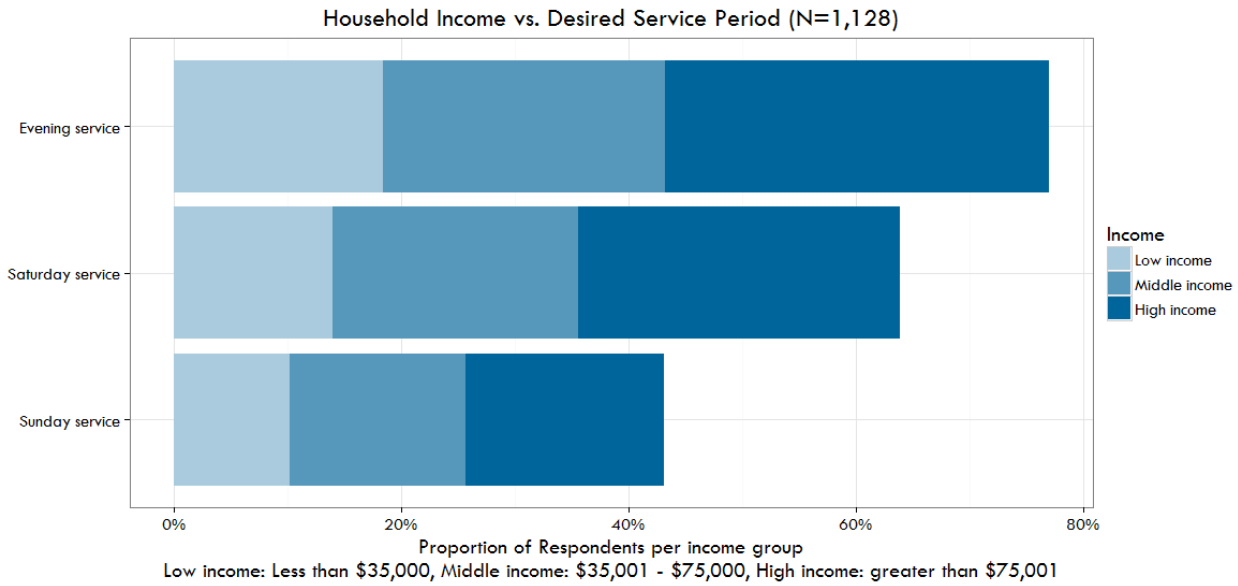
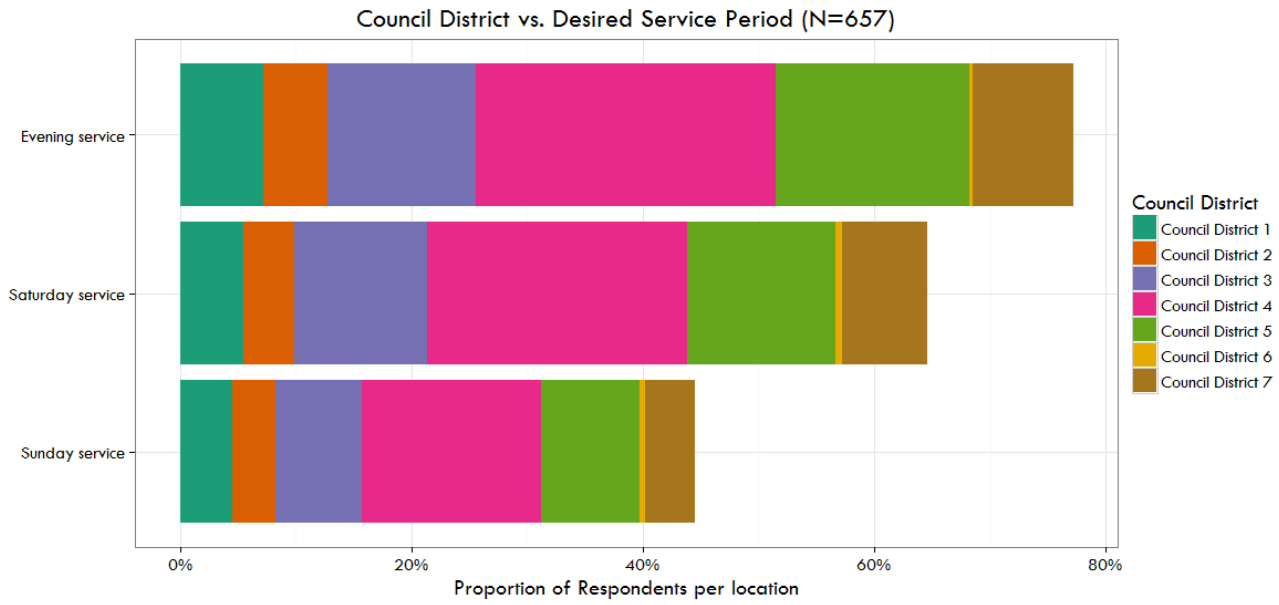


Figure B-35 Desired service Periods by City Council District



Capital Improvements

Respondents were given the opportunity to designate specific capital improvements in which their transit system could invest.

- **Overall** - The highest share of respondents (46%) indicated a preference for a rail based system (Figure B-36). Responses from Salt Lake City residents were similar to those of the entire survey sample (Figure B-37), though Salt Lake City residents were somewhat more likely to want to increase investment in a bus only system.
- **Frequency of Use** - All frequency of use groups were most likely to choose to increase investment in a rail based system, followed by a bus AND rail based system (Figure B-38).
- **Age** – All age groups selected increased investment in a rail based system as the preferred capital investment. The second most common response varied by age, with 18-24 and 25-44 year olds choosing bus and rail improvements, older adults (45-64) selecting incremental improvements to the current system, and seniors (65 or older) selecting increased investments in a bus based system (Figure B-39).
- **Income** - High income participants indicated a preference for investing in a rail based system (their two top responses included rail investment). Investments in a rail based system was also the top response for low income participants, but many also prioritize investments bus and rail, bus, and improvements to the current system (Figure B-40).

Figure B-36 Desired Capital Improvements (Select all that apply, within your budget) – All Respondents

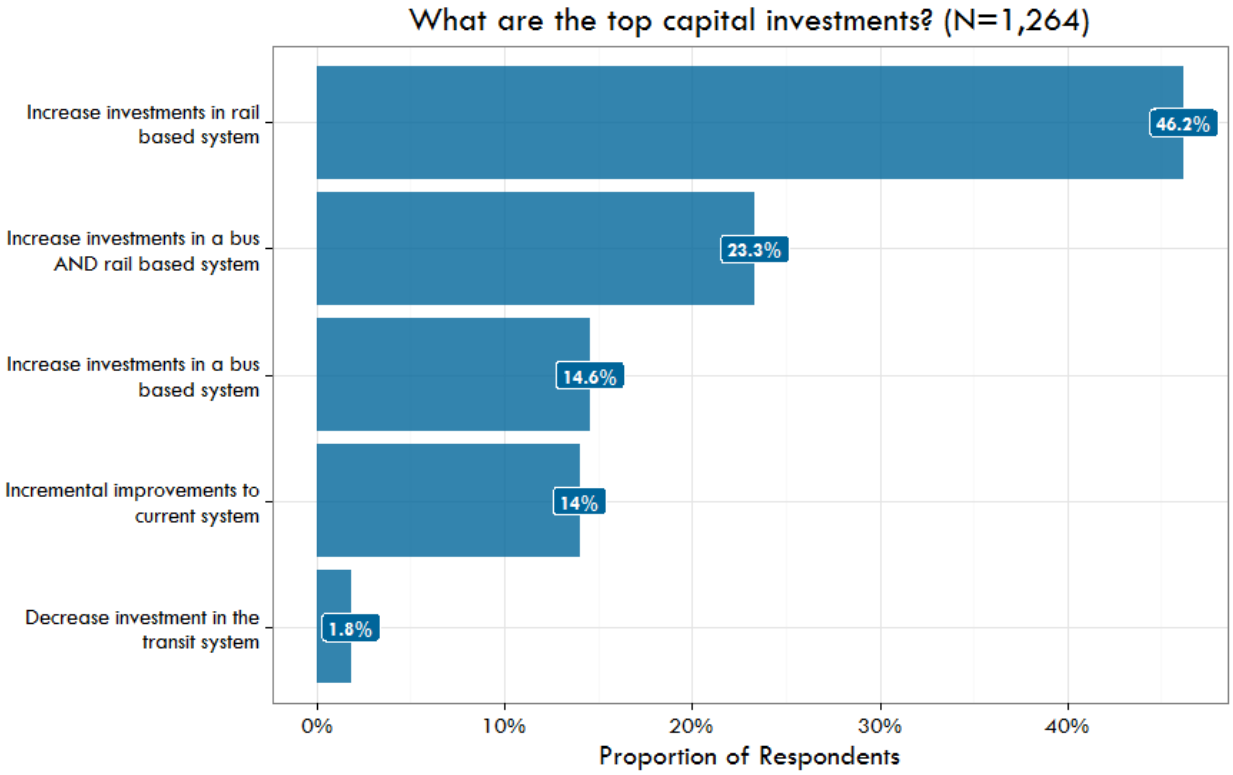


Figure B-37 Desired Capital Improvements (Select all that apply, within your budget) - SLC Residents Only

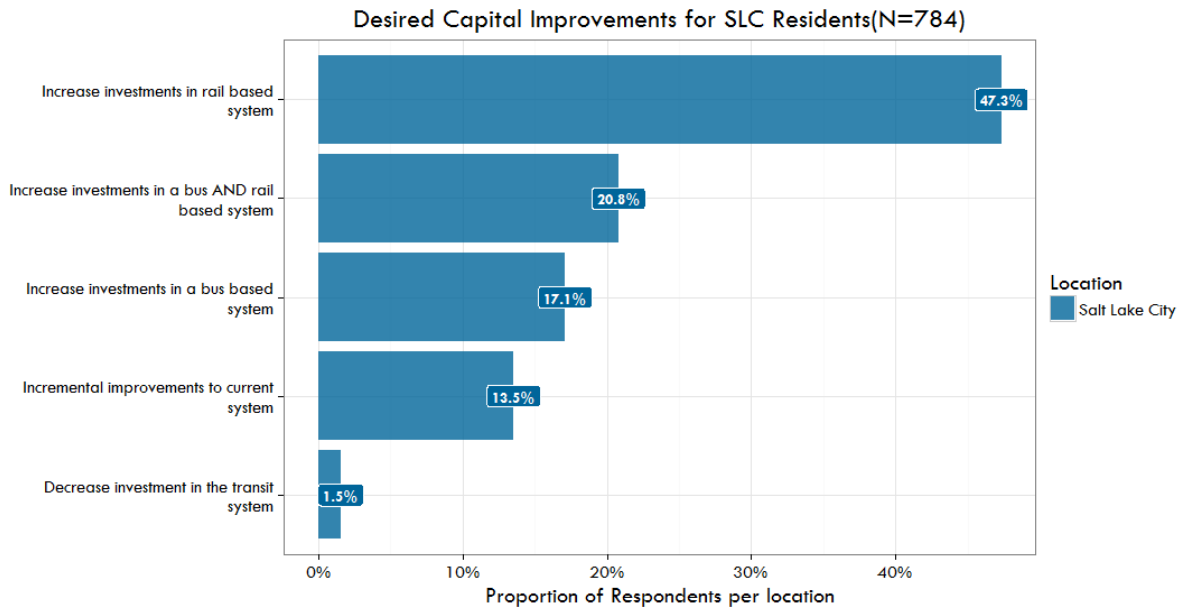


Figure B-38 Desired Capital Improvements by Transit Use

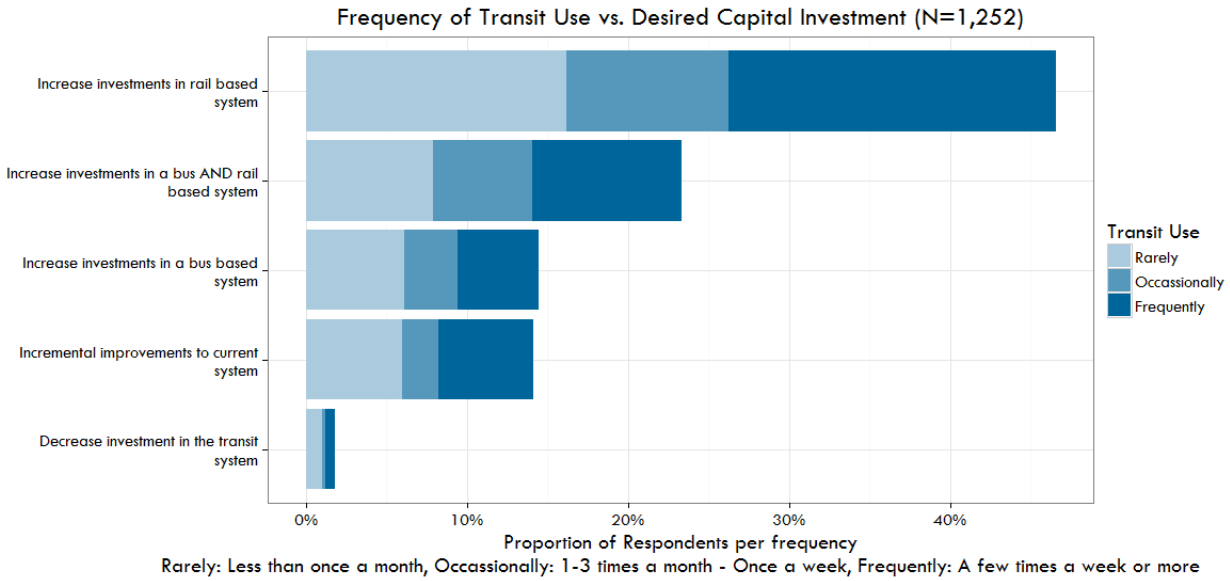


Figure B-39 Desired Capital Improvements by Age

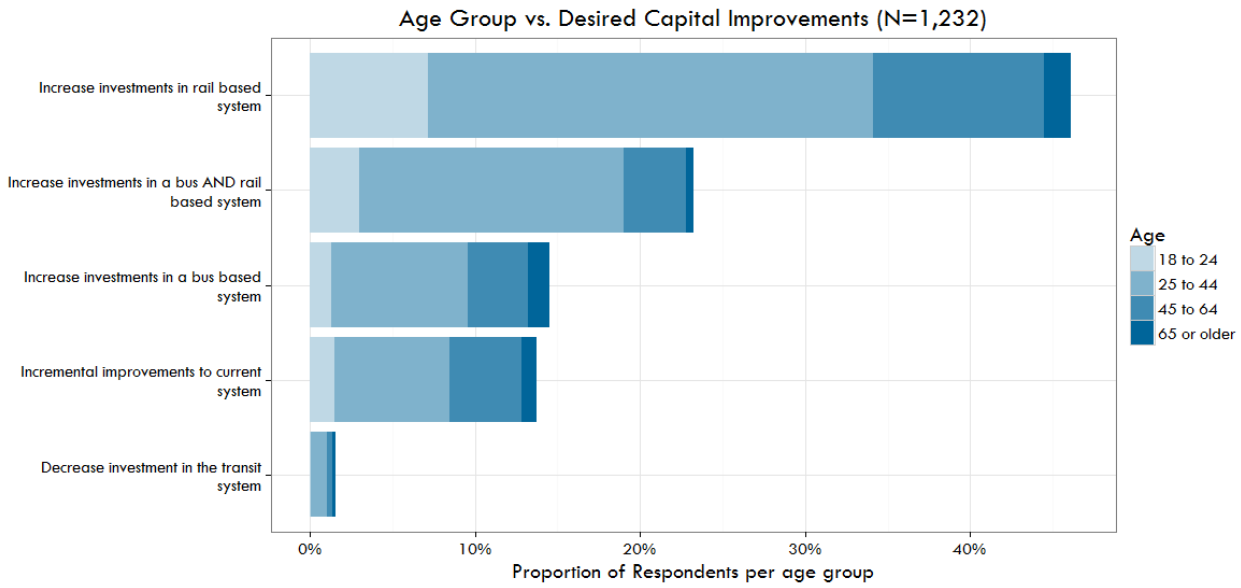


Figure B-40 Desired capital Improvements by Income

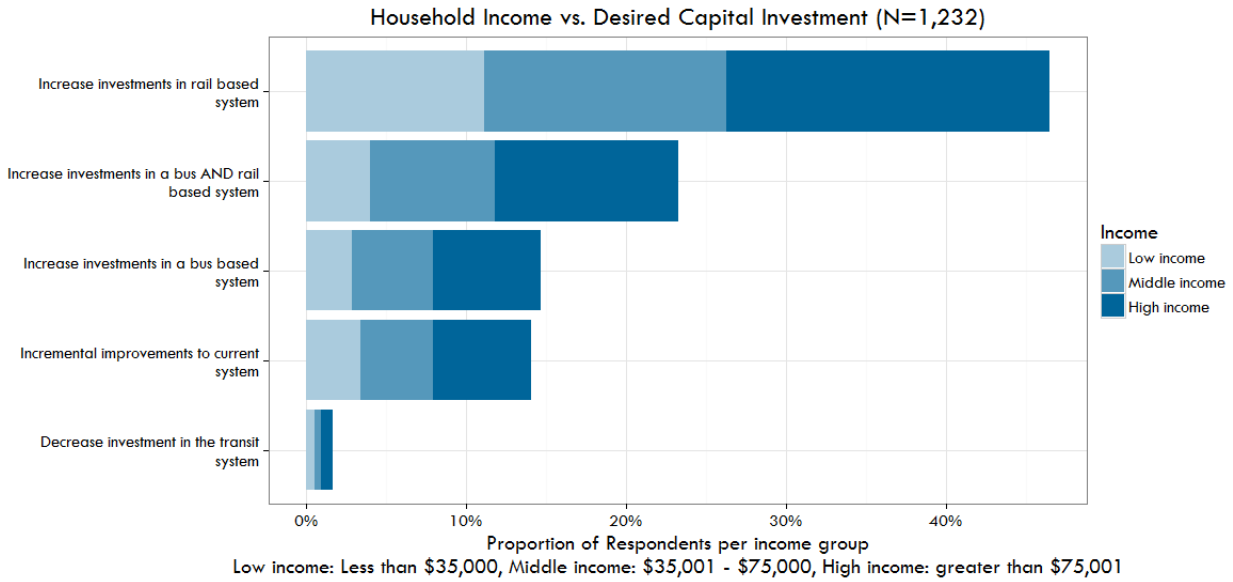
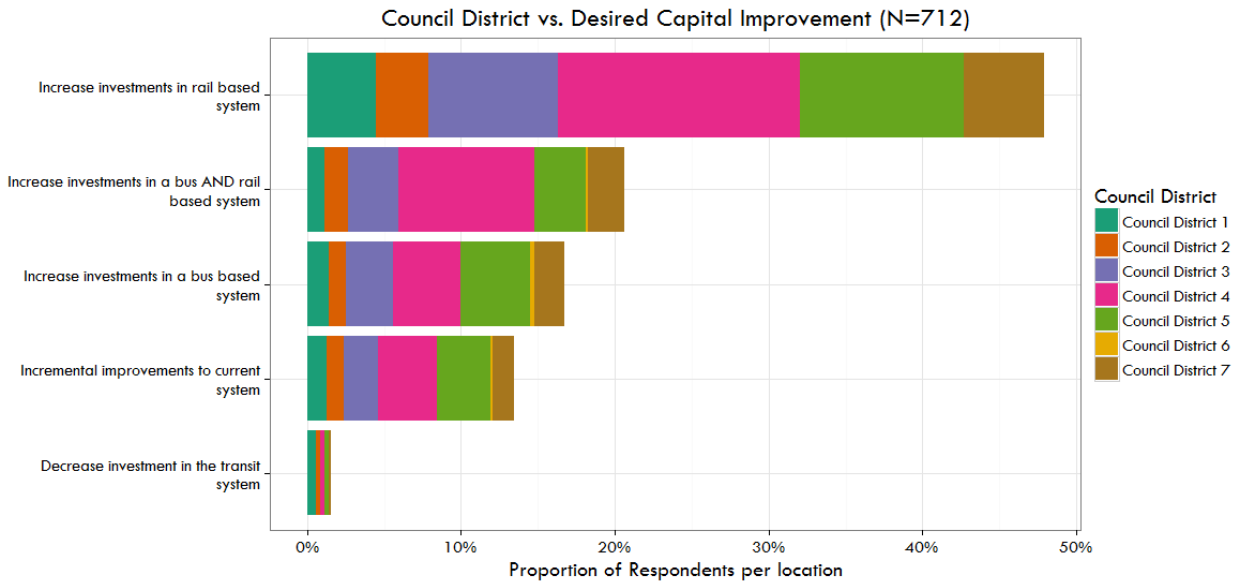


Figure B-41 Desired capital Improvements by City Council District



Other Improvements

Respondents were asked to select other improvements that would support their coverage, service period, and capital investment selections.

- **Overall** - The highest share of respondents (43%) indicated improved access by foot and bike as their preferred improvement (Figure B-42). Real time arrival information and transit stop amenities were each selected by over a quarter of respondents. Salt Lake City residents exhibited similar preferences as the overall survey sample (Figure B-43).
- **Frequency of Use** - All frequencies of transit use groups selected access to transit on foot and by bike as the most important other improvement. While occasional and rare transit riders selected real time arrival information as the second most preferred improvement, frequent users indicated a preference for transit stop amenities (Figure B-44).
- **Age** - Improved access to transit on foot and by bike was the most preferred option by all age groups with the exception of those age 65 and older, who were most likely to prefer benches, shelters, and amenities at transit stops (Figure B-45).
- **Income** - All income groups cited improved access to transit on foot and by bike as the most preferred other improvement. Real time arrival information was the second most preferred improvement for both low and high income respondents, while the second most common response for middle income respondents was transit stop amenities (Figure B-46).

Figure B-42 Other Desired Improvements (Select all that apply, within your budget) – All Respondents

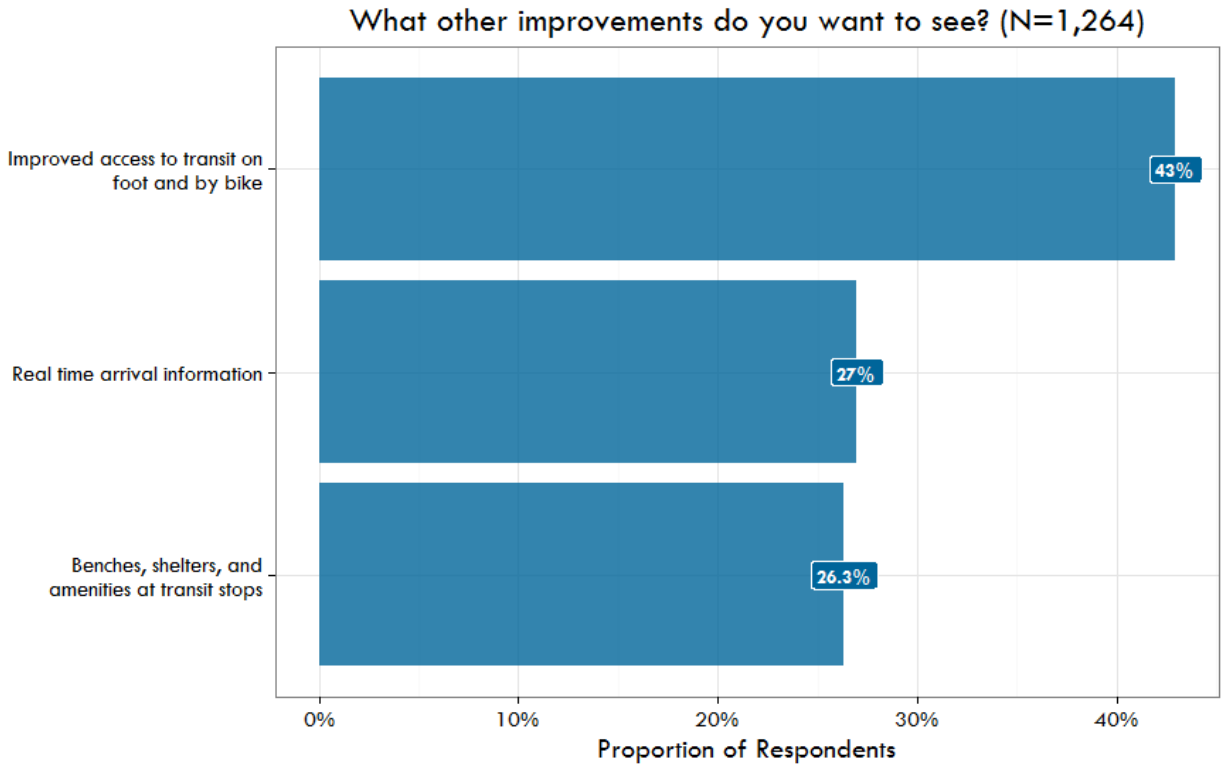


Figure B-43 Other Desired Improvements (Select all that apply, within your budget) - SLC Residents Only

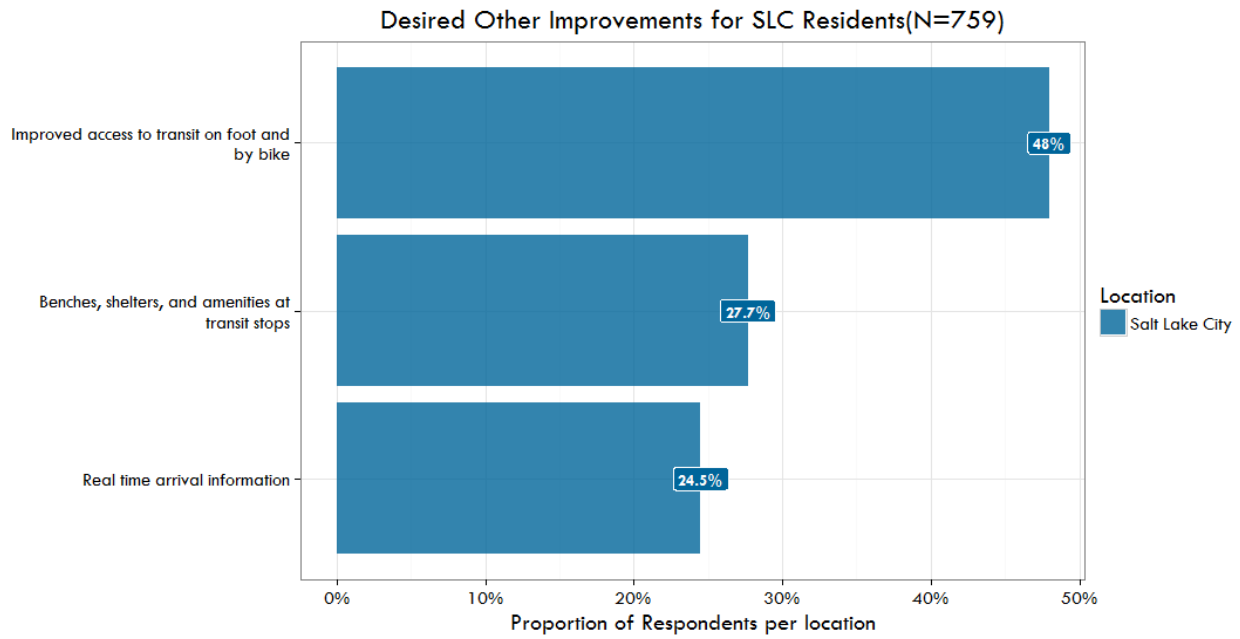


Figure B-44 Other Desired Improvements by Transit Use

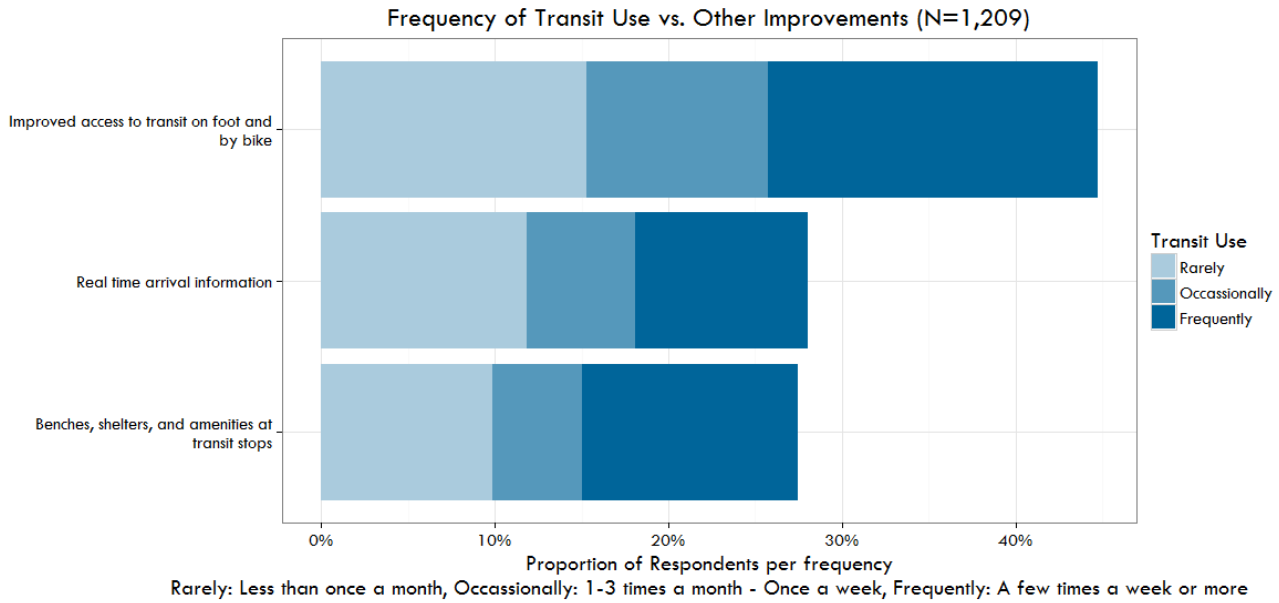


Figure B-45 Other Desired Improvements by Age

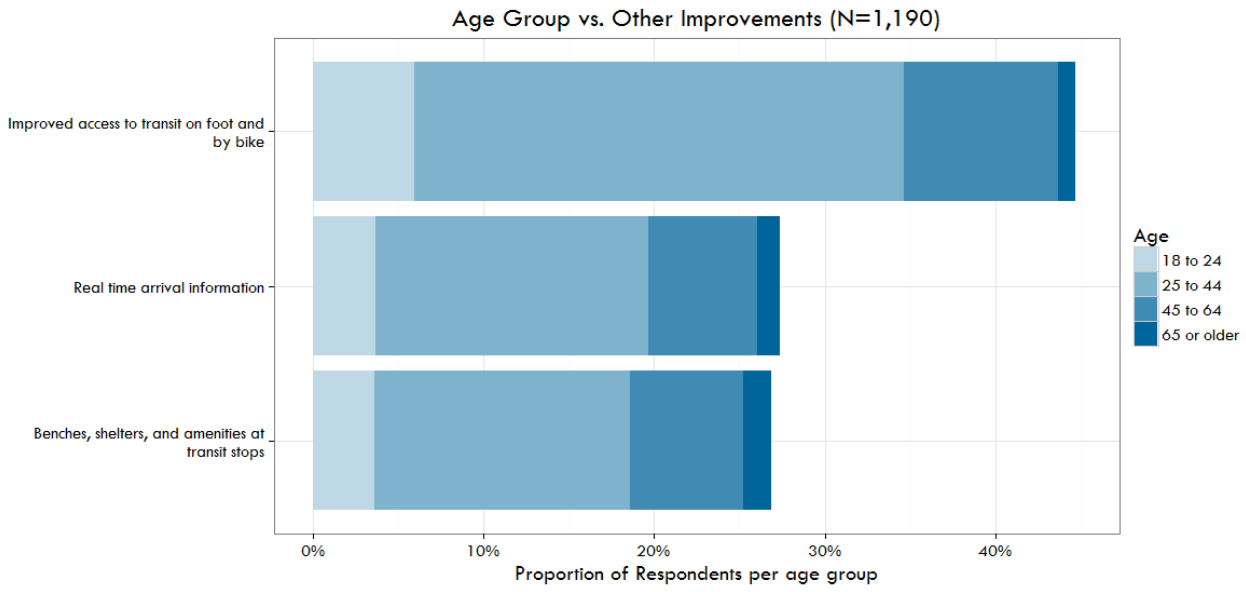


Figure B-46 Other Desired Improvements by Income

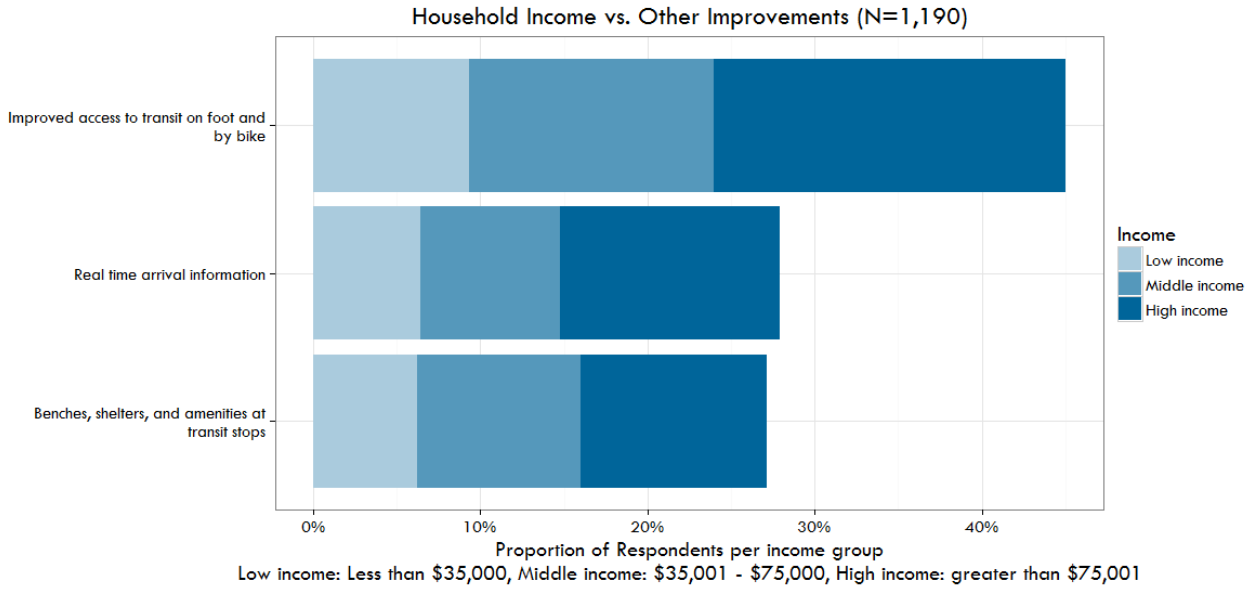
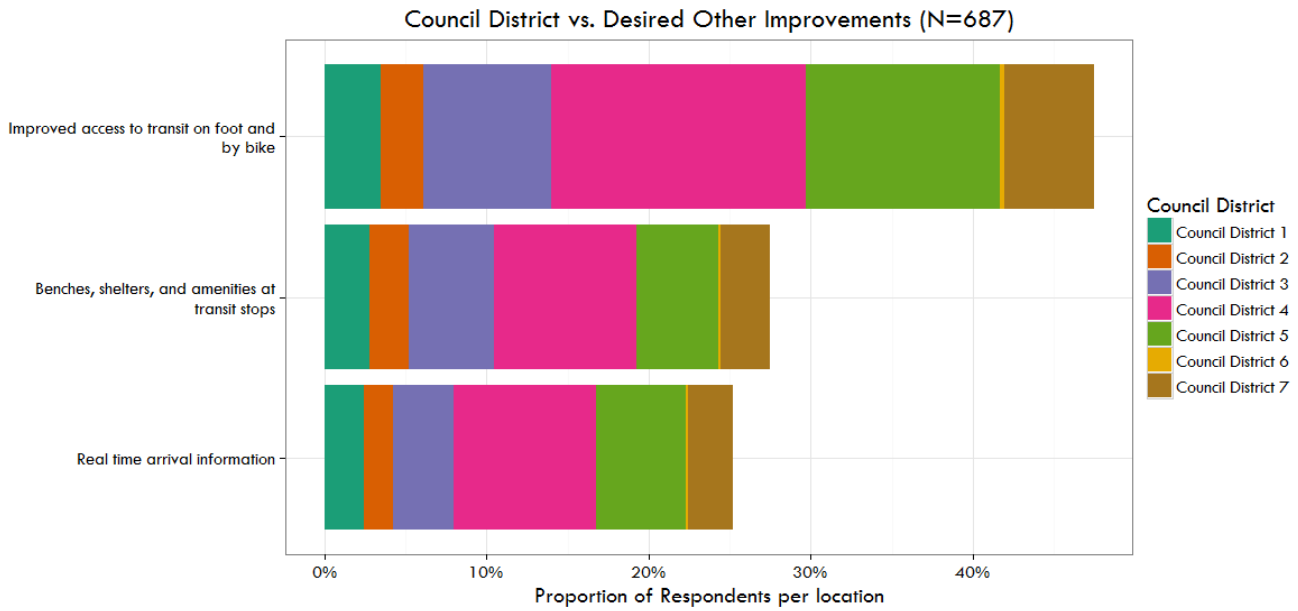


Figure B-47 Other Desired Improvements by City Council District



Appendix C: GAPS ANALYSIS

Appendix C Gaps Analysis

While portions of Salt Lake City are well served by transit, some portions of the city experience a mismatch in the existing transit supply and current demand, resulting in a "gap." To determine where gaps exist, an analysis was conducted to identify underserved corridors or markets, areas with too much service, and areas ineffectively served by transit.

Key transit service opportunities identified in this analysis include:

- Increased frequency and span of service to support a "transit lifestyle"
- Increased midday and evening service to frame Salt Lake City as a regional destination
- Better connections between neighborhood nodes
- Improved reliability and speed to be more competitive with automobiles
- Improved stability of service
- Higher quality bus stops with more amenities
- Better and safer access to stops
- More affordable service
- Better maps and information

State of the System Report

The State of the System provided an analysis on the existing transit, land use, demographic, and travel behavior data provided by Salt Lake City, UTA, and the Wasatch Front Regional Council. It summarized the state of transit service and the myriad factors that impact the use and performance of transit in Salt Lake City today. Some of the key findings included:

- **Land Use and Growth:** Salt Lake City is the region's employment hub and is continuing to grow.
- **Travel Patterns:** The majority of trips are non-commute trips.
- **Transit Use:** Currently, 6% of Salt Lake City residents take transit to work. Transit use is lower for non-commute trips.
- **Transit Service and Connections:** More bus service is provided than service on any other modes, but evening and weekend transit service is limited. Capacity constraints and limited layover space are limiting to transit service.
- **Transit Performance:** Transit boardings in Salt Lake City increased since 2011, but at a slower rate than the system as a whole and at a slower rate than service hours.
- **Access and Amenities:** Large block size and other barriers makes first/last mile access to transit difficult. Eighty-three percent of bus stops do not have a bench or a shelter for people to wait for the bus to arrive.

CURRENT TRANSIT DEMAND

Population & Employment Density

Figure C-1 shows the average weekday boardings overlaid on the population and employment density for Salt Lake City. The highest number of boardings are concentrated around areas with high population and employment density, particularly in downtown and the University of Utah. On the contrary, some dense areas do not have high transit boardings, such as the Sugar House Business District. Park-and-ride stations south of downtown—Ballpark Station, Central Pointe Station, and Millcreek Station, also have a high number of boardings.

Taking a closer look at the boardings in the dense area of downtown, Figure C-2 shows that transit boardings are concentrated on the western side of downtown. Central Station, State Street, and Main Street are some of the primary transit transfer points in downtown. Low transit boardings east of these transfer points indicates a first/last mile connectivity barrier to eastern downtown.

Figure C-1 Population/Employment Density and Weekday Transit Boardings: Salt Lake City

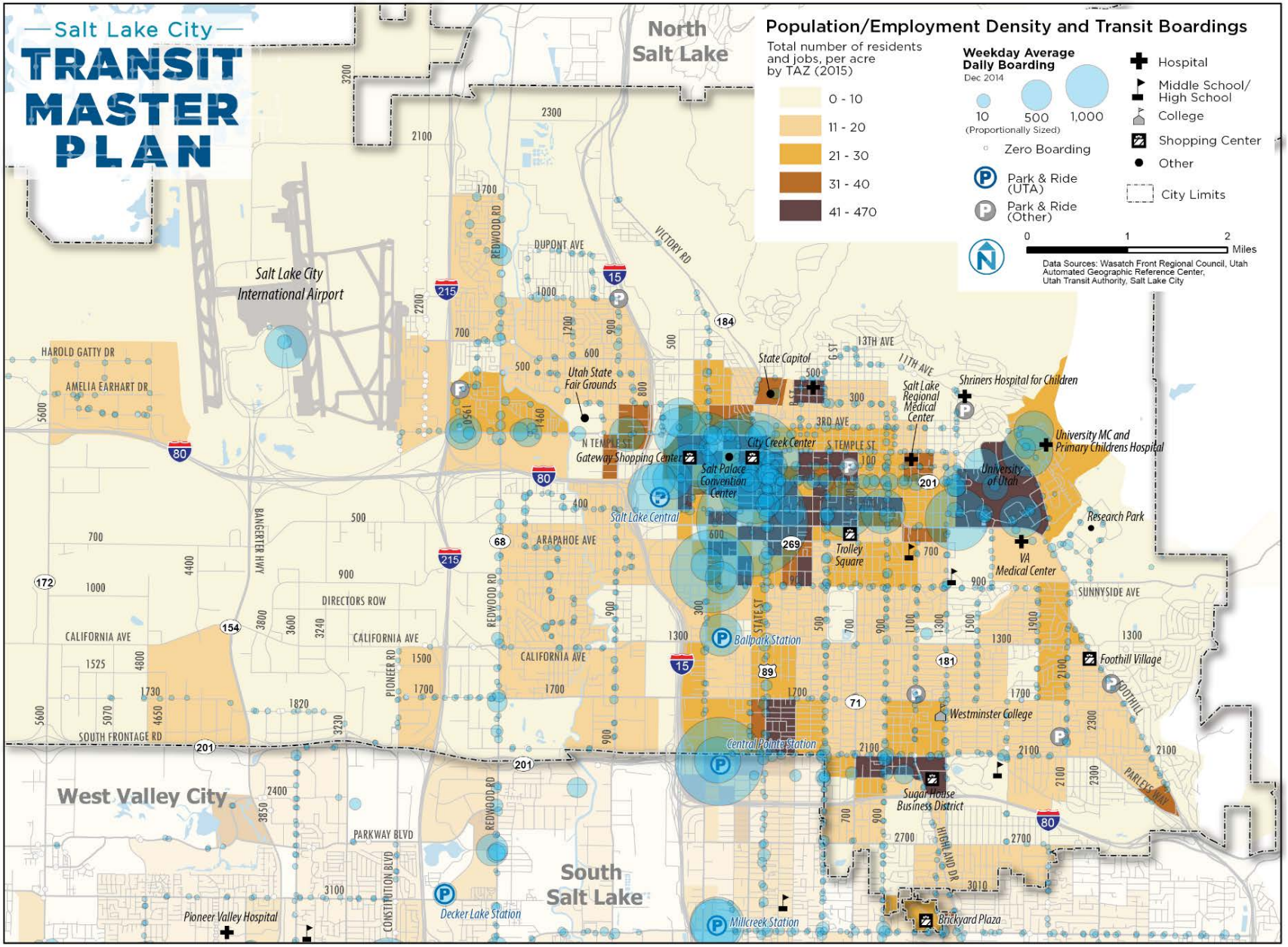
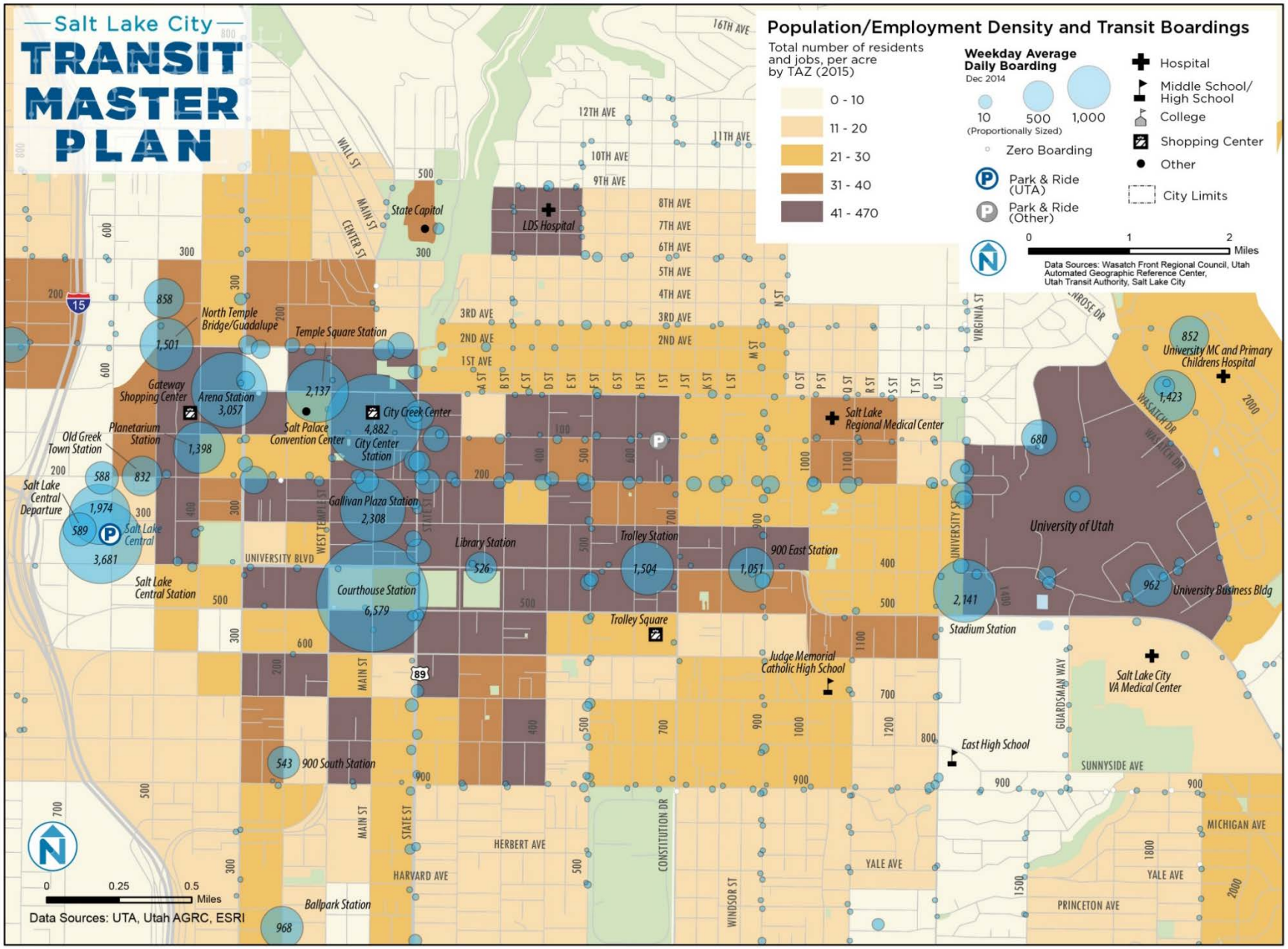


Figure C-2 Population/Employment Density and Weekday Transit Boardings: Downtown



Transit Propensity

The Transit Propensity Index (TPI) helps to determine the likelihood of transit use within a given geography. Some populations have a higher propensity to ride transit. This TPI is based on the combined densities of four populations: low-income households, zero vehicle households, seniors (ages 65+), and person with disabilities.

As illustrated in Figure C-4 and Figure C-5, some neighborhoods show high propensity for transit but lower transit boardings. This includes the area between the Central Business District and the University of Utah, the southern portion of the Capitol Hill neighborhood, portions of Liberty Wells, and neighborhoods west of I-15 (Rose Park, Glendale, and Poplar Grove neighborhoods). These high density areas have high concentrations of low-income, zero-vehicle households, seniors, and persons with disabilities but show less transit activity than other areas.

Transit Mode Share

Transit mode share—the percentage of trips made on transit—varies by district in Salt Lake City (Figure C-3). For the city overall, approximately 6% of Salt Lake City residents travel to work via transit.[1] According to the 2012 Utah Household Travel Survey, the University of Utah and the Airport Districts had the most transit use. Areas in the southern portion of the city (Sugar House/East Bench and Glendale/Poplar Grove) had the lowest transit mode share. When traveling to downtown Salt Lake City, these neighborhoods have a particularly high transit time disadvantage compared to auto travel.

Figure C-3 Transit Mode Share by District

District	Percent of total trips made on transit
University of Utah	18.4%
Airport district	13.2%
Areas surrounding University of Utah	7.4%
Downtown	6.4%
Capitol Hill/Avenues	3.3%
Sugar House/East Bench	1.6%
Glendale/Poplar Grove	0.7%

Source: 2012 Utah Household Travel Survey

[1] Salt Lake City State of the System Factbook. June 2015. Retrieved from http://slcrides.org/wp-content/uploads/2015/06/SLC-TMP-Factbook.pdf

Figure C-4 Transit Propensity Index and Weekday Transit Boardings: Salt Lake City

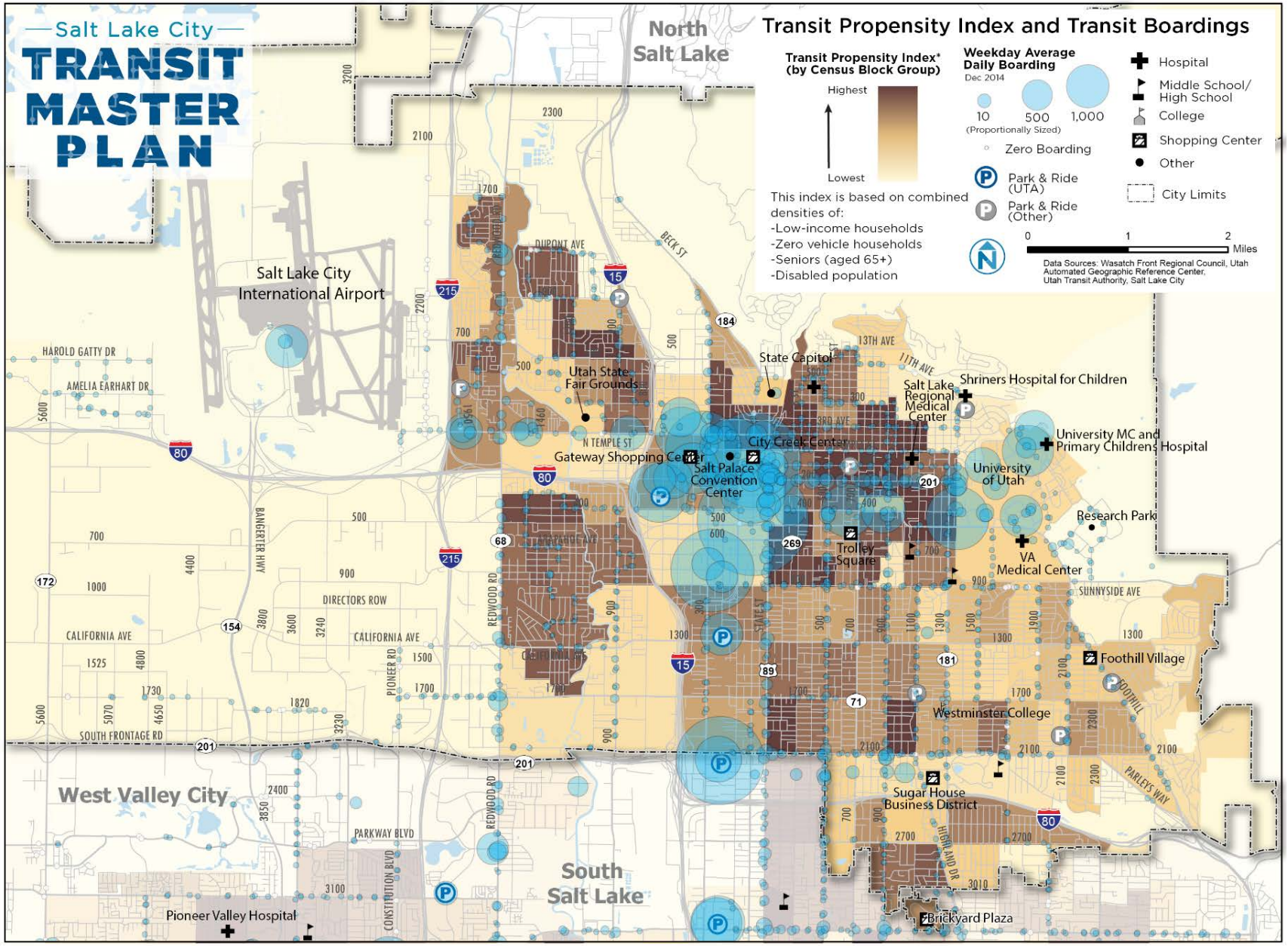
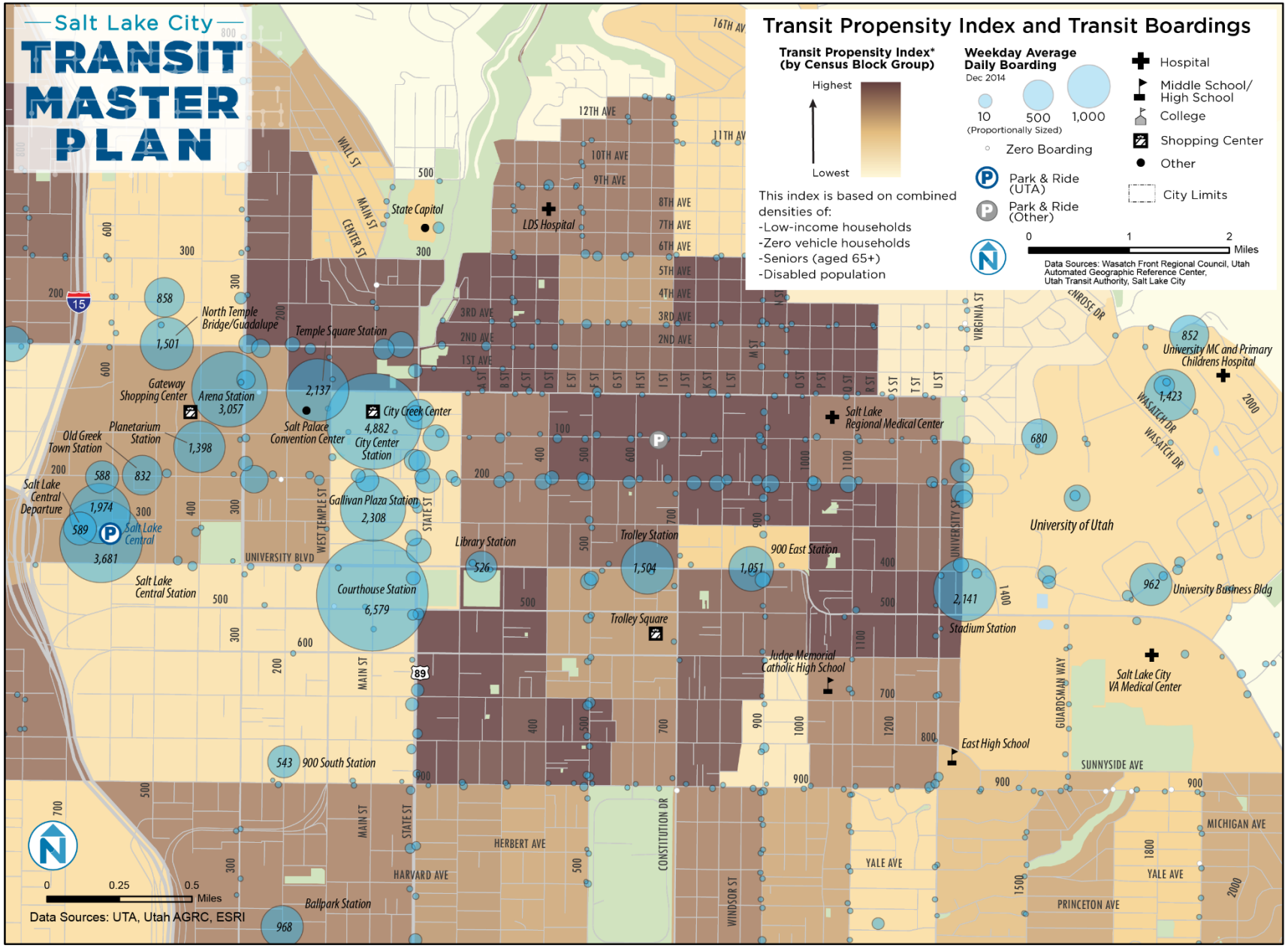


Figure C-5 Transit Propensity Index and Weekday Transit Boardings: Downtown



EXISTING TRANSIT SERVICE

Hours & Frequency

Frequent service is very limited outside of standard commute times, such as midday, evenings, and weekends. Service with a frequency every 15 minutes or less is considered the minimum that allows people to use transit without consulting a schedule. Of Salt Lake City's 44 bus routes, only six routes operate service that is available every 15 minutes or less.

> "I would love to be able to take the bus to and from work, however I start at 4 AM and there are no services available at that time."
>
> - *"Design Your Own Transit System" Survey Respondent*

Service frequency on several routes varies over the course of the day.

- **Weekday Service Frequency and Span (Figure C-8):** Only about half of the 44 bus routes operate outside commute periods and provide midday service during the week.
- **Weekend Service Frequency and Span (Figure C-9):** Only 16 of the 44 bus routes operate on Saturdays and nine operate on Sundays. Among corridors that retain service on weekends, the highest-frequency service is generally every 30 minutes on Saturdays and every 60 minutes on Sundays.

Service gaps that do not meet the FTN Minimum Service Level Definition (Figure C-7) are circled in red in Figure C-8 and Figure C-9. Evening bus service is limited all days of the week after 8:00 p.m. TRAX, FrontRunner, and the S-Line streetcar line run on a somewhat later schedule. Limited service hours and low service frequency presents challenges for visitors, service sector workers, and those who want to live a "transit lifestyle."

> "If there were more frequent buses and more frequency getting me across town, I would use transit more."
>
> - *"Design Your Own Transit System" Survey Respondent*

Transit service frequency for Weekday AM Peak, Weekday Midday, Saturday, and Sunday is also illustrated in Figure C-10 through Figure C-13. Service coverage decreases over different time periods and there is distinctly less service in west than east Salt Lake City.

Figure C-6 FTN Minimum Service Level Definition

Day of the Week	Frequency	Span
Monday – Saturday	30 minutes	5am – 6am
	15 minutes	6 am – 7pm
	30 minutes	7pm – 11pm
Sunday	30 minutes	7am – 7pm

Figure C-7 Service Frequency and Span – Weekday

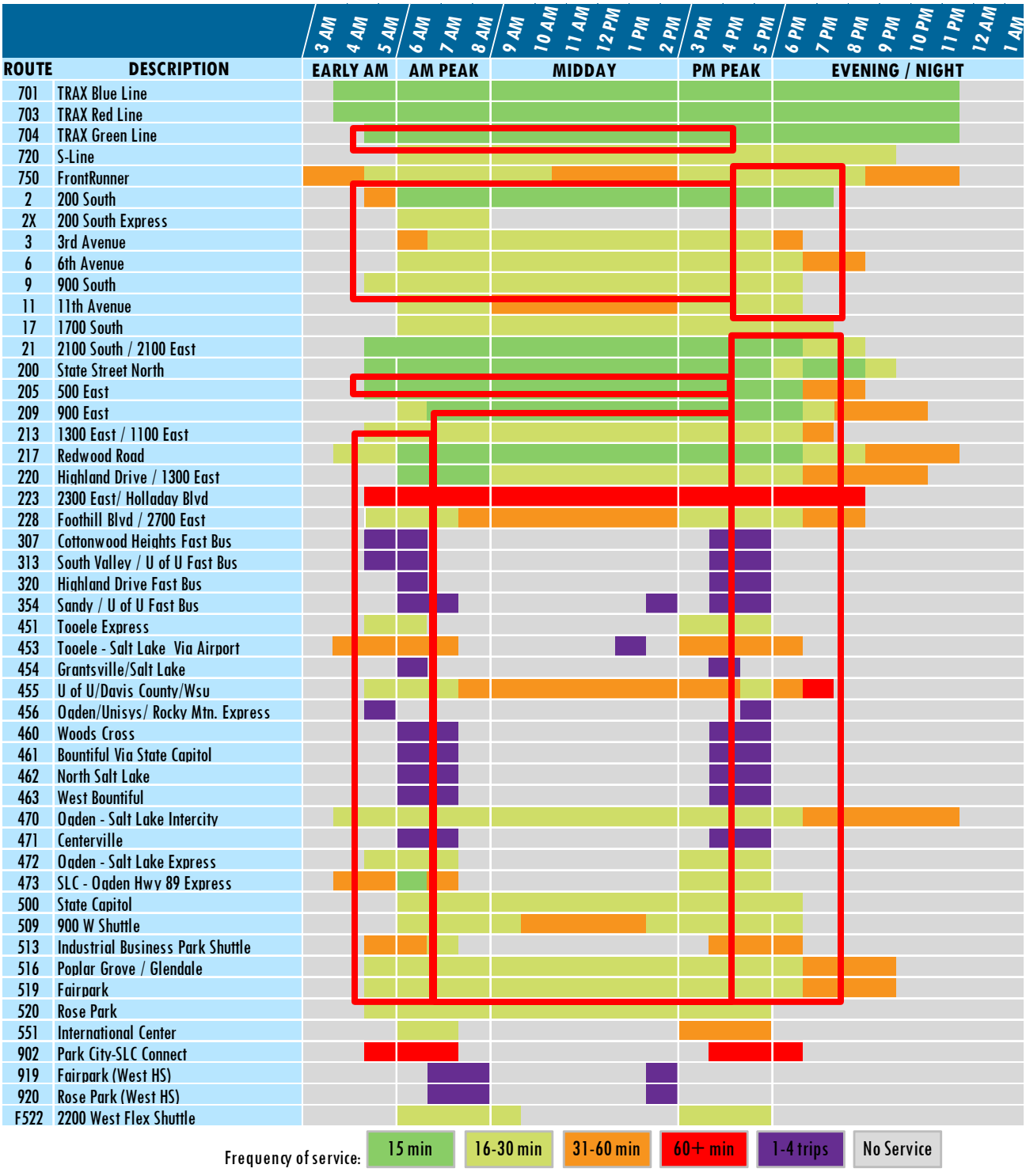


Figure C-8 Service Frequency and Span – Weekend

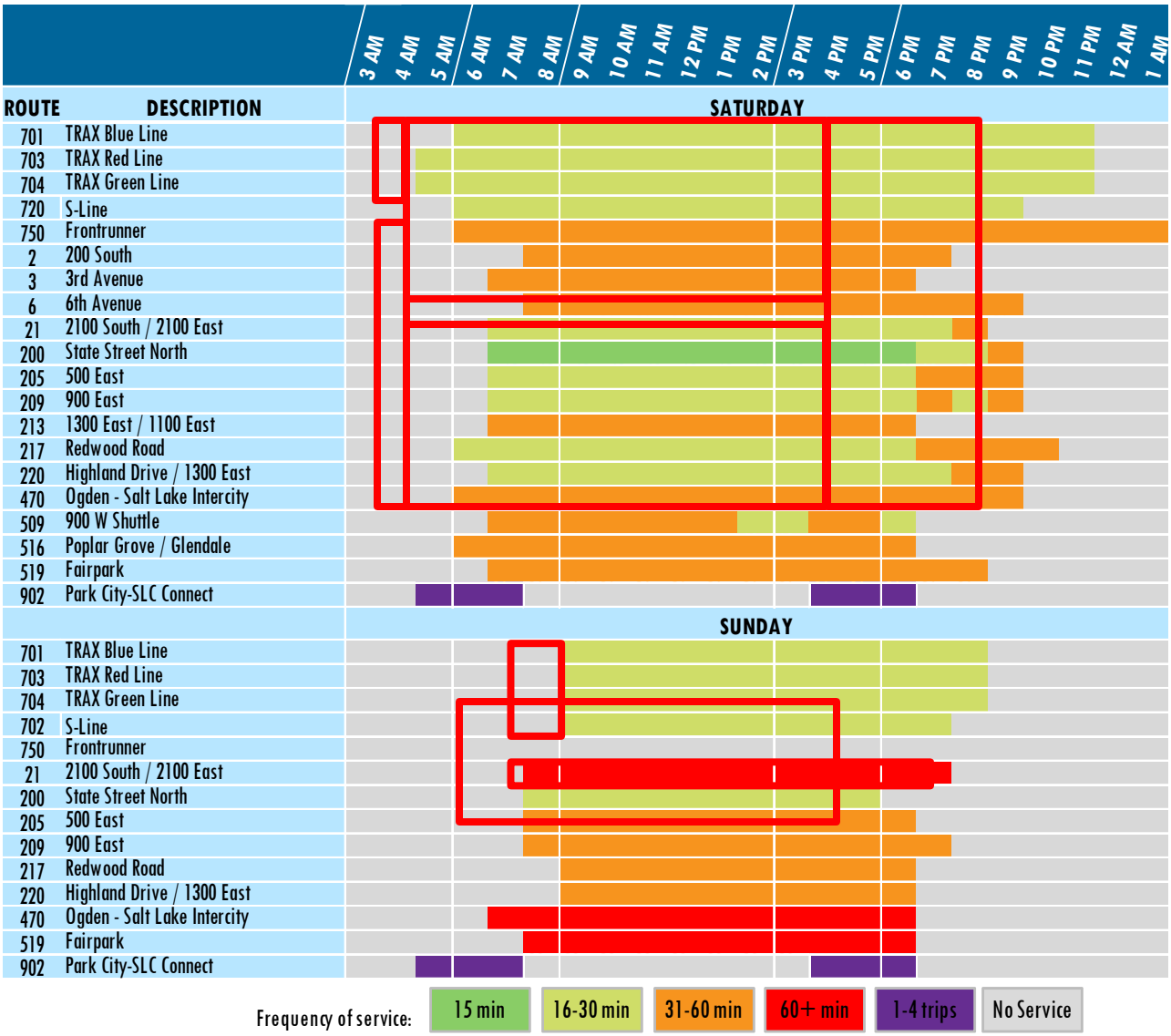


Figure C-9 Transit Service Frequency – Weekday AM Peak

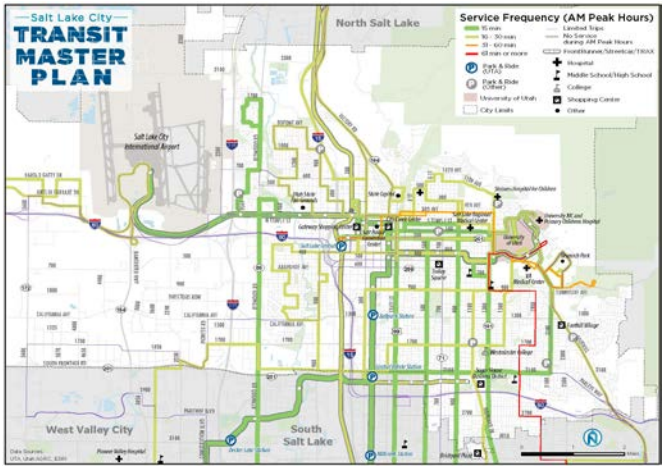


Figure C-10 Transit Service Frequency – Weekday Midday

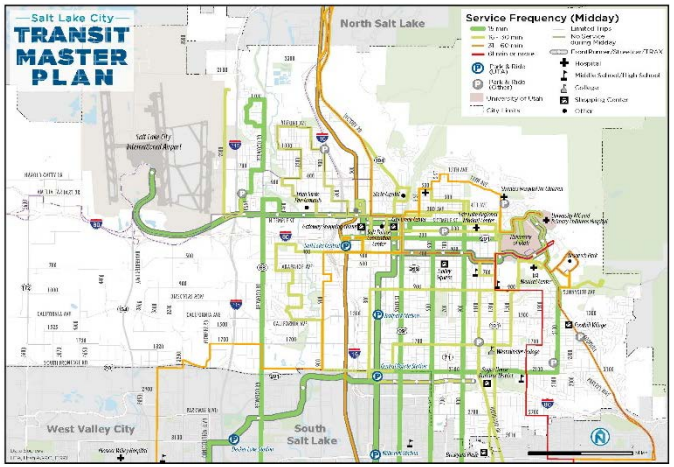


Figure C-11 Transit Service Frequency – Weekday Saturday

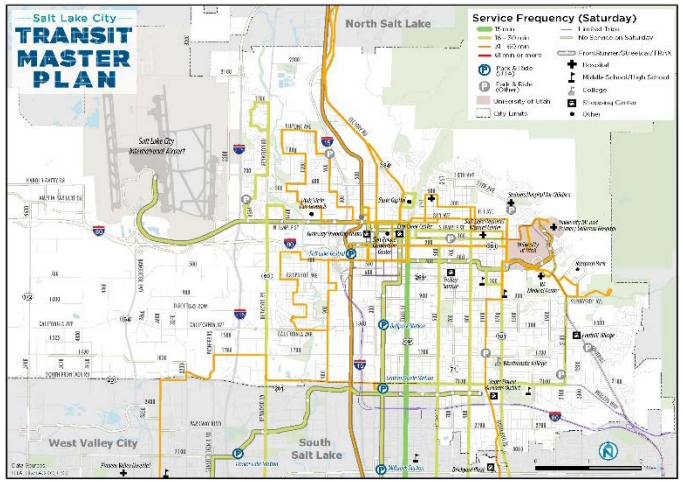
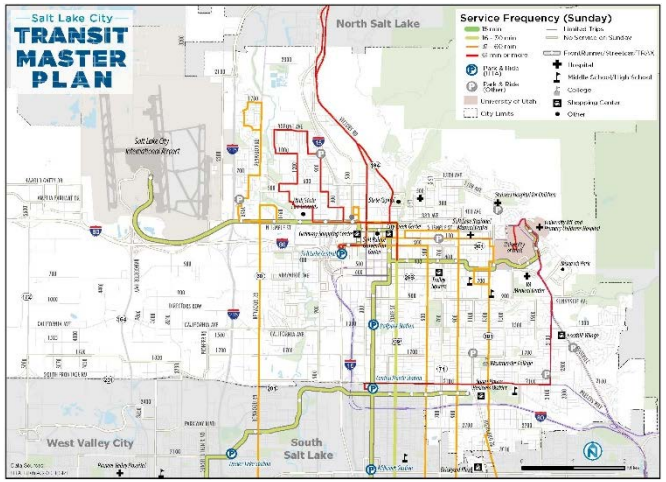


Figure C-12 Transit Service Frequency – Weekday Sunday



Note: Refer to the State of the System Factbook for full size maps (Figures 4-7 to 4-11).

Transit Travel Time vs. Drive Time

Figure C-6 below illustrates a theoretical comparison of travel times by car and transit between several Salt Lake City neighborhoods and downtown and between key regional destinations and downtown. This comparison serves not as a specific illustration of travel time, but rather to highlight the neighborhoods where transit carries a particularly high time disadvantage compared to auto travel:

- Sugar House neighborhood
- Glendale neighborhood
- East Bench neighborhood

> "I used transit regularly for daily commute for about 6 months while I was without a vehicle. It more than doubled my commute time, and I was constantly worrying about missing the "last bus". The (bus) system worked; it was just slow."
>
> - *"Design Your Own Transit System" Survey*

Figure C-13 Drive Time vs. Transit Time

Origin	Destination	Drive Time	Transit Time	How many times slower is transit
Sugar House neighborhood	Downtown SLC	0:11	0:26	2.4
University of Utah	Downtown SLC	0:12	0:18	1.5
Rose Park neighborhood	Downtown SLC	0:08	0:13	1.6
Poplar Grove neighborhood	Downtown SLC	0:08	0:14	1.8
Glendale neighborhood	Downtown SLC	0:11	0:23	2.1
Greater Avenues neighborhood	Downtown SLC	0:11	0:18	1.6
East Bench neighborhood	Downtown SLC	0:16	0:36	2.3

Note: The times were calculated using the trip planning tool on Google Maps. Drive times were taken at 5 p.m. Transit times were calculated by selecting 5 p.m. as the beginning travel time for weekday trips. For the purposes of this analysis, Salt Palace Convention Center was selected as the default "downtown SLC destination." Walk times are not included for drive time or transit time.

ADDITIONAL NEEDS

Bus Stop Amenities

There are limited amenities for passengers at bus stops. Eighty-three percent (83%) of bus stops do not have a bench or a shelter for people to wait for the bus to arrive. Figure C-14 illustrates which bus stops have a shelter and a bench, a shelter only, a bench only, a sign only, and no amenities. Improving bus stops with well-marked signage and amenities could make waiting for the bus safer and more comfortable for the user.

> "I really think that every bus station should have a shelter so that during bad weather people can have a safe place to wait for the bus."
>
> - *"Design Your Own Transit System" Survey Respondent*

Service Stability

UTA has the option of making changes to their system three times per year, which creates uncertainty about system stability and undermines the City's ability to organize growth around

transit. Changes can include re-numbering of routes, re-routing of lines, and schedule adjustments. This can make historical route-by-route ridership and performance data difficult to compile and historical changes and trends more difficult to understand; it may also impact legibility of the system for riders, an issue that will be further explored as part of public outreach.

UTA has made some major structural changes in their service in the last 10 years that changed boarding patterns. Notable changes include construction of Salt Lake Central Intermodal Hub and a redesign of the whole system that occurred in 2006-2007, and the opening of the TRAX Red and Green lines, which changed the main downtown transfer location from Gallivan to Courthouse in 2011.

Opportunities may exist to build more stable, long-term ridership and encourage transit-oriented development through limiting service changes

Affordability

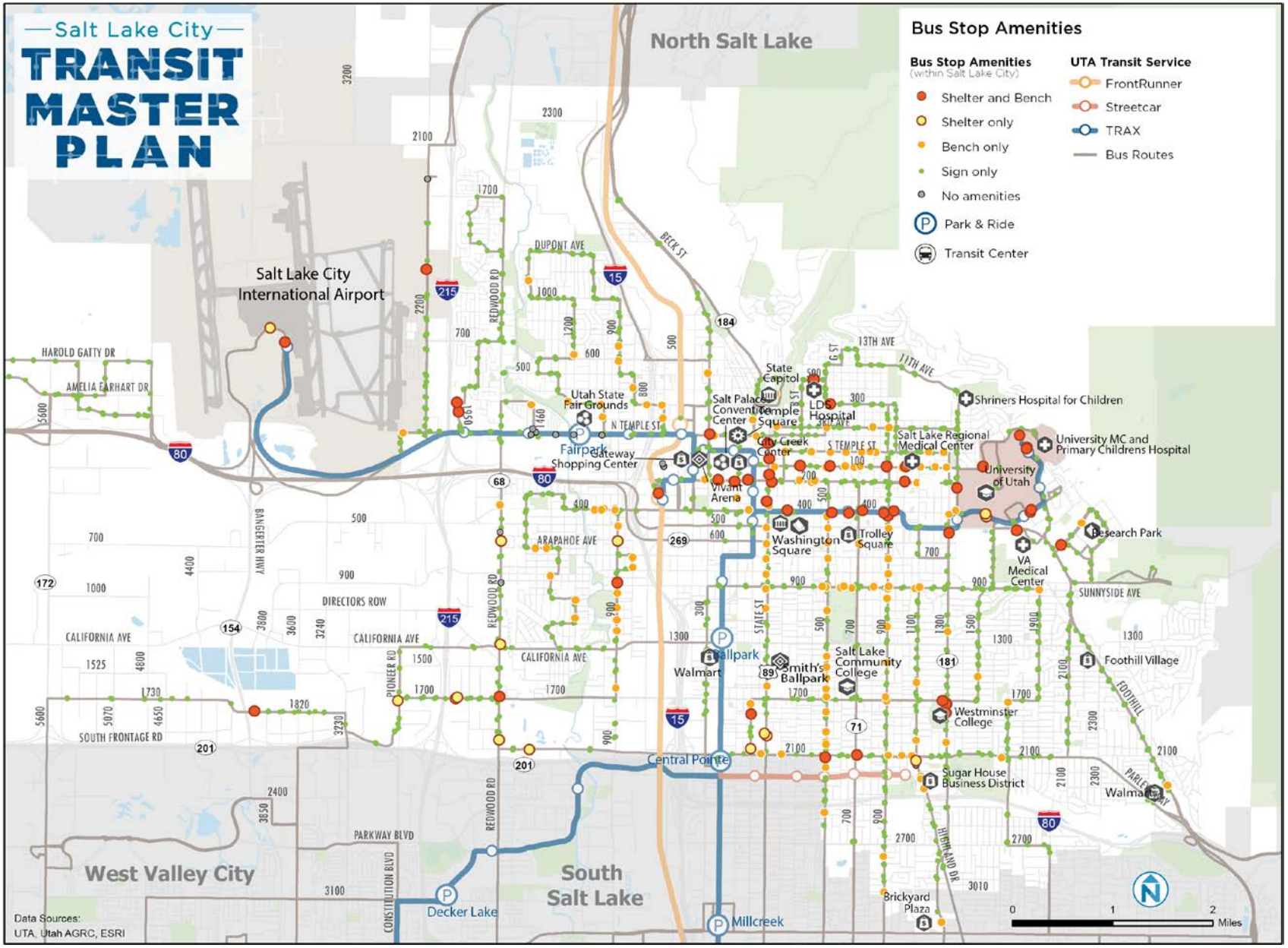
The cost of transit can be particularly burdensome on large families, youth, and transit dependent populations—low-income, older adults, persons with disabilities, and zero car households. Affordability is particularly relevant for the west side population of Salt Lake City, of which 50% are youth. Solutions to the affordability issue might include a low-income transit pass, a family transit pass, or discounts for major trip patterns, e.g. University-Downtown.

Access

Access to transit can be challenging in Salt Lake City due to the wide streets and large blocks. Solutions for this issue might include mid-block connections as development occurs and enhanced pedestrian environments. Other travel modes available in Salt Lake City—GREENbike Share, UTA Rideshare, demand-responsive rideshare, and Transportation Network Companies (e.g. Uber and Lyft)—can also feed into the transit system to provide a multimodal connection.

> "I rode the bus consistently for about six months but quit after the closest stop to my house moved from one block away to six. Arrival times were so inconsistent, it was frustrating. I would rather see fewer routes with ACCURATE and RELIABLE stop times. I could plan accordingly then."
>
> - *"Design Your Own Transit System" Survey Respondent*

Figure C-14 Bus Stop Amenities



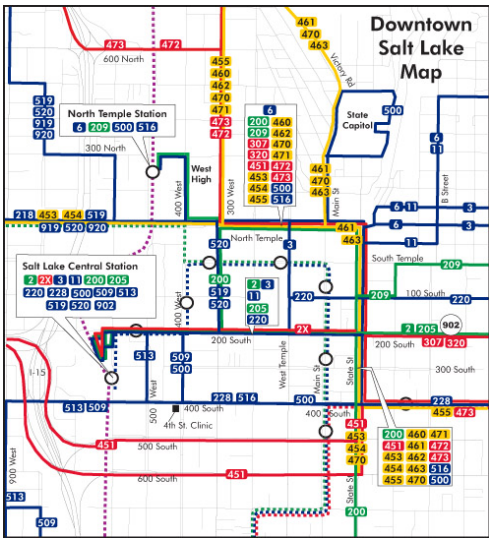
Source: State of the System Factbook, Figure 6-3

Information

UTA provides a series of online and electronic information resources including an online trip planner, real-time information, and a mobile app center to connect passengers to services.

Opportunities to improve the understanding of the system include:

- Awareness and education of the services offered (e.g. fare free zone, guaranteed ride home, next bus info available via text message);
- Ease of use through simplified and legible information; and
- Improved access through technology.



This map titled "Routes Leaving Downtown" is available on the UTA website but it's difficult to comprehend what the different colors and lines mean for each route.

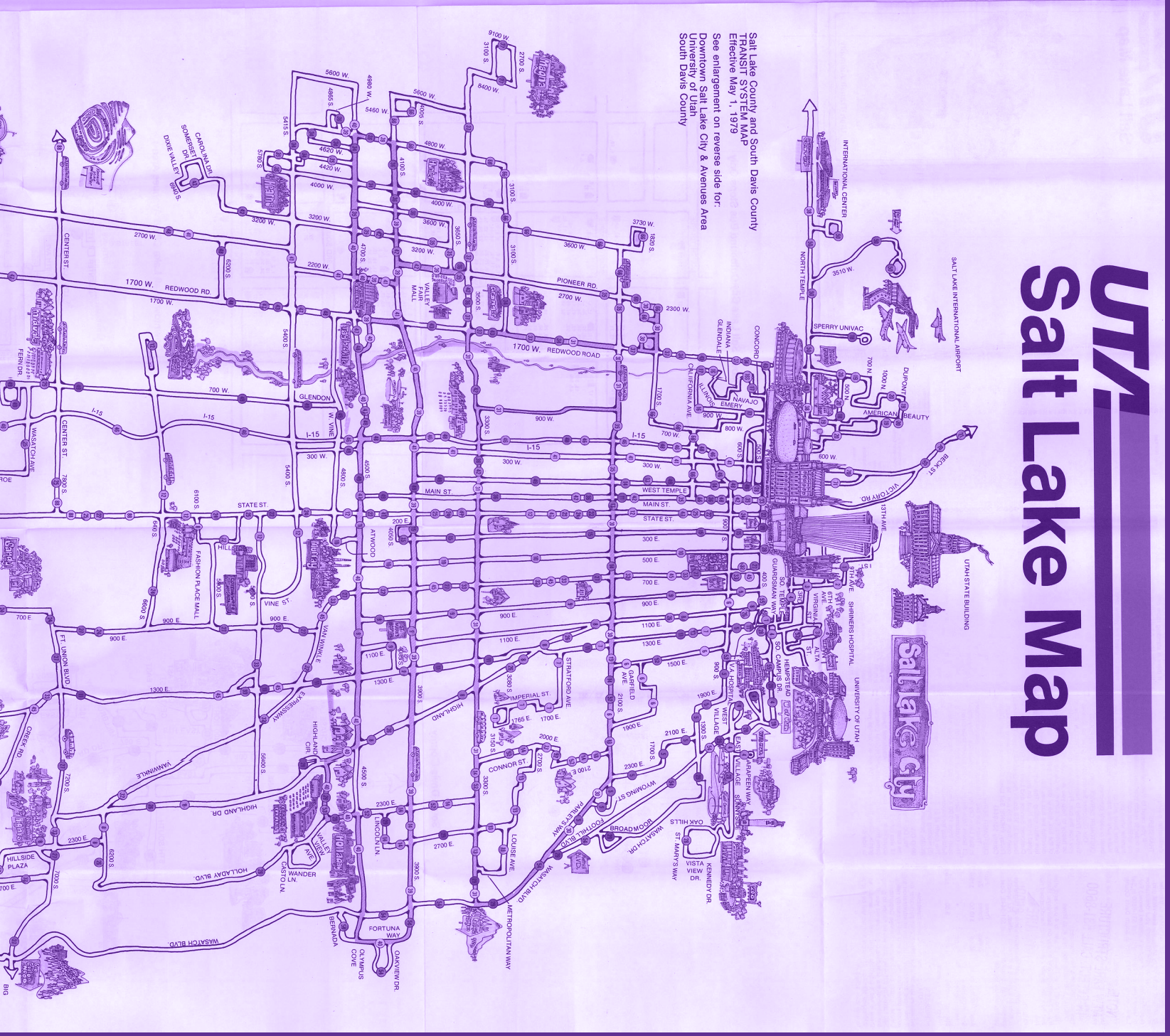
Source: UTA

Facilities

To provide additional service in the future, UTA will need new facilities to accommodate expansion. Additional bus layover space would be useful near areas of high transit use, such the University of Utah and downtown Salt Lake City. 4th S/Main Street also has an issue with capacity as no additional trains are able to move through the intersection.

KEY FINDINGS

- Higher density areas tend to have higher use of transit, however **some high density areas in Salt Lake do not show high transit boardings**, such as eastern downtown, portions of Liberty Wells, Sugar House, and neighborhoods west of I-15
- Some areas with high propensity to use transit have **low transit boardings and low transit mode share**, therefore not as well-served by existing transit system.
- Service enhancements including **increased frequency and span of service** could support a transit lifestyle and help transit be more competitive with driving alone.
- To improve and enhance the transit user experience, future transit investments should consider **affordability, access, and information**.
- **Additional transit facilities** will be needed to accommodate future growth and system expansion.



Appendix D: TRANSIT SCENARIO ANALYSIS

Appendix D Transit Corridor Evaluation

The Transit Master Plan included an extensive technical evaluation that informed draft transit service and capital recommendations. These recommendations evolved into the service and capital elements of the plan (Chapters 2 and 3). The recommendations were the outcome of a technical evaluation process that started with an existing conditions analysis (see Appendix A), was complemented by a multi-faceted public outreach process during the spring, summer, and fall of 2015 (see Appendix B), and a gaps analysis based on both the existing conditions analysis and public outreach findings (see Appendix C).

The **service element** of the Transit Master Plan includes a vision for an expanded high-frequency transit network for Salt Lake City, a core component of the plan. The long-term frequent transit network (FTN) is a 20-year vision for where frequent service should be provided in Salt Lake City. Defining an FTN allows Salt Lake City to work closely with Utah Transit Authority (UTA) to set priorities for service provision now and in the future. The service element contains three principal components:

- FTN Map – The expanded vision for where frequent service should be provided throughout the city
- FTN Service Level Definition – The definition of the standardized service level that will be provided on all FTN routes, e.g., frequency, span, and days of service
- Service Design Principles – Principles that are used to design the network of corridors recommended for capital investment and service investment

A network map including an initial phasing recommendation for FTN implementation is provided here. During the next stage of analysis, the phased FTN vision will be finalized based on the online "Design Your Own Transit System" survey and input from key stakeholders.

The **capital element** provides direction for where capital investment in the transit system will provide the greatest community benefits. The corridor evaluation was used, in conjunction with existing plans, to identify corridors for infrastructure improvements. The subsequent, final stage of the evaluation process will be a modal analysis that will define which improvements are appropriate in each of these recommended corridors, e.g. investments to improve transit performance, modal upgrades to Bus Plus, Bus Rapid Transit, or rail.

The Transit Master Plan also includes a set of recommendations for **programs, policies, and other supportive investments**.

This appendix describes analysis that informed Transit Master Plan recommendations. It includes initial draft versions of service and capital recommendation maps. These maps were refined through input from Transit Master Plan advisory committees; final maps are provided in Chapters 2 and 3 of the Transit Master Plan.

PROJECT BACKGROUND AND GOALS

The Transit Master Plan responds to community and policy mandates to improve public transportation for the benefit of all members of the community in Salt Lake City. The Plan will help Salt Lake City and UTA set priorities for the next 20 years, guide decisions about the timing and location of capital investments, and increase the use of transit citywide.

Salt Lake City is leading the Plan, focused on identifying transit needs, desires and investments citywide. However, the Plan builds on other local and regional planning efforts and is being developed in close coordination with UTA, City departments, and regional agencies. The Plan has been developed with an inclusive public process to ensure community needs and desires are captured. The goals and objectives of the Plan are shown in Figure D-1.

Figure D-1 Transit Master Plan Goals and Objectives[1]

	Goals	Objectives
1	Improve air quality.	Reduce per capita vehicle miles traveled.
		Improve competitiveness of transit with auto travel.
2	Increase the number of people riding transit.	Increase transit ridership.
		Make transit useful for more types of trips.
		Improve the competitiveness of transit with auto travel.
3	Provide a complete transit system that supports a transit lifestyle.	Provide reliable, efficient, frequent transit service.
		Provide service on a citywide network that serves a broad range of important community destinations.
		Maintain stable service on the core transit network.
		Provide service on the core transit network during the evening and on weekends to support all types of trips, including work and non-work trips.
		Provide information and maps that make the transit system easy to understand.
4	Provide a safe and comfortable transit access and waiting experience.	Improve bicycle and pedestrian access to transit.
		Improve the transit waiting experience and universal accessibility of stops and stations.
5	Provide access to opportunity for vulnerable populations.	Design a transit network that supports access to jobs, education, daily needs, and services for transit-dependent populations.
		Provide affordable transit options, particularly for low-income households.
6	Create economically vibrant, livable places that support use of transit.	Align transit investments with transit-supportive land use policies and development.
		Catalyze economic development and jobs in Salt Lake City by providing effective transit service that employers, businesses, and the development community can depend upon.

[1] For more information on Goals and Objectives, please see the memo entitled Final Goals & Evaluation Framework for Salt Lake City Transit Master Plan, September 28, 2015.

METHODOLOGY

The screening and evaluation process assessed a range of existing transit and potential transit corridors to determine where current and future demographics, land use patterns, and population and employment concentrations are most likely to support high-quality transit service, and support the broader community goals established for the Plan (see Figure D-1). As fully described in the Goals & Evaluation Framework memo, the investments that were evaluated were drawn from stakeholder and public outreach, input from Salt Lake City and UTA, and technical analysis completed for the State of the System Fact Book and the gaps analysis (Appendices A and C).[2]

The evaluation process was iterative, gradually narrowing from a broad list of potential corridors to identify a final set of recommended corridors. Figure D-2 illustrates the evaluation process and Figure D-3 illustrates the phase I and phase II evaluation criteria.

The first phase was a fine-grained analysis of primarily land use and demographic data at the corridor segment level. This eliminated from consideration those corridors that are least likely to deliver significant return on transit investments within the plan time frame and helped the team assemble a set of corridors for the second phase of analysis. During phase II, the team analyzed 15 corridors against a broader range of evaluation criteria.

At this stage, there were several factors held constant, including the operating plan, mode, and capital cost per mile (assumptions for the operating plan were taken from the FTN service level definition). In addition, two potential new transit hubs were included based on discussions with UTA and Salt Lake City staff during the September site visit, one in East Downtown near 700 E and 200S and the second at the University. Several of the corridors that were evaluated terminate at one of these new hubs.

This yielded the draft FTN and capital investment corridor recommendations, presented in Figure D-5 and Figure D-6 below, respectively. A range of mode options are identified for capital investment corridors.

The attachments to this memo show full results from the phase I (Appendix A) and phase II (Appendix B) corridor evaluation.

[2] See http://slcrides.org/documents/ for documents developed previously for this Plan.

Figure D-2 Evaluation Process

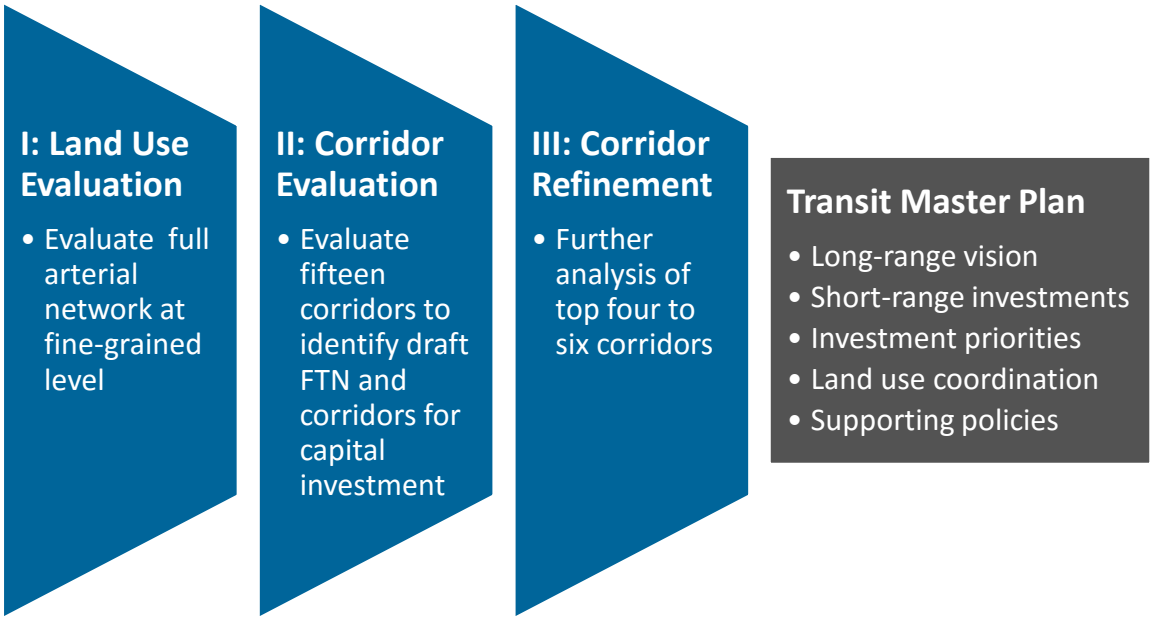


Figure D-3 Evaluation Criteria

Relationship to Transit Master Plan Goals						Evaluation Criteria (Segment screening criteria shaded)
Air quality	Transit ridership	Complete transit system	Safe/comfortable experience	Access to opportunity	Economic vibrancy/ livability	
Phase I & II						
●	●	●	●			Existing ridership*
			●	●		Transit Propensity Index (TPI)
					●	Land use density current (population and employment)
					●	Land use density future (population and employment)
		●	●	●		Lack of access to a vehicle
Phase II only						
					●	Anchor/generator strength and accessibility
	●				●	Potential for travel time savings and/or improved reliability
●	●	●	●			Ridership potential (current and future year)
					●	Redevelopment Potential
					●	Cost effectiveness

*The analysis accounts for the fact that corridors without any nearby transit service would be disadvantaged.

SERVICE ELEMENT

Overview of a Frequent Transit Network

What is a Frequent Transit Network?

A frequent transit network (FTN) is a set of designated transit corridors that offers frequent, reliable service connecting major destinations and neighborhood centers throughout the day including evening hours, every day including weekends. A frequent transit network can be comprised of both bus and rail technologies. Regardless of mode, the network should be developed to provide a consistently high standard of capacity, reliability, frequency, and customer service amenities. The FTN should be clearly communicated so that it is easily understood and marketed to riders to ensure ease of use (Chapter 5 provides further recommendations related to branding the FTN).

To create a complete transit system, other local transit routes and alternative service models provide feeder service to FTN corridors (see Chapter 2). In addition, the value of a FTN can only be fully realized by fostering supportive land use development and high-quality pedestrian and bicycle access to stops/stations. Therefore, a truly effective FTN must be developed as a partnership between a city, its multiple departments, and a transit agency.

Once a desired FTN is defined, a City and its transit partner can work together to obtain funding and make the improvements necessary to achieve the level of service that is envisioned.

Key Performance Characteristics of a Frequent Transit Network

To meet City goals to increase transit mode share and truly support residents' ability to live a car-free lifestyle, a frequent transit network should ideally have the following characteristics:

- **Fast and Reliable**: Operate transit on arterial streets/transit priority streets where it will be most rapid and reliable; make improvements that reduce transit travel time and make it more competitive with automobile travel.
- **Frequent**: Connect major destinations and neighborhood centers with 15 minute or better, all day service. Service that operates every 15 minutes or less is considered the minimum service level that allows people to use transit without consulting a schedule.
- **All Day**: 15 minute or better service frequency between at least 6 a.m. – 7 p.m. on weekdays and Saturdays, with 30-minute service in the evening and on Sundays.
- **Every Day**: 7 day per week service that maintains a basic level of frequent service on weekends.

What investments are typically made on a Frequent Transit Network?

Once the network is defined, coordinated transit service, transit capital, access, and land use investments should be made on these corridors. Investments include:

- **Intersection and Signal Management**: It is critical how signals and rights-of-way are managed in FTN corridors. Since these corridors carry the highest volume of transit riders and have the greatest potential to capture more non-auto users, signal management at intersections should favor transit vehicles; on-street parking uses should be sacrificed in the interest of moving full, high-capacity buses through congested commercial districts; and integrated solutions should be sought to allow transit and bicycles to safely coexist.
- **Stops/Stations:** The quality of stop and station amenities on FTN corridors is critical. Stops/stations also represent an opportunity to brand the FTN network differently so that

it is clear to riders where high frequency service operates (see Chapter 6 for more information).

- **Multimodal Investment**: Coordinated multimodal investments along the FTN allow easy, safe access to frequent service (see Chapter 4 for further discussion).
- **Land Use**: Zoning and other land use policies must support high frequency service along the FTN (see Chapter 6 for further discussion).

Service Design Principles for Salt Lake City

In conjunction with the corridor evaluation process, these principles were used to design the network of corridors recommended for service investment and capital investment. These principles respond to the goals of the Plan, the gaps analysis, and input from stakeholders and the public.

- **Convenient**: Provide frequent, reliable daytime and evening transit service
- **Connected**: Provide simple, citywide connections on a high-frequency network
- **Legible**: Brand the core frequent transit network differently and design for ease of understanding
- **Easy to Use**: Make the transit network easy to access and comfortable
- **Demand Driven**: Invest in transit where overall travel market demand is high
- **Permanent**: Provide stable service that riders and investors can rely on now and in the future

These service design principles inform the service and capital recommendations, as well as the recommendations for programs, policies, and other supportive investments which are presented in a separate memo.

Frequent Transit Network in Salt Lake City

A High-Frequency Grid System for Salt Lake City

UTA altered its route structure to a largely hub-and-spoke system several years ago with the construction of the Intermodal Hub, which is located in an area west of downtown that does not have considerable current activity or density. Currently, many of UTA's routes terminate at the Hub to take advantage of the centralized layover space that is available there. The gaps analysis and public outreach has revealed that this creates challenges for people who need to travel to other destinations throughout the city, necessitating multiple transfers and/or indirect trips. Further, in some cases, route productivity is undermined as routes must go to the Hub despite a lack of demand.

Salt Lake City's strong linear street grid is well-suited for a grid-based system if new layover locations can be identified. This change could allow for more frequency on heavily used routes and/or offering better service in currently under-served areas where there is demand.

The corridor evaluation process was designed to support Salt Lake City's evolution towards a more grid-based system. The phase II analysis used continuous and direct citywide corridors and explored two new locations for transit hubs – one in East Downtown near 700 E and 200 S and one at the University of Utah (indicated on the maps in this memo). Creating more layover space for UTA buses is a major factor in whether changes can be made to the transit system, including implementation of the envisioned FTN network.

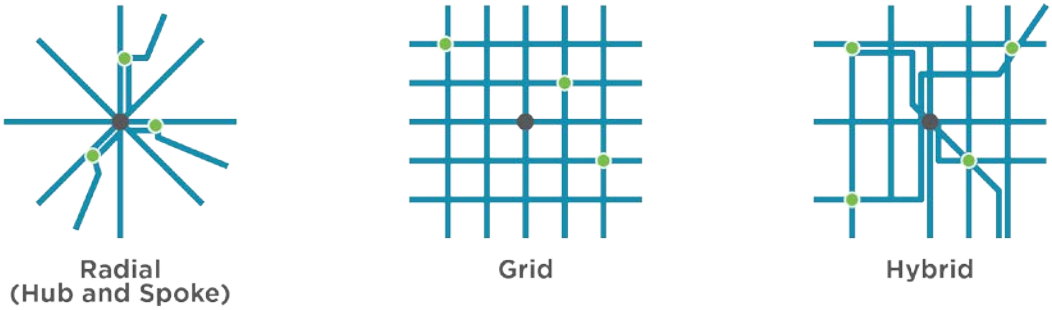


Illustration of basic concepts in transit network design.
Source: Nelson\Nygaard

Frequent Transit Network Service Level Definition

High frequency is critical to the functioning of a grid-based transit system as riders depend more on transfers. Based on the general principles described above, the level of service shown in Figure D-4 is recommended for the FTN. All designated FTN routes should operate according to these parameters, which were designed not only to be frequent, but also to operate relatively consistently all day, every day. The service design is simple and easy to understand so that riders can use an FTN route without referencing a schedule. In conjunction with clear branding, this provides a level of certainty and reliability on which riders can depend.

Figure D-4 FTN Service Level Definition

Day of the Week	Frequency	Span
Monday – Saturday	30 minutes	5 am – 6 am
	15 minutes	6 am – 7 pm
	30 minutes	7 pm – 11 pm
Sunday	30 minutes	7 am – 7 pm

Frequent Transit Network Recommendation

Figure D-5 illustrates the draft recommendation for a grid-based FTN for Salt Lake City. The FTN is a long-range vision that is intended to be phased in over time. There are two basic FTN phases:

1. **Tier 1**

   Existing: Corridors that are already served by frequent service.*

   Future: Corridors that have conditions now or in the near-term that merit FTN status. These were the top performing corridors in both phases of analysis.

2. **Tier 2**

   Future: Corridors that are projected to have conditions that merit FTN status in the future. These are corridors that performed well in one of the phases of evaluation or are high priorities from a community outreach standpoint.

**Note: those corridors designated as "Existing" do not meet the FTN service level definition shown in Figure D-4, with the exception of State Street (Route 200). For the most part, they provide frequent service (at least every 15 minutes) during weekdays during the day (peak periods and midday). As of completion August 2015,[3] there were no routes that operate at 15 minute frequency every day of the week, there was one route (200-State Street) that operated at this frequency 6 days per week, and only the TRAX network operated at this frequency during weekday evenings. With implementation of Tier 1, service on these corridors should be upgraded to meet the FTN definition.*

Relationship to UTA Service Categories

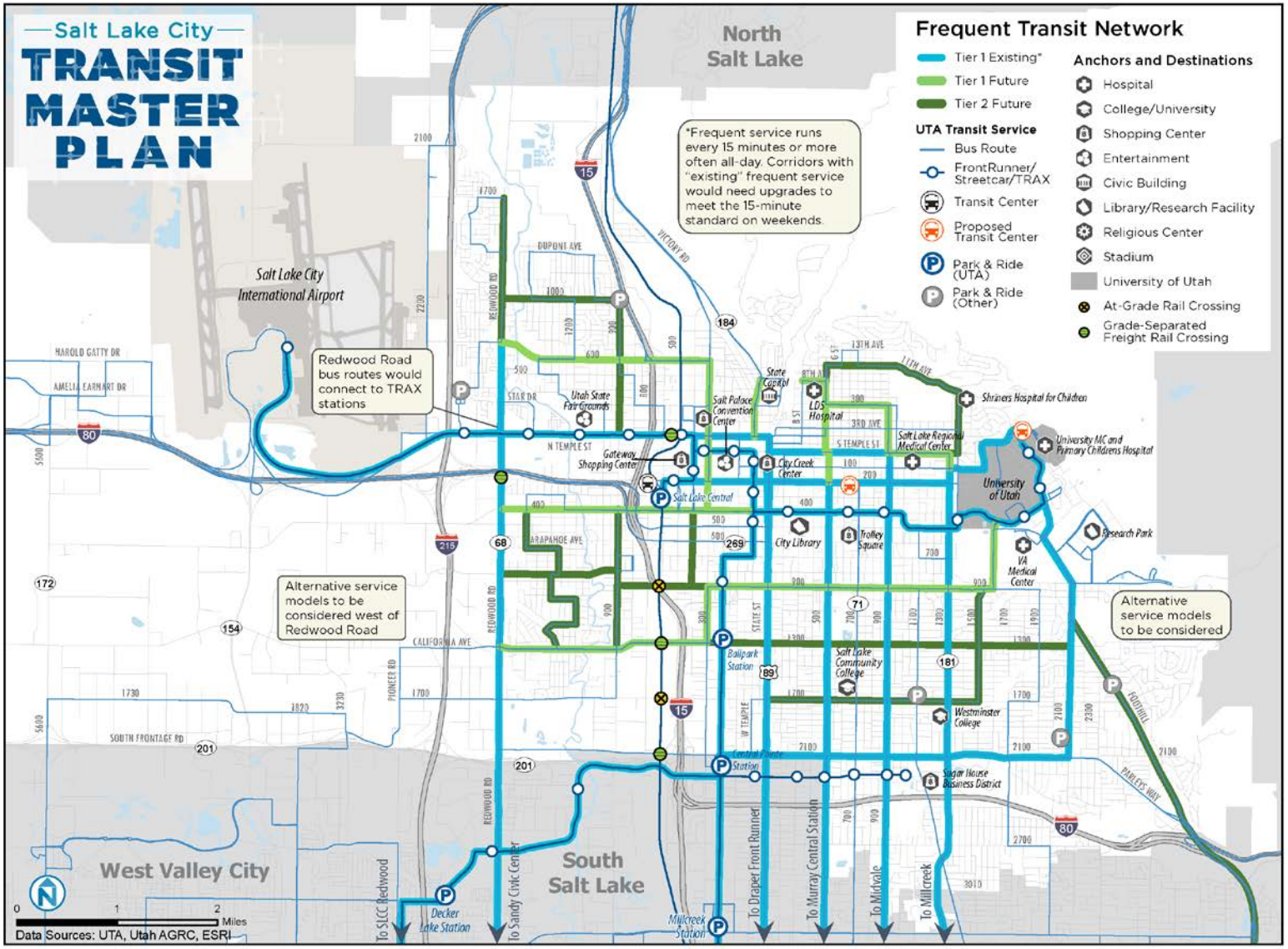
Based on outreach findings, the current UTA frequent transit network branding is not readily visible to the average rider. UTA's current service types are not defined primarily based on frequency, but on a combination of service qualities including purpose, stop spacing, and frequency, e.g., types include local, shuttle, flex, commuter, express, and fast bus. UTA is rolling out Bus Rapid Transit lines and a Bus Plus network that will be branded high-frequency services with improved reliability and higher level of stops/stations. These recommendations should be coordinated with UTA's roll out of more branded service categories based on service level and reliability, e.g., local/neighborhood access/feeder routes, high frequency trunk lines (straight lines city wide). (See Programs and Supportive Investments memo for further discussion.)

Route Stability

One adopted, it is critical that the FTN become a stable, relatively unchanging part of the transit system so that riders can rely on it much as they do the TRAX system.

[3] See http://www.rideuta.com/uploads/Aug2015BusFrequency_Large.jpg

Figure D-5 Draft Frequent Transit Network Vision Recommendation



Note: The Final FTN Vision maps are provided in Chapter 2.

Local Service Network

The FTN is designed to serve long, direct citywide corridors. For a complete and easy-to-use transit system, it is critical that the transit system also includes complementary local routes that provide feeder service to the FTN and neighborhood circulation. Coverage rather than speed is the goal for the local network. Stop spacing as close as 600 feet can be acceptable in some cases. As with the FTN, transit access improvements are critical to maximizing usefulness of the local services and providing equitable access to transit service for all populations.

The local network that feeds the FTN is not a key focus of this plan, since the City's limited transit resources will be focused on the development of the FTN. However, the City should support UTA actions to:

- Maintain a basic or "lifeline" level local service to within ½ mile of most residents. This level of service is defined by a minimum of 60 minute frequencies for 12 hours per day. If a route cannot support this level of service, then provision of alternative service models should be considered (see below).
- As the FTN is implemented, the local route network should be adjusted to ensure it complements and supports new frequent services.

Community Shuttles

Public outreach findings indicated a desire for services that provide better neighborhood connectivity. Community shuttles, sometimes described as neighborhood circulators, are a model that is used in some cities to serve short trips within communities, feed major transit routes (rail, BRT, or other frequent transit network service), shopping, employment, and other activities. Community shuttles often use smaller capacity vehicles, such as 20 to 25 passenger mini-buses, to provide local transit service in lower density residential neighborhoods or areas of challenging topography that are more difficult to serve with conventional fixed-route transit service. The cost-effectiveness of this model may be maximized through a special contracted rate for community shuttle operators. (See Chapter 2 for examples and further discussion).

Alternative Service Models

Several neighborhoods in Salt Lake City have transit needs, but lack sufficient density or demand to justify providing FTN or even local service, as defined above. These neighborhoods are candidates for alternative service models which can provide critical first mile/last mile connections in low-demand areas, such as demand-responsive public transportation services, private and institutionally-operated shuttles targeted at specific populations, and on-demand shared ride services (see Chapter 2 for examples and further discussion).

CAPITAL INVESTMENTS

Overview of Capital Investment

The Plan includes recommendations for where capital investment in the transit system will provide the greatest community benefits. Capital improvements can include investments in right-of-way management and intersections to benefit transit performance, as well as modal upgrades to Enhanced Bus, Bus Rapid Transit, and/or rail. At this stage, the corridors recommended for infrastructure improvements are highlighted. Capital corridors were analyzed to identify potential modes that are appropriate in each of these recommended corridors.

Capital Investment Initial Recommendations

The top performing corridors in the phase II evaluation are recommended for capital improvements (see Figure D-6). A first step in developing capital improvements on these corridors would be to conduct more detailed corridors studies to refine the mode, specific alignment, and design.

East-West Corridors:

Analysis of capital improvements is recommended along three east-west corridors that serve the University of Utah, spaced about one quarter- to one half-mile apart:

- **#1: 200 S** (Salt Lake Central - University of Utah)
- **#2: North and South Temple** (North Temple station - University of Utah)
- **#3: 400 S** (Redwood Road- University of Utah)

In addition, the following corridor is recommended for inclusion, as this corridor has been studied by UTA as an upgrade to the TRAX system to enable a direct connection between the Airport and the University of Utah:

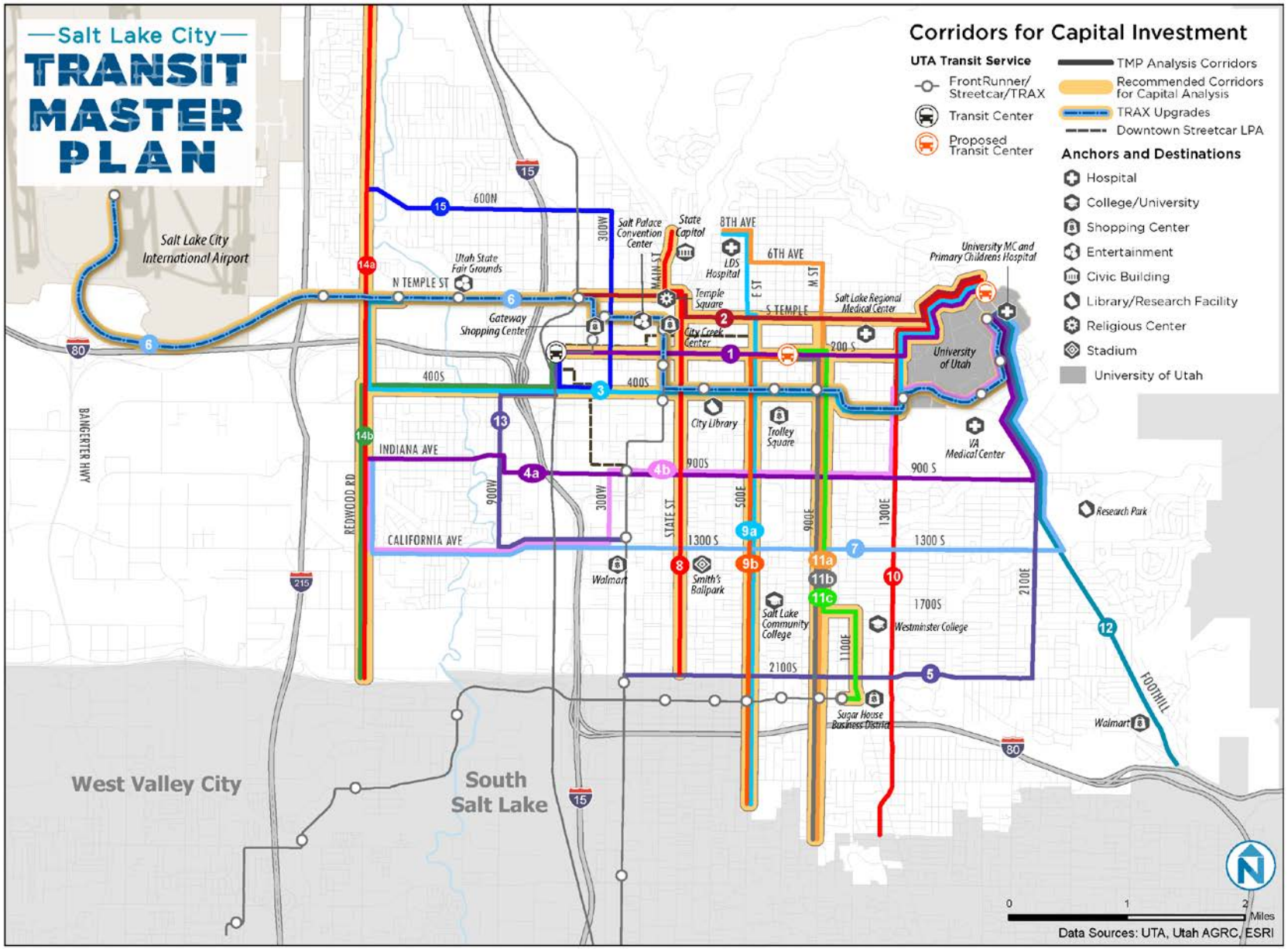
- **#6: North Temple/400 S** (Airport – University of Utah)

North-South Corridors

Analysis of capital improvements is recommended along four north-south corridors:

- State Street is the highest performing north-south corridor in the evaluation:
  - **#8: State Street** (SLC Southern border - State Capitol)
- Analysis of improvements is recommended along two high-performing corridors that could potentially serve a recommended new transit center located along 200 S between 500 E and 900 E and/or provide north-south connections into the Avenues neighborhood and to LDS Hospital. Significant changes would likely not be proposed to the right-of-way in the Avenues, so capital improvements to these corridors are not indicated north of South Temple Street.
  - **#9 a/b: 500 E** (SLC southern border - 200 S or S. Temple)
  - **#11 a/b/c: 900 E** (SLC southern border - 200 S or S. Temple)
- Although the Redwood Road corridor does not score as highly on density metrics as other corridors, it is an important continuous transit corridor for connectivity on the west side of the city and thus is recommended for further capital investment analysis:
  - **14 a/b: Redwood Road** (SLC southern border - 1700 N)

Figure D-6 Draft Capital Corridors Recommendation



Note: The final Capital Investment Corridors map is provided in Chapter 3.

ATTACHMENTS

Attachment A: Phase I Evaluation Results

Attachment B: Phase II Evaluation Results

Salt Lake City

TRANSIT MASTER PLAN

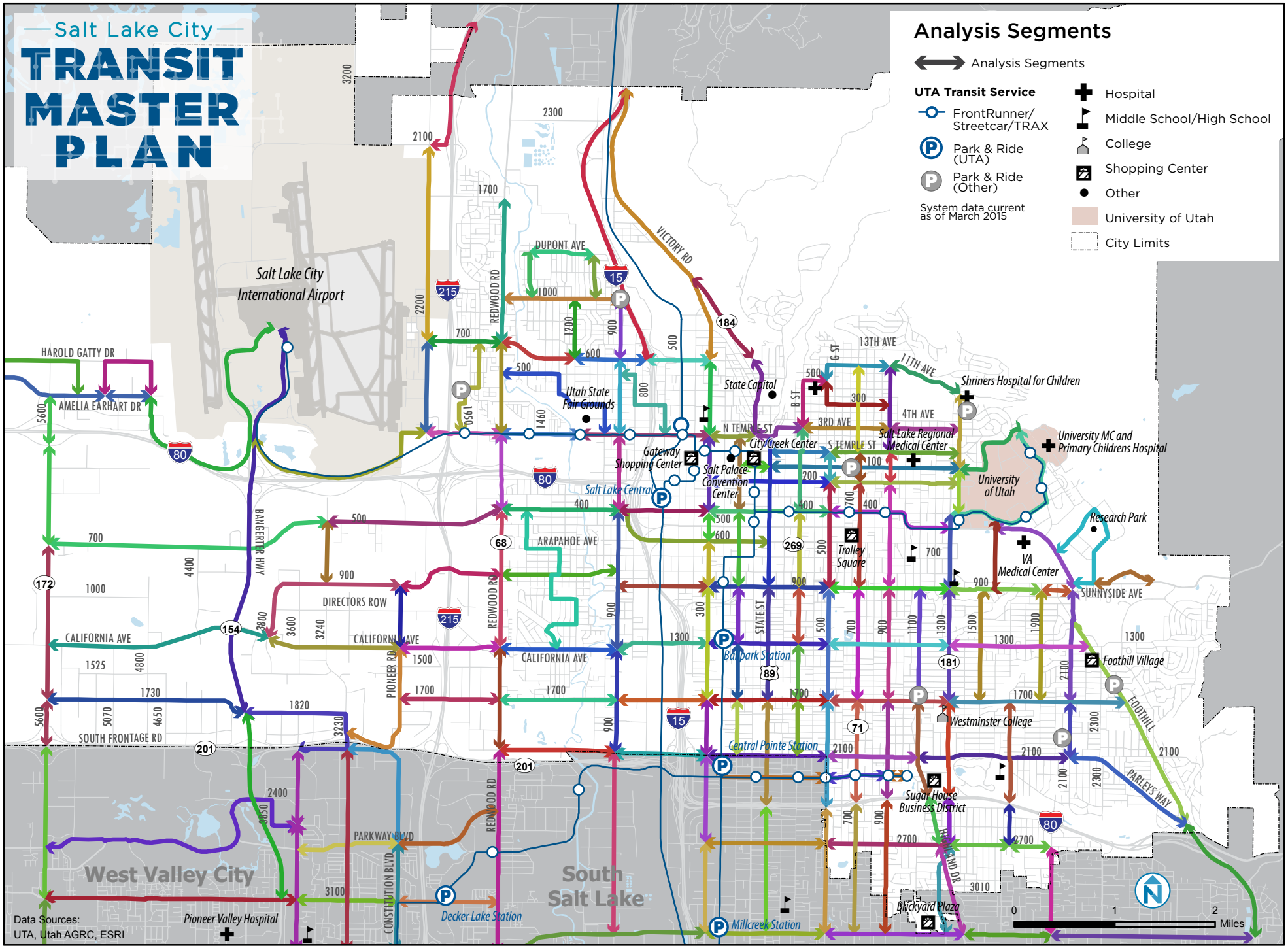
Attachment A - Phase I Evaluation Results

September 2015

NELSON NYGAARD

Attachment A - PHASE I EVALUATION

For Phase I of the evaluation, the corridors did not represent a network of transit routes, but a series of arterial roadway segments. Segments were created using logical breakpoints (e.g., key intersections) to provide more granular representation of current and/or potential transit-carrying arterials. The following pages show the corridor segment map for Salt Lake City that was used for the first phase of the evaluation and maps of the results.


Salt Lake City
TRANSIT MASTER PLAN
Analysis Segments
Analysis Segments
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
Middle School/High School
College
Shopping Center
Other
University of Utah
City Limits
Salt Lake City International Airport
HAROLD GATTY DR
AMELIA EARHART DR
DUPONT AVE
REDWOOD RD
VICTORY RD
Utah State Fair Grounds
State Capitol
N TEMPLE ST
S TEMPLE ST
City Creek Center
Gateway Shopping Center
Salt Palace Convention Center
Salt Lake Central
ARAPAHOE AVE
DIRECTORS ROW
CALIFORNIA AVE
BANGERTER HWY
PIONEER RD
SOUTH FRONTAGE RD
PARKWAY BLVD
CONSTITUTION BLVD
West Valley City
South Salt Lake
Pioneer Valley Hospital
Decker Lake Station
Millcreek Station
Central Pointe Station
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STATE ST
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13TH AVE
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4TH AVE
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Shriners Hospital for Children
Salt Lake Regional Medical Center
University MC and Primary Childrens Hospital
University of Utah
Research Park
VA Medical Center
Trolley Square
SUNNYSIDE AVE
Foothill Village
FOOTHILL
Westminster College
Sugar House Business District
HIGHLAND DR
PARLEY'S WAY
Blickyard Plaza
Data Sources:
UTA, Utah AGRC, ESRI
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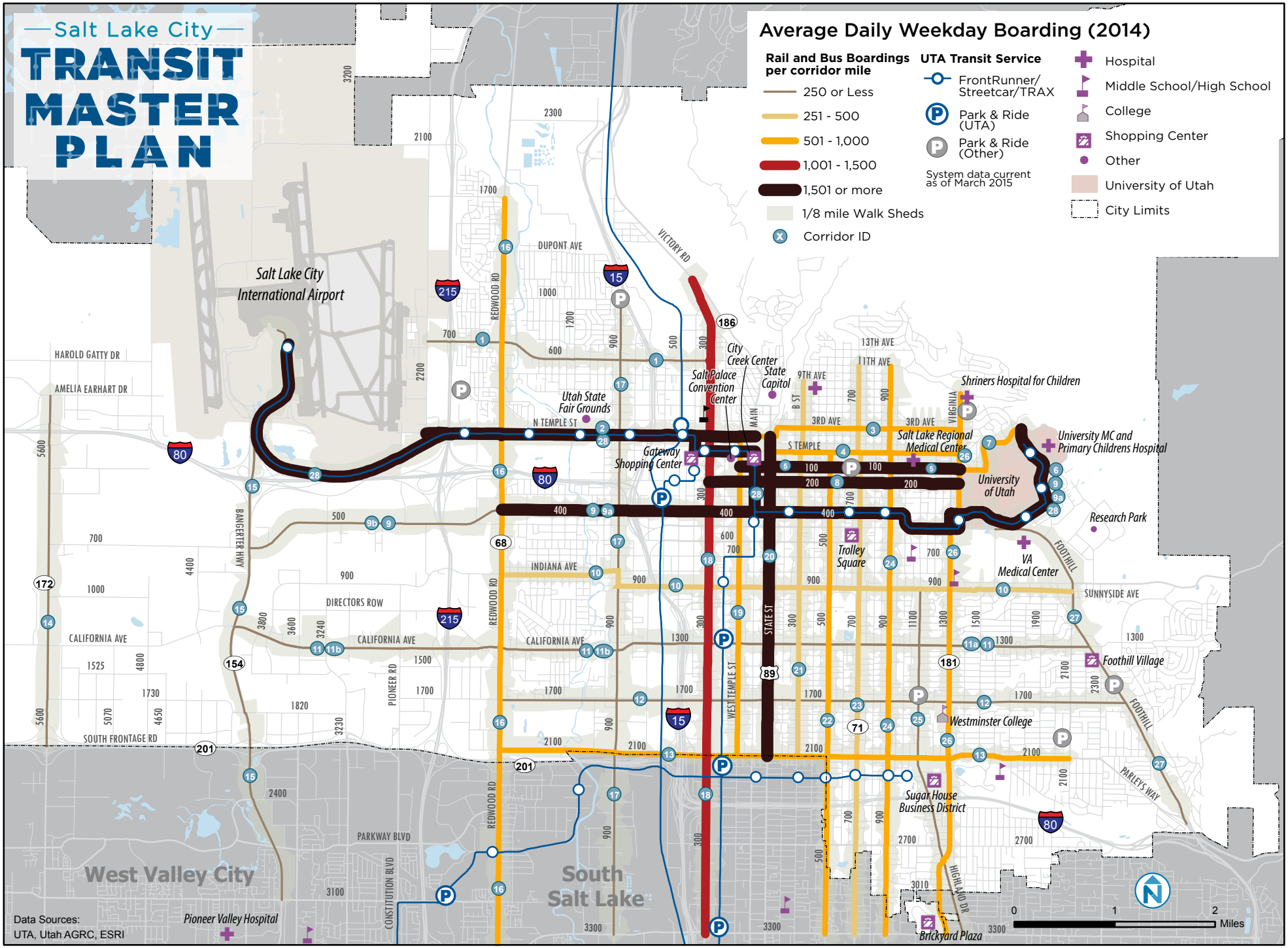
Miles


Salt Lake City
TRANSIT MASTER PLAN
Average Daily Weekday Boarding (2014)
Rail and Bus Boardings per corridor mile
250 or Less
251 - 500
501 - 1,000
1,001 - 1,500
1,501 or more
1/8 mile Walk Sheds
Corridor ID
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
Middle School/High School
College
Shopping Center
Other
University of Utah
City Limits
Salt Lake City International Airport
Utah State Fair Grounds
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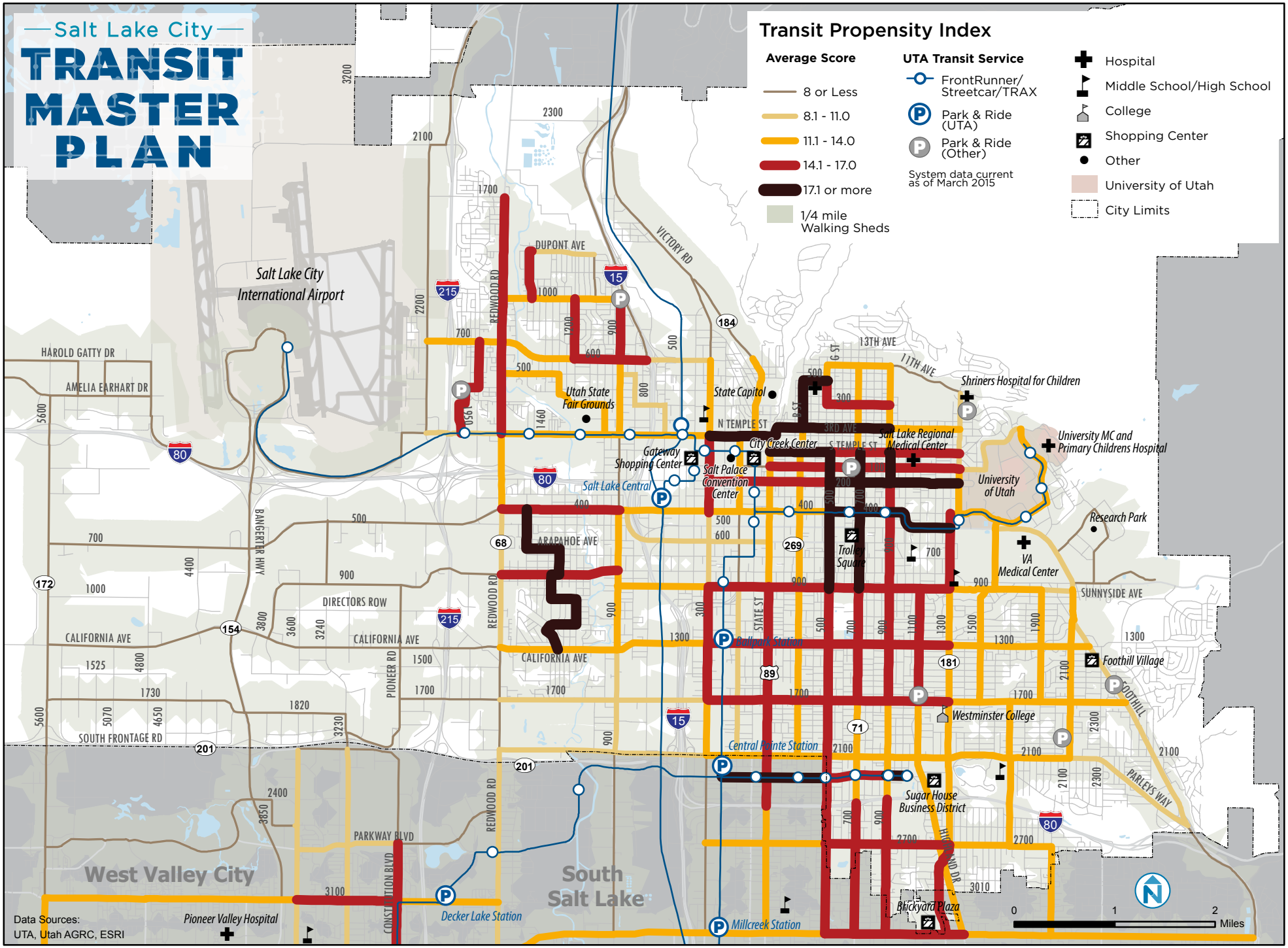
Salt Lake City
TRANSIT MASTER PLAN
Transit Propensity Index
Average Score
8 or Less
8.1 - 11.0
11.1 - 14.0
14.1 - 17.0
17.1 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
Middle School/High School
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Salt Lake City International Airport
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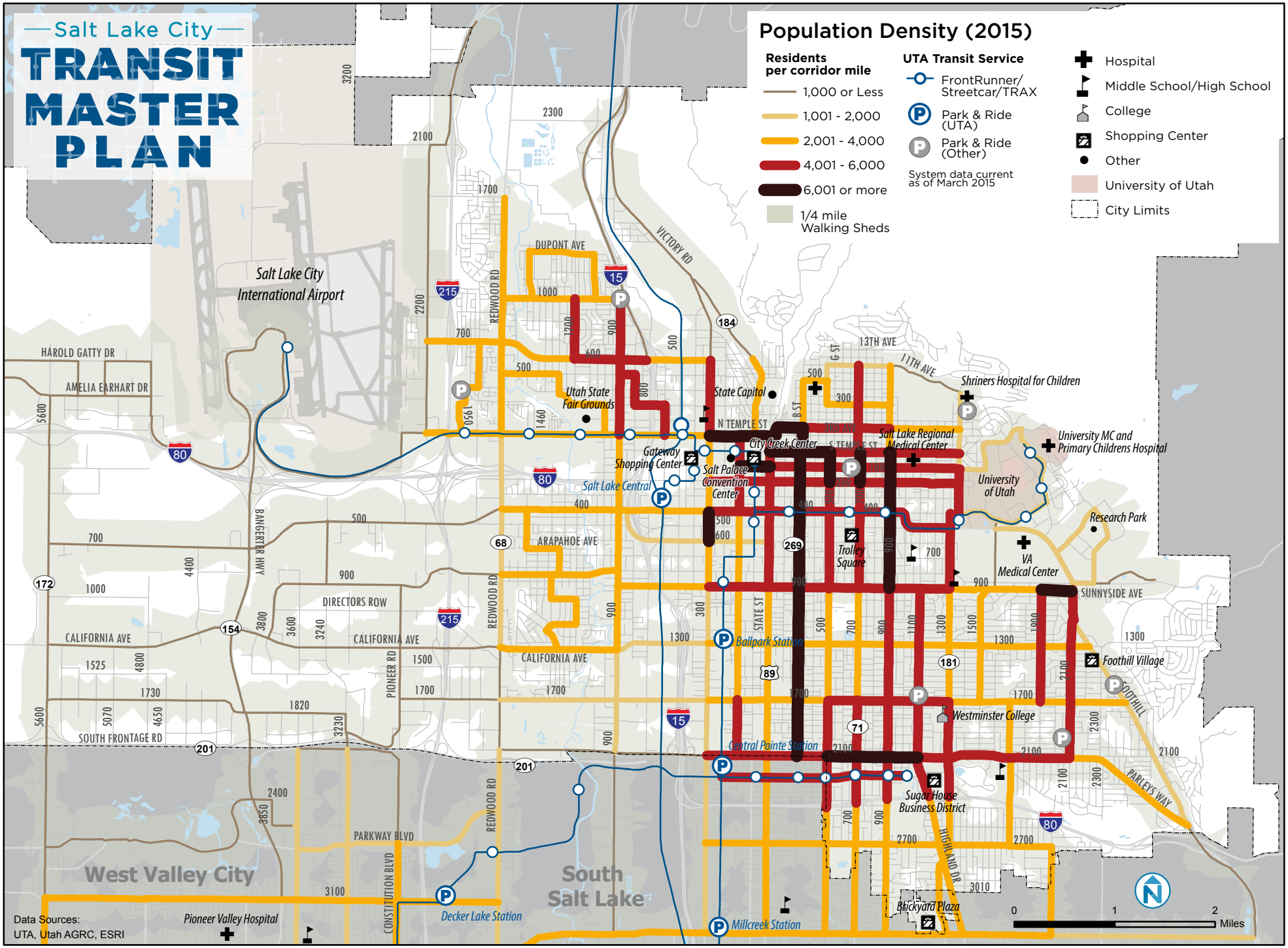
Salt Lake City
TRANSIT MASTER PLAN
Population Density (2015)
Residents per corridor mile
1,000 or Less
1,001 - 2,000
2,001 - 4,000
4,001 - 6,000
6,001 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
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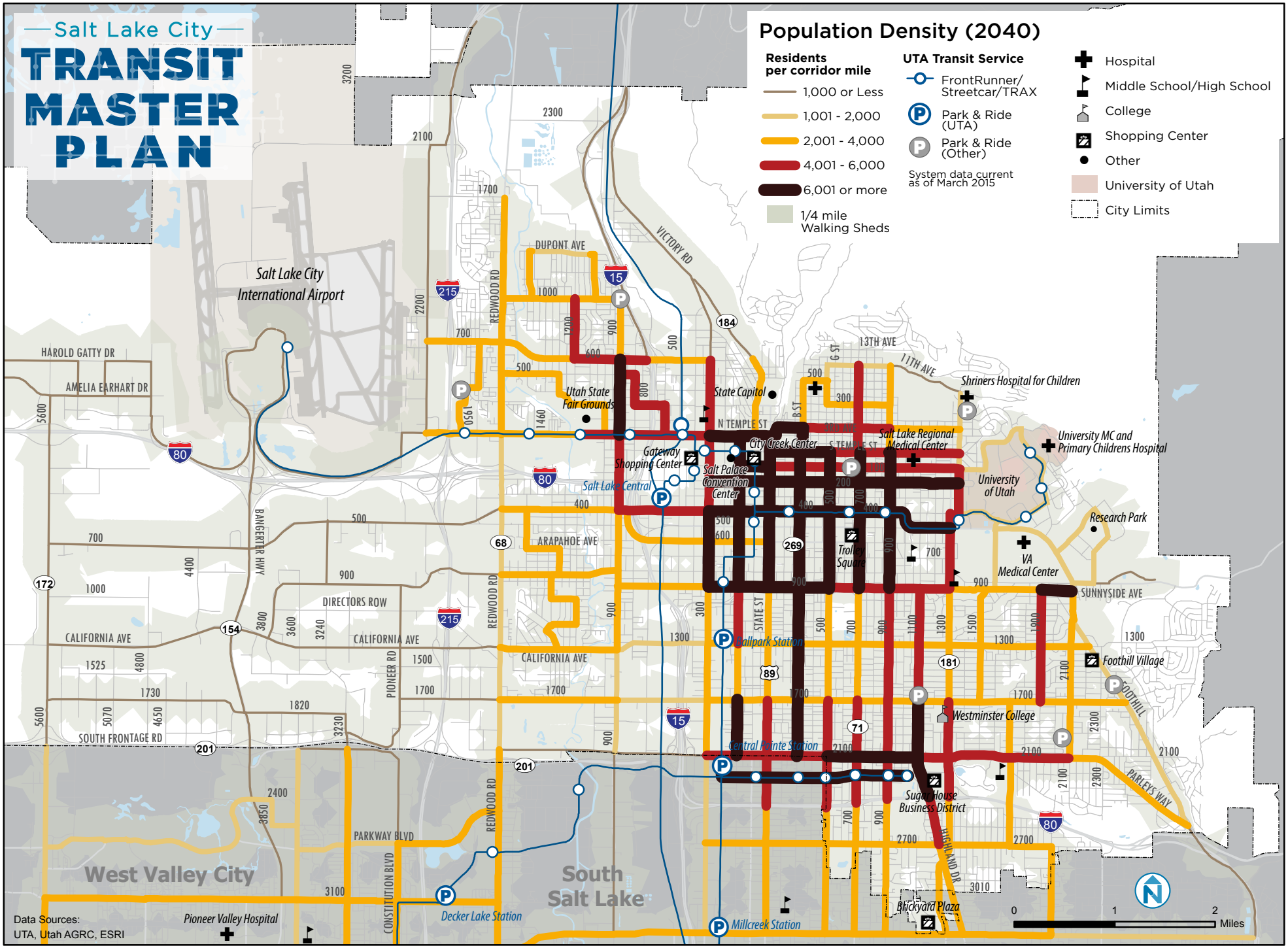
Salt Lake City
TRANSIT MASTER PLAN
Population Density (2040)
Residents per corridor mile
1,000 or Less
1,001 - 2,000
2,001 - 4,000
4,001 - 6,000
6,001 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
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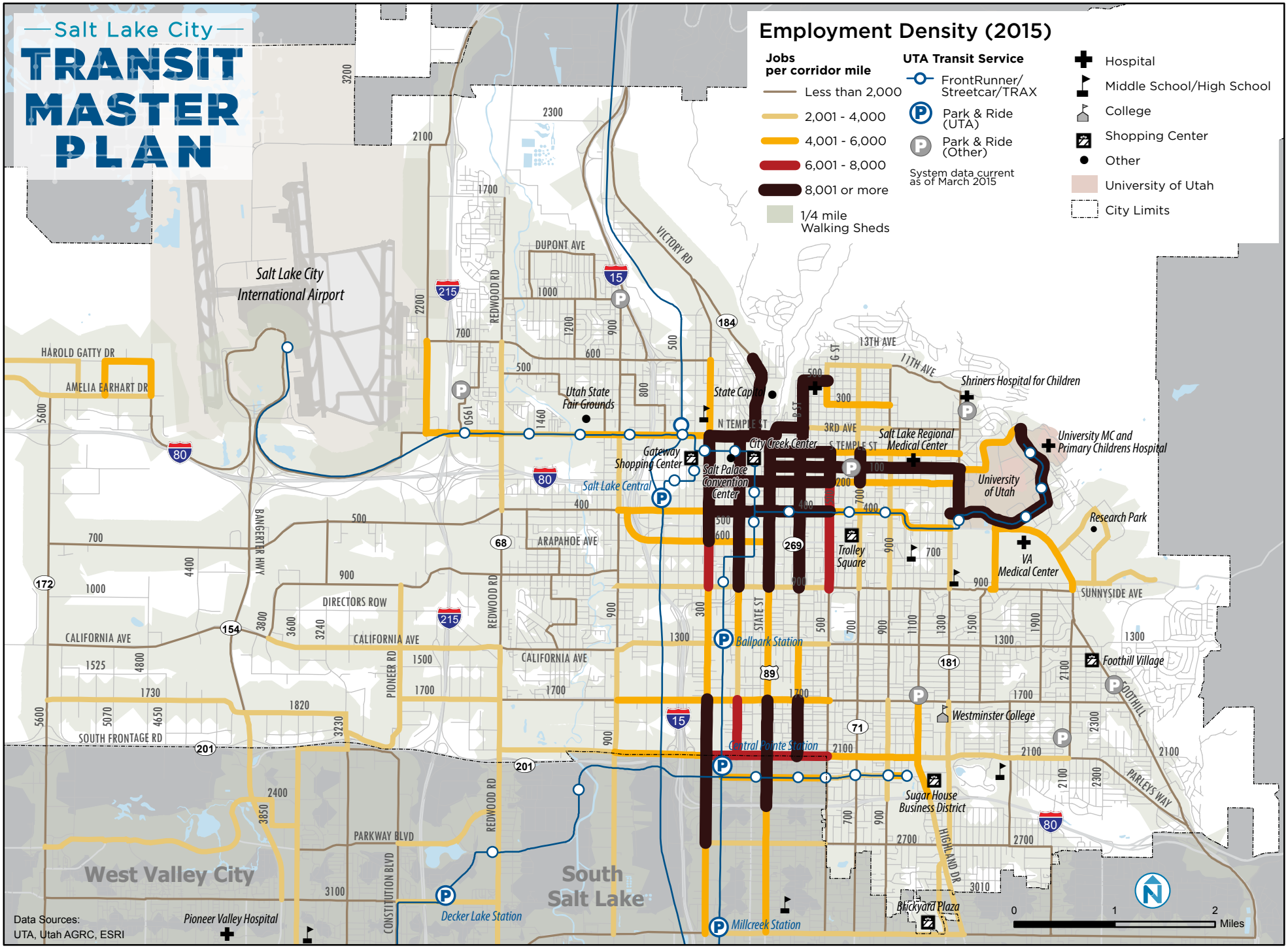
Salt Lake City
TRANSIT MASTER PLAN
Employment Density (2015)
Jobs per corridor mile
Less than 2,000
2,001 - 4,000
4,001 - 6,000
6,001 - 8,000
8,001 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
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System data current as of March 2015
Hospital
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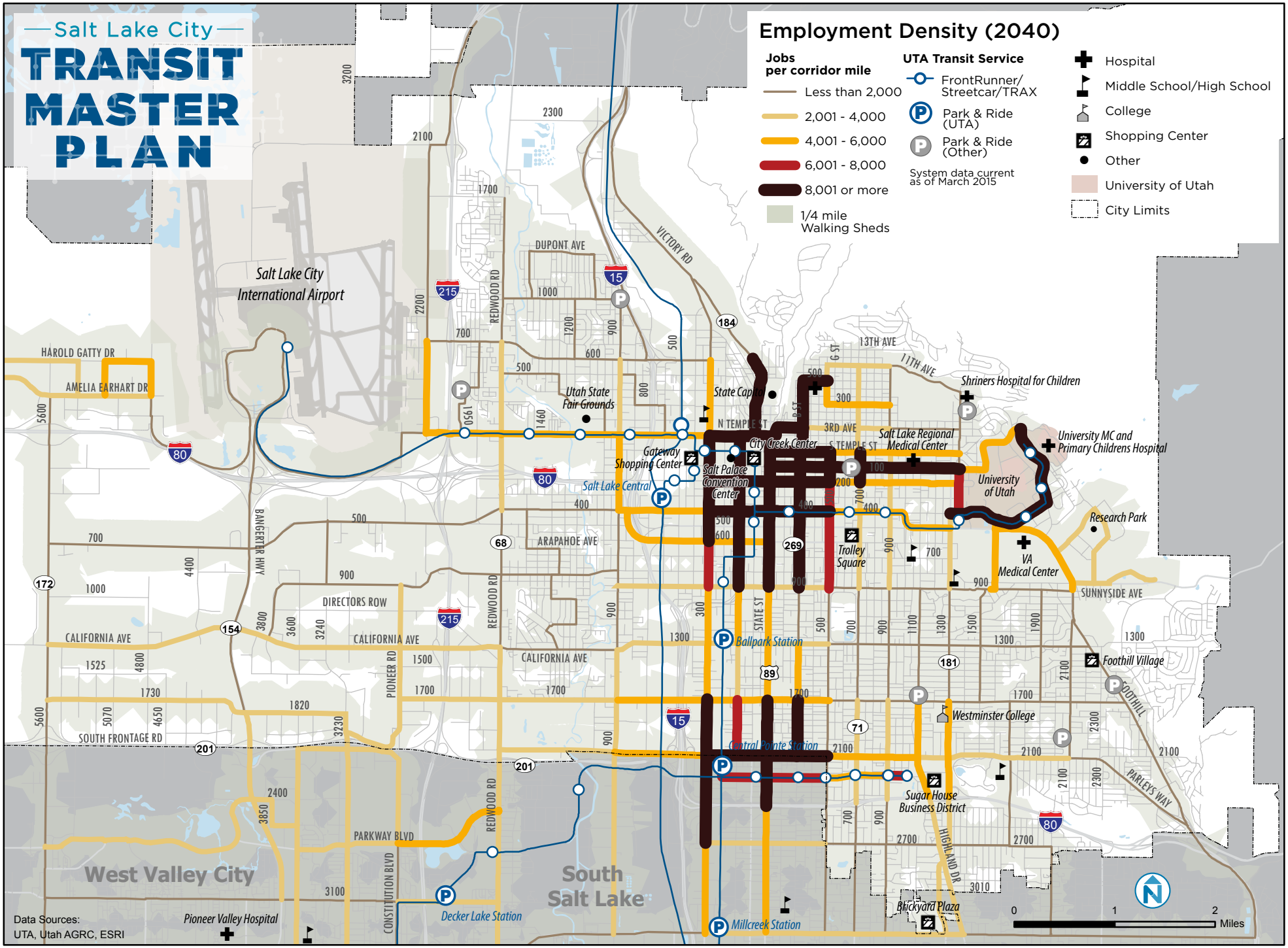
Salt Lake City
TRANSIT MASTER PLAN
Employment Density (2040)
Jobs per corridor mile
Less than 2,000
2,001 - 4,000
4,001 - 6,000
6,001 - 8,000
8,001 or more
1/4 mile Walking Sheds
UTA Transit Service
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CONSTITUTION BLVD
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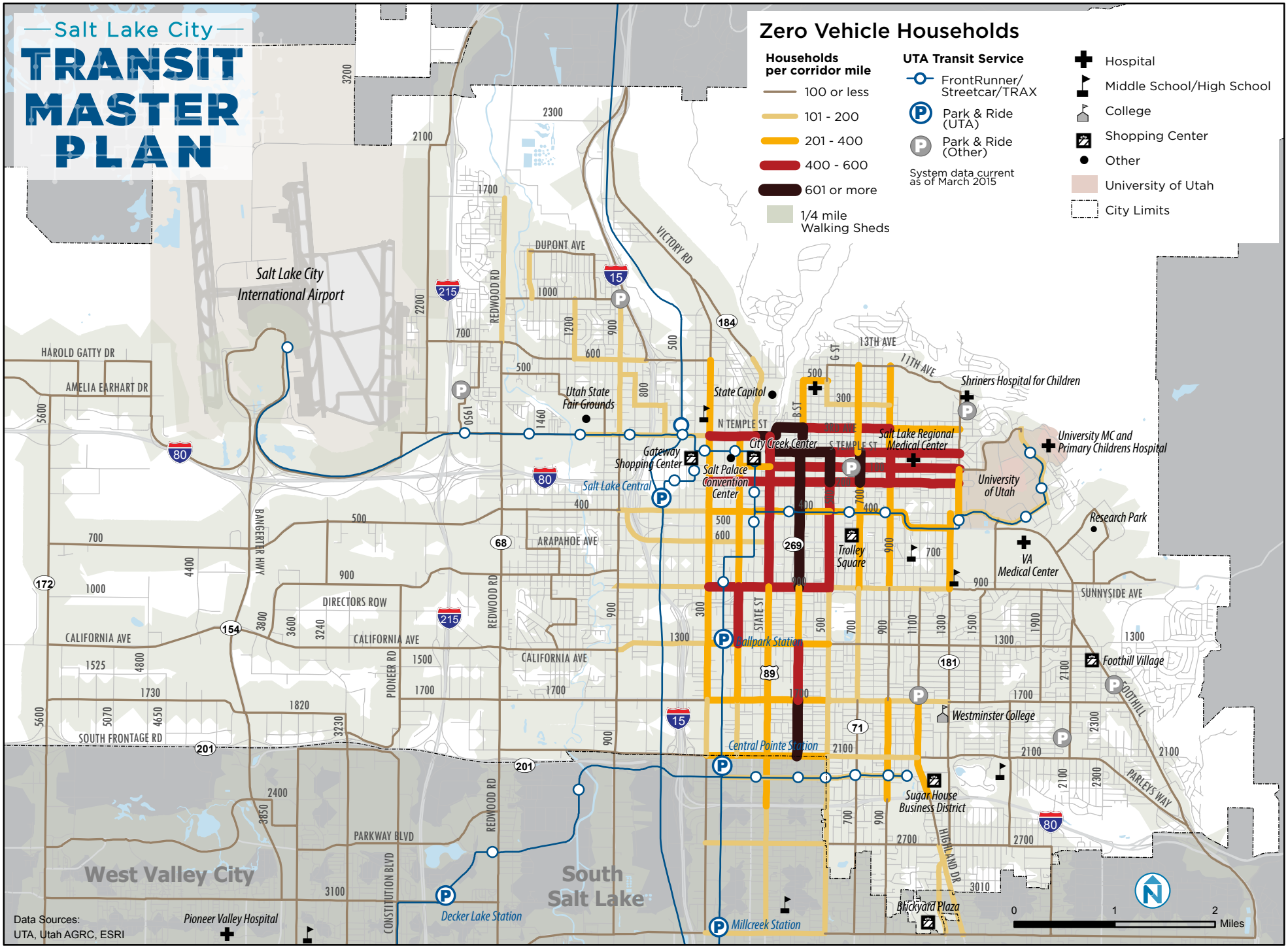
Salt Lake City
TRANSIT MASTER PLAN
Zero Vehicle Households
Households per corridor mile
100 or less
101 - 200
201 - 400
400 - 600
601 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
Middle School/High School
College
Shopping Center
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University of Utah
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West Valley City
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DIRECTORS ROW
CALIFORNIA AVE
SOUTH FRONTAGE RD
PARKWAY BLVD
BANGERTER HWY
PIONEER RD
CONSTITUTION BLVD
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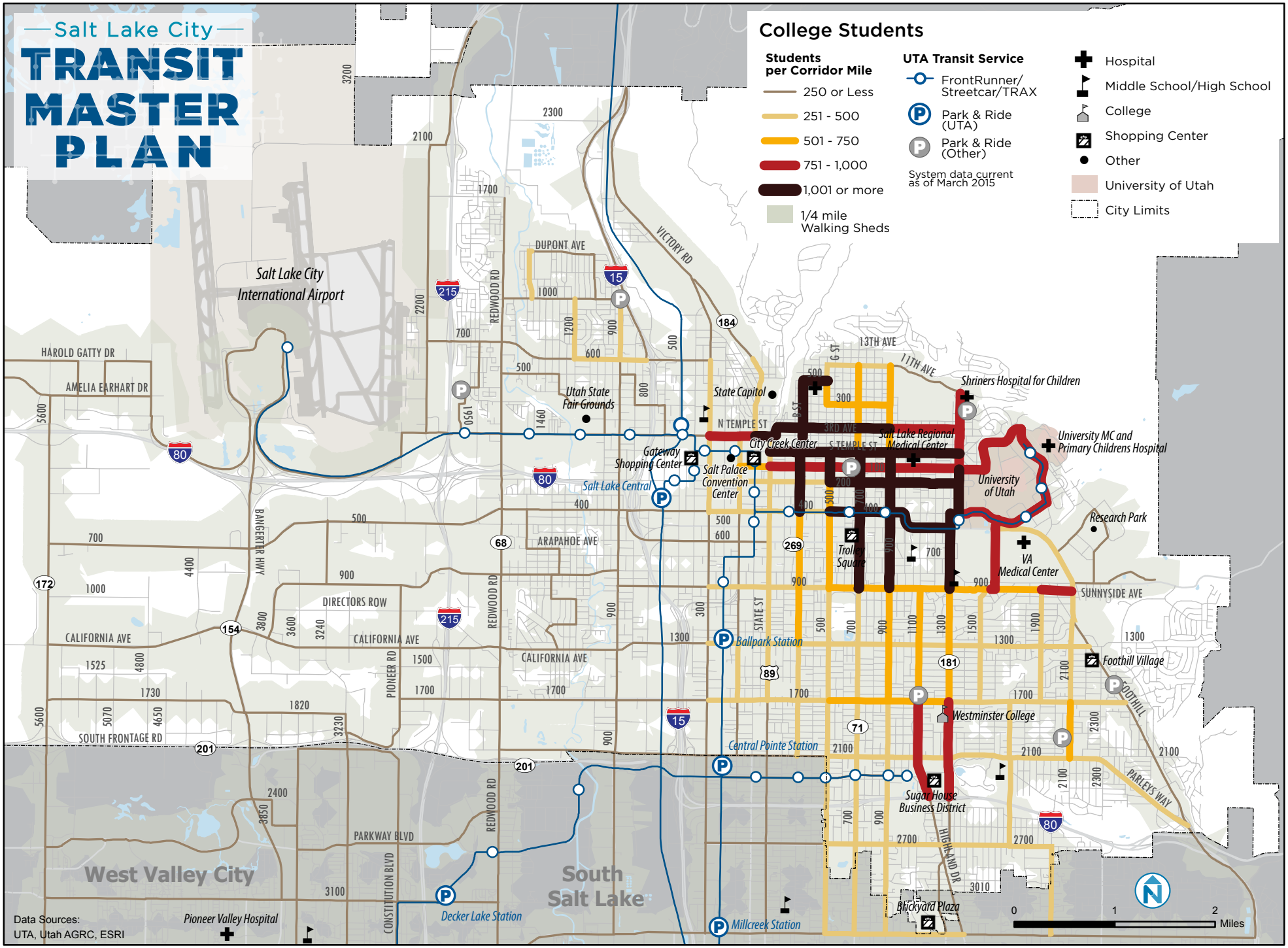
Salt Lake City
TRANSIT MASTER PLAN
College Students
Students per Corridor Mile
250 or Less
251 - 500
501 - 750
751 - 1,000
1,001 or more
1/4 mile Walking Sheds
UTA Transit Service
FrontRunner/ Streetcar/TRAX
Park & Ride (UTA)
Park & Ride (Other)
System data current as of March 2015
Hospital
Middle School/High School
College
Shopping Center
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SUNNYSIDE AVE
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CALIFORNIA AVE
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CONSTITUTION BLVD
STATE ST
HIGHLAND DR
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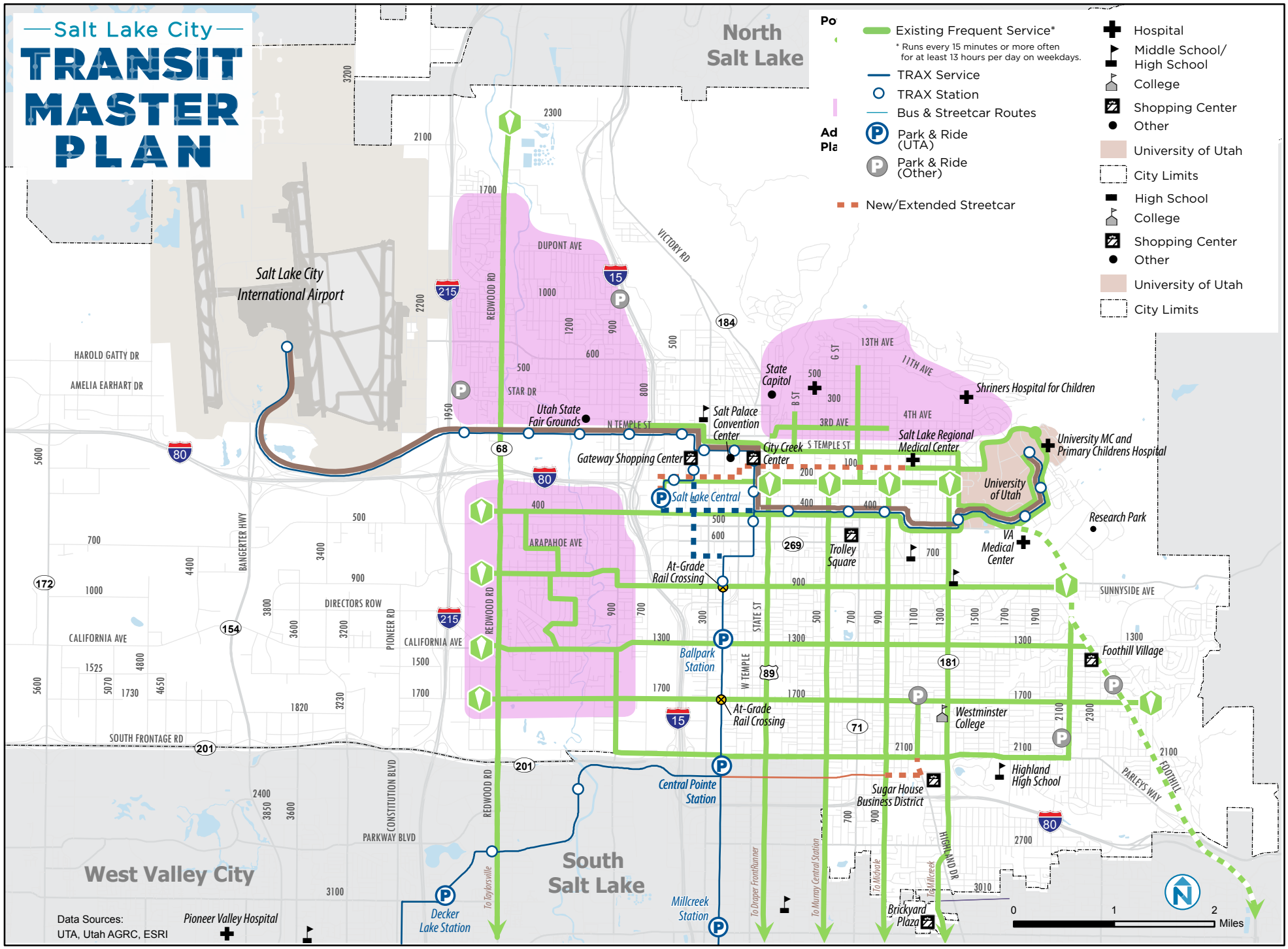
OUTCOMES OF PHASE 1 SCREENING



Salt Lake City

TRANSIT MASTER PLAN

Attachment B - Phase II Evaluation Results

December 2015

NELSON NYGAARD

Attachment B PHASE II EVALUATION

This section provides additional detail on the phase II corridor evaluation.

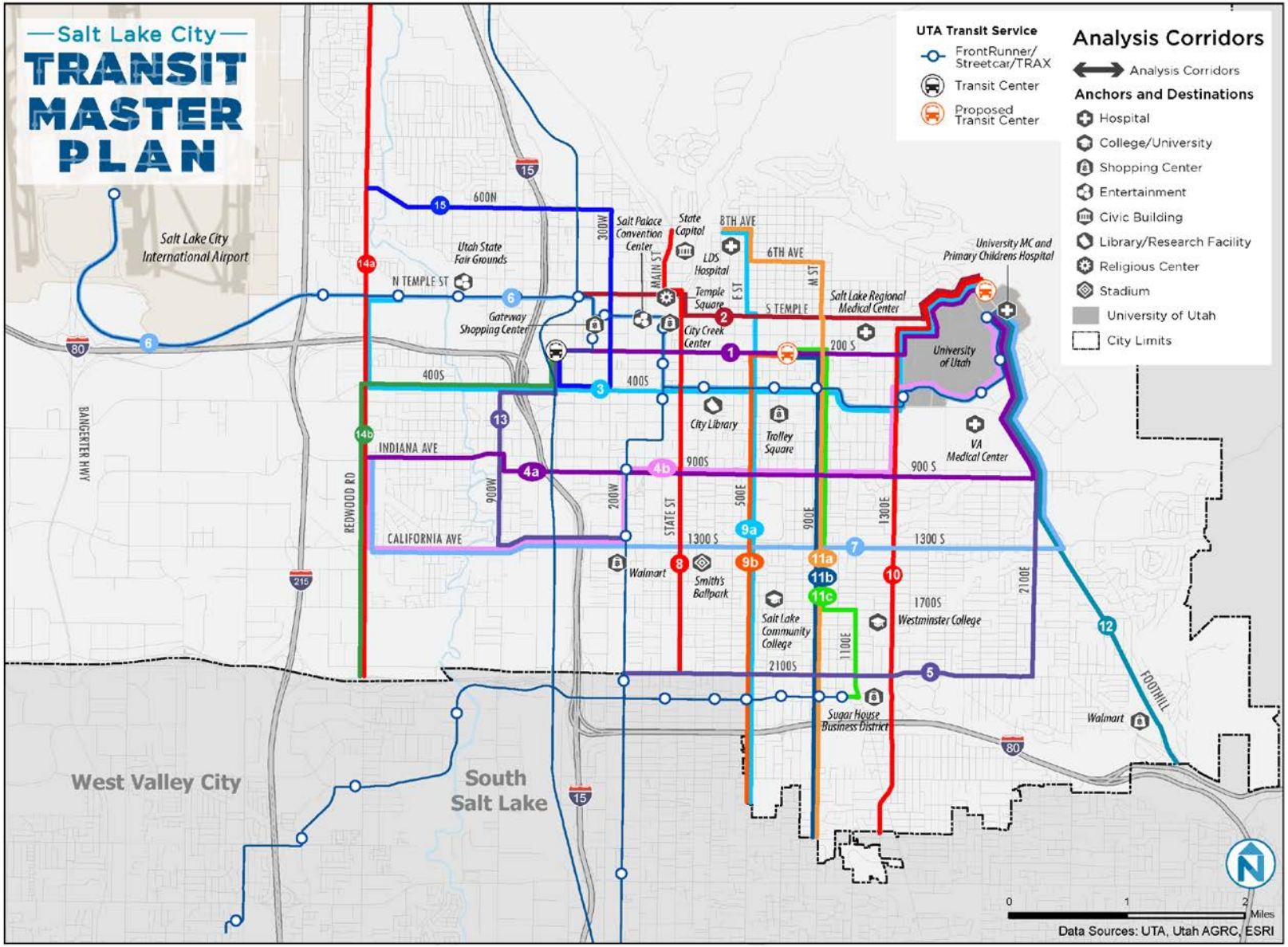
Corridors

Figure B-1 identifies the corridors that were considered in the phase II evaluation, as identified through the phase I screening process. The corridors are categorized as primarily east-west and north-south and are illustrated in Figure B-2. For the purposes of this phase of evaluation, all corridors are assumed to use a bus mode, with exception of Corridor 6 (the previously planned TRAX Black Line project), and operating characteristics and capital costs are also held constant.

Figure B-1 Corridors for Phase II Evaluation

Ph2 ID	Type	Corridor Name	Corridor Distance	Assumed Mode	Anchor 1	Anchor 2
1	East-West	200 S	4.0	Bus	Central Station	University
2	East-West	North Temple + South Temple	3.7	Bus	North Temple TRAX	University
3	East-West	400 S	7.2	Bus	Power TRAX station	University
4a	East-West	900 S	7.5	Bus	Redwood and Indiana	University via 2100 E/Foothill
4b	East-West	900 S (via 1300 S)	8.3	Bus	Redwood and Indiana	University southern alignment (#6)
5	East-West	2100 S - 2100 E	6.8	Bus	Central Pointe TRAX	University
6	East-West	North Temple - 400 S (TRAX Black Line)	10.9	TRAX	Airport	University
7	East-West	1300 S	8.9	Bus	Redwood and Indiana	University
8	North-South	State Street	3.9	Bus	State Capital	SLC Southern border
9a	North-South	500 E (to LDS Hospital)	4.6	Bus	LDS Hospital	SLC Southern border
9b	North-South	500 E (to New Hub)	3.9	Bus	New Hub (700 E/200 S)	SLC Southern border
10	North-South	1300 E	5.3	Bus	University	SLC Southern border
11a	North-South	900 E (to LDS Hospital)	5.7	Bus	LDS Hospital	SLC Southern border
11b	North-South	900 E (to New Hub)	4.4	Bus	New Hub (700 E/200 S)	SLC Southern border
11c	North-South	900 E-1100 E (Sugarhouse-New Hub)	3.7	Bus	New Hub (700 E/200 S)	Sugarhouse Streetcar terminus
12	North-South	Foothill Dr	4.4	Bus	SLC Southern border	University
13	North-South	900 W	3.1	Bus	Ballpark TRAX	Central Station
14a	North-South	Redwood Road	6.8	Bus	SLC Northern border	SLC Southern border
14b	North-South	Redwood Road (to Central Station)	4.4	Bus	Central Station	SLC Southern border
15	North-South	700 N/600 N	4.4	Bus	Redwood and 700 N	Central Station

Figure B-2 Phase II Corridors Map



Evaluation Measures

Figure B-3 summarizes the methodology used to calculate each measure.

Figure B-3 Evaluation Criteria

ID	Evaluation Criteria	Measure	Methodology
	Phase I and II		
A	Existing ridership	Boardings in corridor	Daily weekday boardings, 2014, within ¼ mile of corridor
B	Transit Propensity Index (TPI)	Transit dependent residents within ¼ mile (low-income, seniors, disabled)	Density of older adults (65+), low-income households, and persons with disability (excludes households without access to a vehicle, considered separately) within ¼ mile of corridor. Data from American Community Survey.
C	Land use density current (population and employment)	Current jobs and residents within ¼ mile of corridor (per corridor mile)	Density of current (2015) population and employment within ¼ mile of corridor
D	Land use density future (population and employment)	Future jobs and residents within ¼ mile of corridor (per corridor mile)	Density of future (2040) population and employment within ¼ mile of corridor
E	Lack of access to a vehicle	Residents without access to a vehicle within ¼ mile of corridor (per corridor mile)	Density of households without access to a vehicle within ¼ mile of corridor. Data from American Community Survey.
	Phase II Only		
F	Anchor/generator strength and accessibility	Presence of and accessibility to major institutions, high visitation cultural/recreational sites, large employers	Average Walk Score (https://www.walkscore.com/) at points along each corridor
G	Potential for travel time savings and/or improved reliability	Potential for travel time improvement based on existing travel times	Corridor travel time sampled from Google Maps for different time periods in each direction: morning peak (8 am), midday (noon), afternoon peak (5 pm), evening (8 pm), late night (1 am). A ratio of the maximum to minimum travel time was calculated, representing the additional time a traveler would need to allocate to ensure arriving at a destination at the desired time.
H	Ridership potential (current and future year)	Ridership potential based on current and future land use, current ridership, travel demand patterns, and type of investment	Boardings from routes serving bus stops along each corridor, adjusted based on population/employment growth, accessibility, and service changes.
I	Redevelopment Potential	Data source TBD based on available data	Ratio of improvements to land value. Percent of area redevelopable within ¼ mile of corridors. Average of measure within designated redevelopment areas and overall.
J	Cost effectiveness	Cost per rider	Ratio of corridor capital cost (Bus Plus corridor cost per mile, held constant for all corridors) to future ridership potential.

Key Assumptions

The following sections describe key assumptions used in the analysis.

Operating Plan

Figure B-4 provides a conceptual operating plan assumed for each corridor, with "frequent" service provided for a minimum of 13 hours on weekdays, 12 hours on Saturdays, and 12 hours on Sundays. This conceptual operating plan aligns with the Frequent Transit Network Service Level Definition described in the memo. To allow for comparison between corridors, the operating plan was assumed to be constant for each corridor.

Figure B-4 Conceptual Operating Plan (FTN Service Level Definition)

Time Period	Start	End	# of Hours	Peak Headway (by period)	# of Round Trips
Weekday Early Morning	5:00 AM	6:00 AM	1	30	2
Weekday AM Peak	6:00 AM	9:00 AM	3	15	12
Weekday Day	9:00 AM	3:00 PM	6	15	24
Weekday PM Peak	3:00 PM	7:00 PM	4	15	16
Weekday Eve	7:00 PM	11:00 PM	4	30	8
Total Weekday			18		62
Sat AM	5:00 AM	7:00 AM	2	30	4
Sat Day	7:00 AM	7:00 PM	12	15	48
Sat Eve	7:00 PM	11:00 PM	4	30	8
Total Saturday			18		60
Sun AM	7:00 AM	8:00 AM	1	30	2
Sun Day	8:00 AM	7:00 PM	11	30	22
Total Sunday			12		24

Capital Costs

The bullets below summarize capital cost assumption used in the phase II evaluation. To provide a comparison between corridors, base costs were assumed to be constant for each corridor, but major capital costs such as railroad crossings were added (see Figure B-5).

- Constant capital cost of $15 million per mile based on Bus Plus assumption in UTA network study
- TRAX line (Corridor 6): Capital cost of $5.5 million assumed based on preliminary information from UTA.
  - Major capital elements: At grade railroad crossing for Corridor 4A

Figure B-5 Capital Cost Assumptions

Corridor	Additional Costs	Notes
4a	$25,000,000	Grade separation, high-level estimate
6	$5,500,000	Per UTA

Evaluation Results

The corridors were rated for each evaluation measure and scored from 0 to 3 based on natural breaks in each data element, with a score of "0" indicating the lowest performance and "3" indicating the best performance relative to the corridors evaluated.

A brief description of each evaluation criterion is below. The remaining figures in this appendix illustrate results from the phase II evaluation.

Criterion A: Existing Ridership

- See Criterion H.

Criterion B: Transit Propensity Index

- Maps and explanation of the transit propensity index (TPI) are provided in the State of the System Fact Book and Appendix A. TPI was illustrated for corridor segments as part of the phase I analysis.

Criterion C1, C2, D1, and D2: Existing and Projected Population and Employment Density

- Maps of existing and future population and employment density are provided in the State of the System Fact Book and Appendix A. Population and employment density was illustrated for corridor segments as part of the phase I analysis.

Criterion E: Lack of Access to a Vehicle (Household Density)

- A map showing the density of households without access to a vehicle is provided in the State of the System Fact Book and Appendix A. Density of households without access to a vehicle was illustrated for corridor segments as part of the phase I analysis.

Criterion F: Anchor/Generator Strength and Accessibility (Walk Score)

- The average Walk Score was calculated for points along each corridor (data from www.walkscore.com). Figure B-8 illustrates scores, sampled at 0.10 mile intervals for all of Salt Lake City.

Criterion G. Travel Time Savings Potential

The opportunity for improvements to improve transit speed and reliability of transit was based on a measure of travel time reliability. Existing auto travel times were sampled from Google Maps for different weekday time periods. A ratio of congested to free-flow travel times was calculated (this is sometimes referred to as a travel time planning index, representing the maximum additional time a traveler or bus rider would need to allow to ensure arriving at their destination at the desired time). The maximum travel time was used to represent congested conditions and the minimum travel time was used to represent free-flow conditions. Each corridor was given a score ranging from:

- 0 – Low ratio: lack of congestion and relatively little need for speed and reliability improvement based on current traffic conditions, to
- 3 – High ratio: congestion and potential for capital improvements to improve transit travel time

Other factors compiled for qualitative assessment include street classification and cross section (e.g., number of lanes and lane designations) and current or funded investments in speed and reliability improvements.

Figure B-9 summarizes travel time information for each corridor, general right-of-way conditions, and whether the corridor is recommended for modal analysis.

Criterion H: Future Ridership Potential

A sketch-level analysis of future ridership potential used the followed steps:

- **For corridors with existing service:**
  - Base Ridership: Boardings from routes serving similar travel patterns to the proposed corridor were tabulated at each stop along the corridor.
  - Population/Employment Adjustment: population and employment growth was calculated for a quarter-mile buffer around each stop, and existing ridership was assumed to increase in proportion to projected growth.
- **For corridors without existing service:**
  - Ridership was based on corridors with similar land use (e.g., population/employment densities) and/or anchors.
- **Response to Proposed Service Levels**
  - Future ridership calculation included industry-standard elasticities for rider response to changes in transit service levels (# of weekday trips) and travel times.
  - Ridership growth at stops with substantial projected increases in density, higher transit propensity (based on Measure B: TPI), and/or greater accessibility (based on Measure F: Walk Score) was assumed to be more responsive to service changes.

Note: Analysis for this criterion differs from phase I analysis in this it is limited to existing ridership on routes that serve similar travel patterns.

Criterion I. Redevelopment Potential

Figure B-10 illustrates redevelopment potential for parcels close to the analysis corridors and designated redevelopment areas. This measure is based on the ratio of the value of improvements, e.g., buildings, to land value (I/L). Parcels where improvements are valued at 100% or less of the land value are considered to be underutilized. The area of such parcels within a quarter-mile of the analysis corridors was calculated in two ways: 1) for the entire corridor (reflects simple I/L measure) and 2) limited to redevelopment areas (reflects I/L measure as well as city adopted policy for where redevelopment should occur). The rating was based on the average of the two calculations.

Corridors 13 (900W) and 14b (Redwood Road) had the highest share of redevelopable parcels within redevelopment areas, and Corridors 6 (TRAX Black Line), 12 (900w), and 14a (Redwood Road) had the highest share corridor-wide.

Figure B-6 Phase II Corridor Scores

ID	Length (Miles)	Category	Description	A.Existing ridership (per mile)	B.Transit Propensity Index (TPI)	C1. Land use density current - population	C2. Land use density current - Employment	D1. Land use density future - Population	D2. Land use density future - Employment	E. Lack of access to a vehicle	F. Anchor/generator strength and accessibility	G. Travel Time Savings Potential	H. Future Ridership Potential (per mile)	I. Revelopment Potential: Average of I1 and I2	I1. Revelopment Potential: % of redevelopable area in RDAs	I2. Revelopment Potential: % of redevelopable area overall	J. Cost-Effectiveness	Average	TOTAL	RANK
1	4.0	East-West	200 S	3	2	2	3	3	3	3	2	0	3	0.5	0	1	3	2.3	27.5	1
9a	4.6	North-South	500 E (to LDS Hospital)	2	3	3	2	3	2	3	3	0	2	1.0	1	1	3	2.3	27.0	2
8	3.9	North-South	State Street	1	2	2	3	3	3	3	3	1	1	1.5	2	1	2	2.1	25.5	3
9b	3.9	North-South	500 E (to New Hub)	2	3	3	2	3	2	3	3	0	1	0.5	1	0	3	2.1	25.5	3
2	3.7	East-West	North Temple + South Temple	1	2	2	3	3	3	3	2	1	1	0.5	0	1	2	2.0	23.5	5
11c	3.7	North-South	900 E-1100 E (Sugarhouse-New Hub)	2	3	3	1	3	1	2	2	0	2	0.0	0	0	3	1.8	22.0	6
6	10.9	East-West	North Temple - 400 S (TRAX Black Line)	3	0	1	2	1	2	2	1	1	2	1.5	0	3	3	1.6	19.5	7
11a	5.7	North-South	900 E (to LDS Hospital)	2	3	3	0	2	0	2	2	0	2	0.0	0	0	3	1.6	19.0	8
3	7.2	East-West	400 S	0	2	2	2	2	2	2	2	2	0	1.0	1	1	1	1.5	18.0	9
11b	4.4	North-South	900 E (to New Hub)	1	3	3	0	3	0	2	2	2	0	0.0	0	0	1	1.4	17.0	10
15	4.4	North-South	700 N/600 N	0	1	2	2	2	2	1	2	1	0	1.5	2	1	0	1.2	14.5	11
13	3.1	North-South	900 W	0	2	1	1	1	1	1	2	1	0	2.0	3	1	0	1.0	12.0	12
7	8.9	East-West	1300 S	1	1	1	0	1	0	0	1	1	1	1.5	2	1	3	1.0	11.5	13
10	5.3	North-South	1300 E	1	2	2	1	1	1	0	1	1	0	0.0	0	0	1	0.9	11.0	14
12	4.4	North-South	Foothill Dr	0	0	0	1	0	1	0	0	3	1	1.5	0	3	2	0.8	9.5	15
4a	7.5	East-West	900 S	0	1	1	1	1	1	1	1	0	0	2.0	2	2	0	0.8	9.0	16
5	6.8	East-West	2100 S - 2100 E	0	1	1	1	1	1	0	1	1	0	1.0	0	2	1	0.8	9.0	16
14b	4.4	North-South	Redwood Road (to Central Station)	1	0	0	1	0	1	0	1	0	1	2.0	3	1	2	0.8	9.0	16
4b	8.3	East-West	900 S (via 1300 S)	0	1	1	1	1	1	1	1	0	0	1.5	2	1	0	0.7	8.5	19
14a	6.8	North-South	Redwood Road	1	0	0	0	0	0	0	1	0	1	2.5	2	3	2	0.6	7.5	20

Figure B-7 Phase 2 Corridor Analysis Data

ID	Length (Miles)	Category	Description	A. Existing ridership (per mile)	B. Transit Propensity Index (TPI)	C1. Land use density current - population	C2. Land use density current - Employment	D1. Land use density future - Population	D2. Land use density future - Employment	E. Lack of access to a vehicle (HH density)	F. Anchor/generator strength/ accessibility (walk score)	G. Travel Time Savings (congested to free-flow travel time)	H. Future Ridership Potential (per mile)	I. Redevelopment Potential: Average of I1 and I2	I1. % of redevelopable area in RDAs	I2. % of redevelopable area overall	J. Cost-Effectiveness (capital cost per annual rider)
1	4.0	East-West	200 S	1,500	9.5	11.0	27.0	14.6	27.5	0.96	64	1.3	1,900	16%	1%	31%	$30
2	3.7	East-West	North Temple + South Temple	400	9.5	11.1	26.9	14.6	27.2	0.91	63	1.5	600	19%	3%	35%	$90
3	7.2	East-West	400 S	200	9.5	11.1	26.9	14.6	27.2	0.91	63	1.5	300	19%	3%	35%	$190
4a	7.5	East-West	900 S	100	8.9	8.5	9.5	9.6	9.7	0.47	58	1.2	200	32%	15%	50%	$280
4b	8.3	East-West	900 S (via 1300 S)	100	8.7	8.0	10.6	9.1	10.7	0.49	58	1.3	100	29%	22%	36%	$380
5	6.8	East-West	2100 S - 2100 E	200	8.1	8.8	11.4	9.5	11.8	0.30	54	1.5	300	22%	0%	44%	$190
6	10.9	East-West	North Temple - 400 S (TRAX Black Line)	1,100	7.4	7.4	16.9	9.4	17.5	0.66	57	1.3	1,100	31%	2%	60%	$50
7	8.9	East-West	1300 S	400	8.5	7.8	7.7	8.1	7.8	0.33	54	1.4	700	25%	15%	35%	$80
8	3.9	North-South	State Street	500	9.9	12.0	26.1	15.5	26.5	1.04	76	1.4	600	27%	19%	34%	$90
9a	4.6	North-South	500 E (to LDS Hospital)	700	11.4	13.5	18.2	15.1	18.3	0.94	74	1.1	900	20%	6%	34%	$60
9b	3.9	North-South	500 E (to New Hub)	600	11.5	14.2	16.3	15.9	16.4	0.99	74	1.1	800	20%	11%	28%	$70
10	5.3	North-South	1300 E	300	9.4	10.0	8.8	10.4	9.0	0.36	60	1.4	300	15%	0%	29%	$160
11a	5.7	North-South	900 E (to LDS Hospital)	600	9.4	10.0	8.8	10.4	9.0	0.36	60	1.4	800	15%	0%	29%	$70
11b	4.4	North-South	900 E (to New Hub)	300	11.5	13.8	8.1	14.8	8.3	0.68	71	1.6	400	13%	2%	23%	$130
11c	3.7	North-South	900 E-1100 E (Sugarhouse-New Hub)	800	11.3	14.5	9.1	15.7	9.3	0.73	73	1.2	900	12%	2%	21%	$60
12	4.4	North-South	Foothill Dr	100	6.3	5.4	9.2	5.4	9.4	0.11	47	1.9	500	27%	0%	54%	$120
13	3.1	North-South	900 W	100	9.2	7.5	10.5	10.1	11.1	0.42	62	1.4	200	39%	46%	33%	$340
14a	6.8	North-South	Redwood Road	500	7.3	5.5	4.3	5.8	5.0	0.19	48	1.2	600	35%	14%	56%	$100
14b	4.4	North-South	Redwood Road (to Central Station)	500	7.4	5.6	8.5	7.6	9.6	0.24	59	1.2	700	37%	36%	38%	$80
15	4.4	North-South	700 N/600 N	100	8.9	10.2	17.2	13.1	18.1	0.46	70	1.3	100	25%	17%	33%	$530

Figure B-8 Measure F: Accessibility (Walk Score)

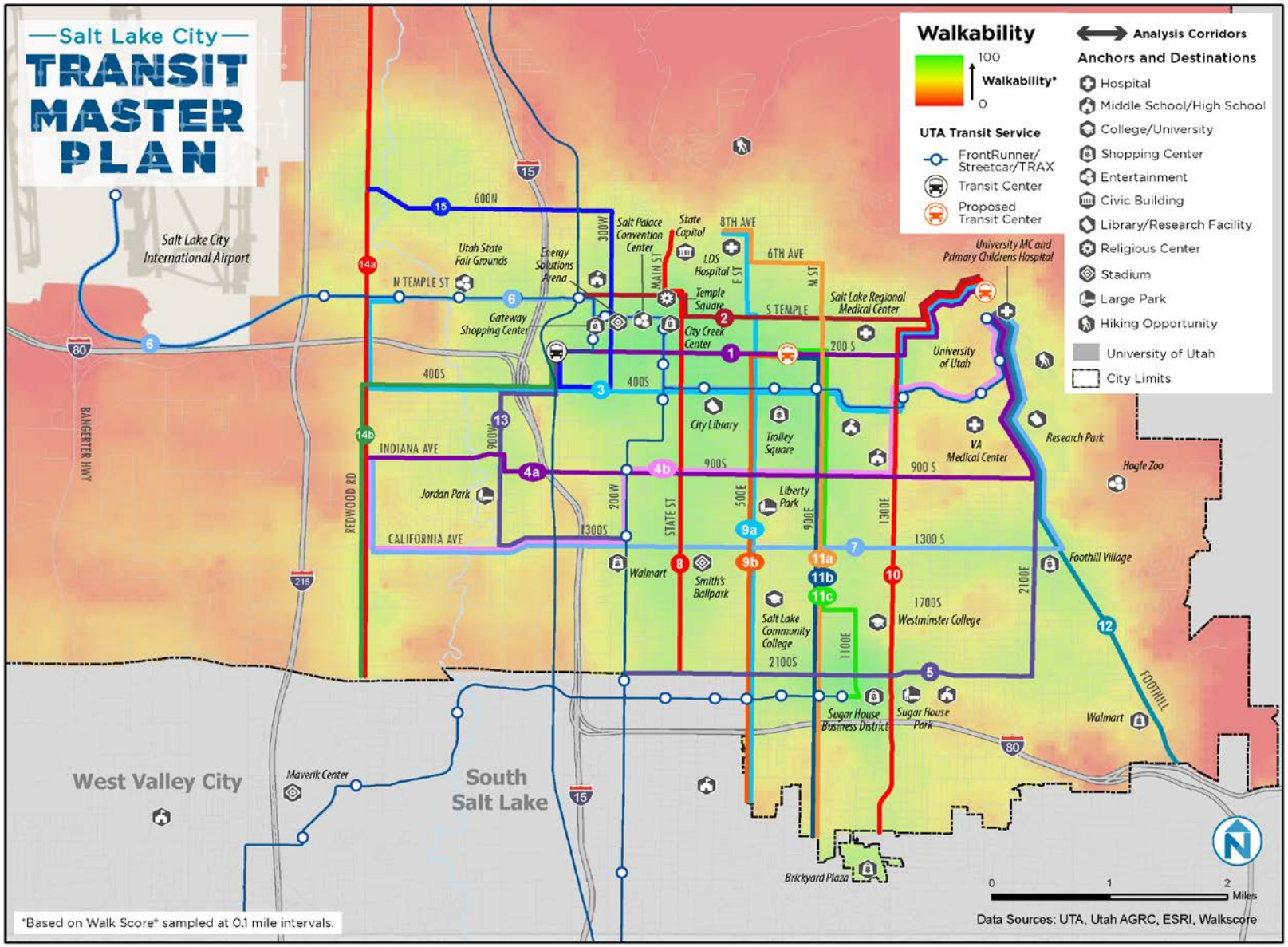
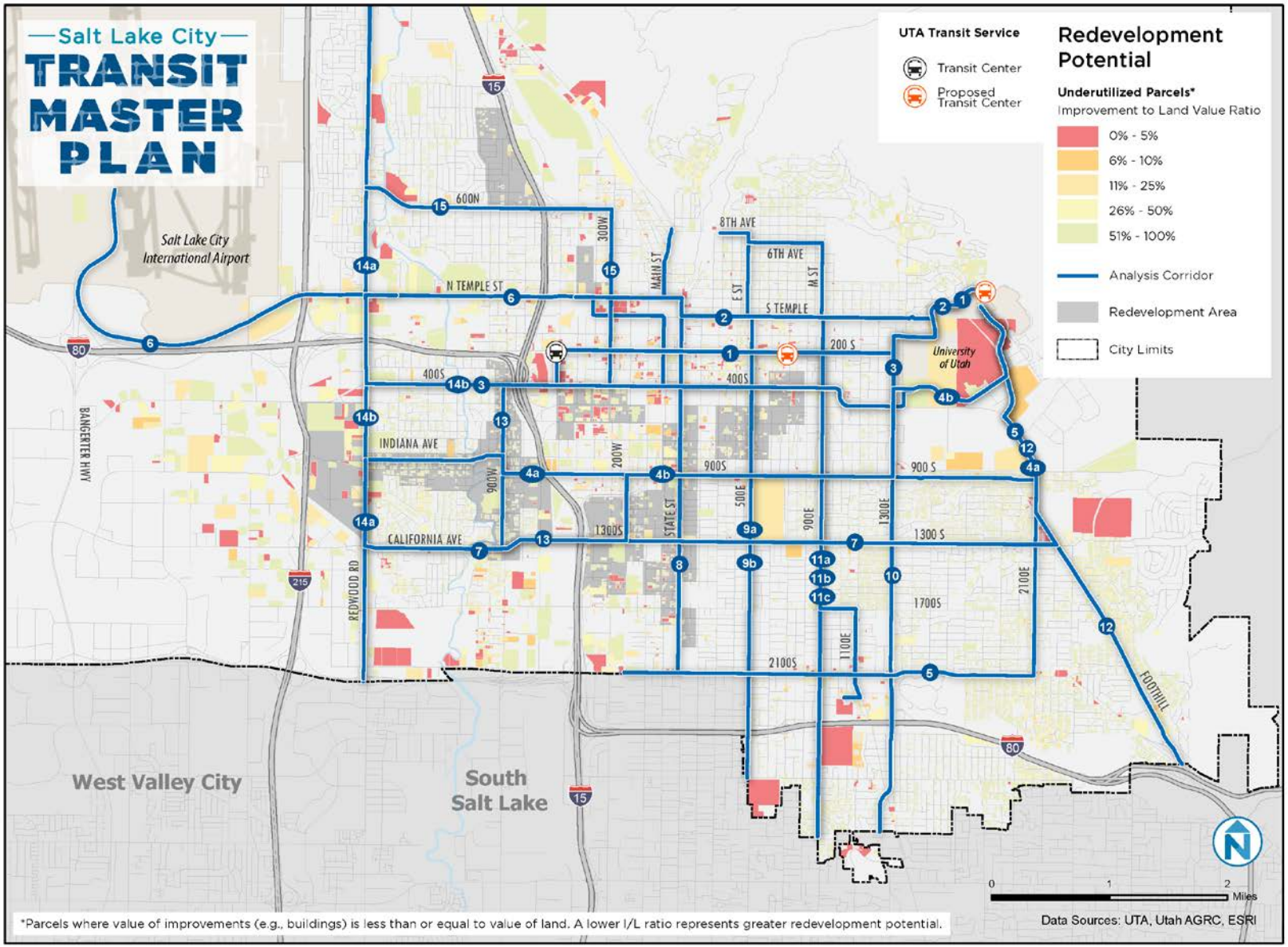


Figure B-9 Corridor Travel Time and Right-of-Way

Corridor ID	Corridor Name	Travel Time (Minutes, Round Trip)				Right-of-Way Notes	Recommended for Capital Analysis
		Min	Max	Range	Max/Min		
1	200 S	29	38	9	1.31	1-2 GP lanes per direction, center turn lane, parking, bike lanes	☑
2	North Temple + South Temple	24	35	11	1.46	N. Temple: 2 GP lanes per direction, center turn lane, parking or bike lanes. S. Temple: 2 GP lanes per direction, center-turn lane or parking	☑
3	400 S	36	58	22	1.61	3 GP lanes per direction, parking, TRAX	☑
4a	900 S	44	54	10	1.23	2 GP lanes per direction, center turn lane/median, bike lanes, parking or parking/curb extensions	
4b	900 S (via 1300 S)	48	63	15	1.31	see 4a and 7	
5	2100 S - 2100 E	36	54	18	1.50	2 GP lanes per direction, center turn lane (varies), curb extensions/parking (varies)	
6	North Temple - 400 S (TRAX Black Line)	63	85	22	1.35	see 2 and 3	Improvements; planned by UTA
7	1300 S	48	67	19	1.40	2 GP lanes per direction, center turn lane	
8	State Street	24	33	9	1.38	3 GP lanes per direction, center turn/median, parking	☑
9a	500 E (to LDS Hospital)	32	34	2	1.06	2 GP lanes per direction, center turn lane (varies), street parking (varies)	☑
9b	500 E (to New Hub)	28	31	3	1.11	see 9a	☑
10	1300 E	28	39	11	1.39	1 or 2 GP lanes, center turn lanes/median (varies), street parking (varies), bike lane (varies)	
11a	900 E (to LDS Hospital)	38	42	4	1.11	2 GP lanes per direction, center turn lane, parking	☑
11b	900 E (to New Hub)	20	31	11	1.55	see 11a	☑
11c	900 E-1100 E (Sugarhouse-New Hub)	24	28	4	1.17	see 11a; 1100E: 2 GP lanes, bike lanes, parking	☑
12	Foothill Dr	17	32	15	1.88	2-3 GP lanes, center turn lane, parking	
13	900 W	19	27	8	1.42	2 GP lanes, center turn lane, parking	
14a	Redwood Road	28	34	6	1.21	2-3 GP lanes, center turn lane, bike lanes (varies)	☑
14b	Redwood Road (to Central Station)	24	28	4	1.17	See 14a	☑
15	700 N/600 N	24	32	8	1.33	700/600N: 2 GP lanes per direction, center-turn lane; 300W: 3 GP lanes per direction	

Figure B-10 Measure I: Redevelopment Potential



FREQUENT TRANSIT NETWORK ANALYSIS

Population and employment density along the analysis corridors was calculated to help recommend FTN corridors. Figure B-11 provides general rules-of-thumb relating transit service frequency to the minimum intensity of land use (e.g., household size, population, and employment) required to support that level of service. These relationships provide useful guidance, however other factors also help determine the level of service justified on a corridor, including serving major activity centers such as the University of Utah, downtown Salt Lake City, or other major anchors or activity centers at one or both ends of a line, as well as the spacing between parallel corridors and providing access to opportunity for vulnerable and transit-dependent populations.

Figure B-11 Density – Frequency Relationship

Service level (frequency)	Minimum Household Density	Minimum Population Density	Household Size	Minimum Employment Density
60 min	3	8	2.70	4
30 min	6	16	2.70	8
15 min	10	27	2.70	13
10 min	18	49	2.70	24
<=5 min	36	97	2.70	48

Source: Adapted from TCRP Report 100: Transit Capacity and Quality of Service manual and other sources

Figure B-12 evaluates potential level-of-service warranted on the analysis corridors based on population and employment density alone as well combined population and employment density.

Figure B-12 Corridor Analysis of Density-Service Level Thresholds

Corridor Number	Corridor Description	Miles	2040 Population Density	2040 Employment Density	2040 Population + Employment Density	Meets Minimum Threshold For:			Highest Level Met
						Based on Population	Based on Employment	Based on Population + Employment	
1	200 S	4.0	14.6	27.5	66.2	60 min	10 min	10 min	10 min
2	North Temple + South Temple	3.7	14.6	27.2	65.5	60 min	10 min	10 min	10 min
3	400 S	7.2	12.1	19.8	49.2	60 min	15 min	10 min	10 min
4a	900 S	7.5	9.6	9.7	27.7	60 min	30 min	15 min	15 min
4b	900 S (via 1300 S)	8.3	9.1	10.7	29.2	60 min	30 min	15 min	15 min
5	2100 S - 2100 E	6.8	9.5	11.8	31.6	60 min	30 min	15 min	15 min
6	North Temple - 400 S (TRAX Black Line)	10.9	9.4	17.5	42.2	60 min	15 min	15 min	15 min
7	1300 S	8.9	8.1	7.8	22.7	60 min	60 min	30 min	30 min
8	State Street	3.9	15.5	26.5	65.2	60 min	10 min	10 min	10 min
9a	500 E (to LDS Hospital)	4.6	15.1	18.3	49.5	60 min	15 min	10 min	10 min
9b	500 E (to New Hub)	3.9	15.9	16.4	46.7	60 min	15 min	15 min	15 min
10	1300 E	5.3	10.4	9.0	27.4	60 min	30 min	15 min	15 min
11a	900 E (to LDS Hospital)	5.7	13.3	7.4	27.2	60 min	60 min	15 min	15 min
11b	900 E (to New Hub)	4.4	14.8	8.3	30.5	60 min	30 min	15 min	15 min
11c	900 E-1100 E (Sugarhouse-New Hub)	3.7	15.7	9.3	33.1	60 min	30 min	15 min	15 min
12	Foothill Dr	4.4	5.4	9.4	22.9	No service	30 min	30 min	30 min
13	900 W	3.1	10.1	11.1	30.9	60 min	30 min	15 min	15 min
14a	Redwood Road	6.8	5.8	5.0	15.2	No service	60 min	60 min	60 min
14b	Redwood Road (to Central Station)	4.4	7.6	9.6	25.6	No service	30 min	30 min	30 min
15	700 N/600 N	4.4	13.1	18.1	47.0	60 min	15 min	15 min	15 min

Notes: [1] PopDens+0.75*2.5*EmpDens 2040

TRANSIT MASTER PLAN: COMMENTS ON DRAFT PLAN 10/25 - 12/15

ID		Comment	Response	Change Type	NN Response Code	NN Comments/Notes
1	1	This study is incomplete due to the fact that it ignores the financial constraints of reality. A professional plan would recognize and plan for realistic financial restraints and at least prioritize the projects so that the most expensive project is not given priority automatically when other projects are more effective at encouraging mass transit ridership.In addition, all bus stops should show real time information on when the next bus arrives and the one after that.	The plan makes all of these recommendations. No change.	0 - No Change	1 - Concur with response	
2		In addition, there should be a better outreach for elderly mass transit riders. They are usually less constrained by time, jobs and other time contingent issues and therefore would be more amenable to taking mass transit. They do drive! They can be more easily convinced to get out of their cars and use mass transit better than younger drivers. The HIVE pass should consider a 50% discount $20 a month HIVE pass. But again, it needs a better high frequency neighborhood bus service expansion at the same time to gain the most ridership.	The plan recommends both targeted marketing and expansion and refinement of fare and pass programs. Specifics will be determined in the implementation phase. No change.	0 - No Change	1 - Concur with response	
3		A downtown (100-200 E. Streetcar) will require $100 million in local funding (according to the RTP) which should be more appropriately used for better neighborhood bus service.	There are no specific mode recommendations in the plan, but rather statements about whether/how our analysis supports the findings of prior studies. No change.	0 - No Change	1 - Concur with response	
4		The Plan also ignores the financial reality that a BRT will cost $15/mile while an enhanced bus will cost less than a tenth of that. It can be even cheaper if the regular buses are fitted with intersection traffic light priority systems so they don't have to wait for three light cycles to get through an intersection.	BRT can entail a broad range of investments, with enhanced bus falling at the lower end of that spectrum. BRT/enhanced bus often include TSP. No change.	0 - No Change	1 - Concur with response	
5		I am disappointed that several BRT projects are listed that are on routes of less frequency than 15 minutes. A BRT should only be considered if there is a 30% time savings and 15 minute buses are full. Again, without considering financial constraints (the Federal Government is not a bottomless barrel of money), the SLC Master Transit Plan Draft is not realistic.	There are no specific mode recommendations in the plan, but rather statements about whether/how our analysis supports the findings of prior studies. No change.	0 - No Change	1 - Concur with response	
6		Intersection and traffic light management would be the most cost effective and quickest way to reduce air pollution caused by congestion. The UDOT Wavetronix system can be modified and controlled to help this effort. Priority should be given to this item in the plan with coordination with UTA to fit buses that operate in congested roadways with a priority traffic light system	Both transit signal priority and interagency collaboration are recommendations of the plan. No change.	0 - No Change	1 - Concur with response	
7		The Plan says "Providing transit with priority lanes on high-ridership corridors supports investments in frequent service. Where sufficient right-of-way is available in these corridors, dedicating part of the right-of-way to transit is justified based on transit's higher person-carrying capacity. Transit lanes also allow buses to bypass congested areas, making bus travel times	Some of these assumptions are not supported by current research. A state ESR or federal NEPA document would evaluate environmental impacts of any fixed guideway project. No change.	0 - No Change	1 - Concur with response	
8		shorter and more reliable." But that ignores the efficiency of personal vehicle travel and it would increase pollution. No road diets or dedicated transit lanes should be considered without a thorough carbon footprint analysis (of pollution). Dedicated roadways DO NOT carry as many passengers per hour as cars. In addition, roadways for personal vehicles per hour cost is low compared to dedicated mass transit lanes.	No suggested changes. No change.	0 - No Change	1 - Concur with response	
9		The proposed Foothill BRT from 100 South is not very cost effective. There are very well used and efficient mass transit corridors within a couple of blocks. Except for 700 East, there is practically no interference in the 200 South bus travel. I doubt that 100 S. BRT could provide a faster time to the UofU unless the downtown lights are set to recognize buses or be set to provide for constant 30mph to the east consistently (to the west in the afternoon). And then the regular bus is just as fast and a tenth of the cost of a BRT.	The plan does not propose a Foothill BRT from 100 South. A separate implementation strategy is evaluating options on Foothill. No change.	0 - No Change	1 - Concur with response	
10		SLC should discourage local funding of the $70 million bus garage at the UTA HQ. The money should be, could be, would be better used to fund expanded neighborhood bus service and especially later night service since SLC is attempting to focus on the late night cultural amenities of downtown SLC. In addition, the secondary transit hubs decrease the need for a "big ass" garage.	Funds for capital investments such as a new bus facility are ineligible for expenditure on service expansion; the plan recommends service expansion as described through other potential funding mechanisms. No change.	0 - No Change	1 - Concur with response	
11		Community shuttles may sound nice but the UofU has had a problem getting riders and SLC should work on how to get riders before creating community shuttles. The Yalecrest shuttle had about 9 riders a day!	The plan recommends employer-based shuttles connecting to the Frequent Transit Network based on the needs of their employees, which differs from shuttle service that has been provided by the University of Utah. No change.	0 - No Change	1 - Concur with response	
12		I am confused about the cost of tier 1 and 2 without any limits.	It is unclear what change to the Transit Master Plan is desired.	0 - No Change	1 - Concur with response	
13		I appreciate the suggestion on a 600 North bus and the 1300 South and 900 South potential buses. But again, rail lines take away from expanding bus service and until a robust bus service is restored, rail should not be considered.	The plan recommends neither bus routes nor rail lines, but rather frequent transit service on key corridors regardless of mode. No change.	0 - No Change	1 - Concur with response	
14		The 200 West suggestion may be more cost effective if the Green Line TRAX went on 200 West to the airport and saved 5-10 minutes in the process. Think about a line from the airport to the Salt Palace! The 400 W. BRT is on a road with single family homes. A dedicated roadway line should not be considered next to single family homes unless you convince the homeowners ahead of time that they should rezone to higher density and increase their taxes.	It is unclear what recommendation this comment refers to. Rail transit is infeasible on 200 W north of the existing line due to physical constraints and other SLC master plans. Mode and lane dedication are not identified on 400 W. No change.	0 - No Change	1 - Concur with response	
15		300 West is the street that needs more frequent bus service. The commuter specials that only stop every mile or so are more appropriate than the BRT.	300 W is identified for frequent service. Mode and stop spacing are not part of the plan's recommendations. No change.	0 - No Change	1 - Concur with response	
16		The black line between the UofU and the airport (in this plan - note that the RTP has the black line going from the U to the central station via 400 South) would require spending 6-10 million or more and would not increase ridership.	Options for the Black Line are currently undergoing ridership modeling at WFRC. Changes will be made to the plan if warranted by the results.	0 - No Change	1 - Concur with response	
17		BRT should not be considered on State St, 500 E or 900 E. An enhanced bus may make sense but the cost of a BRT does not make sense unless the density is significantly increased. And I can make a pretty good argument that very few will walk 4 blocks to catch a bus.	Mode is not identified. State, 500 E and 900 E are identified as frequent service corridors and nearly meet that standard today. Walksheds of 1/4 mile are supported by current research; 1/2 mile corridor spacing supports this, assuming that riders would not need to transfer between parallel transit corridors. No change.	0 - No Change	1 - Concur with response	
18		I am against anymore rail lines downtown because they require too much local funding that would be better used for better bus service and regular and safer wide bicycle lanes (not cycle tracks). The idea that we need a $200 million rail to the UofU on 100 South is very financially questionable.	The plan recommends rail improvements in Downtown, but not new rail lines. No change.	0 - No Change	1 - Concur with response	
19		All capital projects should be financially constrained and prioritized. If $20 million in local funding is available, we should not be starting $100 million projects. I disagree that we should spend more money on rail projects instead of spending money on affordable housing and getting the homeless off the street.	Future corridor studies and budgeting processes would determine spending priorities and feasibility. No change.	0 - No Change	1 - Concur with response	
20		If only 10% time is saved and 15 minute bus service is not popular, a BRT should not be considered.The proposed Redwood Rd and Foothill BRT should not be considered and an enhanced bus would make more sense. It would stop more often but still have the light priority. People would rather drive than walk 2 blocks. That should be drummed into this plans philosophy.	This plan does not make mode and recommendations. Stop spacing decisions are made relative to corridor context. No change.	0 - No Change	1 - Concur with response	
21		I disagree strongly with "The plan will support evolving capital recommendations from the Sugar House Streetcar project that would improve utility of the line, e.g., an extension to 1700 S (consistent with Regional Transportation Plan) with a connection to the 900 E FTN corridor. A future extension along 900 E could connect to TRAX service at 400 S." The RTP also has a high speed rail station at the airport and a canyon rail and tunnel system! I am against the RTP. The community, the City and the Sugar House neighborhood is against extending the so called streetcar/TRAX to the north. It may make sense (for only $5 million) to go to 1250 East through the Shopko block or Wilmington. But the residents and businesses of 1100 East do not want it and the City should not even think about removing the parking. Note to whoever put this in: the TRAX trains, Siemens S70, require 12 foot widths and two tracks on 1100 East will require taking all parking off the street. Good luck with that!	References to the project were to have been removed. Recheck full document. Either strike or, if kept, the S Line extension's alignment has been adopted by City Council. This analysis supports it with a connection to the larger network via 900 E; mode, vehicle type and other details would occur in future processes. No change.	2 - Contingent on Council Direction	1 - Concur with response	We do have this in Fig 3-9, Additional Projects
22		You say that you are neutral along with 2700 W, 5600 W BRT, Mountain Transportation System. I do think that 2700 W, 5600 W should have more frequent service. I am against a TRAX outer loop.	This plan analyzed local needs and goals; these corridors may warrant more frequent service from a regional perspective. The plan does not reference a TRAX outer loop. No change.	0 - No Change	1 - Concur with response	

23		Please stop ignoring ADA. Putting bus stops more than one block away from the next hurts/affects ADA and seniors.	The SLC Accessibility Council has made recommendations that will be incorporated, and they will be consulted during implementation. Changes noted elsewhere.	0 - No Change	1 - Concur with response	
24		Note that pg 98 shows BRT downside, inefficient lane which increases congestion and pollution.	This is inconsistent with the contents of the plan. No change.	0 - No Change	1 - Concur with response	
25		The Plan should recommend that UTA have real time signs on all bus stops to note when the next bus is coming. Do not pay the patent troll that says that they have the patent on it.	The plan recommends real-time passenger information. It is unclear what patent is being referenced. No change.	0 - No Change	1 - Concur with response	
26		There are no minimum parking requirements in Transit Station Area districts: Within the "core" of Transit Station Area (TSA) districts, no minimum number of parking spaces is required for any use. Studies show that that will discourage transit ridership (Booz Allen Hamilton study that suggested -.03 standard due to ticket throughput limitations and parking lots full when fares are reduced).	This plan does not make specific parking requirement recommendations but does recommend transportation demand management, which includes parking policies supported by current research and local conditions. No change.	0 - No Change	1 - Concur with response	
27		I am against the suggestion from the Sugar House study that "require that all shared parking be "priced" in D1-D4, TSA, and G-MU districts via unbundling and direct pricing."	This comment relates to another study. No change.	0 - No Change	1 - Concur with response	
28		Instead of using the streetcar TRAX to encourage walkability and TOD, the only thing that is being built are apartments, not mixed use TODs! Despite "Encourage development of transit oriented development (TOD) through form-based codes and allowed increased density within a 10-minute walk of TRAX, streetcar and high-frequency bus routes (Salt Lake City Downtown Community Plan (2014)."	It is unclear what change to the Transit Master Plan is desired. No change.	0 - No Change	1 - Concur with response	
29		I do not recommend that you tell the single family home residents that they have to rezone to justify BRT and light rail in their neighborhoods. I will tell them that the light rail from your table is the threat. This is from your table: "Residential densities should be at least 10–12 households per acre for corridors that receive high-frequency transit investments and/or have more than 12–16 jobs per acre (see Figure 6-1). lt rail = 12-24 households/acre or 16-32 jobs/acre brt 10-15 households/acre and/or 12-20 jobs/acre 15 min bus 10-12+ households and/or 12-16 jobs 30 min bus 6-10 hh/acre and/or 8-12 jobes/acre 60 min bus 3-6 hh/acre, and/or 4+ jobs/acre"	This plan makes recommendations about the mutually supportive relationship between particular transit modes and particular land use conditions, but it does not recommend rezoning of particular areas.	0 - No Change	1 - Concur with response	
30		I noted that a temporary parklet was created in the 21st and 21st business district under Salt Lake City's pilot program. A permanent design is being developed for this location. pg 118/6-8. How much did businesses pay for the use and why isn't the Vue paying to put up tables in the pedestrian walkway?	It is unclear what change to the Transit Master Plan is desired.	0 - No Change	1 - Concur with response	
31		I do not recommend that bus stops in residential areas have covers which encourage loitering and will attract homeless.	All parts of the city contain/allow residential uses. Data do not support a relationship between bus shelters and loitering/homelessness. No change.	0 - No Change	1 - Concur with response	
32		"A potential scenario where Route 220 would move from 100 S to N. Temple Street, service to LDS Hospital by allowing Route 209 to be extended north Potentially support future implementation of a downtown streetcar, which is planned to run on 100 S between W. Temple Street and 500 E. Some changes could be cost-neutral or reduce costs (as with N. Temple and 900 S), while others may require additional operating cost and/or vehicles." others may require additional operating cost and/or vehicles."	This is an illustrative example of how bus service could be reconfigured rather than a formal recommendation of the plan. Frequently increased/improved bus service is implemented prior to implementation of capital projects to ensure that ridership will justify the investment, however streetcar is not a part of nor necessary for this scenario. No change.	0 - No Change	1 - Concur with response	
33	2	Overall, the plan seems pretty good, with good goals to get people out of cars and onto transit. But, it needs more revision before it should go to the Planning Commission. And, it needs another draft and another round of public comments first. It is not ready to go to the SLC Council. There are some key things that need work.	Overall support for the plan. Public comments continue to be taken; the deadline for the last round was for inclusion in the Planning Commission staff report summary of comments. The plan will be revised, as appropriate, per comments received. It will have another opportunity for comments and revision through the Council adoption process. No change.	0 - No Change	1 - Concur with response	
34		Where does the Streetcar Network fit in? This is almost unmentioned in the Executive Summary. What is going on with that? Is the streetcar going to get the level of attention it needs? It sure doesn't look like it from this plan.	This plan is mode neutral, however, it recommends corridors where capital investments would be most successful, including the corridor identified for Downtown streetcar. It also provides information about how/whether the prior DT streetcar analysis fits into the transit network. References to the S Line extension and its relationship to the larger network were removed during the executive review process. No change at this time.	2 - Contingent on Council Direction	1 - Concur with response	Similar to #21, this a reference to the S-Line in Fig 3-7
35		The Sugarhouse S-Line needs to be extended (route to be determined).	An alignment for an initial extension has been previously adopted by City Council. This plan reevaluated whether and reaffirmed that the alignment is supported from a network perspective. The plan also examined how it would connect with the rest of the network; a future corridor study would determine whether this connection would be streetcar or another mode. References to the project were removed through the executive review process. No change at this time.	2 - Contingent on Council Direction	1 - Concur with response	
36		The downtown circulator needs to be built (although bicycle and pedestrian safety is imperative on streets that will necessarily have both).	Recommendations of this plan, including initial implementation steps, strongly support a future streetcar/circulator through Downtown. A prior study analyzed alignments, mode, environmental impacts and produced conceptual design documents and order-of-magnitude cost estimates. These include design concepts to support bicycle and pedestrian safety, but would be further developed in a future phase. The project is competitive for funding based on current federal requirements and guidance and could be pursued when and if SLC and UTA decide it is a priority. No change.	2 - Contingent on Council Direction	1 - Concur with response	
37		Additionally, a streetcar needs to be implemented on 400 W in the Granary District on existing tracks.	A prior study recommended a streetcar alignment on 400 W, and while the existing tracks may not be usable, their right-of-way is likely to be the best location for a rail project. The master plan analysis suggested that the 400 W segment of the Downtown streetcar should be a third rather than second phase, as identified in the prior analysis, from a local mobility perspective. Regional mobility and/or redevelopment may warrant earlier implementation. No change.	2 - Contingent on Council Direction	1 - Concur with response	
38		The S-Line should be free to ride. Consider that most people riding the S-Line are either coming from Trax (where they paid fare), or going to Trax (where they will pay fare). By making it free, it drastically improves the value of the Transit Oriented Development in Sugarhouse, takes cars of the road, improves air quality, and reduces traffic in Sugarhouse at almost no cost (note that this is because fares will still be collected when riders board Trax).	Various fare structures, including a "free" scenario, were evaluated by UTA prior to opening the S-Line, and free fare was not considered viable at that time. Based on the most recent on-board surveys, approximately 22% of riders make their full trip on the S-Line, without a transfer to or from bus or TRAX. The cost of this could be calculated, along with projections for how free fares would impact ridership, however a funding source to fully subsidize fares would need to be identified. This plan does not preclude these things; they would fall under the recommendation re: reduced fare and pass programs. No change.	0 - No Change	1 - Concur with response	
39		Bicycle and Pedestrian Safety around buses:The 2015 Pedestrian and Bicycle Master Plan has a section and action item to work with UTA to educate bus drivers on safe driving around bicyclists and pedestrians. This appears to be missing from the draft plan. This needs to be included. Over the years, there have been many instances of buses hitting cyclists (and no doubt pedestrians too). Safety is a key consideration, and it seems to be missing from the plan.This is a key section in the PBMP, and there is NO MENTION of this in the Transit plan. Why? c. See page 107 of the PBMP for the text: Bus driver training programs ensure that drivers know about laws related to walking and bicycling, and understand safe vehicle operation around pedestrians and bicyclists. The Salt Lake City Transportation Division should continue to encourage UTA and the Salt Lake City School District to train their bus drivers about how to safety drive near pedestrians and bicyclists. Target Audience: UTA and School District bus drivers Sample Programs: Bus Operator Education (Portland, OR); Frequent Driver Education (San Francisco, CA)	Review language from the Pedestrian and Bicycle Master Plan and reflect within the Transit Master Plan.	1 - Change Required	1 - Concur with response	Agree that a supportive recommendation could be added,
40		Safety in general: There doesn't seem to be too much emphasis on safety in the plan. Safety is key to a good transit system. Why is it not being emphasized?	Safety is important throughout UTA's service area, there are limits in the degree to which it can be addressed within City boundaries, and an entire UTA department is dedicated to system-wide safety and security. Salt Lake City supports and encourages UTA efforts, can act as a resource, and collaborates with UTA to address safety within city limits (e.g., bus stop relocation criteria include proximity to existing lighting). Add language to describe the City's role.	1 - Change Required	1 - Concur with response	Agree that language could be incorporated, perhaps into Chapter 6

41		Transit Service Delivery: a. City-Transit Agency Partnership i. While UTA should take into account the needs of SLC, it is sheer folly to think that SLC should run a transit system, either on it's own, or with a third party contractor, or pushing UTA to contract with the city. Yes, do work with UTA. No, please don't think about running your own transit agency.ii. Please stick with UTA running the system. They do a great job, and SLC has no place in running a transit system. Salt Lake City is not an island, but rather a part of a regional network. iii. Any talk of a private entity running transit in SLC should be removed from the plan. See many horrible examples gone wrong in Europe where the city loses control of its transit system.	This is consistent with a fundamental recommendation of the plan: to strenghten the City's partnership with UTA. While a City-run system was one governance concept evaluated, it did not rise to the top. Private contracts would only be considered for alternate service delivery models, e.g., employer shuttles and ride-sharing programs, and would still entail some level of collaboration with UTA and its system. No change.	0 - No Change	1 - Concur with response	
42		Fares – Why isn't the goal of a Free transit system mentioned? While there are challenges to this, funding in particular, many smaller communities around the country, including Logan and Park City have free bus service. This goal needs to be mentioned if SLC is serious about the success of transit.	Current research finds that free transit works well under specific conditions, especially in small and/or resort and/or college communities with a limited number of corridors and concentrated destinations. Logan and Park City fit that model, whereas Salt Lake City does not. These types of communities also often have access to rural transit funds that larger communities do not, as is the case with Park City/Summit County. Additionally, free systems meet with limited success where they cross multiple jurisdictions, as is the case with UTA's system. Municipalities cannot legally subsidize benefits outside their boundaries and this can lead to 'leapfrog' issues (e.g., if SLC and Murray support free fares, but South Salt Lake doesn't). SLC has supported the concept of distance-based fares, however, after extensive evaluation, UTA made a final decision not to pursue it. No change.	0 - No Change	1 - Concur with response	Could also note that a number of cities, such as Seattle and Portland (OR) have discontinued free fare zones in recent years.
43		Additionally, the Free Fare zone does not appear to be mentioned in the plan. Expansion of the zone would help to reduce vehicle use in the downtown area especially. This should be a short term goal, with a free transit system being a long term goal.	This is something that has been under study and discussion and to which UTA has concluded they are not open to doing. Therefore, the City would need to pursue alternative fare and pass programs in lieu of free fare zone expansion. No change.	0 - No Change	1 - Concur with response	Could also note that a number of cities, such as Seattle and Portland (OR) have discontinued free fare zones in recent years, due to challenges including enforcement.
44		Note that for about $25/year in additional taxes for each person on the Wasatch Front, the entire UTA system could be free to ride.	This is outside the purview of the City. No change.	0 - No Change	1 - Concur with response	
45		Bicycle and Pedestrian Funding a. If SLC is serious about getting cars off the road, they will look at drastically increasing funding for the bicycle and pedestrian infrastructure and programs. If the last budget cycle and CIP funding is any indication, SLC is not serious about getting cars off the road, and is instead pursuing a cars first, people second strategy of transportation funding. The Bike/Ped goals will not be met, and as a result, the Transit Master Plan goals will never be met either. It is time for SLC to have a radically new approach to planning and transportation that puts people, health, and environment ahead of automobiles and petroleum. b. Note that, "Increased investment in access to transit on foot or by bike was the highest priority improvement overall (43%) and for all groups except those age 65 or older" Yet, funding for bicycle and pedestrian programs was not a priority in this year's budget.	The budget is separate from the master planning process, however future budgeting processes would be influenced by the plan if it is adopted. No change.	0 - No Change	1 - Concur with response	
46		GreenBike: a. Greenbike is an incredibly important part of the Transit system, yet it is barely mentioned in the document. With UTA plans for regionalizing the system over the next 5 or so years, SLC needs to be on board with this. GreenBike needs to expand to be citywide, not just in the downtown area. i. Greenbike is a key component that allows for better first mile-last mile connections. It needs to be expanded to Sugarhouse, the west side, State Street corridor, Liberty Park, U of U, etc. until it reaches the entire city. GreenBike can then be used to get more people out of their cars and to and from transit. ii. Expansion of the Greenbike infrastructure is one component. Expansion and fully funding bicycling infrastructure is also needed to make it safe and easy to use Greenbike. See item 6 above – if SLC is serious about getting people out of cars and into transit, they must fund bicycle and pedestrian infrastructure as well as the expansion of Greenbike. iii. Greenbike must become a system that can be used by all, regardless of income level. Currently, it is not.	The Transit Master Plan recommends improving first and last mile connections to transit by investing in bicycle and pedestrian access, including greenbike and facilities, and that investments in these and in transit should be made in a coordinated way. Recommendation 4.2 supports proiritizing expansion of GreenBike around the FTN. The details of bike share and bike-ped facility expansion are articulated in separate plans. No change.	0 - No Change	1 - Concur with response	
47		Affordability: a. Please see Cycling Utah's previously submitted proposal (submitted to SLC Transportation multiple times. See attached document.) – 10,000 Wheels for Affordable Transportation that outlines a countywide program for affordable transit, biking, Greenbike, and walking.	Transit related elements of the 10,000 Wheels proposal are included in the Transit Master Plan's recommendations. No change.	0 - No Change	1 - Concur with response	
48		Self-Driving Vehicles or Autonomous Cars: a. These are coming. It's only a matter of time. How will they affect transit planning? They are not mentioned in the document at all. To be fair, when this plan was being developed, the technology was nascent. Now, it is an impending reality. b. The Transit plan needs to be rethought as to how autonomous vehicles will affect transit use, road use, parking needs, and land use.	The impact of AVs on transit planning is as yet unknown. Transportation experts locally, nationally and internationally are actively working to better understand how to plan around these and other 'disruptive technologies'. The plan is designed to be a living document that can be updated as new information and conditions present themselves. No change.	0 - No Change	1 - Concur with response	NN to send SLC staff additional recent publications on this topic.
49		Bicyclist Input – a. The SLC Bicycle Advisory Committee should have been a stakeholder in this planning effort.	As with other major stakeholders, the project team met with the BAC early in the planning process. No change.	0 - No Change	1 - Concur with response	
50		Event Tickets: a. The University of Utah includes a transit pass with a ticket. So do the ski areas. Why isn't this expanded to most or all big events such as Jazz games, the Utah Symphony, Eccles Center events, etc?	This concept is one potential strategy in the category of "fare and pass programs", which will be considered in greater detail during the implementation phase. No change.	0 - No Change	1 - Concur with response	
51		Bicycle and Pedestrian Access to the Transit System: a. The emphasis in the plan for this is great! This is key to getting people to use transit. b. The funding for this by the Mayor and Council needs to be drastically increased. See above.	Positive comment. The budget is separate from the master planning process, however future budgeting processes would be influenced by the plan if it is adopted. No change.	0 - No Change	1 - Concur with response	
52		UTA's website – for transit to work in SLC, UTA needs to improve their website. It's subpar for finding route and schedule information.	SLC encourages and supports UTA in making onging improvements to its website. Based on public input, most people utililize third party apps, which the city could tap into or produce its own locally focused independent app. This falls under recommendations to improve system information and legibility. No change.	0 - No Change	1 - Concur with response	
53		Parking – The emphasis on demand pricing and increased pricing for parking is good.	Positive comment. No change.	0 - No Change	1 - Concur with response	
54		Schools – more emphasis is needed to get students to ride transit to high school and to other age graded schools as appropriate.	The plan captures this in the following ways: the FTN provides more east-west connections for longer hours of service, in part due to input from the public and SLC School District that east-west oriented school districts demand more east-west transit corridors that run later in the day. The plan also recommends targeted education and marketing, which would include this demographic. No change.	0 - No Change	1 - Concur with response	
55	3	This plan looks quite extensive, but will hopefully increase ridership.	Positive. No change.	0 - No Change	1 - Concur with response	
56		The only concern I have is for the cost sustainability. I've been using TRAX off and on ever since moving here 13 years ago. I can recall only 2 for 3 occasions where I witnessed ticket checks onboard. If there is no way to ensure that riders are paying their fair share, how will we be able to sustain the system? Thanks for all of your foresight and hard work!	While fare evasion is a concern, it represents a smaller percentage of total cost of service provision that could be outweighed by heavier enforcement or controlled access infrastructure. Instead, City resources should focus on getting transit passes into the hands of residents, workers and visitors rather than on enforcing fare collection. No change.	0 - No Change	1 - Concur with response	
57	4	overall, good plan. couple of things missing...	Positive. No change.	0 - No Change	1 - Concur with response	
58		1. 900 W should be a N/S transit corridor in the FTN, especially the connection north to Trax. If this is truly a 20 yr plan it should take into account the growth that is coming on the west side.	900 W is identified as an FTN corridor, however, even with projected growth, it does not generate ridership comparable to other corridors that would require grade separation, such as 900 S. No change.	0 - No Change	1 - Concur with response	
59		2. 1700 S should be a E/W transit corridor in the FTN that extends all the way from Foothill Dr, to Redwood. same logic as above, plus needed to reach westside work from eastside neighborhoods, as well as parks and the jordan river. add Trax stop at 17th crossing for multimodal increase.	Similar to above re: ridership and grade separation. Demand warrants future frequent service between State and 15th E. No change.	0 - No Change	1 - Concur with response	
60		3. The public-private lyft/uber idea is TERRIBLE. This isn't how people use these services. If you get an uber, you take it to your destination. setting up a whole system of administration and points and whatnot only to get a ride to a transit stop where you then take the bus anyway is wasted admin $ and passenger travel time at every level. this will ultimately be a way to avoid fully serving some neighborhoods. Also, I'm not interested in funding lyft/uber profits with city money. Keep transit a public service.	This concept has been piloted elsewhere. SLC is researching the approaches that have been highly successful in order to ensure responsible investment that serves the public interest. No change.	0 - No Change	1 - Concur with response	
61	5	I encourage SLC to view the expanding trail system as comparable to street systems in that there are trails that act as highways(i.e. Parley's Trail and Provo-Jordan River Parkway), and main and smaller neighborhood trails and routes. Way finding, planning and design should connect and identify these various trails as much as possible and link them accordingly. Funding should be set aside to make the most of the network and complete those trails and bike lanes as soon as reasonable.	Addressed in the Pedestrian and Bicycle Master Plan. No change.	0 - No Change	1 - Concur with response	
62	6	I agree with a lot of people that it would be great to have more Sunday & weekend service. I work weekends and am able to take the bus for my commute during the week, but my routes do not run early enough or frequently enough to make commuting by bus feasible on the weekends.	Positive. No change.	0 - No Change	1 - Concur with response	

63		I also liked someone's idea of having reduced or free fare on public transit on days with poorer air quality to really incentivize people to use transit and clear our air faster.	A potential strategy in "fare and pass programs". No change.	0 - No Change	1 - Concur with response	
64		It would also be great to see more transit options north-south for people living further east (Cottonwood Heights, Sandy, etc). There are many students and employees commuting from these areas to the University of Utah & hospital area but most people I know who live here end up driving because the transit is not convenient enough. Maybe a Trax line in this area could be an option, following Wasatch Blvd/Foothill Blvd area.	Outside City limits and, therefore, the purview of this plan. No change.	0 - No Change	1 - Concur with response	
65		I also agree with several people that transit needs to be more efficient to get people to use, and syncing transit lines to avoid red lights could be a great way to do this. Great to see changes are being made!	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
66	**7**	Happy to see more connections between the west and east sides of SLC, and discussion about bus stops being farther apart, plus TSP, to speed up service.	Positive. No change.	0 - No Change	1 - Concur with response	
67		I would advocate for a frequent bus route linking Rose Park/Fairpark and the University of Utah through the Avenues. (Something like 600 North in Rose Park, 300 West, NT, 6th Ave, and North Campus Drive.) Under the current proposal, residents in Rose Park and Fairpark will have to transfer twice for many trips. Also, the earlier transit master plan document evaluating current and future conditions noted trips between the Rose Park and the U will grow over time, which may further justify the direct connection between the two. It would also provide a direct route connecting the east and west sides, which has been lacking in the past.	These corridors are consistent with the plan, however, specific routing will occur during implementation. No change.	0 - No Change	1 - Concur with response	
68		900 West is one of the few uninterrupted north-south streets on the west side. Freight rail regularly blocks street, making it unwise to run frequent service along it. Is it possible to build an overpass in the future? The gap stands out on the Tier 2 network.	900 W is identified as an FTN corridor, however, even with projected growth, it does not generate ridership comparable to other corridors that would require grade separation, such as 900 S. No change.	0 - No Change	1 - Concur with response	
69		The Transit Master Plan would place frequent bus service on 400 South. This duplicates service with Trax. If the goal is primarily to connect the west side to the U, perhaps combining the 200 South route and the 400 South segment on the west side (Redwood to 500 West maybe) would work. (I don't think there is much transit demand between 500 West and Main St on 400 South anyway.) Assuming that frequent service on NT/ST will end at the North Temple FR station, a direct line between FR and the U will still exist. If not, 500 West is only about a block away from SL Central Station, easily within walking distance. Another option is forcing a transfer between bus and Trax at Courthouse, which, while unfortunate, I think is still preferable to duplicating frequent service on the same segment with different modes.	This plan is mode neutral and identifies frequent transit along a number of corridors that have near-frequent service today. The ultimate mode(s) for these corridors would be determined in the implementation phase. No change.	0 - No Change	1 - Concur with response	
70		Why is 900 South preferable to 1300 South (on the east side of SLC), as part of the Tier 1 plan? Seems like 1300 South would be better spacing between routes until additional service is added.	There is greater demand on 900 S, however, it has no grade separated crossing and so deviates to 1300 until such time as a bridge/tunnel is constructed and/or demand is sufficient for service on both corridors. No change.	0 - No Change	1 - Concur with response	
71		More details about possible ways to consolidate existing service to pay for additions to the frequent network is a necessary next step.	This is consistent with the plan, and is identified in the Implementation Chapter. Specific, detailed decisions about routing (and opportunities to realize efficiencies) will occur during implementation. No change.	0 - No Change	1 - Concur with response	
72	**8**	The plan seems to do a good job of outlining how to increase transit - by improving routes, frequency, and time of day for service. However, there are two big issues.	Positive. No change.	0 - No Change	1 - Concur with response	
73		1) How to pay for this. Lots of options are spelled out. But without a clear plan forward, it's a dream not a plan.	A variety of potential funding sources, along with magnitude and ease of access, are identified in Chapter 7. A detailed funding package will be developed in later phases and will likely be assembled incrementally. No change.	0 - No Change	1 - Concur with response	
74		2) The role of UTA. One reason that funding will be an issue is that the sales tax increase was not approved, primarily because of a lack of trust by the voters with UTA. In the past year, UTA has done a great job of justifying that mistrust. For example, closing meetings because they didn't like the Tribune coverage. UTA would have to demonstrate that they have an interest in serving the SLC area, not just commuters.	The plan identifies UTA as a partner with whom the city will work to implement cost-neutral changes and develop agreements to implement changes that are City funded. Broader county-wide funding issues will be addressed outside the scope of this plan. No change.	0 - No Change	1 - Concur with response	
75	**9**	I suggest building Trax lines above ground if possible, or better coordinating traffic lights with Trax. If Trax is built above ground, than it will be easier to monitor who is paying the appropriate fares -- ultimately, you may save money. It's imperative that Trax takes equal or less time than automotive transport.	The plan does not recommend new TRAX lines. TRAX runs in exclusive lanes and has signal priority in most locations in the City. Some signals are controlled by the State, however, the City advocates for transit priority. No change.	0 - No Change	1 - Concur with response	
76		Also, for days with poor air quality, I suggest having "spare-the-air" days in which Trax, frontrunner, and UTA bus is free.	A potential strategy in "fare and pass programs". No change.	0 - No Change	1 - Concur with response	
77	**10**	Unfortunately, I haven't managed to find the time to read through the entire document. I hope to still do that but, in the interim, I wanted to add some general thoughts: 1- I wish the one- and two-digit-numbered buses like the 3 and the 17 could go a little later than they do. It might be nice if UTA could offer even a very limited service after 7PM. That could be maybe one bus every two hours until 11PM or something. And even a very limited service on weekends would be useful, too. For example, we live close to the 17 and could use it to get to Central Point and, from there, to Frontrunner for Provo trips if it were available on those days. And that would work even if you only offered one bus every two or even every three hours throughout the day on a Saturday or Sunday.	While the Transit Master Plan does not address specific routes, it does include all the corridors served by one- and two-digit route numbers in the frequent transit network, which calls for minimum 15-30 minute service all day every day until midnight. No change.	0 - No Change	1 - Concur with response	
78		2- The same goes for Frontrunner. If even a very limited Sunday service could be implemented, people who need to get from town to town could work around that. Not having any service at all on Sundays is very limiting.	Because FrontRunner only has two stations within SLC and is an inherently regional service, it's operations are not addressed in this local plan. No change.	0 - No Change	1 - Concur with response	
79		3- About the S-line streetcar: It's not true that it's "a train to nowhere" like a lot of people claim. It connects Sugar House to TRAX (and therefore indirectly to Frontrunner) by stopping a mere 5-minute (or less) walk from the statue. But, if it is extended in the future, I'd advise against both 11th and 13th East. I think 9th East would be preferable because it could connect the popular 9th and 9th neighborhood with Sugar House and also with the TRAX station at 4th South and 9th East. That would require a short backtrack from Fairmont Park back to 9th, but it would offer a more direct route to TRAX (straight up 9th E.) and would prevent overwhelming the already overstressed intersection at 11th E and 21st S. Plus 13th East is a pretty major thoroughfare of only two lanes. Having a streetcar on that street would create a big mess during the morning and evening rush hours. The 220 bus covers 13th East very well. It comes every 15 minutes throughout daylight hours. A streetcar can't improve on that.	An alignment for an initial extension has been previously adopted by City Council. This plan reevaluated whether and reaffirmed that the alignment is supported from a network perspective. The plan also examined how it would connect with the rest of the network and found that the 900 E corridor is most successful with the streetcar deviation and a return to 900 E north of Westminster College. No change.	0 - No Change	1 - Concur with response	
80		4- I'm also unhappy with the newer bike lanes in the downtown area. I think it was a great idea to get bikes a little more protected from the car lanes, but it has wreaked havoc on accessibility by fire trucks and even by normal cars in places like 300 South between State and 2nd East, and it has severely limited on-street parking on 200W between North and South Temple. I think the idea should be salvaged where possible, but many of these areas need to be re-thought to fix problems which have arisen as a result.	The location and design of protected bike lanes is outside the purview of this plan. No change.	0 - No Change	1 - Concur with response	
81		5- One last thought: I think too much emphasis is being placed on expanding rail. There seems to be a psychological barrier to buses, with people naturally assuming trains or trams are better. That's simply not true. Buses can be re-routed much more easily than trams can with hardly any changes to infrastructure. Also, my experience with buses inside the city is that they almost always have superior routes which require fewer and in many cases no transfers. For example, getting from downtown to the U of U requires a transfer on TRAX which usually adds at least ten minutes to your journey. Whereas the #2, #3 or #220 buses (and probably others) in many cases take you directly where you need to go on campus or at least very close. I do understand that federal grants are often offered which make trams attractive. But it would be nice if the thinking on this both at the federal and local level could evolve. Because I really think that rail is rarely the best option, particularly within cities.	This plan does not make a recommendation to expand rail. It does recommend corridors most likely to benefit from capital investments, be they rail- or bus-based. No change.	0 - No Change	1 - Concur with response	
82	**11**	This plan does not do one single thing to help my neighborhood. The closest bus stop will still be 3/4 mile away, it will still take AGES to get anywhere. So I think it's pretty lame.	No suggested changes, though the plan does recommend alternative strategies to better connect aareas that are challending to serve with a fixed-route bus. No change.	0 - No Change	1 - Concur with response	

83	**12**	I like a lot of what I see in the proposal. Improving the east-west connections in our city should be a major priority, particularly since many of the families with limited transit options live on the west side and work on the east side. Transit has not improved for the west side at the same rate as it has for the east side. By example, I lived in Rose Park in the late 90s and worked at the University of Utah. Public transit to the U involved 2 buses and at least an hour to get there, while the drive was only 15 minutes. Sadly, that route is exactly the same today as it was back then, with no express buses or faster routes. Hopefully the council will use impact fees to provide a Salt Lake City transit system that can connect with the UTA system to provide more frequent transit to these and other underserved areas of our city.	Positive. No change.	0 - No Change	1 - Concur with response	
84		I'd also like to see the continued improvement of sidewalks, and more hawk lights in high traffic areas. I now live in Highland Park on a street (Atkin Ave) that many school children use twice per day. We have no sidewalk, no curb and no gutter, so kids are always navigating parked and moving cars to get to school safely. There is a cross walk at the corner of Imperial and Atkin, but many morning commuters zoom right through it, making really unsafe conditions for pedestrians -- kids! My sense is that if parents felt like the path to school was safer, fewer of them would drive their kids to school.	This issue is outside the purview of this plan and is better addressed in our Pedestrian and Bicycle Master Plan and through our Safety Program. No change.	0 - No Change	1 - Concur with response	
85	**13**	I recently moved from the U of U area where I regularly rode the 220, 209, 2, etc. All of these run every 15 mins, which is fantastic. I now live in the Avenues and there is a huge reduction in bus service. At a minimum I think the 6 should run every 15 mins... it cuts through the heart of the Aves and and is within walking distance for most residents in the neighborhood. It also has excellent ridership. The hours of the 6 should be extended as well.	This is consistent with the plan's recommendations. No change.	0 - No Change	1 - Concur with response	
86	**14**	Thank you to everyone who has put an enormous amount of time into this project. I use UTA everyday and have been for 9 years to commute to the University of Utah from the 9th and 9th area. But, I am moving to Rose Park soon and am certain I won't be able to use UTA as often because of the basically non-existent service lines and limited timetables. I'm encouraged by the mention of extending service to the "west side" but don't think it's been addressed enough in the new plan. Many of the study outcomes suggest sentiments that there is low ridership on the west side—I believe an effect of the limited service options—and I'm concerned that this low ridership will be used as an excuse not to expand UTA service on the west side. It should, if not completely match the number of lines on the east side, at least come within 75%. Many of the study results also mention increasing transit for people of lower income and increasing transit to the west side, where residents have statistically lower incomes, seems like a win-win means of meeting that goal.	Positive overall. The evaluation suggested that ridership would be lower on the less populous west side of the city, however, due to the goal of serving high-propensity riders - including those with lower incomes - FTN corridors are proposed in locations with concentrations of people most likely to ride transit. Alternative service models are proposed in sections of the West Side where frequent all-day service would not be the most efficient way to serve neighborhood travel needs. No change.	0 - No Change	1 - Concur with response	
87	**15**	The top cited report reason to not use transit is it takes too long. Yet 'well timed connections' between trains and trains to/from buses is barely mentioned (pg 62) and barely exists currently. Mature intermodal transit systems link these modes nearly to the minute, including connection buses waiting for immediate departure with train passengers. This shift in orientation (not contemplating minimized wait time) needs to be fundamental to the current and future development of the greater system.	Because the City does not oversee service planning, and because most of the city's transit service also operates outside of City limits, the plan focuses instead on partnering with UTA on reconfiguration and increased frequencies that will minimize wait times. No change.	0 - No Change	1 - Concur with response	
88	**16**	Bicycle integration with transit systems is the way to go! I like what I saw! We really need these features to make transit work for people who live more than a few blocks from major routes. And even better if they are kid friendly: I always encourage people to ask themselves if they would let their 7-year-old use a bike route. If not, then clearly its safety could be improved, and then more people (families) could use it.	Positive. No change.	0 - No Change	1 - Concur with response	
89	**17**	I think something this plan doesn't address is increasing the ability to transport bikes on transit and SAFE storage (i.e. lockers). It is quite frustrating when you show up on to a bus stop with a bike and then the bus shows up with 2 bikes already on it. In my case, I need to take my bike with me because of my commute at the end of the line. Thus, if I can't take my bike, transit isn't an option any longer. This will probably become more important as the Frequent Transit Network (FTN) reduces the number of stops to improve speed. Thanks for the time everyone is putting into this!	Largely positive. Suggestion is consistent with the plan's recommendations. No change.	0 - No Change	1 - Concur with response	Could add that: Plan recommends varoius strategies to improve bike integration with transit, including end-of-line options. And also the part of the response to #117, UTA is installing bike racks on buses that have a 3-bike capacity, as funding allows.
90	**18**	This plan generally looks pretty good and I am very glad that the city has done such an indepth study of this important issue. I was glad to see the west side, particularly Rose Park mentioned a few times in the report but it doesn't seem to be a priority in the plan. I'm worried that as the plan gets turned into a reality, with the changes and compromises which that will inevitably entail, that the west side and our needs will be forgotten and/or that plans to provide better services to this area will be put off or scaled down.	Positive overall. The plan identifies several corridors on the west side of the City, with both Tier one (near term) and Tier two (longer term) lines in the FTN. The the transit network is a less dense grid because both land uses and the street grid are less dense on the west side, however City staff and UTA are already working on initial implementation of service improvements on the west side as a first step. No change.	0 - No Change	1 - Concur with response	
91		On a similar note, the needs of shift-workers and off-peak transit riders were mentioned but the plan for increased frequency services don't include long enough hours or enough coverage throughout the city to really meet the needs of people who rely on transit and work odd hours. Weekend hours should also be expanded for the same reason.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	Could highlight alternative service models to better serve those where increase FTN frequency and hours aren't a solution.
92		More nighttime transit is also needed for people who don't always rely on transit but would/should use it when going out for entertainment. I knew many people when I was going to the U who really could have used late night TRAX service to get from downtown back to the U after a night at the bars. If they had been able to use transit we would all have been safer as they would have been less likely to drive drunk.	The plan identifies midnight as a minimum standard for frequent service; if resources allow, hours of operation can be longer, especially in locations with significant nighttime activity. Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
93		The draft does a good job considering bikes and issues relating to them. They are vital to any transit plan in a metro area as spread out as ours.	Positive. No change.	0 - No Change	1 - Concur with response	
94		I would have liked to see more about plans for improving moving through the city in a private vehicle. Many people will be driving no matter how good the mass transit system is. Synchronizing stop lights to speed traffic in and out during rush hour would make a huge difference.	This plan is specific to mass transit; the needs of private vehicles are addressed in the citywide Transportation Master Plan. No change.	0 - No Change	1 - Concur with response	
95		Bus lights, keeping cars out of transit lanes etc. would help a lot too.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
96		Travelling from the west side to the east side now takes far longer than it should whether by bus or TRAX even if you don't have to transfer. Having some buses make less stops would also make things better if it was clearly marked which buses were express buses through the city.	Improvements in stop spacing are consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
97	**19**	I am not a resident of Salt Lake City, however, I work in Salt Lake City Monday through Friday. I think there needs to be a great deal of attention put on moving traffic during rush hours and synchronizing the traffic lights. The majority of traffic coming to or leaving the city during rush hours is going to or coming from the North or South. Let's take quitting time (5:00) as an example. All other directions out of the city from 4:00 - 6:00 pm should be given secondary considerations when it comes to synchronization. In other words all outbound roadways leading South and or North, especially main roadways should be a high priority for leaving the city. Streets like 300 west, State Street, 700 East, Foothill (already synchronized) Beck Street, and the one other area which should be the high priority would be the freeway access. The secondary considerations would be roadways going East and West. With West being the first priority in this area because there are more people living in that area of the valley. The wait times and the idling times to get out of town after work is a major problem area. These lights could when synchronized with some thought and consideration would improve the current situation by 100% from what they are now.	This is outside the purview of this plan, however the approaches and streets mentioned are already employed, prioritized and adjusted regularly. No change.	0 - No Change	1 - Concur with response	
98	**20**	The draft plan uses the word "Portland" 19 times on 10 different pages. That's not a bad thing. Portland is a model for other mid-sized cities when it comes to transportation planning.	Positive. No change.	0 - No Change	1 - Concur with response	
99		I know it's a transit plan, but there ought to be more talk about reducing automobile usage. A state-of-the-art transit network alone may not attract a significant number of new transit riders as long as private vehicles are the most convenient mode. As long as there is a great transit network (and Salt Lake City is close), the City can afford to be more progressive in discouraging private vehicle use.	We plan to update the Transportation Master Plan, which will address issues related to private vehicles. No change.	0 - No Change	1 - Concur with response	

100	**21**	I have been waiting 40 years to ride UTA without it being totally insane and grueling. And from the looks of this plan, it looks like it's never going to happen. UTA cut the frequency of the 223 from 1 hour frequency to 2 hours which makes it nearly impossible to use along 20th east and 2700 south. Now as I study the future plans, it looks possible that they will abolish that route totally! So even though I live in the city, pay taxes etc., it looks as though my neighborhood just south of I 80 and many blocks east of 13th will get nothing. Great!	The proposed FTN is not intended to replace the existing system/routes, with service only operating within those corridors, nor is it intended to serve all parts of the city irrespective of context. Alternate service models are proposed in the southeastern portion of the City where frequent all-day service is not the most effective way to meet all neighborhood travel needs. No change.	0 - No Change	1 - Concur with response	
101		And as for a 1/4 to mile walk to a stop, really? Why bother with transit, especially for people with mobility problems? I guess I will be driving my car until I die, or taking taxis.	Being a pedestrian is an inherent part of riding transit, and research finds that the majority of people have a "walk tolerance" of about a quarter mile. No change.	0 - No Change	1 - Concur with response	
102		UTA will remain a broken, corrupt system forever from what I can see.	This plan is a proposed Salt Lake City policy document, not a UTA plan. No change.	0 - No Change	1 - Concur with response	
103	**22**	While I think this is a step in the right direction, it seems to ignore a few things: 1) This is the most important point - there is huge growth in the south valley and there doesn't seem to be any plan to enhance services or extend trax stops south of the city.	Transit service outside of Salt Lake City limits is outside the purview of this plan. No change.	0 - No Change	1 - Concur with response	
104		2) It seems to assume that everyone who gets on the train works or is going downtown. I get on at the south end of the red line and get off around 3900 S most times that I ride. It would be great if there were more lines that get me closer to work (just south of the city), or more frequent buses. It takes me double the time to take the train/bus to work than it does to drive.	These locations are outside of Salt Lake City limits and are therefore outside the purview of this plan. No change.	0 - No Change	1 - Concur with response	
105		3) If I take the train to the airport, I change trains 2x. I see that there was mention of a bus from daybreak to the airport but looks like there are not plans to implement it??	A connection from Southwest Salt Lake County to the airport is identified in regional plans. While it may have regional utility, it does not directly serve local needs and so is not identified as a priority local project for the purposes of this plan. Anticipated land use changes may prompt a reconsideration of recommendations for the Northwest Quadrant. No change.	0 - No Change	1 - Concur with response	
106		Caveat: I tried to read the whole thing but it was over 100 pages, and I might have missed something as I started skimming about half way through.	Neutral comment. No change.	0 - No Change	1 - Concur with response	
107	**23**	1) I like the increase in bus schedule to 7 days/week and on a regular schedule.	Positive. No change.	0 - No Change	1 - Concur with response	
108		2) Nighttime bus service should only be 30 minutes and not every hour (it is not safe for people to stand at a bus stop that long). Also, if you make it more available at night, more people are willing to use transit instead of cars.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
109		3) There is still a lack of bike space on TRAX and Frontrunner. Especially Frontrunner!	Except where capacity far exceeds ridership, increasing space for bikes decreases space for passengers. The plan supports continued allowance of bikes on transit, along with increased secure bicycle parking for when space is limited. No change.	0 - No Change	1 - Concur with response	
110		4) I do like the focus on working with the city to increase bike infrastructure to Trax stations (especially 1300 S and 900 S).	Positive. No change.	0 - No Change	1 - Concur with response	
111		5) Back to night time services. I am sure the city wants people to go to downtown events at night, but there is a lack of services after the events (in a timely manner). Some people enjoy going to shows and then out for drinks, but then transit services are limited, so people just drive.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
112		6) For the most part, it seems that SLC is working well with UTA, but there is still a lack of transit outside of Salt Lake City. More needs to be done with the other cities and the entire Salt Lake County.	Salt Lake City supports regional connections, however, they are outside the purview of this plan. No change.	0 - No Change	1 - Concur with response	
113		7) Students (not at the U of U) need a much bigger discount! It's not affordable at all for students. It's the same price to take UTA to Provo from SLC as it is to drive.	This could be one strategy within fare and pass programs, however, it is currently at the discretion of each school to implement transit-supportive policies. No change.	0 - No Change	1 - Concur with response	
114	**24**	We need a different type and more bike lanes on big corridors like Foothill Drive, 1300 East, 700 East, etc. Should be as is done in Germany: On sidewalk level (separated from cars but not taking roadway lanes away from cars.). Cut sidewalks in half (we don't need them so wide for pedestrians) and make a bike lane on the other half of sidewalk. The retains current number of lanes on roadway so we don't increase air pollution and traffic congestion with cars idling.	Pedestrian and bicycle facilities are addressed in the relevant modal plan and are outside the scope of this plan, however, numerous City policy documents, including this plan, do not support a reduction in pedestrian facilities. No change.	0 - No Change	1 - Concur with response	
115	**25**	The plan is generally good and looks like it will meet community needs.	Positive. No change.	0 - No Change	1 - Concur with response	
116		The two concerns I have are: 1) night time service -- the plan does not seem to address the need for transit to run as late as typical evening arts events. I would suggest pushing frequent service to slightly past midnight, based on the number of times I have been stranded after a performance.	The plan recommends that the FTN operates until midnight, at minimum. Longer hours could be considered where adjacent uses and resources warrant. No change.	0 - No Change	1 - Concur with response	
117		2) the plan does not address increased ability to transport bikes on transit, for those that have both a first- and last-mile challenge. While this may not be in SLC's control, I think calling out need for enhanced bike transport could keep pressure on UTA to improve options for more than 2 bikes on a bus.	UTA is installing bike racks on buses that have a 3-bike capacity, as funding allows, and has been piloting a variety of new on-vehicle bike storage options (hooks, etc.) that would increase capacity on rail. This is a systemwide rather than a local issue. No change.	0 - No Change	1 - Concur with response	
118	**26**	I appreciate being able to read this draft plan. I also participated in a survey in 2015 about my use of the public system. I am not a Millennial, but I walk and take public transport more than I use a car. It is vital that as Salt Lake City and surrounding cities in Utah continue to grow, transit services adapt and grow to fulfill our needs.	Positive. No change.	0 - No Change	1 - Concur with response	
119		Currently, Sunday transit is the most challenging for me. I often travel for work and take Trax and a bus to and from the airport. The limited service on Sundays means that my travel to get home can take up to 2 hours, when it is a 30 minute cab ride from the airport. This has got to change, not just for residents, but for our visitors to Utah. Many people coming from out of state are used to taking trains from airports into city centers. However, we also have to get them to destinations beyond the center of town once they arrive.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
120		Another thing to consider: I do not think that making less stops available in a vibrant city center is the way to make a bus system faster. In larger metropolitan areas, they have more stops per mile, but alternate busses between a 'fast' bus which skips multiple stops (and is advertised clearly as doing so) and busses which stop frequently. This is a way to speed up transit for those who need to cross town or go a long distance more quickly, versus those who might need to go a short distance or need to get to a particular location.	In implementation, stop spacing would consider the surrounding context, and in all contexts would attempt to provide access to stops within a quarter mile (or no more than half-mile spacing). No change.	0 - No Change	1 - Concur with response	Could acknowledge that: Adding additional trips in the form of limited stop service is a potential tool that could be used to address capacity issues in certain corridors/routes, as well as provide a faster travel time. Whether we acknowledge it or not, excessive stops do affect actual and perceived travel speed.
121		Thank you again for all of your work on this. I am encouraged that Utah is investing in its transit infrastructure and support all efforts to improve it.	Positive. No change.	0 - No Change	1 - Concur with response	
122	**27**	Reducing local bus stop frequency would be a virtue. Fewer stops would mean faster transit and more money to be sent per station, so there is (minimally) someplace to sit, rather than 'a pole in a mud-puddle'. The new places along 200 south have been really nice. Arguably, even local buses should not stop more often than 1/4 a mile. The high-stop density in downtown makes riding a bus across downtown miserable--far faster to bike. The couple of minutes walking the larger number of stops saves a few people is outweighed by the delay is causes people still on the bus. Harm to those with walking difficulties can be mitigated by better bus stops, available seating, and improved walking conditions for sidewalks near bus stops.	Positive. No change.	0 - No Change	1 - Concur with response	
123		Very pleased to see a 200 south connection direct to FrontRunner--getting between the FrontRunner and the U is almost astonishingly difficult. The University connection between main and 400 west has been on the books for decades, without success, and it's a pleasure to see an alternative under consideration. Upgrading an already successful line is a best practice in transit planning.	Positive. No change.	0 - No Change	1 - Concur with response	
124		The new transit centers near the hospitals and at 2nd&7th are welcome. I might suggest the addition of a 'transfer center' at State and 200 East, to take advantage of the connection between the future State BRT/Bus+. I've heard Carl's Junior mooted as a site, or the use of Gallivan center, with a bit of a walk to transfer to Gallivan station. It's a long way to ask people to walk, but might be feasible.	Pending development may prevent use of the Carl's Junior Site, however the location of a new transit hub is somewhat flexible and will rely on available space and opportunity. This is largely consistent with the plan's recommendations. No change.	0 - No Change	1 - Concur with response	
125		Transit Signal Priority, segments of dedicated lane, and improving stops into level-boarding stations are all welcome and effective improvements. The emphasis on the creation of better bus corridors through ongoing capital spending rather than on high capital cost streetcars is welcome. The mooted continuance of the Sugarhouse streetcar along 1100/900 East (11c) seems more feasible as a bus. Connecting Westminster to Sugarhouse and the TRAX line is a surefire strategy for success.	Positive. No change.	0 - No Change	1 - Concur with response	

126		I applaud avoiding Research Park along the the Foothill BRT/Bus plus (line 12). The lack of a I-215 NE means that some combination of Foothill and 13th East have to handle the traffic demand of a major freeway. Given the difficulty and cost of widening either street, using higher capacity alternative to make more efficient use of limited ROW is an excellent idea	Positive. No change.	0 - No Change	1 - Concur with response	
127		If a TRAX extension is in the works, a line along 400 West from 200 South to 700 South and eastward to 200 West is suggested. It would require only about a mile of new track, serve Pioneer Park and Pierpont, and free up much needed capacity along the main street line. Much of the median ROW is already preserved, so there would be no need to take traffic lanes. The greatest conflict would be with automobile traffic at 500 and 600 South.	Largely consistent with the plan's recommendations, however, the plan does not make specific mode recommendations, and these suggestions from prior plans are being modeled against various alternatives to determine which scenario maximizes ridership. No change.	0 - No Change	1 - Concur with response	
128	**28**	I BELIEVE THE PLAN IS HIGHLY OVER WEIGHTED IN FAVOR BICYCLISTS. THE COMPARITIVE PERCENTAGE OF OUR CITIZENS USING BICYCLES FOR TRANSPORTATION OR RECREATION WITHIN THE CITY IS VERY SMALL WHEN MEASURED AGAINST THE RESTRICTIONS PLACED ON EASE AND SAFETY OF MOVEMENT OF THE NUMBER USING VEHICLES.	This plan is neither a bicycle plan nor a plan for private vehicles, but rather focuses on public transportation. Other plans address modes other than transit. No change.	0 - No Change	1 - Concur with response	
129	**29**	I like that you have a simple phased approach to improving the system.	Positive. No change.	0 - No Change	1 - Concur with response	
130		I would start researching ways to improve the 400 South and Main intersection to find ways to reduce turning movements at the intersection.	This intersection has undergone two phases of traffic modeling analysis as an activity separate from this plan. No change.	0 - No Change	1 - Concur with response	
131		With the 400 South TRAX extension move platforms closer to the large parking lot (instead of center of the road) for easy pedestrian transfers and more platform standing room.	This would be considered in a separate phase as individual projects are implemented. No change.	0 - No Change	1 - Concur with response	
132		There is also possibility for a branded bus route to connect hotels in the southern part of downtown with the Salt Palace and TRAX.	Branding is consistent with the plan's recommendations. The FTN would serve connections between the hotels/southern downtown and the central business district. No change.	0 - No Change	1 - Concur with response	
133		Mass transit can move faster, as it does in Portland, OR. When transit doubles your commute time, it decreases your likelihood of using it. Specific suggestions follow. Having TRAX trains stop at intersections (i.e. 700 E. 400 S.) makes no sense, and makes the 4th So. Red Line, for example, slower than driving from the Courthouse to the U. Trains should run in protected lanes, and not share lanes with left-turning vehicles. Lights should be triggered by the train so that it has the light to go through intersections.	Light rail runs in exclusive lanes and has signal priority in most locations in the City. Signals at 700 E and 400 S are controlled by the State, however, the City advocates for transit priority. No change.	0 - No Change	1 - Concur with response	
134		We need bus-only lanes or passing lanes in congested areas to allow buses to move past congested traffic.	Consistent with plan recommendations. No change.	0 - No Change	1 - Concur with response	
135	**30**	I rely solely on public transit and there wasn't much in here to be excited about, it only seems to emphasize how far behind we are.	No suggested changes. No change.	0 - No Change	1 - Concur with response	
136		Why is there not more talk about expanding trax? I hate the bus, everyone hates taking the bus. Trax works though and should be expanded.	This plan is mode neutral. Mode has been/will be explored in more detailed corridor studies. No change.	0 - No Change	1 - Concur with response	
137		Where were the detailed plans about expanding trax down 400 South? I thought the goal was to "close the loop".	This is a master plan and is not intended to provide details, which are determined in future phases, however the plan supports frequent transit along the full length of 400 S to Redwood Road. No change.	0 - No Change	1 - Concur with response	
138		Or the streetcar that needs to be built in the granary district?	This project is addressed in a separate and more detailed study. This plan supports that study's recommendations, with the exception of phasing. This plan recommends that a connection to the University precedes a Granary extension of the Downtown Streetcar. No change.	0 - No Change	1 - Concur with response	
139		Or a clear idea of where the S-line needs to expand to, it doesn't go nearly far enough and needs to go further than just 2100 S and Highland. Somebody needs to lead and I was hoping to see that here.	Current adopted plans identify an extension of the S-Line to 1100 E 1700 S. This plan analyzed further expansion of frequent service on this line (whether via rail or bus), however, references to this expansion were removed from the plan during the executive review process. No change.	2 - Contingent on Council Direction	1 - Concur with response	As noted above, with the exception of Fig 3-9.
140		This master plan feels like it's spit-balling a million ideas without given any clear direction. I get the importance of comparing what we have to much bigger cities, but are we not capable of being innovative and coming up with our own solution? I would have liked to have seen more original ideas.	No suggested changes. No change.	0 - No Change	1 - Concur with response	
141	**31**	Regarding Fare and Pass Programs: It would be great if there was a system set up where an employer could pay a percent of monthly fares or a HIVE Pass, with the remaining cost coming directly from the employee's paycheck pre-tax. That way, the employee feels like they're getting a benefit from their employer's contribution and a discount because it's pre-tax. And once they have invested some of their paycheck in their pass, they will be more committed to using it throughout the month.	This could be one strategy within fare and pass programs. No change.	0 - No Change	1 - Concur with response	
142	**32**	Increased access to LCC [Little Cottonwood Canyon] and BCC [Big Cottonwood Canyon] during winter and summer.	These are outside the scope of this plan, however, this year UTA is making significant changes to ski bus service that will add increased service to these areas. No change.	0 - No Change	1 - Concur with response	
143	**33**	I ride frontrunner a lot. I have been to the Ogden Station and they have a café. I go all the time to the Layton Station and they now have a café. I think the Salt Lake City Central Intermodal Hub needs a café. I know the homeless thing is a concern. It would be best if it was 24 hour because Greyhound is there and I found out today Amtrak is there. It isn't close to any eating places. It will have to be a police mecca but it would make Salt Lake as less of a non-hospitable place as it now seems.	Placemaking and complementary land uses are consistent with the plan's recommendations. No change.	0 - No Change	1 - Concur with response	
144		I would love to see more evening service to the Westside, I have to be home by 7 or I can't get home unless I walk a mile or plan it that I drive to the Trax Station since there is no parking at the Frontrunner Stations, which is a pain where the sun doesn't shine! That is my biggest problem in getting out to work at Hill is it takes me 1.5 hours to do it. If I could park at a station it would be a lot smaller but you guys are now building some apartments next to the North Temple Station, it would have made more sense to build a decent parking lot. Or you should have allowed Front Runner at the Ballpark Station. Every station outside of Salt Lake City allows for parking.	Increased evening service to the Westside is consistent with the plan's recommendations. There is no publicly owned land or willing sellers within walking distance of FrontRunner; the land is too valuable for use as free surface parking. No change.	0 - No Change	1 - Concur with response	
145		You guys are bike and walking bananas. I hope someday you guys don't get some disabling disease or get old and you need a place to park a car. You may think you will be young and pretty your whole life but there is a good chance it will not happen.	No suggested changes. No change.	0 - No Change	1 - Concur with response	
146	**34**	mass transit in this city is disgusting. uta is funded by the city, the county the feds. and all they do is raise rates and cut routes . how does this engender persons to ride them. i wouldnt. they need more competition.	No suggested changes. No change.	0 - No Change	1 - Concur with response	
147	**35**	Goal 5: consider alternative language to "vulnerable populations". ADA community prefers "underserved" or other term.	Make these changes throughout: Original goal: Provide access to opportunity for vulnerable populations. *Revised goal:* Provide access to opportunity for likely riders who are underserved. Original bullet: Design a transit network that supports access to jobs, education, daily needs, and services for transit dependent populations. *Revised bullet* : Design a transit network that supports access to jobs, education, daily needs, and services for people who are more likely to use transit based on ability, age or income.	1 - Change Required	1 - Concur with response	
148		Exec Summary: Add #7 in "Why now". "7 Transit is the primary mode of travel for many with disabilities Approximately 1 in 10 residents in Salt Lake City have a disability. Adequate transportation that can accommodate mobility devices is extremely limited. Transti will support a more accessible and inclusive city."		1 - Change Required	1 - Concur with response	Suggest that #7 may not be the right place to put this, e.g., perhaps further up both from a layout and an actual priority point of view.
149		ES, "Our challenges": under bus stop amenities or access "huge challenge. Lack of transportation for people with mobility devices."	Instead, add "...for the bus to arrive, and a majority of stops have not had ADA accessibility improvements." under bus stop amenities, or add language under "access".	1 - Change Required	1 - Concur with response	
150		ES, "Building a complete system": add section specific to accessible transportation.	Instead, add language to "safe and convenient ped and bike access"	1 - Change Required	1 - Concur with response	
151		ES, "elements of high quality bus corridors": very important for those who are blind or deaf! Improve visual and audio cues.	Add more global ADA access language under "enhanced stations" and/or add language to references to real-time info, etc.	1 - Change Required	1 - Concur with response	
152		ES, under on demand "people with disabilities have important transit needs. Ideas on how to address them? Include information that contracts for uber/lyft/etc have to have ADA access.	Maybe not this specific. Instead add language in all sections on ride services that incorporates FTA guidance re: low-income and disabled access.	1 - Change Required	1 - Concur with response	
153		ADA access at bus stops: list multiple specific treatements.	Add language stating that the City will continue to work with UTA to consider the finer details of accessibility as improvements are implemented. the City will evaluate best practices in accessiblity treatments and edit the "bus stop and bike share design guidelines" accordingly. The guidelines should be reviewed by the City's Accessibility Council biannually (every other year, not twice a year) and updated, as appropriate.	1 - Change Required	1 - Concur with response	

154		The plan is difficult to access with a reader for the visually impaired.	Can we provide a word version of the doc? Also, can we revise any graphics with vertically oriented (columnar) text?	1 - Change Required	2 - Partially concur, further investigation required	Does "Word version" refer to the Executive Summary? YES. The rest of the plan is in Word, and could be provided. Text elements of Executive Summary can be exported to a text-only Word document with graphics provided in-line (we have done this previously where requested, e.g., Seattle Transit Master Plan.) There could be substatantial effort to revise graphics. Are there some particular examples of of table changes requested in Executive Summary and main plan? YES, AND LARGELY I THINK WE CAN ADD DESCRIPTIVE TEXT RATHER THAN REVISING GRAPHICS.
155		The Plan focuses on corridors that already have a substantial amount of service, while failing to emphasize areas we hear lack adequate service, e.g., the west side of the City and local neighborhoods.	The plan proposes service in corridors that analysis suggests could support frequent service, both existing and those without substantial service. It also suggests alternative service models to complement the frequnt service network in both employment areas (i.e., west side of the city) and neighborhoods. No change.	0 - No Change	1 - Concur with response	
156	**36**	Buses treated as feeders to the rail system.	The purpose of the FTN is to give equal importance to all frequent transit corridors in the network regardless of whether the service is delivered by bus or rail. No change.	0 - No Change	1 - Concur with response	
157		Achieving true accessibility with shared ride services (e.g., Uber, Lyft)	This can be managed in a variety of ways. For example, some agencies require in the contract that the ride reaches the person within the same timeframe (e.g., twenty minutes) regardless of ability. Others specifically add paratransit vehicles, either transit agency or private, to the contract. Add language in all appropriate locations: "City staff will research best practices to ensure equal access for shared rides, regardless of ability." Consider adding a reference to new federal guidance.	1 - Change Required	1 - Concur with response	
158		Good coverage of bike/ped needs, but very little coverage of the needs of people with disabilities.	Do we have any examples, photos, and/or language regarding accessibility comparable to the types of information we provide on bikes/peds? E.g., audible cues, braille, vehicles, stop/station accessibility, training of operators, etc. This would help supplement the statement in row 153.	1 - Change Required	1 - Concur with response	Yes, we have some examples we could add
159		"Design from disability": a system that works well for people with disabilities will work well for everyone	Add language to introduce that term and define/describe it.	1 - Change Required	2 - Partially concur, further investigation required	May require some discussion, but can be added. Synonomous with universal design (which we have incorporated in other cases)? YES, IT'S SYNONYMOUS BUT THIS TERMINOLOGY ADDS A PERSPECTIVE THAT IS IMPORTANT TO THE ACCESSIBILITY COUNCIL. IF WE CAN ADD IT GRACEFULLY, LET'S.
160		Resources: Center for the Blind, Utah Independent Living Center, Epilepsy Foundation; consider the variety of types of disabilities	Add language as appropriate stating that City staff will utilize resources such as [list provided in comment] to ensure that the variety of types of disabilities are considered in the updating of design criteria and the implementation of the plan.	1 - Change Required	1 - Concur with response	
161		Explicit language in the plan about serving the disabled community raises awareness and shifts the culture	Language will be added based on input from the disabled community. Changes captured in the responses to those comments.	1 - Change Required	1 - Concur with response	
162	**37**	The Master Transit Plan [sic] Draft does not mention the needs of people with access needs and disabilities specifically.	Language will be added based on input from the disabled community. Changes captured in the responses to those comments.	1 - Change Required	1 - Concur with response	
163		How is Salt Lake City Corporation coordinating with UTA on this plan?	The city doesn't have authority over UTA but UTA is a major funding partner and is participating in the creation of the plan. No change.	0 - No Change	1 - Concur with response	
164		Uber and Lyft are part of the first and last mile approach but do not serve the entire population well, specifically the needs of people with mobility devices.	Other cities are piloting efforts regarding accessibility and these private companies. One approach is to build requirements regarding accessible transportation into the contract. An example is to require providers to have a vehicle that can transport a mobility device arrive within 20 minutes of the request within a specified geographic area. Changes are addressed in response to similar comments.	0 - No Change	1 - Concur with response	
165		The current version of the Master Plan draft is not fully readable for people who have low vision or are blind when they utilize a screen reader.	We met to explore the issues regarding this problem. Where possible, add written descriptions of maps and graphics, provide a Word version of the document, arrange tables to be read left to right.	1 - Change Required	2 - Partially concur, further investigation required	See also #154, 158, 159. Does this apply to Executive Summary or main plan? Are there some particular examples of of table changes requested in Executive Summary and main plan?
166		Language within the Transit Master Plan draft refers to people with disabilities as part of "vulnerable populations." This isn't an accurate description as many people with access needs and disabilities do not consider themselves vulnerable. It also gives the perception that people with access needs and disabilities are being taken advantage of when really they are being underserved. New language was agreed upon and is addressed in response to a similar comment.	Initially "underserved" was proposed, however, it implies that all people with the groups originallhy captured under the term "vulnerable" (low income, disabled, older adults, households without vehicle access) are underserved with transit. Since this is not always the case, new language was agreed upon; these changes are noted in response to a similar comment.	0 - No Change	1 - Concur with response	
167		Concerns with UTA include that UTA paratransit is more costly than the cost of transportation for the average UTA rider.	This isn't addressed specifically in the Transit Master Plan. UTA will be invited to visit the Accessibility Council to provide a response to this concern. No change.	0 - No Change	1 - Concur with response	
168		People with hidden disabilities, like epilepsy, are not being qualified for paratransit by UTA.	This isn't addressed specifically in the Transit Master Plan. UTA will be invited to visit the Accessibility Council to provide a response to this concern. No change.	0 - No Change	1 - Concur with response	
169		There are problems with streets that are utilized for the first and last mile.	There are a variety of ongoing projects that strive to address these problems. Examples include the First-Last Mile Connections project (UTA-led), the Life on State Implementation Plan, the Foothill Drive Implementation Strategy, the North Temple Complete Streets Study, a variety of sidewalk repair projects, and many others. Where pedestrain access is described in the plan, it refers to pedestrians - including those using mobility devices - of all abilities. No change.	0 - No Change	1 - Concur with response	
170	**38**	This plan focuses on corridors that already have a substantial amount of service, while failing to emphasize areas we hear lack adequate service, e.g., the west side of the City and local neighborhoods. Similarly, while locating stops a quarter to a half mile apart on the FTN or rapid transit routes may make sense from a efficiency or cost-effectiveness standpoint, it does not work so well for a transit-dependent individual with a mobility impairment, a young mother pushing a stroller, or a worker stopping by the grocery store on his or her way home in the evening.	Comment does not suggest an appropriate distance, however, stop spacing decisions are made on a case-by-case basis. Very frequent stops (e.g., less than 1/8 mile, or one SLC block, apart) introduce a significant time penalty that negatively affects all riders, including those who are transit dependent. No change.	0 - No Change	1 - Concur with response	
171		Because paratransit service must be provided within one-third of a mile of a fixed-route stop, expanded bus service will lead to an increase in the paratransit service area. While the DLC believes increased paratransit is a welcome addition, we caution the City it will likely lead to increased cost, something acknowledged as a "key challenge" in the Plan. The DLC is concerned that service will be expanded, only to be reduced when costs increase. Therefore, the DLC recommends the City consider subsidizing paratransit, or working with UTA and other providers to prevent any negative impact for paratransit riders from service changes or increased cost.	The FTN is proposed on corridors that, in many cases, already have fixed-route transit - in full or along some segments - but at levels below that defined as "frequent" for the purposes of this plan. Where service is added that expands the paratransit area, the City will identify sufficient, stable funding sources for the full cost of adding service, including that of paratransit provision. Add language re: identifying funding?	0 - No Change	1 - Concur with response	
172		We applaud the efforts to ensure first-last mile service; however, the model proposed relies heavily on ride sharing services. While the DLC has made some inroads in ensuring people with disabilities have the same access to these services, the current wheelchair accessible service system is inadequate (e.g., extremely small number of vehicles; only available within 10 miles of vehicle location; generally operates between 6 AM-8 PM).. Should this model be heavily relied on to provide first-last mile service, the City must make certain that providers have vehicles capable of accommodating riders of all abilities at all times.	This concern is addressed in response to similar comments.	1 - Change Required	1 - Concur with response	See #157
173		The Plan makes little mention of affordability. Unfortunately, many individuals with disabilities and those who are aging are extremely low-income (15% or less of area median income), making affordability critically important. Many trips taken by members of these groups often tend to be within the local area shorter in nature. Additionally, as the City may know, paratransit can charge up to double the fixed route fare (the Utah Transit Authority "UTA" changes $4 for a one-way trip, regardless of distance.) An increase in first-last mile service could reuce the need for paratransit, and the City does mention subsidizing this service. However, we are concerned that these services, as well as all services, will not be affordable to all individuals. Therefore, the DLC strongly recommends the City consider a distance-based fare system.	This concern is addressed in response to similar comments relative to ride sharing services, and there are opportunities to address affordability in fare and pass programs. The City currently has a program available to agencies and service providers who serve people with extremely low incomes (Hive Pass Will Call).	1 - Change Required	1 - Concur with response	
174		The City must provide safe and accessible routes to all stops, including potential stops on bus-only lanes in the middle of the road.	This is consistent with City and UTA policies. No change.	0 - No Change	1 - Concur with response	

175		We appreciate that the City will provide real time information at bus stops. However, the City must ensure that the information is provided in an accessible manner to all individuals, including those with visual and hearing impairments.	This will be further explored as bus stop design guidelines are revised, with consultation from the City's Accessibility Council. No change, except as may be included in response to related comments.	0 - No Change	1 - Concur with response	
176	**39**	1. This is a complex report with much detail provided. I believe simplification and a back to basics approach should be taken. The Tier 1/tier 2 approach with all the niceties mentioned is too complex and delays a useable bus system. Why not forget Tier 1 and simply implement Tier 2? Add the routes now and add amenities later. Let's work to get the public on the busses. We all know the main issue is lack of routes and frequency of service. Other items mentioned in this study are good but should be secondary. IMPLEMENT THE GRID NOW.	The first part of this comment refers to the full plan rather than the executive summary. The primary purpose of the former is to guide staff and inform others who want to delve into technical details, while the primary purpose of the latter is to distill the full report into something digestible for the general public. Tiers are provided to identify corridors where near-term investments are most needed rather than to limit what is implemented, but if funding allows, the full network can be implemented sooner. Consider renaming the Executive Summary as the plan and the full plan as the technical report.	1 - Change Required	1 - Concur with response	Suggest to rename Executive Summary as "Summary Report". In addition, in order for a grid to be effective, the Tier 1 corridors must have frequent service. Let's discuss; by 'investments' I mean service and capital (as appropriate) so I think we are on the same page.
177		2. Security and Crime Mitigation measures not mentioned	This concern is addressed in response to similar comments.	0 - No Change	1 - Concur with response	
178		3. Energy efficient/non polluting transit system not in goals	This would be one strategy to support the goal of improving air quality. No change.	0 - No Change	1 - Concur with response	
179		4. Favor grid model in SLC and radial model outside City to nodes (PARKING AT OUTER NODES SHOULD BE PROVIDED)	Outside City limits and, therefore, the purview of this plan. No change.	0 - No Change	1 - Concur with response	
180		5. 1/2 mile between parallel grid routes is ok provided transfer points are provided at grid route crossings. This should be the starting point for minimum FTN.	Corridor spacing assumes that riders would not need to walk from one corridor to another parallel corridor, but rather to walk to the corridor that it closest. From the midpoint, this is about a quarter mile. No change.	0 - No Change	1 - Concur with response	
181		6. Public education program on how to use the "system".	This is consistent with the plan's recommendations. No change.	0 - No Change	1 - Concur with response	
182		7. Page 2-11 states others are working on Foothill Drive. Effort should be made to coordinate this document with Foothill Drive goal and solutions. No coordination is provided in this document.	This plan is intended to be a 'living document' that can respond to new information and/or conditions. When the Foothill Drive Implementation Strategy is complete, this plan will accommodate its recommendations. No change.	0 - No Change	1 - Concur with response	
183		8. More transit hubs (with parking) should be provided. I.e. At exterior of SIC at N, S, E, and W proximity to boundaries.	New transit hubs are recommended in this plan within the City and without reference to parking. Points outside of City limits are not within the purview of this plan. No change.	0 - No Change	1 - Concur with response	
184	40	Consider a program that provides a free pass for life for seniors.	This could be considered as a strategy with fare and pass programs during the implementation phase. No change.	0 - No Change	1 - Concur with response	
185		Reopen the park and ride lot at the North Temple TRAX/FrontRunner station.	This was not a UTA park and ride; people were parking illegally on private property and the owner began to enforce its prohibition of public parking. There is no available land to build public parking in this area, however, the FTN provides stronger connections to this station. No change.	0 - No Change	1 - Concur with response	

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CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER
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	11/21/2016

ACCOUNT NAME
PLANNING DIVISION,

TELEPHONE	ORDER # / INVOICE NUMBER
8015357759	0001122507 /

PUBLICATION SCHEDULE
START 11/19/2016 END 11/19/2016

CUSTOMER REFERENCE NUMBER
PH - 11/30

CAPTION
Notice of Public Hearing On Wednesday, November 30, 2016, the Salt Lake City Planning

SIZE	
81 LINES	2 COLUMN(S)

TIMES	TOTAL COST
2	207.50

Notice of Public Hearing

On Wednesday, November 30, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petitions:

1. **7th Street Cottages Zoning Map Amendment, Subdivision and Planned Development at approximately 868 E. 2700 South and 2716 S. 900 East** - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop five (5) residential lots on two properties located at the above listed address. The existing home on the 2700 South property will be demolished and the home on the 900 East property will remain. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Lex Traughber, (801)535-6184, or lex.traughber@slcgov.com.)
a. **Zoning Map Amendment** – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number PLNPCM2016-00577
b. **Preliminary Subdivision Plat** – A request to subdivide and reconfigure two existing parcels into five new parcels. One parcel will contain an existing home and four new vacant residential parcel will be created. Case Number **PLNSUB2016-00578**
c. **Planned Development** – A request for planned development approval to address the creation of a lot without street frontage and the creation of a development with average lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number **PLNSUB2016-00579**

2. **Cottage Court Development - Zoning Map Amendment, Subdivision and Planned Development at approximately 3101 S 900 East through 3129 S 900 East** - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop sixteen (16) residential lots on four properties located at the above listed address. The existing homes on the properties would be demolished to facilitate this project. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Anthony Riederer, (801)535-7625, or anthony.riederer@slcgov.com.)
a. **Zoning Map Amendment** – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number **PLNPCM2016-00542**
b. **Preliminary Subdivision Plat** – A request to subdivide and reconfigure four existing parcels into sixteen new parcels. Case Number **PLNSUB2016-00541**
c. **Planned Development** – A request for planned development approval to address the creation of a lots without street frontage, for relief from required yards, and for the creation of a development with average lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number **PLNSUB2016-00542**.

The public hearing will begin at 5:30 p.m. in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

1122507 **UPAXLP**

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I ADVERTISEMENT OF **Notice of Public Hearing On Wednesday, November 30, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations** FOR **PLANNING DIVISION,** WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

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DATE 11/21/2016 SIGNATURE A Dartnell

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 21ST DAY OF NOVEMBER IN THE YEAR 2016

BY ANN DARTNELL .

VIRGINIA CRAFT
NOTARY PUBLIC - STATE OF UTAH
My Comm. Exp. 01/12/2018
Commission # 672963

Virginia Craft
NOTARY PUBLIC SIGNATURE

STAFF REPORT

TRANSPORTATION DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Planning Commission

Cc: Kevin Young, Cris Jones, Nora Shepherd, Cheri Coffey

From: Julianne Sabula

Date: November 5, 2016

Re: Transit Master Plan Briefing and Request for Positive Recommendation

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The purpose of this staff report is to present the draft Transit Master Plan to the Planning Commission. This report is in preparation for a briefing on the Plan at Commission's November 9 meeting as part of the adoption process.

REQUEST:

Mayor Jackie Biskupski requests that the Planning Commission review the draft Transit Master Plan, in preparation for adoption.

BACKGROUND & KEY ELEMENTS OF THE PLAN:

The Transit Master Plan is the first plan of its kind for Salt Lake City. The plan evaluates travel patterns and transit needs citywide in order to develop high-level recommendations for transit service, infrastructure, and supportive investments, programs and policies over the next twenty years. It also identifies strategies for implementation, including potential funding sources, key moves for early success and momentum, and a governance model. A key focus of the plan is to respond to and prepare for growth in population and jobs, the desire to improve air quality, changing demographics and transportation preferences, and the impact of transportation choices on health and household budgets.

The Transit Master Plan's primary recommendations include a grid-based network of high frequency transit corridors, development of alternate service models for lower-density residential neighborhoods and employment centers, and safe and convenient access to transit. It also recommends better information and system legibility, fare programs, and supportive land use and parking policies. The Plan's Executive Summary provides a high-level overview of the key recommendations. The full plan, including all appendices, can be found on the project website's Project Documents page.

The plan will be used by several of the City's agencies to provide guidance in implementing service and infrastructure improvements, as well as to strengthen our relationship and clearly communicate priorities with UTA. The new proposed plan will be used in coordination with the recently adopted Pedestrian & Bicycle Master plan, the City's overall Transportation Master Plan, Plan Salt Lake and area master plans throughout the City.

PROCESS:

The Planning Commission was briefed early in the process, and the project team utilized input received there to develop the plan, particularly project goals and stakeholder coordination. Council have been briefed four

times prior during the plan process, with accompanying transmittals and presentations. These have included summaries of public engagement at each step.

The Salt Lake City Transportation Division now presents the draft master plan, along with a summary of the public and staff comments.

Revisions to the master plan based on the public and internal comment summarized below will be incorporated prior to transmitting to City Council for their consideration.

RELATIONSHIP TO OTHER PLANS:

The Transit Master Plan builds on past plans, especially those developed and adopted in recent years, such as Plan Salt Lake, Sustainable Salt Lake, the Downtown Plan, the Westside Master Plan, the 2040 Regional Transportation Plan, and Utah's Unified Transportation Plan 2011-2040.

Some of the transit and transportation demand management focused recommendations of this plan will be furthered in the upcoming Transportation Master Plan Update.

PUBLIC ENGAGEMENT THROUGHOUT THE PLAN:

A summary of the public process can be found on pages 8-9 of the Executive Summary and is described in detail in Appendix B, "Community Outreach".

Throughout the planning process, the public has opportunity to shape the direction of the plan. Public engagement included stakeholder interviews with sixteen organizations, two public open houses, eighteen mobile workshops, and online questionnaire, and a unique online game in which over 1,400 participants developed and communicated their priorities for transit. In total we received about 2,500 comments, survey responses, map mark-ups and "sticky notes".

The plan also received input from an internal Steering Committee including representatives from Engineering, Planning, Economic Development, Sustainability, HAND, CAN leadership and communications team, the RDA, the Mayor's Office – including the Mayor's Accessibility Council – and the City Council Office.

The Transportation Advisory Board, Bicycle Advisory Committee (a standing committee of TAB), and Business Advisory Board have each received briefings to give input throughout the process, and the Transportation Advisory Board will provide a recommendation on the plan at their meeting of November 7, 2016.

Further summary of the public input at each of these stages was included in the four prior transmittals related to this plan, as sent to the City Council in March 2015, July 2015, October 2015, and July 2016.

The draft plan itself was publicized and available for public comment from October 18 through November 7, 2016.

In addition to those who viewed the plan directly through the project's website www.slcrides.org, the topic on Open City Hall received over 394 (as of November 4) unique views.

SUMMARY OF COMMENTS:

Each comment received is being considered independently in a comment resolution matrix. This matrix will show how the City will accept, accept with modifications, or decline each comment. This work is still in progress but will be completed prior to the Planning Commission briefing on January 14, and a tabular format will be available prior to the hearing.

The summary below highlights the significant and common themes from the public comment and internal comments on the draft plan.

- **Several people wrote with simple support for the plan** – citing improved transportation for themselves and their kids. There were some requests that the plan be implemented faster, and/or concern that area not served by the high-frequency network would not be served at all. Several people asked that facilities near their own residences, places of employment, and other specific destinations be prioritized, including those outside of Salt Lake City.

    - Incorporation of comments – We appreciate the support for the plan. The plan suggests phasing that we believe is attainable in terms of overall resources and community support for change. We will clarify in the plan that it does not seek to reduce nor eliminate service, but rather to provide frequent, all-day service where it is most likely to succeed and to support city goals, and to provide new service models and improved access for neighborhoods that are beyond the reach of the frequent network. We encourage those who live in other cities and counties to express their desire for local transit planning to their elected officials, and we are happy to be a resource.

- **Several people expressed a desire for robust transit and transit-supportive infrastructure, including new and improved transit centers, rail connections, dedicated bus lanes, and signal priority**.

    - Incorporation of comments – We have included high-level references to these in the master plan, and will delve into specifics through the corridor and site planning processes.

- **A few people wrote to express general opposition to the plan.**

  Opposition was a minority opinion, and largely fell within two categories: a desire for a far more aggressive plan and general opposition to UTA.

    - Incorporation of comments – we believe the plan is aspirational but attainable given existing and potential new resources. Should new and/or expanded funding sources become available, the plan could be implemented on a more aggressive schedule. The plan is intended to enhance local control over where our investments can best serve our community and to be used to communicate our priorities clearly to UTA.

- **A few people had comments related to private auto travel.** Some prefer investments in signal timing and other improvements for vehicles, while others prefer more explicit policies to discourage auto travel.

    - Incorporation of comments – since this is a modal plan focused on transit, it does not delve specifically into the needs of motorists. However, increased transit ridership slows the growth in traffic and congestion, and signal improvements for transit can also benefit traffic flow for cars, especially those travelling in the peak period and peak direction. The plan does recommend Transportation Demand Management (TDM) strategies, which are explored in more detail in the Parking Study (in progress) and TDM and auto travel will be further explored in the forthcoming Transportation Master Plan Update.

- **Integration of bicycles was a common theme** with several members of the public. The majority applauded the integration of bicycles, however some expressed the need to expand

and improve transit riders' ability to bring their bikes on transit, especially those who use a bicycle at both ends of their daily commute.

  - No change to the plan recommendations. Active transportation is a strong component of the plan, and the plan emphasizes improvements over which the City has full control. That said, UTA has been exploring and implementing improvements to on-vehicle bike accommodations, including the installation of bus racks that hold three bikes instead of two and the testing of a variety of in-vehicle hooks and racks, especially on the rail system. The Plan's recommendations fully support these efforts.

- **Several suggestions were made to integrate the needs of the disabled community**, and comments on specific language that would raise awareness, reinforce the need to make transit better for those who experience the greatest transportation challenges, and shift the culture toward greater inclusivity.

  - Incorporation of comments – we will make numerous additions to the plan to include more explicit consideration of the wide variety of disabilities affecting people's access to transit, including the achievement of true accessibility with alternate service models, specific references to disabilities in Chapter 4 "Access", inclusion of disabled populations in Goal 5 "Provide Access to Opportunity for Vulnerable Populations", and consideration of needs such as the challenges of travel mobility devices, and better audio and visual cues.

  - The plan will also recommend that, outside this master plan process, the City should consider the finer details of accessibility as an integral part of implementation planning.

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, November 9, 2016, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.
Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 118 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326
APPROVAL OF MINUTES FOR OCTOBER 26, 2016
REPORT OF THE CHAIR AND VICE CHAIR
REPORT OF THE DIRECTOR

PUBLIC HEARINGS
Legislative Matters

1. **Trolley Square Ventures Zoning Map Amendment** - A request by Douglas White, representing the property owner, Trolley Square Ventures, LLC, to amend the zoning map for seven properties as follows: 644 E 600 S (Parcel #16-06-481-019) 603 S 600 E (Parcel #16-06-481-001) 652 E 600 S (Parcel #16-05-353-001) 658 E 600 S (Parcel #16-05-353-002) 664 E 600 S (Parcel #16-05-353-003) 628 S 700 E (Parcel #16-05-353-016) 665 E. Ely Place (Parcel #16-05-353-014) The subject parcels are currently zoned RMF-45 (Moderate/High Density Multi-Family Residential District), RMF-30 (Low Density Multi-Family Residential District) and SR-3 (Special Development Pattern Residential District). The applicant is requesting that the properties be rezoned to FB-UN2 (Form Based Urban Neighborhood District) with the intent to redevelop the site in the future as a mixed-use (residential & commercial) development. The properties are located within City Council District 4 represented by Derek Kitchen. (Staff Contact: Lex Traughber, (801)535-6184 or lex.traughber@slcgov.com) Case Number **PLNPCM2016-00031**

2. **Master Plan and Zoning Map Amendment at approximately 350 East 800 South** - A request by Suzette Eaton, the property owner, to amend the Zoning Map and the Central Community Future Land Use Map for one property listed at the above address. The subject parcel is currently zoned RMF-30 (Low Density Multi-Family Residential) Zoning. The applicant is requesting that the property be rezoned to CN (Neighborhood Commercial) to accommodate an existing nonconforming commercial structure. The property is located within City Council District 4, represented by Derek Kitchen. (Staff Contact: Kelsey Lindquist (801)535-7930 or kelsey.lindquist@slcgov.com)
    a. **Master Plan Amendment** - A request to amend the Future Land Use Map of the Central Community Master Plan from Low Density Residential (1-15 dwelling units per acre) to CN (Neighborhood Commercial). Case Number **PLNPCM2016-00660**
    b. **Zoning Map Amendment** - A request to amend the Salt Lake City Zoning Map from RMF-30 (Low Density Multi-Family Residential District) to CN (Neighborhood Commercial District). Case Number **PLNPCM2016-00659.**

3. **Station Area and Depot District Rezone at approximately around the intersection of 300 South and 600 West** - Mayor Jackie Biskupski has initiated a petition to rezone a number of properties in this area to facilitate their redevelopment as part of the Station Center project being

pursued by Salt Lake City's redevelopment agency. The project intends to redevelop the area with a mix of uses including retail, office, and residential. Currently, the land is home to a mix of commercial and light industrial uses and is zoned both D-3 (Downtown Warehouse) and CG (General Commercial). The proposed redevelopment project requires a rezone to GMU (Gateway Mixed Use). The subject properties are within Council District 4, represented by Derek Kitchen. Staff contact: Anthony Riederer at (801)535-7625 or anthony.riederer@slcgov.com) Case Number **PLNPCM2016-00583**

4. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number **PLNPCM2016-00522**

5. **City Wide Draft Transit Master Plan** - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will make a decision on whether or not to adopt the transit master plan at a later date.(Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com /planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, November 9, 2016

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:30:03 PM. Audio recordings of the Planning Commission meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Matt Lyon, Vice Chairperson Carolynn Hoskins; Commissioners Maurine Bachman, Weston Clark, Ivis Garcia, Andres Paredes and Sara Urquhart. Commissioners Emily Drown and Clark Ruttinger were excused.

Planning Staff members present at the meeting were Nick Norris, Planning Manager; Lex Traughber, Senior Planner; Daniel Echeverria, Principal Planner; Anthony Riederer, Principal Planner; Michelle Poland, Administrative Secretary and Paul Nielson, City Attorney.

Field Trip
A field trip was held prior to the work session. Planning Commissioners present were: Ivis Garcia, Carolyn Hoskins, and Sara Urquhart. Staff members in attendance were Lex Traughber and Anthony Riederer.

The following sites were visited:

- **350 East 800 South -** Staff gave an overview of the proposal. The Commission asked if the residential and commercial uses were allowed in the SNB zoning. Staff stated yes.
- **Trolley Square -** Staff gave an overview of the proposal. The Commission asked why the corner lot was not being rezoned. Staff stated because it was not contiguous to other Trolley property. The Commission asked questions regarding the setbacks and public comments on the proposal.
- **300 South and 600 West-** Staff gave an overview of the proposal. The Commission asked who owned the property and who would develop it. Staff stated the RDA and other developers.

APPROVAL OF THE October 26, 2016, MEETING MINUTES. 5:30:38 PM
MOTION 5:30:43 PM
Commissioner Urquhart moved to approve the October 26, 2016, meeting minutes. Commissioner Hoskins seconded the motion. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR 5:30:59 PM
Chairperson Lyon stated he had nothing to report.

Vice Chairperson Hoskins stated he had nothing to report.

REPORT OF THE DIRECTOR 5:31:06 PM
Mr. Nick Norris, Planning Manager, reminded the Commission that the next meeting was scheduled for November 30 due to the holiday.

5:31:27 PM
Trolley Square Ventures Zoning Map Amendment - A request by Douglas White, representing the property owner, Trolley Square Ventures, LLC, to amend the zoning map for seven properties as follows: 644 E 600 S (Parcel #16-06-481-019) 603 S 600 E (Parcel #16-06-481-001) 652 E 600 S (Parcel #16-05-353-001) 658 E 600 S (Parcel #16-05-353-002) 664 E 600 S (Parcel #16-05-353-003) 628 S 700 E (Parcel #16-05-353-016) 665 E. Ely Place (Parcel #16-05-353-014) The subject parcels are currently zoned RMF-45 (Moderate/High Density Multi-Family Residential District), RMF-30 (Low Density Multi-Family Residential District) and SR-3 (Special Development Pattern Residential District). The applicant is requesting that the properties be rezoned to FB-UN2 (Form Based Urban Neighborhood District) with the intent to redevelop the site in the future as a mixed-use (residential & commercial) development. The properties are located within City Council District 4 represented by Derek Kitchen. (Staff Contact: Lex Traughber, (801)535-6184 or lex.traughber@slcgov.com) Case Number PLNPCM2016-00031

Mr. Lex Traughber, Senior Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- The request from the Applicant for the zoning map change.
- If another zone would address the height and setback issues.
- The standards of review by the Historic Landmark Commission regarding compatibility.
- If there was a way for the Historic Landmark Commission's approval prior to the Planning Commission making a decision on the project.

Mr. Douglas White, Mr. Scott Howell, Mr. Alan Roberts, reviewed the proposal and why the zoning met the needs of the developer. They reviewed the issues with noticing, timing and the owner's attendance at all of the meetings for the proposal. They discussed the history of the site, the importance of moving the proposal forward and the time frame of the proposal.

PUBLIC HEARING 6:08:32 PM
Chairperson Lyon opened the Public Hearing.

Mr. Michael Iverson, Central City Community Council, thanked the City for restarting the review process. He stated a formal vote was not taken at the Community Council meeting and read comments that supported the proposal but questioned the zoning. Mr. Iverson stated generally the community would like to see the parking lot developed.

The following individuals spoke to the petition: Ms. Cindy Cromer, Mr. Jack Davis, Ms. Judy Short, Ms. Grace Sperry, Ms. Kira Wallace, Mr. Tray Wright and Mr. Steve Farr.

The following comments were made:

- A great amount had happened since the first proposal was approved.
- The FBUN zoning had been amended and was awaiting a rehearing.
- The FBUN 2 existed because it was companion zoned to FBUN1 zoning.
- All of the setbacks and step backs in the proposal are in the FBUN 1 and if the FBUN1 was not used in a comprehensive rezone the setbacks and step backs did not exist as they were not listed in the FBUN 2.
- The proposal was the only case in the city where form based zoning did not include setbacks and step backs.
- Cannot recommend an amended zone that did not exist yet.
- Encouraged that surface lots are being redeveloped for particularly mixed use development.
- The proposed zone (FBUN 2) as currently written, has specific issues with setbacks and step backs when used in infill applications.
- The proposal was the first time FBUN 2 zoning was proposed where adjacent parcels are not zoned according to other form based standards, FBUN 1.
- Proposal defeated the purpose of the form base zoning of supporting development of appropriately scaled buildings that respect neighborhood character but also allow for increased density.
- The proposal was against many prescription in the Historic Preservation Plan that stipulates the base zoning should be supportive of preservation considerations.
- Should table the proposal to the next meeting to allow the base zoning to be reviewed at the same time as the subject proposal.
- Proposal was not furthering the Master Plan.
- Master Plan called for livable communities and neighborhoods with vital and sustainable commerce but did not say to further intense development at the expense of neighborhoods.
- The Master Plan called for further preservation of existing housing stock and appropriate transition and multifamily housing with mixed land uses in designated areas to support sustainable development.
- The pictures of the dilapidated houses were a result of the City not enforcing proper zoning on a boarded house.
- Boarded houses have to maintain not just sit there.
- Nowhere in the city was form based code allowed without a buffer except for in this particular instance which was not a good solution.

- Concerned over the assumption that the development would include affordable housing in the project.
- If the rezone were approved it left the Historic Landmark Commission with the awkward job of trying to approve something that was compatible with historic designation but in the wrong zone.
- Should approve the FBUN zoning with its buffers before the proposal was approved then forward both proposal as a package to the City Council.
- If the proposal could not be tabled it should be forwarded to the City Council and request that they wait to approve it until they receive the FBUN zoning amendment and consider them both together.
- Homes had been left to deteriorate.
- Agreed the historic nature of the area needed to be protected but the homes were an eyesore.
- Against a hotel or any other development that was more than three stories in height.
- New building should not be a cookie cutter structure like what was being currently constructed in the city.
- Concerned about having mixed use developments change the character of the neighborhood.
- Unsure of how affordable housing would affect the area with bringing in undesirable individuals in to the area.
- Business owners in Trolley Square and the updates to the area have been positive.
- The improvements are wonderful but only on three sides of the center.
- The updates were needed to help the businesses survive, help draw people in, revitalize the center and the area.
- It was greatly important to keep the uniqueness of Trolley Square and the surrounding area.
- Excited to see the redevelopment of the area and bring people back to the neighborhood.
- Support the development of the property.

The Applicants stated the historic houses were not the issue at hand and were under the Historic Landmark Commission purview. They discussed the historic buildings in the area and those that had been removed over the years. The Applicants stated the houses were not significantly contributing structures, explained two would be moved to Ely Place and restored. They addressed the issue of not having the amended zoning regulations in place and stated sometimes the project preempted the governing documents. They stated they were asking the Commission to make the first step and let the other steps catch up in the review process as the petition moved forward. The Applicants stated the zoning allowed for height greater than three stories and there was a precedent for taller buildings in the area. They stated the only way the proposal would be feasible would be to have it taller than three stories. They reviewed the decision regarding the zoning and

why it was chosen for the proposal. The Applicants stated they had anticipated the setback and step back regulations of the future zoning.

The Commission and Applicant discussed the following:

- The current height of Trolley Square and Trolley Corners.
- Why the form base code was chosen versus different zoning.
    - Other zoning did not allow for a hotel to be constructed.
    - Current zoning did not allow commercial uses.
- The size of the proposed development for the property.
- The review and feedback from the Historic Landmark Commission.
- The possible design for the structures.
- The affordable housing features of the proposal.

The Commission and Staff discussed the following:

- The review process for form based zoning.
- How the proposal fit with the character of the neighborhood under the new zoning.
- The difference between the FBUN1 and FBUN2 zones.
- Who made the determination on regulating impacts and what zoning was appropriate for different areas of the city.
- Who reviewed whether or not standards were met.
- The Planning Commission's and Historic Landmark Commission's role in the review process.
- How compatibility was determined in a form based zone.
- If the proposal had to meet the proposed amended standards of the ordinance.
- The Historic Landmark Commission had the authority to modify any of the standards of the base zoning district due to the fact the property was in an overlay district.
- The uses allowed under the different zoning.
- If it was the original intention to require FBUN 1 and FBUN 2 together.
- If the Planning Commission could add additional criteria to zoning or if the zoning carried the regulations.
- What a Certificate of Appropriateness was and what it regulated.
- The next steps for the proposal.
- The upcoming proposed zoning changes.

MOTION 7:04:24 PM

Commissioner Bachman stated regarding Petition PLNPCM2016-00031 – Trolley Square Ventures Zoning Map Amendment, based on the analysis and findings listed in the Staff Report dated March 9, 2016, and all the testimony from the public and plans presented, I move that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map amendment to FB-UN2 (Form Based Urban Neighborhood District) for the following parcels:
644 E 600 S (Parcel #16-06-481-019), 652 E 600 S (Parcel #16-05-353-001), 658 E 600 S (Parcel #16-05-353-002), 664 E 600 S (Parcel #16-05-353-003), 628 S 700 E

(Parcel #16-05-353-016), 665 E. Ely Place (Parcel #16-05-353-014), With the exception of the property located at 603 S 600 E (Parcel #16-06-481-001) which shall remain zoned as RMF-30 (Low Density Multi-Family Residential District). Commissioner Urquhart seconded the motion. Commissioners Garcia, Bachman, Hoskins and Urquhart voted "aye". Commissioner Paredes abstained from voting and Commissioner Clark voted "nay". The motion passed 4-1.

7:08:47 PM

Master Plan and Zoning Map Amendment at approximately 350 East 800 South - A request by Suzette Eaton, the property owner, to amend the Zoning Map and the Central Community Future Land Use Map for one property listed at the above address. The subject parcel is currently zoned RMF-30 (Low Density Multi-Family Residential) Zoning. The applicant is requesting that the property be rezoned to CN (Neighborhood Commercial) to accommodate an existing nonconforming commercial structure. The property is located within City Council District 4, represented by Derek Kitchen. (Staff Contact: Kelsey Lindquist (801)535-7930 or kelsey.lindquist@slcgov.com)

a. **Master Plan Amendment - A request to amend the Future Land Use Map of the Central Community Master Plan from Low Density Residential (1-15 dwelling units per acre) to CN (Neighborhood Commercial). Case Number PLNPCM2016-00660**
b. **Zoning Map Amendment - A request to amend the Salt Lake City Zoning Map from RMF-30 (Low Density Multi-Family Residential District) to CN (Neighborhood Commercial District). Case Number PLNPCM2016-00659.**

Mr. Anthony Riederer, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

Ms. Suzette Eaton and Mr. Josh Eaton, property owners, reviewed the historic and proposed use of the property. They stated the neighborhood was in support of the proposal and was excited to move forward with updates.

PUBLIC HEARING 7:17:51 PM

Chairperson Lyon opened the Public Hearing.

The following individuals spoke to the petition: Ms. Cindy Cromer

The following comments were made:

- Transformation of the property was great.
- Tenants would need more space than allotted for the commercial use.
- The housing mitigation ordinance was triggered when the property was rezoned not when the use changed.

- The property lost its status because of the recession but the use was still viable and should not be a factor for this process.

Chairperson Lyon closed the Public Hearing.

The Commission, Applicant and Staff discussed the following:

- If there was another way to reinstate the use without changing the zoning.

MOTION 7:21:27 PM

Commissioner Clark stated regarding Petition PLNPCM2016-00569 and PLNPCM2016-00660: Master Plan Amendment and Zoning Map Amendment for one parcel located at 350 E. 800 S., based on the findings and analysis in the Staff Report, testimony and discussion at the public hearing, he moved that the Planning Commission transmit a positive recommendation to the City Council for the proposed master plan and zoning amendments. Commissioner Garcia seconded the motion. The motion passed unanimously.

7:22:23 PM

Station Area and Depot District Rezone at approximately around the intersection of 300 South and 600 West - Mayor Jackie Biskupski has initiated a petition to rezone a number of properties in this area to facilitate their redevelopment as part of the Station Center project being pursued by Salt Lake City's redevelopment agency. The project intends to redevelop the area with a mix of uses including retail, office, and residential. Currently, the land is home to a mix of commercial and light industrial uses and is zoned both D-3 (Downtown Warehouse) and CG (General Commercial). The proposed redevelopment project requires a rezone to GMU (Gateway Mixed Use). The subject properties are within Council District 4, represented by Derek Kitchen. Staff contact: Anthony Riederer at (801)535-7625 or anthony.riederer@slcgov.com) Case Number PLNPCM2016-00583

Mr. Anthony Riederer, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

PUBLIC HEARING 7:27:54 PM

Chairperson Lyon opened the Public Hearing, seeing no one wished to speak; Chairperson Lyon closed the Public Hearing.

The Commission and Staff discussed the following:

- If the historic structures would be affected by the zone changes.
- If the proposal was part of the Salt Lake City Master Plan.
- The reason why the rezoning was being requested.

MOTION 7:31:01 PM
Commissioner Paredes stated regarding Petition PLNPCM2016-00583: Station Center Area Zoning Map Amendment, based on the findings and analysis in the Staff Report, testimony, and discussion at the public hearing, he moved that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map amendment. Commissioner Urquhart seconded the motion. The motion passed unanimously.

7:31:45 PM
TSA Zoning District Text Changes - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number PLNPCM2016-00522

Mr. Daniel Echeverria, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- Why some of the items were given a score rather than just made a requirement.
- If developers were involved in drafting the ordinance.
- The increase in the point system and when developments would or would not come to the Commission.
- If the proposal would generate more applications that required Planning Commission review.
- The approval process for proposals brought to the Planning Commission.
- How the new language addressed building footprints, massing and scale.
- The definition of an active use.
- Making midblock walkways a requirement not an incentive.
- Future master plan changes to address midblock walkways.
- Affordable housing index and incorporating it into the transit areas.

PUBLIC HEARING 7:55:51 PM
Chairperson Lyon opened the Public Hearing.

The following individuals spoke to the petition: Ms. Cindy Cromer, Mr. Bryce Garner, Mr. Jade Sarver and Ms. Ana Valdemoros, Mr. Mathew Dfohl, Mr. Sean Neves and Mr. Tim Funk.

The following comments were made:

- Developers go to lengths to not come in front of the Commission for review.
- Need to help change up the design to benefit the City.
- Need to encourage midblock walkways and make them a priority.
- Variation in height was a concern and not creating a walled in effect.
- Need more points for preservation which added diverse height and character to buildings.
- Add recommendation for City Council to review the changes in three to four years for effectiveness.
- Giving negative points for over percentages of affordable units.
- Too many points are given for affordable housing.
- The issues with centralizing affordable housing in one area and the current percentage of affordable housing in the Fairpark area.
- Recommend moving forward with the design standards and continuing to study the affordable housing issues along North Temple and 400 South.
- In support of the proposal.
- Need to ensure quality structures are being proposed and constructed.
- One of the purposes was to incentivize more commercial and major businesses to come into the area but that was not happening.
- Table the affordable housing portion of the proposal to further study the issues of placement and saturation.
- Public process has been open and inclusive.
- Construction along 400 South was very common and uniform.
- Many of the affordable housing components have been removed from 400 South.
- Leaving sections out would hinder the overall use of the ordinance.
- Affordable housing was a must regardless of where it was located in the city.

Chairperson Lyon read the following cards:

- Mr. Jack Davis – I am supportive of these proposed text amendments.

- Mr. Michael Iverson – It's rare of people to speak up when they are happy about something, but these changes to the TSA zone are proving to be very popular. Particularly happy about noticing requirements, building material and decreased distance between entrances. Very encouraging to see the noticing requirements too. Please forward a positive recommendation. Special thanks to Daniel in Planning for present at CCNC when he had no statutory obligation to do so.

Chairperson Lyon closed the Public hearing.
The Commission and Staff discussed the following:

- How to incentivize affordable housing and design standards in the point system.
- If it was possible to require a certain amount of affordable housing in developments located in different areas of the city.
- Need to balance out the affordable aspects with other incentives in the proposal.
- The purpose was to further incentivize affordable housing in the district as requested by the City Council.
- The legality of limiting affordable housing and having the City attorney draft a memo regarding this issue.
- The definition of affordable housing.
- How to balance higher quality buildings while accommodating affordable housing.
- The clustering of low income housing units and how to spread them throughout the city.
- If there was a process of review for the ordinance to ensure it was working as intended.
- How to vary building height and how it was regulated under the proposal.
- How to ensure the ground floor uses were active.
- How to make developers obtain points from different components of the point system not just through affordable housing.

MOTION 8:41:05 PM
Commissioner Clark stated regarding Petition PLNPCM2016-00522, TSA Zoning District Improvements, based on the findings and analysis in the Staff Report and testimony provided, he moved that the Planning Commission forward a positive recommendation to adopt the proposed zoning ordinance text amendments related to the Transit Station Area zoning district with a recommendation for the City Council to look at a way to possibly include a base requirement for affordable housing units in all projects in this zone also a legal memo concerning the legality and constitutionality of this issue and if not that take into consideration policy that would affect the balance between affordable housing on North Temple and 400 South. Commissioner Bachman seconded the motion. The motion passed unanimously.

8:43:30 PM
City Wide Draft Transit Master Plan - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will

make a decision on whether or not to adopt the transit master plan at a later date. (Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

Ms. Juliane Sabula, Transportation, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- The improvements to transit stops on 200 West.
- The overall investment to ridership increase and if improving infrastructure at transit stops was a cost effective approach.
- The public outreach for the proposal.
- Discussion between Planning and Transportation regarding increasing density in higher use areas.
- The city plans that coordinate transportation and housing density.
- Rider fees and if they had been addressed for lower income riders.
- Rider programs for low income riders, Salt Lake City residents, University of Utah students and distance based fares.
- The percentage of University of Utah students that use alternate modes of transportation.

PUBLIC HEARING 9:17:57 PM
Chairperson Lyon opened the Public Hearing, seeing no one wished to speak; Chairperson Lyon closed the Public Hearing.

The Commission and Staff discussed the following:

- The timeline for the proposal.
- Whether to table the petition and if the Public Hearing should remain open.

MOTION 9:23:06 PM
Commissioner Urquhart stated regarding City Wide Draft Transit Master Plan, she moved that the Planning Commission continue the petition and Public Hearing to November 30, to allow for further review of the Staff Report. Commissioner Bachman seconded the motion. The motion passed unanimously.

The meeting adjourned at 9:24:12 PM**.**

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, November 30, 2016, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.
Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 118 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326
APPROVAL OF MINUTES FOR NOVEMBER 9, 2016
REPORT OF THE CHAIR AND VICE CHAIR
REPORT OF THE DIRECTOR

PUBLIC HEARINGS
Unfinished Business

1. **City Wide Draft Transit Master Plan** - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will make a decision on whether or not to adopt the transit master plan at a later date.(Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

Legislative Matters

2. **27th Street Cottages Zoning Map Amendment, Subdivision and Planned Development at approximately 868 E. 2700 South and 2716 S. 900 East** - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop five (5) residential lots on two properties located at the above listed address. The existing home on the 2700 South property will be demolished and the home on the 900 East property will remain. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Lex Traughber, (801)535-6184, or lex.traughber@slcgov.com.)
    a. **Zoning Map Amendment** – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number **PLNPCM2016-00577**
    b. **Preliminary Subdivision Plat** – A request to subdivide and reconfigure two existing parcels into five new parcels. One parcel will contain an existing home and four new vacant residential parcel will be created. Case Number **PLNSUB2016-00578**
    c. **Planned Development** – A request for planned development approval to address the creation of a lot without street frontage and the creation of a development with average

lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number **PLNSUB2016-00579**

3. **Cottage Court Development - Zoning Map Amendment, Subdivision and Planned Development at approximately 3101 S 900 East through 3129 S 900 East** - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop sixteen (16) residential lots on four properties located at the above listed address. The existing homes on the properties would be demolished to facilitate this project. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Anthony Riederer, (801)535-7625, or anthony.riederer@slcgov.com.)
    a. **Zoning Map Amendment** – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number **PLNPCM2016-00542**
    b. **Preliminary Subdivision Plat** – A request to subdivide and reconfigure four existing parcels into sixteen new parcels. Case Number **PLNSUB2016-00541**
    c. **Planned Development** – A request for planned development approval to address the creation of a lots without street frontage, for relief from required yards, and for the creation of a development with average lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number **PLNSUB2016-00542**.

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com /planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, November 30, 2016

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:30:00 PM. Audio recordings of the Planning Commission meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Matt Lyon, Vice Chairperson Carolynn Hoskins; Commissioners Maurine Bachman, Weston Clark, Emily Drown, Ivis Garcia, Andres Paredes and Sara Urquhart. Commissioner Clark Ruttinger was excused.

Planning Staff members present at the meeting were Nick Norris, Planning Manager; Lex Traughber, Senior Planner; Anthony Riederer, Principal Planner; Michelle Poland, Administrative Secretary and Paul Nielson, City Attorney.

Field Trip
A field trip was held prior to the work session. Planning Commissioners present were: Maurine Bachman, Weston Clark, Ivis Garcia, Carolyn Hoskins, and Sara Urquhart. Staff members in attendance were Nick Norris, Lex Traughber and Anthony Riederer.

The following sites were visited:

- **868 E. 2700 South and 2716 S. 900 East -** Staff gave an overview of the proposal. The following questions were asked:
  - **Q -** Location of the access.
    - **A -** There is an easement from 2700 South for three homes and one from the cul-de-sac.
- **3101 S 900 East through 3129 S 900 East -** Staff gave an overview of the proposal. The following questions were asked:
  - **Q** – Could the Planning Commission request a change from a long lot to smaller lots?
    - **A** –There were a variety of lot sizes in the area.
  - **Q** – Was the character standard referring to the existing home and did the homes provide that?
    - **A** – Yes the models provided were examples but they have to meet the zoning requirements and the neighborhood was eclectic.
  - **Q** – Were the homes all the same?
    - **A** – The developer could answer that question but the Commission could consider conditions to address the issue.

APPROVAL OF THE November 9, 2016, MEETING MINUTES. 5:30:17 PM
MOTION 5:30:19 PM

Commissioner Bachman moved to approve the November 9, 2016, meeting minutes. Commissioner Paredes seconded the motion. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR 5:31:35 PM
Chairperson Lyon stated he had nothing to report.

Vice Chairperson Hoskins stated he had nothing to report.

REPORT OF THE DIRECTOR 5:31:42 PM
Mr. Nick Norris, Planning Manager, reminded the Commission of the training meeting on December 1, and the next Planning Commission meeting would be held on December 14.

5:32:06 PM
City Wide Draft Transit Master Plan - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will make a decision on whether or not to adopt the transit master plan at a later date. (Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

Ms. Juliane Sabula, Transportation, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:
- The Comments received from the public since the last meeting.

PUBLIC HEARING
Chairperson Lyon opened the Public Hearing.

The following individuals spoke to the petition: Mr. George Chapman, Ms. Judy Short, and Mr. Don Butterfield.

The following comments were made:
- The plan needed more work and public input.
- All public comments should be included in the plan.
- The airport Trax reconfiguration should be included in the plan.

- There were too many items not addressed and that needed to be reviewed prior to the plans approval.
- Priorities needed to be outlined in the Master Plan.
- Bus service was cheaper than rail service and more of an immediate need.
- Infrastructure needed to be updated and included in the plan.
- Simplification and back to basics was a must then the plan could move forward.
- Work to get the public on the buses now.
- Implement the transit grid now and the other plans later.
- Education on how to use the bus system would benefit the public.
- Foothill plan should be included in the subject plan.
- Transport hubs with park-n-rides needed to be part of the plan.
- Needed to be more specific and give a timeline for implementation.
- Plan should be tabled for further review.
- Simple and elegant solutions were neglected.
- Need to address the growth in population now and not later.
- Services needed to be reliable.

Chairperson Lyon closed the Public Hearing.

The Commission and Applicant discussed the following:

- The comments from Open City Hall and if those were included in the plan.
- The role of a Master Plan and how budgets are affected by a Master Plan.
- How bus service, security, safety and infrastructure were addressed in the plan.
- The access to the "HIVE" pass and education regarding the pass.
- The rapid bus transit to Davis County.
- How the Airport plan would affect the Transit Master Plan.
- The public outreach for the proposal.

The Commission discussed the following:

- Important for the public to continue submitting comments.
- Encouraged continued engagement outside of the normal structures.

MOTION 6:00:34 PM
Commissioner Bachman stated regarding Transit Master Plan, based on the analysis and findings listed in the Staff Report dated November 5, 2016,the testimony from the public and plans presented, she move that the Planning Commission transmit a positive recommendation to the City Council for the proposal. Commissioner Clark seconded the motion. The motion passed unanimously.

6:01:29 PM
27th Street Cottages Zoning Map Amendment, Subdivision and Planned Development at approximately 868 E. 2700 South and 2716 S. 900 East - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop five (5) residential lots on two properties located at the above listed

address. The existing home on the 2700 South property will be demolished and the home on the 900 East property will remain. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Lex Traughber, (801)535-6184, or lex.traughber@slcgov.com.)

a. **Zoning Map Amendment – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number PLNPCM2016-00577**
b. **Preliminary Subdivision Plat – A request to subdivide and reconfigure two existing parcels into five new parcels. One parcel will contain an existing home and four new vacant residential parcel will be created. Case Number PLNSUB2016-00578**
c. **Planned Development – A request for planned development approval to address the creation of a lot without street frontage and the creation of a development with average lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number PLNSUB2016-00579**

Mr. Lex Traughber, Senior Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff recommends that the Planning Commission approve the Subdivision and Planned Development requests as proposed at approximately 868 E. 2700 South and 2716 S. 900 East, forward a positive recommendation to the City Council regarding the Zoning Map Amendment request as proposed and that if the City Council did not approve the Zoning Map Amendment request, any approval by the Planning Commission of the Planned Development and Subdivision requests became null and void.

The Commission and Staff discussed the following:

- If a Master Plan amendment was necessary for the plan.
- The orientation of each property.
- The access to the properties.
- The location of the front yards and if the setbacks were met.
- The square footage of each lot.

Mr. Adam Nash, Growth Aid LLC, reviewed the proposal and square footage for the lots. He reviewed the alley access, parking and layout of the development. Mr. Nash stated there would be a walkway through the development to the school and the design of the homes.

PUBLIC HEARING 6:17:40 PM
Chairperson Lyon opened the Public Hearing.

Ms. Judy Short, Sugar House Community Council, stated the Community Council approved the proposal and it was a unique way to add single family housing to Sugar House. She stated they liked the sidewalk connection that would be added with the

proposal and the removal of the blighted homes in the area. Ms. Short reviewed the public outreach for the proposal and stated there was not a lot of objection to the project.

The following individuals spoke to the petition: Mr. Mike Jamesoul, Ms. Linda Thomas, Mr. Gary Wilkinson, Mr. Kent Frandsen, Mr. John Blankevoort and Mr. George Chapman.

The following comments were made and questions asked:

- Would the proposal set a precedent for the area?
- Would the development affect the property values of the neighborhood?
- The access to the development off of Sierra Circle.
- The parking for the proposal needed to be clarified.
- Four lots would be better than five.
- Should not allow properties to be landlocked.
- What was the timeline for the proposal and cleanup of the property?
- Supported the sidewalk through the property.
- Concerned over the increase traffic to the area.
- Did not like the sidewalk to Sierra Circle as it would promote bad behavior in the area.
- Roads in the area needed to be fixed before additional traffic was added.
- Was the alley dedicated, who owned it and who was responsible to maintain it?
- The city boundaries on the property.
- What was the mitigation plan to curb the loitering and crime in the area?
- What was the proposed zoning for the area?
- Supported the proposal as it would remove a vacant home.
- Would benefit the kids in the area to have the walkway through the block.
- The proposal was doubling the density but was minimal for what was allowed in the area.
- It was the quickest way to get rid of the blighted home.

Chairperson Lyon closed the Public Hearing.

Mr. Nash reviewed the frontage, parking, benefits of and timeline for the proposal.

The Commission, Staff and Applicant discussed the following:

- The maintenance and ownership of the alley way.
- If an HOA would be part of the development.
- The timeline for the proposal.
- How the walkway would be laid out along the property.
- How the lot sizes and zoning compared to others properties in the area.
- How the proposal impacted the neighboring lots and affected property values.
- The cost of the proposed homes.
- The access from the street to Sierra Circle.
- Why the lot sizes changed in the area over the years.

- If a condition of approval requiring a study to determine if access to the property was achievable.
- The proposed density was less than the surrounding zoning allowed resulting in a benefit to the area.

The Commission discussed the following:

- There were concerns but the developer was willing to address the concerns for the benefit of the community.
- The conditions and language of the motion.

MOTION 6:54:30 PM
Commissioner Clark stated regarding Petition 27th Street Cottages – Petition PLNPCM2016-00577 – Zoning Map Amendment, Petition PLNSUB2016-00578 – Subdivision, Petition PLNSUB2016-00579 – Planned Development, based on the analysis and findings listed in the Staff Report, testimony and the proposal presented, he moved that the Planning Commission approve the Subdivision and Planned Development requests as proposed, and forward a positive recommendation to the City Council regarding the Zoning Map Amendment request to rezone the property from R-1/7,000 to R-1/5,000. If the City Council does not approve the Zoning Map Amendment request, any approval by the Planning Commission of the Planned Development and Subdivision requests becomes null and void. The Planning Commission finds that the proposed project complies with the review standards as demonstrated in Attachments E, F and G of the Staff Report and the approval of the Planned Development and Subdivision request is subject to the conditions listed in the Staff Report and in addition the confirmation of access to Sierra Park Circle and that the Commission was approving the petition as a Planned Development and all other zoning requirements still apply that are not modified by the Planned Development. Commissioner Urquhart seconded the motion. The motion passed unanimously.

6:56:08 PM
Cottage Court Development - Zoning Map Amendment, Subdivision and Planned Development at approximately 3101 S 900 East through 3129 S 900 East - Adam Nash, representing Growth Aid LLC, is requesting approval from the City to develop sixteen (16) residential lots on four properties located at the above listed address. The existing homes on the properties would be demolished to facilitate this project. The project requires a zoning map amendment, a subdivision, and planned development approval. The two properties are currently zoned R-1/7,000 (Single Family Residential District), and are located in City Council District 7, represented by Lisa Adams. (Staff contact: Anthony Riederer, (801)535-7625, or anthony.riederer@slcgov.com.)

a. **Zoning Map Amendment – A request to amend the zoning map for the subject properties from R-1/7,000 (Single Family Residential) to R-1/5,000 (Single Family Residential). Case Number PLNPCM2016-00542**
b. **Preliminary Subdivision Plat – A request to subdivide and reconfigure four existing parcels into sixteen new parcels. Case Number PLNSUB2016-00541**

c. **Planned Development – A request for planned development approval to address the creation of a lots without street frontage, for relief from required yards, and for the creation of a development with average lot sizes to meet or exceed the 5,000 square foot minimum in the R-1/5,000 Zone. Case Number PLNSUB2016-00542.**

Mr. Anthony Riederer, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending that the Planning Commission approve the Subdivision and Planned Development requests as proposed at approximately 3075-3129 South 900 East, forward a positive recommendation to the City Council regarding the Zoning Map Amendment request as proposed and that the Subdivision and Planned Development are conditioned upon approval of the new zoning. Hence, should the City Council not approve the Zoning Map Amendment request, any approval by the Planning Commission of the Planned Development and Subdivision requests become null and void.

The Commission and Staff discussed the following:

- The size of the surrounding lots.
- The setbacks for the proposal.
- The zoning request and how it differed from the surrounding area.
- Why the reductions in setbacks were being requested if the lots were smaller.
- The width of the street and why city garbage services would not be available on the street.
- Why an HOA was not necessary for the maintenance of the street.
- Emergency services access.

Mr. Adam Nash, Growth Aid LLC, reviewed the proposal, access to the property, and the maintenance agreement that would be recorded with the properties. He reviewed the surrounding uses and lot sizes, how the development would benefit the area, why the setback reductions were requested and asked the Commission for approval of the proposal.

PUBLIC HEARING 7:17:47 PM
Chairperson Lyon opened the Public Hearing.

Ms. Judy Short, Sugar House Community Council, reviewed the other projects given similar approvals. She stated the proposal was ideal and more lots in the area should go through the same process. Ms. Short stated the development was a benefit and kept with the trends of the city. She stated the only negative was that the garbage service would create issues with parking.

The following individuals spoke to the petition: Mr. George Chapman and Mr. Clark McIntosh.

The following comments were made:

- Increase in density would be double what existed.
- Would cause issues with emergency access to the properties.
- Table the issue to allow further review on setbacks.
- The homes were not affordable housing as stated.
- Mature trees were not being saved as required by the ordinance.
- The west setback was not an issue but the backyard setback should mirror what was required by other homes in the area.
- Water lines should be increase to allow for better fire suppression systems.
- Area was an eyesore and proposal would clean it up.
- Encouraged developer to buy other properties in the area.

Chairperson Lyon closed the Public Hearing.

Mr. Nash stated the homes were affordable per HUD's definition. He reviewed the emergency services access, garages and parking, the request for setback reduction and why the proposal would benefit the area.

The Commission, Staff and Applicant discussed the following:

- The definition of affordable housing and how the proposal fit the definition.
- The homes that were proposed to be demolished.
- The trees that would be saved or removed from the property.
- If the homes would be similar or vary in design.
- The other departments that reviewed the proposal and the comments from those departments.
- The conditions of approval that should be part of the motion.
- The standards for protecting existing trees and if conditions could be added to the motion.
- The approval process for the petition.
- Public comments from residences on Lincoln Street.
- How the proposal would affect the privacy of neighboring properties.

The Commission discussed the following:

- The reduction in setbacks and the effect to the area.
- The allowable building height for the area and the Commissions purview over the height.
- The response from the neighborhood regarding the proposal.
- If the applicant would be willing to change the setbacks for the proposal.
- How to change the design and allow for the requested setbacks.
- The Commission's purview over the design of the homes.
- If the homes would be visible from the street and if the repeated design would be noticed.
- The size and scale of the homes along 900 East were a concern.

MOTION 8:11:10 PM
Commissioner Clark stated regarding Petition Cottage Court Development –

Petition PLNPCM2016-00542 – Zoning Map Amendment, Petition PLNSUB2016-00541 – Subdivision, Petition PLNSUB2016-00540 – Planned Development, based on the analysis and findings listed in the Staff Report, testimony and the proposal presented, he moved that the Planning Commission approve the Subdivision and Planned Development requests as proposed, and forward a positive recommendation on to the City Council regarding the Zoning Map Amendment request to rezone the property from R-1/7,000 to R-1/5,000. If the City Council does not approve the Zoning Map Amendment request, any approval by the Planning Commission of the Planned Development and Subdivision requests becomes null and void. The Planning Commission finds that the proposed project complies with the review standards as demonstrated in Attachments E, F and G of the Staff Report the Planned Development and Subdivision request is subject to the conditions listed in the Staff Report and in addition, on the eastern four lots the eastern setback will be ten feet, in exchange the garage door would be allow to be no more than 18 feet wide on the four eastern specified properties, any specimen tree that was in a required yard area must be preserved, a note put on the subdivision plat that these were private streets and responsibility of maintenance fell to the property owner. Commissioner Urquhart seconded the motion. The motion passed unanimously.

The meeting adjourned at 8:16:28 PM

SALT LAKE CITY CORPORATION
SALT LAKE CITY COUNCIL
NOTICE OF HEARING

NOTICE IS HEREBY GIVEN THAT ON Tuesday, _____, 2017 at 7:00 p.m. a public hearing will be held in Room 315, Council Chambers, City and County Building, 451 South State Street, Salt Lake City, Utah, before the Salt Lake City Council to accept public comment and consider adopting an ordinance adopting the Salt Lake City Transit Master Plan. A proposed ordinance is before the Council that would adopt the Transit Master Plan, which establishes goals and recommendations for public transportation investments and policies City-wide over the next twenty years. The City and County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711. (T 13-5)

Publish: _____, 2017 (Deseret News only)
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Sent to NAC: _____, 2017