

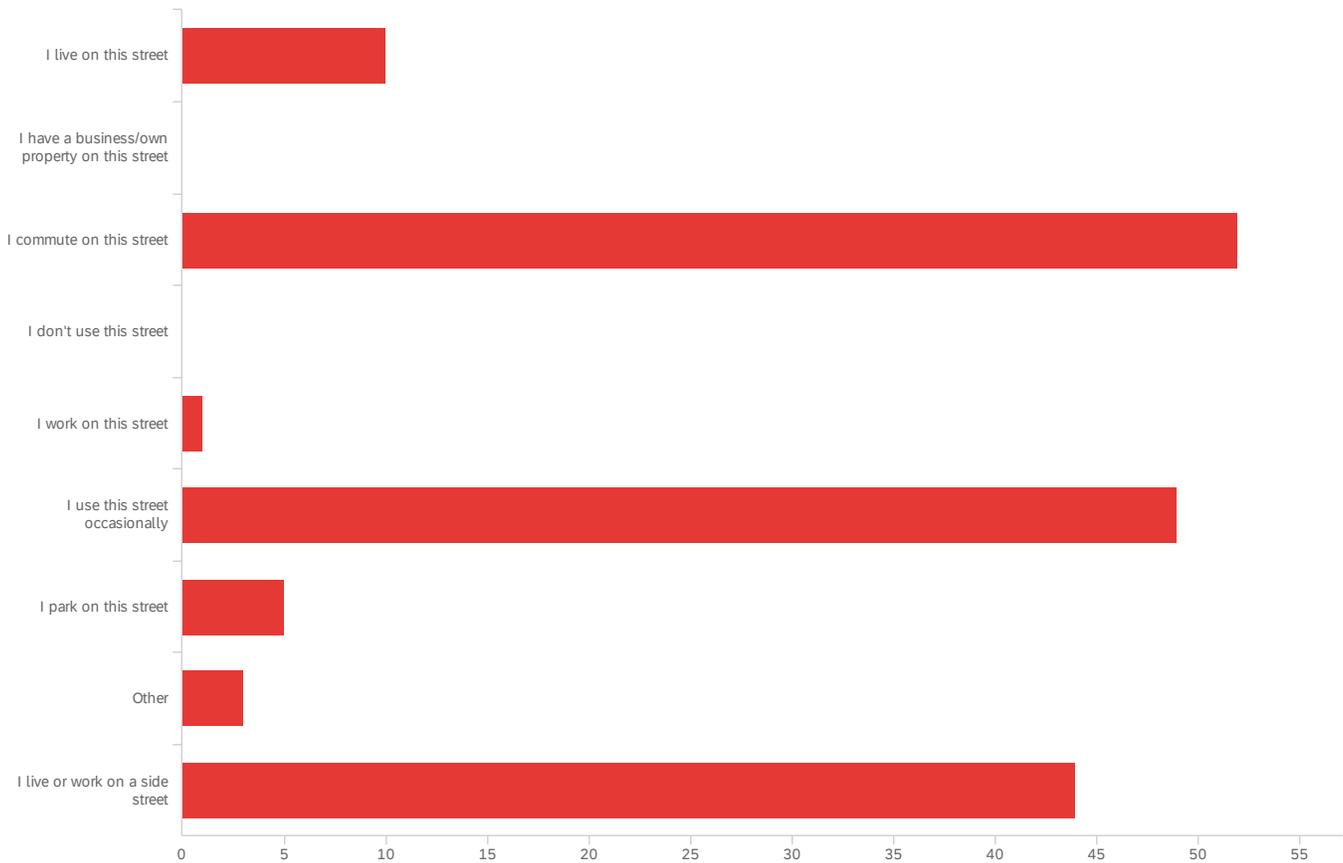
500 East Results

2020 Surface Treatment Survey - 500 East

April 14, 2020 2:35 PM MDT

Q21 - What is your connection to this street? (500 East from 900 South - 1300 South)

Check all that apply.



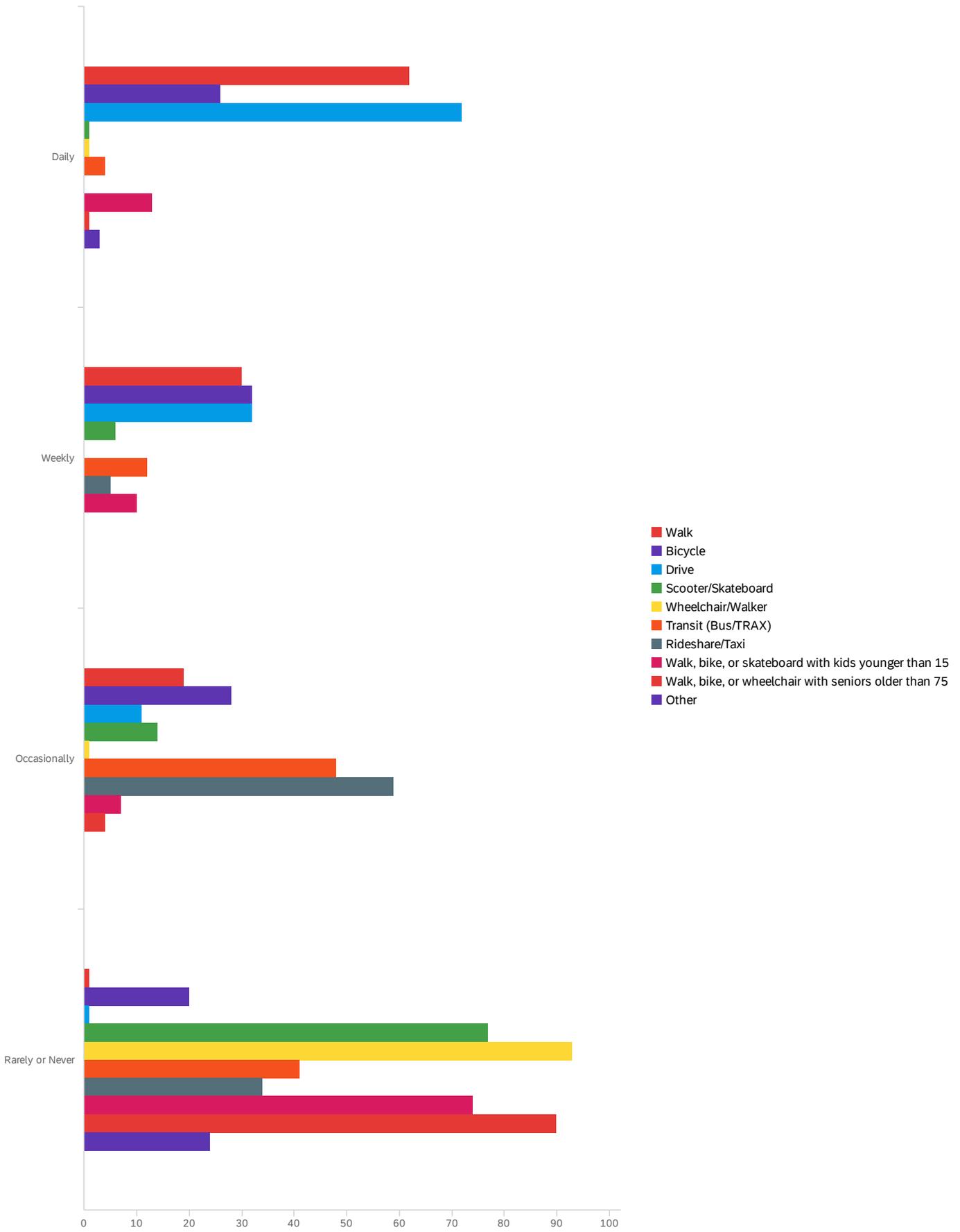
#	Field	Choice Count
1	I live on this street	6.10% 10
2	I have a business/own property on this street	0.00% 0
3	I commute on this street	31.71% 52
4	I don't use this street	0.00% 0
5	I work on this street	0.61% 1
6	I use this street occasionally	29.88% 49
7	I park on this street	3.05% 5
8	Other	1.83% 3

#	Field	Choice Count
9	I live or work on a side street	26.83% 44

164

Showing rows 1 - 10 of 10

Q1 - How do you typically travel in Salt Lake City?

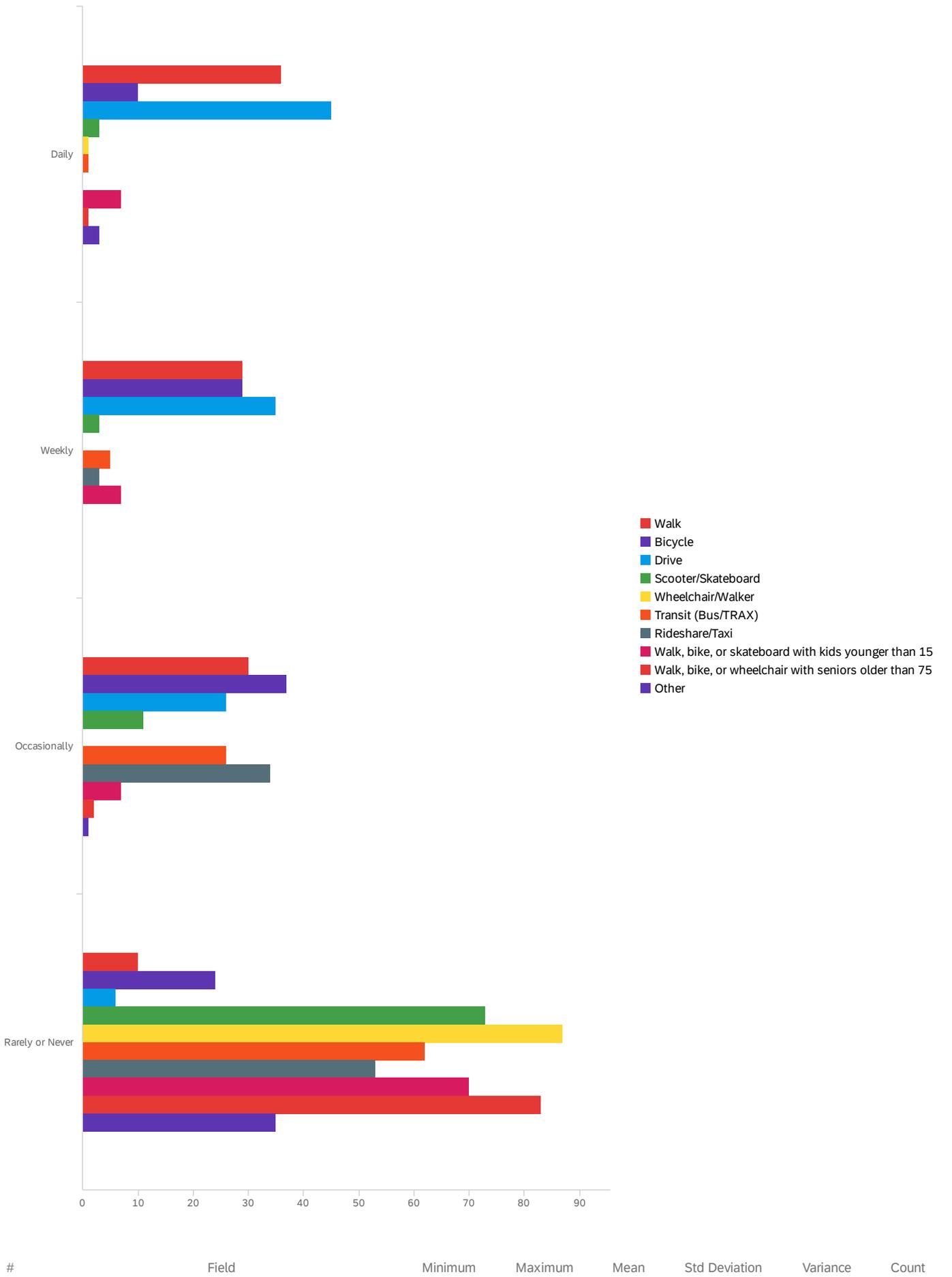


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	1.63	0.79	0.62	112
2	Bicycle	1.00	4.00	2.40	1.05	1.11	106
3	Drive	1.00	4.00	1.49	0.70	0.49	116
4	Scooter/Skateboard	1.00	4.00	3.70	0.63	0.39	98
5	Wheelchair/Walker	1.00	4.00	3.96	0.32	0.10	95
6	Transit (Bus/TRAX)	1.00	4.00	3.20	0.79	0.62	105
7	Rideshare/Taxi	2.00	4.00	3.30	0.56	0.31	98
8	Walk, bike, or skateboard with kids younger than 15	1.00	4.00	3.37	1.08	1.17	104
9	Walk, bike, or wheelchair with seniors older than 75	1.00	4.00	3.93	0.36	0.13	95
10	Other	1.00	4.00	3.67	0.94	0.89	27

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	55.36% 62	26.79% 30	16.96% 19	0.89% 1	112
2	Bicycle	24.53% 26	30.19% 32	26.42% 28	18.87% 20	106
3	Drive	62.07% 72	27.59% 32	9.48% 11	0.86% 1	116
4	Scooter/Skateboard	1.02% 1	6.12% 6	14.29% 14	78.57% 77	98
5	Wheelchair/Walker	1.05% 1	0.00% 0	1.05% 1	97.89% 93	95
6	Transit (Bus/TRAX)	3.81% 4	11.43% 12	45.71% 48	39.05% 41	105
7	Rideshare/Taxi	0.00% 0	5.10% 5	60.20% 59	34.69% 34	98
8	Walk, bike, or skateboard with kids younger than 15	12.50% 13	9.62% 10	6.73% 7	71.15% 74	104
9	Walk, bike, or wheelchair with seniors older than 75	1.05% 1	0.00% 0	4.21% 4	94.74% 90	95
10	Other	11.11% 3	0.00% 0	0.00% 0	88.89% 24	27

Showing rows 1 - 10 of 10

Q29 - How do you currently travel on this street?



Field Minimum Maximum Mean Std Deviation Variance Count

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	2.13	1.00	0.99	105
2	Bicycle	1.00	4.00	2.75	0.93	0.87	100
3	Drive	1.00	4.00	1.94	0.92	0.84	112
4	Scooter/Skateboard	1.00	4.00	3.71	0.69	0.47	90
5	Wheelchair/Walker	1.00	4.00	3.97	0.32	0.10	88
6	Transit (Bus/TRAX)	1.00	4.00	3.59	0.64	0.41	94
7	Rideshare/Taxi	2.00	4.00	3.56	0.56	0.31	90
8	Walk, bike, or skateboard with kids younger than 15	1.00	4.00	3.54	0.93	0.86	91
9	Walk, bike, or wheelchair with seniors older than 75	1.00	4.00	3.94	0.35	0.12	86
10	Other	1.00	4.00	3.74	0.81	0.65	39

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	34.29% 36	27.62% 29	28.57% 30	9.52% 10	105
2	Bicycle	10.00% 10	29.00% 29	37.00% 37	24.00% 24	100
3	Drive	40.18% 45	31.25% 35	23.21% 26	5.36% 6	112
4	Scooter/Skateboard	3.33% 3	3.33% 3	12.22% 11	81.11% 73	90
5	Wheelchair/Walker	1.14% 1	0.00% 0	0.00% 0	98.86% 87	88
6	Transit (Bus/TRAX)	1.06% 1	5.32% 5	27.66% 26	65.96% 62	94
7	Rideshare/Taxi	0.00% 0	3.33% 3	37.78% 34	58.89% 53	90
8	Walk, bike, or skateboard with kids younger than 15	7.69% 7	7.69% 7	7.69% 7	76.92% 70	91
9	Walk, bike, or wheelchair with seniors older than 75	1.16% 1	0.00% 0	2.33% 2	96.51% 83	86
10	Other	7.69% 3	0.00% 0	2.56% 1	89.74% 35	39

Showing rows 1 - 10 of 10

Q39 - What do you like about this street?

What do you like about this street?

Less congested than 700 East

One lane each direction

The trees

It at least has Sharrows.

Next to the beautiful park

Its next to the park, moves traffic without being overwhelming

Narrow. Not heavily trafficked by cars. Cars that are there seem willing to acknowledge me on a bike

Nice houses along the park

Park

It fronts Liberty Park and had a lot of activity from the park.

The trees and proximity to liberty park

Proximity to Liberty Park

Close to the park

Proximity to the park, less traffic than 700 E

View of the park

nothing

Much quieter and calmer than 700 E

accessible to parks

I like that it's close to liberty park and a couple of good restaurants.

Proximity to Liberty Park and surrounding neighborhood, with restaurants and other businesses on the corners of 900 South and 1300 South

It's not too wide, borders Liberty Park

Trees, Near Park.

What do you like about this street?

It's not excessively wide, like many other SLC streets are. I also like the bumpouts and park.

Moves pretty quick. Not too much traffic. A few crosswalks by the park.

During rush hour faster than 700 E

I like that the park is right next to it. I also like the curb extensions on the west side of the street.

It's next to Liberty Park

I like its proximity to Liberty Park and it's less congested route to get to downtown and back home. I like that it provides a route for bicyclists, but I prefer to bicycle on 400 or 300 East when going downtown because there is less car traffic.

Access to the Park. Centralized location.

The marked pedestrian crossings

Crosswalks at a good spot; closeness to park and home.

It's an alternative to 700 East when I'm not in a rush. Traffic is slower, but it's still direct.

Location to the park

Easy access to travel. Not much traffic to travel on

Direct and not as busy as other direct streets

Right next to Liberty Park!

I like that it is close to the park and has good crosswalks, I enjoy that it has good sidewalks.

Low speeds, next to Liberty Park

It is a low volume street adjacent to the park. I like to see all the activity in the park.

Park views & shade.

It is next to the park and has a few pedestrian crosswalks with the blinking signs.

Great spot to park when the interior parking gets full

East access with less traffic to areas I need to go

OP

Next to the park

Park access

What do you like about this street?

That it's only 2 car lanes, preventing too much traffic.

Easy access to downtown, work and other places I need to get too.

traffic should be able to easily see pedestrians

There's no BIKE lanes

It's not exclusively residential, so I don't feel like I'm intruding on people's privacy by using it, but it's still slow enough that people don't drive like maniacs.

Liberty park

Proximity to Liberty Park

It is very scenic being bordered by Liberty Park

The traffic on the street goes a safe speed. And the traffic is normally light making crossing the street to go to/from liberty park relatively safe.

The general condition of this street is deplorable. Seems to start falling apart before the improvements are even finished.

Slow traffic

Long stretches without lights, low speed so people don't want to use it as a thoroughfare, borders the park so I see dogs, bike lane

center turning lane, flashing pedestrian signs

It's just a great park facing & public street that serves traffic excellently between two very popular & populated areas of our young city.

It's by Liberty Park and peaceful

The location and view of Liberty Park

low traffic

It is my home

I like that it is wide and relatively quiet.

Access to the park, on my way to work (when I drive)

I like the crosswalks

convenience

The two cross walks

Gorgeous trees, location, I love the crosswalk at Harvard street

What do you like about this street?

Pedestrian Crosswalk, Bus Stop, This street connects us to city

I like that there are lights by the crosswalk to help cars notice pedestrians

Open park frontage, sightlines to park

I love that it is one lane each way! I cross it everyday, several times a day to go to work, the store, my moms house, to leave my neighborhood, to walk my dogs, go to the park. I use the pedestrian cross walk with the flasher lights and I am very grateful for that.

It is my primary commuting street

Low speed. Quiet.

The park and the neighbors

I always like looking at the park.

It's near my house, low traffic, next to the park.

I like how it's on the park. I use the artesian well when it's not under construction.

There are designated sidewalks and there are parking areas.

Access to Liberty Park via crosswalks

it's close to my house

Lower traffic than most a lot of the other North South streets.

Nobody will ever turn from the East, only have pedestrians to worry about.

Crosswalk & views of Liberty Park

Well lit at night and provides safe access to the park and beyond with the flashing crosswalks.

It's right by my house so I use it to go everywhere.

Two lanes, park, residential feel

That it hasn't been taken over by bike lanes that it hasn't been taken over by bike lanes and has a middle lane

access to the Park; access to transit

Q40 - What do you not like about this street?

What do you not like about this street?

Tricky East turn on to 13th east

It's pretty busy at certain times of the day

Potholes

The uneven sidewalks

I was bummed when this street was painted to have sharrows and the bike lane removed. With so many users at the park, it would be great to have a walk bike space immediate parallel to the park.

There are no well light crosswalks with flashing lights for a high traffic area in regard to the park.

Pot holes and not wide enough for a real bike lane

bike lane both directions would be nice.

Not enough use by cyclists

The cars and no bike lane

Cars

People drive too fast and the street could be more friendly to pedestrians.

How wide it is

That is lacks a real bike lane

A bike lane would be nice

Some people drive too fast down it

cars drive too fast and use it as a through street.

The lack of a protected bike lane makes this street feel unsafe to ride on and makes it more difficult for cars to safely pass. The speed limit should also be reduced to make it safer since so many people cross to the park.

somewhat car oriented no bike lane

It's too car centric

Cars drive too quickly down the street during rush hour for the number of pedestrians near it.

What do you not like about this street?

No sidewalk on park side, sharrow bike markings.

Traffic Speed.

There's no sidewalk along the east (park) side of the street, even though the worn path indicates there is a need for one.

I like it's location to lots of my favorite restaurants

People don't often stop at crosswalks. Drive too fast.

Bus stops with no room to pass

Too much traffic

It is a big gap in the bikeway network. It should be a park street and not a street street. The single lane is only congested at evening rush hour, but it does back up a block or so to the north from the 1300 South intersection. I don't know how much the center lane is used, but it might be able to be repurposed.

It seems fine to me

People speed a lot and run through the crossing

Can't think of anything.

Pavement is horrible. Rental parking is horrible, bike lane is hard to see AND NO CROSSWALKS!!!!!!!!!! AND WORK COMMUTE TRAFFIC IS OVER 40 MPH!!!!!!

I wish the bike lanes were better and more clearly visually connected to the bike path on Liberty party park. I wish there were more trees on the west side of the street

Bus bump outs

Busy traffic zipping up the street. Lack of bike lanes.

Love this street

Could be made safer for bikes.

People not paying attention to pedestrians.

I do not like that there is street parking, I wish there were bike lanes.

parking, bus stops

I don't think it needs a center turn lane.

Lack of bike lanes in this stretch; occasional driver aggression when i used the crosswalks.

There is no bike lane or formal bus stop (benches, trash can, etc.)

What do you not like about this street?

Not much parking

How bumpy and rough it has become

Na

It's busy for walking in, so I choose to walk inside the park instead, if possible. But I do choose it to drive on instead of 700 E.

No northbound bike lane

The crosswalks are right next to the bus stops. It's impossible to tell if pedestrians are about to cross the street or simply standing at the bus stop.

The crosswalks are hard to see. They're also too close to the bus stops, so as a driver it is hard to tell if people are waiting for the bus or crossing the street.

The occasional pothole

can be unsafe to cross, when there is more traffic

It's one lane and peddle bikes thii they own it

Could still be slower/narrower. Traffic speeds up considerably on the west side of the park because 1) there are no cross through intersections and 2) the open space the park edge offers suggests to driver they can speed up, just as open spaces anywhere else tend to do.

High speed traffic. Unsafe

The overflow commuter traffic from 7th east is contesting it.

Car-centric, cars always go over 25 mph speed limit; no raised crosswalks; no separated bike lanes

It is too car oriented. There is no reason it should have a center turn lane and shared bike lanes. Should have designated and bike lanes and potentially protected bike lanes and no center turn lane

There is not a dedicated bike lane on the street, so you have to be careful riding with traffic.

See what I like about this street.

People using it as an alternate to 7th E, I can't get off my side street onto 5th when it's backed up all the way down to 9th S

people who park large vehicles close to the intersecting small streets: I can't see around them to turn onto this street safely, so it's frequently a wild guess if any traffic or cyclists are coming on 500 E

Some of the houses on the other side of the street.

The business of the traffic.

Busses rattling my house because the street is in poor condition. Poor workmanship the last time the bump out was poured and it began crumbling within a year. Also the crosswalk does not have a place for flags. The last time 500 east was replaced they stationed on 1035 s and 500 e which caused 1035 s to not get repaved even though I contacted the engineer. So 1035 s is past due for paving.

What do you not like about this street?

It is not great for biking or walking. Cars tend to go drive too fast down the street.

Potholes, no bike lane, narrow driving lanes, no sidewalk along the park.

I wish there were more crosswalks from the side street sidewalks into Liberty Park. I also wish these were more prominent.

speeding traffic

Make the cross walks stand out more and put speed bumps in

Traffic has increased the last 5 years and people go FLYING down this street way too fast. PLEASE add a few speed bumps! It would increase safety so much with a park, schools, churches, and so many pedestrians on this street.

5 o'clock commuter traffic completely blocks our ability to turn onto Edith Ave.

Cars don't always stop when waiting at the crosswalk

Driving northbound so close to pedestrians and dogs

a lot of traffic.

Crappy paving.

People speeding

Parking

The city took away two lanes.

Sharrows are worse than no bike infrastructure at all. Speeds are too high. There are too few crosswalks.

Bike right of way painted on street and posted in signs, and pedestrian friendly crosswalks (though these could be improved for bicyclists)

The Mercedes that works at the tennis center but always parks in front our house. Drives me crazy. Also- nobody ever stops at the crosswalk. I see people nearly get hit every day.

Folks often drive too fast on it

It's hard to see when accessing from side streets (like Harvard, Edith, etc)

Speeders

people that drive too fast, and no space for bikes.

People gun the light at 900 s all the time. I've almost been run over while in the crosswalk multiple times.

People drive too fast on the street and don't stop for pedestrians. I used to live on this street and when I parked on the street it would be hard to get out of my car due to traffic sometimes.

What do you not like about this street?

No separate defined bike lanes. Cars often speed

Bus stops are right next to crosswalks so it's hard to tell if they are waiting to cross or not.

Sometimes busy traffic

N/a

It's busy for a neighborhood and LOTS of DOG POOP.

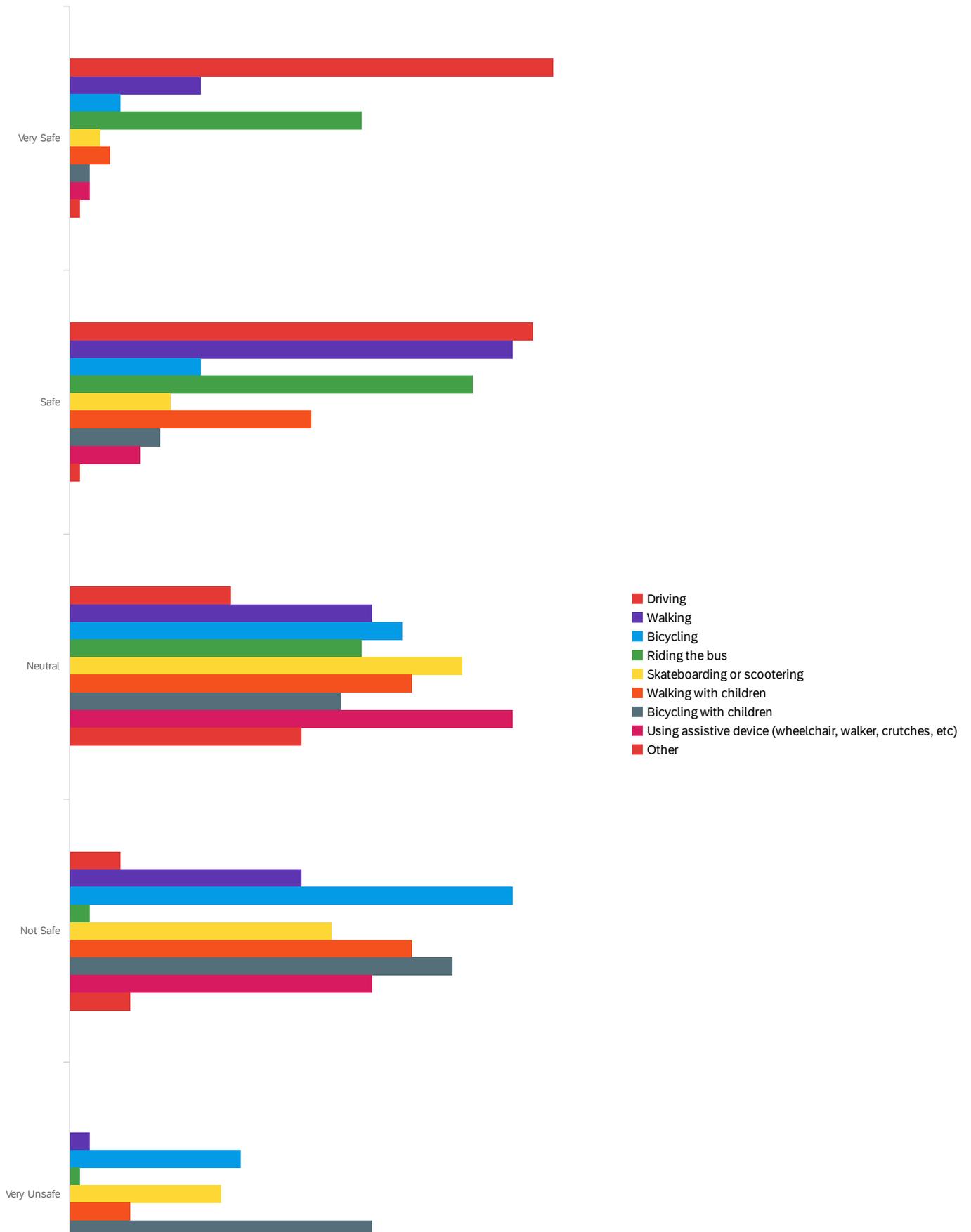
frequent speeding, loud vehicles

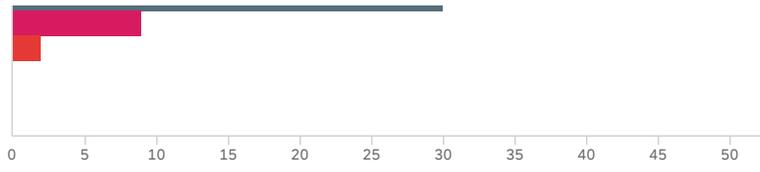
Traffic behavior at the bus stop. Some people try to go around the bus, some don't, and the situation sometimes feels risky.

The curbs that come out and push parked cars into the middle

High vehicle speeds; no bicycle separation from traffic; not good pedestrian crossings to other streets;

Q2 - How do you or would you feel doing the following activities on this street?



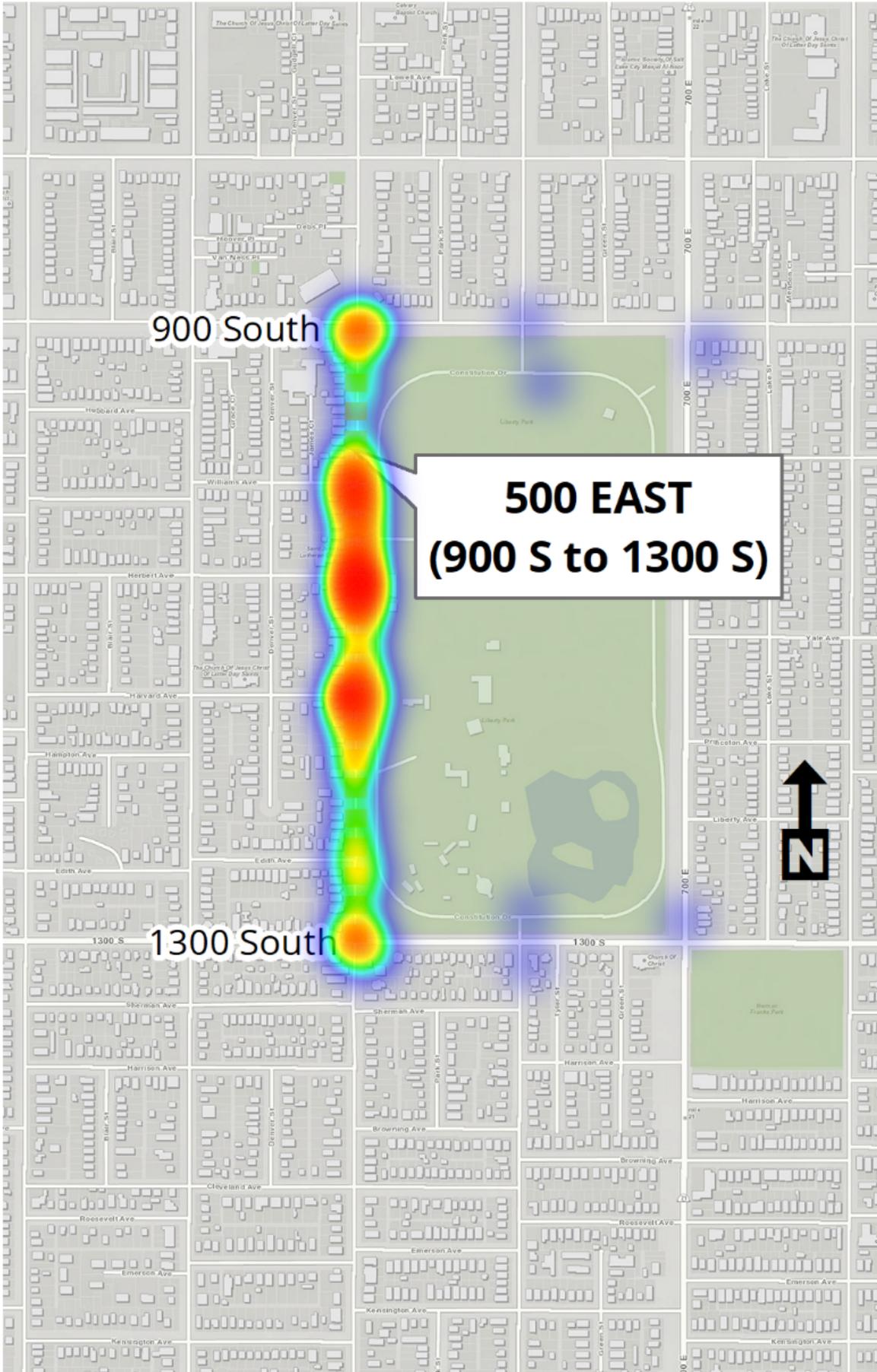


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Driving	1.00	4.00	1.81	0.83	0.69	115
2	Walking	1.00	5.00	2.62	0.99	0.99	112
3	Bicycling	1.00	5.00	3.49	1.03	1.05	112
4	Riding the bus	1.00	5.00	2.07	0.86	0.74	101
5	Skateboarding or scootering	1.00	5.00	3.43	0.99	0.98	93
6	Walking with children	1.00	5.00	3.14	0.97	0.94	102
7	Bicycling with children	1.00	5.00	3.80	1.00	1.01	106
8	Using assistive device (wheelchair, walker, crutches, etc)	1.00	5.00	3.40	0.85	0.72	92
9	Other	1.00	5.00	3.21	0.73	0.53	33

#	Field	Very Safe	Safe	Neutral	Not Safe	Very Unsafe	Total
1	Driving	41.74% 48	40.00% 46	13.91% 16	4.35% 5	0.00% 0	115
2	Walking	11.61% 13	39.29% 44	26.79% 30	20.54% 23	1.79% 2	112
3	Bicycling	4.46% 5	11.61% 13	29.46% 33	39.29% 44	15.18% 17	112
4	Riding the bus	28.71% 29	39.60% 40	28.71% 29	1.98% 2	0.99% 1	101
5	Skateboarding or scootering	3.23% 3	10.75% 10	41.94% 39	27.96% 26	16.13% 15	93
6	Walking with children	3.92% 4	23.53% 24	33.33% 34	33.33% 34	5.88% 6	102
7	Bicycling with children	1.89% 2	8.49% 9	25.47% 27	35.85% 38	28.30% 30	106
8	Using assistive device (wheelchair, walker, crutches, etc)	2.17% 2	7.61% 7	47.83% 44	32.61% 30	9.78% 9	92
9	Other	3.03% 1	3.03% 1	69.70% 23	18.18% 6	6.06% 2	33

Showing rows 1 - 9 of 9

Q18 - Select on the map (up to 10 places) where you do not or would not feel safe walking.



900 South

**500 EAST
(900 S to 1300 S)**

1300 South



Q20 - Why do you not feel safe about walking on this street?

Why do you not feel safe about walking on this street?

When you are coming from the neighborhood, it is hard to see drivers at crosswalks because of the parallel parked cars on the street. Some go so fast that once you start crossing you have to quickly return to the sidewalk or risk getting hit.

buses use it a lot as well as fast cars

There's awful crosswalks and cars don't watch while turning for pedestrians

Traffic is usually moving fairly quickly by midway down Liberty park, the cross walk is fine, but pedestrian right of way is often ignored, and my/kids presence is often obscured by the parking patterns on the street.

Intersections are pretty dangerous, drivers don't stop or pay attention

Speeds are too high; road design favors cars over all else

crosswalk is not visible

Cars

People are starting to use it as an alternate to 7th E and they go FAST. Not paying attention near the corners (9th and 13th). Also, this isn't a paving issue, but the increase in people camping out in the park makes it feel unsafe to walk home along 5th, so I end up driving more than I used to.

Drivers do not pay attention. Crosswalks do not have places for flags.

speeding cars

The cars that go speeding past. The bus drivers are very respectful with the crosswalks.

Vehicle speeds are too high. There aren't enough crosswalks to enter the park. Intersections are bad.

People speed all the time and don't stop at crosswalks.

Speeding cars and meth heads and thieves

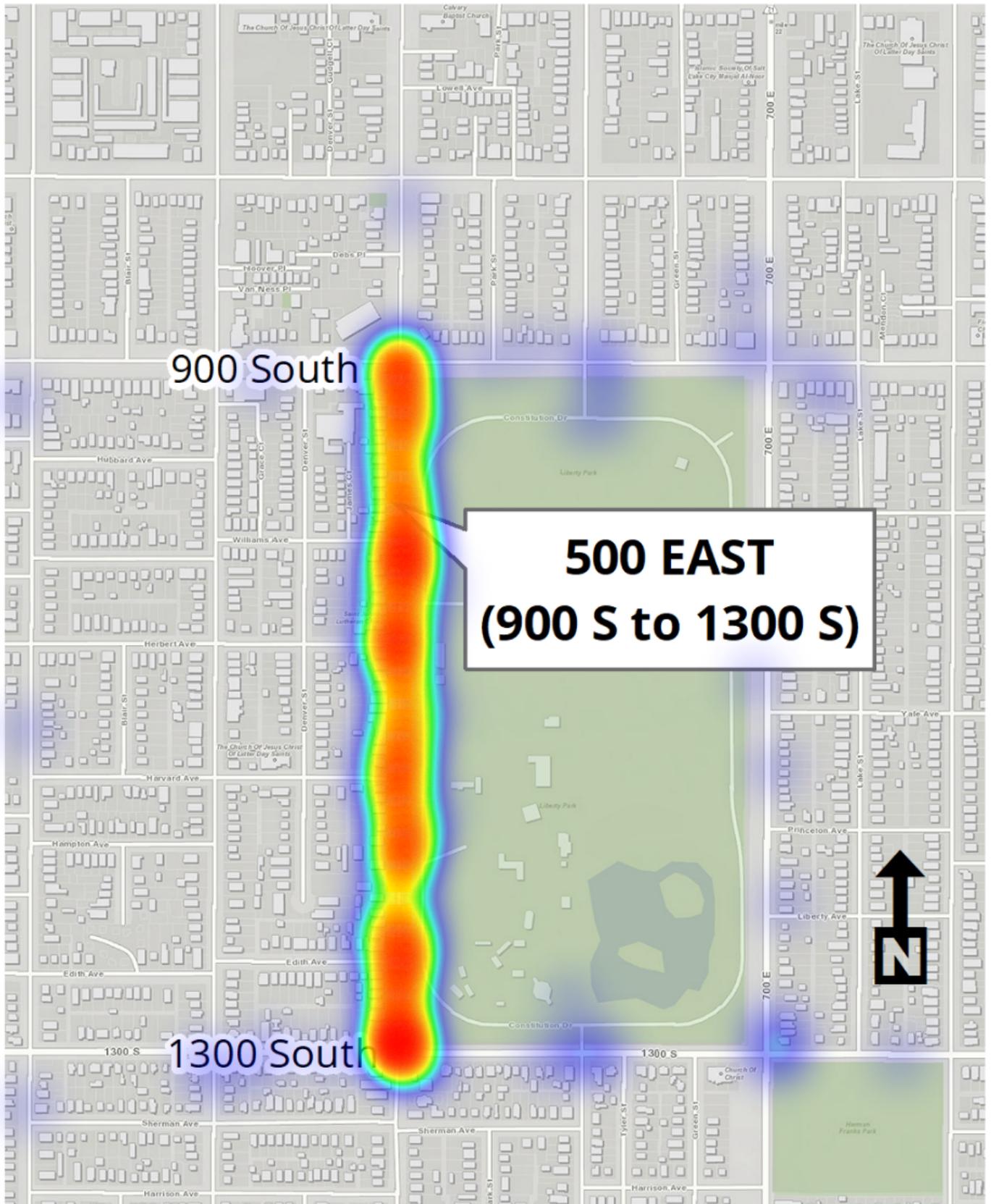
Cars drive too fast, and do NOT look at the cross walk lights. it's hard to see the lights during the day, but people won't stop at night either.

People drive too fast and do not stop for pedestrians in the crosswalks

Cars going to fast

Intersections are poorly marked; mid block crossings not well lit

Q23 - Select on the map (up to 10 places) where you do not or would not feel safe bicycling.





Q25 - Why do you not feel safe about bicycling on this street?

Why do you not feel safe about bicycling on this street?

No protected bike lane

Not a protected bike lane.

Not enough space between cars and bikes

There's no separation for cyclist

No bike lanes and no shoulders

No bike lane or protected bike lane

Any place without protected bike lanes is a risk

It feels too narrow, and with no dedicated bicycle lanes and poor sight lines, I worry I will get hit or doored by a car.

No physical protection from cars and distracted drivers or from car doors of parked cars. No priority or separation at signals.

no bike lane

So many cars and no protected bike lane

The speeds of vehicles during this stretch can reach nearly 40 mph during rush hour when there is uninterrupted traffic. It feels like the street prioritizes cars and acts as an alternative to 700 East.

No separate bike lane.

Cars going too fast. Proximity to cars.

Cars don't pay attention

No bike lane

Drivers not paying attention, driving aggressively

Speeds are too high; road design favors cars over all else

No facility, traffic too fast, no driveways on the east side to slow people down.

Bike lanes are hard to see. Check what Millcreek did. Their Bike lanes are bright green and awesome!!!!

We need clearer bike lanes. Also 1300 south needs a MAJOR upgrade to have at least a painted bike lane

There are not dedicated bike lanes and traffic is too fast with the number of pedestrians near the park.

Why do you not feel safe about bicycling on this street?

No bike lanes.

There isn't a lot of space on this street to share and the parked cars present a hazard. In addition, I cannot bike in the parking lane because of curb bump outs. So, I have to ride in traffic. Biking in this segment is important, since it allows for a direct path south. Biking through the park, while safer, is less direct, slower and results in interactions with pedestrians. There is 700 E right there for cars, can't this be a bike corridor?

Bike lane in the middle of the road, not enough space

No defined lane; SB street parking means it can be a game of dodge to keep out of drivers' path if they don't pass in the center lane instead.

No bike lane and narrow for two cars and street parking

Not a designated bike lane separate from cars. Cars can't tell if bikes will be going through intersections in the crosswalk or on the road.

crowded street

Bicycle travel too close to vehicles (I doubt a bike lane would really help much here), and vehicle traffic is too fast.

People drive too fast. And they may be distracted by the park scene, so they're attention may not be focused on the road. That's a guess, but it sure feels that way.

CARS !!!!

Cars always go too fast & pass too closely since there are only sharrows

The shared bike lanes with cars

Lane width encourages speeding by autos. Shared bike lane is meaningless. Intersections at 900 & 1300 are bad for bikes and peds

You are susceptible to being hit by a car when going north. People should use the sidewalks and paths in the park.

There is no bike lane and cars go too fast down this road.

There is not a designated bike lane and there is a good amount of traffic on this street.

speeding cars

Drivers don't see bicyclers, they go too fast and the bicycle lane isn't clearly marked

The cars and the width of the street.

The bike lane is inadequate

Sharrows are worse than no bike infrastructure at all. Vehicle speeds are too high. There is no protection for cyclists.

Not super wide

Speeding cars. Some use the turning lane as a passing lane.

Why do you not feel safe about bicycling on this street?

Cars drive quickly and go around when someone is turning. They focus on the park side not the residential

there is not enough space for biking, especially heading south where cars are parked on the side.

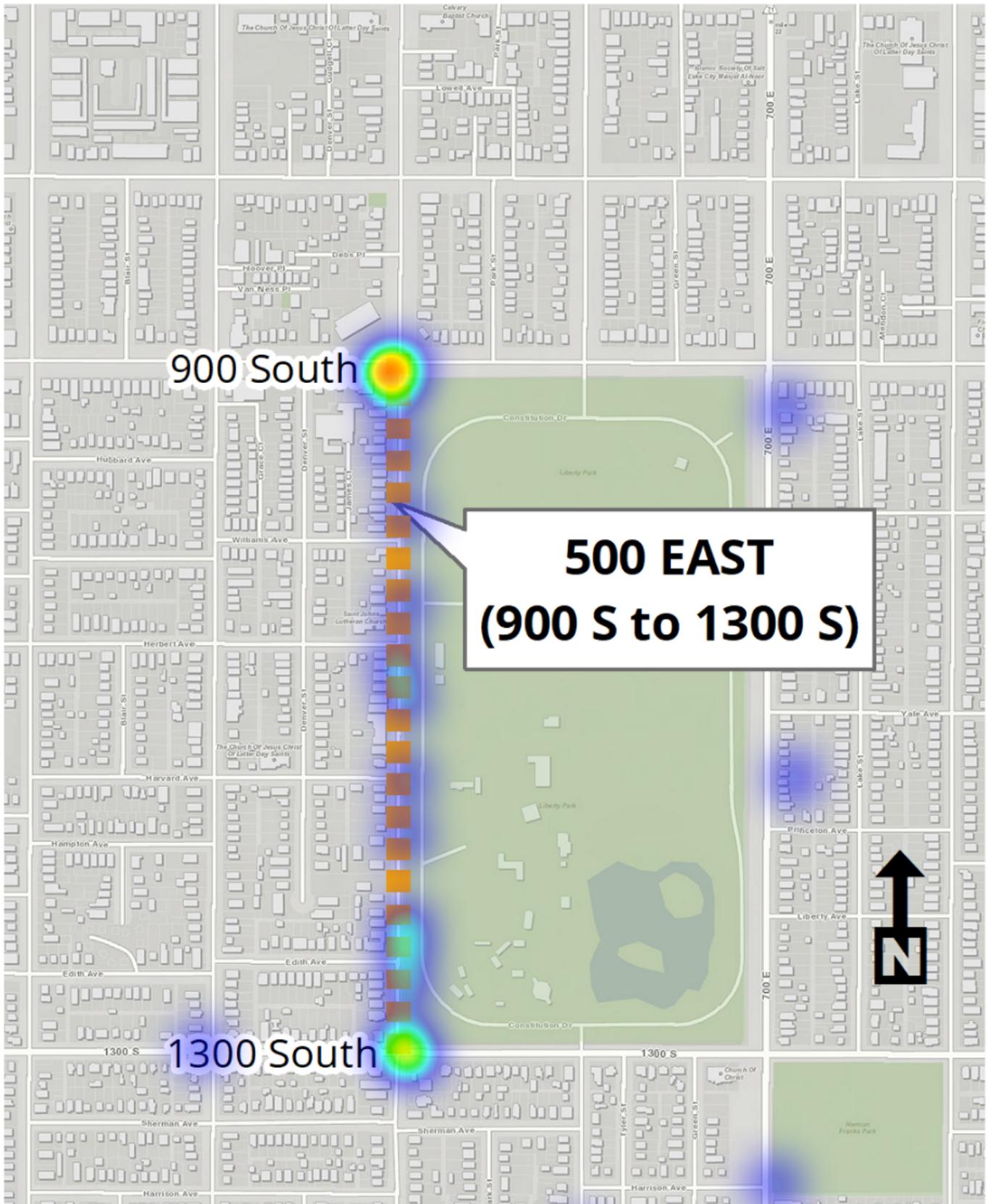
People drive too fast

No room for bikes

Several car accidents on corners of 1300. Sometimes cars go fast on 500

No protection from vehicle traffic; no separation on the street; poor narrow entries into the park

Q27 - Select on the map (up to 10 places) where you do not or would not feel safe driving.





Q28 - Why do you not feel safe about driving on this street?

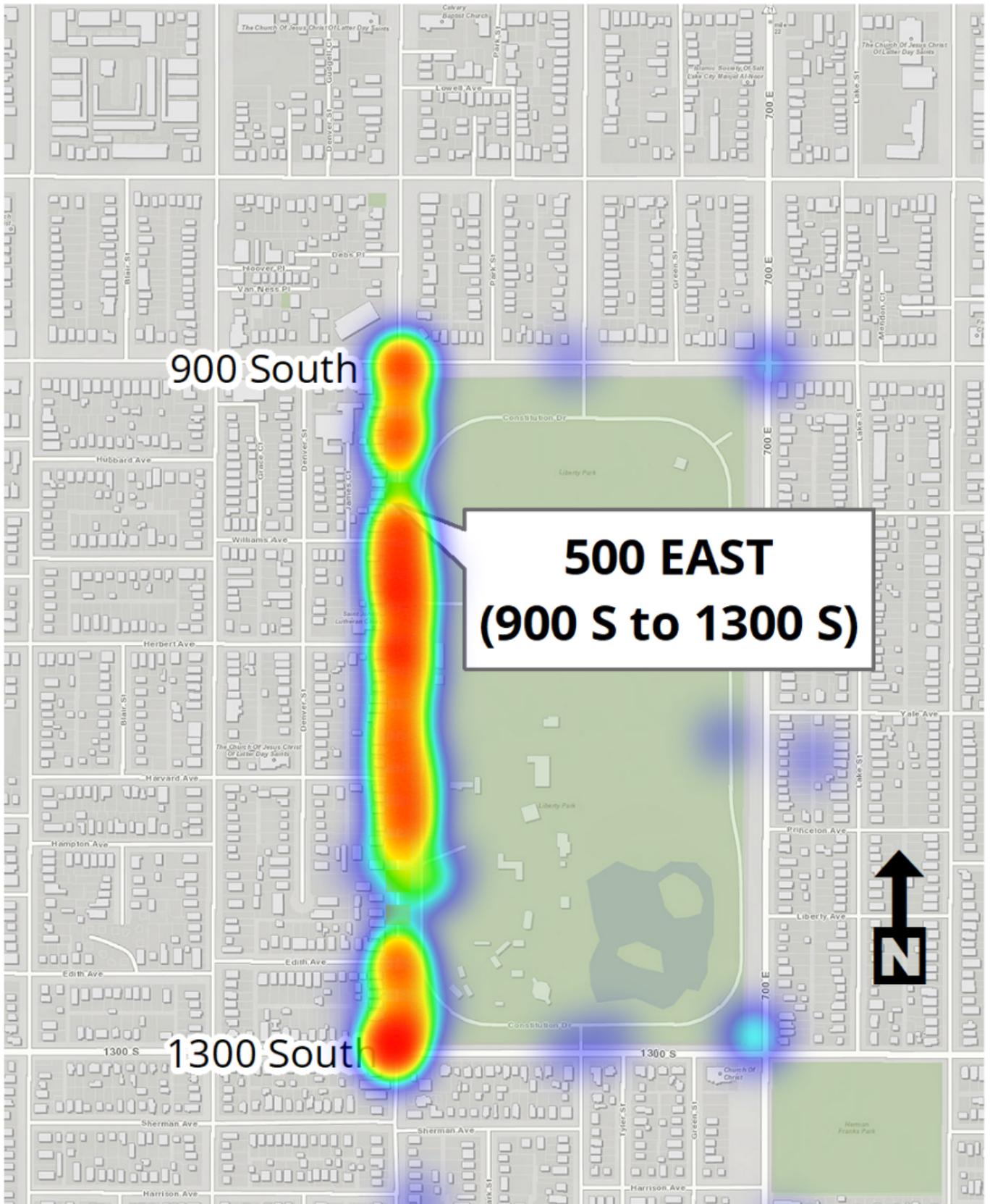
Why do you not feel safe about driving on this street?

Speeds are too high

Rarely does anyone follow the speed limit. Work Commute traffic is a joke. We get the after flow of 700 E. 500 E has been nicked named the SLC Autobahn for a while now.

People are driving too fast and not paying attention. A friend of mine was in a bad car accident at the intersection of 500 East and 900 South.

Q30 - Select on the map (up to 10 places) where you do not or would not feel safe skateboarding or scootering.





Q31 - Why do you not feel safe about skateboarding or scootering on this street?

Why do you not feel safe about skateboarding or scootering on this street?

No bike lane

Same as above.

No physical protection from cars and distracted drivers or from car doors of parked cars. No priority or separation at signals.

If I was required to scooter in the street, then it would be the same problem with car traffic that is prioritized over pedestrians and other vehicles. There are too many cars that go too fast and it functions as a secondary artery to 700 East.

No bike lane, narrow sidewalk.

Cars don't pay attention

God forbid you walk to cross the street on 500 East. THERE ARE NO CROSSWALKS!!!!!!

Never safe. Drivers can't get out of their way safely.

The whole thing is unsafe. The sidewalks are too narrow and the street is dangerous.

Traffic

busy street

Cars are trying to pass while you are in the street. There are multiple sidewalks or paths in the park which are much safer.

N/A--I do neither, although have almost been hit by them.

I do not skateboard or scooter on this street.

speeding cars

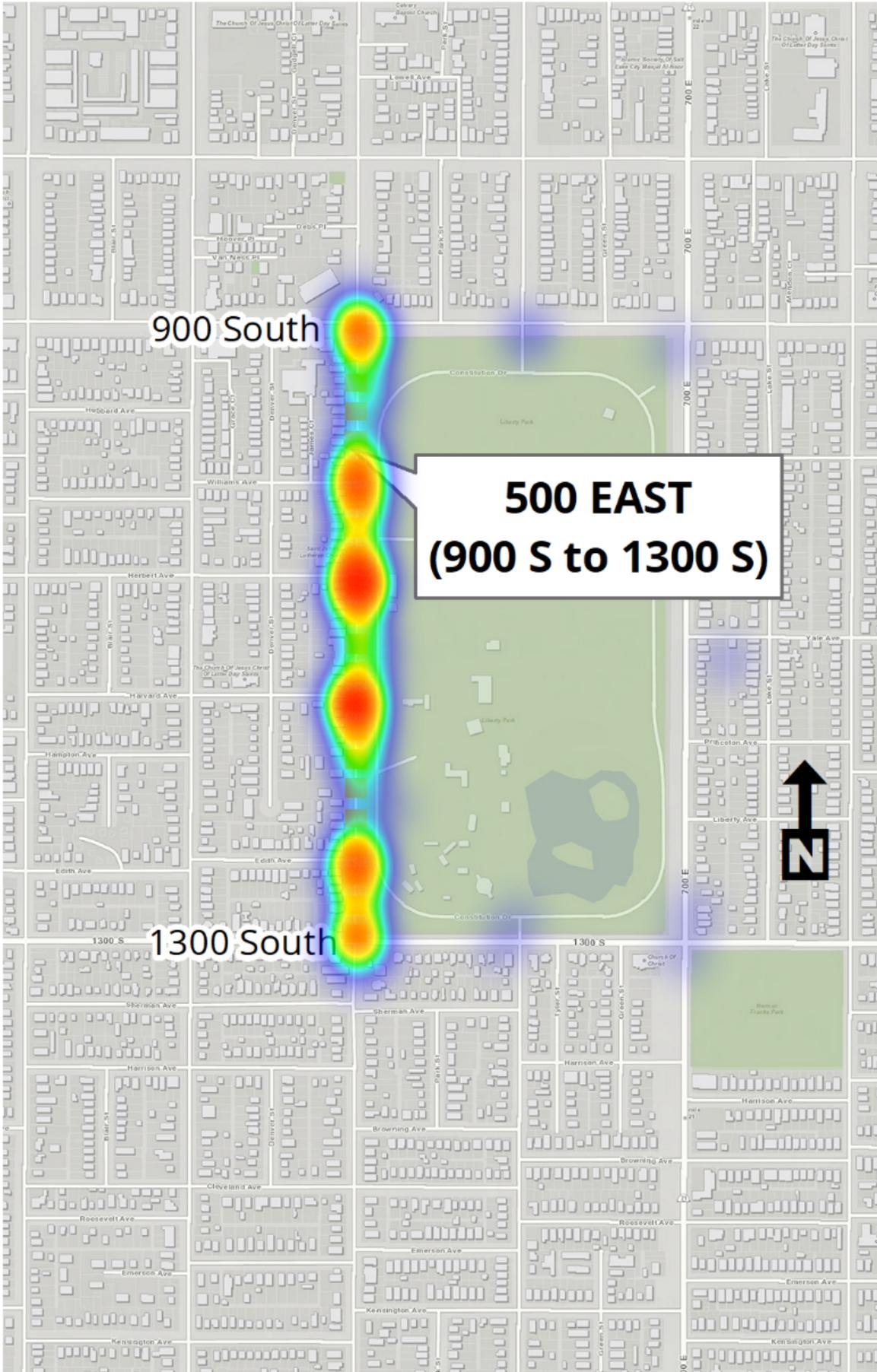
Cars drive way too fast - especially during extended rush hours (6-8 am, 4-6 pm ish) when more people are out headed to the park but cars are in a reckless hurry to get home. Please add a few speed bumps.

Sharrows are worse than no bike infrastructure at all. Vehicle speeds are too high. There is no protection for cyclists.

Speeders, meth heads, off leash dogs

People drive too fast

Q32 - Select on the map (up to 10 places) where you do not or would not feel safe walking with children.



900 South

**500 EAST
(900 S to 1300 S)**

1300 South



Q33 - Why do you not feel safe about walking with children on this street?

Why do you not feel safe about walking with children on this street?

Too many cars

No good sidewalks

Speeding cars.

cars turning and not paying attention to sidewalk/pedestrians

No physical protection from cars and distracted drivers. No priority or separation at signals.

no opinion

Cars Speed.

Cars don't pay attention

See above, the parking patterns make it hard to be seen, particularly crossing to enter the park (west to east)

Speeds are too high; road design favors cars over all else

Traffic too fast and the crosswalks are not controlled with MUTCD approved devices that are visible and attractive.

All of the intersections are dangerous trying to cross the street with children and traffic going so quickly. Many drivers do not stop for the flashing crosswalk on 500 east and Herbert Ave.

Traffic

crosswalk is not visible

cars are going too fast

Crossing the street challenging due to overall width and cars speeding

Drivers don't pay attention and no crosswalk flags

No sidewalk along park. Wide intersection at 900 South.

speeding cars

Cars drive way too fast - especially during extended rush hours (6-8 am, 4-6 pm ish) when more people are out headed to the park but cars are in a reckless hurry to get home. Please add a few speed bumps.

Cars turning onto 5th So from 13th East don't always yield to pedestrians and we need a flashing cross walk sign by Edith Ave.

Why do you not feel safe about walking with children on this street?

Cars do not always follow speed limit and they do not always stop at crosswalk

The amount of cars zooming by.

These questions are redundant. Vehicle speeds are too high. There aren't enough crosswalks to enter the park. Intersections are bad.

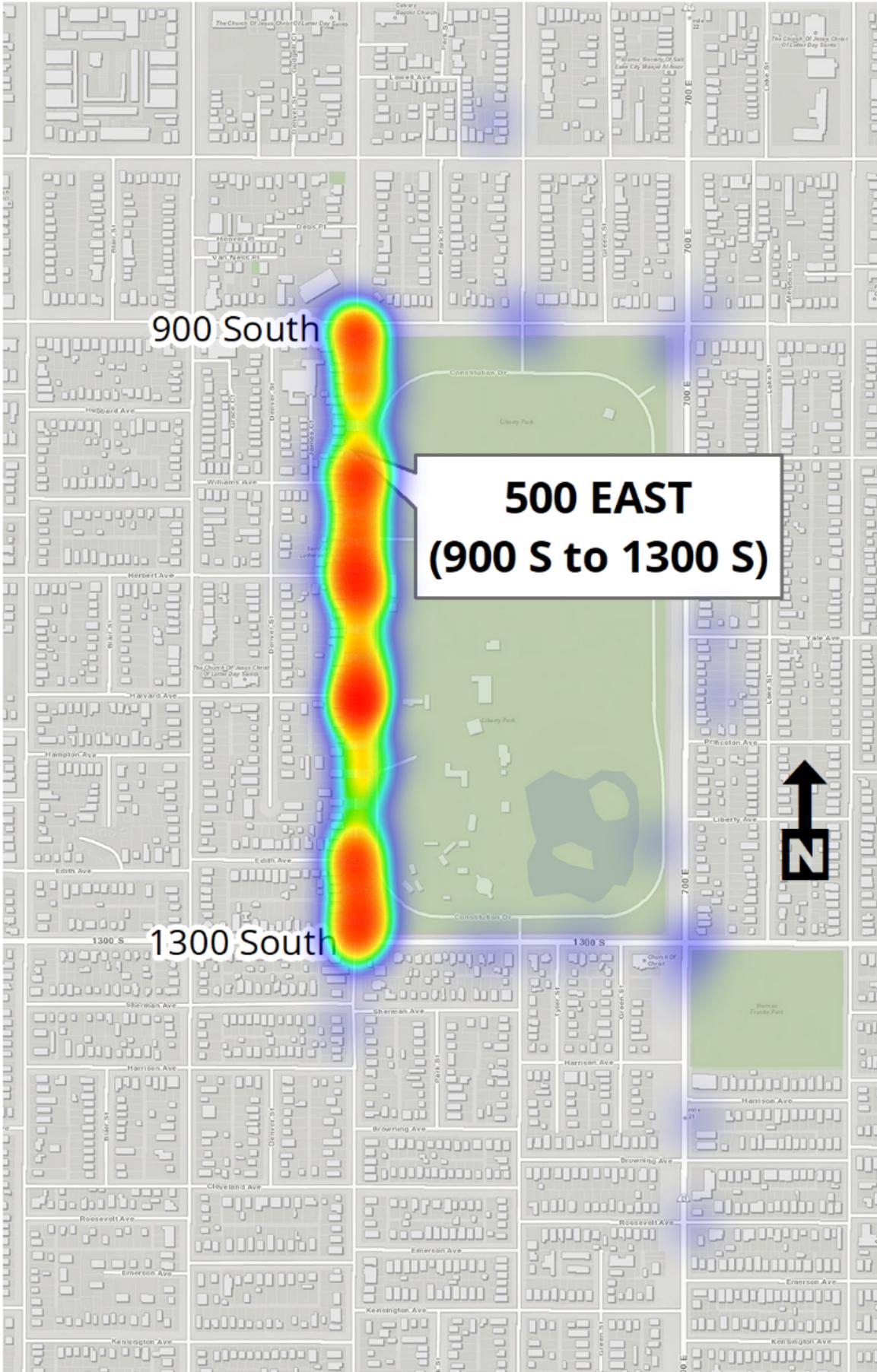
Speeding cars

Same as above

People don't stop for pedestrians in crosswalks

Transients walking to and from the park

Q35 - Select on the map (up to 10 places) where you do not or would not feel safe bicycling with children.



900 South

**500 EAST
(900 S to 1300 S)**

1300 South



Q36 - Why do you not feel safe about bicycling with children on this street?

Why do you not feel safe about bicycling with children on this street?

I don't bicycle with kids so it's hypothetical for me, but I would consider the street a little too much of a "city street" if that makes any sense. I wouldn't want to take kids off of neighborhood streets or very well protected bike lanes. This has car traffic mixed in with bicycles.

Too many cars

No safe separated/dedicated bike lanes

Any place without protected bikes lanes is a risk

See above.

same as above. Cars not paying attention when making turns onto side streets.

No physical protection from cars and distracted drivers or from car doors of parked cars. No priority or separation at signals.

Cars are using this route to commute and bypass 700 East, making it especially dangerous for kids to travel along with it and to/from Liberty Park.

No bike lane, narrow side walk.

Cars Speed.

The park trail would feel safe but not in the street, since there isn't a protected bike lane.

Cars don't pay attention

No bike lane

Speeds are too high; road design favors cars over all else

Same fears as by myself, but worse.

THERE ARE NO CRISWALKS AND RARELY AEE THERE DRIVERS WHO GO THE SPEED LIMIT. MY 9 YEAR OLD SON CAME 1' FROM BEING HIT BY CAR YESTERDAY! GET SOME CROSSWALJS ON 500 EAST. ALLLLLLLLL THE WAY FROM 1300 S TO 2100 S.

No dedicated bike lanes.

Not wide enough

No safe biking infrastructure.

Every single cross walk is a risk, the street itself is (see early comments), too narrow for safe multi modal traffic.

same reasons

Why do you not feel safe about bicycling with children on this street?

Traffic

busy street

No separated lanes, very fast cars

Again the cars are going too fast and it needs dedicated bike lanes and potentially protected bike lanes.

Same as biking response

There is not a dedicated bike lane.

See the answers to your last two questions.

Whole street.

speeding cars

Cars drive way too fast - especially during extended rush hours (6-8 am, 4-6 pm ish) when more people are out headed to the park but cars are in a reckless hurry to get home. Please add a few speed bumps.

Cars don't yield to bicyclers, they go too fast, the bicycle lane is not clearly designated.

The car speeds are too fast and no bike lane

No buffer between street and park

It is not suitable for cars and bikes! It is one lane going both ways. not very wide, BUT...I use the park or artillery streets to ride bikes with kids or myself.

People speed next to the park. High mentally ill homeless presence in park makes it feel unsafe with children.

There is no bike lane

Vehicle speeds are too high. There aren't enough crosswalks to enter the park. Intersections are bad. No protection for people on bikes.

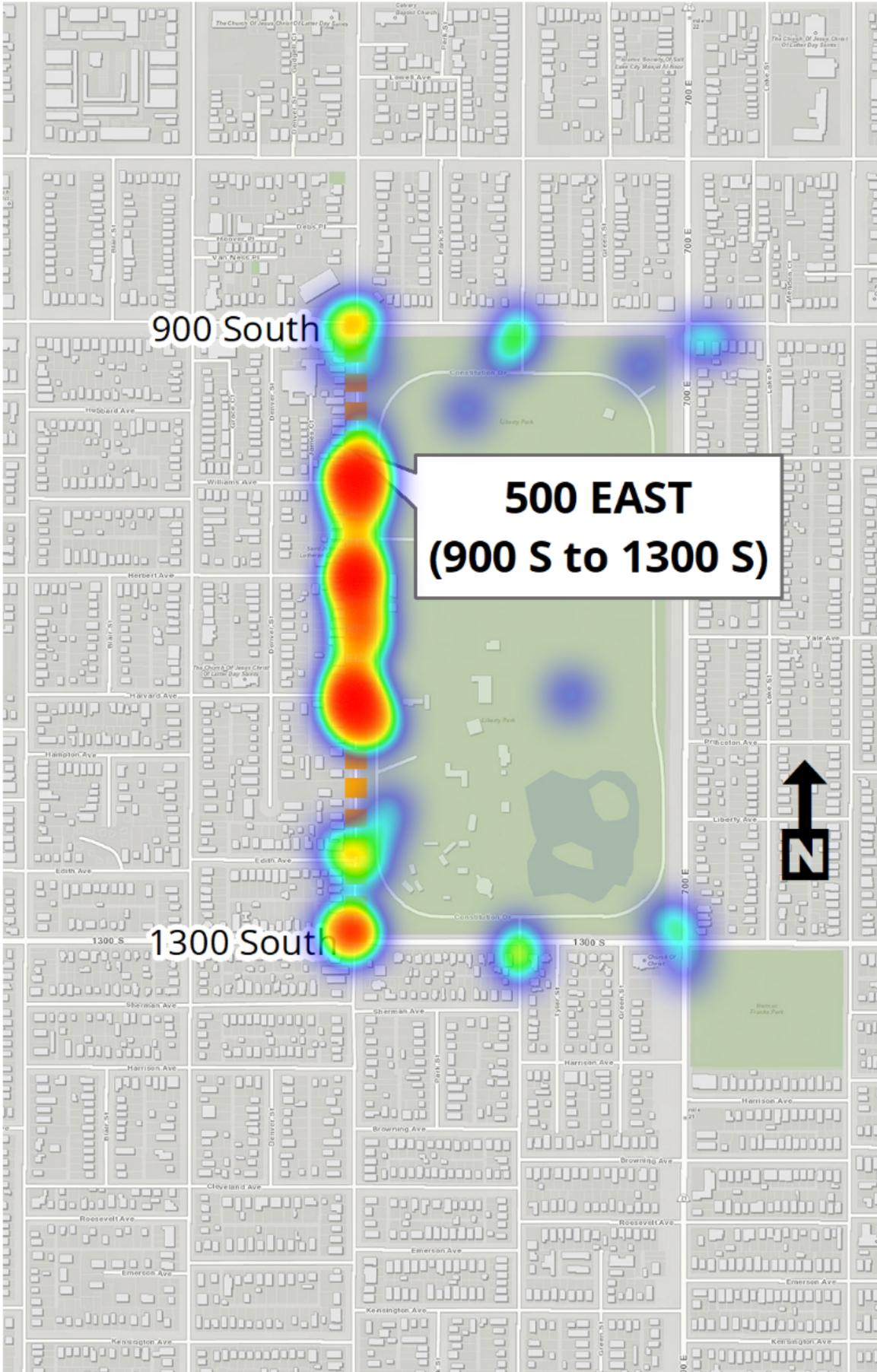
Same as above

People don't stop for pedestrians in crosswalks

Not enough room on the street between cars and curb. No defined bike lane.

Not enough space from cars. Some drivers drive fast. I'd rather take a parallel street

Q37 - Select on the map (up to 10 places) where you do not or would not feel safe using an assistive device (wheelchair, walker, crutches, etc).



Q38 - Why do you not feel safe about using an assistive device (wheelchair, walker, crutches, etc) on this street?

Why do you not feel safe about using an assistive device (wheelchair, walke...

not qualified to answer

No physical protection from cars and distracted drivers. No priority or separation at signals.

Crossing anywhere on the street with an assistive device would be difficult during periods of the day because cars go too fast and people are merely just passing through.

The sidewalk on the west side is narrow and there is no sidewalk on the east side.

Traffic

crosswalk is not visible

Same as ped response plus nowhere to use device on east side of street

Crossing anywhere.

speeding cars

Cars drive way too fast - especially during extended rush hours (6-8 am, 4-6 pm ish) when more people are out headed to the park but cars are in a reckless hurry to get home. Please add a few speed bumps.

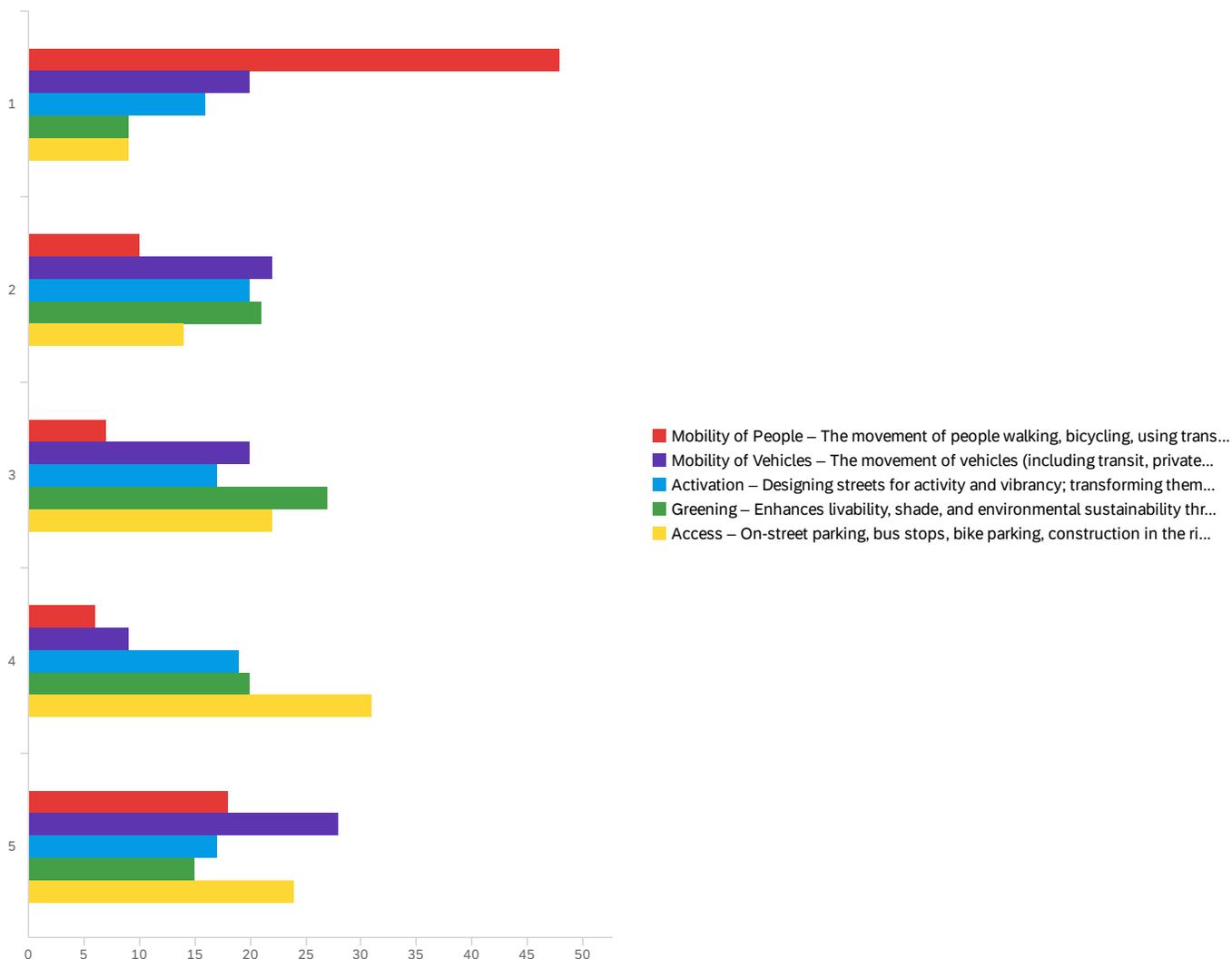
Same as above

Speeders, meth heads, off leash dogs

Drivers drive too fast and don't stop for people in crosswalks even if you press the button to make the crosswalk signs flash

Q26 - Rank the level of importance of these facilities on 500 East from 900 South - 1300

South from 1-5 (1 being the most important and 5 being the least important)



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Mobility of People – The movement of people walking, bicycling, using transit, or using mobility devices	1.00	5.00	2.28	1.62	2.63	89
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight)	1.00	5.00	3.03	1.50	2.25	99
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through	1.00	6.00	3.04	1.41	2.00	90
4	Greening – Enhances livability, shade, and environmental sustainability through street trees and other vegetation, typically in the park strip and/or median (if present)	1.00	5.00	3.12	1.21	1.47	92

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
5	Access – On-street parking, bus stops, bike parking, construction in the right of way, deliveries of goods, and site services	1.00	5.00	3.47	1.24	1.55	100

#	Field	1	2	3	4	5	Total
1	Mobility of People – The movement of people walking, bicycling, using transit, or using mobility devices	53.93% 48	11.24% 10	7.87% 7	6.74% 6	20.22% 18	89
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight)	20.20% 20	22.22% 22	20.20% 20	9.09% 9	28.28% 28	99
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through	17.98% 16	22.47% 20	19.10% 17	21.35% 19	19.10% 17	89
4	Greening – Enhances livability, shade, and environmental sustainability through street trees and other vegetation, typically in the park strip and/or median (if present)	9.78% 9	22.83% 21	29.35% 27	21.74% 20	16.30% 15	92
5	Access – On-street parking, bus stops, bike parking, construction in the right of way, deliveries of goods, and site services	9.00% 9	14.00% 14	22.00% 22	31.00% 31	24.00% 24	100

Showing rows 1 - 5 of 5

Q43 - Please provide any comments you have about your rankings.

Please provide any comments you have about your rankings.

I'd keep parked cars off of this street and create a wide space for people, not cars

This street is fairly walkable as is, a relief from the typical absurdly wide SLC streets which are friendly primarily to traffic and no one else. The better we're able to make the street for pedestrians, bicyclists, etc, the better. Especially for a park adjacent facility.

Streets in general should be a safe place for people, 500 S in particular is close enough to a main through way. Ideally you'll block it off to cars entirely.

This street needs to serve people and not cars. It should be a gateway to the park. It needs protected bike lane and traffic calming.

accommodation of bikes and walking pedestrians should be key factors due to proximity to park.

I believe that 500 East during this stretch must emphasize pedestrians and residents of area because 700 East specifically does not, therefore, 500 East could be a counterbalance to the car-centric design of 700 East. This would include making the mobility of people and the activation of the adjacent areas more important for the park, the community, and the city.

Street would benefit from reduced auto speeds. Improved pedestrian crossings. Raised crosswalks?

More people and bikes, less cars.

Person mobility always highest. Greening next because of the park. Then vehicle mobility because of transit.

I don't think this street needs any changes.

I think more of our streets should prioritize people (pedestrians), followed by bicyclists, then scooter riders, and have cars and trucks last. I would love to see 500 East and other local, smaller streets reflect these values.

Please, please, please, please provide crosswalks 500 E from 1300 S to 2100 S that blink like the 1 crosswalk on 500 East by the park. Please!

500 East between 900 and 1300 South should be maintained primarily for cars and buses. It's not a good street for heavy trucks. I think bikes should use 600 East and 400 East. The sidewalks are for walking and wheelchairs. Thanks to Liberty Park and the age of the neighborhood to the west, there are mature trees and a parkway feel. Let's not tear any more green space out to accommodate bikes. Let's for sure not install roundabouts. For people using the park, there is plenty of parking inside the park. Keep the curbside parking on the west side for residents. More crosswalks might be nice.

Due to the proximity of the park, it would be idea for this street to have increased activation and greening as well as a dedicated bike lane/bus pick up area.

There is no need to prioritize cars. There is a large N-S corridor on 700E and another on State St. Prioritize buses, bicycles, people, but please ignore cars. Why does your survey design ask so much about the surrounding residents. Why are you prioritizing a small facet of the users of this block in your survey (the bias is present in the survey design, where you focus on the residents of the corridor and immediately surrounding it.)? What about pedestrians who access the park by crossing 500 E? What about bikers who may use this as a N-S corridor as part of their commute? My rankings are heavily multi-modal focused, because there is a significant emphasis placed on cars, to the detriment of complete streets.

Bus stops need pull outs, they currently block the flow of traffic. Bike lane needs to be independent of the traffic lane

Wouldn't rank activation & greening so low anywhere but on a street right by Liberty Park, for the record.

plenty of room here for development without impacting traffic.

Please provide any comments you have about your rankings.

7th East is two blocks away. I see no reason to give preference or provide greater access to through-traffic.

Directly adjacent to a park, mobility of vehicles should be sacrificed for the mobility of people. There are so many people who access the park, & crossing or using 500 E can be really unsafe & intimidating.

Not sure how to rank activation because it is single family homes on the west and the largest City park on the east. I think the road should reflect it is entirely bordered on one side by a park. Many people use this street to actively transit to the park.

Access low score for all examples EXCEPT bus stops. They should not be ranked similar to on-street parking

I think the safe movement of people along 5 east is essential since the road borders Liberty Park and many families from the adjacent neighborhood have to cross the street to get to the park.

Because of the park, pedestrians are more important and frequent, then driving. The other factors should serve those two.

3--Things have been done in some areas, like 300 East between 700-800 South that are confusing and distractive. I'm leery about making streets for activity, and it is not needed here since there's a park here. 9th and 9th is an area where people really need to pay attention.

looking for more bicycle and running routes in city

The park is the place to be.

People mobility is HUGE on this street. The hundreds of houses west of the park all access Liberty Park crossing this area. The crosswalks in place with flashers are great but still are not respected by vehicles at many times. Speed control is really necessary for cars traveling N-S on 500E. Greening, while generally great, doesn't seem of concern on this street where the residences generally have nice park strips and the park edge is lined with gorgeous trees.

One of the greatest thing about living where live is the walkability to our beautiful Liberty Park along with all the other walkable amenities here. User friendly! Less cars, more community and safer neighborhood for all ages and dogs.

This should be safer for walkers/bikers since it is directly next to the park.

It should be easy to drive on.

Add raised crosswalks. Slow the cars.

The park is a gem. We should support all enhancements and activities-it benefits everyone. But the surrounding streets need to be useable by the neighbors AND those coming to the park.

Need dedicated police at the park and citations for off leash dogs. Need social services checking in on homeless squatters.

Cars are not important, the priority should be pedestrians and cyclists.

I suggest raised crosswalks to slow traffic down and improve visibility of pedestrians

N/a

Please get rid of the dog poop. Would love more trees and gardens.

Q3 - Are there specific changes you would like us to consider on this street? If so please describe the location and the possible improvement.

Are there specific changes you would like us to consider on this street? I...

Bike lanes

Sharrows basically suck. Give the bikes actual space and limit car access. Maybe bring traffic speed WAY down. 15 mph?

Protected bike lanes

Possibly consider creating more of a "bicycle boulevard" where cars are allowed but discouraged through use of barriers or some kind of traffic calming devices. Similar to areas of 800E.

Close the eastern half and make it a dedicated walking/biking path

Bike lane and traffic calming. More trees on the park side.

speed bumps or raised sidewalks at every side street with flags or lights.

Protected, separated bike lane. Bump outs at all pedestrian crossings. Raised curbs at all crossings. Signalized lights for pedestrian crossings mid block.

dedicated bike lanes and more stop lights along side streets

A protected bike lane.

I would like a slower posted speed limit from 900 South going southbound through the city emphasizing that 500 East is not an alternative to 700 East. Better pedestrian crossings to the park could emphasize the area and activate intersections in a way that could potentially slow traffic and tie the neighborhood and park together. I would also like to see better-defined bike lanes and wider spaces for other vehicles (scooters, etc.).

This section of road does not need the center lane. There are no turns to the east. Vehicles turning to the west will slow traffic and increase safety. Space gained from center lane can be used for bikes, scooters, skateboards, etc. and support mission of Liberty Park.

Add a sidewalk on the east side.

I would love protected bike lanes and better cross walks

Two travel lanes; remove center lane; create bike & pedestrian-friendly infrastructure in recaptured lane. There is no reason for this street to have a center lane

Separated bike lanes.

I think bicyclists aren't made to feel as safe on this stretch of 500 East as they are on other streets because their lane is shared with cars. Granted I also drive on this street and I try to give bicycle riders a wide berth when passing but not everyone does.

if you are going to work on the street AGAIN, please beautify our area by putting utility lines underground. Keeping them over head is very ugly.

Better bus stops that can pull off to the side instead of stopping. It's dangerous for those riding bikes.

Are there specific changes you would like us to consider on this street? I...

Sidewalk on the East side of 500 east around the park; Dedicated bike lane; dedicated area for bus turn in and pick up.

Leave it the same. It is great

The street should have a (protected) bike lane in one direction coupled with 300 E.

Please close it to vehicle traffic permanently.

Bus stops need pull outs, they currently block the flow of traffic. Bike lane needs to be independent of the traffic lane

Bike lanes , especially with a greenbike station right on 9th & 5th. The pedestrian crossing signals are great if drivers see them and respect them; when they don't, not so sure what could be changed. Maybe have a sign like those "over the speed limit" signs, but with a pedestrian crossing?

Move the bus stops away from the cross walks please. When driving I always slam the brakes thinking that people waiting at the bus stops are trying to cross the street when they're just waiting for the bus.

Please make the crosswalks more visible, and also clear what is crosswalk vs bus stop. It can be difficult as a pedestrian to cross 5th, and as a driver difficult to tell if a pedestrian is trying to cross or waiting for the bus.

designated crosswalk on Williams Ave and 5E

NO BIKE LANES

Traffic calming. At least a painted bike lane. Protected lane would go too far and be a poor use of funds for this location. 6th E is a much better cycling street and more bicycles should be directed there, but calming drivers on 5th E should be a priority for the protection of all non-motorized users.

Protected bike lane

Raised crosswalks where there are only painted ones. Narrower lanes to slow vehicle traffic.

Make it more pedestrian friendly by the following: 1) Eliminate the center turn lane. There is no need for it. 2) Make dedicated or protected bike lanes 3) Add some additional crosswalks

No need for center turn lane. Consider removing and using space for bike lane (easy to be protected lane for northbound bc there are no driveways). Southbound bike lane could be separated like 300E design?

I would like to see a dedicated bike lane added to the street. Another nice addition would be pedestrian crossings at Williams Ave and Edith Ave. to provide better access to the park.

Raise the city's standards for repairing and maintaining streets in general. This stretch of 500 East seems to get repaired every few years yet other sections go neglected for decades.

Review parkstrip plant sizes for visibility of those turning onto the street (some houses have planted trees).

bike or running lane

For 1035 south on 500 east to get repaved because in 2008 it was not done due to staging of equipment. Better street quality so my home doesn't shake because of the constant busses driving by and idling. Also repair to the poorly done and poor quality bump out on 500 east

Extra lanes north of 900 South aren't well used due to buses, parked cars half-blocking the narrow lanes. Better to have fewer lanes, but wider!

Are there specific changes you would like us to consider on this street? I...

I would like for each of the side streets leading into Liberty Park to have a designated crosswalk, particularly at the corner of Williams. There is a lot of foot traffic on these streets and many people cross into the park at undesignated areas. I think it would also be helpful to add speed bumps or stop signs along this section of road to slow down vehicles. People often get going too fast in this area.

I would like to see speed bumps on 500 at Herbert and Harvard to try and slow drivers down near the crosswalks at those intersections. Can't tell you how many times cars have slammed on their brakes to stop at the last minute while I have been crossing the road or I have had to jump back to avoid being hit even with the crosswalk activated.

People mobility is HUGE on this street and a serious danger currently. The crosswalks in place with flashers are a great start but still are not respected by vehicles at many times, especially during rush hour times when both traffic and pedestrian traffic are higher. Speed control is really necessary for cars traveling N-S on 500E. After walking and driving this street many times each day for 5 years, I think a speed bump on 500E at Harvard and one at Herbert would be most effective to slow people down on the entire street or divert speedy traffic to 700E where it is much safer and more equipped.

Many walkers, runners, bicyclers etc use Edith to get to the park and want to cross 5th East at that end of the park. We need more trees on the west side so we aren't in the boiling sun on the way to the park.

Raised hawk crossings where crossings currently are.

I think this street could do without a dedicated turn lane the entire length.

Get rid of the junkies in the park wandering in the street ruining the park and surrounding area.

Turn northbound into two lanes.

Yes. Stop doing bike infrastructure piecemeal. It does no good to have a bike lane from 900 South to 1300 South, a sharrow south from there, then another bike lane. But that's the approach the city is doing right now.

Some of the side streets can be hard to turn off of when bicycling and trying to go across or in either direction on 500 E (but especially turning to head N bound). The pedestrian crossings being accessed from only one side of the street in the sidewalk is not helpful for bicyclists. I wonder if a roundabout would help? The new roundabout at 900 S 100 E with the wide bike path is great!

Bike lane

Make parking metered or limited times

No bikes. They should use the park or go over to 4th and 3rd East. There is too many other important issues in 5th East.

Anything to keep the crosswalks extremely visible

protected bike lane.

Raised crosswalks at Harvard and Herbert intersections

N/a

Trash cans and poop bags for the entitled idiots that don't know how to care for their dogs.

Q22 - Is there anything else you would like us to know about this street?

Is there anything else you would like us to know about this street?

Please rebuild it for people, not cars. What kind of a street would you want your kids to ride their bikes on? Or your grandparents to cross while walking?

In previous years I used this as an alternative to 700 East and didn't fully understand how detrimental that was to the neighborhood, the park, and the character of the city. Now that I live closer to the area and use Liberty Park on a regular basis, I would like to see measures that de-emphasize the road as a commuter route and make it more specific to pedestrians, transit, and other means of transportation.

There is too much parking in Liberty park, which is encouraging people to drive to the park and drive around the park. It adds congestion to 500 E and reduced the air quality.

500 E is a highly commuted road. It isn't crossing friendly. The tree limbs covering the speed limit signs need to be cut way back. Speed limit signs should blink or post more of them. The city should limit the cars a rental I lace can have. The rental across the street from me has up to 6 cars at one. Time. I typically have to move my trash cans around on trash day because of renter's cars. It would great if SLC could follow other big cities with 'No Parking signs on trash days with times. I'd love to keep all my trash cans in front of my house on Trash Day.

The intersections need some work for bike safety

It's a nice multi-use street. Please don't take out healthy, mature trees to widen it. We need the canopy to mitigate against climate change and provide all the other benefits of trees, which should be treated better --more proper pruning, less butchering, lots of water if they need it in hot summers. They will repay it by transpiring moisture back into the air . . .

Since it is difficult to turn left onto 700 east from 1300 south, I have noticed an increase of drivers speeding up 500 east. It would be nice to have a dedicated bike lane on 500 east so that bicyclist can safely travel up/down 500 east without having to go through the park. Also it would be nice to have a dedicated sidewalk around the east side of the park so that people can safely walk to the park---the crosswalks are dangerous as many motorist do not stop for pedestrians. If you don't consider a sidewalk on the east side of 500 east, then consider a traffic light like the one on 600 east and 1300 south so that pedestrians can safely cross 500 east to get to the park. More people are using the park and there needs to be safe routes for biking, walking, etc to get to the park.

NO MORE BIKE LANES

More pedestrian crossing infrastructure should be considered. It can be dicy crossing from the neighborhood to the park.

Doesn't need a center turn lane !

I like that it is a relatively low speed street not conducive to commuter travel. I also really like that it's a full bike lane.

I think I have said it all

All cross walks should be the same down the street. The one near my home has no place for flags but the next street down it does and the next street up from that it has a pedestrian light.

The pavement is really in bad shape. It was just redone a few years ago. Why is the pavement so bad? Is the same thing going to happen with all the streets the city is redoing now?

It is a lovely street. We love our neighborhood!

We need trees on the west side of 5th East.

PLEASE don't change the width of this street.

Is there anything else you would like us to know about this street?

Could it be paved properly this time so it lasts?

Leave the park and the view alone.

Yes. Pick people over cars. We have an incredible resource with Liberty Park and yet it's set up for people primarily to drive into. Activate the park from the west side. We dont need 5th East to be a 7th East lite.

Drivers speed on this street way too often!

There is a food pantry in a yard near the church. Please keep in mind people need access. Also Beans and Brews access is bad.

i wish there was another crosswalk to the park off of Williams and 500

like the rest of the city, there should be more dedicated turn signals at intersections. Instead we're encouraging unsafe turns and running lights.

People drive too fast on this street

N/a

End of Report