

Fall
2019

Street Function Priorities Survey Graphic Summary Report

Salt Lake City Street & Intersection Typologies Design Guide

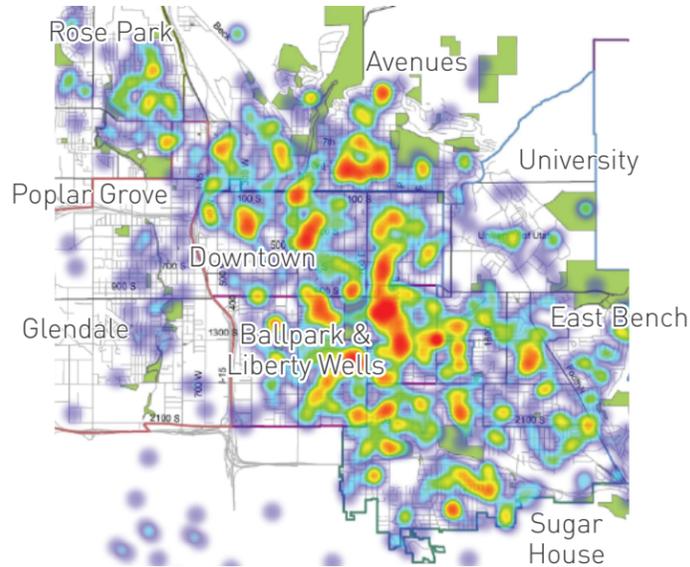


The Guide will create new definitions and designs for 15 distinct street typologies. Each will consider land use contexts, functions of the public right-of-way, and citywide and neighborhood goals to determine the allocation of space to different uses. The Guide ensures that every street works better for everyone, by design.

From August to October 2019, nearly 1,200 people ranked the importance of the five essential (and often competing) functions of the right-of-way, depending on location.

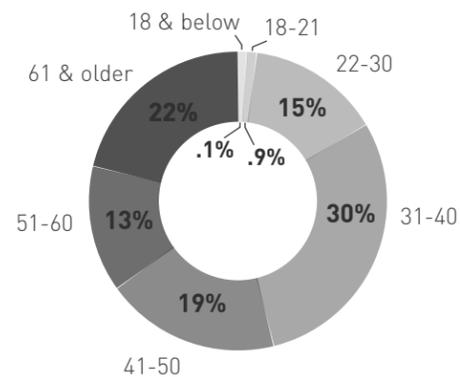
Demographics

The 1,183 respondents were geographically diverse, yet only a few who live or work outside of Salt Lake City took the survey. Glendale and Poplar Grove were the least-represented neighborhoods (see below). Respondents skewed slightly older and more Caucasian than Citywide averages, and were predominantly homeowners.

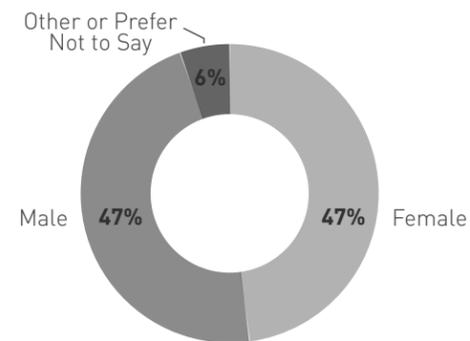


Geographic diversity of respondents, mostly within City limits

Survey Respondents' Ages



Survey Respondents' Genders



Five Functions of the Public Right-of-Way

- Person Mobility**
- Greening**
- Placemaking**
- Curbside Uses**
- Vehicle Mobility**

The movement of people walking, using mobility devices, & bicycling.

Livability, shade, & environmental sustainability goals through street trees and vegetation.

Activity, vibrancy, and streets as places to be rather than just to travel through.

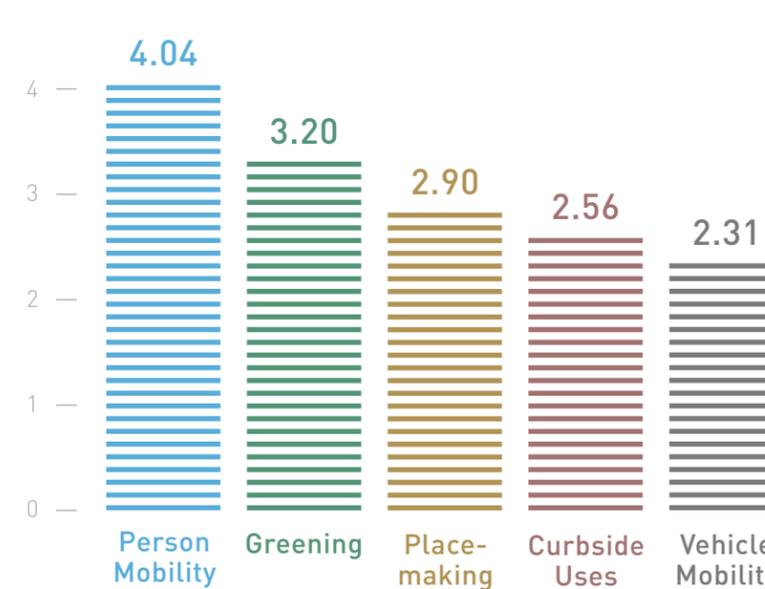
Bus stops, street parking, pick up/drop off, bike parking, & deliveries of goods.

The movement of vehicles & goods (including transit, automobiles, and freight).

How would you prioritize these five functions, especially on the streets in your everyday life?

Note: 5 is highest priority, 1 lowest.

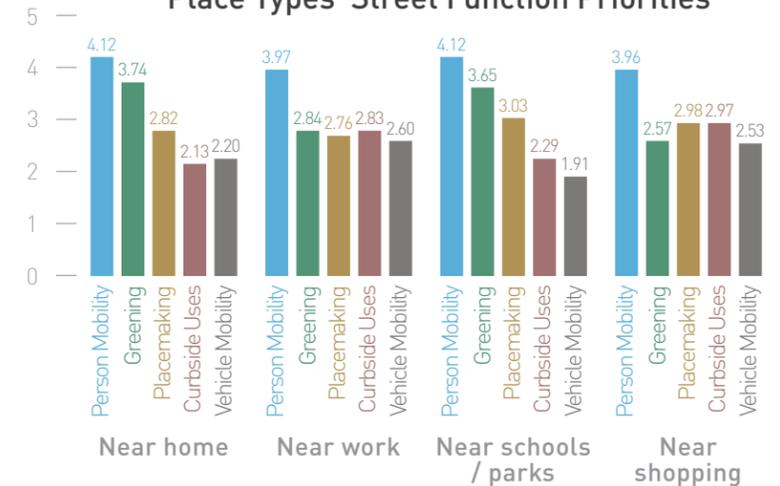
Mean Values of All Responses



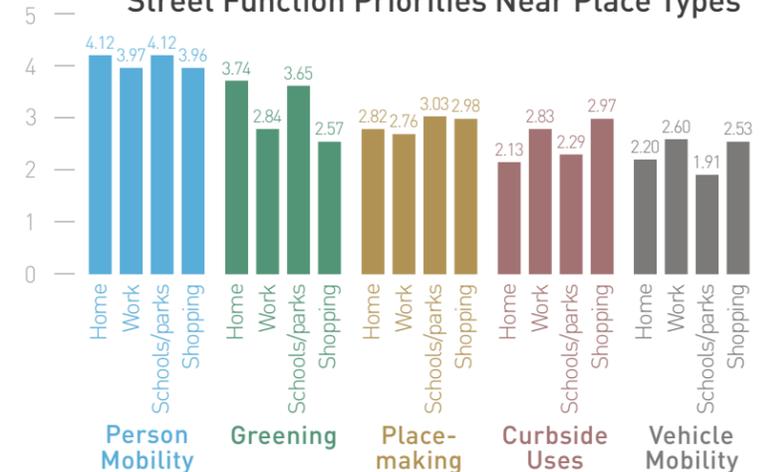
Above: Person mobility and greening are the most important citywide.

Top % Bottom Right: Some functions are more important to respondents near certain place types than mean values.

Place Types' Street Function Priorities



Street Function Priorities Near Place Types



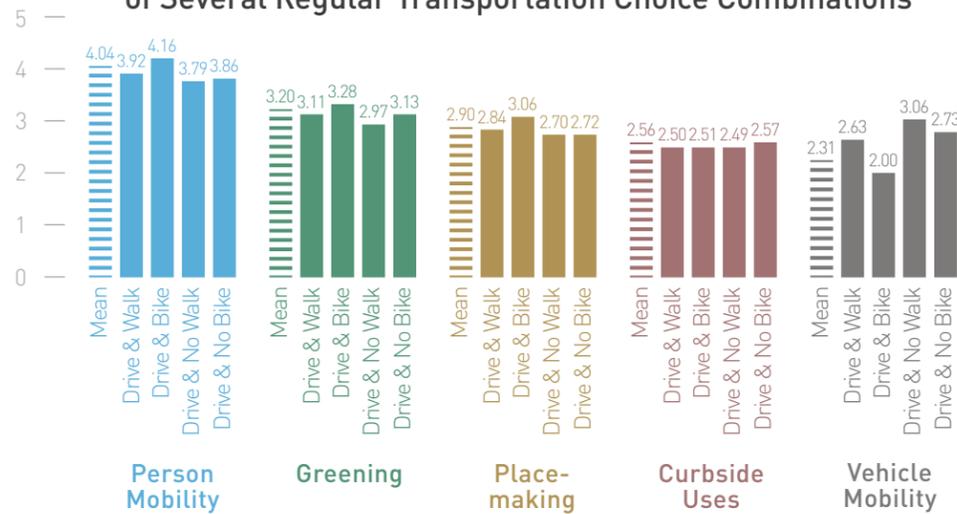
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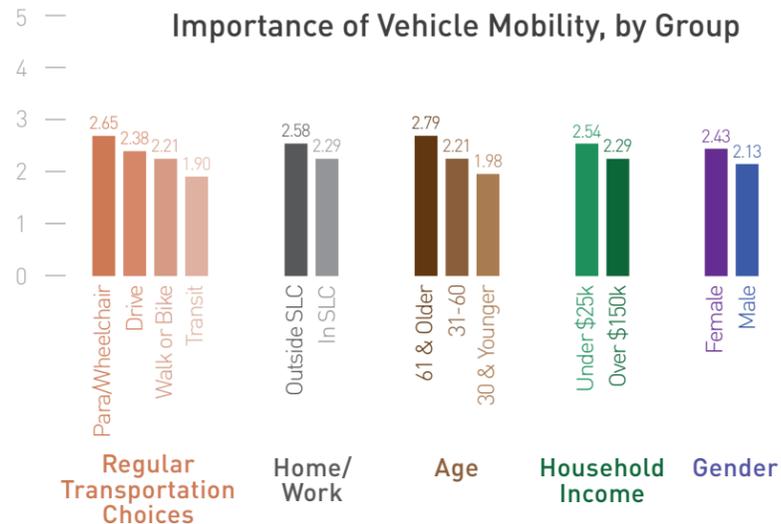
Interesting Takeaways by Transportation Choices & Demographics

Mean Values of All Responses (Mean) Compared to Cross Sections of Several Regular Transportation Choice Combinations



Respondents who walk and ride a bicycle regularly were more likely to drive regularly than people who drive regularly were to ride a bicycle regularly. Of the 74% of respondents who said that they drive regularly, 8% rarely or never walk while 37% rarely or never ride a bike. However, they still prioritized person mobility above all other right-of-way functions. 71% of all respondents walk and 41% ride a bike regularly. Only 8% of those who walk and 12% of those who ride a bike regularly said they rarely or never drive.

Importance of Vehicle Mobility, by Group



Open-Ended Public Feedback

“Please prioritize the movement of people.”

“Our wide streets may still hold a hidden advantage – expanding more [space] for people on bikes, scooters, feet, skateboards, etc. Make more complete streets that accommodate all users.”

“Trees change everything. Cars go slower, more people will walk, and the emotional tone of the city is enhanced.”

“Lower speed limits, please. 20 is plenty.”

“The West Side and Redwood Road need love!”

“Prevent cut-through fast-drivers through neighborhoods. Provide viable options on main roads, and keep neighborhood roads for access to residences or pedestrians.”

“[Make] streets more family friendly. I would love to explore the city with my children more. But the high cost and lack of availability of public transit, coupled with [dangerous interchanges] make this difficult. As a result, we usually end up driving downtown (even though we only live in Rose Park) or not going at all.”

“Nothing is more important than properly designing streets before development.”





Comments (Page 1)

#

2100 South and Highland Dr. The heart of Sugar House: transform it into a car-free area one block on either direction. The intersection is basically a car driving nightmare as it is - walkability would be greatly enhanced for a greater area around this place if this intersection became a bicycle boulevard or completely car free, especially with the intense density that has been put in place this would activate the location and make it a much more pleasant place to walk, bike, scoot, etc. Car traffic has coped with the closure of 1300 East, it can cope with closing this intersection.

2200 West north of 2100 North needs some serious attention. New developments are popping up all over the road and the road cannot handle any of the development. 3200 West still remains a dirt road despite its easy access and should be developed for the large commerce and residential load the new developments are bringing. The drainage ditches are being plugged by developers and no one is fixing any of them or regulating it. I will likely get flooded this winter because of all of this nonsense.

4th South needs to include bike lanes and needs to be developed into a more walker friendly area.

700 E between South Temple and 600 S is TOO wide and TOO fast. It needs trees and bike lanes! PLEASE!

800 South is in desperate need of an overpass over the train tracks.

A

A big idea I have is to shut down 400 South between 200 East and 200 West to traffic. 500 and 600 South are major one-ways for getting east/west. I'd love to see this part of 400 South turned into green space and dedicated to pedestrian/bike traffic along with TRAX.

A "good idea fairy" is a term used to describe a person that comes up with a solution for an already solved problem. Our streets work just fine. They need maintenance, resurfacing, utility passages and sensible lights installed. STOP THINKING LIKE MAJOR CALIFORNIA CITIES!!! Frankly they are not doing so well, so why do you think implementing their ideas will work here. Please, just maintain the roads. Stop redesigning them.

A lot more and safer bike lanes, especially on routes heading east and west.

A more substantial protected bike lane network - not a piecemeal, occasional protected lane or intersection, but a protected network.

Access to bus stops, especially when I have stroller can be a nightmare.

Activating public spaces and encouraging active modes is only possible if people feel safe. I know some people that will drive simply for personal safety concerns. Not here to offer a simple solution, but just pointing out it's a barrier to many.

Add more bike lanes, with concrete dividers like on 300 South as well as more pedestrian/bike only pathways such as the cement walkway next to the S-Line UTA streetcar.

Add more vehicle charging stations.

Adding and allowing more small businesses, bars, small markets, etc., to every neighborhood!

All major roads should have protected bike lanes like 300 S. or 300 E.

All SLC streets should have sidewalk and curb to provide safety to the community. Next step would be to beautify streets with trees.

Although they are thought to be annoying, speed bumps seem to work to slow down the traffic on streets that don't need to be thoroughfares. "Dips" are another good kind of device, though they are designed for water drainage, they function just about as well as speed bumps in slowing the traffic.

Any way you can make the city less auto-centric, the better! Thanks for working on this.

Anything that takes people out of cars is good. So, don't limit or punish scooters. We have the widest city streets in the country and should make room for many modes of transportation.

Anything to help pedestrians, runners, cyclists, etc. be safer.

Apartment buildings being built near TRAX stations should have minimum parking spots requirements. This is going to be a big problem around 900 South.

Art and green space would up improve the city spaces.

As a resident tax payer who voted for the bond in order to fix the roads, I am more than a little frustrated that the money is being used to change the roads in order to benefit more of those outside our city and not the residents or to pander to those few residents who are an extreme minority, who don't use cars the majority of the time in order to navigate the city. The majority of residents don't bike or walk to get around the city nor do they use mass transit. Cars are used by the vast majority of my fellow residents, making on-street parking and smooth roads for cars the most important use. If your surveys don't show this, then your methods of data collection are flawed, and the data is neither reliable nor valid. Just fix the roads and stop trying to alter them to fit the latest fad of 'walkable cities' and the like sweeping the country. Thank you.

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All Open-Ended Public Feedback

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Comments (Page 2)

As a side note on the above 'How You Travel' question, I would love to bike more and for the city to be more biker friendly even though I don't bike often. I don't currently own a bike (a big part of frequency), but also generally feel nervous biking on many roads, particularly on the west side of the city. Thank you all for seeking our feedback - this is a great survey and opportunity. :)

As someone who enjoys biking to work occasionally, more bike lanes and greater safety for cyclists is key!

Avoid making the streets as narrow as some of the neighborhood streets are currently.

B

Better access to public transit. frequencies & locations.

Better bike lanes. I used to live in San Francisco and their bike lanes were amazing. Kudos to the planners in SF.

Better lanes/streets for motorcycles.

Better lighting, more police patrols for safety.

Better pedestrian crossing and updated traffic signals. Most of the lights in Salt Lake still run on outdated timers. Turn lights yellow or red at night on less busy streets to treat as a 4 way stop. Less streetlights to reduce light pollution.

Better signal detection in Sugar House.

Bicycle and pedestrian use are paramount. Safety is an important factor to encourage more non-car travel.

Bicycles should not be on the street. They should not be treated like a car and I HATE getting stuck behind a "you must yield to me" "better than you" bicyclist, going slowly. My husband is blind

and trips over scooter left on the sidewalk all the time, and also broken sidewalks. Love that Salt Lake has lots of trees, please don't turn the streets into urban sprawl. That's why we left Texas.

Bike lanes are too narrow. I don't bicycle but they always seem to be at the edge of the bike lane where it intersects with the street. It makes me nervous.

Bike lanes with connections!!!

Bike lanes with separation from cars. SLC drivers are too comfortable and drive too fast.

Bike paths a la Amsterdam style and better transit. Let's go up like Chicago and down like NYC, Paris, etc. cars should be the last resort, but right now, our city is car dependent. I'd love to see more green nooks, fewer parking lots, smarter underground parking garages. And lots of street art! Now is the time to be very future focused, not remedy the present.

Bike Paths, Bike Paths, Bike Paths, refer to Denver for Ideas.

Bike travel lane away from moving cars. Similar to lanes on 300 South. Scary to bike with distracted drivers!

Biking lanes are a big mess Downtown. We need to invest in better bike lanes especially with the scooters because people don't use the scooters on the roads (like they are supposed to) because I think they feel unsafe because there aren't proper lanes. But we need to figure out a better system for the scooters or else I'm gonna start pushing people off them as they ride by me.

Brigham Young had the right original idea with the streets keeping them wide and open, you are messing them up with your changes. I don't drive Downtown anymore because it's a

mess! 3rd South is a mess. 2nd West is a mess. Changing 2 lane roads to 1 lane roads is a mess. Giving bike riders (who don't obey traffic rules or pay road taxes) the right to take over a whole travel lane is crazy. Quit justifying your paycheck by making it harder for drivers to travel or do business in Salt Lake. We know UTA wants everyone to ride TRAX and not drive and you are assisting them. At this point, I stay out of Salt Lake and do my business elsewhere, this is what you've accomplished so far and if you read comments on articles about Salt Lake City roads, you will see I am not in the minority. You have really created a mess! Now with this survey you are looking for justification to do more damage. This is your legacy.

Bring Millcreek back in and integrate the cities so SLC can benefit from Millcreek taxes.

Build-in active transportation design for cycling north-south and east-west.

C

Canopies/Structures for shade. Low-to-no water landscaping.

Cars all have headlights. Replace street lighting with sidewalk lighting. Small, lighted bollards along pedestrian and bicycle spaces to light them rather than lighting streets. Cars have headlights, people don't. Would give significant reduction in light pollution, and less energy consumption, while supporting the move away from a car-centered civilization.

Cars are still the only thing that work to get around. Public transit takes two to four times as long and active transit is dangerous because of the road design/speeds. If we really want to make a difference, then we need to close down entire streets and make them just for public and active transit. Also, our Downtown should have more shared roads like Regent St. Downtown. There the speed limit is lower and the road is shared with pedestrians and bikers making for a better Downtown

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Comments (Page 3)

environment. Let's push the cars away from our Downtown and encourage more people to use public and active transit.

Cars have too much of the road. They scare me and my family from walking or biking.

Chicanes and flashing pedestrian crosswalks on I, B, E and Virginia Streets in Avenues. People drive way too fast!

City needs equality for west side improvements and maintenance.

City needs to be more responsive to their right of way - trimming trees proactively, sidewalk improvements. Also enforcing neighborhood parking, stopping blocked driveways, etc.

Cleaning up and maintaining the alley ways throughout the city would help reduce drug and sex traffic in our neighborhoods.

Cleaning up neighborhoods in the Salt Lake City area.

Clear bike routes, expand.

Climate change means that we need to take better care of our trees and open spaces. Urban forestry seems to have been almost abandoned in SLC. Too many trees are cut down and not replaced, and/or people don't water their park strips. Buildings abut the sidewalk. Especially on hot summer days, this is not a pedestrian-friendly city. Inadequate requirements for on-site parking for apartment buildings means too many cars are parked for days on the streets. Note that these comments are from someone with a disabled tag - journeys by UTA are so slow, with long connections in unfriendly places, that I'm never going to use transit in SLC.

Close Downtown to private vehicle traffic, make it walking, biking or public transport zone.

Close the alleys to the public. They are a security, safety, and nuisance littering nightmare. And they aren't maintained by the City at all.

Coming from a bigger, more densely populated city (Seattle), what really strikes me about SLC is how insanely WIDE the streets are. This makes them feel a bit intimidating and unwelcoming to both peds and cyclists. It's really great that there are so many (mostly unprotected) bike lanes, but they are often covered with debris, blocked by waste containers, parked trucks, or simply end unexpectedly at a busy arterial with no useful signage. The sheer speed difference between a bike and the car traffic alongside the bike lane can make it an uncomfortable place to be (especially when you so often have to dodge obstacles and veer into traffic). Even though the employment of "sharrows" on streets like 600E seems a bit less bike friendly than dedicated bike lanes on, say, 800S, the big green median just encourages slower, more relaxed driving and it feels like a safer, more pleasant place to be as a cyclist. We need more of that! Finally, thank you for sending these surveys and making an effort; I love to feel like I can contribute to making SLC's roads better. Thank you for working hard at making our city a great place to get around in!

Community based instead of commercial based.

Complete and shameful neglect of Quince - 300 N - West Temple intersection CHAOS.

Connections to the west side residential and commercial areas should be a much higher priority.

Consider integrating our natural spaces into the street grid, including our streams and waterways, wildlife corridors, urban forests, etc.

Consider more midblock crosswalks throughout, not just Downtown. Locate bus stops at crosswalk locations.

Consider new street design for smaller, narrower lanes to reduce traffic speed and include more protected bike lanes.

Continue building more robust bike infrastructure please! One issue is the lack of traffic-light sensors for cyclists at intersections. It is often unsafe to move across right-turning traffic to get to a pedestrian traffic light button.

Continue to create safer bicycle lanes.

Couldn't hurt to have the definition of paratransit in the survey. I like the idea of utilizing out large wide streets for a wide variety of uses depending on the area and their needs. I want more walkability, more shops and places to eat in neighborhoods, dog parks, etc. Cars are still relevant but need to be lower in relevance than they have been the past two decades. I like when there are street games on main street and interactive things around the city. I know it takes money and resources, but it is helpful for a more vibrant community.

Create more protected bike lines. These have been shown to boost bike ridership in many cities, SLC lacks this other than 1 street, 300 S. Also boost the amount of trees between sidewalk and street. Trees have been proven to boost property values and overall health in cities, mental and physiological.

Create room for outside eating/shopping in commercial areas.

D

Dedicated bike lanes and bike lights, preferably with physical barrier from cars.

Dedicated, separated bike lanes.

Design for safety of most vulnerable user first. Drivers of cars are not vulnerable.

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Comments (Page 4)

Do not leave out the Universities that own streets and UDOT that owns streets in SLC.

Do we only hire traffic engineers that have been rejected by Mississippi and Louisiana? How hard is it to time traffic lights? Also, some of the changes that have been made for the handful of cyclists in the city (e.g. back-in parking, huge bike lanes) serve only to increase congestion and air pollution. We need to get past being "politically correct" about traffic issues and deal with reality - it's no different than the crazy climate deniers. The reality is that 99.99% of travel is by vehicle and streets should maximize the efficiency of that kind of travel.

Don't ruin every street for vehicle traffic by including a bike lane on each street. I like the wide roads.

Don't ticket motorcycles for parking in "dead space" Downtown, or, supply more motorcycle parking.

Don't waste our money on stupid ideas and dreams.

E

E-bikes are more popular and should also drive the need for safer travel.

Electric scooters are helpful for the environment, but a hazard to be avoided when you are driving in a car.

Eliminate panhandling especially around gullible areas (see Provo's signs), fix and widen (100 yr old narrow) unlevel sidewalks, paint parking T's on neighborhood streets to encourage two or more vehicles in front of a house (rather than 1 centered).

Emphasis on public transportation and biking and reduction of pollution and use of personal vehicles.

Enforce residential parking rules, do your job when called out to enforce them and blow people off.

Enforcing clearance pruning for visibility and walkability. It's ridiculous to have to step off a sidewalk because someone won't print their ancient shrubs. Especially in Sugar House!

Enhancing safety for pedestrians and non-car transportation is extremely important.

Enough with all the bike lanes! People drive cars here! And we need to park our cars, too.

Ensure that the pavement of streets and sidewalks is good (e.g. fix the potholes & uneven sidewalks!) Coordinate traffic lights better. Save the "placemaking" for private enterprise.

Extend the greenery to medians where able. Wide expanses of pavement can be broken up to help with directionality and adding green. Pedestrian paths in the ROW should not be straight lines. Break up the path to include vegetation, bike racks, etc. to allow users a more experiential walk that engages them.

Extended bus hours and easier access to TRAX.

Extensive traffic calming in Avenues; adopt Playstreets in Avenues; cul-de-sac-ize Avenues using traffic barriers.

F

Faster S-Line to promote more riders. More transit. Safer walk/bicycle in Sugar House proper.

Fix the cracks and potholes in the road. Are solar powered streets a thing yet?

Fix them.

Flip the space dedicated to sidewalks with the space dedicated to vehicular traffic!

Flooding, water drainage, surface repair.

Focus on PEOPLE not cars. Calm and slow traffic and bike protected bike lanes. Our streets are dangerous because they are designed for cars. And ban right on red.

Focus on walkability, trees and other greening, and public transit.

Focus on ways to make city streets more friendly to alternative transportation and pedestrians instead of increasing parking. Getting people out of their cars and walking or taking other transit will connect them to their community more.

Four way stops in neighborhoods should be 2 way stops with speed bumps.

Four-way stops can be more efficient than traffic lights if people get used to using them. Moving cars as quickly as possible through the city will help the air quality. Better coordination of traffic lights will help with this.

Freeway on-ramps are the strangest (I'm a Californian); very difficult to follow with low-lightning (at night).

G

Generally, just better street maintenance (fewer potholes, super high curbs), and ability to handle and direct increased traffic flow due to growing population.

Get MTA [ed. UTA] to go up the mountains- so much traffic is generated by our love of the outdoors.

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Comments (Page 5)

Get rid of parking mins, put some teeth in your complete street ordinances.

Get rid of the crosswalk on 8th South between East High and the Seminary! What a traffic nightmare, the little class skippers can walk to the corner of 13th and cross at the...

Get rid of the mid street crosswalks! They are not all well-lit, had to see people in the crosswalks very dangerous for drivers and pedestrians.

Get rid of the scooters. Build a walking bridge from the. Both sides of 800 South to the south side to accommodate the east high school students. The current situation is dangerous and a traffic nightmare.

Getting scooters off sidewalks in congested town and city centers. Make safe combo lane for bikes and scooters.

Give a lot less space to cars and more space for people walking, biking, etc. especially in Downtown. The streets are so wide, but most of the space is dedicated to moving vehicles making it difficult and unsafe for other modes of transportation.

Give priority to human oriented design as a guiding principle. Accommodate SOVs but avoid auto-oriented design principles which gives preference over humans.

Glendale sidewalks and gutters are like a carnival ride due to tree roots please see 1300 West and 10th South.

Green infrastructure design of stormwater management. There are better options than piping. Use landscape architects to lead the design in collaboration with engineers.

Greening (trees, shrubs and bushes - not just flat grass) between the sidewalks and roadway has been proven to improve moods and more importantly, reduce air pollution.

Greening should be a part of every plan. I prefer this over heavily paved areas that radiate intense heat in the summertime. There are ways to ensure that all of these options work in some way with greening. It feels misleading to be asked to rank greening against other functionalities of space when it can easily co-exist.

H

Help unclog our streets.

Honestly doing all of these things matters at each location (home, work, shopping, etc...). I think the trick is getting the context of each place right. What does each site need? At my home (REDACTED West South Temple) we could use some activation/place making as well as improvements for cycling and access. Overall let's keep growing together in smart ways :)

How will scooters and bike shares be incorporated?

I

I am a fan of protected lanes for scooters/bikes. However, I also would like to increase awareness about the danger and illegality of bikes/scooters riding in their lane on the wrong side of the road.

I am appreciating the roundabouts being used more as traffic calming devices, rather than the old-style speed bumps. I believe I am seeing more crosswalks, which helps with educating drivers (I hope) that pedestrians have the right of way on our streets.

I am not sure I understood the street priorities but hope I did ok by the survey. My bias is to improve transit and bicycling availability, including e-bikes. The city is pretty good now and

just needs some issues addressed. One I experience is cycling near and in Downtown.

I do not think that the placement of some of the roundabouts is useful.

I fear activation of pedestrian gathering areas will foster negative homeless presence.

I feel like major thoroughfares like 900 E, 1100 E and 1300 E are being taken away. We need streets that can move cars and people and not push them into the adjacent neighborhoods. Streets that have designated bicycle lanes are great but not at the expense of losing car lanes and ultimately pushing traffic into the neighborhoods with smaller streets. Cars are not going away and bicycles can really only be ridden maybe 5 months out of the year.

I have a child with mild CP that uses a wheelchair. Accessible streets & sidewalks are very important to me, as is being able to walk around. Green spaces are inviting, shade is important, and more trees can improve air quality, water quality, and help with climate change. Those are my top three.

I have enjoyed cities where streets are converted to walking and biking only. In city centers like Sugar House I would like to see the speed limit reduced on streets with added bike lanes.

I like the elevated medians with trees and vegetation in the middle. I also like divided areas/separate paths for pedestrians or bikes. I would be ok with all of Downtown being pedestrian/bike/mass transit without cars, and dedicated times for truck deliveries, etc.

I like the [REDACTED]'s suggestions to add barriers and circles throughout the Avenues.

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Comments (Page 6)

I live in Sugar House, and the traffic is out of control. We need to consider turning some of the main thoroughfares into one-way streets. With all the construction on 1300 East, the surrounding neighborhoods have become overrun with traffic. I worry that traffic patterns will not return to pre-construction days even when it is complete. There needs to be a better way to get cars and bikes around this congested neighborhood. The tunnel from Sugar House Park to the hollow is wonderful. More ways that are off street to walk and bike around Sugar House would be ideal (tunnels, bridges, etc.). Also, people drive WAY too fast through neighborhoods, especially when they are trying to escape traffic. Speed reduction in non-commercial areas would be ideal.

I live on 600 East and about 1500 South. My street is a great example of design. People can ride bikes on the street and the speed limit is low (20). Also, a barrier is no in place so that people can't drive straight into Liberty Park from my street, which really helps with traffic. We love sitting on our porch and seeing all the foot traffic (human and canine) and bikes, and occasionally cars. It's nice that the cars don't usually overtake the street. That's really nice. It's obvious that some real thought was put into that street. More like it!

I live on the west side. Two lane streets have been taken over by a bike lane and one car lane. Occasionally I see bikers or bike racers on the lanes. Mostly bikes ride on the sidewalk along 900 West. And who can blame them. Did anyone ever really observe the needs. It's not about looking good. Now 400 South is a clog, 1300 South is a clog, and 800 South is a clog. Just try going down 800 South or 900 West without a train. Getting across the city takes forever.

I live on the west side and it can be difficult to get to the east side of the freeway. I have to drive a lot to get anywhere, even if I'm going to walk, ride my bike, or take transit.

I love many of the ideas found at <https://www.strongtowns.org>, especially the emphasis on slowing traffic, coupled with the understanding that slowing traffic needs to be done by changing the built environment, not by lowering speed limits (that simply doesn't work).

I love our broad streets. However, broad park strips and 45-degree parking often create visibility problems for vehicles pulling out of roads or driveways. Any way to increase the safety of both pedestrians and vehicle occupants at those junctions? Also, my own 20-foot deep park strip is really a burden to manage. More aid to get an ultra-low maintenance landscape that would add to the greening would be helpful to me. I am going to attempt a succulent bed like used on green roofs. Hoping the result looks nice, is good for all and a workload that I can manage.

I love SLC sidewalks, especially when I see how other cities compare.

I LOVE the grid! The grid is amazing for cars and bikes and foot traffic because there is always an alternative route to any location the is newly as good as a main street. I think more routes that are bike centered and vehicle second are good (like parts of 3rd east how it's very much for bikes and less for cars, since cars can easily take state or 7th east and have a faster time since its designed for them).

I LOVE the protected bikeway on Broadway!! As a separate comment: I would like to see bikeways and bus routes separated. As a former bike commuter, I am appalled when I see streets designed for both. Biking on such streets not only feels unsafe, it is unsafe!

I really like the dedicated bike lanes that are separated from traffic similar to 300 S.

I think Bikers Should be using all the bike lanes you have put in and taken away from vehicle movement and accessibility. They all cried out for bike lanes, then they drive on streets that don't have them. (not all) Bikers (irresponsible ones) then use crosswalks, so making Right Hand turns, while they are in lanes, causes near accidents. More education and rules for bikers need to be enforced and created for safety for all. Please No more curbs for bike lanes (re 300 South) you hurt all business there. it's costly and it's ridiculous that you have to snow plow them in the winter with special plows. Do your sidewalks first. In reality, how may bike on a snow day? Hire Companies to do the roads, that have enough workers to complete a project in a reasonable time frame without putting businesses out of business. RE 900 South. How can we redo 400 South TRAX in 2 weeks and it takes 4 months to do 2 blocks on 900 South? Also, on 400 South, between 200 West and 300 West, why do we need a median, there is not one between 300 West and 400 West. It would be nice for businesses on both sides to be able to have traffic to be able to cross and not have to go around 2 blocks to get to the right side they need to me on? On 200 West, all your planters should get as much "love and care" like trees or whatever as all the other planters in the city. They look awful and unkempt. Either remove them or take care of them. The transit authority should be taking care of their "plants". There are weeds, dead bushes, etc. Rock them and have nothing or maintain them.

I think we need less accommodation for cars, and more accommodation for pedestrians, bikers, scooters, etc.

I tried to get home from the airport on TRAX. A 20-minute ride took 2+ hours. This does not work! We need a comprehensive mass transit system, no matter how painful it will be to install.

I used to be an advocate for "complete streets" but the more I commute via bicycle the more I realize complete streets is inferior to separating focus for vehicles on some streets and bicycles and pedestrians on others. Not all on the same streets!

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I want the street lights to point DOWN, not into my home. They need to be capped.

I will do an oped.

I would like to see more one-way streets in the 9th and 9th area. The streets here are narrow and would be safer if they were one way.

I would greatly like to see more planted medians on our wide streets, to help with greening, to slow down traffic, and to improve the pedestrian environment.

I would increase my use of TRAX if it were extended into west side neighborhoods to be connected to Downtown (800 South or 400 South).

I would like more areas closed off from cars. Or like in Europe where people walk the streets freely and cars are forced to nudge their way gentle amid the pedestrians.

I would like more care to be taken to make sure pedestrians are safe. Lights and signals for heavy traffic areas to protect pedestrians. Also, more care taken to make sure places are accessible to wheelchairs and strollers.

I would like pedestrian cross walk signal to activate automatically with the lights and not just when pushing those buttons. The buttons are gross. All intersection cross walk signals should activate automatically like in other big cities. E-scooters must use bike lanes. I hate seeing them on sidewalks. I've almost been run over a few times and have witnessed a few accidents. they are a huge hazard to pedestrians. E-scooters driven on sidewalks should be given citations. We should narrow roads and expand sidewalks. it did wonders for main street. our streets are too wide.

I would like some more research to be done into traffic calming measures, that make driving safer, without greatly impeding traffic, if possible. Thanks for the survey opportunity!

I would like to see more mid-block walkways and crossings and wider sidewalks, bike lanes and greenery on our very wide streets.

I would like to see people clean up their front yards and parking strips.

I would like to see regular, reliable transportation options to single at vehicles.

I would like to see some better was of educating bikes, skateboards and other wheeled items to walk on sidewalks, then enforcing fines for bad behavior.

I would like to use transit more (i.e. commute to work) but it's too expensive for a monthly pass. Transit needs to be more affordable for users to access.

I would love for the pedestrian crosswalk areas to have even better use signals (don't know the correct terminology). I feel safest in the ones with actual red stop lights/flashing stoplights. I ride TRAX, and the ones you can signal on those crosswalks are hardly noticeable and cars rarely stop until someone walks into traffic. Thanks for doing a survey :)

I would love to see bicycle/pedestrian paths like in The Netherlands.

I would love to see more greening in neighborhoods on the west side of Salt Lake. There are many wide streets that could have trees down the middle. I see this a lot on the east side but not in Fairpark where I live. Also, I would like to feel safe on the Jordan River Parkway and the TRAX stops in Fairpark, but I don't feel safe there.

I would love to see more protected bike lanes. SLC's current bike lanes are a terror to behold. They serve as a great buffer for parked cars opening their doors, but this forces bikers right into the flow of traffic. Yikes! And that's when they actually exist. I commute (or would commute) along Foothill Dr. This is a horrible, traffic clogged road, that could be a beautiful avenue connecting the University and neighborhoods. Instead it's a nightmare for everyone and cars. Has anyone thought about a BRT system here? Generally, I'd like to see SLC streets made more comfortable for everyone but cars (it's plenty comfortable for them already). Let's make SLC better for walking, biking, sitting, and living. I can tell from the language in this survey that we're already on the same page. Don't let the nasty haters get you down. I'll support positive changes to the street regardless of reductions to on street parking, lane width, etc.

I would love to see some Downtown areas restricted to anything but motor vehicles.

I would really like someone to consider improvements needed near our street. The street itself is in great condition. However, the walkability is awful. There are no sidewalks on either side and the residential speed limit is often disregarded, with many vehicles traveling around 40mph. Please just add the area to an area to consider (1000 East between 3000 S. and 3300 South). Thanks!

I would ride the bus or TRAX if there were more parking for people who live in the city. Currently I have nowhere to park near the university to ride the bus Downtown.

I would use public transit more if I could get to work that way. More density and more transit.

I would use the TRAX more if it was free in town.

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I'd be apt to take another form of transportation to places if it was feasible and good use of my time.

I'd like to see medians installed on our overly wide streets that are full of pollinating trees, shrubs, and flowers.

I'd like to see more protected bike lanes.

I'm a big fan of green bike lanes, bulb outs, and any creative way to make the bike lanes more visible. I think eScooters are great and an asset to the community- because they take cars off the road and move people around in a low emission way. While it is not good that people sometimes use them on the sidewalks- I think if the bike lanes are more visible, it will help people feel more safe to ride on the street.

I'm really upset that cars and bicycles are lumped together. It seems that there is WAY too much infrastructure for bicycles already, (example 600 East and 2100 South) and I think this "lumping" may be a way to justify more expense and inconvenience to drivers of cars in order to make way for bicycles. We should be sharing the roads as they are!

I'd like to see the roads fixed and more xeriscaping, so we don't waste water too.

I'd love a park strip outside of my house.

I'm not too fond of how I am not allowed to park in front of my own home. I recognize that it's supposed to help with safety on my street, but I think it would be better to issue the residents of the community with parking validation instead of making it an illegal parking zone entirely.

I'd love to see more medians with trees in SLC's wide streets (such as on 7th East).

If public transportation was better, I would take it more often. I'm originally from NYC and Philadelphia where I always took public transportation.

If Sugar House had safe bike lanes, I would drive much less and ride my bike. "Walkable" areas need much wider sidewalks.

If there were separate bike paths (away from cars), I would probably ride a bike some. // With all the construction in town, we also need to deal with lanes that are closed for months for (private companies) to stage their equipment (see 500 East!). Alternate arrangements (staging areas that can be rented), or very high daily fees for that should be instituted. Public streets need to be public.

If we're going to be redesigning streets, I'd really like to see active transportation get just as much attention, if not more, than automobiles. Given that many of our streets are very wide, I think there is a lot of opportunity to make them very friendly toward people on bikes and people walking. We should have a complete bike network rather than the patchwork of bike infrastructure we have now. I also think we could make more use of roundabouts throughout the city.

Improve bikability (better street crossings at non-major intersections, better bike lanes that are separate from cars)! Fix pot holes- they make biking difficult. Improve pedestrian crossings with parallel lines, not just two horizontal ones (parallel lines are proven to a better visibility).

Improve bus and alternate travel options, need more gathering places surrounding neighborhoods and schools and shopping, especially on west side.

Improve road quality for safety and add more roundabouts-adds to look and feel plus safety and keeps the flow. Remove

billboards in neighborhood areas and add roadside banners instead for announcements. Check out Irvine CA.

Improve walkability of SLC streets. Cars should no longer take priority in planning. Increase access to public transit and other shared forms of transportation.

In our neighborhood some of the streets are so narrow that if cars are parked on both sides of the street it is just wide enough for one car to pass. I think that allowing parking on one side only would be a big help.

In the lower Avenues (South Temple to 3rd Avenue) would like to see some traffic call me measures addressed for those residents who have kids and walking bike through the neighborhood. This could include experimenting with the cul-de-sac idea of mid-block barriers or end of block barriers that push traffic to the major arteries instead of cutting through. It has a chaotic feel right now. The lower Avenues could be a great testing ground for some of these concepts.

In the older areas (1870's-1930's) please just leave them alone.

Inhibit commuter traffic from cutting through residential neighborhoods (i.e., university/hospital traffic cutting through the Avenues to Davis County).

Invest in better connectivity projects from the west side to city center, along a corridor that isn't intimidating to walk through (North Temple).

Is there any way to make the intersection of 1300 S and Wasatch Drive less busy?

It is important to make the environment safe for everyone to get outside for exercise, enjoyment and just interacting with nature and people.

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It would be great for streets to feel safer for bicycles and pedestrians.

It would be nice to have a continuous network of bike streets, right now there is a nice bike network Downtown, but the bike corridors aren't well connected to each other, also cars don't understand that bikes have right of way in bike lanes so maybe better signage on bike corridors would be helpful? (or even more protected bike lanes where possible).

It's scary driving cause you don't know if someone will walk out of nowhere...sometimes can't see through shrubbery. Roads can be confusing if wide and faded out lines. I worry about bike and lime scooter riders- almost didn't see one the other day on road. Need better visual things for them to wear to be seen - maybe bumpers dividing road for cars from riders just normal upkeep will go a long way.

J

Just repair the streets, curbs, and sidewalks - stop wasting time and money on surveys. Just stop stalling and just do it.

K

Keep asking for community feedback. It goes a long way. Please

Keep designing streets with dedicated bike lanes.

Keep fixing those potholes! I like the repaving in our neighborhood on some of the streets.

Keep homeless off them.

Keep lighting low and indirect- dark skies. Love the trees and the arborists for SLC.

Keep parked cars off the street.

Keep sidewalks clear, widen 2100 South, roundabouts.

Keep the Grid. It works better than the notion of Arterial routes than handle all commutes. Put more trees on the street parking and use planted medians wherever space allows.

Keep the homeless/panhandlers off the sidewalks through some ordinance!

Keep traffic to a minimum - people not cars; public transportation important; design traffic areas to function at low speeds. Do not use Sugar House (2100 South/1100 East) as an example of good planning as there is minimal public transportation and too many cars.

Keep up the bike and pedestrian infrastructure work. Add more crosswalks and enforcement of crosswalk violations. Restrict street parking close to intersections for better visibility for both the vehicles and pedestrians/cyclists.

L

Landscape a public use features should be designed to help mitigate use from homeless population.

Less business, more nature.

Less street parking and wide lanes, more protected bike lanes.

Lighting and updated lampposts is an issue in many areas on the fringes of and immediately surrounding Downtown.

Limit big trucks usage, make deliveries in the evening.

Lit at night only when being used.

Living relatively close to place of employment, I walk to work daily. Living relatively close to retail and grocery shopping, I drive to those destinations. Upon a last visit to Harmons City Creek I desired to be able to ride a bicycle there, but even as a physically able individual, Salt Lake City streets are still not safe. Not safe for biking, and not safe for basic walking across designated intersections/crossings. The speeds of drivers are often 15-20 MPH over the speed limit. So serious effort is needed to fix this. We need protected and raised crosswalks, bulbouts, chicanes, separated bike paths. More paths and shorter distances to get from point A to point B. Currently our roads are designed for speed and speed only. But with the block size, what if every block had a protected midblock crossing or light. This would prevent cars from reaching such high speeds in the 600-foot distance and require them to slow more often and frequently. And protected bike lanes, we need them on every street. It should be easier to walk or hop on a bicycle than to drive places, but the current design of our streets nearly mandates driving. That needs to change.

Look to the future, cars are the lowest priority.

Lower speed limits, 20 is plenty.

M

Main St pedestrian only in Downtown corridor!

Main streets used for vehicles, cars, busses. Side streets for bicycles.

Maintenance of HUGE city owned trees in area next to curbs (i.e., prevent limbs from harming parked cars).

Maintenance!

Maintenance of sidewalks and better conditions that increase comfort while walking, including less accesses.

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Major traffic flow problem on Foothill, with a lot of drivers opting to go up to Wasatch and speeding, in spite of speed bumps. There are sidewalks only on one side in sections, lots of runners, bikers, walkers on Wasatch. The heavy traffic doesn't go well with that, or with the residential quality of Wasatch.

Make automobile ownership and use so expensive that no one will use them. Kill your car.

Make electric scooters explicitly legal on the sidewalks. Our sidewalks are huge and we pay a lot of money to keep them updated. But they are empty 90% of the time. Our city is made for electric scooters, but no one wants to be in the street on a scooter.

Make more bike/walking friendly as a primary goal not as an afterthought.

Make more room on the shoulders for bicycles/scooters and other means of transportation.

Make people ride scooters off sidewalks and use them in bike lanes.

Make room for scooters.

Make street lights the city's responsibility. Both homes that I have lived at in SLC have been on streets where residence were responsible for maintenance of street lights. Needless to say, most lights are not working because people don't maintain them. Or want to pay. I would gladly pay a fee for the city to maintain them. I think I currently am except it does not include the ones on my street. Also, my daughter has special needs and takes UTA and or para transit. For her safety it would be nice if bus stops also had lighting so you were not standing in the dark. Shelter and seating would also be appreciated.

Make street so that during rush hour there are more lanes available to move traffic in and out of city. Create more one-way streets to allow more consistent movement of traffic. Cut down on bus accessibility in narrow road area. Increase more turn lanes to cut down on stopping traffic.

Making streets more family friendly. I would love to explore the city with my children more. But the high cost and lack of availability of public transit, coupled with pedestrian death traps like the 600 N overpass make this more difficult. As a result, we usually end up driving Downtown (even though we only live in Rose Park) or not going at all.

Mandatory automobile stopping where the law requires it.

Many bicycles do not obey traffic laws anymore, and it's a dangerous hazard for them and for drivers. Either enforce laws equally or send them back to the sidewalks where there is less danger that a car will hit them when they dart in front of one. I see this multiple times a day and it's really scary.

Many distracted drivers; separated bike lanes and highly visible crosswalks feel more important than ever.

Mark wheelchair accessible routes, especially when sidewalks are closed! More pedestrian crossings opportunities mid-street.

Maybe don't use the waiver of walk times allowed in only Utah so that people actually have time to cross the wide streets.

Monitor vegetation on corners that blocks line of sight for drivers. As a pedestrian I've almost been hit on a number of occasions. Also, providing some free parking available would make access to destinations.

More inclusive and equitable.

More arts integration please.

More attention to pedestrian and bicycle safety.

More available parking for deliveries beyond standard delivery vehicles. Gig workers need to be able to park without paying \$2.25 to park for 5 minutes.

More bike friendly roads, better public transport connections.

More bike lanes and bike safe routes!!!

More bike lanes is a huge priority of mine. Trees and greenery and also huge...

More bike lanes, more bike racks.

More bike lanes, more center turn lanes to keep traffic flowing when people are turning

More bike lanes! Traffic calming measures where appropriate. Increased use of roundabouts (particularly at Arapen & Sunnyside).

More bike lanes.

More covered bus stops, solar panels on covered bus stops for lighting and trash/recycling cans by bus stops.

More cycle paths and cycle parking necessary.

More dedicated bike lanes. Especially important to provide access to bike parkways, e.g., Sugar House trails.

More eye-catching bike lanes and blockage! Love what you did Downtown, now I want to see it everywhere.

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More mid-block streets and/or alley ways for people would be awesome in the main city and in the surrounding neighborhoods. Keep doing a great job!

More narrow streets Downtown to slow traffic down.

More of a campaign to teach people about pedestrian and bicyclist rights and rules. Could these be posted on buses and on streets? Our streets don't feel safe for pedestrians and bicyclists. Could places where bike lanes end (like 900 South near State) have a lane that identifies that a bicyclist could take up the whole lane. There isn't much room left to bike when there's angled parking. Trying to fit between moving cars and the rear of parked cars is scary. Again, an information campaign is needed.

More protected bike lanes please!

More protected bike lanes please. Also turn Main Street Downtown into a pedestrian mall.

More protected bike lanes/corridors to promote ease of bike commuting.

More public parking.

More public trash cans on the streets might help keep the city cleaner and give dog owners a place to discard of their doggie bags. Also having pedestrian signals that change without having to run to the button before the light changes would help. There are a few lights that change before you can reach the other side to hit the button in time.

More resurfacing. 9th and 9th is coming along beautifully...more of that is so great. Thank you. Keep doing what you're doing.

More room for breweries.

More roundabouts please, better coordination of traffic lights to improve traffic flow. Reduce width of streets by adding additional bike lanes, etc.

More roundabouts, please.

More roundabouts. Less streetlights.

More secure bike storage. I'd bike much more often if theft wasn't so prevalent.

More signs to look for pedestrians. More streets that are restricted to cars.

More space for bikes and scooters and walkers. Less space for motor vehicles!

More space should be reserved for bike lanes and public transportation.

More speed bumps, bulb outs, traffic calming in residential areas.

More traffic calming measures that reduce width of some of the wide residential streets and add greenery.

More trees and other green stuff please!

More trees, and less bike lanes. The bike lanes are causing vehicle to back up and more idling.

More trees, car-free streets, narrower one-way streets, reduce parking options, more electric car charging stations.

More trees. More TRAX.

Move people, not cars. Prioritize efficient means of travel, that means walking, biking and transit.

Move the Bicyclists OUT of the roadway, and/or make them act as a vehicle or a pedestrian, not both, as it benefits them at any particular moment. They want to be treated like a vehicle, until its more convenient for them to be treated like a pedestrian.

My biggest issue is getting stuck by Union Pacific trains. Would love to see more bridges.

N

Narrow neighborhood streets should only allow parking on one side of the street half the month and the other side the other half of the month so vehicles and bicycles can safely pass through. Way too many narrow two-way streets over congested with street parking. For wider streets, this is unnecessary.

Narrow the roadway where pedestrians cross so there is less exposure to pedestrians.

Narrow the streets/devote more space to peds/bikes/transit.

Narrower, please.

Necessity for traffic-calming features at major transit hubs near TRAX stations, busy intersections (13th South and 3rd West stop; 21st South Central Station stop) all of Redwood Road, and especially 33rd South, where I have experienced terrifying traffic aggression and anti-cyclist antagonism. The quality of life of others and mine as a daily cyclist and train-user who navigates regularly on the aforementioned streets would profoundly improve with the implementation of more explicit bike-lanes and

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infrastructure that deliberately welcomes multi-mobility, less polluting and safer systems. In effect, it would serve to magnify the number of people making the transition to a cycle/walking/wheelchair safety-based life.

Need a crosswalk near the TRAX stop on 13th South. There are constantly people crossing and I'm afraid someone will get hurt. Also, West Temple should only have parking on one side and a protected bike lane. Finally, 3rd West is so extremely busy. Need to think how to make that safer / more bike friendly.

Need adequate parking for vehicles.

Need dedicated bike lanes on all streets, and special arrangements at intersections, especially where bikes need to cross through an intersection to proceed in a left direction.

Need east side connection from U of U/East Central area to 9th and 9th and on to Sugar House. Currently everything is focused on west and eastbound travel, but we need southbound travel options on the east side, mostly needing a bike lane on 900 East that would include re-zoning options for restaurants and shops to connect with the 9th and 9th neighborhood.

Need more scooters and make the streets safer for personal mobility vehicles like the scooter and the electric unicycle.

Need to be safe for runners. Overgrown shrubs protruding sidewalk, low hanging branches. Consistent crosswalk lights. Some flash yellow, others flash red then stay red. 2100 S is confusing with different crosswalk lights.

Neighborhood streets should be narrower (300 East/500 East).

Neighborhoods should have their own shopping/eating areas with safe and accessible walking and biking access that meet over 50% of areas' needs.

Night time lighting in residential area.

No camping on the parking strip

No more "road diets." SLC has protected lefts -- now turn them on! No more insane concepts like 20' sidewalks on Foothill Drive. Retain parking strips and require at least 50 percent organic material.

No more roundabouts!!!!

No roundabouts please.

Not enough bike lanes.

Not sure how feasible it would be, but I think would be nice to have efficient parking on one side of the street and bicycling/walk ways on the other side to protect bikes and pedestrians. The city should utilize diagonal parking for the side cars are on.

Nothing is more important than properly designing streets BEFORE massive development. Sugar House is a disaster thanks to the backwards thinking to develop first.

O

Obtain input from the residents directly impacted by reconstruction. Understand the historical context to equitably affect contemporary situations.

On City owned property, require developers to include mid-block streets. Also convert some car lanes to protected bike lanes. Add more mid-block cross walks.

On our street, Hubbard Ave (200-300 East), northbound cars speed through from 300 East to circumvent the red light at 900 South and 300 East.

Our streets are so wide! Why can't we think more creatively with them? I'd love to see our ROW shrink to allow for more creative placemaking in both physical development and use.

Our streets are way too big, wide, and open for us to not have more greenery or art structures. Trees, planters, grasses, statues, art, sculptures, etc.

Our streets need a redesign in order to be welcoming for all.

Our wide streets are a real asset.

Our wide streets may still hold a hidden advantage – expanding more transit lanes for alternative transit – bikes, scooters, legs, skateboards, etc.

P

Paint the lines with reflective paint and redo every year. I find it dangerous to drive in poorly marked lanes. Plow and treat roads earlier in the storm. Buy or contact out more plows not enough to do the job as it is.

Parking is an issue on 9th East. When single family homes are turned into 2-3-unit buildings, a single-family home once housing two cars could now have up to 6 or 7 cars.

Parking on Chadwick in the Highland Park area makes it very difficult to exit driveway.

Pedestrian and wheelchair access should take precedence on all sidewalks, to include keeping them clear of weeds and sprinklers, and construction messes.

Pedestrian safety is so important especially on streets with higher traffic volumes. Also, reduction in speeding. Lastly, protected bike lanes!!! If there were more, I would travel on bike WAY more.

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People first, trees second, cars last!

Perhaps putting median strips with trees down the middle of the supersized streets.

Please add a bike lane on 600 South and remove a motorized vehicle lane.

Please add more bike lanes, and design them to protect the cyclist. Example is East Broadway; this is beautiful and very effective.

Please consider Barcelona Superblocks.

Please consider marking turn lanes so that when traffic is turning onto 2 lane or multiple lane roads, it's clear to drivers where "their lane" is. Traffic would move more smoothly if drivers could simultaneously turn into 2 distinct lanes. Also consider cameras at intersections that have traffic lights. Cite cars running through red lights. Increase setbacks on ALL new construction to allow moderate sized shade tree planting EVERYWHERE. Change codes so that new construction's first floor/level height is no higher than heights of the median building in that area (maybe in surrounding 1/2-mile radius. Any additional stories must be setback by 10' for floors 2 & 3 and floors above that will also be set back. Streets in commercial Sugar House are looking like canyons & buildings block views of surrounding mountains. Crappy change in my neighborhood.

Please continue to add and improve mid-block crossings for pedestrians and expand outside of the CBD.

Please create car free streets like so many cities in the Netherlands. Wide sidewalks, bike lanes, and a bus lane.

Please design for less lanes, slower speed limits.

Please design our City's streets for ALL users and not just for cars. I'm tired of being honked at and nearly hit when I'm in crosswalks. I'm tired of being buzzed by cars when I'm in a bike lane. I'm tired of people driving through my neighborhood over the speed limit, bouncing off speed bumps, and rolling through stop signs. So many issues could be mitigated if the streets were designed with all users in mind rather than just drivers (where the design goal seems to be to make driving as easy and as fast as possible for people). I live in my neighborhood so I can walk to the schools, shops, library, church, parks, etc., but people driving over the speed limit, oblivious to the world around them, and with an entitlement that their right to get somewhere fast trumps my right to get somewhere safe are increasingly making our otherwise great City a growing disappointment. Thanks!

Please do not narrow busy streets to accommodate less traffic and more danger to bikers. Please keep transportation safe within the City especially with the storm unfortunate addition of the Inland Port.

Please finish the 1300 East construction ASAP! Also, keep and encourage tree plantings wherever possible. Sugarmont & McClelland intersection near Fairmont park/pool needs urgent attention--it is extremely unsafe. Downtown Sugar House is generally not set up for cars/pedestrians at the load put on by the new housing and commercial construction.

Please help encourage urban, walkable community centers, such as 9th & 9th, 15th & 15th, 21st & 21st, the Granary, etc. Cars have a place, but we also need pedestrian-oriented communities where people can gather, shop, and dine without dodging speeding cars. Please slow the cars down and encourage wide sidewalks with trees. Traffic on 21st South in Sugar House is deadly (literally), when it should be very pedestrian friendly.

Please include in your plans the education of drivers that the streets are for all users, not just cars.

Please invest in educating motorists about cyclists! Increased signage & education for motorists to yield to cyclists, not park or stop in bike lanes, and be aware of cyclists is a critical need that cannot be understated.

Please invest in more dedicated bike lanes like the one on 300 South.

Please make a bike lane on every road to be able to get the scooters off the sidewalks! A separated bike lane - separated by a divider like the one on 200 West and 300 South.

Please make sure there is enough parking for businesses so it doesn't negatively impact the neighborhood. I live near a restaurant that has 25 parking spots and 150 chairs, traffic and parking is chaotic at certain times of the day. If you are going to allow street parking, paint the parking spots on the street so they know where to park and don't end up blocking my driveway. Encourage people to park and walk, some parking lots are empty that could be used for employees so there is room for customers to park in the businesses parking lot. If there is room for wider park strips and sidewalks, please use it, so it encourages people to walk more.

Please preserve mature trees and plant many new trees. Please include speed control on residential and school areas such as narrowing the street in certain locations. Please include enhanced signals for pedestrians and possibly scramble crossings in dense commercial areas such as 2100 S 1100 E.

Please prioritize the movement of people over the movement of cars. I have been hit by a car twice while riding in a bike lane, and my wife was hit on a sharrow section. The very wide roads in the city, even in residential areas, cause most people to drive above the speed limit. The priority given to motor vehicle traffic has made drivers aggressive, fast, and rude, even in a pedestrian-heavy area like near Uintah Elementary, where I

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heard to kids crossing the street last week say, "Did you notice that car almost hit us?" while they walked on a raised crosswalk crossing the street to the school's property. It is high time the City give the right of way back to the public, and not just the driving public. I choose to walk and bike wherever possible to help with our air quality and traffic problems, but that's becoming increasingly challenging with car-friendly policies and designs, drivers who at 1500 East and Harvard can barely be bothered to tap their brakes as they drive through the intersection, and by distracted drivers who think long stretches of wide road don't require much attention. Thank you in advance for this effort.

Please quit watering massive expanses of grass on parking strips. Plant trees, leave dirt underneath. Quit watering in mid-day heat, super lame and wasteful.

Please redesign streets with walkability and safety as key objectives, rather than maximizing vehicle capacity.

Plenty of protected bike lanes. More, easier, faster public transit. More trees and plants.

Prevent cut-through, fast drivers through neighborhoods.

Provide viable options on main roads and keep neighborhood roads for access to residences or pedestrians.

Prioritize bikes and people! So many streets here where the car rules the streetscape. Unnecessary when the city has so much space and a grid system.

Prioritize people and environment (more trees!). 200 North between West Temple and 200 West needs trees down the middle because it's a wide road that is two-way; there is room

for trees on that road. Plant more trees in general. We need more shade and cleaner air. Improve public transportation and create more/safer bike lanes. Thank you.

Protected bicycle lanes are very important.

Protected bike lanes.

Protected bike lanes, dedicated bus rapid-transit lanes.

Protected bike lanes, enough of them that you can actually get from one place to another. Bike lanes need to connect to be useful.

Protected bike lanes. The right of way is so huge in so many streets that it's inexcusable to have so few protected bike lanes.

Providing adequate parking for businesses OFF STREET. Enforcing park strip growth that is too high and trimming trees that are too low for visibility. Lights timed better for freeway access.

Pushing private parking onto public streets is not fair for the city to have to undertake. Buildings need to be built with enough parking for as many people as can be housed there.

Put a TRAX line down 700 East.

Putting parking in the middle of streets with cars parked on sides and planters here and there is not only unsightly, it makes for difficult traffic situations.

Q

Quiet, lighting down facing globes.

R

Readjust speed limits in residential neighborhoods.

Recreational centers.

Redesign the 9th South I-15 exit and reconnect Central 9th with Ballpark.

Reducing trips and anti-idling ordinances are band aids to a much larger problem. If we want to be green and want to breathe clean air, we've got to go all in on bikes, micro-mobility, transit, and walking. Any plan for our streets that doesn't provide ample space for non-motorized transportation is a waste of those \$87MM.

Regular and easy to get on and off public transportation!

Remove the hazard-causing "traffic circles" such as 17th East and Princeton Ave. The intersection was never designed for this obstruction and the safety issues created in the name of traffic calming are too numerous to list here.

Removing varying street material transitions – for instance keeping the sidewalks made only of concrete to maintain ease when riding a scooter/bike.

Repair existing streets in a timely manner and fix potholes on major streets. Install more speed bumps in shopping districts and neighborhoods. Better lighting in shopping districts and cement physical barriers between the main road and bike lanes and or between oncoming lanes of traffic, to prevent vehicles from making incorrect driving maneuvers that could result in an auto vs pedestrian accident. Adjust transition times between signals in busy pedestrian areas to make the transition from green to red faster to prevent vehicles continuing to go through on red lights.

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Replace old dying trees. Uber reimbursement to TRAX stations to encourage use of TRAX.

Require new apt and townhomes to build in parking for their residents.

Restructure zoning so we can improve the way we think about building SLC for decades to come. Right now, we're focused on the immediate needs and we need to think long-term. If we want more access to public transit, we have to put folks closer together. If we want to improve air quality, we have to improve public transit, etc.

Rethink bike lanes. Need to be safer and separated not just paint that nobody pays attention to.

Road maintenance is very impressive though I would prefer poorer quality street surfaces because automobiles travel at slower velocities when the street surface condition is poor. Also, the street/walkway lighting is inconsistent (bulbs, colors, fixtures, poles, etc.). I prefer lower lighting, darker streets with low lamp posts and soft lighting on the sidewalks. Thank you.

Roundabouts are great if they're placed in areas with high vehicle travel. More bike friendly streets and stop signs instead of lights where applicable to reduce pollution from cars idling.

S

Safe crossings. I live on 1700 South between 1000-900 East. We have had numerous accidents. It is hard to cross as a pedestrian because the traffic usually is faster than the speed limit.

Safer and more numerous East -West bike routes.

Safer crosswalks, weed reduction with more native plants and trees.

Salt Lake City streets are the best laid out in the country. Easy navigation of addresses. Please leave them alone, no more bulb outs and such. They just restrict traffic and make the drive longer and therefore add to pollution because of the longer drive time.

Salt Lake City would be wise to engage some form of AI/ML tech to help facilitate better predictions and decisions. Too often, decisions are made without understanding of the macro implications. AI/ML would help augment decision making. For example, when the right turn lane was closed at 2100 S 1100 E in favor of a plaza, that one decision added tens of millions of minutes of car pollution to the air. Leaders never recognized the "downstream" impact of this decision (even though the data was in the original study). SLC is one giant ecosystem and we need to leveraging technologies to help us how this ecosystem functions.

Salt Lake City's Streets are too large, and land area use prioritizes parking and car transport. This makes everything far away from each other. Any priority given to the car for transportation cripples the ability of the city to create good public urban spaces. If land area dedicated to roads and parking were cut in half, and residential density was increased, it would be mad amazing, easily walkable, extremely communal, and amazing.

Salt Lake City's streets need a number of the following improvements: narrower lane widths, traffic calming measures, slower speed limits, reduced car parking reduced lanes (more road diets), and bike lanes on pretty much every major street, and many neighborhood streets. The whole way that Salt Lake City looks at streets in terms of design, safety, and accommodations needs to change. Currently, it's an auto-centric mess with "Complete Streets" and all of the accompanying changes such as those suggested above are afterthoughts in the

design process. Look at 900 W for example, and the decisions to a) not reduce the speed limit to 25 or 30 after the redesign, and b) to not extend the bike lanes to 2100 S. Both of these lead to less safe, less complete streets that are not for people, but are for cars and trucks. This street typology exercise is interesting, and will hopefully have some good outcomes, but only if Salt Lake City is willing to do what is needed to create streets where people on foot, people in wheelchairs or other personal mobility devices, people on bikes, people on scooters, and people in buses or rail come before cars and trucks. In regard to street design itself, each and every street repaving and restriping should add bike lanes on any major streets. More attention needs to be paid to pedestrian crossings and signals so that pedestrians come before cars. This is not the case. Reduce lane widths to slow down motorized traffic. Reduce speed limits citywide to slow down motorized traffic. Establish more (any?) parklets in neighborhoods such as 9th and 9th, and Downtown. Many other cities have had great success with these, but Salt Lake City only does these as demonstration projects. Look at the side streets in Downtown SLC and figure out on which ones you can remove or reduce car traffic and create a higher level of comfort for pedestrians. Where could we have a pedestrian only street? Main Street? 300 South between State and Main? The heart of Sugar House? And, in regard to this exercise in street typologies, please don't use the many different potential typologies to keep bike lanes from being installed on industrial streets. Good bike lanes and good sidewalks are needed especially in those areas so that they foster a reduced dependence on cars. Regarding the Complete Streets ordinance, and how this fits in with street typologies, a great start would be if Salt Lake City would actually follow their own ordinance instead of ignoring it like they have on 2100 S, 700 S, 100 S, and the street to the new Stadler Rail complex. Salt Lake City really needs to step up and change. The measures that we have been doing are not enough to have people first streets, which will lead to a more dynamic, healthy, and safe city.

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Salt Lake needs dedicated (car-free) bikeways. 600 E could readily be made fully car free from 400 S to Nibley Park Golf Course, with a bikeway constructed through the course. Providing dedicated bikeways would incentivize bike commuting greatly.

Salt Lake needs to continue investing in streetcar and light rail expansion. This should be priority one!

Salt Lake should designate streets parallel to a major traffic thoroughfare to be almost only bike traffic. The only vehicle traffic would be people who live on that street. This could be done by forcing vehicle traffic to turn either right or left at each intersection (not continue straight across the intersection). For example, 700 E is a major vehicle thorough fare. 500 E or 600 E could be designated bike thorough fare. If a vehicle was traveling north on 500/600 E and approached an intersection, they would be forced to turn at that intersection. This would keep only residents who live on that particular block from drive on that section of the street. Minneapolis does some of this.

Scooters and bikes in bike lanes please. Pull outs for Uber, Lyft, taxis numbered. Ease payment for parking and sb standardized for ALL parking lots.

See Millcreek's new central city master plan.

Separate cars from bikes/pedestrians. Create better thoroughfares that separate bikes and drivers. Educate drivers on how to share the road with bikes.

Separated bicycle lanes and not just painted bicycle lanes.

Separated bike lanes. I won't bike anywhere in town as some distracted driver will eventually kill me.

Shade at bus stops and major sidewalks. It's too hot/snowy with very little cover.

Shops build up to the sidewalk and parking behind the building the opposite or Walmart.

Sidewalk cafes, designed for year-round use with heat lamps.

Shade trees, especially at intersections where people wait for crossing signals.

SLC has wide enough right of way to develop the best bike lane network and sidewalks in the western US if the city has the will to lead on the issue.

SLC is doing a great job improving its street spaces! You should be proud of all you've accomplished.

Slow down cars within city limits for safety. Provide safe ped zones in center of wide streets. Remove right turn thru thingys for bike safety.

Slow the cars, narrow the space dedicated to cars alone.

Smooth out the pavement. More timed, computerized lights. Allow left turns w/yields.

So many streets are so wide that even relatively small neighborhood collector streets can be racetracks; I'm thinking mostly in the old SF neighborhoods like Sugar House. Formalize bike lanes, design traffic calming features, etc., on these streets?

Solar powered street lamps, greater surveillance, required beautification and upkeep by homeowners.

Some of the crosswalk times are tight for able-bodied people. 7th East at 5th South is really bad.

Some of the new repaving in Liberty Wells has diminished the safety and utility of the prior bike lanes. They are now too narrow and too close to cars.

Some street lights are poorly programmed for high traffic times (e.g. left turns). More bike awareness.

Something to slow and calm drivers on residential streets: roundabouts, stop signs, speed indicators.

Specific parking spots. Resident parking passes. Greenery as in more trees. A specific place for scooters to park and be ridden, NOT on sidewalks.

Specifically with the Fairpark neighborhood, I would like to see 45-degree parking implemented on more streets. As well as more streetlights.

Speed bumps south end of Wasatch Dr.

Speeding on 1300 E is a problem. Patrol or redesign street (speed bumps, etc.) to slow cars down.

Stop allowing large developments without active street fronts!

Stop designing streets around cars. We need less cars, please disincentivize them. More transit. More TRAX. More bike lanes. Wider sidewalks.

Stop lying in your surveys, the people did not approve a sales tax increase, that was forced by the city and the council.

Stop prioritizing cars.

Street (roadbed surface) quality has been significantly decaying.

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Street trees between the street and pedestrians. No monolithic sidewalks. Zoning to including heights equal to are greater than the adjacent street.

Street trees w/ shade, protected or dedicated bike lanes, scooter parking, green medians.

Streets and sidewalks should be kept clean and safe. They should be kept free from people sleeping, panhandling, relieving themselves and riding scooters on the sidewalks. Also, drivers Downtown, including the police, do not obey traffic signals and other traffic devises.

Streets are too wide. Right of way should be dedicated to protected bicycle lanes.

Streets need to be connected. Break the blocks up with more development like on Regent St.

Streets need to be smooth and well maintained, so that vehicles, motorcycles and bicyclists do not experience surfaces which could be dangerous and throwing the transport off balance.

Streets should not be hindered by the added bike lanes and mid street parking that cause vehicle congestion in the Downtown areas.

T

Take out the cement lined bicycle lanes on streets like 300 South. We've reduced parking and flexibility Downtown with these in place. Expand TRAX operating hours and the amount of trains on each line. Can we look at a quick hop on/off trolley system to travel east/west to various TRAX stops? These could be diff from the bus system, encourage mass transit by making it more accessible financially and logistically and people will use it, and hopefully we'll reduce pollution and traffic in the area.

Take out the curb barriers for bike lanes. The bicyclists seldom follow traffic laws anyway and they are expensive, dangerous for fire vehicles that need to turn around and cause additional difficulties for snow removal.

Take out the mow strips and replace with sidewalk. Then allow homes to be have additions with more property or a bigger front yard.

Take put the grass parking strips in residential areas. They use a lot of water. The space could be used as a bike lane.

Tax for profit transportation, like scooters and Uber, and stop making those of us that live here and pay property tax foot the bill. The city has big plans for MY money. You need to approach taxes conservatively; you just keep raising taxes to fund your massive dreams that often are wants and not needs.

THANK YOU! The sidewalks are terrible for walking. There is not a street Downtown or even out of the Downtown area where the sidewalks are not broken up, uprooted by trees, holes in the cement, unsafe grates, filth and debris. My opinion is the FIRST and PRIMARY obligation should be to repair and replace sidewalks!!!! The scooters make it very unsafe for walkers. They generally speed through frequently in groups of 4 or more. I have even heard them holler out "We're coming through" and have little regard for pedestrians. It is bad enough that bikers don't obey the laws and ride down the sidewalks; but the scooter riders are even more rude!!!!

The \$87 million was authorized to fix the potholes and street degradation not to be used as comfort food.

The 300 East section between 1300 South and 1700 South restriping is horrible. The old way with one actually wide enough bike lane and one shared lane felt so much safer. It's not a good sign when you can't paint the bike lane because too many cars are parked in the space where it is supposed to be.

The annoyance of potholes while driving is exaggerated to a danger while biking.

The Avenues could use a revamp and consistent placement of stop signs. The wide variety of yield, 2-way stops, 4-way stops, and one-way streets create havoc since a ridiculous amount of drivers are unable to navigate street signs. Planting trees and shrubs near corners and signage should be prohibited and jaywalkers Downtown.

The city needs to recognize that traffic flow should be coordinated. Also, there needs to be enforcement of the traffic laws as they should be applied to bicycles as well as cars.

The city should look to add subways to enhance transportation in the city and decrease travel times. The old TRAX should be turned into green space. Plus, they should look to create zone fees for cars to reduce use of cars Downtown.

The design doesn't need to change: the surfaces do. The pavements on both the streets and sidewalks are in terrible condition. Also, the street lighting needs to be improved.

The design needs to take into consideration the growing population in Utah and encourage alternative forms of transportation and an infrastructure that can handle the increased volume.

The fact that so many are so wide without a center greening strip or a bike lane is something I'd like to see changed. More trees, more green space, more places for people to feel safe and comfortable riding bikes, taking walks and making the city less car focused.

The greener, more well-kept, and accessible our sidewalks are, the more people will choose walking and public transportation over private vehicles.

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The improvement of bike infrastructure would be a low-cost urban strategy with big impacts across the valley. Making biking more convenient and safer will get reduce the number of trips by car, improving our air, physical health, and overall well-being.

The mid-street, non-intersection crosswalks are SO dangerous. The sporadic addition of red-light crossings only makes it worse because people get confused about what to do when there isn't a red light for the crosswalk. Red light crosswalks very close (but not on) intersections, causes traffic jams & wrecks. I've also seen pedestrians almost hit at those because cars try to use the other lane to avoid a rear-end collision when a pedestrian is still in the crosswalk.

The more you can create streets that facilitate alternative modes of transportation other than SOVs, the better. We need to connect our communities for equal opportunity, environment, mental health, and to help those who are at risk of living in poverty or experiencing homelessness. Now, more than ever, we need to connect to our community and help the missing middle. Cars, vehicles, SOVs should be last priority. In fact, I think all new developments should be done on preexisting parking lots.

The round "art" planters along the streets look sad. They have barriers around them and are scraped and damaged. It's time to "cut our losses" and recognize that this was a bad idea and remove them.

The sidewalks are always too narrow. Street cross sections need to account for the inevitable loss of 1-2' due to landscaping encroachment. Hence while a cross section may have a 5' sidewalk, in reality only 3.5-4' of it are usable. Attractive crosswalks and other public art should be considered as a means for placemaking and reinforcing a street's role in the hierarchy.

The streets are so unique in their width. There seems to be so much unrealized potential in their width- for actual boulevards, islands, new bike systems, even little kiosks/cafes. Many neighborhoods have massively wide streets and lose a lot of neighbor feel and closeness due to the wide strip of street, so much can be done to enhance the streets here – it is unique to have these and we have an opportunity to create really great urban projects with them.

The streets are too wide. Make more complete streets that accommodate all users.

The streets, gutters and medians in the city are poorly maintained with weeds, bad pavement and trash.

The West Side and Redwood Road need love!

The wide streets are ridiculous. We need medians for trees which will in turn reduce the impermeable surfaces thereby cooling and calming the city as well as reducing stem water runoff.

There are several roads where a bike lane has replaced a car lane and it is TERRIBLE. For example, 900 W used to be 2 car lanes each way. After the bike lanes were added it is now only 1 lane each way and it's a disaster for traffic. Put the car lanes back.

There is an opportunity to allow for green infrastructure and some level of infiltration into park strip areas to water street trees. Demarcation of mobility types through paving contrast not grade separation could allow for better maintenance during winter. A major design dilemma is how snow removal from streets just gets thrown on sidewalks. Higher evergreen hedges or shrubs in park strips could help shield walks.

They are way too wide which causes drivers to treat them like highways and drive really fast, which makes them very unfriendly to the pedestrian. There is also not enough greenery to act as a buffer and liven up the sidewalks. It would be nice to make them into boulevards with greenery on the sides and in the middle, which would slow down traffic and make the space more enjoyable to the pedestrian. This would encourage pedestrian use and maybe cut back on traffic and people driving when they don't have to.

They need to be fixed. Fix the pot holes and make them open so you can drive on them. Instead of trying to change them just correct the holes and cracks.

They need to be walkable in winter, not just summer. Sometimes it's hard to get around slush puddles and snow banks when walking.

They should have clear markings for e-scooter travel (in the bike lanes?), which are increasingly dangerous.

This is too little and way too late. The walkability and safety in my neighborhood have been all but ruined by three things 1. increased traffic due to overbuilding in the Sugar House commercial district and 2. Turning the 1-80 off ramp into a thru lane so that traffic enters 13th East at higher rates of speed (in the last accident a car coming off the freeway hit another car turning it around in the opposite direction up on the sidewalk wedged against the stairs to my neighbor's basement and 3) failure to REALLY address the homeless situation so that now we have people camping in our back yards. I don't feel safe walking Downtown because of those !@#\$\$! scooters zipping around on the sidewalks. I am moving. Maybe the guy who likes to urinate at the bus stop in front of my house will want to buy it. This city is no longer a good place to live.

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Ticket people for riding scooters (Bird, Lime, etc.) on sidewalks!

Too many cars parked on streets.

Traffic calming devices, such as raised crosswalks, are needed in residential areas.

Traffic cams and Euro style residential barriers in high traffic areas like Liberty Park and the Avenues would significantly help with safety. We don't let our kid play on her bike in our own neighborhood because rookie go 40mph+ and don't stop at the stop signs. We have never seen traffic enforcement; it's become a neighborhood joke.

TRAX needs to reach more areas.

Trees and bike lanes!

Trees change everything. Cars go slower, more people will walk, and the emotional tone of the city is enhanced.

Trees, trees, and more trees!

Turn Main Street into a vehicle-free zone. Pedestrians ONLY.

U

Upkeep and repair!!

Use cameras at traffic signals to deter the huge number of red-light violators. More CCTV in areas where vandalism, littering, and youth drinking occurs. More pedestrianized zones.

Use dedicated bike lanes and landscaped and green medians to cut down on their width.

Use of roundabouts and traffic calming medians on busy wide streets would help walkability.

Utilize creative placemaking and greenery to break up long wide blocks. Focus on multimodal transportation with pedestrians before cars. Encourage UTA to build up the transit network to get cars off the road.

V

Very odd that these questions did not include anything specific to transit. I ranked mobility of vehicles very low, but I would love to see more TRAX lines in front of my home, work, and public spaces.

Visibility at corners is poor on many corners in the Avenues, safety for pedestrians and vehicles is compromised. Extreme speeding is rampant, and enforcement lacking. Many streets are parking areas more than anything else: new construction should provide enough off-street parking for residents. Sidewalks are often in terrible shape. If people are to be tempted out of their cars, it will generally be to walk, which will be more likely if sidewalks are walk-able, and streets safe to cross.

W

Walkability should be the primary focus.

Way, way, way more bike/scooter lanes are needed. A dedicated TRAX line going up and down State street would be ideal (or Main if State is not realistic), or even a trolley line that goes back and forth from 21st South to 100 South would be a huge improvement. Salt Lake City is going to become way more urban in the future, and the faster we make SLC a public transit or "park and ride" destination, the better. We need to stop orienting the city around cars. People who live outside the city and commute in need to be encouraged to park their car once and then rely on other forms of transportation while they're in the city: bikes, scooters, TRAX, trolleys. These should all be options to get people anywhere they want to go.

We believe some lovely streetlamps on streets would make neighborhoods safer and aesthetically appealing. We are not talking about unsightly poles with lights at the top. We would like to see streetlamps (at least 2) at both sides of each street.

We desperately need more protected walking and biking spaces and more green.

We don't have enough parking.

We don't need to be subtle. Our streets are plenty wide to make radical changes.

We had streetcars running down them in the 1940s. Why not today? Also, I like our nice, wide streets. Dedicating bike lanes / streetcar lines within them? Great idea. Narrowing them with planters and other nonsense? Less great idea. Also, Downtown needs way more trees to be walkable in the summer. And I mean real shade trees, not those ornamental plums. More drinking fountains wouldn't hurt, either. I love the ornamented light posts on South Temple - they give the city a nice sense of place. Draw on our history to make the city unique; don't try to "activate" streets with a bunch of low-quality California knockoff stuff.

We lack good speed management and enforcement in pedestrian heavy walkways and crosswalks, even during heavy traffic periods. For example, at 700 East and 900 South entering the park, or 900 South heading west exiting the 9th & 9th district. Cars zoom without regard for pedestrians.

We need a crosswalk/stop sign or light at 1000 W and 300 N.

We need a lot more shade! I live in a very walkable area but end up driving during the summer because the direct sun is unbearable even for short walks.

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We need a TRAX line from 2100 South 1100 East to the U of U. Further a TRAX line from South Highland Drive to connect to Sugar House.

We need better bicycle transit. In particular, grade separated or physically protected bike lanes.

We need bike lanes that are separated from the car lanes or that have some sort of physical barrier to protect cars. Drivers in SLC are AWFUL and it is beyond dangerous to bike here, but I would love to commute fully by bicycle if I felt safer.

We need bike-centric communities and streets. Make biking a priority versus a side-thought.

We need more protected bike lanes. Most people especially newer bicyclists do not feel comfortable mixing with traffic or even on a bike lane without physical protection.

We need more trees and TRAFFIC CALMING in Sugar House, the new development is about to ruin our neighborhoods where multigenerational ages live.

We need narrower streets, especially Downtown, with wider sidewalks, more greenery, and protected bike lanes. Take out extra lanes of traffic and replace them with green medians and/or dedicated transit lanes. We also need more mass transit around the city. Prioritize the expansion of TRAX, especially the Downtown circulator, and the streetcar connection going up from Sugar House and connecting to the Red Line. On street parking is one of the worst things we have Downtown. Make the city more pedestrian friendly and begin implementing policies that discourage people from bringing their cars into the center of the city.

We need slower streets for cars. Try narrowing vehicle lane widths and reducing the number of lanes to tame the

automobiles. More shade trees make cycling and walking more pleasant - be more like the Dutch cycling friendly streets. More landscaped medians or much wider planting strips throughout the city. We need more curb extensions and more crosswalks. Need narrower streets in residential areas and next to schools to calm traffic. Utahns want quieter roads. Road traffic accounts for 60% of our urban noise. Cities and UDOT need to stop building noisy concrete roads in residential areas and use quiet asphalt pavement instead. Sure, concrete might last a little longer, but asphalt roads are quieter roads. When Legacy Highway was built, the designers did a careful study of which roads were the quietest and they built smooth quiet asphalt roads. Concrete roads have construction joints every 16 feet or so and car tires thud, thud, thud across them. (Like 13th South above 13th East - it's horribly loud for a two-lane road). Plus, concrete often gets "scored" surfacing which amplifies the noise. Pedestrians, cyclists, and neighbors all want less auto noise on their roads. Quiet asphalt pavement can help reduce highway noise by as much as 7 decibels, according to a 2013 World Road Association-PIARC study. Reducing noise by just 3 decibels is equivalent to doubling the distance from the source of noise to the listener, according to Asphalt Pavement Alliance literature. Who doesn't want less stressful driving conditions and happier neighbors? The next time the city wants to re-pave your residential street, make sure they use quiet asphalt.

We need the streets to be more accessible to busses.

We need to create policies that make it safe for cars to drive on the road and people to walk on the sidewalks. People on bikes and scooters need to reign it in and develop respect for the rules of the road and sidewalk.

We need to xeriscape our curb strips. Too much grass using too much water. Utah is the second driest state and uses more water than almost any other state. This should not be allowed.

We should have a dedicated road going north and south just for active transportation. Close down Main Street to cars on the weekend.

We're spending too much money on bike lanes. They are rarely used, and the special lights are extremely expensive.

Well maintained streets.

Where space & traffic patterns permit, using variable direction lanes to travel cycles.

While I appreciate the community and walkability of no car access streets like 16th St Mall in Denver I am concerned about access for disabled people like myself. Disability access is not only about wheelchair access but distance (some of us are ill and cannot walk distances in addition to having key with stairs). I would love to see a similar space, perhaps Main St, closed to vehicle traffic but it would need to include a free option for disabled people to get around if we cannot park close. Perhaps free tram rides. I also think more traffic circles would cut wait times at many intersections. The university has seen great success with them. They should be flat in the middle to permit easy viewing of exits like the ones out in the Daybreak area. The increase in crossing lights in Sugar House has been extremely helpful! Another directly at the Sprague library to the west side of the street shopping and housing area would cut down the number of illegal dangerous crossings at that location.

Wide enough for restaurants to have outdoor dining.

Wide streets, and additional lanes are dangerous to everyone that is not a car. The less time it takes for an individual to cross the street, the safer it is. I'd like to see this reflected in our city streets and bike paths.

Wider sidewalks for strollers, bikes, and scooters.

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Would like to see more traffic calming and reclaiming green space on particularly wide streets.

Would love pedestrian only streets in Downtown.

Would love real cycle track without all the curb cuts. Perhaps center running?

Would love to see Downtown specifically turn into a walking/biking city. I understand it's hard with snow.

Would love to see more street diets in places that may improve better pedestrian traffic and an increase of small business/offices/whatever.

Would probably bike more if more streets were bike friendly. As a side note on the above 'How You Travel' question, I would love to bike more and for the city to be more biker friendly even though I don't bike often. I don't currently own a bike (a big part of frequency), but also generally feel nervous biking on many roads, particularly on the west side of the city. Thank you all for seeking our feedback - this is a great survey and opportunity. :) As someone who enjoys biking to work occasionally, more bike lanes and greater safety for cyclists is key!