

# The West View

www.westviewmedia.org

Community news focused on west Salt Lake City

Winter 2018

## Air quality not a priority for major players at recent Utah Inland Port discussion

By Liesa Manuel

Utah's proposed state-sponsored inland port would comprise about 20,000 acres of mostly unused land, including wetlands, in Salt Lake City's northwest quadrant. An inland port is a trade hub of commercial transportation options – train, truck, and air – with links to major seaports. Inland ports have the infrastructure and customs operations to handle high volumes of freight. Therefore, a variety of

businesses are drawn to a concentrated area, and significantly impact that area.

The subject of the Salt Lake Valley's air quality was not a key focus of discussion at the Utah World Trade Center's annual Global Forum in November, but it was mentioned in a breakout session discussing the Utah Inland Port. It was not the stated topic of discussion at any other session during roughly six hours of the Utah Global Forum, although sponsors included the Utah Governor's

Office of Economic Development and the Salt Lake City Department of Economic Development.

The implication throughout the panel discussion of the inland port was that changing the state's business freight model was an essential priority for Utah's future success and that increased rail traffic was the focus of the port project.

Robert Grow, CEO of Envision Utah (a non-profit dedicated to growth planning) moderated the panel. The members included Lance Bullen, Managing Partner of Colmena group, a major property developer in the quadrant; Lara Fritts, Director of Salt Lake City's Department of Economic Development; Inland Port Authority Board member Wade Garrett of the Utah Farm Bureau; and Darin Parker, Managing Director of Parker-Migliori, a large Utah-based meat exporter.

Bullen, whose company sponsored the forum, described Utah's project as an "intellectual idea." He also said, "I don't think that we can afford not to do the inland port because of air quality," adding later, "Trucks will come anyway...Rail beats any form of transit?"

Grow challenged the panel

**SEE INLAND PORT PAGE 17**



PHOTO BY DAVID RICKETTS

Light smog covers the valley below the Utah State Capitol at the beginning of the inversion season in mid-November. Inland Port opponents fear that the project will worsen air quality.

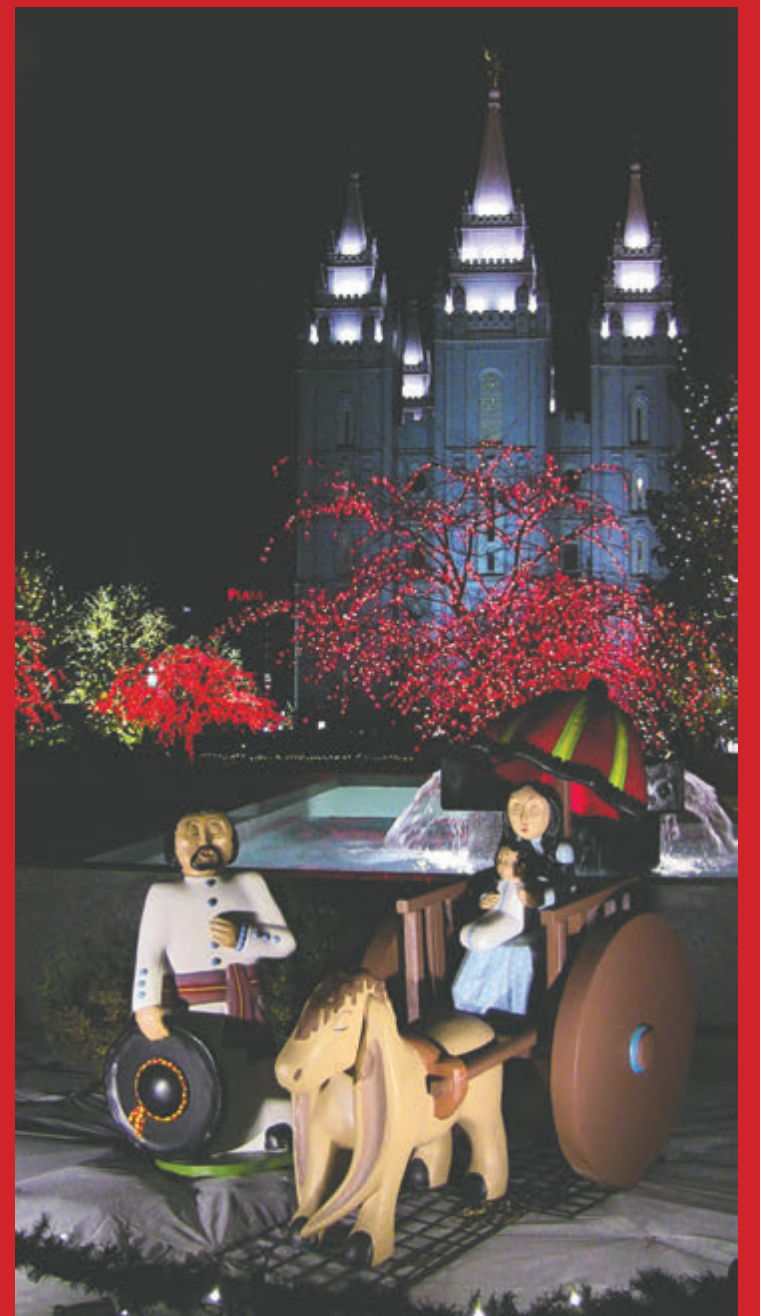


PHOTO BY MICHAEL EVANS

Since the 2002 Olympics, the LDS Church Office Building Plaza in downtown Salt Lake City has featured international Christmas Nativity displays made by many hands from around the world. **SEE MORE HOLIDAY PHOTOS ON PAGES 10 & 11**

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To strengthen community identity, increase civic involvement, and foster social justice for the diverse community members in west Salt Lake City.

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## ABOUT US

*The West View* is a product of West View Media, a non-profit, 501(c)(3) community news organization that offers an authentic look into Salt Lake City's west side through stories written primarily by community members.

Published quarterly, *The West View* is mailed to 22,000 homes and businesses throughout the Fairpark, Glendale, Rose Park, Westpointe, Jordan Meadows and Poplar Grove neighborhoods. An additional 2,000 copies are hand-distributed to local businesses and public spaces in nearby areas.

## STORY SUBMISSIONS

If you would like to contribute a story to *The West View*, please pitch your story idea to our Community Newsroom by sending an email to [wvm.editors@gmail.com](mailto:wvm.editors@gmail.com). Include your full name, address and phone number. You will be invited to attend a Community Newsroom meeting to discuss story ideas and to receive feedback from newsroom participants.

*The West View* reserves the right to edit all submissions and letters for libel, slander, clarity and length. All submissions become the property of *The West View* upon publishing.

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*The West View* invites you to join our Community Newsroom to help produce content for future issues. All Community Newsroom meetings are held on the third Tuesday, 6-8 p.m. and the third Friday, 8:30 – 10:30 a.m. of every month. Location is subject to change.

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## From the Editor



By Charlotte Fife-Jepperson

Winter is upon us, and along with the joy of the season, it can bring increased traffic and winter inversions. This Winter Issue focuses on transportation, mobility, and environmental issues that affect Salt Lake City's west side.

Getting around the city as a west-sider can be challenging – trains inevitably delay travel in multiple directions, bus service is less than adequate, and unless you live near North Temple, TRAX is not easily accessible.

However, public transit users will

be pleased to know of the recent announcement of Salt Lake City and UTA's partnership to bring increased bus service to the city, and more specifically, to the city's west side.

And, with the addition of new transportation options, such as e-scooters and bikes from companies Bird and Lime, that first (or last) mile between home and TRAX just got a little easier.

There are also some conveniences of living on the west side, such as the proximity to downtown and the airport, and convenient access to the Jordan River Parkway trail for transportation or recreational purposes.

With our valley's winter inversions, transportation and air quality are inextricably related. Some community members are doing their part to reduce emissions into our air by using public transit or bicycles, or carpooling.

In this issue, you'll read about a project that monitors air quality from the top of moving TRAX trains. You'll also read about a huge planned industrial project called the inland port on Salt Lake City's

west side that has the potential to dramatically affect our air quality and the amount of traffic on our roads and rails. This future global distribution trade hub has been billed as the largest economic development project in Utah's history.

It is our hope that this issue will get you thinking about transportation and how it relates to our quality of life and our environment.

*The West View* offers an authentic look into an area of Salt Lake City that has traditionally been undervalued and misrepresented. We strive to do this not only with professional staff, but also by empowering people who live and work in west Salt Lake City to tell their own stories, in their own voice.

If you live or work on the west side of Salt Lake City, or care about this community, we invite you to get involved – as a writer, photographer, volunteer, board member, or donor.

Together, WE are *The West View*.



GALLIVAN  
CENTER  
thegallivancenter.com  
Valda E. Tarbet Ice Rink



AERIAL PHOTO BY CAMERON JEPPELSON

Traffic backs up for blocks on Dec. 5 around 5 p.m. because of a blocked railroad crossing at South Temple.

## Changes to 900 West remain contentious topic in the community

By Atticus Agustin  
Additional Reporting By  
Charlotte Fife-Jepperson

Commuting on 900 West has changed ever since Salt Lake City's lane reconfiguration project was completed in November of 2017. Some community members disapprove of the changes, while others approve of the project, but see the need for tweaks.

The 900 West project involved reducing the lanes to one vehicle and one bicycle lane in each direction as well as adding a center turning lane and street parking on both sides of the street from North Temple to 1700 South.

But that was not all. The street was resurfaced, pedestrian crossing improvements were made on 700 South, 800 South, and Genessee Avenue, and new crosswalks, bus stop improvements, flashing bea-

cons, and bulb-outs were installed. The point was to make the street a safer place for different modes of transportation, including motorists, pedestrians and bicyclists.

The 900 West project runs from North Temple all the way to 1700 South. Similar projects, or "road diets" as they are called, have been completed in other U.S. cities like San Francisco, Tampa, San Jose, and Palo Alto.

According to the Federal Highway Administration, road diets have possible advantages and disadvantages. They can improve access for bicyclists, improve pedestrian safety, encourage lower speeds (and thus less severe accidents,) and the center turning lane can keep through-traffic moving. Some unintended impacts may include reduced road capacity (for cars), increased traffic congestion during peak commuter hours, and drivers on cross streets or driveways may

have difficulty finding a gap in traffic to enter the main roadway.

Michael Clára, a Glendale resident and community organizer employed by Crossroads Urban Center, is a vocal critic of the road diet. Through the Poplar Grove Neighborhood Alliance, a group that he organized, Clára represents residents who feel left out of the decision-making process.

Margaret Harmon, one of the residents he spoke to who lives on 900 West, said that the lane reduction has caused a lot of traffic congestion. "Traffic really piles up during rush hour...It is usually backed up for at least a block or more, going north and south," she said.

Julia Torres, who has lived between 300 and 400 South on 900 West for about 50 years, said that the changes to 900 West are "good and bad." "It's good, because now we can park in front of our houses, but in the evening it's ridiculous.

If there is a train stopped at South Temple, then cars traveling north get backed up for several blocks." Torres has noticed a large increase in accidents as well, especially between 200 and 300 South. She attributes the accidents to drivers who are in a hurry to get home from work and who are not paying attention.

Salt Lake City Transportation Division released data on car crashes on 900 West in August that showed a considerable increase in rear-end accidents, and similar numbers or slight decreases in other types of accidents. The data compared the number of crashes that occurred between North Temple and 1700 South during the first six months of 2015, 2016, 2017 and 2018. The Transportation Division states on their website, <https://www.slc.gov/transportation/900-west-crash-data-north-temple-to-1700-south/>, "The city will continue to add addi-

tional crash data to this page every six months."

According to Jonathan Larsen, Director of Salt Lake City's Division of Transportation, it's still unclear if the rise in rear-end accidents are a direct cause of the road diet, adding that the cause could be a combination of more people following too closely or distracted driving. The division says that two to three years of data collection are needed for the data to be representative of new roadway safety conditions.

"My philosophy is that we want zero crashes. But if a crash does occur, we want it to ruin your day, not your life," said Larsen.

Clára said his job as a community organizer consists of asking people and agencies if they're going to work with the neighborhood, and this includes the city. "I don't have a problem at all with the concept

**SEE 900 WEST PAGE 7**

# Dockless scooter companies join forces with Mayor Biskupski to encourage safe riding

By Marilyn Shelton

Dockless scooters from Lime and Bird have become a part of Salt Lake City's street landscape, ever since they arrived in late summer.

"Whether it's a Green Bike or a scooter, the exciting thing about these options is that they have the power to clear our air by bridging the first mile-last mile gap which keeps many people from utilizing the city's transit network," said Mayor Jackie Biskupski in October.

"[The mayor] wants people who live more than a quarter of a mile from the bus or TRAX stop to have more access to transit. They can ride that scooter from their apartment or home to the nearest bus stop or maybe all the way downtown or wherever they need to go," said Matthew Rojas, Director of Communications of the Salt Lake City Mayor's Office.

That is how the city came to partner with dockless scooter companies Bird and Lime in an October safety event called "Walk Your Wheels." The main message of the event was to encourage individuals to use alternate means of transportation, and to follow the rules.

Lime and Bird passed out approximately 700 free helmets and flyers with scooter safety tips at the event.

To encourage scooter riders to stay off the sidewalks and in the bike lanes, Mayor Biskupski spray painted a stencil on the sidewalk near 300 South and 160 East that read, "This is the place for walking." She also said, "We all have the responsibility to respect the rules of the road and the sidewalks. We must remember that those who choose to walk in our city are also a part of the solution and the sidewalk needs to remain a comfortable place for them."

"I know of plenty of people who've been frightened or nearly hit by a person on a scooter on the sidewalk...Right now we want to

use [the scooters] as a new way to get around town, but you know, eventually people could be getting tickets for it," said Paul Murphy, Deputy Director of Communications from the Mayor's Office.

"Salt Lake City has great bike lanes in every part of our city, and we want to encourage cyclists and scooters to utilize these lanes whenever possible. The city is continuing to partner with Lime and Bird to make scooters part of our multi-motive transit system," said Mayor Biskupski.

The dockless scooters travel about 15 mph and apps for both companies dispense safety advice including, "No bikes blocking the public walkway please," from Bird, and a reminder on the Lime app to use a helmet. There is also a legal disclaimer on the Bird app that says that riders ride at their own risk.

The Bird app requires a driver's license before riding the scooters, to certify that riders are at least 18 years of age. Both companies require riders to take a photo of where you leave a scooter so that other users can easily locate them after you end your ride by scanning the barcode on the vehicles.

Daniel Franklin, Operations Manager for Lime, addressed the Walk Your Wheels press conference: "We are looking forward to working with the mayor and the city to make scooter riding as safe as possible, not only for the riders but for the pedestrians on the sidewalk as well. We're going to work with the city to help implement these rules and guidelines."

Sam Reed, Bird's Director of Partnerships for the Central Region, said, "40 percent of car rides are two miles or less. Bird is a last-mile vehicle sharing solution." "Safety is paramount to us at Bird...It's our top priority to support the well-being of our riders and the communities in which they ride," he added.

Reed also spoke about the launch of the "Bird Watchers" program

in Salt Lake. "Bird Watchers are a reminder to help improve safe walking on sidewalks and you'll start seeing them out on the streets in the days ahead. They'll provide ground support including re-parking of the Bird vehicles so that Birds do not obstruct the right-of-ways."

At the event, Lime and Bird each pledged to donate \$1 per scooter per day to the city to be used for safety outreach and for scooter infrastructure improvement, which may include the placement vehicles. Reed from Bird said, "This is money that will go to improving the already fantastic bike lane infrastructure that Salt Lake City has."

Murphy from the mayor's office said that 500 scooters are currently allowed daily placement by each scooter company so, "That's potentially \$1,000 a day that they could be donating toward helping build up Salt Lake City's scooter infrastructure."

Of the 1,000 daily scooters allowed in the city, 100 of the scooters are to be placed west of I-15, according to a temporary operating permit in place since July with the companies. Murphy said that the pledged \$1 per scooter per day could potentially help with bike lane route expansion on the west side.

This winter, Lime placed e-bikes in the city. According to Jon Larsen of the Salt Lake City Transportation Division, Lime has deployed about 130 e-bikes so far. Lime is required to pull a scooter for every bike deployed. As of December 6, there were only eight bikes on the west side, but some of them may have been ridden downtown.

"We know that transportation is a bigger problem on the west side. Not everyone lives next to a bus or TRAX station. People living in Rose Park and Glendale, those areas, they need some sort of transportation to get them to a bus or TRAX," Murphy said.

Out of three people selected at



PHOTOS COURTESY OF SALT LAKE CITY MAYOR'S OFFICE

**TOP:** Representatives from Bird give out helmets to the public during a safety press conference event in October. **BOTTOM:** Salt Lake City Mayor Jackie Biskupski paints a stenciled safety message onto a downtown sidewalk at an October safety event.

random on Salt Lake City streets and interviewed by The West View about their scooter riding habits and usage, all three of them said that they preferred the riding experience of Bird to Lime. All three also said that they did not use a helmet when riding the scooters, although they all said they followed the rules when riding the scooters. All three riders said that they had a car, but were using the scooters to bridge the first mile-last mile gap and for what public transportation didn't cover. All three said that they felt safe riding the scooters and hadn't had any accidents, although one said, "I don't like riding on the sidewalk. Too many people."

"Bird has bigger tires and more stability," said a male scooter rider who asked to remain anonymous, when asked about his preference.

"Bird is a little bit nicer," said

Emily Hauns of Downtown Salt Lake City.

"Bird. Fewer bumps," said a man who would identify himself only as J.D., who said that he had relocated to Salt Lake City from St. George. "The scooters are so convenient; there is one on every corner. I have ridden them up to seven miles," he said.

Two of the people polled said that they use the scooters to run errands, and one said that they use the scooters to go back and forth to work.

According to Rojas, "Walk Your Wheels" is an ongoing scooter education and safety outreach campaign with more events planned in Salt Lake in the future. Rojas said that that the rain in early October slowed completion of the sidewalk safety campaign stencils, but more safety messages will be painted throughout the city eventually.

A MESSAGE FROM  
**Mayor Jackie Biskupski**

I am excited to participate in this issue of The West View, which focuses on two topics my administration and I have prioritized since our first day in office: transportation and the environment. In Salt Lake City, we don't have to argue about whether car emissions are harming our atmosphere; we don't have to "wait and see" the long-term consequences of pollution, we can see it in the inversion. Transportation is integral to cleaning our air and reaching our overall goal of 80% Greenhouse Gas reduction by 2040. Internally, Salt Lake City's transportation fleet has over 200 "cleaner-burning" alternative-fuel vehicles, including 62 CNG cars, 130 hybrids and 19 all-electric vehicles. Community-wide, we're supporting alternative transportation—meaning more bike lanes, pedestrian-friendly streets, our newly improved Hive Pass, and partnerships that allow us to discount the bulk price of Electric Vehicles for Salt Lake City residents. Nothing is more important than the air we breathe. Please take a moment to hear from our environment and transportation leaders, Jon Larsen and Vicki Bennett, on how you can do your part to keep our air clean and our residents healthy.

— *Jacqueline M. Biskupski*



**Jonathan Larsen**  
 DIRECTOR OF  
 TRANSPORTATION

*For SLC residents, reliable transit is critical to getting people out of their cars and clearing the air. What is your team doing to ensure reliable and safe transportation?*

Our recent projects have included signalized mid-block crosswalks, striping in bike lanes, and ADA compliant bus stops with amenities. The City's Transit Master Plan will also allow for us to make big strides in creating a city where more and more people can get around without driving.

*The City is investing money in new bus lines — can you tell us more about this?*

The marquee element of the Transit Master Plan is a vision for a grid of high-quality bus service that would allow most residents to get where they need to go with one transfer or less. The plan outlines standards such as frequent service all day, every day, including weekend service. SLC will "buy up" this additional service from UTA, with the initial enhancements starting in August 2019. Three routes will be enhanced: with improved service on 200 South, 2100 South, 2100 East, and a new route which will connect from the University of Utah to Redwood Road along 900 South and 1300 South. These service increases will greatly enhance east-west mobility within the City.

*What did your team learn from the 'Ditch Your Car' event?*

We learned that our residents care deeply about air quality and that they are excited and interested in more options to get around SLC without having to drive.



**Vicki Bennett**  
 SUSTAINABILITY  
 DEPT. DIRECTOR

*SLC has adopted bold clean energy goals, including transitioning to 100% clean energy by 2032. How are we doing on reaching that goal?*

We're making great progress! SLC has seen exponential growth in rooftop solar installations over the last decade and this is projected to continue. There are also multiple ways that residents and businesses can pursue clean energy, such as Rocky Mountain Power's Subscriber Solar program. Utility-scale solar and wind are also becoming cheaper and are now some of the most cost-effective energy sources in UT.

*What role do individual residents play in working toward a more sustainable city?*

Stay informed and make your voice heard on sustainability issues you care about, whether that's recycling, air quality, climate change, transportation, or something else. Tips on how you can reduce your personal impact are available at [SLCgreen.com](http://SLCgreen.com).

*What are some ways SLC residents can "go green" in the new year?*

Monitor how much "stuff" you bring into the world, especially if it's destined to be thrown away. Opt for reusable dishes, silverware, and cups that can be washed, limit the amount of plastic you buy/give, give gift certificates or experiences, recycle what's recyclable, skip wood-burning if it's a voluntary or mandatory action day, and try a few vegan dishes this season—eating fewer animal products like meat and dairy is one of the single biggest things you can do to reduce your carbon footprint. Whatever you do-- it makes a difference!



The Hive Pass is a newly improved, personalized transit pass offered by Salt Lake City to all City residents with the goal of making transit more affordable and accessible.

*Use the Hive Pass on regular buses, TRAX, the S-Line streetcar, and now GREENbike.*

The cost of the pass to resident is \$42.00 per month, a 50% discount from a regular monthly UTA pass.



Call 2 Haul is a residential bulk item collection program that allows residents to schedule a collection year-round

*Use Call 2 Haul for furniture, mattresses, appliances, green waste like tree limbs and branches, electronic waste such as TVs and computers, and tires*

If you have further questions on this program, please email [slwasteandrecycling@slcgov.com](mailto:slwasteandrecycling@slcgov.com) or call Salt Lake City's Waste & Recycling line at (801) 535-6999.

# Air quality project measures pollution in one of the fastest developing areas in the nation – the Wasatch Front

By Daniel Mendoza

The TRAX Air Quality Observation Project was started by the Department of Atmospheric Sciences at the University of Utah in December of 2014 and has been recording air quality measurements across Salt Lake County continuously since its inception. The Salt Lake Valley is vulnerable to high levels of pollution, including fine particulate matter (PM2.5) and ozone.

PM2.5 refers to any particle that is 2.5 microns or smaller in size. As a reference, the width of a human hair is approximately 50-70 microns and human eyes cannot see anything smaller than about 40 microns. Therefore, these are very small particles that can penetrate deep into the lungs and cause similar health impacts as cigarette smoking.

Ozone is a gas that can form highly reactive free radicals upon exposure. The effect has been likened to getting a sunburn in the lungs and is the reason why many people develop a dry feeling accompanied by cough and some chest pain when they are exposed to high levels of ozone.

Two light rail TRAX cars, operated by the Utah Transit Authority, have been outfitted with sensors to measure and record ozone, PM2.5, carbon dioxide, and methane at a sub-minute resolution using research-grade equipment. These trains typically travel on the Red and Green TRAX lines covering the majority of Salt Lake County and the data is available in near real-time from: [http://utahaq.chpc.utah.edu/aq/cgi-bin/current\\_map.cgi](http://utahaq.chpc.utah.edu/aq/cgi-bin/current_map.cgi)

Some of the most important findings from this project are the large differences in pollutant concentrations measured across Salt Lake County. The highest recorded PM2.5 levels were found during winter inversion periods on the 400 South transect from the University of Utah's Stadi-

um to the Salt Lake City Library stations, as well as on the transect from the Courthouse to the Fashion Place West stations. These are the some of the lowest elevation areas in the Salt Lake Valley located next to large pollutant sources from traffic.

Conversely, the highest measurements of ozone were found during the summer near the Daybreak and University Hospital stations, areas of high elevation on the foothills of the Wasatch and Oquirrh Mountains. It is important to inform the public about the dangers of high levels of invisible ozone in the foothills and mountains adjoining the Salt Lake Valley, as these areas are frequented by recreational users during the summer months and, unlike PM2.5, ozone is not visible to the human eye.

This year the TRAX air quality observation project, which was in danger of being cancelled, was funded through a successful appropriation request by Sen. Luz Escamilla and Rep. Angela Romero. All new air quality sensors were installed on November 19, replacing the aging original sensors. The original sensors were donations from various research teams at the U, and Siemens provided the equipment box that house the instruments on top of the train. UTA provided invaluable in-kind support from technicians and staff.

One of the main areas of interest for the TRAX data is the verification of the impact of various air quality policies and environmental forensics, also known as the study of the evolution and transport of contaminants. A clear example of this was the finding of the Roper Railyard as a significant source of nitrogen oxide emissions. (Although the Salt Lake Valley does not generally suffer from elevated nitrogen oxide levels, this particular gas is a precursor to ozone and PM2.5 formation.) The Green TRAX line crosses I-15 as it heads



PHOTO BY CHARLOTTE FIFE-JEPPERSON

Haze envelops Salt Lake City on the afternoon of Nov. 21. To check on air quality conditions in your area, visit <http://health.utah.gov/utahair/AQI>

west toward West Valley City and passes next to the Roper Railyard. During analysis of the recorded data, we found two spikes, or hotspots, near I-15. One of these peaks was attributed to I-15, but the other, of similar magnitude, was not immediately obvious.

After closer inspection, the team identified the source as the train railyard, and more specifically, the locomotive switchers. This led to a bill proposed by Rep. Steve Handy to upgrade these switchers during the last legislative session. Had the bill passed, we would have been able to measure the impact of these upgrades on nitrogen oxide readings and report any observed reductions.

While the TRAX observation project measures the here and now, we must be cognizant of what we expect in the not so distant future. The Wasatch Front is one of the fastest developing areas in the United States. Projections estimate a doubling of the population by 2040 or 2050 from 2010

baseline values.

Another study from the U of U Dept. of Atmospheric Sciences, has quantified the impacts of population growth and climate variability on future emissions for Salt Lake County. These estimates take into account the residential, commercial, and on-road (vehicular traffic) sectors. The growth in urban environment is derived from models developed by the Wasatch Front Regional Council which span from sprawl to compact growth. These in turn inform whether large, stand-alone single-family homes or apartment buildings will be built in specific regions of the county, and what the road network will look like to serve these communities. Furthermore, office buildings and other commercial buildings were modeled to account for increased employment.

Preliminary findings show that a projected temperature increase will cause reductions in natural gas consumption used for build-

ing heating during the winter, but will increase cooling demands in buildings and cars. Several mitigation strategies, including increases in fuel efficiency and increases in electric vehicle adoption, as well as improved heating, ventilation, and air conditioning (HVAC), water heating, and lighting in buildings were considered. Furthermore, an increase in renewable energy usage to power electricity generation was included in the model, which eliminates fossil fuel combustion.

Our results show that Salt Lake County can achieve significant energy consumption and emissions reductions and reach ambitious targets proposed by several city and local leaders.

*Dr. Daniel Mendoza is a Research Assistant Professor at the University of Utah, Dept. of Atmospheric Sciences, and Pulmonary Fellow at the School of Medicine at the University of Utah.*



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**Overall crashes on 900 West - North Temple to 1700 South  
 Roadway Improvements completed November 2017**

Date Range	Overall crashes	Ped crashes	Bike crashes
1/1/2015 to 6/30/2015	34	0	1
1/1/2016 to 6/30/2016	42	1	1
1/1/2017 to 6/30/2017	37	0	0
1/1/2018 to 6/30/2018	58	0	1

**900 West crashes - 200 South to 800 South  
 Roadway Improvements completed November 2017**

Date Range	Overall crashes	Ped crashes	Bike crashes
1/1/2015 to 6/30/2015	9	0	0
1/1/2016 to 6/30/2016	14	1	0
1/1/2017 to 6/30/2017	17	0	0
1/1/2018 to 6/30/2018	24	0	0

These stats were issued by Salt Lake City Division of Transportation in August of 2018, on their web page at [www.slcc.gov/transportation/900-west-crash-data-north-temple-to-1700-south/](http://www.slcc.gov/transportation/900-west-crash-data-north-temple-to-1700-south/). Although rear-end crashes have increased, the city issued this statement: "Please note that it often takes time for the traveling public to fully adjust to a new roadway configuration. Crash data collected immediately after project implementation may not provide a reliable assessment of safety countermeasures. Time is needed (about 2-3 years) before enough data is collected to be representative of new roadway safety conditions."

**FROM 900 WEST PAGE 3**

[of the road diet], it's just that the city didn't notify us and they're not talking to [the Poplar Grove Neighborhood Alliance]...My end goal is to just facilitate civic engagement – even if it means undoing the road," said Clára.

Glendale resident, Billy Palmer, who has long been involved in his community and serves as an officer in the Glendale Community Council, feels differently. "The notion that there was not community outreach and that the community did not have input in making 900 West safer, could not be farther from the truth. I understand that some don't like [the changes], but it makes it safer for us and our kids to cross

900 West. Some people are newer to this conversation, but many of us who are involved in our community have been talking about this for over a decade," said Palmer.

Palmer said that years ago when he served on a Westside Master Plan committee, he heard over and over how dangerous 900 West was. People asked the city to do something to slow traffic and to increase walkability. According to Palmer, the current road diet was actually scaled back; they had asked for additional traffic calming measures such as a median and bulbouts at the intersection of 800 S. and 900 W.

"We don't need a freeway running down the middle of Glendale and

Poplar Grove," he said.

Larsen believes that the road diet was a way for the city to help build a better sense of community in the area. "Before, there was no street parking, and this has worked in favor of local businesses," said Larsen.

Eric, another resident who lives on 900 West near Chapman Library, said that immediately after the project was completed, he noticed an increase in pedestrian and bicycle traffic.

"It was the city's desire to make the west side a better place to live. We realize that we can always do better, whether it be in outreach or modifications in the road," said Larsen.



By Pam Holman

## Holiday magic year 'round with real-life neighbor connection: The Buy Nothing Project

Keep it legal. Keep it civil. No buying or selling, no trades or bartering, no soliciting for cash. We're an adult-only, hyper-local gift economy. We are not a charity or community bulletin board.

There are three levels of holiday sweetness going on here at our own local Buy Nothing page:

Level one is free stuff. Everybody likes free stuff. So far this year we have seen many Christmas trees given and received for free, outgrown toys in good shape passed along to kids around the corner, and extra wrapping paper going to neighbors who did not see it last year. Level one is a fine place to start.

Level two happens for most of us after a while. The awareness creeps

up that maybe ten neighbors don't need ten snow blowers. I know who will share and show me how to use their electric drill, or help me put together the tricycle. Winter coats have been passed among kids and adults both. We know each other. NICE! So level two is shared resources: a huge benefit.

But level three is the sweetest target. It's connecting with the people who are our neighbors, the feeling of community that happens when you can actually ask for something. Need a ride to the airport or shoulder to cry on, even someone to check on your sick dog when you can't get home for lunch? You may very well get a generous response. Suddenly you walk the sidewalks and look at the houses in a different way. We

are important to each other, on each other's side, connected. And it started with free stuff. Isn't that magic?

As far as gifts go – each gift is valued as equal, and there is no difference between wants and needs. Those who feel like they don't have much can discover they do indeed have an abundance to give from, whether it's that ride to the airport or teaching someone how to knit. Buy Nothing works because everyone has something valuable to contribute, and in the process you can meet the people you'll be glad to know after the holidays have come and gone.

And for Holiday PEACE? You will find no discussions, no opinions, no advice, no referrals on Buy Nothing. Instead of asking for a referral for a

plumber, ask for plumbing help.

If you live in the area, you are invited to join Buy Nothing Rose Park, Salt Lake City, UT on Facebook. Answer three questions about your approximate location (boundaries currently extend to all surrounding freeways, not just Rose Park), your age (must be over 21), and belonging to only ONE neighborhood group in order to be admitted.

To learn more about the Buy Nothing Project see: <http://buy-nothingproject.org/>

*Pam Holman is a writer, a retired teacher and a grandmother. She has been a Facebook admin for the Buy Nothing Rose Park, Salt Lake City, UT page for over two years.*



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By Dr. Marcie Goodman

# Emergency Preparedness Pointers: Approaches and organization

own plans and procedures, the most important aspect is to not procrastinate. If a disaster does strike, all the good intentions in the world will not help, so start right away to collect items on a regular basis that will benefit you and your family in case of trouble.

One tactic when beginning efforts is to gather preparedness items we already have into a special place (such an activity can be turned into a very productive project involving the whole family). We can utilize spare canvas bags or old backpacks to store specific items of one type or another.

For example, you may designate a case to hold tools such as an extra can opener, camp shovel, a pocket

knife, additional flashlights with separate batteries, and so on. Taking inventory of what we have on hand, then collecting them into special places is a very good use of time, effort and money, since we are merely repurposing items we already possess without spending a cent.

Another way to begin is to sit down with the entire family and have a planning session concerning how to best deal with possible disasters. Using published guides from trusted sources, such as the federal or state government ([www.ready.gov](http://www.ready.gov) or [www.beready.utah.gov](http://www.beready.utah.gov)), decide how you will move forward for your individual needs and situation.

Many choose to put together a car kit as an important step, particularly if you spend quite a bit of time in your automobile. Others designate the 96-hour kit as an essential part of their preparedness efforts. Some people begin buying a few extra storage staples (such as peanut butter or mac & cheese) every time they go to the store in order to have a bit of extra food on hand during emergencies. If your budget allows, you may choose to add prepackaged, freeze-dried foods from special commercial sellers to supplement your food storage.

You may want to build a dedicated first aid kit for your family's particular health needs (or purchase a pre-made version). Whatever you

decide on, make certain the whole family is on board, that you follow your plan (as well as adhering to your budget), and that you consistently move forward (look for more information in the future in this column about various types of kits and long-term storage).

Keep in mind that it is easy to become overwhelmed when thinking about emergencies, but planning carefully and taking small steps will help overcome such anxieties.

*Dr. Marcie Goodman, a U of U professor of sociology, oversees emergency preparedness in the Rose Park Stake of the Church of Jesus Christ of Latter-Day Saints.*

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PHOTOS BY DAVID RICKETTS

ABOVE: Traditional "Alarippu" dancers Pavithra and Shritha.

BELOW: Traditional Diwali decorations by Swathiarjun, including lights and flowers surrounding a brass statuette of Shiva.



## CELEBRATIONS OF LIGHT

### Diwali

Celebrating light over darkness and knowledge over ignorance, Diwali (pronounced "De-Vah-Lee") is the East Indian Festival of Lights. Diwali is celebrated by several religions during late Autumn during the dark of the moon on the lunar calendar. It is a major family holiday, comparable to Christmas.

Diwali was celebrated on November 3 at Sugar Space on Salt Lake City's west side. Friends and family enjoyed traditional Indian dance performances by Chitrakavyya Dance Company, led by Mrs. Srilatha Singh, and special guests Sonali and Julie.

Afterwards, everyone feasted on East Indian food from the restaurant Pastries & Chaat and enjoyed highlights of Bollywood movies. Young "desis," fresh from the Indian subcontinent, sang along as they partied after the dancing, taking a break from their contract jobs on the Silicon Slopes of Utah. The event was organized by west side native Michael Evans in honor of his late wife and the passion they shared for India, its ancient culture, and the vitality of its present.



PHOTO BY SWATHI MUDIYUNUR

Srilatha Singh, Malikava Singh, and Chandana Paukuri.

# Christmas lights

The Randall Family has delighted the neighborhood with festive lights and homemade Christmas decorations in their Poplar Grove yard at 924 West Pioneer Circle (620 South) for over fifteen years. Their display includes two 10-foot-tall wooden nutcrackers, an even taller snowman, Mr. and Mrs. Clause twirling a jump rope for six of their grandkids, and a hot air balloon coming down from the roof.



PHOTOS BY DAVID RICKETTS

Every year a family on 900 West near 300 South decorates almost every inch of their front yard with animal and toy-themed displays all aglow with multi-colored lights. They call it Red Neck X-mas!



## OPINION



By Justice Morath

I bike throughout the city whenever possible, but one day last fall I was running late to an important meeting and had to drive my van. Heading south down 900 West, I see the dreaded train stop on the tracks ahead. I hear that they are only legally allowed to block roadways for like 10-15 minutes, but anyone on the west side knows this is not enforced, and it will be a long sit here on the wrong side of the tracks. Instead, I swerve into the left turn lane to drive down North Temple.

Driving past the infamously problematic Gateway Inn, I spot my friend's bike. Two gaunt, white men are just standing by it. I know the deal; my friend's bike was stolen the week before. It's distinctive – specifically built for bike polo (a niche sport with a strong scene here in the newly repurposed tennis courts at Jordan Park). So I whip around the block and park.

The Arctic Circle next door had recently closed down. They claimed the crime right there was the culprit, but franchises were shutting down all over the state. The police and mayor's office had announced that they were going to turn it into a satellite police station to fix the issues on North Temple.

Boom, I think to myself. I'll get the cops!

But I peek in through the SLCPD decals on the window and it's just an empty fast food joint. As useful as a scarecrow, I see, as I side-eye the men with the bicycle.

I'm standing there with no time to wait for help from the police or my friend. So I go for it and dart up, spooking them with my accusatory finger and pissed off voice yelling that I'm taking the bike NOW. They feign confusion and ignorance about the origin of their new bike as I reach between the two and take the thing back muttering "You f----- know what's going on. I'm taking this back." By the time I turn my ignition, they are gone.

# Cycling Down and Out

Since then, the authorities have threatened the Gateway Inn owner and the loitering, although less egregious, has moved over to the Rancho Market parking lot. I've come to find out the Arctic Circle never was intended to be a station – just a place for bike patrol cops to stop in and warm up or use the restroom.

One week after taking my friend's bike back, my girlfriend and I are riding home on the Jordan River Trail late one night.

The Jordan River Trail is complete now. With the bridge over the rail yard, we can

avoid the trains when we bike. But the cynical me always wonders why it was under-prioritized for so long. I hear they want to put more pedestrian bridges over the tracks, like on 300 North by the Front-Runner. They say it's so kids can get to West High. Interesting, though, that the plan wasn't moving until all those massive luxury apartment buildings popped up right there. Paths get better once people "matter."

As we are cruising around the underpass by the river on 200 South, we hear screaming. We come upon a woman clutching her arm with a BMX-style bike twisted on the ground beside her. Next to her is her friend, grasping a Big Gulp and her own bike. The wine in the Big Gulp is subtle but noticeable once you know what to look for. It gives you much information to stereotype with. These ladies show all evidence of being down and out. (I must admit that we, too, had been drinking, and if you hold difference between these, you might consider checking yourself.)

Her arm looks badly broken, so we ask how we can help. We tell her a hospital visit is likely necessary. We know an ambulance is going to cost, so we offer to call her a Lyft. We soon realize the folly in asking that. The lady doesn't want to go to the hospital. She insists instead to be sent to her boyfriend's house. She promises us he'll take her to the hospital.

I didn't believe her. It's clear her avoidance is couched in the cost of our perverted health care system. I'm all too familiar, as I've been in her place before. Years back, when I was jobless and living out of my old Subaru, I crashed on my bicycle. I never was able to pay the ambulance or ER bills.

A few days after helping them, I'm riding down the Jordan River Trail once again, past a group of people with Big Gulps. I double back and they stare, rightfully distrustful, until I ask, "Are you the woman we helped on the trail on Saturday?"

"Yes!"

"I didn't know if I'd see you again!"

She was holding her arm up against a pack of ice. She claims that she did go to a clinic and it wasn't actually broken. But she talks about how much we helped and how appreciative she is. I never caught her name.

The cynical me also wonders why we live in a society where, when faced with a serious medical emergency, we must weigh the pros and cons of seeking treatment, even if we can afford the emergency transportation.

It seems that everyone that "matters" in town is up-in-arms about what to do with the people that don't "matter." They are quick to denounce people in and around places like the Gateway Inn or the Jordan River, concerned about their own paths, not seeing how these paths are all of ours.



PHOTO BY SKY HATTER

Rose Park resident Justice Morath rides his bike on the Jordan River Parkway Trail near Riverside Park. He often commutes by bike and encounters interesting things and people along the way.

## OPINION



PHOTO BY CHAD JEPPELSON

## No car, no problem: Alternative commuting on the west side

By **Evan George**

As a west-side resident who works at the University of Utah, I take full advantage of TRAX. TRAX is the easiest and most convenient way to get to the U. My nearest stop, the 900 South station, is about one mile away from my home. To get to my stop I ride my bike, e-scooter, or walk. As a physically-able person in my mid-20s, these are feasible and realistic modes of transportation

for me. But I do acknowledge that these modes aren't reasonable for everyone because of the physicality involved.

Contrary to popular opinion, one does not need a car to get around Salt Lake City. For example, commuter cycling is becoming easier with the growing number of bike lanes. The installation of a bike lane on 900 West has transformed the street, and neighborhood, into a more bike-friendly community. The busy street used to be a nightmare to ride on, but

now, I find it provides ample space to commute comfortably.

That said, there are a few obstacles that make commuting difficult for me. The biggest one is the blockage of 800 and 900 South by large freight trains. It is hard to plan around the trains because they don't have a set schedule. Sometimes the trains completely stop, blocking the tracks. When that happens, I either have to wait or walk/bike to 400 or 1300 South, which is very time-consuming. The best way to deal with is this to leave

early, in case I have to wait.

Riding the bus isn't a realistic option in my neighborhood currently, because there isn't a bus route that travels east from 900 South and 900 West. I prefer to ride my bicycle; it's the easiest, quickest, and most cost-efficient transit mode, but on days where I have a flat tire, or am feeling physically exhausted, I may take a scooter. A Bird or Lime scooter is about as quick as biking, since they go about 18 mph, but there is a small fee involved. Either way, I

can usually make the mile trip to the TRAX station in under 5 minutes if I don't hit a long red light.

All I had to do the first time I used an electric scooter was to download the Lime and/or Bird apps, and I was ready to go. The scooters are scattered around the neighborhood, and are restocked at certain spots each morning. To find a scooter, I check the map on the app and then take a short walk over to it. The scooters have a small initial activation fee of \$1, plus an additional 15 cents per minute after that.

In extreme circumstances when I'm running late, I will use Lyft or Uber. I try to avoid this option as much as possible because it is the most expensive. On days where I am not in a rush, I find myself walking the mile to TRAX while listening to my favorite music or podcast. When the weather is pleasant, I thoroughly enjoy walking. Not only is it refreshing, it the best way to feel the pulse of my neighborhood. I get sights, sounds, and even smells, that I would never experience if I were driving. Seeing my daily step-count numbers go through the roof is a welcome bonus.

There are two main reasons I try to avoid cars, and use alternative commuting methods. The first one is financially motivated. It is so much cheaper to ride a bike than it is to drive a car. I didn't have to purchase a vehicle, and I don't have to pay for insurance, gas, parking, or repairs.

The other reason is environmentally motivated. The air quality in Salt Lake City is poor. If I can help cut back carbon emissions by riding a bike, then that is something I want to do. If all else fails, carpooling helps, too.

Alternative commuting isn't always easy and it does require a certain level of physical ability, but to many, it can be extremely rewarding. Whether you are walking, biking, or riding a scooter, there are realistic options for west-side residents. I encourage you to give it a try. Not only will the environment thank you, so will your wallet.

OPINION



By Nigel Swaby

# Fairpark growth increases need for planning

Days of '47 rodeo, music concerts and other competitions.

For many years, neighboring residents have rented out their yards for fair parking. In certain parts of the neighborhood, the increased traffic overloads the street and visitors leave garbage in resident's yards.

This year was a tipping point. Besides the regular inconveniences of living next to the Fairpark, the accidents involving pedestrians sent a wake up call. In an October community council meeting, Mayor Biskupski brought out her leadership team to hear neighbors' concerns. Besides the parking issue, neighbors complained about speeding along 500 North, where one of the children was struck.

A number of possible solutions were presented at the meeting – all revolving around the following major concerns: 1) The need for better traffic control at the major Fairpark entrances on 1000 W. and North Temple, 2) The need for a four-way stop at the intersection of 1000 W. and 300 N., 3) The need

for marked crosswalks at 900 W. and 200 N., 4) The need for better street lighting along 300 N., 5) The possibility of banning or restricting in-yard parking, 6) The possibility of providing additional parking at the state office building (which is closed on weekends) and shuttling fair attendees, and 7) Incentivizing public transit use with free or discounted fair admission.

The traffic and parking problems during the fair aren't unique to the west side. University of Utah football games create a similar balloon of stress with people and cars in its neighborhood. Mayor Biskupski is hoping to create a city plan to address the problem equitably.

One possible solution was almost universally disliked: permit parking for residents. The Fairpark Community Council will draft and vote on some final suggestions to be presented to the mayor for consideration in the coming months.

Hopefully next year's fair will be successful and safer for everyone.

It's a scenario no parent ever wants to go through. While leaving the Utah State Fair on September 12, a family's 3-year-old child was hit by a car on 300 North. Days later, two other children were hit by cars in the area. One died.

The rejuvenation of the State Fair has brought more attendees during the 10-day agricultural festival. It's also brought more cars and more traffic. The surrounding neighborhoods are unprepared for the increase in people and traffic.

The fair saw 283,000 visitors in its 10-day run – a record number of attendees this year.

Revenue was up as well. The completion of a 10,000 seat stadium last year provides a venue attracting more people during other times of the year for events like the



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Course graduates receive three University of Utah CE hours and become eligible for \$1,000 grants. \$50 per person

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OPINION



By Ann Pineda

The people I know here are happy with the Fairpark's presence and influence on the area. Some of us bought our homes here because of it. Many of us helped support the fight to keep the State Fair here, valuing it as part of our local heritage and for the unique character it gives to the neighborhood.

Many of my neighbors like to participate in this identity. Some prepare their own entries for fair exhibits and some work directly for the fair. Others happily anticipate the festive atmosphere that arrives in our streets along with the people looking for a place to park.

It has become a tradition among many families here to allow their kids to set up chairs by their driveways and wave parking signs in order to earn a few extra dollars to spend at the fair. This is an accommodation that helps many Fairpark neighbors welcome the periodic

# Notes on living near the Fairpark

influx of strangers and extra traffic. It also creates an outdoor, family presence that complements the Fairpark's traffic management.

We used to see many more accidents and other street problems before they started adding the parking barricades that increased visibility and reduced blind spots – and confusion – where pedestrian and vehicle traffic is heaviest.

I want to say this very clearly: the Fairpark has been a really good neighbor. They have considered us in their planning. They have been responsive when alerted to problems. Neighbors I've spoken with share my view that event parking has not been much of a problem, so we were surprised by fliers left in our fences suggesting otherwise.

A few residents have expressed anger to the city about neighborhood event parking, especially during the State Fair. As I understand it, their problems seem specific to their narrow street and are made worse by the car-parking practices of one of their neighbors. A solution for their problems may not have anything to do with the neighborhood as a whole.

For my part, I don't want to see the city adopt a one-size-fits-all policy that ruins the happy, block-party atmosphere that has evolved

organically across the whole area.

I love being part of this unique Fairpark neighborhood that is also a diverse neighborhood. Our neighbors have differing ways because we all come from different backgrounds and cultures. Tolerance and acceptance are normal for us here.

Years ago, not long after I had moved here, a next door neighbor endeared herself to me when she came to me directly about a careless joke I had made, a misreading of our cultural difference. She didn't characterize my mistake – or me – in a negative light. She merely indicated her limits, those that she needed me to recognize. I understood that she accepted me enough to want to fix a problem that could grow between us. I apologized, of course, in confusion but also in awe: no drama and no other people were involved!

This was my introduction to the strength of this neighborhood. Small acts of everyday acceptance. Neighbors liking each other without needing to be like each other.

We can do better than add to the rage all around us these days. I place a high value on my neighborhood for continually teaching me to recognize a wide range of perspectives. Perspectives which, in turn, allow me to see some of my own assumptions. It is not a small thing to be saved from thinking I know it all.

*Ann Pineda is an artist who has lived in and cared about the Fairpark neighborhood for 15 years.*

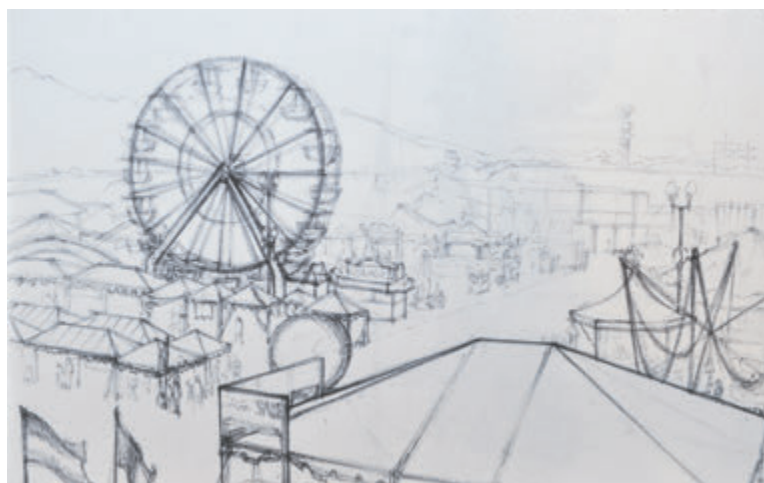


PHOTO BY DAVID RICKETTS

One of many drawings of the Utah State Fair that Ann Pineda has sketched over the years.

# 2018 Election Recap

By Michael Evans

Starting with headline-making issues: Proposition 2, the medical Marijuana initiative, passed with language that required the legislature to draft the final law. Replacement legislation called The Medical Cannabis Act passed a special legislative session on December 3.

Proposition 3, expanding access to Medicaid for at least 150,000 Utah citizens, was approved by the voters and will take effect in April of 2019. This federal program is the financial bedrock of the elder care network that so many Utah families rely on for their parents, grandparents, and aging relatives.

Proposition 4, instituting an independent redistricting commission for congressional boundaries passed by a slim margin. These boundaries are redrawn every ten years by the state legislature based on the U.S. Census, and the new law will turn this task over to a bipartisan committee. Salt Lake County, as a whole, may become a congressional district because of this legislation, but that is only conjecture.

Ben McAdams (D) ousted incumbent Mia Love (R) by approximately 700 votes in the election for Congressional District 4, which includes the southern part of Salt Lake County. McAdams is now the only Utah congressman who is in the majority party in congress. Formerly all four Utah congressional representatives

were in the majority party.

Incumbent Chris Stewart (R) kept his congressional seat in District 2, comprising most of Western Utah, including West Valley City and Salt Lake County north of I-80. Stewart began his town hall meeting at West High School in 2017 by acknowledging that many in the crowd likely didn't vote for him, then went on to say it was still important to hear them. His opponent, political newcomer Shireen Ghorbani (D) promised: "No lies, no hate, no health care cuts, no family separations" in a last-minute mailer, and got almost 40 percent of the total votes.

Rob Bishop (R – District 1) and John Curtis (R – District 3) held onto their seats. Mitt Romney is

going to the U.S. Senate after earning 62 percent of the vote. He has residences in several states, but his management of Utah's 2002 Winter Olympics is widely admired.

Democratic State Representatives Sandra Hollins (District 23) and Angela Romero (District 26) were re-elected by wide margins. In Senate District 2, which includes a portion of Glendale, Democrat Derek Kitchen took 76 percent of the vote.

Linda B. Hansen will represent State School Board District 3, and Laura Collier Belnap will represent State School Board District 5. Nate Salazar took 80 percent of the vote against Douglas Greene in the race for Salt Lake City School Board District 4, which includes a small portion of Poplar Grove east of the Jordan River between 500 South and 800 South. All state judges on the ballot were retained.

Constitutional Amendment A, the Military Property Tax Exemption Modification easily passed with the promise of helping to lower the tax burden of military families. Constitutional Amendment C, which gives the legislature power to call special sessions under circumstances like the sudden resignation of Jason Chaffetz in 2017, passed as well. A state property tax adjustment was defeated, as was a non-binding proposal for a gas tax. Salt Lake County passed a bond issue for road maintenance which indicated that Utahns weren't completely dead-set against taxation for public services.

Nationally, the Democratic Party gained a majority in Congress. The Republican Party took four more seats in the U.S. Senate, but lost two others. Their majority stood at 53, while the Democratic Party and Independents had 47 seats.



Tis' the season for giving, a time to give back with your time, talents and donations. Here are a few volunteer opportunities within our community. To see a full list visit [slcdistrict1.com](http://slcdistrict1.com).

Happy Holidays,

James Rogers

District 1 City Council Member | [james.rogers@slcgov.com](mailto:james.rogers@slcgov.com) | 801-535-7723



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[voaut.org/volunteer-opportunities/provide-a-meal](http://voaut.org/volunteer-opportunities/provide-a-meal)



**FROM INLAND PORT PAGE 1**

members to be specific about whether regional air quality would benefit from the operations of the port by asking whether they were “confident,” and “Is there a study underway?” While no panel member answered his question directly, Fritts stated that “...air quality is part of the plan,” and Bullen responded, “That process is shared,” and “We are already at non-attainment.” (“Non-attainment” refers to the fact that our region does not meet federal air quality standards.)

Panel members enthusiastically described the business and economic benefits of an inland port in detail, which prompted Grow to point out, “There are three major west-coast ports,” and ask, “Why here?”

Fritts said that Utah, and Salt Lake City in particular, already has a “global brand,” and that the pur-

pose of the port is to support Utah’s growing participation in the “global trade economy.” In addition, she noted that Salt Lake City links two major interstate highway systems. She said Salt Lake City is part of “Team Utah” and “has always been very committed” to the inland port project, even though “a couple of changes may still be needed.” She did not specify what those changes might be. (Fritts has been reported as objecting to the Inland Port Authority Board’s handling of tax incentives for business expansion in the port boundaries.)

Parker summed up his argument with “The question is not whether inland ports will be built, but where.” He explained the advantage of utilizing easy access to rail. “Shipping by train is eight times cheaper than by truck.”

Bullen said, “We need to make sure that shipping in and out of

Utah is cheaper than LA...Today shipping from Chicago is cheaper.” He had already said “there is a 90 percent chance that something purchased this week [in Salt Lake] came by truck from California,” and elaborated that, because customs services would be offered in Salt Lake, containers could be unloaded from a West-Coast port directly onto a train headed for Salt Lake and then transported by train or truck to subsequent destinations. Then, explained Bullen, there is “utility on the backhaul” because “these containers can pay freight back to a home port.”

The efficacy of existing direct international travel routes from the Salt Lake City airport was mentioned by way of analogy. The appeal of expedited routes for business travel was compared to the demand for direct international shipping starting by rail in Salt Lake



PHOTO BY CAMERON JEPPELSON

**Industrial scene at the Union Pacific Roper Rail Yard, south of 2100 South and about 600 West. The Utah Inland Port will involve extensive cargo shipping and distribution by truck, train and air.**

that the port would offer, but no panel member directly speculated about increased airfreight. Nor did anyone mention an issue that has concerned some environmentalists:

a possible additional runway at Salt Lake International Airport – an issue likely to impact wetlands, bird

**SEE INLAND PORT PAGE 20**



*Happy Holidays!*

From your District Two City Council Member,  
**ANDREW JOHNSTON**

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slcdistrict2.com | andrew.johnston@slcgov.com | 801-535-7781



# event info **communitybulletin**

## Sorenson Unity Center 1383 S 900 W, (801) 535-6533

### Technology Center

OPEN ACCESS

Monday - Thursday 9 a.m.-9 p.m.  
Friday 9 a.m. - 8 p.m.

Knowledgeable staff to help you with: Internet basics; email basics; checking your children's grade online; learning how to use your smart phone; online job searches and online job applications; creating a resume and cover Letter; finding a new apartment online, and many more.

### Citizenship Class – IRC (International Rescue Committee)

Mondays 6-8 p.m.

Come and prepare for the United States Citizenship exam in a fun and relaxing classroom setting.

### Utah Prostate Cancer Support Group

First Wednesday of the month  
6:30-8:30 p.m.

Support program for men and their families to learn about the diagnosis and treatment of prostate cancer.

### YouthCity Afterschool Program

Monday-Friday  
Afterschool Program for 3rd through 8th graders. Snacks, activities, homework help, and field trips.  
Fees range from \$11-\$228 per month based on family size and income.

### Guitar Classes - Utah Classical Guitar

Adult Class: Wednesdays 6-7 p.m. &  
Youth Class: Thursdays 6-7 p.m.  
Free guitar class for adults & youth.  
Open to all skill levels.

### Piano Classes – Mundi Project

Saturdays  
Ages 8-12: 1-2 p.m.  
Ages 13-18: 2-3 p.m.  
Ages 18+: 3-4 p.m.  
Free and open to all skill levels.

### Women Empowerment Series – PIK2AR (Pacific Island Knowledge 2 Action Resources)

Wednesdays 6-8 p.m.  
Pacific Island woman's peer-to-peer support group.

### GED Prep – Utah Community Action

Wednesdays 1-3 p.m.  
A program where students do self-study assignments along with in-person study sessions.

### Teen Success - Planned Parenthood

Tuesdays 5-7:30 p.m.  
Weekly support group for teenage girls who are mothers or pregnant.

### VITA - Volunteer Income Tax Assistance

Jan. 25 —April 15  
Mondays 1-3 p.m.  
Tuesdays 5:30-8 p.m.  
Wednesdays 5:30-8 p.m.  
Fridays 9-11 a.m.  
Saturdays 9 a.m. - noon  
Call 211 to make an appointment

## Art Access

230 South 500 West #125

### Partners and Jumble Eye - Artist's Reception & Gallery Stroll

Friday, Jan. 18 6 - 9 p.m.  
Exhibit Dates: January 18- February 8

### Fresh Air and Invisible - Artist's Reception & Gallery Stroll

Friday, Feb. 15 6-9 p.m.  
Exhibit Dates: February 15 - March 8

### Out of the Night/Life During Wartime - Artist's Reception & Gallery Stroll

Friday, Jan. 18 6-9 p.m.  
Exhibit Dates: March 15 - April 12

## Last Hurrah 2018

The Gateway 400 West 100 South

New Year's Eve, 8 p.m. - midnight  
Free event, open to the public.  
Featuring live music on outdoor stages, indoor games, food trucks and pop-up bars.  
The Main Stage will be headlined by Band of Annuals, with opening acts that include DJ Feral Cat and Foreign Figures.  
Draft beer, wine and hot chocolate will be served throughout the event.  
Plethora of bars, lounges, plus game rooms with giant games and more.

## First Day Hike 2019

Great Salt Lake Park & Marina  
13312 W. 1075 South, Magna, UT

Tuesday, Jan. 1, 2019 at 1-3 p.m.  
Since 1992, state parks all across the country have rung in the New Year on a healthy note by hosting First Day Hikes.  
At Great Salt Lake, we will walk Sunset Beach from the marina all the way to Black Rock - a round trip distance of two miles.  
Meet at the marina office parking lot (to the left as you enter the park) at 12:45 p.m. The hike begins at 1 p.m. sharp.

## community councils

Community councils are neighborhood-based organizations developed to help community members directly advocate for change in their communities. Their job is to provide various city departments with input and recommendations generated directly from the community. These councils consist of local residents, service providers, property and business owners. Meetings are open to the public.  
To find out which community council area you live in, visit:  
[www.slcgov.com/commcouncils](http://www.slcgov.com/commcouncils)

### Ballpark Community Council

**Chair:** Bill Davis  
ballparkcc@gmail.com  
**Meets:** 1st Thursday at 7:00 p.m.  
Jan. 3, Feb. 7, Mar. 7  
Taylor Springs Apartments  
Community Room,  
1812 South West Temple

### Fairpark Community Council

**Chair:** Tom King  
earth4alllife@gmail.com  
**Meets:** 4th Thursday  
at 6:30 p.m.  
Jan. 24, Feb. 28, Mar. 28  
Northwest Multipurpose Center,  
1300 West 300 North

### Glendale Community Council

**Chair:** Dane Hess  
dane.hess@slcschools.org  
**Meets:** 3rd Wednesday at  
7:00 p.m.  
Jan. 16, Feb. 20, Mar. 20  
Glendale Library,  
1375 S Concord St. (1240 W)

### Jordan Meadows Community Council

**Chair:** Aldo Tavares (Interim)  
**Meets:** 2nd Wednesday  
at 6:30 p.m.  
Jan. 9, Feb. 13, Mar. 13  
Meadowlark Elementary School  
497 North Morton Dr.  
Salt Lake City, UT

### Poplar Grove Community Council

**Chair:** Dennis Faris  
385-743-9767  
poplargrovecouncil@gmail.com  
**Meets:** 4th Wednesday  
at 7:00 p.m.  
Jan. 23, Feb. 27, Mar. 27  
Pioneer Precinct  
1040 West 700 South

### Rose Park Community Council

**Chair:** Dan Strong  
801-232-0517  
danstrong13@gmail.com  
**Meets:** 1st Wednesday  
at 6:30 p.m.  
Jan. 2, Feb. 6, Mar. 6  
Day-Riverside Library  
1575 West 1000 North

### Westpointe Community Council

**Chair:** Dorothy P. Owen  
801-503-7850  
dorothy.owen@q.com  
**Meets:** 2nd Wednesday  
at 6:30 pm  
Jan. 9, Feb. 13, Mar. 13  
Day-Riverside Library  
1575 West 1000 North

### River District Chamber

**Chair:** Nigel Swaby  
801-634-4950  
nigel@swabyrealestate.com  
**Meets:** 2nd Tuesday at 8:00 a.m.  
Feb. 12, Mar. 12  
Mestizo Coffee House  
631 West North Temple

## Letter from Rose Park Community Council

Thanks to robust attendance and some passionate voices, last night's Holiday Cookie Social turned into a spirited discussion on some of the biggest issues facing our community: gentrification, affordable housing, education opportunities, and police use of force.

On behalf of Rose Park Community Council, I want to thank those who attended to express their strong views, as well as our elected representatives and institutional leaders who fielded questions and did their best to answer.

We recognize the importance of these issues and the passion behind them. We see our role as facilitating these discussions and advocating for the views of our community. If you keep showing up and making your voices heard, we'll provide a forum and do our best to amplify what we hear from you.

Please know that we want to be your advocates. Keep showing up and keep telling us what we can do better. I'd rather have a heated meeting where we dive into real issues than one where we politely eat cookies and achieve nothing of substance. Thank you for helping us achieve this last night. Let's keep it up.

- Dan Strong, Chair,  
Rose Park Community  
Council

Posted on the Rose Park  
Community Council page  
on Dec. 6, 2018

# 300 NORTH PUENTE

PARA EL CAMINAR Y ANDAR EN BICICLETA

En los próximos años, se construirá un nuevo puente ubicado en la calle 300 North para caminar y andar en bicicleta arriba de las vías del ferrocarril. La Municipalidad desea saber de usted cómo quisiera que vea y funcione, y también cómo el puente puede mejor representar a la comunidad.

TOMAR LA  
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DEC  
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[www.SLC.gov/Transportation/300-North-Bridge](http://www.SLC.gov/Transportation/300-North-Bridge)

Para más información:  
Tom Millar, Planificador del Transporte  
801-535-6630 o [tom.millar@slcgov.com](mailto:tom.millar@slcgov.com)



# 300 NORTH BRIDGE

FOR WALKING & BICYCLING

A new walking and bicycling bridge over the railroad tracks at 300 North will be built within the next few years. The City wants to hear from you about how the bridge looks, functions, and represents the community.

TAKE THE  
SURVEY BY

DEC  
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[www.SLC.gov/Transportation/300-North-Bridge](http://www.SLC.gov/Transportation/300-North-Bridge)

For more information:  
Tom Millar, Transportation Planner  
801-535-6630 or [tom.millar@slcgov.com](mailto:tom.millar@slcgov.com)



This Community Calendar was brought to you by:



Part of Aubrey and Associates Realty

Nigel Swaby 801-634-4950



We'd like to thank our sponsors for supporting the 2018 Westside Music, Arts and Food Festival:

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# The West View

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### FROM INLAND PORT PAGE 17

migration, air quality, and anyone who may be taxed to pay for the project.

Parker and Garrett said that the port would be an advantage to existing agricultural exports to Asian markets, stating that Utah is one of the largest U.S. exporters of eggs, while Utah's largest cash crops are either hay or fruit. These commodities can be transported efficiently by containerized rail shipping.

All examples cited suggested that the "utility on the backhaul" outlined by Bullen would be agricultural products. The relocation of Kabota tractors to Kansas after that state established an inland port was mentioned as proof that inland ports draw out-of-state businesses.

Deeda Seed of the Center for Biological Diversity, one of the environmental groups attending Utah Inland Port Authority Board meetings regularly, listened to the panel discussion and explained her concerns about potential threats to air quality posed by the port after the meeting.

The first issue was the high likelihood that the port will be used to transport natural resources, particularly coal. Seed cited the make-up of the Port Authority Board's Technical Subcommittee. Members of that committee include representatives from the state's Division of Oil, Gas, and Mining; the Community Impact Fund Board, which allocates state funds to communities or government entities impacted by "mineral resource development on federal lands," according to the Five County AOG website; and SITLA, the oversight board that manages oil, gas, and mineral leasing funds

from state school trust lands.

Seed's other concern was the possibility that the drayage – transportation of containers and rail cars around the rail yard – will remain mostly diesel. Grow had mentioned that the Inland Port plans project a need for a second rail line because of an increased volume of freight. Seed thinks the drayage activity and resulting air pollution would increase, especially since the rail yard is operational around the clock.

Seed says electric switching engines are the logical choice, but expensive. Union Pacific, Salt Lake's existing rail freight carrier, as well as BNSF, the proposed second rail carrier, would therefore need incentives to make such expenditures.

While Port Authority Board chairman Derek Miller has been quoted in the Salt Lake Tribune as saying, "We're excited about the prospect of building a clean port," no concrete air quality standards exist. However, the current version of state legislation creating the Inland Port Authority Board still allows the board to override municipal zoning designating types of businesses, industries, or the type of freight handled by the port.

The City Council completed zoning changes early December. While the city cannot limit the materials handled by the port, the new zoning regulations (if not overridden) address storage and transfer methods for materials that significantly affect air quality such as coal, oil or uranium. The regulations also ban industries that create significant air pollution, such as oil refineries or chemical factories, and mandate environmental mitigation plans for those not directly banned.

## We are THE WEST VIEW

For over 10 years, hundreds of volunteers have contributed to *The West View* – a community paper that reflects the depth, diversity and dynamic nature of Salt Lake City's west side.

## You are THE WEST VIEW

With the need for free and open expression as important as ever, we need you to help us continue the work of *The West View*.

Your support will ensure the continuation of this important, independent community voice.

*Donate now.*

<https://westviewmedia.org/donate>