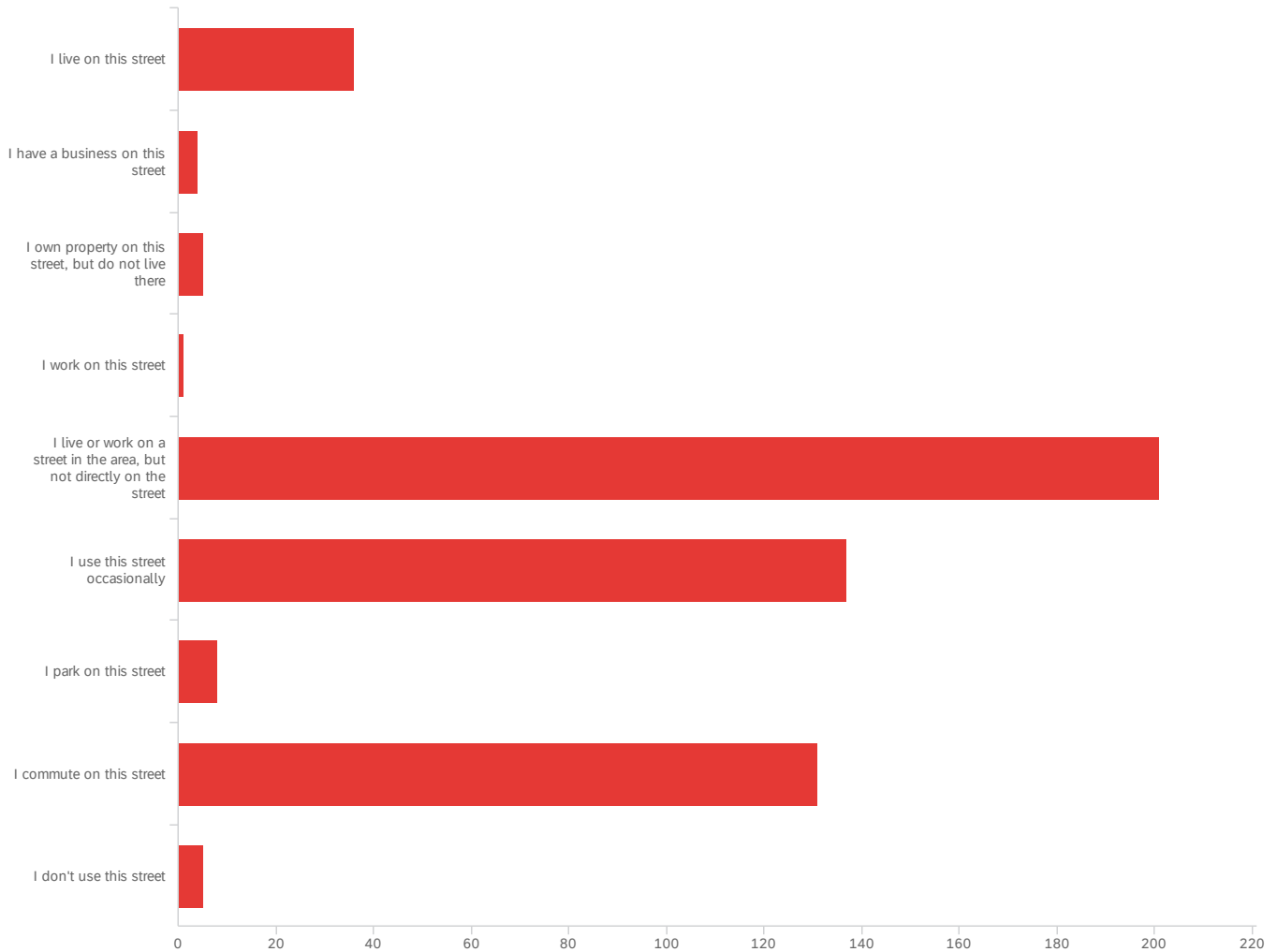


Default Report

2000 East - Options Survey

February 26, 2020 4:31 PM MST

Q2 - What's your connection to this street? (Check all that apply)

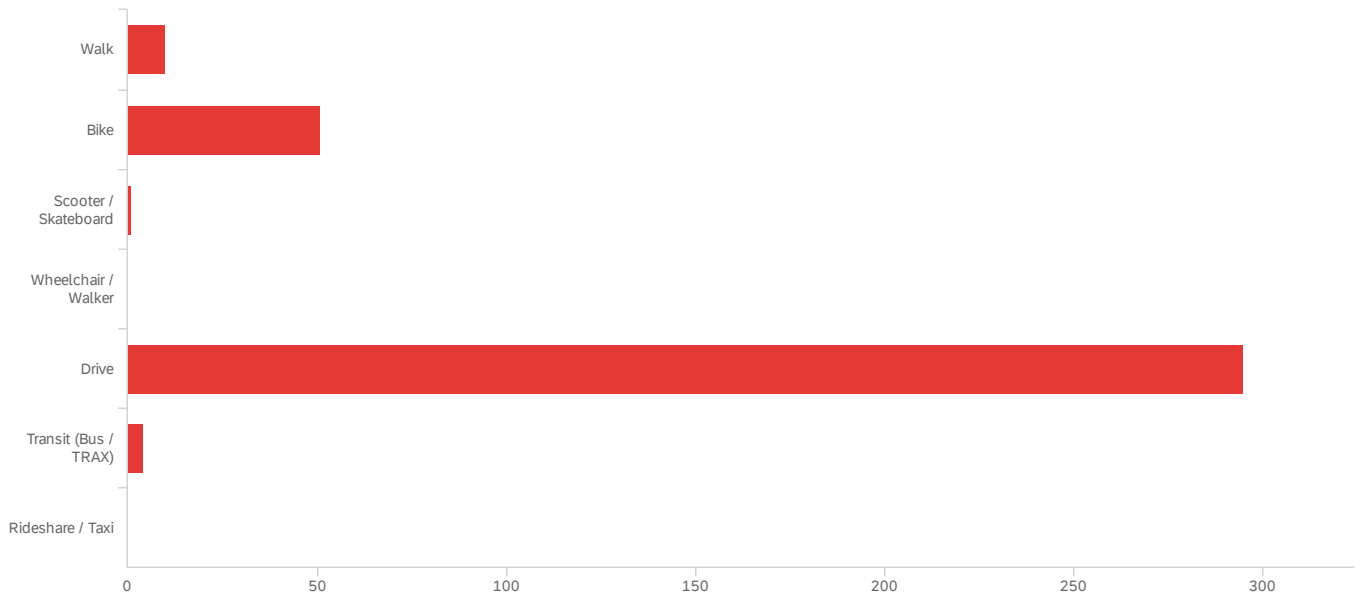


| # | Field | Choice Count |
|---|--|--------------|
| 1 | I live on this street | 6.82% 36 |
| 2 | I have a business on this street | 0.76% 4 |
| 3 | I own property on this street, but do not live there | 0.95% 5 |
| 4 | I work on this street | 0.19% 1 |
| 5 | I live or work on a street in the area, but not directly on the street | 38.07% 201 |
| 6 | I use this street occasionally | 25.95% 137 |
| 7 | I park on this street | 1.52% 8 |

| # | Field | Choice Count |
|---|--------------------------|--------------|
| 8 | I commute on this street | 24.81% 131 |
| 9 | I don't use this street | 0.95% 5 |
| | | 528 |

Showing rows 1 - 10 of 10

Q3 - How do you typically travel in Salt Lake City?

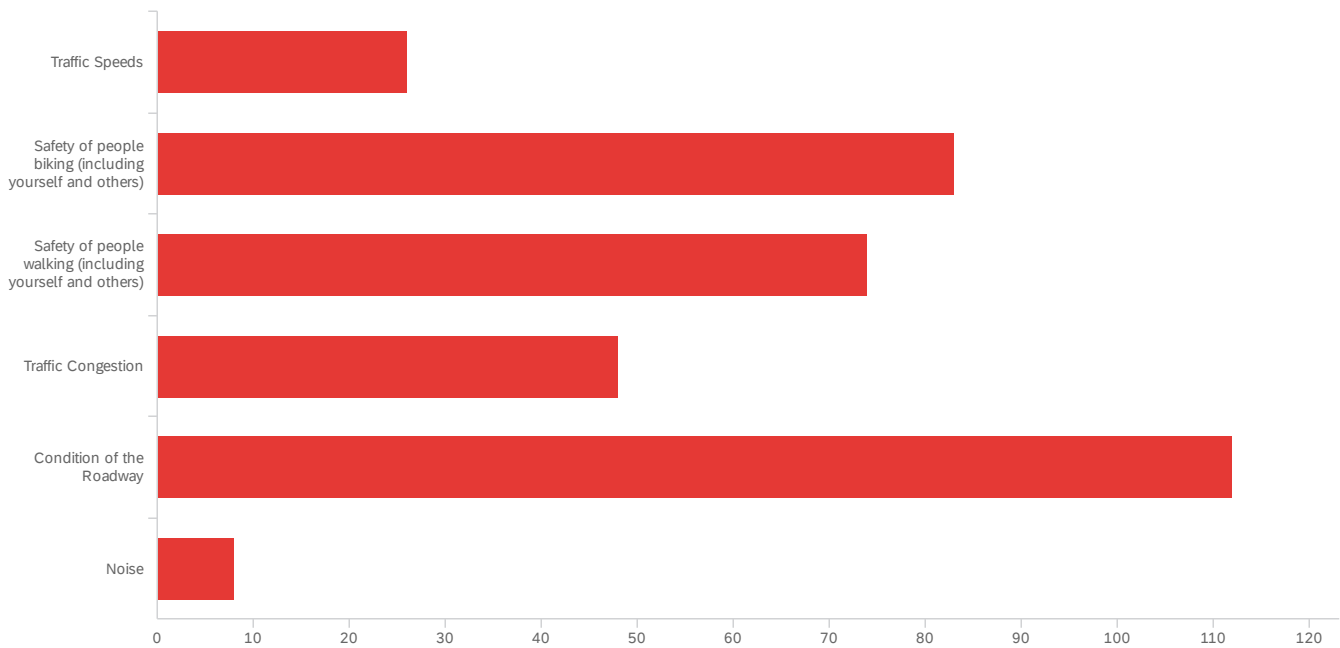


| # | Field | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|--|---------|---------|------|---------------|----------|-------|
| 1 | How do you typically travel in Salt Lake City? | 1.00 | 6.00 | 4.47 | 1.21 | 1.46 | 361 |

| # | Field | Choice Count |
|---|----------------------|--------------|
| 1 | Walk | 2.77% 10 |
| 2 | Bike | 14.13% 51 |
| 3 | Scooter / Skateboard | 0.28% 1 |
| 4 | Wheelchair / Walker | 0.00% 0 |
| 5 | Drive | 81.72% 295 |
| 6 | Transit (Bus / TRAX) | 1.11% 4 |
| 7 | Rideshare / Taxi | 0.00% 0 |
| | | 361 |

Showing rows 1 - 8 of 8

Q4 - What do you find most challenging when using 2000 East?



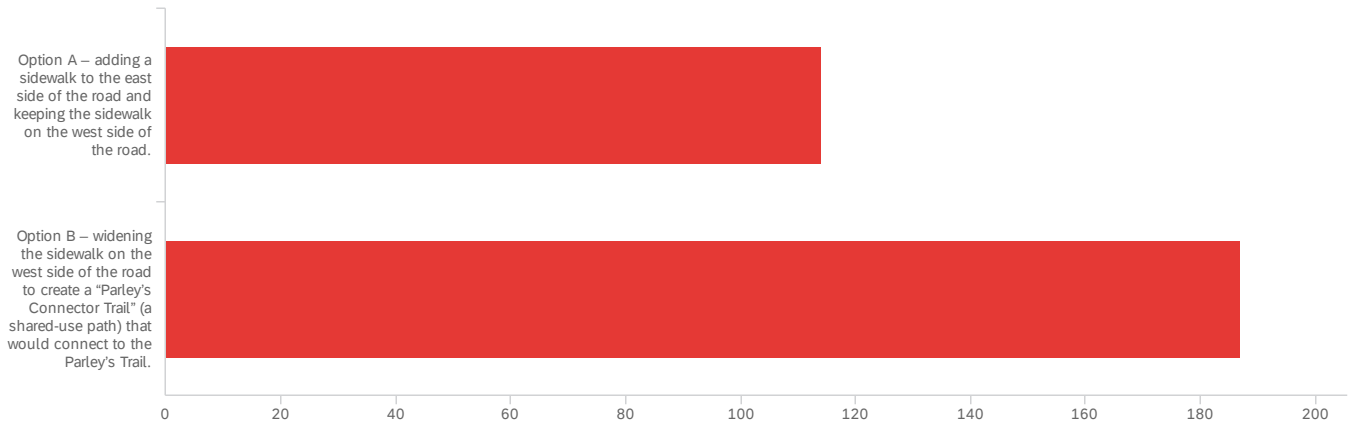
| # | Field | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|---|---------|---------|------|---------------|----------|-------|
| 1 | What do you find most challenging when using 2000 East? | 1.00 | 6.00 | 3.46 | 1.39 | 1.94 | 351 |

| # | Field | Choice Count |
|---|--|--------------|
| 1 | Traffic Speeds | 7.41% 26 |
| 2 | Safety of people biking (including yourself and others) | 23.65% 83 |
| 3 | Safety of people walking (including yourself and others) | 21.08% 74 |
| 4 | Traffic Congestion | 13.68% 48 |
| 5 | Condition of the Roadway | 31.91% 112 |
| 6 | Noise | 2.28% 8 |

351

Showing rows 1 - 7 of 7

Q5 - 2000 East through the “gully” has sidewalk on the west side of the road. The City is considering the following two options to improve walking through the area. Please let us know which option you prefer.



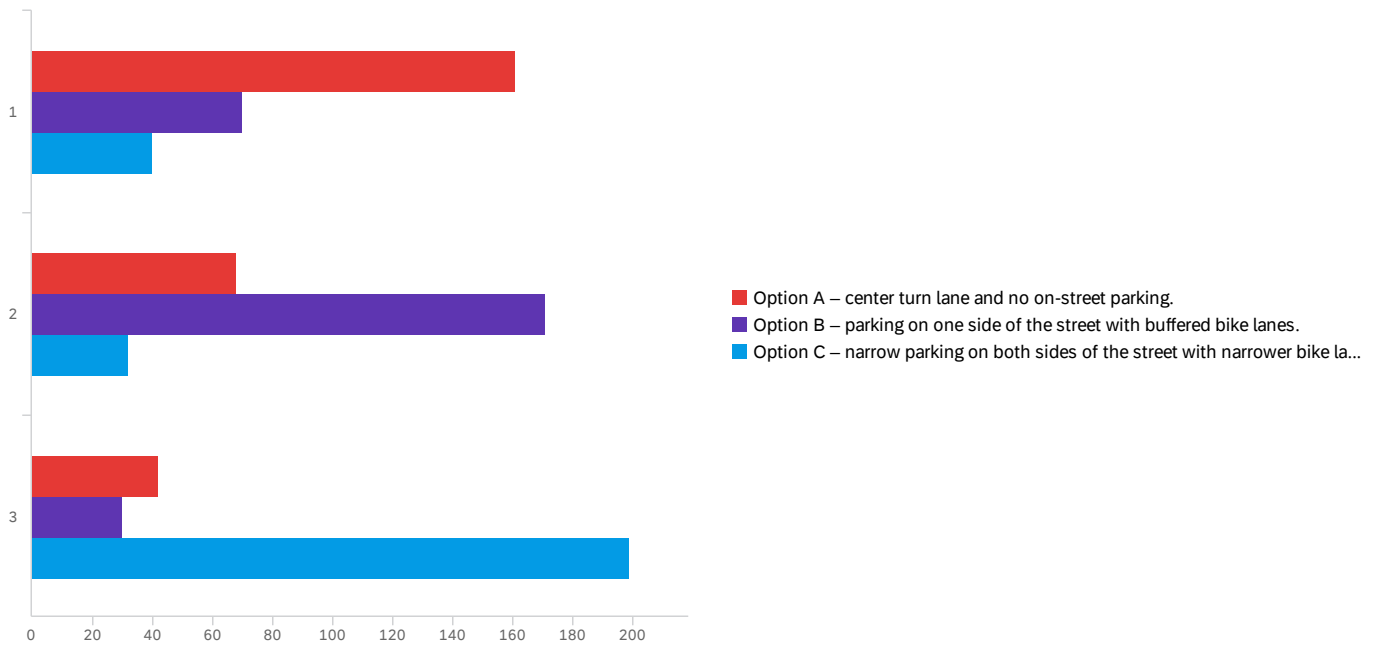
| # | Field | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|---|---------|---------|------|---------------|----------|-------|
| 1 | 2000 East through the “gully” has sidewalk on the west side of the road. The City is considering the following two options to improve walking through the area. Please let us know which option you prefer. | 1.00 | 2.00 | 1.62 | 0.49 | 0.24 | 301 |

| # | Field | Choice Count |
|---|--|--------------|
| 1 | Option A – adding a sidewalk to the east side of the road and keeping the sidewalk on the west side of the road. | 37.87% 114 |
| 2 | Option B – widening the sidewalk on the west side of the road to create a “Parley’s Connector Trail” (a shared-use path) that would connect to the Parley’s Trail. | 62.13% 187 |

301

Showing rows 1 - 3 of 3

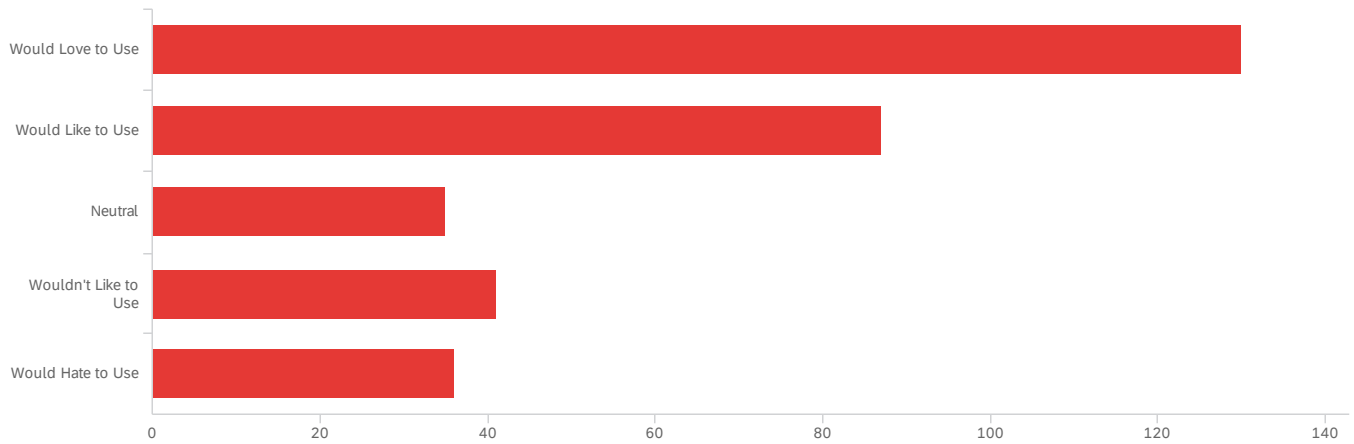
Q6 - 2000 East south of Stratford Avenue has a limited width and there is not space to accommodate parking on both sides of the streets, a center turn lane, and safe bike lanes for the full length of the project. The Complete Streets Ordinance and Ped/Bike Master Plans for both Salt Lake City and Millcreek recommend bike lanes on 2000 East. To provide continuous bike lanes, the City is considering the following options. Please rank the options in the order that you prefer. (tap/click & drag)



| # | Field | 1 | 2 | 3 | Total |
|---|---|------------|------------|------------|-------|
| 1 | Option A – center turn lane and no on-street parking. | 59.41% 161 | 25.09% 68 | 15.50% 42 | 271 |
| 2 | Option B – parking on one side of the street with buffered bike lanes. | 25.83% 70 | 63.10% 171 | 11.07% 30 | 271 |
| 3 | Option C – narrow parking on both sides of the street with narrower bike lanes. | 14.76% 40 | 11.81% 32 | 73.43% 199 | 271 |

Showing rows 1 - 3 of 3

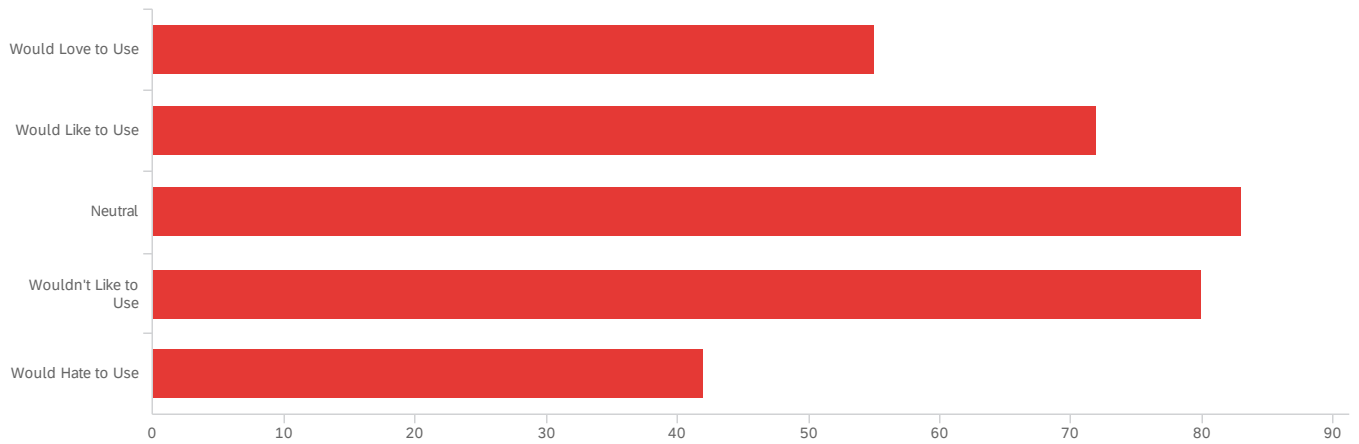
Q10 - Possible Option - Roundabout



| # | Field | Choice Count |
|---|----------------------|--------------|
| 1 | Would Love to Use | 39.51% 130 |
| 2 | Would Like to Use | 26.44% 87 |
| 3 | Neutral | 10.64% 35 |
| 4 | Wouldn't Like to Use | 12.46% 41 |
| 5 | Would Hate to Use | 10.94% 36 |
| | | 329 |

Showing rows 1 - 6 of 6

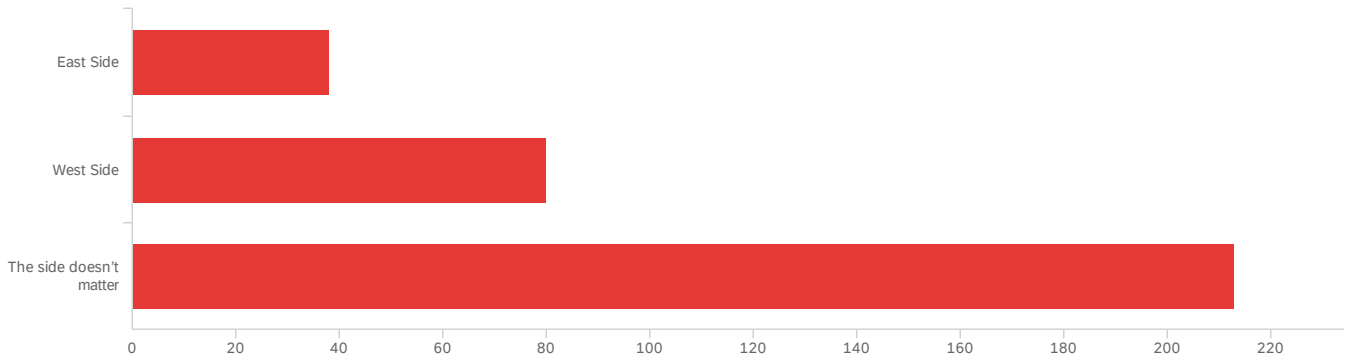
Q12 - Possible Option 2 - T Intersection



| # | Field | Choice Count |
|---|----------------------|--------------|
| 1 | Would Love to Use | 16.57% 55 |
| 2 | Would Like to Use | 21.69% 72 |
| 3 | Neutral | 25.00% 83 |
| 4 | Wouldn't Like to Use | 24.10% 80 |
| 5 | Would Hate to Use | 12.65% 42 |
| | | 332 |

Showing rows 1 - 6 of 6

Q7 - If parking is permitted on only one side of the street, which side would you prefer it on?



| # | Field | Choice Count |
|---|-------------------------|--------------|
| 1 | East Side | 11.48% 38 |
| 2 | West Side | 24.17% 80 |
| 3 | The side doesn't matter | 64.35% 213 |
| | | 331 |

Showing rows 1 - 4 of 4

Q8 - What else should we know about travel on 2000 East?

What else should we know about travel on 2000 East?

It is a major path that alleviates traffic for schools and daily commuting. Car travel should take precedent

Speeding is a problem in the gully.

Need pedestrian light south of the gully at Stratford dr (east side). Walking across the street there is dangerous with no added visibility.

It is so hard to turn right during heavy traffic times.

I have to be extremely careful to watch for cyclists, especially on the northbound right turn out of the gully onto Parleys Canyon Blvd. whatever measures can be taken to improve cyclist visibility and safety would be a good improvement.

The condition of the road is terrible but I'm sure you already know that. I LOVE THE ROUNDABOUT OPTION!

There is increased traffic both ways ever since the foothill parleys canyon road had construction. Seems like once there was detours people just contyto use 2000. Often traveling north on 2000 starting at 4 it is very difficult to turn west on Parleys. Sometimes the wait is very long.

My biggest concern is the intersection of parleys canyon blvd with 2000 east. I think the roundabout is the best solution to the current (poor) setup. I drive through that intersection daily, sometimes several times.

There needs to be improved lighting for safe walking at night. It feels dangerous to be walking alone as a woman, especially when passing through the fully area since people have previously been residing under the overpasses

The safety and efficiency of people walking and biking is more important than cars moving at high speed through 2000 east.

The intersection at the top of the gully is awful

The intersection as is really stinks right now!

There is a lot of traffic and it gets congested and drivers like to speed on it.

There has got to be an improved shoulder for biking on 2000 East. The lack of safety I experience and my wife experiences on a daily basis is alarming. Please keep the bike community safe by having enough of a shoulder in good condition to allow for safe passage around moving and parked cars.

Peak times have too much congestion to remove the center turn lane. It would prove unsafe and could also lend to the road rage epidemic. Please preserve it.

This is an important bike route. Bikes need to be well accomodated on the corridor and at the intersection.

Please understand that the businesses there are local and very much loved and needed by the community. We need their input and the project must end quickly so we don't impact their livelihood. I'd rather have those local businesses happy than another bike lane.

The most dangerous place on 2000 East is in front of the Condos and Apartments between Claybourne and 2700 S on the west side. There is not room to ride a bike or walk in this area safely.

This is great what y'all are doing! Thanks :)

What else should we know about travel on 2000 East?

At the high traffic times twice a day, turning left off 20th east with no center turn lane would stop up traffic terribly and frustrate drivers in a big way. In the morning, heading northbound, I sometimes wait what seems an eternity to enter 20th East. Losing the center turn lane would exacerbate the problem in that situation, as well. Some residents already can't park on the street. I don't see "no parking on the street" anywhere nearly as important an issue as flow of traffic.

The road is garbage. I use this road every day. I know it needs work. I just hope you can get it done quickly.

It's a great AT connection to Millcreek and can become a real option for travel for the 'interested but concerned' group with the right design treatments

Because of the proximity of the church on Parkway Drive, the T intersection could be very dangerous because it mimics the blind turns that already exist in that area of the project with current conditions.

Atkin Ave needs a turning radius; walking on the west side is incredibly dangerous; the intersection at 2700 S and 2000 East should evolve into a walkable commercial node - make the sidewalks wide enough to facilitate that; I love the new roundabouts on 2300 East; I think one would work great here; thank you for doing this project, it is way overdue.

The T intersection is more appropriate for the unique travel pattern of this location. (I don't mind roundabouts, I even like them, but I think the T intersection suits this situation better. Thank you.

The lights on 2700 s and 3300 south are not in sync, sometimes it's very hard to Geri's the street due to traffic and speed.

Watch for children at the park!

it is a bike thoroughfare from the south to the UofU.

please improve the safety of vehicles and bikes with better separation

I would like to see more street sweeping.

Cars are not the only mode

People drive too fast and I never see any police monitoring the driving.

Nothing

Not sure why this is being done while there are way bigger issues in Millcreek

There is no need for a bike path on 2000 East! The road is too narrow to allow for it.

I haven't noticed any need for change on 2000 East overall. I have never had problems with traffic or bikers or parking, and I live on 1900 E so I use it fairly often.

enhance existing crosswalk (e.g. blinking sign), enhance existing speed limit sign (e.g. blank out speed limit to let drivers know their speed)

Personally bicycle lanes annoy me and I am not alone in that thought. If you put in bike lanes like they did on 2700 South the car driving path is narrower and you have to veer somewhat into the bike lane so you don't clip the side mirror of the other car coming in the other direction. What a JOKE!

Because we walk so much I would to see pedestrian ramps over roundabout and also a YELLOW FLASHING LIGHT (like on 33rd South) or stop sign on Atkin or Claybourne. There are so many kids that cross 20th to get to school.

What else should we know about travel on 2000 East?

The stop sign on 2100 east and parleys canyon Blvd and speed

The underpass is dark at night, so don't make more obstacles to avoid. People still blow through the north/south stop signs on 1700 E at Stratford, though they were added a long time ago. Don't change things too much. Just repave the road & repaint stripes.

Please make it safer for bikes and pedestrian traffic. The most important thing is to slow cars down using engineered fixes. Last, creating a good connection to the east west trail that parallels I80 is critical so all the surrounding neighborhoods can safely access it. Thanks

Traffic should be considered for all age types as my young family (5-13yrs old) enjoy using the trail but it is dangerous crossing the intersection even with adults helping.

would like flashing crosswalk sign perhaps on Crystal ave

The I-80 solid overpass support is frequently a target for graffiti.

Crossing the street as a pedestrian on 2000 near Stratford park is very dangerous

It seems turning left onto Parley Canyon would be better if those turning onto 20th east were spaced better. The timing of the light on 21st south could help with the traffic coming on Parley's canyon.

However bad it may be, it isn't worse than 2700 South. The stretch from 1300 East to 2000 East is just plain horrible and literally makes me want to drive around it on residential streets. It's killing my suspension. Please fix that first.

There are a lot of potholes on 20th East.

It isn't as bad as you would think. But I have always thought the 'yield' at the top of 2000 East at Parleys should be to the ones headed west, not east. It makes more sense.

Challenging intersection during winter snowstorms

Car traffic routinely goes faster than the speed limit on this corridor which is scary when I commute by bike 3+ times a week. There's plenty of parking space on most side streets so hopefully we can reduce or eliminate parking on 2000 E and create much more space between the bikes and cars. Thank you!

Better lighting for cyclists under the bridge would be nice.

The concern I have is where 2000 E and 2700 S intersect. Not really safe for pedestrians.

I was riding my bike on Parley's Trail this weekend and got off at 2000 East. That project just tied their connection in straight to the existing 5' sidewalk. This project would be missing a huge opportunity if they do not add in a bike ramp trail connection from the roadway. The current 90 degree concrete trail into the sidewalk and then the corner pedramp is hard to use while riding. There is no reason to have a corner ped ramp in that location, so if I were designing this, I would move the pedramp crossing Strafford back to allow a more direct crossing, I would also do a bulbout/curb extension on the Strafford corners as well and then have the bike ramp on the corner for cyclists using the bike lanes on 2000 going south and for the bikes exiting 2000 heading north that are getting on the trail. Then I would have another bike ramp for the cyclists using the bike lane heading south that would like to use the trail, it will be nearly 180 degree movement to get on to the connector, but they will moving slowly after coming up the hill. It appears the design doesn't really accommodate bikes making lefts at Parley's Canyon Road. If I am heading into Salt Lake City, I usually make a left there on my bike. It is on a uphill and takes a little bit to get going, so finding a gap to cross southbound traffic can be hard. The design without the roundabout seems like it would allow southbound vehicles to maintain a higher speed and cut the corner, so if, for some reason that is selected, I would suggest installing a raised median to protect the left turns and to help traffic calm the SB traffic. I know plow drivers/maintenance hate raised medians, but this is a great location for it.

On Crystal ave I think there should be a blinking light when people want to cross the street. So people will slow down when children want to cross the street.

What else should we know about travel on 2000 East?

35 with timed lights from 2700 to 3300

This Street is dangerous for people living east of 2000 East.

Crossing it is a dangerous crap shoot. The crossing at Stratford should be eliminated as it a blind crossing for cars going south. With that elimination the crossing on Crystal Ave should have flashing lights. There should be flashing lights and a crosswalk at Atkin. A center turn lane is essential.

I would definitely favor improved pedestrian experience along east side of 2000 east going through the gully. I live just east of 2000 east on Stratford Drive and am definitely interested in any improvements. Honestly it is a shame that the Parleys trail didn't incorporate Parleys creek at all in its travel corridor. I also frequently bike 2000 east and hope bike flow and safety are considered where 2000 east meets Parkway/Parleys Blvd.

Turning lights at the signal on 20th and 27th might be helpful at certain times of the day.

20th East at times is extremely congested, depending on access to other nearby arteries. This makes ingress and egress into and from side streets dangerous. I would not feel safe in these situations if the middle turn lane were eliminated.

I think round-a-bouts are good for pushing more traffic but I live on 1900 E off Parleys and we already have a speeding and traffic problem. The alternative upgrade (not current) to round-a-bout seems like it would make the traffic flow well and yet be pleasant and safer for peds/bike/runners.

Both of the Parley's Canyon/2000 East intersection options aren't optimal due to coming up the hill/visibility. Also the small side streets would be difficult to feed into a roundabout and the high school traffic coming east on Parley's through a roundabout would be hard but stopping them at a "T" and feeding into upper Parley's would be a nightmare.

Students from Highland High continuously speed on 2000 East and Parleys Canyon Blvd

The irrigation ditches are dangerous and not maintained. They are constantly full of weeds and garbage.

More lighting and focus on pedestrian/runner/cyclist safety in the gully. Also pedestrian access (sidewalk) south of the businesses at 2700s 2000E intersection for better pedestrian/runner safety.

I would really like to see bio swales or some system for stormwater pre-treatment and filtration added to the wider gully area of 2000 E. I am guessing that stormwater from the street and freeway in this area goes directly into Parley's Creek, which flows to Sugar House pond, Jordan River and the Great Salt Lake. We need better stormwater solutions to keep water pollutants — litter, chemicals and organic matter — out of the watershed. This could also reduce the width of road considerably and help with traffic calming. A center turn lane is not needed through the gully, and perhaps a planted median and/or park strips that incorporate a rain garden or bio swale could be used for stormwater treatment and street beautification in this area.

Sidewalks on the west side of 2000 E are needed for walking safety! Thank you!

Please make it walkable and bikeable

People are idiots don't make driving on it a huge change like the stupid roundabouts off the freeway 2300E no one yields on.

Turning left onto Stratford at the top of the gully can be dangerous when cars speed. If they are speeding and you have calculated your turn, the speeding car can come up too fast resulting in a near wreck. This has always been a problem.

Continue the bike trail on 19th east in a northerly direction

Road conditions-pavement is in horrible shape

looking forward to this change. I bike many times on this street and find myself using the lane of traffic because of the condition of the road..

What else should we know about travel on 2000 East?

We live on Country Club Circle where horrific crashes have occurred over the years from impaired northbound drivers going too fast through the gully. We strongly support the roundabout, as it 1) would create visual and physical barriers to impaired drivers from entering Country Club Circle, 2) traffic in the area would be calmed by the roundabout, 3) the roundabout would provide impartial intersection access [the current flow of north to south traffic during rush hour makes it very difficult to enter Country Club Circle from the north], and 4) the roundabout is the best option for facilitating pedestrian traffic from all directions. We would request that raised islands along Parleys Canyon Boulevard be modified so that residents along that street are not disadvantaged in accessing their driveways and homes. Thanks!

The intersection at Parleys Way and 20th East is not great. Either proposed solution looks good.

the pavement is very rough and I am excited that some repaving will be done as a result of this project. It is sometimes difficult to control my bike due to the bumps on the street.

Mainly road surface issues

Add a speedometer under the fully & flashing lights at the crosswalk on 2000 East and Crystal

The street is in really bad shape, lots of dips, holes, and patches.

I'm very glad to hear that this project is moving forward. The current state of the pavement is terrible for cyclists.

The intersection at 21st and country club should be expanded to include a right turn lane

Bike lanes!!!!!!

1. A flashing sign indicating to motorists heading southbound out of the gully that a crosswalk is 50 meters ahead will save lives. 2. Two button-activated pedestrian signs by the Stratford and Crystal cross will save lives. Buttons could also activate the signs warning motorists at the top of the gully. 3. Do NOT move crosswalk closer to gully. Pedestrians can see the cars better, but the cars cannot see the pedestrians better. Plus, stopping on a hill is not preferred (especially in slick winter months).

Past 3300S the gutters for Mill Creek are very deep and would be bad to back up or fall into.

Nothing

Loads of debris on shoulder with uneven surfaces. Did I mention pot holes?

It needs lights for people walking and biking -- not for cars. And a lower speed limit, especially if there will be unbuffered bike lanes and/or street parking. Try to effect some modicum of control in an already chaotic situation.

Many cyclist, including myself use this section of road. The road condition is very bad and I think it can be made safer for bikers. I also appreciate that on the plans you have added some greenery as the area, especially the underpass section is very unappealing.

The condition of the pavement on the shoulders is terrible, forcing cyclist into the street

Keeping bike travel safe.

This is one of the most used bike routes so PLEASE consider cyclists when deciding.

there is already too much commuter traffic on 2000 East. Worried that the roundabout option will increase vehicle traffic and speed of traffic even more making it more dangerous for bike traffic.

Poor condition of the road makes it less safe for everyone.

What else should we know about travel on 2000 East?

So glad to see this project on the radar! The conditions for foot and cycling traffic has been scary.

I am on parkway, too much speed and people run the stop sign

Bike Lanes are really important to our future use plans and should be in all new plans.

No one yields heading north to east at intersection. Speeds too fast

It gets dirty in the gully. Homeless camps on the golf course and under the viaduct need to be considered. Don't make this a place homeless people want to congregate

There needs to be a specified left turn light at the intersection of 2000E and 2700S. It can be very difficult to get through these lights and presumably is going to get even worse.

Something needs to be done before someone gets killed on either the Stratford or Crystal crosswalk!

It would be nice if we had ramps on to I 80

busy but OK

just happy to see a sidewalk on west side further south! I like to walk there and right now it's always a little scary!

Without a turn lane many residents who live on side streets would risk being rear ended or backing up traffic forever trying to get home. It's also impossible to safely cross the street for kids do going to Highland Park, so we need blinker lights at the very least at all sidewalks. We also desperately need a crosswalk at Atkin, since many jay walk there at great peril. Also my question is what are there so many cars on that street !? Most seem to come from Foothill and continue all the way to 33rd ? Is it because of fewer lights? You need to make other routes more attractive to those drivers and study why so much traffic is on 2000 East. Also consider that UTA will be increasing bus service on August 11! Great idea but more traffic and bike hazard...

Need flashing lights at the crosswalks. People fly through!!! These crosswalks are going to parks so it is mostly family's with kids or just kids. This is a huge priority because people are flying from the gully or to the gully!

a good bike intersection when it meets 2700 s will be really nice, then I feel like biking pretty much all the way downtown will be safe

I like the proposal

There needs to be a crossing light at 2000 east and crystal avenue. The kids are constantly crossing that street to get to the park and it is so dangerous. Cars often times do not stop or are not paying attention.

It would be nice to have a center barrier to keep vehicles and people from crossing over under I-80 where visibility is very limited.

The road condition is horrible!!

Very important biking and walking area.

Finish 2700 south first! School traffic is going to be insane because of the delays.

Thank you for addressing the condition of the road. It is in great need of repair. Hopefully, you are also working on the condition of 2300 East, from Foothill Blvd. to 2100 East. That stretch needs help as well.

What else should we know about travel on 2000 East?

It needs lights for pedestrians (not cars). With the addition of bike lanes, it seems reasonable to reduce the speed limit to 30mph. People speed as a general rule so a 35mph limit really means 40mph -- and that's fast when contemplating the damage done to cyclist.

Cars do not pay attention to speed limits. Need something to slow cars down.

Again the west side irrigation ditch that is currently used also as a storm drain for your street constantly creates problems because of dirt and debris most of us need to use it all summer for our yards please keep that in mind

You know what to do. Slow the cars, protect vulnerable road users.

The crosswalks at Stratford Dr. and Crystal Ave need pedestrian activated blinking lights.

The cross walks between 2700 south and the "gully" are not well marked. My wife has been hit by a car walking in the cross walk.

Flashing lights, or other indicators NEED to be added to the crosswalks. Commuters travel too fast through this area. The crosswalks at Crystal & Stratford area heavily used, often by kids. Drivers need to be made more aware of the potential need to stop at these crosswalks.

I have lived on Crystal Ave for over a decade. Crossing 2000 E at Crystal Ave and Stratford Ave is a death wish! Cars drive SO fast along 2000 East and it's a blind hill traveling south from the gully. There are 2 churches, a preschool, a park, Maverick, a dance studio, and Parleys Trail connection all on the West side of 2000 East. Residents, families, children, and recreational trail users coming on & off the Crystal Ave trail entrance can not cross safely! We need WELL marked crosswalks with LIGHTS at Crystal Ave!

The current intersection with Parley's Canyon Boulevard is dangerous. I live very close to that intersection, and traffic moves much too fast, especially the thru-commuters coming from 2100 S. Option B (T design) would facilitate their disregard for local residents, and in heavy traffic, it would be impossible to turn across that line of traffic coming to/from Highland. It also would really shortchange the Country Club Circle residents from being able to drive east or south without making 2 turns, which is ridiculous. I know they've also had dreadful car wrecks from people speeding up the gully. The roundabout solves all the problems and would facilitate both local and thru traffic with ease, without traffic jams or fruitless waits for a gap in traffic. Thank you for addressing this problem!

Better signage for cyclists showing routes to parleys trail, Sugarhouse park, etc. I often see people wondering where to go. Also, the Roundabout preliminary design seems like it would allow vehicle traffic to enter the circle at higher than desired speeds. The entry angles and the narrowing of the lanes before the Yield line do not seem enough to slow cars to below 20 mph - as a cyclist I would be very worried if speeds are above that level.

The crosswalks on Stratford and Crystal are dangerous. Cars don't see the people, and are looking at the coming light. Even with flags they regularly blow through. Moving the crosswalk on Stratford is not a good idea. People don't like stopping on a hill, pedestrians will take the shortest path, and though pedestrians can see the cars, cars can't see them. We need a flashing reminder to cars coming up the gully (South bound) to slow down to the proper speed. I recommend a speed limit reduction to 30 mph. We want pedestrian activated flashing lights at both Stratford and Crystal. The crosswalks need to be more prominent (colored or raised). Thanks!

We need flashing sign crosswalks to replace the existing crosswalks at Crystal Ave and Stratford Ave- this isn't something that needs discussing, it NEEDS to happen! Too many people have had WAY too many close calls being hit while trying to cross. We've seen bikers hit, kids almost get hit, people carrying flags almost get hit- too many close calls!! PLEASE hear us as we ask for these flashing crosswalk signs to bring more attention to those who aren't familiar with this area and/or just don't care! It wouldn't hurt to have a flashing speedometer at the bottom of the gully dip to bring more attention to drivers as well. Thank you

Pedestrians have difficulty crossing 2000 east between stratford Avenue and crystal ave. Even with the crosswalks and flags. There are near misses monthly. A flashing crosswalk should be considered.

There should be crosswalks with lights. It is very hard to cross!! People have been hit going across to churches and Stratford Park. Nobody stops for pedestrians. Children are crossing to catch the bus. It is not safe and for some reason the speed limit is 35!!! Same as 33rd south. Makes no sense!!! Speed Limit should be no higher than 30!!!!!!

We need proper crosswalks especially on 2000 East. Cars drive way to fast and often times don't notice people trying to cross.

What else should we know about travel on 2000 East?

Cars go too fast along 2000 east. Have almost been hit several times

I have seen cars nearly hit pedestrians trying to cross 2000E. I have also, multiple times, almost been hit with my children while trying to cross. I have seen people stopped at the crosswalk and cars behind them go around the stopped cars and nearly hit the pedestrians. It is such a dangerous street to walk on considering how many children are closeby.

Cars drive too fast and don't see the crosswalks. Many kids live in the neighborhood by Stratford and Crystal ave and 2000 E and kids have almost been hit by cars in the crosswalks. It's a serious issue that all our neighbors are concerned about.

The crosswalks at Stratford and Crystal Avenues need to be made more visible for the safety of the children who use them regularly. Also a digital speed sign at the bottom of the gully would be beneficial.

We need a cross walk light for 2000 East coming off of Crystal Ave. it is so dangerous with the amount of traffic

Turning onto 2000 east from Stratford is so difficult during most of the day. Especially if turning north to go towards parkway

We need a light off crystal and/or Stratford. People always speed and have almost hit my children more than once

1) it is very difficult to see when you pull out of these streets when cars are parked on the sides of 2000 east. Crossing 2000 east at crystal avenue is very dangerous. It needs a crossing light. Cars speed up the gully and are going fast and often do not stop for pedestrians. It is scary since so many children have to cross at 2000 east and crystal avenue to get to the park or home from school. Please put a crossing light at that intersection!

We would like a blinking crosswalk on 20th East in between Stratford and 2700 South.

Would love to see a lite crosswalk at the Crystal or Stratford intersection

It needs a crosswalk light. Cars go very fast up through the gully and often times kids want to crops from the east side of 20th to the west. of 2

Walking across 2000 east by crystal and Stratford dr is a hazard. I don't know how many times people speed through and almost hit a kid or biker. There should be walkway lights or something more than flags there.

I want to see flashing crosswalks on 2000 East and Crystal Ave and Stratford Dr because of safety of pedestrians. I would also like to see a flashing speed limit sign at the bottom of the gully near the country club golf course.

Kids need to walk across this street for school. No one watches for these kids and there are no crosswalk attendants. There needs to be flashing lights at Stratford Ave and Crystal Ave.

We need lighten cross walks with flashing lights. The amount of children that cross for the parks is high. Coming south and up the "gully" you can't see. This should be REQUIRED for this area.

Big heavy trucks are loud and rattle the building like an earthquake.

We ABSOLUTELY have to have lighted or flashing crosswalks at Crystal Ave. and Stratford Dr. because of accidents and pedestrian safety. I am BEYOND ticked at the lack of response from the city despite complaint after complaint from us as residents. Children cross this street walking to and from Highland Park Elementary and Stratford Park (city park) and the city has only put up speed markers. SPEED IS NOT THE PROBLEM!!! We MUST put up flashing crosswalks!!!!!!!!!!!!!!!!!!!!

How long will it take? This is a main access street to this neighborhood, the small businesses there and to 33rd south. Having it torn up for months with create a huge mess

What else should we know about travel on 2000 East?

I live at [REDACTED]. Of the two proposed options neither one works very well for me. With the round a bout I cannot get to my driveway coming north on 20 east or coming east on Parleys Canyon Blvd. I would need to go east and find some way to flip a u-turn to go west, the only direction I can go to have access to my driveway. In option 2, from the artist rendering, there is no access to my driveway unless I drive over the landscaped parkway. The best option for me to keep what we have.

It shouldn't be made a tree lined thoroughfare, they can't even keep the weeds off the asphalt triangle.

All of these designs do not have an option for a PROTECTED bikeway on the street. They also don't bring the bikes directly through the roundabout or T intersection options on parleys. Please treat bicycles like they are LEGITIMATE transportation options and design this so bicycles have similar options as cars with protection. 2000 east is a MAJOR east side corridor to access downtown/UofU for east side neighbors as Foothill has no good options outside of the section of Parley's trail for south to north travel.

Sometimes I have trouble merging and crossing on my bike (traveling northbound) between the maverick and the Parley's trail entrance. Is there a design element that could assist me in getting across on my bike?

Traffic has increased exponentially due to the growth at the University. The city needs to something/anything to give people more options to enter and exit the U in order to take the pressure off of neighborhood streets.

the bike lane disappears in your last schematic coming from the east on 2000... what's the plan for that?

Make the bike Lanes physically protected

It is a major bikeway and cyclist safety should be a priority. Roundabouts are not good for cyclists, neither is having a parking lane on the outside of the bike lane.

Bike lanes on 2000 East must be protected. Please don't use public space to store people's cars. Bike lanes must be protected so they can actually be used by a larger segment of the public.

The road conditions (potholes, etc.) are terrible. The underpass is sketchy - I'm not sure what can be done about it feeling safer.

I both bike and drive this road. Frankly this street is not one of the ones that needs a lot of money compared to others. dont know why it was chosen. Roundabouts re very expensive and while nice i dont think necessary here.

Remember the priority is traffic movement, not bicycles.

The cement barrier in front of Anderson Foothill library prevents people from using both left hand turning lanes onto foothill efficiently. More cars could get through faster if it was removed. Someone needs to talk to the crossing guard at Dilworth elementary about traffic flow. Have her at least try to time crossings with the light on 2100s and move kids in larger groups rather than stopping traffic every 30 seconds to cross 1 or 2 kids at a time. Also, it's nice that the lights sense vehicle presence, but one car approaches from East/west and it immediately changes and can result in a line of 10+ cars having to stop for one to get through. Don't know how that can be adjusted though.

It needs less work than at least a dozen other areas in the city.

Speeds are too high!!!

The intersection of parkway and 2100 E. is more of a problem

Eliminate drunk or distracted drivers from driving into Country Club Circle without stopping.

Both of these plans would prevent the frequent drunk cars from entering Country Club Circle

Trash is a constant problem at the bottom of the gully and under the freeway

What else should we know about travel on 2000 East?

Lots of bikers that bike side by side, which restricts drivers from getting around them. It results in traffic getting backed up.

This is a major route for bikes and I use it regularly. Right now with all the holes and bumps, it is very hazardous.

Heavily used by both bicycle and automobile commuters. Slow northbound bicycle speeds due to hill, combined with high northbound automobile speeds in a tight area is frightening.

I think the roundabout would be a nightmare for heavy southbound traffic in the evening. I would like to see a big PLEASE USE TURN SIGNALS sign for southbound traffic on 2100 East approaching Parley's Canyon Blvd

Just that the road needs reconstruction ASAP. I travel it every day and it's like a cow trail.

It's really a beautiful street.

Don't pute trewes at the top of the gully. Visibility is important and there are often accidents at the confluence of parley's canyon/20th and parkway.

There is as a significant amount of traffic that comes West to east on Parleys Canyon Blvd. A traffic circle would not discount that reality. Option B ignores those of us who travel west to east on PCB and who need to turn west from 2000 E onto PCB.

The intersection with Parkway ave is a common cause of congestion. During times anywhere near rush hour, it is very difficult to turn left onto Parkway when traveling from the south due to long streams of traffic traveling west on parkway

It is in terrible condition. Bikes are also at risk getting hit traveling south.

The road is terrible - fix as soon as possible -- Thanks

Bikes lanes are great! Especially buffered bike lanes!

I use it to get from the sugarhouse area to where my property is located

people need parking, and that will help with keeping pedestrians safe.

I use this route to commute to and from work each day. There are relatively few alternative paths across I-80, especially while an existing city project has closed 1300 E between 1700 S and 2100 S. That project honestly seems interminable. I strongly question if this proposed project will suffer from the same delays. I also question if this proposed project is retaliation against the city of Millcreek for their efforts to incorporate the brickyard area into their city.

1. So many people like to use 20th East for exercise but it doesn't feel safe for pedestrians and bikers, especially for bikers on the gully section on both east and west sides up to Parleys. 2. The T-intersection option doesn't seem an improvement to traffic flow. It actually seems less conducive to flow. I use this intersection an average of 6 times a day. It's nice that currently the traffic turning south under the gully from the west side of the intersection can go without stopping, unless they have to yield. The roundabout would help manage the constant wait at the top of the gully before a car can turn left onto Parleys. It gives equal priority traffic from all directions. And it might help prevent accidents amongst teens heading west to Highland High. It seems a much safer option than the T-intersection for young drivers especially because it's more clear-cut, less confusing.

We need a sidewalk which means SLC would need to cover the ditch in front of these houses. We and friends have fallen/slid into this ditch trying to get out of our car or while walking with no sidewalk! Covering the ditch would widen the street with more room for parking. SLC is spending more time and funds on BIKES than people to old to bike who own this property!! We need parking and sidewalks more than we need bike lanes for people just passing through. This is OUR stretch of the city to LIVE on, not bike through! We need parking and sidewalks...NOT bike lanes! Bikers are not paying for the value of our street and house.

There is a lot of fast car traffic morning and night, especially coming from 2100 East at rush hour. Getting onto Parley's Blvd from 2000 E. can take a long time!

What else should we know about travel on 2000 East?

my primary concern is the ditch on the west side. I want it covered!!! the side walk can cover the ditch or it can be asphalted to the property line like my next door neighbor to the south.

It can be so busy that crossing it from side streets can be difficult. A center turn lane is important to allow traffic to continue while someone is waiting to turn left

South of Stratford, with no center turn lane, turning left would be dangerous.

More trees. It is like a vast black top desert. Please add trees where ever you can. It would make a great entrance into the city

Need better crosswalk options. It's not safe traveling by bike or walking on 2000 E since so many people use it as a commuter street.

Anything that could be done to slow down traffic and make the crosswalks at Stratford and Crystal would be so essential

Hardly any sidewalks very dangerous for kids walking home from school all the gutters on 2000 E are horrible or don't exist

I live on [REDACTED] that is coming from parkway blvd. the traffic is so thick in the morning it is hard to get out of my driveway. I am hoping he round about will help this. Whichever plan helps to break the traffic so I can get out will be helpful.

Test

Q27 - Why?

Why?

Because we drive on the right side in USA

There are not as many houses facing 2000 E on the east side of the roads. Just is not needed.

More businesses on that side

More residents on the west side.

There are more houses, residences on that side. There would be less people crossing the street to get to those houses.

Visibility when trying to pull out of neighborhoods and kids crossing to go to school/park etc

more houses on that side

As a buffer for the multi-use-trail.

I frequent the businesses on the east side.

With traffic volume at certain times, center turn lane is the ONLY viable option!!! But if I had to lose in that battle, more houses on west side.

More business without parking on the east side of the street.

The stream is on the west, so cost.

Sun

west side interferes with our egress

There is an ice cream place on the west side that I like to go to.

It would be too difficult to enter and exit the gated community as cars would block the view.

It's the side I live on.

There are less connections to streets on that side.

when there's a car parked on the east side, the driver's view is blocked for traffic exiting (WB direction) from Stratford Ave and Crystal Ave

because traffic is less going south

lines of sight turning from Stratford either way onto 2000 are bad already. Parking on either side will make things worse, especially to see cyclists & pedestrians at the crossings. There really should be no parking on this stretch of road for safety.

I believe more cars travel north on the east side

Why?

It is easier to park on the west side of the street.

Because there are actual houses there that face the street. On the East side, they face their own street, and the sides of their houses are on 2000 East.

As a cyclist, you just came up from the gully and aren't moving as fast, so the chance of hitting a car door opening at a higher rate of speed is lower.

More homes on the west side could accommodate for residents better

west side is more used

There are homes on that side of the street that face the street. I selected Option 2 as my choice but I don't believe it saved.

There is a ditch on the west side of the street and I've seen people drive into it while parking.

More homes and businesses seem to front the street on the west side. East side businesses have larger parking lots and more homes front onto cross streets.

There are more residences and businesses on the west side of 2000E

Sidewalk is on west side

Because of the water canal on the west side makes it hard for passengers to get out

I bike on the east side

I usually travel the street going north bound on my bike, where parked cars can be a potential hazard for me. With cars on the opposite side of the road, I would not have to worry about a random door or pedestrian coming out into the bike lane.

Students walking/biking to Evergreen would benefit from an east side bike lane with no cars to obstruct

fewer feeder streets and the feeder streets that use 2000E seem to be of lower traffic than those feeding in from the west side

Going north is uphill, slower on bike so more time to react to open doors.

Slow traffic headed north

More businesses on East side. Setbacks on the east side seem better and won't feel as crowded

Because it seems that side has more businesses.

There is more existing room on the West side

My street is west so I can see getting out better but it's a bad idea to have any parking on such a busy narrow street.

People accelerate after 27th south towards the gully and cars parked on the east side blocks all visibility and makes it super difficult and dangerous. Speeds slow down on the flats and make it easier to pull out further south.

Cars should not be parked on 2000 east. It is hard to see oncoming traffic for cars pulling out or people walking. The number of times I have been almost hit because of low visibility and cars speeding up that gully is too many to count

Why?

There are more houses and businesses on the West Side so that way there are less pedestrians crossing the street

Better for inhabitants there.

Don't have much of a front yard so don't need cars next to building

There is an irrigation ditch on the west side that runs all of 20th E. it needs to stay in tact

So residents can park in front of their homes between the gully and 2700 South.

Because that is the side with homes that face the street, so it just makes more sense for those homeowners and their guests to have parking on that side of the street

I live on Crystal Ave. When cars are parked on the east side of 2000 it blocks our view to pull out onto 2000 E which can be high traffic. The west side between Stratford and 27th has businesses, apartments, a park, 2 churches and residences that enter and exit on 2000. It makes sense to keep parking on that side.

There's not nearly as many homes over there, but I don't think there should be parking in the street.

More houses on the west side of street so it makes more sense

Because it's already a nightmare trying to cross the street when you come out of the neighborhood. So to add parking would make it 20x's more dangerous for walkers

Blocker view from cars parked on street

Seems safer

People live on that side. Don't take away their parking.

Visibility turning from Stratford and Crystal onto 2000 E.

More homes on the west side.

Not directly in front of my bedroom window. .

I live on Crystal Ave and when cars are parked on the East side of the street, visibility is drastically impaired. I have witnessed dozens of near accidents and close calls.

If there was a dedicated bike lane parking would serve as a break between the ditch would serve as a

West side parking has become untenable because of the performing arts academy

Ditch on the west side

More houses that might use parking

That's the side where most of the residential living is

Why?

More people have driveways on the west side

seems to be closer to amenities

Higher (but still low) current use of parking on West Side vs. East.

I always see children in and out of the gymnastics facility on the west side of the street

Businesses are there; west side are mostly homes.

Businesses on the West side rely on that parking for safety of their customers (ie, dance studio children).

The west side seems "more open". IT is also on the downhill side of the road. Have driven this road for 40 years and was business owner on this street for 15 years. Have experience on this road.

Very few cars park on the east side of the street currently.

Mostly because that is where cactus & tropicals is located and there is commonly the need for street parking in order to visit that store

We do not think there should be any bike traffic on this street. It is too narrow and drivers have to go across the center lane in traffic going south to avoid bikes.

There is a deep gutter on the west side: hard to park.

The west side has more businesses and churches and a park, whereas the other side has primarily residences.

I live on the west side, and it would be nice if someone could come visit!! and park!

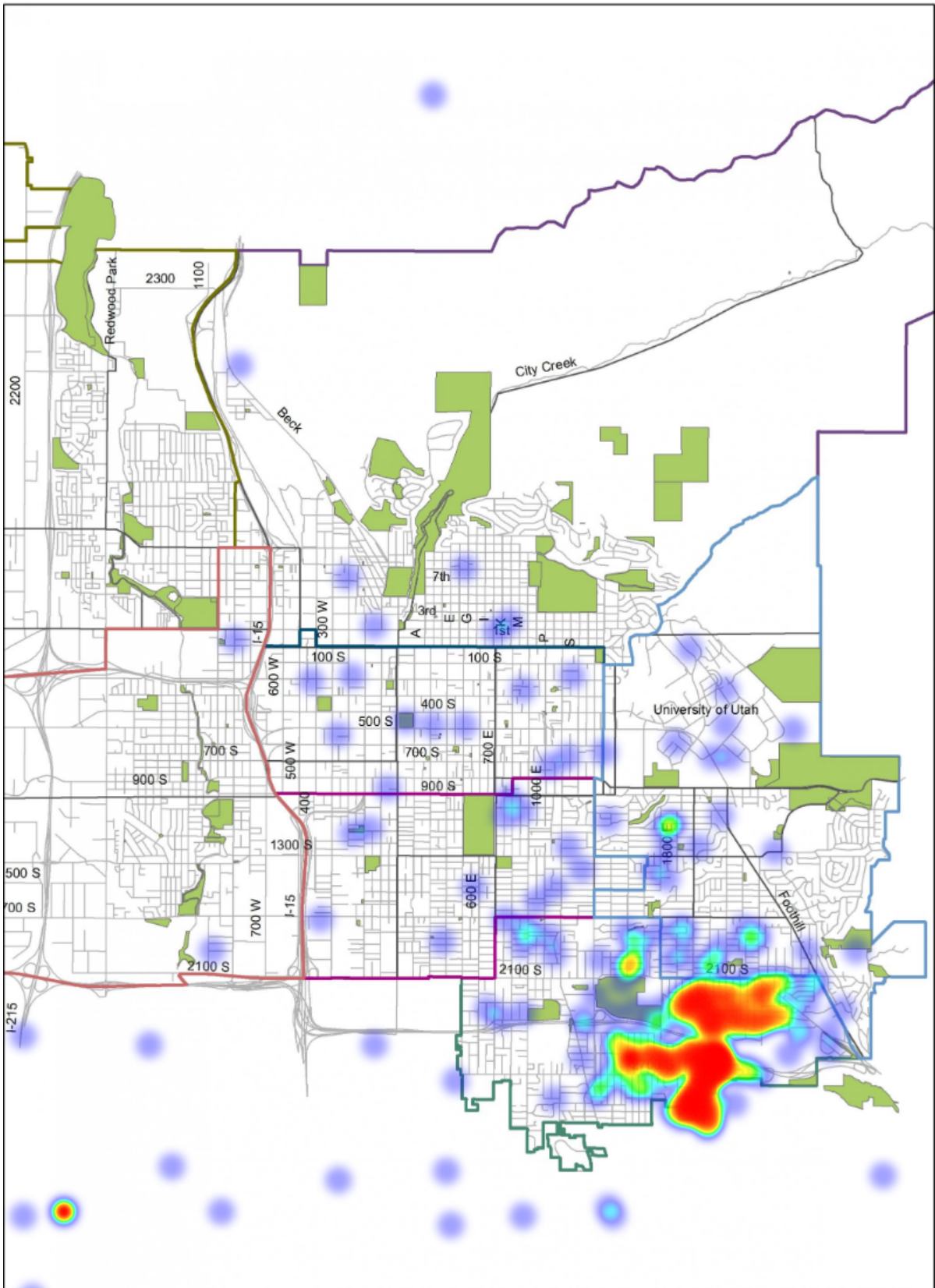
That's the side I live on! I own this house! People need to park to visit us!!

I park on the west side occasionally and visitors to my residence must park there as well.

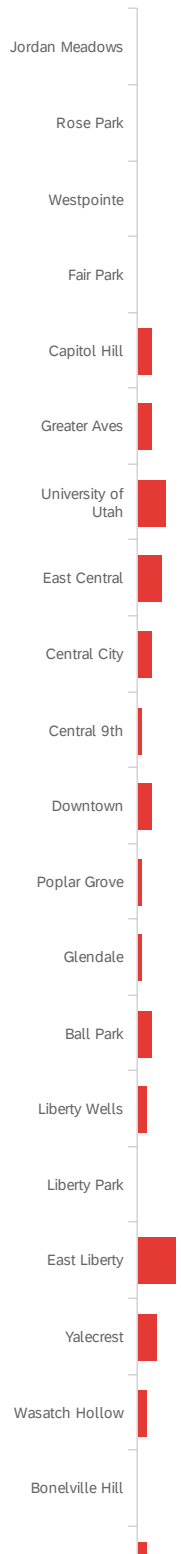
Friends who live on the west side. Also our church building

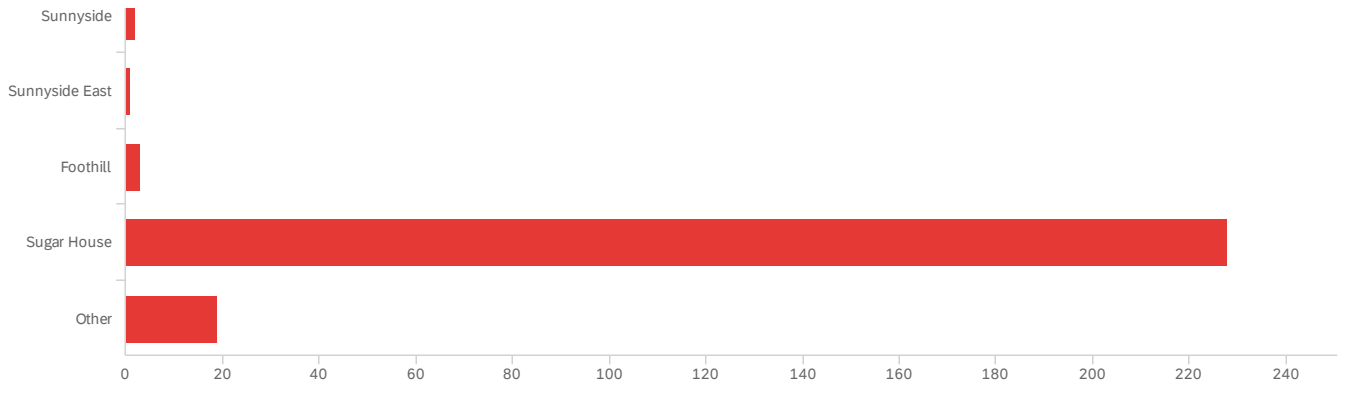
Need room to get out of driveway

Q15 - On the map, please click on the approximate location nearest to your home or workplace. If you do not live or work in Salt Lake City please click off the map in the white space.



Q15 - On the map, please click on the approximate location nearest to your home or workplace. If you do not live or work in Salt Lake City please click off the map in the white space. - Regions





End of Report