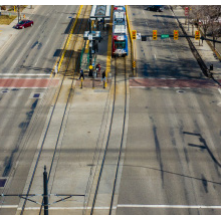
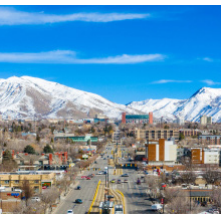
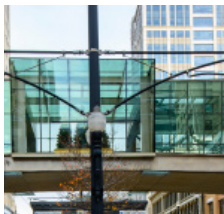
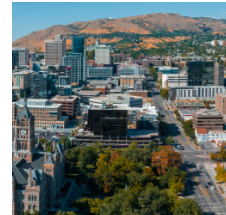
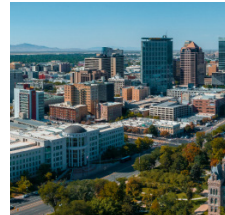
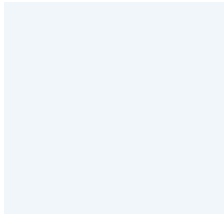
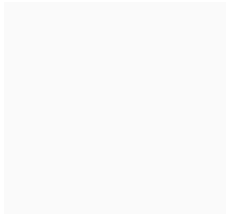




APPENDIX D: PUBLIC ENGAGEMENT REPORT





TECHLINK TRAX STUDY PUBLIC ENGAGEMENT REPORT

PREPARED BY HORROCKS
OCTOBER 2024

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Public Engagement Summary

The following report highlights all outreach and public engagement efforts from the beginning of the TechLink TRAX Study in August 2023 through October 2024. Public comments, feedback, dialogue, and outreach data help provide context, drive strategic thinking, and center community needs in the planning process.

Public engagement occurred around three key study milestones: Purpose and Need, Alternative Development, and Alternative Evaluation. A variety of engagement tools were utilized to ensure a representative and broad spectrum of stakeholder feedback. The goals of the public engagement efforts were as follows:

1. Identify study components and topics where public input can meaningfully influence outcomes and center outreach around them.
2. Gather feedback through engagement strategies tailored to disadvantaged communities and those with the greatest need.
3. Provide a variety of opportunities for stakeholder and public engagement that are accessible, transparent, and productive for their intended audiences.
4. Uphold study partners' study objectives through deliberate and strategic communication practices.

Objectives

The engagement objectives determined at the start of the study were as follows:

- Establish partnership with a community-based organization (CBO) and hold at least two engagement events with them by the end of the study.
 - Outcome: Established partnerships with eight CBOs and held four engagement events.
- Solicit at least 1,000 pieces of input from members of the public by the end of the study.
 - Outcome: Received more than 2,000 pieces of input.
- Receive feedback from disadvantaged communities during each engagement milestone to inform about the study and its recommendations.
 - Outcome: Received feedback from CBOs servicing low-income communities and minority populations.

Lessons Learned

Website Functionality

Issue: Website visitors were encountering challenges with the online map on mobile devices.

Mitigation: The public engagement team addressed the issue by coordinating with the Geographic Information Systems (GIS) team to create a pop-out function that seamlessly opens the map in a new

tab, significantly enhancing mobile compatibility. Additionally, the team pivoted from a blank background to a more user-friendly satellite overview. This improved clarity, especially on smaller screens, ensuring a more intuitive and visually appealing experience for users accessing the map on mobile devices.

SNAX and TRAX

Issue: At the SNAX and TRAX events, the public engagement team struggled to connect with participants who were in a hurry during their commutes or transferring from TRAX to FrontRunner (North Temple Bridge Station).

Mitigation: The public engagement team handed out flyers along with snacks to those who were too rushed to stay and talk, in hopes that they would scan the QR code and visit the project website.

CBO Participation

Issue: The public engagement team faced some challenges in getting CBOs to participate in the educational kick-off event.

Mitigation: As mentioned in more detail in the CBO report, participation significantly increased once the \$50 cash incentive and catered lunch for attending were included in the invitation.

Stakeholder Outreach

COLLATERAL

(See Attachment D1: Collateral)

To support the study effort, the public engagement team developed various types of collateral, including advertisement materials, signage, and informational resources for events. These items were designed to effectively communicate key messages and engage the community.

ENGAGEMENT EVENTS

The public engagement team found great success in attending and participating in existing community events and onsite pop-ups. At each of the events, the team provided study information to the public and asked for feedback on the current phase of the study. Engagement events included:

- Granary District HoodahFest – The TechLink TRAX Study team participated in HoodahFest in conjunction with the Granary District Area Plan team on **Sept. 30, 2023**, at Franklin Woodworking in the Granary District. This event sought to bring together residents from across the Granary District, showcasing talents and businesses from the area. Among the attractions was the public engagement team's ice cream truck, offering an interactive map activity to engage attendees and gather feedback. The team was able to interact with roughly 200 stakeholders during this event.

- SNAX and TRAX – The TechLink TRAX Study team organized two pop-up events for TRAX riders, one at City Center Station on **Nov. 17, 2023**, and another at North Temple Bridge Station on **Dec. 5, 2023**. The event targeted avid TRAX riders to collect feedback in exchange for free snacks and featured an interactive map exercise facilitated by the Horrocks public engagement team. The team was able to interact with roughly 150 stakeholders during these events.
- Season of Service Thanksgiving Dinner – The TechLink TRAX Study team was invited to join the Utah Transit Authority (UTA) as they participated in the Season of Service event on **Nov. 20, 2023**, at the Salt Palace Convention Center. The event was hosted by the Larry H. Miller Company and aimed to provide a Thanksgiving meal, entertainment, kids’ activities, and resources to those currently facing homelessness. Participants were able to connect to vital resources such as dental care, vaccinations, hair care, and veterinarian services for their animals. UTA participated by providing attendees complimentary transit passes. The TechLink TRAX Study team, as part of the UTA presence, provided participants who gave feedback on downtown TRAX with a \$10 gift card to Maverik gas stations.
- Granary Business and Developer Meeting at INDUSTRY – The TechLink TRAX Study and Granary District Area Plan teams organized a community event for Granary District businesses and developers at Industry SLC on **Dec. 12, 2023**. The event aimed to involve developers and businesses in two ongoing transportation studies and featured presentations and Q&A sessions facilitated by representatives from UTA and Salt Lake City.
- Other one-on-one meetings – The TechLink TRAX Study team also had various touchpoints with private entities and other interested parties in the study area, including:
 - BCG Holdings (August 8, 2023)
 - Endeavor (August 15, 2023)
 - Utah State Fairpark (December 15, 2023)
 - SMH Builders (March 5, 2024)
 - Larry H. Miller Group for Power District (May 7, 2024)
- Council presentations – The TechLink TRAX Study team presented to the Salt Lake City Council and four SLC Community Councils. This presentation, followed with a Q&A session, aimed to provide a comprehensive overview of the study and address any questions or concerns related to the study. The study team attended the following council meetings:
 - Central City Community Council (June 5, 2024)
 - Ballpark Community Council (June 6, 2024)
 - Downtown Community Council (June 19, 2024)
 - Fairpark Community Council (June 27, 2024)
 - Salt Lake City Council (October 15, 2024)
- CBO Events*
 - CBO Workshop
 - Circles Salt Lake Event
 - UPIHC Spring Block Party
 - HEAL Utah’s Air, Art, & Alternative Transportation Festival
 - Rose Park Neighborhood Center

*These events were a part of the CBO partnership to enhance equity within the TechLink TRAX Study. To learn more about the study's CBO partnerships, *see Attachment D2: Community-Based Organization (CBO) Partnership Report.*

COUNCIL PRESENTATIONS

The TechLink TRAX Study team presented to the Salt Lake City Council and four SLC Community Councils. This presentation, followed by a Q&A session, aimed to provide a comprehensive overview of the study, including the alternatives evaluation and current progress.

MASS MEDIA

(See Attachment D3: Mass Media)

To promote stakeholder engagement and encourage feedback, the public engagement team provided social media packages to study partners and Salt Lake City in both English and Spanish. A total of 20 posts were shared on Facebook, Instagram, and X by various stakeholders, including UTA.

Additionally, the public engagement team created and distributed a press release to the media at the onset of the study, and all media coverage related to the TechLink TRAX Study was monitored and documented.

GEO-TARGETED PAID AD CAMPAIGN

(See Attachment D4: Geo-targeted Ad Campaign)

The public engagement team worked with UTA marketing to deploy a geo-targeted paid social media campaign. This included posts to X, Instagram, Facebook, and LinkedIn. There were four published posts that received 71,769 impressions, 5,954 engagements, and 1,636 link clicks.

HOTLINE

(See Attachment D5: Hotline Summary)

A dedicated study hotline was created to allow stakeholders to reach out to a member of the study team via phone with any questions, concerns, etc. This hotline was included on all outreach materials, including collateral, website, event materials, etc. In total, 18 inbound and outbound calls were documented.

EMAIL

(See Attachment D6: Email Summary)

The public engagement team established a study-specific email account, info@techlinkstudy.com, to allow stakeholders to email the study team with questions, concerns, etc. This email was included on all outreach materials, and a total of 304 inbound and outbound emails were documented throughout the study.

MASS EMAIL

(See Attachment D7: Mass Emails)

The public engagement team utilized the platform MailChimp to send a total of four email blasts during the study. At each event they attended, the public engagement team invited participants to sign up for email updates. By the end of the study, there were 519 subscribers.

WEBSITE

(See Attachment D8: Monthly Website Analytics)

A study website was built to create an online information source for the study. During the study, the website was used to:

- Describe the study and share findings as alternatives were identified and advanced.
- Collect stakeholder comments through interactive comment maps and surveys.
- Provide a location to give the public access to study reports.
- Advertise communication channels with which the public could connect with the study team.

During the study, the website received 23,713 page views. The site received its highest number of page views in March 2024, with the launch of Alternatives. Other noteworthy website analytics include:

- 9,180 unique visitors (number of people who visited the site)
- 13,588 sessions (visits to the site)
- 27 traffic sources (where users come from)

Stakeholder Feedback

GIS COMMENT MAP

(See Attachment D9: Study Launch GIS Comment Report)

There were 154 comments received from November 2023 to June 2024 using a GIS-based comment map on the study website. The map and content were updated during each phase of the study, and comments have been categorized according to purpose and need, initial evaluation, detailed evaluation, and locally preferred alternative.

ALTERNATIVES EVALUATION SURVEY

(See Attachment D10: Alternatives Evaluation Survey Results)

There were more than 2,000 pieces of input related to the alternatives evaluation using the SurveyMonkey website. The survey was available on the study website from February 2024 to May 2024. The survey asked three main questions for each of the four alternatives: What do you think of the alternative? Is there anything we missed? Do you have any additional feedback?

ALTERNATIVES EVALUATION FEEDBACK

(See Attachment D11: Alternatives Evaluation Feedback)

In September 2024, the study team launched the alternatives evaluation feedback. The team thoroughly evaluated each alternative against a set of key metrics and asked the public to review the updates and assess how well they met the study's established goals. There were 104 comments received from September 11, 2024, to October 12, 2024, regarding the evaluation of the alternatives.

Advisory Groups

(See Attachment D12: Advisory Group Members)

Study partners and cities in the study area were engaged throughout the study process through the formation of a Technical Advisory Committee (TAC) and Steering Committee. The TAC was composed of technical planning and/or engineering staff from each agency, and the Steering Committee was composed of agency executive leadership who provided guidance throughout the process and made decisions at key milestones. The following agencies were engaged:

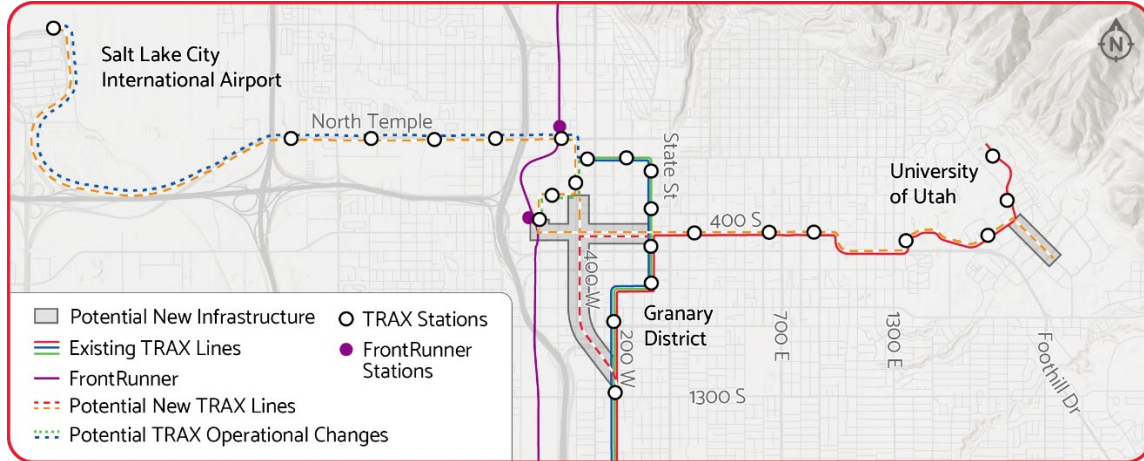
- Utah Department of Transportation (UDOT)
- Utah Transit Authority (UTA)
- Wasatch Front Regional Council (WFRC)
- Salt Lake City Transportation
- University of Utah (U of U)
- Salt Lake City Redevelopment Agency (RDA)

The following meetings were held throughout the study:

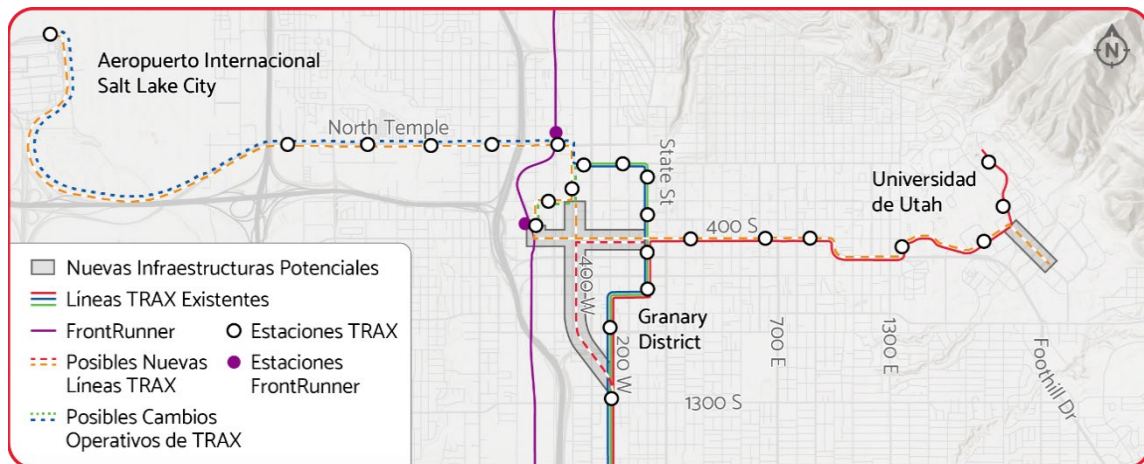
- TAC and Steering Kickoff (Meeting #1) – Combined TAC and Steering Committee meeting held on October 12, 2023
- Initial Alternatives Discussion (Meeting #2) – TAC meeting held on January 12, 2024, and Steering Committee meeting held on January 30, 2024
- Detailed Alternative Evaluation and Preferred Alternative Recommendation (Meeting #3) – Steering Committee meeting held on September 16, 2024

Attachment D1: Collateral¹

STUDY MAP – ENGLISH



STUDY MAP – SPANISH



¹ Plain text files are available upon request.

FEEDBACK HALF-PAGER | NOVEMBER 2023



We Want Your Feedback

Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT), has launched the TechLink TRAX Study to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in Salt Lake City.

Potential improvements include:



Realignment of the TRAX Red Line

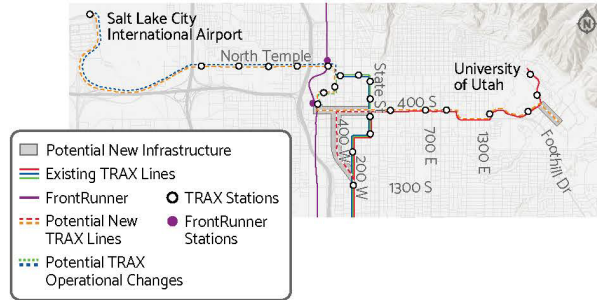


A new TRAX Orange Line



Modified TRAX Blue and Green Line operations

Visit TechLinkStudy.com and share your insights!



Hotline: 385-446-8005 • Email: info@techlinkstudy.com • Website: techlinkstudy.com



¡Queremos tu Opinión!

La Autoridad de Tránsito de Utah (UTA), en colaboración con Salt Lake City, la Universidad de Utah, Consejo Regional del Frente Wasatch (WFRC) y el Departamento de Transporte de Utah (UDOT), ha lanzado el estudio TechLink TRAX para mejorar la conectividad de este a oeste, el centro de Salt Lake City y TRAX regional en Salt Lake City.

Las posibles mejoras incluyen:



Realineación de la Línea Roja TRAX

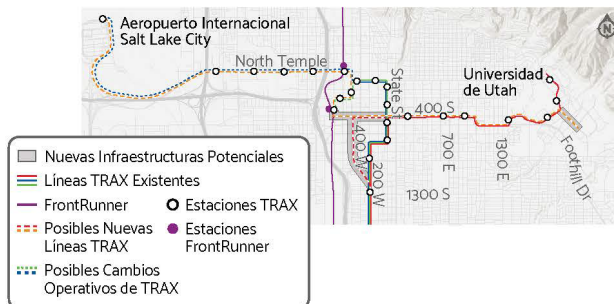


Una nueva Línea Naranja



Operaciones de las Líneas Azul y Verde de TRAX modificadas

Visite TechLinkStudy.com y comparta sus puntos de vista!

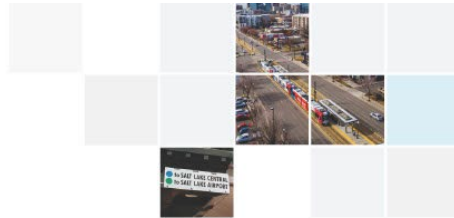


Línea directa: 385-446-8005 • Correo electrónico: info@techlinkstudy.com • Página web: techlinkstudy.com

FEEDBACK MAILER | NOVEMBER 2023*



Help Us Improve the Future of Salt Lake City Transportation!

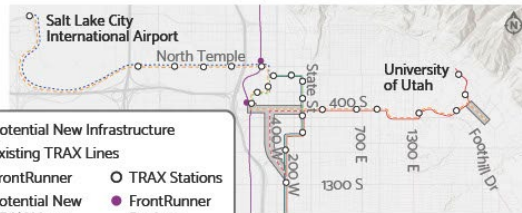


Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and Utah Department of Transportation (UDOT), has launched the TechLink TRAX Study to improve east-west, downtown, and regional transit connectivity through an enhanced TRAX network. The TechLink TRAX Study is analyzing potential UTA TRAX improvements, including:

- Realignment of the TRAX Red Line with a new spur through the Granary District to Ballpark Station
- A new Orange Line, connecting Salt Lake City International Airport directly to the University of Utah with new service to Research Park
- Modified TRAX Blue and Green Line operations

We need you! Your needs and preferences are vital in shaping Salt Lake City's future connectivity.

Visit our website at TechLinkStudy.com and share your insights! Don't forget to sign up for email updates.



Hotline: 385-446-8005
Email: info@techlinkstudy.com
Website: techlinkstudy.com



TechLink Study
 c/o Horrocks
 1265 East Fort Union Boulevard
 Cottonwood Heights, UT 84047

¡Ayúdenos a mejorar el futuro del transporte en Salt Lake City!

La Autoridad de Tránsito de Utah (UTA), en colaboración con Salt Lake City, la Universidad de Utah, Consejo Regional del Frente Wasatch (WFRC) y el Departamento de Transporte de Utah (UDOT), ha puesto en marcha el estudio TechLink TRAX para mejorar la conectividad este/oeste, el centro de la ciudad y el tránsito regional mediante una red TRAX mejorada. El estudio TechLink TRAX está analizando las posibles mejoras del TRAX, entre las que se incluyen:

- Realineación de la Línea Roja TRAX, con un nuevo ramal a través del distrito Granary hasta la estación Ballpark
- Una nueva Línea Naranja, que conecta directamente el Aeropuerto Internacional de Salt Lake con la Universidad de Utah, con un nuevo servicio a Research Park
- Operaciones de las Líneas Azul y Verde de TRAX modificadas

¡Le necesitamos! Sus necesidades y preferencias son esenciales para dar forma a la conectividad futura de Salt Lake City.

Visite nuestro sitio web en TechLinkStudy.com y comparta sus puntos de vista! No olvide inscribirse para recibir actualizaciones por correo electrónico.



Línea directa: 385-446-8005
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Página web: techlinkstudy.com



*A total of 3,182 mailers were delivered throughout the entirety of the study area.

SNAX AND TRAX SOCIAL MEDIA GRAPHICS | NOVEMBER 2023

**Talk About TRAX
&
Get SNAX**

Friday, Nov. 17
3:30 - 5:30 p.m.
City Center Station

**Talk About TRAX
&
Get SNAX**

Friday, Nov. 17
3:30 - 5:30 p.m.
City Center Station

SNAX AND TRAX INTERACTIVE BOARD | NOVEMBER 2023

We Need to Hear From You!

- Walking
- Safety
- ADA Challenge
- Biking
- Other
- Transit Stops

Visit TechLinkStudy.com for more information

Legend:

- Potential New Infrastructure
- Existing TRAX Lines
- FrontRunner
- Potential New TRAX Lines
- Potential TRAX Operational Changes
- TRAX Stations
- FrontRunner Stations

LAUNCH A-FRAME SIGNAGE | NOVEMBER 2023



TechLink TRAX Study

UTA, in partnership with SLC, U of U, Wasatch Front Regional Council (WFRC), and UDOT, has launched the TechLink TRAX Study to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in Salt Lake City.

Scan for More Info



Potential improvements include:



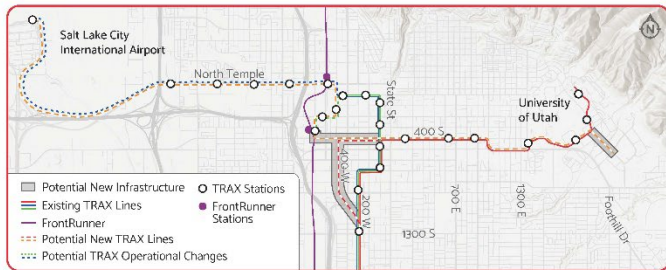
Realignment of the TRAX Red Line



A new TRAX Orange Line

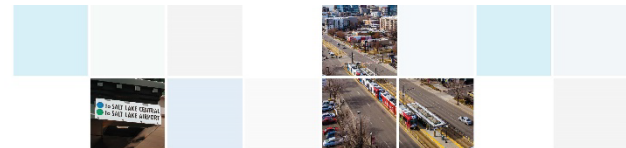
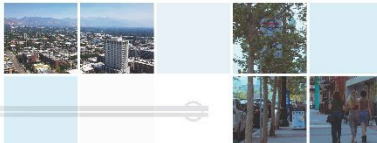


Modified TRAX Blue and Green Line operations



Contact Us

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Estudio TechLink TRAX

UTA en colaboración con SLC, U de U, Consejo Regional del Frente Wasatch (WFRC), y UDOT, ha puesto en marcha el estudio TechLink TRAX para mejorar la este/oeste, el centro de la ciudad y el regional conectividad en Salt Lake City.

Escanee Para Obtener Más Información



Las posibles mejoras incluyen:



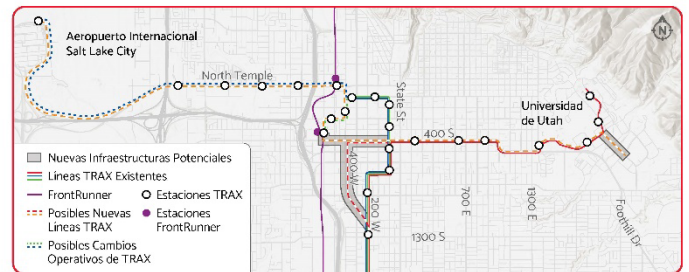
Realineación de la Línea Roja TRAX



Una nueva Línea Naranja

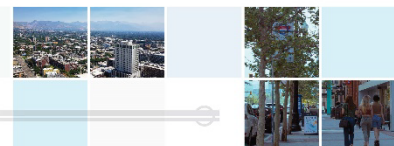


Operaciones de las Líneas Azul y Verde de TRAX modificadas



Contacta Con Nosotras

Línea directa: 385-446-8005 | Correo electrónico: info@techlinkstudy.com | Página web: techlinkstudy.com



INDUSTRY A-FRAME | DECEMBER 2024

HELP US IMPROVE THE FUTURE OF SALT LAKE CITY TRANSPORTATION!

Visit the websites below to learn about the new
transportation initiatives happening in the Granary district
and provide your feedback.



What is the Granary District Area Plan?

Salt Lake City is developing a multimodal circulation plan for the Granary District that will recommend solutions for improved connectivity, comfort, and safety for people walking, biking, rolling, and connecting to future transit in the neighborhood.



Email: info@granaryplan.com • Website: granaryplan.com




What is the TechLink TRAX Study?

Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT), are working together to improve east-west, downtown, and regional TRAX connectivity in Salt Lake City.

Potential improvements include:

- 🚊
Realignment of the TRAX Red Line into the Granary District
- 📍
A new TRAX Orange Line into Research Park
- 🚗
Modified TRAX Blue and Green Line operations



📞
Hotline: 385-446-8005

✉️
Email: info@techlinkstudy.com

🌐
Website: techlinkstudy.com

FINDUSTRY COMBINED EMAIL GRAPHIC | DECEMBER 2023

YOU'RE INVITED

Learn about new transportation initiatives happening in the Granary District and provide your feedback.

Where: Industry SLC 650 South 500 West Salt Lake City, UT 84101 <i>Refreshments will be provided!</i>	When: Tuesday, Dec. 12 1 p.m.: TechLink TRAX Study presentation + Q&A 1:30 p.m.: Granary District Area Plan presentation + Q&A
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Can't join in person? Register for the webinar. [Register](#)

What is the TechLink TRAX Study?

Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT), are working together to improve east-west, downtown, and regional TRAX connectivity in Salt Lake City.

Potential improvements include:

 Realignment of the TRAX Red Line into the Granary District	 A new TRAX Orange Line into Research Park	 Modified TRAX Blue and Green Line operations
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Email: info@granaryplan.com • Website: granaryplan.com

ESTÁS INVITADO

Conozca las nuevas iniciativas de transporte que se están llevando a cabo en Distrito Granary y proporcione sus comentarios.

Dónde: Industry SLC 650 Sur 500 Oeste Salt Lake City, UT 84101 <i>¡Refrigerios serán proporcionados!</i>	Cuando: Martes 12 de diciembre 1 p.m.: Estudio TechLink TRAX presentación + preguntas y respuestas 1:30 p.m.: Área del Distrito Granary presentación del plan + preguntas y respuestas
--	---

¿No puedes unirse en persona? Regístrese para el seminario web. [Registro](#)

¿Qué es el estudio TechLink TRAX?

Autoridad de Tránsito de Utah (UTA), en asociación con Salt Lake City, Universidad de Utah, Consejo Regional del Frente de Wasatch (WFRC) y Utah Departamento de Transporte (UDOT), están trabajando juntos para mejorar Conectividad TRAX este-oeste, centro y regional en Salt Lake City.

Las posibles mejoras incluyen:

 Realineación de la Línea Roja TRAX	 Una nueva Línea Naranja	 Operaciones de las Líneas Azul y Verde de TRAX modificadas
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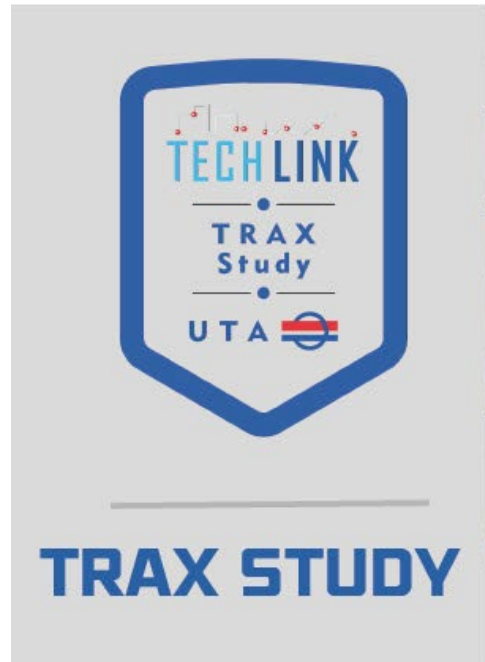
Línea directa: 385-446-8005 • Correo electrónico: info@techlinkstudy.com
Página web: techlinkstudy.com

¿Qué es el Plan de Área del Distrito Granary?

Salt Lake City está desarrollando un plan de circulación multimodal para el Distrito Granary que recomendará soluciones para mejorar conectividad, comodidad y seguridad para personas que caminan, andan en bicicleta, rodando y conectando con el transporte público futuro en el vecindario.

Correo electrónico: info@granaryplan.com • Página web: granaryplan.com

LEGISLATIVE ONE-PAGER | FEBRUARY 2024



THE STUDY

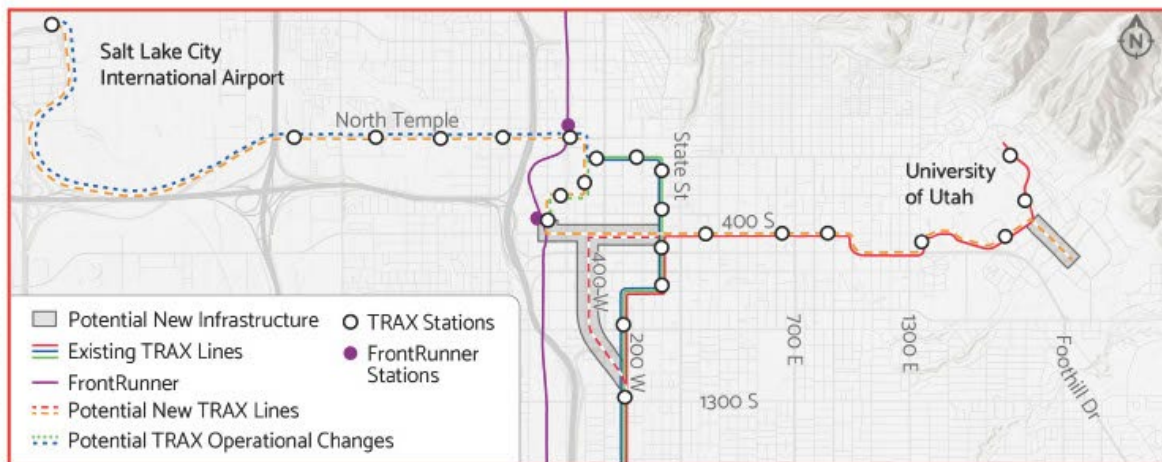
The TechLink TRAX Study is a collaborative effort led by the Utah Transit Authority (UTA) in partnership with Salt Lake City, the University of Utah, the Wasatch Front Regional Council, and the Utah Department of Transportation (UDOT). This initiative aims to improve TRAX connectivity in downtown Salt Lake City, with the goal of benefiting both the local community and the broader regional TRAX system.

POTENTIAL TRAX IMPROVEMENTS

-  **Realignment of the TRAX Red Line**
-  **A new TRAX Orange Line**
-  **Modified TRAX Blue & Green Line operations**

THE REGIONAL BENEFIT

The TechLink TRAX Study stands as a catalyst for regional advancement, fostering sustainable growth and connectivity across the Greater Salt Lake City area. By strategically linking the University of Utah, the airport, and the burgeoning Granary District, this initiative not only meets the escalating demand for local and regional transit but also fortifies access to vital employment, education, and resources for underserved communities. Moreover, it promises to bolster the reliability and capacity of the TRAX system, ensuring seamless mobility for all residents while effectively bridging existing economic hubs with emerging centers of innovation and technology. This visionary undertaking not only addresses immediate transportation needs but also lays the groundwork for a more prosperous and interconnected regional landscape, poised for long-term prosperity and inclusivity.



STATUS

The TechLink TRAX Study, a proactive pre-National Environmental Policy Act (NEPA) initiative, builds upon previous research to propel TRAX improvements in Salt Lake City. Through meticulous development and evaluation, we're exploring a spectrum of alternatives to pinpoint the Preferred Alternative, tailored to meet the evolving needs of both local commuters and the wider regional community. Engaging the public and fostering community involvement is at the heart of our study, ensuring that every voice is heard as we pave the way for a more connected and responsive transportation network.



COST

This study is the preliminary step in a broader effort to enhance transportation infrastructure and accessibility throughout Salt Lake City. With an estimated implementation cost of **\$175 million**, the TechLink TRAX project stands as a pivotal investment in our region's future mobility. It's crucial to recognize that these projects are part of a larger, visionary framework –the Future of Light Rail Strategic Plan, totaling \$485 million.

WE ARE HERE



PLANNING & ALTERNATIVES ANALYSIS | funded

In this current phase of the study, potential concepts are investigated and preferred concepts for the TRAX project are presented to the public for feedback.



ENVIRONMENTAL REVIEW | unfunded

In this phase of the study, the National Environmental Policy Act (NEPA) study will be performed, preliminary engineering will begin and the Environmental Protection Agency (EPA) will issue a decision about the project.



FINAL DESIGN | unfunded

In the final design phase of the project, route and station design will be finalized, property and right-of-way acquisition will take place to prepare for construction, and funding for implementation will be secured.



CONSTRUCTION | unfunded

In the construction stage of the project, the selected concept will be built, tested and service will begin.

Hotline: 385-446-8805
Email: info@techlinkstudy.com
Website: techlinkstudy.com


PHASE 2 SOCIAL MEDIA GRAPHICS | FEBRUARY 2024



Provide Your Feedback!



Provide Your Feedback!



¡Envíe sus comentarios!



¡Envíe sus comentarios!

ON-BOARD SIGNAGE | FEBRUARY 2024



WEIGH IN ON POTENTIAL **TRAX** IMPROVEMENTS!

¡OPINE SOBRE LAS POSIBLES MEJORAS DE **TRAX**!



UTA is currently evaluating TRAX with the aim of supporting long-term transportation demand and increasing TRAX reliability. Explore the options and provide your input by visiting the TechLink TRAX Study website.

Actualmente, UTA está evaluando TRAX con el objetivo de respaldar la demanda de transporte a largo plazo y aumentar fiabilidad TRAX. Explore las opciones y proporcione su opinión visitando el sitio web del estudio TechLink TRAX.

CBO HALF-PAGE FLYER | APRIL 2024



HELP SHAPE THE FUTURE OF TRAX!

JOIN US IN MAKING A DIFFERENCE

The TechLink TRAX Study is seeking to develop partnerships with local community-based organizations (CBOs) to learn about how TRAX and transit can be improved to benefit those they serve.

HOW CAN I BE INVOLVED?

1. **COMMUNITY CONVERSATIONS:** The TechLink TRAX Study team will facilitate an on-site, group conversation with your organization.
2. **MATERIAL DISTRIBUTION:** Your organization will be provided customized outreach content to distribute through your existing channels.
3. **COMMUNITY EVENTS AND MEETINGS:** The TechLink TRAX Study ice cream truck will attend an event hosted by your organization.

Participation incentives are available for partnering organizations. If you are interested in collaborating with the TechLink TRAX Study please contact a representative at info@techlinkstudy.com or (385) 446-8005 or visit our website at techlinkstudy.com.



¡AYUDE A FORMAR EL FUTURO DE TRAX!

ÚNETE A NOSOTROS EN HACER UNA DIFERENCIA

El estudio TechLink TRAX busca desarrollar asociaciones con organizaciones comunitarias (CBO) locales para aprender cómo se puede mejorar TRAX y el tránsito para beneficiar a aquellos a quienes sirven.

¿CÓMO PUEDO PARTICIPAR?

1. **CONVERSACIONES CON LA COMUNIDAD:** El equipo de estudio de TechLink TRAX facilitará una conversación de grupo en sitio con su organización.
2. **DISTRIBUCIÓN DE MATERIALES:** A su organización se le proporcionará contenido de divulgación personalizado para distribuir a través de sus canales existentes.
3. **EVENTOS Y REUNIONES DE LA COMUNIDAD:** el camión de helados TechLink TRAX Study asistirá a un evento organizado por su organización.

Hay incentivos de participación disponibles para las organizaciones asociadas. Si está interesado en colaborar con el estudio TechLink TRAX, comuníquese con un representante en info@techlinkstudy.com o (385) 446-8005 o visite nuestro sitio web en techlinkstudy.com.



ALTERNATIVES FLYER | APRIL 2024



HELP WEIGH IN ON POTENTIAL TRAX IMPROVEMENTS!

The Utah Transit Authority (UTA) is currently evaluating TRAX with the aim of supporting long-term transportation demand and increasing TRAX reliability. Learn more and provide your input by visiting the TechLink TRAX Study website.

HOW TO PROVIDE YOUR INPUT:



Visit the TechLink TRAX Study website by scanning the QR code.



Click the "Give Feedback" tab.



Review the four alternative concepts and click the "Give Feedback" button next to each map.



If you have additional questions about the TechLink TRAX Study, please contact a representative at info@techlinkstudy.com or (385) 446-8005.



¡OPINE SOBRE LAS POSIBLES MEJORAS DE TRAX!

La Autoridad de Tránsito de Utah (UTA) está evaluando actualmente TRAX con el objetivo de respaldar la demanda de transporte a largo plazo y aumentar la confiabilidad de TRAX. Obtenga más información y proporcione su opinión visitando el sitio web del estudio TechLink TRAX.

Cómo proporcionar su opinión:

Comparta sus opiniones sobre las alternativas proporcionando comentarios en el sitio web del estudio TechLink TRAX.



Visite el sitio web del estudio TechLink TRAX escaneando el código QR.



Haga clic en la pestaña "Enviar comentarios".



Revise los cuatro conceptos alternativos y haga clic en el botón "Enviar comentarios" al lado de cada mapa.



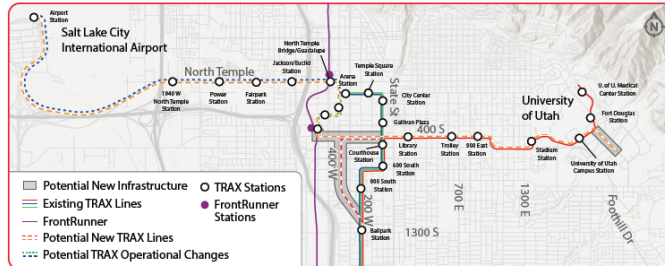
Si tiene preguntas adicionales sobre el estudio TechLink TRAX, comuníquese con un representante en info@techlinkstudy.com o (385) 446-8005.

CBO ICE CREAM TRUCK EVENTS | JUNE 2024



Learn about the project and get **free ice cream!**

Scan for more info



FREE ICE CREAM

Drumsticks

(Contains Peanuts)

Fruit Bar

(Gluten and Lactose Free)

Vanilla
Vanilla Fudge
Vanilla Caramel

Strawberry
Tangerine
Mango
Coconut*
(Contains Milk)

Snickers Ice Cream Bar

(Contains Peanuts)



Attachment D2: Community-Based Organization (CBO) Partnership Report

COMMUNITY-BASED ORGANIZATION (CBO) PARTNERSHIP AND EVENT REPORT

As part of the TechLink TRAX Study, the Utah Transit Authority (UTA) and its study partners allocated time and resources to developing community-based organization (CBO) partnerships to enhance equity in the process and ensure that a broad representation of citizens could participate. In total, \$6,000 was budgeted for CBO partner compensation and participant incentives. Together with the public engagement team, UTA developed and executed the following events.

CBO LUNCH AND LEARN – APRIL 11, 2024

The team hosted an engaging event for the TechLink TRAX Study for CBOs at the Rose Park Neighborhood Center. The goals of this event were to establish and strengthen relationships between essential members of the community and UTA as an initiative to garner participation in the study and launch further opportunities to collaborate in the future, beyond TechLink. The event featured a lunch, a technical presentation, and a roundtable discussion focused on fostering partnerships between UTA and the CBOs while gathering feedback on the TechLink TRAX Study and its proposed alternatives.

Attendees had the opportunity to ask questions to UTA representatives and gain insights into how their own organizations can be actively involved in the study and in transit planning in general. Each participant was paid \$50 in cash as an incentive to spend their time and resources to attend the event and were offered lunch as a thank-you for attending.

CBO REPRESENTATIVES IN ATTENDANCE

Name	Organization
Christopher McKinley	Circles Salt Lake
Michelle Crawford	Circles Salt Lake
Tim Dwyer	Granary District Alliance
Julia Perry	Lowe Property Group
Melanie Hall	HEAL Utah
Mindy Young	Equality Utah
Kade Young	North Eastern Services
Lisia Satini	Utah Pacific Islander Coalition

Jeneanne Lock	Utah Pacific Islander Civic Engagement Coalition, Capitol Hill Neighborhood Council
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One of the goals of the Techlink TRAX Study is to increase connectivity throughout Salt Lake City and the region to allow for greater transit access to essentials like education, employment, food, and health care, particularly for low-income and minority populations. These CBOs are nonprofit groups serving those same populations within their communities, and they (among others) were invited due to their ability to help the study team reach and engage typically underserved citizens in the process.

MEETING LOGISTICS

The meeting location was strategically chosen to be within the project area and easily accessible via the TRAX system. The meeting was hosted at the Rose Park Neighborhood Center, a CBO that was invited to the meeting. Meeting attendees received:

- A full catered lunch from a local restaurant, Red Iguana.
 - Menu items were chosen to meet attendees' dietary needs.
- One \$50 cash incentive per attendee.
- A UTA swag bundle consisting of UTA-branded pens, notepads, and fanny pack.
- A public-facing discussion guide.
- Handouts regarding the TechLink TRAX Study Alternatives Survey.
- A half-pager detailing next steps to further engage UTA with the participant's respective CBO.
- Four TRAX system informational brochures.

NOTABLE CBO COMMENTS & FEEDBACK

Barriers to Using Transit

- Attendees stated that the cost of transportation is a barrier for individuals trying to get themselves and their families out of poverty.
- Attendees stated that age can be a barrier to understanding and using transit. The older generation is not always as familiar or comfortable with technology.

TechLink TRAX Study Alternatives Discussion

- UTA expressed that multiple alternative options could be combined for the final design.
- UTA explained that the proposed elevated structure would provide separation between trains and vehicular traffic at 500 and 600 South. It could also provide a separated crossing for pedestrians and bicyclists at these intersections with Alternative 2.

- UTA also explained that elevating the TRAX system prioritizes vehicle traffic
- Many attendees expressed their preference of having the street activation that occurs by having the station and tracks at grade level.
- Attendees expressed concern with car backup increasing pollution.
- Attendees would like to see bike and pedestrian walking lanes aligned with the TRAX stations chosen.
- Attendees expressed concern that the construction of the new TRAX line could affect businesses.
 - "How do you build community-based agreements at the start of the process so the business can reap the project's benefits and not just the new business that comes in after?"
- UTA explained that an alignment along 600 West was not viable due to the limited development potential and the physical restraints of the existing Union Pacific facilities.
- Attendees reacted positively to the planned spur into Research Park.

Ideas for Long-Term Collaboration

- CBOs can partner with UTA to give out transit passes at existing events.
 - Attendees gave positive feedback on the student TRAX passes.
- Attendees expressed interest in promoting UTA's Travel Training program within their organizations.
- Attendees stated how they would like to be involved in the entire project process and not brought on at the end of a project, which often happens.
- HEAL, specifically, plans on working with legislators on transit improvements focused on the 2034 Salt Lake City Winter Olympics.

TECHLINK TRAX STUDY PARTNERSHIP OPPORTUNITIES

- Facilitate community conversations resembling roundtable discussions, including presentations and interactive Q&A sessions with UTA representatives.
- Distribute TechLink TRAX Study information through a CBO's established channels, such as social media, websites, newsletters, surveys, and flyers.
- Engage in community events and meetings to gather feedback on transit usage and TechLink, with the option of utilizing the public engagement team's event truck.

Attendees received these engagement options well and provided many ideas for opportunities in the near term. A list of the partnership outreach events that came as a result of this Lunch and Learn event are included below.

ENGAGEMENT EVENTS – MAY/JUNE 2024

Circles Salt Lake City Presentation and Q&A

Thursday, May 16, 2024

Circles Salt Lake's mission is to reduce poverty throughout Salt Lake County. This nonprofit hosts regular dinners for its community members and invited the study team to one to present information about TechLink's alternatives and gather feedback through formal comments and an open Q&A session. The study sponsored the dinner, and the team was able to glean insight from more than 25 attendees about their experiences with transit and their ideas for improvement. Additionally, UTA provided transit passes as incentives to answer questions and engage in the conversation. Feedback received included support for the new Orange Line, concern about using post-COVID-19 traffic data in the analysis, importance of TRAX for those living with disabilities, importance of working with the Chamber of Commerce and small businesses ahead of construction, requests for more transit in western Salt Lake County, and a desire for the S-Line to be extended.

Utah Pacific Islander Health Coalition (UPIHC) Block Party

Saturday, June 8, 2024

The UPIHC Spring Block Party, hosted by the Utah Pacific Islander Health Coalition on June 8, 2024, was a celebration held at Pia Okwai at Tracy Aviary. This event aimed to strengthen community bonds, promote local businesses, and celebrate the cultural diversity of the Pacific Islander community. Highlights included a bustling community market with local vendors, live performances by musicians and dancers, a dedicated Kids' Zone with fun activities, and health and wellness booths offering free screenings and consultations. The event also featured eco-friendly initiatives and a raffle with prizes from local businesses.

The study team participated by bringing the event truck and handing out free ice cream in exchange for email sign-ups and study feedback. In addition, free five-day UTA travel passes were given to attendees, further engaging the community and encouraging transit use. People were very excited about the addition of the new Orange Line. Many attendees noted that they often travel between the Salt Lake City Airport and the University of Utah and felt the Orange Line would make their commutes much easier. The feedback highlighted the community's strong support for this new transit option.

HEAL Utah – Air, Art, and Alternative Transportation Festival

Thursday, June 13, 2024

HEAL Utah hosted the Air, Art, and Alternative Transportation Festival this year at Jordan Park to create an event that combined environmental awareness with artistic expression. This year was a groundbreaking occasion as the launch of a mobile air quality monitor website was

announced. Local artists showcased their work, attendees listened to air quality discussions, and an eco-friendly market was featured, with food trucks available as well.

The study team participated by bringing the event truck and handing out free ice cream while educating people about the project. Participants were encouraged to sign up for updates and provide feedback on alternatives. Additionally, UTA flyers, stickers, and resources were handed out with the ice cream.

Rose Park Neighborhood Center – Intensive English Program Presentation and Q&A
Monday, June 17, 2024

The Rose Park Neighborhood Center hosts a free Summer Intensive English Program to supplement public education for youth in grades 7–11. This is a daily program that runs for six weeks in the summer. With the help of volunteer tutors supervised by professional ESL teachers, the program provides a strong curriculum, digital skills, and soft skills for navigating the U.S. education system.

The study team provided 50 lunches for one session of the program and gave a brief presentation about the services offered by UTA and a high-level overview of the TechLink TRAX Study. The presentation and slides were provided in Spanish and tailored to a teenage audience. This opportunity was invaluable as it provided access to an audience that is not typically engaged in transit planning but heavily relies on the services offered by UTA. The Rose Park Neighborhood Center is a trusted institution for many immigrant families in Salt Lake City and would make an excellent UTA partner for continued efforts.

CBO PARTNERSHIP LESSONS LEARNED

- Participation significantly increased once the \$50 cash incentive and catered lunch for attending were included in the invitation.
- Restaurant and swag items provided by UTA were used and appreciated by attendees. This suggests a strategy of incentivizing future public meetings to ensure broad community representation.
- The cost for this type of engagement is very small comparatively and provides access to many nontraditional audiences. This should be a standard contract and budget item for studies and projects moving forward.

Attachment D3: Mass Media

<i>UTA Social Media</i>							
Name	Date Posted	Visual & Topic	Social Platform	Number of Comments	Number of Shares/Retweets	Number of Likes	Number of interactions (N/A for Facebook)
UTA - @RideUTA	11/20/2023	Overview Map and Contact Information Graphic	Twitter	1	3	11	2300
Utah Transit Authority - UTA	11/20/2023	Overview Map and Contact Information Graphic	Facebook	47	8	78	N/A
Utah Transit Authority - UTA	11/27/2023	Overview Map and Improvements Graphic	Facebook	147	30	113	N/A
Utah Transit Authority - UTA	3/7/2024	Provide Your Feedback Graphic	Facebook	22	12	27	N/A
Utah Transit Authority - UTA	9/13/2024	Provide Your Feedback Graphic Close to Final Recommendation	Facebook	12	12	34	N/A

Total UTA Posts	Total Comments	Total Shares/Retweets	Total Likes	Total Interactions
5	229	65	263	2300

Stakeholder Social Media

Stakeholder Name	Date Posted	Visual & Topic	Social Platform	Number of Comments	Number of Shares/ Retweets	Number of Likes	Number of interactions (N/A for Facebook)
Salt Lake Government - @SLCgov	11/14/2023	Project Overview Map	Twitter	2	7	26	2900
The Granary District	11/14/2023	Project Overview Map	Facebook	1			N/A
SLC Moves	11/16/2023	Project Overview Map	Facebook	9	9	44	N/A
SLC Moves	11/17/2023	Project Overview Map	Facebook	6	0	2	N/A
SLC, Transportation, Engineering, & Streets - @slcmoves	11/17/2023	Project Overview Map	Twitter	0	2	9	627
Ballpark Community Council	12/12/2023	TechLink/ Granary combined graphics	Facebook	1	0	1	N/A
KSL 5 TV	12/13/2023	TRAX Snapshot	Facebook	6	2	19	N/A
Central City Neighborhood Council	2/26/2024	Provide Your Feedback English and Spanish Graphic	Facebook	0	0	4	N/A
SLC Moves	2/28/2024	Provide Your Feedback Graphic	Facebook	0	5	6	N/A
SLC Moves	2/28/2024	Provide Your Feedback Spanish Graphic	Facebook	0	0	0	N/A
Salt Lake City Council	2/29/2024	Link to website	Facebook	1	1	5	N/A
Salt Lake City Council	3/8/2024	Link to UTA post	Facebook	1	0	5	N/A
Circles Salt Lake	5/23/2024	TechLink/ Granary Combined Presentation and Dinner	Facebook	0	0	6	N/A

Stakeholder Social Media

Salt Lake City Government	9/16/2024	Provide Your Feedback Graphic Close to Final Recommendation	Facebook	0	1	2	N/A
East Central Community	10/1/2024	Overview Map Feedback on Alternatives	Facebook	0	0	1	N/A
Salt Lake City District 5	10/7/2024	TRAX Car Provide Feedback on Alternatives	Facebook	0	0	2	N/A

Total Stakeholder Posts	Total Comments	Total Shares/ Retweets	Total Likes	Total Interactions
16	27	27	132	3527

Utah Transit Authority - UTA @RideUTA · Nov 20, 2023
 UTA, in partnership with Salt Lake City, University of Utah, WFRC and UDOT, has launched the **TechLink TRAX Study** to improve east/west, downtown and regional transit connectivity through an enhanced transit network in SLC.

Visit techlinkstudy.com for more information.

Salt Lake City Government
 September 16 at 12:49 PM · 🌐
 We're one step closer to a final TechLink TRAX recommendation! Now, we need your help. In early 2024, the Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT), developed four new TRAX alternatives aimed at enhancing service to improve local and regional connectivity and reliability. Since then, each alternative has been thoroughly evaluated to assess how w... See more

Provide Your Feedback!

Hotline: 385-446-8005
 Email: info@techlinkstudy.com
 Website: techlinkstudy.com

Provide Your Feedback!

1 3 9 2.3K

East Central Community
 October 1 at 10:25 AM · 🌐

<https://www.techlinkstudy.com/alternatives>
 Take a minute to give UTA your feedback for a final TRAX recommendation by Oct. 12!

One Last Step!
 In early 2024, the TechLink TRAX Study team introduced four alternatives aimed at enhancing light rail service to improve local and regional connectivity.... See more

East Central Community
 Community Organization

Send message

Media Tracking

Date	Time	News Outlet	Type of Media	Title of Story	Tone	LINK
12/12/2023	6:05 PM	KSL 5 News at 6	Broadcast News	2034 Olympics could speed up TRAX expansion project	Positive	Link
12/13/2023	4:37 AM	KSL 5 News	Broadcast News	2034 Olympics could speed up TRAX expansion project	Positive	Link
3/15/2024	9:33PM	KSTU - SLC (FOX)	Broadcast News	UTA Releases 30-Year Plan	Positive	Link
3/16/2024	7:39AM	KSTU - SLC (FOX)	Broadcast News	UTA Releases 30-Year Plan	Positive	Link
3/18/2024	9:02 PM	KSL.com	Article	What UTA has in mind for the future with its new 2050 'roadmap'	Positive	Link
3/21/2024	8:29PM	KTVX-SLC (ABC)	Broadcast News	UTA wants your feedback on a proposal for a new TRAX line	Positive	Link
3/21/2024	10:05PM	KSTU - SLC (FOX)	Broadcast News	UTA Studying Options for More Light Rail Service	Positive	Link
3/22/2024	1:16AM	KTVX-SLC (ABC)	Broadcast News	UTA wants your feedback on a proposal for a new TRAX line	Positive	Link
3/22/2024	8:46AM	KSTU - SLC (FOX)	Broadcast News	UTA Studying Options for More Light Rail Service	Positive	Link
3/25/2024	N/A	Mass Transit Magazine	Article	UTA asking for public feedback on light rail through TechLink TRAX Study	Positive	Link
3/27/2024	8:02AM	KSL.com	Article	UTA is planning for a new TRAX line — but what will it look like?	Positive	Link

Media Tracking

4/26/2024	6:00AM	The Salt Lake Tribune	Article	Maps: See what new TRAX line from Salt Lake City airport to the U. could look like	Positive	Link
7/5/2024	7:03AM	Building Salt Lake	Article	How a TRAX extension on 400 West could connect crucial parts of Salt Lake City	Positive	Link
10/17/2024	6:15AM	The Salt Lake Tribune	Article	Here's the clearest picture yet of where new TRAX lines and stations may go in time for the Olympics	Positive	Link

PRESS RELEASE

UTAH TRANSIT AUTHORITY UNVEILS ALTERNATIVES FOR THE TECHLINK TRAX STUDY; INVITES PUBLIC TO OFFER INPUT

Salt Lake City, UT (Mar. 4, 2024) – The Utah Transit Authority (UTA) and their partners invite the public to review alternatives for improvements to light rail as part of the TechLink TRAX Study. The TechLink TRAX Study, a collaborative effort led by UTA in partnership with Salt Lake City, the Redevelopment Agency of Salt Lake City, the University of Utah, Wasatch Front Regional Council, and Utah Department of Transportation (UDOT), aims to enhance TRAX connectivity in downtown Salt Lake City to benefit both the local community and the broader regional system.

UTA encourages the public to visit the [study website](https://techlinkstudy.com) (techlinkstudy.com) to learn more about the effort, explore and provide feedback on the newly unveiled alternatives, and share insights and perspectives on how the proposed TRAX line alternatives may enhance local and regional transit connectivity. The alternatives available online for public review include a realignment of the TRAX Red Line, an additional TRAX Orange Line, and modifications to the operations of the TRAX Blue and Green lines.

"The TechLink TRAX Study offers a significant opportunity to explore innovative transit solutions that can enhance mobility and connectivity for residents, commuters, and visitors," said Patti Garver, TechLink TRAX Study project manager at UTA. "We encourage members of the community to visit the project website, share their feedback, and contribute to shaping the future of transportation in our region."

The TechLink TRAX Study builds upon findings and data from previous studies and plans in the Salt Lake area, including the UTA Downtown Salt Lake City Rail Feasibility Study, the Future of Light Rail Study, and the Research Park Strategic Vision.

For more information about the TechLink TRAX Study and to stay updated on future developments, please visit techlinkstudy.com.

About Utah Transit Authority

Established in 1970, the Utah Transit Authority is a multimodal public transportation agency that serves six counties along the Wasatch Front and provides tens of millions of passenger rides each year. UTA's fleet is ADA accessible and offers streetcar, light rail, commuter rail, Bus Rapid Transit (BRT), fixed-route bus, Express Bus, Ski Bus, paratransit, vanpool, and UTA On Demand services.

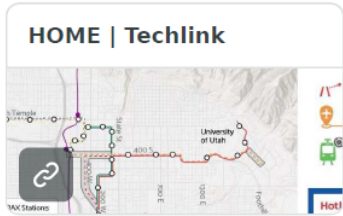
Media Contact

Carl Arky
Senior Media Relations Specialist
801-859-6085
carky@rideuta.com

Attachment D4: Geo-targeted Ad Campaign

 **Utah Transit A...**
 Mon 11/27/2023 4:03 p...

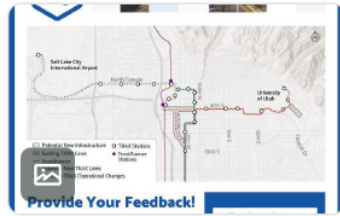
We need to hear from you. UTA is conducting a transit study to improve downtown...



Total Engagements	4,717
Reactions	128
Comments	175
Shares	31
Post Link Clicks	1,584
Other Post Clicks	2,799

 **Utah Transit A...**
 Mon 11/20/2023 5:00 p...

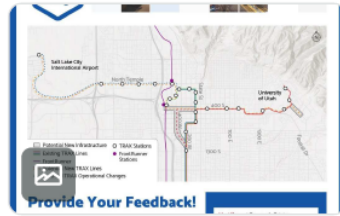
UTA, in partnership with Salt Lake City, University of Utah, Wasatch Front Regional...





Total Engagements	930
Reactions	89
Comments	40
Shares	8
Post Link Clicks	18
Other Post Clicks	775

  **rideuta**
 Mon 11/20/2023 5:00 p...

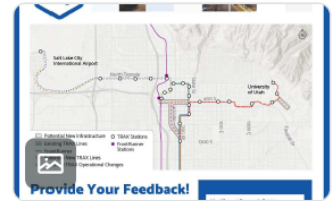
UTA, in partnership with Salt Lake City, University of Utah, Wasatch Front Regional...



Total Engagements	196
Likes	153
Comments	11
Shares	19
Saves	13

  **@RideUTA**
 Mon 11/20/2023 5:00 p...

UTA, in partnership with Salt Lake City, University of Utah, WFRC and UDOT, has...



Total Engagements	111
Likes	10
@Replies	1
Retweets	3
Post Link Clicks	34
Other Post Clicks	63
Other Engagements	0

Attachment D5: Hotline Summary

Inbound/Outbound	Name	Comment	Date
Inbound	Bonnie	09/22/2023 Inbound Email Bonnie called on behalf of John Creer from the University of Utah regarding the TAC/Steering meeting. Chiara gave her a project overview and explained the purpose of the TAC/Steering meeting. Bonnie also wanted to clarify it had in person and online options, and Chiara told her we would prefer them to come in person but understand if they need to join online.	9/22/2023
Inbound		The stakeholder called looking for the number to the UTA bus service. Leighton let her know this number was for the TechLink TRAX study. The stakeholder thanked Leighton and hung up.	11/21/2023
Inbound	Larry Mullenax	Larry Mullenax (not certain that is how you spell the last name) who is the executive director of the Utah State Fair authority called with concerns about his role in the study. Larry was fairly upset that he was notified of the study through our mailers. He was very professional however pretty frustrated that he was not "being treated like a primary stakeholder" and "was not invited to the table." He as requested to be more involved and would like a one on one meeting. Larry also mentioned he was going to shoot a call the the speaker of the house to voice his concerns as well as notify the legislatures on his board of their exclusion. Leighton let him know that she would consult my project team but a one on one meeting is something that we should be able to do.	11/22/2023
Inbound	Li Yabin	Li called asking for help with navigating the UTA bus system. Leighton let her know this line was specific to the TechLink TRAX project. Li said she was not interested in that and Leighton provided her with the UTA number.	11/24/2023
Inbound	Chris Smith	Chris called on how to best navigate the TRAX system to get him to Ogden. Leighton let him know this is phone number is specifically for the TechLink TRAX Study however, Leighton would be happy to provide him with the UTA number. Leighton gave him that number and he thanked her.	11/27/2023
Inbound	Lillian Mccomas	Caller was the son of Lillian Mccomas. They were calling to have her address removed from our mailing list. Katie told the caller that the mailer was a once-off geo-targeted mailer and that the study wouldn't be sending out any more mailers.	12/9/2023

Inbound/Outbound	Name	Comment	Date
Inbound		Missed call. Katie W. returned the call on Dec. 11 at 10:22 am. It was a wrong number. The caller was trying to get in a building and called our hotline by mistake.	12/10/2023
Inbound	Valerie Stuart	Valerie called with questions on how to navigate TRAX. Leighton redirected the stakeholder to UTAs number.	12/11/2023
Outbound	George Hauser	Leighton called and left a VM asking George to participate in a one on one meeting. Leighton left the availability of her team and asked him to call her back.	2/19/2024
Inbound		The stakeholder called to voice his concerns about TRAX. He explained how the teenagers on TRAX are inconsiderate of his age and wondered if there was anything we could do about it. Leighton let him know that this hotline was dedicated to the TechLink TRAX Study and directed him to UTA customer service.	3/8/2024
Inbound	Emily Means	Katie W. received a hotline call on March 11, 2024, at 3:30 p.m. from Emily Means. She called and had some questions about the status of the study and what was being evaluated as part of TechLink. Katie then learned that Emily was part of a radio show called City Cast and wanted to talk about the Study on their Wednesday show. She had tried to reach out to Carl Arky but didn't get any response. Katie asked her if she could help connect her with Carl but she said they're just talking about the study and there is no need for an interview.	3/11/2024
Inbound	Jeffre Bistrong	Jeffre called to voice some of his concerns about TRAX. Jeffre explained he would like more on-site bathrooms. Leighton directed him to the website so he could provide his feedback.	3/15/2024
Inbound	Justin Earl	Justin Earl called wanting to talk directly to a planner for the TechLink Study. He explained that he owns three properties near the red line realignment and would like to dedicate some of his property to allow for a west crossing and a pedestrian crossing. Leighton let him know she would pass his information along to her project team.	3/25/2024
Inbound	Porter Warren	Porter called to emphasize his support for alternative three and the Rio Grande plan. Leighton let him know that the Rio Grande plan is not a part of WFRC's RTP so she can not speak to that but she would pass along his support of alternative three.	4/30/2024
Inbound	Lagi Netzler	Missed call from Toni Netzler.	6/15/2024

Inbound/Outbound	Name	Comment	Date
Outbound	Lagi Netzler	Chiara called Toni back and left her a voicemail telling her to call back with any questions regarding the project.	6/15/2024
Inbound	Lagi Netzler	Toni called and said she had some questions and feedback she wanted to share. Toni also sent an email that she asked if we saw. She had a lot of feedback concerning the extension of the green line in west valley, the safety of minority groups, the safety of women and TRAX outside of downtown. Chiara told her we could share this information with the project team and respond to her email with the link to the future projects and a way to contact UTA because our project was specifically for the TechLink TRAX study. She continued on about how she was disgusted that UTA continuously was creating projects to expand TRAX downtown and not looking at the places in Utah that actually need it. She thanked Chiara for listening and said she looked forward for a response to her email.	6/15/2024
Inbound	Carl Begnaud	Caller wanted to know if there was any progress with choosing an alternative. Chiara let him know that there will be another public launch period where we will show the alternatives again and ask for feedback and then we will have a proposed alternative maybe near the end of the year. Chiara also let him know that this will not actually begin being built until we have funding which could be 10+ years but we're hoping it will be pushed up with the Olympics happening. He also asked if the Rio Grande plan and the TechLink project will be built together and Chiara let him know that the Rio Grande plan is not a plan as of right now but is a citizen proposal.	8/12/2024

Attachment D6: Email Summary

Inbound/ Outbound	Name	Comment	Date
Outbound	US Translation Services	<p>09/15/2023 Outbound Email</p> <p>Hi!</p> <p>We have two documents that we need translated into Spanish and I was wondering if you could assist me with that. One is social media content and one is a mailer. I will attach the content and please let me know if you have any suggestions or questions about these documents, and what to do moving forward.</p> <p>Thank you!</p> <p>Chiara Serre</p>	9/15/2023
Inbound	US Translation Services	<p>09/16/2023 Inbound Email</p> <p>Hello Chiara!</p> <p>Thanks for contacting us. We will be back to you very soon with a quote for this translation job.</p> <p>Regards</p> <p>Paco Bolaños</p>	9/16/2023
Outbound	US Translation Services	<p>09/20/2023 Outbound Email</p> <p>Perfect, let me know when you have that.</p> <p>Thank you!</p> <p>Chiara Serre</p>	9/20/2023

Inbound/ Outbound	Name	Comment	Date
Inbound	US Translation Services	<p>09/20/2023 Inbound Email</p> <p>Hello Chiara,</p> <p>Thanks for your inquiry and the opportunity to work with you on this project! Please see the attached detailed quote per your request.</p> <p>Here is a quick summary:</p> <p>Project name: Techlink-Mailer_091523</p> <p>Total: \$120.00</p> <p>Estimated delivery time: 2-3 business days - This will be adjusted from the time we receive your approval to proceed.</p> <p>Please let me know if you have any questions about the quote or if there is anything else that we need to consider.</p> <p>Let us know if you would like to proceed. Looking forward to hearing from you soon!</p> <p>Paco Bolaños</p>	9/20/2023
Outbound	US Translation Services	<p>09/20/2023 Outbound Email</p> <p>Hi,</p> <p>Thank you for the quote. We have reviewed it and would like to proceed. Please let me know what the next steps are!</p> <p>Best,</p> <p>Chiara Serre</p>	9/20/2023

Inbound/Outbound	Name	Comment	Date
Inbound	US Translation Services	<p>09/21/2023 Inbound Email</p> <p>Hi Chiara,</p> <p>Thanks for the confirmation! We will move forward with the project and deliver translated files to you upon completion. Please, let us know if you have any questions.</p> <p>Have a nice day</p> <p>Regards,</p> <p>Carmen JiméneZ</p>	9/21/2023
Inbound	US Translation Services	<p>09/21/2023 Inbound Email</p> <p>Hello!</p> <p>Attached is the invoice for the following project. Please let us know of any questions.</p> <p>PROJECT: Techlink-Mailer_091523 Invoice: I-12862 Payment for this invoice is due by 10/14/2023.</p> <p>Please use our ACH information to make payment. If you need to pay with a different payment method, please let us know.</p> <p>We are always striving to do better! If you would like to provide us with any feedback, we would greatly appreciate it!</p> <p>Thank you very much and we look forward to the next project!</p>	9/21/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Nancy Volmer	<p>Hey Nancy, I’m reaching out as part of the UTA TechLink Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park. Our study team has asked me to reach out to the SLC International Airport to set up a kick-off/coordination meeting. We’d like to bring the airport up-to-speed on the status of the study and what our path forward looks like. We’d also be able to answer any questions you may have. We’d need about an hour of your time, and this would be a virtual meeting.</p> <p>I’m looking at our availability and it looks like we could do, Thursday, Sept. 28 12:00 - 1:00 p.m. Tuesday, Oct. 3 10:00 – 11:00 a.m. Wednesday, Oct. 4 4:00 – 5:00 p.m. Thursday, Oct. 12 4:00 – 5:00 p.m.</p> <p>Let me know if any of those work for you and I’ll send a calendar invite. If those don’t work, I can look at other times into the second week of October. Thanks so much and I look forward to hearing back from you!</p>	9/22/2023
Outbound	Angela Price	<p>Hey Angela, I’m reaching out as part of the UTA TechLink Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park. Our study team has asked me to reach out to the Salt Lake Dept. of Community and Neighborhoods to set up a kick-off/coordination meeting. We’d like to bring your department up-to-speed on the status of the study and what our path forward looks like. We’d also be able to answer any questions you may have. We’d need about an hour of your time, and this would be a virtual meeting.</p> <p>I’m looking at our availability and it looks like we could do, Thursday, Sept. 28 12:00 - 1:00 p.m. Tuesday, Oct. 3 10:00 – 11:00 a.m. Wednesday, Oct. 4 4:00 – 5:00 p.m. Thursday, Oct. 12 4:00 – 5:00 p.m.</p> <p>Let me know if any of those work for you and I’ll send a calendar invite. If those don’t work, I can look at other times into the second week of October. Thanks so much and I look forward to hearing back from you!</p>	9/22/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Amy Lyons	Hey Amy, I'm reaching out as part of the UTA TechLink Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park. Our study team has asked me to reach out to the Salt Lake Transportation Advisory Board to see if it would be possible for us to present at one of your upcoming board meetings. We'd like to bring you up-to-speed on the status of the study and what our path forward looks like. We'd also be able to answer any questions you may have. Let me know if that would work for you. Thanks so much and I look forward to hearing back from you!	9/22/2023
Inbound	Nancy Volmer	Hey Brady, Since you have been working with UTA on transportation issues, thought this may be more in your realm. Let me know. Thanks, nancy Nancy Volmer, MPC Director of Communication and Marketing (801) 575-2768 Cell: (801) 209-5774	9/25/2023
Inbound	US Translation Services	09/25/2023 Inbound Email Hello Chiara, Attached please find the translated documents. We remain attentive to any questions or comments. Thank you! Regards, Aldara Suárez	9/25/2023
Inbound	Nancy Volmer	[From Brady Fredrickson] See the email below and set up a meeting. I would like to be included.	9/26/2023
Inbound	Nancy Volmer	[From Kevin Staples] Thank you for reaching out. We would be happy to meet with you in discussing further connection opportunities to the airport. The following is our availability: 9/28: 12pm-1pm 10/4: 4pm-5pm 10/12: 4pm-5pm Looking forward to the meeting invite. Best, Kevin Staples	9/26/2023
Outbound	Nancy Volmer	Hi Kevin, Thank you! We appreciate your willingness to meet with us. I sent a calendar invite yesterday and included everyone in this email. Please let me know if you would like me to include anyone else. Thanks again! Leighton	9/27/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Angela Price	Hi Angela, I wanted to send a quick follow up email and let you know our Thursday, Sept. 28 availability slot has been filled, but we would love to meet with you on one of the other available dates. Please let me know if those times don't work for you and I am more than happy to make any accommodations necessary. Thank you! Leighton	9/27/2023
Inbound	Amy Lyons	Hello Leighton, I apologize for not getting back to you. The next TAB agenda with an opening would be on November 6th. I'm not sure what your timeline looks like but if that date will work, how much time are you requesting? Thank you!	9/27/2023
Outbound	Amy Lyons	Hi Amy, No worries, thank you for getting back to me! If you could send me the meeting information for November 6th I can let you know if that would work for us. We should only need 15 minutes or so if that works with your agenda. If you could also send me meeting best practices (presentation, leave-behind etc.) that would be great! Thank you! Leighton	9/27/2023
Inbound	Angela Price	Leighton- My apologies for not responding sooner. Let's plan for 10-11 on the 3rd, if that time is still available.	9/27/2023
Inbound	Angela Price	Leighton- Is there something specific I should prepare for our discussion? I am not familiar with this project so want to ensure I am utilizing the time productively.	9/27/2023
Outbound	Angela Price	Hi Angela, Don't worry about preparing anything! The meeting will give you a project overview and explain what the study entails. We would just love your insights into the neighborhood and surrounding area. Thank you for being willing to meet with us! Leighton	9/28/2023
Inbound	Angela Price	Sounds good. Just to clarify I do legislative work for the city so not sure I will have neighborhood specific information to share; either way happy to meet.	9/28/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	David Galvan	<p>Hey Dave, I'm reaching out as part of the UTA TechLink Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park. Our study team has asked me to reach out to the Mestizo Coffee to set up a kick-off/coordination meeting. We'd like to bring you up to speed on the status of the study and what our path forward looks like. We'd also be able to answer any questions you may have. We'd need about an hour of your time, and would love to do it in person if possible. I'm looking at our availability and it looks like we could do, Wednesday, Oct. 4 4:00 – 5:00 p.m. Friday, Oct. 27 anytime after 2 p.m. Let me know if either of those times work for you and I'll send a calendar invite. If those don't work, I am happy to look at other times. Thanks so much and I look forward to hearing back from you!</p>	9/28/2023
Outbound	Amy Lyons	<p>Hi Amy, Just wanted to follow up on this really quickly. No rush, when you're available let me know. We appreciate you being so flexible and letting us interrupt your meeting. Thank you! Leighton</p>	10/2/2023
Inbound	Amy Lyons	<p>Hi Leighton, The November 6th TAB meeting is from 4-5:30 p.m. Typically, when we schedule guests, we put you at the beginning of the meeting which would be around 4:20. If you think you need 15 minutes, I suggest putting you down for 20, TAB is an inquisitive group. They don't really have any official best practices. As a presenter, you are allowed to share your screen and answer questions. The Chair keeps the meeting on track, keeps guests in check if they're speaking out of turn, and watches for raised hands or questions in the chat. I hope that answers your questions. Thanks!</p>	10/2/2023
Outbound	David Galvan	<p>Hi Dave, Just wanted to follow up really quickly to see if either of these times work for you! We would appreciate your help! Thank you! Leighton</p>	10/3/2023
Inbound	David Galvan	<p>Hi Leighton, Sorry about the delay in response, currently I'm receiving a number of similar emails I thought I had responded to yours already. It looks like Friday the 27th of Oct. would work best for me. thanks david take care be safe</p>	10/3/2023
Outbound	David Galvan	<p>Hi Dave, No problem at all. I sent you a calendar invite for the 27th. Let me know if that specific time works for you by accepting the invite. Thanks again, for being willing to meet with us!</p>	10/5/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	David Galvan	Hi again, Just wanted to clarify that you are okay with an in person meeting correct? We would come to you at Mestizo Coffee! Just wanted to double check to see if that works for you. Thank you!	10/5/2023
Outbound	US Translation Services	10/05/2023 Outbound Email Hi! Just a quick question, is there any way that we can add one more sentence to our invoice? I'll put it below and let me know if this would be possible. OPTION 2: Modified TRAX Blue and Green Line operations Thank you! Chiara Serre	10/5/2023
Inbound	US Translation Services	10/06/2023 Inbound Email Hello Chiara, There is no need to make a quote for such a short sentence. We have asked our translator to translate this sentence. Please find it below: OPCIÓN 2: Operaciones de las Líneas Azul y Verde de TRAX modificadas We remain attentive to any questions or comments. Regards, Aldara Suárez	10/6/2023
Outbound	US Translation Services	10/06/2023 Outbound Email Aldara, Thank you very much, we appreciate it! -Chiara Serre	10/6/2023
Outbound	Amy Lyons	Hi Amy, Thank you for being so flexible and willing to let us join you. After speaking to my project team they have decided to opt for a more informal introduction to the project. Laura Mclellan will most likely reach out to you here shortly to bring you and your team up to speed. We appreciate you working with us, and I apologize for the last minute change! Thank you! Leighton	10/6/2023

Inbound/ Outbound	Name	Comment	Date
Outbound		<p>All, Quick reminder of our first TechLink Technical Advisory and Steering Committee meeting being held today at UTA (669 West 200 South) from 10-11 a.m. in the Golden Spike conference room. Please respond to me on this email or give me a call (cell listed below) if you have any problems finding us or joining online. Thank you and see you all shortly. Katie</p>	10/12/2023
Outbound	Austin Taylor	<p>11/09/2023 Outbound Email Hi Austin Taylor,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/6/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Westside Coalition	<p>11/09/2023 Outbound Email Hi Amy Hawkins,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Chris Wiltsie	<p>11/09/2023 Outbound Email Hi Chris Wiltsie,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Christianna Johnson	<p>11/09/2023 Outbound Email Hi Christianna Johnson,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Esther Hunter	<p>11/09/2023 Outbound Email Hi Esther Hunter,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Claudia Trochez	<p>11/09/2023 Outbound Email Hi Claudia Trochez,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Adia Estes	<p>11/09/2023 Outbound Email Hi Adia Estes,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Esther Stowell	<p>11/09/2023 Outbound Email Hi Esther Stowell,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	GreenBike	<p>11/09/2023 Outbound Email Hi GREENbike,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Hassan Abdi	<p>11/09/2023 Outbound Email Hi Hassan Abdi,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Joshua Jones	<p>11/09/2023 Outbound Email Hi Joshua Jones,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Keegan Galloro	<p>11/09/2023 Outbound Email Hi Keegan Galloro,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Kevin Parke	<p>11/09/2023 Outbound Email Hi Kevin Parke,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Kimball Young	<p>11/09/2023 Outbound Email Hi Kimball Young,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Kylar Sharp	<p>11/09/2023 Outbound Email Hi Kylar Sharp,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Kyle Irvin	<p>11/09/2023 Outbound Email Hi Kyle Irvin,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Inbound	Marisa Bomis	<p>11/09/2023 Outbound Email Hi Marisa Bomis,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

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Outbound	Nigel Swaby	<p>11/09/2023 Outbound Email Hi Nigel Swaby,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Rihanna Riggs	<p>11/09/2023 Outbound Email Hi Rihanna Riggs,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Westside Coalition	<p>11/09/2023 Outbound Email Hi Salt Lake City,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	SLC Civic Engagement	<p>11/09/2023 Outbound Email Hi SLC Civic Engagement,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Terry Marasco	<p>11/09/2023 Outbound Email Hi Terry Marasco,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	UTA	<p>11/09/2023 Outbound Email Hi UTA,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

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Outbound	Utah Transit Riders Union	<p>11/09/2023 Outbound Email Hi Utah Transit Riders Union,</p> <p>I'm reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We're exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We're also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Westside Coalition	<p>11/09/2023 Outbound Email Hi Westside Coalition,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	WFRC	<p>11/09/2023 Outbound Email Hi WFRC,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Bryan Hill	<p>11/09/2023 Outbound Email Hi Bryan Hill,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com [Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Yusuf Maung	<p>11/13/2023 Outbound Email Hi Salt Lake City,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package attached to this email.</p> <p>If you are willing, please share this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you! TechLink TRAX Study Team</p> <p>Hotline: (385) 446-8005 Email: info@techlinkstudy.com Website: www.techlinkstudy.com</p>	11/9/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Britney Helmers	<p>11/09/2023 Outbound Email Hi Britney,</p> <p>I hope you are doing well! I’m reaching out as part of the UTA TechLink TRAX Study. TechLink is looking at east-west transit connections in downtown Salt Lake City. We’re exploring a realignment of the TRAX red line with new service to the Granary District and Ballpark. We’re also looking at adding a new TRAX orange line which would directly connect the Salt Lake International Airport with the University of Utah and Research Park.</p> <p>Our study team has asked me to reach out to the Granary District Alliance to see if you would be willing to assist us in spreading the word about the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. You can find the content package attached to this email.</p> <p>If willing, please post this content on Monday, November 13th.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>[Attached - Social Media Content Package & Project Overview Map JPEG]</p>	11/9/2023
Inbound	Britney Helmers	<p>11/09/2023 Inbound Email Thank you, Leighton!</p> <p>We will post next week and share with all our stakeholders at our Board meeting on the 15th.</p>	11/9/2023
Outbound	Britney Helmers	<p>11/10/2023 Outbound Email Hi Britney,</p> <p>Thank you so much. You have been such a great help for both our Granary District Area Plan and our TechLink TRAX Study. We greatly appreciate it!</p> <p>Thank you!</p>	11/10/2023
Inbound	Bryan Hill	<p>11/09/2023 Inbound Email Thanks, I have sent this to our marketing team with The Downtown Community Council.</p>	11/10/2023
Outbound	Bryan Hill	<p>11/13/2023 Outbound Email Hi Bryan,</p> <p>Thank you for your help! If you have any questions please don't hesitate to reach out!</p> <p>Thank you!</p> <p>Leighton</p>	11/13/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Hassan Abdi	<p>11/13/2023 Outbound Email Hi,</p> <p>I hope this email finds you well. I wanted to follow up really quickly to see if you had the opportunity to read the email above. If you are interested please share this content sometime today. If you are willing and unable to post today feel free to post whenever you are available throughout this week. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation! If you have any questions or concerns, please do not hesitate to reach out!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/13/2023
Outbound	Yusuf Maung	<p>11/13/2023 Outbound Email Hi,</p> <p>I hope this email finds you well. I wanted to follow up really quickly to see if you had the opportunity to read the email above. If you are interested please share this content sometime today. If you are willing and unable to post today feel free to post whenever you are available throughout this week. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation! If you have any questions or concerns, please do not hesitate to reach out!</p> <p>Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/13/2023
Inbound	Yusuf Maung	<p>11/13/2023 Inbound Email Thank you so much for reaching out! We'll get this posted today!</p>	11/13/2023
Outbound	Yusuf Maung	<p>11/14/2023 Outbound Email Thank you so much for your willingness to help!</p> <p>Thank you! Leighton</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/14/2023

Inbound/ Outbound	Name	Comment	Date
Inbound	Hassan Abdi	<p>11/14/2023 Inbound Email Hi,</p> <p>Thanks for your patience. We appreciate the opportunity to contribute to the Study's success and our City's future. Although we're unable to share external content directly from our page, we are happy to repost information about the Study on our social media pages.</p> <p>Does your team have a social media account, or are there plans to create one we can reshare? This will help us support the Study on our social pages throughout its duration.</p> <p>Additionally, we will disseminate the information on our other communications channels, including our newsletters and website. We are excited to spread the word on this Study.</p> <p>Please feel free to reach out anytime if you have any questions.</p> <p>Best,</p>	11/14/2023
Outbound	Hassan Abdi	<p>11/15/2023 Outbound Email Hi Hassan.</p> <p>Thank you so much for your assistance in spreading the word about the TechLink TRAX Study. We do not have our own social media however, we have distributed the information to many other Salt Lake channels and would love it if you could repost that content. I am still coordinating content distribution with them but I am happy to let you know when that content is up.</p> <p>Thank you! Leighton</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/15/2023
Inbound	Alan Sernholt	<p>11/15/2023 Inbound Email Dear Techlink Study,</p> <p>Upon receipt of your proposed TRAX Study postcard in the mail I was forced to go to your website as the legend and map was confusing to understand. For instance, the section of existing TRAX line on 400 S which transitions onto 500 S appears to have a proposed third line added on 500 S? The dots/dashes on the map don't necessarily correspond to the legend of the map even on the website.</p> <p>Please clarify when able.</p> <p>Regards, alansernholt@yahoo.com</p>	11/15/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Alan Sernholt	<p>11/16/2023 Outbound Email Hi Alan,</p> <p>Thank you for your interest in the TechLink Trax Study. If you could clarify where you are seeing discrepancies on the map, I would be happy to provide you with more information. As for your other question, you are correct in seeing a proposed line on 500 S (as seen by the dotted orange line). This is the Orange Line. The Orange Line will connect the University of Utah to Salt Lake City International Airport. The existing Red Line will follow the same path it does now through 500 and 400 South however, is planned to be realigned to continue down 400 W (as seen by the dotted line). I hope this helps clarify the map for you, if not please let me know.</p> <p>Thank you! Leighton</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/16/2023
Inbound	Hassan Abdi	<p>11/16/2023 Inbound Email Leighton,</p> <p>Thank you. We will keep an eye out for any social posts that we can repost as well.</p>	11/16/2023
Outbound	Hassan Abdi	<p>11/16/2023 Outbound Email Hi Hassan,</p> <p>Thank you for your dedication to furthering the outreach for the TechLink TRAX Study. SLC Gov has recently posted on Twitter and the Granary District Alliance on Facebook, if you are still looking for something to repost.</p> <p>Thank you for your help! Leighton</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/16/2023
Inbound	Lani Eggertsen-Goff	<p>11/18/2023 Inbound Email Hello,</p> <p>I tried to hit the links on the webpage which I found through Instagram, but they weren't working.</p> <p>Thanks in advance for your help,</p> <p>Lani Kai Eggertsen-Goff</p>	11/18/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Lani Eggertsen-Goff	<p>11/20/2023 Outbound Email Hi Lani,</p> <p>Thank you for your message. I apologize for any technical difficulties you have encountered. We will look into that ASAP however for the time being I will go ahead and add you on our side.</p> <p>Thank you! Leighton</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com</p>	11/20/2023
Inbound	Lani Eggertsen-Goff	<p>11/20/2023 Inbound Email Thank you. I appreciate your help.</p>	11/20/2023
Outbound		<p>11/20/2023 Outbound Email Hi Amanda!</p> <p>I hope you are having a great start to your week. I recently spoke to Cara Lindsley about best contacts to reach out to post on social media about our TechLink TRAX Study, and she passed me along your information. We would greatly appreciate it if you were able to do that. I will attach the content package and graphics to this email however, if you need any other information please let me know. Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com [Attached - Map and Content Package]</p>	11/20/2023
Outbound	Kathryn Hackman	<p>11/20/2023 Outbound Email Hi Kathryn!</p> <p>I hope you are having a great start to your week. I recently spoke to Cara Lindsley about best contacts to reach out to post on social media about our TechLink TRAX Study, and she passed me along your information. We would greatly appreciate it if you were able to do that. I will attach the content package and graphics to this email however, if you need any other information please let me know. Thank you!</p> <p>TechLink TRAX Study Team Hotline: (385)446-8005 Website: www.techlinkstudy.com [Attached - Map and Content Package]</p>	11/20/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	James Alfandre	<p>12/04/2023 Outbound Email Hello James Alfandre -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Outbound	Stephen Alfandre	<p>12/04/2023 Outbound Email Hello Stephen Alfandre -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams</p>	12/4/2023
Outbound	Rylan Anderson	<p>12/04/2023 Outbound Email Hello Rylan Anderson,</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Victoria Winkler	<p>12/04/2023 Outbound Email Hello Victoria Winkler -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Outbound	Alexandra Stoelzle	<p>12/04/2023 Outbound Email Hello Alexandra Stoelzle -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams</p>	12/4/2023
Outbound	Seth Rodewald-bates	<p>12/04/2023 Outbound Email Hello Seth Rodewald-bates -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Yang Du	<p>Hello Yang Du -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Outbound	Ben Lowe	<p>12/04/2023 Outbound Email Hello Ben Lowe -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Outbound	Jordan Atkin	<p>12/04/2023 Outbound Email Hello Jordan Atkin -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Peter Corroon	<p>12/04/2023 Outbound Email Hello Peter Corroon -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams</p>	12/4/2023
Outbound	Tammy Hunsaker	<p>12/04/2023 Outbound Email Hello Tammy Hunsaker -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams</p>	12/4/2023
Outbound	Jessica Norie	<p>12/04/2023 Outbound Email Hello Jessica Norie -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023

Inbound/ Outbound	Name	Comment	Date
Outbound	Dan Nackerman	<p>12/04/2023 Outbound Email Hello Dan Nackerman -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Outbound	Tiffanie Price	<p>12/04/2023 Outbound Email Hello Tiffanie Price -</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/4/2023
Inbound	Jordan Atkin	<p>12/04/2023 Inbound Email The pdf is in Spanish</p>	12/4/2023
Outbound	Jordan Atkin	<p>12/04/2023 Outbound Email My apologies, I will attach the English version below.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams</p>	12/4/2023
Outbound	George Hauser	<p>12/07/2023 Outbound Email Hello George Hauser,</p> <p>We are reaching out to invite you to a community event for Granary District businesses and developers. Two important transportation studies are currently underway, and we want to be sure you're involved in the processes. Join us Dec. 12 at Industry SLC for one or both presentations and Q&A sessions to learn more and provide feedback during these initial stages.</p> <p>Please check out the study websites or give us a call with any questions in the meantime.</p> <p>Sincerely, The TechLink TRAX Study and Granary Area Plan Teams [Attached - Developer Invite]</p>	12/7/2023

Inbound/Outbound	Name	Comment	Date
Inbound	Meredith McBride	12/12/2023 Inbound Email A friend of mine forwarded an email he received in regards to a new Orange line into Research Park. I work in Research Park and I love this. I know that many of my coworkers would use it as well. I would take it every day! If you need any information please let me know. I am very willing to help with what ever is needed to help this come to fruition.	12/12/2023
Outbound	Meredith McBride	12/13/2023 Outbound Email Hi Meredith, Thank you for your interest in the TechLink TRAX Study. We are happy that you like our current alignments. Please visit the Give Feedback page on our website at https://www.techlinkstudy.com/ to share your thoughts and show your support of the study. If you have any questions or concerns please do not hesitate to reach out. Thank you! The TechLink TRAX Study and Granary Area Plan Teams	12/13/2023
Outbound	Andrew Gruber	Hello TechLink TRAX Study Steering Committee members, We are reaching out to connect again on the UTA TechLink Study. We are planning our second Steering Committee meeting. This meeting will be held on Thursday, Jan. 18, from 10 to 11 a.m. at UTA Frontlines Head Quarters (FLHQ) located at 669 West 200 South, Salt Lake City. We will be meeting in the Golden Spike Conference Room. During this meeting, we will be reviewing and discussing proposed alternatives and the evaluation criteria for the TechLink TRAX Study. It is preferable that you attend in-person as we will be doing some interactive mapping exercises. However, we will also provide a virtual option for the presentation portion of the meeting. If you have any questions or would like more information, please contact us at (385) 446-8005 or info@techlinkstudy.com . This email will be followed by a calendar invite. Please respond to the calendar invite with your RSVP for the meeting. Sincerely, The TechLink TRAX Study Team	12/21/2023
Inbound	Andrew Gruber	I just realized that this Tedch Link meeting was scheduled in direct conflict with WFRC Regional Growth Committee meeting. Presumably that was inadvertent, but unfortunate, in that (1) no one from WFRC will be able to attend, and (2) there is a not insignificant overlap in attendees, including but not limited to UDOT and UTA personnel.	1/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Hassan Abdi	<p>Hi,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. The TechLink TRAX Study team has developed four alternatives for TRAX improvements and enhancements in downtown Salt Lake City that are designed to improve the regional system. An alternative is a proposed design option, choice or course of action that meets the study's purpose. These alternatives were created with the goal of supporting the long-term transportation demand and increasing TRAX reliability.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about phase two of the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package and graphics attached to this email.</p> <p>If you are willing, please share this content as soon as you can.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p>	2/26/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Jason Olsen	<p>Hi Jason, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/4/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Jaci Moreno	<p>Hi Jaci, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/4/2024
Inbound	Hassan Abdi	<p>Hello,</p> <p>We have shared the content through all our communication channels. We appreciate the opportunity to contribute to the Study's success and our City's future.</p> <p>Please feel free to reach out if there is any assistance we can provide</p>	3/7/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Juan-David Rouillard	<p>Hi Juan-David, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Janell Cerva	<p>Hi Janell,</p> <p>Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Penelope Pinnecoose	<p>Hi Penelope, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Wise Ng	<p>Hi Wise, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Brianna Puga	<p>Hi Brianna, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Lisia Satini	<p>Hi Lisia, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Ofa Matagi	<p>Hi Ofa, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Lexi Tuddenham	<p>Hi Lexi, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Mariza Gallegos	<p>Hi Mariza, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Tylee Harmon	<p>Hi Tylee, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Scott Cougill	<p>Hi Scott, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Saolo Betham	<p>Hi Saolo, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Jennifer Mayer-Glenn	<p>Hi Jennifer, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Susana Garcia	<p>Hi Susana, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Gilberto "Juan" Rejon Magana	<p>Hi Gilbero, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Tim Funk	<p>Hi Tim, Please join us for breakfast, a short presentation and group discussion hosted by Utah Transit Authority (UTA) about the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. The goal for this meeting is to foster meaningful dialogue and collaboration among community organizations, with the ultimate goal of enhancing the TRAX system to better serve the needs of all residents. Organizations like yours will be pivotal in ensuring TRAX users are aware of the study and have the opportunity to comment.</p> <p>Meeting Details Date: Monday, March 18 Time: 9:30 am - 11 am Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>Kindly confirm your attendance by RSVPing below no later than March 12th. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We look forward to the opportunity to work together!</p> <p>Best, The TechLink TRAX Study</p>	3/8/2024
Outbound	Hassan Abdi	<p>Thank you so much for your help. It is greatly appreciated.</p> <p>Thank you!</p>	3/11/2024
Inbound	Melanie Hall	<p>Hi,</p> <p>I got your email about the TechLink Trax Study on March 18th and would love to join. However, I didn't see a link for registration in the email. Does this email qualify as an RSVP? Or would you be able to send me a link to register?</p> <p>Thanks so much!</p>	3/12/2024
Outbound	Melanie Hall	<p>Hi Melanie,</p> <p>Thank you for your interest in attending our meeting. Unfortunately, due to a conflict we have had to reschedule, but we would still love your attendance on Thursday, April 11 from 12:30 to 1:30 p.m. at the Community Center. We will be sending out a new round of invites closer to the event with all the meeting details, we will make sure to keep you on our invite list.</p> <p>Thank you! Leighton</p>	3/14/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Melanie Hall	Hi Leighton, That works for me! Maybe even better than the 18th. Thanks,	3/14/2024
Outbound	Melanie Hall	Perfect! Glad to hear it!	3/18/2024
Inbound	George Chapman	<p>UTA should prioritize all funding into making bus service convenient and available. UTA should increase bus driver salaries first and restore better ski service without 3 hour waitlines for buses.</p> <p>Many buses could fill up with 10 minute frequency. And better ridership increases could be had with better placement of bus stops (not placing them way down the block).</p> <p>Ignoring basic transit service is not service oriented. Bus service should be much better and not zig zag all over to make up for lack of drivers.</p> <p>Focus on service not on projects that really look more like attempts at building a monument to government.</p> <p>Please make a commitment to service first, not projects. George Chapman SLC</p>	3/26/2024
Outbound	George Chapman	<p>Hi George,</p> <p>Thank you for your interest in the TechLink TRAX Study. We appreciate your feedback and I will make sure to pass this comment along to my project team. If you have any other questions or concerns, please do not hesitate to reach out.</p> <p>Thank you! Leighton</p>	3/27/2024
Outbound		<p>Hi Anastasia,</p> <p>We are happy to forward an invitation. If you have any other questions or concerns, please do not hesitate to reach out.</p> <p>Thank you! Leighton</p>	3/27/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Mariza Gallegos	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Bradford R Drake	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Jennifer Mayer-Glenn	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Gilberto "Juan" Rejon Magana	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Jenn Bean	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Jason Olsen	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Yándary Chatwin	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Juan-David Rouillard	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Cassie Warner	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Brianna Puga	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Penelope Pinnecoose	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Chiafong Tsao	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Avais Ahmed	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Shashidhar Kundojjala	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Bethany Jones	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Andrea Alcabes	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Josie Stone	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Rihanna Riggs	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Alex Eaton	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Kiki Potts	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Micaela Well	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Kristen Carr	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Troy Williams	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Abby Warr	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Kathryn Thomas	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Glenn Bailey	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

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Outbound	Olivia Jaramillio	<p>You are invited to join us for a lunch, short presentation and group discussion hosted by Utah Transit Authority (UTA) regarding the Techlink TRAX Study, which aims to improve TRAX connectivity in the Greater Salt Lake City area. Your voice is extremely important to this process. As such, all participants will receive \$50 in cash for personal use for their participation in the full meeting. If you are unable to make it, please feel free to share the opportunity with a colleague who may be interested. Each organization may send up to three participants to the meeting.</p> <p>Meeting Details</p> <p>Date: Thursday, April 11</p> <p>Time: 12:00 pm – 2 pm</p> <p>Location: Rose Park Neighborhood Center, 754 N. 8th W. Salt Lake City, UT 84116</p> <p>The purpose of this meeting is to foster meaningful dialogue and collaboration among community organizations aiming to improve the TRAX system to better serve the needs of all residents. To support this objective, UTA has allocated financial incentives for organizations to help promote the TechLink TRAX Study. This funding can be utilized for community conversations, material distribution and community events, all of which will be discussed at the meeting on April 11th.</p> <p>The TechLink TRAX Study is administered by Utah Transit Authority (UTA), in partnership with Salt Lake City (SLC), University of Utah, Wasatch Front Regional Council (WFRC) and the Utah Department of Transportation (UDOT). The purpose of the study is to identify opportunities to improve east-west, downtown Salt Lake City and regional TRAX connectivity in the greater Salt Lake City area.</p> <p>To receive the \$50 in cash and commit to attending the meeting, please RSVP and indicate the organization you represent. We are eager to collaborate with you and other organizations in the community to make meaningful improvements to our public transit system.</p> <p>We hope you can attend! If you are interested please RSVP using this link: https://traxstudylunch.rsvpify.com</p> <p>The TechLink TRAX Study</p>	3/29/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Amy Hawkins	<p>Hi Techlink Study folks,</p> <p>The Ballpark neighborhood would appreciate some outreach on the current state of the Techlink project. Some folks from the Granary District Alliance generously tried to copy us on their invitation to the April 11th meeting, but it didn't seem to be a shareable link.</p> <p>One of our board members can make a lunch meeting, but most neighbors can't (usually myself included as a faculty member at the school of medicine). Would it be possible to get a presentation at a Ballpark Community Council meeting? We meet on the first Thursday of the month, beginning at 7 pm.</p> <p>It'll be great to see what the future holds!</p> <p>Thanks for your time,</p> <p>Amy J. Hawkins, PhD Chair, Ballpark Community Council</p>	4/2/2024
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Thank you for your interest in the TechLink TRAX Study. Unfortunately our April 11th lunch is a closed event, however we are more than happy to present at an upcoming Ballpark Community Council meeting. Does any meeting work for you? I am happy to coordinate with my project team to integrate this presentation into their schedule. If you have any other questions or concerns please do not hesitate to reach out.</p> <p>Thanks. Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/3/2024
Inbound	Amy Hawkins	<p>Thanks for your quick reply, Leighton! Any meeting currently would work (tomorrow's meeting, April, is a bit light, and May is currently looking crowded). I don't have anyone scheduled for June, yet.</p> <p>What kind of presentation length does your team usually do? What kind of feedback are they seeking?</p> <p>We covered the Downtown Salt Lake City TRAX Extensions and Connections Study UTA study at our Ballpark Community Council meeting on June 3, 2021, so the topic shouldn't be completely unfamiliar to people (and obviously the ideas are getting some coverage in the media). All three future scenarios presented involved reactivating the abandoned railroad line just north of the Ballpark Station, so I'm not sure if the different scenarios will have distinctly different implications for the residents and businesses in Ballpark beyond where we can easily travel and who can easily travel to us. It'll be interesting to get perspective on that.</p> <p>Thanks for your time.</p> <p>Amy J. Hawkins, PhD</p>	4/3/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Probably 10-15 minutes, including Q&A. We want to share alternatives, provide info for engaging on the website and let you know next steps after this round of public engagement! Would that work for your June meeting?</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/5/2024
Inbound	Amy Hawkins	<p>That would be terrific! Let's plan on it.</p> <p>Amy J. Hawkins, PhD</p>	4/5/2024
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Perfect. Just want to clarify the meeting will be on Thursday, June 6 at 7 p.m.?</p> <p>Thank you! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Christopher McKinley	<p>Good afternoon Christopher,</p> <p>Thank you for your participation last week’s Community-Based Organization meeting regarding the TechLink TRAX Study. Utah Transit Authority (UTA) is very grateful for the robust discussion, feedback about the TRAX system as a whole and conversation about the proposed alternatives presented for TechLink TRAX improvements.</p> <p>As discussed during the meeting, UTA has funding available for Community-Based Organizations to help get the word out about the Study. We are very interested in reaching your stakeholders in order to garner critical feedback from those who will be most impacted by TRAX system updates. If your organization would like to host an event, boost a social media post about the TechLink TRAX study, distribute information or post a flyer about the Study—we’d love to hear from you. We’re also open to discussing other avenues in which we can collaborate.</p> <p>Partnering with organizations such as yours will enable UTA to gather feedback on the TechLink TRAX Study from individuals you work directly with in the community. If you are interested in being a partner in this effort and further collaborating with us, please respond to this email and we will coordinate with you directly.</p> <p>We thank you again for your time,</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/17/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Melanie Hall	<p>Good afternoon Melanie,</p> <p>Thank you for your participation last week’s Community-Based Organization meeting regarding the TechLink TRAX Study. Utah Transit Authority (UTA) is very grateful for the robust discussion, feedback about the TRAX system as a whole and conversation about the proposed alternatives presented for TechLink TRAX improvements.</p> <p>As discussed during the meeting, UTA has funding available for Community-Based Organizations to help get the word out about the Study. We are very interested in reaching your stakeholders in order to garner critical feedback from those who will be most impacted by TRAX system updates. If your organization would like to host an event, boost a social media post about the TechLink TRAX study, distribute information or post a flyer about the Study—we’d love to hear from you. We’re also open to discussing other avenues in which we can collaborate.</p> <p>Partnering with organizations such as yours will enable UTA to gather feedback on the TechLink TRAX Study from individuals you work directly with in the community. If you are interested in being a partner in this effort and further collaborating with us, please respond to this email and we will coordinate with you directly.</p> <p>We thank you again for your time,</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/17/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Lisia Satini	<p>Good afternoon Lisia,</p> <p>Thank you for your participation last week’s Community-Based Organization meeting regarding the TechLink TRAX Study. Utah Transit Authority (UTA) is very grateful for the robust discussion, feedback about the TRAX system as a whole and conversation about the proposed alternatives presented for TechLink TRAX improvements.</p> <p>As discussed during the meeting, UTA has funding available for Community-Based Organizations to help get the word out about the Study. We are very interested in reaching your stakeholders in order to garner critical feedback from those who will be most impacted by TRAX system updates. If your organization would like to host an event, boost a social media post about the TechLink TRAX study, distribute information or post a flyer about the Study—we’d love to hear from you. We’re also open to discussing other avenues in which we can collaborate.</p> <p>Partnering with organizations such as yours will enable UTA to gather feedback on the TechLink TRAX Study from individuals you work directly with in the community. If you are interested in being a partner in this effort and further collaborating with us, please respond to this email and we will coordinate with you directly.</p> <p>We thank you again for your time,</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/17/2024
Inbound	Melanie Hall	<p>It was such a pleasure joining everyone to discuss the study last week. HEAL is very interested in collaborating with UTA to get the community engaged. Let's schedule a time to chat. And I'd love to bring in our Comms Director Meisei Gonzalez as well.</p> <p>Thank you!</p> <p>Melanie</p>	4/17/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Thomas Merrill	<p>Hi Thomas,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the Downtown Community Council. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024
Outbound	GDA	<p>Hi Brittany,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the Granary District Alliance. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Rihanna Riggs	<p>Hi Rhianna,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the Central City Community Council. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024
Outbound	Esther Hunter	<p>Hi Esther,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the East Central Community Council. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Fairpark Community Council	<p>Hi Charise,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the Fairpark Community Council. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024
Outbound	Terry Marasco	<p>Hi Terry,</p> <p>I hope this email finds you well. My name is Leighton, and I am reaching out to you on behalf of the TechLink TRAX Study team.</p> <p>We wanted to see if it were possible to present to the Jordan Meadows Community Council. We believe that our presentation, which would take approximately 15-20 minutes, could offer valuable information to your council members. We are prepared to send 3-4 presenters who can provide a comprehensive overview and answer any questions that may arise. We are eager to engage with your community council and share insights about the study, its alternatives, and current progress.</p> <p>Please let us know a time that works best for you, and we are happy to make the necessary arrangements.</p> <p>If you have any questions or require further assistance, please don't hesitate to reach out to us. Your support and cooperation are greatly appreciated.</p> <p>Thank you! Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024
Inbound	Terry Marasco	<p>We are in the process of merging with Westpointe and will have time in some months. I can post anything now for our review.</p>	4/18/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Melanie Hall	<p>Hi Melanie,</p> <p>We would love for the opportunity to meet with you and Meisei. I will attach some of our project team's availability below. Please let me know if any of these dates work for you.</p> <p>Availability Tuesday, April 23 @ 4 -5 p.m. Wednesday April 24 @ 4 - 5 p,m, Thursday, April 25 @ 12 - 1 p.m.</p> <p>Thank you! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/18/2024
Inbound	Melanie Hall	<p>Great! I will be traveling for work next week, which is making my calendar a bit of a mess. Do you have availability the following week?</p> <p>Thank you!</p> <p>Melanie</p>	4/18/2024
Inbound	Fairpark Community Council	<p>Leighton, thank you so much for reaching out to us!</p> <p>We would love to have you but are booked up for April & May -- is June too late for y'all?</p> <p>Thank YOU, Fairpark (michelle)</p>	4/18/2024
Inbound	Barton Blackburn	<p>Don't take the new research park line after the South Campus Station. Take it off of the Stadium station, along Foothill and Sunnyside. You can still add Research Park service but also give VA service and easily extend to Hogle Zoo and This Is The Place Monument Service</p>	4/19/2024
Inbound	Rihanna Riggs	<p>Hi Leighton, What is the project schedule like? Our May agenda is pretty full, but we could likely fit it in if hosting you in June is too late.</p> <p>Rhianna</p>	4/19/2024
Inbound	Thomas Merrill	<p>Hi Leighton, I'm positive our council would want to have you join us and present. I'll present the idea to them in our Board meeting tomorrow and let you know.</p> <p>June 19th is the next likely opportunity. Would that work for you?</p> <p>-Tom</p>	4/22/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Melanie Hall	<p>Hi Melanie,</p> <p>That would be perfect. We would love to schedule a one hour meeting. I will include some of our project team's availability below. Let us know if any of these times work for you.</p> <p>Availability Wednesday, April 24 3:00 - 5:00 p.m. Friday, April 26 12:00 - 3:00 p.m.</p> <p>Thank you! We can't wait to meet with you. The TechLink TRAX Study and Granary Area Plan Teams</p>	4/22/2024
Outbound	Terry Marasco	<p>Hi Terry,</p> <p>Thank you for getting back to me. When do you think your community council will be available for a presentation?</p> <p>Thanks again! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/22/2024
Outbound	Fairpark Community Council	<p>Hi Charise,</p> <p>June would be great! When is your June work session? We appreciate your help in spreading the word!</p> <p>Thank you! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/22/2024
Inbound	Melanie Hall	<p>Great! Let's go with Friday, April 26 at 12pm.</p> <p>Looking forward to it!</p> <p>Melanie</p>	4/22/2024
Outbound	Barton Blackburn	<p>Thank you for your interest in the TechLink TRAX Study! Your comment has been noted and will be brought to the project team.</p> <p>Thank you! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/22/2024
Outbound	Rihanna Riggs	<p>Hi Rhianna,</p> <p>June would be great! When is your June work session? We appreciate your help in spreading the word!</p> <p>Thank you! The TechLink TRAX Study and Granary Area Plan Teams</p>	4/22/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Thomas Merrill	Hi Thomas, June would be great if that works for you. We appreciate your help in spreading the word! Thank you! The TechLink TRAX Study and Granary Area Plan Teams	4/22/2024
Outbound	Melanie Hall	Hi Melanie, Perfect! I will send out a calendar request now! See you then! Thanks! The TechLink TRAX Study and Granary Area Plan Teams	4/22/2024
Inbound	Fairpark Community Council	We meet on June 27 @ 6:30 PM -- thank you for confirming! We will send out an agenda as we get closer to the date.	4/22/2024
Inbound	Terry Marasco	Not clear now	4/22/2024
Inbound	Rihanna Riggs	Great! Our meeting is on June 5 from 6-7:30 at the Salt Lake Main Library. I'll touch base with you as it gets closer and let you know what time you're on the agenda. Thanks! Rhianna	4/22/2024
Outbound	Fairpark Community Council	That would be great. Thank you so much. We look forward to meeting you! Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	4/24/2024
Outbound	Terry Marasco	No worries! Let me know when things are more clear! Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	4/24/2024
Outbound	Rihanna Riggs	Thank you! We look forward to meeting with you! Thanks again! Leighton The TechLink TRAX Study and Granary Area Plan Teams	4/24/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Christopher McKinley	<p>Good afternoon,</p> <p>We are immensely appreciative of the opportunity to engage in the meeting the other day. It was truly inspiring to discuss potential collaborations with such a dynamic and community-focused group like yours.</p> <p>Circles Salt Lake is thrilled to extend an invitation for you all to join us at our upcoming meeting on May 16th. Our gatherings are always filled with energy and enthusiasm, and we believe your presentation would greatly enrich our community's experience. The meeting typically runs from 5:30 PM to 7:30 PM, but you are more than welcome to arrive at 5:00 PM to set up or attend to any additional preparations.</p> <p>In addition, we are particularly excited about the possibility of having the ice cream truck at the meeting! It would undoubtedly add a delightful touch to our event and further enhance the experience for everyone involved.</p> <p>We eagerly anticipate the opportunity to partner with you and hear more about your initiatives. Thank you once again for considering this invitation, and we are looking forward to a fruitful collaboration.</p> <p>Warm regards,</p> <p>Christopher</p> <p>Coach Circles Salt Lake</p>	4/25/2024
Outbound	Christopher McKinley	<p>Hi Chris,</p> <p>Thank you so much for reaching out to the TechLink TRAX Study. I am sure we would love to attend your event. I will pass this information along to my project team and get back to you as soon as possible. For the event would you like a presentation and what do the time restrictions look like? We are happy to do whatever works best for you.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/26/2024
Inbound	GDA	<p>Greetings,</p> <p>We would love to have you all at our meeting on June 12th from 3-5pm at Woodbine food hall. Please let me know if you all can make it and who will be the point of contact.</p> <p>Thank you !</p> <p>Best regards, Tim Dwyer - Chair GDA Board.</p>	4/26/2024

Inbound/Outbound	Name	Comment	Date
Outbound	GDA	<p>Hi Tim,</p> <p>Thank you so much we would love to attend your meeting. Let me pass this information along to my project team and I will get back to you about who will be presenting.</p> <p>Thanks again! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/26/2024
Inbound	Christopher McKinley	<p>Sorry, I've been on vacation. You'll have about a 15 minute window to present to the community.</p>	4/29/2024
Inbound	Gwyn Higgins	<p>Hello,</p> <p>I want to advocate for Alternative 3 in the Tech Link study, as it straightens the rail that goes from the more southern stops to the airport. It also makes implementing the Rio Grande Plan much easier.</p> <p>We need the Rio Grande Plan. The current station is in a dismal state of disrepair and is so close to an already built and beautiful Rio Grande station. Sinking the rail tracks would also allow that area to connect east and west as well as open up space for further revitalization of that prime Realestate near downtown.</p> <p>Please implement the Rio Grande Plan and make Rail great again.</p> <p>Thank you,</p> <p>Gwyn Higgins</p>	4/30/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	George Chapman	<p>The feedback questionnaire seems to be slanted to push projects. So I provide these comments:</p> <p>I am against spending \$100 million plus for each of the scenarios. I urge providing adequate bus service before planning new projects.</p> <p>A new rail line to the Airport Station that only gets 1300 average on and off a day is not worth \$100 million dollars.</p> <p>Most complaints about UTA service are about lack of adequate and respectable bus service. Much is due to low driver pay and the resulting turnover. The last three buses I caught stopped in the street away from the curb due to driver inexperience and the tire leasing manager's orders to stay away from the curb. An experienced bus driver will get to the curb. Please prioritize respectful pay to ensure adequate driver staffing. UTA is not providing enough service due to not enough drivers. AND INADEQUATE PAY IS THE ISSUE.</p> <p>A bus from the Airport to the UofU would be faster. With a stop Downtown and a stop at the UofU and another at the Research Park or Medical Center, it would be much more cost effective than a \$100 million new rail line.</p> <p>A further study should determine if it makes sense to reconfigure the Green Line to go to Central Station and have the Blue Line go to the Airport. I would think that the West Valley ridership to the Airport via TRAX is less than the potential of Blue Line.</p> <p>I am concerned about the rail line on 400 West offshoot from the 1300 South spur. New construction would seem to complicate the rail line that would be better utilized for a wide bike/pedestrian green way linear park. That would encourage more construction in my opinion than a new \$100 million rail line on 400 West. Sharing a speedy TRAX with a linear park and path is not safe</p> <p>Please focus on providing adequate service on buses before wishing and hoping for more rail lines.</p> <p>It should be noted that ridership on new projects has not been forecasted properly. The reduced ridership on the UVX and S-Line is a good example.</p> <p>Please provide better, adequate and respectable bus service (and stop covering the windows with ads that stop us from seeing where our stop is). I apologize for repeating myself with similar arguments 10 years ago.</p> <p>George Chapman 1186S, 1100E, SLC 801 867 7071</p>	4/30/2024

Inbound/Outbound	Name	Comment	Date
Outbound	Gwyn Higgins	<p>Hi Gwyn,</p> <p>Thank you for your interest in the TechLink TRAX Study. We appreciate your feedback, and I will share this with our team. If you have any other questions, comments or concerns, please do not hesitate to contact us.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/30/2024
Outbound	George Chapman	<p>Hi George,</p> <p>Thank you for your interest in the TechLink TRAX Study. We appreciate your feedback, and I will make sure to share this with our team. If you have any other questions, comments or concerns, please do not hesitate to contact us.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	4/30/2024
Inbound	Amy Hawkins	<p>Yes. Although one of our major presentations just dropped out of our May meeting--graduation conflict--so if you wanted to give your presentation at this month's meeting, this Thursday, May 2nd, at 7 pm, you would be more than welcome!</p> <p>The in-person portion of the meeting will be held at Salt Lake Community College, South City Campus, 1575 S. State Street, Room 3-179. But you would be welcome to Zoom into the meeting and present your slides virtually over Zoom.</p> <p>Apologies for waiting to get back to you on the details until this week. We had been having substantial issues with our hybrid meetings, and last month we had to go online-only at the very last last minute, even with a Salt Lake Community College tech support staff member on hand. Not ideal! But last Tuesday, I met in person in the same room with Salt Lake Community Council tech support and had a productive troubleshooting session. I'm confident that things will go smoothly this week and we also have an additional tech support staff member on hand to help us out if things take a turn.</p> <p>Thanks very much either way,</p> <p>Amy J. Hawkins, PhD</p>	4/30/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Thank you for reaching out to us. After speaking to my project team it looks like we are looking to present following this current phase of outreach. So unfortunately, we will not be available to present tomorrow however we would love the opportunity to present sometime during your Thursday, June 7th meeting. If you have any questions or concerns before then, please do not hesitate to reach out.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/1/2024
Inbound	Amy Hawkins	Sure, just confirming, the meeting in June will be on Thursday, June 6th.	5/1/2024
Outbound	Christopher McKinley	<p>Hi Chris,</p> <p>Perfect. We can't wait! Do you have a rough estimate of how many people will be attending so we can buy ice cream accordingly? We also traditionally provide a gluten free option and a nut free option, but please let me know if you need anything else.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/2/2024
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Perfect. We are looking forward to it!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/2/2024
Outbound	George Chapman	<p>Dear Mr. Chapman</p> <p>Thank you for your comments regarding the Techlink study which have been shared with the UTA Board of Trustees.</p> <p>Kind Regards. Hayley Mitchell</p>	5/2/2024
Inbound	Christopher McKinley	Awesome! So we typically prepare for 70 people. Thank you so much	5/2/2024
Inbound	Lisia Satini	<p>Just wanted to follow up to be a partner in this effort and have some upcoming events we'd like to coordinate. Please let me know how we can better connect.</p> <p>Best,</p>	5/3/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Lisia Satini	<p>Hi Lisia,</p> <p>We would love to hop on an hour-long virtual call to discuss potential collaboration opportunities. I will include some of my project team's availability below, please let me know if any of these times would work for you.</p> <p>Team Availability Monday, May 20 10:00-11:00a.m., 12:00-1:30p.m., 3:00-5:00 p.m. Tuesday, May 21 4:00-5:00p.m. Friday, May 24 12:00-5:00p.m.</p> <p>Thank you! We look forward to collaborating with you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/6/2024
Inbound	Christopher McKinley	<p>Hi Team!</p> <p>We are incredibly excited to have you all come to present to our community on May 16th. I would like to introduce you to our amazing volunteer coordinator, Kelli! She will be your point of contact for the meeting. Kelli, please meet the amazing team!</p> <p>Best, Chris</p>	5/6/2024
Inbound	Christopher McKinley	<p>Thank you so much Chris!</p> <p>Hello Team! Thank you for being willing to come and be part of our community next Thursday, May 16th. Is there someone that I can chat over the phone with for a few minutes to finalize everything?</p> <p>Thank you again. Have a wonderful day!</p> <p>Kelli Parker</p>	5/6/2024
Inbound	Lisia Satini	<p>Anytime during these times and dates works for me. Tuesday, May 21 4:00-5:00p.m. Friday, May 24 12:00-5:00 pm</p> <p>Preferably these times work for me:</p> <p>Tuesday, May 21 4:00-5:00p.m. Friday 5/24 12-1 pm 4-5 pm</p>	5/6/2024
Outbound	Lisia Satini	<p>Hi Lisia,</p> <p>I just scheduled something for Tuesday, May 21 4:00-5:00 p.m. Please let me know if you have any difficulties receiving that calendar invite.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/7/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Christopher McKinley	<p>Hi Kelli,</p> <p>It is so nice to hear from you. Thanks again for inviting us to collaborate with your community. I am happy to take your call to finalize those final details. I am about to hop onto a call from 10:00 - 11:00 a.m. today but I am available the rest of the day! My name is Leighton Read and my number is 801-673-6143. I look forward to hearing from you!</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/7/2024
Inbound	Christopher McKinley	<p>Thank you so much!! I am sorry I am just getting this. I have meetings for most of the day but will definitely try and call you after to see if you're available.</p> <p>Thanks again!</p> <p>Kelli Parker</p>	5/7/2024

<p>Inbound</p>	<p>Christopher McKinley</p>	<p>Hi Leighton! It was such a pleasure speaking with you. Here is the information we send to our dinner groups:</p> <p>We are so grateful to have you join us in Building Community to End Poverty!</p> <p>Circles Salt Lake is doing important work to reduce poverty throughout Salt Lake County, serving individuals and families who have grown to adulthood in intergenerational poverty as well as those experiencing situational poverty including recent refugees. Circles meets with participants and volunteers weekly on Thursday evenings, working toward a goal of earning 200% of Federal Poverty Guidelines (\$55,500 annually for a family of four).</p> <p>Alongside our support of the adults in our program, we run a children’s program to allow parents to work on their goals while volunteers teach our kids basic life skills to be happy, healthy, safe and successful while they interact with other kids their age.</p> <p>Another part of what makes Circles successful is the dinner during our Weekly Meetings. We rely on community partners, members, and local restaurants to contribute. The success at dinner happens when everyone sits down together to socialize and enjoy the meal.</p> <p>Here is a little bit of information about the process:</p> <p>Groups bringing dinner to a weekly meeting should be prepared with food to feed approximately 70 people with service beginning at 5:45 pm.</p> <p>The meal should include a main course, healthy side, and dessert. We do have a few dietary needs that should be kept in mind when planning what to bring, when possible. A couple of our families are vegetarian, and one individual requires a gluten free diet.</p> <p>It's very helpful if sponsors can also provide disposable plates, cups, utensils, and water to drink.</p> <p>We ask that the food be pre-made and brought ready to serve to the Community Opportunity Center, 2530 South 500 East by 5:30pm to have time to set up.</p> <p>We will touch base a week prior with a more exact number. We love it when a few members of the group help serve the meal, and we are happy to invite the rest to make a plate and enjoy dinner with our amazing families, children, and volunteers! Dinner lasts until around 6:30pm. At that time we ask that members of the group help clean up dinner and make to-go boxes for our families.</p>	<p>5/7/2024</p>
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Inbound/ Outbound	Name	Comment	Date
		<p>To sign up, please visit Circles Salt Lake Dinner Signup.</p> <p>Please don't hesitate to reach out if you have any questions, or if there is any additional information we can provide.</p> <p>Thanks again,</p> <p>Kelli Parker</p>	
Outbound	Christopher McKinley	<p>Hi Kelli,</p> <p>Thanks for calling and for shooting this over. I will talk to my project team and get back to you as soon as possible!</p> <p>Thanks again!</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	5/7/2024
Inbound	Lisia Satini	Got the invite.	5/7/2024
Inbound	Christopher McKinley	<p>You are wonderful! Thank you so much.</p> <p>Kelli Parker</p>	5/7/2024
Outbound	Christopher McKinley	<p>Hi Kelli,</p> <p>I have spoken to my project team and we are happy to provide dinner on Thursday, May 16. Thanks for having us!</p> <p>Thank you!</p> <p>Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	5/8/2024
Inbound	Christopher McKinley	<p>You are the best! Thank you so much Leighton. I will be your direct contact. Please feel free to contact me if you have any questions.</p> <p>Thank you again!</p> <p>Kelli Parker</p>	5/8/2024
Inbound	Christopher McKinley	<p>Hi Leighton! Who should we say is sponsoring the meal and speaking? We would love to give credit. :)</p> <p>Thanks so much!!</p> <p>Kelli Parker</p>	5/8/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Christopher McKinley	Hi Kelli, You can say it was sponsored by the TechLink TRAX Study. Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	5/10/2024
Inbound	Christopher McKinley	Perfect! Thank you so much. Kelli Parker	5/10/2024
Inbound	Kelli Parker	Hi Leighton! We are super excited for you and your team to come tomorrow. Do you have a presentation you would like us to have ready? Is there anything you need for your presentation? Just to confirm your presentation will be approximately 15 minutes, correct? In regards to dinner, do you need anything from me? I would plan on feeding approximately 70 people like we originally planned. Will 5:30pm still work to set up? Thank you again Leighton! Have a fabulous day. Kelli Parker	5/15/2024
Outbound	Kelli Parker	Hi Kelli, We are excited to be there! We have a PowerPoint presentation, however two of the presenters will be coming with me at 5:30 p.m. to help set up the food and are happy to get everything for the presentation ready to go too, if that works! Besides that we have flyers to hand out but we will plan on bringing those. As for dinner, we have everything good to go for 70 people and accommodations for those who are vegetarians or have gluten allergies! We can plan on being there at 5:30 for set up! Thanks again! Leighton The TechLink TRAX Study and Granary Area Plan Teams	5/16/2024
Inbound	Kelli Parker	That is perfect!! Thank you so much. I am excited to meet you all in person this evening. Thank you again for coming tonight and supporting our community. Kelli Parker	5/16/2024
Outbound	Kelli Parker	Hi Kelli, Of course, thanks for having us! We will see you soon! Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	5/16/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Kelli Parker	<p>Good morning!</p> <p>Thank you guys for all of the amazing information and the delicious food you all provided for our community. We would like to mention you all in our newsletter. Could you send us the names of everyone that presented? Thank you so much!</p> <p>--</p> <p>Christopher McKinley</p>	5/20/2024
Outbound	Kelli Parker	<p>Hi Kelli,</p> <p>Thank you so much, that would be awesome. Presenters included Katie Kourianos, Alexis Verson and Christobal Villegas! Let me know if you need any additional information!</p> <p>Thank you!</p> <p>Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/21/2024
Inbound	Rihanna Riggs	<p>Hi Leighton,</p> <p>We are looking forward to having your team present at our upcoming council meeting. We have you on the agenda for 7:05pm.</p> <p>Thanks!</p> <p>Rhianna</p>	5/22/2024
Outbound	Rihanna Riggs	<p>Hi Rhianna,</p> <p>Thank you for the update. We are looking forward to it!</p> <p>Thanks!</p> <p>Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/23/2024
Outbound	Lisia Satini	<p>Hi Lisia,</p> <p>Here is the UTA logo for your block party flyers! We met with the Wayfinders yesterday and will have a better idea by the end of the week if they will be able to attend your block party and in what capacity. But at a minimum we will be able to have the ice cream truck there for the event. Please let me know if we can help with anything else!</p> <p>Thanks!</p> <p>Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/29/2024
Outbound	Lisia Satini	<p>Forgot to attach the PNG. 😊 Here you go!</p> <p>Thank you!</p> <p>Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	5/29/2024
Inbound	Lisia Satini	<p>Awesome, thank you so much!</p>	5/29/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Rihanna Riggs	Hi Leighton, Is there any way we can switch your presentation to 6:30(ish)? Let me know if that works for your schedule. Thanks! Rhianna	5/31/2024
Outbound	Rihanna Riggs	No problem, that still works great for us. Just wanted to follow up and see exactly what the AV setup looks like so we can be prepared for our presentation. If you could provide me with that information, that would be super helpful. Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	5/31/2024
Outbound	Amy Hawkins	Hi Amy, We are excited to present to the Ballpark Community Council this next Thursday. I just wanted to follow up to see if you could provide me with some more details. Do you have a specific time we will be on the agenda as well as if you could let me know what the AV setup looks like so we can be prepared for our presentation, that would be great! Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	5/31/2024
Inbound	Rihanna Riggs	Hi Leighton, The library is equipped with a projector and hdmi cable. You're welcome to present from your own laptop, or you can send us the presentation and you can use our equipment. Whatever is easiest for you. It might be nice for us to have a copy of the file as a backup, just in case. Thank you! Rhianna	6/1/2024
Outbound	Amy Hawkins	Hi Amy, Just following up on this! Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams	6/3/2024
Outbound	Rihanna Riggs	Perfect. I will let my project team know. I have attached our presentation below just in case. Thank you! Leighton Central City PPT June 2024.pptx The TechLink TRAX Study and Granary Area Plan Teams	6/3/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Amy Hawkins	<p>Hi Leighton,</p> <p>Apologies, I was communicating back and forth with our contacts at Salt Lake Community College through the end of last week. Unfortunately, SLCC couldn't provide a classroom with tech support with us for a June 6th meeting, so we'll be holding our meeting ONLINE ONLY over Zoom, rather than a hybrid meeting. On the plus side, projecting and getting good community participation may actually be easier for everyone.</p> <p>The link for our meeting, which starts at 7 pm, is: https://us06web.zoom.us/j/87260983902?pwd=nEHDlgBF7buuTfZenUHHi3RUjiNozd.1</p> <p>(We've had some fairly significant tech issues in their classrooms for the past four months, like a firewall on the classroom computers keeping us out of any email accounts we use to sign into the meetings using a pre-registration feature, so we insist on having tech support present for at least the start of any hybrid meetings.)</p> <p>Going back to our earlier communication, a format of about 10-15 minutes, including Q&A, would be great. Would you be available to sign on around 7:15 or 7:20 pm?</p> <p>Our other meeting agenda items include a presentation by the Livable Streets program for the Ballpark area about street calming, and a pair of planned development projects called "Elliot North and Elliot South," located at 29 W. 800 South and 846 S. Richards Street. We also usually have our neighborhood Community Liaison Officer, Sam Fallows, sign on to answer folks' questions first. I'm confirming everyone's availability and making sure no one has any specific limitations.</p> <p>Thanks for your patience!</p> <p>Amy J. Hawkins, PhD</p>	6/4/2024

<p>Inbound</p>	<p>Ballpark Community Council</p>	<p>Hi Ballpark!</p> <p>The Ballpark Community Council is hosting an online-only meeting over Zoom this Thursday, June 6th at 7 PM. Join us over Zoom at: https://tinyurl.com/2tyc8459</p> <p>Our meeting will feature presentations and Q & A on:</p> <ol style="list-style-type: none"> 1. The TechLink TRAX study, including realignment of the TRAX Red Line, with a new spur through the Granary District to Ballpark Station: https://www.techlinkstudy.com/ 2. A presentation by the Livable Streets program about proposed traffic calming in the Ballpark neighborhood, 3. The Paxton, a 7-floor building proposed for 203-225 W. Paxton Avenue with 302 residential units and ground-floor retail/commercial space, 4. A pair of projects called Elliot North and Elliot South, proposed for 29 W. 800 South and 846 S. Richards Street. Together, these 7- and 8-story buildings would house 345 residential units and ground floor live/work units along Richards Street that would be expected to function as artist studio space. More details on the development and the modifications the applicant is requesting to zoning standards can be found here: https://www.slc.gov/planning/2024/04/09/openhouse2024-elliott/ <p>That's 647 new residential units in one meeting!</p> <p>Look out for some serious fun the rest of this week in Ballpark: dogs, baseball, fireworks, art markets, and the community yard sale. Read on for more details!</p> <p>BARK! in the Park: on Wednesday, June 5th, the Salt Lake Bees will host their very first of FIVE dog-friendly Bees games at Smith's Ballpark. Customers must have a bark in the park ticket and signed waiver to enter the ballpark with their dog. Check out the details here, and we'll meet you and yours in the dog-friendly section: https://www.milb.com/salt-lake/tickets/bark-in-the-park</p> <p>Ballpark Bites food trucks will be at Jefferson Park on Wednesdays from 5 – 8 p.m. for the remainder of June. On Wednesday, June 5th, you can visit Los Panchitos Mexican food truck, Kona Ice, and Ballpark's own 789 Project.</p> <p>On Thursday, June 6th, the Salt Lake Bees are hosting a post-game drone show, and on Friday, June 7th, the Bees are hosting their second post-game FIREWORKS show of the year. Prep your babies, dogs, veterans, and watch out for our extra neighborhood guests after dark!</p> <p>We'll see more neighborhood guests this weekend for the Strength in Shades Market running from Friday, June 7th, 6 pm - 9 pm, and Saturday June 8th, 10 am - 2 pm at Publik Coffee.</p> <p>On Saturday, June 8th, neighbors and the Ballpark Action Team will host the Ballpark Community Yard Sale from 8 am - 1 pm, and the Fireweed Art & Food Market will be happening in front of HK Brewing in the Target parking lot from noon - 5 pm.</p> <p>Stay safe and hydrated as the temperatures climb!</p>	<p>6/4/2024</p>
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Inbound/ Outbound	Name	Comment	Date
Outbound	Amy Hawkins	<p>Hi Amy,</p> <p>Thank you for getting back to me! I appreciate you providing me with all the above details. I will pass them along to my project team. We are happy to sign on at 7:15 p.m.!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/5/2024
Inbound	GDA	<p>Hi all,</p> <p>Just wanted to confirm that you all wanted to present at our meeting next week, June 12 from 3-5pm at Woodbine Food hall. Please let me know who will be presenting and how much time you will need. Thank you!</p> <p>Tim Dwyer GDA Char 435-590-0841</p>	6/5/2024
Outbound	GDA	<p>Hi Tim,</p> <p>Yes we are planning on presenting at your meeting next week. Let me coordinate with my project team and figure out who exactly will be presenting. Do you have a specific time as to when we will be on the agenda and could you also let me know what the AV set-up looks like? I will let you know as soon as I have more information!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/6/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Ballpark Community Council	<p>Hi Ballpark!</p> <p>A friendly day-of reminder of tonight's *online only* Ballpark Community Council meeting at 7 pm! Join us over Zoom at: https://tinyurl.com/2tyc8459</p> <p>Our meeting will feature presentations and Q & A on:</p> <ol style="list-style-type: none"> 1. Community safety issues with Salt Lake Police Detective Sam Fallows, 2. The TechLink TRAX study, about the proposed new spur through the Granary District to Ballpark Station https://www.techlinkstudy.com/ 3. a presentation by the Livable Streets program about proposed traffic calming in the Ballpark neighborhood, 4. a pair of planned development projects called Elliot North and Elliot South, proposed for 29 W. 800 South and 846 S. Richards Street. Together, these 7- and 8-story buildings would house 345 residential units and ground floor live/work units along Richards Street that are expected to function as artist studio space. More details on the development and the modifications the applicant is requesting to zoning standards can be found here: https://www.slc.gov/planning/2024/04/09/openhouse2024-elliott/ <p>Developers for The Paxton let us know that they need to delay their presentation until our August meeting. The good news is this opportunity for refining The Paxton proposal will mean an even better fit to the community than what was originally envisioned. Stay turned!</p> <p>Don't forget about tonight's post-game drone show!</p> <p>Join us!</p>	6/6/2024
Outbound	GDA	<p>Hi Tim,</p> <p>I have attached the slides for tomorrow below. I just wanted to follow up and see what best practices were for sharing slides.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/11/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	GDA	<p>Hi,</p> <p>Just following up on this! We are able to print the slides if there is no AV set up as well! In addition, we don't have access to the agenda document, could you send it again please? Thank you, we are looking forward to this afternoon!</p> <p>Thanks again! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/12/2024
Inbound	GDA	<p>Hi Leighton,</p> <p>We will have a projector available and I have downloaded your slides. We look forward to having you all at the meeting! Feel free to reach out to my cell if you have any questions.</p> <p>Best regards, Tim Dwyer 435-590-0841</p>	6/12/2024
Outbound	Thomas Merrill	<p>Hi Thomas,</p> <p>How are you? Just wanted to follow up and see if we are still okay to present at the Downtown Community Councils work session on Wednesday, June 19th. If so, could you provide us with an agenda detailing what time we would be presenting and if you could let us know what the AV setup looks like? We can send you the presentation, can plan on presenting ourselves if we can plug a computer in or can provide print copies if needed. Let us know!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/12/2024
Outbound	Esther Hunter	<p>Hi Esther,</p> <p>Just following up on this email. Would it be possible for the Techlink TRAX Study to present as the next East Central Community Council work session? Please let me know and don't hesitate to reach out if you have any questions or concerns.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/12/2024
Inbound	Esther Hunter	<p>Hi there!</p> <p>So sorry but our last meeting was very full already and I couldn't squeeze your team in. We are excited to meet with you but probably with a portion of the leadership team rather than the broader community. If this works for you, we can try to find a time within the next month. It's a very busy vacation time for all, but we will do our best. My cell is 801.209.3455 and I text if that works for you.</p> <p>Best to you, Esther</p>	6/12/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Esther Hunter	<p>Hi Esther,</p> <p>Thank you so much for getting back to me! We would love to schedule something. Do you have a preferred day of the week or time of day? Our team is pretty flexible!</p> <p>Thanks! The TechLink TRAX Study and Granary Area Plan Teams</p>	6/12/2024
Inbound	Esther Hunter	<p>Ok..let me see if I can come up with an option or two. e</p>	6/12/2024
Inbound	Thomas Merrill	<p>Hi Leighton, apologies for the delay. Below is the tentative agenda. Would 10 mins be enough time?</p> <p>Agenda:</p> <p>6:00 — Welcome</p> <p>6:05 — Community leaders report</p> <p>6:25 — UTA: Tech Link Study (Trax)</p> <p>6:35 — SEG, Mike Maughan: The Entertainment District</p> <p>7:15 — Adjourn</p> <p>Also, as of now, we don't have a screen or any type of projector so I think something that can be handed out to attendees would be ideal. Last time we had 75 folks since we were talking about the Entertainment District (and we are doing so again) but I'm not sure you'll need to bring that many necessarily. People can also share.</p> <p>-Tom</p> <p>Sent from my iPhone</p>	6/13/2024

<p>Inbound</p>	<p>Lagi Netzler</p>	<p>Hello,</p> <p>My name is Faalagilagipat Isabella Netzler. I go by Lagi for short, and I've been a Salt lake county local since birth. I greatly appreciate that. UTA has been taking to heart feedback because I can see the efforts overtime over the last two years with transit ideas especially with the on demand and reconnect options. You guys did the community great with those. I do have a couple big concerns with a lot of details as to why they are concerned, though, hope you will help please.</p> <p>Two questions. 1. What happened to developing the green line to go from Valleyfair Mall all the way to magna? you guys promised this long time ago and that's why the 35 max used to be a thing as the stand for the Green line westward extension. UTA took it back and developed trax lines where they're already. Your people promised this long time ago and that's why the 35 max used to be a thing as the stand for the Greenland extension. But to see them take it back and developed trax lines where there's already a bunch of trax lines and regular busses Seems wasteful; gives more transit to people that already have so many options east of state. And 2. when are we going to have more trax going west of State Street between where the red and green lines go west?</p> <p>I asked these two questions, because over the last two years of riding the bus more consistently, a lot of people I've talked to of your BIPOC, lower income and ethnic minority riders feel that feel that UTA's missing out on this area on purpose, as you have so much of us in this unserved area. All of whom I've talked to, as well as myself feel that it has a racist and social class-based undertone to only see the expansion where there's already more money and sociological privilege in the capital. It's disappointing to see because I've rode the bus on and off since 2006. And we expected these changes not long after 2006, so to see that they've never happened is kind of a letdown. The area you want to expand has more transit options to support the economic growth, yet you're not doing enough for all the westward expansion between the red and green lines. The area you want to expand has more transit options. area is already booming with growth and economic activity that needs to be served especially for those of us that needs safer transit. And both alternatives shown on the website already add more transit to where there's been more buses and trax lines for a long time.</p> <p>I've been riding the bus on and off since 2006, and I'm surprised no one gave you guys feedback about making more trax lines west of state. If they did, I hope you consider their words and mine. I grew up in the said underserved area (West valley by 7200w and 3500s), lived there on and off in my 20s and have been very disappointed to not see much change in transit options. It's so hard to get around between where the buses aren't running for the 35, 33, 41 and 54 options. The north and south options for buses are all all right, but we really need more east and west action, especially with trax lines. Although I live in Cottonwood Heights, where there less danger and easier access to more buses I really want to see it expand especially between West Valley and Jordan.</p> <p>The last point I want to wrap up with is the fact that when you have more transit, especially in unserved areas, you provide more safety for those on foot that are growing more worried about it. It's especially for us women and 2SLGBTQ+ riders. we all know that it's become more dangerous everywhere in the nation, especially in places where the growth is happening fast like here so please consider this idea</p>	<p>6/15/2024</p>
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Inbound/ Outbound	Name	Comment	Date
		because the more you continue to add transit options around the capital and the avenues when there's historically already been so much there, it leaves a lot more of us in danger.	
Inbound	Lagi Netzler	<p>I know it sounds like I'm complaining a lot, but these have been concerns of mine and many others that have gone unheard for over 15 years and hope you'll reconsider. I also do recognize all the good you've done to replenish routes with more drivers given. That Covid really hurt everybody and I want to thank you for all the good that UTA has done to give transit for those of us that struggle to have a car for whatever reason or save for automobile drivers. I really appreciate your services and there's been some pretty cool drivers you brought on board ever since, so please keep them on</p> <p>Sincerely, Lagi</p>	6/15/2024
Outbound	Thomas Merrill	<p>Hi Thomas,</p> <p>We usually aim for about a 15 minute presentation with 5 minutes of Q&A, however if you are tight on time and only have 10 minutes we are happy to make that work! No worries about the AV set up we can plan on printing out copies of our slides for everyone to look at! Could you remind me of the location of your work session? We are looking forward to seeing you Wednesday!</p> <p>Thanks! The TechLink TRAX Study and Granary Area Plan Teams</p>	6/17/2024
Inbound	Thomas Merrill	<p>Totally get that. How about 10 mins of presentation and 5 mins of Q&A? We could also make more time on the August agenda if that timing works for you.</p> <p>Location for this month's meeting is American Towers at 44 West Broadway.</p> <p>-Tom</p>	6/17/2024
Outbound	Thomas Merrill	<p>That works great! We will plan to present on Wednesday!</p> <p>Thank you! Leighton</p>	6/17/2024
Outbound	Esther Hunter	<p>Sounds good! Let me know what works best for you!</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/17/2024
Outbound	Lagi Netzler	<p>Hi Lagi,</p> <p>I apologize for the delayed response. I am currently working to find the best person to answer your questions, and will have them reach out to you as soon as possible. Thank you for your patience and we hope to talk to you soon!</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/18/2024

Inbound/Outbound	Name	Comment	Date
Outbound	Fairpark Community Council	<p>Hi,</p> <p>I am just following up to confirm that we are still okay to attend your June 27 work session. If so, could you provide us details on location, AV set-up and our place on the agenda? We are looking forward to meeting you!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/19/2024
Inbound	Fairpark Community Council	<p>Hi Leighton!</p> <p>We have you on the agenda :) We do a Zoom option where we are able to screen share. If you would like to send any presentations to me or log in via Zoom while at the meeting you are able to share on a large TV screen. See you next week!</p> <p>625 W Girard Ave, Salt Lake City, UT 84116, USA June 27, Thursday</p> <p>6:30 PM Welcome and Announcements</p> <p>Hi, hello – to new faces! Housekeeping + old business</p> <p>6:35 Ronnie Madsen park 6:45 Public Safety Report Fire/ Police 6:55 Mayor’s offices 7:05 Sewer Line 600/700 N – Sheri O 7:15 Prehospital Analgesia Intervention (PAIN) Study – Judy 7:25 TechLink TRAX Study 7:35 City Council 7:50 Community Discussion 8:00 Adjourn</p>	6/21/2024
Outbound	Fairpark Community Council	<p>Hi,</p> <p>Thank you for getting back to me! I will pass this information along to my project team. Thanks again for allowing us to present. We are looking forward to meeting you!</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/24/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Fairpark Community Council	We are excited to hear from y'all! Thank You :)	6/24/2024
Inbound	Brian Johanson	<p>Hi,</p> <p>I am in the Southwest portion of Salt Lake County. We did have an F547 that I initially helped with through a petition. The bus was reliable. It sounds like you got another grant, and it really would be nice to see another TRAX, bus, something, other than just UTA on Demand, out in the Herriman area. 15 years ago, there was talk about doing something like that when you had the money. I am hoping that this feedback will help encourage an action like this.</p> <p>Also, I really respect the "Don't leave early" rule that UTA has, and it would be nice if a rule like that existed with UTA on Demand. I also respect UTA drivers who, as long as the passengers are civil, will take them from point A to point B; whether they like them or not. Please respond by July 5th.</p> <p>Kindest Regards,</p> <p>Brian Johanson</p>	6/26/2024
Outbound	Brian Johanson	<p>Hi Brain,</p> <p>Thank you for your feedback. I am happy to pass this along to my project team; however, our project, The TechLink TRAX Study, is specific to downtown Salt Lake City, so I would highly recommend reaching out to UTA directly for the best results. You can reach them at this number (888-743-3882). If you have any other questions or concerns please let us know and we are happy to help you the best we can.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	6/27/2024
Inbound	Esther Hunter	<p>Hello, Well, Summer has been very crazy with everyone on vacation however, I am wondering if this is still a project that allows feedback as late as August 7th? If yes, we would love to invite you to present to our general membership meeting that we hold at McGillis School from 6:30-8:30 pm. Will you please take a look and see if this is possible? Thank you Esther</p> <p>Esther Hunter Director, East Central Community Council 801.209.3455</p>	7/14/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Esther Hunter	<p>Hi,</p> <p>I apologize for the delayed response. Unfortunately, we will not be able to make it to today's work session. However, we would be more than happy to present at your next work session if there is any space available.</p> <p>Please let me know if this works for you. If not, we are happy to discuss further and see what we can do.</p> <p>Thank you!</p> <p>Best regards, Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	8/7/2024
Inbound	Carl Begnaud	Is there any update on the progress of the Tech Link project , I live close to the route of where it will go , I am Carl Begnaud , my phone number is 385-210-8341	8/12/2024
Outbound	Carl Begnaud	<p>Hi Carl,</p> <p>Thank you for reaching out to the TechLink TRAX Study. Our most recent update can be found here on our website. However we should have another update here in the next few weeks. Please do not hesitate to reach out if you have any other questions or concerns.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	8/12/2024
Inbound	Carl Begnaud	Thank you for the update.	8/12/2024
Inbound	Carl Begnaud	What is the latest update on where the study has gotten to ?	8/30/2024
Outbound	Carl Begnaud	<p>Hi Carl,</p> <p>Thank you for reaching out about the TechLink TRAX Study. We appreciate your interest and enthusiasm for our project.</p> <p>We will be releasing more information following the Labor Day holiday and would greatly value your feedback at that time. In the meantime, we appreciate your patience and understanding.</p> <p>Thank you!</p> <p>Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	8/30/2024
Inbound	Eva Lopez Chavez	<p>Howdy!</p> <p>Thank you for reaching out. My team and I will promptly get back to you.</p>	8/30/2024
Inbound	Carl Begnaud	No problem, thank you for the update.	8/30/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Eva Lopez Chavez	<p>Hi Eva,</p> <p>I hope you are having a good start to your week. Just following up to see if you have any more information on this.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	9/9/2024
Inbound	Katie Kourianos	<p>Hello, TechLink Steering Committee,</p> <p>We are looking forward to our final meeting next week – Monday, Sept. 16, from noon to 1 p.m. We’ll be meeting in-person at UTA’s Depot District, in the United Room, and have a virtual link set-up for anyone unable to make it there. Please see our agenda below.</p> <p>Next, we will be providing an assortment of box lunches to accommodate most dietary needs, and kindly ask that you RSVP to the calendar appointment by this Wednesday, Sept. 11, if you haven’t already done so. That will help us determine catering numbers.</p> <p>Finally, the slides we’ll be reviewing in the meeting are attached here for your reference. Watch for another email from me closer to the meeting with information about parking and directions to our meeting space. Let me know if you have any questions in the meantime.</p> <p>Agenda</p> <p>Welcome and Introductions Alternatives Overview Alternatives Evaluation Key Findings Technical Evaluation Recommendation Next Steps</p> <p>Thank you,</p> <p>Katie Kourianos</p>	9/9/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Eva Lopez Chavez	<p>Hi there:</p> <p>Is your request to come to present to the City Council in a work session meeting?</p> <p>Thank you,</p>	9/10/2024
Outbound	Eva Lopez Chavez	<p>Hi Eva,</p> <p>I apologize for the confusion, a work session meeting if possible.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	9/11/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Yusuf Maung	<p>Hi,</p> <p>I’m reaching out as part of the UTA TechLink TRAX Study. Earlier this year, the TechLink TRAX Study team introduced four alternatives aimed at enhancing light rail service to improve local and regional connectivity. We are now working toward selecting a final recommendation, known as a Locally Preferred Alternative.</p> <p>Our study team has asked me to reach out to see if you would be willing to assist us in spreading the word about phase three of the UTA TechLink TRAX Study by posting on your respective social media platforms. The success of our study greatly depends on community engagement, and we believe your support could significantly contribute to our success. We have created a comprehensive content package that includes all the necessary information and assets to make it easy for you to share. If necessary, feel free to edit the content to fit your particular social media account. You can find the content package and graphics attached to this email.</p> <p>If you are willing, please share this content as soon as you can.</p> <p>If you have any questions or need any further assistance, please do not hesitate to reach out to us. We are more than happy to provide any additional information or support that you may require. We appreciate your time and hope together we can make a positive impact on the future of Salt Lake City transportation!</p> <p>Thank you!</p> <p>The TechLink TRAX Study Team</p>	9/11/2024
Inbound	Aaron Boyce	<p>Hey there! I’m just a local community organizer in the Ballpark Neighborhood and had some interest in TechLink’s potential social / environmental impact on our neighborhood. To show my hand, I’m really excited about the project, but who would I get in contact with in order to ask some specific questions about the corridor that leads out from the current Ballpark station and heads into the Granary District? I have some ideas on how you might be able to continue generating excitement for it if you’re ever interested.</p> <p>Thanks for your time!</p> <p>-Aaron</p>	9/13/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Katie Kourianos	<p>Hello, TechLink Steering Committee –</p> <p>Looking forward to our meeting Monday. As a reminder, we are meeting noon-1 p.m. at UTA’s Depot District, in the Salt Lake United Room (2nd floor). Our team will be there to let you into the doors and wayfinding signs will be posted. We’ve also included a map here. Parking is very limited, so we encourage you to take transit to the meeting or carpool with colleagues, if possible.</p> <p>As a reminder, lunch will be provided. If you’re unable to attend in person, we have a virtual link available in the appointment. I’ve also attached our agenda and slides one more time so they’re at the top of your inboxes.</p> <p>Please let me know if you have any questions.</p> <p>Best,</p> <p>Katie Kourianos</p>	9/13/2024
Inbound	Cissy Tan	<p>I have reviewed the options and would strongly advocate for the new trax orange line connecting salt lake city airport directly to the university of utah. This is long overdue and would make us a world class city and prepare us well for the future. Thanks,</p> <p>Cissy Tan</p>	9/13/2024
Inbound	Yusuf Maung	<p>Thanks! We'll get this out on our platforms today.</p> <p>YM</p>	9/16/2024
Outbound	Aaron Boyce	<p>Hi Aaron,</p> <p>Thank you for your interest in the TechLink TRAX Study. If you could reply to this email with your questions/concerns, I would be happy to forward it to my project manager for more information.</p> <p>Thank you! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	9/16/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Cissy Tan	<p>Hi Cissy,</p> <p>Thank you for your interest in the TechLink TRAX Study. I will go ahead and pass this information onto my project team.</p> <p>Thanks! Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	9/16/2024
Inbound	Cissy Tan	<p>Thank you for your response.</p>	9/16/2024
Outbound	Ben Luedke	<p>Hi Ben,</p> <p>I hope you're doing well.</p> <p>I'm following up on your conversation with Claire Woodman earlier today regarding assistance with getting the TechLink TRAX Study on the Salt Lake City Council agenda. We would greatly appreciate your help in this matter and are keen to take you up on your offer.</p> <p>Please let me know if there's any additional information or support I can provide.</p> <p>Thank you again for your assistance!</p> <p>Leighton</p> <p>The TechLink TRAX Study and Granary Area Plan Teams</p>	9/16/2024
Inbound	Ben Luedke	<p>Hi!</p> <p>Thank you for the quick follow up after the steering committee meeting yesterday. I'm bringing to the City Council Chair (who sets the Council's agenda) the question of when to schedule the Tech Link study update for a Council public briefing. I know multiple Council Members have been following the study and I've shared updates with them over the past year.</p> <p>Would your team be available for any of the below dates and times?</p> <p>Tuesday, October 1 between 2pm – 6pm Tuesday, October 8 between 2pm – 6pm Tuesday, October 15 between 2pm – 6pm</p> <p>Thanks!</p>	9/17/2024

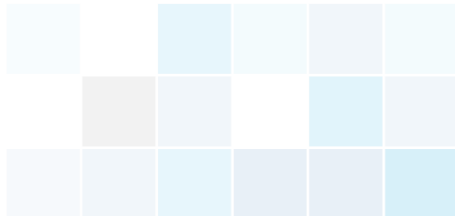
Inbound/ Outbound	Name	Comment	Date
Outbound	Ben Luedke	<p>Hi Ben,</p> <p>I apologize for their delay, after speaking to my team October 1st sounds like it would work best for everyone. Thanks again, and I appreciate your help getting this set up. Please let me know if you need anything from us leading up to the presentation, we are happy to help you any way we can.</p> <p>Best, Leighton The TechLink TRAX Study and Granary Area Plan Teams</p>	9/19/2024
Inbound	Ben Luedke	<p>Hello again,</p> <p>I received feedback from Council leadership that the October 1 agenda no longer has enough time available. Would your team be able to present to the Council on either October 8 or 15? Also, would you be able to fit the presentation into 10 – 15 minutes leaving another 15 minutes for Council discussion, questions and answers?</p> <p>If more time is needed, then we could look at November meeting dates. I understand a Council briefing would be helpful in October so feedback could be shared with the project team and the UTA Board of Trustees before final consideration and voting on a locally preferred alternative.</p>	9/24/2024
Outbound	Ben Luedke	<p>Hi Ben, looks like the October 15th date would work best. We can work to adjust our presentation to fit into the requested time.</p> <p>Thanks!</p> <p>Claire</p> <p>Claire Woodman</p>	9/25/2024
Inbound	Ben Luedke	<p>We're checking with the Council Chair to confirm October 15 for the briefing. I hope to get a response early next week. Thanks for your patience as we try to find a date that works for everyone. There are only six Council meetings left in the year so the Chair is juggling multiple briefings across those remaining agendas.</p> <p>Who should be listed at the briefing table for the presentation? I'm guessing Alex Beim and Patti Garver since they presented at the steering committee but would appreciate confirmation.</p>	9/27/2024

Inbound/ Outbound	Name	Comment	Date
Outbound	Ben Luedke	No worries, we understand the juggling. Yes, please list Patti Garver and Alex Beim for the presentation. Happy Friday! Claire	9/27/2024
Inbound	Ben Luedke	The Tech Link TRAX study briefing is confirmed for Tuesday, October 15! The Council's briefings will be held between 2pm – 6pm that day. I'll reach out with a more specific timeslot as we get closer to the date. It would be very helpful if you could please send the presentation and any other written information that you'd like to use by end of day Wednesday, October 9. The public meeting packet is typically published the Thursday before the Council's Tuesday meeting, so the Council Members and public have time to review and consider the information in advance. We can validate parking in the garage under the Main Library plaza across from City Hall. Entrances can be accessed off 400 South or 500 South. Please let me know if there are any questions that I can help coordinate in advance of the briefing.	9/30/2024
Outbound	Ben Luedke	Thank you for the additional information, Ben. We will send our presentation and any other information by COB 10/9.	10/1/2024
Outbound	Ben Luedke	Hi Ben, I have attached the presentation we are planning to use below. Please let me know if we can provide you with any additional information. Thanks again for your help. Leighton The TechLink TRAX Study and Granary Area Plan Teams	10/9/2024

Inbound/ Outbound	Name	Comment	Date
Inbound	Ben Luedke	<p>Happy Friday!</p> <p>The Council’s agenda for next Tuesday was published. Making sure that you saw the Tech Link study briefing is scheduled to start at approximately 4:55 pm for 30 minutes. Sometimes earlier briefings run ahead or behind schedule. So, it would be very helpful if you could please arrive 30 minutes before the scheduled start time in case the meeting is running ahead of schedule. I’ll send a message if there are any significant timing changes.</p> <p>Have a good weekend,</p>	10/24/2024
Inbound	Ben Luedke	<p>Thank you! I’ve shared the presentation with the Council’s meeting and agenda team. They’ll add it to the public meeting packet being published tomorrow and have it ready to display during the briefing. The meeting host will control the presentation and progress through the slides at your direction. For example, you could say “next slide,” “go back,” or “zoom in.” The presentation is simultaneously displayed on individual screens at the briefing table, at Council Member seats, on the large meeting screen for the audience, and broadcast live on YouTube and SLCTV.</p> <p>Please let me know if I can help with any other questions or logistics for the briefing next Tuesday.</p> <p>Also, I want to share that Council Members added information about the Tech Link study to their constituent newsletters. We hope this helps spread the word and generates more public feedback.</p>	10/24/2024

Attachment D7: Mass Emails

DECEMBER 12, 2023



Help Us Improve the Future of Salt Lake City Transportation!

Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC) and Utah Department of Transportation (UDOT), has launched the TechLink TRAX Study to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in Salt Lake City.

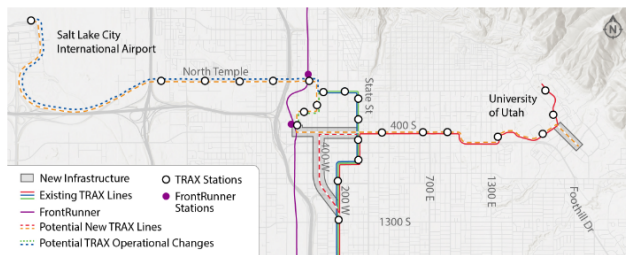
The TechLink TRAX Study is analyzing potential UTA TRAX improvements, including:

- Realignment of the TRAX Red Line with a new spur through the Granary District to Ballpark Station
- A new Orange Line, connecting Salt Lake City International Airport directly to the University of Utah with new service to Research Park
- Modified TRAX Blue and Green Line operations

We need to hear from you! Your needs and preferences are vital in shaping Salt Lake City's future connectivity.

Visit our website at TechLinkStudy.com and share your insights! Don't forget to sign up for email updates.

Visit our website!



¡Ayúdenos a mejorar el futuro del transporte en Salt Lake City!

La Autoridad de Tránsito de Utah (UTA), en colaboración con Salt Lake City, la Universidad de Utah y el Departamento de Transporte de Utah (UDOT), ha puesto en marcha el estudio TechLink TRAX para mejorar la conectividad del tránsito este-oeste, el centro de la ciudad y la región mediante una red de tránsito mejorada. El estudio TechLink TRAX está analizando las posibles mejoras de UTA TRAX, entre las que se incluyen:

- Realineación de la Línea Roja TRAX con un nuevo ramal a través del distrito Granary hasta la estación Ballpark
- Una nueva Línea Naranja, que conecta el Aeropuerto Internacional de Salt Lake City directamente con la Universidad de Utah, con un nuevo servicio a Research Park
- Operaciones de las Líneas Azul y Verde de TRAX modificadas

¡Le necesitamos! Sus necesidades y preferencias son esenciales para dar forma a la conectividad futura de Salt Lake City.

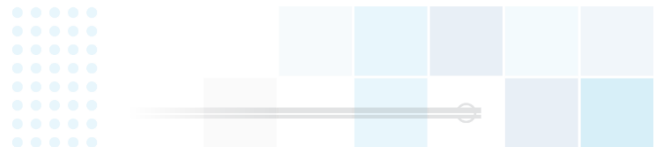
Visite nuestro sitio web en www.TechLinkStudy.com ¡y comparta sus puntos de vista! No olvide inscribirse para recibir actualizaciones por correo electrónico.

¡Llévame a tu sitio web!

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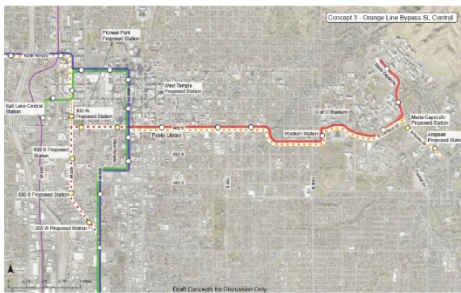


FEBRUARY 26, 2024



TELL US WHAT YOU THINK!

The TechLink TRAX Study team has developed four alternatives for TRAX improvements and enhancements in downtown Salt Lake City that are designed to improve the regional system. An **alternative** is a proposed design option, choice or course of action that meets the studies purpose. These alternatives were created with the goal of supporting the long-term transportation demand and increasing TRAX reliability. Visit the TechLink TRAX Study website by clicking on the animated maps below and review each alternative. Let us know your thoughts by answering a few short questions about each alternative.



These alternatives will be measured against the following criteria and eliminated from consideration if they don't meet the requirements.

Purpose / Need Elements	Proposed Criteria
Support local and regional transportation growth in Salt Lake City	Ridership
Improve transit reliability and capacity	Transit travel times
	Transit reliability
Enhance mobility between existing and emerging centers	Economic development potential
Increase access to opportunity for disadvantaged populations	Added transit service connections to employment and key resources
Provide sustainable transportation options	Potential for environmental impacts
	Capital and O&M costs

After the screening process, a Preferred Alternative will be selected and move forward into an environmental study and eventual implementation when funding is available.

STUDY OVERVIEW

The Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and Utah Department of Transportation (UDOT), launched the TechLink TRAX Study in late 2023 to evaluate improvements to east-west, downtown, and regional TRAX connectivity in Salt Lake City.

The TechLink TRAX Study builds on previous studies and plans (see [Documents](#)) and will analyze potential light rail (TRAX) improvements including:

- Realignment of the TRAX Red Line, with new service through the Granary District to the Ballpark Station
- A new TRAX Orange Line, connecting Salt Lake City International Airport directly to the University of Utah, as well as new service into Research Park
- Modified TRAX Blue and Green Line operations

¡DINOS QUÉ PIENSAS!

El estudio TechLink TRAX ha desarrollado cuatro alternativas para mejoras y mejoras de TRAX en el centro de Salt Lake City que están diseñadas para mejorar el sistema regional. Estas alternativas se crearon con el objetivo de respaldar la demanda de transporte a largo plazo y aumentar la confiabilidad de TRAX. Visite el sitio web del Estudio TechLink haciendo clic en los mapas a continuación y revise cada alternativa. Háganos saber su opinión respondiendo algunas preguntas breves sobre cada uno.

(Ver alternativas arriba)

Estas alternativas se medirán según los siguientes criterios y se descartarán si no cumplen con los requisitos.

Propósito / Necesidades Elementos	Criterios Propuestos
Apoyar el crecimiento del transporte local y regional en Salt Lake City	Número de pasajeros
Mejorar la confiabilidad y capacidad del tránsito	Tiempos de viaje en tránsito
	Fiabilidad del tránsito
Mejorar la movilidad entre los centros existentes y emergentes	Potencial de desarrollo económico
Aumentar el acceso a oportunidades para las poblaciones desfavorecidas	Se agregaron conexiones de servicios de tránsito para empleo y recursos clave
Proporcionar opciones de transporte sostenibles	Potencial de impactos ambientales
	Costos de capital y operación y mantenimiento

Después del proceso de selección, se seleccionará una alternativa preferida que avanzará para el estudio ambiental y su eventual implementación cuando haya fondos disponibles.

RESUMEN DEL ESTUDIO

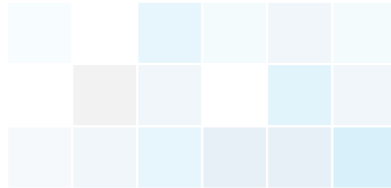
La Autoridad de Tránsito de Utah (UTA), en asociación con Salt Lake City, la Universidad de Utah, el Consejo Regional Wasatch Front (WFRC) y el Departamento de Transporte de Utah (UDOT), lanzaron el estudio TechLink TRAX a fines del año pasado para evaluar mejoras en la dirección este-oeste, el centro de la ciudad y la conectividad TRAX regional en Salt Lake City.

El estudio TechLink TRAX se basa en estudios y planes anteriores (ver [Documentos](#)) y analizará posibles mejoras del tren ligero (TRAX), que incluyen:

- Realineación de la Línea Roja TRAX, con un nuevo servicio a través del Distrito Granary hasta la Estación Ballpark
- Una nueva Línea Naranja TRAX, que conecta el Aeropuerto Internacional de Salt Lake City directamente con la Universidad de Utah, y un nuevo servicio hacia Research Park.
- Operaciones modificadas de las líneas TRAX Azul y Verde



SEPTEMBER 11, 2024



We're one step closer to a final TRAX recommendation!

In early 2024, the TechLink TRAX Study team introduced four alternatives aimed at enhancing light rail service to improve local and regional connectivity.

Now, we need your input as the study team narrows things down to a final recommendation, slated to be chosen this fall.

We encourage you to review the alternatives comparison table to see how the alternatives differ from one another and share your thoughts on our findings.

Tell us what you think!

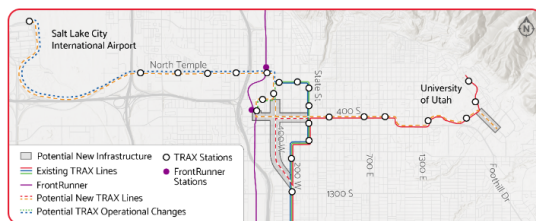
Your feedback is important to shaping the future of this project. Combined with planning best practices, engineering data, and agency direction, your feedback will be considered as the study team works to select a final recommendation, known as the Locally Preferred Alternative. Thank you for your continued participation and contribution!

STUDY OVERVIEW

In early 2024, the Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT), developed four new TRAX alternatives aimed at enhancing service to improve local and regional connectivity and reliability. Since then, each alternative has been thoroughly evaluated to assess how well it meets the established goals of the study.

The TechLink TRAX Study builds on previous studies and plans (see the [Documents](#) page on the study website) and will analyze potential light rail (TRAX) improvements, including:

- A new Orange Line
 - Provides a direct connection between the University of Utah and North Temple/Salt Lake City International Airport
 - Reduces time between trains along North Temple and 400 South
 - Increases capacity and serves redevelopment along 400 South
 - Includes a new terminal at Research Park
- A realigned Red Line
 - Provides new service along 400 West in the Granary District
- Modified Blue Line and Green Line operations
- Operational resiliency improvements
- Elimination of turning movements at 400 South and Main Street, increasing system capacity and improving traffic and transit operations



¡Ya estamos finalizando la recomendación de TechLink TRAX!

A principios de 2024, el equipo del Estudio TechLink TRAX presentó cuatro alternativas destinadas a mejorar el servicio del light rail para mejorar la conectividad local y regional.

Ahora, necesitamos su opinión mientras el equipo de estudio reduce los aspectos a una recomendación final, cuya elección está prevista para este otoño.

Le recomendamos que revise la tabla de comparación de alternativas en el sitio web del estudio y comparta su opinión sobre qué alternativa cree que cumple mejor con los objetivos del estudio.

¡Dinos lo que piensas!

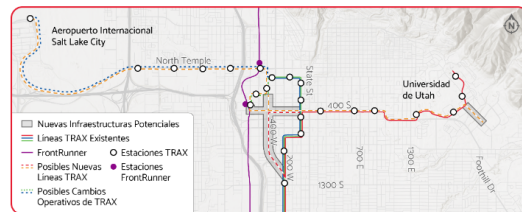
Sus comentarios son importantes para dar forma al futuro de este proyecto. En combinación con las mejores prácticas de planificación, datos de ingeniería y la dirección de la agencia, sus comentarios se considerarán mientras el equipo de estudio trabaja para seleccionar una recomendación final, conocida como la Alternativa Preferida. ¡Gracias por su continua participación y contribución!

RESUMEN DEL ESTUDIO

A principios de 2024, la Autoridad de Tránsito de Utah (UTA), en asociación con Salt Lake City, la Universidad de Utah, el Consejo Regional Wasatch Front (WFRC) y el Departamento de Transporte de Utah (UDOT), desarrollaron cuatro nuevas alternativas TRAX destinadas a mejorar los servicios para mejorar la conectividad y confiabilidad local y regional. Desde entonces, cada alternativa ha sido evaluada minuciosamente para valorar en qué medida cumple con los objetivos establecidos del estudio.

El estudio TechLink TRAX se basa en estudios y planes anteriores (consulte la página de [Documentos](#) en el sitio web del estudio) y analizará posibles mejoras del light rail (TRAX), que incluyen:

- Una nueva Línea Naranja
 - Proporciona una conexión directa entre la Universidad de Utah y el Aeropuerto Internacional North Temple/Salt Lake City.
 - Reduce el tiempo entre trenes a lo largo de North Temple y 400 South
 - Aumenta la capacidad y sirve para la reurbanización a lo largo de 400 South
 - Incluye una terminal nueva en Research Park
- Una Línea Roja realineada
 - Proporciona un nuevo servicio a lo largo de 400 West en el distrito Granary
- Operaciones modificadas de la Línea Azul y la Línea Verde
- Mejoras en la resiliencia operativa
 - Eliminación de movimientos de giro en 400 South y Main Street, aumentando la capacidad del sistema y mejorando el tráfico y las operaciones de tránsito.

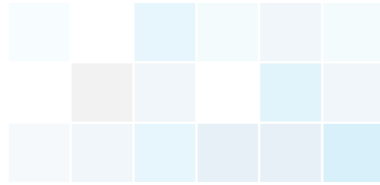


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OCTOBER 1, 2024



Give us your feedback for a final TRAX recommendation by Oct. 12!

Desplácese hacia abajo para obtener información en español.

In early 2024, the TechLink TRAX Study team introduced four alternatives aimed at enhancing light rail service to improve local and regional connectivity.

We encourage you to review the alternatives comparison table to see how the alternatives differ from one another and share your thoughts on our findings.

Tell us what you think!

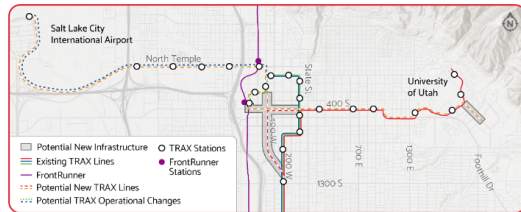
Your feedback is important in shaping the future of this project. Combined with planning best practices, engineering data, and agency direction, your feedback will be considered as the study team works to select a final recommendation, known as the Preferred Alternative. **Provide your feedback by Oct. 12.** Thank you for your continued participation and contribution!

STUDY OVERVIEW

In early 2024, the Utah Transit Authority (UTA), in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT), developed four new TRAX alternatives aimed at enhancing service to improve local and regional connectivity and reliability. Since then, each alternative has been thoroughly evaluated to assess how well it meets the established goals of the study.

The TechLink TRAX Study builds on previous studies and plans (see the [Documents](#) page on the study website) and will analyze potential light rail (TRAX) improvements, including:

- A new Orange Line
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 - Provides new service along 400 West in the Granary District
- Modified Blue Line and Green Line operations
- Operational resiliency improvements
- Elimination of turning movements at 400 South and Main Street, increasing system capacity and improving traffic and transit operations



¡Danos su opinión para obtener una recomendación final de TRAX antes del 12 de octubre!

A principios de 2024, el equipo del Estudio TechLink TRAX presentó cuatro alternativas destinadas a mejorar el servicio del light rail para mejorar la conectividad local y regional.

Le recomendamos que revise la tabla de comparación de alternativas en el sitio web del estudio y comparta su opinión sobre qué alternativa cree que cumple mejor con los objetivos del estudio.

¡Dinos lo que piensas!

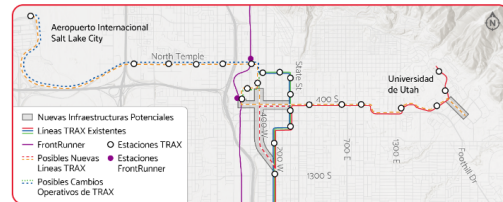
Sus comentarios son importantes para dar forma al futuro de este proyecto. En combinación con las mejores prácticas de planificación, datos de ingeniería y la dirección de la agencia, sus comentarios se considerarán mientras el equipo de estudio trabaja para seleccionar una recomendación final, conocida como la Alternativa Preferida. **Envie sus comentarios antes del 12 de octubre.** ¡Gracias por su continua participación y contribución!

RESUMEN DEL ESTUDIO

A principios de 2024, la Autoridad de Tránsito de Utah (UTA), en asociación con Salt Lake City, la Universidad de Utah, el Consejo Regional Wasatch Front (WFRC) y el Departamento de Transporte de Utah (UDOT), desarrollaron cuatro nuevas alternativas TRAX destinadas a mejorar los servicios para mejorar la conectividad y confiabilidad local y regional. Desde entonces, cada alternativa ha sido evaluada minuciosamente para valorar en qué medida cumple con los objetivos establecidos del estudio.

El estudio TechLink TRAX se basa en estudios y planes anteriores (consulte la página de [Documentos](#) en el sitio web del estudio) y analizará posibles mejoras del light rail (TRAX), que incluyen:

- Una nueva Línea Naranja
 - Proporciona una conexión directa entre la Universidad de Utah y el Aeropuerto Internacional North Temple/Salt Lake City.
 - Reduce el tiempo entre trenes a lo largo de North Temple y 400 South
 - Aumenta la capacidad y sirve para la reurbanización a lo largo de 400 South
 - Incluye una terminal nueva en Research Park
- Una Línea Roja realineada
 - Proporciona un nuevo servicio a lo largo de 400 West en el distrito Granary
- Operaciones modificadas de la Línea Azul y la Línea Verde
- Mejoras en la resiliencia operativa
 - Eliminación de movimientos de giro en 400 South y Main Street, aumentando la capacidad del sistema y mejorando el tráfico y las operaciones de tránsito.



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Attachment D8: Monthly Website Analytics

The table below highlights the primary sources of traffic to our website in the reporting period between August 2023 and October 2024. As shown, direct visits, where users manually entered www.techlinkstudy.com into their web browsers, consistently served as the leading driver of traffic each month, contributing a total of 14,631 page views to the overall total of 23,713.

Following direct visits, Facebook emerged as the second-largest source of traffic, particularly in November and December, during our geo-targeted ad campaign.

Other notable sources of traffic included:

- X (formerly Twitter)
- Google
- Mass Emails
- Reddit
- KSL New Radio/KSL
- The Salt Lake Tribune

Month	Page Views	Primary Source	Other Notable Sources
August 2023	608	Direct	N/A
September 2023	289	Direct	N/A
October 2023	288	Direct	Reddit, RSG Survey
November 2023	4,151	Direct	Facebook, X
December 2023	2,225	Direct	Facebook, Google
January 2024	387	Direct	Facebook
February 2024	1,542	Direct	Reddit, Facebook, X
March 2024	5,218	Direct	KSL News Radio, KSL, Facebook
April 2024	2,133	Direct	Instagram, Google, Salt Lake Tribune
May 2024	981	Direct	Google, Salt Lake Tribune, Facebook
June 2024	831	Direct	Google
July 2024	838	Direct	KSL News Radio, Google, KSL
August 2024	811	Direct	Google
September 2024	1,941	Direct	Mass Emails, Facebook, Google, Instagram, X
October 2024	1,470	Direct	Salt Lake Tribune, Google, Mass Emails

Attachment D9: Study Launch GIS Comment Report

Date	Comment	Comment Category	Upvotes
11/10/2023	RIO GRANDE PLAN!!!! The meandering to to the Salt Lake Transit Center should no longer be funded, we need to invest any money for a 400S extension into a Train Box and revitalization of the Rio Grande Station. The current transit center is not convenient, is ugly and can be harsh in the winter. The proposed UTA TRAX map for 2030 in the Rio Grande Plan is what we should invest closer towards!!	Transit	16
11/10/2023	Love the idea of an airport-U line. It does not need to follow this path thru SLC Central - so many right angles will unnecessarily complicate construction and lengthen transit times. See riograndeplansaltlakecity.org for a more efficient method of routing around downtown. We need to look toward the future instead of clinging toward inefficiencies of the past.	Transit	19
11/10/2023	Are there no stops on the proposed new red line route along 400W/400S? Will commuters to the U who live along the existing red line be able to transfer from the blue line to the new red/orange line?	Transit	3
11/10/2023	Would love if this red line could be connected to a foothill Dr connection	Transit	6
11/10/2023	would be nice if this extended to the hotel and business park just west of the airport.	Transit	5
11/10/2023	very difficult to manage bicycling along this route	Biking	1
11/10/2023	good opportunity for raised curb bicycle lane along south temple. very fast cars	Biking	6
11/10/2023	Request complete redesign of 700E. Please dedicate one full lane to a dedicated surface rail or bus going the length of 700E. Also request protected bicycle lane as cars routinely go 50mph along this path.	Transit	10
11/13/2023	This area has OK bus coverage, but a Trax line servicing the avenues would be amazing. Please consider for future projects.	Transit	7
11/13/2023	The trax to airport needs expanded hours to be useful.	Positive	13
11/13/2023	There should be a trax line running north-south on 900 E or near there to connect the S-line and the red line.	Transit	2
11/14/2023	This connection on 400 S to the Fronrunner station would be incredibly helpful in my commute and would save me a lot of time.	Transit	3
11/15/2023	I would like to get updates		1
11/16/2023	I'm a HUGE fan of a second trax line here, especially one that connects straight to the U. I don't love having to either get off at Murray, and take the redline all the way in, or transfer from the blue at salt lake central.	Transit	6

Date	Comment	Comment Category	Upvotes
11/16/2023	I fully support the current proposed plan	Positive	1
11/16/2023	How long does construction take?		2
11/17/2023	I am concerned about the number of 90° turns here, though. It would make more sense to just run the Orange line straight across 300 west before it turns up 400 south. The speed restrictions, noise, and potential rail wear all indicate that those turns should be avoided. In addition, unless something magical happens and the area around Salt Lake Central suddenly develops shops, housing, and employment, it would be much better to just run right next to the Rio Grande and accept a two-block walk from SL Central to the orange line.	Transit	4
11/17/2023	This plan should be developed with consideration to the Rio Grande Plan. The Rio Grande Plan has gained traction with the city and has significant public support. All plans impacting TRAX service should consider and impacts that may occur should the Rio Grande Plan be realized. With that in mind I believe TRAX should continue to terminate at the existing SL Central while the routing of a downtown loop should instead follow Rio Grande Street instead of 600 W.	Transit	11
11/17/2023	24 hour service on an Airport-U line is critical. It would also be great if it served a station near Amtrak since train #6 arrives around 3 AM when there is no service on any current routes or lines.	Transit	13
11/17/2023	There's a whole side of town being ignored in the transit plans. West sides work in and visit the rest of salt lake and trax needs to help us be able to get across the freeway. Something on 600 north would be useful	Transit	12
11/17/2023	Signing up for email updates. Thanks!		1
11/17/2023	I think a rail extension through the Granary district is a great idea. In fact, I recommended this to the city even before I knew it was under formal consideration. However, from what I can tell, what is being considered is a extension of the full size Trax Red Line. Considering the significant cost of such an extension for a relatively short distance, it would seem to me that a streetcar like the Sugarhouse Trolley would be a far more viable and affordable solution. Why is that not being considered for this route? It could simply terminate at 400S and not have to connect to the Main Street Trax stop.	Transit	4
11/17/2023	Eventually I think there need to be an easier and better way to get to the north's west side of campus (engineering building) From the trax	Transit	1
11/17/2023	This would fix so many issues with parking and accessibility in this area, especially for the climbing gym and other businesses near this stop	Positive	1

Date	Comment	Comment Category	Upvotes
11/17/2023	implementing the Rio Grande Plan would move Frontrunner closer to 400 West, thus eliminating the detour of the proposed Orange line down 200 W to the Intermodal hub. The Old Greek Town and SL Central TRAX stations could still be kept and used by other, future TRAX or street car lines.	Transit	15
11/17/2023	It seems curious to have the red line turn onto 3rd when the ballpark spur continues to 4th. Allowing trax to continue on 4th would allow a much easier trip downtown as it would line up with the current blue line at the gateway. Also, I think trying to force the orange line to go to salt lake central would add way to much time to a trip, which would discourage it's use for some people.	Transit	10
11/18/2023	I like the idea of the orange line going to the airport and for the spur to research park. Please have it run early enough to go to morning flights and late enough to get home from the airport.	Positive	12
11/19/2023	Your mobile website functionality is not great!		
11/19/2023	Also, more frequent red line trains to/from the University - as well as more cars on each train. These trains are PACKED full each morning and night and would seem to indicate a need for additional cars and more frequent service.		3
11/19/2023	Salt Lake Central should be moved to this location at 300S and 400W with trackage for the red line continuing down 400W until it meets the existing ROW rail spur toward Ballpark Station. To make this feasible with Frontrunner, the Rio Grande Plan should be implemented with regional rail resuming servive at the Rio Grande Depot at 450W 300S.	Transit	10
11/19/2023	The Rio Grande Depot should see regional rail service restored. A train box should be constructed similar to the proposal laid out in the Rio Grande Plan for all the reasons noted in that study.	Transit	13
11/19/2023	Every time a Light Rail vehicle is required to make a turn, valuable time is wasted in travelling and maintenance costs increase on the track and the trains.	Safety	10
11/19/2023	The new Orange line should run 24/7/365 at 15 minute headways in the day and 20 minute headways at night as UTA's first continuous route. This will service persons who fly in through SLC international as well as students and faculty spending late nights at the University and connecting them all to downtown.	Traffic	11
11/19/2023	Route should eventually be extended along Foothill Drive and potentially further along I-215.	Transit	7
11/19/2023	Parking lot facility for visitors to the Rio Grande Plan and commuters for interstate routes.	Parking	4
11/19/2023	A Commuter Rail similar to Frontrunner should be set up to run between Tooele and Park City via the airport and Salt Lake Central at the Rio Grande Depot.	Transit	8

Date	Comment	Comment Category	Upvotes
11/19/2023	There Should be a pedestrian crosswalk on the east end of Trolley Station to allow passengers easier access to the shops in the vicinity. There have been several times when myself and others have mistakenly tried to exit on the eastern end of the platform rather than at 600E.	Walking	9
11/19/2023	The Orange Line will make it much more appealing for me to take TRAX to the airport, as my stop is 900 E, so currently I have to transfer at Courthouse.	Positive	11
11/20/2023	Please ensure that the chosen alignment does not preclude a realignment for the Rio Grande plan!	Transit	16
11/20/2023	Please make this transit connection between EW lines and NS lines as seamless as possible.	Transit	2
11/20/2023	Why is the recommendation to run the line along 300 W and not 400 W? Is there going to be a station just a block away from Central 9th? Why not just extend the line north along 200 W?	Transit	5
11/20/2023	Bicycle comment-- 300 E is a major north/south bicycle route, and this intersection lacks push buttons accessible to cyclist to signal the light.	Other	6
11/20/2023	It would be great to have an access point to a future station from this point-- this is where U of U dorm students can currently access before running into Ft. Douglas.	Walking	3
11/20/2023	As someone who frequents the west side of SLC I would find it valuable to connect the north and south segments of the Green Line, perhaps along Redwood Road, which sees a remarkable number of pedestrian fatalities from both high vehicle traffic and lack of traffic speed management. A train line here would mediate both challenges and make it easier for folks like me to access a growing part of our city. Thanks for considering it!	Transit	10
11/20/2023	This proposed Orange line could save my family 10 hours a week in commuting time! I think it would be useful if the line went all the way to Sunnyside-There are lots of businesses and residents (university of Utah graduate housing is right there!) who would benefit!	Positive	9
11/20/2023	I think, with this infrastructure plan, we should add a loop line around downtown, with frequent service. Option 1: South Temple, down to SL Central, across 4th west, up Main st. Option 2: south temple, down to SL central, follow red line routing to 7th South. Connect across 7th to the blue and green lines. Up Main st.	Transit	8
11/20/2023	Why not continue it on and go down foothill? You can then go down 2100 S and link up to the Sline as was promised to sugarhouse residents when the Sline was built	Transit	10

Date	Comment	Comment Category	Upvotes
11/20/2023	This choice in alignment will increase the cost of the Rio Grande Plan. In order to not increase cost going down Rio Grande Street of 400W would be a better alternative. It wont make the trax line to the current poorly built SL Central because that line can be extended south and west to better serve the western side of the city.	Transit	10
11/20/2023	With the creation of the Rio Grande Plan this frontrunner station becomes redundant and removing it would allow for faster commute times on the train.	Transit	10
11/20/2023	A trax line down 700 would give better access to liberty park and continuing down past I-80 to connect Holladay would be great for connectivity	Transit	7
11/21/2023	with the proposed addition/expansion of TRAX along 400 South, will there also be an additional stop at 400 W?		1
11/21/2023	This is a comment about the current alignment of Red and the addition of Orange. Why not remove the turn at University St. entirely and have the tracks run straight up 500 W here, and move the stadium station to 500 W south of the stadium. Then the lines can split near the VA and Red can continue on its old alignment and Orange can continue on Foothill? Then the stadium can have room to expand its woefully undersized north concourse into South Campus Dr.	Transit	2
11/21/2023	Echoing what others have said: The Rio Grande Plan moves the central station to the Depot and then TRAX could just continue straight down 400W into the Granary, removing the need for all of these 90 degree turns and improving efficiency. A new Pioneer Park stop would be half a block from the Depot on 300S and that part of the road could be totally pedestrianized for transfers. Greektown could be used for the long-planned 200 S streetcar, which when built could also continue west of the freeway to connect the west side with rail transit.	Transit	11
11/21/2023	<p>Why choose 300W and not 400W for the extension? A hypothetical Fleet Block station would only be one block from the current 900S station. The western portions of the Granary District, which are exploding with growth (INDUSTRY, Evo, Silos, etc), should be prioritized. The publicly-owned ROW also goes straight to 400W and the 400W alignment could go straight north to the Gateway with no turns.</p> <p>I do not support a 300W extension over 400W.</p>	Transit	12
11/21/2023	How was this alignment for Orange chosen? It makes more sense to me to split the lines farther west. That way, you avoid the inefficient mess that the currently-proposed split on Mario Capecchi would cause and you could 1) add a useful infill station for the VA area and 2) improve the prospects for a future Foothill extension.	Transit	6

Date	Comment	Comment Category	Upvotes
11/22/2023	A S-line like transit line that runs from the greenline down 2200W to serve the Airport business park then up 700N past riverside park and over the freeway down 300 or 400 N to connect back in at the Rio Grande Depot would be amazing and they are already looking into redoing 600N so the time is now!	Transit	5
11/22/2023	It should be without saying that UTA needs to get onboard with the Rio Grande Plan. Salt Lake Central has served its purpose, it is time to move the rails into a train box and reactivate the Rio Grande Depot as the new central station. No need to spend more money on an unsustainable transit stop. Its time to pullup the old tracks and lay new ones Via Rio Grande. As you can see from all the comments, the community wants the Rio Grande Plan!!!	Transit	9
11/25/2023	Why not use the existing right of way already on 400W. You can then extend all the way down to the gateway and connect to the existing tracks to the airport. The redline can then go up 400S toward the U. This will make the transit ready for the Rio Grande Plan to be initiated! Transit in place for the city altering plan!	Transit	9
11/25/2023	The Red line should use the 400 W corridor as this is where major residential and commercial development is under construction and/or being planned. 300 West also sees much heavier and faster vehicular traffic which makes accessing stations much less safe. The future Orange Line should also stay on 400 W and turn only once it gets to 400 S. This of course would include a stop near Pioneer park just a 1min walk from the future Rio Grande depot station . The blue line could build a platform on Rio Grande St if a separate platform is needed for end of line operational purposes. Overall this is a good plan but should not be furthered without consideration for the Rio Grande Plan.	Transit	10
11/26/2023	With the Rio Grand Plan coming and assuming that the Orange line will be routed down 400W to connect properly with it, this area should be turned into a pedestrian walk way allowing for people to walk from the new Central Station at the Rio Grande Depot to the station on 400W.	Walking	4
11/26/2023	Assuming the tracks are built on 400W in preperation for the Rio Grande Plan, UTA can eventually move the blue line here and have it run down 400W in a loop like chicago allowing for easier access. Along with the downtown circulator going the other direction the tracks will be more optimized.	Transit	7
11/26/2023	I really like that the Blue Line terminates here rather than the Green Line. The Blue line carries more passengers and it will require less people to make a transfer.	Positive	3

Date	Comment	Comment Category	Upvotes
11/26/2023	With the addition of another Trax line at the airport, there needs to be more attention paid to directing airport users to the platform. It kind of feels like an afterthought for travelers. I hope that the track configuration in the system will allow for 12 minute frequency on each line. It would also be helpful if the Orange line had 24 hour operation. The tracks that the line uses should be free of freight trains in the middle of the night, unlike the main line of the other Trax Lines.	Signage	4
11/26/2023	Would it be possible for the Orange line to terminate closer to Hoogle Zoo and This is The Place Heritage Park? It could make these attractions more accessible for residents and tourists. I'm sure the the governor and state legislatures would love to have an easy way to direct visitors to this park to learn about the heritage of Utah.	Transit	10
11/26/2023	With the Red line being moved to the granary district, one less Trax line will have to share the tracks in the downtown area. I hope that this will allow each Trax line to have 12 minute frequency to increase quality of service on Main Street. The proposed pedestrian mall on Main Street will also help bring more visitors to the area that don't want to travel by automobile.	Transit	4
11/26/2023	With three Trax lines using this part in the tracks, I hope the necessary signal and track upgrades can be made to allow 12 minute frequency on each of the lines.	Transit	4
11/26/2023	There will be many passengers that will need to Transfer to and from the Orange/Red lines to the Green/Blue Lines here. Perhaps a pedestrian mall, similar to the plans for other parts of Main Street can be extended down here. Another Option could be a pedestrian bridge to connect the two platforms together. Hopefully UDOT will be accommodating to pedestrians in this area.	Walking	5
11/26/2023	Salt Lake Central Station is not very useful being this far from the downtown core. It is redundant having the orange line stop at both this station and North Temple. It is also inefficient to have so many 90 degree turns in order to service this site. It is better moved to the Rio Grande site. UTA can still build their headquarters here. It is only one block away from the Rio Grande Station and could be an easy walk. It would be fantastic to make 300 South a pedestrian mall from 600 West to 400 West to connect the UTA headquarters to the Rio Grande Station to a Trax Station on 400 West. This would be similar to 17th street in Denver where the main Union Station connects to the light rail station via an active street with Bus connections.	Transit	8
11/27/2023	I'm all for more light rail service in salt lake, Including a new orange Line. However swaping the terminus for both The Green Line and the Blue line is a bad move. Keep the blue line ending at SL central, and the green line ending at the airport. I think swapping those will just lead to more confusion.	Transit	1
11/27/2023	A one-seat ride from the airport to the Marriott is very appealing for University-related business	Positive	1

Date	Comment	Comment Category	Upvotes
11/27/2023	I prefer a blue line terminus at the airport as opposed to green line.	Positive	1
11/27/2023	Redundant to have three trains to the airport, transfers are available at other station	Other	
11/27/2023	I am excited!!! More TRAX please!		1
11/28/2023	I'm excited!!		2
11/28/2023	With an additional Trax line here and 400S being such a large Strood a line of cars should be removed and a two way protected bike lane should be added.	Biking	2
11/29/2023	There should be a streetcar up to the capital, kind of sad how there is no good way to get up there. Adding a streetcar would allow increased access of the public and tourists to our great state capital.	Transit	6
11/30/2023	While I love the rail connections to the airport, can we make it easier for people on the west side of the valley to get to the airport? Maybe a TRAX train or Bus Rapid Transit that connects the airport to the Green Line in West Valley and the Red Line in Daybreak?	Transit	
11/30/2023	It's a shame that it's so difficult to get to Red Butte Gardens and the Natural History Museum via transit. While this orange line proposal helps a little bit, there needs to be a frequent, reliable way for people to get to these treasures 7 days a week.	Transit	6
11/30/2023	The sculpture of the giant Hoodah that's sitting on the track here NEEDS to be incorporated into whatever stations get built here eventually. Save the giant!	Transit	2
11/30/2023	I think there should be trax options on the west side of I-15. Yes there is the red line that goes to daybreak but there are plenty of other areas around that the red line misses and the green and blue line don't hit. And maybe since the blue and green line go from downtown to the airport the orange line could go from the other side of Salt Lake to the airport.	Transit	1
11/30/2023	I support all of this plan! My wife and I live in Fairpark and work in Research Park and at the U. Right now we have to take the bus or drive. We would both take the orange line every day. I think better transit to research park and better east/west connections are both long overdue. I also think switching the alignment of the green and blue lines on the west side makes sense. The realigned blue line would be a lot more useful to me than the current green line. And the new trax alignments on 400 south and 400 west make sense to me, although I still wish you guys would consider moving the frontrunner tracks under 500 west (the rio grande plan). Let's get it all done in time for the Olympics!	Positive	3
12/1/2023	I'm always in favor of extending public transit, especially with how bad traffic is nowadays! Get more options for trains and buses so fewer people have to drive every day.	Positive	2

Date	Comment	Comment Category	Upvotes
12/1/2023	Curious to learn who we should be contacted to be more involved in the process. The Utah State Fair is one of the oldest residence on the west side. And should be a partner in the decision making process.	Other	2
12/1/2023	When will a Trax arrive at least in Lehi, to start with that? A bus line that runs on the main streets from north to south and from west to east... a bus that runs on 700 east,State ST, Redwood, Bandenger, and the main ones from east to west.... That "High school" students use UTA buses.	Transit	1
12/1/2023	This study needs to consider the Rio Grande Plan. If we build infrastructure to the old station then move it to the Rio Grande Depot then we will have wasted valuable money that could be allocated for the station development project. I think UTA needs to work with the City and Citizens behind the Rio Grande Plan to get done what is good for the city which is the Rio Grande Plan. Its time to throw the power of UTA behind the Rio Grande Plan and endorse it!	Traffic	4
12/1/2023	If you follow the rio grande plan a lot of this gets much more simple. Hugely supportive of expanding TRAX in general but there's a lot of turns in this map that could be eliminated by moving the central hub to the rio grande station. Could sell existing central station land for development.	Transit	4
12/1/2023	"I'm writing to indicate my support of improving TRAX connections, particularly using the proposed Orange Line alternative. Connecting these areas directly would have a major benefit to students, travelers, and all residents along the corridor. It would be especially useful to those visiting the University of Utah for research conferences, families of students who've come from out of state or international students, those attending the 2024 presidential debate held at the university, and for increasing the potential of hosting the 2034 or 2030 Olympic Games and reaping the economic benefits once again. It would distribute the benefit of publicly funded transportation to areas currently underserved in a way that efficiently utilizes existing resources, something I encourage greatly as someone pursuing a career in civil engineering. In conversation with my fellow students at the University of Utah, the overwhelming majority have indicated support for the Orange Line or similar improvements to service along the corridor, and most have said they personally would utilize it, as would I. Thank you for your consideration."	Positive	2
12/1/2023	I would really like to see the trax line that services the hospitals, extend up to the Univ. of Utah. It is pretty rare that parents bring children via trax, but many patients/staff of the Univ. of Utah hospital system(Main hospital, Huntsman Cancer, and Moran Eye), use trax. It is quite a process to get from the end of the train up to the medical centers. Very difficult for some patients who end up in Primary Children's Emergency Department because it is too hard for them to figure out how to get there or too difficult.	Transit	3

Date	Comment	Comment Category	Upvotes
12/1/2023	More TRAX stops and coverage along the valley would be amazing! Also more bike lanes and bicycle infrastructure would kick butt!	Biking	2
12/1/2023	"I love the idea of extending a new TRAX line into the research park. Please make it easy to extend all the way to the Hogel Zoo in the future!" What I don't understand is the new tracks downtown. I understand UTA owns the alignment on 4th West, but hardly anyone wants to go there. I fear that those alignments sacrifice utility for the sake of efficiency. Please keep the Orange Line to the Airport on South Temple- that is where people actually want to go!"	Positive	2
12/1/2023	Please assume the Rio grande plan in your study!	Transit	3
12/1/2023	Please seriously consider the Rio Grande Project. It would be a game changer for the entire wasatch front and a lifetime accomplishment for anyone involved	Transit	3
12/1/2023	I'm really excited to see the plans for this big step in development for TRAX and public transit as a whole! I would also say that I think it would be really great if you could consider the Rio Grande Plan in your engineering assessment and overall study, and how this TRAX expansion could meet at the Rio Grande station in the future. Thank you, and I hope to see your consideration for the Rio Grande Plan in your published study.	Transit	3
12/1/2023	Please seriously consider the Rio Grande Project. It would be a game changer for the entire wasatch front and a lifetime accomplishment for anyone involved	Transit	4
12/1/2023	I'm confused about a Red line and an Orange line going up to the U. Will both go up there and the Red will still go to the hospital and the Orange over to Research Park or will the Red line cease to exist because of the Orange line?	Traffic	1
12/1/2023	600 West is popular for cyclists because it is grade-separated from 500 South and 600 South, but it is becoming increasingly popular for drivers at unsafe speeds as a shortcut with no lights. This would be a great street for better cycling infrastructure and discouraged driving,	Biking	5
12/1/2023	400 South TRAX stations only have crosswalks at one side of platforms, but additional signalized crosswalks would do wonders for transit access.	Walking	1
12/1/2023	I strongly support a direct TRAX connection between the University of Utah and the Salt Lake City International Airport!	Transit	1
12/1/2023	A north-south TRAX line along the Foothill Drive / SR215 Corridor is desperately needed. The amount of commuter traffic along that corridor is extremely high.	Transit	5

Date	Comment	Comment Category	Upvotes
12/2/2023	With the Olympics officially coming here in 2034 UTA needs to get behind the Rio Grande Plan and align their transit projects behind it. We need a station worthy of this city and worthy to show off to the world and Salt Lake Central just isnt it and it wont be even with their proposed headquarters that might have a waiting room in it. That is not a station like the Rio Grande Plan promises.	Transit	8
12/3/2023	I strongly support a direct line from the airport to the U of U. Currently the closest station to my home is Stadium Station.	Positive	1
12/3/2023	The Rio Grande Plan is worth the large price tag. Please do that instead of moving your headquarters and widening I-15. Trains are making a comeback. Don't let SLC be left behind.	Transit	2
12/3/2023	Biggest mistake you ever made was not leaving a corridor open to extend the S-line all the way to at least 2100 E.	Transit	1
12/4/2023	You need to have more train, waiting 20-30 mins for the next train is ridiculous.	Transit	2
12/4/2023	I would admonish you not to increase the travel time between the south end of the valley and the U. If the plan is to divert the red line west and no longer follow its current configuration, I strongly discourage this idea. This would cause many more people to drive to the U. It's already much longer to take the train, adding time will only force people to decide to take even less time to drive rather than take an extra 10 min train commute.	Transit	1
12/4/2023	I love these changes, especially service to research park. I propose that the s-line be continued along the south side of sugar house park to foothill and connect a loop. Also can the Green line be a loop? Why does west valley get no service through the industrial areas? One more, service to state capital and north to north Salt lake?	Positive	1
12/4/2023	The city needs a North-South trax line on the west side. Redwood road would be an ideal route.	Transit	1
12/4/2023	Such a brilliant idea to create a direct line from the airport to the University. More lines of service can always be advantageous as long as safety protocols are researched and implemented.	Positive	1
12/4/2023	SO excited for this! Send me all the updates!		
12/4/2023	I disagree with the comments here that are against the proposed new alignment for red. It does not appear to me that it would take significantly longer (maybe 5 minutes?) to get from Ballpark to the U with the new proposed realignment, and the benefits would be immense. Plus the University is playing a role in the redevelopment of the Pickle Building in the Granary District, so it should have a direct connection.	Transit	1
12/4/2023	There should be a Trax line that runs up to North Salt Lake and Bountiful running along Beck Street. This would build a lot more transit based development and allow for a connection to South Davis County with rail since Frontrunner doesnt stop along this area.	Transit	2

Date	Comment	Comment Category	Upvotes
12/5/2023	Love this!! It should have been done years ago	Positive	
12/5/2023	Leave a comment: Could you look at expanding bus services to service 1500 S Redwood Road in North Salt Lake? Currently there is no way to get to the Frontrunner, Trax, or bus services without utilizing a car, making it harder for community members to utilize UTA services.	Transit	
12/6/2023	This intersection should allow Trax to go all directions, this will allow for trains to be rerouted if there are issues with sections in this area. It also will allow for the circular streetcar if the Rio Grande Plan is made.	Transit	1
12/7/2023	As a Fairpark resident, I don't feel that the orange line, as shown, will improve east-west connections for west siders at all due to the added travel time to stop at Salt Lake Central. The multiple 90 degree, out of direction turns to serve this station will add significant travel time. There will already be a connection to FrontRunner at North Temple, so I don't understand the logic of serving Salt Lake Central. I would rather take the 1 bus route to get to downtown or the U than take the orange line due to this winding route. The route should continue traveling south on 400 West and turn east at 400 South rather than traveling to Salt Lake Central.	Transit	2
12/7/2023	I think this routing for the Red Line makes sense. It adds more capacity in the greater Downtown area in the event of bus bridges / blocked rails, and saves travel time by only having one 90 degree turn.	Positive	
12/8/2023	Could UTA plan to add a bike lane along 200 W similar to the S-Line?	Biking	2
12/8/2023	Will there be a stop at Pioneer Park? It would be really nice to have transportation for the farmers market and all the other events that are held there.	Transit	1
12/15/2023	We heard about the possibility of a line being put through Research Park at our office (located in Research Park), so I had to hop on here to say YES PLEASE! The Trax line is great for getting onto campus, but campus/Research Park extends so much further than the Trax line currently goes. While there would be some extreme adjustments to Research Park to include a Trax line, it would greatly benefit those of us who work up here, especially as new buildings are being built and services added in (i.e. Huntsman Mental Health Institute).	Transit	
12/15/2023	Plans should include and prioritize the Rio Grande plan. It streamlines trax lines and connections throughout the system.	Transit	1

Date	Comment	Comment Category	Upvotes
12/15/2023	<p>Leave a comment: I live half block from 900 S trax station and never ride trax anymore because it's unpleasant and unsafe to ride. Too many fights break out, people are drunk and loud, they smoke on the trains and yell at passengers for not reason etc... It's mainly a homeless resting spot and I can understand it is warm and contained in the train but it's been overrun at this point. I can't put my kid in that environment anymore and it's just plain stressful. This has happened multiple times to me riding trax, not isolated cases. I think if an investment is made to expand trax then a significant line item in the budget should be to improve policing the stops and enforcement of proper conduct and activity on the trains so more people will feel safe enough to use the transportation. Now we just drive to the airport and pay to park when we could take trax to the airport practically from our front door, but the trax ride has been so awful so many times we swore off using train. Hope this real-time perspective can offer some insight that is useful to planning for the future.</p>	Transit	
12/15/2023	<p>Love everything about it. I take the trax every day and frequently go to the university and the airport. This would be a game changer for me and my business. I would support this with any means available.</p>	Positive	
12/15/2023	<p>I think it's about time we got a trax route that goes west to east. I think we should make more orange lines if they all go west to east.</p>	Positive	
12/15/2023	<p>Could you look at expanding bus services to service 1500 S Redwood Road in North Salt Lake? Currently there is no way to get to the Frontrunner, Trax, or bus services without utilizing a car, making it harder for community members to utilize UTA services.</p>	Transit	
12/15/2023	<p>I would also highly DISCOURAGE any added time to get to the UofU medical center. I don't think a detour through the granary district would affect it <i>*too*</i> badly, but if I understood what I just read correctly.... would it be a new line going there (orange) and the red line would go to research park? Yeah, absolutely not. Have the orange line go to/from there, something other than disrupting the red line. What chaos it would be for everyone coming from the south end of the valley needing to transfer to a new train at 2100 south (like you now do for the green line). I will not and cannot sacrifice any additional time to my commute (than I already do) to change trains after two stops and add another 15-20-30 minutes to my commute. I actively made a choice to ride public transit every day and would like to continue to do so, but if there isn't a direct line, I would probably resume driving, which would suck. Not having a direct line to the U would have a serious impact on THOUSANDS of commuters every day. It would be a nightmare. Given how FULL the trains are every morning and evening, even when the UofU is out on break (ie, right now) - it seems there should be MORE trains coming directly there from the south end of the valley, not an added inconvenient transfer. I desperately hope I misunderstood this potentially god awful plan.</p>	Transit	1

Date	Comment	Comment Category	Upvotes
12/18/2023	<p>So I'm trying to understand, as this information just clicked... is the proposal to get rid of a direct line to the University Medical center in lieu of one to research park and the addition of an airport line? Meaning the same annoyance when getting to the airport and having to transfer from a blue/red line (when heading North) to the green line at 2100 so .. is what you'd have to do to get the orange line up to the U? Yeah, I'm not a fan nor OK with that. There are far too many riders (and I ride each day to work) to be making silly transfers at 2100... there needs to be a direct line from as far South as you can go straight to the hospital. That would be inconvenient for those with medical needs to make that transfer. Have the research park stop be the one you have to transfer to if you must. Adding an additional stop to thousands of riders who go to the U or the medical campus adds more time, inconvenience and is not something that encourages regular use of the public transit system. I already take and sacrifice extra time to get to and from work on the Red line.. but if I have to add ADDITIONAL time I don't have nor am I willing to give? I'll go back to driving. Unfortunately many don't have that luxury, and I would rather not do that. I hope I misunderstood these plans, because that would be a terrible idea to not have a direct line to the UofU hospital and campus.</p>	Transit	
12/18/2023	<p>I ride UTA transit every day in various forms and would like to provide feedback on the proposed changes. As background, I adore UTA's efforts, am kind to bus drivers, and try to call in to leave positive feedback whenever I see extra effort being put forward. That being said, I do not think the proposed changes would be significantly beneficial. If, however, the proposed orange line were to extend to Lakepoint and Tooele from the U of U... I feel that that would be a game changer.</p> <p>I feel that Salt Lake City is very connected as far as Public Transportation is and UTA could get a much better bang for their buck if they improved services elsewhere. Law of Diminishing Returns and such. I've already mentioned Tooele in this email... But I feel using the money that would be used on this tram system would be better spent getting one bus to and one bus from Tooele on Saturday and Sunday each. Just one. Honestly.</p> <p>Thanks for listening to my feedback!</p>	Transit	
12/21/2023	<p>Leave a comment: The trax should not make the jaunt out to SL central but it should go north next to pioneer on 400W and on to gateway. This would future proof it for eventual activation of Rio Grande station.</p>	Transit	1
12/23/2023	<p>Im excited for what the future holds.</p>		
1/2/2024	<p>Leave a comment: Why don't we see more trax police. I don't feel safe on the Red Line going to the University. Lots of vaping, people asking for money or just to drunk to control their behavior.</p>	Safety	1

Date	Comment	Comment Category	Upvotes
1/2/2024	Leave a comment: I've always thought Trax should be located on State Street instead of Main Street in the downtown business district. Trax seems to function better on a wide street with fewer pedestrian issues. Salt Lake City's Main Street could then truly become pedestrian friendly even with vehicle traffic some hours and then convert to full pedestrian plaza when desired. The traditional Salt Lake City parade route could return to Main St. Max walking distance downtown from Trax is 2.5 blocks with addition of Trax on 400 West.	Transit	
1/2/2024	I think the service to research park is a good idea. The spur to the Granary is unnecessary as is the orange line. What you really should spend your money on is either expanding the Redline to Herriman and on to the new point of the Mountain development or even better, a new line up foothill following I-215 to the major park and ride lots at Big Cottonwood. This would hopefully alleviate all the traffic that runs daily from the UofU up and down Foothill BLVD.	Positive	
1/2/2024	and while you at it, run a line up and down Parleys too.	Transit	1
1/3/2024	Just looking for project updates		
1/4/2024	Crossing the 500S viaduct is very dangerous both from drivers and from the crime in the area. The Rio Grande Plan would remove these viaducts and allow for us to make these streets at grade level at this point since the railroad tracks would be put in the trainbox under 500W.	Walking	1
1/4/2024	Crossing the 600S viaduct is very dangerous both from drivers and from the crime in the area. The Rio Grande Plan would remove these viaducts and allow for us to make these streets at grade level at this point since the railroad tracks would be put in the trainbox under 500W.	Walking	1
1/9/2024	This is a very rough crossing for cyclists going from east to west and vice versa. The Rio Grande Plan will eventually remove this crossing but in the meantime is there a way to smooth it out?	Biking	1
1/11/2024	Give the Granary district a train stop	Transit	
1/11/2024	If UTA won't do the Rio Grande alignment please give Pioneer Park a train stop	ADA Challenge	
1/11/2024	If the plan is to add another bike & train crossing please consider the following. 1.) Please do not install the funnel/S fencing at the crossing. Instead please extend the swing arm or install two half swing arms to cover the 9-line trail. 2.) Please make a slight realignment of the 9-line trail to have the trail run directly perpendicular to the train tracks rather than diagonally.	Biking	

Date	Comment	Comment Category	Upvotes
1/15/2024	Leave a comment: I truly think this is one of the best ideas in years. This little addition would improve mobility around downtown to an incredible degree. The one point I'd make is that new lines make the downtown area prime for a district line. Whether it just circles around downtown, or if it utilizes the track all the way to 1300 s (or both), I think adding a district train would be an elite addition.	Positive	
2/28/2024	Email updates. And I submitted 'feedback' but would like to understand why Alternative 2 has a raised section... There's no information to tell us why somebody has thought of this option. Is it to reduce congestion between cars (freeway on/off ramps?) and the train? Or something else?		
3/13/2024	Instead of elevating TRAX here, 500S and 600S should be put subgrade, and TRAX should run at street level. If UDOT wishes to maintain their timed light high capacity roads and not have to wait for a train, they should pay for the grade separation. These two streets are loud, dangerous, and large barriers in our cities.	Transit	
3/13/2024	Future proof any trax alignment to work with the Rio Grande plan!	Transit	
3/15/2024	I use UTA Frontrunner and busses often and would be able to use Trax even more with North Temple-Draper Trax connection. I love all of these plans and would be delighted with the implementation of any of them (though an elevated Red Line would just be very cool).		
3/20/2024	University of Utah Environmental Management & Compliance		
3/21/2024	When will the first phase of this project be completed?		
3/22/2024	Wondering why that there are no future plans on a light rail system route to Tooele and Grantsville?. While there is availability of property. Study needs to plan 20 years out. And no be to little to late. You can see in studies how many homes are being built in the demographics for the area. Thank you.		
3/25/2024	I would like to join your email list. Thanks!		
3/25/2024	I'm a fan of public transit in Utah, and I care how it is planned and designed. I'm excited to see how this project develops.		
4/14/2024	uta is always reliable		
5/1/2024	I would like to see the Tech Link integrate with the Rio Grande Plan. I think both are a winning combo for this great state.		
5/7/2024	Hello! Are there or have there been any scheduled open houses regarding the Techlink plan?		
5/20/2024	Interested in the future traffic projections for noise impact assessments		

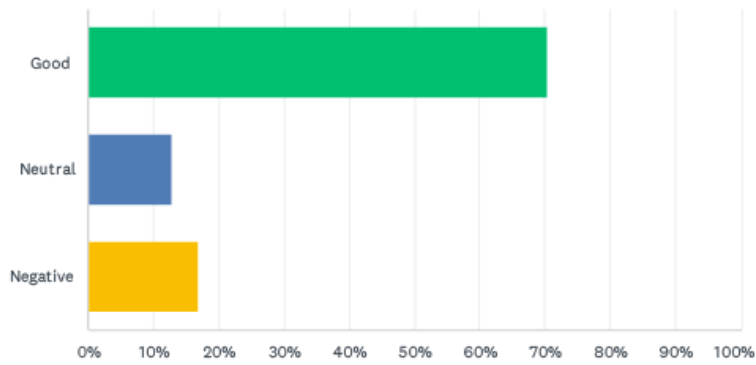
Attachment D10: Alternatives Evaluation Survey Results²

ALTERNATIVE 1

TechLink Alternative 1

Q1 What do you think about Alternative 1?

Answered: 344 Skipped: 11



QUIZ STATISTICS			
Percent Correct 97%	Average Score 1.0/1.0 (100%)	Standard Deviation 0.00	Difficulty 1/1
ANSWER CHOICES	SCORE	RESPONSES	
✓ Good	1/1	70.35%	242
✓ Neutral	1/1	12.79%	44
✓ Negative	1/1	16.86%	58
TOTAL			344

² Plain text files are available upon request.

TechLink Alternative 1

Q2 Are we missing anything?

Answered: 168 Skipped: 187

#	RESPONSES	DATE
1	Multi-modal Efficiency. As a household who lives near the 900 E station and with a transit pass, we still mostly drive to the airport due to the time and efficiency cost of taking trax. And we are very sustainability minded, yet the lack of efficiency - an hour and possibility of missed trains or no train later at night - vs a 20 min drive, there is almost no comparison unless we are both traveling and cannot get someone to pick us up. Even then, we often opt for a taxi.	5/2/2024 7:07 AM
2	Alignment Other Connections These additions should be done in conjunction with burying frontrunner in a trainbox along 500 W to improve the East-West connectivity in the city and to create a central station closer to the city center. And whatever the orange/green/red line alignment ends up being, it should be in line with the new frontrunner alignment so that transfers are seamless.	5/1/2024 3:40 PM
3	Alignment The detour of the orange line to the Salt Lake Central station is unnecessary and redundant. Passengers on the orange line can transfer to Frontrunner and to the trax Service at North Temple Station more conveniently. The orange line detour from 400 W to 600 W would just slow down service on that line from the slow turns, longer distance and extra stop.	4/30/2024 5:47 PM
4	Other Connections In the future, we need more trax lines east and west lower down in the valley and/or along the edges of the valley. Adding this line only helps the downtown area and less the greater area in all.	4/28/2024 9:49 AM
5	Other Connections UTA is missing the need for additional service on the west side such as Rose Park and Westpointe Community areas.	4/27/2024 4:18 PM
6	Alignment Rio Grande Plan It's pointless and redundant to go to SL central. Orange already goes to north temple bridge. Do alternative 3 instead and build the Rio grande plan	4/26/2024 7:34 PM
7	Alignment Other Connections All of these plans have worse connections for people in and around downtown. If I'm at City Center, I'll have to walk a half mile or take B/G way out of the way to transfer to R/O to get back east. This is WORSE than it currently exists. Also if I'm at City Center, I cannot get to Pioneer Park or the Granary for the same reasons. No connections between the parallel lines until you're way outside of downtown. SLC blocks are massive and we should be making it easier for people to get around the city's central neighborhoods AS WELL AS making it easy for commuters to get into and out of the city. These plans skew towards the latter only. You should add or build-in a city loop route that circulates around the downtown neighborhoods (4th W to Main St.) with these proposed alignments. This would make it easier to get around the city and facilitate those direct connections between B/G and R/O routes.	4/26/2024 12:07 PM
8	Other I need to be able to refer back to the map as I'm typing my comments and your system here pops-up these comment boxes OVER the map. I tried to do a two-tabs situation, but that wasn't working either.	4/26/2024 11:02 AM
9	Alignment Stations/Stops Too many turns and extra lights in orange line through downtown. Will make it very slow to actually get from university to the airport and will result in not increasing ridership and avoiding taxi/uber as much as it could.	4/26/2024 10:42 AM
10	Alignment I really dislike the orange line detour to Salt Lake Central. This will add too much travel time and not provide a useful connection from the west side to the U.	4/26/2024 9:58 AM
11	Alignment No	4/26/2024 9:41 AM
12	Alignment Orange Line bypassing Salt Lake Central (alternative 3)	4/26/2024 9:10 AM
13	Other Before you proclaim Option 1 as "the most popular," as you did in a Salt Lake Tribune article, please acknowledge that this option has a completely different zoom level than the other options. If you truly want to get feedback on what routes the lines should take downtown, show people only downtown zoomed maps.	4/26/2024 8:32 AM

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14	Stations/Stops Routing the Orange Line to SL Central Station is a waste of everyone's time. There's another Frontrunner connection one stop to the north.	4/21/2024 2:15 PM
15	Other no	4/19/2024 9:16 AM
16	Alignment this route has too many 90-degree turns to get to the central station. This mistake can be avoided by changing the route so that it turns on 600 West instead of 400 West; that way, the train could stop at the Central Station. Then it can reconnect with the red line by turning again on 400 South.	4/14/2024 12:53 PM
17	Other No	4/13/2024 2:42 PM
18	Rio Grande Plan You're missing the Rio Grande Plan	4/10/2024 6:43 PM
19	Alignment I don't like that this plan will create an additional stoppage point for vehicles on the way to/from the highway, where the red line will cross 5th S and 6th S.	4/9/2024 3:40 PM
20	Other Potential street cars but otherwise it seems like a good start	4/8/2024 9:09 PM
21	Alignment Still missing downtown SLC to university direct line	4/7/2024 9:44 AM
22	Other Connections I think an east side train that runs from the U all the way to draper along the interstate would be EXTREMELY beneficial to helping traffic!	4/6/2024 7:04 PM
23	Other Connections I don't think so. Maybe the orange line or another line could run down 700 east at some point? Liberty park and 9th and 9th should probably get light rail or a streetcar at some point I hope	4/6/2024 9:42 AM
24	Alignment I see no point in increase train density in the downtown area just for a direct airport to uofu train. That will make reliability even worse which is already terrible.	4/5/2024 5:22 PM
25	Other Connections I think there is missed service to west and south. I think this project truly needs to expand in order to increase ridership. There should be additional rail traveling along foothill blvd through foothill and connecting west to sugarhouse. Adding this option would have significant impact on ridership, mobility, removing cars, and improving air quality.	4/3/2024 12:06 PM
26	Other Need to run cars more often to accommodate growing population. Increase reliability. The front runner should be coming every 15 minutes	4/2/2024 8:27 AM
27	Alignment Granary I would realign the green line, not red, through Granary District.	4/2/2024 6:40 AM
28	Other Connections Put in a trax line running up and down Redwood Road.	3/31/2024 6:33 PM
29	Other Connections We really need trax from Wasatch boulevard to foothill avenue to research park, to the U. This would connect our most valuable places and institutions together. Foothill way too busy since it is used to commute to research park and the U and the proposed orange line probably will not take many foothill commuters. This trax line would also connect students at the U to the cottonwood canyons, additional shopping and amenities reducing the need for students to own a car. It would then be possible to get from the airport to the canyons on fast and easy public transportation. I think this is a big piece of the puzzle that needs to be put in place to increase trax ridership and decrease traffic in SL valley.	3/31/2024 10:42 AM
30	Other Connections This is a good start, but please make sure that this proposal facilitates future growth of transit along the East Bench. There should eventually be some sort of rapid transit from Holiday to the University via Sugar House.	3/31/2024 7:15 AM
31	Other Connections I think long term, a second north south corridor for trax will be more beneficial than extending the ends of the line(s) that we have. If I could pick where to locate it, I would put it along 700 E underground, connecting Trolley station to Fashion Place West. Or possibly even further east.	3/30/2024 11:15 PM
32	Alignment why not just extend the red line? there could just be a split at central station	3/30/2024 10:44 PM
33	Alignment The direct red line from Sandy to the U is an incredibly popular commuting line. option 2 is better because it doesn't force commuters to transfer lines if they commute from south of the newly proposed orange line.	3/30/2024 8:32 PM
34	Other Connections Stations/Stops Transit works best when there are corridors spaced about 1 mile apart. There is no need to add stops about .2miles from already currently available stops. We should be expanding the tracks around 700 E, and Redwood Rd, or 900 W. Another E/W corridor around 1300 S would add to the current transit choices.	3/30/2024 7:22 PM

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35	Stations/Stops I do think losing the three-way main connection at Courthouse is disappointing, as I use that connection frequently, as trax is my primary way to travel around the state. While I approve of this plan otherwise, I can't deny it would make interconnectivity between the lines much worse.	3/30/2024 5:29 PM
36	Other Connections I do not think more routes along existing track would be beneficial to the population. Adding a new unique route that connects to the existing routes while providing rail transit access to unserved areas would be much more beneficial. As an example sending the green line straight south from the airport and possibly linking it up. Have trains circulate in both directions to facilitate access to the larger commercial and industrial areas. You *really* need to do a study on where people want/need to go. More trains taking people places that's one easy transfer is not the way to do things.	3/30/2024 5:12 PM
37	Other Just that there is not enough. MORE TRANSIT!	3/30/2024 12:41 PM
38	Rio Grande Plan Stations/Stops Salt lake central is a useless station too out of the way, all the turns wasting time... Rio Grande Plan now!	3/30/2024 12:24 PM
39	Other Connections transit option to red butte, especially during concert season	3/30/2024 12:15 PM
40	Other How does Amtrak fit into this?	3/29/2024 3:24 PM
41	Other Connections Replacing bus line 21 with a trax line	3/29/2024 2:08 PM
42	Other Connections I personally believe that building the tracks to the old salt lake central station is short sighted. There's a lot of movement toward the Rio Grande Plan and adding extra cost to just tear up the tracks later for the plan seems like a waste of money.	3/28/2024 5:28 PM
43	Other I think this is a good idea.	3/28/2024 4:39 PM
44	Other Connections I don't really understand the point of those changes. Really what needs to be done is having a trax going across the west end of the valley, from the airport station to daybreak parkway station.	3/28/2024 12:02 PM
45	Other The transfers between Red/Orange and Green/Blue need to be considered. I live on the Red line and can't even get to the airport in a reasonable amount of time because of the poorly timed connections at the Courthouse station and all the absolutely unnecessary stops between Courthouse and the airport. Also, there needs to be GOOD signal prioritization for TRAX! Because our technology is so behind, 100 people on the train have to wait for 5 cars. I'm sure UDOT is to blame... I think the Orange should be prioritized for its connection to the airport and front runner. But all of that falls apart if we cannot easily transfer between the Orange/Red and Green/Blue.	3/28/2024 10:45 AM
46	Rio Grande Plan Not one plan incorporates or at least makes the Rio Grande Plan integrated.	3/28/2024 10:30 AM
47	Alignment Granary I think that expanding the trax line is great, however, I am not sure why there is a parallel trax line on 400 W when the green and blue are very close. I think the section between 400 S and 900 S in granary is unnecessary. Also, this is a great opportunity to increase the trax on the west side and make more of a connection over the train tracks. Why not continue the trax line down 400 S to 900 W? This will also create a large connection with a handful of bus lines that run around 900 W and 400 S.	3/28/2024 10:14 AM
48	Stations/Stops You are missing the station between 1100 and 1200 East on 500 South which was in the initial design but is still needed.	3/28/2024 9:59 AM
49	Alignment The green line would become practically useless.	3/28/2024 9:58 AM
50	Other MORE! Think bigger! Think of where we will be in 20 years and install NOW, dont wait for the growth!	3/28/2024 8:46 AM
51	Other Connections An extension into Research Park is a good idea. But we also need additional lines to the east and west. Ridership would go up dramatically if you had stations near 13th East, 56th West (connect to new U-U hospital?), etc. Maybe you could follow the belt route (I-215). Or 2100 S to Magna with a connection (Fronrunner?) to Tooele? A lot of people commute from outside SLC because of high housing costs.	3/28/2024 8:00 AM
52	Other Connections Still missing a lime to the west side still. Nothing even reaches 5600 west. You know the numbers go past 9000 west right?	3/28/2024 7:37 AM

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53	Other I love it	3/27/2024 6:46 PM
54	Other Connections yes, we need a trax line to Zions Bank Stadium in Harriman	3/27/2024 6:05 PM
55	Stations/Stops Why send the orange line to salt lake central? It already meets Fronrunner at North Temple	3/27/2024 5:56 PM
56	Stations/Stops Send the line to the airport that can run the latest. Nice to have access to and from the airport until midnight.	3/27/2024 1:26 PM
57	Other No	3/27/2024 1:14 PM
58	Other Leg room	3/27/2024 11:29 AM
59	Airport to university of Utah would be awesome, love it! ;)	3/27/2024 11:17 AM
60	Multi-modal What is the plan for the proposed stations: Are there crosswalks mid block for pedestrians? How many traffic lanes will 400 south have with Trax added?	3/27/2024 11:09 AM
61	Alignment I would upgrade the roundabout on So. Campus Drive to be two lanes on the north side like we originally had designed in 2000. Bill Baranowski	3/27/2024 11:05 AM
62	Stations/Stops Routing the orange line to SL central would be a huge blunder of efficiency	3/27/2024 10:57 AM
63	Other please do it	3/27/2024 10:52 AM
64	Stations/Stops All the turns at Central Station are bad and slow.	3/27/2024 10:34 AM
65	Other Connections Add a downtown circulator line.	3/27/2024 10:31 AM
66	Other No	3/27/2024 10:24 AM
67	Alignment I'm unclear on the linkage between the 400 W/University Blvd and Planetarium Station. Is that another color that doesn't appear on the map key? Shuttle? Bus?	3/27/2024 10:06 AM
68	Other Connections Safety This plan should also include more east-west corridors that cross the highway. Right now, there are only crossings at 400S and 800S - and that will limit accessibility of these new trax lines & stations to the west side. The crossings now are also very dangerous without safe walkways or bike lines. I would take the Trax weekly to the airport if I had a safe way to get to the Trax and a direct line to SLC.	3/27/2024 9:27 AM
69	Other Undoubtedly quite a bit that will, just like ALL of the other Trax lines, add millions more as work continues.	3/27/2024 9:08 AM
70	Other No	3/27/2024 9:00 AM
71	Rio Grande Plan Yes, there is no mention of the Rio Grande Plan.	3/27/2024 9:00 AM
72	Other No, everything looks good to me.	3/27/2024 9:00 AM
73	Other No	3/27/2024 8:57 AM
74	Other Connections I wish there were more track stops in places like sugar house.	3/27/2024 8:49 AM
75	Alignment This looks good. I feel the connection to research park is needed.	3/27/2024 8:22 AM
76	Alignment Make a train line go from city creek to the campus.	3/27/2024 6:46 AM
77	Other N/a	3/27/2024 2:15 AM
78	U of U/Students Does the orange line stop at a few places in research park and on the u campus or no?	3/27/2024 12:50 AM
79	Other Nope.	3/27/2024 12:31 AM
80	Other Connections more trax on the east side of valley! i want to be able to not have to drive 15 minutes just to get on trax at the nearest park and ride!	3/27/2024 12:21 AM
81	Other No	3/27/2024 12:18 AM
82	Other No	3/27/2024 12:06 AM
83	Alignment orange line.	3/26/2024 6:40 PM

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84	Other Increased reliability on timings, and user friendly for mobile.	3/26/2024 6:36 PM
85	Stations/Stops If you are taking the Blue line to the airport you will need to switch out the cars. Who wants to get off the airport and lift their luggage up the few stairs. Green and Red route are entry at level.	3/26/2024 2:57 PM
86	Stations/Stops SL Central is an unnecessary stop.	3/26/2024 2:37 PM
87	Alignment Stations/Stops U of U/Students Leave blue line in current route, add orange line, adjust red to go through Granaery District but good luck getting the U of U onboard with fans getting on and off in an area that most Salt Lake residents avoid. However my suggestions make the most sense, cause the least amount of disturbance to riders, also takes into consideration the vast amount of business brought in by downtown visitors. This doesn't make me want to ride more, so how would entice visitors to ride UTA and get off on the West side of the city farther from the convention center, hotels, restaurants, and tourist sights.	3/26/2024 2:30 PM
88	Stations/Stops Sorry but the deviation to SL central is very dumb. I get that it feels weird to bypass "Salt Lake Central" station, but that area sucks, and North Temple Fronrunner station is already more popular. Don't do it.	3/26/2024 12:57 PM
89	Stations/Stops Those who were paid off to build the 6th south station should be fired. And the station removed. What a waste of money and slower ride now. The distance between 6th and 4th is shorter than the length of a parking lot at the other end if the red line. Disgusting.	3/26/2024 8:41 AM
90	Other Frequency should be improved	3/26/2024 7:19 AM
91	Multi-modal Incorporate walking and biking infrastructure along Trax lines while minimizing car accessibility. Where new coverage is being implemented, there is a great opportunity to make improvements to bike lanes. If possible, we should be trying to remove car lanes along existing Trax lines as well. 400 South for example has areas with six lanes of car traffic. We could easily lose one lane on each side to give to bikes and wider pedestrian paths. That would also make getting to the stations along 400 South less terrifying. Along with this, traffic calming measures should be put in place along Trax corridors. Frankly, there doesn't need to be anywhere downtown that car traffic exceeds 20 mph, but especially along Trax where we want to promote pedestrian and bike traffic.	3/25/2024 10:51 PM
92	Other Connections I still think you need a track along Foothill and Wasatch. Traffic is horrendous.	3/25/2024 7:11 PM
93	Stations/Stops U of U/Students Maybe a Red Line extension to the new construction on Medical Drive (for those needing hospital access, but who have difficulties going from the existing University Medical Center Station up the hill). Also, possibly adjusting the stops on the new Orange Line to provide ease of access to the neuroscience imaging center, and extending the Orange Line to Hogle Zoo (even if via a short underground tunnel)?	3/25/2024 4:31 PM
94	Alignment nothing at all this looks awesome	3/25/2024 1:32 PM
95	Other Connections Of course I would love to see further extensions in the future, perhaps down 1300 s or near sugar house. But I think this is a good extension of the existing system.	3/25/2024 12:57 PM
96	Other Connections This is a GREAT alternative. I think you are missing extending the new line to the Zoo. You are so close to the Zoo. Just take it a little further.	3/24/2024 5:47 PM
97	Rio Grande Plan This is missing the Rio Grande Plan. Salt Lake Central Station needs to be moved to the Rio Grande per that plan. Its an odd an unnecessary bump over detour to go over to the current station.	3/24/2024 12:50 PM
98	Alignment Nothing	3/24/2024 11:18 AM
99	Other Connections Instead of more options in Salt Lake, there should be more options in the south of the valley. Lehi, Draper, Sandy to West Jordan, South Jordan, Herriman, Riverton. Bus and Trax schedules also need to be started much earlier and end later, especially in poorer neighborhoods. Midvale, Rose Park, Keams, etc.	3/23/2024 2:29 PM
100	Alignment Not that I see	3/23/2024 1:15 PM
101	Alignment Not that I'm aware of.	3/23/2024 11:38 AM
102	Other Connections It would be good to have the line turn and head further east along Wakara Way. This would help connect the valley to two of the states leading cultural assets: the	3/23/2024 10:24 AM

TechLink Alternative 1

Natural History Museum of Utah and Red Butte Gardens, while also serving more of Research Park.

103	Other Connections Orange line should extend south on Arapeen and east on Sunnyside to serve both This is the Place and Hogle Zoo. This will be a huge benefit for special events at either location, and increase weekend ridership and weekday ridership outside of commute hours (the research park).	3/22/2024 7:02 PM
104	Other Connections We need trax service out to Tooele! We have so many living out here that have to commute to Salt Lake City every day.	3/22/2024 3:02 PM
105	Alignment Why not have green line service the granary district? Since it will be going to SL Central. Seems odd to reroute red instead of green to service the granary district.	3/21/2024 9:20 PM
106	Other Connections Line going all of the way to Red Butte Garden, Utah Museum of Natural History and the Bonneville Shoreline Trail.	3/21/2024 5:21 PM
107	Other Timing - this needs to be done before 2030. It feels like this concept (or similar concepts) have been about to happen or in the works for over 10 years already.	3/21/2024 4:00 PM
108	Alignment Why not have either the Blue or Green line go through the Granery District? So what is going to happen with the North Temple Station? Is that going away?	3/21/2024 10:29 AM
109	Multi-modal Other If anything, you aren't planning for more! I also would like to ask for an updated trax car for the blue line. It's always so hard to get a bike on and off; let alone finding a place to sit with the bike.	3/20/2024 7:55 PM
110	Stations/Stops Don't need orange to connect to salt lake central	3/20/2024 11:37 AM
111	Safety At-grade crossing of 500S and 600S when many drivers are near freeway speeds would be very problematic.	3/18/2024 12:44 PM
112	Other Connections orange line should travel south and north on 7th east	3/18/2024 11:39 AM
113	Stations/Stops Salt Lake Central needs a third track to handle Green Line layover/tumaround. Recommend adding a second island platform and a third track to the east of existing tracks. Current west track becomes Green Line tumaround and access to tail tracks/FrontRunner delivery connection. Current east track reused for eastbound Orange Line moves. New island platform and third track on east side of station used for westbound Orange Line moves. This configuration eliminates the need for a new interlocking south of Salt Lake Central in favor of adding one switch to Intermodal Interlocking for spur operations.	3/18/2024 3:33 AM
114	Other Connections It still really underserved the West side.	3/15/2024 3:43 PM
115	Stations/Stops I like any and all of these alternatives. I don't think anything is missed. The differences seem to generally focus on route stops which grow and evolve over time in my mind.	3/15/2024 1:50 PM
116	Alignment I would like more clarification on what the "non-revenue line" is.	3/15/2024 10:07 AM
117	Alignment Makes the existing transfer from the red line to downtown even worse.	3/14/2024 4:23 PM
118	Stations/Stops Absolutely must leave room in the ROW for a future platform at 400 W and 300 S for future potential connection to the Rio Grande Plan (involves converting 300 S between rio grand street and 400 west to pedestrian only, similar to denver union station)	3/14/2024 4:07 PM
119	Alignment Rio Grande Plan U of U/Students Alternative 1 should integrate the changes from Alt 4 (rerouting the line around the Stadium), as well. Tech Link is an excellent opportunity to overhaul the entire system, so it shouldn't be wasted. Go big or go home. Alt 3 (the Orange Line bypassing SLC Central) should also be integrated into Alt 1, as a limited express route (I still support the construction of new track to meet up with the Green Line terminus). It would shave a ton of dead time off of airport-U trips, and is also implicit support for the Rio Grande Plan.	3/13/2024 5:56 PM
120	Alignment Looks great, every line has a connection to every other line.	3/12/2024 5:17 PM
121	Alignment Keep the red line as is, create the orange line	3/11/2024 8:03 PM
122	Other Connections This need to expand outward East to West more. This line feels redundant to what we already have in place and is under utilizing this expansion	3/11/2024 4:17 PM

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123	Other Connections I noticed on all 4 of these options there is nothing going south to Riverton/Bluffdale. Its like the whole southwest corner of the valley is forgotten about and this corner of the valley is growing like crazy as I live in this area and see it.	3/11/2024 1:35 PM
124	Alignment The new routing of the red line takes a less direct route which will take longer.	3/7/2024 2:36 PM
125	Alignment Safety Improvement to attract riders on the west side of I15. You are missing safety measures for track stops along north temple. You are missing specific details on how operations will improve along north temple. The west side will no be connected to downtown at 400 s, not city center. We lose a direct connection to the sports area at delta center, access to temple square, city creek, and now will have to transfer or walk from 400s.	3/7/2024 7:37 AM
126	Other No	3/6/2024 1:38 PM
127	Other Yes! Places to park in order to use the train!	3/6/2024 1:27 PM
128	Other No	3/6/2024 10:02 AM
129	Other Connections This alternative is a reasonable improvement, but I'm not sure what the benefit would be in not building the grade-separated segment along 400 West. I also wonder about the alignment of the east end of the Orange Line; would it not make more sense to route it along Foothill Drive, where future extensions toward Sugar House and Millcreek might be more feasible?	3/5/2024 4:33 PM
130	Other Connections Bus that goes directly from my my neighborhood (1900 East 990 South) to the Stadium Orange line.	3/5/2024 3:01 PM
131	Alignment I love the idea of extending Red and create Orange lines to extend TRAX service to the west side, even if it doesn't cross the Amtrak train track.	3/5/2024 2:21 PM
132	Other no	3/5/2024 1:40 PM
133	Other Frequency and hours. I wish the train would come so often I didn't have to check a schedule. I wish it ran later and more on weekends	3/5/2024 12:53 PM
134	Alignment Other Connections There should be connectivity to the downtown directly from the university. Avenues, capitol hills, and marmalade have a lot of students, but poor connectivity to TRAX. North temple bridge / guadalupe provides connectivity to the university and research park from frontrunner / destinations north, so the additional connection at salt lake central is not necessary. Switch the orange and blue lines in the downtown area to fix this (orange toward airport follows library -> gallivan, blue follows courthouse -> west temple).	3/5/2024 11:02 AM
135	Other Connections There should be connectivity to the downtown directly from the university. Avenues, capitol hills, and marmalade have a lot of students, but poor connectivity to TRAX. Switching the downtown alignment for blue and orange lines is one way to fix that (orange toward airport follows library -> gallivan, while blue follows courthouse -> west temple)	3/5/2024 10:59 AM
136	Other Connections Will there be a bus loop in Research park from the TRAX drop off to go up and around to Chipeta and Museum of Natural History.	3/4/2024 5:09 PM
137	Alignment The detour to SL Central Station seems unnecessary. Riders can connect with FrontRunner @ North Temple. The Greyhound connection can't be often used.	3/4/2024 3:19 PM
138	Stations/Stops Why not have a station where the green, blue, red, and yellow lines cross on 400?	3/3/2024 6:47 AM
139	Alignment The elevated option between 400 S and 700 S is a MUST. 500 S and 600 S have way too much high-speed traffic.	3/2/2024 5:56 PM
140	Other Connections I would prefer the Sugar House line continue up 2100 S to Foothill and then along Foothill to the terminus of the new orange line at the Univ of Utah.	3/2/2024 12:35 AM
141	Multi-modal Is there an opportunity to add bike/walking paths near the orange line similar to the S line? I live in Granary and we need more walking/biking paths. The 9-line is revolutionary in this neighborhood but we need more and more greenery with the new infrastructure.	3/1/2024 6:15 PM
142	Other Airport luggage wants to be on a low floor train, not a high block where everyone needs to get there luggage to the one ramp in the lead car at the airport. A classic LRV at the Airport is a just plain dumb idea.	3/1/2024 1:37 PM
143	Other I would hope you could comment on the frequency potential of the lines. I am hoping	3/1/2024 12:52 PM

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for 12 minute frequency on all lines.

144	Alignment Not that I can see.	3/1/2024 12:37 PM
145	Safety Better guardrails (ordered right the first time) that allow 10mph or even 15mph where possible. Hint Hint (Union interlocking)	3/1/2024 12:03 PM
146	Alignment I am still a strong proponent of running the Orange Line on 400 west, bypassing Salt Lake Central, to reduce travel time and provide a meaningful east-west connections for the Fairpark neighborhood. I think this option is also missing improved connections across 4th, 5th, and 6th south where trains are inevitably going to be delayed due to UDOT giving preference to car traffic at these intersections.	3/1/2024 11:53 AM
147	Alignment just add line from the red line station up at the U, not an entire new line.	3/1/2024 11:45 AM
148	Alignment Orange Line is connect the airport, FrontRunner at SL Central, and the U - is that trying to do too much with one line?	3/1/2024 10:15 AM
149	Other This doesn't include the possibility of overnight service. I know that full service past Ballpark station is not currently possible overnight, but downtown and airport connections would still be a desirable possibility	3/1/2024 2:35 AM
150	Stations/Stops Have the 300 West Station on the west side of 300 West (not the east side). Ballpark Station is so close on the east side and 300 West is a major barrier street to cross. Have the new 800 South Station at 800 South (not 900 South). Please keep the roughly 2 block separation to help keep things more walkable.	2/29/2024 11:37 PM
151	Other Connections Slight extension of the rail in research park to the museum of natural history. That would allow for trailhead access too!	2/29/2024 10:11 PM
152	Other Connections I live in Rose Park and would like better access (like 1000 N) to Trax.	2/29/2024 10:06 PM
153	Other Connections As a resident of the west side, this plan is both exciting and concerning. It's great to see a bit more service through granary district but it is not meaningfully close enough to truly benefit residents and neighbors of the west side (west of 900 W) AND now you are proposing ANOTHER train line that interferes with our connection to the east side. My neighbors and I are frequently cut off along 800 S and 900 S by the freight trains, Fronrunner, and Trax. This would be one more barrier, not only impacting motorists from the west side but also cyclists along the 9-line. I would love to know what can be done to support enhanced connection for west side residents to the east side, rather than introducing more barriers.	2/29/2024 3:34 PM
154	Multi-modal biomerieux and trail access is very important and it looks like its included.	2/29/2024 1:52 PM
155	Stations/Stops 1700 South deserves a stop	2/28/2024 12:14 PM
156	Alignment Changing blue and green line end point does not help. Adding a orange line with a small spur on the east end serves no point, as mot of the line follows the red line. Put the new orange line where it actually will increase ridership by providing a whole new route.	2/27/2024 12:44 PM
157	Stations/Stops A better way to change from the blue line to the orange line (when coming from the south) would be nice, but I could walk from one station to the next as they are fairly close.	2/27/2024 7:33 AM
158	Rio Grande Plan National History Museum transit access! Rio grand plan... ;)	2/26/2024 8:47 PM
159	Stations/Stops transit access to the national history museum and red butte garden	2/26/2024 8:25 PM
160	Alignment I read that the Orange line is being considered for a future 24/7 service to the airport. While it makes sense in most ways, being a shorter line, it does bypass most of the downtown core. A line that goes to and from the airport late is a great addition, but if it doesn't at least pass where most of the large downtown hotels are, it's usefulness may be limited to travelers.	2/26/2024 4:26 PM
161	Alignment The red line would not stop at the "central" hub (probably because it isn't very central)	2/26/2024 3:58 PM
162	Other This seems to meet the needs and purposes very well in my opinion!	2/26/2024 2:52 PM
163	Alignment It seems a little complicated to get to the orange line if you're heading north on blue or green.	2/26/2024 2:47 PM

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164	Other On the proposed line itself, no.	2/26/2024 2:46 PM
165	Alignment Routing of Orange Line to Salt Lake Central is undesirable. Prefer more direct routes with less 90 degree turns	2/26/2024 1:45 PM
166	Alignment This looks like it could do a downtown circular line! That is needed.	2/23/2024 12:49 AM
167	Alignment I do not like how many turns the orange line makes in it's non direct way it gets to the airport. I'm just not that interested in a Salt Lake Central stop especially when North Temple is already served by the orange line	2/19/2024 9:17 AM
168	Rio Grande Plan I think it is a big miss to not have the orange line go straight at the intersection of 400S and 400W. Easier for the eventual implementation of the Rio Grande Plan.	2/15/2024 11:46 AM

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Q3 Do you have any additional feedback on Alternative 1?

Answered: 158 Skipped: 197

#	RESPONSES	DATE
1	Alignment Rio Grande Plan Aligning the new orange line through SLC Central is a waste, it adds no new connection options that don't already exist and would add significant travel time and complexity to the project. Maybe this would be different if Salt Lake Central were actually downtown or if the Rio Grande Plan was implemented, but the location of Salt Lake Central makes this pointless.	5/2/2024 2:18 PM
2	Alignment Meandering through SLC in order to connect to the badly located hub + to promote real estate development (development oriented transit) is poor transportation planning. UTA could start an orange line right now with zero new infrastructure running from the U to the airport. The objections of the U of U due to slowing S Campus Dr car traffic because of extra trax trips is not valid. It needs to be harder and less efficient to drive.	5/2/2024 7:07 AM
3	Other Stations/Stops Increased frequency should always be prioritized. We can induce transit demand by having convenient service running every 3-5 minutes instead of every 15 minutes for TRAX or 30 minutes for Frontrunner. I know that the double-tracking for Frontrunner will help improve its frequency. I hope TRAX frequency is also being considered for improvement. The goal for good transit should be that riders don't even need to consult a schedule. They just show up to the station knowing that a train or bus will be there shortly.	5/1/2024 3:40 PM
4	Alignment I do think that having the orange line connect at SL Central station will allow for Frontrunner transfers easier than at the North Temple station. For clarification, the Green will go WVC to SLC and the blue will go Draper to Airport?	4/30/2024 1:10 PM
5	Alignment I don't think there is a huge benefit to having it go all the way to the Central Station.	4/28/2024 12:57 PM
6	Alignment Keeping more than one color on a line increases the frequency which makes transfers and offered times easier. I like that this option improves this by adding an additional line and switching so the blue line goes to the airport may improve who's taking the train to the airport since that connect people from Draper up directly to the airport supporting a greater area to the airport.	4/28/2024 9:49 AM
7	Rio Grande Plan Build the Rio grande plan!	4/26/2024 7:34 PM
8	Alignment Go straight on 4th W.	4/26/2024 12:07 PM
9	Alignment Overall, these seem fine but in general I oppose all new service lines until frequency on existing lines -- including busses -- is made acceptable. You are going to spread your budget even more thinly having these more service lines, and I fear frequency and thus system quality overall will suffer even as it becomes more colorful. Frequency isn't as sexy as new lines of service, but to the people who use the system, it's a lot more impactful. None of these changes really bring Trax service to an area that doesn't already have it withing walking distance. I'm quite skeptical this is the right move at the right time. One of these maps is likely the right move. But premature. Get the legislature to fund proper frequency please.	4/26/2024 11:02 AM
10	Alignment If the orange line were routed on 400 west, I would be supportive of alternative one!	4/26/2024 9:58 AM
11	Rio Grande Plan It may be fruitless, but I support the rio grande plan and would prefer for UTA not to develop new infrastructure that would make that plan more difficult, which this would do by further doubling down on the Intermodal Hub.	4/26/2024 9:41 AM
12	Other There are elements of Options 2-4 that are clearly better than Option 1, but you have to give people a true apples to apples comparison of the zoomed in sections.	4/26/2024 8:32 AM
13	Alignment I welcome the Orange Line! More light rail is good for the city and the entire Wasatch region!	4/21/2024 2:15 PM
14	Alignment U of U/Students Research Park would be very important to link to. increased	4/19/2024 9:16 AM

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bus lines could also help those coming from the south on foothill.

15	Alignment Please do not build elevated trax lines. One of Trax's best features is how quick it is to access stations, and stations not at street level just add more commuting time and physical effort getting there. Alternative 1 is great!	4/15/2024 11:07 PM
16	Alignment Don't extend the red line, add it to the orange line or make a more efficient route with the orange line	4/13/2024 2:42 PM
17	Rio Grande Plan Implement the Rio Grande Plan	4/10/2024 6:43 PM
18	Other Not at this time	4/8/2024 9:09 PM
19	Alignment I think the combination of Alternative 4 and Alternative 3 is best, but those both seem separate ideas that wouldn't be implemented together.	4/7/2024 2:57 PM
20	Safety Please use resources to make current trains safe	4/7/2024 9:44 AM
21	Alignment This alternative feels kinda awkward like I don't really understand the non revenue service by pioneer park and the necessity of making it connect to salt lake central, I get there's buses there but it's just kinda out of the way and tucked underneath the freeway it's not ideal I think	4/6/2024 9:42 AM
22	Other Before you consider spending money on new lines you need to replace the blue line fleet. You can't even keep them operational enough that the doors function.	4/5/2024 5:22 PM
23	Alignment I would prefer earlier access to the green/blue lines from the red/orange lines	4/3/2024 5:38 PM
24	Other As a City and State facing water limitations, poor air quality, and a massive population growth. We need to expedite and invest in a more mobile accessible light rail. If you build it they will come. It will remove the stigma, and will pay for itself. Return salt lake to it roots with a city made for people. Eliminate car dependency and add accessible light rail.	4/3/2024 12:06 PM
25	Other connections How reasonable would it be to extend Orange to This is the Place Heritage Park?	4/2/2024 6:40 AM
26	Other connections Put in a trax line running up and down Redwood Road.	3/31/2024 6:33 PM
27	Alignment Red line leave as is	3/31/2024 4:29 PM
28	Alignment U of U/Students Thank you for proposing trax to research park, this area is kind of the heart of SLC innovation and the infrastructure can not handle the amount of traffic	3/31/2024 10:42 AM
29	Alignment U of U/Students This is very good for visiting students/professors/conferences at the U. A direct airport-University connection facilitates research connections and boosts the U's position as a hosting institution.	3/31/2024 7:15 AM
30	Alignment Stations/Stops Please don't make any more trains go to Salt Lake Central, and don't ruin the new orange line with all those extra, unnecessary, slow, and LOUD tight 90 degree turns in the middle of roads.	3/31/2024 12:12 AM
31	Other Will the old trains operate fast enough for the proposed changes? My understanding is that the old trains run on the route they do because they can't go faster than 55.	3/30/2024 11:15 PM
32	Other connections I am not sure of the need, but I wonder about expansion of the TRAX eastward or westward of the current Red Line, perhaps around 700 E.	3/30/2024 10:54 PM
33	Alignment It's not as good as option 2.	3/30/2024 8:32 PM
34	Alignment If you must add to downtown, make it loop 400W to 700 S, and make it go in circles.	3/30/2024 7:22 PM
35	Alignment I think an east-west line within Salt Lake is a great idea, and no matter which concept gets chosen, I hope it happens soon. But I think routing the Orange Line straight along 400 West (Alternative 3) makes a lot more sense than adding four blocks, two stations, and two 90-degree curves to bring it past Salt Lake Central (Alternatives 1, 2, and 4). Alternative 3 is the only route that will actually prioritize east-west travel within Salt Lake. I imagine the extra distance, turns, and stations in Alternatives 1, 2, and 4 will add an extra 5 minutes or so of travel time through downtown, which would make the route much less attractive for trips through downtown. Adding Orange Line service to Salt Lake Central (Alternatives 1, 2, and 4) would serve FrontRunner riders coming from the south, but these riders are already able to	3/30/2024 4:33 PM

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access the Red Line at Murray Central, and the new 200 South BRT will provide another option for them soon. Alternative 3 would be much better for FrontRunner riders coming from the north, who do not currently have a good option for accessing points east of downtown SLC. Alternatives 1, 2, and 4 would throw good money after bad by prioritizing Salt Lake Central over our current de facto regional transit hub (North Temple Station). Alternative 3 would serve riders where they already are, and require the construction of less new track. My wife and I live near Jackson-Euclid Station. She works at Research Park and I work on lower campus at the U of U. Right now, she drives to work every day, and I either ride with her or take the bus. We would likely both ride the Alternative 3 route every day. But the S-curve in Alternatives 1, 2, and 4 would likely increase the travel time so much, and feel so frustratingly circuitous, that we would be unlikely to switch to the Orange Line. I think realigning the line near Rice-Eccles stadium (Alternative 4) is a no-brainer, and would benefit me personally by reducing travel times and bringing me close to my job. I think elevating the Red Line (Alternative 2) to speed trains across 500 and 600 South is also a great idea. I hope both these elements are included in whatever gets built.

36	Alignment	Make more lines	3/30/2024 12:41 PM
37	Other	any addition to transit is good!	3/30/2024 12:15 PM
38	Alignment	All 4 plans change the Blue line to terminating at Airport and that's the greatest idea I've ever heard. As someone living in the South valley, anyone along the blue line can easily get to the airport now	3/30/2024 11:56 AM
39	Alignment	If there ends up being more long distance rail service from central station, this could be good. If not, that detour for the orange line would just be annoying.	3/29/2024 3:24 PM
40	Alignment	A direct link from the U to the airport would save me 10min to 45min on my commute depending on the time of day and if things are running on time due to the transfer at courthouse. Also, run services later on weekends to help reduce the chance of people drinking and driving.	3/29/2024 12:24 PM
41	Alignment Stations/Stops	Alternative 1: If you are coming from the westside, going to the U, you have to either transfer twice, or endure out of direction travel to Central Station. Clearly, getting off at City Center and catching the #2 bus is the better option. I think part of my objection is a mapping issue--there should be two orange lines--one terminating at SLC station, and one from SLC station to Arapahoe. Which begs the question--why airport to central station, when you can take the Blue line from the airport, and transfer at North Temple/Guadalupe? I had to think about this for a long bit, the whole purpose of the orange line from SLC Central Station is to provide a direct FrontRunner to U/Hospital/Research park, which makes good sense in the context of planned FrontRunner improvements. But connecting that to western half of the orange line doesn't make any sense. Why not just take the Orange line down 400 W, and skip old Greektown.	3/29/2024 12:21 PM
42	Rio Grande Plan	I would suggest just running up 400W and putting a station in front of the Rio Grande depot on 300S for the future Rio Grande Central Station and Pioneer Park.	3/28/2024 5:28 PM
43	Alignment Stations/Stops	I think having an orange line stopping at the SL Central Station is a wonderful idea. It would easily allow University students who live outside the area covered by Trax to take the frontrunner and have an easy way to access the university with at most 1 transfer, whereas with the current trax configuration the best options are to use Murray Central for no transfers or SL Central or North Temple as a transfer point, making Courthouse an overloaded station.	3/28/2024 4:39 PM
44	Stations/Stops	UTA needs to stop throwing good money after bad and admit the Transit Hub on 600 South is in a bad location and poorly serves its intended purpose	3/28/2024 10:30 AM
45	Other connections	I think that expansion across the train tracks should be included. Either at 400 S or down 1300 S.	3/28/2024 10:14 AM
46	Alignment	The green and blue lines should not switch service to the airport. Green line to the airport is the route I use the most often. If the green line could be extended in west valley to the airport that would be a good alternative.	3/28/2024 9:58 AM
47	Rio Grande Plan Stations/Stops	Think the detour to the Salt Lake Central Station is problematic considering the distinct possibility that it may be moved as part of the train box proposal. Would also add significant transit time to the University Think the realignment of the Red line from the Ballpark Station is a great idea and part of all the the 4 alternatives.	3/28/2024 9:54 AM

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48	Alignment Stations/Stops	Connecting to the central station slows the system and isn't necessary	3/28/2024 8:11 AM
49	Other	Don't need it	3/28/2024 7:37 AM
50	Alignment	What is happening with the orange line snaking through a bazillion slow and painfully noisy comers all over downtown? Walking would be faster...	3/27/2024 8:21 PM
51	Other	Perfect!! I'd love that	3/27/2024 6:40 PM
52	Other	make the trains faster, so that it doesn't take an hour by trax, where one can drive the same distance in minutes.	3/27/2024 6:05 PM
53	Alignment U of U/Students	Traxx from the U to the airport would be the greatest thing the Traxx could do.	3/27/2024 5:51 PM
54	Alignment	I like that it goes along 400 west. It goes right to my work without a transfer and dealing with homeless and stuff while trasfering	3/27/2024 4:37 PM
55	Alignment Granary	Like the increased transit coverage of downtown / granary district.	3/27/2024 1:26 PM
56	Other connections	As someone who lives in Rosepark it would be phenomnal to have better access to trax.	3/27/2024 1:14 PM
57	Safety	Worried it may cause way too much traffic heading to I-15	3/27/2024 11:06 AM
58	Alignment	Overall nice design. I like that Red line turns at 400 West on the old tracks. Cleans up the Main Street intersection.	3/27/2024 11:05 AM
59	Other	nope.	3/27/2024 10:31 AM
60	Other	PLEASE DO IT	3/27/2024 10:24 AM
61	Granary	I can't tell you how exciting it is to see transit begin to serve the Granary and the west side of downtown. This is going to make a huge positive impact on the area and my business' 120 employees.	3/27/2024 10:06 AM
62	Other	It would be amazing, but most likely IMPOSSIBLE, for this to come online by the deadline or earlier AND under budget. I know ... pie in the sky but wouldn't it be amazing for UTA to do? We'll be seeing flying pigs before this ever happens.	3/27/2024 9:08 AM
63	Other	Really useful to connect south of the valley to downtown with front runner, saved a lot of time	3/27/2024 9:00 AM
64	Other connections Rio Grande Plan	All three alternatives look great, however, you're missing the big picture by not considering the Rio Grande Plan in this study. Also, TRAX should be extended all the way to the Huntsman Institute at the University of Utah. It's absurd that such a large employment center is so difficult to get to using Transit.	3/27/2024 9:00 AM
65	Other	N/A	3/27/2024 9:00 AM
66	Other	No	3/27/2024 8:57 AM
67	Other	Please ensure that the new TRAX line connecting research park to frontrunner can allow TRAX and Frontrunner train schedules to be in sync.	3/27/2024 8:22 AM
68	Alignment U of U/Students	The track from the airport to the university of Utah is so needed!	3/27/2024 7:23 AM
69	Stations/Stops	Clean up courthouse. Scary and dangerous stop	3/27/2024 6:46 AM
70	Alignment	It's perfect	3/27/2024 2:25 AM
71	Other	N/a	3/27/2024 2:15 AM
72	Alignment U of U/Students	I love the idea of a train from research park to the airport. I took the 455 bus today from research park to city creek. Using the trax would be much easier. I'm a huge fan.	3/27/2024 12:50 AM
73	U of U/Students	I think this is going to be fantastic for us U of U students!!	3/27/2024 12:31 AM
74	Other	No	3/27/2024 12:18 AM

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75	Other No	3/27/2024 12:06 AM
76	Alignment need orange line.	3/26/2024 6:40 PM
77	Alignment Orange Line is a must.	3/26/2024 6:36 PM
78	Alignment How many patrons are coming from the airport and going directly to the U?	3/26/2024 2:57 PM
79	Alignment You haven't looked at how this would effect local businesses, hotels, conventions, and that most uta riders don't want to learn a new train color or changes in a route that already works just fine. Add an orange line but seriously consider the businesses that are being impacted by these decisions. Also no way in hell would I ride the trax on 400 W. Are you guys insane or just stupid.	3/26/2024 2:30 PM
80	U of U/Students Don't relocate the station from Stadium into the middle of 500S. It would make the red line even less useful to U students for a slightly faster trip to research park. Let's keep the big picture in mind here.	3/26/2024 12:57 PM
81	Alignment Granary U of U/Students I love the idea of a direct line from the airport to Salt Lake Central to the U of U campus. Also, serving the granary district with the red line should help that area continue to develop. I think along with these plans, frequency should always be kept in mind and increased if possible. Having trains coming every 5 minutes at peak times vs the current 15 minutes would drastically improve rider usage and help to alleviate car traffic.	3/25/2024 10:51 PM
82	Alignment Alt. 1 is good, but Alt. 2 is better in the long term and safer in the short term (grade separation reduces conflict points).	3/25/2024 10:24 PM
83	Other No	3/25/2024 7:11 PM
84	Other connections Stations/Stops A stop at the top of the hill (Circle of Hope Drive, Medical Drive) for the Red Line would be a boon for patients who need to access all of the new facilities being built up there, and likely reduce the amount of non-emergency traffic up there. While a healthy, abled individual might be able to take a quick jaunt up the hill, that's less feasible for those who are ill or using mobility devices. While it may be difficult to extend the Red Line up the hill, it is likely to reduce transportation expenses to the hospital and traffic jams caused by a glut of passenger vehicles (as the current situation out there is untenable in the long term). Cutting across to Arapeen Drive is likely to impact both the Dumke Health Professions Education Building and Salt Lake City Marriott at University Park—if not simply due to changes to the parking lot, then to an overall reduction of space. Given the presence of the fire station at the intersection of Sunnyside Avenue, and the potential boost to attendance that the Hogle Zoo might benefit from via a light rail route, it might be worth exploring an underground segment of the line. While it may be difficult to implement, a short tunnel along that area may serve as a good case study for further attempts to put transit underground throughout the county.	3/25/2024 4:31 PM
85	Other no	3/25/2024 1:32 PM
86	Alignment Seems the most straight forward.	3/25/2024 1:23 PM
87	Other Please consider wait times, I'd hate to miss a flight because a train was supposed to arrive at a certain time and then arrived late.	3/25/2024 12:57 PM
88	Alignment The great part about this alternative (even though it doesn't say so here) is it would allow a few options of a downtown "circular" route if you wanted it.	3/24/2024 5:47 PM
89	Other connections I live in Sandy and ride UTA regularly to U of U medical center. It would be great if there was a direct line from Sandy/Draper to U of U.	3/24/2024 5:20 PM
90	Other Focus on the people who's quality of life depends on public transportation instead of people who already have walkable neighborhoods and decent public transportation options, or, worse, tourists and skiers.	3/23/2024 2:29 PM
91	Alignment I like it	3/23/2024 1:15 PM
92	Alignment if these new lines are to be built, an above ground or below ground system should be implemented, to help the traffic	3/23/2024 11:38 AM
93	Rio Grande Plan Would prefer to have the TRAX lines realigned to accommodate the Rio Grande Plan. This would make the line more efficient, more walkable to destinations of interest, and provide better amenities. More importantly, the Rio Grande Plan would enable bus	3/23/2024 10:24 AM

TechLink Alternative 1

(or streetcar) lines to connect east to west, without having to route to overpasses. This provides much greater transit equity, efficiency, and safety. All of the previous items are critical goals of community-oriented, high-quality public transit.

94	Rio Grande Plan Any consideration given to the Rio Grande plan? Run the trains on the west side of downtown on 500 W	3/22/2024 10:54 PM
95	Stations/Stops Placement of the West Temple/400 S station should be closer to Courthouse station to allow better connectivity between the U/Hospitals/Research Park and downtown. When my son was having treatments at the hospital, we would take the Red line to Courthouse and switch to the Green/Blue for lunch at City Creek. That was easy and doable with a cross platform transfer. If the Red line station is too far away, people won't use it, or will waste a lot of time trekking between stations.	3/22/2024 7:02 PM
96	Other connections You already have service up to U of U and to the airport. This option doesn't make sense. You need to provide service to places there is none.	3/22/2024 3:02 PM
97	Alignment It's good to have a line (orange) direct from SL central to University, and also direct from University to airport.	3/21/2024 9:20 PM
98	Multi-modal Connections to trails would be a boost on our walkable city with connections to nature.	3/21/2024 5:21 PM
99	Alignment I take the blue line from Draper to the airport regularly. This realignment will speed up my trip by at least 15 minutes (no transfer)	3/21/2024 4:00 PM
100	Other connections Do more! We seriously need more reliable public transportation!!!	3/20/2024 7:55 PM
101	Other connections Important to connect to Trax to service residents along that heavy rail route going to and from SLC International Airport.	3/18/2024 12:44 PM
102	Alignment Would like to see an alternative that combines direct routing of Orange Line, elevated routing on Red Line and straightening of University Line at Stadium.	3/18/2024 3:33 AM
103	Alignment Love the additional airport access via orange line	3/15/2024 6:06 PM
104	Other connections I'm mostly excited about a new Orange line. I'm also very curious if any studies have been done to expand a line from the U of U campus to the S-Line in Sugarhouse or to Westminster?	3/15/2024 1:50 PM
105	Stations/Stops I love this plan. An airport-University line is long overdue. The blue line maintains transit connection between the west side (where I live) to downtown, which is extremely valuable to me. I'm not totally sure how much use is projected from the 600 S or 800 S stations, but the 300 W, Pioneer Park, and West Temple stations are GREAT.	3/15/2024 10:07 AM
106	Alignment U of U - Downtown is such a high demand route, I know so many people who would otherwise ride trax that don't, because of the transfer at Courthouse Station. Route the orange line from UofU to airport via existing downtown line. Route the re-routed green line up 400 S to the new University spur. Keep red line route as proposed. The added benefit of this is a functional downtown loop. This will result in increased ridership and reduce needed transfers.	3/14/2024 4:23 PM
107	Stations/Stops Must, MUST leave room for a potential future platform at 400 w and 300 S. What a waste not to.	3/14/2024 4:07 PM
108	Other connections Rio Grande Plan Stations/Stops Alt 1 is by far the best Alternative. I REALLY like the inclusion of the non-revenue tracks along 400 W, since it accounts for future system growth (like a Downtown Loop Line, or the Alt 3 Orange Line bypass), as well as the possibility of accomodating the Rio Grande Plan (which UTA should absolutely be backing). There is so much potential here! I don't know what the funding and political will are behind the scenes for Tech Link, but I am very excited about what could be accomplished here. Also, for the sake of making Trax competitive with driving, the future Orange Line should have a limited express that bypasses some of the Downtown stations (this is essentially just integrating Alt 3). If it takes 45 mins to go from the U to the airport and vice versa, when driving takes 15, using rail instead is going to be a much harder sell to people in east SLC. I would also be very, very careful about where you put Arapeen Station and the east end terminus of the Orange Line. In a hypothetical future where we're able to build a Trax extension south down Foothill Drive, that line is obviously going to connect to the end of the Orange Line. Wherever the Orange Line ends, it should be simple for said extension to pick up where it left off. If that terminus is the current suggested one, on Arapeen Drive, then make VERY sure that a future	3/13/2024 5:56 PM

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rail extension can safely run down Sunnyside Drive to meet Foothill, without causing too many engineering issues and upsetting too many NIMBYs. To that end, the possibility to have the extension turn onto Wakara Way (and stop at a Wakara Station) should be explored, to see if it makes more sense from an engineering standpoint.

109	Alignment	Prefer option 1 to option 2 unless there is justification for cost of building a bridge + maintenance of an elevated station.	3/12/2024 5:17 PM
110	Alignment	Keep the red line as is, create the orange line	3/11/2024 8:03 PM
111	Alignment	I love it! Though I do think the improvements shown in alternatives 2 & 3 would improve it. I dont think the realignment in Alt 4 is necessary.	3/11/2024 4:36 PM
112	Alignment Other	Why switch green and blue lines. Unless the plan is to replace all the blue line train cars before this is implemented, it will make the airport less accessible for people with ambulatory disabilities.	3/8/2024 8:41 AM
113	Multi-modal	How will this plan impact 400 S operationally? Will it impact the pedestrian/ bike trail the city wants to put on 400 South? How will it work with the path the city wants to put on 300 west? Will there be any improvement to the salt lake central station with so many connections happening there? Will the orange line be able to run more frequently on weekends?	3/7/2024 7:37 AM
114	Rio Grande Plan	This is not conducive to the Rio Grande Plan and puts way too much focus on SL Central Station. We should be planning routes for better opportunities, not ones that will make those harder to accomplish.	3/6/2024 10:41 PM
115	Other connections	I think a more direct route to South Salt Lake or faster route to connections (buses) to the west side (in between North temple and 2100 S) are crucial. I think that the proposed new route for the Red Line will help accomplish this, and hopefully these service areas will continued to be considered in the future.	3/6/2024 1:44 PM
116	Other	Please have a lot of signal priority	3/6/2024 1:38 PM
117	Alignment	All of the new routes look great.	3/6/2024 10:02 AM
118	Rio Grande Plan Stations/Stops	That segment of non-revenue line along 400 West could make a lot of revenue if you build a 400 West & Broadway station and got behind the Rio Grande Plan. ;)	3/5/2024 4:33 PM
119	Alignment	Looks great. Love the idea of a TRAX line from the U of U to the airport.	3/5/2024 3:01 PM
120	Other connections	Please consider extending TRAX into the west side neighborhoods especially between 400 south and 900 south in the future. Extending the S line to Redwood Road would be nice too.	3/5/2024 2:21 PM
121	Other	no	3/5/2024 1:40 PM
122	Stations/Stops	Transfers between lines across west temple/courthouse seem awkward, especially because there are no shared stops for any of those lines nearby.	3/5/2024 10:59 AM
123	Stations/Stops	I think if Central Station is a thing, and we want it as a community to actually be invested in as a Central Station, then this option has to be the primary alternative. If Central Station is not key, then you can bypass it.	3/4/2024 7:31 PM
124	Alignment	An orange line to Research park will be great!	3/4/2024 5:09 PM
125	U of U/Students	I believe that a direct route from the FrontRunner to the University of Utah is a necessary change for student, faculty, and staff who want a viable public transit option for commuting.	3/4/2024 8:06 AM
126	Granary Other connections	Extending through the Grant is very exciting. The abandoned line makes it an obvious move. Glad it's happening. Hopefully the whole area will get zoned to be more dense with the hospital moving in. Is there a way to connect downtown diagonally to Liberty Park and Sugarhouse?	3/3/2024 6:47 AM
127	Multi-modal	Please add more bike/walk around the new trax line. Granary area needs to add to what the 9-line is doing in the neighborhood - more greenery please!	3/1/2024 6:15 PM
128	Alignment	anyone going to the airport would do well to make a train change to an orange line train.	3/1/2024 1:37 PM

TechLink Alternative 1

129	Stations/Stops I hope the West Temple station on the red and orange lines is close enough to make a transfer with the courthouse station. Maybe an elevated ramp would facilitate the transfer.	3/1/2024 12:52 PM
130	Alignment Any alternative that closes the gap on 400 West Street between the line at 400 South Street and the Planetarium Station will help downtown Salt Lake City development immeasurably. It will truly allow people to get around downtown without a car, and finally truly connect the University of Utah and Research Park to the downtown.	3/1/2024 12:37 PM
131	Other (Employee #11833)After reviewing this plan, this one makes the most sense fiscally and in terms of infrastructure. Lowest impact with the widest range of support in mind. Having said this, it only works best if we prioritize TRAX consist through ATMS. As a TRAX operator I can say the best way to get higher numbers for ridership and funding is to prioritize the TRAX.	3/1/2024 12:03 PM
132	Alignment I'm a big supporter of the new Red Line routing and providing transit options for this area of downtown.	3/1/2024 11:53 AM
133	Alignment why waste all that money on an entirely new line.	3/1/2024 11:45 AM
134	Stations/Stops We love having the Blue Line go to Salt Lake Central! Far more people headed to the Airport are coming from the area the Blue Line serves (Draper, Midvale, Murray, Millcreek) than the Green Line (West Valley) before the lines all merge at Central Pointe.	2/29/2024 11:37 PM
135	U of U/Students It's been a long time coming. With how much space parking takes up at research park, I hope this spurs some changes to how people get there.	2/29/2024 10:11 PM
136	Granary Other connections Connection of the Granary Disttuct would be great since it's being developed. However, I think other neighborhoods should be serviced.	2/29/2024 10:06 PM
137	Other connections While I love any and all new rail connection in the city. More rail connection on the east bench or connecting the west side (redwood road pink line? From north temple station to West Jordan City center?) A circular route connecting the city would allow for more interconnectivity (how I'm seeing it is like i215 & i15) rather than all rail leading to downtown (minus the s line). Even then more street car lines would be a nice way to open the door to potential light rail. I do like the idea I just think a circular route would be nicer. The elevated line seems nice but also not explained enough for why grade separation would be beneficial or needed as an alternate.	2/29/2024 1:48 PM
138	Stations/Stops The new gold line - or connection of the red line - to SLC central station is a must. It makes my 30 mile commute to Roy via rail much easier and I would likely take that over driving.	2/29/2024 1:39 PM
139	Alignment Alt. 1 is phenomenal. There could even be a new downtown circular route within those same plans -- which has been a need for a long time.	2/29/2024 1:35 PM
140	Alignment Orange alignment in Alt 3 and 4 seems preferred	2/29/2024 12:50 PM
141	Alignment Direct line from U of U to airport would be a game changer-- I would routinely use it for afternoon flights!	2/28/2024 1:46 PM
142	Alignment Absolutely love the concept. Particularly, the switch from Green to Blue lines for the airport route is a great choice, since I have seen many on the Blue line transfer to Green to get there, and fewer stay on Green the whole way to the airport. What I don't understand: If the Orange Line is meant to go directly to the University, it seems an odd choice to have it take a Southern detour once it hits the city. I don't see those extra stops being of much service to the riders of the Orange line.	2/28/2024 1:25 PM
143	Alignment The 600 West notch is bizarre and seems pretty inefficient. That's so many switchbacks for poor Orange Line riders. Eliminate that section and route trains straight up 4th. Stop trying to make ironically named Central happen, it's bad and its placement in our city is bad.	2/28/2024 12:48 PM
144	Other connections Do it as fast as possible and then do more, particularly on the west side and in the TRAX desert between 400 South and the S-Line	2/28/2024 12:14 PM
145	Alignment Overall, I think this is a great baseline that I'd be happy with today. It seems the other alternatives provide potential improvements with station location, alignment, and safety, but at a higher cost.	2/27/2024 3:53 PM

TechLink Alternative 1

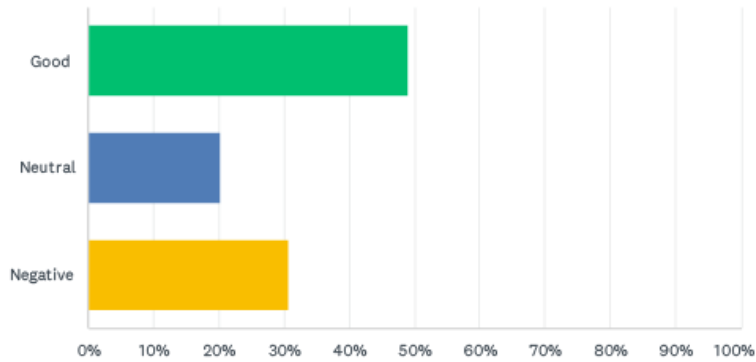
146	Stations/Stops Pioneer park train stop is great	2/26/2024 8:47 PM
147	Alignment 400 S to 600 S crossing seems like it will delay the route sooooo much	2/26/2024 8:25 PM
148	Granary Love the idea of that granary corridor getting a trax line. There are lots of new residential and commercial going in there that will be greatly served by direct access to transit.	2/26/2024 4:26 PM
149	Alignment Preferred over the elevated line. It would help slow traffic on 500 S and 600 S and mark a more clear start to the city for drivers.	2/26/2024 3:58 PM
150	Rio Grande Plan I love the inclusion of the "non revenue" tracks on 400W. My only comment there would be to ask that the tracks be configured there so that a Pioneer Park stop could be added, much like what was done with the 600S station. This would allow the central station to eventually be moved to the Rio Grande Depot (Rio Grande Plan) and for LRT transfers to only be half a block from the station. In the interim, these tracks are still beneficial because they would allow for more flexibility and robustness for the current routes. For instance, special event routes that bypass SL Central or downtown would be feasible. A downtown circulator streetcar would be a possibility. I also love the re-alignment of Blue to go to the airport. I think many more people would ride the train to the airport than do currently. The Orange line is likewise a great idea.	2/26/2024 3:02 PM
151	Alignment The purpose of swapping the Green/Blue Line end points is unclear.	2/26/2024 2:54 PM
152	Alignment I would love to have this and would use the new orange line almost daily!	2/26/2024 2:52 PM
153	Granary The granary is growing very quickly, so getting the trax line through there should be a priority.	2/26/2024 2:52 PM
154	Stations/Stops I very much value the orange line being connected to the Salt Lake Center Station.	2/26/2024 2:47 PM
155	Other connections Revised/improved bus lines to or near the train stops would be ideal to get to them from the Sugarhouse area.	2/26/2024 2:46 PM
156	Alignment Why would you make the Orange Line go so far out of the way to serve Salt Lake Central when it already goes to North Temple? Won't that make Airport-University trips way longer?	2/16/2024 2:13 AM
157	Alignment This alternative is fine. Insisting to connect the orange line to Salt Lake Central when the line would already connect with North Temple Bridge is redundant. On top of this, the routing is straight up ridiculous when the line could just turn onto the "non-revenue connector". Not only would this be faster and more reliable, it would also bring trax past pioneer park, the rio grande depot, and spur redevelopment in the area. In conclusion, while this is pretty good, the best choice is clear: alternative 3.	2/16/2024 1:05 AM
158	Alignment Too many turns for the orange line to go to Salt Lake Central. This is wasted money/effort when a cheaper and faster solution exists by running the orange down 400W like in alternate 3.	2/15/2024 11:46 AM

ALTERNATIVE 2

TechLink Alternative 2

Q1 What do you think about Alternative 2?

Answered: 237 Skipped: 4



QUIZ STATISTICS			
Percent Correct 98%	Average Score 1.0/1.0 (100%)	Standard Deviation 0.00	Difficulty 1/1
ANSWER CHOICES	SCORE	RESPONSES	
✓ Good	1/1	48.95%	116
✓ Neutral	1/1	20.25%	48
✓ Negative	1/1	30.80%	73
TOTAL			237

TechLink Alternative 2

Q2 Are we missing anything?

Answered: 107 Skipped: 134

#	RESPONSES	DATE
1	Other Nope everything looks good.	5/7/2024 6:45 AM
2	Alignment DO NOT DO THIS	5/2/2024 2:45 PM
3	Alignment the orange line routing along 400w from Alternative 3 would be perfect to incorporate here instead of routing through Salt Lake Central	5/2/2024 2:44 PM
4	Alignment Other Efficiency - here both time and construction costs. An elevated line is ridiculous IMO. And the alignment is still meandering. I repeat, as a household who lives near the 900 E station and with a transit pass, we still mostly drive to the airport due to the time and efficiency cost of taking trax. And we are very sustainability minded, yet the lack of efficiency - an hour and possibility of missed trains or no train later at night - vs a 20 min drive, there is almost no comparison unless we are both traveling and cannot get someone to pick us up. Even then, we often opt for a taxi.	5/2/2024 7:11 AM
5	Alignment Multi-modal We can create a transit corridor on 500 W by burying frontrunner in a train box below grade and elevating trax above grade. Then change the ground level to be pedestrian/bike only. This would greatly increase the desire for developers to improve the surrounding area and improve connectivity between the two systems.	5/1/2024 3:46 PM
6	Alignment Salt Lake central is not key for majority of riders. Avoid it on orange and red.	4/30/2024 11:15 PM
7	Alignment I dont like Alternative two because the elevated red line on 400 W would add to the east-west division that exists in SLC caused by both I-15 and the railroad.	4/30/2024 5:32 PM
8	Alignment Other Will the elevated platform be accessible without buying a ticket? Would the 400 S stations be in the free fare zone?	4/30/2024 1:12 PM
9	Alignment I couldn't provide feedback on option 1 but more rails the better!! My vote goes towards the first option since it seems to have the most access/extent. MORE PUBLIC TRANSIT WOOOO	4/30/2024 11:08 AM
10	Alignment Other connections Yes, North/South is a direction people commute. Our current Trax lacks N/S lines. Neither proposal deals with adding much new track and both largely rely on existing track. It's creating a new like that is largely redundant to existing E/W lines.	4/29/2024 7:39 AM
11	Rio Grande Plan Rio Grande Plan is what you're missing. Please don't leave it out and miss this once in a lifetime opportunity...	4/28/2024 3:23 PM
12	Alignment Multi-modal Going underground instead of over-ground. Giving to much priority to cars.	4/28/2024 11:18 AM
13	Other connections The green line then becomes very short, maybe in the future an extension of the green line to further business parks out in west valley would help people be able to use the trax more consistently.	4/28/2024 9:52 AM
14	Other connections Rio Grande Plan A connection to the new station, the rio grande depot.	4/26/2024 7:14 PM
15	Alignment All of these plans have worse connections for people in and around downtown. If I'm at City Center, I'll have to walk a half mile or take B/G way out of the way to transfer to R/O to get back east. This is WORSE than it currently exists. Also if I'm at City Center, I cannot get to Pioneer Park or the Granary for the same reasons. No connections between the parallel lines until you're way outside of downtown. SLC blocks are massive and we should be making it easier for people to get around the city's central neighborhoods AS WELL AS making it easy for commuters to get into and out of the city. These plans skew towards the latter only. You should add or build-in a city loop route that circulates around the downtown neighborhoods (4th W to Main St.) with these proposed alignments. This would make it easier to get around the city and facilitate those direct connections between B/G and R/O routes.	4/26/2024 12:14 PM

TechLink Alternative 2

16	Alignment Too many turns and extra lights in orange line through downtown. Will make it very slow to actually get from university to the airport and will result in not increasing ridership and avoiding taxi/uber as much as it could.	4/26/2024 10:42 AM
17	Alignment U of U/Students I really dislike the orange line detour to Salt Lake Central. This will add too much travel time and not provide a useful connection from the west side to the U.	4/26/2024 9:59 AM
18	Rio Grande Plan Alternative 3, The Rio Grande Plan, the train box. It is the best way repurpose a historic building & solve the East-West divide.	4/26/2024 9:46 AM
19	Alignment If saving 500S and 600S from train delays is the main priority, tunnelling would be much preferred (but likely way more expensive, I get it).	4/26/2024 9:44 AM
20	Alignment Rio Grande Plan I don't like how the orange line goes to the salt lake central station. The Salt Lake Central station is in POOR condition. We need the Rio Grande plan!	4/26/2024 9:28 AM
21	Other connections Public transportation in Riverton and herriman	4/24/2024 11:21 AM
22	Other No	4/23/2024 10:04 AM
23	Rio Grande Plan Rio Grande Plan is missing!	4/22/2024 10:14 AM
24	Alignment Elevating the Red Line is a stupendous waste of money. Why would we pay millions to obscure the main entryway into Salt Lake City? It totally ruins the first impression if you are coming by car. Imagine you are Entering SLC for the first time from the 600 S exit off the I-15. You come down the off-ramp and you see... an overpass. Welcome to Salt Lake. Imagine instead that you come to a stop and see a modern, charming light rail trolley glide past while the snowy mountains take up the background. Picking Alternative 2 is the equivalent of an unforced error in baseball.	4/21/2024 2:13 PM
25	Alignment Elevated platform with the number of drunk/mentally ill/drugged to the gills riders we have? This plan screams of wishful thinking with no actual thought behind it.	4/21/2024 9:59 AM
26	Alignment Stations/Stops Please do not run the Orange Line through Salt Lake Central The place is not only a huge source of delay, it is the dirtiest most crime ridden part of Salt Lake City North Temple is the primary Front Runner Connection and far more efficient	4/20/2024 10:15 PM
27	Alignment There is no explanation as to what the reason and purpose would be of an elevated track and station. Therefore I'm not able to make an informed decision.	4/20/2024 7:53 PM
28	Rio Grande Plan You forgot the Rio Grande Plan.	4/10/2024 6:44 PM
29	Other Light rail should all have traffic light priority over cars at intersections. The only way ridership will significantly increase is if light rail is as fast or faster than driving, and the best ways to accomplish that are by elevating the tracks and by giving trains first priority where they're on grade with cars.	4/9/2024 3:38 PM
30	Other Is the blue line also going to switch to platform level walk on. Meaning are they going to get ride of those stairs to board on blue line?	4/7/2024 10:54 PM
31	Alignment Still missing direct connection from downtown SLC to university	4/7/2024 9:47 AM
32	Alignment Not really. Maybe routing the train that's going to the airport to go on that new spur off ballpark so it is faster to the airport?	4/6/2024 9:57 AM
33	Alignment Alternative 1 is bad, alternative 2 is ridiculous. Why in the world would you elevate one section for 3 blocks. You need a more significant section of elevated track simply to stop late lines from making all the other lines late as well.	4/5/2024 5:25 PM
34	Alignment I would need to know why Trax gets elevated to support it.	4/2/2024 6:50 AM
35	Other connections East side trax? Lcc to research park via Wasatch boulevard and foothill drive	3/31/2024 10:20 AM
36	Alignment Maybe there's something I'm missing, but why grade-separate that section? It's not a high traffic part of town. I would rather see grade separation being used in the heart of downtown or to increase train speeds elsewhere in the valley.	3/31/2024 7:18 AM
37	Other No	3/30/2024 8:28 PM
38	Alignment I like the idea of the elevated section, but the orange line should not go to Salt	3/30/2024 4:42 PM

TechLink Alternative 2

Lake Central. It should follow the path used in alternative 3.

39	Rio Grande Plan Stations/Stops	Salt lake central is a useless station too out of the way, all the turns wasting time. PLUS infrastructure to accommodate UDOT's horrible car sewers?? Rio Grande Plan now!	3/30/2024 12:25 PM
40	Other	No	3/29/2024 11:40 AM
41	Alignment Rio Grande Plan	I think the missing thing is the alignment of the orange line. It should go down 400W, less turns and a straight shot to the airport. It will also be ready for the Rio Grande Plan!	3/28/2024 5:31 PM
42	Alignment	I don't see the point to having elevated tracks, although I'm sure it's well thought out by some engineer somewhere who has smarter than me.	3/28/2024 4:41 PM
43	Alignment	What does this do that Alternative 1 doesn't other than diminish sightlines and probably prioritize car throughput?	3/28/2024 10:39 AM
44	Alignment	Yes - that this is a total waste of money. Elevating trax in a downtown area when the whole point of trax is to bring more vibrant walkable areas. The elevated transit systems of Chicago and other cities have failed miserably.	3/28/2024 10:31 AM
45	Alignment	Rethink the 4 turns downtown and moving stadium station	3/27/2024 6:33 PM
46	Other	no	3/27/2024 4:23 PM
47	Other	UTA is already behind right now. Westbound North Temple, just West of Redwood Road has had a huge increase in car traffic due to new apartment construction. Lengthen the Westbound left turn lane on North Temple at your 1940 West Station. Remove grass and double the capacity for left turn traffic! Terrible traffic congestion pulling a U-turn at this intersection now. Everyone living in this area must pull U-turns due to UTA. Very overcrowded left turn lane!!!	3/27/2024 3:51 PM
48	Alignment	What would the elevated section look like? Roller coaster type ascent and descents? Sounds foolish.	3/27/2024 1:24 PM
49	Alignment Other connections	Surface trains have no future in the region long-term. Commuter trains must be separate from other traffic, and the entire network needs to be connected much better. Otherwise the same pattern will continue that Trax is not a mass transit option and only viable for a tiny percentage of the population. UDOT will also have to do their part and stop building more freeway. Best case that UTA gets i-15, i-80 and i-215 freeway lanes to build elevated mass transit.	3/27/2024 12:50 PM
50	Alignment	The elevated track is an interesting but expensive option. Better to keep at grade.	3/27/2024 11:06 AM
51	Stations/Stops	Routing the orange line to SL central would be a huge blunder of efficiency	3/27/2024 10:58 AM
52	Alignment	The corners at Central Station would be very slow.	3/27/2024 10:35 AM
53	Other connections	Add a downtown circulator line.	3/27/2024 10:32 AM
54	Alignment	I'm a big fan of the proposed routes in Alt 2, but I don't see the justification for the elevated section. Elevated infrastructure tends to divide neighborhoods and, IMO, should be used very sparingly.	3/27/2024 10:02 AM
55	Alignment	I don't quite understand the rationale behind elevating the track along 4th West.	3/27/2024 9:47 AM
56	Other	No	3/27/2024 9:02 AM
57	Other	Nope	3/27/2024 12:52 AM
58	Alignment	Are there any other places where grade separation would be doable? The more grade separated, the faster the transit, the more appealing Trax becomes as a transportation option. Salt Lake City has such wide streets, it seems like construction of elevated track or cut and cover tunnels would be less of hindrance compared to other cities.	3/26/2024 2:40 PM
59	Alignment Stations/Stops	Going to SL Central is unnecessary.	3/26/2024 2:35 PM
60	Alignment Other connections	Common sense. This plan is terrible and makes no sense. How about a 1300 S bus going East and West.	3/26/2024 2:33 PM
61	Other	no	3/25/2024 7:13 PM

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62	Rio Grande Plan This elevated line could be avoided by burying the lines, something like this I've seen addressed in the Rio Grande Plan that makes a train box.	3/25/2024 4:10 PM
63	Alignment I don't know that an elevated portion is necessary at that point. I worry it will cost a lot and give people a reason to oppose it. Plus, that area needs to become more walkable.	3/24/2024 5:49 PM
64	Rio Grande Plan An elevated station is unnecessary. This plan is missing the Rio Grande Plan which ought to be implemented. The Orange line could just come down 400 W to the Rio Grande. If anything, 600 S could be an underground station since the train box would extend that far with the Rio Grande Plan.	3/24/2024 12:53 PM
65	Other connections What about trax down south to Santaquin?!?	3/24/2024 9:30 AM
66	Alignment I'm not sure how the elevated track would help. It would still have a lot of station stops. It would be nice if there was a line that bypassed some of the downtown traffic, it feels like it adds 15 minutes to a trip from the U to a southern station.	3/23/2024 1:18 PM
67	Other connections Focus on creating a new line on west valley and magna from WVC central that goes through said communities and ties in at SLC airport.	3/22/2024 11:22 PM
68	Other connections Elevated is too expensive, money should be spent to extend Orange line to This Is the Place/Hogle Zoo.	3/22/2024 7:05 PM
69	Alignment No	3/21/2024 8:34 PM
70	Alignment Not clear what the value/rationale is for an elevated section of track for the red line. If it fits with the neighborhood or local amenities better, I'm all for it. If it causes more delays and headaches - not worth it. Timely completion is far better than elevated track.	3/21/2024 4:02 PM
71	Alignment I don't think so!	3/21/2024 3:27 PM
72	Alignment no need for orange line to stop at slc central	3/20/2024 11:58 AM
73	Other connections no north to south travel 7th east or above	3/18/2024 11:41 AM
74	Alignment I would like more clarification on what the "non-revenue line" is.	3/15/2024 10:10 AM
75	Alignment This just seems silly	3/14/2024 4:26 PM
76	Alignment The elevated structure has the potential to make this far more expensive and sink the entire project... not worth the political risk.	3/14/2024 3:58 PM
77	Alignment If you raise it, it would be nice to see renditions of the area around and below the structure.	3/13/2024 8:38 PM
78	Alignment Keep the red line as is, create the orange line	3/11/2024 8:04 PM
79	Alignment What is the cost/benefit of elevating the rail line for 3 blocks?	3/8/2024 8:42 AM
80	Other connections Access from the west side of Salt Lake City (Glendale and Poplar Grove Neighborhoods are never included.)	3/7/2024 9:35 PM
81	Alignment It still has the less direct routing of alternative 1.	3/7/2024 2:37 PM
82	Other connections The proposed 800 S. Trax station should have a new line that runs east west and heads straight to the zoo and This is the Place, and connects up with the university.	3/7/2024 1:33 PM
83	Alignment Leaving SLC Central Station east on 400 South. What about a stop on 400 S. Main St? If not, a circular street car from SLC Central Station to SLC Central Station? I am not understanding once the orange line leaves south campus dr and Mario Capecchi Dr, is the orange line going to cut through the Ft. Douglas clothing store directly to Arapeen Dr.?	3/7/2024 12:41 PM
84	Other connections Improving connections to the west side of SLC.	3/7/2024 7:30 AM
85	Other connections Connections to the west side. Poplar Grove and Glendale need an elevated station and TRAX access. Buses are too slow and do not run often enough. Elevated Stations are the future for the city if we want to have solid public transport.	3/6/2024 4:29 PM
86	Alignment What's the point of having only that section of the line being elevated? It'd be better to elevate the whole line	3/6/2024 1:39 PM

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87	Other No i think it would be awesome.	3/6/2024 10:00 AM
88	Alignment Rio Grande Plan I wish this alternative made some use of the segment currently labeled a non-revenue line. Perhaps some east-west trains could use this segment for a faster crosstown connection, while others stop at SL Central? (If you embraced the Rio Grande Plan, the route along 400 West could include direct service to a revitalized Rio Grande Station, and you wouldn't have to choose between speed and connectivity!)	3/5/2024 4:09 PM
89	Alignment How the elevated part look would be the question. Would it create negative impact in the area?	3/5/2024 2:18 PM
90	Alignment Rio Grande Plan Keep Orange line connected to Salt Lake Central for now. This will be a fast direct connection for Frontrunner passengers looking to head to UofU without transfer. I also think the 400 W alignment between 400 S and 200 S would be great even if it's non-revenue alignment. If the Rio Grande Plan is ever implemented it would be a great spot for a station and would be a much faster, more natural alignment. For the time being, it could be used as an additional corridor to route trains in the case of long term rail blockages.	3/2/2024 4:51 PM
91	Safety I'm sure this is proposed to remove conflicts with UDOT and the I-15 ramps. I would hope that this doesn't give them an excuse to keep these roads as high speed throughfares in an urban setting. Traffic calming is still needed on these streets whether the red line is elevated or not.	3/1/2024 12:55 PM
92	Alignment You're missing the point of downtown light rail. It should be designed to be part of the downtown's groundscape. Elevating the track would do two things: 1.) Create a sight barrier when one of SLC's goals is to create aesthetically interesting "grand boulevards" into the downtown. 2.) Replicate development problems that existed when the freeway exits and entrances stopped at 300 West Street.	3/1/2024 12:32 PM
93	Alignment If only geography didn't make it a financial challenge to move the redline over to salt lake central. Meaning it could turn left on 500s and go under the overpass offramp and on to salt lake central.	3/1/2024 12:16 PM
94	Alignment Other connections I am still a strong proponent of running the Orange Line on 400 west, bypassing Salt Lake Central, to reduce travel time and provide a meaningful east-west connection for the Fairpark neighborhood.	3/1/2024 11:55 AM
95	Alignment Don't go on the north side of the 400 South viaduct. Instead have the viaduct split around the TRAX line, so the TRAX line does not have to cross any lanes of traffic on 400 South as it goes to Salt Lake Central. If you are going to consider building an elevated TRAX line to not block freeway on/off ramp traffic on 600 and 500 South and reduce delays to trains, why not do some grade separation also on 400 South (which is also a major connector to the on/off ramps from I-15)?	3/1/2024 8:52 AM
96	Alignment Keep the track 400 West track elevated all the way to 400 South, so that as the line joins the track on 400 South that junction is grade separated. Yes, this would require the track on 400 South to be elevated from 300 West to 500 West, but it would make it so that there is no conflicting Red Line train movements with all the traffic between I-15 and downtown on 400 South, 500 South and 600 South. Those of us who ride to the U regularly notice that the trains have to wait A LOT on Main Street at 400 South, 500 South and 600 South, as those traffic lights seem to favor the traffic coming to and from downtown from the freeway over the trains.	2/29/2024 11:32 PM
97	Other connections I'm a bit disappointed that SLC airport workers in WVC won't have as good of a transit option to work. For this to have a smaller impact on them, I would like to see an express bus route or two heading north/south through WVC. Also - if the blue line will end at the airport, it REALLY needs to extend through Draper to the Point development. Can't emphasize that enough.	2/29/2024 10:08 PM
98	Other Concerned about impact on streetscape underneath. And accessibility/cost. Elevated station makes it slightly less convenient	2/29/2024 12:48 PM
99	Alignment How would TRAX get to the above grade station level iun such short distance? Would it incline after the 90 degree turn onto 400 west from 400 south, or would it bank and incline at once? Would the tracks stay at the same level from 500 to 600 south, and then go back to at grade level before/after both of those stops were passed?	2/29/2024 12:26 AM
100	Stations/Stops Don't think the Orange Line needs to serve Salt Lake Central as the	2/28/2024 2:52 PM

TechLink Alternative 2

FrontRunner connection is already serviced at North Temple Station. But the elevated track is a great idea!

101	Alignment Elevated is a nice idea longterm but our money is better spent on other things for the short term.	2/28/2024 12:15 PM
102	Alignment I would consider including a raised pedestrian path parallel to/concordant with the elevated track proposed. This would increase pedestrian connectivity and comfort in an area with large and uncomfortable roads, and potentially become an iconic place to walk and see magnificent skyline + mountain views.	2/27/2024 2:46 PM
103	Alignment Rio Grande Plan A better proposal would be to keep the realigned red line on 400 s and move that poorly located "central" station to the Rio grande, which would make a remarkably better alternative.	2/26/2024 3:53 PM
104	Alignment I love the elevated section idea. This would make travel times faster.	2/26/2024 2:51 PM
105	Alignment great option	2/23/2024 12:48 AM
106	Alignment I like that the red line is elevated, which would make travel time faster. But I do not like the orange line routing for the same reasons as alternative 1 (it is not a direct route to the airport and takes a detour to SL Central)	2/19/2024 9:19 AM
107	Alignment I think it is a big miss to have the orange line turn down 400S rather than straight line it through 400W	2/15/2024 11:49 AM

TechLink Alternative 2

Q3 Do you have any additional feedback on Alternative 2?

Answered: 141 Skipped: 100

#	RESPONSES	DATE
1	Alignment I like the idea of grade separation. It would provide faster, more reliable service along the proposed red line route.	5/4/2024 10:34 PM
2	Alignment The north temple station will still serve the frontrunner and orange line. There is no need to add all the extra "s" tracks.	5/2/2024 2:45 PM
3	Alignment Rio Grande Plan Aligning the new orange line through SLC Central is a waste, it adds no new connection options that don't already exist and would add significant travel time and complexity to the project. Maybe this would be different if Salt Lake Central were actually downtown or if the Rio Grande Plan was implemented, but the location of Salt Lake Central makes this pointless.	5/2/2024 2:18 PM
4	Alignment The elevated line concept should be a nonstarter. There are so many needs in the system that this would be an egregious misallocation of limited funding.	5/2/2024 7:11 AM
5	Alignment Don't do elevated	5/1/2024 8:58 PM
6	Alignment The more grade separation the better. We want transit to not just be for people who can't afford a car or get a discounted/free pass through work or school. We want it to be a first choice because it's more convenient and quicker than any alternative.	5/1/2024 3:46 PM
7	Other Don't choose this one.	4/30/2024 11:15 PM
8	Alignment I think going through salt lake Central is unnecessary	4/30/2024 10:59 PM
9	Granary I like the addition of service to the granary district.	4/30/2024 5:32 PM
10	Alignment The elevated train will probably be better for traffic flow on and off I-15	4/30/2024 1:12 PM
11	Alignment I don't believe the proposed elevated portion of the trax red line will be effective. Alternative 3 appears to be the most efficient.	4/30/2024 11:45 AM
12	Other connections U of U/Students How about you kill the entire airport plan and build something N/S to the U for students who can only afford rent in South Salt Lake? How about you build more North/South connections to the main red vein?	4/29/2024 7:39 AM
13	Other Don't use it.	4/28/2024 11:18 AM
14	Alignment The additional areas added by this improvement will better connect the downtown areas together through crossing and covering more area than just multiple on the same lines. I'm not sure the need for the raised line but sounds cool. I have no issues with this.	4/28/2024 9:52 AM
15	Alignment Rio Grande Plan I think there are too many turns. The orange line should just go to the airport and up 400W allowing for a stop at the rio grande depot for when the rio grande depot is done. And stop actively blocking the rio grande plan. Back it. Make that your legacy rather than the station you failed to create for 20 years.	4/26/2024 7:14 PM
16	Alignment Grade separation is good! But not treating 500 and 600 south like freeways through the city would be better!	4/26/2024 5:27 PM
17	Alignment Multi-modal Elevated section is bad and prioritizes cars and traffic flow over pedestrians and public transit users. Keep the rail on the ground around downtown.	4/26/2024 12:14 PM
18	Alignment Grade separations are generally better. The whole system would be better if elevated downtown, but too expensive	4/26/2024 10:36 AM
19	Alignment Without the orange line detour to Salt Lake Central, I would be the most supportive of this option. I think elevating the red line above traffic at 500-600 south will greatly benefit riders.	4/26/2024 9:59 AM

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20	Other connections UTA is doing very little to incorporate the West Side into master planning.	4/26/2024 9:46 AM
21	Alignment The elevated option prioritizes car traffic at the detriment of the neighborhood, all for the sake of saving auto commuters maybe a minute of travel time. It would also be a huge eyesore and a big waste of money.	4/26/2024 9:44 AM
22	Alignment If UTA insists between alternative 1 or 2, then an elevated red route is better than alternative 1.	4/26/2024 9:28 AM
23	Alignment Stations/Stops It seems like elevating the red line for such a short distance would be quite expensive, and for little gain. It doesn't seem worth it? Also having only one station on the line in the elevated section unnecessarily complicates things.	4/25/2024 9:34 AM
24	Other I love this! Good choice of color	4/24/2024 11:21 AM
25	Alignment I think more elevated track sections should be considered throughout the TRAX system as a whole, especially in areas around South Salt Lake.	4/23/2024 10:04 AM
26	Alignment Elevated Trax lines? Why start now, no way is that a good idea.	4/22/2024 10:14 AM
27	Other Any thought given to adding express trains on blue line during high commute times?	4/21/2024 5:39 PM
28	Alignment Routing the Orange Line to SL Central Station is a waste of everyone's time. There's another Frontrunner connection one stop to the north.	4/21/2024 2:13 PM
29	Other It's viable if you fix the homeless loitering all day on the train issue, but since UTA has made it clear they prefer homeless over commuters, that's not a feasible option.	4/21/2024 9:59 AM
30	Other Safety This is for all options Please do everything you can to keep the drug addicts from living on Traxx Trains They are driving away many potential commuters	4/20/2024 10:15 PM
31	Other See number 2 comments please and provide more information to the public.	4/20/2024 7:53 PM
32	Alignment No need to waste money on elevating the redline. Make All the Trax lines be a priority over car traffic through traffic signal utilization/optimization.	4/14/2024 12:57 PM
33	Rio Grande Plan Implement the Rio Grande Plan.	4/10/2024 6:44 PM
34	Alignment This is better than alternative 1.	4/9/2024 3:38 PM
35	Alignment what will the elevated section improve upon	4/7/2024 10:54 PM
36	Safety Please use resources to make current trains safe	4/7/2024 9:47 AM
37	Alignment I think the elevated section could make for some nice views of the mountains maybe? If it makes the trains run faster and not have to deal with pedestrian and car crossings I'm completely ok with it	4/6/2024 9:57 AM
38	Other Said this on alt 1 as well. Adding more lines is ridiculous when you can't keep what you have fully operation and ON TIME.	4/5/2024 5:25 PM
39	Alignment I think the elevated parts are a good idea to bypass the potentially busy freeway	4/3/2024 5:42 PM
40	Alignment I may just not be seeing it, but is there an explanation somewhere of why this section is proposed to be elevated? I think a considerations list that shows why or why not could be helpful.	4/2/2024 2:13 PM
41	Other No	4/2/2024 11:57 AM
42	Other The only real difference between this proposal and #1 seems to be the elevated lines for 3 blocks. Why not format the commonalities as firmly proposed changes, and get votes on the optional alternatives as a focused action? Also, why do I have to find the toggle between the options to give feedback on each? Put it all on one page and change the the buttons to read, "Give feedback on proposal 1 (/2). Disincludng the extended map on the option 2 toggle screen makes it easy to believe that you propose alternative between raising 3 blocks in Granary vs adding Research Park. It's confusing days to parse, as formatted.	4/2/2024 6:50 AM
43	Alignment Like elevated tracks that would reduce the risk of train/pedestrian/auto accidents.	4/1/2024 6:09 AM
44	Other connections Supports goals of providing more access to disadvantaged areas. Will help prevent traffic congestion with the elevated bridge.	3/31/2024 9:48 AM

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45	Alignment	Please don't make any more trains go to Salt Lake Central, and don't ruin the new orange line with all those extra, unnecessary, slow, and LOUD tight 90 degree turns in the middle of roads.	3/31/2024 12:13 AM
46	Alignment	An elevated rail seems much more expensive.	3/30/2024 11:11 PM
47	Other	No	3/30/2024 8:28 PM
48	Alignment	I think an east-west line within Salt Lake is a great idea, and no matter which concept gets chosen, I hope it happens soon. But I think routing the Orange Line straight along 400 West (Alternative 3) makes a lot more sense than adding four blocks, two stations, and two 90-degree curves to bring it past Salt Lake Central (Alternatives 1, 2, and 4). Alternative 3 is the only route that will actually prioritize east-west travel within Salt Lake. I imagine the extra distance, turns, and stations in Alternatives 1, 2, and 4 will add an extra 5 minutes or so of travel time through downtown, which would make the route much less attractive for trips through downtown. Adding Orange Line service to Salt Lake Central (Alternatives 1, 2, and 4) would serve FrontRunner riders coming from the south, but these riders are already able to access the Red Line at Murray Central, and the new 200 South BRT will provide another option for them soon. Alternative 3 would be much better for FrontRunner riders coming from the north, who do not currently have a good option for accessing points east of downtown SLC. Alternatives 1, 2, and 4 would throw good money after bad by prioritizing Salt Lake Central over our current de facto regional transit hub (North Temple Station). Alternative 3 would serve riders where they already are, and require the construction of less new track. My wife and I live near Jackson-Euclid Station. She works at Research Park and I work on lower campus at the U of U. Right now, she drives to work every day, and I either ride with her or take the bus. We would likely both ride the Alternative 3 route every day. But the S-curve in Alternatives 1, 2, and 4 would likely increase the travel time so much, and feel so frustratingly circuitous, that we would be unlikely to switch to the Orange Line. I think realigning the line near Rice-Eccles stadium (Alternative 4) is a no-brainer, and would benefit me personally by reducing travel times and bringing me close to my job. I think elevating the Red Line (Alternative 2) to speed trains across 500 and 600 South is also a great idea. I hope both these elements are included in whatever gets built.	3/30/2024 4:33 PM
49	Alignment	This combined with Alt3 makes the most sense for me: grade separate over the very busy roads off the interstate but have the orange line bypass central station for speed and efficiency	3/29/2024 5:13 PM
50	Alignment Multi-modal Safety	Elevating TRAX across 600 s and 500 s would be really cool to avoid conflict with traffic on these streets. I think this should absolutely be paired with an elevated walk/cycle path alongside the trax line. This neighborhood is horrible to walk/bike in because of the busy, wide streets. Having an elevated path alongside the rail would be a huge asset to the neighborhood, but would also encourage people to walk to the station, reducing first/last mile connection issues.	3/29/2024 3:14 PM
51	Alignment	Alternative 2: The elevated section makes UDOT happy, avoids interrupting flow off the freeway on 500/600 s. Which is nice, but if UDOT wants to keep that share of the signal timing, it should pay for it. If we upgraded 400 W to a primary arterial (ie, a road mode rather than train), UDOT wouldn't even blink at the need to share signal timing. On the flip side, the elevator platform would enable a pioneer park station for red to orange line transfers, and sharing a single elevator/wheelchair ramp. Map is unclear on what the non-revenue service is (400 w?) , and why the track would exist	3/29/2024 12:22 PM
52	Other	No	3/29/2024 11:40 AM
53	Alignment Rio Grande Plan	Not sure about the elevated section, it's going to create more cost for not a lot of benefit especially when the Rio Grande Plan cuts the viaducts for the freeways back.	3/28/2024 5:31 PM
54	Alignment U of U/Students	Not really, same feedback as option 1. Having a direct connection to Salt Lake Central to the university will make taking the frontrunner far more feasible for university students.	3/28/2024 4:41 PM
55	Rio Grande Plan Stations/Stops	UTA needs to stop throwing good money after bad and admit the Transit Hub on 600 South is in a bad location and poorly serves its intended purpose. Pursue the Rio Grande Plan	3/28/2024 10:31 AM
56	Alignment Multi-modal	Ewww. Building a horrible view-blocking concrete skyway over the streets sounds unnecessary and unwelcoming. We should build things that benefit	3/27/2024 8:27 PM

TechLink Alternative 2

pedestrians, bicycles, interconnected trail systems, etc. Streetscapes for PEOPLE, not cars. This makes everything in the elevated area worse. I hate it!

57	Other https://twitter.com/olyasic/status/1772693887426916607?t=FTBmH2T9x9C3BZEx-Ushlg&s=19	3/27/2024 6:33 PM
58	Alignment I am not sure why the Trax needs to be elevated. Seems costly but maby it might be good I am not sure	3/27/2024 4:40 PM
59	Alignment This would retain the central station access to Orange line (Hate Alternative 3) and would protect heavy vehicle trafficked 400, 500, 600 south	3/27/2024 4:23 PM
60	Alignment Safety Elevated railway sounds like a magnet for vandalism, and elevated risks!	3/27/2024 1:24 PM
61	Alignment elevated is not necessary	3/27/2024 11:44 AM
62	Alignment I have no opinion on whether an elevated section is worthwhile or not.	3/27/2024 10:58 AM
63	Alignment What js the benefit of elevating the tracks?	3/27/2024 10:32 AM
64	Alignment Proposed routes will have a big positive impact on me personally and on my business, which is 100 yards from the proposed 300 West Red Line station.	3/27/2024 10:02 AM
65	Alignment Just as useful as alternative 1 at connecting the south of the valley to downtown easily, but also allows redline to bypass some traffic which is good	3/27/2024 9:02 AM
66	Alignment Granary Elevate all of the new track along 400 west	3/27/2024 6:50 AM
67	Alignment An elevated trax would be so dope!	3/27/2024 12:52 AM
68	Alignment Do itttttt	3/27/2024 12:10 AM
69	Safety I think it's great implementing grade separation, especially over such a busy car corridor. Hopefully it would be done in a way that would make pedestrian travel in the area easier in general, not just for those using Trax.	3/26/2024 2:40 PM
70	Alignment Go back to the drawing board.	3/26/2024 2:33 PM
71	Safety The grade separation on the section of the red line would be a big safety improvement and would be better long-term than Alt. 1.	3/25/2024 10:26 PM
72	Alignment Not fan of elevated track	3/25/2024 7:13 PM
73	Alignment There is a simpler alternative, see above comment.	3/25/2024 4:10 PM
74	Other Elevating the system makes costs high.	3/25/2024 1:24 PM
75	Alignment I wouldn't hate this. I just worry that it will be rejected due to cost.	3/24/2024 5:49 PM
76	Other connections I live in Sandy and ride UTA regularly to U of U medical center. It would be great if there was a direct line from Sandy/Draper to U of U.	3/24/2024 5:20 PM
77	Granary I'm neutral because of vision impacts to the Granary District of an elevated light rail system	3/24/2024 11:19 AM
78	Safety Elevating the Red Line is an all-around negative for public transit users and the community. By elevating the lines, transit users do not have a clear view of the resources that are available in the area to or through which they are traveling. This is a disservice to the riders and the vendors along the line. It is also consistently difficult to maintain safe and comfortable access to elevated lines for those with mobility needs. Furthermore, elevating transit lines to accommodate higher-speed vehicular traffic perpetuates lethal driving speeds, discourages development in the area, and contributes to the fragmentation of the community.	3/23/2024 10:38 AM
79	Other connections Downtown SLC already has the red, green and blue lines. Focus on WVC, Magna and Keams area.	3/22/2024 11:22 PM
80	Rio Grande Plan If traffic is a concern, move the Red line further west and integrate it with the Rio Grande plan, instead of spending money on an elevated section.	3/22/2024 7:05 PM
81	Alignment I like it a lot	3/21/2024 8:34 PM
82	Alignment I love these new ideas, but to me, I don't see a clear reason why such a small	3/21/2024 3:27 PM

TechLink Alternative 2

section of the rail would be elevated. Though, I'm not familiar with the area so this could be better for existing infrastructure that may interfere with grade-level construction?

83	Alignment	More elevated lines should be used to reduce traffic disruptions on other routes.	3/19/2024 8:42 AM
84	Alignment	Important to connect to Trax to service residents along that heavy rail route going to and from SLC International Airport.	3/18/2024 12:42 PM
85	Alignment	What is the value of the elevated rail on 400W? That road barely has any through traffic that would be stopped. An elevated portion over 300W would be far more valuable for keeping the flow of cars going	3/15/2024 6:01 PM
86	Alignment	There is insufficient tangent length to elevate the rail on this short distance. LRT could not climb the grades required for this to work. Make it at grade, with rail priority. Traffic should be the last priority.	3/15/2024 10:13 AM
87	Alignment Granary	I LOVE the elevated red line in the Granary District. I think that puts this plan over the top as my favorite for this reason alone. Orange line is much needed, maintaining west/downtown connection is critically important to me, and I personally would get a lot of use out of the proposed 300 W station.	3/15/2024 10:10 AM
88	Other	This is going to balloon the cost of the project and risk getting the whole thing cancelled	3/14/2024 4:26 PM
89	Other	(FYI your online version doesn't have the button to give feedback, and only shows the first two options... you must manually go onto the website on a desktop computer)	3/14/2024 3:58 PM
90	Alignment	This alternative keeps trains out of the way of people coming from and going to the interstate.	3/13/2024 8:38 PM
91	Alignment Rio Grande Plan	I do not support Alt 2. Elevating the rail will be more expensive, and thus easier for detractors (political and public) to criticize and eventually block. Also, relinquishing street level transit solely to cars will be a reverse incentive for future pro-urbanization projects, such as the Rio Grande Plan and the Green Loop. SLC should prepare for the eventuality that the 500 S and 600 S highway ramps will be moved away from the city, instead of working further to accommodate them.	3/13/2024 6:08 PM
92	Alignment	I don't understand why it would need to be elevated for such a short section.	3/11/2024 8:50 PM
93	Alignment	Keep the red line as is, create the orange line	3/11/2024 8:04 PM
94	Alignment	I like the idea of the elevated section in Alternative 2, considering how busy 5th/6th South are as automobile connections to I-15/I-80.	3/11/2024 5:14 PM
95	Alignment	Elevating over 400, 500, and 600 would save a lot of time. If this segment is not elevated, perhaps the intersection signals could prioritize the trains. Those lights take forever.	3/11/2024 4:39 PM
96	Alignment Other	Why switch green and blue lines? Unless the plan is to replace all the blue line train cars before this is implemented, it will make the airport less accessible for people with ambulatory disabilities.	3/8/2024 8:42 AM
97	Other connections	Give us a proper stop on the West Side of Salt Lake (Glendale and Poplar Grove Neighborhoods)	3/7/2024 9:35 PM
98	Alignment	An elevated structure, while reducing traffic problems, would create a bit of a wall through the neighborhood.	3/7/2024 4:34 PM
99	Alignment	I like the elevated section!	3/7/2024 2:37 PM
100	Alignment	Like the elevated line above 700 s to 400 s.	3/7/2024 12:41 PM
101	Other connections	I like the elevated rail, but feel benefit is only provided to the U and Granary district. Now the west side will need to transfer to go into downtown. I like maintaining a downtown to west side connection.	3/7/2024 7:30 AM
102	Other connections	Extend the TRAX system to include the upper west side . North temple has become unsafe for the majority of TRAX users.	3/6/2024 4:29 PM
103	Safety	I'm not sure all of the implications, but it seems like an elevated route would have a more positive effect on pedestrians and drivers, so in that sense it seems worth it if the money is there.	3/6/2024 1:52 PM

TechLink Alternative 2

104	Other No.	3/6/2024 10:00 AM
105	Alignment The elevated portion of the new Red Line makes this alternative my favorite. The current at-grade alignment downtown makes TRAX unnecessarily slow. I hope that the addition of some elevated rails might serve as a catalyst for further grade separation of TRAX. As Salt Lake continues to grow, it will behoove our light rail system to start taking on more characteristics of a light metro (see also: Seattle and St. Louis!).	3/5/2024 4:09 PM
106	Alignment It may be a good idea to elevate the part where cars get off and on the freeway to avoid backup onto the freeway.	3/5/2024 2:18 PM
107	Alignment Least favorite with the elevated portion.	3/4/2024 7:27 PM
108	Alignment Cost of the elevated line doesn't seem worthwhile. The detour to SL Central unnecessary.	3/4/2024 3:38 PM
109	Alignment Elevating TRAX in this area would be a really bad idea. The last thing that area needs is more overpasses. I wouldn't want to be a resident on that street and have a train overhead while I walk around. Leave the TRAX on the ground.	3/4/2024 1:39 PM
110	Alignment Multi-modal Elevating the line seems unnecessary, since the road is prepped for an at-grade line. Elevating the line would also make the street less comfortable for pedestrians. This would kill the potential for any dense walkable street scape.	3/3/2024 6:49 AM
111	Alignment Safety Elevated between 400 S and 700 S would be perfect. If the alignment is at grade through 500 S and 600 S, I fear the trains would be waiting for lights for a long time because of how busy those roads are. Especially 600 S coming off the freeway I'm sure UDOT is going to want to keep the signal priority for cars. People also drive VERY fast on these roads and the potential for Vehicle VS Train would be high. Also, having a second Nth/Sth alignment will be a game changer especially when rail blockages occur. Fantastic plan! You guys are great!	3/2/2024 4:51 PM
112	Alignment I LOVE the elevated rail section. Had I my druthers, all of downtown would be elevated. This is the best plan	3/2/2024 3:12 PM
113	Alignment Elevated track seems unnecessary and costly	3/2/2024 7:51 AM
114	Alignment I really like the idea of two lines going to the airport and an elevated trax line on 600 south to help traffic flow	3/1/2024 6:12 PM
115	Alignment I think this is a great idea to speed up the redline crossing these UDOT roads that feed into I-15.	3/1/2024 12:55 PM
116	Other No.	3/1/2024 12:32 PM
117	Alignment Making it elevated seems more expensive. Just spend the money improving current track with better guardrails so operators can travel at realistic speeds so they don't have to lose break time and balancing good dwell times with on-time departures.	3/1/2024 12:16 PM
118	Alignment Safety I really support the elevated line across 5th/6th south. This will reduce travel times and provide a safer option than trying to cross these busy intersections with cars moving at near-freeway speeds.	3/1/2024 11:55 AM
119	Alignment Safety Like that it is elevated to reduce conflicts with traffic on one way streets (500s/600s). Helps traffic continue flowing while visually showing we have transit.	3/1/2024 11:33 AM
120	Other Is there a case for elevated rail here? Seems like a large expense for little gain.	3/1/2024 10:16 AM
121	Alignment Let's do this! Yes to the new Orange Line, yes to the Red Line entering downtown on 400 West, yes to optimizing train and traffic movements at 400 South Main Street to reduce train and automobile delays.	3/1/2024 8:52 AM
122	Alignment Safety Elevating the track to help prevent traffic conflicts is a safer option, and I would like to see it implemented in more areas where possible	3/1/2024 2:36 AM
123	Alignment A BIG YES!!!! Please eliminate the delays the trains are getting at the traffic lights where the traffic is coming off the freeway (we see it a lot on Main Street - it would probably be even worse right at the edge of the ramps coming on and off the freeway.	2/29/2024 11:32 PM
124	Safety I like both alt1 and 2 but alt2 would be much safer for riders as the elevated section	2/29/2024 1:45 PM

TechLink Alternative 2

would provide needed separation from wide roads, increasing speed and safety for everyone

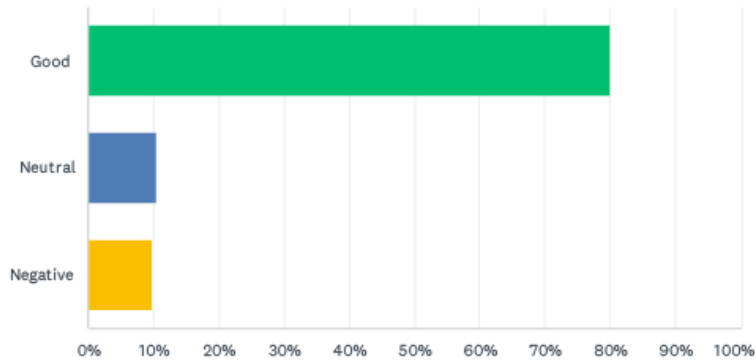
125	Other connections Rio Grande Plan Elevated tracks over busy roads may seem like a better bet in the short run for faster train service, but there is more benefit to slowing car traffic than saving a few seconds on the train journey. If we want people to feel like they can safely cross 4th, 5th, and 6th on foot, then a train should manage ok. Also, the Rio Grand would make a much better hub than the current location. This would allow the trains to stay on 400 W, and commuter rail could connect through the train station. It's a beautiful asset, that UTA neglects... imagine if we used the train station as a train station. It's like it was made for it.	2/29/2024 1:43 PM
126	Stations/Stops I'm very enthusiastic about service to research park and stops at pioneer park	2/29/2024 1:40 PM
127	Alignment I love the potential to decrease delays due to traffic from 500 and 600 s	2/29/2024 12:48 PM
128	Alignment This is the best option as being able to avoid an at level crossing with 500 and 600 south would be the best option that will dramatically help with time inefficiencies.	2/29/2024 12:26 AM
129	Safety Elevated? No way. Fix the roads—4th, 5th, and 6th South are horrendous. It's miserable to be anywhere around there as a pedestrian. Elevating a TRAX line is only investing further in the existing substandard infrastructure and hostile status quo. Keep TRAX at grade and bury and/or traffic calm the multiple parallel 7-lane highways that our tiny 200,000 resident city needs for some reason...	2/28/2024 12:35 PM
130	Safety Street running trains in the urban center have a remarkable traffic calming effect.	2/28/2024 12:15 PM
131	Rio Grande Plan The elevated station will be very useful but there is hardly a reason to connect to SLC central. Why not save the money if the Rio Grande plan will eventually remove the need for it (even if that is far in the future).	2/27/2024 9:34 PM
132	Alignment Multi-modal Safety Making the TRAX elevated would reduce conflicts with the high traffic on 5th and 6th south, speed up trains, and free up space on the street for other amenities. Maybe more park space and a separated bike path? Is it feasible to elevate the TRAX for such a short distance, though? An elevated station would also need to be designed carefully to ensure it's safe and inviting. If the cost and engineering works out, I think it's a great idea.	2/27/2024 3:57 PM
133	Alignment Great solution to difficult at grade crossing, while I would think a buried trax station would be more effective still a good solution	2/26/2024 8:28 PM
134	Alignment Multi-modal I like the elevated tracks idea because of the high amount of automobile traffic on 5th/6th South and connections to I-15/I-80. This would make the intersections more functional for both cars and transit riders.	2/26/2024 5:31 PM
135	Alignment Elevating the red line is a great idea to allow less disruption to car traffic and faster service when taking the red line. I think it would encourage more ridership!	2/26/2024 5:14 PM
136	Alignment An elevated rail line along 400 w will only reinforce the auto centric environment in the area.	2/26/2024 3:53 PM
137	Multi-modal So, I initially hated the idea of the elevated section but I am coming around to it. In addition to improving the efficiency of the trains, it would be a great opportunity to improve pedestrian connectivity across 5th/6th south too. Except for the hideous billboards, it would be an amazing view of the city and possibly a new tourist attraction in its own right. I don't like the idea of a new viaduct though, so I would hope the design could be incorporated into the cityscape thoughtfully.	2/26/2024 3:26 PM
138	Alignment This alternative essentially just provides an additional line in tandem with the redline but includes direct route to the airport. Very little gain in terms of consistent ridership.	2/26/2024 3:16 PM
139	Alignment Skeptical of elevated tracks. Dislike routing of Orange Line to Salt Lake Central. Prefer more direct routing of Orange Line to airport.	2/26/2024 1:48 PM
140	Other May be pricey with grade separation.	2/23/2024 12:48 AM
141	Alignment Elevating the train is a waste of money. If the reason is train times then give the train signal priority through those intersections Too many turns for the orange line to go to Salt Lake Central. This is wasted money/effort when a cheaper and faster solution exists by running the orange down 400W like in alternate 3.	2/15/2024 11:49 AM

ALTERNATIVE 3

TechLink Alternative 3

Q1 What do you think about Alternative 3?

Answered: 318 Skipped: 7



QUIZ STATISTICS			
Percent Correct 98%	Average Score 1.0/1.0 (100%)	Standard Deviation 0.00	Difficulty 1/1
ANSWER CHOICES	SCORE	RESPONSES	
✓ Good	1/1	79.87%	254
✓ Neutral	1/1	10.38%	33
✓ Negative	1/1	9.75%	31
TOTAL			318

TechLink Alternative 3

Q2 Are we missing anything?

Answered: 139 Skipped: 186

#	RESPONSES	DATE
1	Other connections tie the airport to Park City	5/6/2024 6:23 PM
2	Alignment Safety Rail lines should be elevated to bypass road traffic. This would improve both Trax and automobile traffic flow and be safer for all.	5/3/2024 7:20 PM
3	Alignment the 400w red and orange lines should be elevated to provide better freeway access for cars, etc.	5/2/2024 2:43 PM
4	Other Nothing	5/2/2024 2:40 PM
5	Alignment Other The two line projects need to be separated. This is the best alignment for the orange line if new track must be built. The smiley face icons don't let me express my opinion - positive for the orange option, negative for the red. So that averaged out as neutral, which is not actually my opinion. Survey design matters.	5/2/2024 7:25 AM
6	Multi-modal Rio Grande Plan Safety The Pioneer Park and 400 W area should definitely be placed to combine with the Rio Grande Plan! Even with accessible stations, walkability should be included in the plan--the busy streets on 400, 500, and 600 S still pose a dangerous threat to users of Trax, but 400 W provides a slower traffic flow for safer walkability.	4/30/2024 11:57 PM
7	Rio Grande Plan RIO GRANDE PLAN. More transit, less cars. Car centric infrastructure is dooooooomed. Rio grande plan and more infrastructure for a safer and stronger city please!!	4/30/2024 2:48 PM
8	Rio Grande Plan The Rio Grande Plan!!! I want to see UTA create an adjusted alternative 3 featuring the citizen proposed Rio Grande Plan!!!	4/30/2024 12:19 PM
9	Rio Grande Plan The rio grande plan	4/30/2024 10:51 AM
10	Rio Grande Plan The Rio Grande station + the train box.	4/30/2024 10:05 AM
11	Rio Grande Plan Implement the Rio Grande Plan!!	4/29/2024 8:04 PM
12	Rio Grande Plan Missing the rio grand plan. That would be an amazing addition to this!	4/29/2024 5:24 AM
13	Rio Grande Plan Add rio grand depot as a potential hub in the future	4/28/2024 10:10 PM
14	Rio Grande Plan Please go with the Rio Grande Plan instead! Riograndeplansaltlakecity.org	4/28/2024 6:59 PM
15	Rio Grande Plan Whatever it takes to integrate Alternative 3 into the Rio Grande Plan!	4/28/2024 4:00 PM
16	Rio Grande Plan Rio Grande Plan is what you're missing. Please don't leave it out and miss this once in a lifetime opportunity...	4/28/2024 3:21 PM
17	Rio Grande Plan Rio Grande plan integration!	4/28/2024 3:21 PM
18	Rio Grande Plan Open the Rio Grande station via the Rio Grande plan.	4/28/2024 2:17 PM
19	Rio Grande Plan Rio grande plan!	4/28/2024 1:59 PM
20	Rio Grande Plan Rio grande plan making more and more sense	4/28/2024 12:45 PM
21	Rio Grande Plan Bring the front runner closer to downtown. Such as proposed in the Rio Grande Plan. Love the idea of using that building as a central node for front runner and trax.	4/28/2024 12:01 PM
22	Other Rio Grande Plan The Rio Grande Plan. Downtown circulator, there should be a train that doesn't require any transfers to circulate the downtown core. Increased frequency.	4/28/2024 11:17 AM
23	Alignment Does the line need to stop at the Central station? That is the main question. I would look into how many people use that station as a transfer point to determine whether it is needed.	4/28/2024 9:56 AM
24	Alignment This is my preferred route	4/27/2024 7:09 AM

TechLink Alternative 3

25	Rio Grande Plan	Rio grand	4/27/2024 1:21 AM
26	Rio Grande Plan	This is a great first step in implementing the much needed Rio Grande Plan. By following the Rio Grande Plan it would be a much larger improvement to the Rio Grande area than the current proposed revitalization plan.	4/27/2024 1:20 AM
27	Rio Grande Plan	Open the Rio Grande via the Rio Grande plan.	4/27/2024 12:08 AM
28	Other connections	A light rail line to Millcreek!	4/26/2024 9:57 PM
29	Alignment	This is the BEST option	4/26/2024 7:32 PM
30	Rio Grande Plan	You're missing a station in front of the rio grande depot. That's the better station and you as UTA should back it	4/26/2024 7:11 PM
31	Rio Grande Plan	Rio grande plan	4/26/2024 6:10 PM
32	Rio Grande Plan	Rio Grande Plan	4/26/2024 5:28 PM
33	Rio Grande Plan	Integrate the Rio Grande Plan!!	4/26/2024 4:52 PM
34	Other	No it looks great!!	4/26/2024 3:22 PM
35	Alignment	Option 1 & 2 aren't good options	4/26/2024 1:46 PM
36	Other	No	4/26/2024 1:07 PM
37	Alignment	Alternative 1 is grossly inferior (have to fuss with central station, orange line would take a long time to get to the airport) and should not have been posted as the first alternative.	4/26/2024 12:19 PM
38	Alignment	All of these plans have worse connections for people in and around downtown. If I'm at City Center, I'll have to walk a half mile or take B/G way out of the way to transfer to R/O to get back east. This is WORSE than it currently exists. Also if I'm at City Center, I cannot get to Pioneer Park or the Granary for the same reasons. No connections between the parallel lines until you're way outside of downtown. SLC blocks are massive and we should be making it easier for people to get around the city's central neighborhoods AS WELL AS making it easy for commuters to get into and out of the city. These plans skew towards the latter only. You should add or build-in a city loop route that circulates around the downtown neighborhoods (4th W to Main St.) with these proposed alignments. This would make it easier to get around the city and facilitate those direct connections between B/G and R/O routes.	4/26/2024 12:15 PM
39	Rio Grande Plan	You know the rip grande plan? If this could work with that- what salt lake ALSO needs is a nice intermodal hub better than SL Central	4/26/2024 11:53 AM
40	Rio Grande Plan	Incorporation of other elements of the Rio Grand Plan	4/26/2024 10:30 AM
41	Alignment Rio Grande Plan	It's better to skip SL CENTRAL for the sake of time management, and it also is more suitable with the Rio Grande Plan, the orange lines connectivity with the Frontrunner will be largely unchanged by whether or not people go to SL CENTRAL, Because of the North Temple interchange.	4/26/2024 10:10 AM
42	Alignment	I am very supportive of not forcing the orange line to detour toward salt lake central.	4/26/2024 10:00 AM
43	Other connections	I think extended the frontrunner to Payson or Nephi would be a good idea	4/26/2024 9:54 AM
44	Other	Nope	4/26/2024 9:52 AM
45	Alignment	Consider placing the pioneer park station closer to the intersection of 300 S/400 W. A ton of commerce is happening near this node and would be a much better experience for those taking the train to get to the park/farmers market/shops and restaurants. I understand for bus connections 400 S may better serve commuters.	4/26/2024 9:47 AM
46	Other connections Rio Grande Plan	I'd like to see the Rio Grande plan implemented as part of this plan to better connect the east and west side of the city.	4/26/2024 9:39 AM
47	Other	Nope	4/26/2024 9:30 AM
48	Rio Grande Plan	We should incorporate the Rio Grande Plan! This route would be much quicker and efficient.	4/26/2024 9:25 AM

TechLink Alternative 3

49	Alignment	No! Alt 3 is the best option	4/26/2024 9:16 AM
50	Rio Grande Plan	Rio Grande Plan? Bury the line?	4/26/2024 9:13 AM
51		Rio Grande Plan	4/26/2024 8:59 AM
52		None	4/26/2024 8:06 AM
53	Alignment Rio Grande Plan	Yes, the Rio Grande Plan including a train box must be introduced that forgoes the Salt Lake Central Station for good	4/22/2024 10:06 AM
54	Other	Nope!	4/21/2024 2:22 PM
55	Rio Grande Plan	A stop at the Rio Grande Depot!	4/21/2024 1:50 PM
56	Rio Grande Plan	Yes!! Incorporate future planning for a Rio Grande plan into the alignment!!	4/21/2024 12:41 PM
57	Rio Grande Plan	Just the Rio Grande Station! Glad this prepares to align with it though!	4/21/2024 11:42 AM
58	Rio Grande Plan	I like repurposing the Rio Grande station for use in the Trax system. Otherwise, I worry it will fall into disrepair and we'll lose another historic gem.	4/21/2024 7:42 AM
59	Stations/Stops	Please do everything that you can to avoid Salt Lake Central It is a garbage pit disaster	4/20/2024 10:02 PM
60	Other	So many things	4/20/2024 7:54 PM
61	Rio Grande Plan	This should be a great step to including the Rio Grande Plan. Make it happen	4/20/2024 7:08 PM
62	Rio Grande Plan	Please account for the Rio Grande Plan!	4/20/2024 1:29 PM
63	Alignment Stations/Stops	Out of all 4 options for the orange line, I believe that "Alternative 3" would be the best since it reduces the number of 90-degree turns from 4 to 2, which would improve commute time significantly. It is not an ideal proposal since it misses SLC Central Station, which is a hub that connects to many other lines and bus routes. This mistake can be avoided by changing the route so that it turns on 600 West instead of 400 West; that way, the train could stop at the Central Station. Then it can reconnect with the red line by turning again on 400 South. This would minimize the number of turns while keeping the Central Station stop.	4/14/2024 12:51 PM
64	Stations/Stops	I think the 600S station should be moved north one block. 500S and 600S are huge, high-speed highways that are pedestrian-hostile, so the train stopping between them makes sense, especially because the Post District and Silos developments are there. It also makes the station separations nearly perfect around the downtown loop. I also think the tracks along 400W next to Pioneer Park should be built to accommodate a future station there, or a station added there immediately as part of this plan.	4/12/2024 10:53 AM
65	Stations/Stops	Courthouse station should probably cover all 4 lines so that way transfers to the blue and green lines are faster (specifically to the blue line for skiing, unless the detour won't add enough extra time to change which blue train I'd get on)	4/7/2024 2:54 PM
66	Other connections	Missing downtown SLC to university line	4/7/2024 9:48 AM
67	Other connections	I still think that the opportunity to have an express train to the airport using the ballpark spur straight alignment is kind of a missed opportunity here.	4/6/2024 10:08 AM
68	Stations/Stops	Orange needs to connect to front runner	3/31/2024 10:48 AM
69	Stations/Stops	A "central" station isn't very useful if only one of the lines goes there. It makes it take much longer for people taking FrontRunner to get to most places within Salt Lake.	3/31/2024 7:11 AM
70	Stations/Stops	Please, please don't make the orange line detour to the useless not-at-all-central station. Those 90 degree turns are the worst part of riding TRAX, the sound, and the slowness, and there are far too many as it is.	3/31/2024 12:11 AM
71	Alignment	Red seems redundant with orange running East. Based on plan 3, have red and orange interest at 400W and 400S, but have red turn west and end at salt lake central? Then orange riders can go all the way without stopping to the airport. Blue can as well. While red brings in daybreak people to central, or they can hop in orange at 400w/400s to go east.	3/30/2024 11:29 PM
72	Stations/Stops U of U/Students	The orange route bypassing salt lake central is not ideal.	3/30/2024 11:13 PM

TechLink Alternative 3

As a college student at the U of U, a direct line to a close frontrunner station would be useful.

73	Rio Grande Plan	Rio Grande Plan Now!	3/30/2024 12:26 PM	
74	Multi-modal	Stations/Stops	Unless SL Central will eventually be replaced by the Rio Grande Station, I don't see any reason to bypass it. That just cuts out a few blocks of accessibility to people walking to Trax on foot, while only marginally reducing travel times on the lines to/from the granary district. This wouldn't be a big deal in most cities, but our blocks are HUGE as a pedestrian. Anything we can do to evenly distribute the spacing of physical rail lines seems like it would be most beneficial in this situation.	3/28/2024 6:40 PM
75	Rio Grande Plan	I think you're missing a new station at the rio grande depot for when it becomes the new central station. Let's lean forward and have that ready and not add to the cost of the new station.	3/28/2024 5:33 PM	
76	Other connections	Run the Trax down Foothill to all the canyons and have bus service up all the canyons.	3/28/2024 4:54 PM	
77	Alignment	Why go through all the work of bringing a university line 2 blocks from this wonderful collection to the frontrunner and other services just to not stop there? I'm sure logistics of having one line terminate at salt lake central and another line continue straight through aren't easy, but I don't think it's an insurmountable challenge either. That said, some passengers may appreciate the quicker trip from the university to the airport, but I don't see a point.	3/28/2024 4:45 PM	
78	Stations/Stops	I like this because transferring to the green on 4th W to get to Central will be fairly easy and non-circuitous. However, if you are going from the U to get to downtown, the transfer to get from Red/Orange to Blue/Green sucks! It is a downgrade from today, and today it is already not great. These routings are fine, but something needs to be done to make transfers more seamless. 1 point to underground rail.	3/28/2024 10:51 AM	
79	Stations/Stops	At least this acknowledges that the central station is in a horrible location and needs to be moved	3/28/2024 10:33 AM	
80	Alignment	This makes more sense than alternative 1	3/27/2024 5:58 PM	
81	Stations/Stops	Too many transfers or walking in order to get on Frontrunner from the orange line	3/27/2024 4:21 PM	
82	Alignment	Orange line and red line using 400 West impacts to 600 South exit from I-15.	3/27/2024 11:08 AM	
83	Other	nope.	3/27/2024 10:40 AM	
84	Alignment	Stations/Stops	While I can appreciate skipping Salt Lake Central to make this route more direct, I think it could be confusing and would force Orange line riders to switch lines to get to SL Central. I'd just prefer to see all of these stations served on its way up to the U.	3/27/2024 9:49 AM
85	Alignment	Less repetitiveness of the lines	3/27/2024 9:03 AM	
86	Alignment	Stations/Stops	I think alternative 1/2 are superior since they better serve Salt Lake Central station. I feel like it can hardly be the central station while only one Trax line services it. I understand that the orange line would connect to Frontrunner at the North Temple station, but Salt Lake Central also has the many bus lines that meet there. Also, the area around the station is ripe for redevelopment that would benefit from as much transit as possible.	3/26/2024 3:16 PM
87	Alignment	Did you guys even think about 600 S, 500 S, and 400 S during morning and evening rush hour.	3/26/2024 2:44 PM	
88	Other	No	3/26/2024 2:32 PM	
89	Other	would the high floors of the blue line cause problems with loading luggage on at the airport?	3/26/2024 2:19 PM	
90	Alignment	Stations/Stops	Adding a bunch of 90 degree turns to serve SL Central would be dumb when this line will already serve North Temple. This is absolutely the move. Bypass SL Central PLEASE	3/26/2024 12:58 PM
91	Stations/Stops	I think it should connect at Central Station	3/25/2024 7:13 PM	

TechLink Alternative 3

92	Alignment	Avoiding the central station is nice, except for all of the people who ride frontrunner.	3/25/2024 4:15 PM
93	Alignment	This will not allow for a downtown circular route around SL Central.	3/24/2024 5:51 PM
94	Rio Grande Plan	If the Rio Grande Plan was implemented, this option wouldn't need to have the Orange line bypass Salt Lake Central Station.	3/24/2024 12:55 PM
95	Alignment	It would be nice if the orange line went to the central station, but I like that this line has less stops than the alternatives. It looks like it would be more useful for getting to the airport and still has access to the front runner so i think I'd still be happy.	3/23/2024 1:20 PM
96	Rio Grande Plan	Work with the Rio Grande Plan to have the Green & Orange line serve the new station.	3/22/2024 7:07 PM
97	Alignment	Seems like connecting with Salt Lake Central station would be of significant value for commuters going Research Park/the U of U. I don't know that shortening the ride to the airport from the U makes up for that. Sure, you can transfer to FrontRunner at the the North Temple Station, but that adds time for those commuting from regions south of Salt Lake. It would also allow the blue line to have the priority connection to FrontRunner at North Temple a few minutes before the train arrives, while the Orange line has a the priority at Salt Lake Central.	3/21/2024 4:08 PM
98	Alignment	Important to connect to Trax to service residents along that heavy rail route going to and from SLC International Airport.	3/18/2024 12:45 PM
99	Alignment	I'm concerned about the red line crossing 300W causing major traffic problems. This feels like a good location of an elevated rail to speed up both the trains and traffic	3/15/2024 6:05 PM
100	Stations/Stops	being able to change from the airport trax to any bus/trax service at the central station would seem better than this option	3/15/2024 10:14 AM
101	Rio Grande Plan	Rio Grande Plan!!!	3/14/2024 4:25 PM
102	Rio Grande Plan	Route line down Rio Grande street instead of 400 W to ensure direct connection to a potential Rio Grande plan. There are no consequences if the rio grande plan never happens, and this allows Trax to run down the less busy street.	3/14/2024 4:08 PM
103	Alignment	It would be missing the mark to not have a connection to SL Central for the new Orange Line	3/8/2024 9:54 AM
104	Alignment Stations/Stops	Why is the red line, which is already the longest line, the one that is being lengthened by adding two extra stops?	3/8/2024 8:48 AM
105	Stations/Stops	Orange line service needs to go to centra station.	3/7/2024 4:35 PM
106	Alignment	I wish it had the elevated section like alternative 2 but I like the efficient routing through downtown. It already connects to FrontRunner at North Temple so connecting to Salt Lake Central isn't necessary.	3/7/2024 2:39 PM
107	Rio Grande Plan	Direct connection to the Rio Grand depot if/when that plan is implemented. Also missing UTA support for that project even if it's contingent on payment.	3/7/2024 11:49 AM
108	Rio Grande Plan	Incorporating the Rio grand plan would provide so many benefits to the city	3/7/2024 10:44 AM
109	Granary	Better access to Granary from downtown. A downtown circulator could be a good solution.	3/7/2024 10:37 AM
110	Rio Grande Plan	The Rio Grand Plan!	3/6/2024 9:26 PM
111	Rio Grande Plan	Rio grande station!	3/6/2024 7:14 PM
112	Stations/Stops	A connection to SL Central	3/6/2024 1:40 PM
113	Other	No this is great.	3/6/2024 10:01 AM
114	Alignment	Is there any reason you couldn't also have the section of grade separation along 400 West like in Alternative 2? I would also consider a Rio Grande TRAX station on 400 West and Broadway. The lack of a direct connection between Salt Lake Central and SLC Airport is not ideal, but arguably worth it if it makes the crosstown Orange Line quicker.	3/5/2024 4:17 PM
115	Stations/Stops	I don't think it is a good idea to bypass the Central Station where the	3/5/2024 2:16 PM

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FrontRunner, buses, and Amtrak meet.

116	Alignment	University still lacks direct access to downtown via TRAX. The alignment of the blue and orange lines through downtown should be switched.	3/5/2024 11:09 AM
117	Stations/Stops	Could you elevate the platform and use this route? It seems most efficient.	3/4/2024 8:43 AM
118	Stations/Stops	Connect to SL Central Station	3/2/2024 7:52 AM
119	Other	Is there an opportunity to add bike/walking paths near the orange line similar to the S line? I live in Granary and we need more walking/biking paths. The 9-line is revolutionary in this neighborhood but we need more and more greenery with the new infrastructure.	3/1/2024 6:14 PM
120	Rio Grande Plan	I think a station is needed closer to the Rio Grande Station in order to facilitate the relocation of the Salt Lake Central Station to the Rio Grande Station.	3/1/2024 12:59 PM
121	Other	Not that I can see.	3/1/2024 12:41 PM
122	Alignment	This is by far my favorite alternative, due to the reduced travel times and improved east-west connections from the Fairpark neighborhood. I think this one is missing the elevated section across 5th/6th south.	3/1/2024 11:58 AM
123	Other	seems like folks making these changes don't HAVE TO depend on mass transit 100% of the time.	3/1/2024 11:50 AM
124	Stations/Stops	Please don't by-pass Salt Lake Central. Those of us at the U want the direct connection to Salt Lake Central. If we have to go to North Temple instead, that will add probably 5 minutes to our commute both ways.	3/1/2024 8:59 AM
125	Stations/Stops	this option loses the connection to the intermodal hub, and while there is still a frontrunner connection at north temple/guadalupe, it is still desirable to have the other connection.	3/1/2024 2:33 AM
126	Stations/Stops	Please don't by-pass Salt Lake Central. Those of us who go to the U would like a straight, direct TRAX route from FrontRunner to the U of U. We want it fast, direct, straight, as few turns as possible, with signal coordination at traffic signals making it so the trains don't have to stop. The current line on 400 South is VERY slow, and it seems like as time goes on the trains are getting stopped more and more often at traffic lights and waiting longer at traffic lights. Because of that trains are running later more often. Missing our FrontRunner connections is becoming increasingly more common. Please get the trains back to running closer on time and reduce the delays (stop at fewer traffic signals).	2/29/2024 11:27 PM
127	Stations/Stops	How much time benefit would skipping SL Central provide?	2/29/2024 12:37 AM
128	Alignment	I think you should keep the elevated track seen in Alternative 2. I think this has the best alignment service wise for the Orange Line. But I don't think traffic and trains should have to conflict with one another on a very busy set of boulevards that feed Interstate 15.	2/28/2024 2:42 PM
129	Rio Grande Plan	Integrate this alternative with the Rio Grande Plan!	2/28/2024 1:16 PM
130	Granary Other connections	No connection from City Center to Granary! Nowhere to transfer from Red/Orange lines to Blue/Green lines anywhere near downtown!	2/28/2024 1:10 PM
131	Rio Grande Plan	Rio Grande Plan!	2/28/2024 12:16 PM
132	Alignment	Elevated station would make this perfect	2/27/2024 9:34 PM
133	Rio Grande Plan	Rio Grande plan... you know what I'm talking about	2/26/2024 8:34 PM
134	Alignment	I think having the Orange line bypass SLC Central Station is also a good idea.	2/26/2024 2:52 PM
135	Alignment	It doesn't make sense to have the new Oran Line bypass downtown Salt Lake. It would make more sense to have the Green or Red Line run on 400 W. and then turn onto 400 S. and run to the university while the Orange Line runs through downtown, connecting the airport, North Temple Frontrunner station, downtown Salt Lake and the university with a single convenient line.	2/26/2024 2:34 PM
136	Alignment	Don't like that it doesn't allow for a circular route.	2/23/2024 12:50 AM
137	Alignment	No, this is by far the best and most logical routing of the orange line.	2/19/2024 9:19 AM
138	Stations/Stops	I think that doing both alternative 2 (the elevated section bypassing 500 and	2/16/2024 2:12 AM

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600 S) and alternative 3 would be the ideal outcome in this scenario. Routing the proposed 'Orange Line' via Salt Lake Central seems very wasteful when it's going to end up with a connection to FrontRunner at North Temple anyways.

139	Rio Grande Plan You are missing the mention of the Rio Grande Plan	2/15/2024 11:41 AM
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TechLink Alternative 3

Q3 Do you have any additional feedback on Alternative 3?

Answered: 173 Skipped: 152

#	RESPONSES	DATE
1	Alignment I like that the orange line bypasses Salt Lake Central. The alignment of the proposed orange line in other alternatives would be very slow with 3 turns in short succession.	5/4/2024 10:33 PM
2	Alignment This could be the best option/alternative.	5/3/2024 7:20 PM
3	Rio Grande Plan RIO GRANDE. Route all traffic through the proposed plan and get rid of salt lake central station.	5/2/2024 2:40 PM
4	Alignment I believe that bypassing Salt Lake Central is the only option that makes sense for the Orange Line.	5/2/2024 2:19 PM
5	Alignment Multi-modal The alignment for the proposed orange route makes the most sense and is most efficient, I support this option as the most sensible if more track is going to be constructed. However, the proposed Red Line changes are problematic. What exactly is the route of that diagonal line between 900 and 1300 South? If new track must be constructed for a proposed realigned red line, just turn at 200 W or better yet use the huge wide multi-lane stroad 300 W that is currently a car sewer and ped, bike and transit hostile. 400 W has much less lane width to utilize and any TRAX line construction would destroy the boulevard style center islands. What is the obsession with 400 W? It is a very poor choice for a rail line south of 200 South.	5/2/2024 7:25 AM
6	Alignment Other It might be possible to stagger train times in such a way to provide more rapid service to/from the airport. An Orange Line "Express" for instance could skip a few stations, much like trains in Japan and Europe do, which would increase ridership if people knew they could get to their destination quicker. An example would be a 2-or-3-stop line from the University to Rio Grande to SLC Airport.	4/30/2024 11:57 PM
7	Alignment Best option. Central station connections are unnecessary and will cost extra time for majority of riders.	4/30/2024 11:13 PM
8	Alignment Alternative 3 is the best proposal for improving Trax service. The alignment of the orange line on 400 W is best because it has the most efficient route and avoids the sharp turns that slow service and would be required to reach Salt Lake Central. This alignment is also best because it accommodates the possibility of the Rio Grande Plan without requiring major changes in the future.	4/30/2024 5:43 PM
9	Rio Grande Plan I would love to see the Rio Grande Depot have a TRAX station right by it along with the citizen proposal to bring the rails back to the depot. The Union Station in Denver has a light rail station 2 blocks away from it, which is similar to alternative 3's station by Pioneer Park & the depot, but I think a TRAX station even closer to a potential restored Rio Grande Depot station would help with connectivity to Frontrunner, Amtrack, the airport, & TRAX. Thanks for your work on more transit connectivity in Utah!	4/30/2024 3:46 PM
10	Rio Grande Plan RIO GRANDE PLAN	4/30/2024 2:48 PM
11	Rio Grande Plan Alternative 3 offers the most direct routes to and from desired destinations and could easily be modified to allow for the successful implementation of The Rio Grande Plan. The State of Utah, UTA and UDOT all need to take this citizen proposal more seriously. The current Salt Lake "Central" Station is honestly a poor excuse for the Central Station of our Capitol City and the State of Utah and is quiet frankly an embarrassment. The Rio Grade Plan has so much potential to positively change the City and State in sustainable ways for generations to come. With the Winter Olympics returning in 2034 this is an oportune time to implement such an infrastructure project and with continued population growth along the Wasatch Front such solutions are needed.	4/30/2024 12:19 PM
12	Other Build it	4/30/2024 10:51 AM
13	Rio Grande Plan Endorse the Rio Grande Plan	4/30/2024 10:05 AM

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14	Alignment Rio Grande Plan	Best option by far. Also allows for the rio grande plan in the future!	4/29/2024 10:01 PM
15	Alignment Rio Grande Plan	This is the best option and leaves room for the rio grande plan!	4/29/2024 10:01 PM
16	Rio Grande Plan	I support the Rio Grande plan and Alternate 3 aligns best with reinstating Rio Grande Depot as the transit hub of downtown.	4/29/2024 8:13 PM
17	Rio Grande Plan	Train box (see Rio Grande Plan)	4/29/2024 8:04 PM
18	Other Rio Grande Plan	This alternative along with Rio Grande Plan could free up plenty of land. I suggest getting in the ear of the Smith Entertainment Group to invest in the plan and build their new stadium district on reclaimed land.	4/29/2024 7:53 PM
19	Alignment U of U/Students	This would be the best option! I think a faster connection between the airport and the U would be better. Reduce travel times!	4/29/2024 9:42 AM
20	Rio Grande Plan	Add the rio grand plan and let's get going!!!	4/29/2024 5:24 AM
21	Rio Grande Plan	This is key to enhance the rio grand plan! Bypassing salt lake central and redirecting traffic to the restored rio grande depot is exactly the rail revitalization SLC needs!	4/28/2024 10:10 PM
22	Rio Grande Plan	Please build alternative 3 and the Rio Grand Plan!	4/28/2024 4:00 PM
23	Alignment Rio Grande Plan	Reroute service through the Rio Grande station	4/28/2024 3:21 PM
24	Rio Grande Plan	Open the Rio Grande station via the Rio Grande plan.	4/28/2024 2:17 PM
25	Rio Grande Plan	I think we should seriously consider the Rio Grande Plan to further city planning and help fight north/ south traffic as well.	4/28/2024 1:04 PM
26	Rio Grande Plan	This option works the best for future expansion with the Rio Grande Plan!	4/28/2024 11:53 AM
27	Alignment	Alternative 3 is best choice.	4/28/2024 11:17 AM
28	Other U of U/Students	This line would help improve access for events at the Arena from the suburbs with people being able to ride buses to the U and down. Along with the opposite. The line stops at one Front Runner location which is beneficial though more than one may be better just for timing purposes.	4/28/2024 9:56 AM
29	Rio Grande Plan	This alternative would fit in great with the Rio Grande Plan.	4/28/2024 8:05 AM
30	Rio Grande Plan	Alternative 3 best aligns with the dream of the Rio Grande plan	4/28/2024 7:07 AM
31	Alignment	Definitely the best alternative. Easy connection to Fronrunner at N Temple, no need for the extra twists and turns and extra time to connect at SL central.	4/27/2024 4:13 PM
32	Rio Grande Plan	Please build rio grand	4/27/2024 1:21 AM
33	Rio Grande Plan	Implement the Rio Grande Plan over the current proposed Rio Grande revitalization plan.	4/27/2024 1:20 AM
34	Rio Grande Plan	Open the Rio Grande via the Rio Grande plan.	4/27/2024 12:08 AM
35	Other	I really hope this project happens!	4/26/2024 9:57 PM
36	Multi-modal Rio Grande Plan	We chose to buy a house in slc bc we wanted a short commute through bike & public transit rather than a cheaper house farther away. Love the potential for the rip grande plan	4/26/2024 9:54 PM
37	Other	I want this to happen	4/26/2024 8:00 PM
38	Rio Grande Plan	I like this alternative because it works well with the Rio Grande Plan	4/26/2024 7:51 PM
39	Rio Grande Plan	Yes support the rio grande plan.	4/26/2024 7:11 PM
40	Rio Grande Plan	I think this plan would go well with the rio grande plan if that goes through	4/26/2024 6:18 PM
41	Other connections Rio Grande Plan	Help the east west divide and make Rio grande depot	4/26/2024 6:10 PM
42	Rio Grande Plan	The Rio Grande plan is the only true solution	4/26/2024 4:52 PM
43	Rio Grande Plan	Go Rio Grande Plan!!!!	4/26/2024 3:22 PM

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44	Rio Grande Plan	Really consider the Rio Grande Plan. Would be incredible for the Rio Grande District. This could be the grand entrance to our city and be the a shining cornerstone of the whole state. Just a 28 year old citizen who loves the vision of the district and RGP. Please make it happen as opposed to another freeway lane! 🙌	4/26/2024 1:51 PM
45	Rio Grande Plan	This is critical. To support the Rio grande plan.	4/26/2024 1:07 PM
46	Rio Grande Plan	This one suits the Rio Grande Plan. I like it.	4/26/2024 12:19 PM
47	Other	Best option so far.	4/26/2024 12:15 PM
48	Alignment	Faster is better and little is gained by going to central station	4/26/2024 10:33 AM
49	Alignment	This plan represents forward-thinking approaches that will better address the historical separation of the west side	4/26/2024 10:30 AM
50	Alignment	I think the best Alternative would be to combine the elevated section of alternative 2, with the track layout of alternative 3.	4/26/2024 10:10 AM
51	Alignment	The red line should still be elevated in this alternative!	4/26/2024 10:00 AM
52	Rio Grande Plan	Follow through with the rio grande plan	4/26/2024 9:52 AM
53	Other	No, this is the best one.	4/26/2024 9:47 AM
54	Other	Nope	4/26/2024 9:30 AM
55	Alignment	The alignment of the orange line is very exciting!	4/26/2024 9:13 AM
56	Rio Grande Plan	I want the Rio Grande plan !!	4/26/2024 8:45 AM
57	Rio Grande Plan	This option works best with the Rio Grande Plan.	4/26/2024 8:41 AM
58	Alignment	I like the bypass of salt lake central on the orange line. It seems redundant and takes longer to stop there. If using the front runner, North Temple is still there.	4/26/2024 8:28 AM
59	Other	This will provide a better travel with less money and better for our environment	4/26/2024 8:06 AM
60	Other	This is the best option	4/26/2024 7:04 AM
61	Alignment	U of U/Students This is a tough one because a more direct path for the orange line would be great (less waiting at intersections to turn and the like), but I also see a benefit to having the orange line stop at Salt Lake Central to directly connect Frontrunner ridership in to a line to the university.	4/25/2024 9:37 AM
62	Alignment	It feels the most impactful change that will serve the public best.	4/22/2024 10:45 AM
63	Rio Grande Plan	Rio Grande Plan! Rio Grande Plan! Rio Grande Plan!	4/22/2024 10:06 AM
64	Alignment	this is it chief	4/21/2024 6:13 PM
65	Alignment	This is the one you should do! Minimize the capital expenditure required while providing direct routes on the Orange Line and sensible operational changes for the others. Faster Travel Times + More Coverage + Efficient Construction and Use of Infrastructure. This is the one!	4/21/2024 2:22 PM
66	Alignment	This alternative should be the primary proposition, bypassing Salt Lake Central would significantly increase ridership on the Orange line as it would significantly lessen travel times between the University and the airport.	4/21/2024 1:50 PM
67	Rio Grande Plan	Please do this and support the Rio grande plan!	4/21/2024 1:09 PM
68	Rio Grande Plan	Consider how there could be synergy between alternative 3 and the Rio grand plan to reduce cost and speed up construction rather than having to rework things later for the Rio Grande Plan	4/21/2024 12:41 PM
69	Rio Grande Plan	in support of the Rio Grande plan	4/21/2024 12:31 PM
70	Rio Grande Plan	Plan ahead for rio grande plan	4/21/2024 9:08 AM
71	Other	This is for all options Please do everything you can to keep the drug addicts from living on Traxx	4/20/2024 10:02 PM

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72	Alignment	This one is a terrible idea.	4/20/2024 7:54 PM
73	Rio Grande Plan	Make the Rio Grande Plan happen. This project and alternate would be perfect!	4/20/2024 7:08 PM
74	Rio Grande Plan	I'd love to see this happen. The orange line would mesh perfectly with the Rio Grande plan!	4/20/2024 4:27 PM
75	Alignment	The blue and green lines should probably not be switched unless absolutely necessary, as it could cause unnecessary confusion	4/20/2024 2:02 PM
76	Rio Grande Plan	Rio Grande Plan!	4/20/2024 1:37 PM
77	Rio Grande Plan	This is the best alternative for downtown. I think that there is very little reason for the Orange Line to make 2 additional 90 degree turns to jut out to SL Central when North Temple can already handle the great majority of TRAX and FrontRunner transfers. Plus, the Rio Grande Plan would put the central station near Pioneer Park and the Orange Line and right on top of the Green Loop, so that would solve that problem.	4/12/2024 10:53 AM
78	Safety	Please use resources to make current trains feel safe	4/7/2024 9:48 AM
79	Alignment	I like this more than the others, it just seems more practical, I see the salt lake central connection as important but i don't see it as a permanent station and also I guess I just don't know how the shuttle or non fare line would even work really, it feels kinda clumsy but we can swap around the lines later, we can't really say that about the infrastructure really	4/6/2024 10:08 AM
80	Stations/Stops	I feel like switching from the orange to the green line would be kinda a pain, Id like it to be easier	4/3/2024 5:44 PM
81	Alignment	Please don't add new tight turns in the middle of the street at 400 W and 400 S instead opting to swing wide taking up the whole road right-of-way and smoothing everything out.	3/31/2024 12:11 AM
82	Other connections	Save money and don't run red and orange east. Instead build another s line due east around 1300s	3/30/2024 11:29 PM
83	Alignment U of U/Students	I think the Orange line connecting to Salt Lake Central would be more beneficial, especially for commuters to the University, like in Alternative 2	3/30/2024 10:57 PM
84	Rio Grande Plan	I'm hoping that the Rio Grande plan will integrate easily with this plan.	3/30/2024 5:00 PM
85	Alignment	I think an east-west line within Salt Lake is a great idea, and no matter which concept gets chosen, I hope it happens soon. But I think routing the Orange Line straight along 400 West (Alternative 3) makes a lot more sense than adding four blocks, two stations, and two 90-degree curves to bring it past Salt Lake Central (Alternatives 1, 2, and 4). Alternative 3 is the only route that will actually prioritize east-west travel within Salt Lake. I imagine the extra distance, turns, and stations in Alternatives 1, 2, and 4 will add an extra 5 minutes or so of travel time through downtown, which would make the route much less attractive for trips through downtown. Adding Orange Line service to Salt Lake Central (Alternatives 1, 2, and 4) would serve FrontRunner riders coming from the south, but these riders are already able to access the Red Line at Murray Central, and the new 200 South BRT will provide another option for them soon. Alternative 3 would be much better for FrontRunner riders coming from the north, who do not currently have a good option for accessing points east of downtown SLC. Alternatives 1, 2, and 4 would throw good money after bad by prioritizing Salt Lake Central over our current de facto regional transit hub (North Temple Station). Alternative 3 would serve riders where they already are, and require the construction of less new track. My wife and I live near Jackson-Euclid Station. She works at Research Park and I work on lower campus at the U of U. Right now, she drives to work every day, and I either ride with her or take the bus. We would likely both ride the Alternative 3 route every day. But the S-curve in Alternatives 1, 2, and 4 would likely increase the travel time so much, and feel so frustratingly circuitous, that we would be unlikely to switch to the Orange Line. I think realigning the line near Rice-Eccles stadium (Alternative 4) is a no-brainer, and would benefit me personally by reducing travel times and bringing me closer to my job. I think elevating the Red Line (Alternative 2) to speed trains across 500 and 600 South is also a great idea. I hope both these elements are included in whatever gets built.	3/30/2024 4:35 PM
86	Alignment	This is a great plan	3/30/2024 11:53 AM
87	Alignment Stations/Stops	It seems like bypassing central station makes a lot of sense	3/29/2024 5:11 PM

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here because it already connects with FrontRunner at north temple. This would make the route quicker. The only other reason to go to central station would be Amtrak, but it runs outside of trax hours mostly

88	Stations/Stops Unless Amtrak expands its service and stops in SLC during hours when TRAX is running, this looks the best out of all the options. That's coming from someone near the Central Pointe station.	3/29/2024 3:28 PM
89	Rio Grande Plan Alternative 3 is the most cost-effective design. It incorporates a lot of what Salt Lake City needs, without going too over the top with new infrastructure. I realize UTA is not very interested in the Rio Grande Plan, but if the community desires it, and we get it funded by some miracle, then this alternative would be the most compatible with moving SL Central further east.	3/29/2024 12:25 PM
90	Alignment Alternative 3: Orange connects Airport to Research Park, forces a transfer from green to blue/Orange for West Valley to Airport workers. Anyone taking the red line north to the U... suffers a half mile of out of direction travel, including two turns. Transferring from Blue/Green to red at 400 S requires a platform switch.	3/29/2024 12:22 PM
91	Rio Grande Plan If more-official plans to move the frontrunner station to Rio Grande eventually, this alternative would make far more sense, but would require a different route for the green line. We definitely should be working to expand access to conveniently transfer to Frontrunner, and it would be an unnecessary compromise to limit intermodal hub access solely to the green line. Especially if the orange line is only diverting by such a small distance in this alternative.	3/28/2024 6:40 PM
92	Rio Grande Plan I really like the 400W alignment. It gets ready for the future when the Rio Grande Plan is funded I also think the UTA should work with the citizens who are trying to make it happen!	3/28/2024 5:33 PM
93	Alignment Makes since to bypass central station with the new direct orange line if red is still available.	3/28/2024 4:54 PM
94	Rio Grande Plan Stations/Stops UTA needs to stop throwing good money after bad and admit the Transit Hub on 600 West is in a bad location and poorly serves its intended purpose. Implement the Rio Grande Plan already!	3/28/2024 10:33 AM
95	Alignment This is the best solution of the three proposed alignments.	3/28/2024 8:12 AM
96	Alignment This is by far the best alternative. The Orange line is straighter and muchore efficient and bypassing our sad excuse for a "central" station that should be abandoned is so much better than snaking the tracks through a billion screechy snail corners.	3/27/2024 8:30 PM
97	Alignment Stations/Stops While it would be nice to have Orange line to salt lake central it may speed up transit time to skip it	3/27/2024 4:43 PM
98	Alignment This is the best option - sensible transit options to cover more of downtown and no elevated railway.	3/27/2024 1:19 PM
99	Alignment Stations/Stops U of U/Students It should definitely connect to central so frontrunner passengers have a good option going to the U.	3/27/2024 11:07 AM
100	Alignment This is by far the most logical and efficient implementation of the orange line. Cuts down travel time to airport by bypassing SL central, while maintaining a perfectly reasonable Frontrunner connection at North Temple. Maintaining the existing stadium station at the U also is beneficial for campus commuters to main campus.	3/27/2024 11:01 AM
101	Alignment This is the best of the proposals.	3/27/2024 10:40 AM
102	Alignment I feel like this would just serve the same purpose as the green line is now and not add much value to the ease of transit.	3/27/2024 9:03 AM
103	Alignment U of U/Students I like that this option has the new TRAX line bypass salt lake central giving quicker route up to the University and research park.	3/27/2024 8:26 AM
104	Alignment Stations/Stops This is the best alternative. Having the orange line skip Salt Lake Central will increase service efficiency and people taking Frontrunner can use the North Temple station rather than Salt Lake Central to catch Trax to the Airport. The more direct the better for Trax.	3/27/2024 8:21 AM

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105	Alignment You guys are asking for disasters to happen, behold the public transit Titanic proposals. All four are diasterous . Try again	3/26/2024 2:44 PM
106	Other No	3/26/2024 2:32 PM
107	Alignment It is good to route orange line away from salt lake central and have less turns and stops	3/26/2024 2:19 PM
108	Other No	3/25/2024 7:13 PM
109	Rio Grande Plan The solution to this problem is nicely solved in the Rio Grande Plan that buries the trains in their own right of way, and opens up excellent use of the Rio Grande Station as an intermodal hub with frontrunner and trax.	3/25/2024 4:15 PM
110	Stations/Stops Don't like that the orange line would bypass central platform.	3/25/2024 1:24 PM
111	Other connections If a NHL or NBA area gets put into RDA owned land around 600 W you will have wished you ran the 400 S track to SLC Central.	3/24/2024 5:51 PM
112	Rio Grande Plan All of these alternatives need to be tabled until the Rio Grande Plan is passed/approved and then redrawn with that plan in mind. These options all make so much more sense with the Rio Grande Plan in place.	3/24/2024 12:55 PM
113	Alignment Out of all the alternatives listed, #3 is my least favorable because I just want us to have the Orange Line also have direct service to SL Central from University of Utah and aligning it at SL Central wouldn't deviate it much from routing it to the SLC airport	3/24/2024 11:21 AM
114	Alignment Granary Rio Grande Plan Safety This is the option that best serves the community. The Orange Line bypassing the central station means that it is more efficient. Including a half-block re-routing to the Rio Grande station enables all of the interconnectedness, efficiency, safety, walkability, enhanced services, and development potential of the Rio Grande Plan. Having the Red Line travel through the Granary neighborhood connects more of the city to transit users while encouraging the continued development of underutilized space and resources. Additionally, keeping the Red Line at street level increases awareness of local resources and appreciation for the community and the people that live and work there. It also helps to mitigate the dangers and negative community impacts of high-speed vehicular traffic. Rerouting the Green and Blue Lines would be a positive choice, no matter what is done with the other lines, as it would connect more of the valley's residents to the airport.	3/23/2024 10:56 AM
115	Other connections Red line should probably serve the Rio Grande station as well to improve connectivity.	3/22/2024 7:07 PM
116	Alignment I like the direct version of this red route. It feels much more efficient.	3/15/2024 6:05 PM
117	Stations/Stops Great! There is no need for the orange line to access central station. There is already access to Frontrunner and several bus lines at North Temple.	3/15/2024 10:14 AM
118	Alignment While I would absolutely make use of the orange line (my main station is North Temple), I have no need to go to Central Station so very selfishly I prefer bypassing it. New stations are much needed with the red line expansion and the west/downtown connection maintained by the blue line changes is crucial.	3/15/2024 10:13 AM
119	Rio Grande Plan Route along Rio grande street instead of 400 W!	3/14/2024 4:25 PM
120	Rio Grande Plan Route line down Rio Grande street instead.	3/14/2024 4:08 PM
121	Alignment Rio Grande Plan Stations/Stops Alt 3 makes sense in order to decrease travel time from the U and the airport, and vice-versa. It would also save money to not build excessive track to connect to SLC Central (which should eventually be phased out, in favor of a new central train station via the Rio Grande Plan). Last but not least, having rail along 400 W along Pioneer Park accommodates for future projects like a Downtown Loop Line. All of that being said, however, it wouldn't be the worst thing in the world to have the Orange Line go to SLC Central, either. More rail is always good, even if SLC Central is phased out and replaced with other infrastructure or development. So in summary, as long as the 400 W rail adjacent to Pioneer Park is built (the essence of Alt 3, and non-revenue rail in Alts 1 and 2), connecting or not connecting the Orange Line to SLC Central isn't as important.	3/13/2024 6:23 PM
122	Alignment I think a direct connection from the airport to the Central Station is useful and would hopefully encourage people to take Trax from Provo and Ogden to connect to the airport.	3/11/2024 8:55 PM

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Right now shelving your stuff between levels on the stop on North Temple may be deterring people from trying it.

123	Alignment Stations/Stops I like that the Orange Line would bypass the Salt Lake Central Station and making a direct connection along 400 West— way more efficient!	3/11/2024 5:15 PM
124	Stations/Stops I agree that it doesnt make sense to go to central when the route has other stops that connect to the Green Line and FrontRunner.	3/11/2024 4:40 PM
125	Stations/Stops This is my favorite alternative. There's no need to waste time making detours to SL Central when people can get on the FrontRunner at the North Temple bridge. Those few who would head to Amtrak or Greyhound can do the change to get onto the green line, or walk the few blocks from Pioneer Park.	3/9/2024 10:13 AM
126	Other Why switch green and blue lines? Unless the plan is to replace all the blue line train cars before this is implemented, it will make the airport less accessible for people with ambulatory disabilities.	3/8/2024 8:48 AM
127	Alignment I like this one the best	3/7/2024 2:39 PM
128	Rio Grande Plan Get on board with the rio grand plan. I also support the realignment of the tracks at the university.	3/7/2024 11:49 AM
129	Rio Grande Plan This would be great as it would support the future rio grande plan. We need to implement the rio grande plan!	3/7/2024 11:16 AM
130	Rio Grande Plan Support the Rio Grande Plan.	3/7/2024 10:37 AM
131	Rio Grande Plan Stations/Stops If the rio grande plan moves forward, this would be great - could possibly merge proposed pioneer park station with it	3/7/2024 12:12 AM
132	Alignment Rio Grande Plan This this THIS! We need the Rio Grande Plan and this is the only alternative that correctly plans for the elimination of the old SL Central Station to make way for a new one. It's also been absolutely ridiculous how TRAX has skipped a Pioneer Park-adjacent line and station. Overwhelmingly the best alternative.	3/6/2024 10:02 PM
133	Rio Grande Plan Please be smart and use this land wisely and hide the tracks underground! Think how amazing for the Olympics with a world class train station at rio grande!	3/6/2024 7:14 PM
134	Alignment I think this is a better alternative than some of the others with the primary reason I think it's hard to imagine people coming from the airport or that general area needing to stop at Salt Lake Central. If they need to transfer to Frontrunner, the green line should be sufficient. Otherwise, it seems more efficient for the orange line to bypass Salt Lake Central.	3/6/2024 1:51 PM
135	Stations/Stops A lot of missed connections here	3/6/2024 1:40 PM
136	Other No	3/6/2024 10:01 AM
137	Rio Grande Plan In addition to creating a pleasing rectangle around downtown Salt Lake, the 400 West alignment in this alternative would pair so well with the Rio Grande Plan. Bury the rails! Revitalize the depot! Make Salt Lake Central central again!	3/5/2024 4:17 PM
138	Stations/Stops Orange line service to university research park for destinations north is already provided by the connection at north temple bridge, while connection to university for destinations south is provided by the red line transfer in Murray. This means that the connection of salt lake central to the orange line is redundant.	3/5/2024 11:09 AM
139	Stations/Stops So is Central Station a thing still? Decision needs to be made if it is a key component of the system. If it is, then this is not a good alternative. However, it is not critical, this would be a leading candidate.	3/4/2024 7:30 PM
140	Alignment Other Give the S70 to the blue line	3/4/2024 3:48 PM
141	Alignment This alternative is the best, so far. Keeps the orange line as direct as possible, which is critical for future users. A fast line to the airport will have great ridership from both visitors and locals.	3/4/2024 3:40 PM
142	Stations/Stops I like this one, it seems more direct and efficient for the Orange line. There's lots of other ways to get to Central station if that's your destination rather than making the TRAX go 3 extra blocks to get from the U to the airport. It's really annoying riding TRAX and knowing it's taking a circuitous route instead of being more direct.	3/4/2024 1:49 PM

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143	Alignment Stations/Stops	The point of this move seems to be making travel time shorter on the yellow line. But it means less connectivity with the Frontrunner. I don't think that's a great trade off.	3/3/2024 6:52 AM
144	Granary	I like two lines going to the airport instead of just one. I also like the new trax line going through granary. I live in granary and think we need to utilize the old train trax.	3/1/2024 6:14 PM
145	Stations/Stops	Yes, Great Idea. This will shave off minutes of travel from the U to the Airport. It is unnecessary for the Orange line to have to pass both Frontrunner stations. Just make sure that the Orange line is scheduled so that frontrunner connections at North Temple is made quick and easy.	3/1/2024 12:59 PM
146	Granary	Like Alternative 1, this appears to connect the downtown fully to itself, the U of U, and Research Park. Using the old rail line to connect the Granary area to the Pioneer Park area via 400 South is a great idea.	3/1/2024 12:41 PM
147	Alignment	I wish that parts of alternative 2 (elevated section across 5th/6th south) and alternative 3 (Orange Line routed on 400 west) could be combined.	3/1/2024 11:58 AM
148	Alignment	Alt 3 is the best layout, to me. Keeps the Orange line a quick connection between Airport, the U, and North Temple. NB FrontRunner folks still have the Red line from Murray to get to the U. Would connect best with the Rio Grande Plan. Please just do this one.	3/1/2024 10:20 AM
149	Alignment	This might be acceptable for an overnight service route, past the Frontrunner service hours	3/1/2024 2:33 AM
150	Stations/Stops	A BIG NO! Please keep the direct connection from the U to Salt Lake Central. Yes, a one seat ride to the airport is great - but way more of us are heading to FrontRunner and the direct routing to Salt Lake Central will benefit and attract FAR more riders!	2/29/2024 11:27 PM
151	Alignment Rio Grande Plan	I would like to see a combination of alternatives three and four be implemented. Alternative 4 allows for shortened overall travel times for trains, less wear and tear, and also makes it easier for the university to expand the stadium north where existing light rail tracks run in the future if needed. Alternative 3 also reduces transit times for riders of the new orange line and eliminates a redundancy in the line with not needing to stop at two front runner transit points. The north temple transit point is sufficient. It also leaves open the possibility of the Rio grande plans full implementation in the future	2/29/2024 1:44 PM
152	Stations/Stops	I don't hate alternative 3 because it requires the least infrastructure and could be done the fastest, but I do think it's a bit of a miss to not utilize Salt Lake Central more. For Frontrunner riders, have multiple connections would be huge. It's ok, but I think a goal needs to be to increase east/west connections from Salt Lake Central and the surrounding neighborhood.	2/29/2024 1:42 PM
153	Other connections	As someone who uses the S-Line to get from Fairmont-Salt Lake Central to connect to FrontRunner, it would be very helpful if there was a route that used the Ballpark Spur to avoid the downtown loop when connecting to SL Central. This was previously shown in a past iteration of the techlink study with the green line. Other options would be to somehow run the S-Line downtown via Main St, and rerouting the Blue Line to use the ballpark spur to connect to SL Central or North Temple station. I much prefer the orange line running on 400 W near pioneer park instead of using that as a non-revenue connector.	2/29/2024 1:41 PM
154	Alignment Stations/Stops	alternative 3 is by far the best and the most intuitive to navigate as a rider. SL Central is simply not that important of a stop to serve in my opinion.	2/29/2024 1:34 PM
155	Alignment Multi-modal	I prefer this alignment of the orange line. This provides more direct transit. With SLCs plan for walkability in this area and a connection point to FrontRunner on North temple I don't think it is necessary to stop at central station.	2/29/2024 12:47 PM
156	Alignment Other connections	I am primarily against this because I believe it's important to have more than one light rail line going to what is supposed to be THE station in salt lake city. It's important that there are 2 lines from completely different ROW that meet together at a station like SL Central. The southern part of the valley and east west parts of the valley should have access to SL Central while minimizing transfers, which is why I believe it's important to keep the orange and green line going through/to SL Central. However, if the time benefits outweigh the missed connections with SL Central, than I will support this alignment instead.	2/29/2024 12:37 AM
157	Alignment Rio Grande Plan	Alternative 3 makes the most sense here. With building	2/28/2024 4:35 PM

TechLink Alternative 3

support for the Rio Grande Plan and the need for grade separation on Frontrunner and UPRR, Alternative 3 takes a reasonable route that would allow a future station near the intersection of 400 West and 300 South to serve the Depot. Continuing service to Salt Lake Central would benefit the redeveloped area after grade separation, though there is no need for a through line once the Frontrunner station is relocated to the Rio Grande Depot.

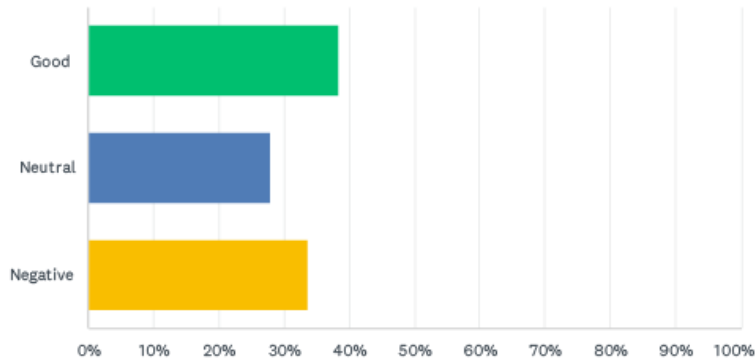
158	Alignment	I think this has the best alignments for service, would love to see the grade separation however.	2/28/2024 2:42 PM
159	Alignment	This makes more sense for the Orange line.	2/28/2024 1:40 PM
160	Rio Grande Plan	This alternative is the best option and provides for potential integration with the Rio Grande Plan.	2/28/2024 1:16 PM
161	Alignment	Orange going straight on 4th seems like a better route vs. the Salt Lake Central zigzag.	2/28/2024 1:10 PM
162	Alignment	The Orange Line doesn't need to connect to both Frontrunner Stations. Send it to North Temple and save time.	2/28/2024 12:16 PM
163	Stations/Stops	It seems this alternative would make the orange line a little faster, but the lack of a connector/non-revenue line makes me think it could be less reliable. Why not still have a connector to SLCentral? This alternative would also need to consider whether bus connections at SLCentral are important.	2/27/2024 4:00 PM
164	Alignment	I believe alt. 3 is the best possible option for efficient transit. I would like to see this alternative also feature the elevated track section proposed in Alternative 2.	2/27/2024 2:44 PM
165	Alignment	Love this alignment of the orange line and I think it is the best. This would be easy to add to the network without having to realign (similar to the mistake being corrected at the stadium)	2/26/2024 8:34 PM
166	Alignment Rio Grande Plan	I like that this would make the Orange Line's trip through downtown faster, on the way to the airport. Anyone who wants to get to Frontrunner can still do so at North Temple. I also like that this goes well with the proposed Rio Grande Plan, with either an additional stop near Rio Grande Station, or perhaps served by the Pioneer Park stop if it is close enough.	2/26/2024 5:34 PM
167	Alignment Stations/Stops	It's important to have the Orange Line serve Salt Lake Central so that there will direct connection to connect future Amtrak routes to the airport.	2/26/2024 5:33 PM
168	Stations/Stops	Serving research park is excellent. Lack of a frontrunner stop on the orange line is not desirable, but if a more consistent and quicker transit involving downtown travel is the outcome it may be worth it for a transfer or park and ride solutions.	2/26/2024 3:23 PM
169	Alignment	The Orange Line should run through downtown Salt Lake.	2/26/2024 2:34 PM
170	Other connections	Best routing of the alternatives. I still prefer using State St vs Main street for Trax. Trax on Main st is a negative for Salt Lake City's pedestrian plaza.	2/26/2024 1:53 PM
171	Rio Grande Plan	I love alternative 3 because it works with the Rio Grande Plan	2/19/2024 9:19 AM
172	Rio Grande Plan Stations/Stops	This is BY FAR the best alignment. Since the proposed orange line would travel to North Temple Bridge Station, building a meandering, slow, and ineffective route to Salt Lake Central is not only redundant, but bad for speed, reliability, and operations. This alternative also allows the best future-proofing for a potential Rio Grande Plan. In the event that the upcoming Reconnecting Communities Study proves the Rio Grande Plan, or any other plan for rail consolidation, to be feasible, this alternative leaves room for redevelopment and reconstruction without service disruption. In the event that the Rio Grande Depot is ever reopened to train service, this alignment would also make TRAX connections very easy, as there would already be rail a half block away.	2/16/2024 12:55 AM
173	Rio Grande Plan	I think this is the best option time wise for the orange line. If someone wants to get on the frontrunner they can get on it at North Temple station or the Rio Grande Depot when trains return to it once the Rio Grande Plan is complete.	2/15/2024 11:41 AM

ALTERNATIVE 4

TechLink Alternative 4

Q1 What do you think about Alternative 4?

Answered: 154 Skipped: 4



QUIZ STATISTICS			
Percent Correct 97%	Average Score 1.0/1.0 (100%)	Standard Deviation 0.00	Difficulty 1/1
ANSWER CHOICES	SCORE	RESPONSES	
✓ Good	1/1	38.31%	59
✓ Neutral	1/1	27.92%	43
✓ Negative	1/1	33.77%	52
TOTAL			154

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Q2 Are we missing anything?

Answered: 75 Skipped: 83

#	RESPONSES	DATE
1	Alignment Multi-modal U of U/Students This is a terrible idea. I know versions of this have been floated at the U of U over the years. It would be a terrible misallocation of resources and make access to the U of U much harder and less efficient for many riders and potential riders. UTA should expedite a bus rapid transit route on Foothill with center running stations and connect that to the Ft. Douglas station for transfers. It needs to run all the way to Parleys. BRT is a cost efficient and highly user friendly option. I have ridden such systems in other countries and am shocked at how far behind the SL Valley is. The obsession with laying expensive rail is problematic.	5/2/2024 7:36 AM
2	Alignment I'd love to see the red line stay where it is, but the orange line extends like it is in the picture.	4/30/2024 11:00 PM
3	Rio Grande Plan Rio Grande Plan is what you're missing. Please don't leave it out and miss this once in a lifetime opportunity...	4/28/2024 3:22 PM
4	Alignment Other connections What if the orange line continues all the way across foothill as long as possible. As a resident of the Sugarhouse neighborhood I have been wondering why we don't add a line across foothill to service the Sugarhouse area better and in the future connect Salt Lake to Ski areas for better public access to the Canyons.	4/28/2024 10:05 AM
5	Alignment All of these plans have worse connections for people in and around downtown. If I'm at City Center, I'll have to walk a half mile or take B/G way out of the way to transfer to R/O to get back east. This is WORSE than it currently exists. Also if I'm at City Center, I cannot get to Pioneer Park or the Granary for the same reasons. No connections between the parallel lines until you're way outside of downtown. SLC blocks are massive and we should be making it easier for people to get around the city's central neighborhoods AS WELL AS making it easy for commuters to get into and out of the city. These plans skew towards the latter only. You should add or build-in a city loop route that circulates around the downtown neighborhoods (4th W to Main St.) with these proposed alignments. This would make it easier to get around the city and facilitate those direct connections between B/G and R/O routes.	4/26/2024 12:16 PM
6	Alignment Moving the stadium station to the other side of the stadium would make TRAX less usable for everyone who lives on 13th East and everyone who works, attends school, or is visiting lower campus.	4/26/2024 8:21 AM
7	Alignment Rio Grande Plan Stations/Stops Line should NOT go to Salt Lake Central Station. The line should pass the Rio Grande Station to get the Rio Grande Plan in motion	4/22/2024 10:11 AM
8	Other I think this is possibly missing a persuasive reason for the expense it will be.	4/21/2024 2:19 PM
9	Alignment Don't split the two lines after the South Campus station at Mario Capecchi Dr. Instead, split them after the new Stadium Station. The orange line should follow Foothill Drive and then follow Sunnyside Drive. Three new stations: Between Mario Capecchi Drive and Wakara Way (on Foothill) to service West Research Park and VA Hospital. Between Foothill and Arapeen Dr (On Sunnyside) to service South Research Park. Terminate with a station between Hogle Zoo and This-is-the-place Park	4/19/2024 10:11 AM
10	Alignment Stations/Stops Yes, there are still key locations that are not optimally serviced by rail transit: West and North Campus of UofU (made worse with planned route) The VA Hospital Campus Sports Complexes on Gaurdsman East Campus of Hospital / Huntsman Research Campus Red Butte Garden / Natural History Museum This is the Place / Hogle Zoo See my "Additional Feedback"	4/18/2024 5:02 PM
11	Other connections Put Trax on foothill and connect to Wasatch Drive	4/18/2024 11:08 AM
12	Other Not really	4/7/2024 2:50 PM
13	Alignment U of U/Students Missing downtown SLC to university	4/7/2024 9:51 AM

TechLink Alternative 4

14	Alignment U of U/Students This would be beneficial to stadium attendees on event days, but worse for everyday commuters to lower campus.	4/1/2024 6:06 AM
15	Alignment Other New infrastructure does not align with the goals to support disadvantaged areas or increase connectivity.	3/31/2024 9:45 AM
16	Alignment U of U/Students Adding stations in research park is great, but without adding more lines and stations to the rest of the valley, it would still be difficult to use and may not add a lot of ridership.	3/31/2024 9:01 AM
17	Other this is useless	3/30/2024 10:42 PM
18	Alignment U of U/Students I don't love the realignment of the Red line along 500 s instead of its current route. I like having the TRAX closer to the heart of campus	3/30/2024 5:03 PM
19	Alignment U of U/Students Don't move stadium station! Develop current stadium station and connection to 1300 commercial.	3/30/2024 12:28 PM
20	Alignment Other connections U of U/Students This proposed alternative seems a little unnecessary and somewhat inconsequential at face value. If this is the extent of the small fork to the southeast with 2 additional stations in Research Park are the extent of UTA's vision for this line for the next many many decades, I cannot support this when there are so many other needed extensions and improvements to the Trax system. If two stations are to be built, they should be on the S-Line past Fairmont. That being said, if this just the first phase and may be pointing toward a line south down Foothill someday, I can totally get behind this plan. We have glaring deficiencies throughout the eastern end of SLC to the Cottonwood Canyons.	3/28/2024 7:02 PM
21	Alignment Other connections I think it's a missed opportunity to have the new orange line extend down foothill drive. It could allow more people to use the Trax. A connection to the zoo would be great for a reduction of car usage. Additionally you should indicate where the stadium station will be. It should be on a plaza to prevent people from interacting with the road.	3/28/2024 5:38 PM
22	This takes a great idea (alternative 1) and changes it into something more expensive that will hurt more than it helps. South Campus Dr is where the tracks should be. They give convenient access not only to the stadium, but also to the Huntsman Center at the South Campus Station. While the Fort Douglas Station isn't much farther, it's still farther and could incentivize game attendees to drive rather than take trax, which would create unnecessary traffic. 500 S isn't a good road for trains because while it would give better train access to the VA Hospital, having the line follow a busy 6 lane road would either need to include a pedestrian bridge or use another strategy to prevent auto-pedestrian crashes. Additionally, the VA has shuttles its patients can use that are paid for by the US Dept. of Veteran Affairs, so providing access to the university should be a higher priority than to the VA.	3/28/2024 4:56 PM
23	Extend the Arrapean line (Orange) to run south on Foothill and construct a parking lot near the 80 Freeway. Too much traffic on Foothill and this would solve it.	3/28/2024 10:47 AM
24	Student access to west campus (President's Circle, law building, etc.) needs to be considered. The current TRAX alignment is marginally better for students, but with the "lack" of parking on campus, anything UTA can do with the University to get more students on transit should be prioritized.	3/28/2024 10:38 AM
25	Yes the stadium station would be better if realigned but will be costly.	3/27/2024 1:21 PM
26	South Campus Dr is extremely car centric	3/27/2024 11:02 AM
27	Is the red line moved south of the existing roundabout on So. Campus Drive?	3/27/2024 10:57 AM
28	What is the point of cutting off parts of the U	3/27/2024 10:40 AM
29	Stations/Stops U of U/Students Access to south campus of U of U	3/27/2024 9:05 AM
30	Stations/Stops U of U/Students What would the new stadium station look like? If it were another station in the middle of the road like most other Trax stations, that would be a huge downgrade. The current station is better at supporting large group coming and leaving the stadium. Also, with the tunnel on the northwest corner of the stadium, Trax riders can access the campus much better now than if they have to cross 500 South and South Campus Drive.	3/26/2024 3:59 PM
31	Alignment Slightly better, but why not reroute blue line through 400 W instead of red line. It's closer to 400 W, and easier to modify. Also leave Green line alone. It can connect through the	3/26/2024 2:39 PM

TechLink Alternative 4

heart of downtown Salt Lake close to the Salt Palace, Hotels, Sports Events, Restaurants and local businesses.

32	U of U/Students Moving the Stadium station would make it less helpful for people at the university and on 1300 East.	3/26/2024 2:05 PM
33	Other connections Why not have the ending station be the zoo/this is the place heritage park?	3/26/2024 8:26 AM
34	Alignment No	3/25/2024 7:15 PM
35	Other connections This concept is great but you are so close to the Zoo without getting to it. Get that last mile.	3/24/2024 5:18 PM
36	Rio Grande Plan Implement the Rio Grande Plan!	3/24/2024 12:55 PM
37	Other What type of station it'd be, like elevated, away from car traffic, etc.	3/24/2024 11:24 AM
38	Other connections This changes my biggest frustrations when using trax. It's not easy to get to the front runner station or the airport from where I live without taking the bus.	3/23/2024 1:14 PM
39	Other connections Extend the Orange line south on Arapeen and east on Sunnyside to This Is the Place & Hogle Zoo. This will help with special events at either location, along with increasing weekend ridership and mid-day ridership during the week.	3/22/2024 7:13 PM
40	U of U/Students This appears to relocate the Stadium station in a way that makes access from Trax to core areas of the university campus (such as President's Circle) less convenient. I can see how this might make sense from a traffic flow perspective, but it doesn't seem better from a user's perspective. What common destinations at/around the university would this station relocation improve access to?	3/22/2024 3:53 PM
41	U of U/Students I can see benefits of serving the University area directly from the airport, but that forces all local students to transfer from other trains to the red/orange lines... Who really wins here? A new stadium station seems helpful.	3/22/2024 7:28 AM
42	Other connections Make sure you connect to Bonneville Shoreline Trail, Red Butte Gardens, and the Utah Museum of Natural History	3/21/2024 5:30 PM
43	Alignment Stations/Stops I think this alternative is about adding a stop at Rice Eccles - but it's hard to tell from the description.	3/21/2024 4:09 PM
44	Alignment I'm unclear if this plan omits the new stations detailed in the other plans since the red line does continue through the Granary District. I can't help but wonder if it would be more useful for the orange line to continue to the Hospital instead of Research Park, though I guess a transfer to the red line would be sufficient?	3/15/2024 10:18 AM
45	Stations/Stops Recommend making Stadium an indoor platform with access to platform with ticket.	3/15/2024 10:11 AM
46	Safety This just adds complexity and risk	3/14/2024 4:24 PM
47	Other This is so unnecessary and has the potential to drastically increase costs that could potentially sink the whole project.	3/14/2024 4:09 PM
48	Other connections I don't think so, but is there demand to expand past the tech park towards the hogle zoo/emigration canyon retirement community?	3/13/2024 9:23 PM
49	Stations/Stops The Stadium Station should be moved slightly west, closer to the Stadium. That way, it will be more easily accessible to the stadium proper, while still providing access to the tailgating at Guardsman. As an added bonus, if the station is in the middle of 500 S, between the Stadium and Mt Olivet Cemetery, it will provide a much needed pedestrian island that will make crossing that very long stretch of road much easier and safer (although I'm sure that for a variety of reasons, the final design will have the rail and the station be on the side of the road, adjacent to the sidewalk).	3/13/2024 6:37 PM
50	Other How much would it cost to take TRAX out of the current red line alignment?	3/8/2024 9:58 AM
51	U of U/Students This makes the station further from the university for university students	3/7/2024 11:17 AM
52	Other connections LRT to the west side of the valley	3/6/2024 3:37 PM

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53	Other No	3/6/2024 1:41 PM
54	Alignment Multi-modal Would the old alignment along South Campus Drive, running north of the stadium, be kept? It might be useful to have an alternative route in case of track closure. I also would not mind repurposing the old alignment into a protected bike corridor, as South Campus Drive is currently a hostile environment to cyclists. The mistake would be just to tear out the rails of the old alignment and give that space back to cars.	3/5/2024 4:26 PM
55	Alignment Multi-modal Students would have to walk even further way from the center of the campus, also without the underground tunnel that allows people to seamlessly move into the center of the campus. Crosswalks had caused a long backup back to 1300 East due to passengers crossing South Campus Drive before removing the one between the Stadium parking lot and the Field House. Please consider the walking path and how busy it can get with passengers getting off.	3/5/2024 2:15 PM
56	Other connections Presumably, the Arapeen station would eliminate the need to run bus 455 and 473, but those busses provide needed service to the loop along Chipeta and Wakara way. This provides service to large employer ARUP, for big biotech companies on Wakara, and for both employee and community access to Huntsman Mental Health Institute.	3/5/2024 11:21 AM
57	Other connections Would there be a bus that drives the loop in research park from the TRAX stop.	3/4/2024 5:13 PM
58	Other connections You may want to consider taking the line to Sunnyside, for access to the Zoo and This is The Place. You may also want to consider the orange line skipping/bypassing some stations (stations served by other lines) during service to speed up travel times.	3/4/2024 3:43 PM
59	Other connections I would prefer the Sugar House line continue up 2100 S to Foothill and then along Foothill to the terminus of the new orange line at the Univ of Utah.	3/2/2024 12:36 AM
60	Other connections I would like to see further ideas for extending the orange line. It would be great if it connects to This is the Place Heritage Park and Hoogle Soo. It would be a great amenity for visitors and residents. I'm sure the republican legislators would love for visitors to go to these sites.	3/1/2024 1:05 PM
61	Other Not that I can see.	3/1/2024 12:44 PM
62	Alignment Hear me out (#11833), take the elevated rail idea from Granary District and put it here. Elevate the track from 1200E all the way to the end of current stadium station. It will go downhill and get back to grade level near North Stadium grade crossing. Station will let students and riders on and off similar to Lehi Fronrunner station. 2 level station that stops 5.29 and 5.28 violations at 500S and improves traffic flow on Foothill drive, especially after games and events. This would also help with Traffic and pedestrian safety going into the Olympics.	3/1/2024 12:28 PM
63	Multi-modal Safety U of U/Students Regarding the new Stadium station location, I'm worried about this adding walking time and forcing dangerous pedestrian crossings on 500 south. This location may be convenient for games at the stadium, but it makes it harder to get to classes and destinations on campus.	3/1/2024 12:01 PM
64	Other If you are going to rebuild the TRAX line between 1300 East and South Campus Station, consider some grade separation to help reduce traffic congestion at the U. Traffic is way too heavy on school days, and absolutely crazy during major events like Utah Football, major concerts, basketball games, gymnastics meets, etc. Consider grade separation (e.g. a trench with TRAX running underneath a 1300 East bridge, under the westbound lanes of 500 South and under Guardsman Way, and possibly even under the eastbound lanes of South Campus Drive as it rejoins the current alignment.	3/1/2024 8:57 AM
65	Other Consider having TRAX run in a trench through the U of U campus. That would provide grade separation, but also would not be as expensive as a tunnel or elevated guideway. It would reduce delays to TRAX trains and automobiles and increase safety. If a trench is not possible for the full TRAX line at the U, consider a trench from just west of 1300 East until the TRAX line rejoins the current alignment just west of South Campus Station. That would allow for TRAX to cross under 1300 East, cross across the westbound lanes of 500 South and cross under Guardsman Way without having to interact with traffic. This would improve both traffic and train flow, increase safety, and help with logistics and traffic during major events at the University (both at Rice-Eccles Stadium and at the Huntsman Center).	2/29/2024 11:19 PM

TechLink Alternative 4

66	Alignment What benefit would this have that dramatically outweighs keeping the current alignment on a more transit focusd ROW.	2/29/2024 12:32 AM
67	U of U/Students Stadium Station should service the West Campus, as it kind of does already as of now. This new realignment would practically kill any ridership from students. This alignment would be better for games, but I don't think that's worth sacrificing the campus accessibility	2/28/2024 2:50 PM
68	Other connections Love a new line. Would be a great opportunity to run Orange right down South Temple. Or something. We need more East-West connections to neighborhoods so it's easy for residents to get downtown car-free. 4th to South Temple is over a half mile, probably 12+ minute walk...	2/28/2024 1:01 PM
69	Stations/Stops If we're rebuilding the stadium station, move it to South Campus Drive directly on the North Side of Rice-Eccles. Better access to events there and for use of the Fieldhouse, and that portion of South Campus Drive can be closed to cars.	2/28/2024 12:18 PM
70	Stations/Stops Placing the new station next to the Olympic Cauldron Park.	2/26/2024 8:40 PM
71	U of U/Students Removing the current Stadium stop would make it a longer walk for all of the students and university employees who are going to places like Presidents' Circle.	2/26/2024 4:33 PM
72	Stations/Stops Would there then be a campus shuttle at Arapeen that helps get those at the top of the hill (Huntsman Mental Health, Natural History museum, etc to the top?	2/26/2024 1:59 PM
73	U of U/Students while this does mean a longer walk for many U students, this would allow for Rice Eccles to do renovations on their north end zone, and it would likely be a faster route through campus	2/19/2024 9:21 AM
74	U of U/Students The current turn on to 4th, while slow, provides much better connectivity to the U, and as a student, I cannot support such a realignment unless the original alignment is still used by one line.	2/16/2024 12:58 AM
75	Other connections I think an extension along foothill should be considered but that might be outside the scope of this work.	2/15/2024 11:43 AM

TechLink Alternative 4

Q3 Do you have any additional feedback on Alternative 4?

Answered: 113 Skipped: 45

#	RESPONSES	DATE
1	I don't see the need to reroute the configuration around the stadium. Please keep it as is.	5/4/2024 10:35 PM
2	Aligning the new orange line through SLC Central is a waste, it adds no new connection options that don't already exist and would add significant travel time and complexity to the project. Maybe this would be different if Salt Lake Central were actually downtown or if the Rio Grande Plan was implemented, but the location of Salt Lake Central makes this pointless.	5/2/2024 2:18 PM
3	First, the proposed relocated stadium station would be highly inefficient for students, staff and faculty who are actually trying to get to campus for school. It is also subpar for the stadium itself. It is crucial to keep the TRAX connections to the Medical Center, a huge driver of traffic and thus emissions and pollution. This seems ironic or perhaps calculated - the more people with heart and lung disease due to air pollution, the more business? It sounds cynical but that is modern disaster capitalism measured by GDP for you. I personally use transit for all appointments I can at the U, but the U continues to highly subsidize parking and does not have a free transit pass with appointments the way Athletics does. Trading off no access to the Hospitals and Med Center for a Granary district connection is a terrible idea. Connecting to Research Park is also ridiculous. It is a classic car-dependent commercial office park with moats of free parking. The U of U must first do everything to TDM, starting with charging for parking. UTA should expedite a bus rapid transit route on Foothill with center running stations and connect that to the Ft. Douglas station for transfers. It needs to run all the way to Parleys. BRT is a cost efficient and highly user friendly option. I have ridden such systems in other countries and am shocked at how far behind the SL Valley is. The obsession with laying expensive rail is problematic.	5/2/2024 7:36 AM
4	.	4/30/2024 11:00 PM
5	Alternative 3 is my preferred alternative!!!	4/30/2024 12:34 PM
6	Yay stadium station!!!	4/29/2024 2:11 PM
7	The realignment to 500 S which turns into Foothill would be a great future transition to making it continue along foothill further. Buses are not consistent and often come infrequently and/or too late or too soon causing daily commuting use to be difficult. By connecting more of the neighborhoods to downtown and other lines riding to work would be much easier for the suburbanites. Likewise, I would love to see more east and west lines along with along foothill and out past Bangerter connecting the green and the red lines between West Valley and Day Break servicing the industrial areas.	4/28/2024 10:05 AM
8	What is the point of ripping up old lines and installing new ones to have the same stations at roughly the same places? Seems a waste of money, no?	4/26/2024 5:29 PM
9	The Campus Drive route is preferable to the change.	4/26/2024 12:16 PM
10	Sounds great, but the stadium realignment is weird. As a university of Utah student there are things that might make trax better (orange is a huge step, maybe access on the other side, better connection options for south/frontrunner) but I can't think of a reason the stadium realignment would do anything. It would make it a little longer of a walk, and MAYBE save twelve seconds of driving on the north side. It's way better to leave stadium area as it is and use the funds and effort elsewhere	4/26/2024 11:57 AM
11	The research park connections are great. The stadium station realignment might improve connectivity to Rice-Eccles, but the money is probably better spent elsewhere or saved for other improvements to UTA service.	4/26/2024 9:49 AM
12	Don't move stadium station	4/26/2024 8:21 AM
13	Stations/Stops U of U/Students I don't have a strong preference on this one, but my husband did mention to me that while this would likely make the station more convenient for	4/25/2024 9:43 AM

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stadium goes, many students use the current Stadium Station to get to campus/class. This movement may make things more inconvenient for more regular/frequent TRAX riders. I meant to mention this in Alternative 1: Baseline- thank you for the proposal to move the Red Line out a little! Minimizing the number of stations with THREE lines going through them would be great- maybe trains could even come at a greater frequency with this changes? From my understanding, that corridor of stations prevents more frequent trains on a given line.

14	Multi-modal Safety That said, I am cautiously optimistic that routing the Red Line via 500 S will prep the way for more multimodal transit options in the future, as well as making 500 S a safer, more complete street.	4/21/2024 2:19 PM
15	Alignment Moving the Stadium station to the street would be beyond disastrous for when events come to Rice Eccles Stadium. This alternative should only be considered if the line can run on the stadium's side of the street instead of in the center.	4/21/2024 1:47 PM
16	Alignment Anything to remove the current stadium station. It's ludicrously slow taking the two 90 degree turns with 3- or 4-car trains, terrible for traffic if the light at 1300E isn't letting trains through properly, especially the southbound train, and the wiring of the separate gates on the north side was show to be incorrectly done during the construction last year when shuttle trains would wait minutes for the far gate (on the road) to go down despite the near gate (blocking the parking lot) being down. It's nigh impossible to have a worse set up than it currently is.	4/21/2024 10:04 AM
17	Alignment I think it would be a waste of money to move the station to the other side of the stadium.	4/20/2024 7:57 PM
18	Alignment Northern and Eastern Research Park is less serviced using this plan. Just like Western and Northern University of Utah Campus is less serviced under your plan	4/19/2024 10:11 AM
19	Alignment Stations/Stops It appears the Rice-Eccles Stadium station change would decommission the track on the North side of the station, allowing stadium expansion. It would also move the station closer to the stadium doors. Both Smart. Instead of splitting after the S Campus Dr station (at Mario Capecchi Dr) split the lines after the proposed Stadium station. The Proposed Trax Line could follow Gaurdsman Way and join perhaps Valdez Dr to create a combo VA Hospital / Sports Complex Station. Head East along Sunnyside to a Sunnyside / Foothill Station. East again until until past Woodruff Way (by the Poney Express Trail Monument) to add a This is the Place / Hogle Zoo Station. At this point head back North/West to connect to Arapeen Dr for the Arapeen Dr station. and then the Mario Capecchi Station. Keep going East (perhaps along Red Butte Creek) to the Red Butte Garden Station and then North West (along the Bonneville Shoreline Trail) to end ultimately at the Huntsman Cancer Institute Station. This route would improve access to all the aforementioned locations except North/West UofU campus.	4/18/2024 5:02 PM
20	Other connections Put Trax on foothill and connect to Wasatch Drive	4/18/2024 11:08 AM
21	U of U/Students Moving the University of Utah Rice-Eccles Stadium stop is unnecessary and resource waste full.	4/14/2024 12:58 PM
22	Stations/Stops The proposed new stadium station should probably be on the side of the road so when there's a game there's no need to cross the street.	4/7/2024 2:50 PM
23	Safety Please use resources to make current trains feel safe	4/7/2024 9:51 AM
24	U of U/Students Access to most of uofu campus is a long walk from the red line. the proposed stadium station would lengthen an already long walk in my opinion	4/3/2024 5:46 PM
25	Alignment What are the proposed benefits of bypassing Salt Lake Central versus not bypassing?	4/2/2024 2:14 PM
26	Alignment Other This serves sports fans more than the general public. Sports is already heavily funded, new development should go in a community area.	3/31/2024 9:45 AM
27	Alignment The stadium station where it is now is a useful stop for residents in the area.	3/30/2024 11:16 PM
28	Other connections make a trax line done foothill	3/30/2024 10:42 PM
29	Alignment I think an east-west line within Salt Lake is a great idea, and no matter which concept gets chosen, I hope it happens soon. But I think routing the Orange Line straight along 400 West (Alternative 3) makes a lot more sense than adding four blocks, two stations, and	3/30/2024 4:36 PM

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two 90-degree curves to bring it past Salt Lake Central (Alternatives 1, 2, and 4). Alternative 3 is the only route that will actually prioritize east-west travel within Salt Lake. I imagine the extra distance, turns, and stations in Alternatives 1, 2, and 4 will add an extra 5 minutes or so of travel time through downtown, which would make the route much less attractive for trips through downtown. Adding Orange Line service to Salt Lake Central (Alternatives 1, 2, and 4) would serve FrontRunner riders coming from the south, but these riders are already able to access the Red Line at Murray Central, and the new 200 South BRT will provide another option for them soon. Alternative 3 would be much better for FrontRunner riders coming from the north, who do not currently have a good option for accessing points east of downtown SLC. Alternatives 1, 2, and 4 would throw good money after bad by prioritizing Salt Lake Central over our current de facto regional transit hub (North Temple Station). Alternative 3 would serve riders where they already are, and require the construction of less new track. My wife and I live near Jackson-Euclid Station. She works at Research Park and I work on lower campus at the U of U. Right now, she drives to work every day, and I either ride with her or take the bus. We would likely both ride the Alternative 3 route every day. But the S-curve in Alternatives 1, 2, and 4 would likely increase the travel time so much, and feel so frustratingly circuitous, that we would be unlikely to switch to the Orange Line. I think realigning the line near Rice-Eccles stadium (Alternative 4) is a no-brainer, and would benefit me personally by reducing travel times and bringing me close to my job. I think elevating the Red Line (Alternative 2) to speed trains across 500 and 600 South is also a great idea. I hope both these elements are included in whatever gets built.

30	Stations/Stops Arapeen station is a good idea tho! Need intermodal hub at the hospital integrating shuttles	3/30/2024 12:28 PM
31	Alignment Safety Alternative 4: Mildly aggravated by the numbering, as this isn't an alternative to the rest of the line, but something that could be tacked onto any of the others, and muddies the waters a bit. Moving stadium station to 500 South makes sense--where it should have been from the get-go, if not for UDOT. However, pedestrian access accross South Campus drive needs considered. Jaywalking accross South Campus drive prior to the pedestrian underpass was a zoo, and remarkably dangerous. Will solve the issue with the roundabout backup up on campus center drive, though. College of law will be angry, some opposition from Pioneer Theatre and Crocker science center--kids/students no longer able to walk there from TRAX, making field trips hard.	3/29/2024 12:23 PM
32	Alignment Safety I was thinking, what if you made the Stadium station underground! It would help with the massive amount of people that crowd down to the station when games happen. Also consider "rope gates" such as at the Narita airport in Japan. They would help people from falling into the tracks.	3/28/2024 10:58 PM
33	Other connections If this alternative is approved, please consider extending it south of Research Park along Foothill, and even finding an alignment near I215 or Wasatch Blvd to get Trax to the Cottonwood Canyons someday. That would be the absolute holy grail of transit miracles in SLC that I could only dream of. Expensive? Probably, but LA Metro seemed to figure out how to do it with the Metro A Line (in the middle of the 210 freeway). Not the best alignment, but the development patterns are fairly similar between the 210 in LA and 215 in SLC. It probably wouldn't require significant land acquisition and would be an easier sell to the folks in Olympus Cove and Holliday. Yikes, i guess this could take a while ;)	3/28/2024 7:02 PM
34	Alignment Stations/Stops I think showing that you will keep the old station will be a good idea so on game days UTA can stack up trains from both sides!	3/28/2024 5:38 PM
35	Other No	3/28/2024 4:56 PM
36	Other connections Extend the orange line south along Foothill. There is plenty of space to construct this in the center of the road.	3/28/2024 10:47 AM
37	Other connections U of U/Students I like this because it will make TRAX much more attractive for Utes fans as they will have closer access to the stadium. HOWEVER, this will need to be matched by great bus service and transfers to connect students to the west campus. As a student, I prefer the 4 bus because it drops me off significantly closer to the library.	3/28/2024 10:38 AM
38	Alignment U of U/Students Why on earth would you move the stadium station there?! The existing location is FAR more convenient to many more campus and retail locations. The new location would ONLY benefit people trying to go to the stadium.	3/27/2024 8:34 PM

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39	Alignment	Nice to have service to research park. Still need to keep service to the hospital as well	3/27/2024 4:45 PM
40	U of U/Students	UofU students utilize the trax to get to campus, adding this station is further away from campus making it less efficient and inconvenient to get to campus.	3/27/2024 3:15 PM
41	Other	Big price tag.	3/27/2024 1:21 PM
42	U of U/Students	Changing the stadium station position seems very unnecessary. Tons of cost for basically no benefit	3/27/2024 11:08 AM
43	U of U/Students	The new stadium station bypass the main part of campus and drop off passengers in a much more car centric road than existing rail network.	3/27/2024 11:02 AM
44	Alignment	The study forgot to mention changes to Red line at the Rice stadium.	3/27/2024 10:57 AM
45	Alignment	leave the track as it currently is, just add the extension to research park.	3/27/2024 10:40 AM
46	Alignment Safety	While this plan would reduce right turns and corners, potentially streamlining service, and removing rail from the Nielson Fieldhouse Theater and pedestrians, it does seem counterproductive to eliminate the current infrastructure that's already in place. I think we ought to be building on what we have, and being less heavy handed.	3/27/2024 10:00 AM
47	U of U/Students	Moving stadium station takes away all easy access to get anywhere on the south and northwest side of the campus which is already hard to access as is	3/27/2024 9:05 AM
48	Alignment	I like the option to have the new TRAX line connect to North temple and then head up to the University and Research park better then connecting to salt lake central	3/27/2024 8:28 AM
49	Alignment Multi-modal	I think a better solution would be to raise Trax in the stadium parking lot and put a raised station just West of the stadium entrance. Then continue the grade separation along South Campus Drive for as long as possible (even up to the hospital). Also, consider pedestrianizing South Campus Drive between the parking lot entrance at 1400 E and the library turn at 1500 E. This would better connect the stadium to the rest of campus. Or make that section only accessible to transit like UTA busses and UofU shuttles.	3/26/2024 3:59 PM
50	Other	Keep trying	3/26/2024 2:39 PM
51	U of U/Students	Moving the stadium station would make it less convenient to access the lower campus.	3/26/2024 2:33 PM
52	Alignment U of U/Students	I love the idea that you're considering trax to Research Park. I currently work there, and drive because it takes too long to take buses to Research Park.	3/25/2024 7:15 PM
53	U of U/Students	This is a much needed addition to the University area.	3/25/2024 4:13 PM
54	U of U/Students	Might help with game day crowds.	3/25/2024 1:26 PM
55	Other	making sure that the wait times to get up to campus go down is the most important thing.	3/25/2024 7:42 AM
56	Other connections	This is a good proposal. Again, if you are going to do it get it right. Get it to the Zoo. We need to be able to access our cultural and tourist sites via rail. This is a perfect line to do so.	3/24/2024 5:18 PM
57	Alignment	I actually do like the idea of realigning the Stadium Station to more aligned with the main road since it allows for faster throughput and faster speeds	3/24/2024 11:24 AM
58	U of U/Students	I don't use the stadium station often, but I'm really not sure why it would be helpful to move the trax from where they are now. The stadium station would be farther from the university for students. I think it would be more important to value that than maybe the ease of getting into the stadium for the 7 football games there are every year	3/23/2024 1:25 PM
59	Alignment Multi-modal	Rerouting the Red and Orange Lines along 500 South is a good improvement. It would increase route efficiency, eliminate noisy turning zones, and enhance walkability in the more pedestrian oriented areas of the university; without increasing last-mile walking distances for most destinations. However, this should be implemented along with the Central Station bypass. If choosing between the two, the Central Station bypass provides much more rider and community benefit than the Stadium Station relocation.	3/23/2024 11:03 AM
60	Alignment	If nothing else, do this first! Eliminate the slow winding loop around the stadium	3/22/2024 7:13 PM

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which probably only sees peak service a few dozen times a year for special events or football. Locate the station along 500 S instead of in the middle so crowds don't cross 500 S during special events.

61	Alignment I see the research Park extension as a spur of the red line. It could easily be served by taking the red train over to research park on the new track, and then returning to the red line normal service. Or even better, use a single car to shuttle between the hospital and research park, like the S line.	3/22/2024 7:28 AM
62	Alignment I haven't gone to Rice-Eccles in years, but it seems reasonable.	3/21/2024 4:09 PM
63	Alignment Doesn't seem necessary	3/20/2024 11:58 AM
64	Other Unclear description how this alternative differs from others.	3/18/2024 12:46 PM
65	Alignment West/downtown connection is of the utmost importance to me. Orange line from airport to University is much needed. Being able to travel from North Temple to Draper on the extended blue line would allow me another one-connection option to travel to work (currently taking Frontrunner to Lehi, connecting to 871 bus; blue line at Draper also connects to 871 bus).	3/15/2024 10:18 AM
66	Alignment I like the realignment of the Stadium Station.	3/15/2024 10:11 AM
67	Alignment The quickest way to access research park is my vote	3/15/2024 5:39 AM
68	Other connections Why would we do this when a route already exists, and there are so many other places that could use TRAX/streetcar funding?	3/14/2024 4:24 PM
69	Alignment Unnecessary and expensive. Politically difficult, not worth the risk.	3/14/2024 4:09 PM
70	Alignment I think the new alignment up foothill would be good for higher speed turns to the south campus station, with traffic having to be stopped a lot less than the regular slow speed turn. I think it could open up room for the U of U to expand their stadium to be larger on the north side. However, I'm not sure how any of this affects maintenance/cost of new/old lines. Could the U utilize its tracks for a local transportation system?	3/13/2024 9:23 PM
71	Other connections Stations/Stops Copied from my Alt 1 feedback: I would be very, very careful about where you put Arapeen Station and the east end terminus of the Orange Line. In a hypothetical future where we're able to build a Trax extension south down Foothill Drive, that line is obviously going to connect to the end of the Orange Line. Wherever the Orange Line ends, it should be simple for said extension to pick up where it left off. If that terminus is the current suggested one, on Arapeen Drive, then make VERY sure that a future rail extension can safely run down Sunnyside Drive to meet Foothill, without causing too many engineering issues and upsetting too many NIMBYs. To that end, the possibility to have the extension turn onto Wakara Way (and stop at a Wakara Station) should be explored, to see if it makes more sense from an engineering standpoint.	3/13/2024 6:37 PM
72	Alignment This doesnt seem necessary to me.	3/11/2024 4:41 PM
73	Alignment I don't see an advantage in this realignment. The current setup works fine.	3/9/2024 10:14 AM
74	Alignment the additional station at the stadium on the U campus would be a good move for the campus and the connection to Research Park is critical to move travelers off of Foothill Blvd	3/8/2024 9:58 AM
75	Alignment I like the more direct route past the stadium.	3/7/2024 2:41 PM
76	Other connections Why aren't there any plans to expand LRT to the west side of the valley? The stated purpose and need matches the needs on the west side of the valley.	3/6/2024 3:37 PM
77	Other No	3/6/2024 1:41 PM
78	Alignment The realignment of the Red (and Orange) line here makes sense. Stadium station seems to be much closer to the stadium itself, rather than on the other side of a sea of parking. UTA could stand to benefit from changes like this around many of its rail stations. Overall, I like this change for what it is, but I wouldn't choose this alternative over grade separation downtown.	3/5/2024 4:26 PM
79	Alignment Realigning from the north of R-E Stadium to the south side moves it closer to the neighborhoods south of campus, makes travel by bike and car north of the stadium safer, and	3/5/2024 2:34 PM

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seems to me to be better all the way around

80	Multi-modal It looks as if the line won't go down the middle of campus any longer. But that's not clearly explained if that is going away. That should be made more clear. For access to Huntsman Center on campus, there should be a clear statement about how long it will take to walk there from one of the new stops. Removing it from the center of campus will be less incentive for people to use TRAX for events there if they think it is too far.	3/4/2024 7:27 PM
81	Alignment Love this. I come from Taylorsville and I look forward to an orange line.	3/4/2024 5:13 PM
82	Alignment This looks like the best option, especially if the line will follow 400W and not detour to the SL Central Station	3/4/2024 3:43 PM
83	Stations/Stops Adding a stop for he stadium seems smart.	3/3/2024 6:53 AM
84	Stations/Stops I would like to see the new stadium station on 500 S to be closer to where it is currently at University Street. This will help facilitate bus transfers closer to 1300 East.	3/1/2024 1:05 PM
85	Other connections Any project connecting Research Park to the U of U and the downtown is worthwhile. Looking at the map for Alternative 4, it might be a way to connect the U and Research Park to the south part of the county via Foothill Drive.	3/1/2024 12:44 PM
86	Other connections Stations/Stops I think it's a bad idea to only create one more station without adding the VA in mind. Continuing further down Foothill and turning left at Wakara seems better, yet cost intensive.	3/1/2024 12:28 PM
87	Alignment looks to me, like 1 & 4 are the most customer, friendly	3/1/2024 11:52 AM
88	Alignment I like that the red and orange line use 500 South, stays straight instead of winding through the stadium campus area, more direct service. Orange extension to the airport and University is good.	3/1/2024 11:37 AM
89	Safety Speeds up trains through the U, which is good! Would just need to ensure protections for game-day crowds at RES.	3/1/2024 10:21 AM
90	Other Please reduce delays to the trains. Way too many delays at traffic lights like 1300 East. The 1300 East traffic signal causes delays to trains and as those trains are delayed at the signal, the crossing gates stay down holding up westbound traffic on 500 South as well.	3/1/2024 8:57 AM
91	Other Please don't make the trains any slower than they are through campus. Use grade separation as much as possible, but when TRAX does cross a street, have signal coordination or crossing gates that make it so the trains don't have to stop.	2/29/2024 11:19 PM
92	Other connections I support Alternative 4 strongly and alternative 3 weakly. For the University Business Park, I would like to see the extension eventually reach the Hogel Zoo, less than a mile from the proposed End of Line. For downtown, why can't the Orange Line run on existing tracks through downtown? Why do we need to construct new tracks? I like the idea of TRAX on 400 West, but I worry that will take too long, and ruin current connections from the University to Main Street. With both Red and Orange routings shown in Alternative 3, there would be a mandatory transfer to get from the University to Main Street, which is unnecessary inconvenience. Please simplify by keeping the Red Line as-is, and running an Orange Line on existing tracks.	2/29/2024 3:35 PM
93	Rio Grande Plan Please work with other local organizations and authorities to make the Rio Grande plan happen. Our central hub should be something to be proud of and having a more inviting environment will increase ridership.	2/29/2024 1:47 PM
94	Alignment Stations/Stops This alignment is great! Stadium station feels like it is located in the back of the stadium which might not encourage transit ridership on game days. Unless the university has new plans for those parking lots.	2/29/2024 12:45 PM
95	Alignment I think it is unneccessary to change the ROW for this segment, as I believe the current ROW, while having many sharp turns, is a better route than continuing on the busy and hostile road that is 500 south, the current ROW on the western portion of south campus drive is already well designed and is not hostile at all. If we're worried about time inefficiencies, we should instead build the elevated track on 400 west from 400 to 700 south in alternative 2.	2/29/2024 12:32 AM
96	Other connections Is there anything prohibiting extending to Hogle Zoo? Would help introduce rail service to two (This is the place Monument,) often visited locations by tourists and locals.	2/28/2024 2:50 PM

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97	Alignment	Love the extension of the Orange line into the other side of the University area.	2/28/2024 1:43 PM
98	U of U/Students	The TRAX line already runs on the far edge of the U; moving it further outside of campus isn't worth the gains in speed.	2/28/2024 12:18 PM
99	Stations/Stops	I prefer the current placement of the stadium station. It is much more accessible for the neighborhoods around 1300E	2/27/2024 9:37 PM
100	Stations/Stops	I like that this alternative was included - the current stadium station is still a bit below campus and requires walking along a narrow sidewalk adjacent to a large parking lot. There would also be a lot of opportunities, creating a new station, which could have a lot more amenities. However, it may make it less feasible for those living close to stadium station to walk there, and the cost could be considerable.	2/27/2024 4:03 PM
101	U of U/Students	I think this alternative would hamper walkability to the U stadium and be a net negative overall, especially when considering the high costs likely. The new stadium station would be less walkable from most of campus, and cover a smaller array of potential destinations.	2/27/2024 2:49 PM
102	Alignment	Excited for the service to reach research park.	2/27/2024 7:34 AM
103	Alignment U of U/Students	Does not seem like that much of a benefit from the current alignment, maybe a couple of minutes but no real addition service being provided. If U of U would like to pay for another stadium expansion and relocate the line, but not a noticeable benefit to anybody except for the Universities Football stadium.	2/26/2024 8:40 PM
104	Alignment	I'm still deciding how I feel about this reroute.	2/26/2024 5:36 PM
105	Stations/Stops U of U/Students	A new station is not needed so close to the existing stadium station, and would be a huge disruption to campus. The orange line is a great idea otherwise.	2/26/2024 5:15 PM
106	Alignment Other connections Stations/Stops	If you're considering extending the track on 5th South, why not actually go for it? Keep the existing Red Line as it is, but make the Orange Line keep going on 5th South/Foothill, add a stop for the VA, then turn north on Wakara and have stops near the Marriott, and terminate with a stop near the Natural History Museum/Red Butte Garden. Alternatively, keep TRAX going down Foothill, make a left on Sunnyside, add a stop at Sunnyside/Arapeen within walking distance of This Is the Place and the Hogle Zoo, then turn north on Arapeen to create Research Park / Natural History Museum stops.	2/26/2024 4:33 PM
107	Other connections	Keeping a frontrunner stop connected to the orange line will help newly graduated students who are employed in research park from utah and davis counties. This is fantastic, but should be balanced against if other options are more reliable or result in better timetables.	2/26/2024 3:21 PM
108	Alignment	The stadium realignment would be helpful and would speed up travel times as well.	2/26/2024 2:53 PM
109	Alignment	Nope	2/26/2024 1:59 PM
110	Alignment	don't understand if this is stand alone or with the others. Like it serves the research park.	2/23/2024 12:51 AM
111	U of U/Students	This is not a good idea. The walk from TRAX to most of campus is already uncomfortably long (more than 20 minutes in some places), and it makes no sense to make it longer.	2/16/2024 2:15 AM
112	U of U/Students	Like I said above, this alternative is straight up bad for students unless both the current and new routes are left open. On top of this, the current stadium station is great for football games, and the new one would be less visible, discouraging use.	2/16/2024 12:58 AM
113	Safety	I like that you are planning to run it along 500S. The only negative would be a station in the middle of the road which could make walking to the stadium more dangerous for pedestrians. It might be best to cross over the north side of 500S and into a plaza at the south end of the stadium.	2/15/2024 11:43 AM

Attachment D11: Alternatives Evaluation Feedback

Name	Comment	Date
Anthony Bouza	Any alternative that connects library station to salt lake central would be a tremendous boon for my as it would allow me to take the frontrunner train to work and would drastically shorten my commute.	9/11/2024
Peter Corroon	I like Alternatives 1 and 3. Alternative 1 seems to allow easier access to the Central Station from the Granary while still having good access to the UofU and downtown. Alternative 3 requires people to go the North Temple Bridge stop to catch the commuter rail. But costs are better and there is an additional stop on 300 South.	9/11/2024
Mike Christensen	I agree that Alternative 3 is the best option. It also works best for the Rio Grande Plan.	9/11/2024
Thomas King	I agree with the technical evaluation favoring Alternative 3. I want to emphasize how ineffective Alternatives 1, 2, and 4 would be at facilitating east-west trips within Salt Lake City due to their increased travel times and S-curve layout. I think the pure frustration of backtracking would drive riders away, beyond what modeling based on travel times alone might predict. I commute from near Jackson/Euclid Station to the U of U/Research Park area, and would be much more likely to ride Alternative 3 than any of the other alignments. Alternatives 1, 2, and 4 would serve Salt Lake Central, but sacrificing the Orange Line's directness to do so would be throwing good money after bad. North Temple Station is the region's de facto transit hub, with almost twice the ridership of Salt Lake Central, and Alternative 3 serves it much better. There are decent existing options for northbound FrontRunner riders to connect to the U and Research Park (Red Line from Murray Central, or route 2 bus from Salt Lake Central), whereas there is only a single hourly bus route serving southbound FrontRunner riders arriving at North Temple. Only Alternative 3 would meaningfully remedy this. Also, if some version of the Rio Grande Plan ends up happening, Alternative 3 would make by far the most sense. Finally, since Alternative 3 will be the cheapest to build and operate, that makes it even more of a no-brainer.	9/11/2024
Anthony Teramana	I believe that alternative 3 is the best option by far. It would be faster and more streamlined. I think this makes it more usable. I love that it skips SLC Central, which really should be replaced by the Rio Grande plan. I am also okay with alternative 2 as I would like to see more grade separation of trax generally, not because it makes the most sense in this case. It would be a nice precedent for future elevated segments.	9/11/2024

Name	Comment	Date
Laura Hanson	<p>I prefer Alternative 3, riders on the Green line can still conveniently transfer to Orange line and the additional stations address 1st/last mile connections. I'd love to find a way to see the Red Line connect to Central Station, but the Granary spur is huge.</p> <p>I am unclear if the Red Line realignment near the stadium would split directional TRAX flows or if the north alignment would be abandoned entirely. I believe it was the University's desire to move the entire alignment, which I strongly disagree with. Keeping public transit closer to the core of the campus promotes a more pedestrian friendly environment. Heavy vehicular traffic should stay on the perimeter of the campus, and a little traffic congestion in this section that slows cars down is a good thing for pedestrian safety.</p>	9/11/2024
Isaac Madsen	<p>Alternative 3 is the best for TRAX riders in my opinion. Alternative 1 seems to be designed to make riding the Orange Line's benefits reduced by the detour to Salt Lake Central. Since the FrontRunner connection would exist at North Temple, and Buses like 220 and 2 already go to the University from Salt Lake Central. The Orange Line should try to be competitive with driving to the airport from the University. In regards to Alternatives 2 and 4, If the funds are feasible Alternative 2 seems like a great idea to future-proof against traffic on the busy interstate ramps of 400, 500, and 600 South. However, I understand the preference to not spend as much on something that would initially have relatively minimal benefits. I am strongly opposed to Alternative 4. Using Trax on campus can already be difficult with the walking distances from areas such as Presidents Circle. However, the extra costs for a minimal time improvement that would further make accessing TRAX difficult does not seem to be worthwhile in my opinion.</p>	9/11/2024
Brian Tribe	<p>Alternative 3, direct on 400 W, gets a strong YES recommendation! There is little need to run additional tracks to 600 W Salt Lake Central. 600 W complicates the lines with too many 90 degree turns and slows the travel time and adds a lot of noise pollution. A streamlined and quieter route is more important. One of the few reasons to use Salt Lake Central is the Front Runner connection, but I find it just as easy to use the station at North Temple. I prefer the more streamlined approach of Alternative 3. 400 W is close enough to everything. Skip 600 W.</p> <p>Regarding Alternative 2...I'm apprehensive with how it will look and don't understand why the station vs. just the tracks would need to be elevated. An elevated station seems like it would needlessly require passengers to hike up and down from the station to street level. Without more details, I can't support Alternative 2.</p>	9/11/2024
Max Courval	Cheaper to build AND faster?!? It's a miracle! Alternative 3 all the way	9/11/2024

Name	Comment	Date
Jordan Cloward	<p>I'm curious what the non-revenue line is and where it will stop. I would like more information on the plans for that line.</p> <p>The elevated red line concerns me because I think for the success of the red line along 400 W, pedestrian crossings along 400 W are necessary to cross 500 S and 600 S. I worry the elevated rail removes the pedestrian crossing in favor of less traffic lights on 500 S and 600 S. As someone who frequents this area, I risk crossing the busy road rather than walking the extra block east/west one way and then back another block east/west to return to my destination on 400 W. Pedestrian crossings are in dire need in this area.</p> <p>I love the Rio Grande plan and am curious if alternatives are possible. For example, have alternatives to the non revenue line been considered such as aligning TRAX to have a more central station on the east side of the Rio Grande building along 400 W, with a non revenue line on Broadway to connect to the Frontrunner and bus terminals to the now central Rio Grande station. Perhaps the red line is also routed to that central station east of Rio Grande, turning east on 300 S and realigning with 400 S along 200 W. I can think of several issues even with my little suggestion, but I do wonder if there isn't a way to make Rio Grande the central station again, while not needing to realign the freight and frontrunner train lines.</p>	9/11/2024
Sebastian Hamilton	Alternative 3 seems to be the best for the future of light rail and it could be incorporated into the Rio Grande Plan well	9/11/2024
Zeke Nielson	Alternative 3 would be a fantastic addition to our city because it would allow a close TRAX connection to the RIO GRANDE PLAN! Please consider the RGP, as it is a plan that would make "Salt Lake Central" actually feel like a "Salt Lake Central".	9/11/2024
Sawyer Hamilton	Alternative 3 is the best option! Plus it provides for a faster ride on TRAX and could help for the Rio Grande Plan	9/11/2024
Hamlet Gordillo	<p>Hello UTA!</p> <p>Thank you for all the work you do and for involving the community. I'm a big advocate for public transit and transit oriented development here in Vineyard, UT.</p> <p>I would like to give my support to both Alternative 3 and the Rip Grande Plan.</p> <p>Thank you!</p> <p>- Hamlet</p>	9/11/2024
Gabriel Kinikini	I like Alternative 3, mostly because it would create a nice-looking 4x4 block square surrounded by tracks in the middle of downtown, but also because of the time saved on the Orange line and the lower cost.	9/11/2024

Name	Comment	Date
Sam	Alternative #3 is the best choice overall, creating the fastest, most direct way between the airport and the U of U. FrontRunner transfers would still be available at North Temple, and the potential Rio Grande Plan would essentially create a second direct transfer at the proposed 300 South Orange Line station.	9/11/2024
Samuel porter	I think the alternative plan 3 would work the best. It needs less capital and has lower operational cost. Also it could be integrated with the Rio Grande plan in the future.	9/11/2024
Don Mather	Alternative 3, coupled with the Rio Grande Plan is what SLC needs for the future	9/11/2024
Troy Saltiel	Alternative 3 looks great! Let's be real, going to Salt Lake Central as it is is a waste of time. I usually use North Temple because it's closer to things. Build the Rio Grande Plan and get rid of Salt Lake Central please!!	9/11/2024
Frederick Jenny	I am all in on Alternative 3! This is the best routing for the Orange line since it will go down 400 W and connect in where the blue line currently is allowing it to run quickly to the airport via North Temple. Since north temple has a FrontRunner Station there is no need to send the train to the dilapidated and disconnected Salt Lake Central Station. This alternative will also be optimal for the Rio Grande Plan although I would hope that when the Rio Grande Plan is finished Trax trains will be on Rio Grande Street for easy connections out of the beautiful Rio Grande Depot. Please build Alternative 3 because it reduces impacts on 400 S, speeds up headways on the train allowing for students to get to the airport faster and people to get to downtown as fast and its cheaper maintenance. This sounds like a win all around. We get a new Trax Line, that is cheaper, faster, and keeps the Rio Grande Plan in mind. Way to go UTA. Pick Alternative three and lets get designing.	9/11/2024
Kyle Hess	Hello. I believe the Rio Grande Plan is needed to help repair the east / west division. I also believe that the safety concerns with the tracks in downtown needs to be addressed. I support alternative 3 as this looks most synergistic to the Rio Grande Plan. Thank you.	9/11/2024
Eric Schoening	Please go with Alternative 3! The reduced travel times by keeping the Orange Line on 400 West would be great, and it keeps options for connections involving the Rio Grande Station.	9/11/2024

Name	Comment	Date
Daniel Nelson	<p>My favorite alternative is #3. Taking the time for the new line to go all the way to Salt Lake Central is not worth it when North Temple is already the more popular station for transfers from FrontRunner. I did momentarily consider how it could provide more convenient transfers for FrontRunner riders coming from the south to the U, before remembering that those trips are already a single transfer at Murray Central and it works OK enough.</p> <p>I also like how alternative #3 could go well with the Rio Grande Plan. As someone who is very interested in and excited for any movement on the Rio Grande Plan, alternative #3 is very close to having TRAX on the other side of the building from where the Rio Grande Plan puts FrontRunner and Amtrak.</p> <p>I think I'm pretty neutral on the idea of moving the alignment for the red line around Rice-Eccles Stadium in alternative #4. I have heard from others in the negative that they don't love the idea, since it moves the station further from Presidents Circle. On the other hand, I've also heard from different others in the positive that they like removing the awkward portion where the tracks go back and forth from side running to center running a couple times. For me to lean one way or the other, I'd need to know how much time this saves the train, whether the new stadium station would be on the side or in the median (and how that affects stadium event crowds), and what would then happen with the portion of South Campus Drive that runs north of the stadium.</p> <p>I agree with the assessment that alternative #2 is not worth it for the minimal improvements to riders with significant increases in costs.</p>	9/11/2024
Clint M	It looks like the Alternative 3 looks to be the best balance of cost and benefits. It avoids a time-costly diversion to the SL Central for no real benefit as it already connects with Frontrunner at North Temple.	9/11/2024
Nathan Strain	Alternative 3 is the obvious winner here. Faster travel times will benefit every rider. Salt Lake Central is adequately served by the Blue Line/realigned Green Line. The potential for it to serve a reactivated Rio Grande Depot is significant. Plus looping around the existing Salt Lake Central would add too many curves.	9/11/2024
Anthony Tobler	Alternative 3 would be best, especially because of its compatibility with the Rio Grande Plan!	9/12/2024
Coby Vail	I consider alternative 3 the best given the reductions in travel time. I also think this is the plan that most aligns with the Rio Grande Plan which will be pivotal to SLC's future transit growth.	9/12/2024
	Alternative 3 for the win!	9/12/2024

Name	Comment	Date
Troy Anderson	<p>I think alternative 1 is the best option. Service routing making the most sense both from a transit and a development viewpoint. Increased connectivity with the orange accessing the frontrunner allows for students and workers from outside SL county to access rail connection to the U and airport from SL central station. Compared to ALT #2 (which really cool to have an elevated line, is pointless) ALT 1 has a lower cost and exact same connection, though due to the routing street trees will probably be eliminated and I hope UTA plans on replacing them or adding some kind of shade implements for that area to offset the potential urban heat island effects. ALT #3 lessens connection with disconnecting the orange from the SL central station potentially increasing travel times for those using front runner, also creates a less connected rail service leaving the green line to be the only line serving frontrunner at the SL central station. Increasing connection potential could increase ridership so I think alt 1 is preferred to alt 3 in that regard. Alt 4 is kinda pointless, I love the alignment now as it routes though the area by the stadium. This while proffered by the U I don't think is worth it for UTA to do.</p>	9/12/2024
	<p>3g and the rio grande plan would make a huge impact on the city and would have massive benefits including better connections, faster travel times, the ability for freight railroads to effectively operate though the city and new tax benefits</p>	9/12/2024
Eleanor H	<p>My main goal was to see a line go up to research park, as I live right next to a Trax station, I would love to be able to take trax to work and not worry about getting on a bus or still having to walk a good distance. Because of this, the slight differences between the alternatives have less effect on me, so moving forward with alternative 3 is something I support. One thought, it may add cost and so wouldn't be necessary but what if, in the main difference between alternative 3 and 4, is the new proposed route that doesn't wiggle around the stadium, what if you just left the red route as is but just had the orange line go straight along the road?</p>	9/12/2024
Joe Osterstock	<p>I agree that Alternative 3 would be the best route to take. The faster travel times, and substantial reduction in cost compared to the other alternatives, as well as the connections to potential development - especially by the rio grand station area - are very compelling. It also gets rid of a lot more difficult street running and curves, that the others do not. The additional 300 S station would also help to make for a much better connected downtown and help to make the full loop around downtown much more usable (and having the orange line travel along 400 W with that station would pair very well with the green loop) Thank you!</p>	9/12/2024
Nathaniel Dewitt	<p>I think Alignment 3 is the best option. I also believe the UTA should support the Rip Grande project if they choose to do alignment 3!</p>	9/12/2024

Name	Comment	Date
Katie Sexton	<p>I love the idea of an elevated TRAX line, but I understand it has negligible real benefits. Previously, that was my favorite option! I think the height would be so cool, but I get it. Disappointing, but I get it. After reviewing the four alternatives, I think my new, more practical favorite is Alternative 3. For riders coming from the airport, if they need to transfer to Fronrunner, they can still do that at North Temple (my preferred station anyway) on either the revamped blue or new orange line. I really don't see the benefit of routing them to Salt Lake Central (despite its name, I don't really think it functions as a central "hub" in any meaningful way). From what I can see, any potential riders who would hope to catch the Old Greektown or Salt Lake Central stops for the orange line in alternatives 1, 2, or 4 would only be adding two to four-ish blocks to their walking time (which I totally understand is not as convenient as a shorter walking commute, especially in winter). I'm also very interested in a 300 S TRAX station. I genuinely don't understand how alternative 4 enhances "campus permeability" when it looks like the TRAX line will actually be further from main campus? I commuted to the U for many years as an employee and a student, and I don't know why I would want the Stadium station even further from campus (just for Eccles Stadium event attendees? are there more of them more regularly than employees and students?) No matter which plan is picked (though I do have a slight aversion to 4 for the aforementioned reasons), I am delighted by the proposals. I'm so excited for the rerouted blue line that gives me another way to commute from North Temple Station to Draper/Lehi. I love the addition of the orange line from the airport, giving commuters even more departures from and arrivals to from the airport. At the time of my last feedback submission, I didn't realize how useful the revamped red line would be through the Granary District and I'm on board now. I commute to work using FrontRunner. I navigate the city via TRAX and bus. I'm an avid user of UTA transit and I'm so grateful for the existing and ever expanding options.</p>	9/12/2024
Meredith	<p>This one. It has the most benefits. Cheaper etc. I would use this route and would prefer 4 minutes faster and ease the burden on 4th south</p>	9/12/2024
Meredith	<p>This is also a viable option.</p>	9/12/2024
Joe Moss	<p>Alternative 1: Bad option. The slower route to a station that was poorly located only doubles down on UTA's previous mistakes. Alternative 2: Terrible option- All the drawbacks of alternative 1 with the added problem of encouraging more car dependence and high speed traffic on 400, 500, and 600 S. Alternative 3: Clearly the best alternative. This has the least cost, most riders, and an added station near the Rio Grande Station, and cutting out the useless "Central" station. UTA would be foolish to not go this route. Alternative 4: Not preferred. All the drawbacks of alternative 1 with the added issue that re-routing along 500 S makes no sense since no new areas would be served and travel times would not be significantly improved. It's a waste of money.</p>	9/12/2024

Name	Comment	Date
Felipe Zurita	<p>Alternative 3 together with the proposed rio grande plan would be perfect for the new upgrade for track!</p> <p>It makes sense!!</p>	9/12/2024
Kristen Stringham	<p>I support alternative 4 despite the added cost. I appreciate the added permeability to the UofU, a growing destination and work center, as well as the redundancy added by separating the red and orange lines at the football stadium. Because so much of the current TRAX system shares track, any issue involving those shared areas has the potential to shut down the entire system. I think the added cost is worth the resilience and reliability dedicated tracks would give the system in case of accidents, repair shutdowns etc.</p> <p>My second choice would be option 3 because of the lower cost and faster travel time facilitated by a more direct route.</p>	9/12/2024
Michael Brehm	<p>Alt. 1 is acceptable. I concur with the elimination of Alt. 2. I prefer Alt. 3, but am also in support of "realignment" of the stadium section as in Alt. 4.</p>	9/12/2024
Robert Brown	<p>I live near 300 W and 200 S , SLC.</p> <p>I really like Alternative 1! I think that there is tons of development that will be or is going in around 600 W and so A1 will serve that area well. There is zero need to have the same trax line have a stop both on the south side and the west side of pioneer park, but having additional connections to FrontRunner will make FrontRunner more viable for more people while also helping make that area more attractive to work and live and start businesses. This is basically happening in my back yard and this is what I want to see!</p> <p>Alternative 2 is trash</p> <p>Alternative 3 - don't like, Orange line should run to FrontRunner</p> <p>Alternative 4 - This doesn't affect me, so no opinion on changes at U of U</p> <p>As a side note, I prefer the Rio Grande Plan to these, but 1 is still a fantastic improvement over current!</p>	9/12/2024

Name	Comment	Date
Rob Trauscht	<p>Alternative 1: I think this is the best option presented because it increases access for developing communities and integrates well with other transit alternatives like FrontRunner</p> <p>Alternative 2: Least favored option, expensive and prioritizes vehicular traffic.</p> <p>Alternative 3: Acceptable but has too many missed opportunities. The 2 Pioneer Park stops are redundant while eliminating an opportunity to connect to FrontRunner.</p> <p>Alternative 4: In spite of the increased cost, I feel like this is the best alternative in the long term. By running the new line up 500 South it will be well positioned to connect to a future line along Foothill Drive that is necessary to reduce vehicular traffic on the East Bench.</p>	9/12/2024
Evan Koch	<p>Alternative three is the clear winner here. Not only does it expedite travel time to and from the University and airport, but it also avoids what seems an almost inevitable problem with alternative 1, in that it would often be faster to take the red line and transfer to the blue line or vice versa.</p> <p>Further, alternative three works well with the Rio Grande Plan, and doesn't create another chain linking us to the horribly located Salt Lake Central station.</p>	9/12/2024
George Chapman	<p>Spending money on any of these alternatives is disrespectful to transit users who are begging for better, efficient bus service that doesn't zig zag all over to get more areas covered instead of more bus drivers who need much better pay. No more projects until respectful bus service is provided, including year round canyon service. We fought these projects in 2015 and stopped them, Including the ridiculous airport flying bridge. NOTE THAT ANY MAINTENANCE ISSUES ON THE 400W ELEVATED PORTION (AND GONDOLA) WILL STOP TRAFFIC!!!</p>	9/12/2024
James Clawson	<p>Alternative 3 on paper is the best looking choice plus it would work with the Rio Grande Plan which could really make Salt Lake City more connected, use existing development and I think could make SLC central stand out in both charm and functionality.</p>	9/12/2024
Ari Tepper	<p>All alternatives should be adjusted to reroute away from the Salt Lake "Central" and include the adoption of the Rio Grande Plan! Out of the options listed, option 3 and 4 are best IF combined. There is no reason for orange line to include 90° turns to include salt lake central and orange/red line tracks along 500S rather than routing to the north around Rice Eccles makes the most sense.</p>	9/12/2024
Ryan G	<p>Alternative 1 is the best. It serves more areas and allows for easier integration of trax into the existing city infrastructure.</p>	9/12/2024
Matthew Givens	<p>I support alternative 3. I don't see much of a point in the Orange Line stopping at Salt Lake Central when FrontRunner and Green/Blue transfers can still happen at nearby stations. I like that it's cheaper and gets riders to and from the airport more efficiently. I think it also works well with the Rio Grande Plan and an eventual downtown circulator line.</p>	9/12/2024

Name	Comment	Date
Pascal Schmitt	I think Option 3 is the best. I don't understand the value of what looks to be either a moving or a doubling of the stations at Rice Eccles. I like that Option 3 adds a station at 300 S - without that station there appears to be too large a gap between 600 S station and 400 W station - although the Pioneer Park station probably solves this issue. So i guess it comes down to what the benefits are of having the additional 300 S station vs. cost as well as what benefits of having the new Rice Eccles station vs. cost are.	9/12/2024
John Davila	Alternative 3 makes the most sense, but why is UTA not considered the Rio Grande Plan? The Rio Grande Plan would do more for public transportation than any of these options and should be included in whatever is decided on.	9/12/2024
Shea Slater	I support Alternative 3! And I strongly support the Rio Grande Plan!	9/12/2024
Moses Baca	Hoping for a future with Alt #3 with comparability with the Rio Grande plan	9/12/2024
Walker Hills	Alternative 3 seems to be the best!	9/12/2024
Walker Hills	Alternative 3 seems to be the best and it is the most compatible with the Rio Grande Plan!	9/12/2024
Miles	Definitely need trax along 400 W in the Granary. Would love to have a station between Post District and the future Silos Park project. This area is a critical and growing part of downtown.	9/12/2024
Jacob Williams	This seems like the best option as it is the best bang for your buck and speeds up all travel.	9/13/2024
Alex K	I like option 3 the most. It's cheap, will save riders time, and fits in perfectly with the Rio Grande Plan, which is something UTA should heavily consider. I would also want UTA to consider how the orange line can more faster on North Temple in between downtown and the airport.	9/13/2024
Benjamin Wood	I support Alternative 3. A direct Orange route on 400 West will save time and make the service more inviting by avoiding redundant turns and stops at both Fronrunner Stations. While I can see the benefit of linking the Orange Line with Amtrak, I believe we get a much better product by routing the new line direction to the North Temple Bridge, especially if we can move toward something like the Rio Grande Plan in the longterm and the abandonment of the 600 West FR station. I also support the current configuration of the Red Line at Stadium Station and would oppose a realignment that moves the train even further away from the heart of campus. If anything, the current route should be improved by closing South Campus Drive to car traffic at Rice-Eccles, creating a transit- and pedestrian-focused corridor and bolstering the non-car connections to large campus events.	9/13/2024
Eduardo	Alternative 3 is my favorite, as it would provide a strait shot from the university to the airport, which would be amazing. I don't like the others due to the longer time it would take to get places and the extra turns it adds. Salt Lake Central is also one of the worst stations, if the Rio Grande plan is approved however it would be a nice stop and I wouldn't mind the extra turns and time.	9/13/2024

Name	Comment	Date
Bison Messink	Option 3 continues to be the best option because it is the fastest, most efficient route. Option 4 is slow, expensive, and pointless. We don't need stops at two front runner stations, nor a design of the track around the stadium.. I'm not opposed to elevating the line in Option 1 but also don't understand the value it brings.	9/13/2024
David Reece	I like alternative 3. I don't see why the orange line needs to stop at two Frontrunner stations	9/13/2024
Madison Merrill	Exciting proposal! Alternative 3 seems to make the most sense for both efficiency and cost. Unfortunately, Central Station is not centrally located and I don't think it's worth the detour to stop there.	9/13/2024
Thushar Reppale	I believe that alternative 3 would be the best. The slow down for the Orange line in alternative 1 would be negative in my opinion, and the redirection in alternative 4 would not be welcome, as a U of U student.	9/13/2024
Jacob Case	Alternative 3 seems like the best choice. Not only because it would be slightly faster and cheaper, but also, why does the orange line need to stop at both frontrunner stations? I think this alternative also asks the question, "what is the point of two frontrunner stations so close together?"	9/13/2024
Sofia	I think that #3 looks the best, it would make getting from the U to the Airport much easier.	9/13/2024
Joshua Rogers	I believe alternative 3 is the best solution, serving underserved areas and reducing travel times. Main St interlocking should still allow turns from 400 S to Main to allow operational flexibility. Consideration should be given to designing stations to facilitate transfers between lines. Alternative 4 should also be further explored with the OOC and the University to evaluate if, although regular use may not justify the cost, special events (such as Olympics) will see considerable benefit in this alternative (or perhaps other routing options).	9/13/2024
Xavier Gennett	Alternative 3 seems to be the best option with a lot of resued rail lines where possible. The new path of the orange line seem to align well with the Rio Grande plan, especially since only the Green line train will be reaching the current Salt Lake Central station with this option. With the Rio Grande plan the Salt Lake central station will mesh well with the trax system.	9/13/2024
Chance Roberts	After careful review, I feel that Alternative 3 would be the best route. Even in Alternative 1, there would need to be additional tracks to accommodate the Orange Line trains so they do not have to wait for Green line trains to leave the station (especially if the operator gets switched out or goes away from his/her train for a few minutes). I am not from the SLC area, but when I do make a trip in to the SLC area, I try to take Trax to other destinations when I can. (I am also a rail fanatic.) I can't wait for these wonderful changes though!	9/13/2024
	3 and 1 please	9/13/2024

Name	Comment	Date
Sam Dalton	I think alternatives 3 and 4 are the best options. They effectively round out and expand access to the downtown and open the west side to more transit access. Alternative 3 seems like the most efficient not flexing the u of u stadium station and keeping the downtown square plan in tact. Alternative 4 has a better stadium alignment. The current red line route at stadium is messy as a pedestrian and creates a lot of congestion whereas the realignment feels cleaner and more pedestrian friendly as a campus employee. Overall they feel very equivalent but it's only going to be truly effective if the new proposed orange line stations are online with the station opening. If they open in phase it will be hard to find community engagement at a strong pace and feels pointless.	9/13/2024
Carlos	I think it will be incredible to reroute redline trains along 400 W. it will improve connectivity flow of electric rail traffic along with the new orange line this will also improve accessibility for the granary District side of Salt Lake City, since there is not much public transit in that area it will also be good for people with disabilities of all kinds	9/13/2024
Evan	I like the shorter orange line time offered by Alternative 3. Shorter times make a big difference in people feeling like they can/should take the Trax. For me, I have specifically looked at Trax travel time from 1940 W North Temple to UofU but felt like it was longer than I would be able to fit into my schedule, thereby necessitating car travel. Something like the shorter orange line is therefore very appealing.	9/13/2024
Carson luke	Alternative 3 makes the most sense. It supports the rio grande plan . Helping Salt Lake City be better.	9/13/2024
Dylan Perez-Quevedo	Alternate 3 seems to be the best for me and Rio grande	9/14/2024
Caz and Ashley Alley	Alternative 3 is the best as it reduces rider time and is compatible with the Rio Grande Plan.	9/14/2024
Derek	Alternative 3 with the Rio Grande Plan!	9/14/2024
Nathan Pyper	After looking at the options, I believe that alternative 3 is the best available. Alternative 3 also works well with the Rio Grande Plan, which is something UTA should be looking into as well.	9/14/2024
Dexter Murray	Rio Grande Plan	9/14/2024
Courtney	I believe Alternative 3 is the best concept due to lower cost and higher benefits compared to the others. I think all of the proposed new stations are fantastic, as well.	9/14/2024
Zach Peterson	This routing is not as good as Alternative 3. But the elevated portion is a MUST. The high traffic roads 400 S, 500 S, and 600 S are UDOT roads with freeway connections. If trains are at grade, they will be waiting at least 2 minutes at every crossing. If you believe transit signal priority will work here you are lying to yourself! Alternative 3 routing with Alternative 2 elevated section is the best option.	9/14/2024

Name	Comment	Date
Zach Peterson	This is the best option!! But the elevated section from Alternative 2 must be considered on this alternative. The high traffic roads 400 S, 500 S, and 600 S are UDOT roads with freeway connections. If trains are at grade, they will be waiting at least 2 minutes at every crossing. Transit signal priority will not work here. Alternative 3 routing with Alternative 2 elevated section is the best option.	9/14/2024
Emma Rademacher	This is not the best option as it's the most expensive and you could probably find a better way to achieve the same thing for cheaper.	9/15/2024
	This is the best option. This is what you should go with. It probably also saves you the most amount of money as you could use mostly existing tracks.	9/15/2024
Emma Rademacher	Doesn't. I was trying to figure out what the proposed things would be here for this alternative and it was confusing in and of itself. So I'm not sure what you're trying to do with the Trax line It just kind of seems like there's more work and you'd have to move the red line from where it is already and that doesn't make sense because you could just have them split off, have it, turn and go to one station and then reconnect later at another station and keep the red line at the said TRAX station by the stadium already.	9/15/2024
Bryan Gibson	It seems like option 3 is the best with the lowest capital expenditure, the small improvement in travel time on the orange line . i like the fact that you are considering where then next wave of development will be happening on the west side . I wonder about the need for a line around 800 or 990 south that serves people further west in the valley	9/15/2024
Germán Rodriguez	I like alternative 3, second 2 but only because it's elevated platform. But 3 for the RIO GRANDE PLAN!!	9/15/2024
Mike Porcelli	Orange line switchbacks are brutal. Do NOT do this. Track should either go from SL Central straight north on 600 W until turning west on N. Temple OR just avoid SL Central and turn at Pioneer Park and stay on 400 W until N Temple. Riders can still get FrontRunner connection at the N Temple bridge station (which is a much nicer experience TBH).	9/15/2024
Mike Porcelli	Elevated track is bad, there is no good reason for it. These roads desperately need traffic calming. Keep the Trax at-grade and implement traffic calming solutions for 400 S, 500 S, and 600 S. Long term plans show these surrounding blocks becoming residential, elevating the train here is silly and short-sighted.	9/15/2024
Mike Porcelli	This (Alternative 3) is the best option. I especially like the added station at 300 S and 400 W.	9/15/2024
Mike Porcelli	I don't understand rerouting at Rice-Eccles. The worst part of the red line is dealing with University Blvd and crossing 1000 lanes of vehicle traffic to get to the train platforms. This removes a nice route into campus and makes it worse for riders. What is gained?	9/15/2024

Name	Comment	Date
Christian Lenhart	Thank you for the opportunity for feedback. I like the direct routing of the Orange Line with Alternative 3. I really don't see much benefit in the elevated portions of Alternative 2. I hope the entire Red Line realignment over to 400 West will be delayed for a future phase so that the Orange Line can be built more quickly. The Red Line is great as it is. The Orange Line needs to be built as soon as possible.	9/16/2024
Dan Dugan	My vote would be for Alternative #3. Few turns downtown, allows city to use the Rio Grande station as a train/transit station, easier access from eastside to downtown events at Delta Center, faster from Airport to UofU.	9/16/2024
Danny Richardson	A TRAX connection to FrontRunner should be important. Blue and Red TRAX connect at Murray, (Northbound) but that is a long way to for downtown TRAX traffic. The North Temple Bridge is not a direct connection - Salt Lake Central is. Routing the new Orange TRAX to connect the Airport to FrontRunner at SL Central probably makes sense, from both the Airport and the University. RED TRAX turning South at 4th West makes sense. The Map shows a switch of Green and Blue lines at 400 West South Temple - Blue making the airport run. I assume this is correct. This would allow Blue TRAX to connect to FrontRunner at Murray, and Green connecting at Central And Blue TRAX probably picks up more potential Airport bound passengers than Green (from Draper - Murray). New Orange TRAX would connect downtown and University passenger to the Airport. So - judgement on connecting to FrontRunner at SL Central - Green and Orange - 4 extra minutes to do so with Orange, but worth it.	9/16/2024
Josh Scheuerman	I agree with Alternative 1, which keeps the TRAX lines ground level. With the new development of 400 west 600 south it would not help the new residents or businesses to keep the train away from them for only the traffic of the entrance/exit ramps to the freeway. We would like the 400 west TRAX line be repurposed in The Granary District as well.	9/17/2024
Philip	I agree that alternative 3 has greater potential than the others. Primarily the direct path will reduce travel time from North Temple to 400 South. Travel from SL Central to downtown can still be covered by green line and all the busses on 200 South. I would encourage enhanced pedestrian paths between West Temple Station and Courthouse station.	9/17/2024

Name	Comment	Date
NB	<p>I definitely don't love the idea of Alternative 4 - that seems to take you further away from the buildings on the campus - so no to that one.</p> <p>I guess alternative 1 is fine. I don't love that there is still no option from Southern stations (ie even murray) to go straight to the airport.... and it would suck to live in that area where the redline used to stop and to no longer be able catch it there. Would there still be a redline courthouse stop? I feel like 9th south has gotten so busy, it seems silly to remove a redline stop from there and make people have to travel (to places there probably aren't trax parking lots) to catch the redline.. or have to transfer between two trains to go 3 stops. And if you wanted to pick up the redline near the court house.. does that mean you would have to get off at courthouse and walk (rain/snow/mobility issues) to another stop for the redline that is kind of far way?</p>	9/18/2024
Rob Vorwald	Is there any plan that adds more frequent buses and trains? Most of my issue with public transit isn't what's listed here but the reliability of it as a mode of transportation because of the wait times.	9/18/2024
Benjamin W. Jordan	We don't need any of these alternatives. What we DO need is a North-South line on Redwood Road to serve all of us on the West side of the Valley so we don't have to drive.	9/18/2024
Glen Nelson	Option 3 seems to be the best. Moving the Stadium station on red line (option 4) would serve the stadium better but worse for students and staff. Event traffic is irregular, but campus traffic is everyday. Keep the station closer to campus pedestrian path ways. Option 3 also seems to align easier with the Rio Grande Train Box idea, when that comes to fruition.	9/20/2024
Zeke Nielson	Considering the efforts of the Rio Grande Plan and its likelihood of implementation, Alternative 3 is the best route forward.	9/23/2024
Jerry Granger	In support of the Rio Grande Plan, I think Alternate 3 should be reconsidering for 500 West instead of 400 West. With this alternation, it could hook up easily with the Rio Grande Depot for easy transfers with the Fronrunner and Amtrak. It could also mean that North Temple could be retired as a station because there would be no need for another TRAX transfer	9/23/2024
Cory Ward	<p>I do not think the Orange Line needs to go to Salt Lake Central, like outlined in alternative 2. Access to Fronrunner is redundant with passing North Temple as well. All the right turns will slow the Orange line and make it less attractive to use. The main purpose of the line should be to connect the University with the Airport. It would also be great to Extend the Orange line to This is the Place Heritage Park and the Zoo. That would be a great connection for visitors and residents.</p> <p>I hope that these alignments allow for increased headways on the tracks. having 12 minute headways on each line would help a lot with being able to attract riders. I also hope that there is more signal preemption in the downtown areas. It seems like UDOT is hesitant to add a few minutes of vehicle delay in favor of faster trains. If there is a place in Utah to prioritize transit vehicles over private vehicles, it is downtown Salt Lake City.</p>	10/7/2024

Name	Comment	Date
	I'm really excited about a possible Salt Lake Central connection at the orange line	10/8/2024
	As a frequent user of the TRAX and bus systems, I'd love an opportunity to meet with a member of the UTA planning team to discuss some ideas about these alternatives. I'd also love to organize an opportunity to meet with the Sugar House Community Council transportation committee to share what is happening.	10/11/2024

Attachment D12: Advisory Group Members

TECHNICAL ADVISORY COMMITTEE (TAC)

Name	Title	Organization
Dave Steadman	Rail Service Operations Senior Planner	UTA
Tony Berger	Light Rail Operations Manager	UTA
Eric Callison	Manager of Service Planning	UTA
Sean Murphy	Transit-Oriented Development Manager	UTA
Joey Alsop	Service Planning Supervisor	UTA
Andrew King	Director, Campus Planning	University of Utah
Collin Simmons	Executive Director, Auxiliary Services	University of Utah
Joel Sim	Director of Operations	University of Utah
John Close	Senior Planner	University of Utah
Zac Wright	Senior Director of Real Estate	University of Utah
Will Wright	Project Manager, Department of Economic Development	Salt Lake City
Jake Maxwell	Deputy Director, Department of Economic Development	Salt Lake City
Jory Johner	Director of Long-Range Planning	WFRC
Lauren Victor	Transportation Planner	WFRC
Geoff Dupaix	Region 2 Planning Manager	UDOT
Chris Wharton	District 3	Salt Lake City
Victoria Petro	District 1	Salt Lake City
Alejandro Puy	District 2	Salt Lake City
Jon Larsen	Director of Transportation	Salt Lake City

STEERING COMMITTEE

Name	Title	Organization
Carlton Christensen	Chair, UTA Board of Trustees	UTA
Jay Fox	Executive Director	UTA
Nichol Bourdeaux	Chief Planning & Engagement Officer	UTA
David Hancock	Chief Capitol Service Officer	UTA
Jaron Robertson	Light Rail General Manager	UTA
Patrick Preusser	Chief Operating Officer	UTA
Paul Drake	Director of Real Estate & Transit-Oriented Development	UTA
Andrew King	Director, Campus Planning	University of Utah
Collin Simmons	Executive Director, Auxiliary Services	University of Utah
Mayor Erin Mendenhall	Mayor	Salt Lake City
Rachel Otto	Chief of Staff	Salt Lake City
Jon Larson	Transportation Division Director	Salt Lake City
Ben Luedke	Economic and Public Policy Analyst	Salt Lake City
Danny Walz	Chief Operating Officer	Salt Lake City RDA
Andrew Gruber	Executive Director	WFRC
Ted Knowlton	Deputy Director	WFRC
Ben Huot	Deputy Director of Planning and Investment	UDOT
Josh Van Jura	Trails and Transit Group Director	UDOT
Robert Stewart	Region Two Director	UDOT