



300 North; 300 West to 1000 West

300 North Outreach Report

6/30/2022

Prepared by Avenue Consultants

Overview

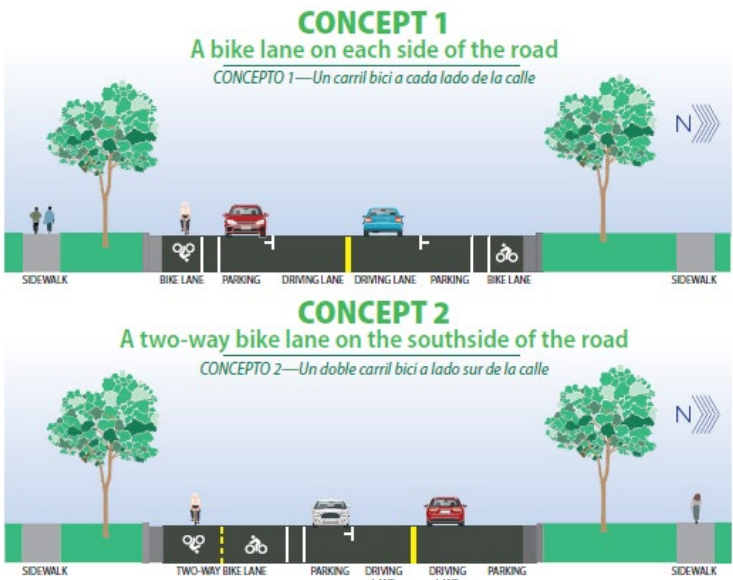
With a view to reconstructing 300 North from 300 West to 1000 West in 2024, Salt Lake City's Transportation Division collected public input with the help of Avenue Consultants and NeighborWorks Salt Lake to understand which bike lane concepts community members would prefer to be included in the construction and what other amenities or changes would improve the road. Focus groups were held in 2021 during the first round of outreach. The second round of outreach, held online and in-person, ran from May through summer, 2022. In-person outreach was tailored to reach two specific audiences: the community adjacent to the project and youth in the community. Online outreach was tailored to the community adjacent to the project and cyclists and pedestrians. To get community members to the website where they could rank bike lane concepts and provide other feedback, the team mailed postcards and placed yard signs in June 2022.

Online outreach included demographic questions to capture more details about participants. In-person outreach did not have a mechanism to capture demographic data. Where relevant, anecdotal demographic information is used to describe community members the team spoke with at the in-person events.

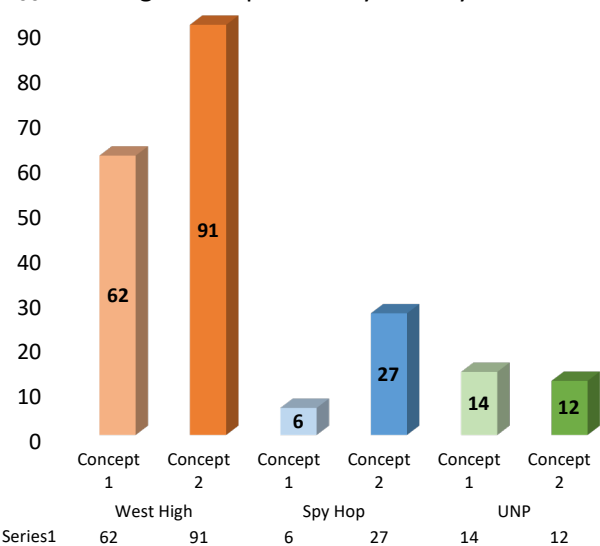
In-person outreach took place at

- West High School (05/26/2022)
- Spy Hop Block Party (06/18/2022)
- University Neighborhood Partners- Partners in the Park (6/28/2022)

During the in-person outreach, a total of 212 people participated. From the online outreach, a total of 144 survey responses were collected from May 26 to June 17. Online outreach remains available via the project website. A brief description of both online and in-person outreach is given below.



Design concept ideas by the city



Number of votes at each outreach event





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Summary of In-person Outreach

The highest number of responses, 153, were recorded during the tabling event at West High School. The Spy Hop Block Party saw a total of 33 responses, and University Neighborhood Partners (UNP) Partners in the Park received a total of 26 responses. Snapshots of the boards are posted at the bottom of this report. A brief description of the outcomes from each of the events is detailed below.

West High School

Votes for design concept #1 = 62

Votes for design concept #2 = 91

A total of 153 students participated during the tabling event at West High School on May 26th. The majority of the students who participated were students of color. Students were more interested in learning about the difference between the two bike lane concepts and preferred concept #2 “a two-way bike lane on the south side of the road.” The outreach team included two people of color, one of whom is a native Spanish speaker, the other a native Bangla speaker from Bangladesh, to ensure representation and to facilitate and build a good rapport with students of color at the event.

Most students said they do not ride their bikes to school but were happy to participate and share their opinions with the team. Generally, most of the students preferred the double bike lane concept and thought that a bike lane on each side of the road would make cycling less safe and detours more challenging.

The team spoke with many diverse students, including with women of color especially Muslim women, who don’t know how to ride a bike and were interested in learning. There could be opportunities to design an outreach campaign or partner with a local cycling group to improve access to bikes for students and to teach some students, such as the Muslim students mentioned above, how to ride and increase their transportation options.



Describing the bike lane design concepts to the students during the tabling event at West High.



Talking about the bike lane concepts with the West High Mountain Bike Club.





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Spy Hop Block Party

Votes for design concept #1 = 6

Votes for design concept #2 = 27

Demographics were not collected at this event and participants were a variety of different ages and majority white. There were homeless community members, cyclists passing through, and parents of the kids who are members of Spy Hop in participating. Most of the people selected concept #2 (the two-way bike lane). More than half of the responses came from participants who were biking through 200 W to get to the 900 S TRAX station.

Cyclists had differing opinions on the concepts. The majority felt that a two-way bike lane on the southside of the road is more convenient and safer to turn around without crossing the road. They also said that putting through-traffic in the middle of the road improves safety for both cyclists and pedestrians.

Participants who voted for concept #1 (bike lane on each side of the road) think that people are already accustomed to this configuration. The one cyclist who voted for concept #1 is a seasoned cyclist and left a comment requesting fewer bike lanes in the city. On the contrary, more than half of the participants who voted for a two-way bike lane on southside of the road are casual cyclists.

University Neighborhood Partners

Votes for design concept #1 = 14

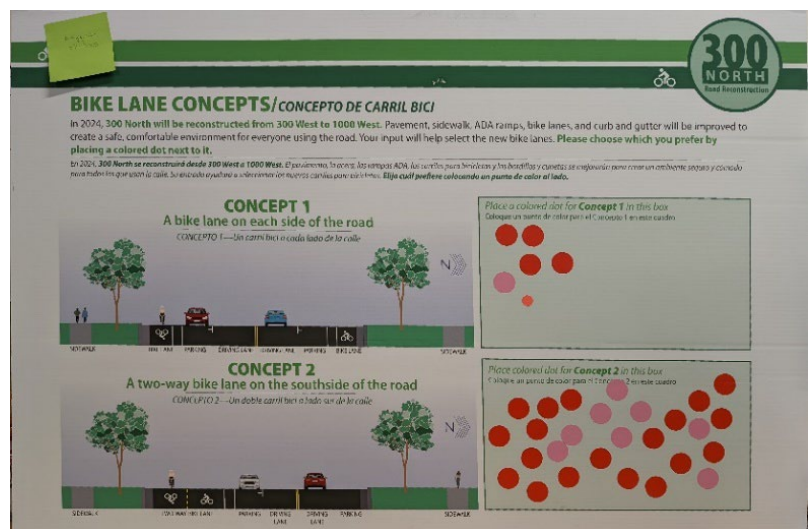
Votes for design concept #2 = 12

Demographics were not collected at this event and participants were a variety of different ages and races. Unlike the results from other tabling events, survey responses show that more people voted for concept #1. However, the difference is negligible. People who prefer concept #2 think that it's more convenient as cyclists don't have to cross the street to change their direction.

The biggest takeaway from the in-person outreach is that younger people and people of color of any age prefer the two-way bike lane because they think it is safer and easier to use.



Block party visitors voting for their preferred option at the block party event of Spy Hop



Block party visitors voting for their preferred option at the block party event of Spy Hop





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Chatting with a Spanish speaking community member to understand the bike lane options.



A community member expressing their opinions about the current condition of 300 N.

Summary of Online Outreach

There were 144 responses to the question about concept preference and 66 individual comments about the bike lanes. Unlike the in-person outreach, the majority of responses support concept #1.

- A total of 81 out of 144 responses (56.25%) voted for concept #1.
- Most of the people who chose concept #1 mentioned that it is conventional. As a result, people don't need to be educated about the new design and it will be easy to implement.
- Supporters of design concept #1 also mentioned that all the other streets have this design and believe it to be safer.
- Some people emphasized that it will be confusing for cyclists to cross streets and on-street parking will be complicated because of the new design.
- Online outreach has been available since May 26th, responses did not start coming in until June 8th when the postcards landed, and yard signs were placed.

Observations That May Account for the Data

The preferences expressed in the online and in-person outreach are quite different. Because demographics weren't collected during in-person outreach, a direct comparison explaining the preferences can't be made. However, there are assumptions that can be made comparing anecdotal information from in-person outreach with demographics from online outreach.

Generally, younger people and younger people of color tend to prefer the two-way bike lane while white, older, and higher-income people tend to prefer a single bike lane in each direction. We think one of the reasons the two-way bike lane concept may have skewed higher during in-person outreach is that project team members had the opportunity to expand on its benefits and answer questions, while online participants were relying on their existing knowledge, experience, and perceptions.

Observations About This Round of Public Outreach

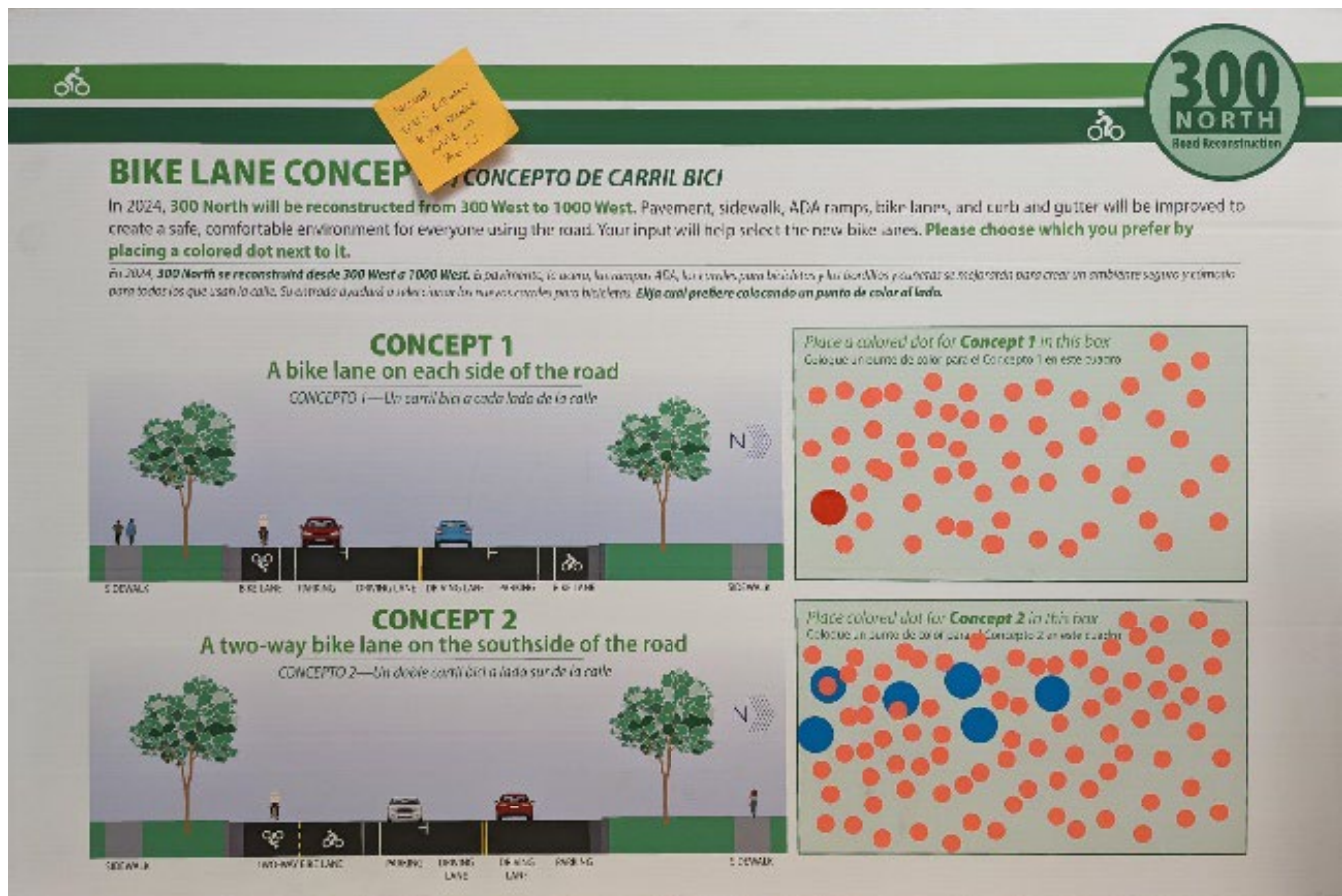
The project team had planned to hold a community event to gather input on this project and others currently in design by the city's Transportation Division. To draw community members, the team worked with local service





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providers to include a Covid-19 vaccine and flu clinic along with other information. This event was scheduled then rescheduled another two times. An increase in Covid-19 cases, scheduling conflicts with the vaccine clinic and the venue contributed to the rescheduled dates. Ultimately, the team decided to pivot and focus on meeting with West High Students and attending events already taking place. Moving forward, we recommend not trying to hold an event separate from events already taking place in the community. We do recommend future outreach with the Marmalade Library and the Eccles Boys and Girls Club, who we attempted to do outreach with but couldn't schedule before this project wrapped up.



Data board from West High School showing preferences from students.





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BIKE LANE CONCEPTS/CONCEPTO DE CARRIL BICI

In 2024, 300 North will be reconstructed from 300 West to 1000 West. Pavement, sidewalk, ADA ramps, bike lanes, and curb and gutter will be improved to create a safe, comfortable environment for everyone using the road. Your input will help select the new bike lanes. **Please choose which you prefer by placing a colored dot next to it.**

En 2024, 300 North se reconstruirá desde 300 West a 1000 West. El pavimento, la acera, las rampas ADA, los carriles para bicicletas y las bordillos y cunetas se mejorarán para crear un ambiente seguro y cómodo para todos los que usan la calle. Su entrada ayudará a seleccionar los nuevos carriles para ciclistas. **Elija cuál prefiere colocando un punto de color al lado.**

CONCEPT 1
A bike lane on each side of the road
CONCEPTO 1—Un carril bici a cada lado de la calle

CONCEPT 2
A two-way bike lane on the southside of the road
CONCEPTO 2—Un doble carril bici a lado sur de la calle

Place a colored dot for **Concept 1** in this box
Coloque un punto de color para el Concepto 1 en este cuadro



Place colored dot for **Concept 2** in this box
Coloque un punto de color para el Concepto 2 en este cuadro

Data board from Spy Hop Block Party showing preferences from participants.





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  **300 NORTH**
Road Reconstruction

BIKE LANE CONCEPTS/CONCEPTO DE CARRIL BICI


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CONCEPT 1

A bike lane on each side of the road

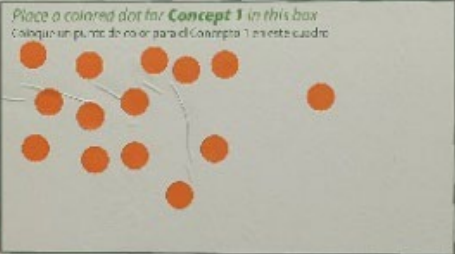
CONCEPTO 1—Un carril bici a cada lado de la calle



1. SIDEWALK 2. BIKE LANE 3. TRAVEL LANE 4. PARKING LANE 5. BIKE LANE 6. SIDEWALK

Place a colored dot for **Concept 1** in this box


Coloque un punto de color para el Concepto 1 en este cuadro



CONCEPT 2

A two-way bike lane on the southside of the road

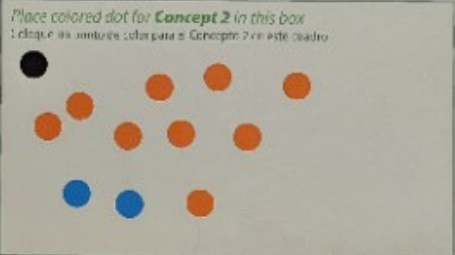
CONCEPTO 2—Un doble carril bici a lado sur de la calle



1. SIDEWALK 2. TWO-WAY BIKE LANE 3. TRAVEL LANE 4. PARKING LANE 5. SIDEWALK

Place colored dot for **Concept 2** in this box

Coloque un punto de color para el Concepto 2 en este cuadro

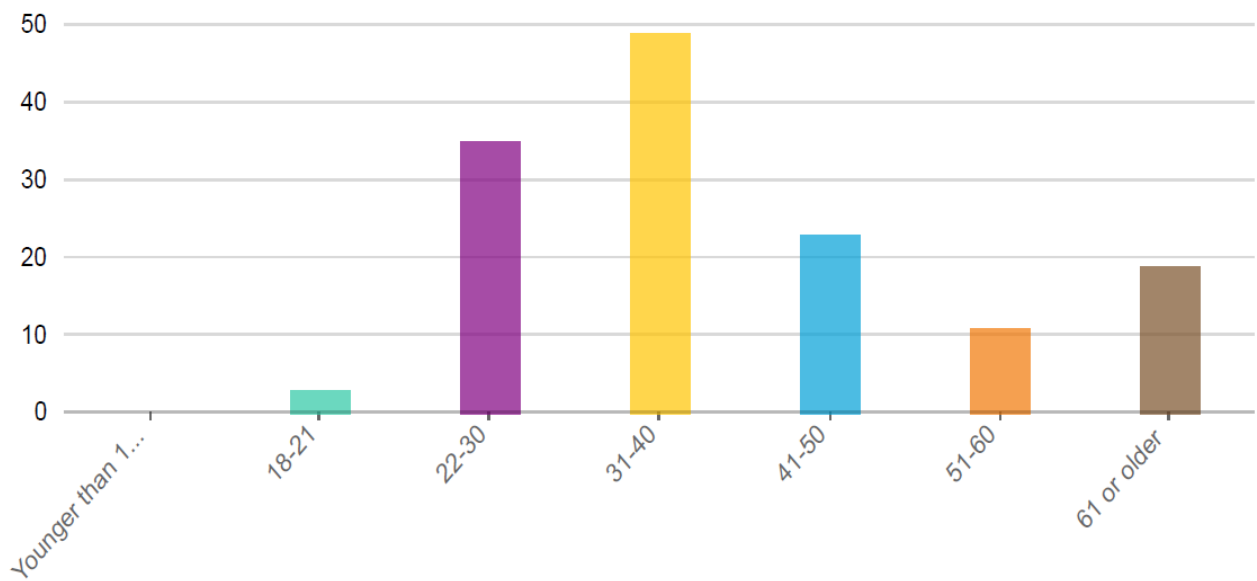


Data board from University Neighborhood Partners showing preferences from participants.

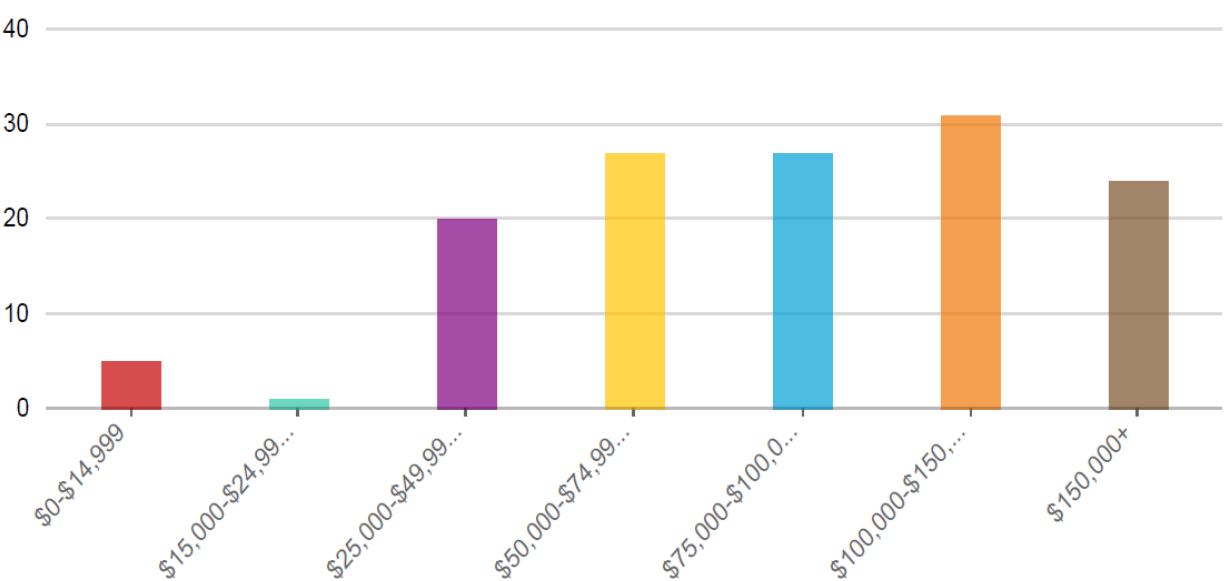




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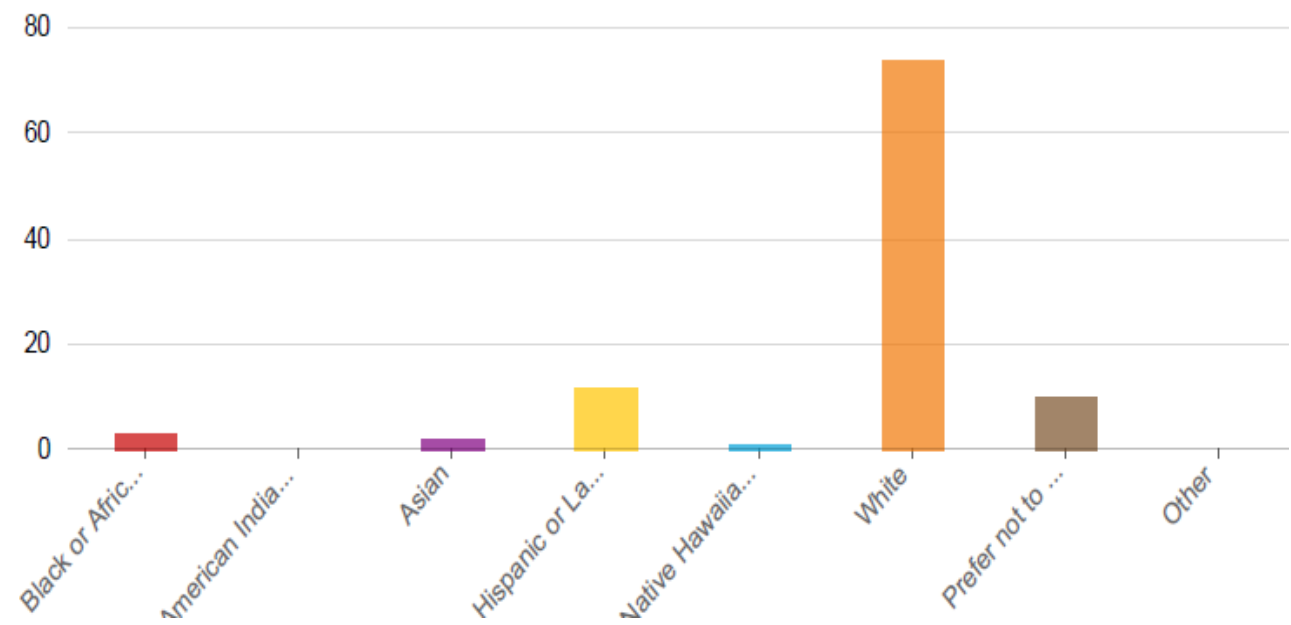
Age ranges from demographics captured from online outreach.



Income ranges from demographics captured from online outreach.



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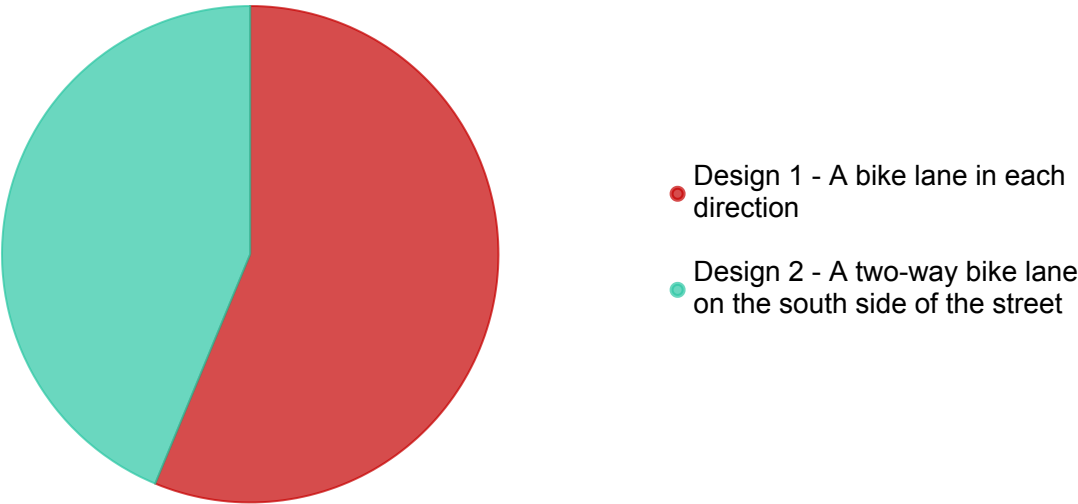


Range of individual races from demographics captured from online outreach.

300 North Survey

Data from Project Website

Which design do you prefer? *



Answers	Count	Percentage
Design 1 - A bike lane in each direction	81	56.25%
Design 2 - A two-way bike lane on the south side of the street	63	43.75%

Answered: 144 Skipped: 0

Why do you prefer Design 1?



Response	Count
Without some sort of bollards cars are going to drive centered on the road and be driving on the bike lane	1
We don't need to teach more people to ride their bikes against traffic. It's so dangerous and people do it all the time. Make The lanes so bikes are flowing the same way as traffic. That's the law anyway.	1
We are taught to ride bikes going with the flow of the traffic. Design 1sticks to this idea. I think Design 2 could be confusing and make it difficult for bikes going against the flow of traffic to make left or right turns out of the bike lane. Thank you.	1
Unless all other roads are two laned, you'd have to cross at some point anyways.	1
Two lanes on one side is too unconventional.	1
Turning onto another street as a biker makes more sense when you are on the correct side of the road.	1
This seems more cohesive with the streets around it and won't create as much confusion. also: On 30 ON WEST of 1000W is like design 1 already.	1
This is what is already in place and it seems to function well. I feel changing to a different traffic flow will increase the likelihood of accidents, especially when changing from other streets to this one, I can see drivers and bikers being confused; bikes especially continue on past 1000 West and they would have to cross from one side of the road to the other, just to continue on their path. This seems like a dangerous place to make the transition as the 1000 West 300 North intersection is very busy. THANKS for the 4 way stop by the way!!	1

This is the design most similar to the current design of 300 N. With fewer changes come fewer needs to educate and create new habits for people using the street. It's also likely to be cheaper than design 2, simply by not needing more complex intersections and signage.	1
This is more consistent with how cyclists ride already and traffic signals and turns are easier to follow while traveling in the direction of vehicles.	1
There's a lot of space. Keeping bikes on their own side seems safer. The bridge over the tracks will only be used if there's a train.	1
There is little change for the drivers. Just adding the parking and the bike lanes would be all that is needed.	1
The symmetry looks better. It makes more sense to keep traffic moving in the middle of the road. However, I don't know why the bike lane is on the outside. I'm more familiar with parking being on the outside, then the bike lane, then the driving lane.	1
Seems more natural for the bike lanes.	1
Safety of going with the traffic and follows bike lane habits of the rest of the city	1
safety and convenience.	1
safer bike lanes	1
Protection of parked cars and rider familiarity with lanes on each side. Broadway has a similar design and we've always felt safe on that street	1
Protected bike lanes.	1
Option 2 seems dangerous and would cause confusion, potential accidents, and bikes using the car lane.	1
Oncoming bike traffic going the opposite direction.	1
Neither design includes a protected bike lane, so I think this option would be safer.	1
My car won't be parked way out in the middle of the street.	1
Looks safer to me for everyone, bikers and drivers alike.	1
Less to worry about when turning. Bikers are stupid and cause too much trouble to have more than one lane on the same side.	1

Less confusing for people on bikes to have options on either side. If bikes only get choice on one side they will still ride on other side and obstruct car traffic.	1
less confusing	1
I've been riding bikes in urban areas for close to 20 years. In my experience, I find two way bike lanes to be more dangerous if you are a bicyclist traveling against the flow of traffic. If a driver is attempting to pull out of a side street/driveway/etc to make a right turn, that driver generally only looks left for oncoming cars. Drivers are just not aware enough to check to the right for a bicyclist riding against the flow of traffic. Most drivers are only concerned with what other cars are doing and they have no idea to think that a person on a bike should be considered.	1
it's safer to have bikes on the same side as traffic instead of on one side of the road.	1
It's more consistent with our existing road laws and guides; less confusing for both bikes and cars.	1
Its a safer bike lane	1
It's safer for bikers	1
It would better help bikers get to and from the lanes turning from other streets.	1
It would be safe for everyone.	1
It would allow bikers to stick better to the proper side of the road and keep with the flow of traffic. The alternate design would mean that bikers may end up riding on the sidewalk or street instead.	1
It provides a more natural cycling experience (right/left cycling turns are conducted in the same fashion as vehicles) that translates to a safer roads for everyone using it.	1
It makes more sense with traffic and looks better in my brain	1
It is safer for bikers	1
It follows the way of the rest of the city streets are. I can see people trying to drive within the bike area.	1
It follows other bike lane designs throughout the city and the only way a two way path makes sense is if it was actually protected from more than cars.	1
It flows better.	1
It adheres to bike safety rules	1
I'm used to getting out of the car and looking down the bike lane before I cross to the sidewalk. I've gotten comfortable with the 300 S layout.	1

I'm a serious road cyclist (Lycra, shaved legs, etc) who uses 300 N 3-4 times a week to go from Rose Park to downtown by bike, 900 W to 200 W. In my experience, side-by-side cycling lanes can be dangerous b/c they put so much oppositional traffic of varying speeds next to each other. Bikes drift in and out of oppositional lanes. They impede faster traffic overtaking slower traffic, because the passing lane is oncoming traffic instead of same-direction traffic. They also create issues where the two-way bike lane ends, and one side needs to jump across the road.

1

I would like to maintain street parking on both sides of the road.

1

I worry that since drivers aren't used to seeing a two-way bike lane that they would hit cyclists with their cars. HOWEVER, if the two-way bike lane was cordoned off somehow, like with a curb, I'd feel safe biking in a two-way bike lane. But I don't think having a two-way bike lane cordoned off with just a line on the road would be safe for cyclists.

1

I think it would be easier for cyclists to make the turn to wherever they're heading being on the side of the street that they need to be on.

1

I think it more closely resembles the rest of SLC bike lanes which would lead to less confusion. Design 2 is problematic because I think during the winter people would be all over the street, including snow plows.

1

I think it aligns more with most bike lines throughout the city where you have a bikes traveling in the same direction as cars on each side of the road, so I think it makes the most sense for both cars and bikes.

1

I see so little bike traffic on 300 N. More bikes use the sidewalks than use the already extant bike path.

1

I love in Europe how there are dedicated bike lanes, with bi-directional traffic. Unfortunately, as a bicyclist in America vehicle drivers don't see you unless you are going with the flow of traffic. For safety, signal design, and ease of education. Option 1 seems best.

1

I feel like it would be confusing to have only one section of bike lane where they are both on the same side of the road. With design 1 you keep the classic style of biking with traffic. Much less confusing.

1

I feel like it is uniform with the rest of the city and follows the natural flow of traffic

1

I am an avid cyclist and have experienced Design 2 type roads and I think automobile drivers aren't used to this type of bike traffic and therefore are surprised/confused and it is less safe in my opinion.

1

Gives clear direction to cyclers and automobiles. The two-way bike lane is too outside the norm and can be confusing for citizens. I've also seen cyclers just ride in the parking area. A bike lane in each direction will probably be safer for both auto and bikes.

1

Easier to transition to other streets with bike lanes on the opposite side.	1
Do not want cross the other way to get to bike lane....rather stay same lane all the way.	1
Design one is the best way to make our community more pedestrian and bike friendly. Having the protective barrier between vehicle traffic and pedestrians and bikes will make people feel safer choosing other modes of transportation besides cars.	1
design one is more predictable for drivers and cyclists.	1
Design 1 will make it easier for westbound cyclists to make right turns (northbound) onto side streets. I'm not even sure how those turns would work at all on Design 2 — you'd have to cut across two lanes of traffic to make turns which doesn't make sense. I regularly ride this stretch of road, and it seems like riding with traffic would be better than Design 2. To be honest, I'd rather have the bike lane run along side traffic. This isn't a particularly busy road, so I'm not sure how much benefit a protected lane provides.	1
Design 1 seems safer to me. Design 2 feels like there are more vehicles to be aware of.	1
Design 1 is how people ride. People ride on the right side of the street. It prevents so many of the dangerous conflicts that design 2 introduces. Design 2 has serious safety issues for cyclists going the opposite way of traffic when they need to enter or leave the bike lane - SLC inexplicably keeps adding bike paths like this without added safety measures. They have to cross the street or intersection where cars aren't expecting them. Additionally, some cyclists will end up riding in the travel lanes of design 2 reducing its effectiveness. Design 1 leaves room to add barrier or bollard protection in the future. It is nice to see progressive designs being considered. Thank you.	1
Bicycle traffic should flow with motor traffic, a design more familiar to motorists and cyclists. Therefore a cycle lane in both directions is safer. However, if deciding on two-way cycle traffic on either left side or a right side of the road then make these lanes on the right side of the road, putting the left cycle lane with the flow of motor traffic.	1
Better chance for cross traffic to see you	1
Because it's consistent with the way the bike lanes are throughout the rest of the city and county. As a bike commuter I'm hyper aware of how much motorists disregard cyclists so maintaining consistency for how the bike lanes are set up is in everyone's best interest, switching it up for seven blocks would be confusing.	1
As a person that has committed by bicycle to work for years, my experience is these super wide bike lanes are dangerous. People forget to check both directions, or to check any direction at all. Some people pull in them and stop to check the sidewalk. People aren't used to them, since we don't use them everywhere. At least with the two bike lanes there's consistency.	1

1

1

Answered: 68 Skipped: 76

Why do you prefer Design 2?



Response

Count

2

2

1

The lanes are wider. By appearance alone, it looks more intentionally dedicated to cyclists. It looks like it will be simpler to enforce so cars don't park on it. I think it will be better for the community as cyclists will be able interact as they travel in opposite directions. It makes it simple to turn around and ride the opposite way. It doesn't change how often cyclists would need to cross the road to reach their destination at the end of their journey. I also think it will be more aesthetically pleasing to have one unified bike path.	1
Separating the uses seems to be safest for cyclists.	1
Seems safer for cyclists	1
Seems more predictable	1
Seems like the bikes are more protected. Better would be a totally separated bike path like the Green Belt in Boise.	1
Safer. Please plant more trees!	1
Safer. Less risk of biker encountering open car door. Seems like construction would be more efficient.	1
Safer to have those two together and have a dedicated space to parking.	1
safer	1
Reason 1: More space to avoid obstructions: Inappropriately parked cars, trash cans and other obstructions are often in the bike lanes. I live on 3 E and 4 S. I observe this problem daily when using the 3 E bike lanes south of 4th. I often have to veer out of the bike lane into the car lane and it's dangerous - especially since parked vehicles obstruct sight lines between you and the car so you are swerving between parked cars into a traffic lane w/o being able to be sure there are no cars coming at you. The two-way lane has more space to maneuver around obstructions. Reason two: Better visibility: In single direction bike lanes visibility is poor because of the narrow corridor b/t parked cars and off-street trees, etc. It's easy for turning drivers to miss bikers and end up cutting them off. The wider two-way lane has better sight lines. Reason three: Critical mass of users creates more driver awareness. 2 way lane = double users so more drivers take notice.	1
Nice wide safe. Hopefully protected bike lane	1
Much safer for drivers and bikers to have the bikers more separated from the roadways. Will be much less frustrating for drivers as well to not have to slow down and merge lanes to get around the slower bike riders.	1
More space for pedestrians, you don't end up as close to cars	1

More defined bike space	1
Less likelihood of a biker having to bumble through the gutter, and discourages cars from parking in the bike lanes. Even better if there can be some sort of physical barrier between the cars and bikes	1
Keeps the cars and bikes a little more separated.	1
Keeps everything together and only have cyclists on one side of the road.	1
It's a friendlier look for the neighborhood. Easier to notice bikes.	1
It seems the safer way for cyclists and vehicles. Also more convenient	1
It seems more efficient and safe to have bikes on one side of the street vs. anchoring moving vehicles that if in need they can swerve to the non bike lane to avoid hitting bikers.	1
It seems more efficient and seems to designate the space even more clearly for bikes	1
It seems friendlier and more social for cyclists.	1
It seems as though it would be safer to give cyclists more room, so they are further away from traffic	1
It puts more distance between drivers and bikers, and makes it easier for bikers to turn around if they need to go the other way.	1
It keeps all bike traffic on one side of traffic and cars don't have to watch both sides for bikes	1
It just seems safer to have the bike lane in one area while the vehicles are on the other side.	1
It gives cyclists more room. If there isn't a cyclist coming in the other direction they have a bit more flexibility and causes less stress when cycling near cars.	1
It creates a solid separation between cyclists and vehicles. This design helps prevent the issue of potentially hitting cyclists when parking and driving.	1
Improved safety separating bike lanes from cars more clearly, decreases likelihood of cars parking in/ blocking a 2-way bike lane	1
I've noticed lots of debris and glass on that road. Biking on that road makes me nervous that I'll pop my tires. Keeping the bike lanes together will give bikers options to avoid debris when they come up on it.	1
I think it connects nicely with JRT, new pedestrian bridge, and the fairgrounds with less interaction with home owners. It would probably decrease chaotic "wrong way" riding. It makes it easier for me to see the smiling faces of the people riding in the opposite direction. It's more efficient with space.	1

I think Design 2 will be safer for cyclists. I live on 300 North and see a lot of cyclists (including kids going to/returning from elementary and high school). Some drivers really like to speed through the freeway underpass, so providing some additional space for cyclists can only be a good thing.	1
I live and bike on 300 west everyday. I'd prefer bike lanes together especially blocked by parked cars. I think this would be safest even as a driver.	1
I like the consolidation as a driver to only have to worry about the bikes in their own separated lane of travel on one side of the street.	1
I like the bike lane design	1
I like that it designates a larger portion of the ROW to bikes - In my mind, the bigger space will help to make it clear that this area is for bicycles.	1
I like option 2 as a safer way for bikers instead of being on a two-way street I think it's safer just to tuck them away from one side of the busy street and not both sides of a busy street. I also did want to mention I think it's awesome that you guys are asking for input from the neighborhood as a good call Smart thank you.	1
I feel as though design two would give a safer feeling to bikers, as they would be more secluded from automobile traffic. Having both bike lanes side by side also makes for an easier time navigating.	1
I drastically prefer concept two over one. Bike lanes have been dismissed by the masses of a barely existing small shoulder lane. For many people bikes are the only transportation to get where they need to get to survive. With the design of public planning, bikes AND pedestrians are treated as second hand citizens. We need to focus our sense of our city transportation by investing into real bike lanes and more pedestrian friendly streets. Take away the mindset of needing a car just to get anywhere and replace it with a more active and diverse transportation options. Forcing people to invest into such a financial burden of a motor vehicle just to get around is not true freedom in this country.	1
Feels far safer and prioritises safe bike riding	1
Cyclists seem to be traffic anarchists! Design 1 will inevitably have 2-way traffic on a single lane. I would hesitate before taking my grandchildren on it. Design 2 gives more space for lane infractions and evasive action.	1
Convenience for pedestrians	1
Bikes together is more visibility and space for various wheeled commuters. Bike lanes in the center do the same but allow access to left or right turns.	1
Bike safety	1

Answered: 54 Skipped: 90

11/31

We NEED a speed bump at the intersection of 300 north and 500 west. In the 8 months I've lived on this corner I have watched two cars get totaled, MULTIPLE person almost get hit and I've seen literally thousands of people run the stop signs. Usually I wouldn't care, but there is a school only two blocks away and children are constantly crossing the street at this intersection. My neighbors have said they have called the mayor numerous times and no one has ever done anything. For the safety of the children in our neighborhood we NEED speed bumps at this intersection. I hope something is done before someone gets seriously hurt.	1
Very excited for multimodal consideration in this area!	1
Very excited about the pedestrian/bike crossing!!!	1
Trees in the park strip would be nice, but people have to be required to water them.	1
This street, like others on the West Side, needs to be traffic calmed. Adding parking as a separation between traffic and people on bikes is a good step, and the slightly narrowed streets in the designs will help calm the traffic somewhat. But what is desperately needed is some physical designs to stop speeding drivers from making the street into a raceway. Consider curb extensions/bulb-outs for the intersections and raised intersections for calming traffic on this street where so many children are walking/cycling.	1
These bike lanes need to be protected on this street.	1
There needs to be clear physical barriers and markers, not just road striping. because downtown where this has already been done for years now, people still can't handle parking in the correct area, and I still see idiots turn into the bike lanes on 300s	1
There needs to be a roundabout at the intersection of 300 n. 800 w. This is a school zone and currently there is only a 1 way stop. The cars fly thru this intersection and I've witnessed many crashes in this intersection. There is plenty of room to do it.	1
The whole area needs better crosswalks. More crossing lights would be extremely helpful. Especially along 300 west.	1
The two way lane will require good signage for cars turning onto the south side of the street drivers know to look both directions before turning. This is the biggest downside of two-lane option but I believe still superior all in. Why can't we make this a truly grade-separated bike lane? Given the frequency of cars illegally using bike lanes a curb separator would be quite beneficial. It makes snow and trash removal more complicated but the city needs to invest in bike lane specific cleaners. Also, not like the city cleans the bike lanes often even when there is no barrier. Might as well just put in the barrier.	1
The street with as it goes around West High decreases. I don't like it.	1

The much wider park strip is an excellent concept. However, it still does not fit the need to have space for community life, such as cafes with tables next to the sidewalk in summer. This is such a conspicuous failure of present city developments that I think it needs to be carefully addressed here.	1
The light at 900 west when traveling east west needs to be redone. Going north south, it stays green way too long, and as a biker I've ran it before because it doesn't want to change and then when it is green going east west, it's enough for ine	1
The intersection of 300 North & 8th West could use a speed bump as traffic speeds west, get up to 45 mph by the time they reach 800 west, and have killed many pets and came close to children.	1
the bike lane should be more then just paint on the road we should have some sort of barrier or traffic posts to keep cars from parking in the bike lane.	1
Speed bumps or better traffic control mechanisms would be helpful. Drivers figurative (and sometimes literally) race along that road, seldom stopping for crosswalks.	1
Reduce setbacks	1
Put a small curb between the bike lane and the parking.	1
Please work to clean up the plot of 300 North closest the train tracks that is over grown.	1
Please make it a positively separated bike lane. Either with bollards or a curb.	1
Please improve the crossing for bikes at 300 W. This can be done by adding bike lanes on 300 W to slow traffic. This will require SLC to stand up to UDOT and ask.	1
Please have the consideration of pedestrians and bikers as the main focus and then motor vehicle as second priority.	1
Please do not use concrete again. The section of 300 N between 200 - 300 W is SO NOISY! This type of material should not be used on city streets. Ever.	1
Please also look at some kind of traffic control or signals at 800 West; so many people commute through this intersection and during school year, it is EXTREMELY busy. I have often seen cars continue through on 8th west thinking that cars on 300 North are supposed to stop AND I have seen drivers stop on 300 North, thinking that 800 West is a 4 way stop, because it certainly feels like it. It is likely that there will be a very severe accident at this location, something needs to be done ASAP.	1
Nope	1
Needs more TREES please!!!!	1

Need a blinking red overhead light at the new four-way stop at 1000 W & 300 N.	1
Let's nix any more condos. We've taken our share of condos. Traffic will be horrible in two years. No more condos.	1
Knowing a general idea at what time Union Pacific trains go through would help motorists plan accordingly. Those who live off of 3rd North can avoid the overpass , feeling up.the traffic congestion.	1
It's going to be a great corridor. The Capitol Hill neighborhood is looking forward to it.	1
It's actually the safest way to get from Rose Park to downtown by bike. Happy for the update—hopeful ly it helps more people avoid 600 N or North Temple.	1
It would be great to have the underpass under the freeway lit well in the evenings.	1
It should have real protection with concrete and other permanent barriers. This is a main corridor from downtown to the Jordan River and needs to be treated as such. There are also properties on the 800-900 w block that continuously block current bike lanes that I can see being an issue. During this reconstruction more needs to be focused on the 1000 W intersection as well. 4 way at 800 W should be a no brainer as well.	1
If the existing public art (at the I-15 underpass) could be incorporated or enhanced with better lighting, that would be amazing! This is a unique location and I would love to see it highlighted for cyclists, pedestrians, and others to view.	1
I'm looking forward to the renovation!	1
I would like to see some of the zoning change. It would be nice to have a couple of small shops or bar/restaurants in that area.	1
I use 300 N to bike to work every single workday. (I live on Quince and work in the Gateway). My largest pain points are on the 300 N, 300 W intersection where it is very difficult to see cross-traffic from the south along 300 W as there are shrubs and a large barrier obscuring the traffic. I am a defensive rider and not being able to see if a car is approaching the red light at an unsafe speed is a big concern to me. I've had to move out of cross-traffic many times due to the vehicles running the red light or stop sign. In combination with the bike lane and road contraction, please take into consideration the visibility to other vehicles at the main intersections. Additionally, having the bike lanes 'Bend In' to the road at intersections to increase the visibility of cyclists at intersections would be important as well from a safety standpoint.	1

I think this project is great, just please keep the community and students of west high as the priority; not outsiders wanting to change this area. It would also be great if you could integrate some artwork into the project. Reach out to West High, the YMCA on 300 N, or the local elementary to design a mural or something. I know there is a yearly mural painting project up at the U you could also engage with to maybe even get it done for cheap.	1
I think some more obvious BLINKING crosswalks would be really helpful as the pedestrian traffic on this street between ~ 600W and 1000W is sporadic and it's hard to see pedestrians starting to cross with cars parked on the street. There are always cars parked on the street between limited parking in our lots to major events at the fair grounds, it's like this daily.	1
I ride this stretch of 300 North 2+ times a week during the spring/summer/fall, and welcome improvements, even if a protected bike lane doesn't seem necessary. Regardless of which design is chosen, I hope the city has a plan for sweeping the bike lanes. Protected lanes near curbs often accumulate a lot of debris and hazards for cyclists (the new lanes on the 600 N bridge over I-15 are a great example).	1
I ride this street every day. There is SO MUCH SPACE! The protection could come a line of trees and there'd still be space for all the current traffic. The intersection of 300N and 800W is gigantic and poorly lit. Very dangerous at night. I think the redesign should anticipate a narrowing or future redesign of 800 W.	1
I live on 400 North & 500 West. 300 North is heavily traveled by drivers, bikers, runners, and walkers. Having a bike lane in each direction makes good sense for all the above - much safer for everyone.	1
I live half a block from the new pedestrian bridge and am very excited when it is finally finished. I love the big bike lanes on 300 N. The new 4 way stop at 1000 west is great for bikes. 800 west can be dangerous for bikes and cars because north/south drivers sometimes think that east/west drivers are going to stop (when they don't have to).	1
I drive on it many times a week, sometimes multiple times a day. It will be very nice to have more trees.	1
I am really excited about this project and excited to watch and see the results!	1
How will this project effect vehicle (automobile) movement? This is an important consideration after nearly a year of a closed street for the railway bridge project.	1
How will this design reflect the recently adopted typologies?	1
How will this affect snowplowing? Last winter we didn't really get plowed.	1

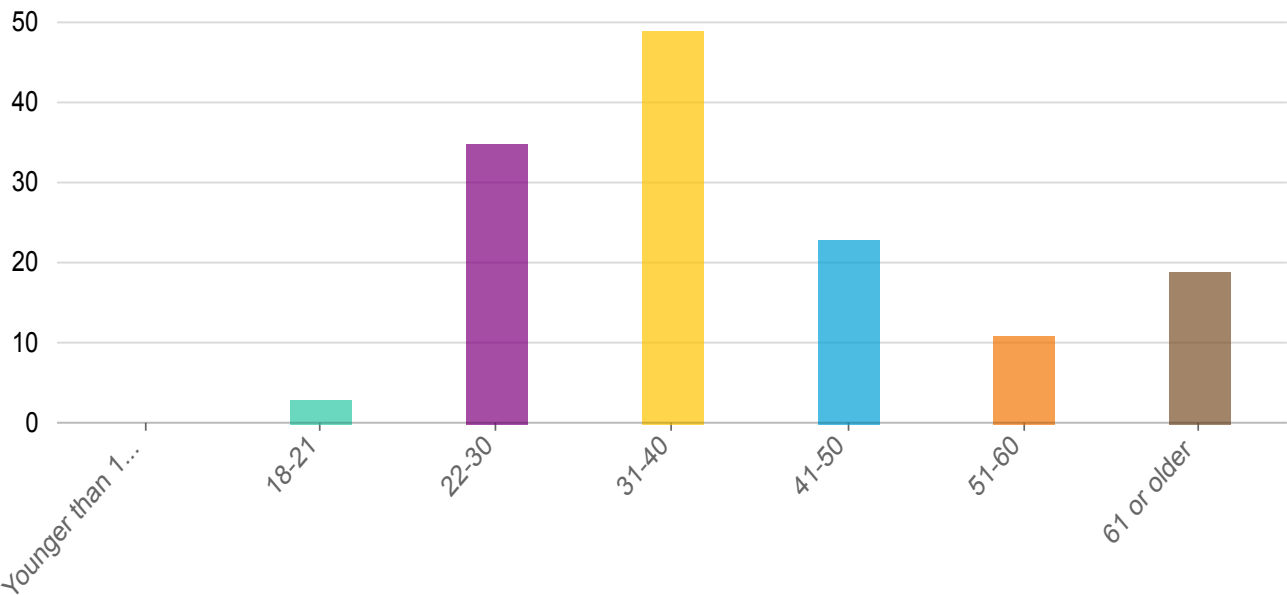
Having the parking in the middle of the road is asking for the city to be sued. Plows, buses, etc hitting vehicles that have to park on the road until they can shovel/remove the snow from their drive ways makes for a bad situation. 300 north is a busy street with diesels, buses, etc utilizing it, winter time you have plows and they never plow the full road causing not only curb parking impossible but if you put the bike lanes next to the curb, those who enjoy biking in the winter will not have a safe place to bike.	1
Glad to see traffic Slowing measures are taking place we need that on the west side.	1
Either is fine as long as the bike lanes are physically protected. Not with paint.	1
Don't displace any residents and please get better public transport out here. Tracy needs to go to rose park	1
Cute lantern style street lights	1
Could you make the street narrower? So much asphalt to trap summer heat, so little shade, so few drivers watching out for bikers and pedestrians	1
Concern is people parking in bike lane if between parking lane and curb with no physical separation. How would the bicycle avoid it? Now cars park in bike lane but can go into traffic lane if need be. Also, lower speed limit to 20 like surrounding streets.	1
Can you make something at the 4-way stop to slow down traffic? Drivers either blow through it and don't stop or just don't care if anyone is in the crosswalk. I've had several instances of cars not waiting for the kids crossing the street after school almost getting hit because people just don't want to wait. The Friday-Saturday street racers go about 70 mph through this intersection, usually starting at 500 N and traveling along 600 W, turning west onto 300 N and then going under the highway overpass and using the echo effect to rev their engines even louder. They'll get onto I-15 at 600 N, go to 2300 N and then wind their way along that road where it turns into 600 West and rinse and repeat all night long. So. Much. Fun. So yeah: slow down the traffic at the 4-way stop. Drivers speeding. Street racers. Thank you.	1
Bridge over rail tracks would be essential for more people walking. I currently do not walk to the west on my excursions as its is too risky to get trapped by a freight train. I would like to walk over there without going all the way to north temple or 600 North.	1
Around West High needs speed control. Way too much commuter traffic cutting through when kids are traveling to school. I have seen way too many close calls.	1
Adding a protective barrier to the bikelanes would be even safer and motivate more biking overall.	1
Add a pedestrian light at 800 West crosswalk.	1

A two way bike lane could work if it was designed in a way so crossing to the opposit side of the street isn't dangerous or inconvenient. I think most important would be a physical barrier or at least a space barrier between the cyclist lanes and motor traffic.

- Bundling both bike lane directions into one (Design 2) could make it easier to give the bike lanes a right of way whenever it crosses any of the North-South running residential streets. - I think it would be important that the space between the parking lane and the bike lane is implemented through a raised curb that makes it impossible for motorists to be cheeky and use the bike lane to get around obstructions on the road (e.g. garbage trucks, etc.). The space should also be wide enough to ensure that a person opening a car door will never hit a cyclist.

Answered: 68 Skipped: 76

What is your age?

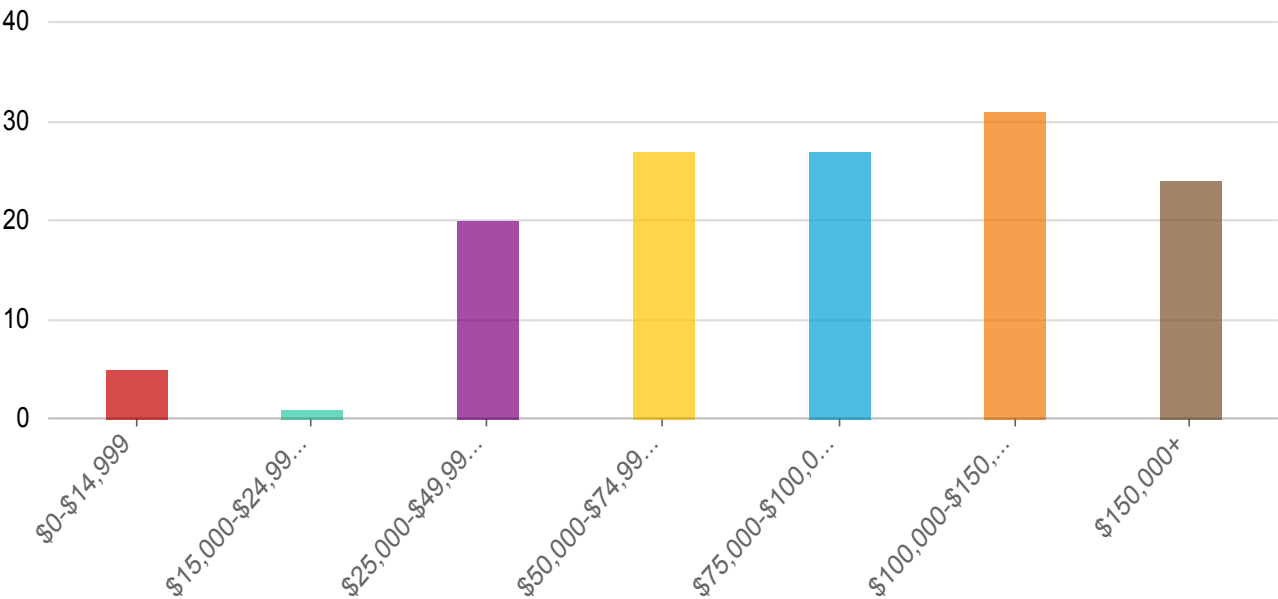


Answers	Count	Percentage
Younger than 18	0	0%
18-21	3	2.08%
22-30	35	24.31%
31-40	49	34.03%
41-50	23	15.97%

51-60	11	7.64%
61 or older	19	13.19%

Answered: 140 Skipped: 4

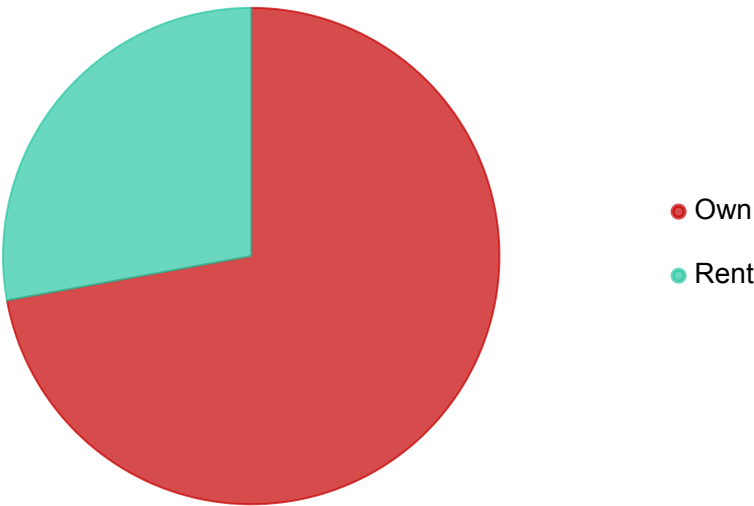
What is your household income level?



Answers	Count	Percentage
\$0-\$14,999	5	3.47%
\$15,000-\$24,999	1	0.69%
\$25,000-\$49,999	20	13.89%
\$50,000-\$74,999	27	18.75%
\$75,000-\$100,000	27	18.75%
\$100,000-\$150,000	31	21.53%
\$150,000+	24	16.67%

Answered: 135 Skipped: 9

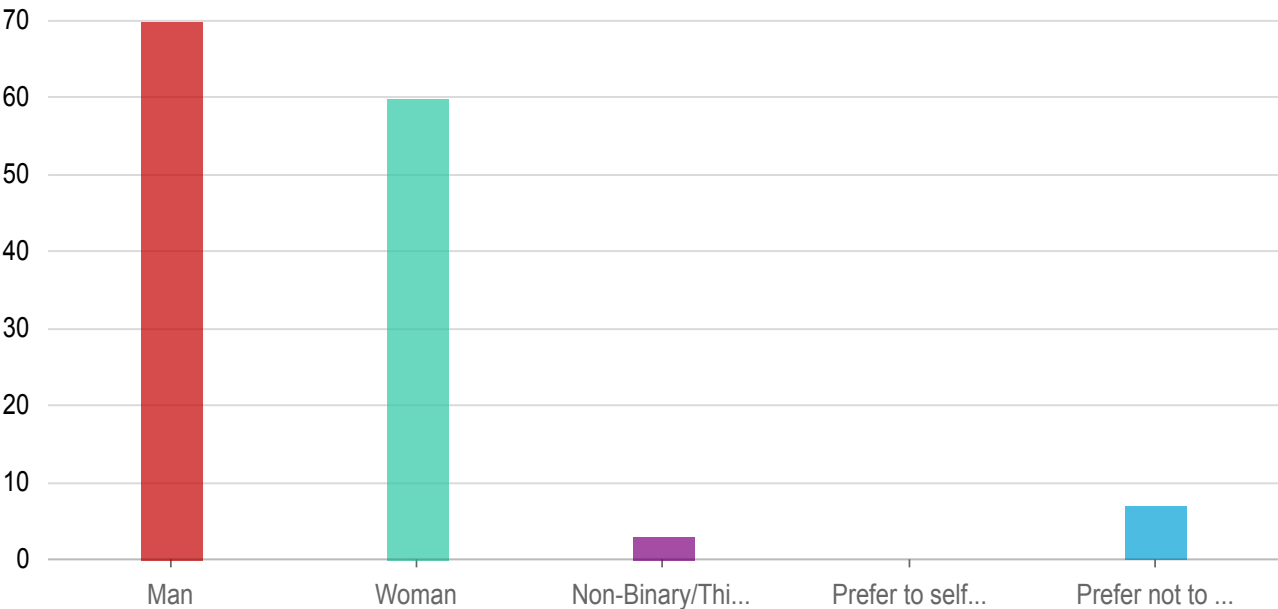
Do you rent or own?



Answers	Count	Percentage
Own	101	70.14%
Rent	39	27.08%

Answered: 140 Skipped: 4

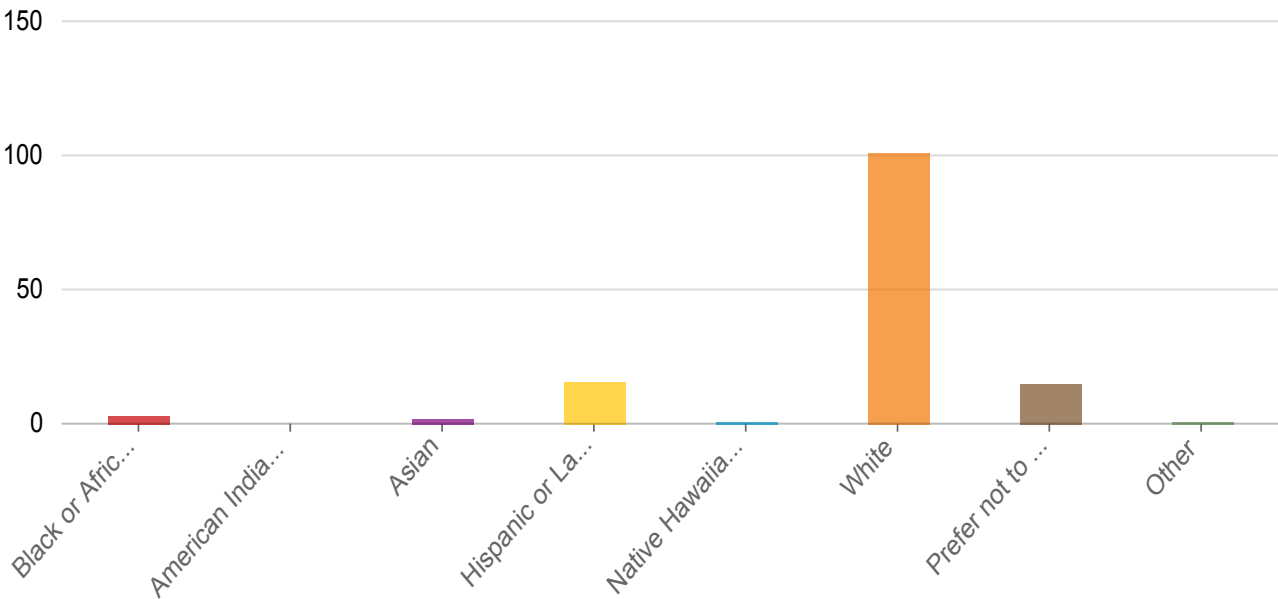
What is your gender?



Man	70	48.61%
Woman	60	41.67%
Non-Binary/Third Gender	3	2.08%
Prefer to self describe	0	0%
Prefer not to say	7	4.86%

Answered: 140 Skipped: 4

What is your ethnicity?

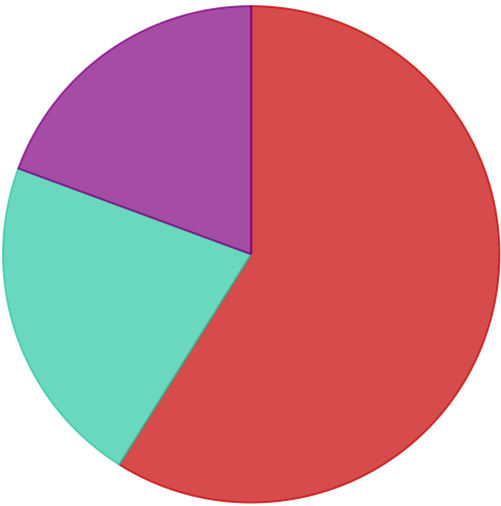


Answers	Count	Percentage
Black or African American	3	2.08%
American Indian or Alaska Native	0	0%
Asian	2	1.39%
Hispanic or Latino (of any race)	16	11.11%
Native Hawaiian or Pacific Islander	1	0.69%
White	101	70.14%

Prefer not to say	15	10.42%
Other	1	0.69%

Answered: 139 Skipped: 5

The City Feedback Community is an essential tool in engaging and seeking...

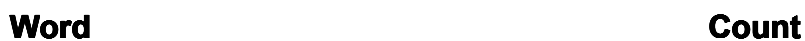


- I would like to join the Feedback Community
- I do not want to join the Feedback Community
- I am already a member of the Feedback Community

Answers	Count	Percentage
I would like to join the Feedback Community	76	52.78%
I do not want to join the Feedback Community	28	19.44%
I am already a member of the Feedback Community	25	17.36%

Answered: 129 Skipped: 15

Full name

22/31

David	2
Casey	2
Yancey	1
J.	1
Quick	1
Murdock	1
Sutton	1
Floyd	1
Wendy	1
Webber	1
Viktor	1
Simovski	1
Victoria	1
Colligan	1
Tyson	1
Carbaugh-Mason	1
Corbin	1
Tim	1
Richards	1
Williams	1
Buhler	1
Tess	1
Collett	1

Stevie	1
Bowns	1
Stan	1
Shelley	1
Moss	1
Sarah	1
Royce	1
Ernst	1
Johnson	1
Roland	1
Seubert	1
Robynn	1
Rob	1
Ware	1
Ripley	1
Dossett	1
Richard	1
Rebecca	1
Barratt	1
Ray	1
Jacobs	1
Randall	1
Rachel	1

Edwards	1
Peter	1
Lozancich	1
Pearl	1
Patrizia	1
Ofa	1
Afu	1
Nigel	1
Munasque	1
Nicole	1
anacker	1
Molly	1
Herwehe	1
Miranda	1
Klausmeier	1
Yarrington	1
Watts	1
Michele	1
Medina-Ferrone	1
Melanie	1
Lowe	1
Meg	1
Mckell	1

James	1
Maureen	1
O'Malley	1
Matt	1
Goreham	1
Mary	1
Briggs	1
Ott	1
Borden	1
Marlinda	1
Thompson	1
MARIA	1
GARCIAZ	1
Lawrence	1
Mullin	1
Laura	1
Taylor	1
Kristina	1
Widerburg	1
Konrad	1
Georgeson	1
Kolbie	1
Ken	1

Klatt	1
Katy	1
Willis	1
Sexton	1
Ercanbrack	1
Kate	1
Wheeler	1
Karson	1
Eilers	1
Kari	1
Buchholz	1
Jude	1
Walkner	1
Flynn	1
Bell	1
Jessie	1
Hicks	1
Jeremiah	1
Murphy	1
Jeff	1
Carleton	1
Jason	1
Carrillo	1

Jarod	1
Jamie	1
Jaki	1
Wolley	1
Greg	1
Robinson	1
George	1
Eriberto	1
Medrano	1
Emma	1
Timboe	1
Elliott	1
Musgrove	1
Dylan	1
Alexander	1
Drew	1
Munson	1
Don	1
adams	1
Dirk	1
Lamb	1
Devon	1
wooley	1

Devin	1
Weder	1
Osokow	1
Mendenhall	1
Dave	1
Iltis	1
Danielle	1
Lobato	1
Daniel	1
Esparza	1
Dallen	1
Brown	1
Colin	1
Rice	1
Clayton	1
Spayer	1
Christian	1
Cherish	1
Clark	1
Chaunce	1
Butterfield	1
Cassandra	1
Solarte	1

K.	1
Longenecker	1
Carrigan	1
Camilla	1
Flint	1
Bruce	1
Hamilton	1
brook	1
bernier	1
Bridget	1
Shears	1
Brian	1
Brett	1
Myers	1
brent	1
burningham	1
Brad	1
Elders	1
Benjamin	1
Miller	1
Ashtyn	1
Aure	1
Hagen	1

Anita	1
samora	1
Andrew	1
Michie	1
Amy	1
Whiting	1
Amanda	1
Lujan	1
Alvaro	1
La	1
Parra	1
Perez	1
Alex	1
Dulwick	1
Abraham	1
Lopez	1

Answered: 116 Skipped: 28