

BACKGROUND & QUESTIONS related to the 2019 survey:

In a recent article in the February 2021 Holladay Journal, it was stated that "48% of residents who responded indicated that trail system developments were most important." 1) What % of Holladay residents responded to the survey?

The City conducted a survey as part of the Holladay@20 Preparing for Tomorrow process. In that survey, 48% of respondents did indicate trail system development as a top priority when asked to identify the most and least important priorities from a list of potential projects. This survey was sent to our Y2 Analytics resident survey panel of 1,644 citizens that represent a cross-section of residents, and 839 citizens responded by completing the online survey. This results in a response rate of approximately 51% overall. Holladay has an estimated adult population of 23,000, which results in a margin of error for the survey of plus or minus 3.35 percentage points. Responses were also weighted to better approximate city demographic composition. There are currently, over 11,000 households in Holladay. In addition, In 2018, Holladay, UT had a population of 30.7k people.

2) Does the city council believe that Holladay City residents who will be directly impacted by the trail system development were "properly" notified? As this is just a preliminary study effort, there are no "proper" notice requirements as with a proposal for a rezone, commercial building or subdivision. The project team decided on a multifaceted approach to reach out to the community – hanging notices on doors including informal discussions with neighbors, on-site discussions including the posting of A-Frame banners placed at the location of meetings with neighbors, surveys, newsletters, and posting on the City's website. If yes, what is the basis for your opinion? A member of the study team hung notices on the doors of the homes closest to the canal to let them know about the on-site meetings that were held last autumn along various sections of the canal. As mentioned previously there were newsletter articles and surveys through the Valley Journal and information on the city's website, www.cityofholladay.com.

3) Were the challenges for seniors to provide their feedback to the proposal considered? If yes, what specific challenges for Holladay seniors were considered (computer access, email usage, on-line surveys, etc.)? The City is always concerned about the ability of all residents to be aware of and respond to current matters. A vast majority of Holladay residents have the ability to learn about happenings in Holladay via a variety of methods including, direct mailings, city website, www.cityofholladay.com, city Facebook site and city Twitter resources and the City's monthly newsletter distributed in the Holladay Journal, which is the most popular way for residents to learn about city happenings. Additionally,

residents are welcome to email, call or stop by City Hall to speak directly with city staff for information.

Despite substantial city efforts to provide a number of ways for our residents to stay informed and to provide input on issues, there is no possible way that the city can make sure that all people of varying ages and abilities are continuously aware and informed. There are insufficient resources to blanket all residents on all issues at all times. We hope that residents will share with the City the obligation and responsibility to stay informed on local issues and let us know their preferred method of contact with the City. The city deeply regrets that some residents, including apparently some senior residents, may have been inadvertently left out of the canal study process.

QUESTIONS RELATING TO THE PROPOSED TRAILS:

- 1) For those of us who own the property involved in this proposal, please explain how is it possible for the Salt Lake City "easement" be transferred to Holladay City for this development when this easement is granted by the owners to SL City for a "specific" use only? Does this mean that Salt Lake City is abandoning its easement in favor of Holladay? **It is not proposed that SLC Public Utilities would "transfer" property or their easement to the City of Holladay. Part of the study was to examine ownership issues including where SLCPU may not own the property outright. The study has identified locations where SLCPU does not own the land.**
- 2) How can the canal trails be developed in areas where there is only 1 external route to major streets for its residents? Example, Applewood Ave and Shangri Lane residents only have 1 route to major city streets, i.e. Fardown. These residents will be adversely impacted if emergency vehicles cannot get through narrow streets with non-resident trail users parking vehicles on Fardown and, potentially, on both sides of the street. Has Holladay City measured that the street is wide enough for 2 parked cars and the passage of a fire truck? **The study has not focused on this level of detail as it is not reasonable to assume that city streets will be overwhelmed with parking for pedestrians to access any particular section of canal trail. For the purpose of an initial concept design that responded to concerns expressed during on-site meetings with residents, the project teams indicated a general idea of limiting parking in areas of concern.**
- 3) We have heard that Holladay City plans to have NO PARKING signs posted on Applewood and allow trail parking on Shangri Lane only. **As far as we are aware, the city has not heard of this plan. How will parking be enforced? There is no such plan, therefore there is no parking enforcement planned. Historically,**

Holladay has not enforced no parking directly in front of the Applewood fire hydrant. Please contact Holladay UPD for enforcement. Will Holladay City hire more employees who will be responsible to enforce canal trail parking rules? Please see previous responses. Will the no parking signs apply to residents of Applewood Avenue, meaning that Applewood Ave residents and their contractors will no longer be allowed to park in front of their own homes? If there ever were such a "plan", certainly the residents abutting these streets would not likely be prohibited to park there and would be contacted and consulted in advance. There are currently a couple of such areas in the city where on-street parking is prohibited except for abutting residents and their guests.

4) How will Holladay City specifically plan to maintain the trails to ensure that it is safe, clean, bicycles & pedestrians only, i.e. no motorized vehicles? These are good questions that are best answered in the future should the city choose to move forward with canal trails. At the moment, the city is only studying feasibility. It has never been considered that motorized access would be allowed. The idea was rather to provide a pleasant path for pedestrians and bikes mostly.

It should be remembered that these canal rights-of-way are not owned by Holladay but rather by Salt Lake City or private property owners who are now and in the future responsible for their maintenance. If trails were built, it may be possible that there could be some shared maintenance responsibility between SLC and Holladay. The information the city has at this point indicates that trash, crime, graffiti, transient use and other negative effects are reduced by trails -- not increased. Most of the annoyances with properties adjacent to multi-use trails is noise, motorized vehicles, trash and sanitation. How does Holladay City plan to negate these issues? Please see previous answer.

5) Did the canal trail project take into account that some crossings are planned to impact resident driveways? The canal plan has a pedestrian/cycling crossing immediately in front of our driveway on Applewood. This is perceived to be, not only inconvenient; but, also perceived to be a safety issue. Thank you for alerting us to this concern. It will be noted and addressed in the future if the city moves forward with design and planning.

6) The canal is significantly elevated on the section between Pheasant Way and Applewood Avenue, will the city be required to relocate the canal to reduce the height of the proposed trail or will there be 14 to 15' high walls? Please keep in mind this is only a feasibility study at the moment. This is a design issue that would be better addressed in the future if it is decided to move forward with further planning and design. As the trail is proposed for walkers and bikes (non-

motorized) there would be no need for tall walls.

7) Is Holladay City thinking of “taking of the property”, i.e. where Holladay City takes the property residents currently own making the property effectively unusable by the current owners? No. The city has no desire, plan, or legal ability, as we understand it, to condemn private property for trails. Furthermore, as much of the property is owned by SLCPU, there is no way for Holladay to condemn another city's property nor would the city want to as the trails will be a collaborative process between Holladay, SLCPU and residents.

8) Who would be accountable for handling issues surrounding the canal trail at Holladay City and what is your estimated response time to reported problems/challenges? As mentioned before, the canal properties are not owned by Holladay. SLCPU has been aware of the city's study and desire for more than a decade to look at the possibility of trails along existing canal maintenance access roads.

Maintenance and addressing other "issues", if trails are ever built, would most likely be jointly addressed by both SLCPU and Holladay. Certainly the improvement of a bike/pedestrian trail would help SLCPU to better access its property to maintain it. It should be noted that presently there are some areas of the SLCPU canal area, unfortunately, that are not well maintained. There are dead and dying trees that need to be cleaned up. Trash, weeds, debris and green waste are in the water in some locations. There are stretches of the canal where people are dumping green waste from their yard alongside the canal or waste that is brought in from another place. Illegal accesses have been created from private property onto the canal right-of-way too. These problems were noticed during a walking tour by Holladay and SLCPU employees last year. Most multi-use trails follow abandoned railways and have substantially more distance between resident homes and the trail, why was the proximity to homes not considered to be an adverse impact to adjacent properties? Many trails along waterways, including the Murray canal trail just west of Holladay across Van Winkle Expressway, and, the Murdock Trail in Utah county that snakes through more than one city, are examples of canal trails that are working very well that are also close to abutting residential properties. Cottonwood Heights is also moving forward on improving a section of canal adjacent to the Mountview recreation facility that abuts residential homes.

9) Did Holladay City consider that the proposed bridge on Fardown would need to be according to the fire department "weight specifications"? No, this level of detail is not part of the study. Also, this bridge would not be for vehicles but