

Date/Time Opened	Contact Name	Subject	Description
2/19/2025 11:21	Janet Hemming	Fwd: Clarification	<p>Dan: At the last YNC meeting I asked about progress in shifting the prosecutor's office from the county to the city. My new question is: Was this just a physical office arrangement while the prosecutorial powers still rested with the county or was this originally intended to transfer the responsibility for prosecutorial powers from the county to the city? The City would have had to move its employees to a different location, as well as hire a new City Prosecutor. However, following ongoing discussions with the County, it was determined that the interlocal agreement would remain in place as-is for the foreseeable future. Bottom line: Will prosecutorial cases still be handled by the county and Sim Gill's office? Cases will be handled by City prosecutor employees under the management of Sim Gill. Was there ever an intention by Salt Lake to have those powers transferred back to the city? Not at this time. It appears the City Attorney's office is adding 3 new full-time staff. Hasn't the City Attorney's office previously added staff? One prosecutor position was removed from the budget request, while the other two new positions were maintained given the change in organizational structure and workload increase. Thanks. PS I saw a few budget references to this from yesterday's meeting. Jan</p>
2/19/2025 11:33	Francisca Blanc	HB198 further preempts local governments on sign control	<p>Dear Council Member Dugan, H.B. 198 Highway Expansion Impacts on Signage Amendments (currently in the House Transportation Committee) would remove the current distance limitation for the relocation of billboards. This means billboards could go anywhere in your city, regardless of your community's preferences. In fact, if the industry has its way, the bill may go even further, allowing a relocated billboard to move to another jurisdiction. The bill also puts Utah at risk of losing \$50 million in federal highway funding—or 10% of our federal highway funds used to improve interstates and highways in communities throughout Utah. The Federal Highway Administration (FHWA) recently audited Utah's Outdoor Advertising Control Program and the Utah Outdoor Advertising Act (UOAA) and found Utah to be out of compliance with federal billboard law codified in the Highway Beautification Act (HBA) and the Utah-Federal Agreement. You can read the full report here and/or our summary of the report. The UOAA, when first adopted, substantially conformed to the requirements of the HBA, but over the years it has fallen out of compliance through repeated amendments and on-the-ground billboard changes, all in violation of federal law, and all at the behest of the billboard industry. H.B. 198 is another one of those amendments. Besides preempting local decision-making, it would extend the noncompliance with the HBA, putting Utah at risk of the 10% penalty for failing to effectively control outdoor advertising. To avoid the \$50 million penalty in Utah, the UOAA needs to be amended to conform with federal law. The billboard industry is lobbying legislators and local elected officials to protect its interests, maintain its full inventory of signs—even those the FHWA has declared are illegal and need to be removed—and convince lawmakers to ignore federal law. Please contact us for more information about the impact of H.B. 198 on cities and towns. We will be providing additional information on the FHWA's findings and the many billboards throughout Utah that are noncompliant with federal law and need to be removed. Sincerely, Francisca Blanc Executive Director</p>

Date/Time Opened	Contact Name	Subject	Description
2/19/2025 2:51 PM	Jack Weis	Walkability and the Inconvenience of Public Transit	At the last GACC I recall there was some discussion of the City's efforts to create a more walkable, less car-centric city. I agree that this is a worthy goal, but the comments raised at the meeting about the non-viability of a pedestrian-oriented downtown when the neighborhoods where people actually live have crappy public transit, if any, were spot-on. You can't have the walkable city we all want with Trax service only along 400 South, North Temple, and the S-Line. And no, the UTA bus isn't going to cut it (though I'm open to being convinced about UVX-style BRT). We need Trax lines serving Rose Park, Glendale, the Avenues, Harvard-Yale, etc. And we need them soon. This is a completely realistic expectation and people were right not to be satisfied with getting one such project build per decade. Even in the 1920s, when SLC was a far poorer and less populous city than it is today, we had that: With that said, it's not entirely your fault we can't have nice things. The federal permitting process is the main reason it takes 15 years and 10,000 gorillion dollars to do with modern technology what some dudes with steam shovels could do in a month in the '20s. Fortunately, indications are that this obstacle is about to be removed: <a href="https://www.eenews.net/articles/trump-moves-to-claw-back-almost-50-years-of-nepa-regs/">https://www.eenews.net/articles/trump-moves-to-claw-back-almost-50-years-of-nepa-regs/</a> While the administration is obviously doing this to speed oil and gas development, we shouldn't let this opportunity pass us by for ideological reasons. If the permitting process does improve, the City needs to be ready to start building trax lines in a big way. Now is the time to plan the routes we want. At the absolute minimum, we need a trax line to each of the following: - east into Research Park - west into Glendale - north from Glendale to North Temple and then Rose Park - south from the U. to Sugarhouse, meeting up with the S Line - into at least the lower Avenues, maybe along 6th Ave - belt around downtown, including the Post district and such - extension of the S Line east past Highland High along 2100 S to at least 2300 E Oh, and get the Rio Grande Plan done too. It won't cost \$5 billion or whatever you guys quoted it at without NEPA - but there's a very good chance this window of opportunity will only be open for four years. JW
2/19/2025 16:39	Gary Cunningham	Homeless in Rose Park	Winter is about to break. The first signs of spring in our Fair Park neighborhood will be the hoards of homeless who will descend upon us with their vest amount of litter and signature ubiquitous piece of foil upon which they cooked their drugs. There is a "I Bone" interaction at 7th West and 2nd North from there look east through the new section of chain link fence, up the freeway hill to see what they are capable of without our daily trash pick-ups around our home, This is what we would be living with ( and this is the accumulation of only one moment) Can any preparations be made to handle this continual recurrence? Will " Port a Potties" be distributed to handle the human waste? this may be an embarrassment to the city but the need is real. Will undercover agents be sent to infiltrate and discover who is distributing the drugs? Will this mess be cleaned up on North Temple, the great western gateway into the city? Will a professional baseball team want to move in with things as they are? Is this the mitigation of the homeless problem we premiered the Utah Hockey Club team members? There are some of the things I think the City can do, Let me know what I can do. Yours Truly, Gary Cunningham
2/20/2025 4:59	Anonymous Constituent	Taxes	I see SLC is lending a brewery money to open a business here while raising taxes for the citizens. I attended a meeting last year in regards to raising water & sewage a few dollars a month.....my water bill has doubled even though I use less water. WTF??
2/20/2025 17:12	Curt GRESSETH	critical infrastructure needs	300 East southward from South Temple could use some urgent pothole filling. Thank you, Curt Gresseth

Date/Time Opened	Contact Name	Subject	Description
2/24/2025 9:59	Jessica Long	(EXTERNAL) Oppose SB195—Protect Local Control and Public Input on Street Design	<p>Dear Council Member Wharton, I am writing as a concerned constituent regarding SB195. This bill, which was hastily passed with minimal information and no public hearing, effectively reduces Salt Lake City's ability to design, engineer, and build its own streets. Notably, the language in SB195 does not place limits on any other municipality in Utah, singling out Salt Lake City and removing local control over its efforts to implement necessary street safety measures. Adding yet another layer of bureaucracy is inefficient and goes against what I believe to be one of Utah's core values. Local Control Matters One of Utah's core strengths has always been its respect for local authority. Residents and city officials understand their neighborhoods best—their specific needs, challenges, and opportunities. Allowing a more distant, centralized authority to make decisions about local streets—without meaningful input from the community—undermines the principle of local control that Utah has long valued.</p> <p>Safety for Our Children and Most Vulnerable I am a parent of a young child, and we use a variety of travel modes—by car, public transit, bicycle, and on foot. Our streets, designed as they are for higher speeds, often feel unsafe for pedestrians and cyclists, especially children. One of the reasons we chose to live in Salt Lake City is that we have seen its commitment to making roads safer. I was hopeful that Salt Lake City could continue to serve as an example of a community that offers the amenities of urban life while also being a place that serves families by offering things like the ability to safely walk to school, church, and the grocery store. These walkable options are not only fiscally responsible but also opportunities to bond, stay active, and appreciate our beautiful surroundings. It saddens me to think that as my daughter grows and becomes more independent, she may have fewer safe options for walking or biking. Salt Lake City has recognized the need for improved traffic safety and is actively working toward infrastructure improvements. However, with only certain times of the year available for road work and routine maintenance, there is a limited window to complete such projects. SB195 would hamper these vital efforts. We share a collective goal of reducing conflicts, crashes, injuries, and fatalities on our roads. That process should include—and be guided by—local expertise and community voices. Transparency and Proper Procedure If there are legitimate reasons behind SB195, they deserve to be addressed openly and thoroughly. A last-minute amendment that bypasses the regular hearing and public input process is neither transparent nor democratic. We should not settle such an important matter unilaterally in a legislative session without meaningful consultation and data-driven discussion. Utah's families deserve the chance to have their voices heard before sweeping changes to local authority are made. A Request for Your Leadership I respectfully urge you to: 1. Oppose SB195 in its current form, or work to repeal the restrictive measures it imposes on local street design. 2. Advocate for a public hearing and open discussion. If there are valid concerns, they should be examined through proper legislative channels. 3. Recognize that local communities, especially cities like Salt Lake, must retain the autonomy to implement safety measures that best meet their needs. I appreciate your leadership and your willingness to hear my concerns. Thank you for your service to our community and for protecting the processes that allow every Utahn's voice to be heard. Sincerely, Jessica Long</p>
2/24/2025 12:19	Janet Hemming	Public copy of R-1 Single Family Residential Districts zoning text proposals presented today	<p>Dan: Where can the public get a copy of the proposals the Planning Division presented to the Council today about the R-1 Single Family Residential Districts Proposed Zoning Text Amendment? Also, the topic of Historic District protections came up and it's my understanding any new polices involving single family zones would not affect these existing historic district overlays or protections. Please clarify. Do those historic protections include Local Historic Districts as well as neighborhoods on the National Register of Historic Places? Best, Jan</p>
2/24/2025 2:08 PM	Rich Wilcox	Phone call to City Council	Please help squash SB197, which is currently at the legislature. This would severely handcuff the City.
2/24/2025 14:15	Anonymous Constituent	Phone call to City Council	<p>Please say no to the new applicant for the Chief of Police. The Mayor's office can't even explain the process of how he was chosen. Were others allowed to apply? Was the position advertised for outside parties? Shouldn't it be open to all parties for the best possible candidate? The public was not really made aware and that isn't right. This is a very big position in a large City. I don't think this guy is right for the position. He did not handle the homeless situation well in his current position and I doubt that will change. The Mayor doesn't want peoples comments and doesn't care what the citizens have to say.</p>

Date/Time Opened	Contact Name	Subject	Description
2/24/2025 15:58	Renee Shaw	Mobile Showers of Hope Unsheltered Outreach <b>**Attachment 1 - 3 page</b>	Hi Victoria, I hope this email finds you well. I have attached a proposal letter I have sent to Mayor Mendenhall with the hopes that our City Council members will support our initiative for mobile showers, laundry and outreach support for our unsheltered community to address environmental, public safety, and humanitarian concerns for our city. Thankyou for all you do for our beautiful city. Warm regards, Renee Shaw Showers of Hope Director
2/24/2025 16:01	Stanley STENSRUD	Grant	"Ruff Haven fills a critical gap in services that no other organization in Salt Lake City addresses. By offering veterinary care and pet supplies, they help prevent unnecessary pet surrenders and give people experiencing homelessness the dignity of keeping their companions. Funding this program would be an investment in a more humane and effective approach to street outreach." "The connection between people and their pets is incredibly strong, especially for those experiencing hardship. Ruff Haven's street outreach provides free vaccinations, food, and medical care that keep these animals healthy and safe. Their work is invaluable to both public health and community support efforts, and they deserve the funding to continue this mission. Sincerely, Stanley O Stensrud Board Member
2/24/2025 16:03	Timothy Sterling	Ruff Haven Counsel Comments	Dear City Counsel: As a Salt Lake City resident I am proud to say Salt Lake City prides itself on compassionate and forward-thinking solutions. Ruff Haven embodies that spirit by addressing both human and animal welfare in their street outreach. Their services reduce strain on shelters, improve public safety, and provide critical relief to those in need. They have my full support for city funding. Sincerely, Timothy Sterling
2/25/2025 10:42	Bernie Hart	Ignoring a problem is not a solution	Chris, I hope you read the Trib story on the mistreatment of kids in residential care facilities. They are restrained, overmedicated, bullied, and punished because the facilities can not effectively deal with the kid's problems using current "Best Practices". These are the same Mental Health and addiction programs the "we can help you" system uses with the chronically homeless mentally ill and addiction in our community. Different populations... same results. When we stand quietly before you, we are reminding you all that the conversations needed to address these issues are not happening. Bernie Hart



## **The Open Mind Foundation**

*Opening our minds & hearts to solutions for the care of the Earth and Humanity through collaboration, education, and technology.*

Renee Shaw



Mayor Erin Mendenhall  
Salt Lake City Hall  
451 South State Street, Room 306  
Salt Lake City, UT 84111

Dear Mayor Mendenhall,

I'm reaching out because I need your help with a project that's very close to my heart. As you know, our community is facing a growing homelessness crisis, and we believe that everyone deserves the dignity of a clean shower and fresh clothes. That's why we created the Showers of Hope Utah Mobile Shower and Laundry Program under The Open Mind Foundation—a 501(c)(3) nonprofit dedicated to serving our community with compassion and practical support.

### **Why This Matters**

Every day, many of our neighbors struggle with homelessness. With homelessness rising nationwide by 18%, far too many people in Salt Lake City are forced to face daily challenges—high costs, transportation barriers, safety concerns, and even social stigma—that keep them from accessing basic hygiene. Without a simple shower or a clean set of clothes, everyday life becomes even harder, affecting health, job prospects, and social connections. Moreover, when people have no choice but to bathe in natural waterways like the Jordan River, our environment suffers too.

### **Caring for Our Environment and Community**

Without proper laundry facilities, clothes often end up in the trash, contributing to waste and environmental strain. Bathing in our precious waterways introduces harmful substances that pollute and damage local ecosystems. Our mobile service isn't just about cleaning bodies—it's about cleaning up our community. By providing on-site showers and laundry services, we help reduce textile waste, protect our natural resources, and promote a more sustainable use of the items we already have.

## Health, Safety, and Hope

Imagine the difference a regular, warm shower can make. Not only does it help prevent disease and improve public health, but it also restores a sense of self-worth and hope. Clean clothing and personal hygiene go a long way in boosting confidence and making everyday challenges a bit easier to face. Plus, when people feel better about themselves, our streets and public spaces become safer and more welcoming for everyone.

## What We Offer

Our mobile program is designed with care:

- Free, clean, and private showers—including accessible units for those with disabilities.
- Laundry services so that clothes can be washed and dried with ease.
- Hygiene kits, fresh clothing, and haircuts to help restore dignity.
- Direct links to vital resources like job training, housing referrals, mental health support, and addiction recovery programs.

Since launching our first shower site at Liberty Park in July 2024, we've been able to offer over 50 showers, 120 meals, and 12 haircuts each month—plus essential items like hand warmers, coats, blankets, gloves, and shoes. Our dream is to reach even more people in need by expanding to additional locations around the city.

## Where We Hope to Grow

We've identified key spots across Salt Lake City that can benefit most from our services:

- **Madsen Park (9 N Chicago St):** A place where many unhoused individuals already gather.
- **Jordan Park (Near the International Peace Gardens):** Close to shelters and food distribution sites, making it a natural fit.
- **Cottonwood Park:** Easily reachable by public transportation, bike paths, and local roads.
- **Smith's Ballpark Area (1588 South Major Street):** A strategic, high-need zone well-connected by transit.

## A Pathway to a Brighter Future

Beyond a clean shower or laundry service, our initiative creates opportunities. By addressing personal hygiene, we open doors to counseling, healthcare, job training, and other support services—helping people regain control of their lives and move toward self-sufficiency.

## How You Can Help

We're inviting you to join us in this vital work. Specifically, we're looking for support in:

1. Identifying ideal locations for our mobile units.
2. Offering financial or logistical assistance to keep and expand the program.
3. Collaborating with city services to integrate our work with existing community outreach efforts.

I'm also excited to share that I'm in discussions with the LDS church, which is considering donating 25% of the cost to expand this program. With your help, we can make a lasting difference—reducing waste, protecting our environment, improving public health, and, most importantly, restoring dignity to those who need it most.

Thank you for taking the time to consider this initiative. I would love the opportunity to discuss how we can work together to bring hope and help to our community.

Warm regards,

Renee Shaw  
Program Director



## Pictures



Shower truck, trailer & haircut station



Shower Supply Station



Homeless resource center - Check in



Future Shower Unit



Date/Time Opened	Contact Name	Subject	Description
2/25/2025 10:44	Rich Wilcox	oppose SB195 Substitute 3, please vote no on this bill that threatens public safety (or support Substitute 4)	<p>Dear Representatives and Other Utah Officials, I write in strong opposition to SB195 Substitute 3 as passed by the Senate. I am a long-time resident of Salt Lake City. In particular, I oppose the bill language that refers to highway reduction strategies and the targeting of Salt Lake City with a construction moratorium and needless, inefficient UDOT reviews (line 2867 to line 2906). I do support things like improving connectivity so if this bill must go forward, Substitute 4 would be acceptable. Traffic deaths, injuries, and automotive induced property damage in the Utah urban corridor have reached tragic and horrific levels (to the extent that a recent serial killer targeting pedestrians went unnoticed for months in the statistical overload of the death toll.) The solutions are multi-faceted; certainly a renewed emphasis on enforcement of existing traffic laws is needed. But the best solutions, widely tested and proven to save lives (and to improve the travel experience for law-abiding drivers) are improvements to street design, and result from the diligent implementation of best practices by local transportation engineers with knowledge of conditions on the ground and how they can be improved. Shackling this local authority while further burdening strained state-wide transportation resources is a recipe for a further slide into vehicular mayhem. I oppose the Senate bill in its current form, and you should too, because it</p> <p>*Seriously threatens public safety by stopping progress to reduce illegal traffic speeding in the capital city using established engineering standards.</p> <p>*Reduces the capital's economic vibrancy by discouraging visitors to downtown who find Salt Lake City's enormous streets filled with distracted, speeding drivers to be hostile and dangerous. *</p> <p>Puts an undue, costly, inefficient burden on UDOT to micromanage Salt Lake City's streets versus just the UDOT facilities in the city that it already controls (and which also have some of the highest crash rates in the city). *</p> <p>Violates the conservative principle of local control and government efficiency. *</p> <p>Potentially wastes millions of dollars of taxpayer and grant funding already planned and allocated for desperately needed improvements to Salt Lake City's failing pavement conditions throughout the city, including on UDOT facilities like Redwood Road. *</p> <p>Harms drivers in Utah by increasing the likelihood of crashes and costs of car repairs, car replacement, escalating insurance costs and medical bills from injuries that are becoming unaffordable to many Utah families. Thank you for your consideration of these comments, and of the needs of the people who live in Salt Lake City. Rich Rich Wilcox</p>
2/25/2025 12:10	Lisa Gaffney	FW: (EXTERNAL) Glendale Traffic Calming CIP Proposal - D2	<p>Hi Alejandro, Please support the "Glendale Traffic Calming CIP Proposal" this spring. I have experienced animals being targeted and hit at high speeds in my residential neighborhood. I have also had to use my home owners insurance to repair property damage to my yard and home, caused by the multiple drag races that are held on my street at all hours of the day and we'll into the evenings. Thank you in advance for supporting this initiative.</p> <p>Sincerely, Lisa Gaffney</p>

Date/Time Opened	Contact Name	Subject	Description
2/25/2025 16:29	Jen Colby 1/2	I oppose SB195 Substitute 3, please vote no on this bill that undermines public safety and 2034 Olympics preparations	<p>Dear Representatives and Utah Officials, I write in opposition to SB195 Substitute 3. I am a resident of Salt Lake City HD22. True freedom of movement comes from having safe alternatives to choose among as the most efficient and enjoyable way to travel for any given trip. Car dependence by design undermines individual freedoms, health, happiness and economic wellbeing. Streets and roads should move people safely where they need to go however they wish to travel, not just cars. That is why I oppose the bill language that refers to roadway "lane reduction" strategies – these are in fact optimization and safety strategies. I especially strongly object to the targeting of only Salt Lake City with a construction moratorium and redundant &amp; inefficient UDOT reviews (line 2867 to line 2906). This should either be statewide for all cities and towns (a really bad idea) or removed. I specifically oppose the Senate's bill because it:</p> <ul style="list-style-type: none"> <li>• Seriously threatens public safety by blocking progress to reduce illegal traffic speeding in the capital city using best engineering standards;</li> <li>• Harms drivers in Utah by increasing the likelihood of speeding tickets, crashes and costs of car repairs, car replacement, escalating insurance costs and medical bills from injuries that are becoming unaffordable to many Utah families.</li> <li>• Violates the conservative principle of local control and limited, efficient government;</li> <li>• Undermines crucial work in preparing for the 2034 Olympics to upgrade city infrastructure and meet the expectations of international visitors and residents alike. Most international attendees are from places like Europe and Japan where winter sports are popular. They live where safe, multimodal streets by design and freedom of mobility by a wide range of modes are the standard. The USA is decades behind international engineering best practices and Utah will just look backward and provincial if we do not make similar upgrades;</li> <li>• Reduces the capital's economic and business vibrancy on remaining pedestrian-hostile, big, wide streets filled with distracted, speeding drivers. These unimproved streets contrast with the beautiful pedestrianized Main Street block on Temple Square or traffic calmed sections of 300 South, 900 South, and the Gateway;</li> <li>• Puts an undue, costly, inefficient burden on UDOT and state taxpayers to micromanage Salt Lake City's streets versus just the UDOT facilities they already control and maintain;</li> <li>• Potentially wastes millions of dollars already budgeted for specific projects and desperately needed improvements to Salt Lake City's streets. There are failing pavement conditions throughout the city and a huge backlog of deferred maintenance. This also unfairly hurts private businesses that do the reconstruction work and were counting on those projects in scheduling, staffing, and 2025 income;</li> </ul> <p>By blocking design changes to streets that reduce high-speed driving over the posted speed limit using proven engineering standards, SB195 S3 helps make criminals of most of us drivers every time we get behind the wheel on our big, wide Utah streets. I know personally that if I drive the posted speed limit on many streets in Salt Lake City and the Wasatch Front, it makes me one of those "grandma" stereotype drivers. I get dangerously passed by speeders, honked at or worse when I consciously try to follow the law. So honestly, mostly I go with the flow. Red light running is also rampant. As a pedestrian out doing errands or getting my steps in, I have close calls with drivers every single day that scare me, drive up my blood pressure and stress, and harm my wellbeing. I regularly have drivers violate laws about pedestrians in crosswalks, coming to a full stop before turning right on red, and red light running. My husband commutes to work on his bicycle and has been hit several times, luckily with only minor injuries so far. Our streets are thus full of regular people who are turned into situational criminals by bad design and lack of enforcement.</p>

Date/Time Opened	Contact Name	Subject	Description
2/25/2025 16:29	Jen Colby 2/2	CONTINUED!! I oppose SB195 Substitute 3, please vote no on this bill that undermines public safety and 2034 Olympics preparations	<p>I don't know about you, but I don't like being stopped and ticketed for speeding. Traffic stops are also dangerous for police. It is far more supportive of our police to let the engineering of our streets naturally do most of the education and enforcement and let public safety officers focus on crimes like theft, assault, illegal drug dealing, human trafficking, and more. That said, traffic violence is a real problem that needs proven solutions. The map at this link to a googlemap created by Sweet Streets is a good illustration, and it is probably incomplete: <a href="https://tinyurl.com/bdfpjwhw">https://tinyurl.com/bdfpjwhw</a> In urban areas, total travel time is much more a factor of overall volume, light timing, and complexity of the environment like driveways and intersection density, not just speed limit. Our big wide streets make intersection light timing a major problem. Narrower streets often improve flow. When moving people versus just moving cars is the metric, complete streets are best. Conversely, high vehicle speed kills. Studies show that if a pedestrian is hit at 20 miles an hour, they have a 95% chance of surviving. At 40 miles an hour, survival rate plummets to 15%.</p> <p>According to UDOT, 281 people in Utah lost their lives due to car crashes in 2024. Nearly a third of them were pedestrians, bicyclists, or motocyclists. Deaths of people in cars are equal tragedies; trauma Olympics should not be what we are competing in. This is 281 deaths too many. State leaders who are truly pro-life protect all people at every stage of life. The Utah and USA rate of death from car crashes is a scandal and an international outlier among comparable wealthy nations. SB195S3 threatens not the livability of our neighborhoods and the safety and well-being of locals and visitors alike. Every year, residents across Salt Lake City can apply for highly competitive Capital Improvement Project grants. Many of these are for street safety and traffic calming and have broad support in the community. There is never enough funding to meet the demand. We often wait years before we can get small improvements. The sad truth is that we often feel like we must wait for someone to die in a traffic crash to get funding and design changes. This is a tragic reality, not a hypothetical. Still, in some cases the wait was decades. Too many neighbors I know personally have lost loved ones – parents, spouses, children – in traffic violence. Excessive speed and distraction are the two primary causes. Both are preventable. In just the past 2 weeks, I have personally witnessed two major two-car crashes within ½ mile of my house that resulted in injuries (luckily no deaths), vehicles totalled, hours and hours of police, fire and EMS time, and streets closed to traffic until the crash was cleared. These are just two examples of crashes that would likely not have happened with proper safety-first design. In countries like the Netherlands that take a safe-systems, continual improvement approach, they would have immediately analyzed the causes of the crash and taken various measures to fix the poor design or other factors. In both of these crash sites at intersections in my neighborhood, there were only 2-way stop signs. The through-traffic regularly exceeds the speed limit from my observation. This is a symptom of design failure. Good engineering design as reflected in the newest national standards like AASHTO and NACTO can greatly reduce the number of close calls, crashes, injuries, deaths, and property damage as well as costs to public services to respond to every crash. Proper design speed through engineering is self-enforcing, reducing the costs and burden on police and sheriffs departments. I do support innocuous things in the bill like improving connectivity. If this bill must go forward, Substitute 4 would be acceptable. That said, I think this bill is ill conceived and at this point in the session legislators should focus on crucial budget issues and priorities and table or vote this down. Please vote no on SB195 Substitute 3. Sincerely,</p>
2/25/2025 16:30	Allison Dupler	Funding Recommendations	<p>Salt Lake City prides itself on compassionate and forward-thinking solutions. Ruff Haven embodies that spirit by addressing both human and animal welfare in their street outreach. Their services reduce strain on shelters, improve public safety, and provide critical relief to those in need. They have my full support for city funding and should have yours too. Please vote in support of Ruff Haven receiving funds. Thank you, Allison</p>

Date/Time Opened	Contact Name	Subject	Description
2/26/2025 16:27	Anne Cazier	Public Support for YWCA Utah's CDBG Application	Dear Salt Lake City Council Members, I am writing as a dedicated board member of YWCA Utah to express my strong support for YWCA Utah's application for funding through the Community Development Block Grant (CDBG) program. This funding is essential to sustaining and expanding YWCA Utah's emergency shelter services, which provide lifesaving support to domestic violence survivors and their families. YWCA Utah's shelter offers 48 units of safe, confidential housing and comprehensive supportive services, including nutritious meals through the on-site café, job placement assistance, and trauma-informed case management. With increased demand for shelter and decreasing federal funding, securing local support is vital. CDBG funding would directly support kitchen staff salaries, enabling YWCA to continue providing nutritious meals daily to hundreds of survivors. Last year alone, YWCA Utah's café served 37,920 meals to 542 domestic violence survivors, including 4,559 snacks and 2,207 meals specifically for children. This service is essential to the health, stability, and recovery of survivors as they work to rebuild their lives. I urge the Council to prioritize funding for YWCA Utah through the CDBG program, ensuring that survivors of domestic violence in our community continue to receive the support they need. Thank you for your consideration of this critical funding request. Sincerely, Anne Cazier Board Member, YWCA Utah
2/26/2025 16:30	Sui lang I. Panoke	Support for YWCA Utah to receive funding under the CDBG and ESG grant programs	Dear SLC Council, As a proud resident of Salt Lake City and supporter, donor, community partner and now current board member of YWCA Utah, I am writing to request your continued support for the life-changing and life-saving work this legacy organization has been leading in Salt Lake City for over a century. Since 1906, YWCA Utah has created a safe place for women and families in Salt Lake City at times of physical, mental, emotional and economic vulnerability and uncertainty. For many families who have benefited from our services and resources, YWCA Utah was their only or last option before experiencing homelessness. The funding received from the CDBG and ESG grant programs is essential to our capacity and ability to support these families in their greatest time of need while on their road to economic recovery and self sustainability. We thank you for your support over the years and are grateful for your time, attention and consideration for continued support as the need is significantly great at this time. In Gratitude, sLp YWCA Utah Board Member
2/27/2025 16:09	Ashley Anderson	Public Support for YWCA Utah's ESG Application	Dear Salt Lake City Council Members, I am writing to voice my strong support for YWCA Utah's application for funding through the Emergency Solutions Grant (ESG) program. This funding is critical to maintaining YWCA Utah's emergency shelter, which provides immediate, lifesaving services to survivors of domestic violence and their children. With the implementation of the Utah Intimate Partner Violence Lethality Assessment Protocol (LAP), YWCA Utah has experienced a 643% increase in referrals, with an average of 104 high-danger cases each month. Tragically, limited capacity forced the organization to turn away over 1,000 survivors last year. ESG funding will support two Shelter Advocate positions, ensuring that high-risk survivors receive immediate access to safe housing and trauma-informed care. Shelter Advocates are the first point of contact for survivors, providing crisis intervention, safety planning, and essential resources to help them escape dangerous situations and begin rebuilding their lives. By supporting YWCA Utah's ESG application, the Council can help ensure that domestic violence survivors in our community receive the critical services they need to achieve safety and long-term stability. Thank you for your consideration of this urgent funding request. Sincerely, Ashley Anderson Board Member, YWCA Utah

Date/Time Opened	Contact Name	Subject	Description
2/27/2025 16:14	Bernie Hart	Spending millions and more millions and nothing is changing ....	<p>Hi All, Good things happen to good programs... and to test that theory all a program has to do to demonstrate it has what the unsheltered may need is to move from here to there and see what happens. We recently moved to 223 Main St in Salt Lake City. Yesterday four of our regulars from the Library finally found us. I'm seeing more and more of the unsheltered walk-by in the morning. I am assuming they're checking us out. Yesterday Scoop joined us (I saw him walk by for over a week before he joined in) and one of our volunteers saw a young lady doing Tai Chi across the street. She was struggling and appeared lost. When she moved and continued to do Tai Chi between the trax's lines in the middle of the road, the volunteer asked her to join us. She did. She was obviously dealing with mental health issues and people knew her... so I assume she has been living on the street for some time. We move and the unsheltered find us. We do not do outreach. When you have what people need, there is no need. If you build it, they will come. If we move one block East we can see the State Capitol. If we move one block West we can see the Temple. And if we cross the street at the Library we will be in front of the Mayor's Office. I have decided to move back to the Library on Thursdays. And today we start moving closer and closer to The Mayors and City Council Offices and we will track how many mentally ill and addicted chronically homeless folks join us each morning. I will start supporting the State's focus on restricting the funding going to Salt Lake County and Salt Lake City. That is unless they start showing they can work effectively with the mentally ill and addicted folks living on our streets. Many of the people who join us have been living on the street for years, and just about everyone has been in a number of the programs Salt Lake City and County are counting on to reduce homelessness. The number of people who join us and the stories they have to tell would indicate that what you all are doing and have done in the past is not working. And continuing to ignore my questions and refusing to have a focused discussion on what is not working is no longer tolerable. How many people have to join us before you all see us? I hope what we do or what the State of Utah decides to do, will get your attention. The Utah Legislature did its part by approving HB 298, it's time to implement it. Let's start with Salt Lake City and County and... not the providers. Salt Lake City and Salt Lake County are spending hundreds of millions and nothing is changing, Bernie</p>
2/28/2025 11:37	Amanda Wyss	Light on 1700 So and Foothill Drive	<p>Hello! I wanted to say that I think the new traffic light with the left turn arrow at Foothill Drive and 17th South should actually be a yielded left turn, where it's a green arrow and then changes to a yield, instead of just a normal turn light that turns red. Most of the traffic at that light is either a left turn to go south, or straight across west bound, so turning south would typically be super easy with a yield. However, since the new light just turns red, we sit there and wait for quite a long time, when no traffic is oncoming that would prevent us from safely making a left turn. I don't know if I'm messaging the right people for this, but I feel like it could be worth looking in to. Thank you!</p> <p>Amanda Wyss</p>

Date/Time Opened	Contact Name	Subject	Description
2/28/2025 12:23	Brad Haag	RMF-45 Zoning	<p>Dear City Council Member Wharton, I live at REDACTED in Salt Lake and I also own a vacant lot at REDACTED. It is zoned RMF – 45. I was excited to read the publication that the city planning department recently put out that outlined the history of RMF zoning and the restrictive changes that were implemented in 1995. RFM 35 &amp; 45 Zoning Districts Analysis PDF Document · 3.5 MB Currently, I am only allowed to build two units on this 9000+ square-foot vacant lot. It seems morally wrong and irresponsible to only build 2 units on a downtown piece of land with a 79 walk score when there is a housing shortage. I feel like I should reasonable be able to build 12-15 units on this lot. I have been waiting for several years for zoning changes before I develop this property, however, it is just taking way too long. The publication did not mention much about proposed parking requirements, however, I know in the city of Sacramento (similar in size and density to SLC) no longer has parking requirements, at all. Their 2040 General plan acknowledges a future of driverless cars, a walkable city, and a world where individual car ownership will not be the norm, especially for those living in urban areas. I hope that you will support and promote higher density housing and lesser parking requirements within the city. The City approved a new policy in February 2024 to no longer require any property to supply car parking if they do not want to. The City now wants to go further and make sure projects do not supply too much car parking, which uses land inefficiently and increases costs for businesses and residents. Refining the City's parking management practices will further improve the efficient provision of parking in Sacramento, while increasing the supply of bicycle parking will make it easier for Sacramentans to bike more <a href="https://www.ecosacramento.net/2024/10/sacramento-parking-revisions-virtual-community-project-update-meetings/#:~:text=The%20City%20of%20Sacramento%20is,Sacramentans%20to%20bike%20more%20often.">https://www.ecosacramento.net/2024/10/sacramento-parking-revisions-virtual-community-project-update-meetings/#:~:text=The%20City%20of%20Sacramento%20is,Sacramentans%20to%20bike%20more%20often.</a></p> <p>Thank You Bradley Haag</p>
2/28/2025 14:58	Landon D Langenbrunner	Pierpont Ave URGENT	<p>Dear Councilwoman Petro, I am writing to formally voice my outrage regarding the City's continued refusal to grant parking permits to residents of my building at REDACTED and the ongoing, unjust ticketing of my legally registered vehicle. This situation is beyond unreasonable—it is punitive borderline dangerous and completely unacceptable.</p> <p>In just the past week alone, I have been ticketed three times for parking right outside my front door, despite the fact that the City refuses to grant me a permit to legally park in the very neighborhood where I live. Meanwhile, the lot in question remains underutilized in the evening hours, proving that this aggressive enforcement is not about parking availability but about punishing residents without offering a viable alternative. Furthermore, the enforcement practices surrounding these citations are not just unfair but outright reckless. When towing one of my neighbor's vehicles, a city-commissioned tow truck nearly struck three other vehicles in the process. The City's approach to this issue is not only creating unnecessary financial hardship for residents but also endangering public safety. This ongoing refusal to allow residents access to reasonable parking is indefensible. The City has failed to provide a practical solution for where residents should park, leaving us with unsafe alternatives that expose us to harassment and security risks when forced to park far from our homes. The fact that I continue to receive citations for a situation entirely created by the City's mismanagement is absurd. I am demanding a formal review and reinstatement of residential parking permits for my building to prevent this ongoing issue. If no action is taken to restore fair parking access to residents, I will have no choice but to seek legal representation to challenge these fines and the City's unfair and harmful policies. I expect a response and resolution to this matter immediately. Please confirm receipt of this email and provide me with a timeline for corrective action. Sincerely,</p> <p>Landon D. Langenbrunner</p>
2/28/2025 16:02	Lauri Duncombe	Public Utility Bill and Education Concerns	Lauri has concerns over the high cost of her public utility bill and education in the Rose Park area.

Date/Time Opened	Contact Name	Subject	Description
2/28/2025 16:07	Bernie Hart	Spending millions and more millions and nothing is changing ....	<p>Andrew, No matter which government level funds any of the existing programs, taxpayers and people who need help, need to know what programs are or are not working and how well they work. That information is not available. Why not? I am not questioning the effort or the level of caring, I am simply asking if what we are doing is doing what we say it is doing. Is it? Please provide supporting documents with appropriate outcome measurements when answering that question. It is the effectiveness of what we do I'm questioning. The same homeless mental health and addiction programs when applied to other populations have not reduced or impacted the number of suicides in Utah or impacted overdose deaths... or the need for policing in our community. Whether housing first is a solution to a mental health and addiction crisis is being debated. So what does success look like, and who gets to define what success looks like? Is it the people in programs or the people providing the services? Of course, we are doing a great job and deserve more funding. Just trust me. My understanding is that most monitoring efforts or meaningful audits are done by a non-biased independent organization. And Andrew I would appreciate it if you would refrain from discussing, or trying to define, what our program is or is not about. It is not a physical activities program.. but a program that focuses on using physical and mental challenges in a new way, a way intended to help the human brain restructure its ability to turn thoughts into well-directed or focused actions. The outcome we will be measuring... yes, measuring in real time .... will be the change in the level of stress a person struggling with an addiction or mental health problems experiences as a result of an intervention. Do and measure. If nothing changes, the intervention did not work. If the level of stress over time decreases... it did. If a client's behavior doesn't change or worsens, the program does not work... if the behavior improves it does. Do and measure, then talk about what did or did not happen. The program may not work for everyone, but the data will show the actual percentage of people who were helped... or not helped. HB 298. My suggestion is that all future funding go to the programs with the best percentages. That's not only a common sense approach but also demonstrates a high level of fiscal responsibility. Bernie Hart Understanding Us Salt Lake City, Ut</p>
2/28/2025 16:10	Bernie Hart	Let's simplify this	<p>Andrew, We will continue doing what we do with the intent of helping people while using scientific methods to establish proof of concept. The places where we do what we do are intended to bring attention to the fact that the current Mental Health System is not monitoring or sharing performance outcomes with funding sources or their clients. Our silent presence will be a constant reminder that something has to change, Bernie</p>
2/28/2025 16:32	Esther Daranciang	Police car chased on 900 S and Main Street	<p>Hello, My name is Esther Daranciang. I'm the constituent in D4 and last night I was in the scene and witnessed the crash around 900S and Main Street. I was lucky that I was on the bike and I was behind the light poll and didn't get hit. I saw on the News that clearly it's not a police chase. but as a biker and pedestrian is it really worth it to use our tax money on these types of police chases? they are so many ways that can resolve this. I was so worry that I was gonna get hurt and there are so much public money for us to pay and I hope you can do something about it in a case like this. Thank you</p>

Date/Time Opened	Contact Name	Subject	Description
2/28/2025 16:41	Esther Daranciang	Green Loop	Hello, My name is Esther Daranciang. and I would like to comment in favor of Green Loop and the improvements that are happening about the bike lane. As someone that using a bike and walking to work, I really appreciate having more dedicated bike spaces. 1. It make it more safer for me as a biker and pedestrian. they is more buffer between me and the vehicle, and the vehicle also has a smaller road way. yeah, it really makes me feel safer and I really appreciate it. I think biking and walking make the city more vibrant. Thank you so much!
3/3/2025 16:47	Jillian OLMSTED	FY2025-2026 Federal Funding Public Comment Hearing	PUBLIC COMMENT: We extend our sincere gratitude to Mayor Mendenhall and the CDCIP Board for their recommendation of support for our program. Your continued commitment allows us to provide dignified care and bring hope to the most vulnerable in our community. Together, we are making a real difference in ending needless suffering on our streets. Thank you for standing with us in this vital work. -Jillian Olmsted, Executive Director of The INN Between
3/3/2025 16:48	Anonymous Constituent	Public utilities	Hi I want report that public utilities customer service department has some serious internal issues with favoritism with such few staff people are so stressed and easily depressed because things are so busy and there only getting busier please take what I am saying in complete secrecy but please look into how screwed up public utilities customer service department is
3/3/2025 16:50	Nathan x. Marshak	Utah State bill SB195 and traffic calming: city council's position?	<p>Dear City Council, Greetings from Nathan X. Marshak. I am a Salt Lake City resident at REDACTED. I write to you about SB195 and its restrictions on traffic calming improvements. This issue impacts me because I live on two "collector" streets and get around town by walking and biking. Substitute 5 takes into consideration feedback on earlier versions of the bill from pedestrians and cyclists. I applaud that and say "thank you" to the SLC government for negotiating with the legislature. I am writing in support of two proposed amendments to Substitute 5: 1. Remove lines 3077 and 3078 pertaining to "narrowing" of lanes. 2. For "collectors" and "arterials," only include those with traffic volume of over 15,000 AADT (Annual Average Daily Trips). Highway-width lanes have few benefits for motorist safety [1] and traffic congestion [2] in the context of lower-speed, stop-and-go city traffic. For the collectors and arterials, a center turning lane can make driving easier, e.g. by reducing the amount of time you wait for left turning traffic at an intersection. [3] This change can be made without undue disruption to traffic when average traffic volumes are low, hence the threshold on AADT. [4,5] I support a solution that works to everyone's benefit, drivers included. We know our streets because we live next to them, drive on them, and walk them. What is the City Council's position? How will the City Council work with the legislature to protect SLC's autonomy? Sincerely, Nathan X. Marshak ***** [1] Hamidi, Shima, et al. "A national investigation on the impacts of lane width on traffic safety: Narrowing travel lanes as an opportunity to promote biking and pedestrian facilities within the existing roadway infrastructure." Johns Hopkins University, November 2023. ( <a href="https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf">https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf</a> ) [2] Harwood, Douglas W., "Effective Utilization of Street Width on Urban Arterials," National Cooperative Highway Research Program Report 330, Transportation Research Board, August 1990. ( <a href="https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_330.pdf">https://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_330.pdf</a> ) [3] <a href="https://highways.dot.gov/safety/other/road-diets/road-diet-desk-reference/2-why-consider-road-diet">https://highways.dot.gov/safety/other/road-diets/road-diet-desk-reference/2-why-consider-road-diet</a> [4] Knapp, Keith, et al. Road diet informational guide. No. FHWA-SA-14-028. United States. Federal Highway Administration. Office of Safety, 2014. ( <a href="https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/rdig.pdf">https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/rdig.pdf</a> ) [5] Knapp, Keith K., and Karen Giese. "Guidelines for the conversion of urban four-lane undivided roadways to three-lane two-way left-turn lane facilities." 2001. ( <a href="https://rosap.ntl.bts.gov/view/dot/14499">https://rosap.ntl.bts.gov/view/dot/14499</a> )</p>

Date/Time Opened	Contact Name	Subject	Description
3/3/2025 16:52	Danielle Norman	Funding for YWCA <b>**Attachment 2 - 2 pages</b>	Hello, I'm writing to urge funding for the YWCA through the CDBG and ESG programs in the 2025-2026 federal funding cycle. I understand that they are currently not in consideration for this year's funding cycle and I truly believe that this would be incredibly detrimental to the lives of many women and children in the Salt Lake area. I would specifically like an answer of why they aren't being recommended for funding, when there is still almost \$100K of un-allocated funds within the ESG category. There is an estimated \$298,628 in funding available, but only \$201,573 that has been recommended by the board and mayor. It hardly seems reasonable to not fully allocate the available funding. I'd also like to understand the justification of over-funding requests from other organizations. Specifically \$100K over the request to Housing Connect for the HOPWA Project. Thank you for your time. -Danielle Norman
3/4/2025 11:40	Mark Hall	Changes in parking	With the recent changes in bus routes in the city, shouldn't the areas no longer having bus stops no longer be prohibited from parking. It seems like someone should take a look at many of the no parking areas in the city.
3/4/2025 14:29	Nathan Hatch	Water Fluoridation	Hi Councilmember Puy, I'm writing about the recent water fluoridation legislation before the Governor. I have cystic fibrosis and apparently water fluoridation might affect those with this condition more than healthy people and might be contributing to health problems like insomnia I have by interfering with the function of the CFTR transporter. <a href="https://pubmed.ncbi.nlm.nih.gov/21148016/">https://pubmed.ncbi.nlm.nih.gov/21148016/</a> . I am requesting that you not only support this legislation but help to expedite the removal of fluoride from our drinking water. While I fully support science and evidence-based public policy, many respectable (and arguably more advanced) countries around the world like the Netherlands, France, Germany, and Switzerland do not fluoridate their water because the science supporting it is not actually as robust or compelling as is often characterized here in the US. Looking too at statistics in the USA such as West Virginia, which has some of the worst tooth decay in the country but a 90% rate of fluoridation, it's clear that the practice does not actually produce the results that are claimed but may actually be causing harm to vulnerable populations such as myself and others with cystic fibrosis, especially when we have no other choice since municipal water is the only source available to us. Also, our water smells and tastes like a swimming pool, and chlorination does not need to be nearly as strong to be effective as is used in our community. Can you please support a resolution to reduce chlorination to the lowest effective dosage as what occurs in other developed countries like Norway and the Netherlands? Thank you! Nathan

Hello,

I'm writing to urge funding for the YWCA through the CDBG and ESG programs in the 2025-2026 federal funding cycle. I understand that they are currently not in consideration for this year's funding cycle and I truly believe that this would be incredibly detrimental to the lives of many women and children in the Salt Lake area.

I would specifically like an answer of why they aren't being recommended for funding, when there is still almost \$100K of un-allocated funds within the ESG category. There is an estimated \$298,628 in funding available, but only \$201,573 that has been recommended by the board and mayor. It hardly seems reasonable to not fully allocate the available funding.

EMERGENCY SOLUTIONS GRANT (ESG)			
ESTIMATED GRANT AWARD TOTAL	\$298,628	MAXIMUM SCORE	243
ESTIMATED PROGRAM INCOME	\$0		
REALLOCATED FUNDING	\$0		
TOTAL FUNDING AVAILABLE (ESTIMATE)	\$298,628		

APPLICATIONS						
#	APPLICANT	PROJECT/PROGRAM	SCORE*	REQUEST	RECOMMENDATIONS	
					CDCIP BOARD	MAYOR
City Administration						
1	Salt Lake City Corporation Staff	Housing Stability Division / Finance / Attorney's Office	n/a	\$ 22,397.10	\$ 22,397.10	\$ 22,397
TOTAL				\$ 22,397.10	\$ 22,397.10	\$ 22,397
ESG Part 1						
2	Volunteers of America	Youth Resource Center	184	\$ 60,000	\$ 60,000	\$ 50,000
3	Volunteers of America	Geraldine E King Women's Resource Center	183	\$ 60,000	\$ 60,000	\$ 35,000
4	First Step House	Resource Center Program	170	\$ 60,000	\$ 59,176	\$ 34,176
5	YWCA	Shelter Advocacy	167	\$ 75,000	\$ -	\$ -
6	Shelter the Homeless	Shelter Operations	162	\$ 50,000	\$ -	\$ 30,000
7	Ruff Haven	Street Outreach	162	\$ 30,800	\$ -	\$ 30,000
ESG Part 2						
8	Utah Community Action	Rapid Re-Housing	169	\$ 146,227	\$ 67,054	\$ 67,054
9	Housing Authority of Salt Lake	Homeless Prevention	169	\$ 82,500	\$ -	\$ -
10	The Road Home	Rapid Re-Housing	158	\$ 91,888	\$ 30,000	\$ 30,000
11	Asian Association	Homeless Prevention	156	\$ 49,669	\$ -	\$ -
TOTAL				\$ 335,800	\$ 179,176	\$ 179,176
GRANT TOTAL				\$ 358,197	\$ 201,573	\$ 201,573

I'd also like to understand the justification of over-funding requests from other organizations. Specifically \$100K over the request to Housing Connect for the HOPWA Project.

APPLICATIONS						
#	APPLICANT	PROJECT/PROGRAM	SCORE	REQUEST	RECOMMENDATIONS	
					CDCIP BOARD	MAYOR
City Administration						
1	Salt Lake City Corporation Staff	Housing Stability Division / Finance / Attorney's Office	n/a	\$ 28,356	\$ 28,356	\$ 28,356
TOTAL				\$ 28,356	\$ 28,356	\$ 28,356
HOPWA Projects						
2	Utah Community Action	HOPWA	83	\$ 194,585	\$ 227,844	\$ 227,844
3	Housing Connect	Housing Assistance	75	\$ 589,779	\$ 689,000	\$ 689,000
TOTAL				\$ 784,364	\$ 916,844	\$ 916,844
GRANT TOTAL				\$ 812,720	\$ 945,200	\$ 945,200

Thank you for your time.

-Danielle Norman

Date/Time Opened	Contact Name	Subject	Description
3/4/2025 14:41	Eric Kraan 1/2	SB195	<p>Dear Sen. Harper and Rep. Christofferson, We, the Sweet Streets Board of Directors, are reaching out to propose beneficial changes to SB195 as the bill reaches the House floor this week. Sweet Streets is a non-profit 501c(4) organization based out of Salt Lake City that advocates for safe and vibrant streets and public spaces. We're a group of volunteers who care deeply about our city and the way both residents and visitors navigate and use our streets and public spaces, and we aim to provide our community a collective voice in providing feedback to Salt Lake City, Salt Lake County, UDOT, WFRC and, now, the state Legislature. We appreciate the effort that has already gone into addressing community feedback on SB195. And we'd ask that you consider two key changes that would better maintain the aims of the legislation while respecting the needs and concerns of our community.</p> <p>1. Remove the lines of text that mention lane narrowing—3077 and 3078. a. According to a study from Johns Hopkins University that included Salt Lake City, narrower lanes can increase overall safety in an urban context. Wide lanes are more appropriate for high-speed roads like the interstate. But because of UDOT's influence on local street design over decades, many non-freeway streets are painted with 12-foot-wide lanes, which are inappropriate in an urban setting and which prevent the construction and improvement of facilities for cyclists, pedestrians and transit riders. b. Lane narrowing is a particularly powerful tool for Utah municipalities because it is unlikely to have any impact on traffic congestion, including the road's capacity, since the speed of urban streets is largely governed by frequent traffic signals, and the width of the lane does not change the number of total lanes available to queue drivers in private vehicles.</p> <p>2. Update the text to only include collector and arterial roads that have more than 15,000 annual average daily trips (AADT)—various lines of text in the bill, searchable by "collector" and "arterial."</p> <p>a. Roads with &lt;15,000 AADT are likely to support a lane reduction, or "road diet," according to the US Department of Transportation Federal Highway Administration. Removing these small, low-speed streets—which may be anachronistically identified as "collectors" in local ordinance—from consideration can avoid an unnecessary pause on planned work to improve low-traffic streets. b. Where appropriate, road diets have been shown to *improve* movement on a roadway. 4-lane and 6-lane streets are particularly space inefficient, and dieting them to 3-lane and 5-lane streets, with buffered cycling lanes and two-way turning lanes, generally improves the efficiency of traffic flow. Drivers often mistake these road diets as having a deleterious effect. In reality, fewer traffic lanes means fewer lanes to cross when turning, center turn lanes remove vehicles from fast moving traffic, there's less aggressive driving like weaving between lanes, and there's reduced pressure to speed when vehicles are lined up in a single lane.</p>

Date/Time Opened	Contact Name	Subject	Description
3/4/2025 14:41	Eric Kraan 2/2	CONTINUED!! SB195	<p>In regards to this section of the bill in general, we agree that UDOT and SLC should be working together on holistic plans for our transportation network—and particularly our arterial streets and Highway connections—as several large projects are being planned in addition to the coming Olympics. Sweet Streets is enthusiastic about the potential for these large developments to transform the downtown experience and we share lawmakers’ concern and insistence that these generational opportunities be met with appropriate collaboration and study. We also appreciate the work you’ve done in greatly improving the bill from Substitute 3. However, we caution that this bill—by still including a “pause” on modifications to a broad swath of city streets—will be a net negative for our city and its regional partners, regardless of the outcome of the intended study. Delaying SLC street projects that have been years (sometimes decades) in the making, developed by a competent team of transportation planners and engineers at City Hall, informed by extensive community engagement and guided by the Wasatch Front Regional Council and existing discussions with UDOT, will make us less able to accomplish what is needed as the city grows and anticipates new sports districts. We want our streets to feel safe not only for our residents and commuters, but also our visitors from around the world, many of whom are unable or uninterested in obtaining and driving a private vehicle downtown. Our request reflects the recognition of your priorities as a state Legislature, while attempting to reduce unnecessary and detrimental impacts caused by specific language in the bill. This will allow the city to continue its work on minor streets and do its part in UDOT’s goal of zero traffic fatalities, while SB195’s focus can remain on the busier, traffic heavy streets. Thank you for your time and consideration, and we’d be happy to discuss further if desired. Sincerely, The Sweet Streets Board of Directors</p>
3/4/2025 14:42	Katie Dwyer	Wasatch Community Gardens - CDBG funds for farm-based Job Training Program	<p>Dear Salt Lake City Council, I write to you as the new face of a long-standing organization. I am the new Executive Director at Wasatch Community Gardens (WCG). I first came to know and love WCG as a community gardener in one of the many gardens that this great city supports. Thank you for these important community spaces! WCG has requested \$40K in CDBG funds to cover wages for participants in our farm-based Job Training Program for women facing or experiencing homelessness - CDBG funds were recommended as the best source for this org/city partnership. I will be speaking at the council meeting tomorrow to advocate for this funding, as we understand our program has not been recommended in this first round. Below are the key details for your reference:</p> <ul style="list-style-type: none"> <li>• Funding Request: o \$40K in CDBG funds to support wages for our program participants at our new City Farm location (in partnership with SLC Public Lands).</li> <li>• Program Overview: o Provides paid employment, work readiness training, job placement assistance, and mentoring for women facing or experiencing homelessness. o Approximately 80% of graduates secure housing and employment within 6 months. o Over 100 graduates are now contributing to our community with secure jobs and housing.</li> <li>• City Farm Partnership: o The program operates at City Farm (700 West and 1300 South), a joint initiative between WCG and Salt Lake City. o The farm is able to produce ~\$100K of fresh, healthy food annually, benefiting the local community. o Roughly half of the individuals served by Utah shelters receive produce from our farming initiatives.</li> <li>• Budget and Funding History: o Previously, our Job Training Program required ~\$150K from the City budget. o We have restructured the program, reducing annual costs to \$100K, with this \$40K CDBG funding as a portion of this important programming. Thank you for considering our request to be recommended for funding for this impactful program. I look forward to seeing you all this evening! All the best,</li> </ul> <p>Katie</p>

Date/Time Opened	Contact Name	Subject	Description
3/4/2025 14:44	Bernie Hart	It's Tuesday	Hi All, It is Tuesday. The number of homeless living on our streets is increasing. We can never build enough shelters. No matter how many we build, they are always full. One of the questions we would like answered is: Why? The Mayor is hiring a new Chief of Police and his only real interaction with homelessness may have been Op Rio Grande. I think the Mayor was on the City Council at the time. We wasted 60 million on that effort and helped only one person Again the same question: Why only one person? At that rate, it will take 11.5 billion to end homelessness in Salt Lake City. Again: Why are we spending so much to help so few? See you all soon, Bernie
3/4/2025 15:19	Liz OWENS	YWCA Utah's Essential Role in Salt Lake City & CDBG Funding Consideration	Dear Salt Lake City Council Members, I want to start by expressing my deep gratitude for the City's ongoing commitment to strengthening our community and ensuring resources reach those who need them most. Salt Lake City has long been a champion of the work we do at YWCA Utah, and we are incredibly thankful for the Council's support over the years in helping us provide safety, stability, and hope for survivors of domestic violence and their families. Each year, we thoughtfully refine and strengthen our CDBG application, adapting to the process to ensure we clearly demonstrate the impact of our work and the critical need for these funds. While we understand that the City receives many strong applications, it has been surprising and, candidly, confusing to find that YWCA Utah has not been recommended for funding once again—particularly given that we provide 26% of all domestic violence shelter nights in the state of Utah and serve some of Salt Lake City's most vulnerable residents. We do not receive CDBG funding from any other municipality in the county, and the loss of these funds has a real and significant impact on the people we serve and the stability of the downtown area. With so many deserving organizations applying, I can see how competitive the process is. And yet, strategically, I struggle to understand why an organization that provides such an essential service to the city, in the city, is not recommended—especially when loss of funding could mean fewer survivors accessing safety and stability. I know the Council has always taken a thoughtful approach to ensuring organizations like ours can continue their vital work, and I deeply appreciate the years of support we have received. YWCA Utah is proud of our strong financial stewardship, the excellence of our programs, and the ways we have adapted year after year to demonstrate our impact and commitment to Salt Lake City. We are grateful for the Council's leadership in prioritizing essential services, and I sincerely hope you will take another look at the strategic role YWCA Utah plays in our community. I would welcome the opportunity to provide any additional information or answer any questions that may be helpful in this discussion. Thank you again for your time, service, and dedication to the people of Salt Lake City. Sincerely, Liz Owens
3/4/2025 17:20	Andrew Whitmer	General Comment	We need more free public bathrooms, especially in Pioneer Park.
3/4/2025 17:52	Meghan Horner	Funding recommendations for Fiscal Year 2025-26 (FY26) from the Mayor and the Community Development and Capital Improvement Program Advisory Board	On behalf of Utah Film Center, we are grateful for the council's consideration of our proposal in support of a Salt Lake City based incubator for Utah's filmmakers. We understand that we were not recommended for funding and we respectfully ask the council to reconsider prioritizing our application. Our one time request of \$150,000 offers year over year returns, developing the infrastructure necessary to keep hundreds of film and digital content graduates each year, living and working in Utah. It centralizes business education and resources, connections to audiences, and a pipeline to professional opportunity. Located in the Marmalade/West Capitol neighborhood, the incubator will be a vital asset to the community, placing Utah's artists in direct contact with downtown and west side communities through free film exhibition, workshops, open houses, and community events.