

Date/Time Opened	Contact Name	Comment	Topic
9/22/2021 9:57	Dee Brewer	<p>Re: Hines development plan at 144 South Main Street, Salt Lake City Dear Salt Lake City Council Members and Mayor Mendenhall: I write to convey the Downtown Alliance's support for Hines development plans at 144 South Main Street. Our support for Hines' plan is grounded in our commitment to the vitality of downtown. Adding hundreds of residents, a public green space, and density will enhance Main Street and downtown. We acknowledge the requests by some community members to reconsider the Redevelopment Agency's agreement to sell the property. We share those community members' affection for the theater's history. Beyond our affection for the theater's past, we recognize the reality of the property's current condition. It has deteriorated beyond repair. Rebuilding a theater in this location would require an enormous public investment of \$50 million to \$80 million. While many organizations and previous owners examined this property in the hopes of rebuilding it as a performance venue or theater, none of those detailed examinations led to a viable operating plan. This site, in the heart of the business and entertainment district, should be adapted for the future of our city. We believe Hines' plan is a good investment in Main Street and in downtown. Best regards, Dee Brewer</p>	Utah Theater
9/22/2021 10:35	George Sutton	<p>Dear Councilman, I have been a frequent user of the foothills trails above the avenues for years. I live on 16th Av and try to hike in the area at least a couple of times each week. It is an easy walk from my home and I have been doing that since 1995. In general I think the new trails and system are fine, especially for the bikers. But I recommend removing the barriers and filling in the trenches dug in the old trail above the water tank above Terrace Hills Dr.. That trail was used for years and I never saw a problem in the literally hundreds of times I walked there. Most of the various routes I like to take eventually link to that trail. Bikers and walkers would frequently pass at the same time but the trail was wide and there was plenty of room for both. There was no problem even on narrow trails when I would encounter a biker while I was walking with my dogs. The biker has to slow while I get out of the way but that is all. Today I hike the same routes I have liked for years and ignore the new trails. I just walk around the barriers on the old trail. It has stopped the bikers, but what good has that accomplished? Is the complaint that some bikers want to go fast and need to slow when passing hikers? If so, that is solved by the new biker only trails. Blocking other popular trails isn't necessary to accomplish that. This is just my opinion and experience but I hope it is helpful.</p>	Foothills Trail System Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/22/2021 11:27	Anonymous Constituent	While I did miss the council meeting on 9/21/21 regarding this matter, I do wish to register my support for efforts that reduce light pollution. In particular, limiting the 'temperature' of bulbs in residential areas to 2700 k (preferably 2200K) and prohibiting 3000K. While proper lighting is necessary for safety of pedestrians and traffic (among others), there is a compelling argument to be made in favor of limiting the direction of the light (i.e. downward cones to illuminate streets, sidewalks and potential hazards) while limiting exposure to interiors via windows, doors etc. Similarly, excessive blue wavelengths can disrupt wildlife and impact the natural environment in unfavorable ways. Thank you for your consideration Gameil Fouad	Street Lighting Master Plan
9/22/2021 12:46	Jodie Hunt	NO NO NO to proposed high intensity street lighting	Street Lighting Master Plan
9/22/2021 13:38	Bill Clark	we heard the new lighting plan for city, needs to be adjusted to reasonable levels considering wild life and historic neighborhoods. We do not want it over lit	Street Lighting Master Plan
9/22/2021 14:39	Anonymous Constituent	please listen to the voices of the Avenues residents and lessen the lumen count for the planned street lights.	Street Lighting Master Plan
9/22/2021 16:16	Mona Marler	im totally aga nst rezoning dor this project. The neighbors who bougjt in this area bougjt because of the current zoning, NOT allowing Ivory homes to increase that ans rezone. where is the traffic going to exit since this site in on a dead end street? it will increase tradfic on ajacent streets. why allow them to rezone at the expense of the neighbors who live here. if they dknt like the zo j g tequirement go somewhere else.	Ivory Homes Rezone Request
9/22/2021 16:22	Mona Marler	i oppose this project, we already have enough lighting., the propos needs an environmental study to determine the appropriate lighting that will have the least amount of impact on bord migration, and dark sky. I Don't want a street light anywhere close to my home. why doesn't the city follow europe on how to impliment lighting? it seems the city consistantly forgets the impact to wildlife and human well being wjen they plan.	Street Lighting Master Plan
9/22/2021 20:17	Erica Marken	I understand the City Council is moving forward with a lighting master plan. In keeping with the City's efforts to be more environment friendly I strongly urge members adopt a dark skies approach to its planning. I have lived in SLC for nearly 25 years and have watched my neighborhood become brighter and brighter and more people move in. Contrast that with my recent visit to France where lighting is clearly considered and kept to a minimum. As I understand it, the correlation with safety and more lighting has not been clearly demonstrated. Please keep lighting to a minimum and adopt a sustainable, dark skies guiding philosophy now!	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 1:07	Casey Chadwell	I just want to say that I really support having more street lights in my neighborhood. In addition to deterring petty crime, as a woman I would feel much more comfortable walking alone at night. I saw some opinions on next door saying the opposite, so I wanted to weigh in. Thank you for all that you do!	Street Lighting Master Plan
9/23/2021 8:59	Judi Short	I'm sorry I missed this last night. This is a poorly written plan, I don't understand it. I didn't see any drawings? Here are my comments for the part I do understand: City lights should be warm, not bright and cool as your plan suggests. You need to cap the overall maximum lighting to 2700k. You should try to meet the Dark Skies lighting principles. It should be no brighter than necessary. Street lights should be lighting what is needed, like residential sidewalks. If they tower over the trees, it doesn't reach the places where pedestrians and autos travel. The health of our citizens should be of primary concern. Explicitly state that warmer bulbs are a goal of the plan. Thank you very much. Judi -- Judi Short 801.487.7387 h 801.864.7387 c	Street Lighting Master Plan
9/23/2021 9:27	Tyler Garzo	<p>&gt; Good morning Vili, &gt;&gt; Appreciate your reply. &gt;&gt; I've actually run this up the chain at the airport already to Nancy &gt; Volmer (Director of Communication and Marketing). After a lot of back &gt; and forth, she stated that the executive team does not feel this is high &gt; priority, and that they would not be taking any action at this time. &gt; Very disheartening as a citizen and frequent flyer. &gt;&gt; If I take public transit to the airport, a cross country flight delivers &gt; over 10 hours of continuous announcements, including airlines hawking &gt; credit cards over the PA system. &gt;&gt; Christopher Birch is the Director of Guest Experience at SFO. He said &gt; that "ambiance is a huge driver of customer satisfaction" and that this &gt; is not an infrastructure investment but a policy change. His phone &gt; number is [REDACTED] Please reach out - we can do so much better &gt; here in SLC. &gt;&gt; Thank you, &gt; Tyler &gt;&gt; On 8/30/21 11:02 AM, Subject: (EXTERNAL) the new SLC airport &gt;&gt;&gt;&gt; Dear Amy, &gt;&gt;&gt;&gt; I am not sure if you have spent much time traveling through the new SLC airport during the pandemic, but as the airport is managed by the city I was curious if you could help as my district 7 council member. &gt;&gt;&gt;&gt; The public announcement system in our new airport is being overused: &gt;&gt; 1) terminal wide general service, e.g. smoking, coronavirus by Mayor Mendenhall, leaving luggage unattended &gt;&gt; 2) terminal wide callouts for specific flights &gt;&gt; 3) terminal wide callouts for small lost and found items &gt;&gt;&gt;&gt; Look only to our airport neighbors @ SFO for the good example being set: &gt;&gt; <a href="https://www.flysfo.com/media/press-releases/quiet-revolution-happening-inside-sfo-terminals">https://www.flysfo.com/media/press-releases/quiet-revolution-happening-inside-sfo-terminals</a> &gt;&gt;&gt;&gt; Is there anything the council can do to convince the airport executive team to innovate and improve? &gt;&gt;&gt;&gt; Thank you, &gt;&gt;&gt;&gt; Tyler Garzo &gt;&gt;</p>	Airport

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9/23/2021 21:23	Kelly Stevens	<p>Please reconsider the plan to replace our lights in the Avenues with bright white lights greater than 2200K. The lights in Lindsey Gardens pavilion that were recently replaced are unbearable. Any light on the street so far has been unbearable. I believe the lights on Tenth Avenue between J and L were replaced and it's like walking through a car sales lot. We live in a quaint neighborhood. We are close to downtown but we are not downtown. Stop the light pollution. Please consider: 1. All light should have a clear purpose 2. Light should be directed only where needed 3. Light should be no brighter than necessary 4. Light should be used only when it is useful 5. Use warmer color lights whenever possible 2. Have as an explicit goal of the plan to make SLC a Dark Skies City. (Note that Flagstaff AZ does this). 3. Reduce the maximum color temperature in the residential areas to 2200K, and 2700K on the larger roadways, but preferably 2200K. 4. Reduce the maximum color temperature in the city to 2700K. Davis, CA does this. 5. Explicitly include health as one of the primary principles of the plan. It is not a primary consideration and it should be. 6. Explicitly state that warmer bulbs (lower color temperatures) are a goal of the plan. My best, Kelly Stevens</p>	Street Lighting Master Plan
9/23/2021 21:34	Sienna Scheid	<p>No one wants a bright white street light! Warm white is easier on our eyes (especially at night), more welcoming, lowers anxiety, and is better for wildlife. Please use warm white for street lights! Thanks, Sienna</p>	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 21:35	Deborah Ellis	<p>Dear Council Members, Please please please do not even consider reworking the entire city streetlighting with 3000K blue/white lighting. For our health and comfort, and the health and comfort of birds and other creatures as well, PLEASE let's go to the maximum allowable temperature of 2200K yellow HPS bulbs for all our neighborhoods, and for the entire overall master plan a maximum use elsewhere in the city of no more than 2700K yellow bulbs. Using all warmer yellow bulbs should be the goal for many health reasons which I am sure other citizens have enumerated to you, including better sleep and less insomnia. Health should be the number one consideration in the entire plan. European cities have great lighting and we should emulate their plans. It's beautiful and softer lighting, not harsh in any way. Please also see <a href="http://www.darksky.org">www.darksky.org</a>. We can have a goal to become a Dark Sky City. I believe that Southern Utah has the highest number of dark sky designations of any state in the country, so Salt Lake City should capitalize on and strengthen this designation for our state by moving toward Dark Sky as well. If you are worried about safety and think that the 2200K yellow bulbs are not bright enough, this brings up the additional issue of our needing a stronger police presence in the city, not just harsher brighter light, where everyone suffers in some ways with harsh blue/white lights with no data showing there is any greater security when using this type of lighting. Again, please reconsider and change the proposed master lighting plan, before it is too late. Thank you. Deborah Ellis Sugarhouse resident of 25 years</p>	Street Lighting Master Plan
9/23/2021 21:42	Rick Gamble	<p>Do not approve a plan for brighter street lights in the Avenues. That is unhealthy for us, for the wildlife, and for the pure restfulness of being able to see a few stars anymore. Please change the max temperature to 2200K in our Avenues neighborhood. Definitely nothing more than 2700K. Use lights only when they have a clear purpose. Use warm colors for the lights. That is more restful to the eye. Please don't turn our wonderful quiet avenues into a light strip! Follow the dark sky principles as explained at <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a> Thank you! R Gamble Avenues Resident</p>	Street Lighting Master Plan
9/23/2021 21:43	Chris Sparrer-Baer	<p>Please use the warmer bulbs in the street lights not to exceed 2200k. It is hard to sleep because the lights are so bright already. Thanks for your consideration. Chris Sparrer-Baer</p>	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 21:44	Aaron Fargo	Hello, I was just made aware of the lighting plan for the avenues to use 2700 K bulbs which are far too bright and unnatural. I oppose this because it will ruin dark skies even more, be harmful to nocturnal wildlife, make it harder to sleep at night and degrade the historic character/charm of the avenues. Brighter lights are not safer, in fact studies show that the higher contrast makes it even difficult to see in the shadows. Please reconsider the plan with replacing lights with existing temperature. 2200k in the avenues. This will be very costly if not done correctly the first time. Thanks for your consideration, Aaron Fargo	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 21:45	Aaron Fargo	<p>Hello, I am a resident of the lower aves. I wanted to request that the temperature of the street light bulbs is kept at 2200 K. The very harsh led light that comes from higher temperatures is a problem. There is a vibe and feel to a neighborhood and the light temperature very much effects this. Drive around and you can tell which lights are the higher temperatures. I own an art gallery. The light temperature I use to spotlight a painting or sculpture is 2700 K. It is really bright and would not be appropriate all over a neighborhood. I could not agree more with the below statement. Sincerely, Jennifer Fargo SLC is moving ahead with a disastrous street light master plan that will change the character of the streets in the Avenues and the neighborhoods for years and years. The biggest problem with the plan is that the allowed lights will be too white that is too high a color temperature with a maximum of 3000K (too blue/white). This creates numerous problems including that the lights are less safe because of higher contrast, bad for sleep because there's too much blue light, bad for wildlife, bad for bird migration, and bad for your health too. Current yellow HPS bulbs in the aves are 2200K. The new ones will be high stress. Yes, it's a bit paradoxical that yellower lights are calmer, safer, and easier on your health etc. Please ask the city to change the maximum allowed color temperature to 2200K in the neighborhoods. This is similar to the yellow/high pressure sodium bulbs that are currently throughout most of the Avenues. Please ask them to cap the overall maximum for the whole plan at 2700K. Ask the council to make the following changes: 1. Explicitly state the Dark Skies / IES lighting principles (See: <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a>). This should be at the top of the list. 1. All light should have a clear purpose 2. Light should be directed only where needed 3. Light should be no brighter than necessary 4. Light should be used only when it is useful 5. Use warmer color lights whenever possible 2. Have as an explicit goal of the plan to make SLC a Dark Skies City. (Note that Flagstaff AZ does this). 3. Reduce the maximum color temperature in the residential areas to 2200K, and 2700K on the larger roadways, but preferably 2200K. 4. Reduce the maximum color temperature in the city to 2700K. Davis, CA does this. 5. Explicitly include health as one of the primary principles of the plan. It is not a primary consideration and it should be. 6. Explicitly state that warmer bulbs (lower color temperatures) are a goal of the plan.</p>	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 21:46		Do not approve a plan for brighter street lights in the Avenues. That is unhealthy for us, for the wildlife, and for the pure restfulness of being able to see a few stars anymore. Please change the max temperature to 2200K in our Avenues neighborhood. Definitely nothing more than 2700K. Use lights only when they have a clear purpose. Use warm colors for the lights. That is more restful to the eye. Please don't turn our wonderful quiet avenues into a light strip! Follow the dark sky principles as explained at <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a> Thank you! C Clark Avenues resident	Street Lighting Master Plan
9/23/2021 21:52	Bonnie Phillips	For 55 years my husband Denis and I have lived on the lower avenues, 4th and D, and we both think the new lighting is a poor choice. We sincerely hope it doesn't happen. Bonnie and Denis Phillips	Street Lighting Master Plan
9/23/2021 21:53	Virginia Rainey	Too white and not helpful. WHY would you make such a bad choice - everything about the plan is counterintuitive. Please change the maximum allowed color temperature to 2200K in the neighborhoods. This is similar to the yellow/high pressure sodium bulbs that are currently throughout most of the Avenues. Please ask them to cap the overall maximum for the whole plan at 2700K. Ask the council to make the following changes: 1. Explicitly state the Dark Skies / IES lighting principles (See: <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a> ). This should be at the top of the list. 1. All light should have a clear purpose 2. Light should be directed only where needed 3. Light should be no brighter than necessary 4. Light should be used only when it is useful 5. Use warmer color lights whenever possible 2. Have as an explicit goal of the plan to make SLC a Dark Skies City. (Note that Flagstaff AZ does this). 3. Reduce the maximum color temperature in the residential areas to 2200K, and 2700K on the larger roadways, but preferably 2200K. 4. Reduce the maximum color temperature in the city to 2700K. Davis, CA does this. 5. Explicitly include health as one of the primary principles of the plan. It is not a primary consideration and it should be. 6. Explicitly state that warmer bulbs (lower color temperatures) are a goal of the plan. Virginia Nell Rainey	Street Lighting Master Plan



Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 21:53	Michael Polacek	Hello, I understand that SLC is considering changes to its street and neighborhood lighting program. I believe that it would be very beneficial for SLC, and all of the people living within its boundaries, including me and my family, if the use of outdoor lighting was minimized in order not to interfere with migratory bird patterns, dark sky viewing, sleeping patterns and general nighttime ambiance in the city. For example, all lights should have a clear purpose, e.g., safety, any emanating light should be directed only where needed, mainly downwardly, lights should not be any brighter than absolutely necessary, and warmer color, less intense, lights should be used whenever possible. Furthermore, I would strongly urge Salt Lake City to adopt the Dark Skies IDA/IES lighting principles and I have enclosed a link to the website further explaining this issue and the principles. Thank you for your further review of this important matter and please let me know if you have any questions regarding the same. Sincerely yours, Michael Polacek <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a>	Street Lighting Master Plan
9/23/2021 21:57	Mark Baer	As an avenues resident I respectfully ask that the council not allow lights so bright that they disrupt the nature of the area. Thank you, Mark W. Baer	Street Lighting Master Plan
9/23/2021 21:58	Eric Green	Dear council members, I am writing to express my wish that the city follow the principles of the Dark Sky non profit, when setting guidelines for street lighting in our neighborhoods. I live in the avenues, and would be very happy to have streetlights that are not too bright, and not too blue-shifted in color temperature. I realize there are safety considerations, but the principles of the Dark Sky organization take these into account in their guidelines. You've probably seen them, but they can be found here, if you wish: <a href="https://www.darksky.org/our-work/lighting/lighting-principles/">https://www.darksky.org/our-work/lighting/lighting-principles/</a> Thank you for taking my comment! Sincerely, Eric Green	Street Lighting Master Plan
9/23/2021 21:59	Peter Caroon	Dear City Council, As a proponent of dark skies initiatives, I encourage the city to only place streetlights where critical for safety to prevent crime or accidents. Some citizens want streetlights while others prefer no lighting. As a result, they should only be installed where it is important to do so, and follow the dark skies guidelines for lighting. The dark skies guidelines include the following: 1. All light should have a clear purpose 2. Light should be directed only where needed 3. Light should be no brighter than necessary 4. Light should be used only when it is useful 5. Use warmer color lights whenever possible Thanks for your consideration.	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/23/2021 22:00	Paul Zuckerman	Hello, I recently installed lighting in my landscaping that had 220 lumens and are less blue in color than lights I bought and returned. So I know firsthand how disturbing bright lights high on the blue scale can be. We had decorative stree lights installed years back and they put out a quality of light that provides security while being easy on the eyes. I expect a decision that will amend the plan to install only so much lighting as is absolutely necessary and no brighter than 2200k. Paul Zuckerman Avenues	Street Lighting Master Plan
9/23/2021 22:01	Holly Webster	I understand that a plan is in place for changing the street lamp lights from the current yellow bulbs to a blue/white light at 3000K. As you will hear from others, this move is not only bad for wildlife and vegetation but it will affect the surrounding houses, infusing a blue/white light into houses which will impact the residents health in a negative way. What is the purpose for making this change? Light pollution of this kind is a result of a conscious decision, ignoring the principles of responsible outdoor lighting. I ask for transparency in the decision making process, and if there is no clear purpose for making this change, save some money and abort the plan. Holly Webster	Street Lighting Master Plan
9/23/2021 22:04	Sarah Jane-Pedersen	I oppose Sattar Tabriz building homes in Rose Park, due to the reckless lack of concern for the community that is already established. -- Kind Regards, Sarah Jane-Pedersen	Street Lighting Master Plan
9/24/2021 10:29	Dee Yensen	I went to the Salt Lake County meeting for mask mandates. A prominent SLC Doctor spoke. He was very much against mask mandates. Many, if not most SLC residents are sick of these mandates. Mayor Mendenhall is incorrect with her numbers. Be aware many SLC residents will be very upset if this occurs. And will say it with votes. Respectfully Dee	Mask Mandate in Schools
9/24/2021 10:34	Erica Livingston	This message is from Erica Livingston, a D3 constituent. She is calling to express her support for extension of the Mayor's mask mandate. Ms. Livingston has a 9-year old child in school at Wasatch Elementary and she appreciates knowing students there are following safe guidelines.	Mask Mandate in Schools

Date/Time Opened	Contact Name	Comment	Topic
9/24/2021 10:36	Anthony Sudweeks	Hi Dennis, I just wanted to give you a little info on masks at our schools. We started school on August 16th and we did not require masks (we don't believe the mayor has that authority). The mayor would like us to wear masks indefinitely and we disagree. Our cases are pretty much the same as they were last year when all the kids wore masks. I can get you exact numbers if you'd like, but I disagree with the mayor's assumption that masks don't impact learning and I very much disagree with the assumption that the risks are the same for children as they are for adults. An actual balance of risk is missing from this conversation. We can't wait for the anti-vaxxers to return to normal learning environments (they clearly don't care and aren't going to change their minds anytime soon). It's time to let kids have a normal school experience.	Mask Mandate in Schools
9/24/2021 14:35	Kate Park	Thank you for your service on the Council. Due to many reasons there are people living lives of despair. They are so visible and they need help. They need more housing options that they will responsibly accept, free health care and rehab. A good alliance between the City and police would also be helpful. Stopping or at least slowing the influx of illegal drugs into this state would help. This issue is huge. Our City has the brains and the means to address this. Sincerely, Katherine Park	Homelessness

Date/Time Opened	Contact Name	Comment	Topic
9/27/2021 8:25	Ellen Reddick	<p>Apparently, Strong Towns is one of my favorite go-to blogs. Enjoy Have you noticed how many people were hit by cars the last week in SLC? The Subtle Relationship Between Traffic Deaths and Congestion Steffen Berr serves as a Director of the nonprofit Build the Lanes, which aims to educate the public about the nature of transportation systems. He currently resides in the Netherlands. This article first appeared on LinkedIn &lt;<a href="https://www.linkedin.com/pulse/subtle-relationship-between-traffic-deaths-congestion-steffen-berr/">https://www.linkedin.com/pulse/subtle-relationship-between-traffic-deaths-congestion-steffen-berr/</a>&gt; , and it is republished here with permission. You can connect with Build the Lanes on YouTube &lt;<a href="https://www.youtube.com/channel/UCCxtt5lfU-517oCEcBG6oaA/featured">https://www.youtube.com/channel/UCCxtt5lfU-517oCEcBG6oaA/featured</a>&gt; and Facebook &lt;<a href="https://www.facebook.com/Buildthelanes/">https://www.facebook.com/Buildthelanes/</a>&gt; . _____ The more the world changes, the more some things stay the same. Sixty-five years ago, the United States Congress passed the Federal Aid Highway Act, authorizing the construction of 41,000 miles of interstate highways. But billions of dollars in infrastructure investment and decades later, government officials and engineers continue to struggle against the traffic death and congestion epidemic. Calling this a problem would be an understatement. Research by the analytics firm INRIX &lt;<a href="https://inrix.com/press-releases/2019-traffic-scorecard-us/#:~:text=The%20report%20found%20that%20on,and%20urban%20growth%20continue%20nationally">https://inrix.com/press-releases/2019-traffic-scorecard-us/#:~:text=The%20report%20found%20that%20on,and%20urban%20growth%20continue%20nationally</a>&gt; pegs the annual cost of traffic congestion at a whopping 88 billion dollars. That is nearly the equivalent of losing the entire economy of Puerto Rico every single year. But, despite billions of dollars in upgrades and numerous commitments to a vision zero policy, traffic deaths and congestion remain stubbornly high &lt;<a href="https://www.koin.com/local/multnomah-county/city-of-portland-dissolves-vision-zero-task-force/">https://www.koin.com/local/multnomah-county/city-of-portland-dissolves-vision-zero-task-force/</a>&gt; .</p> <p><b>*Continued 1/6*</b></p>	Speeding & Traffic Calming

Date/Time Opened	Contact Name	Comment	Topic
	Ellen Reddick	<p><b>*Continued 2/6*</b> The problem does not stem from a lack of trying, but rather, a failure to recognize the problem for what it is. Unravelling the traffic death and congestion puzzle will require taking a closer look at the nature of both and understanding the subtle relationship that ties the two together. Traffic Deaths per 100,000 Population vs. Average Hours Lost in Congestion. Image courtesy of the author. Immediate Takeaways The positive relationship between traffic deaths and average hours lost in congestion is immediately apparent. The r value, the measurement used for correlation <a href="https://sphweb.bumc.bu.edu/otlt/MPH-Modules/PH717-QuantCore/PH717-Module9-Correlation-Regression/PH717-Module9-Correlation-Regression4.html">https://sphweb.bumc.bu.edu/otlt/MPH-Modules/PH717-QuantCore/PH717-Module9-Correlation-Regression/PH717-Module9-Correlation-Regression4.html</a> , is approximately 0.48, implying a moderately strong relationship. The r squared value is 0.23, meaning that 23% of the variation <a href="https://blog.minitab.com/en/adventures-in-statistics-2/regression-analysis-how-do-i-interpret-r-squared-and-assess-the-goodness-of-fit#:~:text=R%2Dsquared%20is%20a%20statistical,multiple%20determination%20for%20multiple%20regression.&amp;text=100%25%20indicates%20that%20the%20model,response%20data%20around%20its%20mean">https://blog.minitab.com/en/adventures-in-statistics-2/regression-analysis-how-do-i-interpret-r-squared-and-assess-the-goodness-of-fit#:~:text=R%2Dsquared%20is%20a%20statistical,multiple%20determination%20for%20multiple%20regression.&amp;text=100%25%20indicates%20that%20the%20model,response%20data%20around%20its%20mean</a> of average hours lost in congestion can be explained by the model. That might not sound like much, but when one realizes there are dozens of unique factors influencing traffic, it becomes very significant. With this relationship established, it is less surprising to observe that the cities with the least amount of traffic deaths, Oslo and Helsinki, also have the least congestion, whereas Philadelphia and Los Angeles suffer from the highest of both. While this pattern might surprise some readers, it isn't groundbreaking news for policymakers. Observing deaths rise alongside congestion has persuaded many traffic engineers, city leaders, and parts of the public to try to keep average speeds high via road expansions <a href="https://www.houstonchronicle.com/opinion/outlook/article/Houston-needs-the-I-45-expansion-Opinion-14277421.php">https://www.houstonchronicle.com/opinion/outlook/article/Houston-needs-the-I-45-expansion-Opinion-14277421.php</a> .</p>	

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	Ellen Reddick	<p><b>*Continued 3/6*</b> Yet as the saying goes, “there are lies, damn lies, and statistics” and as we will soon see, the correct interpretation of the data is just as important as the raw data itself. Those Who Don’t Learn from History are Doomed to Repeat It A famous example</p> <p>&lt;<a href="https://www.deanyeong.com/article/survivorship-bias">https://www.deanyeong.com/article/survivorship-bias</a>&gt; was the study conducted by the Center of Naval Analyses that analyzed damage done to returning B52 bombers after missions in World War 2. It was quickly followed by recommendations to reinforce the most likely areas to be heavily damaged. Representation of Most Damaged Parts of Returning B52 Bombers. Image via Dean Yeong</p> <p>&lt;<a href="https://www.deanyeong.com/article/survivorship-bias">https://www.deanyeong.com/article/survivorship-bias</a>&gt; . However, a famous Hungarian statistician disagreed and pointed out that the study did not analyze shot down planes. Meaning the study found the parts of the plane most likely to take damage without catastrophic failure and the less damaged parts of the returning planes should boast the most reinforcement. Thus, the same data can prompt different conclusions based on the interpretation. It is vital to take a closer look beyond what may seem obvious and explain the mechanism producing such results to avoid key errors. If the knee jerk approach of cutting congestion to boost safety is scrutinized, the cracks start to appear. Wider Roads Have More Conflict Points To work, road expansions would have to improve safety via widening. However, the opposite is true. This is because of what transportation engineers call “conflict points.” Consider a two-lane road as a simple example: Conflict Points on a Two Lane Road. Image courtesy of the author. There is a total of six conflict points: * Being hit from behind for both vehicles * Hitting someone else from behind for both vehicles * Colliding during a left turn into a driveway for both vehicles But what happens if the same road is expanded to four lanes? Conflict Points on a Two Lane Road. Image courtesy of the author. The number of conflict points has jumped to fourteen and would continue to rise as more travel lanes are added. The same pattern exists at intersections.</p>	

Date/Time Opened	Contact Name	Comment	Topic
	Ellen Reddick	<p><b>*Continued 4/6*</b> A regular four-way intersection with one entrance and departing lane in each direction has thirty-two conflict points as shown below. Conflict Points at a Two Lane Four Way Intersection. Image via City of Columbia Public Works &lt;<a href="https://www.como.gov/publicworks/roundabout-conflict-points/#:~:text=4%2Dway%20intersections%20have%2032,have%20only%20eight%20conflict%20points">https://www.como.gov/publicworks/roundabout-conflict-points/#:~:text=4%2Dway%20intersections%20have%2032,have%20only%20eight%20conflict%20points</a>&gt; . In these diagrams, conflict points are calculated by plotting overlapping possible paths of travel at the intersection. As the number of lanes entering and exiting increases, so does the total number of conflict points. Why do conflict points matter? Because research suggests that conflict points can be a useful surrogate for predicting accidents &lt;<a href="https://www.tandfonline.com/doi/full/10.1080/15389588.2011.565434?needAccess=true&amp;scroll=top">https://www.tandfonline.com/doi/full/10.1080/15389588.2011.565434?needAccess=true&amp;scroll=top</a>&gt; . It does not seem that cutting congestion via expansion is possible, if the expansion itself makes roads fundamentally more dangerous. This also does not even take into account evidence which shows that drivers behave more recklessly &lt;<a href="https://www.bloomberg.com/news/articles/2015-07-28/a-new-study-finds-that-10-foot-traffic-lanes-are-safer-and-still-move-plenty-of-cars">https://www.bloomberg.com/news/articles/2015-07-28/a-new-study-finds-that-10-foot-traffic-lanes-are-safer-and-still-move-plenty-of-cars</a>&gt; on wider roads and are a greater risk &lt;<a href="https://www.researchgate.net/publication/322127200_Pedestrian_crossing_behaviors_at_uncontrolled_multi-lane_mid-block_crosswalks_in_developing_world">https://www.researchgate.net/publication/322127200_Pedestrian_crossing_behaviors_at_uncontrolled_multi-lane_mid-block_crosswalks_in_developing_world</a>&gt; to pedestrians and cyclists. The final nail in the coffin comes from examining the worst performers of the eighteen cities in the model: Philadelphia and Los Angeles. What is a common theme in these cities? Very large highways, roads, and intersections that are left behind from a legacy of trying to improve safety by cutting congestion. A snapshot of roads in Los Angeles &lt;<a href="https://www.youtube.com/watch?t=422s&amp;v=Cw0d-nqSNE8">https://www.youtube.com/watch?t=422s&amp;v=Cw0d-nqSNE8</a>&gt; and Philadelphia &lt;<a href="https://www.youtube.com/watch?t=337s&amp;v=u3LBx1irt40">https://www.youtube.com/watch?t=337s&amp;v=u3LBx1irt40</a>&gt; : Beating Congestion by Boosting Safety? Because improving safety by reducing congestion fails to work, we must consider an overlooked explanation that serves as a mechanism for correlation between traffic deaths and congestion. Perhaps making roads safer is what cuts congestion. This might sound strange at first. How is that even possible?</p>	

Date/Time Opened	Contact Name	Comment	Topic
	Ellen Reddick	<p><b>*Continued 5/6*</b> Consider a typical road diet project below as a simple example. A Typical Road Diet Project. Image courtesy of the author. As we established in figures 3 and 4, narrower road sections have fewer conflict points and tend to be much safer. But how does this mean less congestion? In figure 14, assume that the original road width was forty-eight feet wide, with four travel lanes at twelve feet each. The new road section has three lanes at ten feet wide for each. That leaves a space surplus of eighteen feet. This could be used in a variety of ways, such as: * Putting in a 12' wide two-way cycle path with a green barrier * Putting in a new tram line * Creating a bus-only lane * Expanded sidewalks * Or a combination of these This is crucial in getting road users to switch to other transportation modes. More space and protection provide a significant boost &lt;<a href="https://transitscreen.com/blog/small-business-boom-benefits-of-protected-bike-lanes-increased-bikers-in-cities-safer-commuters/">https://transitscreen.com/blog/small-business-boom-benefits-of-protected-bike-lanes-increased-bikers-in-cities-safer-commuters/</a>&gt; for active transportation, and dedicated space for transit makes it competitive with driving for commuters. The Mechanism Less road trips by cars go a long way in reducing congestion levels in cities. Time lost from congestion increases exponentially as more cars are added to a road system. However, it is also known that there are exponential time savings as cars are removed from the system. Traffic Intensity vs. Peak Period Delay/Vehicle. Image via the US Federal Highway Administration &lt;<a href="https://ops.fhwa.dot.gov/congestion_report/chapter2.htm">https://ops.fhwa.dot.gov/congestion_report/chapter2.htm</a>&gt; . To provide more evidence, let's revisit the top two performing cities of the eighteen: Oslo and Helsinki. If this hypothesis is correct, there should be much smaller road facilities with plenty of space for other transportation modes. A snapshot of roads in Oslo &lt;<a href="https://www.youtube.com/watch?t=682s&amp;v=TcCsdGV0GGGo">https://www.youtube.com/watch?t=682s&amp;v=TcCsdGV0GGGo</a>&gt; and Helsinki &lt;<a href="https://www.youtube.com/watch?t=866s&amp;v=sdOAzDb8BAI">https://www.youtube.com/watch?t=866s&amp;v=sdOAzDb8BAI</a>&gt; : Based on the snapshots, it would indeed seem that the road facilities in Oslo and Helsinki are considerably smaller than their counterparts in Philadelphia and Los Angeles.</p>	



Date/Time Opened	Contact Name	Comment	Topic
	Ellen Reddick	<p><b>*Continued 6/6*</b> It is also common to see that space has been allocated to promote the safe and efficient use of alternatives, whether that is walking, cycling, or taking the bus or tram. Closing Thoughts These real-world examples verify the subtle relationship between road safety and congestion. The safest roads lose the least time from congestion and the most dangerous lose the most. Although it might seem tempting to improve the situation by cutting down on congestion, the fundamentals of road geometry and real-world examples reveal that it is a flawed strategy and ultimately fails. Instead, we must embrace what seems counterintuitive. Only by improving the safety of the road system by downsizing facilities can other modes be made comfortable and efficient enough, which can in turn squash congestion levels. Ultimately, solutions are only as good as the understanding of the original problem. The congestion and traffic death epidemic has persevered for more than a century largely due to a lack of understanding among policy makers of the subtle relationship between traffic deaths and congestion. With a better understanding of the problem and the necessary political will, the days of being stuck in traffic and listening to the report on the latest road fatalities may be numbered at last. Ellen R. Reddick</p>	
9/27/2021 11:43	Thea Brannon	<p>PLEASE PLEASE do not put in high Kelvin range blue/white lights. They are dreadful, and unhealthy. They are actually unearthly! 2200 kelvin must be the max to promote restful sleep, protect our migrating birds, and further Dark Sky efforts (as do the down-facing lights). Please think about our QUALITY OF LIFE! TheaBrannon District 6</p>	Street Lighting Master Plan
9/27/2021 11:52	Judy Mallory-McCorvey	<p>A bit late in this comment but I only just discovered the street lights maybe subject to change. I believe in a plan for dark skies would be calmer safer and better for all of our health and well-being. Animals migrate at night, most humans sleep at night and the added light would be hazardous. Color of street lights should stay at 2200K for the best interest of all.</p>	Street Lighting Master Plan

Date/Time Opened	Contact Name	Comment	Topic
9/27/2021 11:53	Michael Bunds	Hi , I'd like to comment on the city streetlight master plan. 1. please please please make all lighting follow Dark Skies lighting principles and guidelines. This is crucial! Light pollution in Salt Lake City is extreme. Light pollution lowers our quality of life, is bad for mental health, is bad for wildlife, and is a waste of energy and other resources. 2. Impacts of lighting on health should be the number one criterion in planning, design, and implementation of lighting. This includes safety and mental health. Excess light at night is not healthy. The small security gained from the overly bright street light near my house is overwhelmed by its negative effects on health and the night skies. 3. all lights should have a clear purpose and be built to fulfill that purpose. This means: 4. all lights should have an articulated purpose 5. all light should be placed so only areas that need lighting receive light. This is better for energy use, and better for our skies and quality of life. Bright lights coming into our windows at night is not a good thing! 6. Finally, lights should have a proper color temperature, as shown by studies and evidence of impacts of night time lights of various color temperatures on humans and wildlife, This would be in the 2000 to 2700K range (2200 K hard max in residential areas, 2700K absolute max anywhere). Thank you, Dr. Michael Bunds	Street Lighting Master Plan
9/27/2021 11:59	John Koltura	I can't tell you how disappointed I was with my recent trip to Salt Lake City. We were in town for Parents weekend as my daughter is a freshman at The University of Utah. We stayed at a hotel downtown near 200 and Temple. The district around the hotel was vibrant with diversity and nightlife, but we noticed a large homeless population in the area. Walking to the train station we had to dodge vagrants one holding a sharpened broomstick which was definitely a weapon. Being from Los Angeles we took it in stride but upon checking out of the hotel we entered the parking structure and found our car was broken into and homeless man being chased off by other hotel patrons. Thank God we didn't get there 5 minutes earlier while he was still in the vehicle, who knows what the outcome could have been for my wife and child. I filed a police report with a disheartened officer and was told there is quite a bite of this type of crime but their hands were tied. Nice job Chamber of Commerce, we will be sure to let our friends know how pleasant our trip was. Regards, John Koltura	Homelessness

Date/Time Opened	Contact Name	Comment	Topic
9/27/2021 12:25	Joel Harris	<p>I thought of an issue that I believe is being considered by the City Council, namely a review of street lighting. In this effort, I would urge the Council to use principles of dark sky preservation: <a href="https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/">https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/</a> These principles have not been followed in SLC in the past. Indeed, the private lighting fixtures specified by the city: <a href="http://www.slcdocs.com/transportation/StreetLighting/PDF/PrivateStreetLightingGeneralInformationBrochure,SL-H4.a2.pdf">http://www.slcdocs.com/transportation/StreetLighting/PDF/PrivateStreetLightingGeneralInformationBrochure,SL-H4.a2.pdf</a> are among the worst for producing light pollution. These are used throughout the Avenues, and they not only project light upwards contaminating the view of the sky, their direct glare provides cover for criminal activity that can hide in the shadows. I would urge the City Council to adapt safer and dark-sky friendly specifications for street lighting. It would be great if the private lighting fixtures throughout the city could be retrofit with a shield to a block view of the lamp and to direct the light downward.</p>	Street Lighting Master Plan