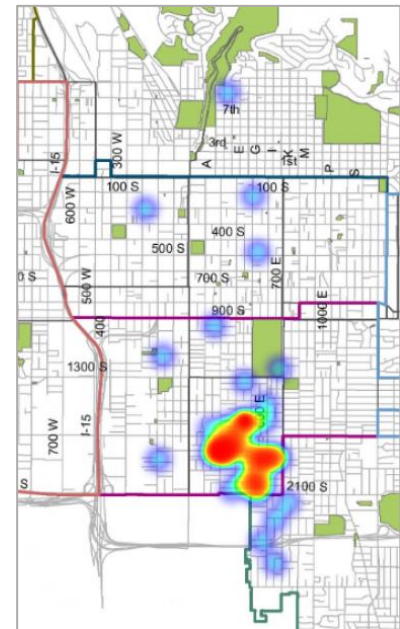
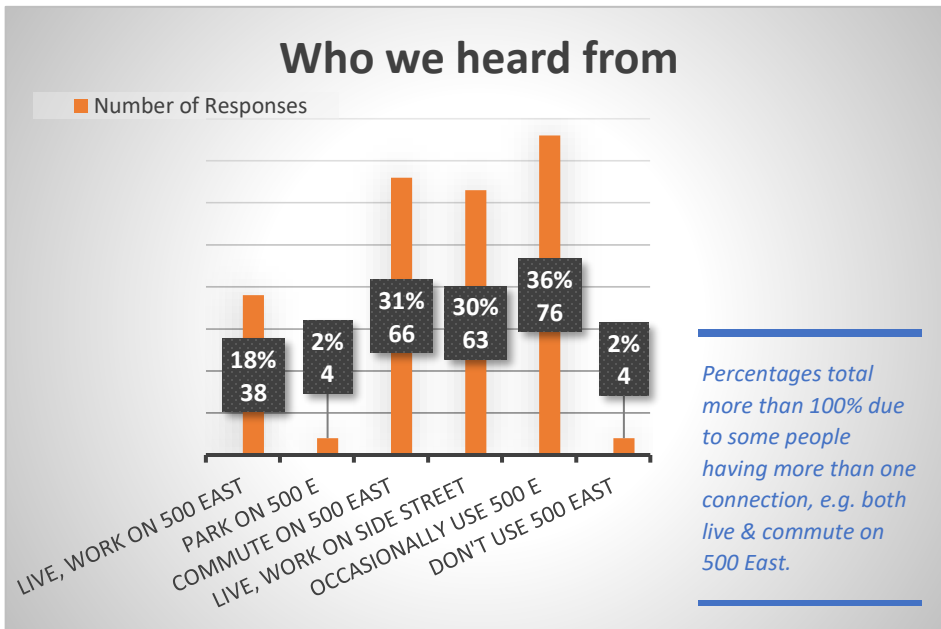


211 responses. Flyers were distributed door-to-door to residences and businesses on 500 East and to adjacent side streets, typically about 3 houses in on either side of 500 East. This was about 180-190 flyers total. The response rate for those living/working on 500 East itself was about 35%, based on the number of flyers distributed on 500 East.

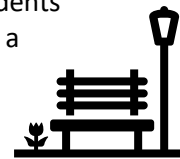
To reach beyond the street itself, Salt Lake City used social media as well as a presentation was given to Liberty Wells Community Council on June 12, with additional flyers and invitation to take the survey. The survey was available for 12 days, June 11 through June 23. Responses were strongly concentrated in the area.



Bus stop locations:

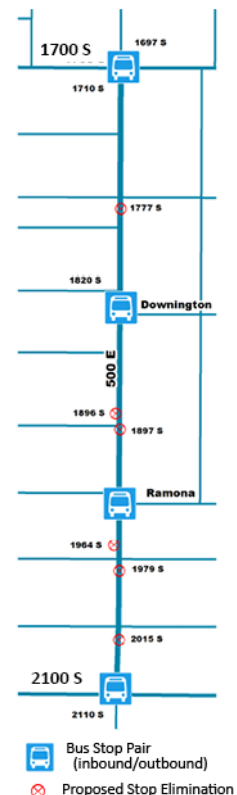
The draft conceptual design indicated placement of 4 bus stop pairs, and the elimination of several stops.

We received 149 opinions about these stop locations, although only 56 respondents indicated that they typically travel in Salt Lake City by transit. Apparently quite a few people who don't ride the bus weighed in! In future surveys, this would better be included as a multiple-choice question. However, the open-ended format provided interesting and occasionally humorous comments.



Common themes are below:

Support: good, fantastic, ok, reasonable, acceptable.	124 -- 90% of responses.
Mentioned consolidation, specifically, as good	16 -- some overlap with above.
Critical, negative, consolidation bad idea	9
Request for shelters, stop amenities, bike rack	7
Support for expanded service frequency and hours	4
Not enough consolidation	1
No opinion, not interested	8



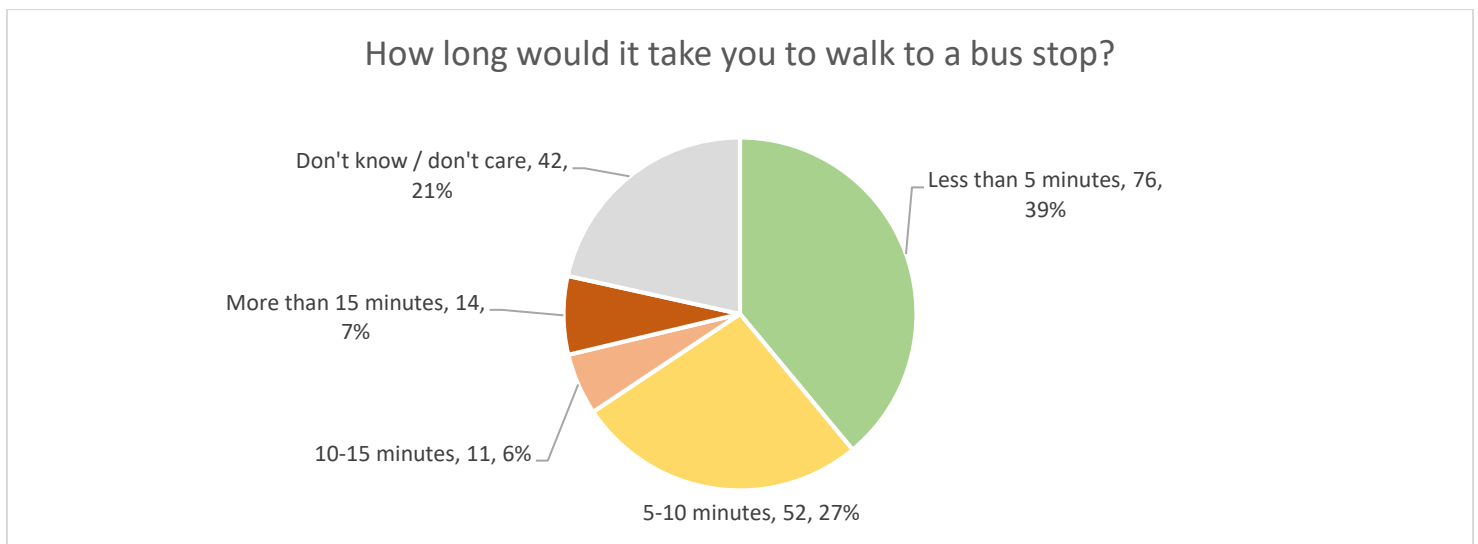
A few specific locations were called out in comments:

- 2100 South stop northbound. South of 2100 S timepoint stop criticized for blocking Commonwealth; location shifted north should help. North of 2100 S criticized for blocking traffic; elimination of this stop will resolve.
- Will miss stop at Westminster (expressed twice), and at Wilson (expressed once).
- Homeowner south of 2100 S concerned about picking up trash from bus stop and convenience store. Does not like elimination of stop north of 2100 S. Shifting stop closer to convenience store may alleviate this.
- Support for stop at St. Joseph's / Ramona (expressed twice).

How far would it be to walk to a bus stop?

A link to a Google map showing the proposed stop locations was provided. By typing in an address, the tool would give a walking time forecast. Based on the comments, at least a few people tried the tool.

This question appeared to work well. In future surveys, consider adding a choice such as: "this isn't my bus route." Some respondents who support transit didn't want to choose "don't know / don't care" but they would actually ride the 209 or some other bus instead!

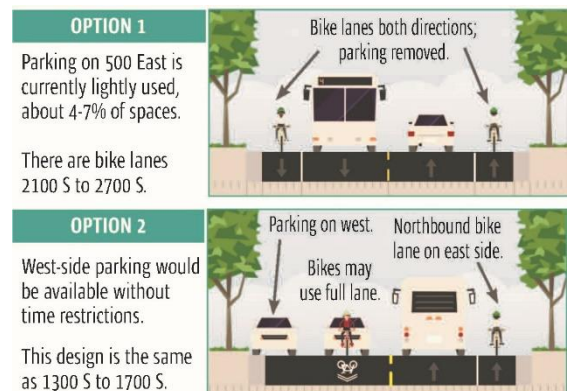


Parking Removal / Bike Lanes:

Two options were presented.

The survey did not ask specifically about Option 1 or Option 2, but simply asked "What's your perspective on removing parking on 500 East?" Overall, 34 people indicated that removing parking is a considerable inconvenience or a major problem. Of these, 16 live or work on 500 East and 12 live on side streets.

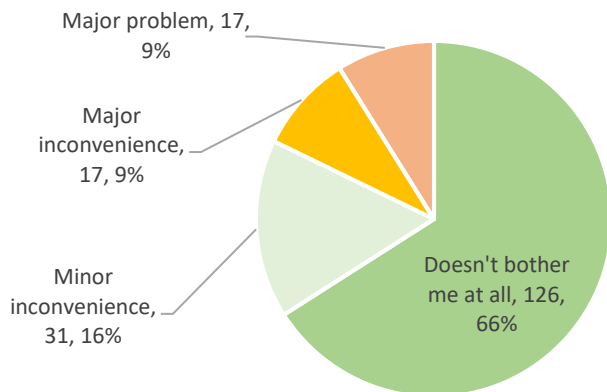
Six responses appear to be from occasional users or those who don't use the street -- people who would be little impacted by the decision on this street in particular. Does this represent a philosophical objection to removing parking?



Both designs (Option 1 and Option 2) propose removing parking from 500 East, but Option 2 would keep parking on the west side, and eliminate the time restriction.

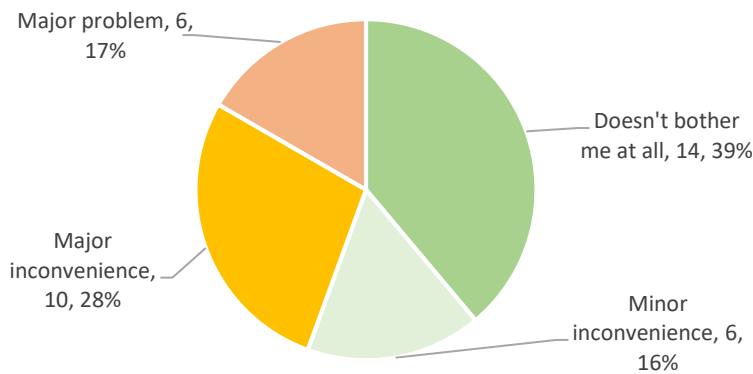
The charts below show the relative opinions of each population: overall, those who live/work on 500 East, and those who live/work on side streets.

Overall responses:
 Perspective on removing parking on 500 East



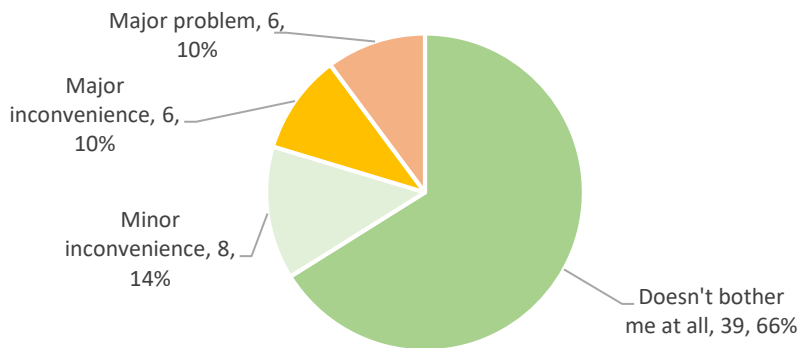
Commuters and those who use the street occasionally typically wouldn't be bothered by removing parking.

Live, work, own business on 500 East:
 Perspective on removing parking on 500 East



Those who live or work on 500 East do have more concerns, with some expressing concerns about visitor parking.

Live or work on side street:
 Perspective on removing parking on 500 East

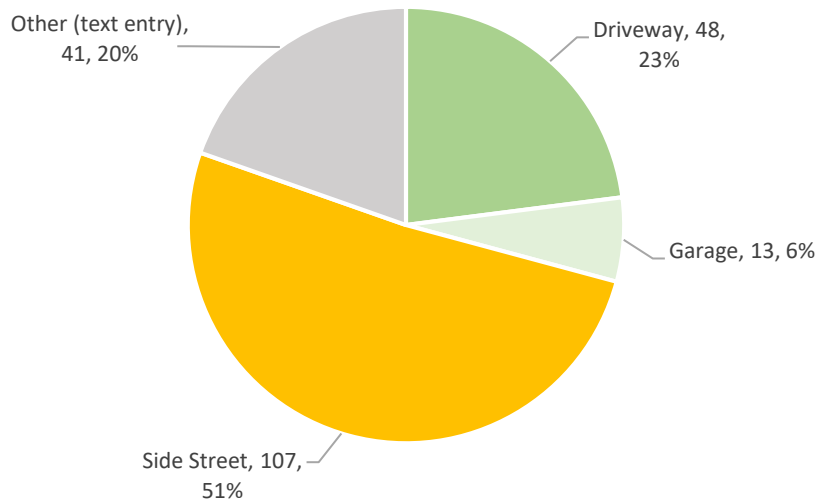


If parking is removed on 500 East, those who live or work on side streets may experience parking pushed onto those side streets. Yet the majority are not too concerned.

Given the light typical parking on 500 East, it is likely that many 500 East residents are already parking on side streets.

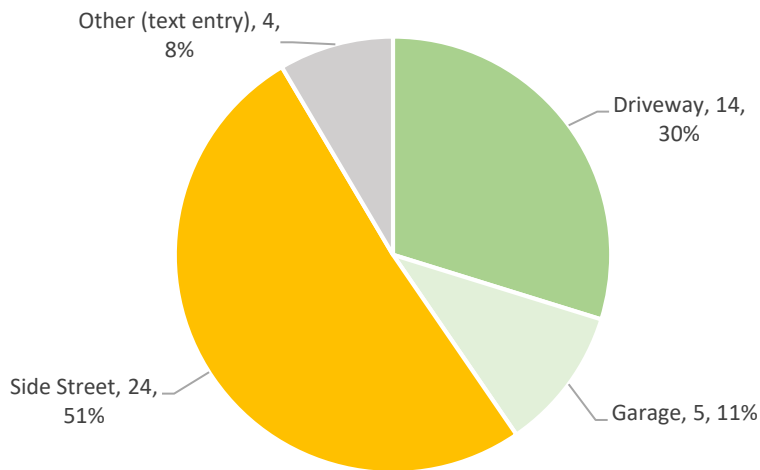
In order to gauge where 500 East parking may be pushed, we asked where respondents would park, if not on 500 East.

Overall responses:
Where will you park if no parking on 500 East?



Both overall and for those who live or work on 500 East, about 50% of people indicated likely parking on a side street.

Live or work on 500 East:
Where will you park if no parking on 500 East?



Although all residences abutting 500 East appear to have a driveway or garage, some may not have adequate off-street parking for the number of vehicles, and a few have alley-only access to garages.

On the flip side, a handful of people indicated that they don't have a need to park because they don't own a car.

Crosswalk locations and design:

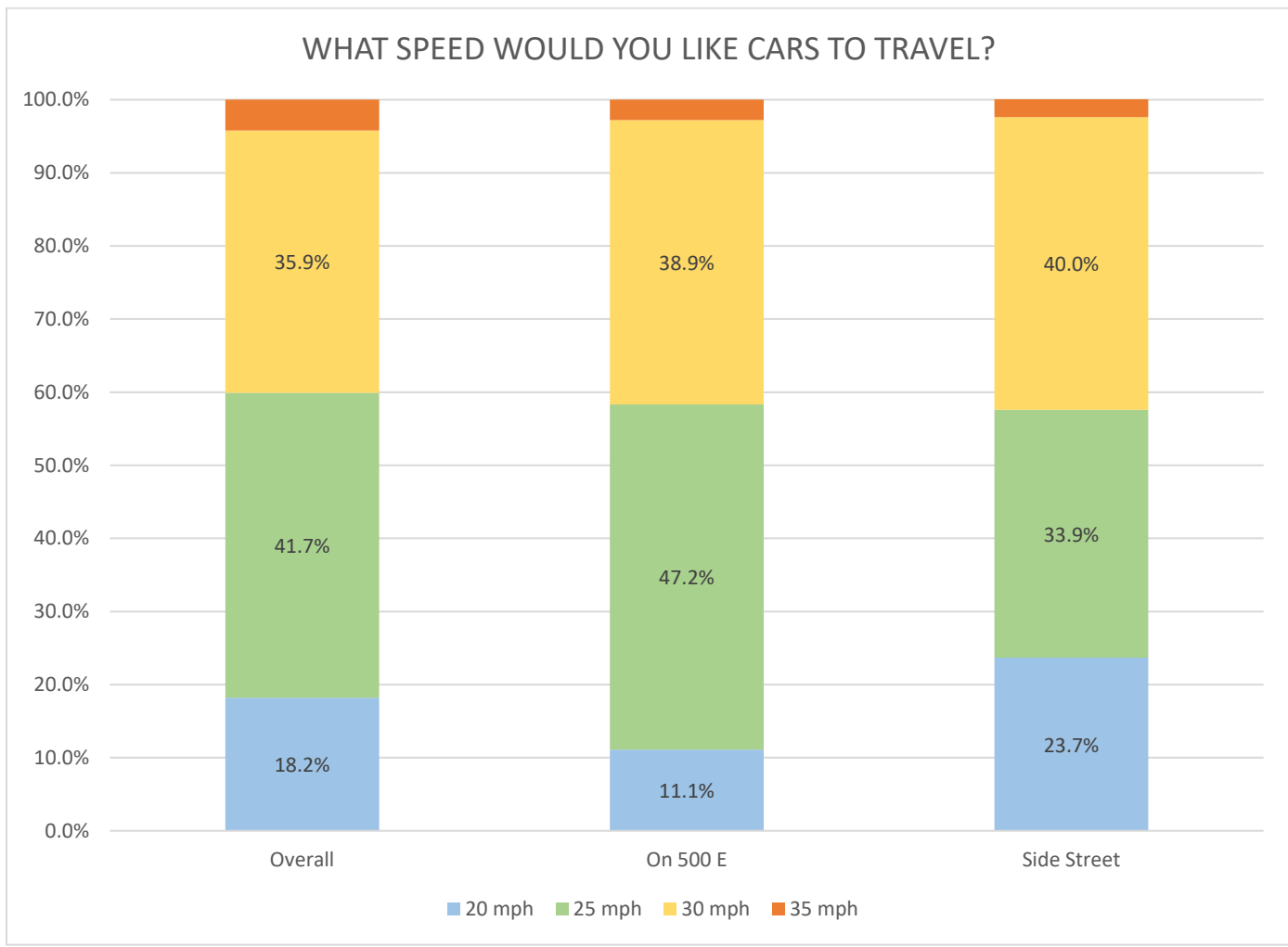
The conceptual design proposed enhancing the crosswalk at Hollywood, and adding two new crosswalks, one at Ramona and one at Downington, to link bus stops. Survey results generally indicated enthusiasm for adding crosswalks, with some responses indicating interest in enhancements. We received a total of 146 responses to this optional, open-ended question.

Good, fantastic, ok, reasonable, logical.	127 -- 89% of those who expressed an opinion.
Neutral	5
More	9
Too many	1

Several people indicated an interest in raised crosswalks in this open-text response. A few asked for flashing lights or a HAWK signal. A couple people indicated opposition to raised crosswalks. About a dozen said that they liked the connection between crosswalks and bus stops.

Raised crosswalks and travel speeds:

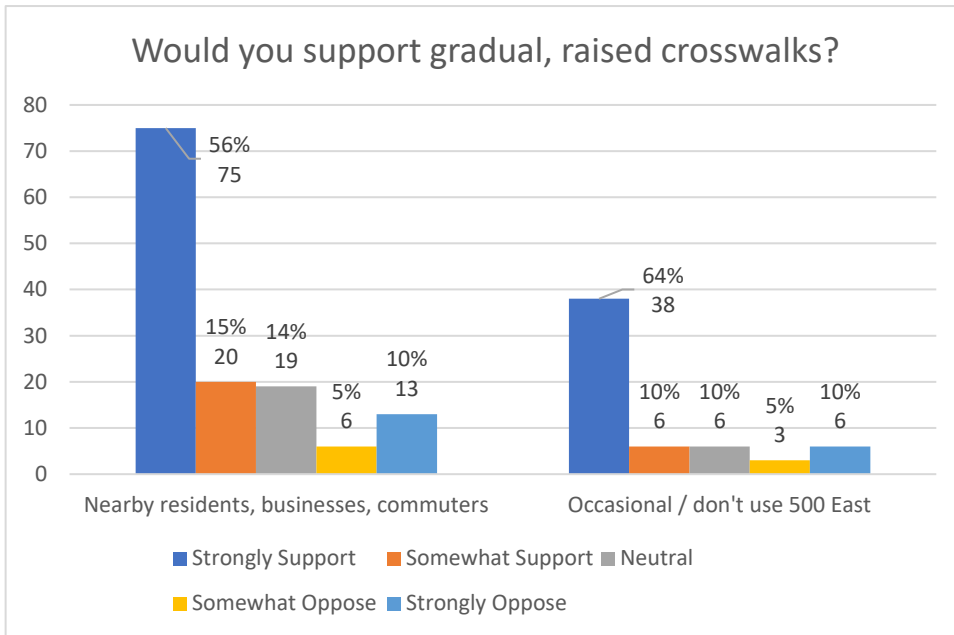
Instead of asking about the speed limit, the survey asked "What speeds would you like cars (including your own, if you drive) to travel on 500 East?" The speed limit is currently 30 mph and the 85% percentile speed is 32-33 mph. The response to this question indicates a possible interest on the part of the community in lowering the speed limit.



The conceptual design suggested gradual, raised crosswalks designed to be driven at the posted speed limit, similar to the design on 300 East between the Public Safety Building and Library Square.

Raised crosswalks received surprisingly strong support, with 72% of the overall responses indicating strong or somewhat strong support. 15% oppose or strongly oppose the raised crosswalks, with 13% neutral.

Here's the breakdown by geography:



RAISED CROSSWALKS

About 70% of our responses to this question came from those with a regular connection to 500 East:

71% strongly support or somewhat support raised crosswalks.

Support from occasional users was similar:

74% strongly support or somewhat support raised crosswalks.

Strong opposition came from 10% of both groups.

Additional observations:

Between this survey and some comments via social media, at the community council, and on other projects -- it is apparent that many people don't understand why the City treats 500 East (a collector) and 600 East (a local street and neighborhood byway), so differently. This is something to consider as part of the upcoming Streets Typologies project and Transportation Master Plan update.

Both streets are residential, with one lane in each direction, large street trees, similar types of homes, and overall neighborhood feel. People have questions such as -- why is 600 East 20 mph, while 500 East is 30 mph? Why didn't the City put a full traffic signal on 600 East instead of the bicycle-only signal? Why is 600 East called a neighborhood byway while the 500 East discussion is about bike lanes? Several people complained that the city is pushing cars onto 500 East from 700 East. Etc.

A few memorable quotes:

Please try to protect the amazing trees!

We need parking in 500E the side streets are getting to full. Parking on 500E will slow down traffic and accommodate the houses that live directly on 500E.

Make protected bike lanes.

Really looking forward to this street being rebuilt before my suspension falls apart.

Traffic needs to be slowed down. If people want to drive fast have them take 7th or state.

Do not build a sharrow. We will never achieve mode switch to healthier alternatives unless we build dedicated bike lanes.

The tree canopy is very important for keeping speeds slower, reducing heat island, shade at bus stops and improving neighborhood character...please add more trees!

This road is used by many commuting in/out of the city, do not restrict auto traffic with raised walkways and leave the street parking alone.

Keeping on-street parking on one side would likely help to discourage speeding.

500 E is a great corridor for bike travel, and should be safe for cyclists the entire way. Please include bike lanes on both sides of the street!

Follow the complete streets ordinance! Do not cave to loud negative voices! Enough public input on clearly obvious design features, just get on with it.

It's one of those roads where people drive super aggressively and fast.

Leave things alone.

This will be a big improvement-- can't wait!
