

# 500 EAST: WHAT WE HEARD

Responses from the project announcement survey for the 500 East Reconstruction Project. May 2019



## What you like: Trees!

Positive words about 500 East

The big winner in the 500 East popularity contest was the street trees -- easily topping the list of “likes” in response to our open-ended question. One person said we should not rebuild the street if the trees had to come out.

The overall neighborhood feel, historic homes, and diversity were also highlighted. Many people praised 500 East for “not too much” traffic; a handful mentioned the 30 mph speed limit as just about right. 500 East’s connection, access, and transit also received multiple mentions.

## Too wide, too narrow? Too fast, too slow?

Not everyone agrees. A few people said the street is too wide -- with a similar number saying it is too narrow.

A few positive comments about traffic speeds were soundly rebutted in the dislike section by many complaints about speeding, with some referencing speeds of 40-50 mph.

Some people told us they like “everything” about the street and some people told us they like “nothing.”

## How you experience 500 East:

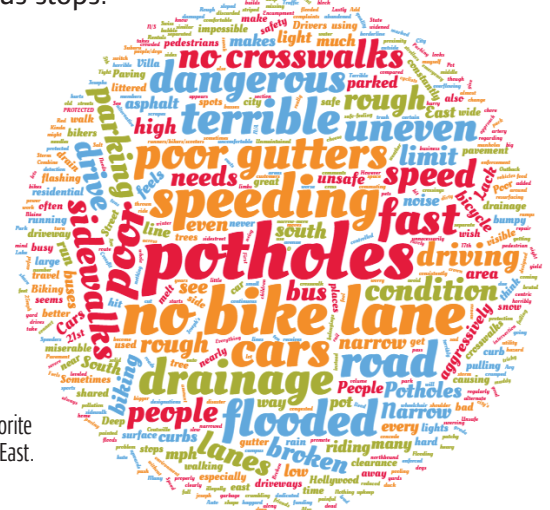
- **25% live on, 40% commute**, 30% occasional users
- **8% park** on 500 East
- Vast majority live **within 3 blocks** of the project
- **Daily or weekly: 60% walk** on 500 East; 41% bike, 4% use a wheelchair or walker. 83% drive.
- Most feel safe walking (65%) or driving (72%) but **60% feel unsafe biking** on 500 E.

News of the project was distributed to abutting residents/businesses; by social media; and through the community council. We received about 120 responses.

## Thumbs down: Potholes & poor drainage.

It’s a no-brainer that the street condition is terrible, and this was our top complaint. Rough, broken pavement; gutters; flooding; driveway approaches; and puddles at sidewalk ramps.

We also heard several opinions about a lack of crosswalks and muddy bus stops.



Your least favorite aspects of 500 East.

## And what about bikes?

By far, the second-most frequent dislike was the lack of bike lanes. Many requested bike lanes in their follow-up suggestions, with several asking for protected bike lanes, and some referencing SLC’s Ped Bike Master Plan.

A few suggested that bicyclists use 600 East instead, with others pointing out that the Liberty Park path is not optimal for faster riders. Again, not everyone agrees.

## Next Steps

Based on this input, along with technical analysis and information from city master plans, we’ll propose a draft conceptual design.

To learn more and give input:  
[www.sl.gov/mystreet](http://www.sl.gov/mystreet)



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