

## ***Sugar House Transit Corridor Alternatives Analysis Open House Summary***

### **I. Event Summary**

UTA hosted an open house on Monday, April 2<sup>nd</sup>, 2007, for the Sugar House Transit Corridor Alternatives Analysis. The open house was held at the Columbus Center in South Salt Lake City, from 5 – 8 p.m. The purpose of the open house was to introduce the project to the public, and gain input on several topics. Advertising for the event utilized several strategies:

- Direct mailers to over 1,500 residents along the UTA right-of-way
- Media advisory
- Postings on city websites
- Announcements at Salt Lake City community council meetings
- Blurbs in city newsletters regarding the open house and the project

Several different stations around the open house presented information to participants, on a variety of topics:

- Study Background – reasons for completing an Alternatives Analysis, steps in the process, general schedule
- Existing Conditions – activity centers, traffic volumes, transit ridership, bicycle and pedestrian networks, land use, travel demand
- Transit Alternatives – the “universe” of alternatives, and the “long list” of alternatives



In addition, participants could provide input on several different matters. They used color-coded stickers on a map to indicate their trip origins and destinations throughout the valley; they indicated their opinions (from “strongly agree” to “strongly disagree”) on the key project criteria identified at the outset of the project by Salt Lake City and South Salt Lake; and they provided general comments on cards that they submitted to the consultant team.

The graphics displayed at the open house are attached as an appendix to this document, and the comments received at the open house are summarized in the following sections.

### **II. Stated Travel Patterns**

Open house participants placed stickers on an aerial map to indicate:

- Where they live
- Where they work
- Other places they go (school, shopping, recreation, etc.)

In general, open house attendees who participated in the exercise lived throughout the Salt Lake Valley but were concentrated in the part of the study area between 2100 South and I-80, from State Street to Highland Drive. Work destinations were also spread across the valley. Participants identified several clusters of work destinations in or near the study area, including:

- Sugar House (1700 South – 2700 South, 700 East – 1300 East)
- Near Home Depot/Costco along 300 West and north of 2100 South
- South of 2700 South between 300 – 500 East

Participants also indicated their travel patterns for other destinations. The University of Utah was a destination for several participants, and the largest cluster of non-work destinations was in central Sugar House, from 900 East to Sugar House Park and from 1700 South to I-80.

### III. Validation of Key Project Criteria



As previously mentioned, one station asked visitors to rate the key project criteria on a scale from “strongly agree” to “strongly disagree”. Participants were provided with stickers to place in boxes correlating with their opinions. The table below summarizes participant’s opinions on the criteria.

The preferred alternative should have:	<i>Do You:</i>				
	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Frequent Stops	27	18	0	7	0
Slow Speeds	18	16	2	3	0
Pedestrian-Friendly Crossings	32	10	1	0	0
Urban Linear Park	32	10	3	2	6
Broad Community Support	11	16	3	3	4
Creative Funding Solutions	11	12	4	4	3
Community & Economic Development Benefits	18	14	3	1	3
Connectivity to TRAX	35	4	0	1	3
Connectivity to Buses	22	13	1	0	4

### IV. Comments Received (word for word)

From Flip Chart Near “Key Project Criteria” Station

We need a TRAX station on 27<sup>th</sup> South and 2<sup>nd</sup> West with an East-West Bus route to 20<sup>th</sup> East that goes to the U of U using the “107” route to 2<sup>nd</sup> South and University Street. (someone else wrote: “good idea!” next to this.)

Scale and character must fit scale and character of neighborhood(s)---a trolley or streetcar would appear to fit this criteria---small, historic look, frequent stops, slow-to-moderate speeds. It should be combined with a bike and pedestrian trail with amenities (sitting, recreation, play areas, etc.). (someone else wrote "yes!" next to this)

When you finish with this, please look into an East-West route on 1300 South. I find it very annoying that the only East-West routes in this area are on 2100 South (route 30 bus) and the TRAX on 400 S. to the U.

Please, we need public transportation to the airport. And we need to think more about the older people that will not be able to drive.

We need alternative transportation regardless of community and economic benefits.

The best would be a single TRAX station at Fairmont Park with a single train starting at the 2100 S. station and returning with a linear trail system (if room).

2100 South is too narrow for any type of rails. Use the other right of way.

SLC is sorely lacking citywide, perimeter, and cross-town bike right-of-ways. Especially in relation to the bicycling community. Please look to Albuquerque and Boulder, CO, for shining examples. Please link Jordan River Parkway to Sugar House Park.

Agree with previous comment to link Jordan River Parkway to Sugar House Park without TRAX as a bike and pedestrian trail.

Don't make auto traffic worse.

The TRAX should serve the working commuters.

We need a NON polluting source of transit and more green space or trails. Provided that no one loses their home, the old railroad spur seems like the best choice.

Please incorporate a bike lane into the priorities – also, any method for reducing PM's is preferred.

We like the idea of a bike/pedestrian lane along the route of the rail spur and connecting to other trails, i.e. Jordan River Parkway, Parley Trail (??), etc.

Gondolas look fun!

Lots of trees, public art, bike and pedestrian and equine trails – low impact on our neighborhood.

#### From Comment Cards

I am greatly in favor of the proposed line using the existing UTA right-of-way WITH room for PRATT. It's very important that both be built at the same time. I am not particularly concerned about the mode of transport, although the trolley would probably be the most popular and cost effective. As for residents along the corridor who are concerned about

possible noise/traffic/etc., I'm sure they'll change their minds when their property values go through the roof. Let's do something positive with that crime-ridden, weed-infested corridor, and make it a positive for our community. And let's reduce pollution and money spent on roads by offering friendly, easy-to-use public transportation. Thanks!

E.C., South Salt Lake

I am excited to see an alternative route heading east and west besides the U of U TRAX line. I absolutely love the idea of being able to shop, eat, and enjoy myself without driving in traffic. I loved in Boston and found I never needed a car and I'm glad UTA is helping the Sugarhouse area become hopefully a walking city (community). I'm excited to see it paired up with the Pratt Trail and that to me means more security, lighting, and beautifying the community. Way to go! Thanks for allowing us to voice our opinions – it is most appreciated.

A.B., Salt Lake City

As a resident of the city, a property owner along the corridor, and a person working in an office along the corridor, I can't say enough good about these concepts. In our firm, we will follow this closely and offer whatever support we are able.

W.G., Salt Lake City

Any transit facility must fit the scale and character of the area, the neighborhood it runs through. This means it should be small, quiet, historic-appearing, moderate to slow moving. A trolley or street car would work well. This could be an important transit attraction and economic benefit for Sugarhouse/SLC/SSL area. A bike and pedestrian trail/park should be combined with the trolley/street car. Ideally, it should be energy-efficient, using photo-voltaics, bio-fuels, etc. Be innovative. Think out-of-the-box. Think future. Think sustainability: environmental, economic, social.

(No attribution)

As a resident of the area I believe the 2100 South corridor is blighted and I believe that a trolley would be ideal and the area surrounding the tracks would make an ideal walking/jogging/path. The trolley, though whimsical, would outdo TRAX in ridership level. Now get finished with this and start on the airport extension.

J.W.

Would like a small, slow-moving small bus on balloon tires. Stops at every street. Sound walls for residents. Locked gates at night. Train should only operate from 9 a.m. – 9 p.m.. Only non-diesel vehicles should be used. UTA should provide their own security and upkeep of the corridor. No bells, flashing lights, or horns.

(No attribution)

The only vehicle we as a community would recommend would be a small balloon tire bus with stops at every street. These buses should stop for traffic. Traffic should not stop for them. Sound walls. This vehicle would hurt the business that are in S. Salt Lake already. Locked gates. Trains to shut down at 9 p.m. open again at 9 a.m. Gates locked to all other traffic at night. Only a non-diesel engine should be allowed in the neighborhood. UTA should supply their own private security and complete upkeep of property. Proper lighting, landscaping. No bells, flashing lights, or horns. This is a novelty trolley for Sugar House and should not make South Salt Lake supply police protection at any time. This is dividing the neighborhood in South Salt Lake again. We

are not an extension of Sugar House. We are very proud of being South Salt Lake City Utah!

(No attribution)

I would like to see bus service improvement on 2100 South and around other parts of Sugar House. For new transit options, I think the UTA right-of-way is more possible. My preference would be for a slow-moving, frequent-stopping options, such as a trolley or streetcar. This type of option would work well with a bike/pedestrian trail alongside---the trail is a priority for me. I would like to see the trail phased in first, while the final transit option is being decided, funded, etc.

S.P., Salt Lake City

I favor doing something like the streetcar or trolley---would make the most sense and be the most reasonable in terms of cost and efficiency. I also think an old-fashioned trolley fits with the character of Sugar House and the community's desire to preserve its great history. Thank you!

M.S., Salt Lake City

Bus to Sundance Festival and Park City (year-round). Drivers on my current routes say their routes won't change.

T.B.

Be sure to accommodate the Parley's Trail! Low speed; few stops---compatible with trail.  
(No attribution)

Whatever you do, try to make transit a supplement to automobile transit, not a substitute. Don't decrease carry capacity of streets with transit. I guess this means using the RR right-of-way.

C.P.

We prefer the old "right of way" option.

- Method of transport preferred would be: trolley, light rail
- Linear park is a MUST! Whether it's trail or paved, does not matter. Must be bike friendly.
- Our property touches the right-of-way. We have some concern about: noise, traffic, and aesthetics. If done right we fully support living right next to the project!

D.B. and A.E., Salt Lake City

I definitely support bringing transit to the proposed corridor (2200 S), and would use it on a daily basis. Preferred mode would be TRAX light rail or streetcar.

M.M., Salt Lake City

It doesn't seem to me that this is needed – or at least not for now and in the near future. However, if such a line is desired, then it should be as undisruptive as possible. For example, people should be able to cross the right-of-way at any point without having to walk to designated crossing areas---i.e. the tracks should not be fenced off. Also, the vehicle chosen should be as quiet as possible. Finally, a trolley, bus, or streetcar makes more sense in such a short distance.

J.P., Salt Lake City

Light rail should go down the middle of 2100 South, reducing auto traffic to one lane in each direction. The old railroad easement should be part of a hike-bike trail that links the Jordan River Parkway & the Bonneville Shoreline Trail. The railroad right-of-way is a stupid place for a public transit line. It's too far away from everything.

Z.P., Salt Lake City

This appears to be a very forward-thinking project. I have been a volunteer for all three openings for TRAX and I hope to still be around for the Sugar House Transit Corridor. I hope this project meets with approval from the citizens of Salt Lake.

G.T., Salt Lake City

Something needs to be done with the property soon, even if it is to clean up the weeds and trash found there now. It is an eyesore to the neighborhood! Also, the sidewalk on the east side of State Street where the old line crosses needs to be replaced, similar to what was done at 300, 200, and 500 East. What use will the line be except to transport people from 1100 E. to downtown and back, if they will even use it.

R.S., South Salt Lake

If you're going to make the investment, build the system to service the working commuters. Build the system to go on 2100 South to Sugar House so the workers will ride it. Don't use the old track in order to save money.

J.L., Salt Lake City

If no houses are in jeopardy of being removed and if green space and/or trails are alongside a non-polluting transit system, I think the right-of-way is probably the best choice. Stops on 600 E. would also be nice. 2100 South is too crowded already.

C.O., Salt Lake City

I see great benefits from a light rail line and a dedicated bike lane. Please don't just upgrade bus service! Thanks!

A.S., Salt Lake City

I like the transit alternatives (streetcar, etc.) that explore the options available. However, as the study progresses I wonder which of them are actually viable choices given the surrounding environment (road widths). Personally – I prefer the UTA right-of-way instead of using 2100 South as the corridor.

(no attribution)

I would really like to see the UTA right-of-way corridor used by a historic trolley or street car with park, lots of stops, and slow speeds. The public transportation option is badly needed and this unique and unusual corridor is perfect. A personal plus for me is that it might reduce traffic on Simpson Ave.

S.D., Salt Lake City

My husband and I would like to see any transit option connect to a TRAX station or be within walking distance of one. I would prefer light rail but a bus would be fine.

L.S.

I believe the best alternatives would be the streetcar or the bus rapid transit to provide the most efficiency while giving South Salt Lake residents access. I also feel the urban linear park provides SSL an important feature.

(no attribution)

There is no question that a form of transit is needed between Sugar House and South Salt Lake. It is what form it takes. I feel that a rubber-wheeled trolley along the existing railway would meet the needs of the traffic demand and the neighbors living along the rail way.

D.M., Salt Lake City

1. Use the rail corridor
2. Combine something slow, that also allows a walking/bike trail

S.H., Salt Lake City

If there is truly a need for this system, the current right-of-way doesn't seem to serve a long-standing purpose. I would need to see some alternatives to connecting where the right-of-way ends at 1100 E. 2100 S. may work to go farther east, but the Sugar House area would not be able to serve automobile traffic on 2100 S. any more. It really seems more like a complete waste of time and money. Use it [to] develop more eco-friendly buses.

(no attribution)

If a mass transit vehicle system is going to be placed in the Sugar House area on the UTA property, I would prefer that it NOT be a TRAX – rather, a streetcar system or trolley with a tree-infested---yes, I meant to use that word!---linear park. As far as location, I would prefer it to be on 2100 South and the UTA property become part of the Bonneville Trail – with pedestrian, bike, and equine trails. I'd been told that this was part of the master plan originally and this was a factor in purchasing my home where I now lie. Thank you for the info.

S.M., Salt Lake City

I love going on the train.  
I love riding the train.

A.S. and R.S.

Provide a rail-based system. The Sugar House community needs this system, and needs it soon! It would really boost ridership on N-S LRT. Also, please make it compatible with Parleys Trail.

M. S., Salt Lake City

Trolley!!

D.W.

Let's build it.

G.D., Salt Lake City

Concerned about noise, crime along the tracks. How will this affect the value of my property?

J. C.

I believe the UTA right-of-way should be used. I also feel that a trail should also be in the corridor creating a pleasant multi-user area. I also envision a trolley to best fit this plan due to the trail, quiet, safe, slow speeds, frequent stop ability. It would also be unique and a great fit for old Sugar House. TRAX is overkill for the right-of-way.

E.K., Salt Lake City

I'm so pleased that this project is moving forward. I support any use of the corridor. Especially a multi-use (TRAX and trails) system. I live on the corridor and hope to see a system on line as soon as possible.

A.C., Salt Lake City

As a pedestrian and bike/TRAX/bus rider the Sugar House corridor is a much needed addition to the current transit system. The right-of-way can easily be converted to a green/single track line that would bring riders from Central Pointe to the Granite Block. I hope that future shops will add to the already existing local shops to create a vibrant shopping location. As it is – I walk 2100 S. and the existing right-of-way (dangerous!) and would welcome alternative modes to get from West to East.

G.P., Salt Lake City

Overall, the transit corridor is a very positive and useful system. The preliminary impact may be great, as far as inconveniences, but overall it will decrease auto traffic hopefully and increase foot and commuter traffic. I would be interested in seeing example figures in other cities, on the impact of property values around the corridor. Is there a completed study from other cities i.e. Boston's T system that can substantiate these figures.

R.F.

The need for rapid transit is minimal. The destination to 1100 E. will only cause more congestion on 2100 S. east of 1100 E. Improving I-80, 2100 S. and better bus transportation seems a less intrusive and less expensive fix. Just because you own the right-of-way doesn't mean you HAVE to put a train on it. I-80 and 2100 South need improving now anyway. Why not do it right?

C. W.

2100 South is already pretty crowded, especially approaching Highland Drive, and since the "right of way" is already available, it might as well be used. It would save time and money. I think the simplest solution is the best. Something like a high-speed train is overkill for a small neighborhood. Buses are clunky. I say add a TRAX line to connect downtown and Sugar House.

(no attribution)

I'm very glad you are developing public transit alternatives between South Salt Lake and Sugar House. I live in South Salt Lake and attend Westminster college. It takes me an hour on the bus to get to school but only ten minutes to drive. I never drive up 2100 S. because it is too busy. I think a TRAX line is the most environmentally responsible alternative.

S.B., South Salt Lake

Highland & 2100 South  
2100 South & 1300 East  
Living here tells me these are worse.

M.T.

Old Granite tracks (UTA right-of-way) I feel would be best used as a bike and pedestrian trail. As running transit would in my opinion disrupt the residential neighborhood (children, pets and peace).

D.M., Salt Lake City

I am against using the Rio Grande tracks or the right-of-way – it would be a waste of tax payers' money! 2100 S. would be a better option! Buses on 2100 South going from TRAX line [are?] nearly empty.

B.F., South Salt Lake

Use the existing corridor to connect TRAX to Sugar House. Prefer a streetcar/trolley option with frequent stops. Low speeds to preserve residential corridor. Encourage re-development west of State Street. Keep neighborhood residential.

(no attribution)

Looks like we need a volume public transport alternative. I like the trolley with bypass or even two tracks. Seems volume can be some above 500 riders per day with one set of tracks and over 1,000 with two sets. Seems a viable feeder to the rest of UTA system. Prefer "old-style" trolley with hi-tech engineer inside.

S.A.

Service is needed sooner rather than later. The valley is polluted enough, steps must be taken to curb this problem. I favor the existing UTA right-of-way tracks with PRATT access along this route. A trolley would seem a useful compromise for all concerned. We need to utilize existing property to avoid buying up large parcels of land along 2100 south. Any modes of travel other than rail will only increase the demand on already overburdened roadways. The future is now!

J.T., South Salt Lake

What a great place for a new TRAX line. Please build it soon!

M.H., Salt Lake City

Let's go for it. I think it is a good thing.

(no attribution)

- Options that allow commuters into Sugar House to access other forms of transit (bus, TRAX, etc.) are preferable.

- Please consider the quality of life for residents along the corridor.

Thanks.

(no attribution)

1 – I attended prior meeting and studies here at Columbus School

2 – I know the West side needs TRAX. But I am upset at the trolley in the middle of South Salt Lake. We do own our own streets. I feel very sorry for our citizens who will deal with noise in their backyards. A safety issue. Who will pay for police help? We are already taking care of more than our share of traffic (workers) in our city daily. Who is going to take the safety issues of stop and go on each block. We have a large number of native (African) immigrants who roam the streets by the track. Who is responsible in case of death? South Salt Lake will not benefit from this trolley. How much easier to

have one go up 2100 South (who doesn't have the traffic flow through our city via workers). It's great to project the traffic flow but I didn't see one showing – the amount is much more than on 2100 South.

I really hope you do look at the trolley with the citizens of South Salt Lake who are mostly going to be affected. I hope you do have input like we heard about in other areas of the valley. But use input of honesty not just the "Big Developers" who want to help their sales!

U.M., South Salt Lake

I do not think any type of rails can be put on 2100 South. It is too narrow already. If this is to be done, it should be on the UTA right-of-way.

(no attribution)

1<sup>st</sup> – Great opportunity – thank you!

2<sup>nd</sup> – Caution: F&P employees expressing bias towards a preferred transit option.

3<sup>rd</sup> – Transit Concerns:

1. Even with a transit on UTA right-of-way (rail), auto pressure on surface streets will continue to increase.

2. According to UTA's plan construction would not begin for 10-15 years. Surface street capacity will exceed load.

3. Because of 1&2, the transit choice will be limited to high volume, speeds & low-frequency stop options---opposing the community's requirements.

4. Reorganization of UTA bus routes may decrease north/south routes and thereby eliminate rail transit stops in SSL.

Suggestions:

- At next meeting, F&P should provide (if possible) some way to measure how different transit options will impact road traffic conditions now and project projection date. (i.e. ridership projections, how many cars off road from using transit) – for three transit options (not necessary for ditched ones). – at intersections (including secondary intersections)

- At next meeting show UTA's bus redesign route map. If 500 E. and 300 E. are on the chopping block, then the study (F&P) should indicate how that would impact transit stops (how many end up in plan), and demand on roads.

Random Thoughts & Reiterations:

- I support a public transit option along the UTA rail corridor.

- I support the city's 6 points (slow, frequent stops, trail, etc.)

- How do we ensure the option we choose in the end gets implemented 10-15 years down the line when UTA gets to it?

- I feel the streetcar or trolley option is the best option

- I fear 15 years from now light rail without frequent stops will be imposed upon us due to traffic conditions at the time.

Thanks again!

L.S., South Salt Lake