

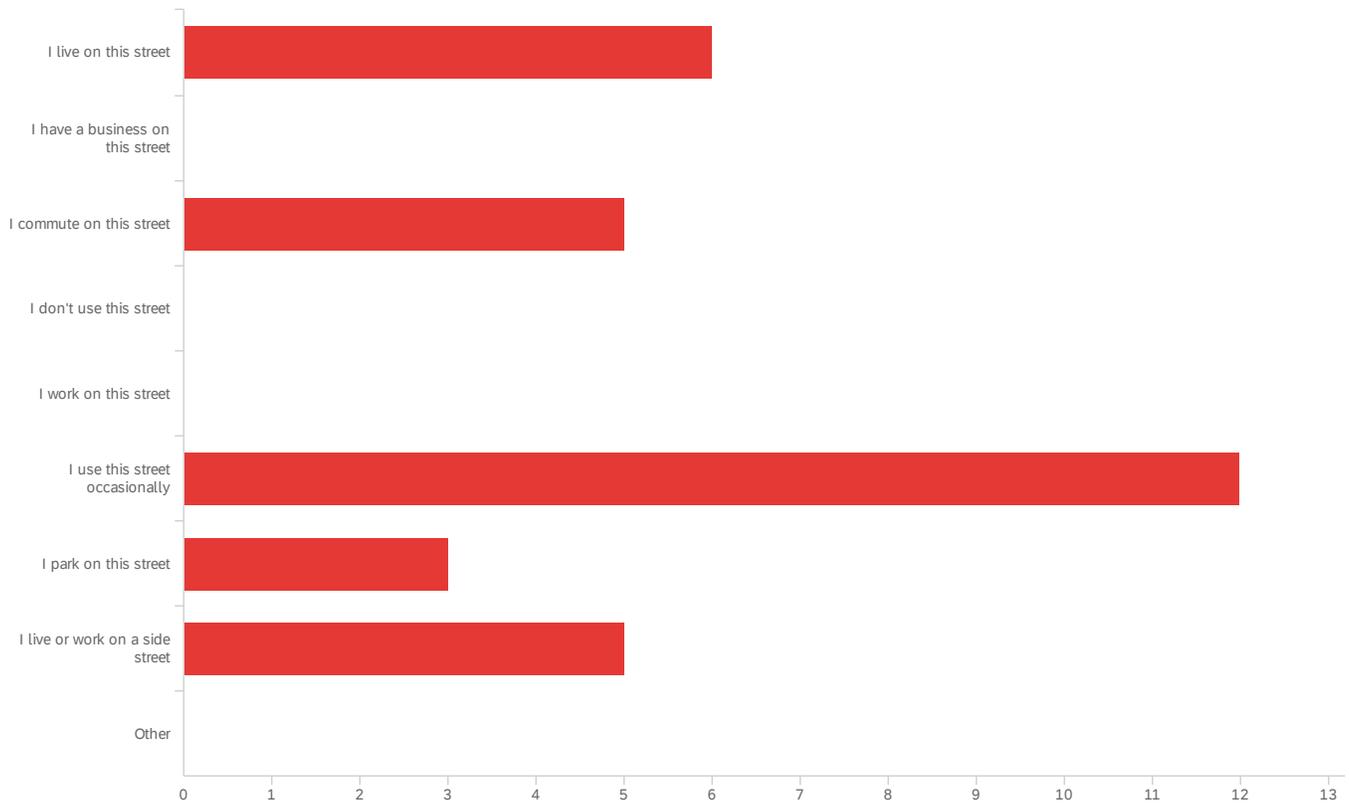
Avenues Results

Transportation - Avenues North to South (D, G, K, Q)

April 14, 2020 2:25 PM MDT

Q21 - What is your connection to these streets? (Avenues North to South - D, G, K, Q)

Check all that apply.

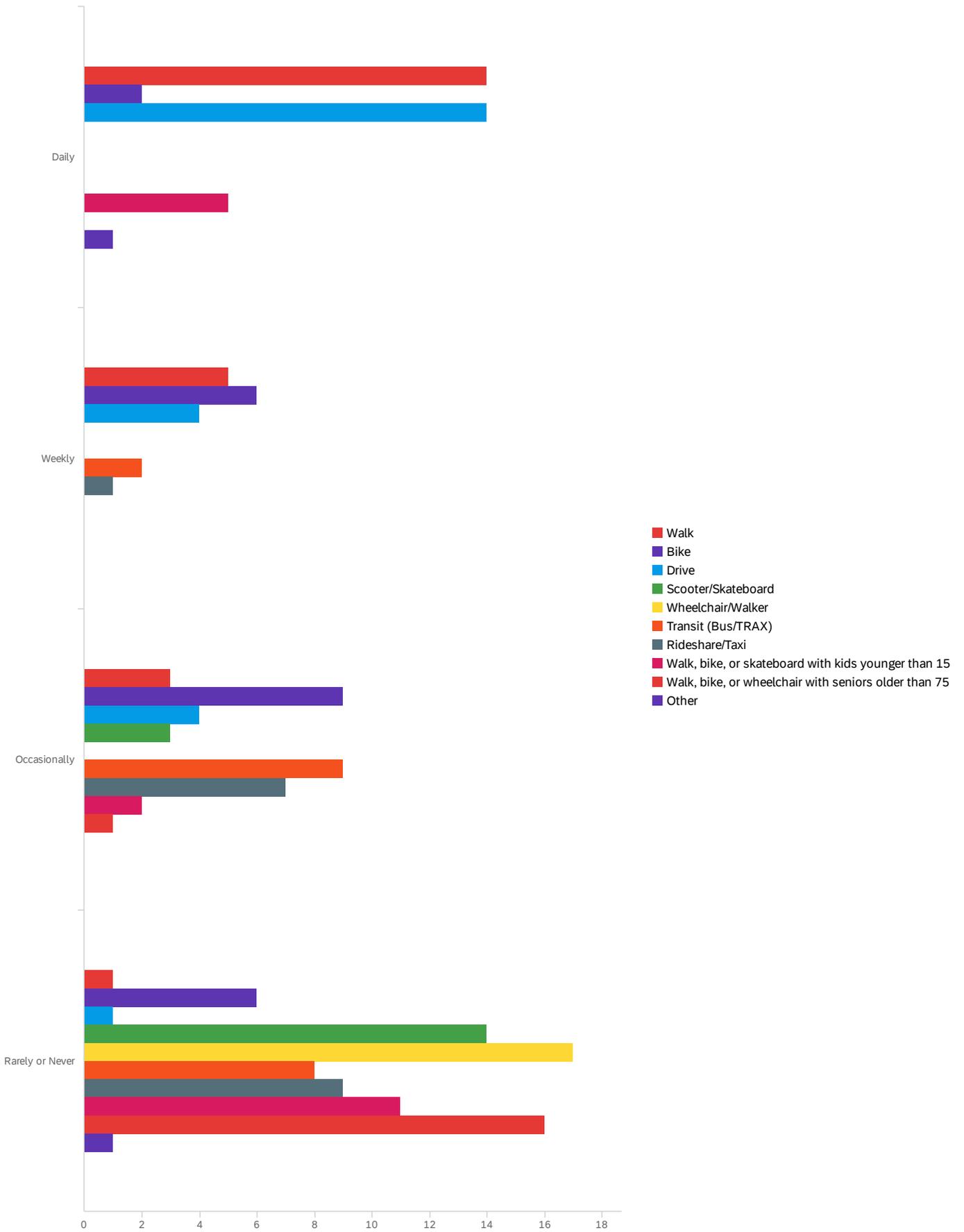


#	Field	Choice Count
1	I live on this street	19.35% 6
2	I have a business on this street	0.00% 0
3	I commute on this street	16.13% 5
4	I don't use this street	0.00% 0
5	I work on this street	0.00% 0
6	I use this street occasionally	38.71% 12
7	I park on this street	9.68% 3
10	I live or work on a side street	16.13% 5

#	Field	Choice Count
11	Other	0.00% 0
		31

Showing rows 1 - 10 of 10

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

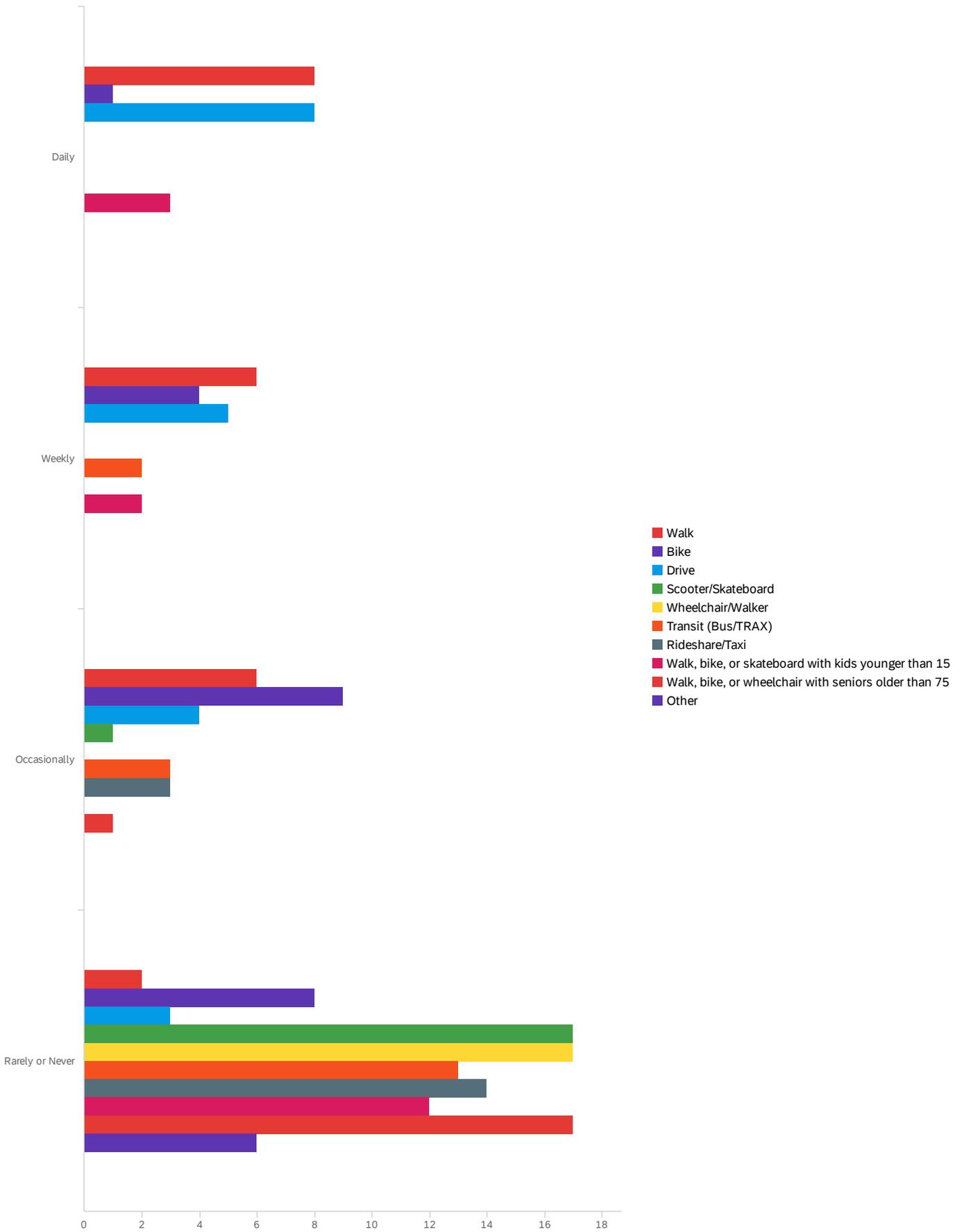


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	1.61	0.87	0.76	23
2	Bike	1.00	4.00	2.83	0.92	0.84	23
3	Drive	1.00	4.00	1.65	0.91	0.84	23
4	Scooter/Skateboard	3.00	4.00	3.82	0.38	0.15	17
5	Wheelchair/Walker	4.00	4.00	4.00	0.00	0.00	17
6	Transit (Bus/TRAX)	2.00	4.00	3.32	0.65	0.43	19
7	Rideshare/Taxi	2.00	4.00	3.47	0.61	0.37	17
8	Walk, bike, or skateboard with kids younger than 15	1.00	4.00	3.06	1.31	1.72	18
9	Walk, bike, or wheelchair with seniors older than 75	3.00	4.00	3.94	0.24	0.06	17
10	Other	1.00	4.00	2.50	1.50	2.25	2

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	60.87% 14	21.74% 5	13.04% 3	4.35% 1	23
2	Bike	8.70% 2	26.09% 6	39.13% 9	26.09% 6	23
3	Drive	60.87% 14	17.39% 4	17.39% 4	4.35% 1	23
4	Scooter/Skateboard	0.00% 0	0.00% 0	17.65% 3	82.35% 14	17
5	Wheelchair/Walker	0.00% 0	0.00% 0	0.00% 0	100.00% 17	17
6	Transit (Bus/TRAX)	0.00% 0	10.53% 2	47.37% 9	42.11% 8	19
7	Rideshare/Taxi	0.00% 0	5.88% 1	41.18% 7	52.94% 9	17
8	Walk, bike, or skateboard with kids younger than 15	27.78% 5	0.00% 0	11.11% 2	61.11% 11	18
9	Walk, bike, or wheelchair with seniors older than 75	0.00% 0	0.00% 0	5.88% 1	94.12% 16	17
10	Other	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2

Showing rows 1 - 10 of 10

Q29 - How do you how do you currently travel on these streets?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	2.09	1.00	0.99	22
2	Bike	1.00	4.00	3.09	0.85	0.72	22
3	Drive	1.00	4.00	2.10	1.09	1.19	20
4	Scooter/Skateboard	3.00	4.00	3.94	0.23	0.05	18
5	Wheelchair/Walker	4.00	4.00	4.00	0.00	0.00	17
6	Transit (Bus/TRAX)	2.00	4.00	3.61	0.68	0.46	18
7	Rideshare/Taxi	3.00	4.00	3.82	0.38	0.15	17
8	Walk, bike, or skateboard with kids younger than 15	1.00	4.00	3.24	1.21	1.47	17
9	Walk, bike, or wheelchair with seniors older than 75	3.00	4.00	3.94	0.23	0.05	18
10	Other	4.00	4.00	4.00	0.00	0.00	6

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	36.36% 8	27.27% 6	27.27% 6	9.09% 2	22
2	Bike	4.55% 1	18.18% 4	40.91% 9	36.36% 8	22
3	Drive	40.00% 8	25.00% 5	20.00% 4	15.00% 3	20
4	Scooter/Skateboard	0.00% 0	0.00% 0	5.56% 1	94.44% 17	18
5	Wheelchair/Walker	0.00% 0	0.00% 0	0.00% 0	100.00% 17	17
6	Transit (Bus/TRAX)	0.00% 0	11.11% 2	16.67% 3	72.22% 13	18
7	Rideshare/Taxi	0.00% 0	0.00% 0	17.65% 3	82.35% 14	17
8	Walk, bike, or skateboard with kids younger than 15	17.65% 3	11.76% 2	0.00% 0	70.59% 12	17
9	Walk, bike, or wheelchair with seniors older than 75	0.00% 0	0.00% 0	5.56% 1	94.44% 17	18
10	Other	0.00% 0	0.00% 0	0.00% 0	100.00% 6	6

Showing rows 1 - 10 of 10

Q39 - What do you like about these streets?

What do you like about these streets?

Light car traffic

Tree canopy, narrow width makes crossing easier/safer

They are nice, neighborhood streets with a lot of unique character found in the historic houses, yards, gardens, etc.

narrow, slower speeds

Beautiful homes, trees, yards,

Neighborhood feel

Quiet, good to bike up-little traffic

Narrowness and low traffic volume

They're quiet and have large parking strips.

they are somewhat quiet

I don't have to use "B". "E" or "I" streets to travel N-S

Q street has a light to exit the Aves.

street parking is very important on these streets

Tree lined, quiet

It's fine

Trees!!!

Connects local businesses, parks, schools, with my home

Q40 - What do you not like about these streets?

What do you not like about these streets?

Need narrower car lanes/wider bike lanes; Need more stop signs

Traffic moving faster than posted speed limits; would prefer to see more stop signs at intersections where street parking is particularly heavy as sometimes crossing in a car can be a blind guess (can't see traffic)

They are often crowded with street parking since many of the homes in the Avenues do not have driveways. I mostly dislike when people speed through the neighborhood. In particular, the intersection at K Street and South Temple often has people run the red light or ignore it. People coming out of Bonneville Tower sometimes do this as well. It is a concern because many students cross in the crosswalk to get from the Avenues to Bryant Middle School, including my son. There have been many mornings where we have almost been hit from someone heading East towards the university of Utah. The Intersection is also oddly shaped and does not line up. As a result, those racing to beat the light or running the red light heading north or south frequently enter the intersection during the green light period for cars heading East towards Bryant. It would be nice if the traffic lights had more time between them or even if we could get traffic police to patrol during school commuting hours. People do not always realize how large the intersection is when they try to beat the light.

hill, crossing South temple

Steep

hard to see past parked cars at some intersections

Stop signs are often a challenge for people in the aves

Congested parking

Drivers go too quickly on them.

intersections can have limited line of sight, so they can become dangerous

Other traffic running stop signs and cars stacked on both sides of the street.

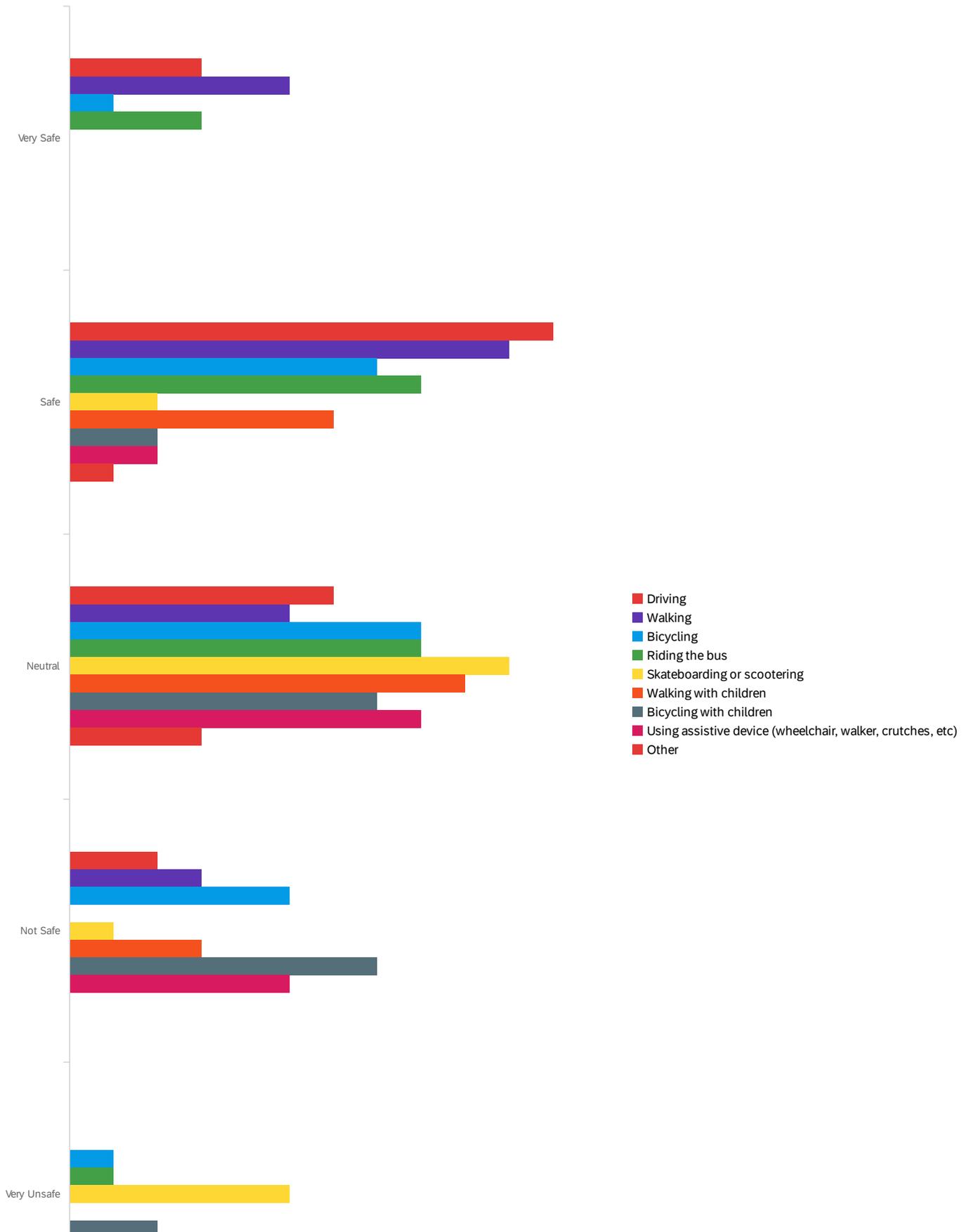
On some of the corners of 1st/2nd/3rd plant materials have been allowed to grow too high making it hard to see at when stopped to go thru.

The park strip on the east side of K street is very wide and a lot of people park on that street. you could decrease the park strip width and make room for more cars (angled parking). Also people park too close to the cross walk/intersection all the time. A design to mitigate that would be great. The intersection between K street and 1st Ave is also troublesome. If you're heading west on 1st ave and turning left onto K st. it's hard to see oncoming cars or bicyclists.

1. Too much traffic, too fast. People trying to beat the light at Q and S. Temple 2. Cars and bikes going wrong way up Q St. 3. Light at intersection of Q and South Temple is too slow. People who wait on Q St for green light in order to turn left obstruct cars behind them trying to turn right onto S.Temple.

Cars travel too fast for me to feel that my children are safe outside

Q2 - How do or would you feel doing the following activities on these streets?



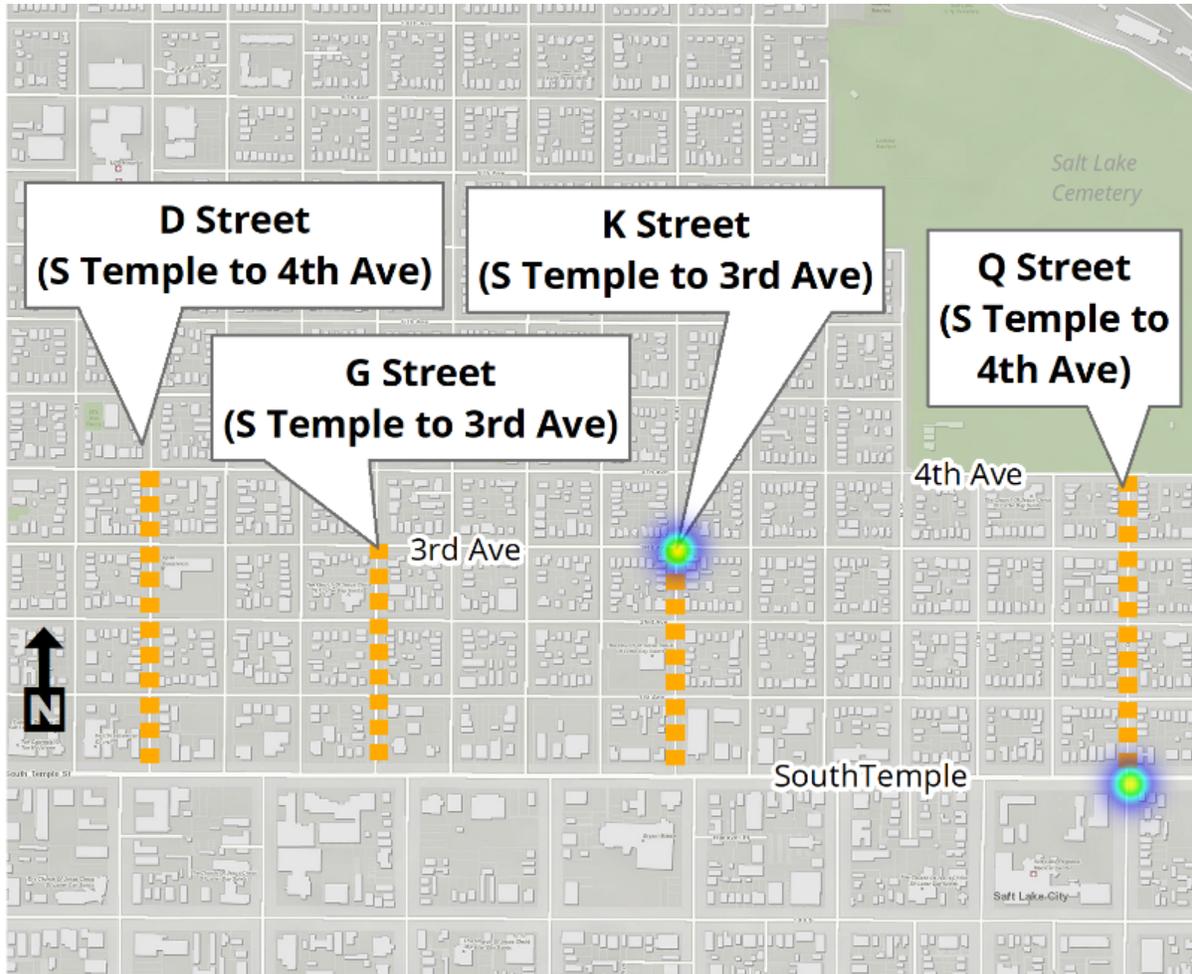


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Driving	1.00	4.00	2.32	0.82	0.67	22
2	Walking	1.00	4.00	2.26	0.94	0.89	23
3	Bicycling	1.00	5.00	2.91	0.95	0.90	22
4	Riding the bus	1.00	5.00	2.40	0.92	0.84	20
5	Skateboarding or scootering	2.00	5.00	3.50	1.01	1.03	18
6	Walking with children	2.00	4.00	2.83	0.69	0.47	18
7	Bicycling with children	2.00	5.00	3.50	0.83	0.69	18
8	Using assistive device (wheelchair, walker, crutches, etc)	2.00	5.00	3.41	0.84	0.71	17
9	Other	2.00	3.00	2.75	0.43	0.19	4

#	Field	Very Safe	Safe	Neutral	Not Safe	Very Unsafe	Total
1	Driving	13.64% 3	50.00% 11	27.27% 6	9.09% 2	0.00% 0	22
2	Walking	21.74% 5	43.48% 10	21.74% 5	13.04% 3	0.00% 0	23
3	Bicycling	4.55% 1	31.82% 7	36.36% 8	22.73% 5	4.55% 1	22
4	Riding the bus	15.00% 3	40.00% 8	40.00% 8	0.00% 0	5.00% 1	20
5	Skateboarding or scootering	0.00% 0	11.11% 2	55.56% 10	5.56% 1	27.78% 5	18
6	Walking with children	0.00% 0	33.33% 6	50.00% 9	16.67% 3	0.00% 0	18
7	Bicycling with children	0.00% 0	11.11% 2	38.89% 7	38.89% 7	11.11% 2	18
8	Using assistive device (wheelchair, walker, crutches, etc)	0.00% 0	11.76% 2	47.06% 8	29.41% 5	11.76% 2	17
9	Other	0.00% 0	25.00% 1	75.00% 3	0.00% 0	0.00% 0	4

Showing rows 1 - 9 of 9

Q18 - Select on the map where you do not or would not feel safe walking.



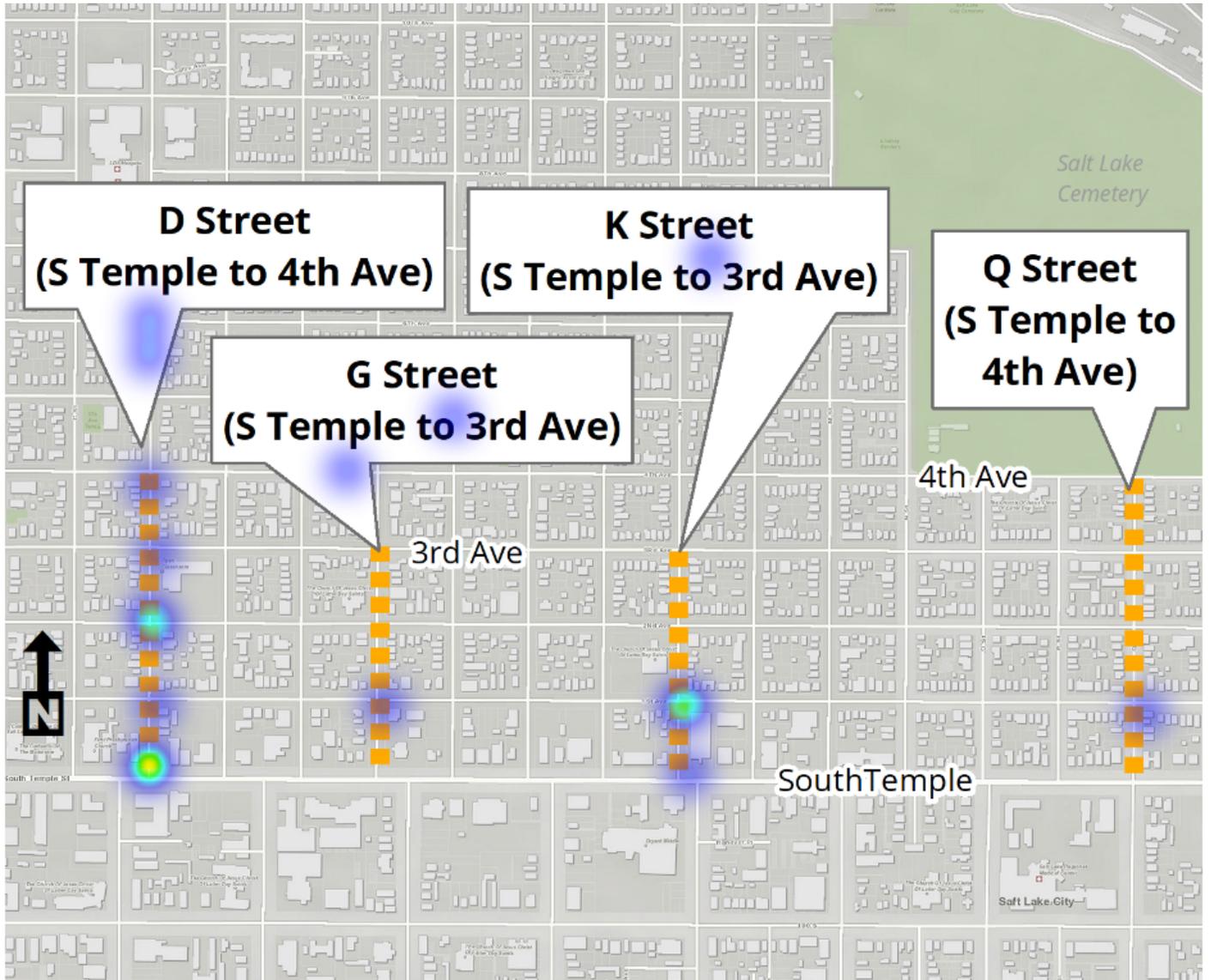
Q20 - Why do you not feel safe about walking on these streets?

Why do you not feel safe about walking on these streets?

Traffic on So. Temple

Heading west on 1st ave and turning south (left) onto K st. there are so many cars that park on the east side of K st. that you can't see around the corner to see cars, bicyclists or pedestrians.

Q23 - Select on the map where you do not or would not feel safe bicycling.



Q25 - Why do you not feel safe about bicycling on these streets?

Why do you not feel safe about bicycling on these streets?

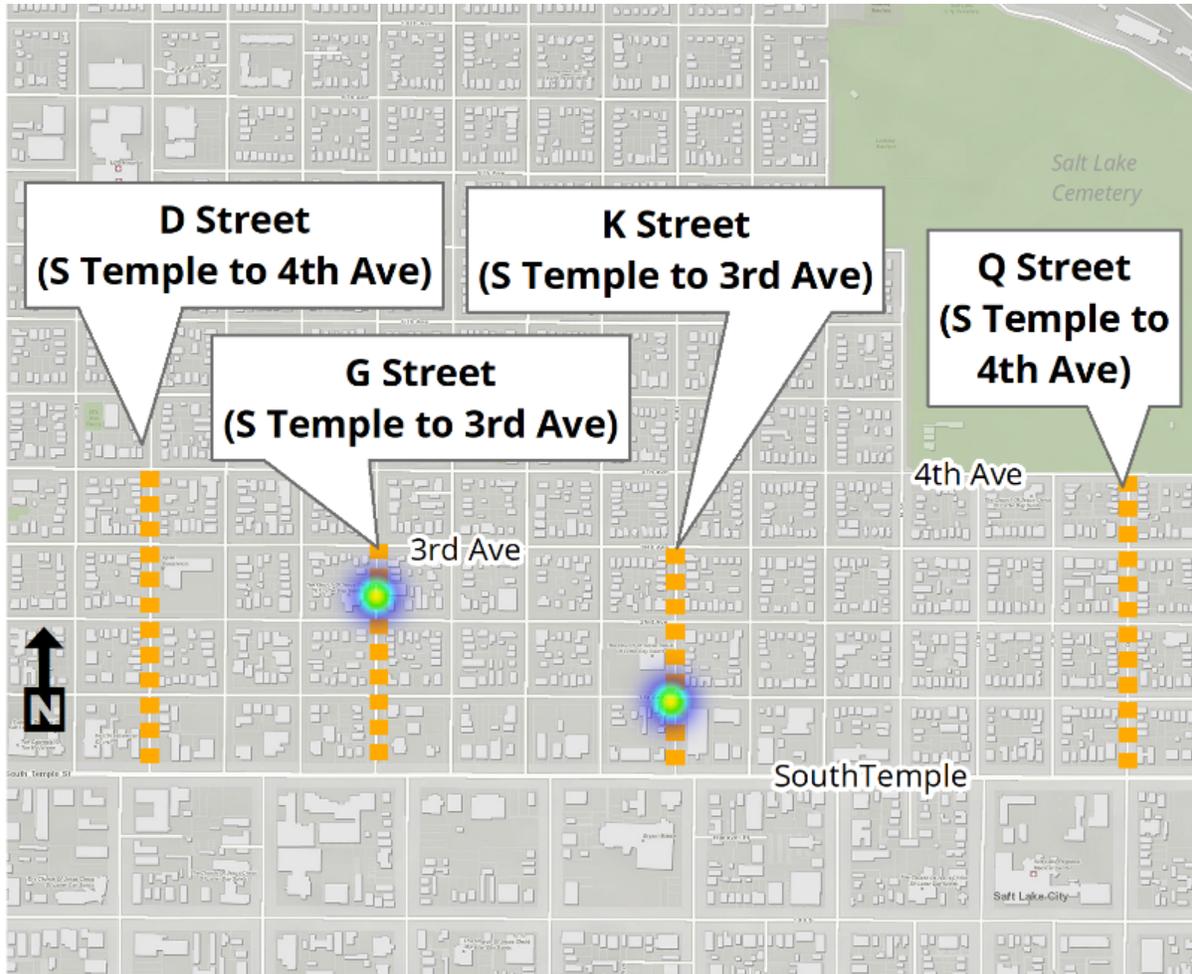
People run stop signs throughout the Avenues on a regular basis. They also speed. It makes it more difficult to bike safely.

I am not able to give hand signals while riding a bicycle uphill or downhill (due to keeping my balance going uphill and using hand brakes going downhill). Also, it is sometimes hard to get a good view of cross traffic at intersections.

This is where I should say, "are you serious"? With people who haven't figured out what rearview mirrors and turn signals are for, and just pulling out into traffic - what could go wrong. Then, there are the bicycle riders who are "entitled" and pay no attention to anything except their own personal needs. AND Please - don't screw up these streets like you have on 300 East from 800 So to 500 South! A total nightmare!

Heading west on 1st ave and turning south (left) onto K st. there are so many cars that park on the east side of K st. that you can't see around the corner to see cars, bicyclists or pedestrians.

Q27 - Select on the map where you do not or would not feel safe driving.



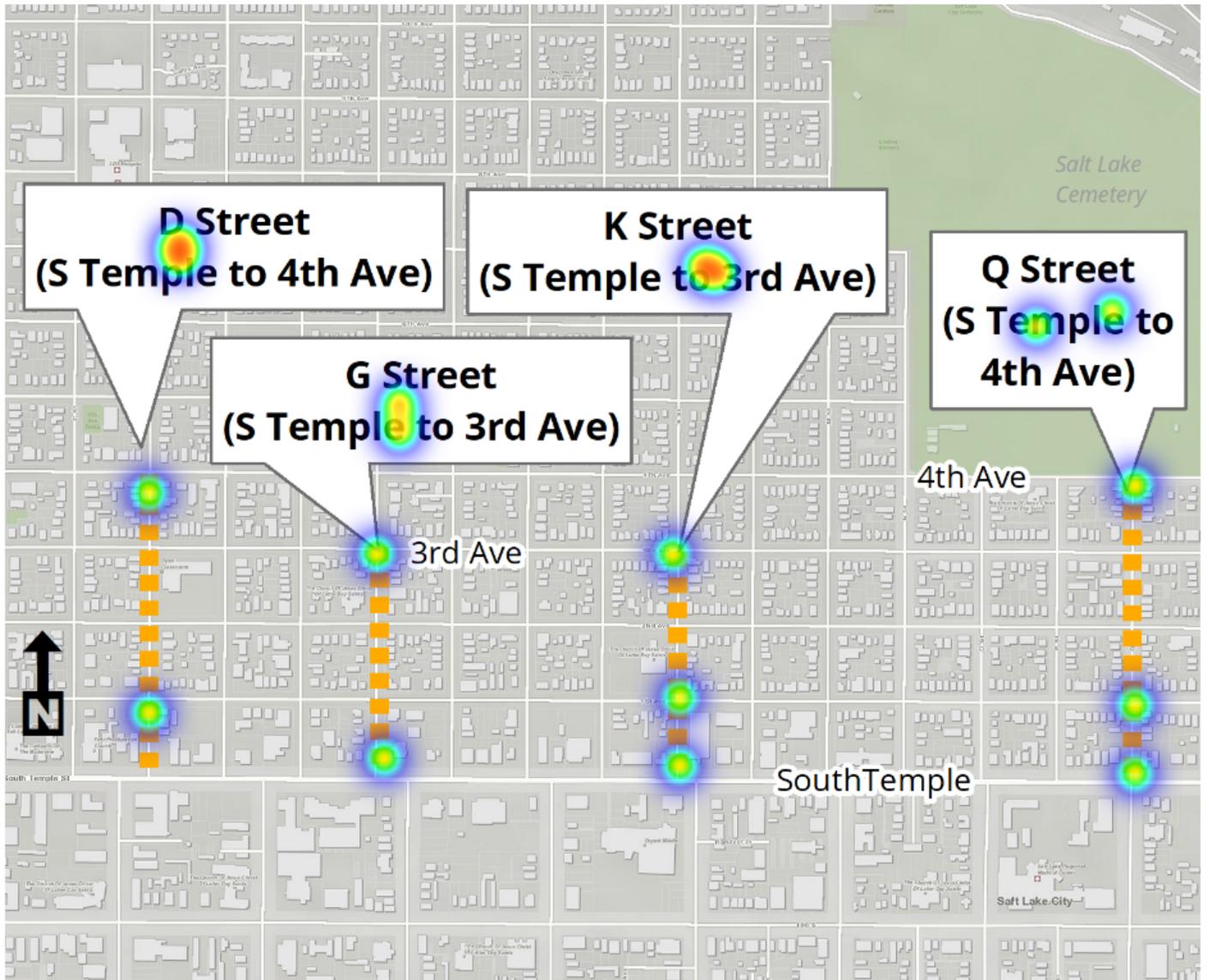
Q28 - Why do you not feel safe about driving on these streets?

Why do you not feel safe about driving on these streets?

One example of one corner where the corner plant material is overgrown and hard to see around.

Cars are too fast. Stop signs are not observed

Q30 - Select on the map 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 streets?

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

People regularly speed and ignore traffic signs in the Avenues. The abundance of cars parked along the streets impacts being able to see skateboarders and all of the hills make it more difficult for the skateboarders to stop at intersections heading downhill.

Due to the hill, I'd be worried to crash.

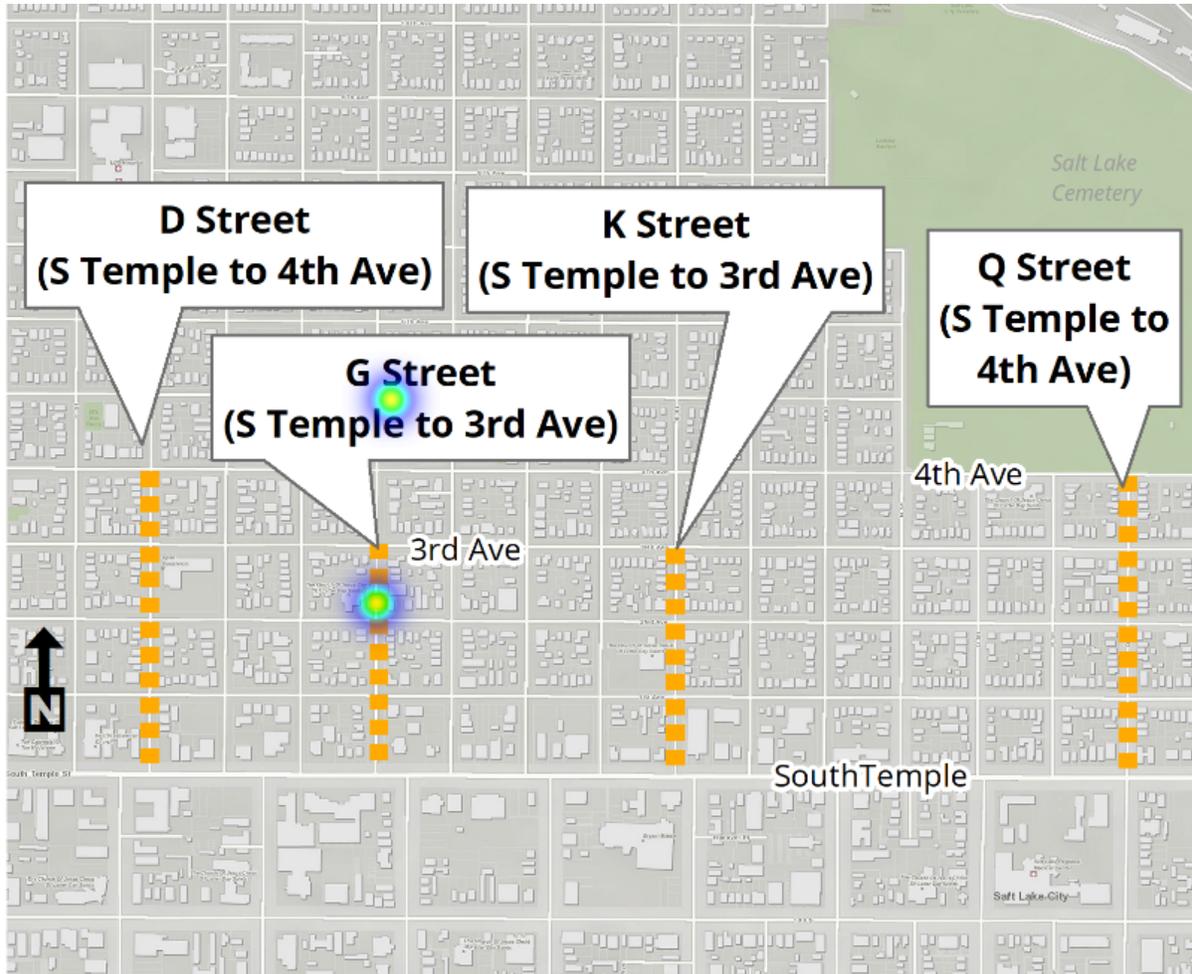
I don't skateboard or scooter but see them as unsafe activities

Actually, I feel unsafe when I am driving on uphill/downhill streets in the Avenues if there are scooters or skateboards. Such devices endanger drivers if the scooter operator isn't careful.

I don't scooter or skateboard so that being said, those entertainment devices should be prohibited on these streets! And sidewalks.

I wouldn't feel safe skateboarding on any street. With the cars parked on this street, it's pretty narrow to feel safe on a scooter.

Q32 - Select on the map where you do not or would not feel safewalking with children.



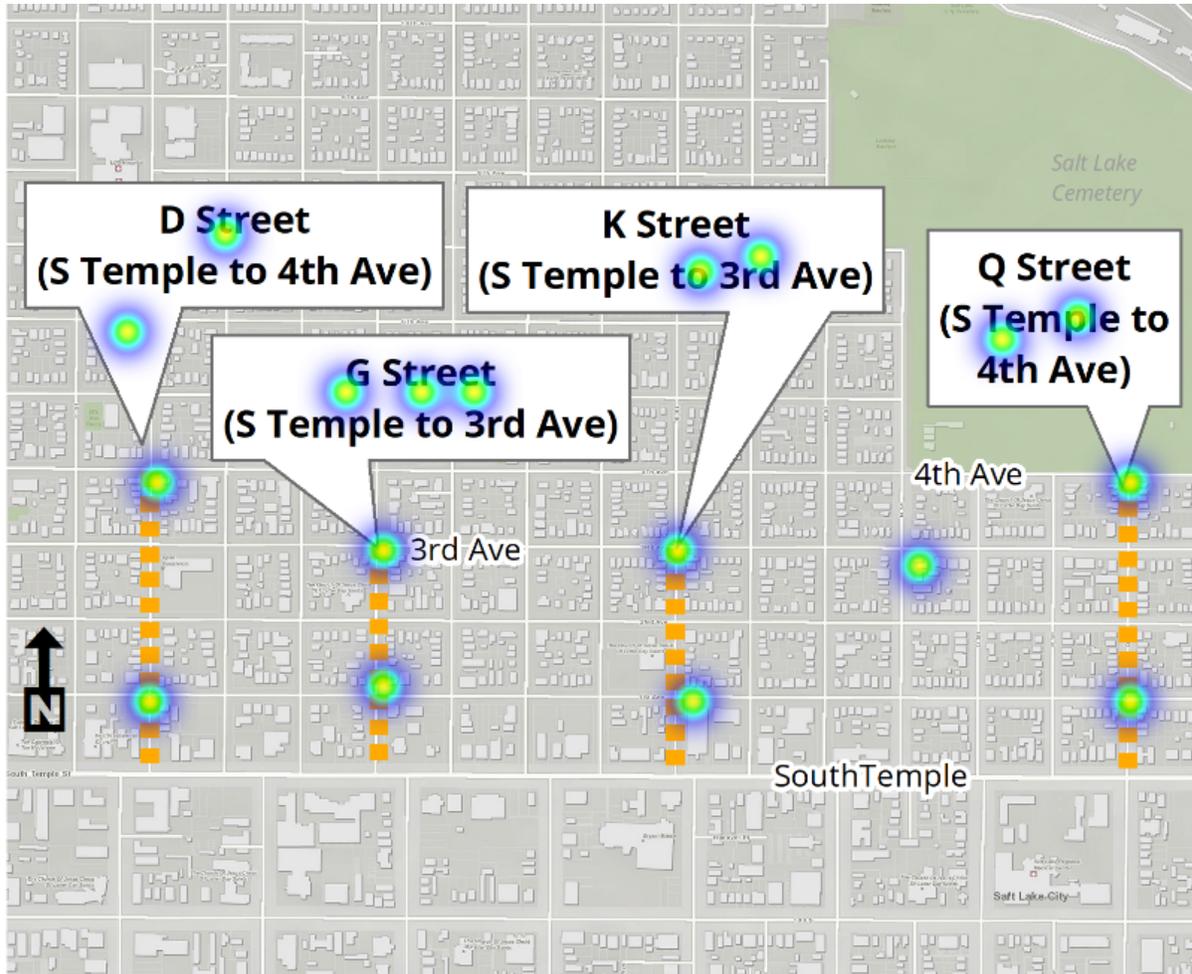
Q33 - Why do you not feel safe about walking with children on these streets?

Why do you not feel safe about walking with children on these streets?

Cars are too fast and do not notice pedestrians

Fast vehicular travel through lower Aves. Many California stops and hear brakes screeching at intersections often

Q35 - Select on the map where you do not or would not feel safe bicycling with children.



Q36 - Why do you not feel safe when bicycling with children on these streets?

Why do you not feel safe when bicycling with children on these streets?

It is not safe to bicycle with children on any of these streets due to the impacted vision from parked cars, drivers ignoring traffic signs and drivers driving over the speed limit. I live in the Aves. We drive to places like Liberty Park to ride bikes.

Hill, crossing at south temple

No bike lanes on Q and drivers go too quickly.

I would keep my kids on streets such as 3rd Avenue that are more level and have designated bike lanes.

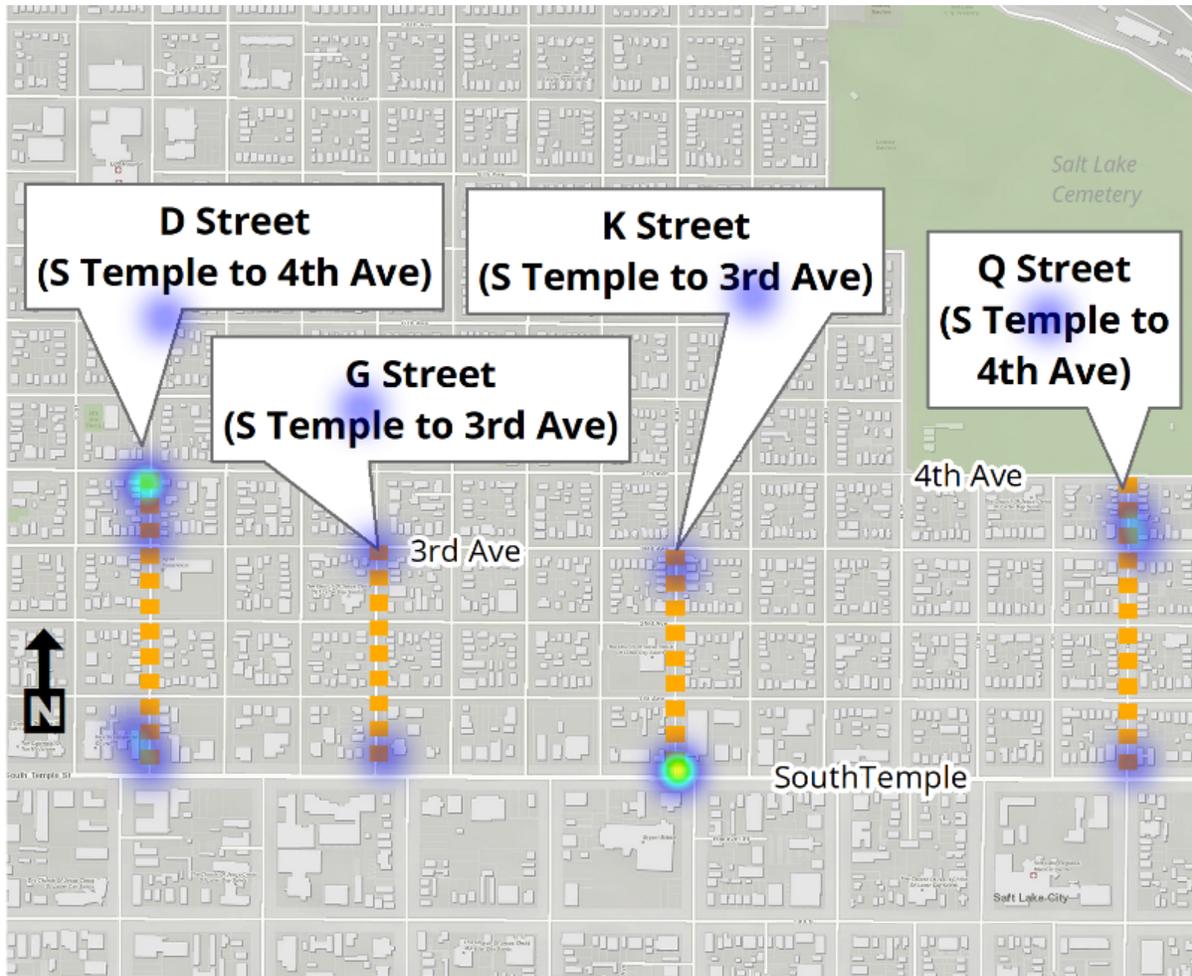
Adults don't pay attention let alone children who don't recognize dangers.

Cars going too fast

The side walks are very bumpy. And I wouldn't ride in the street with kids.

Same response as scootering - with cars parked on this street, it feels pretty narrow.

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



Q38 - Why do you not feel safe when using an assistive device (wheelchair, walker, crutches, etc.) on these streets?

Why do you not feel safe when using an assistive device (wheelchair, walker...

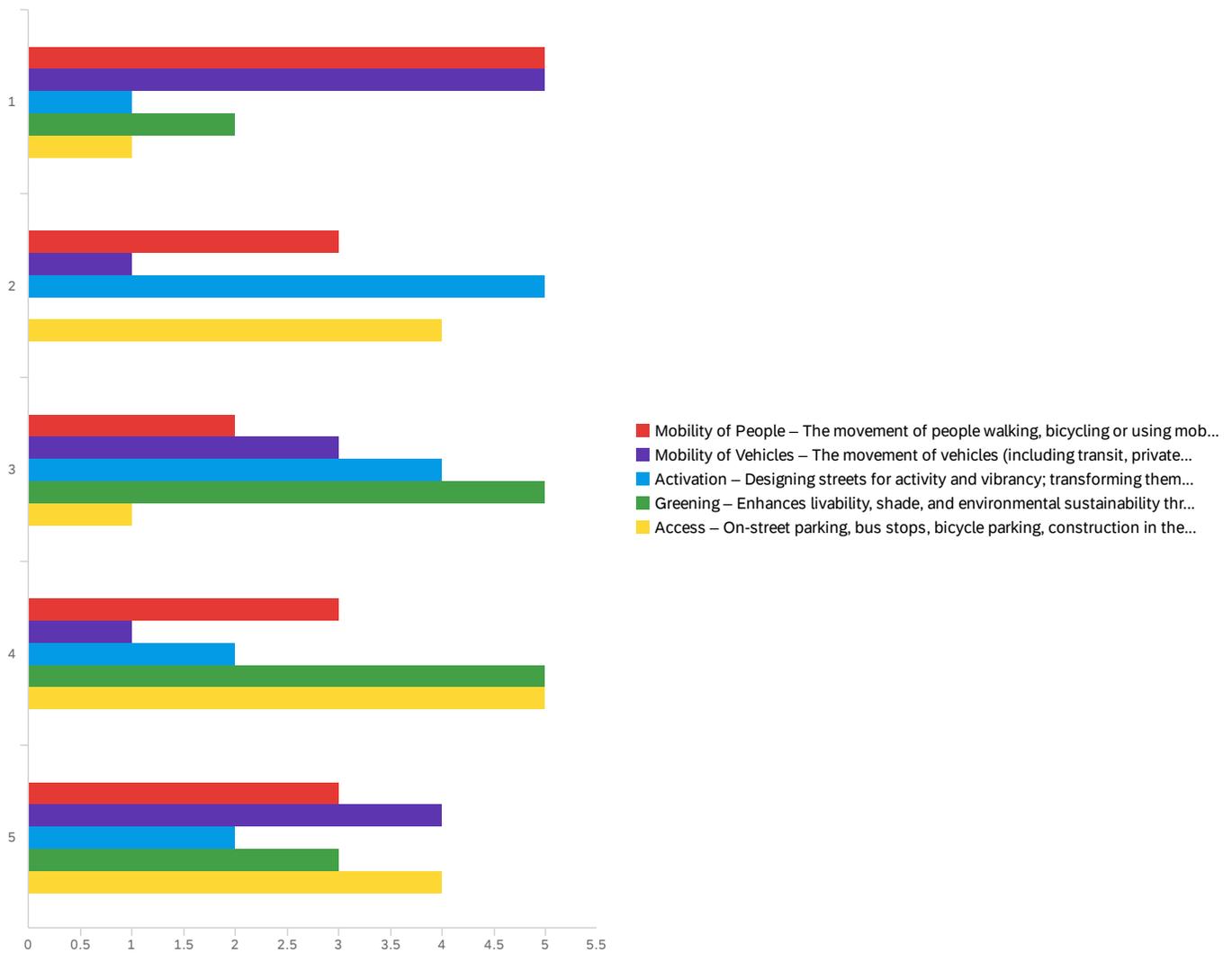
Mostly just from speeding cars.

Not safe using those devices anywhere.

I don't use an assisted device (yet) but see them as dangerous on streets. They should stay on sidewalks.

OK - Are you asking if people in wheelchairs are out in the travel lanes, or are they using the sidewalks. I feel that they at least have a chance on the sidewalks - depending on the condition of the sidewalks. Have you taken a walk around these neighborhoods on the sidewalks lately?

Q26 - Rank the level of importance of these facilities on these streets.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Mobility of People – The movement of people walking, bicycling or using mobility devices.	1.00	5.00	2.75	1.52	2.31	16
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight).	1.00	5.00	2.86	1.64	2.69	14
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through.	1.00	5.00	2.93	1.16	1.35	14
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	3.47	1.20	1.45	15
5	Access – On-street parking, bus stops, bicycle parking, construction in the right of way, deliveries of goods and site services.	1.00	5.00	3.47	1.31	1.72	15

#	Field	1	2	3	4	5	Total
1	Mobility of People – The movement of people walking, bicycling or using mobility devices.	31.25% 5	18.75% 3	12.50% 2	18.75% 3	18.75% 3	16
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight).	35.71% 5	7.14% 1	21.43% 3	7.14% 1	28.57% 4	14
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through.	7.14% 1	35.71% 5	28.57% 4	14.29% 2	14.29% 2	14
4	Greening – Enhances livability, shade, and environmental sustainability through street trees and other vegetation, typically in the park strip and/or median (if present).	13.33% 2	0.00% 0	33.33% 5	33.33% 5	20.00% 3	15
5	Access – On-street parking, bus stops, bicycle parking, construction in the right of way, deliveries of goods and site services.	6.67% 1	26.67% 4	6.67% 1	33.33% 5	26.67% 4	15

Showing rows 1 - 5 of 5

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

Are there specific changes you would like us to consider on these streets?...

Repair broken sidewalks and finish installing ramps at intersections for wheelchairs. Repair broken gutters. Maybe even lower the speed limit to 20 miles per hour? More police patrols.

crossings at south temple

If cars are able to park on the street near an intersection, I would prefer having a four-way stop. Typically cars zoom North<-->South, with little time for the West<-->East traffic to see (due to parked cars obstructing the view). Especially the case on steep hills. This is a problem on many avenues streets.

Protect the tree canopy from the power company tree trimmers.

We have been in a few accidents that were caused by limited visibility at intersections. This was mostly caused by not being able to see clearly due to parked cars, and sometimes tree branches, bushes, tall grasses, and fences that interfere with line of sight. Have your crew drive all these streets in a low profile car (not an SUV or truck where the driver is higher and can see better). Do this when bushes and trees are fully leafed out. See for yourself how hard it is to see cross traffic at some intersections. Then disallow parking for a greater length of space from intersections to improve visibility. Also, ask owners to keep bushes well trimmed to allow visibility. Thank you.

If you "green" these streets, where are the people who own vehicles supposed to park? I can envision your ideas of "greening" would include shutting down the streets to all vehicular traffic, tearing up the roadways, putting in aesthetic cute sidewalks, or walking trails....and on and on.

Yes, please get the hospital to ditch the very obnoxious signs at Q and everywhere else.

keeping street parking is of the utmost importance!

Nonintersection crosswalks need flashers

Access with better organized and safer on street parking - east side of K street (west side of condo building) between south temple and 1st ave.

Light on corner of Q and S. Temple is inefficient and dangerous

More stop signs. More crosswalks. More bike lanes.

Q22 - Is there anything else you would like us to know about these streets?

Is there anything else you would like us to know about these streets?

Though it's slightly annoying for driving traffic, I do think four-way stops are helpful for the safety of pedestrians, bicyclists, and even for drivers. I love that the avenues have a true "neighborhood" feel, and is not just a highway system. No problem with having people slow down a little bit.

Actually I like then the way they are and how I have used then for 40 years.

The 4 streets in the survey are quiet enough that they are not the main problem. Lack of visibility becomes more of a problem on the busier streets and intersections.

It wouldn't matter anyway - the City will do what it always wants to do and never mind the people who use these roadways. Go for it! I need my property tax to go up even more. Yes - you are correct - I am cranky about this stuff.

There should be some street striping to get cars to be in a left turn lane on Q and South Temple so right-turners could go ahead.

improved lighting

Gutters on west side of K st (between 1st ave and south temple) need to be filled in.

Q street between S Temple and 1st Avenue cannot handle more traffic. Already too busy.

End of Report