



Date: October 31, 2011

To: Kevin Young, P.E.

From: Fehr & Peers

Subject: Sunnyside Avenue/ 800 South Complete Streets Recommendations

Introduction

This memorandum summarizes the process and results of the Sunnyside Avenue/800 South Complete Streets study. The primary objective of this study was to examine alternatives for Sunnyside Avenue and 800 South between 900 East and Foothill Drive, consistent with the Complete Streets philosophy of multi-modal transportation. This memorandum is divided into the following sections:

- Description of process and summary of public comment
- Problem identification and goals for Sunnyside and 800 South
- Alternatives development
- Implementation recommendations for 900 East to 1300 East
- Implementation recommendations for 1300 East to Foothill Drive

Much of the work completed for this project has been assembled into visual form for presentation and discussion. In addition, numerous public comments were received both at meetings as well as online and by email. As an appendix to this memorandum, the following is attached:

- Appendix A: Presentation and summary of public comment from March 24th Open House
- Appendix B: Presentation and summary of public comment from June 22nd Open House
- Appendix C: Additional public comment received

Process and Public Comment

During the course of this study, two public workshops were conducted in order to gain feedback on issues and solutions. These meetings focused on collaborative discussion, and engaged participants in small group dialog. Invitations for both open houses were mailed directly to residents within two blocks of the study corridor and were also emailed to area community councils. The workshops were open to the public.

The first workshop was held on March 24th, 2011. The purpose of the workshop was to introduce the Sunnyside Ave/800 South Complete Streets project to the general public, provide some background on Complete Streets philosophy, and solicit input from attendees. Attendees gathered around tables, each with an aerial map of the study corridor and a facilitator.

After a presentation about the Complete Streets concept, attendees spent about 45 minutes discussing issues and solutions within their break-out groups, then provided a brief synopsis to the entire audience. Participants in this meeting came to agreement on pedestrian improvements to connect the north and south sides of the street, and provided a very wide range of suggestions between “do nothing”, to desire for medians, to desire for testing, to desire for immediate permanent solutions. A presentation and summary of results of this workshop are included in Appendix A.

The second open house was held on June 22nd with the goal of examining a range of proposed solutions. The presentation used to describe each proposed solutions is included in the Appendix B of this memorandum. Attendees gathered around tables, each with an aerial map of the study corridor and a facilitator who asked questions about each of the proposed concepts. Although a consensus was not achieved, the solutions proposed were well discussed and understood.

Problem Identification and Goals

From the first public workshop, and using the data collected about the street (included in Appendix A), problems were identified and five primary goals for Sunnyside and 800 South were developed. The problems that were identified included:

- Traffic speed feels too high
- Street feels too wide
- The westbound bike lane and sidewalk are too narrow
- Pedestrians feel disconnected between north and south sides of the street
- Student crossings are a problem in two areas

- East High Seminary
- S-Curve East of 1300 East

Concerns were expressed that solutions to improve the above conditions not divert traffic onto nearby local streets, namely 900 South, and that undue congestion on Sunnyside Avenue not be induced.

A set of goals were created to specifically address these primary problems, which are shown in the table below.

Feedback	Goal
Speed	Reduce speed through design
Width	Visually narrow the street
Westbound bicycles and pedestrian space	Improve space for bicycles and pedestrians both on and off street
Disconnectedness between north and south sides of the street	Improve crossings at several locations; create consistency
Student crossings	Consider enhancements at existing seminary crossing and at East High fields

Development of Alternatives

Following problem identification and goal setting, a set of alternatives were created that would help address each problem, and work towards meeting each of the goals for Sunnyside and 800 South. In addition to exploring a range of pedestrian improvements throughout the corridor, a portion of Sunnyside Avenue east of Guardsman Way was chosen to demonstrate the following concepts:

- Boulevard Concept that includes a wide median and separated multi-use path
- A narrow median including on-street bike lanes
- Removal of the center turn lane
- Road diet concepts including 3 and 4 lane configurations.

Each of these alternatives is detailed in Appendix B. Each of the concepts was compared against the goals for their ability to address the needs and concerns expressed by the public.

Recommendations for Implementation 900 East to 1300 East

Recommendations for the segment of 800 South between 900 East and 1300 East are focused on pedestrian improvements to connect the north and south sides of the street. The table below includes recommendations for each pedestrian crossing between 900 East and 1300 East.

Location	Treatment	Approximate Cost (based on recent installments and standard practice)
900 East	Textured crosswalk	Appx. \$100/sq yard
Lincoln Street	Textured crosswalk	Appx. \$100/sq. yard
1000 East	LED Enhanced Crosswalk Sign	\$7,500
	Textured crosswalk	Appx. \$100/sq. yard
1200 East	LED Enhanced Crosswalk Sign	\$7,500
	Textured crosswalk	Appx. \$100/sq. yard
Appx. 1250 East (Seminary)	HAWK pedestrian signal	\$110,000
	Textured crosswalk	Appx. \$100/sq. yard

For each of the projects listed above, more detailed costs will be prepared. Projects will need to be prioritized, and funding secured.

Implementation Recommendations from 1300 East to Foothill Drive

For the segment of study between 1300 East and Foothill Dr., this memorandum includes several recommendations to achieve a complete street, detailed below.

Multi-use Path

The City should begin discussing the possibility to acquire easements for a multi-use path on the north side of the street. Easements would need to be acquired from the University of Utah, Salt Lake City Parks Department, the Pingree School, and Rowland Hall School. The easement should accommodate a 14' wide multi-use path.

Pedestrian Crossings

Pedestrian crossing improvements are recommended in two key areas on this segment of the corridor. They are included in the table below.

Location	Treatment	Approximate Cost (based on recent installments and standard practice)
1300 East	Textured crosswalk	Appx. \$100/sq. yard
Guardsman Way	Textured crosswalk	Appx. \$100/sq. yard
Foothill Drive	Textured crosswalk	Appx. \$100/sq. yard

Fehr & Peers performed a study of crossing improvements near the east high ball fields; however we recommend no immediate improvements in this area for the following reasons:

- Crossing does always occur in the same location. A single crossing device would not necessarily solve the problem
- Due to the roadway curvature, a HAWK beacon or similar crossing treatment would require advance signage and signaling to alert drivers. This would create a visual 'clutter' that is counter to the goals for Sunnyside. Without being confident the problem would be alleviated, this is not a palatable option.

Instead, Fehr & Peers recommends the City meet with East High School staff to discuss options to influence student behavior, specifically encouraging crossing at the 1300 East signal.

Road Diet Test

The Narrow Median Concept meets the identified goals and represents a complete streets solution. At the same time, the resurfacing project scheduled for summer 2012 on Sunnyside offers an opportunity to answer the long standing question of whether or not a road diet would work and offer a superior complete street solution.

To test the effectiveness and support for a road diet, a single westbound lane of travel should be converted into a bike lane. The test should begin in February or March as weather permits, and should continue until the scheduled pavement overlay in summer. The general concept will include a striped lane to delineate bikes from autos. The following steps are also necessary before and during implementation:

- Refine concept (visually and conceptual engineering)
- Prepare preliminary cost estimates to implement the test
- Determine metrics for success to aid in future decision-making. This could include such measures as speed reduction, public satisfaction, increase cyclist use and satisfaction, effects to the neighborhood, acceptable levels of traffic congestion, improved traveler safety

- Monitor performance of the test relative to the established goals at regularly scheduled intervals. This should include continual public forum for discussion, as well as neighborhood meetings.
- Quantitatively evaluate the test including traffic volume counts on Sunnyside and adjacent neighborhood streets and levels of congestion during peak travel periods.

A draft schedule is shown below.

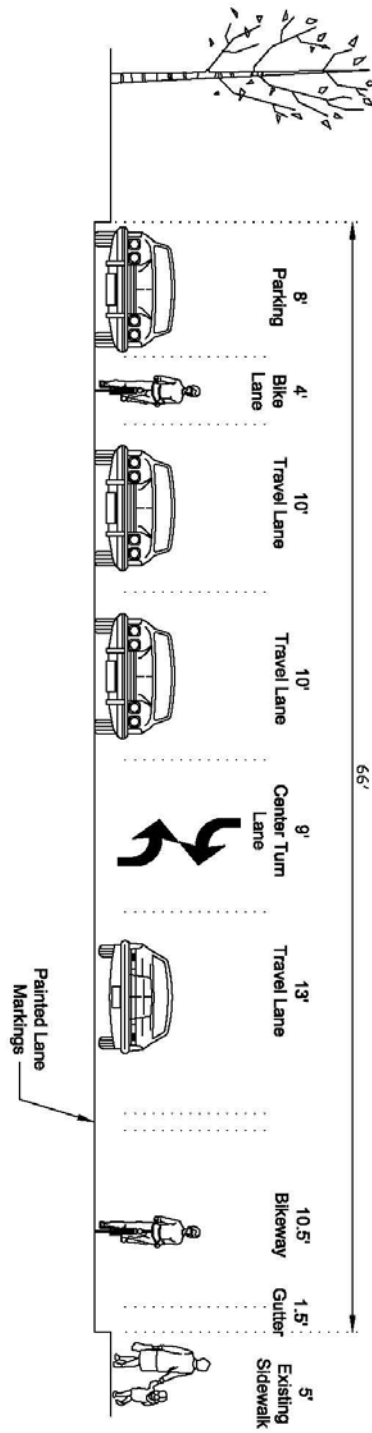
Timing	Activity
November	Send emails informing the public of the proposal/schedule and post the report online.
Early February	Notification to community (emails and other) that the test will begin in the next few weeks, as weather permits. Gather existing conditions traffic counts.
Late February - Early March	Implement 4-lane road diet test (as weather allows).
Mid March	Collect volume and travel time information during 4-lane road diet test. Consult with community on the test.
Late March	Evaluate data and community input.
Early April	Determination of path forward: keep 4 lane test or continue to 3 lane test.
Late April	Collect volume and travel time information during 3-lane road diet test. Consult with community on the test.
Early May	Evaluate data and community feedback.
Mid May	Determine final striping plan
Late May	Finalize striping plan.
June/ July	Resurfacing and striping

This concept is shown in graphic form on the following pages.

SOUTH SIDE

- Lane Reduction
- Remove one westbound vehicle travel lane
 - No significant pavement marking changes required

NORTH SIDE



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Lane Reduction Concept





If the four-lane road diet test is successful in meeting the goals for Sunnyside, and the community is supportive of the test, the City will have a choice; either move ahead with a second phase of testing to remove auto traffic from the eastbound outside lane, or to continue with a four lane test, examining the potential to implement the concept in permanent form. If the road diet is not successful in meeting the goals of the community for Sunnyside, according to pre-established metrics, the City should pursue the narrow median concept. This concept maintains two travel lanes in each direction, but removes the center turn lane in some locations to install a narrow landscaped median. The median would be 6.5' wide, which would provide additional space westbound for a 5' bike lane, and would add 1' of space to improve the eastbound bike lane from 4' to 5'. The following steps would be required in order to implement this concept:

- Refine narrow median concept (visually and conceptual engineering) – this includes locations for access to driveways
- Prepare final design
- Prepare preliminary cost estimates

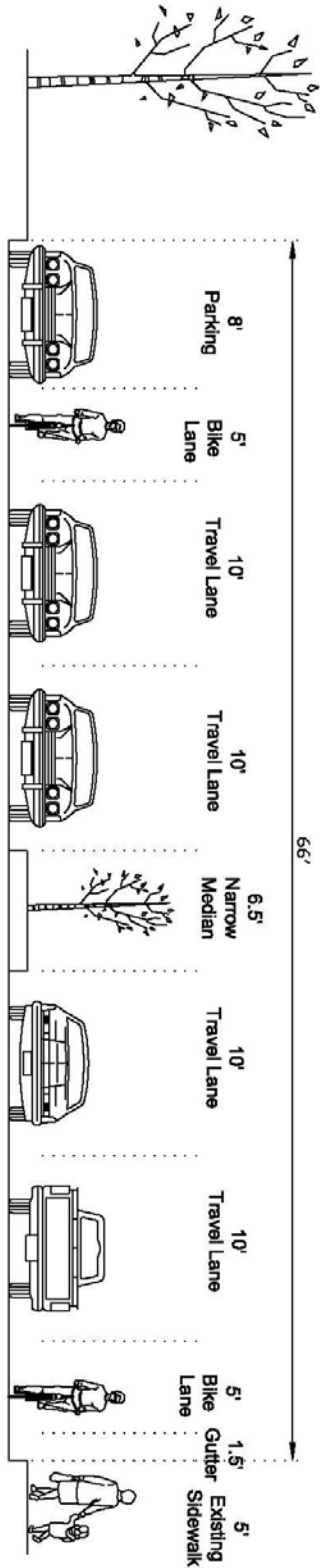
This concept is shown in graphic form on the following pages.

SOUTH SIDE

NORTH SIDE

Narrow Median Concept

- Narrow center median
- Shift travel lanes on north side of street south approx. 2 feet
- Provide 5-foot bike lanes
- Maintain two travel lanes in each direction



Narrow Median Concept

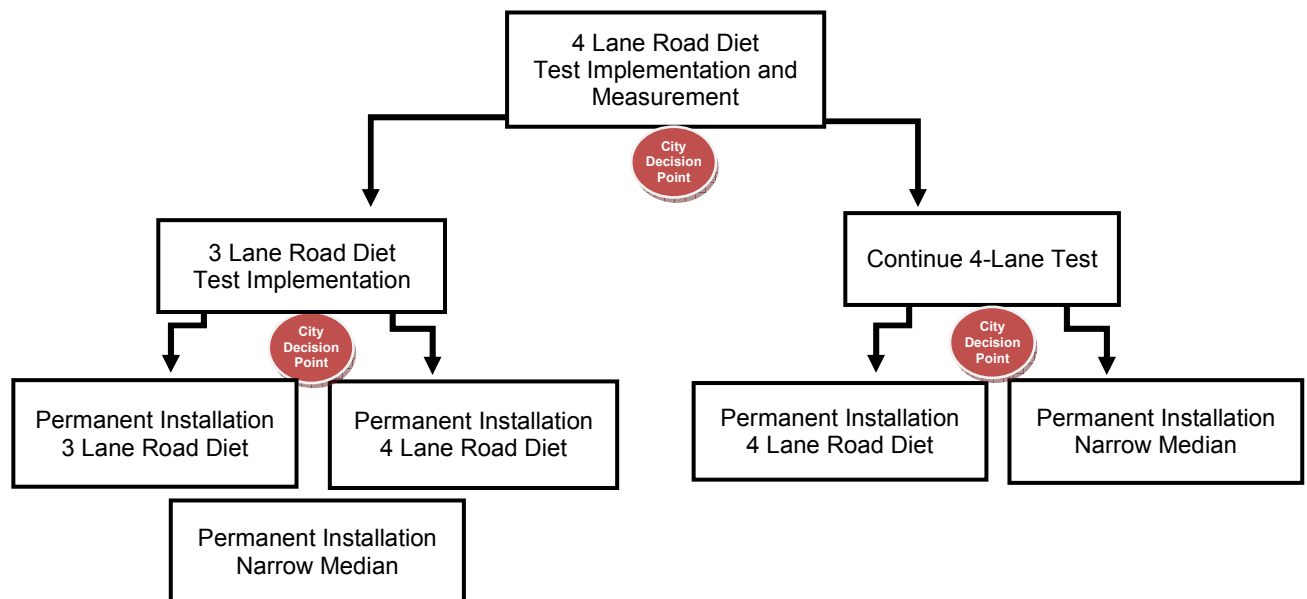




Process Schedule

	Oct-Jan	Feb	Mar	Apr	May	June	July
Preparation / Communication							
4-Lane Road Diet Test							
3-Lane Road Diet Test							
Final Implementation							

Process Graphic



APPENDIX A:

Workshop 1 Presentation and Summary

Sunnyside Avenue Complete Streets Summary of Idea Workshop, March 24 2011

Description of the Meeting

This document summarizes comments from attendees at the public workshop, held March 24, 2011. The purpose of the workshop was to introduce the Sunnyside Ave/800 South Complete Streets project to the general public, provide some background on Complete Streets philosophy, and solicit input from attendees. An invitation was mailed directly to residents within two blocks of the study corridor, and the workshop was open to the public. Attendees gathered around tables, each with an aerial map of the study corridor and a facilitator who asked the following questions:

- What issues do you have with 800 South and/or Sunnyside Avenue?
- What is important about 800 South and/or Sunnyside Avenue?
- What are the improvements you would like to see for 800 South and/or Sunnyside Avenue? Ideally, where would these improvements be located?
- Do you have concerns that improvements on 800 South and/or Sunnyside Avenue will affect your neighborhood?

After a presentation about the Complete Streets concept, attendees spent about 45 minutes discussing issues and solutions within their break-out groups, then provided a brief synopsis to the entire audience. The information provided below includes:

- A summary of issues and related solutions
- Issues and solutions by table
- General comments received during the open house

This information will be used as a basis to develop concepts for 800 South and Sunnyside Avenue, with additional concepts supplemented by the project team.

Key Issues and Proposed Solutions

The following table reflects the most commonly discussed issues, and the proposed solutions discussed at the meeting.

Issue Identified	Proposed solutions
Traffic speed is too high	Reduce speeds Visually reduce street width with landscaping including buffers and street trees Install a planted center median Additional traffic signal at 1900 East Reduce the number lanes of traffic Don't reduce the number of lanes of traffic
Street is too wide	Visually reduce street width with landscaping including buffers and street trees Install a center median Install decorative lighting Reduce the number lanes of traffic Don't reduce the number of lanes of traffic
Narrow westbound sidewalk	Construct a multi-use trail on the north side of the street
Narrow westbound bike lane	Construct a multi-use trail on the north side of the street Bike lane on 900 south Wider bike lanes
Cyclists feel unsafe going westbound	Construct a multi-use trail on the north side of the street

Issue Identified	Proposed solutions
	Bike lane on 900 South Wider bike lanes
Pedestrians from south neighborhood feel disconnected to north	More places to cross, better crossing treatments along Sunnyside Avenue Additional traffic signal at 1900 East Additional crossing treatments to enhance visibility Install decorative lighting
Students cross in unsafe location between East High and Seminary, and on 1200 East	Add a crosswalk, raised crosswalk east of 1300 East Add a flashing crosswalk at 1200 East
Illegal traffic maneuvers between East High and 1400 East	
Unsightly power lines	Additional landscaping, including larger trees
Increased run-off due to pavement	Additional landscaping
The University of Utah shuttle stop blocks traffic	Construct a pull-out for the shuttle

Table Summaries

The following summarizes key messages from the break-out groups by table. Bold items reflect each table's key messages at the close of the meeting.

Table 1

- **Slow traffic by psychological measures. Move traffic more safely and efficiently to avoid stop and go and noise**
- Human-scale lighting on north side of street
- Residential driveway access restrictions due to center median not a concern
- On-street parking necessary in some areas, especially near duplexes.
- Pedestrian crowding near U of U shuttle stops (narrow sidewalk). Shuttle should have pullouts or use parking area driveway.
- Consider a traffic signal at Foothill Drive (between 1900 E and 2000 E)
- Need a pedestrian crossing between 1300 East and Guardsman Way
- Westbound sidewalk too narrow
- Traffic speed is big concern
- Indicated that they would like to see traffic speeds reduced throughout the study corridor by means of "psychological treatments," such as:
 - Visual narrowing of the roadway using landscaping and center medians
 - Intersection treatments similar to 900 South/900 East, including bulbouts, medians, and colored intersection pavement.
- They did not think reducing the number of lanes was important. This group agreed that reducing lanes might result in traffic congestion, which would increase noise (vehicle acceleration) and tailpipe emissions. They preferred that traffic flow through the corridor flowed efficiently but slower than it does today.

Table 2

- **Improve the sidewalk, install better bike lane (consider 900 South), landscaping and more lighting**
- Add trees

- Slow traffic
- Off-road path with bike lanes and pedestrian path (15-20 feet wide)
- Provide pullouts for U of U campus shuttle near student housing on westbound Sunnyside Ave
- Traffic flow is good as-is
- No more additional street lights on Sunnyside Ave

Table 3

- **Create a pedestrian friendly environment; bring the north side closer to the south side of the street**
- **Wider sidewalks and better buffers between the sidewalk and street**
- Liked reduced travel lanes (3 total)
- Several roadway improvements sketched at 1400 East
- Center medians at 1100 East, and near Amanda Ave and Deistel Ave (avoid impacting driveways)
- Preserve view corridor looking north and west
- Square up cube corners to make pedestrians more visible and slow driver speeds when turning
- Westbound bike lane and sidewalk on Sunnyside Ave are uncomfortable to use
- Sunnyside Ave is a residential street

Table 4

- **Enhance Sunnyside as a gateway to the city; beautify the street**
- Tall trees (sycamores)
- Bury electrical lines
- Student housing where people pull out needs to be wider and more room to pull out
- Landscaped planters will improve beauty of street
- Signalized crosswalk at East High

- 1900 East and 200 East are commuter bypass routes when Foothill gets busy

Table 5

- **Invest in infrastructure for corridor beautification including trees, a bike lane, and medians**
- Add trees to minimize visual impact of power poles
- Bus pullouts
- Specific recommendations modifying crosswalk at 1200 East

Table 6

- **Bike lanes are hazardous on Sunnyside and should be moved to 900 South.**
- Do not reduce number of lanes. “Do no harm” to adjacent neighborhood streets (avoid traffic diversion)
- Provide pullouts for U of U campus shuttle near student housing on westbound Sunnyside Ave
- Install pedestrian-scale street lighting to replace existing tall street lights
- Raised crosswalk near 1400 East to accommodate East High School students walking between parking lot and ball fields
- Street is visually wide – consider center median with landscaping to calm traffic
- Better crossing treatment at East H.S. crossing between 1200 East and 1300 East (HAWK beacon). There is a problem with westbound traffic backing up to 1300 East. Sauntering students
- Westbound bike lanes on Sunnyside are not safe

Table 7

- **Maintain two lanes in each direction**
- **Add enhancements such as trees, an off-road bike lane, green space, decorative street lighting, crossing enhancements**
- Like pedestrian beacons at Foothill crossing
- Pedestrian beacon or traffic signal at 1900 East/Sunnyside
- Westbound bike lane and sidewalk on Sunnyside Ave are uncomfortable to use

- Center medians desirable, but avoid impacting residential driveways
- Speeding issue – speed feedback signs (e.g. 1300 East) may help
- Illegal traffic maneuvers between East H.S. parking lot and 1400 East
- Need more trees

Additional Recorded Comments

- East high students are an issue at the seminary – sauntering and talking
- Recent temporary closure of one lane eastbound resulted in problems getting on to south side from 1900 East. If one lane in each direction is implemented, would be negative
- 1300 East with one lane in each direction leaves few gaps in traffic to back out of driveways or turn opposing direction from side streets
- The westbound bike lane is too narrow and close to the curb, and feels unprotected
- Could there be a crosswalk by East high field? Raised? – Sight distance on the hill and curve makes it hard to have a crosswalk
- Drive 35 campaign to educate users that it is a residential street, and to respect speed limit for quality of life
- Street is visually wide. Solutions include street trees, more attractive street lights
- Build a 'cut-back' for campus shuttles to take them out of the traffic lane when stopping
- If the speed limit is lowered, it could force traffic to 900 South
- Possible center median without losing lanes and width. Would U-turns be permitted?
- Bike lanes again – could it be in the middle with the median? Or have off street bike path through open space on north side. Include pedestrian path also. Consider conflict bikes/strollers/runners
- Will there be a new access for the new Rowland Hall?
- Maintain street as 2 lanes each way is very important/needed. However, enhancements like street trees, decorative lights, that keep the street feeling residential are a good idea
- Lighting
- Improve bike lanes
- Traffic flow
- Landscaping
- Sidewalks
- Better aesthetics will help tolerate traffic flow
- Wide bike lanes
- More trees
- Crosswalk lights empower pedestrians too much

- Reducing lanes would be a problem
- The power company destroyed the trees
- Remove a bike lane on one side?
- A complete street without trees is not complete
- Foothill/Sunnyside left hand turn is scary
- Do more trees create more maintenance?
- No single lanes
- More patrols
- Keep traffic flowing but flowing slower
- Improve sidewalks and bike lanes, consider moving bike lane to 900 South
- Improve landscaping
- More lighting, same lumens
- More pedestrian friendly, especially on the north side, bigger landscape buffers and sidewalks
- Landscape and beautify
- Corridor beautification
- More trees, better bike lanes, consider reroute to 900 south
- Reduce speed by reducing lanes
- Important to maintain 2 lanes
- Add trees
- Look at off road bike lanes
- Decorative street lights
- Make it feel residential
- Increase ped/ bike crossing
- More stop lights
- Crosswalk at east high would be a good idea
- Health and air quality issues
- Improvements are successful – we know we have a lot of bikers and walkers on guardsman way
- Safety is key
- Environment – runoff is greater – need less pavement
- 800 south – would love to see 1 lane each way to slow down and add roundabouts or bulb outs at intersections
- Add school bus pull through on 800 South north side of East High
- Add mid-crosswalk table for EHS to seminary. A lot of students walking across the street
- Takeaway: make Sunnyside more pedestrian friendly
- Add landscape buffer
- Wider sidewalks and bike lanes
- Incorporate north Sunnyside into the neighborhood
- Remove sodium streetlights
- Needs to be more welcoming

- Educate citizens on why reducing lanes does not increase congestions
- 1200 East intersection – move or upgrade crosswalk
- Eastbound traffic does not see pedestrians
- On 1200 E. provide traffic calming
- Better aesthetics with landscaping, camouflage power poles
- No lane reduction
- Provide campus shuttle shelters, now they stop in travel lanes
- Current speed limits are fine
- Improve park access
- Guardsman way - too tight and waste of money
- No widening
- Medians is good to offset impact of poles
- Cyclists, fast and scary downhill
- HAWKS are good
- Get rid of bike lanes
- Make a wider parking strip
- Convert to a three lane section to reduce speeds and better accommodate cyclists
- Keep it four lanes, but with treatments
- Diestel/Sunnyside: pedestrian crossings are good
- Park traffic is heavy in the a.m.
- 1100 East flashing light does not prevent drivers from stopping or slowing
- Sunnyside speeds are too high. Cyclists compete with cars going 45 mph
- Residential context of the street
- Move back to single lanes, slow cars
- Consider roundabouts to get into neighborhoods
- Some residents feel reducing travel lanes will increase traffic
- Will road noise go down with reduce speeds? Yes. Also landscaping helps
- Narrow bike lanes in places
- Sidewalks right next to street are narrow in some places and uncomfortable to walk on next to traffic, especially with small children
- Need wider sidewalk on north side of the street – add 5 -6' sidewalks
- Add a linear park along the roadway on the north side to offset unsightly power poles
- Reduce roadway
- Students walk in the street from East High and McGillis
- U of U game days, people park on sidewalk

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Sunnyside Avenue/800 South Complete Streets Study

How do we make a complete street?



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Agenda

- Introduction to the project
- What do we know about Sunnyside/800 South?
- What is a Complete Street?
- Break-out group discussions
- Report back and next steps

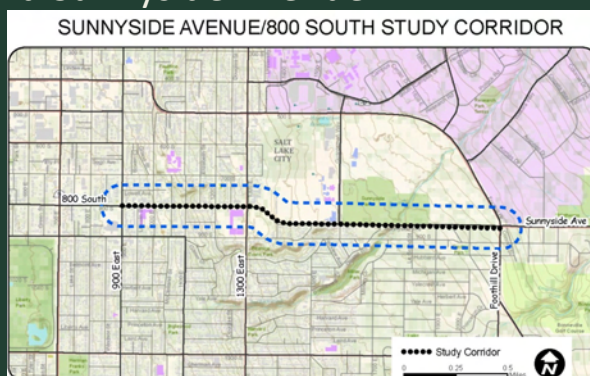


FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Project Introduction

- Study is sponsored by Salt Lake City
- Study area 900 East to Foothill Drive on 800 South and Sunnyside Avenue



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Project Introduction

- Two opportunities for input – today and in May
- Concept development will occur after we have listened to your ideas
- Concepts will reflect complete streets philosophy
- Recommendations made in May/June

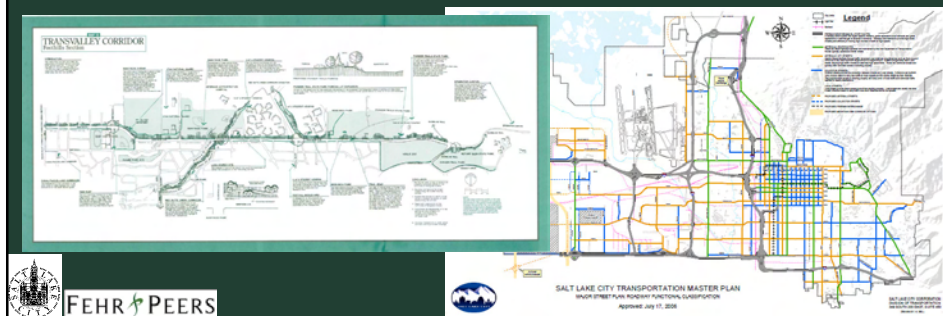


FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Relationship to City Plans

- SLC Master Transportation Plan– Arterial
- Bicycle Pedestrian Master Plan – Bike Lanes
- Salt Lake County Open Space Master Plan
- Complete Streets Ordinance



Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside Avenue and 800 South:

5 traffic lanes



Sunnyside Avenue/800 South Complete Street – Idea Workshop

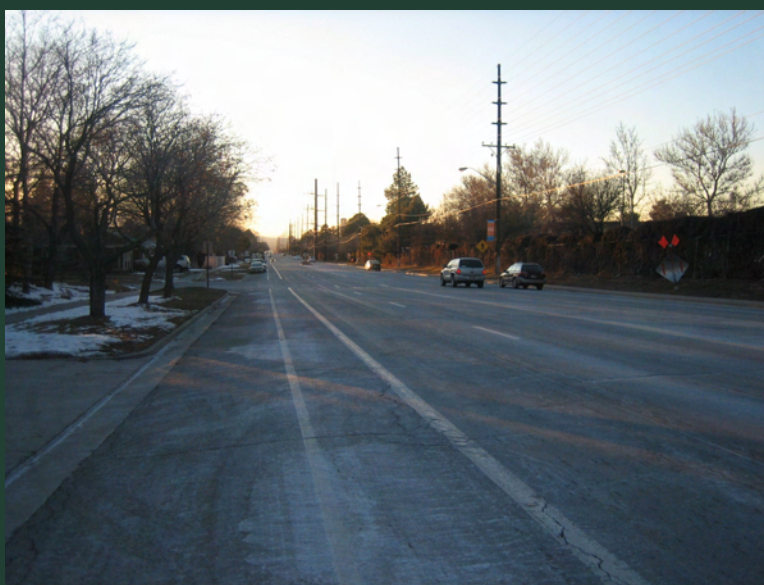


At 1000 East – looking west



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



2000 East – looking west



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside
Avenue and 800 South:

Existing sidewalks



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR & PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR & PEERS

2000 East - westbound

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At Guardsmen - westbound



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside Avenue and 800 South:

Existing crosswalks



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At 1100 East



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At 1100 East



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At Diestel Rd



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At 1250 East – East High School



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



At Lincoln St – Rowland



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside Avenue and 800 South:

Existing bike lanes



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

At 900 East looking east

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

2000 East - westbound

Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside Avenue and 800 South:

Transit



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

- Service on 900 South
- Numerous intersecting north-south routes
- U of U campus shuttle



FEHR PEERS

Source: www.rideuta.com/uploads/saltlakesystemmap0410.pdf

Sunnyside Avenue/800 South Complete Street – Idea Workshop

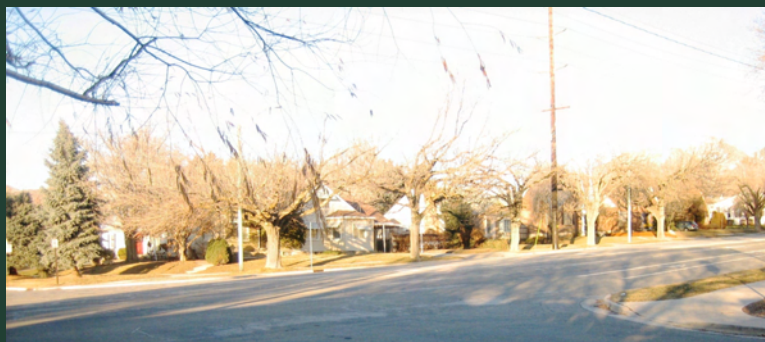
What we know about Sunnyside
Avenue and 800 South:

Residential land uses



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside Avenue and 800 South:

Institutional land uses



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Rowland Hall

Sunnyside Avenue/800 South Complete Street – Idea Workshop



Sunnyside Park



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



Carmen Pingree School



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



Sunnyside Avenue/800 South Complete Street – Idea Workshop

What we know about Sunnyside
Avenue and 800 South:

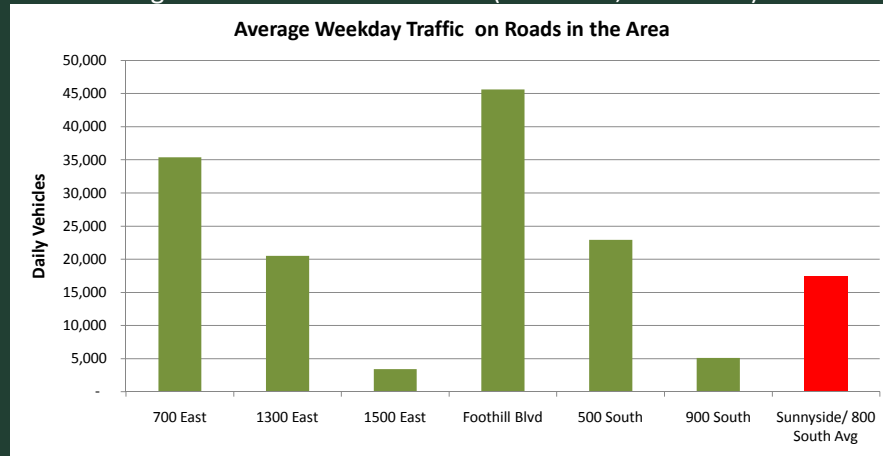
Traffic



Sunnyside Avenue/800 South Complete Street – Idea Workshop

Sunnyside/800 South traffic is:

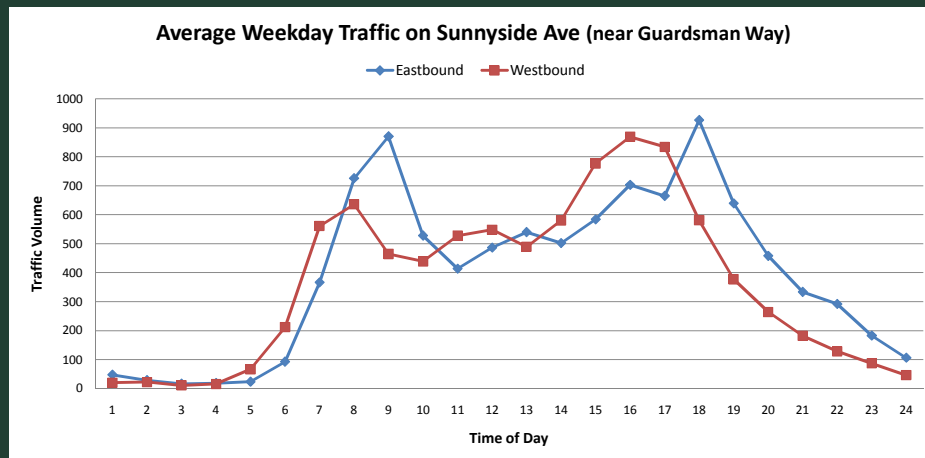
- Lower than major commuter roads (700 East, 1300 East, Foothill Dr)
- Higher than residential streets (1500 East, 900 South)



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

- Rush hour traffic – significant in both directions
- Mid-day traffic – substantial



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

Definition

“Complete streets are designed and operated to enable safe access for all users.

Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”

National Complete Streets Coalition

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

History

- Thunderhead Alliance
- Barbara McCann
- Congress for the New Urbanism (CNU)
- Institute of Transportation Engineers (ITE)
- FHWA / EPA Context Sensitive Solutions (CSS)
- National Complete Streets Coalition



Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

What's This All About?

- Movement to plan, design and operate multi-modal transportation facilities
- Provides safe and logical mobility for a broad range of users
- Considers function and context of the roadway environment
- Recognizes desire to be green and sustainable
- Reducing vehicle miles traveled (VMT) and green house gases (GHG)
- Responds to the need to improve safety

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Source: National Complete Streets Coalition

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Source: National Complete Streets Coalition

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR PEERS

Source: National Complete Streets Coalition

Sunnyside Avenue/800 South Complete Street – Idea Workshop



Source: E14th Corridor - San Leandro, CA Source: Community, Design + Architecture

FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



Source: E14th Corridor - San Leandro, CA Source: Community, Design + Architecture

FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop



FEHR & PEERS

Source: E14th Corridor - San Leandro, CA Source: Community, Design + Architecture

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

Philosophy and direction of city

Salt Lake City Executive Order (January 2007)

- Design facilities to the best currently available standards and guidelines.
- Exceptions must be approved by a Complete Streets Committee with documentation of the decision.
- Address the need to cross corridors as well as along them.

For Immediate Release
January 18, 2007

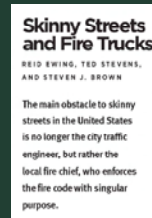
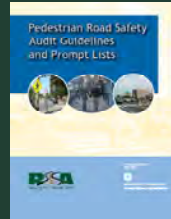
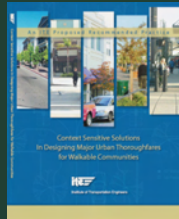
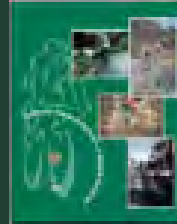
Mayor Issues Executive Order on Complete Streets

Order requires the City to establish pedestrian and bicycle ways in new City construction or reconstruction projects in the public right of way

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

How is this different?



Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets

Context Sensitive Solutions & Trade-Offs

- Identify and value competing interests
- Inform decision-makers regarding consequences
- Mitigating traditional mitigation measures

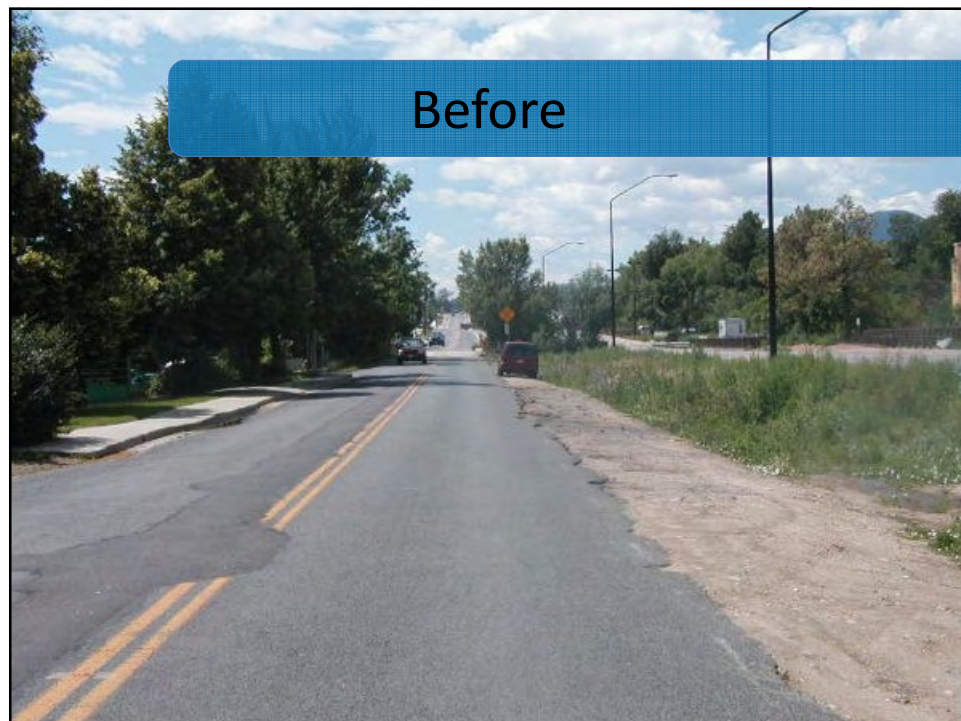
Transportation Issues

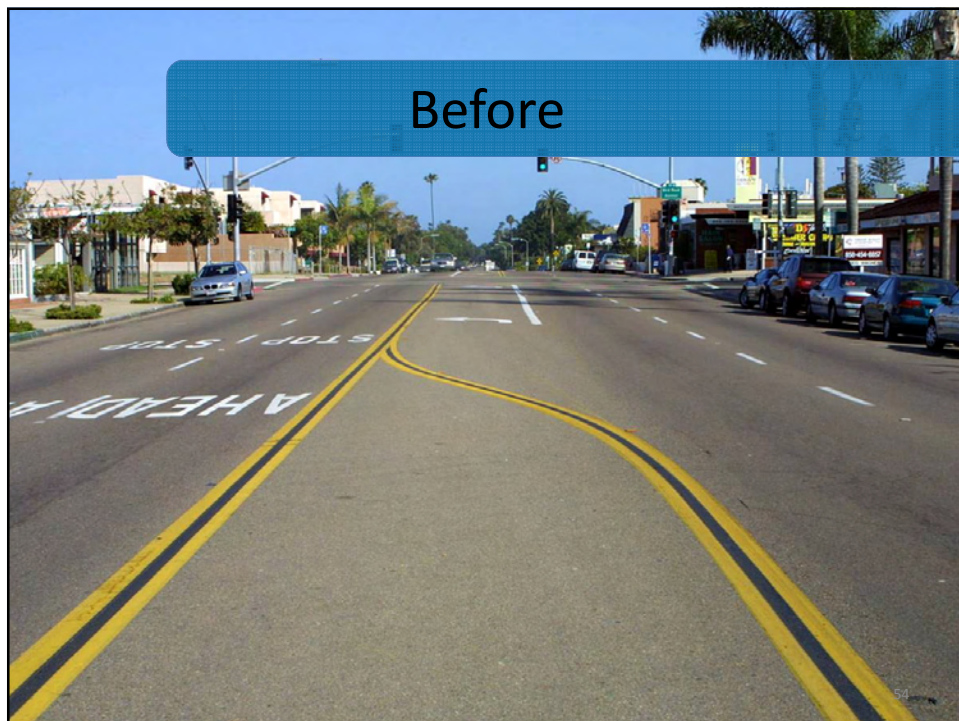
Safety
Traffic Operations
Intersection Capacity
Delay
Speed
Design Vehicle
Growth Accommodation

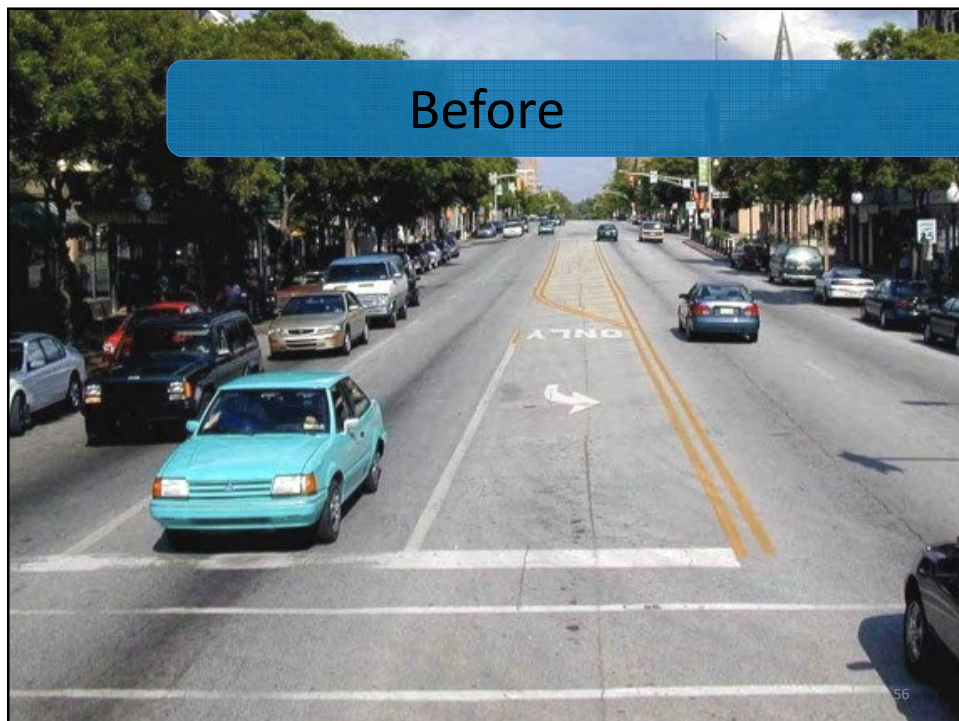
Community Issues

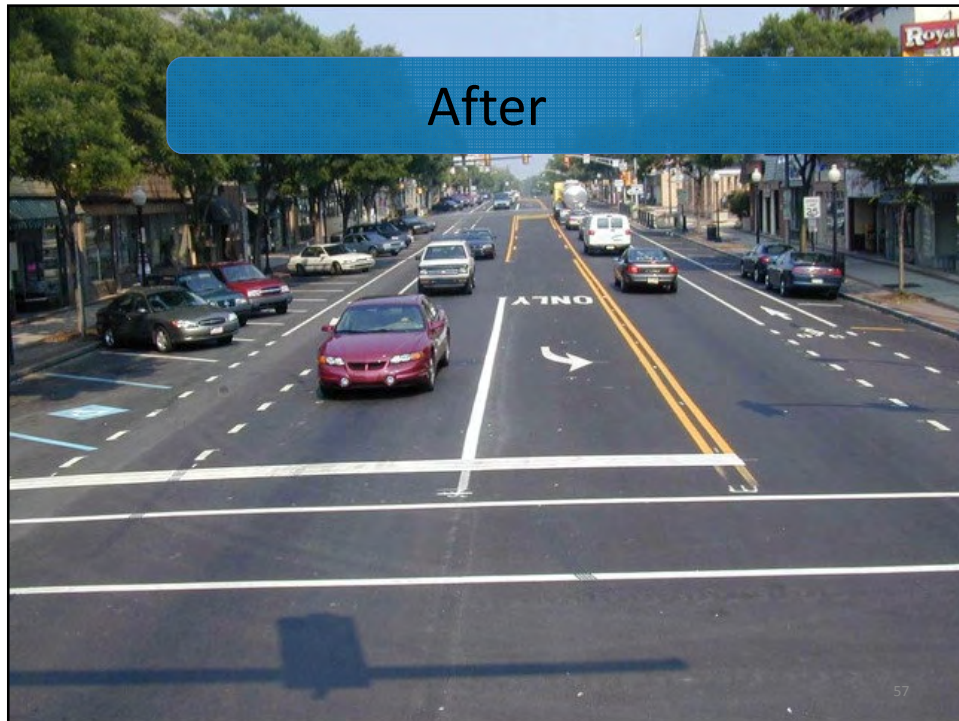
Preservation
Landscaping & Aesthetics
Environmental
Land Use Compatibility
Neighborhood Impacts

Roadway Design









Sunnyside Avenue/800 South Complete Street – Idea Workshop

Complete Streets Design Standards

- **Travel Lane Width – 10-12'**
Source(s): AASHTO Green Book, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities
- **Bicycle Lane Width – 4-5'**
Source(s): 1999 AASHTO Guide for the Development of Bicycle Facilities
- **Parking Lane Width – 7-8'**
Source(s): AASHTO Green Book, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities
- **Sidewalk Width – 4'-20'+**
Source(s): 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- **Buffer Width – 5-6'**
Source(s): 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- **Median Width – 6-22'**
Source(s): Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities



Sunnyside Avenue/800 South Complete Street – Idea Workshop

Decision Factors

Public input
Mobility
Livability
Consistency with adopted plans
Access to important destinations
Volume and speed
Adjacent land uses
Impacts and unintended consequences



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Break-out groups

- What issues do you have with 800 South and/or Sunnyside Avenue?
- What is important about 800 South and/or Sunnyside Avenue?
- What are the improvements you would like to see for 800 South and/or Sunnyside Avenue?
- Ideally, where would these improvements be located?
- Do you have concerns that improvements on 800 South and/or Sunnyside Avenue will affect your neighborhood?
- One key message to share with the group



FEHR PEERS

Sunnyside Avenue/800 South Complete Street – Idea Workshop

Open City Hall Website:

www.peakdemocracy.com/645



APPENDIX B:
Workshop 2 Presentation and Summary

Sunnyside Avenue Complete Streets Summary of Workshop, June 22, 2011

Description of the Meeting

This document summarizes comments from attendees at the public workshop, held June 22, 2011. The purpose of the workshop was to present alternatives for Complete Streets concepts on Sunnyside Ave/800 South. An invitation was mailed directly to residents within two blocks of the study corridor, and the workshop was open to the public.

Fehr & Peers gave a presentation that summarized public feedback and project goals and presented several Complete Streets alternatives. Attendees gathered around tables, each with an aerial map of the study corridor and a facilitator who asked the following questions:

- What are your overall impressions of the concepts?
- How do you feel the concepts meet the five primary goals of improving the corridor?
- What features to you like?
- What suggestions do you have for the project team?
- What would make a test installation workable or difficult.

Attendees spent about 45 minutes discussing issues and solutions within their break-out groups, then provided a brief synopsis to the entire audience. This information will be used as a basis to recommendations for 800 South and Sunnyside Avenue.

Comments on Proposed Solutions

The following table reflects the most commonly discussed issues, and the proposed solutions discussed at the meeting.

Proposed Solutions	Comments
Crosswalks	<p>Additional/more frequent ped crossings (e.g. East HS ball field/1400 East, Amanda Ave)</p> <p>Need for effective ped crossing at East HS seminary</p> <p>Need for better access to schools and parks</p> <p>Need for improve visibility</p> <p>Increase enforcement/education for drivers and students</p>
Medians	<p>Concern about driveway access with trailers</p> <p>Consider intermittent medians that do not obstruct driveways</p> <p>Seven-foot median preferred because has least negative impacts</p> <p>Want to maintain access into neighborhood</p> <p>Street connectivity mitigates access impacts (easy detours)</p> <p>Hopeful medians will help to reduce noise</p> <p>Concern about maintenance of landscaping</p> <p>Allow U-turns at median breaks</p>
Multi-use Path	<p>Nice amenity</p> <p>Easements may be challenging to acquire, but possible</p>

Proposed Solutions	Comments
Bike Lanes	<p>Shared bike lanes not appropriate for inexperienced riders</p> <p>Should bike lanes be on Sunnyside? Why not 900 South?</p> <p>Value separated/buffered bike facilities</p>
Landscaping	<p>Planting on north side is good compromise if not possible/desired in median</p> <p>Concern about maintenance</p>
On-street Parking Restrictions	<p>Valuable to residents – don't remove</p> <p>Not highest priority</p>
Remove Center Turn Lane	<p>Concern about loss of pedestrian refuges</p> <p>Concern about weaving traffic</p>
Lane Drop Tests	<p>Test the north side lane drop first (preference if testing is to be implemented)</p> <p>Testing needs to be in place long enough to influence behavior</p> <p>Vehicle capacity on east-west arterials should not be reduced</p> <p>Concern about increased congestion</p>
Other	<p>Human-scale lighting</p> <p>Speed feedback signs</p> <p>Create access into East HS parking lot from 1400 East. Use median to restrict lefts out of parking lot onto Sunnyside.</p>

Proposed Solutions	Comments
	Restrict access to VA through Sunnyside Park

Table Summaries

The following summarizes key messages from the break-out groups by table. Bold items reflect each table's key messages at the close of the meeting.

Table 1

- **Want features that calm traffic and create a “grand boulevard” feel. Like Alternative B with 7-foot medians, 4 travel lanes, and full size bike lanes.**
- Landscaped median supported by all
- Need to slow/calm traffic on Sunnyside, especially uphill (EB)
- Want bike lanes on both sides of street
- Speed feedback signs a possibility?
- Residential driveway access restrictions due to center median not a concern

Table 2

- **Difficult to reach a consensus, but agreed that trees and medians would be an improvement and help reduce “gun-barrel” effect.**
- Questioned how emergency vehicles that frequently use Sunnyside would be effected by changes
- The city is decreasing too many of the East – West arterials. The City should try to maintain the volume of the street, while acknowledging the residential needs.
- Like idea of testing one lane removed on north side. Eastbound lanes should not be impacted – they are necessary to accommodate traffic.
- Medians may not work in front of homes
- Like trees and separated multi-use trail
- Any tests need to be installed for an ample length of time

Table 3

- **Preference for trees, separate multi-use path, and human-scale lighting.**
- **Expressed concern about driveway access restrictions from proposed medians, and suggested that medians be located where there are no driveways.**
- B preferred over A and C
- Improvements at Foothill and Diestel are valuable, but cars occasionally swerve around other vehicles slowing for pedestrians. Horror story about someone being hit. May like to see HAWK beacons there.
- Driveway access is not highest priority concern
- Street connectivity is good so detours are manageable
- Raised bike lanes (like in Europe) with mountable curb suggested
- Move parking next to travel lanes and but bike lanes next to curb
- Concerned about dropped dedicated bike lane at intersections in test scenarios

Table 4

- **Likes the proposed designs, particularly the medians, because they help reduce vehicle speeds and noise.**
- **Likes the concept of a buffer or barrier between bike and automobile lanes.**
- Concerned about maintenance of the landscaped median
- Continuity of the bicycle lane an issue
- Positively separate bike lane/roadlane to help cars maintain safe distance
- Concept A addresses peds/bikes best
- Green lanes most favored by bicyclists
- Allow U-turns at median breaks
- Concern of pedestrian walkways being maintained or even properly constructed

- No effective ped crossing at ball field
- Road diet concept – concern that we will lose protected pedestrian area

Table 5

- **Prefers Alternative A, with wide multi-use path, crosswalks, and medians.**
- **No preference on road diet alternatives.**
- **Likes the concept of a buffer or barrier between bike and automobile lanes.**
- Additional landscape buffer options on the north side
- Shared bike lane will be difficult for inexperienced riders (high speed)
- From Map: Ped crossing at Amanda similar to Diestel St.

Table 6

- Impressions – felt that concepts meet requests/comments from previous meeting
- On street parking is valued – don't remove
- Concern that a median will prevent a homeowner from accessing driveway with trailer (eg boat)
- Wider multi use trail is good. Seems safer, even if just physiologically
- Like trees, some do not want them in a center median, but planting on the north side is a good compromise
- Medians where there aren't any homes would be okay. Smaller planters could slow traffic without impeding turning

Additional Recorded Comments

- Find ways to slow traffic on Sunnyside without producing more traffic on neighborhood streets
- Likes phased/testing approach
- Test lane removal on North side only
- Human scale lighting would be nice

- Additional ped crossings
- Emphasis that it is a residential street
- Value separated facility for bikes
- Unsure about legality of making left turns at Diestel & Foothill
- Center median will help reduce noise
- Why must there be bike lanes on every street? Why not put bike lane on 900 South – quieter, safer.
- Perception that traffic already spills over from Foothill Blvd. Drivers make avoid delays by turning into neighborhood and making U-turns. Median restrictions near Foothill could deter this. (2000 E)
- Will Sunnyside have more congestion on Utah game days?
- Why is Amanda Ave closed? Should it be reopened?
- 1400 East is a shortcut and is too busy
- Consider closing access through the park from the VA hospital at Sunnyside Park. Lots of traffic here coming from the VA. Keep the left turn lane (East bound)

Sunnyside Avenue/800 South Complete Streets Study

Project Update
June 22, 2011



Agenda

Presentation

- What we have heard from you
- Goals
- Concepts

Discussion Groups

Report Back

Wrap Up



Feedback

Open City Hall

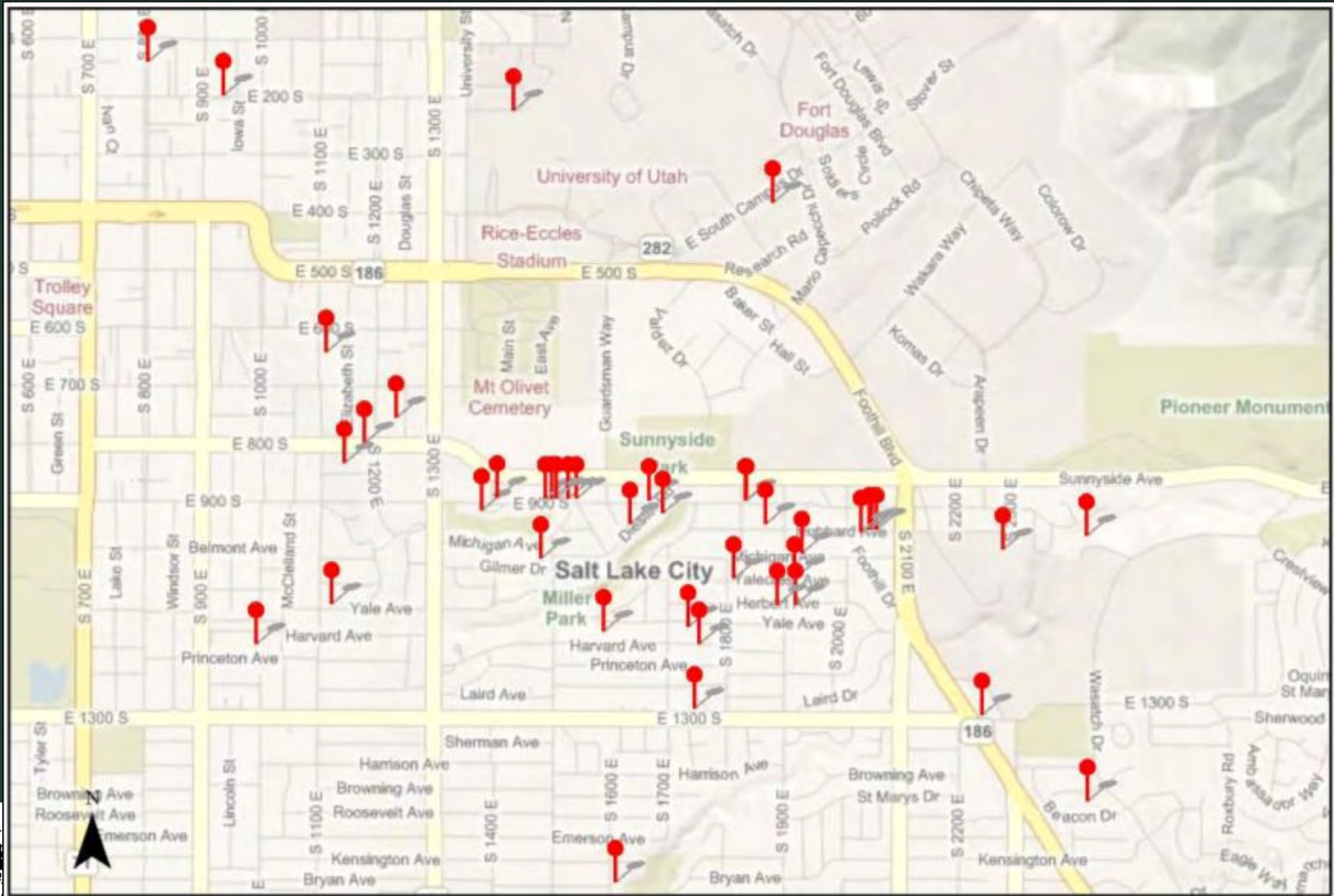
Email correspondence

Public workshop March 24th



Sunnyside Avenue/800 South Complete Street – Project Update

Feedback – Workshop



Summary of feedback

1. Traffic speed feels too high
2. Street feels too wide
3. Narrow westbound sidewalk and bike lane
4. Pedestrians feel disconnected between north and south sides of the street
5. Student crossings are a problem in two areas
 - East High Seminary
 - S-Curve East of 1300 East



Goals for a Sunnyside/800 South Complete Street

Feedback	Goal
Speed	Reduce speed through design
Width	Visually narrow the street
Westbound bike/ped.	Improve space for bicycles and pedestrians both on and off street
Disconnectedness north/south	Improve crossings at several locations; create consistency
Student crossings	Consider enhancements at existing seminary crossing and at East High fields



Preliminary Concepts

1. Improved pedestrian connectivity throughout
2. Boulevard concepts
 - a) Wide median
 - b) Narrow median
3. Center lane removal
4. Road diet test concepts
 - a) 3-lane
 - b) 4-lane



Range of pedestrian enhancements,
customized to each crossing:

Textured crosswalks

LED crosswalk signs

HAWK signals



Sunnyside Avenue/800 South Complete Street – Project Update

TEXTURED CROSSWALK



FEHR & PEERS

Sunnyside Avenue/800 South Complete Street – Project Update

TEXTURED CROSSWALK



FEHR & PEERS

Sunnyside Avenue/800 South Complete Street – Project Update



Sunnyside Avenue/800 South Complete Street – Project Update

LED ENHANCED CROSSWALK SIGN



Sunnyside Avenue/800 South Complete Street – Project Update



1000 East

1200 East



Sunnyside Avenue/800 South Complete Street – Project Update

HAWK PEDESTRIAN SIGNAL



FEHR & PEERS

Sunnyside Avenue/800 South Complete Street – Project Update



East High Seminary
Crossing



East High Fields



Sunnyside Avenue/800 South Complete Street – Project Update

ADVANCED SIGNAGE FOR CROSSWALK



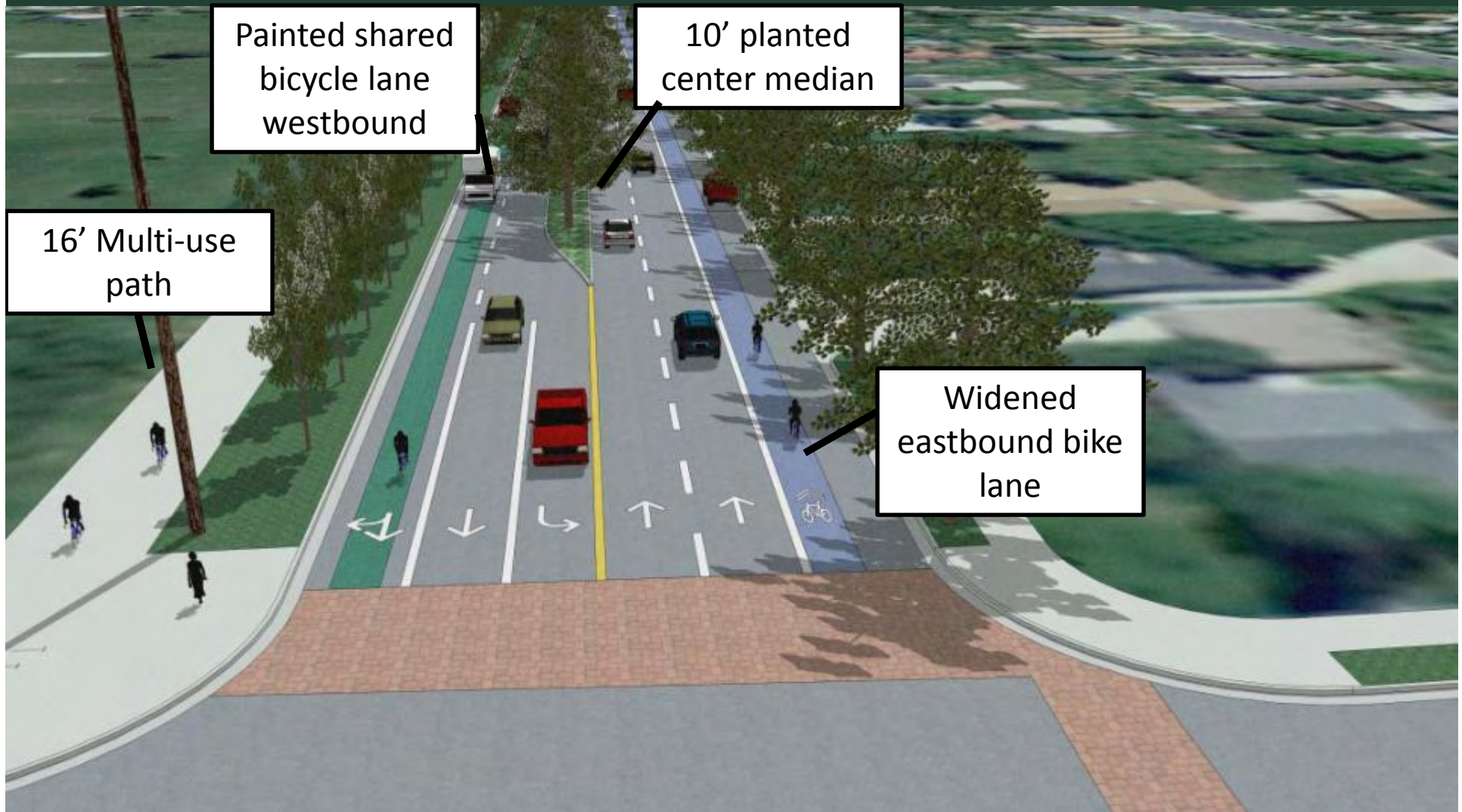
Area of study for concept development – Guardsman to Diestel



- Most narrow right-of-way (most challenging section)

Sunnyside Avenue/800 South Complete Street – Project Update

Boulevard Concept - Wide median with separated trail



Sunnyside Avenue/800 South Complete Street – Project Update

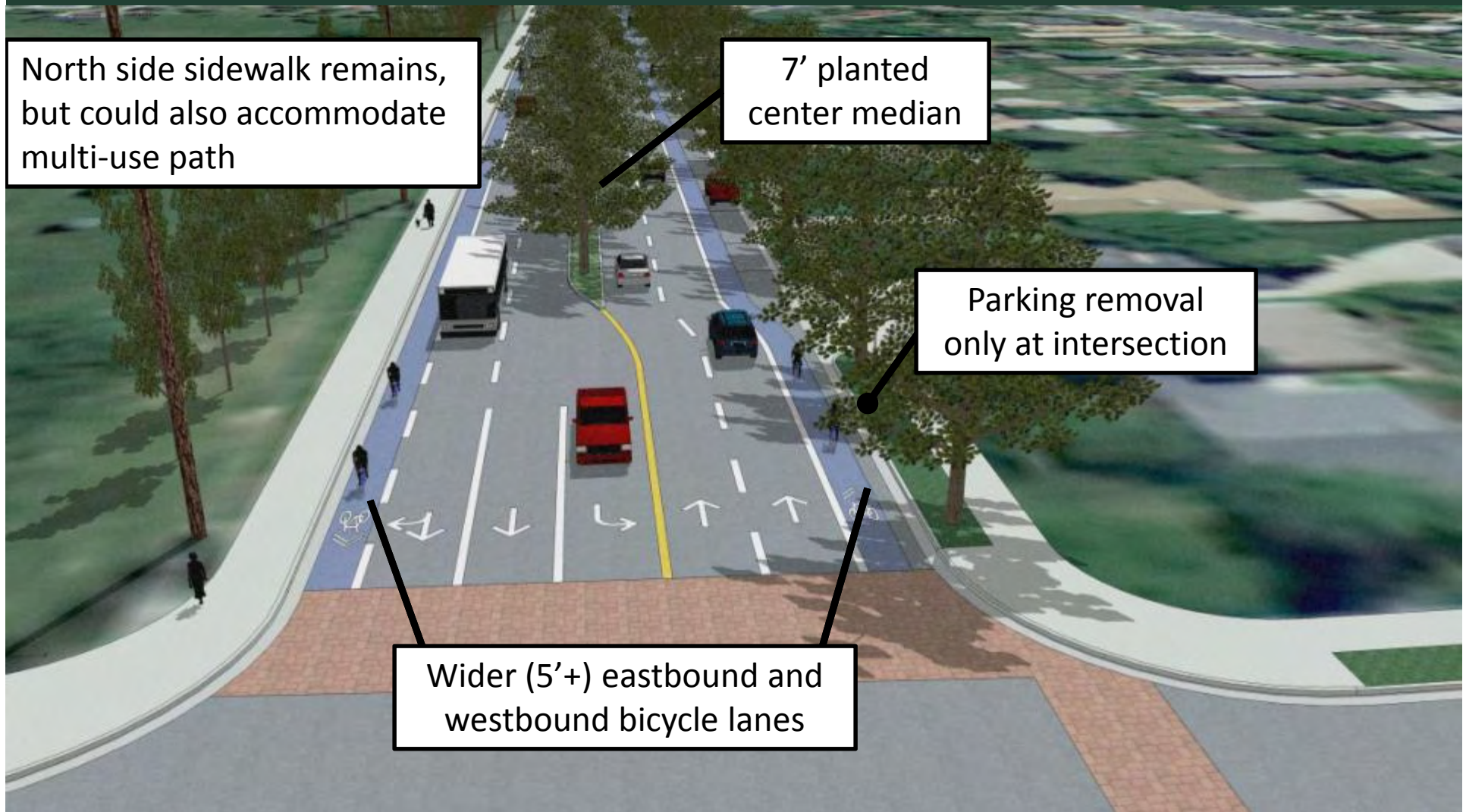
Boulevard Concept - Wide median with separated trail

Goal	Anticipated Effects of Boulevard Concept
Reduce speed through design	Moderate speed reduction
Visually narrow the street	Yes
Improve space for bicycles and pedestrians both on and off street	Yes, but only if off-street trail is pursued on north side
Improve crossings at several locations; create consistency	Yes, all concepts assume these improvements



Sunnyside Avenue/800 South Complete Street – Project Update

Boulevard Concept - Narrow median with on-street bike lanes



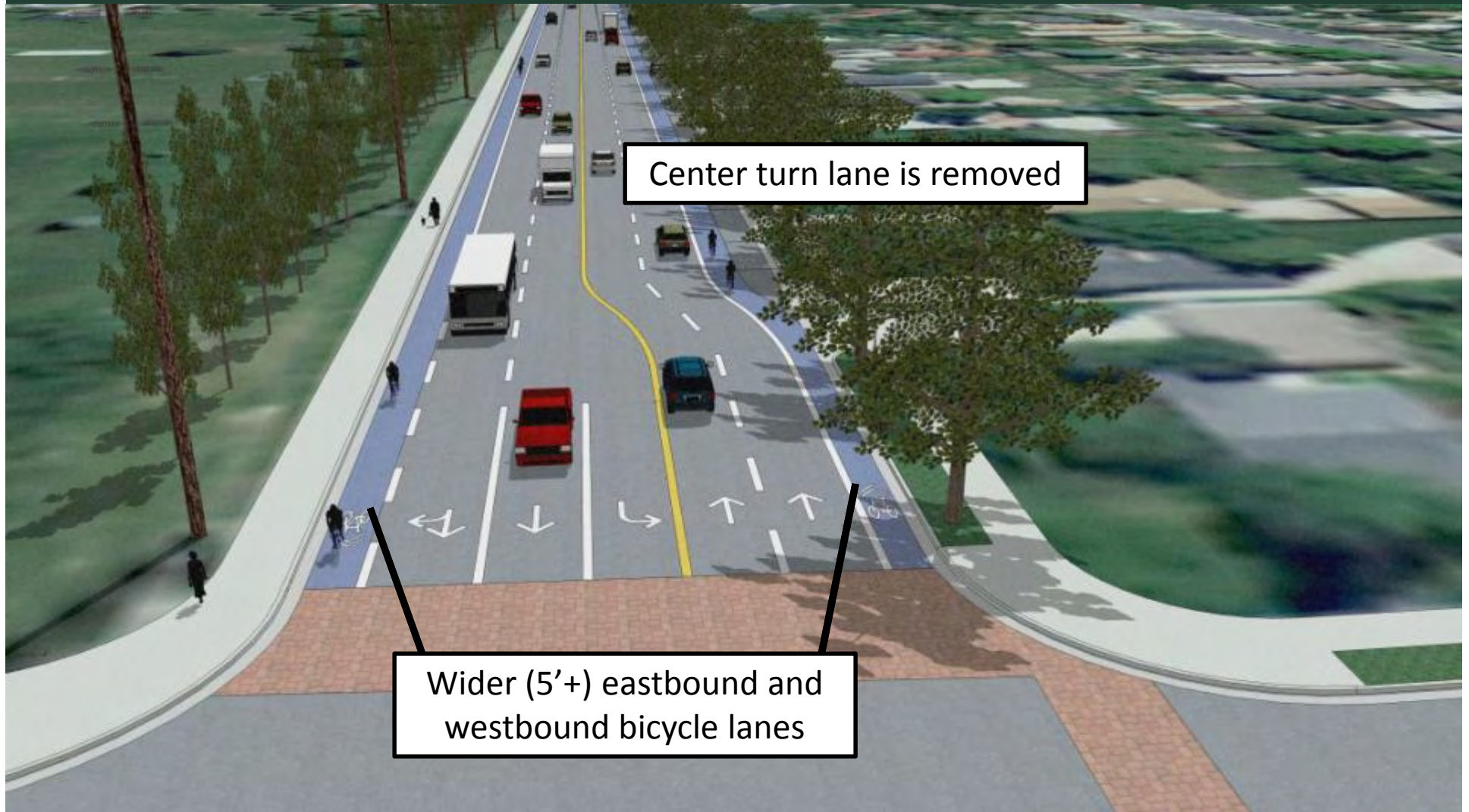
Sunnyside Avenue/800 South Complete Street – Project Update

Boulevard Concept - Narrow median with separated trail

Goal	Anticipated Effects of Boulevard Concept
Reduce speed through design	Moderate speed reduction, similar effect as 10' median
Visually narrow the street	Yes, similar effect as 10' median
Improve space for bicycles and pedestrians both on and off street	Yes, both EB and WB bike lanes would be widened to current design standards. Additional opportunity for separated bike/ped. travel if off-street trail is pursued.
Improve crossings at several locations; create consistency	Yes, all concepts assume these improvements

Sunnyside Avenue/800 South Complete Street – Project Update

Remove Center Turn Lane



Sunnyside Avenue/800 South Complete Street – Project Update

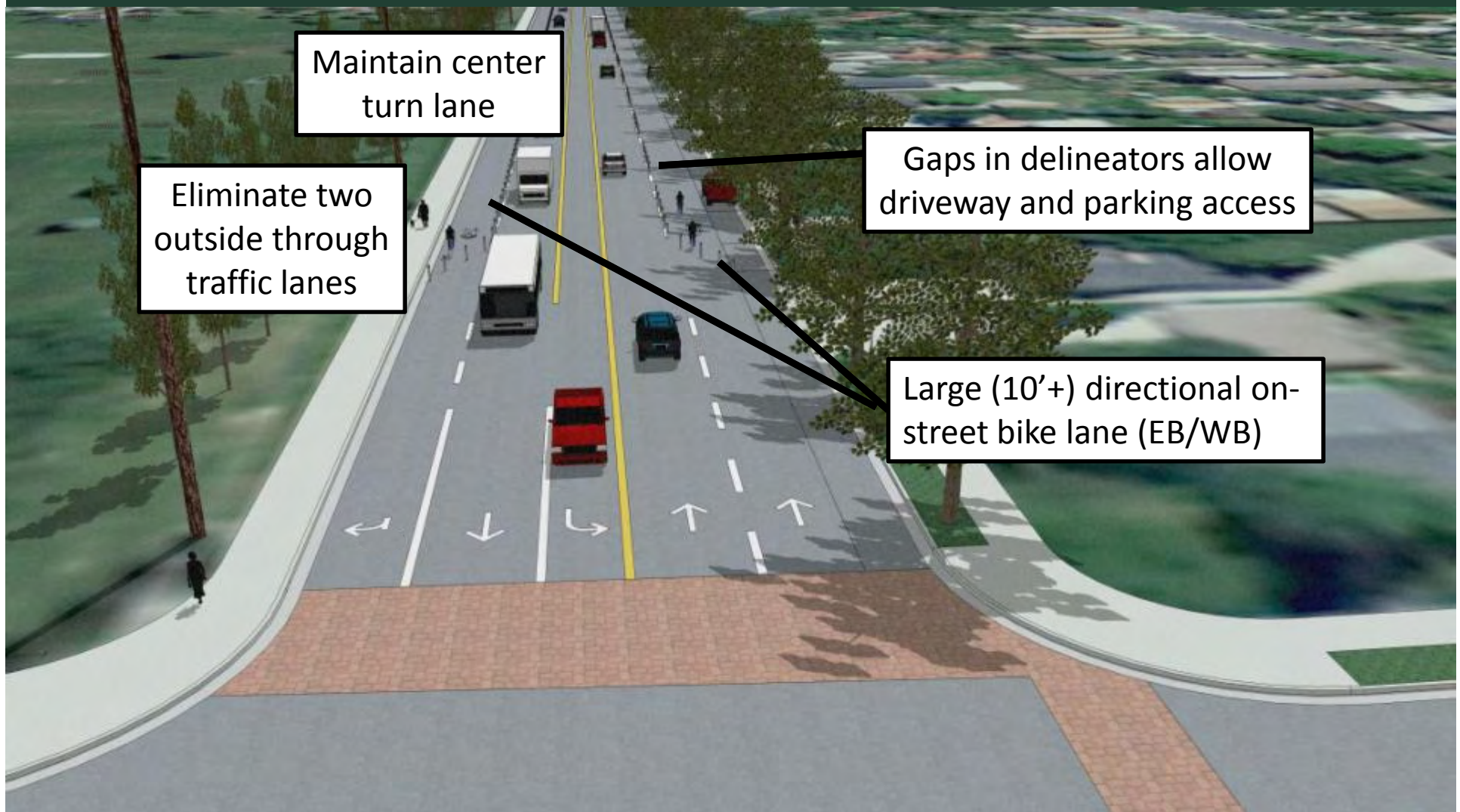
Remove Center Turn Lane

Goal	Anticipated Effects of Boulevard Concept
Reduce speed through design	Yes. Additional slowing and stopping to accommodate vehicles turning left
Visually narrow the street	Some visual narrowing with widening of both bicycle lanes
Improve space for bicycles and pedestrians both on and off street	Yes, bike lanes widened to standard. Buffers added to both bike lanes.
Improve crossings at several locations; create consistency	Yes, all concepts assume these improvements.



Sunnyside Avenue/800 South Complete Street – Project Update

Road Diet Concept – 3 lane concept



Sunnyside Avenue/800 South Complete Street – Project Update

Road diet concept – 3 lane concept

Goal	Anticipated Effects of Road Diet Concept
Reduce speed through design	Moderate speed reduction
Visually narrow the street	Yes, final design would include buffered bike lane to visually narrow roadway and separate bicycle traffic
Improve space for bicycles and pedestrians both on and off street	Yes, generous space for bicycles and pedestrians in both sides of street
Improve crossings at several locations; create consistency	Yes, all concepts assume these improvements
Other Potential Effects	
	Auto delay at intersections during peak periods
	Diversion – possibility for eastbound diversion to 900 South



Sunnyside Avenue/800 South Complete Street – Project Update

Road Diet Concept – 4 lane concept

Maintain center
turn lane

Close one
vehicle travel
lane westbound

Large (10'+) on-
street bike path
westbound

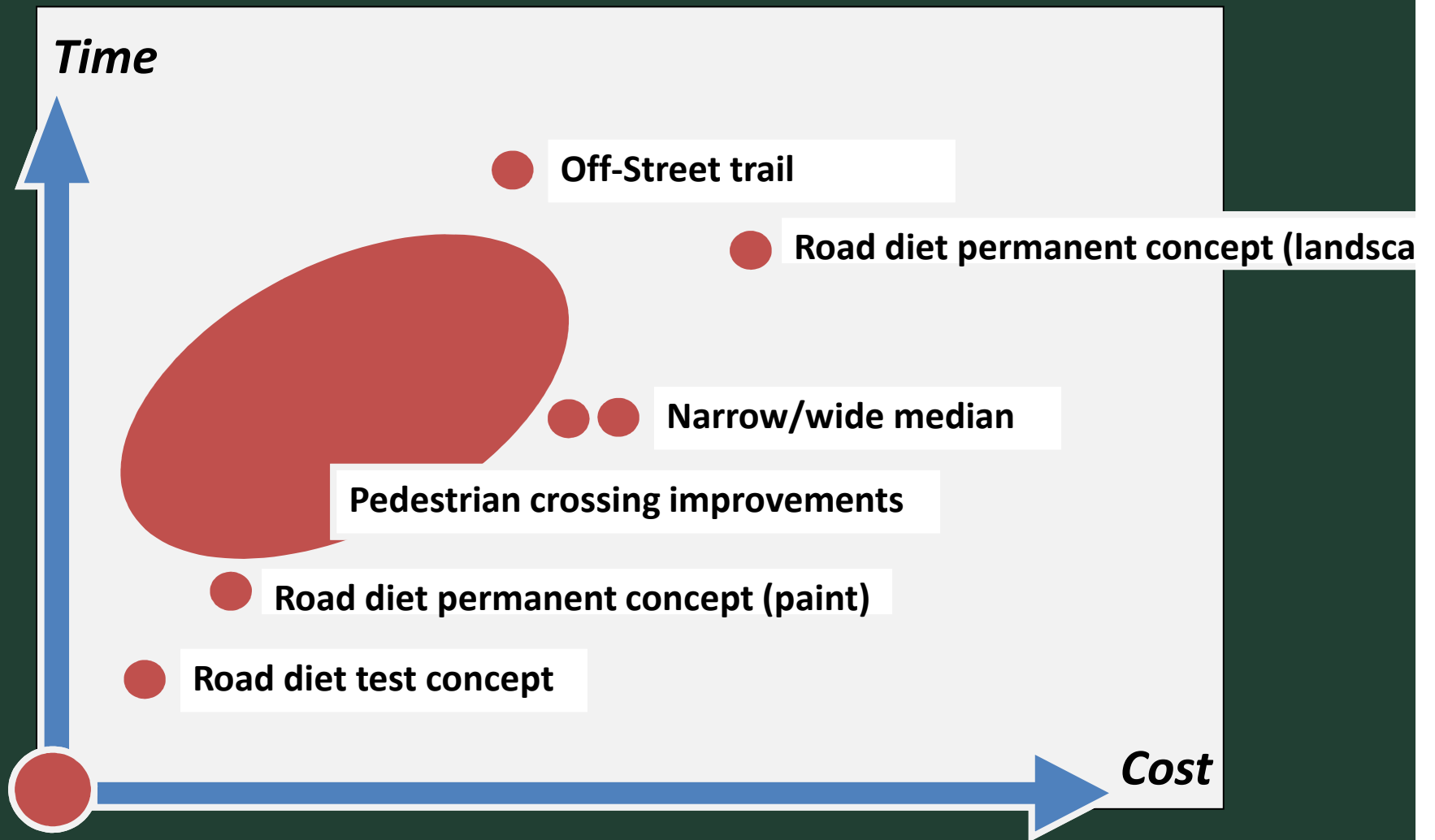
Preserve existing
eastbound bike lane



FEHR & PEERS

Sunnyside Avenue/800 South Complete Street – Project Update

Trade-Offs



Key Questions to Discuss

1. What are your overall impressions of the concepts?
2. How well do you feel the concepts meet the primary goals of improving Sunnyside?
3. What features do you like?
4. What suggestions do you have for the project team?



Project and decision milestones

1. Solicit public input (June 22) on concepts
2. Prepare recommendations and develop cost estimate
3. Make recommendation to City Council for consideration
4. City Council community outreach
5. Discuss funding and implementation



Appendix C:
Summary of Additional Public Comment

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

Public comments as of September 28, 2011, 6:47 PM

All Participants around Salt Lake City



As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

Introduction

The Salt Lake City Transportation Division, along with Fehr and Peers Transportation Consultants, is studying 800 South and Sunnyside Avenue, between 900 East and Foothill Drive. The goal of the study is to understand the transportation and livability challenges along this corridor and to propose and implement solutions consistent with the Complete Streets philosophy.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

As of September 28, 2011, 6:47 PM, this forum had:

Attendees:	259
Participants around Salt Lake City:	30
Hours of Public Comment:	1.5

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

Name not shown in District 5

August 12, 2011, 11:17 AM

Please stop making ANY street more bike friendly as opposed to more car friendly. Car traffic is bad enough in established areas without trying to narrow lanes or eliminate them for bikeways. Maybe Mr. Becker should just stay home as he advised us all to do on KSL news if the roadways don't work for him now. Some of us use a car to transport merchandise to our workplace and will never use mass transit or a bike instead. Please stop focusing on bike routes when they are actually used by a small percentage of travelers.

Name not shown in District 5

July 8, 2011, 9:39 PM

According to the email from JT Martin, the presentation of June 22, 2011 regarding Sunnyside reflected the comments of the community. Yet when I read the actual comments, which were overwhelmingly against narrowing Sunnyside because it is a major traffic artery (cars have to go somewhere), they don't line up well with the presentation, which is more about trying "to do something" than doing what the people want. Reminds me of the promise by JT (Jack?) and Jill to follow the will of the people with regard to LHD designation of Yalecrest. We all know how that went. They weren't going to let a little thing like the will of the people get in the way of their agenda. Looks like they're at it again with Sunnyside.

It is apparent that narrowing 1300 E has certainly slowed down traffic, which was the desired result, but it's not clear to me that is the best result. Ever since the fix, traffic during rush hour is often backed up all the way from 900 S to 1300 S, causing more exhaust and poorer fuel economy as motorists must wait for up to 4 or 5 light cycles just to get through 900 S. Driving at a steady speed is scientifically proven to be way more fuel efficient compared to stop and go traffic. The result of "fixing" 1300 East like they want to now do with Sunnyside is more wasted fuel, more pollution, and more traffic. And another unintended consequence is more cars zooming through the neighborhoods trying to avoid the mess on 13th east. The same thing will happen if they clog Sunnyside. There will be more cars racing through Yalecrest to get away from the next city planner nightmare. Is that consistent with maintaining the historicity and charm of Yalecrest?

While people who live on Sunnyside must now bear the burden of living on a major traffic artery, that fact was reflected in the reduced price of their property. Property on 900 South is and always has been more expensive because there is less traffic. That too was reflected in the price homeowners paid. Changing the bargain in the 11th hour is unfair and constitutes a wealth transfer from those who paid more to escape traffic to those who chose to pay less because of the traffic.

And until the national or state government legislates away cars, there will always be a certain number of commuters trying to get to work on any given day. Constricting major arteries cannot and will not reduce traffic, but make it worse and spread it out onto more streets. It's like deliberately hardening one's arteries - the blood does not flow better and the person gets sick. Let's not do this to Yalecrest.

Roger vanFrank in District 5

July 2, 2011, 6:17 PM

The City Council and the City Administrators in the past forfeited its Overhead Utilities Ordinance thus permitting the State to issue a blanket requirement for the Utility Companies, which I've been told is

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

our Communities largest taxpayer, to just meet the Current National Electric Code. these entities are just as liable for commendable civic behavior as the rest of us.

It is most seemingly evident that you and other Governmental entities use taxpayer funds to run utilities underground to governmental buildings. Local streets serving smaller businesses and residences with their ugly apparel of poles ad nauseum, transformers hanging like gonads from those same shafts and incredible rats nest of wires draped all over the entire conglomeration.

Is there an economic way to unravel this horrible assault and insult to our gorgeous mountain valley? Yes, yes indeed. It has taken the better part of a century to create this ugliness and perhaps it will take another century to restore its beauty.

First we must require the Utility Companies to fully amortize their equipment but additionally to replace any of this equipment underground within 30 days of necessary maintenance, repair or replacement with \$100,000 fines for each and every component and incident left in place following the 30 day grace period with half that fine being remitted to the complaining citizen. This is properly part of their Maintenance budget rather than using Capital Funds.

The City has no business whatsoever to respond to demands for historic districts until this much mor serious and environmental problem is fully and satisfactorily resolved.

This communication will be given to the media unless an official response is received within ten days of July fifth.

Roger vanFrank 1445 Michigan Avenue. SLC, Ut 84105

Adam Holmes in District 7

May 19, 2011, 6:01 AM

I drive daily along this route. I strongly support this study and attempts to calm the traffic. The traffic is obviously too fast as I see speeders pulled over regularly by the motorcycle cops. The student crossing at East High should include a crossing light and an island in the center. Another area of concern is Rowland Hall drop off/pick up congestion.

martin szegedi in District 4

May 9, 2011, 4:00 PM

Driving time from Foothill to State street (3 miles) on Sunnyside/800S, no traffic lights assumed:

30 m/h -> 6 min

35 m/h -> 5 min

40 m/h -> 4.5 min

Traffic speed reductions therefore are really not at issue. The wait time @ traffic lights is greater than the additional "time" it would take for cars to drive along this corridor.

While most of this street is regulated to 30 and 35 m/h, in reality cars do drive 5 over, especially at/near the stadium above 13th East and on the steeper sections between 1000-1300 East. Reducing the signage to 30 m/h only will sure not make such a big difference regarding the speed.

Implementation should be discussed, as simple signage is the least efficient way of getting cars to slow.

Something that might be a good concept for SLC in general is the Green-Wave principle (see Wiki for "Green Wave").

Commuting with a bicycle on Sunnyside / 800S in morning traffic is unpleasant at best. Especially as cars on the downhill part don't understand the need for a cyclist to avoid pot-holes in the bike lane

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

while being almost 30 miles fast...

With the street being blasted by the sun at any time of day, creating a shaded experience is vital to have anybody without air-conditioning use the street => Trees which over-reach pavement and bicycle lanes are vital to enable regular use. Even with slower traffic, getting people comfortable to be on this road just begs for pedestrians to have greater distance to cars and cyclists..

Ultimate question however is how to accommodate the growing Research Park employee number. A Park/Ride solution for them is needed if one wants to enable some of the visions the city is placing before us.

Miriam Harper in District 6

April 7, 2011, 4:23 PM

I live in the area and drive on 800 South daily. I think that the E-W artery on 800 S is essential, and proposed efforts to cut down the traffic will only make the situation worse, on 800 S and throughout the neighborhood. Although I would welcome a roundabout on 1900 E, if that's workable.

This proposal is another in a line of incremental "improvements" that appear to be at cross-purposes with one another. Why make significant changes to an existing corridor that would create even more problems? Every day we see the impact of making 1300 E "friendly" (they're definitely seeing it on 800 S. Just imagine the increase in traffic up 900 S and onto LeGrande (which is already ridiculously overcrowded since other feeder streets to 800 S were eliminated), and to 1300 S and 1900 E, where two elementary schools are located.) Each change has made traffic on those and other neighborhood streets worse than before, especially when viewed in totality. Where do the proponents of these changes believe that the traffic diverted from 800 S will go?

I believe the problems will be shifted to neighboring residential streets that are not currently traffic arteries, but which will be transformed into busy corridors themselves. (One example would be 1900 East between 800 and 1300 South, where I live and have witnessed a huge increase in commuter traffic since 1300 E and 1500 E were made "friendly.")

I doubt a significant number of commuters will turn to mass transit, particularly because UTA has and continues to cut down or eliminate feeder routes to Trax. (For example, in August, the UTA bus route 223 (1900 E) is slated to be eliminated, for example.) Trax is great! I ride it downtown 2-3 days per week, but need a feeder bus to get there.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

I simply do not believe that in our imperfect world you can go back to the past. We can, however, come up with a comprehensive plan to prevent the creation of other 800 Souths.

Name not shown in District 6

April 7, 2011, 2:52 PM

Please LEAVE 800 South as it is. If you continue to narrow streets (as in the case of 1300 East), you increase traffic congestion, and force more traffic onto other streets. With increased idling you increase air pollution, something that we don't want to do (Salt Lake Valley already has the worst air quality in the country in winter months). Please widen 1300 East back to 2 lanes so we can get traffic moving.

Name not shown in District 4

April 7, 2011, 2:09 PM

I use Sunnyside every day to commute to work in Research Park. I think the speed limits posted are sufficient and have no problem with slowing down for kids coming out of seminary. I like the idea posted of putting more trees along the route, but the huge power lines along the north will dictate the size of those trees. I think planting a median in the middle is a nice idea, but does impede people turning into their homes from the opposite lane. The only other problem I have with the route is the Campus Shuttle - when it stops it really holds up traffic until you can get around it. The shuttle should look for options to stop off the main road instead of right on it. Otherwise, Sunnyside really does not need a lot of changes!

Julia Reid in District 4

April 1, 2011, 10:14 PM

Where were you urban planners when Rocky Mtn Power was putting up gigantic power lines along 8th South? In my opinion the street is irretrievably ruined. Please don't waste time and money on this feel-good Complete Street plan.

Kyle Deans in District 5

March 29, 2011, 1:10 PM

I am very concerned about those that have mentioned traffic being backed up by the seminary students crossing at East High. Has it suddenly become that the largest thing on the road is king of the road? Is a slight delay of students crossing the street really all that life altering? Pedestrians have the right of way on all street crossings even Seminary pedestrians. Are there students that randomly cross where they shouldn't? Yes. This problem could be solved by creating a median at the crossing that inhibits non cross walk crossing, and allows for safe mid-street waiting. Install a flashing cross walk as has been done in several spots along 13th E.

As for traffic calming, there are areas where the center/left hand turn land could easily be eliminated and would effect hardly anyone, maybe 3 or 4 home owners in each section. Convert these areas to raised medians with large canopy style trees. This will provide a psychological speed calming mechanism and will reduce noise as well. Narrowing the lanes and or reducing the speed limit slightly won't increase congestion, it will simply slow the traffic pace down slightly, reducing arrival time by a couple of minutes. Traffic calming devices such as extending corner curbs out to the edge of parking are also psychological calming devices and do nothing to actually impede drivers, as a speed bump would do. I would suggest these at some of the intersections as well.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

Yes 800 S/Sunnyside is a crucial commuter corridor but it is also a residential street and a bike and pedestrian street.

M Ray Kingston FAIA in District 4

March 28, 2011, 10:36 PM

Attended the Thursday night meeting. Our table spent much of the time discussing the need for including trees in ANY scheme that is decided. There are too many streets which have lost their grandeur and style by having trees removed, butchered or replaced by shrub-type trees, which are too small for the scale of the streets, offer NO shade, do NOT (or are not allowed to) create an arching canopy, a canopy which can turn a standard paved street of asphalt into a HUMAN-SCAPE. Properly sized trees cool, create oxygen, act as a traffic 'calmer', and give dignity to the street and its adjacent neighborhoods. One only has to go to some of the older neighborhoods in the City, to understand this. There are MANY streets where past Urban Foresters have perservered, and left a magnificent legacy to the city. SO, my suggestion:

No matter how many lanes, whether or not there are bike lanes, gravel or asphalt, sidewalks or not: KEEP TREES OF SCALE AT THE CENTER OF ANY COMPLETE STREETS PHILOSOPHY. THE BIRDS WITH LOVE YOU, BICYCLES WILL THANK YOU, CARS WILL SOUND QUIETER, AND SO WILL THE CITIZENS OF SALT LAKE CITY. REMEMBER, GREAT URBAN FORESTS INCREASE THE VALUE OF LAND, THE NEIGHBORHOOD, AND THE CITY.

Deborah Cartwright in District 6

March 28, 2011, 6:29 PM

Sunnyside/800 South is a major artery for E/W travel. People need to get to schools (East, Rowland Hall, Carmen Pingree, Judge, and the U, to name a few.) Making this street smaller, slower or otherwise hampering traffic is ridiculous. I understand that people that live on that street don't like the traffic, but too bad, it is not a new thing. They got a better price buying their property because they were on a busy street. To turn around and complain and make everyone else jump through hoops is ludicrous. I am tired of spending my tax dollars on studies to placate the complainers. The speed bumps, skinny lanes, and other "traffic calming" features are getting out of control on the East Side. Fill in the potholes and stop allowing utilities to dig up new pavement - forget these calming obstacles that have become so politcally correct!

Name not shown in District 4

March 28, 2011, 4:05 PM

High School kids crossing the street between East High and the East High seminary can cause considerable traffic congestion. I've experienced many situations where traffic will be backed up to the hill on 8th S and 11th->12th East.

I've also seen numerous situations where vehicles use the crosswalk at 8th S and 1100 E as a passthrough for the median located there. In my view, these vehicles represent a safety risk not only to pedestrians attempting to cross 8th South, but to other vehicles driving west on 8th (coming down the hill) who might not see a vehicle in the road until it is too late. There have been numerous attempt by the city to address this but nothing has been enough of a deterrent so far. It would be nice to see something done that will keep vehicles out of the median and crosswalk.

Elwood Powell in District 6

March 28, 2011, 12:31 PM

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

800 South extending East on Sunnyside Ave. to Foothill Dr. is a major traffic artery. This needs to be kept flowing as seamlessly as possible with as few as possible stoplights, speed bumps, etc.

Salt Lake City has screwed up the entire traffic patterns in the area South and West of Foothill Dr. and North of I-80 for the last 15 years. I believe it is your goal to force everyone to take UTA or ride a bicycle. Especially, anyone trying to drive to the University of Utah. I refuse to be bullied by your stated or unstated objective. I need to drive to get to school and work, and will continue to do so until I croak. Mass transit will never be able to replace the automobile as a means of getting around Salt Lake City if you have more than one task to perform when you are out and about.

Elwood Powell

Name not shown in District 7

March 28, 2011, 11:46 AM

Who decided to waste our tax dollars on this stunt?

Phil Mattingly in District 6

March 28, 2011, 11:32 AM

As a local resident that uses this corridor almost daily, my opinion is it should be left the way it is. It is an important E/W transportation artery and the posted speeds are adequate. Much of the traffic increase in the last few years has been the increased growth and occupancy of the research park area of the U of U. But if not on this street then where? Slowing traffic with more impediments, narrowing lanes, eliminating turn lanes will only make the traffic problem worse.

While it is true that there are a few homes along this route that may complain of the traffic noise, they knew about the problem before they bought the house. Mostly houses on streets with heavy traffic streets are easy to buy and hard to sell for this reason...(houses along 13th So, 17th So, 7th East, "I" street, etc. are all in the same category.

LEAVE IT ALONE.

Name not shown in District 6

March 28, 2011, 10:59 AM

I live near and use the Sunnyside street for commuting, biking, and running. I think it is fine the way it is. It has a good balance of traffic handling and pedestrian accommodation. It is the only efficient east-west corridor available to get to the zoo and research park. If its lanes were cut, or speed reduced further it would only force more traffic into the harvard-yale corridors to its south. The residences along Sunnyside already are fortunate enough to have a nice large buffer of yards, the sidewalk, parking, and the bike lane between the bulk of the traffic and their front doors - a lot more buffer than other busy residential-lined streets in the area get.

Name not shown in District 3

March 28, 2011, 10:51 AM

I'm strongly in favor of slowing down traffic, but only if traffic flow is smooth. A hassle free commute is a very important part of the puzzle here. If commuters understand that they can travel with minimal interruption at 25 to 30 mph along this stretch of road, they will hopefully drive more safely. Also, a cyclist can enjoy traveling at about half of those speeds and hit most of the green lights as well.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

Another important thing: When driving down the hill, westbound towards 1300 East, motorists will tend to speed up dramatically. This is because they don't know, as they come around the curve, if there will be a green light ahead. I don't know the best way to calm this behavior, but perhaps one solution is an additional traffic light, strategically placed in order to show drivers what is around the turn.

Martin Cuma in District 6

March 28, 2011, 9:29 AM

Sunnyside is a unique street since it has housing on either one or both sides, but, it's treated as higher traffic speed arterial. The current arterial treatment may be great for the commuters, but, it's very bad for the residents. As a person who lives right on Sunnyside, here's my major points of concern and suggestions for improvement.

1. Excessive motor vehicle speed.
2. Excessive noise from the traffic
3. Safety for cyclists and pedestrians
4. Keeping the motor vehicle traffic moving

I think the best ways to keep motors at speed limits is to introduce psychological slowing down designs, especially at the section between 1300S and Foothill. These include:

- roundabouts at critical intersections. Here come into mind Guardsman, Diestel, La Grande, etc.
- replace median turn lane with ca. 5 ft wide park strip. Keep the left turn option (i.e. no median curb) at intersections with no roundabout (like entries from the U housing). Plant low lying shrubs in the median (like on Guardsman) with safely enough spaced trees for noise reduction. Raise the median up like on Guardsman - this should also help a bit with the noise from the tire wheels (which from my observations constitute at least 1/2 of the noise, especially downhill).

To improve walk-ability and cycle-ability, I suggest the following:

- use the extra 4 ft gained from introduction of the median to widen the north side bike lane
- redo sidewalk on north side between Foothill and 1300S, move it ca 5ft away from the road, create small park strip (like on the south side) and widen the sidewalk.
- allow for more safe ped crossings of the street. This would include all the roundabouts. At these crossings, have ped activated lights like on 1300 E, which actually turn red and require traffic to stop.
- consider zoning changes to allow for small businesses along the street. It'd be great to have a small grocery store in the area, to which one could walk or ride a bike to.

Finally, at the Thu workshop, there was a great idea to route the U shuttle through the U housing rather than having it stopped for the U housing residents at Sunnyside. That would reduce traffic congestion behind the shuttle and greatly improve the safety for the U shuttle passengers who are now forced to wait on the narrow sidewalk or on the adjacent grass.

Some here voiced concerns with eliminating the turning lane. I disagree. The turning lane is very rarely used. There would still be 4 car lanes left (I don't think going to 3 lanes as in 1300 S would be

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

wise - the traffic volumes are too high). The accidents caused by eliminating the turn lane at e.g. Diestel are due to cars still trying to turn left (south) when they are not allowed to do so. If there is no turning lane, traffic should be allowed to turn left from the second (left) driving lane. As I said, there is not that much turning left overall (except perhaps the turn to VA via Sunnyside Park, which I think should be discouraged anyway, people should be using the main entrances via Foothill/500 S rather than the narrow street through the Sunnyside park), and with people moving at 35 mph (or, ideally, 30 mph) as they should, they should not have a problem noticing a car in front slowing down and turning left.

Also, I am not worried about not being able to turn left in/out of my driveway. With the traffic volumes on the street, it's as risky maneuver anyway. If there are densely enough openings in the median, it should not be a big issue. Or, just do a little loop through 900 S. That adds a minute to the drive and perhaps 1/4 mile to the trip, which is insignificant.

Last but not least - the main issue really is the traffic volumes, caused by commuting to the U and to Research Park. So, without better public transport, especially to Research Park and from the southeast suburbs (e.g. Foothill BRT or light rail/streetcar), Sunnyside will keep having the traffic volumes it's having.

Name not shown in District 7

March 28, 2011, 9:24 AM

Traffic calming devices such as narrowing the lanes are needed. Also, I agree with other posters that student pedestrian traffic at East High need to be somehow controlled. Perhaps a barrier and hedges (that do not look too oppressive) that would direct students to cross at the light.

Name not shown in District 7

March 28, 2011, 9:09 AM

I drive 8th South and Sunnyside on occasion and have no problems with it as it is now.

Name not shown in District 5

March 27, 2011, 12:50 PM

Thanks for the generic letter and government lip service, it still doesn't address the students crossing at East to seminary and holding up traffic. Does any of the planners even sit and watch the traffic flow during seminary?? I don't think the planners listen or even know how to respond to someone's concerns. Is anyone even looking at this situation? I see that I am not the only person that has this concern and issue.

Name not shown in District 6

March 25, 2011, 6:26 PM

As a resident on Sunnyside I would not like the middle turn lane eliminated so that we could still access our home from either direction instead of going around the block. I would prefer trees on the north side of the street instead of in the median or where there are no driveways that would be blocked. Also, a neighbor said that eliminating the left turn lane going west at Diestel Rd has caused accidents there. The crosswalk lights are very helpful there and further east but, where a crosswalk is needed at 19th East, a blocked left turn lane would be a huge traffic blocker. I appreciate the opportunity to give input at last night's meeting and thought our facilitator did a good job of recording our thoughts on the map and helping us put forth our opinions. I definitely hope that speed vs safety

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

will be considered. I also think that the new Rowland Hall plans need to be considered for that stretch of road with turning needs for parents/buses dropping off students.

Name not shown in District 6

March 25, 2011, 6:26 PM

I wanted to comment on the crosswalks along sunnyside you improved these to make this street much more safer with the blinking crosswalk signs. This makes motorist look for a pedestrian before you sometimes had to hold your breath and hopefully make it before the other car came. A suggestion maybe by the East High football stadium put a crosswalk with another flashing sign and that would slow traffic down more on that street if a pedestrian was to cross the street by the stadium.

Suzy Dailey in District 6

March 25, 2011, 5:42 PM

Thank you for again looking at the dangerous situation that Sunnyside Avenue poses. I have lived on this street for 25 years and have witnessed firsthand the effects of speeding cars mixed with a residential neighborhood. The street needs to be narrowed, cars need to slow down. Then everyone (drivers, bikers, and pedestrians) can have an enjoyable and safe commute to and from work and school. The concepts presented by the Complete Streets planners are relatively low in cost, make sense since they have worked in other cities, and are very doable. Let's stop putting off the necessary work to make this street part of our neighborhood.

Name not shown in District 5

March 25, 2011, 4:49 PM

After attending the public meeting on Thursday, I began wondering if the notification for this meeting covered most of the interested parties. I live in the general area of Sunnyside and use it to commute to work, but I suspect that the many that commute to the U of U and to commercial areas such as Research Park may not be represented in this process. Perhaps input from the university and businesses affected by changes to Sunnyside should be given a chance to canvas students and employees for their ideas.

Evan Mitchell in District 4

March 25, 2011, 12:43 PM

After recently attending a Complete Streets Lecture Tuesday(March 22) evening, I think Robert hit on most of the elements of a complete street. I encourage Salt Lake City to approach any urban road repair project with complete street consideration. A little analysis and organization can do a lot to improve the future of SLC's safety, mobility, and livability.

I live very near to 800S, but just east of the section in question here. I frequently travel on a bicycle in this area. Good visibility promotes smooth navigation of my area of 800S, but might encourage higher motor speeds. I think traffic light wait time could be shorter for all (except 700E xing) if pedestrian crossings were physically made shorter. My suggestions for 800S include; narrower lanes, more shoulder parking, bulb out curbs at intersections, timing traffic lights to be more continuous and slow for 800S through traffic). I would not welcome long medians in my area, because my mid block street has no traffic light and I appreciate turning left onto and off of my street and alley. Excessive raising of medians can send vehicular traffic spinning unnecessary loops, adding to congestion and driver frustration.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

Name not shown in District 4

March 25, 2011, 11:51 AM

I do not agree with changing 8th south to be like 1300 E. I live on 8th south and although, I do not like people racing up and down the hill, it would ruin the street and cause more congestion. Yes, 800 S is used to get to many places but why is that a bad thing? If the city continues to take away streets to get to places we will be wasting more gas, time, and energy. 8th south hasn't been a "residential" street for a long time; I should know I've lived there for over 25 years. I also do not agree with taking away the middle lane. The middle lane is needed for the residents who live on the street to cross traffic. Besides why block it off and make it less accessible?

There are bike lanes on both sides of the street already in place and room for people to park on the street to help with residential parking. The bike lanes could be more defined from Foothill to 1300 E. I do not agree with changing the street to make it more difficult to travel on. There are already too many streets around the neighborhood with speed bumps and adding 8th south to this wouldn't better the community.

Robert Barth in District 4

March 25, 2011, 12:10 AM

I live adjacent to 800 South on 900 South and frequently use 800 South as an access to my house. I am so sorry that the City allowed Rocky Mountain Power to deface the street-scape between 8th East and 12th East with a forest of huge, rusty power poles. This project was explained as "necessary" to the residents of the area, but for whom? I suspect for the high-usage, high-profit customer at the end of the line: The U of U. Aside from this awful blight, I think the rest of 800 South/Sunnyside could be vastly improved by restoring the neighborhood character of the street - as opposed to maintaining the "feeder" street that it has now become.

Traffic calming measures are desperately needed - I can't imagine what it must be like for the people living along 800 South/Sunnyside, contending daily with the "expressway" that has developed on what once was a residential street. This street has become a virtual drag strip. Bike lanes and a landscaped median would be a great improvement, as would other calming measures such as artificial "winding" of the street by placing landscaped "bulges" along the sides of the street at strategic points to defeat the straight "racetrack" feeling the street has now. Re-paving with raised crosswalks would help, as would a narrowing and lessening of the traffic lanes. In short, anything that would slow traffic, encourage cycling and walking along the sidewalks, and discourage drivers from behaving like they are on a freeway on-ramp. I hope any landscaping projects would include environmentally-compatible trees. This would serve to shade and quiet the street, making it much more inviting for motorists, cyclists, walkers, runners, and residents alike.

Copying the type of improvements the City made along 13th East would be a good place to start. Even though 13th East is not as calm as it could be, for a residential street, it is now far better than it ever was and, most likely, the quality of life of those living along 13th East has improved as a result.

Name not shown in District 4

March 24, 2011, 11:04 AM

A clear designated bike lane along the north side of Sunnyside Ave. between Foothill Dr. and 1300 E.

800 South and Sunnyside Ave. Complete Streets Study

What are your ideas for 800 South and Sunnyside Avenue?

All Participants around Salt Lake City

would be very desirable for cyclist trying to access downtown from Emigration Canyon. The other option would be improve the potholes along the shoulder through this section of street.

If there are no future plans for connecting a streetcar or trax to Hogle Zoo or the Heritage Park, then using the center turn lane as a landscape median would be a great improvement, and probably help to slow down some of the traffic. The ideal street cross section would be to have a side streetcar lane, bicycle lanes, auto lanes, landscape median, and street trees.

From: Card, Quin [Quin.Card@slcgov.com]
Sent: Monday, April 11, 2011 8:51 AM
To: Tarbet, Nick; Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: 800 South/Sunnyside Comment

Hi Robin,

The Council Office received the following comment on the 800 South/Sunnyside issue.

From: Jordan Kimball [mailto:jordan.kimball@gmail.com]
Sent: Saturday, April 09, 2011 7:30 PM
To: Love, Jill
Cc: Rebecca England
Subject: Complete Streets.

Jill,

I wasn't able to be at the meeting regarding Complete Streets ideas and Sunnyside Avenue, but hope to attend in May.

I have attended the occasional meeting of our neighborhood council and have been interested in this topic. Initially I didn't see anything come of it, and then was pleased when there were some crossing improvements a couple of years ago. Small but significant.

We have lived in the Harvard/Yale neighborhood for almost 20 years, initially on Michigan and 15th, and now on Yale and 14th East for a dozen years. Sunnyside has always felt like a barrier street, the edge of our neighborhood. It is the reason I have never felt that Sunnyside park was a part of my neighborhood or accessible to my children, even with the recent crossing improvements.

In the last several years we have become much more aware/concerned about Sunnyside having to cross it every school day on our way to Rowland Hall with our kids, with whom we try to scooter or bike unless the weather is uncooperative.

I have been aware of how powerful street design can be since my brother lived with his young family in Cambridge, MA, 3 decades ago. They had a problem with commuters speeding down their neighborhood streets with its grid pattern, especially during rush hour. The city created barriers strategically throughout their neighborhood, and narrowed the streets at the corners with protruding cross-walks to break up and narrow the straight lines to amazingly positive effect. Another example has been 13th East. We have taught our kids never to use or cross 13th because it was so dangerous with its four lanes and highway speeds. We never fully realized that it literally was a state owned highway until it was turned over to the city a couple of years ago. The improvement Salt Lake City has made there have been wonderful. I hope more can still be done with 13th.

I think the conceptual framework of the Complete Street looks great.
I have high hopes for this project on Sunnyside. I will be interested to see what is proposed.
Thanks for your support of this city project.

Jordan Kimball.

Thanks-

Quin Card
Salt Lake City Council Office
Policy Analyst/Constituent Liaison
451 S. State Street, Rm. 304
Salt Lake City, UT 84111
(801) 535-7600 (telephone)
(801) 535-7651 (fax)
quin.card@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Robin Hutcheson [mailto:R.Hutcheson@fehrandpeers.com]
Sent: Tuesday, April 05, 2011 9:42 AM
To: Tarbet, Nick
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution

Nick,
Yes, please forward any comments you have regarding 800 South/Sunnyside. If you could also please forward the sign in sheets, that would be great. Do you have the capability to enter addresses and spit it out on a map? Might be an interesting exercise. No problem if not.

I'm working on setting up a follow-up meeting to present these results, along with concepts for consideration.

Robin

From: Tarbet, Nick [mailto:Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 9:39 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet

Salt Lake City Council Office

Constituent Liaison

(801) 535-7603

nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]

Sent: Sunday, April 03, 2011 2:36 PM

To: Council Comments; Mayor; CitizenAdvocate@slco.org

Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,

Jim French

1604 Harvard Ave.

SLC, UT 84105

801-618-5848

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Thursday, May 26, 2011 8:25 AM
To: Robin Hutcheson; Young, Kevin
Cc: City Council Liaisons; CED Citizens Requests
Subject: Comments for the 800 South/Sunnyside project

Robin and Kevin-

Council Member Martin received the following comments regarding the 800 South/Sunnyside project.

Dear Mr. Martin: I wanted to write and let you know how upset we are at the proposal to narrow Sunnyside Avenue to one lane each way. We live on Michigan Avenue just above 19th east. Sunnyside Avenue is the main artery we take to work, school and other activities. We usually turn left onto Sunnyside from 19th East. With traffic as it is now, it always takes a few minutes to be able to turn left to head toward the City. Often in the morning and evening rush hours, there is a line of cars waiting to turn left. We hate to think of the congestion if the road is narrowed to one lane each way. What frightens us further is the thought of our teenagers, headed to high school in the mornings, waiting for long lines of traffic to pass while they wait to turn left. Teenagers don't always make the wisest decisions, and we hate to think of the chances these new drivers might take to make it to school before the tardy bell rings. We also believe the traffic will increase along the 9th South neighborhood as people look for quicker routes downtown. As you know, 9th South is lined with homes on both sides of the street. It does not make sense to increase their traffic to make a few people on Sunnyside happy.

It seems so ridiculous when we live in a vibrant, growing city to narrow the streets leading into and out of the City. We have dealt with the increased congestion along 13th East and cannot bear the thought of it happening again along Sunnyside. I urge you to support our neighborhood and help us defeat this proposal.

Sincerely, Julie Black

Nick Tarbet

Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Monday, March 21, 2011 9:02 AM
To: Robin Hutcheson; Kyle Cook
Cc: Young, Kevin; Bruno, Jennifer; City Council Liaisons
Subject: Comments regarding 800 S / Sunnyside

Hi Robin-

Jill received this comment regarding 800 South/Sunnyside. She wanted to make sure you guys saw it.

Thanks-

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Love, Jill
Sent: Saturday, March 19, 2011 2:31 PM
To: 'atrans@comcast.net'
Cc: Young, Kevin; Tollestrup, Jon
Subject: RE: 800 S / Sunnyside

Thanks so much for your comments. We will also make sure that the consultant has them. Jill

From: atrans@comcast.net [<mailto:atrans@comcast.net>]
Sent: Friday, March 18, 2011 5:16 PM
To: Love, Jill; Love, Jill
Cc: atrans; Young, Kevin
Subject: 800 S / Sunnyside

City Councilmember Love,

I'll be out of town on the 24th but would like my comments heard as I live in the district. I'm a professional traffic engineer and was on the mayor's TAB for 5 years ('03 to '07) as the academic adviser. I am for calming streets and increasing safety, the HAWK signals are well placed and should be increased (Sunnyside has two location that seem justified). My concern is the thought that by reducing lanes, traffic

just disappears. 1300 E is much more congested from 1300 S to 500 S than before. I understand that was a policy decision but the travel times between the University and the I-80 interchange have almost doubled. Further, I have seen a dramatic increase in traffic on my street (Harvard) because people are avoiding 1300 E and using 1500 E and then cutting up/down Harvard. I'll be laying speed tubes on my street later this month/April to quantify this problem.

I'm also working with Rowland Hall on some of their congestion issues on 800 S and surrounding streets (I've already spoke with Fehr and Peers, your Transportation consultant for Sunnyside, and will give them my data once I have it.)

My thoughts are simple, please keep in mind the need for mobility. Traffic does not disappear. In the UTA wildest dreams, they hope to capture 5-8% of daily trips. That still leaves 92-95% that will continue to be made by vehicle. The City has already reduced capacity on 900 E, 1300 E and Guardsman. This has not led to a reduction in traffic but more congestion and increases in travel times. If that's the goal, to reduce speeds through congestion, then so be it. Before lanes are taken off Sunnyside, be aware that this will increase traffic into the neighborhoods as all the other changes in this area have already done. Much of the concern comes from residents who live on the street. That street has always been that way, and the concern is that everyone that lives on a street, thinks there's should be a residential street because their driveway accesses that street. 700 E has driveways directly on it but no one would consider it a residential street.

Please look at the Transportation Master Plan, Roadway Functional Classification. Sunnyside, Foothill, Guardsman, 900 E, 1300 E and Parley's are the only six arterials in the eastern part of the City (Most Cities would have twice this number for the area it serves). The definition of arterials is to move large amount of vehicles as these are regional routes. Three of your six arterials (half) have already had their capacities reduced in half. The City has already made mobility for over 40,000 vehicles a day more congested from these changes. The eastern part of SLC is primarily built out, so expanding roadways does not make sense, but to purposely create congestion and reduce mobility does not make sense either. I understand the squeaky wheel gets the grease, but I think any reduction in east-west capacity, particularly since their is not an alternative route, would be short-sighted.

I look forward to future meetings/discussion on the issue and know many of my neighbors are also interested and am sorry I can't be at this meeting, it's Spring Break for many of us in this neighborhood and many are traveling.

Thank you,

Joe

Joseph Perrin, PhD, PE, PTOE

A-Trans Engineering

P.O. Box 521651

Salt Lake City, UT 84152

(801) 949-0348 (801) 582-6252 Fax

atrans@comcast.net

www.a-transengineering.com

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Wednesday, July 13, 2011 10:54 AM
To: Robin Hutcheson; Young, Kevin
Cc: City Council Liaisons
Subject: Comments regarding 800 South Sunnyside project

Hi Robin-

FYI - We received the following comment regarding the 800 South Sunnyside project.

Nick Tarbet

Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Council Comments
Sent: Tuesday, July 12, 2011 3:55 PM
To: City Council Members
Cc: ccFront Office; City Council Liaisons
Subject: FW: Sunnyside

Good Afternoon,

Below is a comment from John Gynn sharing his opinion regarding Sunnyside Ave. He feels that Sunnyside Ave. should be left alone and feels that there is no such thing as too much traffic as that is the purpose of a main traffic artery.

Mellisa Ridgeway
Staff Assistant
City Council Office
(801) 535-7615

The dread of doing a task
uses up more time and energy
than doing the task itself.
--- **Rita Emmett**

From: John Guynn [<mailto:guynnster@gmail.com>]
Sent: Friday, July 08, 2011 9:48 PM
To: Council Comments
Subject: Sunnyside

It is my opinion that Sunnyside Ave should be left alone. One only has to witness how narrowing streets made Guardsman Way and 13th East more congested to see what will happen with Sunnyside. And when Rowland Hall builds the new school it will only get worse. The idea that a major traffic artery has too many cars makes as much sense as saying a water main carries too much water. That's its purpose.

John Guynn

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Monday, June 27, 2011 9:51 AM
To: Young, Kevin; Robin Hutcheson
Cc: City Council Liaisons
Subject: FW: 800 South Sunnyside open house.

Kevin and Robin-

I thought you might want to see the email I received below. I was thinking the PowerPoint presentation from last week would help to answer his question. Is it ok if I send it to him? If so, would you please send it to me so that I can send it along?

Thanks-

Nick Tarbet
Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Bunce, Mark [<mailto:Mark.Bunce@supervalu.com>]
Sent: Monday, June 27, 2011 9:05 AM
To: Tarbet, Nick
Cc: hwbmgb@msn.com
Subject: RE: 800 South Sunnyside open house.

Nick,
I've read the overview of this project (which by the way I thought was

buried in the Council's website)and it not informative at all.
Who requested this study, why was it requested since the road has parking, vehicle traffic lanes, cautionary lights at crosswalks, bike lanes. Reading most of the comments, I get absolutely no clear definition of what these consults have in their minds for proposing. Is this just another money spending scheme by the city? What were the action points that the consultants were providing and taking back to evaluate.

Thank you
Mark Bunce

From: Tarbet, Nick [<mailto:Nick.Tarbet@slcgov.com>]
Sent: Wednesday, June 15, 2011 10:12 AM
To: Bunce, Mark
Cc: hwbmgb@msn.com; City Council Liaisons
Subject: RE: 800 South Sunnyside open house.

Mr. Bunce-

Yes, we will post the presentation on the Council website: www.slcgov.com/council/.
We are planning to record the meeting and that will also be made available via the website.

Please let me know if I can be of further assistance.

Regards,

Nick Tarbet
Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Bunce, Mark [\[mailto:Mark.Bunce@supervalu.com\]](mailto:Mark.Bunce@supervalu.com)

Sent: Tuesday, June 14, 2011 11:24 AM

To: Tarbet, Nick

Cc: hwbmgb@msn.com

Subject: 800 South Sunnyside open house.

Nick

Will you have the results or the consultant recommendation posted on a web site.

Please indicate where.

Thanks Mark Bunce

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Wednesday, April 06, 2011 9:51 AM
To: Robin Hutcheson; Kyle Cook
Cc: Young, Kevin; City Council Liaisons
Subject: FW: Comments from Robin Carbaugh re: 800 S Sunnyside . . .

Robin-

Just passing along some more comments regarding 800 South/Sunnyside.

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Aramaki, Jan
Sent: Friday, April 01, 2011 3:54 PM
To: City Council Liaisons; Jardine, Janice
Cc: Gust-Jenson, Cindy; ccAnalysts
Subject: Comments from Robin Carbaugh re: 800 S Sunnyside . . .

Nick, Quin and Janice,

FYI – Robin Carbaugh mentioned that she thought it would have been helpful to have divided up the groups at the workshop held on March 24th workshop at 1300 E. She believes that the street layout and needs/interests of the community are different on the east/west sections of 1300 E. I told her that I would pass this along to you so that when the consultants regroup, they may wish to consider breaking groups relating to the two sections of the roadway. Hope that makes sense, let me know if it doesn't.

Thanks.

Jan Aramaki
Salt Lake City Council Office
Council Staff Member
451 S. State Street, Rm 304
Salt Lake City, UT 84111
801.535.7600 (telephone)
801.535.7651 (fax)

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 9:39 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]
Sent: Sunday, April 03, 2011 2:36 PM
To: Council Comments; Mayor; CitizenAdvocate@slco.org
Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,
Jim French
1604 Harvard Ave.
SLC, UT 84105
801-618-5848

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 10:11 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution
Attachments: 800 South Sunnyside.xlsx

Robin-

Attached is the mailing list. Our front office staff entered the names into an excel sheet. Sorry, but we don't have the capability to enter the addresses to be plotted on a map.

Regards,

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Robin Hutcheson [<mailto:R.Hutcheson@fehrandpeers.com>]
Sent: Tuesday, April 05, 2011 9:42 AM
To: Tarbet, Nick
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution

Nick,
Yes, please forward any comments you have regarding 800 South/Sunnyside. If you could also please forward the sign in sheets, that would be great. Do you have the capability to enter addresses and spit it out on a map? Might be an interesting exercise. No problem if not.

I'm working on setting up a follow-up meeting to present these results, along with concepts for consideration.

Robin

From: Tarbet, Nick [<mailto:Nick.Tarbet@slcgov.com>]
Sent: Tuesday, April 05, 2011 9:39 AM

To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]
Sent: Sunday, April 03, 2011 2:36 PM
To: Council Comments; Mayor; CitizenAdvocate@slco.org
Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,

Jim French
1604 Harvard Ave.
SLC, UT 84105
801-618-5848

From: Card, Quin [Quin.Card@slcgov.com]
Sent: Monday, April 11, 2011 8:51 AM
To: Tarbet, Nick; Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: 800 South/Sunnyside Comment

Hi Robin,

The Council Office received the following comment on the 800 South/Sunnyside issue.

From: Jordan Kimball [mailto:jordan.kimball@gmail.com]
Sent: Saturday, April 09, 2011 7:30 PM
To: Love, Jill
Cc: Rebecca England
Subject: Complete Streets.

Jill,

I wasn't able to be at the meeting regarding Complete Streets ideas and Sunnyside Avenue, but hope to attend in May.

I have attended the occasional meeting of our neighborhood council and have been interested in this topic. Initially I didn't see anything come of it, and then was pleased when there were some crossing improvements a couple of years ago. Small but significant.

We have lived in the Harvard/Yale neighborhood for almost 20 years, initially on Michigan and 15th, and now on Yale and 14th East for a dozen years. Sunnyside has always felt like a barrier street, the edge of our neighborhood. It is the reason I have never felt that Sunnyside park was a part of my neighborhood or accessible to my children, even with the recent crossing improvements.

In the last several years we have become much more aware/concerned about Sunnyside having to cross it every school day on our way to Rowland Hall with our kids, with whom we try to scooter or bike unless the weather is uncooperative.

I have been aware of how powerful street design can be since my brother lived with his young family in Cambridge, MA, 3 decades ago. They had a problem with commuters speeding down their neighborhood streets with its grid pattern, especially during rush hour. The city created barriers strategically throughout their neighborhood, and narrowed the streets at the corners with protruding cross-walks to break up and narrow the straight lines to amazingly positive effect. Another example has been 13th East. We have taught our kids never to use or cross 13th because it was so dangerous with its four lanes and highway speeds. We never fully realized that it literally was a state owned highway until it was turned over to the city a couple of years ago. The improvement Salt Lake City has made there have been wonderful. I hope more can still be done with 13th.

I think the conceptual framework of the Complete Street looks great.
I have high hopes for this project on Sunnyside. I will be interested to see what is proposed.
Thanks for your support of this city project.

Jordan Kimball.

Thanks-

Quin Card
Salt Lake City Council Office
Policy Analyst/Constituent Liaison
451 S. State Street, Rm. 304
Salt Lake City, UT 84111
(801) 535-7600 (telephone)
(801) 535-7651 (fax)
quin.card@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Robin Hutcheson [mailto:R.Hutcheson@fehrandpeers.com]
Sent: Tuesday, April 05, 2011 9:42 AM
To: Tarbet, Nick
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution

Nick,
Yes, please forward any comments you have regarding 800 South/Sunnyside. If you could also please forward the sign in sheets, that would be great. Do you have the capability to enter addresses and spit it out on a map? Might be an interesting exercise. No problem if not.

I'm working on setting up a follow-up meeting to present these results, along with concepts for consideration.

Robin

From: Tarbet, Nick [mailto:Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 9:39 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet

Salt Lake City Council Office

Constituent Liaison

(801) 535-7603

nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]

Sent: Sunday, April 03, 2011 2:36 PM

To: Council Comments; Mayor; CitizenAdvocate@slco.org

Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,

Jim French

1604 Harvard Ave.

SLC, UT 84105

801-618-5848

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Thursday, May 26, 2011 8:25 AM
To: Robin Hutcheson; Young, Kevin
Cc: City Council Liaisons; CED Citizens Requests
Subject: Comments for the 800 South/Sunnyside project

Robin and Kevin-

Council Member Martin received the following comments regarding the 800 South/Sunnyside project.

Dear Mr. Martin: I wanted to write and let you know how upset we are at the proposal to narrow Sunnyside Avenue to one lane each way. We live on Michigan Avenue just above 19th east. Sunnyside Avenue is the main artery we take to work, school and other activities. We usually turn left onto Sunnyside from 19th East. With traffic as it is now, it always takes a few minutes to be able to turn left to head toward the City. Often in the morning and evening rush hours, there is a line of cars waiting to turn left. We hate to think of the congestion if the road is narrowed to one lane each way. What frightens us further is the thought of our teenagers, headed to high school in the mornings, waiting for long lines of traffic to pass while they wait to turn left. Teenagers don't always make the wisest decisions, and we hate to think of the chances these new drivers might take to make it to school before the tardy bell rings. We also believe the traffic will increase along the 9th South neighborhood as people look for quicker routes downtown. As you know, 9th South is lined with homes on both sides of the street. It does not make sense to increase their traffic to make a few people on Sunnyside happy.

It seems so ridiculous when we live in a vibrant, growing city to narrow the streets leading into and out of the City. We have dealt with the increased congestion along 13th East and cannot bear the thought of it happening again along Sunnyside. I urge you to support our neighborhood and help us defeat this proposal.

Sincerely, Julie Black

Nick Tarbet

Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Monday, March 21, 2011 9:02 AM
To: Robin Hutcheson; Kyle Cook
Cc: Young, Kevin; Bruno, Jennifer; City Council Liaisons
Subject: Comments regarding 800 S / Sunnyside

Hi Robin-

Jill received this comment regarding 800 South/Sunnyside. She wanted to make sure you guys saw it.

Thanks-

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Love, Jill
Sent: Saturday, March 19, 2011 2:31 PM
To: 'atrans@comcast.net'
Cc: Young, Kevin; Tollestrup, Jon
Subject: RE: 800 S / Sunnyside

Thanks so much for your comments. We will also make sure that the consultant has them. Jill

From: atrans@comcast.net [<mailto:atrans@comcast.net>]
Sent: Friday, March 18, 2011 5:16 PM
To: Love, Jill; Love, Jill
Cc: atrans; Young, Kevin
Subject: 800 S / Sunnyside

City Councilmember Love,

I'll be out of town on the 24th but would like my comments heard as I live in the district. I'm a professional traffic engineer and was on the mayor's TAB for 5 years ('03 to '07) as the academic adviser. I am for calming streets and increasing safety, the HAWK signals are well placed and should be increased (Sunnyside has two location that seem justified). My concern is the thought that by reducing lanes, traffic

just disappears. 1300 E is much more congested from 1300 S to 500 S than before. I understand that was a policy decision but the travel times between the University and the I-80 interchange have almost doubled. Further, I have seen a dramatic increase in traffic on my street (Harvard) because people are avoiding 1300 E and using 1500 E and then cutting up/down Harvard. I'll be laying speed tubes on my street later this month/April to quantify this problem.

I'm also working with Rowland Hall on some of their congestion issues on 800 S and surrounding streets (I've already spoke with Fehr and Peers, your Transportation consultant for Sunnyside, and will give them my data once I have it.)

My thoughts are simple, please keep in mind the need for mobility. Traffic does not disappear. In the UTA wildest dreams, they hope to capture 5-8% of daily trips. That still leaves 92-95% that will continue to be made by vehicle. The City has already reduced capacity on 900 E, 1300 E and Guardsman. This has not led to a reduction in traffic but more congestion and increases in travel times. If that's the goal, to reduce speeds through congestion, then so be it. Before lanes are taken off Sunnyside, be aware that this will increase traffic into the neighborhoods as all the other changes in this area have already done. Much of the concern comes from residents who live on the street. That street has always been that way, and the concern is that everyone that lives on a street, thinks there's should be a residential street because their driveway accesses that street. 700 E has driveways directly on it but no one would consider it a residential street.

Please look at the Transportation Master Plan, Roadway Functional Classification. Sunnyside, Foothill, Guardsman, 900 E, 1300 E and Parley's are the only six arterials in the eastern part of the City (Most Cities would have twice this number for the area it serves). The definition of arterials is to move large amount of vehicles as these are regional routes. Three of your six arterials (half) have already had their capacities reduced in half. The City has already made mobility for over 40,000 vehicles a day more congested from these changes. The eastern part of SLC is primarily built out, so expanding roadways does not make sense, but to purposely create congestion and reduce mobility does not make sense either. I understand the squeaky wheel gets the grease, but I think any reduction in east-west capacity, particularly since their is not an alternative route, would be short-sighted.

I look forward to future meetings/discussion on the issue and know many of my neighbors are also interested and am sorry I can't be at this meeting, it's Spring Break for many of us in this neighborhood and many are traveling.

Thank you,

Joe

Joseph Perrin, PhD, PE, PTOE

A-Trans Engineering

P.O. Box 521651

Salt Lake City, UT 84152

(801) 949-0348 (801) 582-6252 Fax

atrans@comcast.net

www.a-transengineering.com

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Wednesday, July 13, 2011 10:54 AM
To: Robin Hutcheson; Young, Kevin
Cc: City Council Liaisons
Subject: Comments regarding 800 South Sunnyside project

Hi Robin-

FYI - We received the following comment regarding the 800 South Sunnyside project.

Nick Tarbet

Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Council Comments
Sent: Tuesday, July 12, 2011 3:55 PM
To: City Council Members
Cc: ccFront Office; City Council Liaisons
Subject: FW: Sunnyside

Good Afternoon,

Below is a comment from John Gynn sharing his opinion regarding Sunnyside Ave. He feels that Sunnyside Ave. should be left alone and feels that there is no such thing as too much traffic as that is the purpose of a main traffic artery.

Mellisa Ridgeway
Staff Assistant
City Council Office
(801) 535-7615

The dread of doing a task
uses up more time and energy
than doing the task itself.

--- **Rita Emmett**

From: John Guynn [<mailto:guynnster@gmail.com>]

Sent: Friday, July 08, 2011 9:48 PM

To: Council Comments

Subject: Sunnyside

It is my opinion that Sunnyside Ave should be left alone. One only has to witness how narrowing streets made Guardsman Way and 13th East more congested to see what will happen with Sunnyside. And when Rowland Hall builds the new school it will only get worse. The idea that a major traffic artery has too many cars makes as much sense as saying a water main carries too much water. That's its purpose.

John Guynn

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Monday, June 27, 2011 9:51 AM
To: Young, Kevin; Robin Hutcheson
Cc: City Council Liaisons
Subject: FW: 800 South Sunnyside open house.

Kevin and Robin-

I thought you might want to see the email I received below. I was thinking the PowerPoint presentation from last week would help to answer his question. Is it ok if I send it to him? If so, would you please send it to me so that I can send it along?

Thanks-

Nick Tarbet
Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Bunce, Mark [<mailto:Mark.Bunce@supervalu.com>]
Sent: Monday, June 27, 2011 9:05 AM
To: Tarbet, Nick
Cc: hwbmgb@msn.com
Subject: RE: 800 South Sunnyside open house.

Nick,
I've read the overview of this project (which by the way I thought was

buried in the Council's website)and it not informative at all.
Who requested this study, why was it requested since the road has parking, vehicle traffic lanes, cautionary lights at crosswalks, bike lanes. Reading most of the comments, I get absolutely no clear definition of what these consults have in their minds for proposing. Is this just another money spending scheme by the city? What were the action points that the consultants were providing and taking back to evaluate.

Thank you
Mark Bunce

From: Tarbet, Nick [<mailto:Nick.Tarbet@slcgov.com>]
Sent: Wednesday, June 15, 2011 10:12 AM
To: Bunce, Mark
Cc: hwbmgb@msn.com; City Council Liaisons
Subject: RE: 800 South Sunnyside open house.

Mr. Bunce-

Yes, we will post the presentation on the Council website: www.slcgov.com/council/.
We are planning to record the meeting and that will also be made available via the website.

Please let me know if I can be of further assistance.

Regards,

Nick Tarbet
Salt Lake City Council Office
Policy Analyst / Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please 'Reply to All' or include CityCouncilLiaisons@slcgov.com on the address line of this email.

If you would like to receive email updates about important City events and issues from your Council Member please reply to this email and say "yes." or scan the QR Code with your phone.



[Sign up for District Email Updates.](#)

From: Bunce, Mark [\[mailto:Mark.Bunce@supervalu.com\]](mailto:Mark.Bunce@supervalu.com)

Sent: Tuesday, June 14, 2011 11:24 AM

To: Tarbet, Nick

Cc: hwbmgb@msn.com

Subject: 800 South Sunnyside open house.

Nick

Will you have the results or the consultant recommendation posted on a web site.

Please indicate where.

Thanks Mark Bunce

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Wednesday, April 06, 2011 9:51 AM
To: Robin Hutcheson; Kyle Cook
Cc: Young, Kevin; City Council Liaisons
Subject: FW: Comments from Robin Carbaugh re: 800 S Sunnyside . . .

Robin-

Just passing along some more comments regarding 800 South/Sunnyside.

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Aramaki, Jan
Sent: Friday, April 01, 2011 3:54 PM
To: City Council Liaisons; Jardine, Janice
Cc: Gust-Jenson, Cindy; ccAnalysts
Subject: Comments from Robin Carbaugh re: 800 S Sunnyside . . .

Nick, Quin and Janice,

FYI – Robin Carbaugh mentioned that she thought it would have been helpful to have divided up the groups at the workshop held on March 24th workshop at 1300 E. She believes that the street layout and needs/interests of the community are different on the east/west sections of 1300 E. I told her that I would pass this along to you so that when the consultants regroup, they may wish to consider breaking groups relating to the two sections of the roadway. Hope that makes sense, let me know if it doesn't.

Thanks.

Jan Aramaki
Salt Lake City Council Office
Council Staff Member
451 S. State Street, Rm 304
Salt Lake City, UT 84111
801.535.7600 (telephone)
801.535.7651 (fax)

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 9:39 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]
Sent: Sunday, April 03, 2011 2:36 PM
To: Council Comments; Mayor; CitizenAdvocate@slco.org
Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,
Jim French
1604 Harvard Ave.
SLC, UT 84105
801-618-5848

From: Tarbet, Nick [Nick.Tarbet@slcgov.com]
Sent: Tuesday, April 05, 2011 10:11 AM
To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution
Attachments: 800 South Sunnyside.xlsx

Robin-

Attached is the mailing list. Our front office staff entered the names into an excel sheet. Sorry, but we don't have the capability to enter the addresses to be plotted on a map.

Regards,

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Robin Hutcheson [<mailto:R.Hutcheson@fehrandpeers.com>]
Sent: Tuesday, April 05, 2011 9:42 AM
To: Tarbet, Nick
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: RE: Yes to complete transportation solution

Nick,
Yes, please forward any comments you have regarding 800 South/Sunnyside. If you could also please forward the sign in sheets, that would be great. Do you have the capability to enter addresses and spit it out on a map? Might be an interesting exercise. No problem if not.

I'm working on setting up a follow-up meeting to present these results, along with concepts for consideration.

Robin

From: Tarbet, Nick [<mailto:Nick.Tarbet@slcgov.com>]
Sent: Tuesday, April 05, 2011 9:39 AM

To: Robin Hutcheson
Cc: Kyle Cook; Young, Kevin; City Council Liaisons
Subject: FW: Yes to complete transportation solution

Robin-

Would you like us to forward any comments we receive regarding 800 South/Sunnyside?

Also, I'm embarrassed to ask but, did I send you the sign-in-sheets from the March 24th meeting yet?

Nick Tarbet
Salt Lake City Council Office
Constituent Liaison
(801) 535-7603
nick.tarbet@slcgov.com

To assure proper attention to your email, please choose 'Reply to All' or include 'City Council Liaisons' (CityCouncilLiaisons@slcgov.com) on the address line of this email.

From: Jim French [<mailto:rentthesun@gmail.com>]
Sent: Sunday, April 03, 2011 2:36 PM
To: Council Comments; Mayor; CitizenAdvocate@slco.org
Subject: Yes to complete transportation solution

Hello,

I am in favor of the "Complete Streets" approach for Foothill Drive and 5400 South. As a bicyclist, a bike lane on Foothill and 5400 South would be most welcome. The changes that have been made to 1300 East in SLC are a great example of improving safety on a BUSY street. I am also in favor of any improvements that would encourage people traveling along Foothill and 5400 South to walk, take mass transit or some other form of non car transportation.

I've been riding to get to places a lot in the last 4 years. Salt Lake City is a MUCH safer place to ride than the Washington DC area, where we moved from. Wide streets, lots of bike lanes and more patient drivers. (It's true!!) As the price of fuel rises, more people are going to be getting out of their cars. Let's make it even safer and more comfortable for those folks so they will continue to leave their cars parked and find another way to get around. Hey, we'll even get cleaner air out of the deal.

Regards,

Jim French
1604 Harvard Ave.
SLC, UT 84105
801-618-5848