

Virginia Street Concept Design Engagement Summary Report

February 2023



ABOUT THE PROJECT

Virginia Street from South Temple to 11th Avenue will be reconstructed in 2024.

Virginia Street is a key street in the Avenues and Federal Heights neighborhoods. East of I Street, it serves the greatest number of people traveling north or south in these neighborhoods. It connects homes, jobs, hospitals, recreation opportunities, and the greater bus transit network (via routes 223 and F11).

The Salt Lake City Transportation team engaged with the community during the concept design phase in late 2022. The team spoke with the Greater Avenues Community Council, hosted a pop-up event at Reservoir Park to speak with residents and commuters, and utilized a web map to gather comments on the proposed Virginia Street design. This summary report focuses on the comments received in December 2022 on the proposed design.

PROJECT ELEMENTS

- **Improve safety through the addition of traffic calming features**
- **Accommodate people walking, biking, and using transit by including continuous sidewalk, intersection revisions, an uphill bike lane, and upgraded bus stops**
- **Fix the pavement quality and severe crown of the road**

ENGAGEMENT OVERVIEW

100+

Number of postcard
notices mailed

60

Number of
houses canvassed

COMMENT OVERVIEW

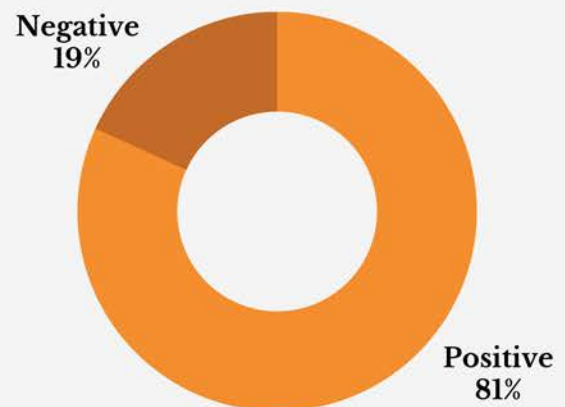
3 Weeks

Comment
period

110

Number of
comments recieved

Percentage of positive and
negative comments



Common themes identified in comments:

Specific questions and suggestions
Desire for traffic calming
General support of proposed design

COMMENT SUMMARY

Out of the 110 comments received, 53 (48%) were helpful observations, specific design concerns, and questions related to a property.

"(11th Avenue) Three way stop is dangerous, everyone assumes it is 4 way."

"This tighter radius should help with reducing speed, common to see cars rolling the stop sign from 11th southbound onto Virginia and picking up a lot of speed rapidly."

"The crosswalk at 2nd Ave is completely ignored by most drivers, in part perhaps because of the jog in the road to the south. There must be some kind of notification to drivers that crosswalks will be encountered and yielding to pedestrians is required and enforced."

"There is frequently bike traffic on Virginia and going into the lane of oncoming traffic to pass bikes is probably not the safest thing to be doing, while slowing down to the speed of a bike struggling to get up the hill is... slow."

Common Themes

Several trends emerged from the comments we received. The top five common themes are listed below, in order of how frequently they appeared.

- **Widespread support for traffic calming**
- **Many requests for a 4-Way stop at 11th Avenue**
- **Mostly not concerned about the parking removal**
- **Excitement surrounding the addition of continuous sidewalks on the west side of the road**
- **Supportive of the addition of an uphill bike lane**

The full list of comments is available beginning on page four below.

More Comments and Concerns

Many individuals expressed the need to improve safety by slowing vehicle speeds. Others brought up potential issues created by the proposed design and problems they felt were left unaddressed. Some opposed elements of the design, or the entire project.

"The design looks great, all four new elements will work together to significantly improve the conditions for pedestrians and bicyclists while causing minimal discomfort to the motorists."

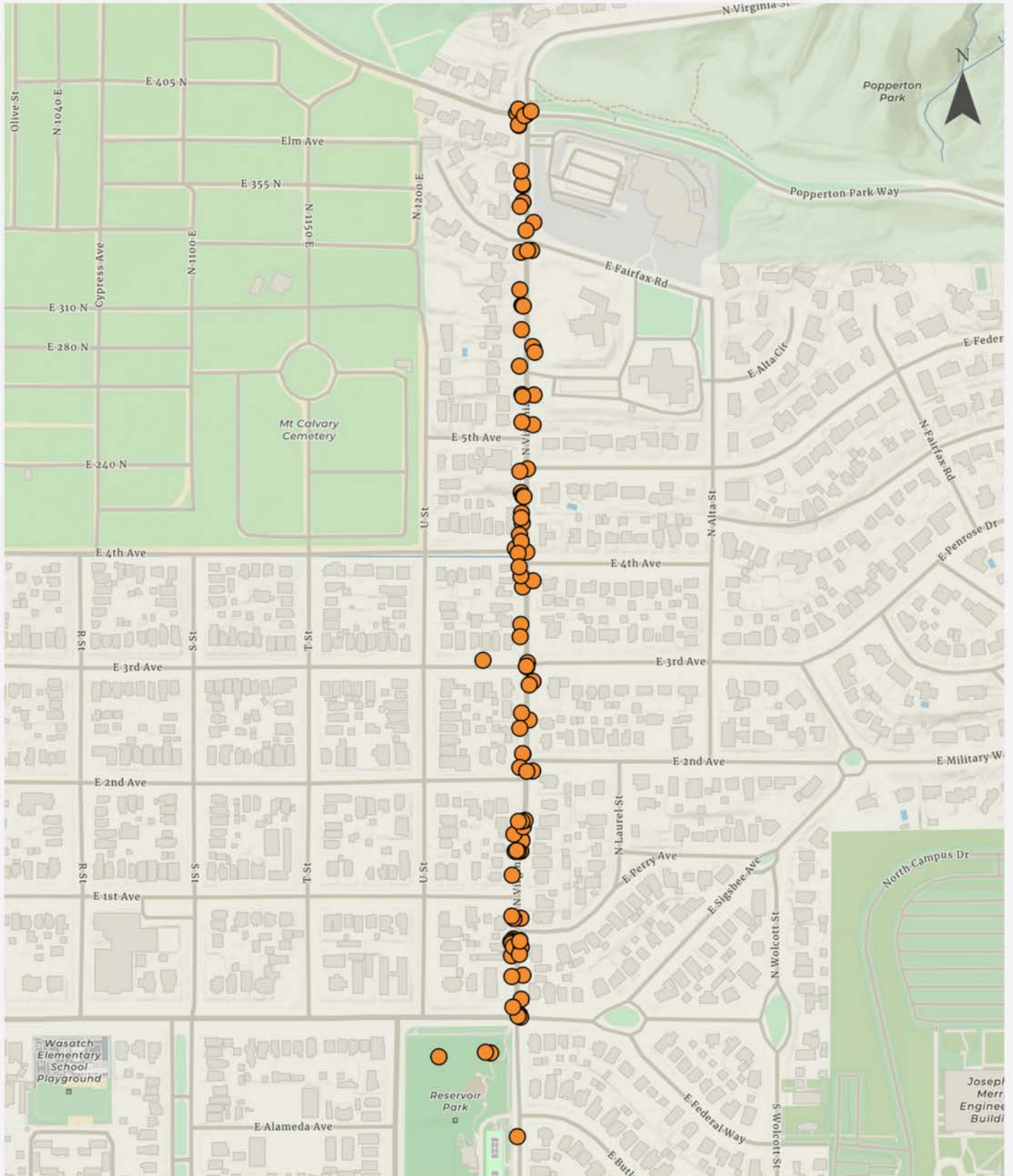
"Please do NOT remove any of the existing bus stops! What you are calling simply "consolidation" actually translates to eliminating the bus as a viable option for many people who rely on public transportation to meet their travel needs."

"I believe the new design for Virginia Street does not yet solve a major issue that is the corner of 3rd Ave. University students, young choir school children, and other patrons wait for the bus on the SE corner of Virginia and 3rd Ave. Because 3rd Avenue narrows east of Virginia Street and the intersection is oddly shaped giving northbound traffic the illusion that the intersection is not yet happening, those cars do not stop until they have already blown through the crosswalk and past the stop sign."

"Virginia Street as it currently exists is fine. No major reconstruction needs to be done. I am sure funds can be used for other priorities... Stop signs as they exist work well. Do not need uphill stop sign on 11th. Bike lanes not needed on such a narrow street. Waste of valuable width. Speed bump on a steep street is a bad idea as well. In the winter with snow on the ground it will make the street less safe."



COMMENT LOCATIONS



Map Comments

Is the lane wide enough at bus stops so that loading and unloading does not prevent traffic from moving? Doesn't look like room to me. [Northbound just north of Perry Avenue]

It looks like two of the bulb-outs in 4th and __ are too narrow for cars to safely pass. Slowing traffic is good but not too narrow on a snowy day

there should be sidewalk on both sides of 11th Ave. Also it is very selfish of homes where no sidewalks and where a bit of right of way needed to balk at safety. you should not have to buy, they should willingly give some footage. For public good!

Keep the 4 way stop at 3rd Avenue

Make 11th Ave a 4 way stop

I especially like the bulb-outs on 4th Ave. Traffic comes flying downhill and takes this corner to avoid the stop sign at 3rd. The bulb-outs will slow them down.

It is not clear to me why this bus stop should be eliminated. Many people use this stop. [2nd Avenue]

On street parking is not needed here. There is only 1 house that fronts Virginia in this section and it has a driveway and plenty of space to add parking within their own property. [West side of Virginia St between Crestline Circle and 11th Ave]

Is parking needed here? All of these houses have large lots and large driveways. [West side of Virginia St between Crestline Circle and Federal Heights Drive]

Is parking needed here? The one house on the west side has 2 driveways and fronts 4th avenue as well. [West side of Virginia Street just south of Federal Heights Drive]

No Speed-bumps. These are horrible and should not be on any street. Damage cars, forces stop and go driving, increases speed between bumps.

This street is so tight and I'm wondering if there really needs to be a bike lane? Can it be integrated like the downhill/southbound bike lane?

Anyway to make this less tight? [Curve between 1st and 2nd Avenue]

The sidewalk on the west side will help a lot with walkability. [Curve between 1st and 2nd Avenue]

This tighter radius should help with reducing speed, common to see cars rolling the stop sign from 11th southbound onto Virginia and picking up a lot of speed rapidly. [11th Avenue]

This connection would be nice for pedestrians, but seems like a bonus that could be cut from scope if funding of higher priorities is insufficient. [Sidewalk at Crestline Circle]

Please remove this bulb-out. Vehicles turning right from 11th Ave onto Virginia St are going to take the turn too wide and impede oncoming, uphill traffic. All the vehicles turning south onto Virginia Street won't need the traffic calming effect. [Crestline Circle]

The crosswalks at this intersection are critical for pedestrian safety. There should be more, not less than currently exist. [Crestline Circle]

Please eliminate or relocate this speed cushion. Are 3 speed cushions and 2 stop signs in 3 block necessary? [Perry Avenue]

As shown on the map and the simulated photos, including the cover photo for the project, this speed cushion ends in the center of my neighbor's driveway. If not eliminated, this speed cushion needs to be moved. Perhaps half way between Perry and 1st Ave.

*This speed cushion ends in the center of my driveway. My on-street parking will be eliminated in this proposal. If the speed cushion is not eliminated, this speed cushion needs to be moved. Half way between my driveway and the *** driveway? Is there a reason (e.g. engineering calculation) that the speed cushion cannot go here?*

My primary vehicle is an electric plug in. How will I access my driveway during construction? Are there any planned limitations?

This and other utility boxes are in the path of the proposed sidewalk. I would like to understand how they will be addressed / where they will be relocated.

A new curb will need to be built to tie in the sidewalk and my driveway. I would like to better understand the details.

This is currently a parking space. My understanding is that the proposal will eliminate this space. Will we be authorized / granted a permit to park on Perry or 1st Ave?

Please confirm the proposed width of each of the three lanes - north, south and bike.

I thought I had read that the bike lane would be "protected". Is that with a curb? How can we see where the curb will be in place?

Love the speed cushions up and down the street! Thank you!

love the speed cushions

Excited about using the speed cushions for traffic calming!

Could we put a deer crossing sign here? [East side of Virginia Street at 5th Avenue]

Permanent speed feedback signs are being placed around here and across the street later this month. Please keep them!

Thank you for using speed cushions throughout Virginia instead of medians!

Roundabout here would be amazing! [South Temple]

It would be nice to have a 4th Ave crosswalk on the north side as well.

*On-street parking isn't needed, will make too cramped, particularly with snow buildup. All houses have driveways.
[Between 4th Avenue and Federal Heights Drive]*

This should be primary bus stop, not the spot above. [West side of Virginia St just north of 4th Avenue]

Keep this 4th Ave bus stop on both sides. 4th Ave is central.

Three way stop is dangerous, everyone assumes it is 4 way [11th Avenue]

Speed radar signs really only needed going down grade

Wider blvd style road or median to separate traffic definitely preferred to parking

Median preferred to bump out

On street parking makes the street feel cramped and old

Keep location where is on 4th Ave [Bus stop on east side of Virginia Street just south of 3rd Avenue]

Like the wider scope here, this is the dangerous point. [Curve between 1st and 2nd Avenue]

Can we get a baseball field or basketball court here? [Reservoir Park]

Agreed. This park is not very well utilized with few amenities. A basketball court on the University St. Side, and something else on the 1300 E side. [Reservoir Park]

I like the buffered bike lanes, but some plastic tube bollards or something similar would prevent people from parking and/or delivery trucks picking up/dropping off in the bike lane. Paint is an okay buffer but not as good as a physical barrier :)

Agree with others, why is parking even needed here? Replace with another buffered bike lane (with plastic bollards) and take the possibility of high speed dooring completely out of the equation. [West side of Virginia Street between 2nd and 3rd Avenue]

I love the roundabout at this intersection. The three way stop is confusing and dangerous. Crosswalks on all four sides of Virginia and 11th is great as well [Note from the Transportation team: there is no roundabout in the proposed design]

The person who said speed feedback signs are not needed uphill obviously does not want to be caught as one of the many many cars flying up the hill at 45+MPH. Keep the feedback signs.

We need to keep street parking and the signs for the speed mitigation both up and down Virginia street

Agree with the comment about the speed mitigation, we have seen people driving 50+MPH up and down the street

Why is this block not included in the project? As is, we're looking at having one block with no bike lane. This block of University is also too narrow for parking on both sides. [South Temple to 100 South]

Will the speed bumps be designed such that they can be rolled over at the speed limit? The ones on 1500E are too large to take at the speed limit.

Strongly support the sidewalk on the west side to facilitate child access to Reservoir Park

Please don't even consider a roundabout here. Keep the 4-way stop. My child crosses frequently crosses this intersection. [Note from the Transportation team: there is no roundabout in the proposed design]

Love getting rid of the unnecessary traffic furniture in the middle of the street [Medians in the middle of Virginia Street]

Very clear signage and road marking for cars indicating uphill bike traffic may be merging to turn onto 11th Ave is needed here. Many cars continuing straight up N Virginia do not yield to turning bicycles. This will be needed with a roundabout as well

Bulb outs may make this dangerous for downhill cyclists that need to intermittently merge with traffic. Narrower lane running the whole length instead?

This sidewalk - between South Temple and 2nd Ave - is essential and the new design for it looks excellent. Please keep this element.

Would like to see the uphill bike lane get protected by concrete where possible

Roundabout, the 3 way stop weirdness should end. [11th Avenue]

These bulb-outs will be great for reducing speed turning onto 4th Ave, it is common to see cars doing 40+ down this block (and often running the stop sign at U St)

Removing the parking here will help a lot with safety, especially in the winter. [Between 1st and 2nd Avenue]

Please include a 4 way stop here! This will make it safe for people to cross the street here, and reduce speeds of cars going into the 20 mph zone up the rest of Virginia. [Crestline Circle]

Not clear where off-street parking ends? Presumably none south of 2nd Ave

Cross walk to continue the bike lane from 11th Ave. There is a lot of bike, runner, dog walker, and walking that crosses this street at this point. It is right next to a park that many people walk bike, and roll to. [South side of Crestline Circle intersection]

Can there be a "bike box" here. car traffic needs to have an indicator to increase the safety of those who use the road by bike. [Southbound at the South Temple intersection]

Please make the markings for the bike lane continue through the intersections. Making this a de-facto right turn lane is very unsafe. This street does not need a right turn lane for cars. [Northbound at Perry Avenue]

Please make the bike lane marking continue to the intersection. There is no need for cars and bikes to mix here and we don't need a right turn lane. [Northbound at 3rd Avenue]

Bike Box for cyclist and runners turning left. But honestly not putting in a 4 way stop here is super dangerous. [Westbound on Popperton Park Way]

Signs alerting downhill traffic of speed bumps/cushions should create a larger incentive to slow down. [Southbound approaching South Temple]

A sign alerting of a stop sign ahead should incentivize the need to maintain a slower approaching speed. [Southbound approaching 3rd Avenue]

Just want to say thanks for including a sidewalk here! [West side of Virginia St between Crestline Circle and 11th Ave]

Can you push the speed bump above downhill to slow traffic just before it reaches 4th Ave. Traffic here is often going 50 mph down hill.

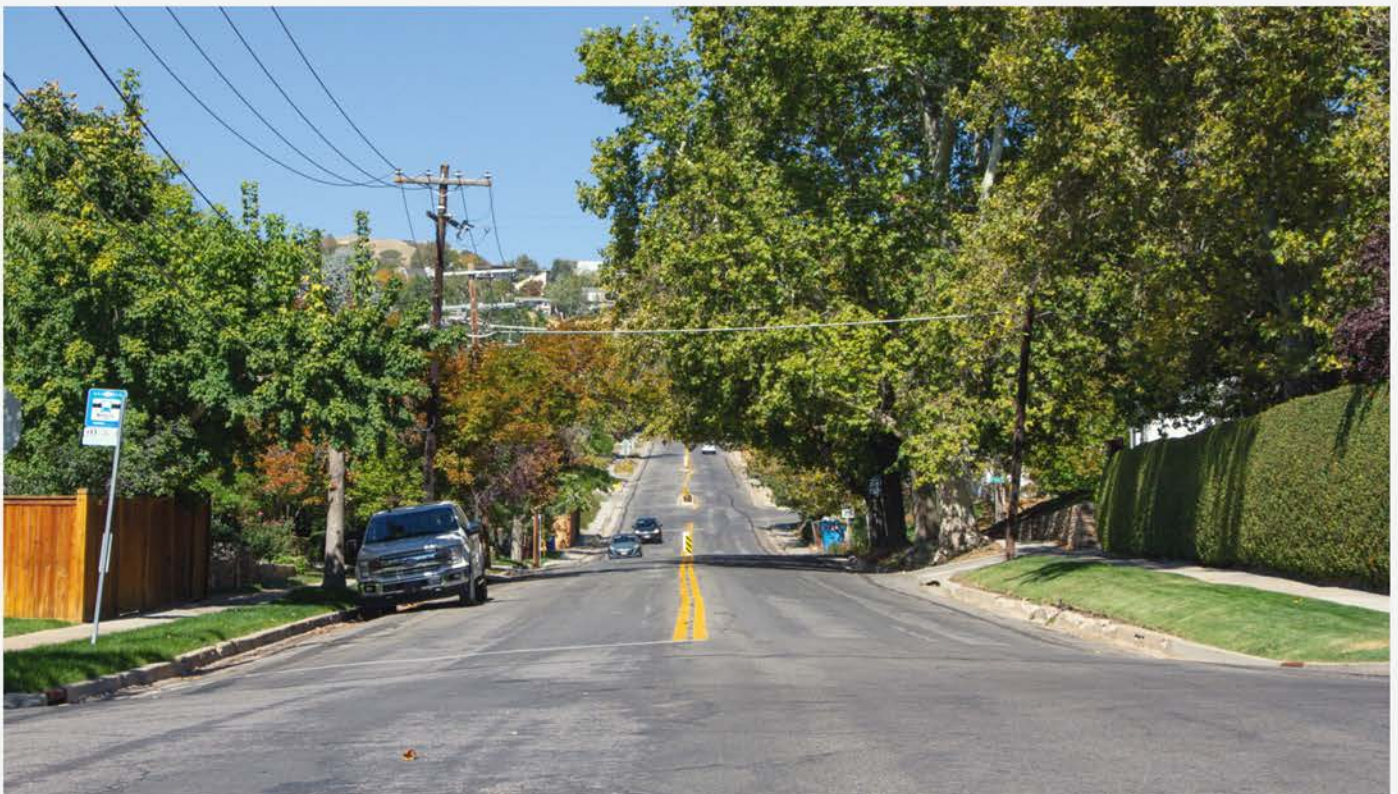
Please keep this as a 4-way stop. My child frequently crosses this intersection. [South Temple]

Is this frequency of speed bumps necessary? Perhaps 1-2 instead of 3 between 3rd and S Temple?

This crosswalk currently is completely ignored by the vast majority of motorists. SLC should get more serious about enforcement of pedestrian priority. [2nd Avenue]

Street parking could be available here IF the lanes are not overly wide. Narrower lanes would also help calm the speed of cars which is a huge concern. [West side of Virginia St between Crestline Circle and 11th Ave]

End of map comments. Email comments continue on page nine below.



Email Comments

I just saw that the comment period is open for Virginia Street. There seem to be some great things here like the uphill bike lane and the new sidewalk from 2nd Ave to S. Temple. But there are some things as both a pedestrian and cyclist that I would like to understand better because on first glance they seem either puzzling or scary. Is there someone I can speak with or meet to go over this? I live a block away on 4th Ave and walk or ride my bike on Virginia 4-5 times a week

*I am a regular cyclist and happen to be the ***, though this opinion is of my own. The design looks great, all four new elements will work together to significantly improve the conditions for pedestrians and bicyclists while causing minimal discomfort to the motorists. I think it's critical to keep these four elements (uphill bike lane, enhanced cross walks, speed bumps and bulb-outs) as they work together to improve the street condition. I walk on the southern part of Virginia Ave very occasionally when I park on the 1st Ave and walk to my work at the U (I don't buy the U parking pass on purpose to force me to bike commute), and I also bicycle the northern part of Virginia Ave often while accessing the upper Avenues from the U.*

*I live at *** and am quite concerned about the proposed sidewalk on the west side of the street. Does the sidewalk encroach into my property? How many of my trees will be killed in the process of doing this project? Is the sidewalk a for sure addition? I know myself as well as all my neighbors on the west side of the street down to South Temple do not want a sidewalk. How can we be sure our input is taken into account?*

I honestly feel like this is going to make the street even faster than it is now. I'm not against sidewalks, but sidewalks are used to get pedestrians out of the way of cars, making cars more comfortable to drive even faster. Also, having a double yellow line down the middle of the road tells everyone "this is a highway," and not "this is a slow residential neighborhood." I think the best move is to have a separate bike lane with a curb, and make it really wide. Get rid of the double yellow lines, and maybe add a speed hump (I'm not even sure how I feel about this). Anything we can do to skinny the road will slow down traffic. If cars only have 3 feet on each side and no lines on the road to tell them where the border is, then they'll have to drive a lot slower. I think the primary objective would be to slow down the cars. Moving pedestrians out of the way is just going to make things faster, and more dangerous for when our kids run out into the road chasing balls.

*I live on ***. I do not understand why SLC is putting bike lanes on its busiest streets. My husband commutes to work daily via his bike. I am pro bike. I am not pro bike lanes on the busiest streets. The changes to South Temple have driven me to drive on 3rd Ave as my east to west route. You have just pushed my traffic into the neighborhoods. And that is what you will do if you slow down Virginia Street with bike lanes. You will push traffic into the neighborhoods in the Aves.*

It is critical to move past 11th Ave and at Least partially up Virginia to remove the pavement washboard on the first curve. It's a terrible mess and has been getting worse over the years. Also we have asked repeatedly that the bike lane go all the way to Chandler along the north boarder of Popperton Park. It's a safety issue for all bikers including me. Please call me and we'll take a walk.

Thank you for addressing the safety of Virginia Street. I appreciated the efforts to connect side walks on both sides of the street. Walking to Popperton Park is very difficult. Keep this as a priority. As a cyclist I rarely cycle up Virginia Street. With a bike lane it will be an option. It's a steep street so I may take a route through the federal heights neighborhood. We need more alternatives to car traffic!

Thank you for the opportunity to provide additional feedback on the Virginia Street Reconstruction proposal. I have added several "comment (point)" orange dot "New Feature" items to the online map. I don't seem to be able to view the comments which I recorded so I am not sure if they were received (they are associated with ***). Can you please confirm you have received them? Our main concerns continue to be: 1. The speed cushion between 23 N Virginia Street and 1238 E 1st Ave is problematically located. My neighbor at *** and I both back out of our driveways. We will be backing out onto the speed cushion. This is clearly seen in the cover photo "Draft rendering of project highlights (Perry Ave)" as well as on the interactive map. It is also placed at the turn onto Perry Ave which seems suboptimal (e.g. an emergency vehicle traveling north and turning onto Perry would not be able to avoid it which I perceived to be one of the goals of the cushion). We are not experts in the placement of speed cushions but we would like to better understand the criteria used to select this specific location rather than (1) midway between Perry and 1st Ave or (2) midway between our driveway and the driveway of 1321 or (3) eliminated since 3 speed cushions between two stop signs over 3 blocks may be more than needed. Can this speed cushion be eliminated or relocated? 2. Elimination of parking in front of our house due to the bike lane. While we rarely park there, it is sometimes useful. The parking on Perry and 1st Ave have restrictions. As a mitigation for eliminating this space, would it be possible to be granted rights to obtain a permit for another location (i.e. on Perry or 1st Ave)? 3. We would like to understand access / expectations during construction. Our primary vehicle is a plug in EV. Will we have continuous access in/out of our driveway? If not, what are the expected durations of restrictions (e.g. one day while the sidewalk is poured seems reasonable but if this is several days / weeks, we would like to discuss mitigations). What is the anticipated access to our driveway?

I was just looking quickly at the draft concept on the interactive map. While I haven't had much time to study it carefully one thing jumped out that must be addressed. Please do NOT remove any of the existing bus stops! What you are calling simply "consolidation" actually translates to eliminating the bus as a viable option for many people who rely on public transportation to meet their travel needs. While some people who ride the bus may be able to walk up and down the Virginia hill many others cannot, and if the stops at the north (top) and south (bottom) ends of Virginia are removed the bus will no longer service their needs. If SLC is going to address its filthy air, excess traffic, and a whole host of other issues arising from an increasing population, the City must focus on increasing the use of rapid transit, not decreasing it. The City must encourage people to use alternatives to private vehicles, not discourage it by making the public transit option impossible. Anyone with any mobility issues will not be able to use this bus line. Please leave the bus stops available for all the riders.

So glad to see the "islands" removed in your new plan, they were a waste of money from the start, and offered nothing but a hindrance. I feel the same way about the bulbous protuberances and the speed bumps that you have drawn into the new plan. They seem ridiculous to me. Just one more thing for drivers to avoid (the bulbous pieces) and snowplows to have to deal with. (Both) Bike lane - great, park only on west- great, sidewalk all the way down on west - fine. I live on *** - drive this road every day.

I have just reviewed the Virginia Street design plan, updated December 2022. I live on the East side of the street between second and third avenue. We use the on-street parking daily, but I also understand that it is necessary to remove the parking on the East side in order to meet all the other design requirements. We will adjust by parking across the street. Thank you so much for the thorough review of needs and an excellent design. I'm also a cyclist and it will be safer and more enjoyable to have a dedicated bike lane on the uphill climb. The speed cushions also seem like a good plan.

What a waste of money. I have been driving / walking and biking (there are sidewalks all along the east side) for 50 years ! (Daily driving). I have never seen a bike accident and only 1 car accident in all that time . Bike lanes mean nothing as I have noticed all over town - bikers still go 2 abreast - so education is the key for that. Spend the money on schools!

I live at ***. I am writing to provide feedback on the Virginia Street reconstruction plan (and I've cc'd Gwen Springmeyer of the Avenues Community Council and District 3 SLC Council member Chris Wharton). There are many aspects of the reconstruction that I support: Fine to move the bus stop to 3rd Ave; great to add sidewalks and a bike lane. Thank you. A couple of concerns: 1. The crosswalk at 2nd Ave is completely ignored by most drivers, in part perhaps because of the jog in the road to the south. There must be some kind of notification to drivers that crosswalks will be encountered and yielding to pedestrians is required and enforced. 2. If parking is decreased on Virginia – which is fine with me – I strongly request expansion of the residential parking zone with time restrictions that exists on 1st Ave and on the streets east of Virginia. That zone should be expanded to include the block on 2nd Ave between U and Virginia; you should consider expanding it all the way to 3rd Ave between U and Virginia. We already have U of U patrons parking in front of our house most days and this plan is likely to increase that demand. 3. There is much heavy traffic on Virginia (I think there perhaps should be a weight limit added to this plan) and the trucks especially (but not only) are rather noisy. One of the proposed speed cushions is right outside my home office and I am guessing that speed cushions increase the noise level. I am hoping a better solution can be found (perhaps like radar speed notification like on S. Temple). One more comment I forgot to add: The 3 way stop at the 4 way intersection at 11th Ave is very dangerous. People really have no idea what to do there. I suggest a 4 way stop.

My name is ***. My husband and I bought a home on *** and moved in at the beginning of June 2022. We recently saw that there will be a project to renovate Virginia Street in 2024. I am writing to petition action about excessive and dangerous speeding immediately, without delaying until 2024. People often go well over 40 MPH in both directions, when the speed limit is 25 MPH. There are many many children and animals on this street who are put in danger by this unchecked speeding, which is most significantly happening between 3rd Ave and 11th Ave. Recently, a speeding car hit and killed a deer on 5th Ave and Virginia, which could have easily been avoided. We were thankful it was not a neighborhood child or animal, though this could easily be the case due to the unchecked and aggressive speeding. I have been in touch with an office at the SLC PD through Salt Lake City Speed Watch who has requested speed trailers, though they have not arrived, nor I do not believe this is enough. Additionally, I have contacted the city about adding more MPH signs between 3rd Avenue and 11th Avenue (as there are very few) but the city has been completely unresponsive. I am writing to request: Temporary speed bumps or other speed slowing devices until the street is remodeled, in which permanent speed bumps or stop signs should be added. Permanent speed radar/feedback signs. Increased MPH signage. I care very deeply about the safety of this neighborhood and am incredibly disappointed by the response of the city and the police department to utilize our own tax dollars to increase the safety of this street. The severe and unchecked speeding must not continue any longer. I anticipate a response from this department to speak further about these concerns and how they will be addressed. You may email me here or call me at ***.

I like the ideas presented for Virginia Street, especially the "speed cushions". How can we get them on Federal Heights Drive?

Thanks for the opportunity to provide feedback. Overall the design looks good to me. I really appreciate having the bike lane in this design. I have one idea. Have you given thought to the intersection at 11th Ave and Virginia St.? At this time it is a 3 way stop. The cars travelling up the hill do not stop. In general I think this is a good idea because it prevents a backup of traffic on Virginia for the cars turning left. The issue it causes is that the cars travelling down the hill need to stop for all traffic – you have no idea if the car coming up the hill intends to go straight or turn left since too few drivers use their turn signals. I think the concept of the 3 way stop probably makes the most sense from a traffic flow perspective (I am not sure a 2 way or 4 way stop would improve traffic flow). You are the traffic design experts, not me. The only possible idea I can come up with is a 2 way stop with a left turn lane (no stop signs on Virginia St. either way). The cars in the left turn lane yield to any downward traffic. There is a passing lane for cars going straight to pass by the left turn lane cars. Downhill cars don't need to guess if the car coming up the hill is going straight or left – if they are in the left turn lane then they are turning left and must yield. Thanks.

*Hello - could you tell me how the intersection at 11th Ave and Virginia is being addressed? I cannot tell on the map if it will be revised from its current, dangerous 3-way stop. Thanks, ****

Thank you! This is very helpful. May I assume that the planters in the middle of Virginia Street will be removed? As is, they are a traffic hazard.

Hello. We've been watering the park strip for 80 years with an irrigation system that will have to be relocated with this reconstruction. Does the City pick up that cost?

I wanted to emphasise my concerns about putting in speed bumps on Virginia. Just to give you some background information, I am a retired professional cyclist that lives on Tomahawk drive. I use this road daily, both in my car and on my bike. Speed bumps are a horrible idea. They will hurt non-SUV and truck cars, like the ones along 11th ave do, and force people, like myself, to use a different street. This will dramatically increase the traffic volume along Alta street, and take away that safe bike riding location as well as impacting the residents along that drive that are not built for handling that level of traffic. Additionally, speed-bumps force cars to reduce speeds to levels far lower than the set speed limit. People then speed to beyond the speed limit between bumps to make up the time lost at the bump. Even if people only speed back up to the speed limit, this unnecessary acceleration and braking increases fuel consumption, increases wear and tear, as well as creates a less safe place to ride. Everything about speed-bumps is a negative. There is nothing to be gained from having them. Please also consider adding roundabouts and removing the odd 3 way at Virginia and 11th as well as on the 4 way stops on 3rd Ave and South Temple.

I could not open the virginia street email, where I assumed comments were to be given. But I am extremely happy to see the plan to add sidewalks to the west side of Virginia Street between South Temple and 2nd Avenue. Hooray. Based on what I've seen, everything looks fine to me. A few issues: 1. I have a hand cut stone walkway near the northeast boundary of my property that leads (east to west) from Virginia Avenue's western curb to a wooden gate, with the walkway then leading southeast to a door on the east side of my house. Before you start removing grass and prepping for construction of the sidewalk, I want my contractor to remove the portion of that stone walkway that will no longer exist after construction of the new sidewalk--so they can replace it when you are done; using some of the same stone. The stone walkway will be shorter after you install the sidewalk (it will not start at the current Virginia curb, but instead will abut the west side of the sidewalk you install). So I'll need some notice when you are nearing the commencement of clearing grass and prepping for your sidewalk construction so I can get my contractor out to remove the impacted portion of that walkway, which I don't want damaged (because I'll have him use the same stone to seamlessly abut the sidewalk once you are done with the installation of the sidewalk). It would be a real problem if someone else removes those stones and they are discarded or damaged. Matching cut and color with new stone will be impossible. That's just a planning and notice issue. Let me know if that does not make sense. 2. One thing you will need to think about - there is a 3 to 4 foot high telephone or electrical box that is plastic and green in color near the southeast corner of my property that you will need to remove in order to construct the new sidewalk. You'll need to coordinate with the cable or utility company about relocating that box before you can prep for the placement of your sidewalk. I will want some input on where the owner of the box replaces or buries it, if they intend to do so on my property. Resolving that before you start construction on my property will be important. So please provide some notice and involve me in those discussions. 3. Finally, I have a pine tree at the southeast boundary of my property that will need to be trimmed vertically to allow space under the new sidewalk for pedestrians. I want my gardener to trim that tree, so I'll need notice before that needs to be done.

Virginia Street as it currently exists is fine. No major reconstruction needs to be done. I am sure funds can be used for other priorities. Back in the 90's the City did a major reconstruction with roundabouts which was so bad that the City had to tear them out almost immediately at great expense. Please don't make this same mistake again and waste funds. Stop signs as they exist work well. Do not need uphill stop sign on 11th. Bike lanes not needed on such a narrow street. Waste of valuable width. Speed bump on a steep street is a bad idea as well. In the winter with snow on the ground it will make the street less safe.

Nice job with the plan. I like all the traffic slowing features especially the speed bumps, uphill bike lane, bulb-outs etc. We lived at *** for many years and the cars and bikes that came down at 30-40 mph were constant. The hill especially at the top is very slippery with snow. Is there any construction feature that could address that? Can the roadway be crowned in a way that does not promote cars sliding to the right when descending the hill?

Hi! Thanks for the chance to send feedback on the Virginia Street plan. I agree with leaving out roundabouts and am impressed that the proposed design does not include them. Utahns, quite frankly, aren't very good at roundabouts. I understand the need for some speed-calming device but question the value of speed cushions with cutouts; 11th avenue has traditional, non-cut-out humps and has bus, truck, and emergency traffic similar to Virginia, and it works fine. Speed cushions with cutouts will result in people trying to put both wheels in them and driving up the middle of the street - both bikes and cars, which will become quickly frustrating. The 11th avenue intersection also needs something other than the current 3-way stop, which confuses so many people. I do not have any other large concerns about the plan.

Please don't put a bike lane up the street. The street is too narrow for that. You will spend a huge amount of money to make the changes and it will be a total waste. Very few bikers ride up the street (because it is steep), and they do fine riding to the right side of the uphill lane. Putting in a bike lane will not make the hill less steep.

We live on ***, so we drive frequently (daily) on Virginia. 1) We like the uphill bike lane. There is frequently bike traffic on Virginia and going into the lane of oncoming traffic to pass bikes is probably not the safest thing to be doing, while slowing down to the speed of a bike struggling to get up the hill is... slow. 2) We don't like the idea of a roundabout at 11th and Virginia (I can't tell if this is what the city is planning or if this is someone's suggestion), for two reasons: when driving uphill in winter when there is snow, a roundabout would be difficult to navigate; and second, there is a lot of bike traffic at that intersection, hard to see how a roundabout would work and be safe for bicycles (one of us also bicycles through that intersection). 3) We also don't like the speed bumps due to making it more difficult to drive uphill in winter in the snow. 4) We also think the current three way stop at 11th and Virginia should be maintained, again to make it up the hill in the snow (as opposed to, say, a 4 way stop). It is true, however, that there is confusion at this intersection; perhaps the signage needs to be more clear throughout that uphill traffic does not stop. 5) We disagree with the comments about putting numerous roundabouts along Virginia. The current four way stops at 3rd Avenue and Temple work fine. Nor do we see a need for a 4-way stop or a roundabout at Federal Heights (where we frequently make turns).

This is *** who lives at ***. It was difficult to tell if my comments were being saved on the map and they were unidentifiable once I found the whole list of comments, so I wanted to send an email to reiterate our thanks for the plans you proposed! Things my partner and I especially like: The speed cushions! There was one commenter who seemed vehemently opposed to "speed bumps" but it seemed that every other commenter appreciated them. Keeping the bus stops at 5th Ave and at 3rd Ave. A couple people commented about keeping it on 4th Ave but that would mean even more distance between the stop at 11th Ave and the next nearest stop. The speed feedback signs. I've been in touch with *** and *** about getting the signs installed. Both directions of signs are going to be so helpful in traffic-calming, especially since the reconstruction won't happen until 2024. One commenter mentioned not needing them uphill, though we would obviously disagree from the vantage point of our windows -- I'm currently watching cars zoom up the street and know that the speed feedback signs will at least slow down some of the cars. The increase in sidewalks and crosswalks! Things we feel neutrally about: The bump-outs vs. the medians. Do the bump-outs show greater slowing potential than medians? The changes in on-street parking. Thanks so much for opening up feedback! We're really looking forward to the project starting and for the safety of the street to increase.

If a bike lane is going to be done on Virginia Street, I hope it is protected by something other than paint. Either a pony-wall or tree lining, or at a minimum a cement curb barrier.

At the risk of being redundant, we remain concerned about the following items: Placement of the speed cushion. As discussed, the current placement and 10 ft width will overlap with our driveway. Even if it were nestled exactly between our driveway and the driveway of ***, the trash collection point for *** will be on top of the cushion. Also, we would back over the cushion every time we leave our driveway going south while our neighbor would have the same issue whenever going north. We look forward to its relocation to either (1) midway between Perry and 1st Ave or (2) midway between our driveway and the driveway of ***. We would also welcome its elimination, since 2 speed cushions and two stop signs over 3 blocks is adequate. Width of the vehicle travel lanes. As we understood it, the lanes will be Bike = 7ft, North = 11ft and South = 12ft. While it seems that the lanes meet the minimums, they will be quite narrow for busses, fire trucks, snowplows and other large vehicles which regularly go up and down Virginia Street. This will be especially true on snow days and trash days on which the shoulders will be occupied. We understand that the bike lane is in the Master Plan, but what alternatives were considered? Virginia is a major corridor for north/south vehicle traffic. If that traffic is discouraged from using Virginia due to traffic calming measures, narrow lanes etc., where will it go? A concrete "protection" for the Bike Lane can be a nice feature but is undesirable in this case as it would make driveway access difficult for many (not for us). On snow/trash days, the northbound vehicle lane would be reduced to ~8ft. Perhaps the underlying objective, or at least a further side benefit, of the narrow lanes is further traffic calming but we worry about making the road more or less unsuitable for driving. We also had some follow-up questions: When will the next iteration of the plan be released? Is there a matrix of received comments (I can see the dots on the map but they are hard to click on / read in an orderly way)? The parking space in front of *** is currently designated as Area 2. If the parking space is eliminated, will I retain rights to obtain an Area 2 permit? How will this be recorded / documented to prevent this right from being eliminated in the future (e.g. in 20 years when everyone who worked on this project is retired)? If this is not possible, what compensation will be provided? With the sidewalk installed, we anticipate that the "24 hour shovel rule" will apply on snow days. Given the vehicle lanes will be quite narrow and there is no "strip" between the sidewalk and the road, it seems likely that the snowplows will plow snow up onto the sidewalk. In many cases, this will be thick, wet snow / slush that will re-freeze overnight. We discussed the similar issue along Foothill. What suggested mitigation does the City offer? Is there any data / study / analysis – as opposed to just comments and stated desires – that justifies the bike lane? Is there any data / study / analysis on the volume of bikes and cars that travel uphill on Virginia Street (this might be usefully disaggregated by month/day and daylight/nighttime hours for a fair comparison of peak bike riding)? Sitting on my porch on summer weekends cars seems to be 10:1 or more to bikes during what might be expected to be a peak bike time. I'd guess winter weeknights like tonight have approximately zero bikes.

Please find the attached note illustrating why I believe the new design for Virginia Street does not yet solve a major issue that is the corner of 3rd Ave. University students, young choir school children and other patrons wait for the bus on the SE corner of Virginia and 3rd Ave. Because 3rd Avenue narrows east of Virginia Street and the intersection is oddly shaped giving northbound traffic the illusion that the intersection is not yet happening, those cars do not stop until they have already blown through the crosswalk and past the stop sign. I have recently placed orange traffic cones demarking the crosswalk and I seem to have improved the stopping. This corner needs more compliance to stopping, an east/west raised crosswalk and better crosswalk awareness. Please do a site visit to this corner- I would be most pleased to host or facilitate this. Please call me so that I can clarify my concerns and ideas for remediation.

Thank you for allowing comments on the project. A roundabout at the intersection of So Temple and Virginia / University would be great! Restricted parking on 1st and 2nd Ave closest to Virginia street would also be helpful. Speed bumps throughout to slow down cars and some cyclists. A noise ordinance to restrict heavy trucks would be great. Can a dedicated truck route go up I Street instead? A 4-way stop at the intersection of Virginia and 11th is badly needed—this is such a dangerous situation how it stands now. More patrols, ticketing, and motion-sensor lighting for people who park and litter at the top of Virginia, please.