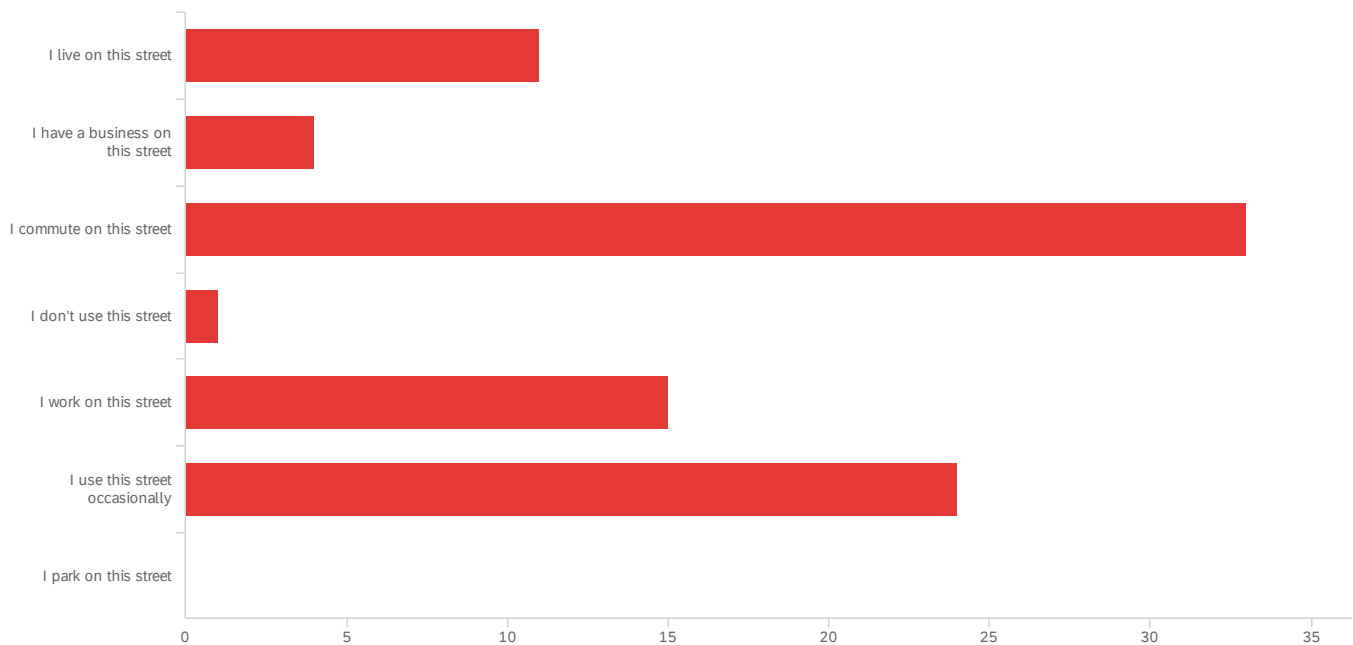


# Default Report

Transportation - Parleys Way (2300 E to I-80)

April 7, 2020 5:13 PM MDT

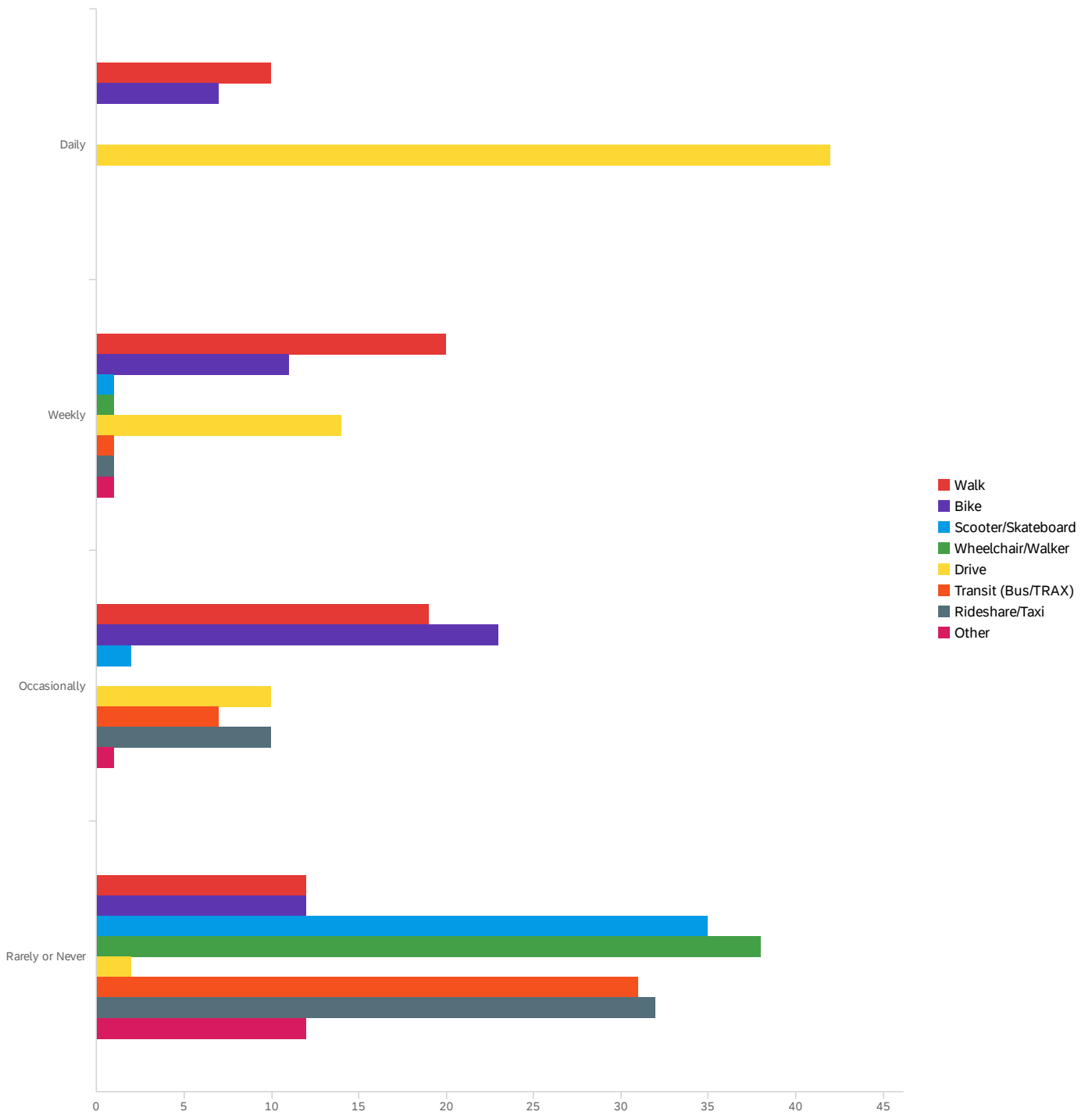
Q21 - What is your connection to this street? (Parleys Way 2300 E to I-80) Check all that apply.



| # | Field                            | Choice Count |
|---|----------------------------------|--------------|
| 1 | I live on this street            | 12.50% 11    |
| 2 | I have a business on this street | 4.55% 4      |
| 3 | I commute on this street         | 37.50% 33    |
| 4 | I don't use this street          | 1.14% 1      |
| 5 | I work on this street            | 17.05% 15    |
| 6 | I use this street occasionally   | 27.27% 24    |
| 7 | I park on this street            | 0.00% 0      |
|   |                                  | 88           |

Showing rows 1 - 8 of 8

# Q1 - How do you travel on this street?



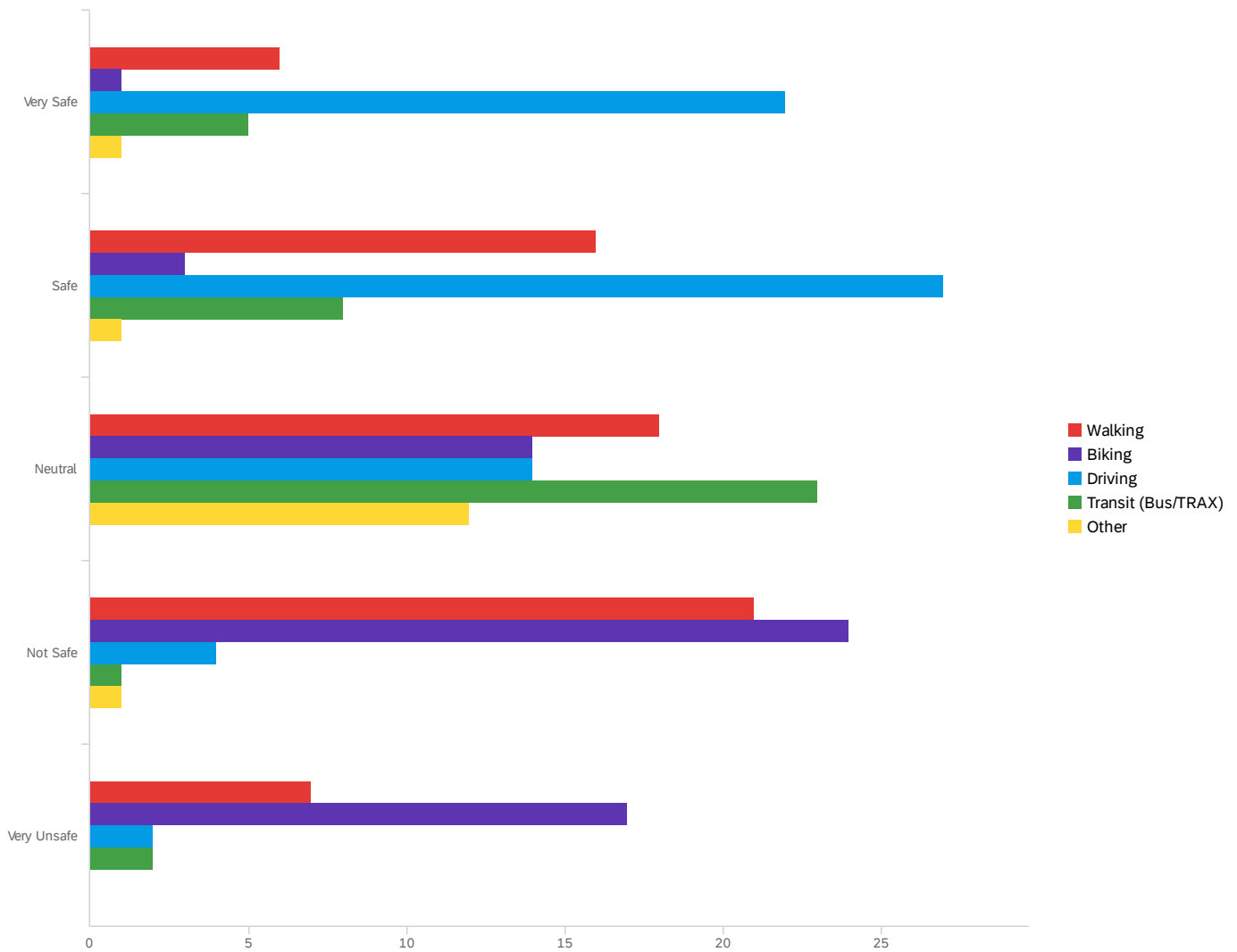
| # | Field | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|-------|---------|---------|------|---------------|----------|-------|
| 1 | Walk  | 1.00    | 4.00    | 2.54 | 0.98          | 0.97     | 61    |
| 2 | Bike  | 1.00    | 4.00    | 2.75 | 0.95          | 0.90     | 53    |

| # | Field              | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|--------------------|---------|---------|------|---------------|----------|-------|
| 3 | Scooter/Skateboard | 2.00    | 4.00    | 3.89 | 0.38          | 0.15     | 38    |
| 4 | Wheelchair/Walker  | 2.00    | 4.00    | 3.95 | 0.32          | 0.10     | 39    |
| 5 | Drive              | 1.00    | 4.00    | 1.59 | 0.84          | 0.71     | 68    |
| 6 | Transit (Bus/TRAX) | 2.00    | 4.00    | 3.77 | 0.48          | 0.23     | 39    |
| 7 | Rideshare/Taxi     | 2.00    | 4.00    | 3.72 | 0.50          | 0.25     | 43    |
| 8 | Other              | 2.00    | 4.00    | 3.79 | 0.56          | 0.31     | 14    |

| # | Field              | Daily  |    | Weekly |    | Occasionally |    | Rarely or Never |    | Total |
|---|--------------------|--------|----|--------|----|--------------|----|-----------------|----|-------|
| 1 | Walk               | 16.39% | 10 | 32.79% | 20 | 31.15%       | 19 | 19.67%          | 12 | 61    |
| 2 | Bike               | 13.21% | 7  | 20.75% | 11 | 43.40%       | 23 | 22.64%          | 12 | 53    |
| 3 | Scooter/Skateboard | 0.00%  | 0  | 2.63%  | 1  | 5.26%        | 2  | 92.11%          | 35 | 38    |
| 4 | Wheelchair/Walker  | 0.00%  | 0  | 2.56%  | 1  | 0.00%        | 0  | 97.44%          | 38 | 39    |
| 5 | Drive              | 61.76% | 42 | 20.59% | 14 | 14.71%       | 10 | 2.94%           | 2  | 68    |
| 6 | Transit (Bus/TRAX) | 0.00%  | 0  | 2.56%  | 1  | 17.95%       | 7  | 79.49%          | 31 | 39    |
| 7 | Rideshare/Taxi     | 0.00%  | 0  | 2.33%  | 1  | 23.26%       | 10 | 74.42%          | 32 | 43    |
| 8 | Other              | 0.00%  | 0  | 7.14%  | 1  | 7.14%        | 1  | 85.71%          | 12 | 14    |

Showing rows 1 - 8 of 8

## Q2 - How safe do you feel doing the following activities on this street?



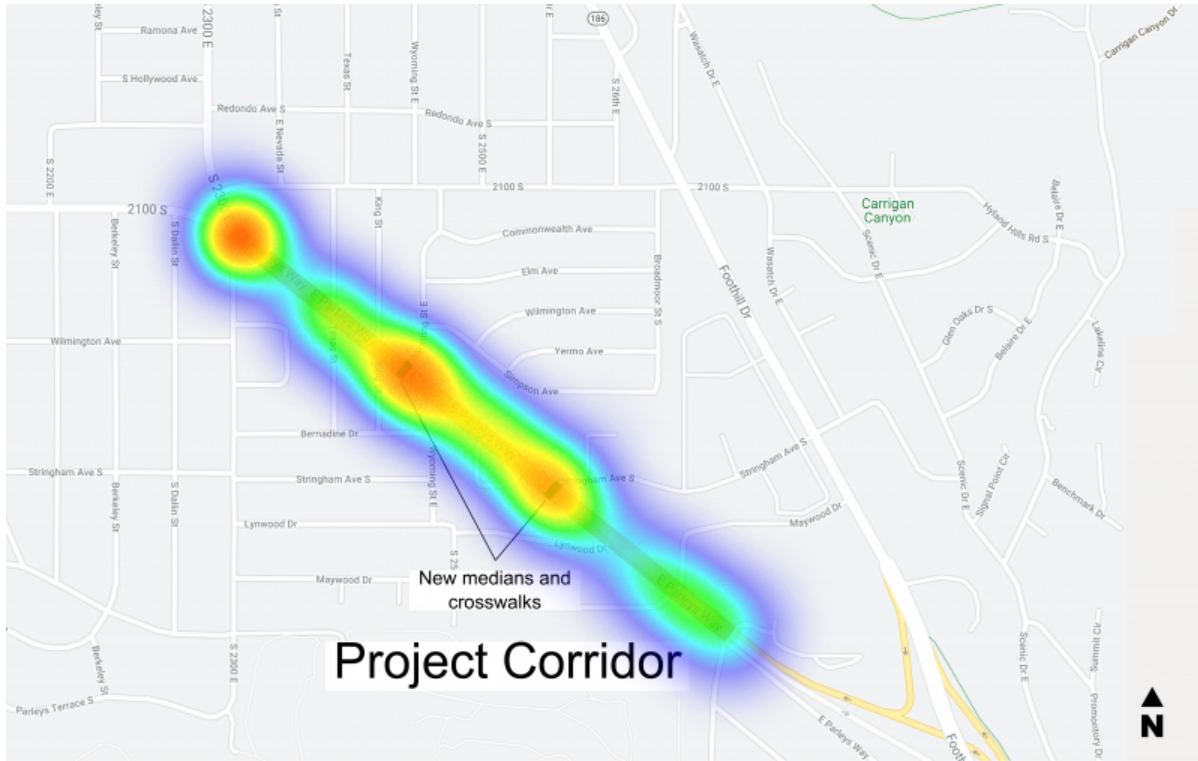
| # | Field              | Minimum | Maximum | Mean | Std Deviation | Variance | Count |
|---|--------------------|---------|---------|------|---------------|----------|-------|
| 1 | Walking            | 1.00    | 5.00    | 3.10 | 1.14          | 1.30     | 68    |
| 2 | Biking             | 1.00    | 5.00    | 3.90 | 0.93          | 0.87     | 59    |
| 3 | Driving            | 1.00    | 5.00    | 2.09 | 1.00          | 1.01     | 69    |
| 4 | Transit (Bus/TRAX) | 1.00    | 5.00    | 2.67 | 0.92          | 0.84     | 39    |
| 5 | Other              | 1.00    | 4.00    | 2.87 | 0.62          | 0.38     | 15    |

| # | Field | Very Safe | Safe | Neutral | Not Safe | Very Unsafe | Total |
|---|-------|-----------|------|---------|----------|-------------|-------|
|---|-------|-----------|------|---------|----------|-------------|-------|

| # | Field              | Very Safe | Safe      | Neutral   | Not Safe  | Very Unsafe | Total |
|---|--------------------|-----------|-----------|-----------|-----------|-------------|-------|
| 1 | Walking            | 8.82% 6   | 23.53% 16 | 26.47% 18 | 30.88% 21 | 10.29% 7    | 68    |
| 2 | Biking             | 1.69% 1   | 5.08% 3   | 23.73% 14 | 40.68% 24 | 28.81% 17   | 59    |
| 3 | Driving            | 31.88% 22 | 39.13% 27 | 20.29% 14 | 5.80% 4   | 2.90% 2     | 69    |
| 4 | Transit (Bus/TRAX) | 12.82% 5  | 20.51% 8  | 58.97% 23 | 2.56% 1   | 5.13% 2     | 39    |
| 5 | Other              | 6.67% 1   | 6.67% 1   | 80.00% 12 | 6.67% 1   | 0.00% 0     | 15    |

Showing rows 1 - 5 of 5

Q18 - Select on the map the areas where you don't feel safe.



## Q20 - How are you using this street when you don't feel safe? If you have more than one

location please describe which location you are referring to.

How are you using this street when you don't feel safe? If you have more th...

intersection of 2300 e, running/walking Stringham ave, crossing parley's, running forget about taking a left turn from a business, say the tire store on the south side of parley's

Biking, running, crossing to the other side

Cars are moving very quickly, as if it is still, or already, the highway. There is very little infrastructure for bikes/peds, making it hostile.

I do not bike on this street because it is not safe. I walk on this street almost daily and cars in both directions are most often speeding through crosswalks.

The crosswalk at 2300 east is very scary. The diagonal nature of the path makes the road take a long time to cross. People drive very fast on 2300 E and turn right onto 2100 S at speed. I have almost been run over there twice. I love the plan for new crosswalks at Wyoming and Stringham. I would recommend something similar at Berkeley or Dallin to replace the hazard at 2300 E. Thanks so much for working on this!!

We walk either up or down this street as part of our family nightly walk. Cars are going so fast that you have to be super careful when even crossing a side street, as cars make the turns on to Wyoming, King, and Texas at 40-50 mph. I used to try and ride my bike on this street, but it was way too risky. Crossing Parleys, especially with kids, is deadly. Posting speed limit signs is not going to help. The road LOOKS and FEELS like a freeway.

when I bike to/from work, I avoid going up or down the street as much as possible. I pedal up the neighboring side streets and then try to only cross the road, and/or go up or down the road as little as possible to get to my office. I often will bike from Wyoming street to my office on the sidewalk to avoid car traffic because it is very scary.

I bike to work just about every day and I feel unsafe during the entirety of my commute on Parleys Way, from 21st and 23rd to Stringham Ave. Coming from the corner of 21st and 23rd, I have to bike up the hill on the north sidewalk of Parleys Way because biking on the road that slowly is very dangerous. As I bike down the hill toward 21st and 23rd at the end of the day, I have to contend with parked cars, rough road surfaces and speeding cars.

Trying to cross as a pedestrian or cyclist. It is a total piece of crap. I can't believe how long its problems have been ignored by the city.

crossing the street at Stringham Ave. Cars "California Roll" through that intersection all the time while their heads are turned uphill towards the traffic coming down from the highway. Because the traffic is normally coming fairly fast, people driving down Stringham try to make the turn while not even observing if there are people walking. It's also particularly dangerous because of some of the tree cover at the Stringham intersection. A pedestrian "appears" out of nowhere to the car coming down Stringham.

i would cut across the neighborhood street to get to the grocery place. Applies to the whole section of street.

Biking along the whole route, cars drive too fast and pass too close. I can't bike with my kids either along this route

I ride my bike on 2300 East. Crossing Parleys is uncomfortable.

### Q3 - What do you like about this street?

What do you like about this street?

It's a corridor to the freeway - great businesses on it

It's wide openness.

allows me to get to 80 and 215

It's not crowded

Nothing.

Easy access to I-80 / I-215

Its not congested or bogged down with too many signal lights.

It is a convenient way to access I 215. I also used to work on this street.

Not much. It provides no sense of community, complete streets. It's not safe to ride a bike on.

Access to other routes/areas

Na

Multiple lanes with higher speeds

It easily takes me to freeway without a lot of traffic.

Traffic flow moves through pretty quickly - unimpeded

Easy access to east and west beautiful mountain & valley views as you travel especially sunsets.

The wideness. And it's less trafficked than foothill.

It is wide, has a turn lane and has little traffic.

Access to and from I-80, I used to work on this street as well. Access to the Country Club neighborhood and local shops.

Wet direct access to and from freeway

Plowed frequently, good condition

Freeway access

The overall width and width of lanes. Doesn't seem congested or crowded like 21st



What do you like about this street?

It is the closest entry to I-215 and I-80.

The street used to be the entrance to SLC before I-80. While it lacks beauty (many homes do not front Parleys Way), it is functional and utilitarian. It provides a direct path for Wilshire residents to move downtown and to places where they go for goods and services, e.g. 2100 South, Foothill Village, Sugarhouse.

access to freeway

View corridor to mountains and downtown.

It's right by my house and is my drive from I-215 home. I also walk across it when getting a good walk in.

Good access to I-80

4 lanes AND the 40mph speed limit

Good access to freeway

The access to I-80 and I-215 is great off of Parleys.

Not much.

Ease of access

Like it's width and speed limit

access to 215 and 80

It provides convenient access between 2100 South and I-80. I like that it accommodates two lanes of traffic each way.

The views.

It is an alternate route to the freeway from my house. I walk along it quite frequently.

Nothing.

Easy freeway access

I use this street every day, multiple times per day, and have for over 23 years. I cannot go anywhere without driving on Parley's Way. I like the quick access to the freeway. I like the fact that there is a "just-right" amount of traffic on this street - sometimes it is very heavily traveled and sometimes it is lightly traveled but on average it's just right.

The central turning lane is super important to me!

it's wide open, has a good view of downtown and the mountains. easy access to the freeway.

Relatively good freeway access.

Ease of automobile access from I-215 and Sugarhouse areas.

What do you like about this street?

Traffic on Parleys is usually light, it is also a good alternate route for Foothill.

Quick to get on and off the freeway.

Almost nothing is good about this street other than it connects Sugar Hills to Shugar Hood.

not much at the moment

Didn't like it.

good for car access from freeway down into the city.

access to I-80 and I-215

I like that it's fast moving because of speed allowed, many lanes and few crosswalks/stop signs.

It's a convenient connector to get to bike trails around Parleys canyon

I don't have any input for this segment of Parley's Way, but I just wanted to say that the safety issues here pale in comparison to those where Parley's Way ends on 900 West. No signage, no paint, no nothing. While there may be more riders here, the situation on 900 West is an accident waiting to happen.

I like that it is wide so that it can have a road diet to put in important infrastructure to accommodate bicycles and pedestrians of all ages and abilities.

not a whole lot right now.

I like the access to the freeway

## Q5 - What don't you like about this street?

What don't you like about this street?

Cars go too fast on it. It's not bike or pedestrian friendly

Pavement is tired

huge increase in traffic, primarily coming from Foothill. high speeds. potholes have developed as a result. crosswalk across intersection of 2300 e is huge, takes longer than the light!

It needs to be repaved

Everything.

Few pedestrian crossings

In some areas there are far too many bumps in the road.

The surface is horrible right now.

Same as above. Needs full reconstruction with fewer lanes, bike lanes, full sidewalk and places for pedestrians to cross.

Congestion/confusion/bottleneck to the highway. Would love to see a connection made to the bike path.

Lack of bike infrastructure.

Lack of turn lanes and bicycle lanes

Hard to see pedestrians and I don't want my kids crossing this street.

When turning in a car i almost always have to use the middle lane/are to make it across. I think the traffic light are set exactly opposite of each other making it very difficult to make it a cross the street.

not very pedestrian friendly. Needs more greenscape

It's great. There are no negatives

No bike lanes.

Cars drive way too fast. Not safe to cross.

The uphill side of the street is in good shape. The downhill side is very rough on the bike. When biking, there is not a great connection access to the parley bike path.

trying to cross while walking; I am not a fast walker Also the cross walk by the veterinary office: I have almost been hit due to one car stopping and another coming through the stop light fast and not seeing the car in the other lane has stopped for me

Noise, traffic, lack of crosswalks when taking my kids to school

What don't you like about this street?

Speed limit too high (residential area) No bike lanes Eastbound right lanes ends at freeway entrance without proper prior notice. Dangerous intersection hazard Walmart traffic enters Wilshire neighborhood and drives around confused or makes U-turn Wilshire Dr. not sufficiently marked as a dead end to avoid unnecessary Walmart traffic. Wilshire Dr. needs an entrance gate to look private and not look like a thoroughfare.

Surface condition

The street surface is quite degraded.

The street has very limited destinations and does not invite. Homes do not front the street. UDOT pulled back on public transportation years ago which leaves a notable gap. The area at the top of Parleys Way lack ownership by the city or UDOT as it transitions to the on ramp. The turn lanes are not aligned which is problematic for west bound traffic in particular when cars turning into WalMart obstruct views of east bound cars in the next lane. Crossing Parleys Way at the WalMart entry is also problematic and not ADA accessible. I have had a couple of interactions with Chris Nortem, Scott Vaterlaus, Ed McDonald, John Coyle and Nicholas Daniels (most recently on Aug 29, 2018). This street needs planning in concert with the city AND UDOT. On the opposite end of the street at 2100 south and 2300 east, walkability is also an issue. A short turn signal combined with a long stretch to cross on the east side of the intersection makes for some near misses that I have observed with pedestrians. The study should look at the areas you have identified PLUS the top and bottom of the street. If you would like to know more, please call. Tim Hatch [timshatch@aol.com](mailto:timshatch@aol.com) 2455 Wilshire Drive 801-455-0416

traffic much too fast, road noise

Very wide, hard to cross, no bike lanes, poor public transit access.

I will appreciate the crosswalk at Wyoming because I do cross the street there on foot and it's a wide street and I am over 65 so I don't do much running.

Many people speed on this street

Nothing

High traffic, high speeds, lack of controlled intersection

The amount of traffic, speed of cars and how Parleys has become a main outlet for cars trying to get to the University Hospital and University of Utah.

People drive way too fast. It's not visually attractive. There are no functional crosswalks. Even the crosswalk at 2300 E is scary. Forcing pedestrians to walk those long diagonal paths just makes it scarier. Also, people drive way too fast on 2300 E and turn right onto 2100 south without seeing people on the crosswalks.

Poor condition, speeds are too fast for neighborhood, seems to be too much overflow traffic off of Foothill Blvd..

rough pavement and lack of access to parleys trail

That the freeway empties right into the parleys neighborhood and traffic goes really fast on the road. It is posted at 40, but most traffic goes 50-60. I also do not like that there are no good cross walks across the road, and the two that exist are like taking your life into your own hands. I believe you should install some roundabouts on the road. One at the light by the Walmart and one around Wyoming. That would force traffic to slow down. Also have the cross walks be raised to prevent cars from getting up to freeway speeds down around Texas or King. The other things I do not like is the rain drainage does not work well and it often washes out the park strips on the north side of the road.

It is in rough physical shape. It does not have a bike lane. People use the center "turn lane" as a "suicide lane" and there are often near-misses on this street.

It's not bicycle friendly.

What don't you like about this street?

The street is very wide which encourages drivers to go very fast. This makes it very unsafe for me to bike. It also makes the road loud and unpleasant to walk. There are no bike lanes which means I have to bike on the sidewalk. The road surface is not consistent which makes biking difficult. The sidewalks are very narrow and there are not enough crosswalks. The existing crosswalks do little to make me feel safer as I cross the street on foot. The center turning lane is unnecessary and seems to only ever be used by delivery trucks as parking.

It is quite wide and there are not a lot of places to cross between 23rd east and the Walmart.

Everything.

Busy busy and difficult to cross, which I do often as I walk a fair bit.

?? Not sure. Probably 50% of westbound traffic on Parley's way is exceeding the recommended speed limit. Not sure we really need a parking lane on Parley's - it's only very rarely used.

My work is on the east side, and coming down this steeper street in the mornings means that sometimes people follow really closely and I fear being hit while slowing down. I think the bike lane / parking lane would help a lot with this problem - so that I can slow down predominantly outside of the drive lane before turning into my work.

cars driving very fast, no bike lanes which means biking on the sidewalk which has a lot of bumps and uneven concrete joints. very scary to cross, which has to be j-walking unless you go all the way to 2300 E. There are no regulate bus routes that go up this street!

Very busy and can be difficult to get across traffic from the north side to the east bound lanes.

Lack of access to regular public transportation (eg. Trains, more direct bus travel from fronrunner) and difficult walkability.

Nearly all of the gutters on the drives to the east side of Parleys are quite deep and hard to pull out of in small vehicles. Also, this street is really only made for automobiles, the sidewalks are very small. Adding bike lanes will be a great improvement. Adding crosswalks is an essential improvement.

How fast people fly DOWN the hill. Heading East, I don't like how abruptly the street goes from 2 lanes, down to a forced right turn and a single "on ramp" lane. It seems like the merge should happen after the light.

It is designed like a freeway and the traffic speeds reflect that. There needs to be a significant road diet. Curb extensions at all intersections, bulb-outs at crosswalks, protective median at crosswalks, hot buttons at crosswalks, and protected bike lanes are a must. I bike commute to Architectural Nexus year-round/3-5 days a week and face safety challenges on a daily basis.

The street has potholes all over it, it's so open with minimal places to force cars how come off the highway to slow down. It's dangerous for pedestrian and bicycle traffic.

Too wide, not safe for the pedestrian. Noise pollution. Nothing reachable from walking distance, lacking sense of neighborhood scale.

not much shoulder space when biking.

Too wide

High speed cars, no protection for cyclists, non-attractive store-fronts

It doesn't do a good job accommodating pedestrians and bicycles.

Too wide, old pavement, no easy way to cross it, no designated space for people on bikes or scooters.

Unsafe for school children crossing we're going to or returning from the country club neighborhood

What don't you like about this street?

---

People drive to fast!

## 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?

potholes, lots of them!

Connect it to the bike path!

Less car lanes, actual buffered bike Lanes, more than paint. Less cars more peds and cyclists.

Bike Lanes ftw

I hope there are no plans to bring light rail up this street. Also there are more and more homeless people on this street at the Maywood crossing.

It's fine the way it is. Since it's steep in 30 yrs I've seen very few people biking. Maybe a handful so I see bike lanes as a total waste of money especially now during this crisis

It's great the way it is! You should definitely keep two lanes in each direction. Any less would cause a ridiculous traffic mess and delay.

I am in favor of bike lanes

Sidewalks should be maintained by the city as the snowplows just pile it back up and there is no safe parking to try and shovel in winter

Sidewalks in bad shape, overgrown

A landscaped median with trees akin to the tree planters on 700 E. adjacent to Liberty Park would be great here, and also down on 2100 S. adjacent to Sugarhouse Park.

Residents who have the sidewalks do not clear weeds, overhanging trees, or snow in the winter

Traffic needs to be slowed. No one follows the speed limit when they come off the freeway

Besides cross walks being added, I would love to see flashing lights, like they have at Fire Station #13. The other thing I would like to see is the intersection at Parleys and 2300 East be reengineered to increase safety for pedestrians crossing at that intersection.

needs repaving

The rain drainage does not work well and it often washes out the park strips on the north side of the road.

Public transit options currently don't exist, but would be much appreciated.

More space given to bike and pedestrian infrastructure will result in a safer street and cleaner air.

People coming off the freeway and down the hill treat it like an extension of the freeway.

The design of this street ENCOURAGES speeding drives to SPEED EXCESSIVELY. It is extremely unsafe for everyone.

For me the worst part about riding my bike on Parleys is the uneven surface of the street. I'm okay with the traffic, but I don't feel good about children or other more vulnerable populations. The orange flags at Stringham have helped.

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

I don't see how you can provide a dedicated bike lane and parking along the street.

When its snowy, stopping down at the light is quite slick. I wonder if there is a surface treatment for the road there to give additional traction?

Consider a road diet where 11-22 feet of roadway is converted to bioswale with trees. This will cut future maintenance costs, lower temperatures, control stormwater.

Narrowing down the street by adding landscape buffer, median and nice street trees to provide a better sense of scale for the pedestrian(encourage more people to walk and make it safer at night), will also help slow down the traffic.

would love more planted medians with greenery...

Please don't put a lot of crosswalks or stop signs!

Build protected bike lanes

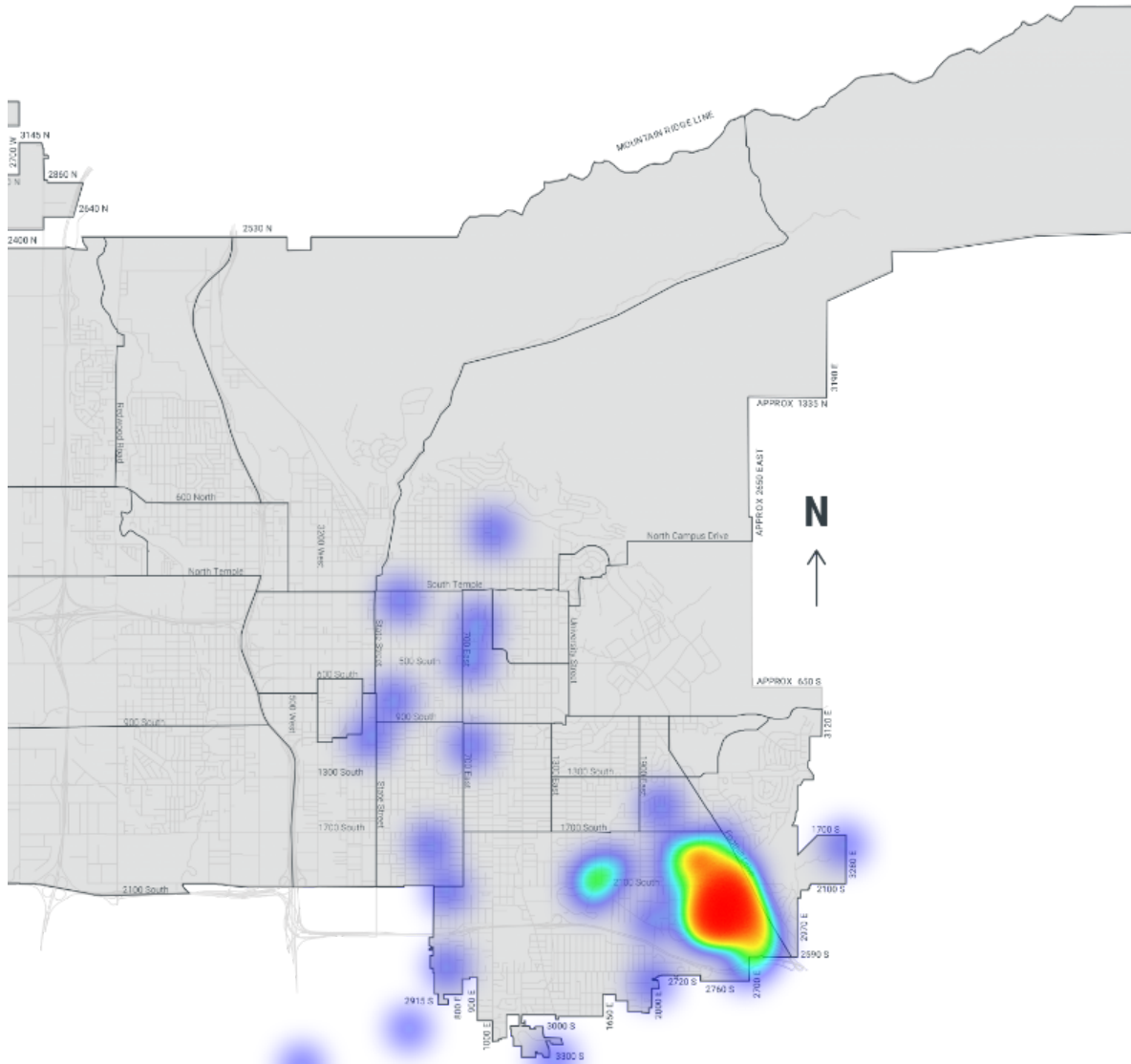
I would love a roundabout at the intersection of 2300 East and 2100 South

Comments regarding Parley's Way:

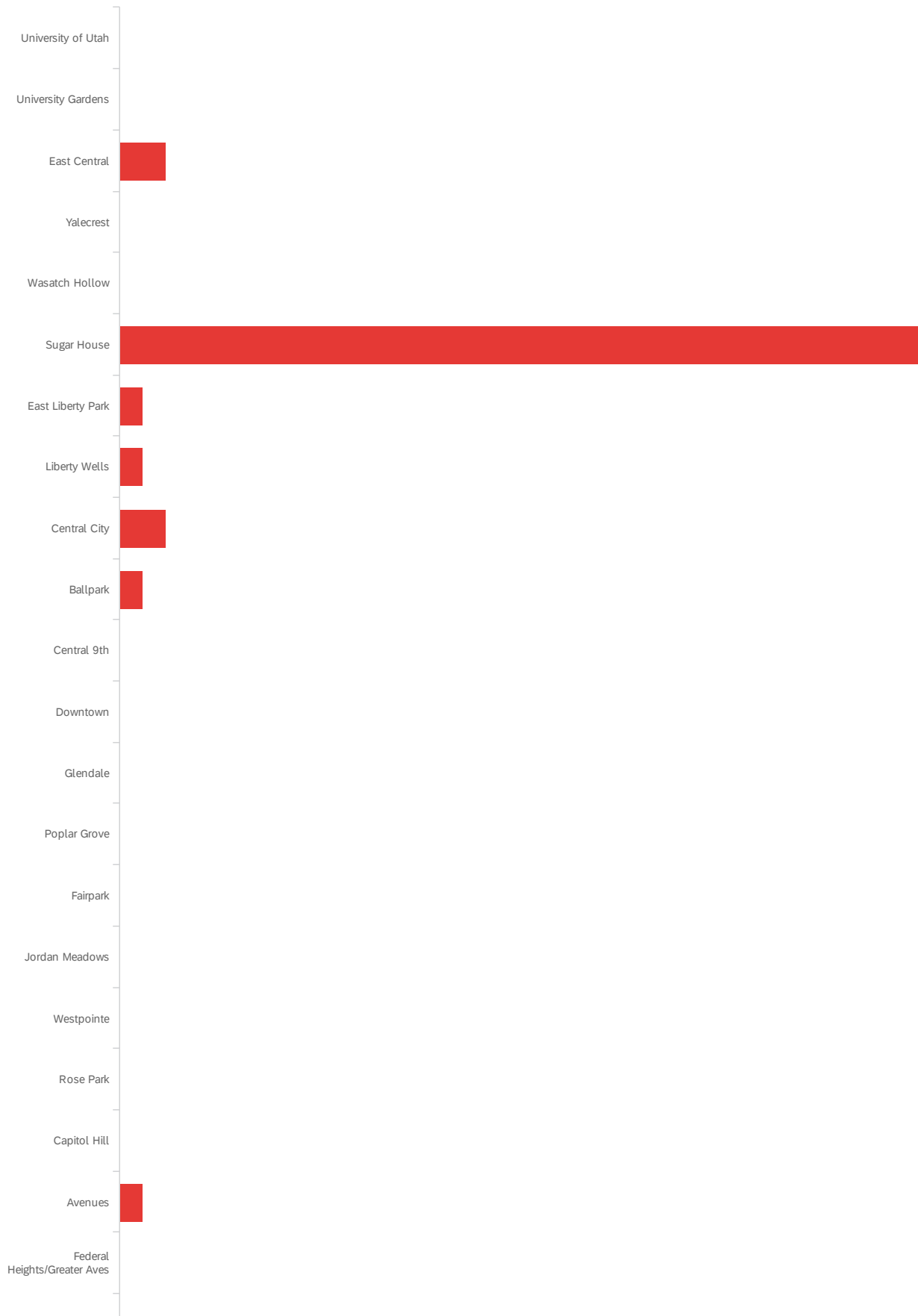
- 1) In the current configuration, traffic is fluid most of the time on Parley's Way. This is quite pleasant, compared to 1300 E or Foothill. A major concern is that changes would slow down traffic.
- 2) Resurfacing and painting will definitely be beneficial.
- 3) In case of heavy snow storms, people have trouble going uphill at the light next to Walmart, and they slide downhill through the light next to McDonald's. If there was a way to surface the road to reduce these problems, it would help.
- 4) Improved crosswalks will also help. Currently, it is difficult to cross Parley's Way by foot in busy conditions.
- 5) Bike lanes are appealing, but I never see bikers on Parley's Way. Most of the traffic seems to be related to the freeway, with some neighborhood traffic from the sides. Lanes may encourage new and desirable uses of Parley's Way, but see the items below.
- 6) Permanent parking is not really used or needed on Parley's Way, but it would help to keep some spots for temporary stops (e.g., so that people could check their phones instead of doing so while driving -- especially as they just exited the freeway).
- 7) Please keep the right turning lane at the light next to Walmart going uphill. At rush hour, drivers bypass Foothill by going to 2300 E and Parley's Way to I-215, causing a bit of congestion. Also, the right lane is very helpful in case of snowstorms for people who cannot make it up the hill.

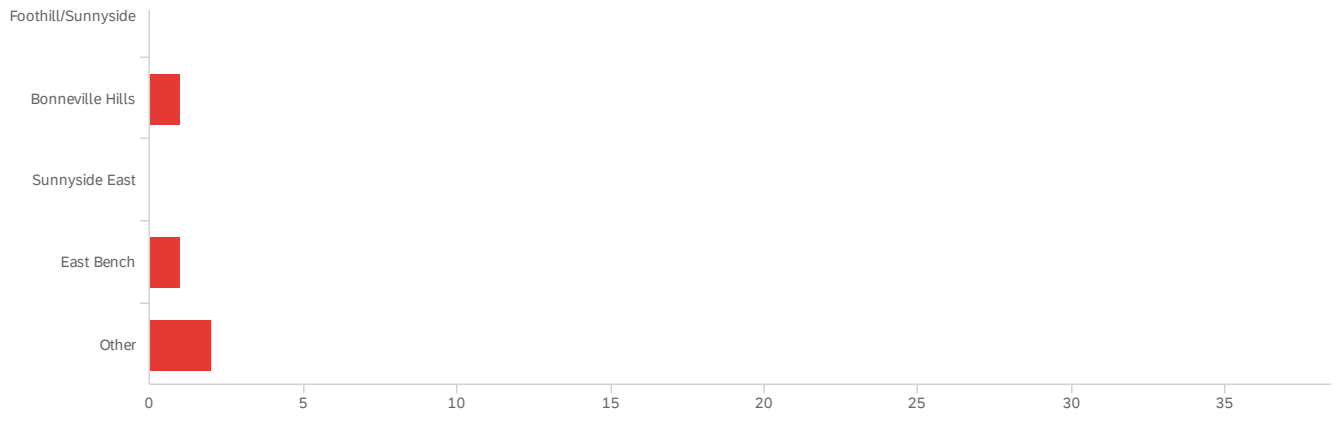


Q28 - Please click on the map closest to where you live.



## Q28 - Please click on the map closest to where you live. - Regions





## End of Report