

# INDIVIDUAL PUBLIC COMMENTS

The following public comments were received via an online survey shared through social media. It was open for 10 days while the grant was being prepared. Here's what the survey asked:

## Salt Lake City "Solving the Puzzle of East-West Connections"

Salt Lake City is applying for a federal grant for a 3-year comprehensive planning, engineering, and environmental of east-west connections across I-15 and railroad tracks, particularly for people walking, bicycling, or taking transit. project will identify specific ways to improve these crossings for safety, comfort, and travel time reliability. the study, we will seek construction funds for the recommended designs.

We would like your support as we apply for this grant. response below may be included in our grant application.

All questions are optional. There will be additional opportunities for public input if the study is funded!

### QUESTIONS:

1. How would improvements to east-west crossings affect daily life, your business, your community, or your journey work or school?
2. Is there a particular crossing you are most interested in, and why?
3. Is there anything else you would like us to know about east-west crossings?

The responses below are sorted by residence:

WESTSIDE

EASTSIDE

OTHER COMMUNITIES

### WESTSIDE COMMENTS

The following comments were submitted by people who either identified themselves as residents of a Westside neighborhood, or submitted geographic coordinates indicating a Westside location.

- *How would improvements to east-west crossings affect you?* Immensely. I work at a space between a freeway, 1,500 railroad tracks, off ramp, bridge, and a hard spot. It's a literal disaster to get to work by any means! Including my car.
- *Is a particular crossing important?* 400 S, 500 S, 600 S..... The crossing isn't a crossing. It's a complete divide of a city.
- *Anything else?* Seriously it's disjointed... Most of SLC gets cut by insanely long connector ramps, 14 Lane freeways, and 8 sets of train tracks. And the zoning on either side often opposes each other (which in itself tells you you've disconnected the two sides).. it's just difficult to cross.

Ty, Salt Lake City

- *How would improvements to east-west crossings affect you?* It would be less of a hassle to at least have a way to plan around trains. We get they're necessary, but I doubt east siders have to play the game of "wait or go" nearly as much. And leaving 10- minutes earlier to avoid it is not only ridiculous, but does nothing when the train stops and



**Solving the Puzzle of East West Connections** study

Proposed 3-year study and engineering of 8 crossings in Salt Lake City. The

Likely to include bridges, tunnels, and/or freeway interchange reconfigurations. After

MAP LEGEND Your

UTA TRAX / Frontrunner

Freight Railroads  
 - - - Spur  
 - - - Yard  
 - - - Main  
 - - - Sliding

Train Trench Study Area

your to

you have two lines of cars suddenly trying to flip around in a U-turn. I literally refuse to pull up to the designated line until I know I am not going to wind up trapped.

- *Is a particular crossing important?* The railroad at about 1000 W, and N. Temple is completely ridiculous! I once lost out on a job I applied for because the interviewer could not believe that the 20 minutes I was late was caused by a literally constant flow of trains. (Between 10 and 11 am) The N. Temple viaduct was closed for some completely unknown reason so not an option. I could have drove down to Redwood to access the 400 S viaduct but that seemed ridiculous at the time.
- *Anything else?* Trapped all the time pretty much covers it.

Anonymous

- *How would improvements to east-west crossings affect you?* It would make access from the Jordan River more enjoyable and less dangerous. I would definitely use my bike more if I knew I could get across I-15 from the Jordan River without having to be in the same lane as cars.
- *Is a particular crossing important?* 1300 S. Having better access to get to the Ballpark, Liberty Park, and Trax Station would be a game changer for me and the Ballpark Community.
- *Anything else?* The Train Trench is the best idea. Being able to get rid of the rail yard, railroad crossings, improved Highway interchanges, have more developable land, along with revitalizing the old Rio Grande Station. It's a win for preservationists, developers, residents, and everyone in between. Make it happen!

Andre, Salt Lake City

- *How would improvements to east-west crossings affect you?* On bad days I encounter up to 4 different trains going to my businesses and again returning home. Often there is no way to avoid them. Trains horribly impact productivity. They shake my house nightly. I encounter them on 1700 So, 900 So, 800 So, and 200 So. They impact me on Redwood Rd, 900 W, and again on 1700 So along the surplus canal
- *Is a particular crossing important?* 1700 So approx 700 W
- *Anything else?* They exist at almost every place that transition the Glendale - Poplar Grove area to mainstream Salt Lake. Their existence makes it very easy for redlining to occur

Kelly Lake, Salt Lake City

- *How would improvements to east-west crossings affect you?* Vastly. Crossing the frontrunner corridor on 600 North daily to take kids to school. Shopping/visiting downtown SLC.
- *Is a particular crossing important?* 600 North, 200 South, 400 South.

T. Phifer, Salt lake City

- *How would improvements to east-west crossings affect you?* It would definitely make getting around in general much easier. I feel like the westside is somewhat disconnected from the rest of the city due to this very obvious physical division.
- *Is a particular crossing important?* 800 S and 1700 S. Seems nearly every time I'm approaching these tracks, I pray to the universe, "please don't let there be a train"....aaaaand TRAIN. The nearest bridges to get around these are at 1300 S and 400 S. It's a major disruption to traffic.
- *Anything else?* Yeah, there are a lot of frontrunner trains. But there are still A LOT of freight trains, ones that travel through this area during peak traffic times only to stop, sit, and move back and forth for WAY too long.

Jenny Erickson, Glendale

- *How would improvements to east-west crossings affect you?* Finding ways to minimize the impact of rail crossings or to speed up major intersections would significantly reduce my travel time (and thereby my auto emissions) commuting multiple times each weekday.
- *Is a particular crossing important?* 1300 S., as well as 8th S. and 1700 S.
- *Anything else?* The double-whammy of highway on- and off-ramps adjacent to 300 west traffic and TRAX at the baseball stadium has become a rush-hour log-jam. I would love for one out of three of those top issues mitigated to

reduce the intensity of traffic (and the peril of pedestrians) in that area. Improving travel through that same span at 1700th south would be a start, but 13th needs major attention either way.

Emily, Salt Lake City

- *How would improvements to east-west crossings affect you?* Less time and effort of getting around train crossings.
- *Is a particular crossing important?* 8th south due to high traffic
- *Anything else?*

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* Living on the west side definitely feels cut off from the rest of the city. West side residents regularly get stuck waiting for long periods of time when trains are stopped and blocking the roads on 800 S, 900 S, and 1700 S. It's really impractical to walk from west to east on any of these routes because it is so dangerous - poorly lit, speeding traffic, etc, and it's really far. The major crossings (400, 1300, 2100) require bridge hill climbs and trekking across industrial no man's lands. The minor crossings are prone to train blockages and are the sites of frequent homeless encampments, which don't make for a safe walk.
- *Is a particular crossing important?* 400 S needs better pedestrian markings and lighting. 800, 900, and 1700 are all frequently impacted by long, slow or stopped freight trains. The roads are potholed, the sidewalks unmaintained, and the underpass crossings are very dark.
- *Anything else?* It is baffling that the west side is so poorly maintained and oft-forgotten by the city, when it is a lovely neighborhood so convenient and close to downtown. We want safe streets and interconnected access to the rest of the city and better, more frequent transit.

Jennifer Foresta, Salt Lake City (Poplar Grove)

- *How would improvements to east-west crossings affect you?* It would greatly improve life safety. I use the 900 S route on my commute to work downtown by bike. It is dangerous at that crossing as the bike lane disappears for about 60 yards at the crossing. I was at that same crossing during the fatality in 2018.
- *Is a particular crossing important?* 900 S, 800S and 400 S. -see above comments The 400 S viaduct was not constructed with bike lanes. WHY WHY WHY? It's relatively new as it was part of the rebuild for the Olympics in 2001. We need a safe route to cross the railway lines when trains block the other two ground crossings at 800 S and 900 S.
- *Anything else?* Thank you very much for identifying the need to address these concerns. Solutions are sorely needed and overdue.

Jeremy King, Salt Lake City

- *How would improvements to east-west crossings affect you?* It would help me so much as I travel anywhere outside of my westside neighborhood in Poplar Grove. Many times, I feel boxed in on this side of town. It is very common for me to be blocked by a train when I am commuting by bicycle to the granary, Central Ninth, Ball Park, or downtown areas. The current situation discourages me from riding my bike. If I knew that I could reliably get across town without having to wait at a train for 10-20 minutes at a time, I would be more excited and likely to travel by bike and use mass transit. Not being stopped at a train on 800 or 900 South would help me take my elderly father to regular eye appointments at the U of U Moran Eye Center. My 19 year-old son will be going to SLCC in the fall and then eventually transferring to the U of U. If he had a better route (without train blockage), he could ride his bike and get to the TRAX stop on 800 South and 200 West more easily to commute to school.
- *Is a particular crossing important?* I am interested in having regular I-15 access (not just a carpool lane) at 400 South. I am interested in having a bicycle/pedestrian bridge over the train tracks at either 800 South or 900 South and at 200 South.
- *Anything else?* We have always had to rely on routes with overpasses to travel east (400 and 1300 South) and it discourages bicycle/pedestrian travel. The improved bike lanes are great, now let's get better east/west travel!

Charlotte Fife-Jepperson, Salt Lake City

- *How would improvements to east-west crossings affect you?* Significantly. I have previously been made late - sometimes up to 15 or 20 minutes late - because of a long train crossing or stopped on the tracks near downtown on 200 S, and simply going to 400 S. every day was impractical. At another job, which required my taking UTA's Frontrunner, I came early anticipating a possible train problem, but encountered a train that was at a dead stop for over 10 minutes. By the time it started moving again, my Frontrunner had come and gone on another set of tracks.
- I know others in my neighborhood avoid downtown despite us being just a mile or so away due to being stopped by trains. I appreciate the necessity and benefits that come with being a rail hub, but it's hard not to feel like that kind of blockade (on 200 s. but also along S Temple, which can cut off an alternate route along N Temple) diminishes the businesses interested in investing in the West Side.
- *Is a particular crossing important?* The one that affects me most is 200 S., near the UTA hub. Secondly, at 900 and 1000 W near S Temple.
- *Anything else?* I think and hope there would be a means of making changes that benefit residents and businesses without requiring significant changes to the trains. The trains aren't bad; there are a lot of benefits to the railway and the role we play in facilitating the rail system. I hope things like raised pedestrian walkways or overpasses (underpasses?) can be utilized rather than trying to excise the railway or pushing the tracks into another community. Doing so would not only be tremendously expensive, but it would also delay the issue until that other community grows large enough that it, too, has to reckon with how to address the relationship between trains and population centers.

Lisa Hahne, Salt Lake City

- *How would improvements to east-west crossings affect you?* Faster travel times and more likely to walk as opposed to drive.
- *Is a particular crossing important?* 6th North, I live near by.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* I live in Rose Park and work at the University of Utah, so my every day life consists of going east and west through downtown. It often takes up to 30 minutes to drive this distance (approx 5 miles) every day. The thing that would affect my life/commute most directly is having better bus service from east to west. I would prefer to take transit to work, but because of transfers downtown and no direct line going from the west side to the east side, it takes 45 min or more to ride the bus (for a five mile journey). It's extremely frustrating to me. The improvements to my daily life would include much less road rage, lower emissions (from using transit), less wear on my personal car, savings by not needing a parking pass - the list goes on.
- *Is a particular crossing important?* For me personally, I am usually crossing at 600 North, so I am most interested in improvements there.
- *Anything else?* From my neighborhood, the two options to cross into downtown or go east that bypass the train tracks are 600 N and North Temple. I often feel more could be done to create additional travel options that don't require waiting for (often extremely slow moving) trains. But that probably falls outside the study you are currently doing. But being boxed in by trains on both the east and south sides of the neighborhood really does make the need for improvements on 600 N even more urgent, because that is where the majority of the traffic exits the neighborhood.

Sheri Jardine, Salt Lake City

- *How would improvements to east-west crossings affect you?* Improvements to east-west crossings would greatly improve my life. I live in Poplar Grove and work on the east side. I try to bike commute as much as I can, for our air quality and my health. However, freight trains frequently sit, unmoving, on the tracks at 800 S where I typically try to cross. Once, during an icy time in the winter, a parked train forced me to venture north to 400 S. Unsure of how to access the protected sidewalk on the north side of the bridge, and unsure if snow and ice had been cleared from it, I crossed the bridge on the south shoulder. Cars go very fast on the bridge and came uncomfortably close, and at one point I had to get off my bike and push it over compacted snow and ice. I have also been late for evening events when I decided to wait it out on a parked train coming home.

- *Is a particular crossing important?* I am most interested in the 800 S and 900 S crossings. 800 S is closest to my home, but I would be willing to go down to 900 S to cross, particularly if the planned improvements to 900 S made it a safer street to commute on.
- *Anything else?* It would be great if a bridge or tunnel to go over or under the train tracks could be built with a gentle slope, even if that meant some sort of switchbacks. It's a bit intense going up the existing bridges and then careening down.

Anne Terry, Salt Lake City

- *How would improvements to east-west crossings affect you?* I frequently get stuck and have to plan for time to get stuck behind a train. It's hard to know if the train will be 10 minutes or over an hour and if you get sandwiched between cars, you have no choice but to wait. Some places, it is especially stressful because you can get stuck in between trains and it's very difficult to get around them. It would make day to day life so much easier, especially considering a lot of necessary amenities are on the east side.
- *Is a particular crossing important?* 800, 900, and 1700 south - because I use them most.
- 1300 south because the bridge is not bike friendly and none of the ways around the train tracks is bike or pedestrian friendly
- *Anything else?* The crossings are difficult to navigate on bike or foot. Something more accessible and that felt safer (better lit, no glass, no encampments) would be great

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* Wouldn't it be great to not get stopped by trains trying to get from west to east in the city and vice versa. Sometimes we can get trapped by trains on North Temple and 800 and 900 South all at the same time! Living on the West side of SLC can be challenging at times.
- *Is a particular crossing important?* 800 and 900 South as they are two of the main corridors from one side of SL to the other.
- *Anything else?*

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* Bicycle lanes could be clean so flat tires don't become a daily test. Perhaps the homeless will find a different place to tent so the bike lanes are free from debris and excrement. Being on time for work would be wonderful. Not having to retrace steps to find another route will make it easier to plan a trip to "the other side of the tracks."
- *Is a particular crossing important?* The four crossings that I use frequently: 200 South--to get downtown on a bike. 800 and 900 South--crossing to get to the east side of town. 1700 South--going to work. Because I use my bike I don't usually go up and over on 400 South and 1300 South.
- *Anything else?* I live just south of 400 South on the west side. When they made the freeway entrances they said it wouldn't affect traffic in the neighborhood. Well it did and the speed of cars on the 400 viaduct and into Poplar Grove is crazy--just saying.

Nan Weber, Salt Lake City

- *How would improvements to east-west crossings affect you?* I currently have to travel a pretty far distance in order to get to the other side of the city despite living close to one of these crossings. My family and I don't feel safe walking or biking a lot of the highlighted sections which prevents us from enjoying the amenities that are typically clustered on the east side but not the west side.
- *Is a particular crossing important?* 600 N is the closest one to my house and I often have to take 300 N instead because it is safer. Despite living very close to 600 N it is inhospitable and unpleasant. I bike on a lot of these crossings and train freight cars appear to be getting longer and longer every year which can cause significant delays.
- *Anything else?* They're incredibly dangerous and the city could do a lot better mitigating road debris and find solutions to make rail crossings easier on bikes especially.

David, Salt Lake City



- *How would improvements to east-west crossings affect you?* Favorite & main way I like to get around the city is via bike. Being stuck on a bike at 900 S or 800 S due to a freight train is frustrating. It's not as easy on bike to divert to 1300 S when that happens.
- *Is a particular crossing important?* 900 S & 800 S
- I am a daily bike commuter traveling W-E from approximately 800 W & 900 S to my office located at approximately 300 W & 700 S
- *Anything else?* The Rio Grand Plan would help at those crossings and several other crossings to the north. Highly in support of the Rio Grand Plan <https://riograndeplansaltlakecity.org/>

Juliann Hanson, Salt Lake City

- *How would improvements to east-west crossings affect you?* I go North and south. I live in Glendale and work at Hill AFB, my church is on Fremont Avenue and 900 West. I go to Smiths on 800 South and 900 West. My Dentist is in Riverton. I may go to Winco which is 2100 south and State Street. Otherwise, I go to Jiffy Lube either on Main Street and 2100 South or Main Street and 3100 South. My sister is in a nursing home on 3855 South 700 East, so I go there. And I go to the University Hospital. I have my allergy doctor in Tooele so that is way west.
- *Is a particular crossing important?* 1300 South can be made better. I am concerned of being cut off.
- *Anything else?* Only that I would like to catch a bus going North and South on Sundays on 900 West and make it easier to catch the bus at night on Sundays from Liberty Park to California Avenue after dark. I don't have to worry when at the park is there no more busses. So, I drive.

Marlene Little, Salt Lake City

- *How would improvements to east-west crossings affect you?* I commute every day by bicycle from the west side of town to the east. It's brutal when you get stuck behind a freight train. Sometimes it can take 20 minutes for them to pass. I would also like to see better public transit options so I don't always have to bike if the weather isn't good.
- *Is a particular crossing important?* 900S and Train Tracks, 800S and Train Tracks. Work bicycle commute from west neighborhood to east neighborhood
- *Anything else?* They are extremely slow. It would also be nice to have public transit from the west side go all the way up to the U to access the trails up there.

Anonymous, Salt Lake City (Glendale)

- *How would improvements to east-west crossings affect you?* 3rd north bridge over the RR bridge was approved and 99% paid for 10 years ago, what happened to that?! Comments for a study?! SMH
- It's inconvenient & unsafe! Inconvenient not to mention keeps housing economy of neighborhood down
- *Is a particular crossing important?* 3rd north & 1st. South, you can't block residents in, it's inconvenient & unsafe
- *Anything else?* 3rd north bridge over the RR bridge was approved and 99% paid for 10 years ago, what happened to that?! Comments for a study?! SMH

dan stewart, Salt Lake City

- *How would improvements to east-west crossings affect you?* I live by the 600 N exit and don't dare to cross on bike or by walking. So if it were improved it would open access to the other side of my neighborhood. I don't have a car so it is saddening to know I am cut off from a lot of the neighborhood.
- *Is a particular crossing important?* 600 N
- *Anything else?* Very dangerous. High speed cars not expecting or watching for pedestrians or bikers.

Jake, Salt Lake City

- *How would improvements to east-west crossings affect you?* Reroute I-15 through SLC to I-215 to 201 joining back up to I-15 just south of 2100 South. Create (a real, think Buenos Aires) grand boulevard in its place.
- Under ground the RR tracks per the Rio Grande plan through downtown.
- *Is a particular crossing important?* 200 South is a very convenient east/west route if you're walking, biking, or even driving, but you never know if you're going to have to stop at a train so you chance it or you use 400 S which is not a very safe or inviting street through the I-15 area for walking, biking.
- *Anything else?* The city needs to be stitched back together and the unused/unavailable development potential along the I-15/RR corridor would certainly rival the Draper prison site in desirability. Other cities have

eliminated/underground highways and railroad tracks and completely revitalized ugly, unsafe, forgotten, undesirable areas into regional amenities without messing up the overall transportation requirements of the metropolitan area.

Michael Fife, Salt Lake City (Fairpark)

- *How would improvements to east-west crossings affect you?* Feel safer going to work and taking my child to school.
- *Is a particular crossing important?* 400 N 500 W, 300 N 500 W, North Temple Bridge, 600 W S Temple, 1000 W S Temple. The North Temple Bridge is sketchy for bicyclists. Cars can't see you if you are on the other side of the apex. Trash builds up in the bike lanes, Westbound bikes have to swing ride at the TRAX crossing, causes cars not to expect you. Forces bicyclists to use other rail road crossings in the area and trains are often parked, blocking those intersections.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* Depending on the changes, I would be able to bike to work more safely, and the train box would eliminate at grade rail crossing, which can be dangerous and prevent me from walking/biking at times.
- *Is a particular crossing important?* 400/200 S - both of these would help w/ my commute to work.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* it can be difficult/dangerous to cross east-west on foot or on bicycle when trains are passing. Sometimes trains can be stopped at the crossings for long times, and alternate crossings with bridges are typically not pedestrian/bike-friendly (400 S, e.g.). Improvements here would make commuting much easier and safer.
- *Is a particular crossing important?* 800s and 900s are common pedestrian/bicycle crossings that are interrupted by trains.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* If there was more accessibility via public transit I would take that every day to work. Also since we are becoming more and more of a food desert we need more accessibility to fresh food.
- *Is a particular crossing important?* 800 and 900 south get bogged down by trains.
- *Anything else?* Yes we need fresh food.

Calvin Dittmore, Salt Lake City, Glendale

- *How would improvements to east-west crossings affect you?* It would be easier for me to get to work downtown and for me to interact with the rest of SLC. It would also allow others to interact with the Tise Park community.
- *Is a particular crossing important?* 600N area. I live close to there

Anonymous, Salt Lake City - Rose Park

- *How would improvements to east-west crossings affect you?* Tremendously, I'm always stopped by the railroad crossing over to the east side.
- *Is a particular crossing important?* All that cross the railroad tracks. 800s , 900s, 1700s
- *Anything else?* The train horn is SO LOUD for West side residents

Anonymous, Salt lake city

- *How would improvements to east-west crossings affect you?* Immensely
- *Is a particular crossing important?* 600 North. I live on 600 North

Anonymous, Salt Lake City

## EASTSIDE COMMENTS

The following comments were submitted by people who either identified themselves as residents of an Eastside neighborhood, or submitted geographic coordinates indicating a Eastside location.

- *How would improvements to east-west crossings affect you?* I could ride my bike to the Jordan river trail. But honestly that's all I can think of because there so little reason for me to go west at this point that I don't have any other thoughts.
- *Is a particular crossing important?* Rio grande and 800 south. I live on 800 south and would love the area to feel less "gritty". But the rio grande is a huge let down currently. It would be the biggest improvement to the city in years
- *Anything else?* Please make them green. If we're going to do it, add in as much green space as possible.

Jesse plautz, Salt Lake City

- *How would improvements to east-west crossings affect you?* My family and I love to bicycle through the city. There will soon be a bicycle path connecting our neighborhood, by Liberty Park, to the Jordan River Trail, which we love to explore. There is also the Glendale Library and several good family friends who live near the Jordan River we like to visit. Our preferred route is 900 South, but this route is often blocked by freight trains. Even when the road is open, the bicycle facilities are not very safe; the road narrows and fences block the sidewalks, which are all safety features, but they make the crossing seem less safe to my kids and I on bicycles. We would love to see improvements made at this location and others so that bicycling on the 9-Line Trail is can be become a preferred route to the Jordan River and beyond.
- *Is a particular crossing important?* The crossing at 9th South, below the freeway, is our preferred route to the Jordan River. The road narrows and the sidewalks are surrounded by safety fences. It is a scary place to bring my kids when we ride our bikes together to the Jordan River. Most often, we pack our bikes on the bike rack of our car and drive the 1.5 miles to the Jordan River Trail because we do not feel safe taking our family through this crossing. The crossing at 200 South is also a frequent bicycle route. This crossing is wider than 900 South, but is also longer. You spend more time crossing the tracks, which means you could get trapped more easily on the tracks when a train is coming.
- *Anything else?* The crossing experience is really inconsistent. You never know if you're getting stopped by a commuter train which goes past in a minute, or if you will have to wait 20 minutes for a freight train. That adds an extra amount of stress and anticipation to any trip that requires crossing the railroad tracks, because you aren't in control of whether you will be on time or very late. When we travel by car, we deliberately avoid the grade crossings and take either 13th or 4th South. On bicycle, we have to chance it at the grade crossings, because the bridges are too steep for the kids to ride over comfortably.

Christian Lenhart, Salt Lake City

- *How would improvements to east-west crossings affect you?* Makes for better more scenic neighborhood and safer to pedestrians and traffic.
- *Is a particular crossing important?* 900 and 800 south as this is my neighborhood.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* It is vital that Salt Lake create a better connection between its East and West sections. The train trench is terrible for a smooth connection and should 100% be put underground (i.e. The Rio Grande Plan). This would eliminate the need for several of the overpasses and all that land could be redeveloped into mid-rise, mixed-use neighborhoods and increase housing in the city. Expand the downtown core further west.
- *Is a particular crossing important?* 200 South and 400 South
- *Anything else?* Bury the tracks, flatten the overpasses, build mixed-use, extend D-1 zoning west.

Preston Summers, Salt Lake City



- *How would improvements to east-west crossings affect you?* These areas of SL City have been noted as somewhat inaccessible for years. The east side has a thorough trans grid but the west has only one UTA trac and that was in place to serve the airport not so much the westside. The railroads and I15 are other barriers.
- *Is a particular crossing important?* Any that improve access to the Jordan River Parkway so that eastsiders can take advantage of this urban gem.

Terry Marasco, SALT LAKE CITY

- *How would improvements to east-west crossings affect you?* I live downtown and use my bike as primary transit to get around the city. East/West streets are quite dangerous on bike because of typical car speeds. I tend to stay east of I-15 because the crossings are unsafe and inconvenient on a bike.
- *Is a particular crossing important?* I took the 4 S bridge once since I didn't know any better and I felt very unsafe even though it was daytime and not too crowded. Climbing the hill up the bridge while a wall of cars approach from the rear at 50+ MPH is scary. As this is a main connection between downtown and the West side, I think it needs major improvements.
- *Anything else?* It is easy for cars to get back and forth. We need to focus our resources (existing street space, capital, attention) on improving transit for those without cars.

Brian Smith, Salt Lake City

- *How would improvements to east-west crossings affect you?* Improvements would expand customer and employee access and transportation options to and from our establishment
- *Is a particular crossing important?* Our business is located on 800S and would benefit from improvements to the railway crossings that impact pedestrian, bike and vehicle traffic.
- *Anything else?* We value the crossings in our neighborhood and how they provide connections to the neighborhoods west of our establishment. They are important to maintain and to increase safety and access for all types of transportation

Tim Dwyer, Salt Lake City

- *How would improvements to east-west crossings affect you?* For my business, I frequently need to access businesses west of the main railroad tracks that bisect SLC, running north/south. The route I chose the most is 1700 South. If you don't hit a train that is! It is the least congested compared to 1300 So or 2100 South. I believe an overpass would be a huge benefit to allow more access between the east and west side. As the population increases, 1300 So & 2100 So are going to become even more congested. Both have recently been reworked so there isn't anything else that could be done to them. 800 South and 900 South cannot have overpasses because both are underneath the freeway. 200 South may have the same problem.
- *Is a particular crossing important?* 1700 South. See explanation above and here is more info. 1300, 1700 and 2100 access the 3rd west corridor. It is one of the largest sales tax generating areas of SLC because it has evolved into a major retail area. It is currently being completely reconstructed so it will only become more popular. Making access easier, will encourage more west side residents to shop there as opposed to possibly leaving the City to shop in surrounding municipalities.
- *Anything else?* Said it all above

Bill Davis, Salt Lake City

- *How would improvements to east-west crossings affect you?* I use a bike frequently to run errands. When I venture out west of the rail I-15 corridors, I have gotten stuck multiple times because of long freight trains. many of the current grade separated crossings are car dominated and don't have protected bike infrastructure.
- *Is a particular crossing important?* 1300s crossing is terrible for bikes.
- 1700s is good for bikes, but you have to contend with freight train delays
- 900s is AWESOME for bikes, but has conflict with trains.
- 400s is great for cars, but not safe for bikes
- *Anything else?* Build the train box - and bring salt lake central further east to the Rio-Grande building would be huge for downtown.

Parker Reed, Salt Lake City

- *How would improvements to east-west crossings affect you?* I live and work on the east side, but by improving these connections it would make access via walking or biking much easier to places like the Jordan river, rose park, and other unique neighborhoods. Trying to bike and navigate the many overpasses and train crossings is stressful and a headache.
- *Is a particular crossing important?* 400 s has huge potential to be a significant gateway into downtown and is currently very underwhelming aesthetically, as well as dangerous and massively car oriented. It would be great to have a true complete street with buildings and vegetation as the gateway to downtown. I also think that 200 S has huge potential since it doesn't have an exit from the freeway to become more pedestrian friendly and connect to Folsom

Cameron Blakely, Salt Lake City

- *How would improvements to east-west crossings affect you?* It would help me feel safer biking to work.
- *Is a particular crossing important?* 2100 s since it would be a convenient route to work. Right now it feels incredibly scary and unsafe as a pedestrian.

Anonymous, Salt Lake City

- *How would improvements to east-west crossings affect you?* I ride my bike extensively and getting safely across the freeway and train tracks from east to west is an ongoing problem. It would be especially nice to have more bridges over the train tracks
- *Is a particular crossing important?* Better crossings at 1300 S and/or 900 S would be very beneficial. Currently the only elevated bike crossings over the tracks are south of 21st and at 400 S and North Temple

John Peterson, Salt Lake City

- *How would improvements to east-west crossings affect you?* I think I-15 and the railroad split the east and west neighborhoods. I think connecting them better would make for a better community with people crossing back and forth more often.
- *Is a particular crossing important?* 1700 S. I would like to use this road via car and bicycle to access the west side of 1700 without having to wait for the trains to spot cars. Even if that was just making it so the trains no longer staged cars in that area.
- *Anything else?*

Michael Krellner, Salt Lake City

- *How would improvements to east-west crossings affect you?* It would make my life easier to visit clients in various parts of the city if all of the train tracks were underground and the city reconnected.
- *Is a particular crossing important?* The crossings I use most frequently are 400 S and 600 N.
- *Anything else?* Put all of the train tracks underground.

Robert Jones, Salt Lake City

- *How would improvements to east-west crossings affect you?* To be honest, improvements connecting the east and west sides of Salt Lake would have more of a psychological benefit for me. I am older and have well established choices for services and shopping which are unlikely to change. I consider the splitting of the City so that we could escape quickly in case of nuclear attack to be one of the worst land use decisions in our history. The decision to run I-15 parallel to Utah 89 destroyed housing and unique ethnic neighborhoods. I would like the City to acknowledge that the decision was a mistake as it goes about repairing the damage.
- *Is a particular crossing important?* I get stuck at the train tracks between North Temple and 200 S. Wayfinding which would get me around those tracks would be helpful. I reach Red Iguana 2 heading south and realize that I've done it again as hundreds (I swear) of train cars creep past me.
- *Anything else?* When I attended the planning meetings for the Westside master plan, I realized that many attendees had fallen into the same pattern as I had...They had figured out how to run their lives without crossing I-15. After several meetings, I began to hear interest in improving the connections, but it took a while. It is important to understand the mentality of staying in one's bubble, of operating on one side or the other of this nasty road.

Cindy Cromer, Salt Lake City

- *How would improvements to east-west crossings affect you?* It would be nice to have better east-west bike connections but it would primarily benefit me as a recreational cyclist.
  - *Anything else?* I find the trains prove to be the biggest challenge when a long or particularly slow moving one blocks a number of the viable bike routes.
- Joshua Poppel, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* I would have better access to the Jordan River Trail, visiting family members, access to work opportunities without having to wait for the train trax.
  - *Is a particular crossing important?* 400 S crossing so I have access to the Gateway and to our city's urban center.
  - *Anything else?* I hope that we consider elderly folk and their safety when crossing. Accessibility issues as well as folks trying to access natural spaces. Vehicles need to cross, but we should use these access points for pedestrian access first.
- Anonymous, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* It would not be a daily life because I don't commute through the areas, but, it'd make us (2 adults and 2 kids) more likely to go to places like the International Peace Gardens or Jordan Trail on a bike from our east side neighborhood. I would also add, though, that crossing Foothill, 700 E or State St, or even 1300 E is currently a fairly unpleasant experience when biking with the kids. So, problematic areas exist outside of this study area as well.
  - *Is a particular crossing important?* Not really but perhaps the focus should be on the roads that are not freeway interchanges since there is a significantly lower car volume on these streets and as such are better for biking or walking.
  - *Anything else?* I think putting the rail tracks in the tunnel would result in a very significant improvement of these areas. And, I would not stop there and consider doing the same thing with I-15.
- Martin Cuma, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* They wouldn't.
  - *Is a particular crossing important?* None of them.
- Anonymous, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* Access to the Jordan River Trail and to the businesses of the West side
  - *Is a particular crossing important?* 9th south because you're already investing in the 9 Line Trail. And also 1700 S seems like a missed opportunity because there are a few already existing "main streets" on the East side (Liberty Wells and Ballpark)
  - *Anything else?* This is critical. Safety for pedestrians and cyclists first.
- Anonymous, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* They would improve being late and frustrated because of waiting for trains etc
  - *Is a particular crossing important?* 200 south train and north temple train
  - *Anything else?* Lighting and landscaping
- Brittany Dew, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* Biking could become more possible
- Anonymous
- 
- *How would improvements to east-west crossings affect you?* Community. I enjoy SLC and believe transforming this area would bring great improvements in many aspects to an underutilized part of the City.
  - *Is a particular crossing important?* UTA/TRAX. I believe that UTA is doing great work here, and that more great work can continue to get done.
- Anonymous, Salt Lake City
- 
- *How would improvements to east-west crossings affect you?* I cross I-15 frequently between 400s and 2100s. 1700s and 900s are my preferred ways to cross because they have bike lanes and are less busy. Both can be delayed by

the train. Both are infrequently used by cyclists in their current state. One major reason for crossing I-15 on my bike is the access the JRP for north/south travel.

- *Is a particular crossing important?* 900s and 1700s
- *Anything else?* Crossing the trax line south of 900s is also difficult. 1700s and 900s are your best options.

Matt Bainsmith, Salt Lake City

## OTHER COMMUNITIES

The following comments were submitted by people who indicated a residence outside of Salt Lake City. Several identified Salt Lake City as a place of employment.

- *How would improvements to east-west crossings affect you?* It would likely decrease my commute time and make the other side of the freeway easier to access.
- *Is a particular crossing important?* The crossings closest to downtown are most compelling to me as a commuter. As a recreationalist, I like the 2100 S & Parley's Trail options because they would make the Jordan River Parkway more accessible.
- *Anything else?* For a car, the overpass at 600 N is really easy to use and not as confusing as the one at 400 S. These are probably not pedestrian friendly options, but please don't use 400 S as a template.

Anonymous, Millcreek

- *How would improvements to east-west crossings affect you?* I have a friend that lives on the west wide of i-15 off of 400 S and I ride my bike there often. It would be nice to have a safer route to get there from the eastside.
- *Is a particular crossing important?* 400 S, see above.

Anonymous, Millcreek

- *How would improvements to east-west crossings affect you?* They would allow me to recreate to where I want to go - namely bike - freely across the salt lake valley. I think the lack of safe crossings and defined paths to where I'm trying to get are the reason I don't bike or walk more.
- *Is a particular crossing important?* Maybe 600 N, 200 or 400 South, they get you into the heart of downtown.
- *Anything else?* Make sure there are no blind corners/merging anywhere. Make it safe for pedestrians when bikers are picking up speed.

Daniel Butters, Holladay

- *How would improvements to east-west crossings affect you?* It would encourage me to explore the west side of the city more, maybe do some more shopping over there.
- *Is a particular crossing important?* 900 South and 2100 due to the nearest Trax stations to those, they are stations I board and arrive at quite often

Harrison Ziter, South Jordan

- *How would improvements to east-west crossings affect you?* I work for Union Pacific as a Locomotive Engineer. Issues involving pedestrians at the crossings at grade are a daily struggle. I don't want anyone to be inconvenienced by the trains that we run through Salt Lake City, and more so I don't want anyone to be hurt or killed in an accident involving a train.
- *Is a particular crossing important?* 800 and 900 south are a big issue with the 9 line trail crossing the tracks at grade. I think that 900 south should be closed and a pedestrian overpass should be installed as part of the trail. And 800 south should have an underpass installed and the road should be widened.
- I am against digging a trench for the trains. Instead, between Roper terminal and the Intermodal Ramp, the mainline should be rerouted to travel next to the surplus canal in order to bypass the residential areas of Salt Lake City.
- *Anything else?* I would like to see traffic cameras installed at all the railroad crossings from 1800 north to 1700 south, and on 800, 900, and 1000 west, to monitor how often they are blocked by trains, and to allow quicker response to emergencies that may happen at those locations.

Danny Brewer, West Haven, Utah but I run trains throughout Salt Lake City

- *How would improvements to east-west crossings affect you?* I think it would help me explore the west side of SLC more than I usually do. The barriers really make the east and west sides feel like different cities/communities with very little continuity.
- *Is a particular crossing important?* I'd love to see the 900 S crossing enhanced to make the 9-line trail more robust for bikes and pedestrians. The 200 S and 400 S crossings highlight the giant blighted railyards at the heart of the



city, and the 400 S crossing in particular is really only convenient for cars. 2100 S is also very hostile to everything except cars.

- The best solution I've seen for the downtown area is the Rio Grande Plan which would put UP, Amtrak, and FrontRunner trains underground and make the beautiful Rio Grande Depot a passenger train station again. Removing the railyards and viaducts would be a huge step to bridging the east and west sides of the city and it would create a whole new transit-oriented neighborhood in between. In addition to opening up new lands for housing and jobs, I think this project would also significantly enhance the whole state's transit infrastructure and help SLC prepare for the next Olympics and beyond. SLC deserves a real train station and we have a golden opportunity!
- *Anything else?* With the Rio Grande Plan and the Inland Port, I think we have a solution to the railyards issue. The other significant barrier is I-15 and I don't see any feasible options for significantly mitigating its negative effects other than improving certain underpasses like 200 S, 800 S, and 900 S. I think 2100 S and 1700 S are less important because the west side at those crossings is dominated by industrial uses. The biggest barrier at 400 S is the viaduct over the railyards.

Anonymous, Ogden

- *How would improvements to east-west crossings affect you?* It wouldn't affect me that much, except maybe when I'm downtown
- *Is a particular crossing important?* The one at 400S seems like it would be a very impactful project
- *Anything else?* Something like the High Line going over the freeway would be awesome, maybe multiple

Jacob Bashford, West Jordan

- *How would improvements to east-west crossings affect you?* Getting the Freight rails below grade would help me walk to more locations in this corridor. I hate having to wait for trains at 300 North!
- *Is a particular crossing important?* 300 north and 200 south. These two sections cause me the most delays due to trains blocking me when I'm walking and driving.
- *Anything else?* When it comes to downtown there is the rail lines and free way that break up the community. One of these issues can be solved by putting it under ground or below grade like they have done in Reno or Denver.

Ben S., West Jordan, Work Downtown

- *How would improvements to east-west crossings affect you?* Significant safety and access improvements
- *Is a particular crossing important?* Those near the downtown area. Aesthetic and access improvements.
- *Anything else?* Currently, they are creating a barrier which isolates the downtown from the westside. Access is diminished.

John B Packard, Saratoga Springs

- *How would improvements to east-west crossings affect you?* It would mostly affect my visits to downtown Salt Lake. I go up there semi regularly to visit restaurants, the Mall, Temple Square, museums, and so on.
- *Is a particular crossing important?* Very interested in the ones in the trench study area. I think that the city has so much to gain from putting the trains underground, revitalizing the Rio Grande area and moving the city's central station to the Rio Grande. It would just be fantastic if done well.
- *Anything else?* Do the trench.

David Lauman, Highland