

**900 South Reconstruction and 9-Line Trail Extension
Public Comment Response**



#	<i>Comment/Question</i>	<i>Team Response</i>
1	<p>Your design indicates eliminating parking so bicycles can pedal on roadway all along 9th South. The "9th and 9th" businesses in this area depend on parking in front of or near their establishments. There is very little area parking for their customers now. It is unfair to burden these establishments further by eliminating the 45-degree parking that is there now. Is the city purchasing land to make a parking area for them if their parking is eliminated? ... There is an abandoned building just north of the 900 South church on 8th East. Are you making this into a multi-level parking space? We in the neighborhood love these little enterprises: restaurants, shops, coffee, gelato. We want them to be able to continue operating. I am a homeowner, 40-year taxpayer/resident.</p>	<p>Thank you for your comment. Please note that the design does not require people bicycling to be in the roadway. The extension of the 9-Line Trail would be a separated 10' bike trail that is behind the roadway curb. The 9-Line trail would be added in such a way as to not impact the existing sidewalk. A limited number of parking spaces are being repurposed to accommodate the trail, enhanced bus stops, and to avoid the removal of additional trees. The City is working directly with business and property owners where this is planned to occur. In addition, the City also worked with several business and property owners during the design to understand parking demand at 9th and 9th in more detail. In the future, the City will be working with EPLCo Community and business owners to further analyze parking strategies in this area. No parking structures are planned.</p>
2	<p>You meant to say that existing parking will be removed so that people can walk in the street. This will hurt local business and get someone injured one day. People should not be walking in the street - I do not drive on sidewalks. But this can be easily remedied. I'll be more than happy to drive on the sidewalk to keep pedestrians and children safe in the street</p>	<p>Thank you for your comment. Although the project is adding a 2-way bicycle trail (9-Line Trail Extension) on the south side of 900 S, from 700 West to 945 E (Lincoln Street), the project will not impact the existing sidewalks. In addition, improved, more visible pedestrian and trail crosswalks (at each cross street), will make the corridor safer for people walking and riding bicycles. There are no "shared street" designs proposed, where people walk in the roadway.</p>
3	<p>Will there be trashcans? Where is the tabletop design?</p>	<p>Thank you for your comment. The project is currently in the design phase. Decisions on amenities such as trash cans, UTA bus stop shelters, etc. will be determined later this year.</p>
4	<p>Where is anyone supposed to park for the Tower theater or the restaurants next door?</p>	<p>Thank you for your comment. On the south side of 900 South between Windsor Street and 900 East there is no net parking change.</p>

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5	<p>When are you going to stop funding these ridiculous projects and start putting money into improving the road surfaces in Salt Lake City. There are more cars on the road than bicycles. The lights are not synchronized as you travel anywhere in the city. I remember traveling in the city as a youth and the traffic flow was so much better than it is today. The 1100 East to Lincoln St project was a total waste of money. Very very few people use the bicycles lane and you are destroying Salt Lake with your stupid ideas.</p>	<p>Thank you for your comment. Building the 9-Line Trail has been planned since identified in the 1992 Open Space Master Plan—with several planning processes occurring since. Building the 9-Line Trail, slowing traffic speeds, enhancing bus stops, and improving the safety of people walking and riding bicycles, will encourage additional usage, connect neighborhoods, and open spaces and create a corridor safe for all users.</p>
6	<p>Very excited for this project! Nice job of illustrating the parking changes, but let's not let parking drive this project. This is bigger than parking! Will any trees be _added_ as part of this project? I understand that sight distance is always a concern, but I do wonder if any of those bulb-outs could support a tree to shade the intersection and especially the bike path. We need shade! I'm already on the email list.</p>	<p>Thank you for your comment and participation.</p>
7	<p>updates of information please</p>	<p>Your contact information has been added to the distribution list.</p>
8	<p>This looks fantastic! Thanks for considering the needs of the community and with more green bike infrastructure!</p>	<p>Thank you for your comment and participation.</p>
9	<p>There are too few good options for East/West travel by bike. Adding safe bike lanes on 9th south will help. But, please remember that bikes are not pedestrians. The new bike lane on 9th S in the 9th and 9th area while a nice idea, was poorly designed. it only runs for about two blocks and is difficult to access and then just ends in the new roundabout with no safe way for bikes to continue except dismounting and</p>	<p>The 2.5 mile 9-Line Trail extension is a 10-12 ft wide 2-way bike path. This extension will connect to the new trail in the 9th and 9th area, making it much more effective. The addition of curb extensions or bulb outs will reduce crossing widths and stamped/painted crossings will be more visible to oncoming traffic.</p>

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	<p>using a pedestrian crosswalk. I hope the new sections of 9-line are more usable for bikes.</p>	
<p>10</p>	<p>There are many things I like about this street design. I like that it narrows the vehicle lanes, forcing vehicles to slow. I like the extension of the 9-Line bike trail, and the inclusion of the orange strips across the street to help drivers recognize the lanes. I think the wider sidewalks will encourage more pedestrians and walking, which will help the local businesses. And I especially like the middle islands that will make it safer for pedestrian crossing and gives space for more trees and vegetation in the middle strips to break up the heat island effect. I do hope that more of our city's streets can make similar design improvements. Philosophically, the more we can quickly shift away from the privatized, fossil fuel-burning, car-centric mindset and return our public streets to the community - the public pedestrians - the better we all will be. Thanks for the good work SLC!</p>	<p>Thank you for your comment and participation.</p>
<p>11</p>	<p>The link on the 300 East design shows the 800 East design. Just a heads up! Great tool for the public.</p>	<p>Thank you for the heads up! This has been fixed. We appreciate your participation.</p>

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<p>12</p>	<p>The design is looking great, I am just wondering what will be the traffic light timings? I would lobby for timing them for bicyclist speed on the 9 line trail rather than the car speeds.</p>	<p>Thank you for your comment and participation. Timing for east-west signals is infinitely green until north/south vehicles pull up to the intersection. The City is also working with UDOT at West Temple, State Street and 700 E to adjust the signal timing for people crossing the street.</p>
<p>13</p>	<p>The 7th East intersection currently has the 900 S lanes not aligning as they cross the intersection. The lanes on the East side of the intersection are slightly farther north, which makes it incredibly difficult to see oncoming traffic if there is a car turning left on to 700 east coming either direction on 9th. There are multiple car accidents at this intersection, possibly exacerbated by this effect. Overall, this project is amazing. I love narrowing to one lane for cars each direction. I have seen multiple near misses in crosswalks where one lane stops and the other cruises through because they don't see why the other lane going the same direction has stopped.</p>	<p>Thank you for your comment. Among the benefits of the design, the lane offset or alignment issue at the 700 East intersection will be corrected—improving safety for all users.</p>
<p>14</p>	<p>That's nice that the street will be fixed, but why make it pedestrian friendly? Pedestrians do not belong in the street unless crossing. Teaching children that it's fine to walk in the street will backfire one day. And why is 900 south being fixed before others that need fixing?! 800 East was projected to be fixed 10 years ago, potholes are deep and plentiful. The projected 00 east beautification is the worst idea ever, Taking away parking for residents which air b&b already does, making street pedestrian friendly while endangering lives. Who is in charge of these bird brain idea? They most likely don't live on these streets that they plan</p>	<p>Thank you for your comment. Safety for all users is paramount to any Salt Lake City project. The design does not require or encourage people to walk in the street. In addition to the 9-Line Trail extension, the existing sidewalks will remain in place. Curb extensions or bulb outs will reduce the intersection crossing distance for people walking and riding bicycles.</p>

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<p>15</p>	<p>Thank you for making bike lanes a central part of this project. There are not currently many safe bike routes connecting the West and East sides of the city. As a West-side bike commuter, this could be a real improvement in that regard.</p>	<p>Thank you for your comment and participation.</p>
<p>16</p>	<p>Thank you for addressing the gap that exists between Belmont Avenue and 900 South on 300 East.</p>	<p>Thank you for your comment and participation.</p>
<p>17</p>	<p>Taking one of the most transit-dense neighborhoods in the entire city and adding more than three-dozen parking spaces. Parking increases driving demand. Where is the on-street bike storage? A multi-use trail on only one side of the street? Repurpose some of the net new parking into on-street bike storage and a plaza plus more greenery and you might have a contemporary design. This draft is Car Lake City at its finest. Plus telling the public that the RDA has been working on this for a decade and therefore this is what the public gets is not a good look or a good practice.</p>	<p>Thank you for your comment. More residential and commercial development is under construction, permitted or planned between west of West Temple. Current zoning between 300 West and West Temple does not require parking for high-density residential—adding additional pressure. Although the project is adding center-median parking, per the RDA's and the community council's requests and plans, additional parking strategies are needed to manage the balance of residential vs commercial parking demand. It is the City's hope that demand is met through other means than simply adding more capacity.</p>
<p>18</p>	<p>Such an exciting project! Thank you for all the thought and effort that has been put in to make this street more bike, transit, and pedestrian friendly. This is the direction Salt Lake City needs to go in (NOT adding more street parking to appease a few angry people).</p>	<p>Thank you for your comment and participation.</p>



19	<p>Stupidity by the city again -- reduce the number of lanes to increase traffic congestion... which increases commute time, puts more cars onto side streets, and increases pollution. The number of bikes will never increase in the large numbers to offset traffic congestion. Someone needs to question the money the city spends on these traffic planning experts. Additionally, it takes SLC forever to redo streets compared to other cities... 1300 East took 2 years to go less the 2 miles... 900 south between 1000e and 1300e took 1 plus year. Construction crews work limited hours and projects drag on... currently evident on the 300 west construction project... every time I drive it there are hardly and crews working.</p>	<p>Thank you for your comment. Building the 9-Line Trail has been planned since identified in the 1992 Open Space Master Plan—with several planning processes occurring since. The roadway reconfiguration allows for safer left-turns and eliminates weaving caused by vehicles going around left-turning movements. As a result of the lane reconfiguration (three instead of four or five lanes), there may be an increase in travel time during the weekday peak commuting hours in some areas in the future. The analysis, or model, that tells us that very conservatively assumes that all existing and future traffic would continue to use 900 South (which is very unlikely) and that all planned residential development would be completed at the same time as this project (which is not so). We do not expect all that development to occur right away, allowing time for travel behavior changes in the meantime.</p> <p>As less space (30-40% of the right-of-way, instead of 50% now) is dedicated to the roadway, there will likely be a reduction in the number of cars, too. There will still be plenty of room for local traffic left on 900 South, but some traffic, particularly during commutes, will likely use 800 South instead. 800 South is a more direct connection to and from the large employment centers east of the project area and is able to handle additional traffic during those busiest times.</p> <p>Finally, the City understands that as our population and roadway demand increases, we cannot build ourselves out of congestion. Changing behavior takes time; however, by providing safe and accommodating transportation choices (improved transit connectivity, safe bicycling routes, and comfortable walking environments), shifts in transportation choices will occur.</p>
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<p>20</p>	<p>Shared bike/travel lanes s/b sufficient if well marked. Separated bike lanes/paths are dangerous for all involved, especially for cyclists travelling more than 10mph and closer to the speed of the regulars traffic. By loosing a lane, cyclists will be expected to be there (or required to if signed that way) and if using the motor vehicle lane at less than the already to fast 25mph, then will be delaying traffic over just sharing the 2nd lane. There are plenty of neighborhood roads just n/s of here that slower, non-commuter/destination riders can use if they want to "feel" safer.</p>	<p>Thank you for your comment. The 9-Line Trail extension is designed to be utilized for people of all abilities to bicycle.</p>
<p>21</p>	<p>So far your project is basically hot air. The improvements to date have been to reduce parking and restrict access to existing businesses and residents. Response to public input has been disregarded and we have been forced to endure whatever you and the committee have already decided!!!</p>	<p>Thank you for your comment. Where limited parking spaces are being repurposed, it is to accommodate the trail, enhanced bus stops, avoid removing trees, and provide safer crossings. The addition of the center turn lane, improved bus service and safer crossings for people walking and bicycling improves access for all users and abilities along the 900 South corridor.</p>
<p>22</p>	<p>Please think about Mother's, children and pets when creating new features</p>	<p>Thank you for your comment. Safety features include safer, more visible, and shorter crosswalks and trail crossings, bike signals for trail users, and reduced travel speeds on 900 South. In addition, the City anticipates an increase of the number and diversity of users on the corridor which increases visibility and driver awareness, and functions as a deterrent for criminal activities.</p>

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<p>23</p>	<p>Please do a better job on this segment than the City did on the 900 East to 1300 East segment. The bike lane on that section is an absolute joke. The City had so much room to work with and simply painted a couple of stripes. Why not a protected lane, with vehicles parked off the curb, and the bike lane between the vehicles and the curb? That section of 900 South is no better now than it was before. Speeds are also way too high up and down the hill. The crosswalk bumps at the roundabout help a little in that area, but the rest of the hill needs some sort of treatment to slow traffic. I think having parking off the curb with a bike lane between would help slow the traffic, which it really needs with the hundreds of kids at East who cross 900 South every day! Thank you.</p>	<p>Thank you for your comment. The design accommodates the trail by reducing travel lanes from 4-lanes to 3-lanes between 200 West and 700 East, a design very similar to 900 South between Lincoln Street and 1100 East.</p>
<p>24</p>	<p>per illustrations, bike trail continues on the current sidewalk on the South side of 900 S. It appears that the sidewalk is consequently significantly narrowed. Given there are plenty of frequented businesses on that side, usability of the bike trail will be severely hampered by the pedestrians/patrons exiting/entering businesses. In particular, many of the businesses had outdoor seating which appears now gone).</p>	<p>Thank you for your comment. Although the scale of the website graphics may not reflect the sidewalk very well, please note that existing sidewalk and width would remain. The 9-Line Trail extension would be separated from the sidewalk throughout the entire corridor. The design may simply reassign space and relocate outdoor seating and other amenities to new, nearby locations.</p>
<p>25</p>	<p>Mockups are only mockups, but please incorporate more trees and other vegetation in the design plans. Compared to designs for 9th and 9th and Central 9th neighborhoods, the Central City plan falls a little flat.</p>	<p>Thank you for your comment. As the design progresses, landscape elements, and other features (bus stop amenities, bike racks, etc.) will be determined.</p>
<p>26</p>	<p>Love it! Hurry!</p>	<p>Thank you for your comment and participation.</p>

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27	Love all the changes. Question. The extra green space north of the bike/walk lane...who will maintain this space? The city or the homeowner?	Thank you for your comment. Park strips adjacent to the trail and sidewalk, and the sidewalks and ramps themselves, will remain the responsibility of the property owner. Maintenance of the trail, including snow removal, will be the City's responsibility.
28	Looks good. Please include as many large shade trees as possible in the landscaped areas.	Thank you for your comment. As the design progresses, landscape elements, and other features (bus stop amenities, bike racks, etc.) will be determined.
29	Looks good!	Thank you for your comment and participation.
30	Looking forward to more trees and bike paths--love that this will go into the west side!	Thank you for your comment and participation.
31	just want to be on the email list (I live on Lincoln st just off 9th ...)	Thank you for your interest. Your contact information has been added to our database.
32	Just put in a light at Edison instead of this pseudo crosswalk thing salt lake does. This city is already unfriendly toward pedestrians. If you're going to do a crosswalk, do it. Stop catering to the car culture.	The City agrees with a need for improved crossing signals. Unfortunately, the current project budget does not provide funding for additional signals. However, improving the safety for people walking and riding bicycles is a key goal of this design. The design increases visibility of people walking and bicycling and reduces the length of crossings by approximately 40%. In addition, an increase in people walking and bicycling, will improve driver expectancy.
33	I've lived in Utah for about a decade and currently live by Liberty Park. I'm 29 and I'm a senior software engineer and cyclist. I talked to Jason Green and Bill Knowles for a while about this great project and think it would be great for the community long-term. Hope I could get into City Hall for a meeting someday about this! Think it's great for the flow of transportation and business! I am Dutch-American and heavily idealize the bike lanes and urban planning & business success of the Netherlands! Cheers!	Thank you for your comment and participation.
34	It's all perfect! I just hate to wait for it to be finished!	Thank you for your comment and participation.

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35	I'm very grateful for this project and its current form. I'm very excited to see these bike lanes added and for the city to prioritize the corridor for uses other than for cars.	Thank you for your comment and participation.
36	I'm so excited about a bike path to connect west and east SLC! Living on the westside, it's hard to find safe bike paths to go east. Thank you for this development!	Thank you for your comment and participation.
37	I'm not a fan of the single-lane-each-way-with-a turning-lane-idea. Who does this benefit? I've seen it create congested traffic on other streets (1700 S between State and 300 West, for example).	<p>Thank you for comment. The roadway reconfiguration allows for safer left-turns and eliminates weaving caused by vehicles going around left-turning movements. As a result of the lane reconfiguration (three instead of four or five lanes), there may be an increase in travel time during the weekday peak commuting hours in the future. The analysis, or model, conservatively assumes that all existing and future traffic would continue to use 900 South (which is very unlikely) and that all planned residential development would be completed. We do not expect all of that development to occur right away, allowing time for travel behavior changes in the meantime.</p> <p>As less space (30-40% of the right-of-way, instead of 50% now) is dedicated to the roadway, there will likely be a reduction in the number of cars, too. There will still be plenty of room for traffic left on 900 South, but some traffic, particularly during commutes, will likely use 800 South instead. 800 South is a more direct connection to and from the large employment centers east of the project area and is able to handle additional traffic during those busiest times.</p> <p>Finally, the City understands that as our population and roadway demand increases, we cannot build ourselves out of congestion. Changing behavior takes time; however, by providing safe and accommodating transportation choices (improved transit connectivity, safe bicycling routes, and comfortable walking environments), shifts in transportation choices will occur.</p>

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<p>38</p>	<p>I'm looking forward to the biking path and hoping to see more like this in the future. For me with kids, I'll opt to bike more since it will be safer out of traffic, the way I see you have designed it. I hope that there will be a separate walking path so that the bikers can flow without walkers in way if possible (rather than water-hungry grass landscaping). Hopefully you have some water-wise landscaping chosen for this project. Thanks for thinking of bikers since we need facilitative infrastructure to help get more cars off the road.</p>	<p>Thank you for your comment. Although the scale of the website graphics may not reflect the sidewalk very well, please note that existing sidewalk and width would remain. The 9-Line Trail extension would be separated from the sidewalk throughout the entire corridor. Generally speaking, the new landscaped areas will be replaced with the same type of landscaping present in the existing park strip.</p>
<p>39</p>	<p>I'm going to lose, or have my parking in front of my property reduced in numbers?</p>	<p>Thank you for your comment. Based on your property location, there is no net loss of parking on the north side. Two parking spaces on the southside will be repurposed to open space, due to the proximity of the stalls to the intersections. The team also sent you an image of the design and the parking information to your email. Please respond if you have additional questions.</p>
<p>40</p>	<p>I'm concerned about the wrong way traffic coming up Edison St. from 900 South. Our business, HORNE Fine Art has been on the SE corner of 800 South and Edison for 18 years. Edison Street is a narrow, ONE WAY largely residential street from 800 South to 900 South. The ONE- WAY signs need to be more prominent and moved closer to the street edge. I've experienced near head-on collisions from people turning illegally north onto Edison. I also routinely observe people driving up the street the wrong direction. Also, residents of this section of Edison have also noted a huge increase in speeding along their formerly quiet residential street with all the MAVEN district development on 900 South. Please institute a 20 mile an hour zone, and/or put in speed bumps.</p>	<p>Thank you for your comment. The City will review this issue further.</p>

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<p>41</p>	<p>I'd like to see 900 S completely repurposed as a transit and active transportation street. The nearby parallel arterials like 800 S, 600/500 S, 400 S, and 1300 S are more than adequate to handle car traffic in the area. By my rough Google Maps estimate, the width of the street from sidewalk to sidewalk is 120 ft; that's a huge amount of space to work with. https://streetmix.net/-/1556153 is what I think 900 S should be, looking east. This maintains the 9-line trail on the south side of the street, and has wide sidewalks with street trees on both sides, making it an inviting place for active transportation and just being around. It has center-running bus lanes to speed up the route 9 buses and make it an attractive transit corridor. I'd like to see center-of-the-street bus stops every 3-4 blocks, with the remainder of the median being street trees. I'd like to see xeriscaping instead of grass. Let's make this corridor one of the most vibrant not just in SLC, but the entire western US!</p>	<p>Thank you for your comment and participation. Building the 9-Line Trail has been planned since identified in the 1992 Open Space Master Plan—with several planning processes occurring since. Building the 9-Line Trail, slowing traffic speeds, enhancing bus stops and improving safety for people walking and riding bicycles will encourage additional usage, connect neighborhoods and open spaces and create a corridor safe for all users.</p>
<p>42</p>	<p>I'm interested in what safety improvements will be made to the 700E /900S intersection?</p>	<p>Thank you for your comment. Safety improvements at the 700 East / 900 South intersection include the following: 1) Improved east/west travel lane alignment - making oncoming traffic more visible; 2) Curb extensions or bulb outs - making people walking and riding bicycles more visible to drivers, and reducing the length/time it takes to cross 700 East; 3) The City is working with UDOT to improve the signal timing for people walking and riding bicycles; and 4) Installation of a green striped trail crossing on the south side of 900 South.</p>

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<p>43</p>	<p>I really like the virtual open house format. It showed plenty of detail and allowed for easy scrolling. However, due to its reliance on digital tech, I wonder how less tech-inclined residents were able to interface with it. Adding a simple version like a multi-page PDF map of the street improvements might be a good back-up option. - Please communicate details about changes to parking and traffic flow to 9th and 9th businesses... be pro-active in communication with them and seek out the business owners and property managers who are likely to be hostile to the project. -Consider outreach to non-intuitive and non-institutional representatives... such as the Thursday night 999 bike ride; employees of 900 South businesses, students at local schools (Rowland Hall, Emerson), 9th and 9th Festival director, Sundance Film Festival (which hosts screenings at Tower Theater); - Overriding issue: Keep as many of the subtle design touches that make the 900 South corridor at 9th and 9th unique.</p>	<p>Thank you for your comment. In addition, the website, we've met with each neighborhood council along the corridor, advertised and held two business events and 4 public tabletop events, and we continue to conduct in-person meetings with businesses and residences along the corridor. We also plan to have a booth at the 9th and 9th Street Fair—if it is held.</p> <p>Although improvements will occur in the 9th and 9th area, most of the design elements that currently exist will remain.</p>
<p>44</p>	<p>I live on Lincoln st. I use and visit several businesses. I am retired and picked this neighborhood so I can live without my car</p>	<p>Thank you for your comment and participation.</p>
<p>45</p>	<p>I live a few blocks north of this project on Windsor Street and just wanted to voice my enthusiastic support for this design. The walk- and bike-ability of the neighborhood are one of the main reasons I chose to live here, so I'm happy to see the proposed improvements. Thank you!</p>	<p>Thank you for your comment and participation.</p>

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46	I don't see any renderings on the section between 900w and the rest of the project. This is actually the area that needs the most love.	Thank you for your comment and participation. The existing 9-Line Trail ends at 700 West. The design will extend the trail to Lincoln Street (945 E). In addition, safety improvements at the rail crossing will be implemented, the road surface will be renewed, and more park strip space will be provided, just like in other parts of the corridor.
47	I believe the 9-line is for bicyclists. I have seen the city lump bicycle and pedestrian improvements into one category, but they are separate things. What about those of us who walk? Will there be a sidewalk along 9th S by Liberty Park? Will their pedestrian crosswalks with signals at every intersection?	Thank you for your comment. Although the scale of the website graphics may not reflect the sidewalk very well, please note that existing sidewalk and width would remain. The 9-Line Trail extension would be separated from the sidewalk throughout the entire corridor. In addition, pedestrian and bike signals will be placed at signalized intersections. A sidewalk was not added in Liberty Park to stay out of root protection zone for existing trees, and to maintain space for a dirt trail favored by trail runners. a sidewalk was not added in Liberty Park.
48	I am surprised the comment period ends August 1st since I just received the mailer with link to the project website today (July 22). I think the interactive map is a great approach to presenting information effectively in a remote environment, but it is still a lot of information. Extending the comment period would provide people more time to review and provide useful comments. This time period (July 22nd-August1st) also occurs over a holiday weekend during a time of year when many people are out of town.	Thank you for your comment and participation. Although the formal comment period is closed, please feel free to contact the project team at 900south@slcgov.com, or at 1-844-297-6884.
49	I am a resident on Denver Street west of the park. What are the transit systems that will run on 900 S.? Just bus? I would like to see: - plenty of greenspace -recycling bins for pedestrians - Water bottle filling stations for peds and cyclists -Public gathering space for art or music shows thank you for the opportunity to give feedback!	Thank you for your comment. UTA Route 9 (Bus) provides 15-minute service throughout the day. As part of this project, accessible bus stops, amenities and signage will be included. In addition, the addition of the 9-Line Trail includes approximately 4 acres of new greenspace along the corridor.

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50	How will the bus stop be handled in front of Coffee Garden? It looks like it crosses the on-street bike lane - is this a no parking zone for bus only access?	The bus stop in front of the Coffee Garden will be relocated to the east side of the 900 East intersection. Most bus stops along the corridor will be relocated to the far side of the intersection if they are not there already. Buses will pick up and drop off passengers after the signal, ensuring safer access to the crosswalk, and faster buses will not have to wait for the signal to change.
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<p>51</p>	<p>How does this minimize delays for bicyclists How does this provide priority to bicycle movements at an intersection Adding bicycle forward stop bars at curb extensions major street crossings and/or bike boxes. I think bike lanes should not be next to sidewalks and have their own lane in the street. Pedestrians never watch for bikes and pay attention and adding these into highly pedestrian friendly subdivisions like 9th and 9th is not safe for bikers. Its inefficient and unsafe. These bike lanes will never be used. You're just creating a 2-lane sidewalk.</p>	<p>Thank you for your comment. -A goal of this project is to make 900 South safe for all users and abilities. -The design speed of the 900 South roadway will be slower than it is today. The City prioritized providing the most amount of space possible to the trail, sidewalk, and park strip in order to achieve the project goals. Bike lane users will use 800 South, and trail users will use 900 South. In addition, the city would have preferred (and had planned for) for additional improvements. However, the constrained budget limited the ability to implement all desired. -The trail will be separated from the sidewalk; however, trail and sidewalk users will need to be cognizant of all users and design elements that exist in heavily utilized intersections.</p>
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52	<p>Have a bike/pedestrian bridges been considered for the 9-line trail over 700 E and State Street? Those streets are so wide with traffic traveling so fast that no amount of signage, signals or road markings are going to make crossing them feel safe. For example, crossing 700 E on Parley's trail feels very scary to me, even with the signal. Cars are coming at you at 55 mph, and you just have to hope they stop. People making left and right turns often ignore pedestrians/bikers. The only real solution is narrowing and slowing traffic on those streets, which seems unlikely, or building a bridge. Most bike friendly cities have many bridges over major roadways, but we have very few in Salt Lake. It would be worth the investment.</p>	<p>Thank you for your comment. In addition, to bike signals, curb extensions, or curb bulb-outs will make people walking and riding bicycles more visible and reduce the distance that users must cross. The implementation of bridges is cost prohibitive and would be impactful to businesses in proximity to intersections.</p>
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53	<p>During the COVID-19 pandemic community connection has become essential, especially in regard to healthcare, affordable housing, and food access. Community resources such as low-cost healthcare clinics, community gardens, small/local food producers and grocery stores, farmer's markets, and green urban space have become more valuable and necessary. We kindly request that the design team integrate these key community elements into the 900 south corridor plans so that all people can walk, bike, or take transit to these essential resources. For example, Wasatch Community Gardens Campus is within 1 block of the 900-south area. Perhaps there's a way to connect this community space with a guided walking tour to public vegetable and fruit gardens on the 900-south corridor (using some of the median/sidewalk strip areas). Another option is to provide community maps posted along the 900-south area with distances (for walking/biking or transit) to local healthcare and food resources. Thank you.</p>	<p>Thank you for your comment. The primary goals of this project are to connect the 8 neighborhoods, growing commercial areas, recreation, and open space, and create a 900 South that is safe for all users. In addition, the design includes approximately 4 acres of new greenspace.</p> <p>Wayfinding/signage along the trail is a design element that the City is currently considering, but may not come as soon as this construction project.</p>
54	<p>Design and purpose look fantastic! Really happy that the Westside portion of this is getting the attention it deserves and needs; so many new businesses and service-related agencies to highlight! Can't wait to see the final product.</p>	<p>Thank you for your comment and participation.</p>
55	<p>BS</p>	<p>Thank you for your comment and participation.</p>

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56	<p>At the intersection of Windsor and eastbound 9th South, vehicles park on both sides of the road, effectively reducing Windsor to one center lane. In combination with the limited site distance resulting from the current configuration of the park strip and on-street parking on the SW corner of 9th, this creates a situation where vehicles turning onto 9th from Windsor and vehicles turning onto Windsor from 9th are effectively turning into the same center "lane" but cannot see each other. The pedestrian crosswalk immediately east of this location further adds to the safety challenges of this intersection. I cannot tell if the proposed design would address these problems but hope you will consider doing so if it does not.</p>	<p>The design reduces the turn radius from 900 South onto Windsor, slowing traffic as vehicles turn onto Windsor. This also shortens the pedestrian crossing distance, improving the visibility and safety people walking and riding bicycles.</p>
57	<p>945 East Area: The bike lane seems to be awfully close to the local businesses/existing sidewalk. Could just be the diagram. Just imagining people flying down the hill.</p>	<p>The trail will be separated from the sidewalk. However, trail and sidewalk users will need to be cognizant of all users and design elements that exist in heavily utilized intersections.</p>
58	<p>There's often a lot of debris and holes. I commute along this route by bike. Hoping efforts are consistent to maintain this route leading into the westside.</p>	<p>The City will be maintaining the trail along the corridor. In addition, the roadway will be improved to provide a smooth surface along the 900 South corridor.</p>

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<p>59</p>	<p>As a resident of a portion of the 9th&9th area where residents regularly compete to park near their homes with overflow parking from the commercial area, I am glad the project acknowledges parking pressures are an issue. However, I am disappointed it does not do more to address this while arguably making it slightly worse by lowering available spaces. I am unaware of any efforts by the City to work with the community on this issue and it seems like this project would be a good opportunity to open that conversation to more residents of the neighborhood.</p>	<p>Thank you for your comment. A parking demand study was completed over the past year in the 9th and 9th and Central Ninth areas. The team coordinated with the neighborhood councils to hold small group meetings with businesses and homeowners. In the near future, the City will be working with each area to identify appropriate parking strategies. Coordination with businesses and residences will be important in determining these strategies.</p>
<p>60</p>	<p>This looks like an awesome plan that will definitely improve our neighborhoods. Thanks for involving the community in what is happening. This is just my opinion, but the total profile film angle is awkward and does distract from the content. Maybe the filmmaker can include a 3/4 shot next time. Otherwise, the video is good.</p>	<p>Thank you for your comment and participation.</p>
<p>61</p>	<p>This looks good. I'm happy to see my 9 Line logo still in use. My only problem with the visualizations is the grass. Do we really want to show grass as "green space?" Even when you click on a Green Space icon in the east side UI (which is terrible, btw), you show a picture of grass. Can't we focus more on drought tolerant landscaping and xeriscaping? Grass needs to be used as a last resort in those public places that absolutely require it, like sports fields. Park strips and medians with grass is just wasted water. We can use these as opportunities to</p>	<p>Thank you for your comment and participation. Final decisions on landscaping will be determined this fall as the team works to finalize the design. However, it is likely that (per City standard practice) expanded park strips will match existing landscaping and irrigation types.</p>

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	<p>explore and demonstrate better ground cover for our sub-arid climate.</p>	
<p>62</p>	<p>Generally, this is a nice design that will add a lot to Salt Lake City. It will be nice to have the connectivity with a separated bike path. Somethings to improve the design, and general feedback:</p> <ol style="list-style-type: none"> 1. I like the 9-line trail concept. For future projects, please consider separated bike facilities in each direction. 2. There needs to be a better design for cross street bike traffic to enter and exit the trail. You have this on one intersection rather than all of them. 3. There needs to be a goat head mitigation plan so that the trail is always usable. There are a huge number of goat heads from 900 W to about 400 W. This needs to be part of the funding, and proper landscaping needs to be part of the project. 4. What are you going to do to ensure safety for cyclists using the roadway and not the trail? Higher speed cyclists will use the roadway too. 	<p>Thank you for your comment and participation.</p> <ol style="list-style-type: none"> 1. During the 9-Line Trail Extension Study, the City studied either a two-way trail on the south side or one-way separated bike lanes on both sides of the street. The latter is the preferred and safest design unless there are compelling reasons to choose the former. Why the City chose the former in this case was because it 1) matched the 9-Line Trail west of I-15; 2) had fewer impacts on businesses and trees; 3) and connected people in both directions to the most destinations already on the south side of the street, such as Liberty Park. 2. The City would have preferred (and had planned for) better connections, as well, but a constrained budget limited improvements almost entirely to the 900 South corridor. 3. Landscaping details are still being determined and will be coordinated with the maintaining agency, the Public Lands Department. 4. The design speed of the 900 South roadway will be slower than it is today. The City prioritized providing the most amount of space possible to the trail, sidewalk, and park strip in order to achieve these outcomes. Bike lane users will use 800 South, and trail users will use 900 South.

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	<p>(And sending them to 8th isn't a solution). 5. Please make sure to lower speed limits as part of this project. 6. I like the lane configuration for the freeway exit. But please consider shortening the 900 S off ramp for a better neighborhood. 7. How are cyclists safely going to ride to destinations on the north side of the street from bike trail? 8. Can you please reduce the meandering of the bike path and straighten it out? This could be a lot better. 9. Please use this reconstruction to create or at least plan for protected intersections at as many cross streets as possible. 10. At 900 E, please consider the Coffee Garden's outside seating. This is really important for community building. Also, please install more bike racks at 9th and 9th. 11. Thank you for working on this.</p>	<p>5. We will consider it either as part of this project or together with a post-implementation speed study. 6. The City has made recommendations in the 900 South Ramp Feasibility Study, which was completed a few years ago. Implementation is well beyond the scope and budget of this specific project. 7. There will be safe and frequent crosswalks (improved or added) at each major intersection and at least every 600-800'. 8. The trail typically does not meander intentionally, as a straight trail is almost always better. There are two situations that cause these meanders: only when it is necessary to avoid tree or utility impacts, or where it is desirable to encouraging slowing and yielding (e.g., at a major intersection or trail/sidewalk merge). 9. See response to Question 2. 10. We are continuing to work on preserving or mitigating impacts to trees and outdoor dining wherever and whenever possible, but this may mean slight relocations or replanting's from time to time. 11. You're welcome.</p>
<p>63</p>	<p>More Trees!</p>	<p>Thank you for your comment and participation. Final decisions on landscaping will be determined this fall as the team works to finalize the design.</p>
<p>64</p>	<p>9th & 9th area - Coffee Garden. Keep the trees, and there is ample parking. I would like to see more trees, and frankly, less parking.</p>	<p>Thank you for your comment and participation.</p>
<p>65</p>	<p>I personally feel that impact on the overall effect would be beneficial for protecting environmental global warming.</p>	<p>Thank you for your comment and participation.</p>

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66	No trail taking existing green space in Liberty Park. The trail should be limited to existing right-of-way.	Thank you for your comment. Please note that the inclusion of the trail would not require additional right-of-way. Moving from a 4-lane cross-section to the 3-lane provides the right-of-way to accommodate the trail and additional improvements along the corridor. In fact, the project makes Liberty Park "bigger" by adding more green space and the trail where the south lanes of 900 South current exist.
67	With trees being taken at 9th & 9th, at least one tree should be replaced in front of Tower Theater.	Thank you for your comment. Trees that are being removed will be replaced with a tree or trees totaling the diameter of the existing tree trunk.
68	I am absolutely in favor of expanding public transit access and making intersections safer for pedestrians. Salt Lake City needs to be more walkable, and this project is an important step towards creating a more livable and equitable city. I 100% support this project and I think it should go further in increasing public transit & pedestrian spaces, but this is a good start.	Thank you for your comment and participation.
69	I have an idea, why don't we fix this. Since the last major overhaul of the 9th and 9th intersection, every time we get a major storm, we get flooded. The drains can't handle the water in the intersection, it jumps the curb or runs up the ADA ramp and floods The Children's Hour and Pago. They get wet, and unhappy, and I must clean up the mess. There must be a solution. Now would be a good time. Included video of intersection and flooding.	Thank you for your comment. The inside of the 9th and 9th intersection (as well as the ramps on the south side) will be fully reconstructed. The team is aware of this issue and is currently looking ways to address this.