

900 West & California Avenue Intersection Improvements

Graphic Summary Report



Project Purpose

In 2021, Salt Lake City will begin safety improvements on 900 West and California Avenue. This intersection provides access to several parks, schools and neighborhood centers and serves as a link to I-15 and to the east side of the City.

Due to the nature of this intersection – one that routinely experiences families walking and bicycling, and vehicle through traffic – community members have expressed a desire to make safety improvements. These improvements are supported by a citywide effort to make street livability enhancements.

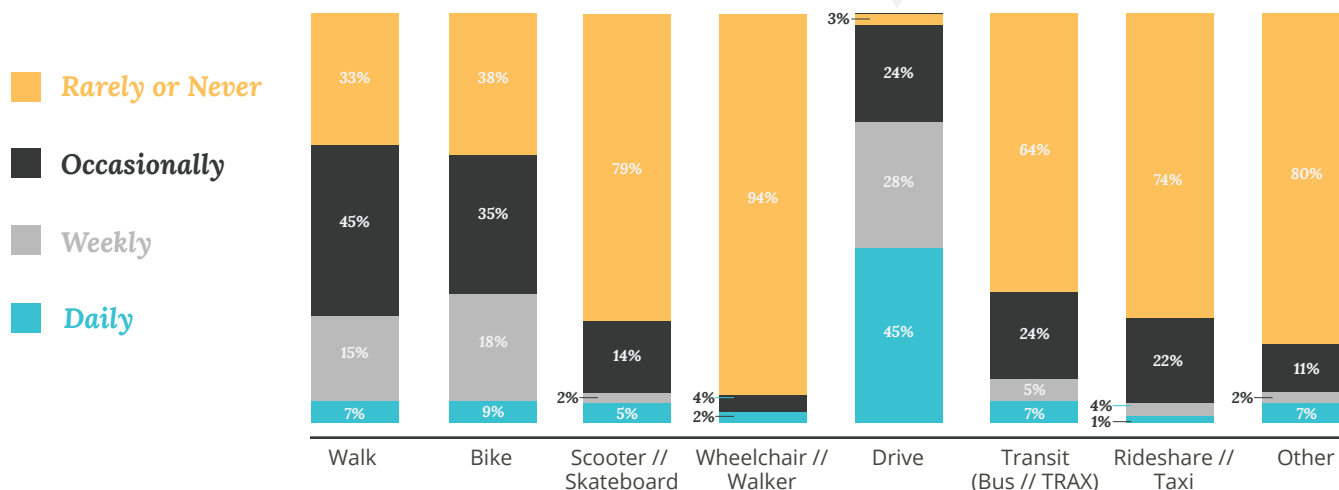
When completed, the goal of this project is to make safety improvements for all users through improved design features; particularly for children in the area walking to schools and community centers. Once completed, residents will enjoy a more comfortable travel experience at this intersection.



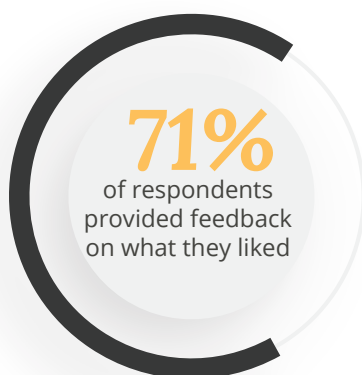
of respondents stated they live near & commute through this intersection

Feedback (Responses – 209 online survey respondents)

How do you travel through this intersection?



What do you like about this intersection?



A few common themes were identified in the 149 comments submitted.



"A lot of amenities nearby- unity center, garden, etc. good bike and transit connections to other areas of the city."

"This intersection is a major access point to many schools, libraries, parks and more."

"Location is good."

"Bike lanes on both 900 & California."

"I like having the bike lanes dedicated especially as a visually impaired most bike rider."

"It's simple & intuitive, with bike lanes on all four approaches."



Other Comments

“

I would be super cautious walking near this intersection. Recommend something like flashing signs to alert drivers of pedestrians, and reduced speed limit.

It's an important intersection for the west side. Address safety and travel issues without damaging the community value.

I feel like there will be more large truck traffic in the neighborhood in the years to come. 7th West, from 8th South to 21st South has many light industrial businesses..

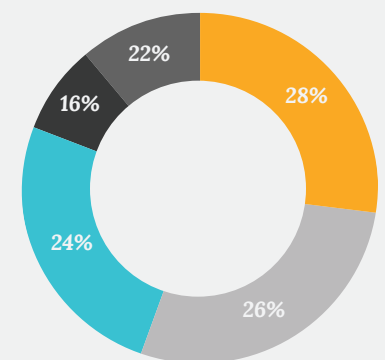
Just people need to slow down. Also the lanes clearly marked sometimes people think its 2 lanes not one. Need something to slow traffic coming from all directions. Maybe an extra light or something that shows MPH. Anything to deter speed.

Left hand turn lights might help with the occasional pedestrian or biker

Put in a landscaped roundabout. Combine art and functionality to beautify our neighborhood and to increase its safety and functionality.

”

Age of Respondents



22 - 30

31 - 40

41 - 50

51 - 60

61 or older

What don't you like about this intersection?

Out of the 176 comments submitted, roughly 150 of those responses were related to safety concerns. Common themes include concerns for the safety of people walking and bicycling, traffic speeds, movement and volume.



Select Comments

"Drivers tend to speed through, probably because it's wide, and not willing to lose the momentum of coming down the bridge on westbound California Ave."

"It feels very dangerous to cross on foot or waiting on a bike. People speed through this intersection and often run red lights."

"Too much traffic, not enough safety measures."

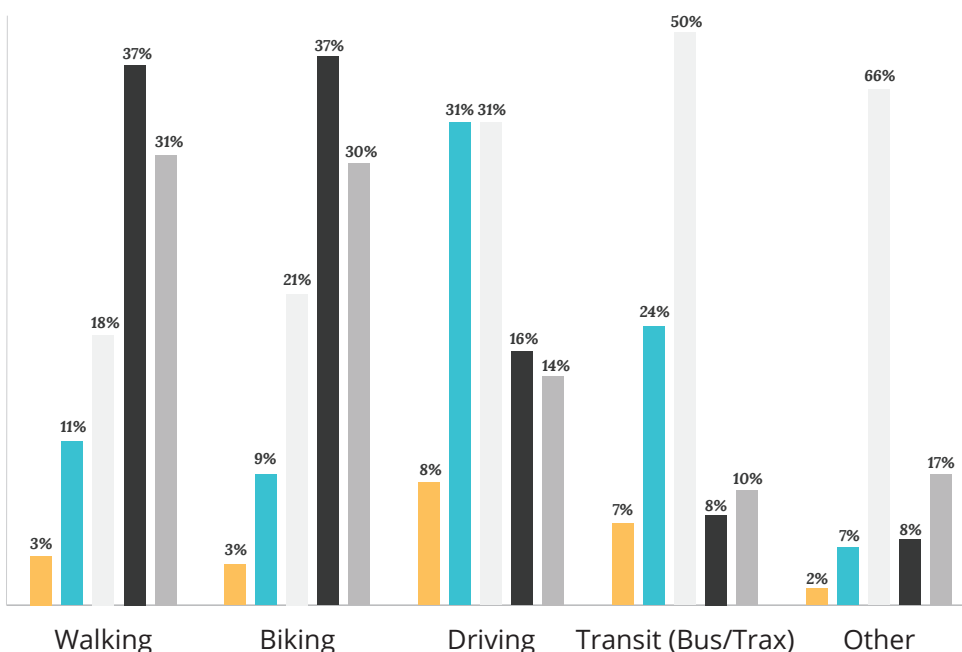
"Safety concerns for pedestrians especially when school is in session"

"The curve just before the intersection makes it a little hard to see coming traffic."

"No green turn arrow, crosswalks aren't very safe, lights are short."

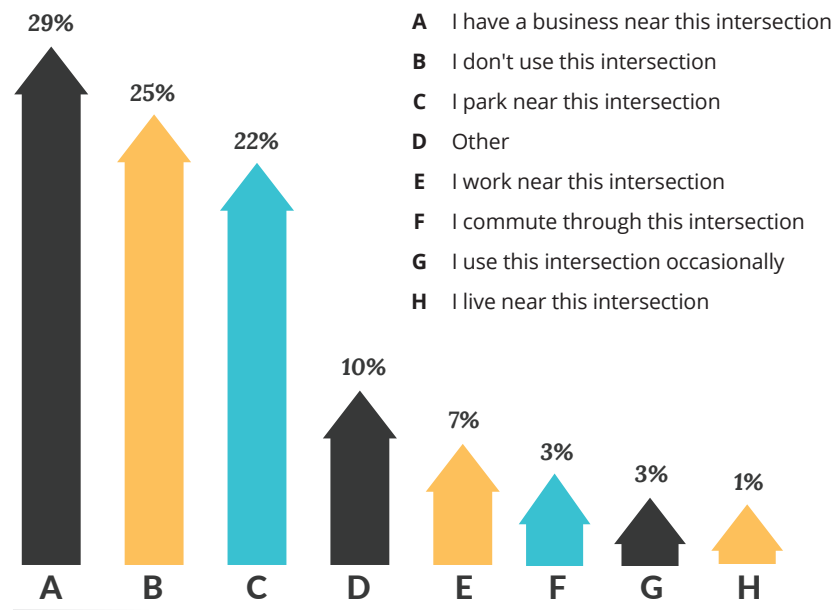
How safe do you feel doing the following activities on this street?

Very Safe Safe Neutral Not Safe Very Unsafe

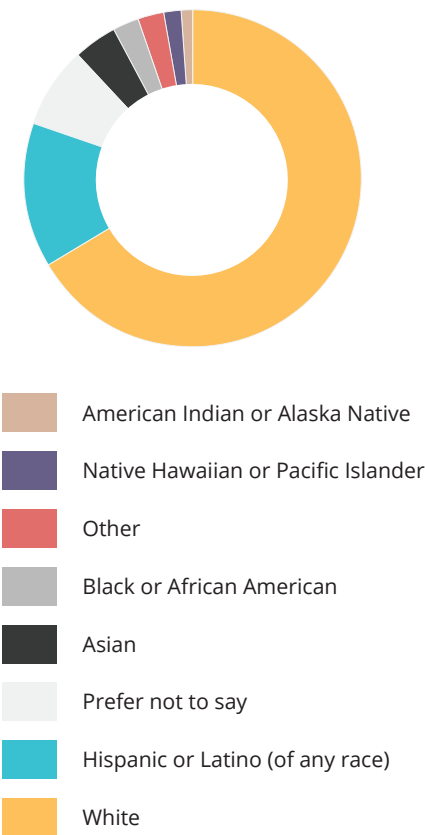


Additional Facts & Figures

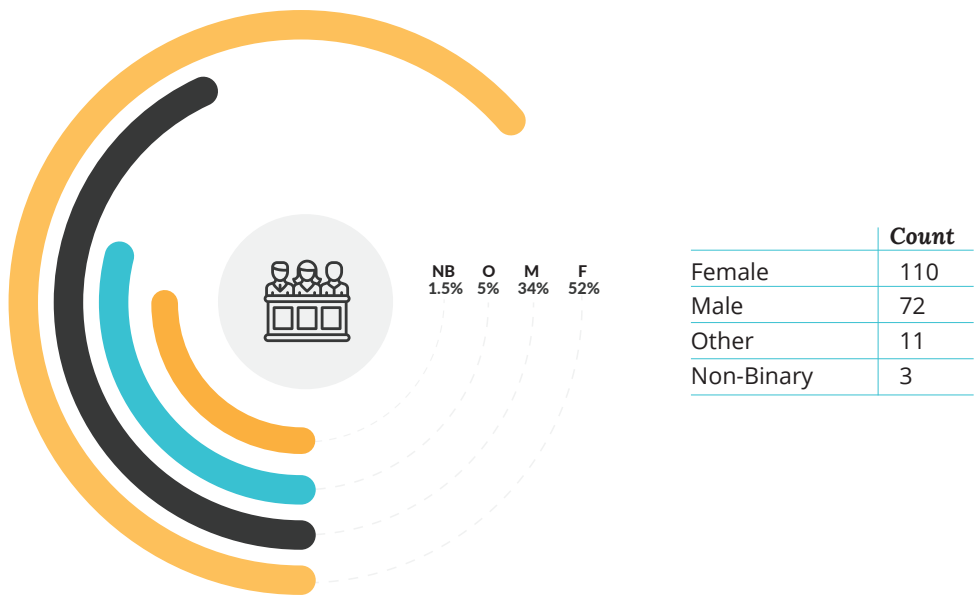
What is your connection to this intersection?
(900 West California Avenue)



What is your ethnicity?



What is your gender?



- 139 respondents stated that they drive daily or weekly out of those responses 11 (~8%) stated they liked the bike lines.
- 60% Of daily drivers stated they feel unsafe or very unsafe walking
- 59% Of daily drivers stated they feel unsafe or very unsafe bicycling
- 26% Of daily drivers stated they feel very unsafe walking
- 28% Of daily drivers stated they feel very unsafe bicycling

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Comments *(What do you like about this intersection)*

A

A lot of amenities nearby- unity center, garden, etc. good bike and transit connections to other areas of the city.

Access to different roads

Access to Jordan River, Wesemann Park and Sorensen Center

Accessing to almost main freeways and highways: I 15, I 215, I 80, 210, Bangerter...

All directions have cross walks. Appears well lit at night. Dedicated lanes.

As intersections go it really is not special, just regular!

B

Bike lanes

Bike lanes on both 900 and California,

Bike lanes!

Bus stop nearby, community center

C

Connection to open space and trails.

Connects to downtown

Convenient location to freeway and other shopping areas

Convenient to get across the railroad tracks from East to west, west to East during train crossings. Access to freeway.

crosswalks

D

Dedicated turn lanes

E

Easy to navigate through.

El tráfico

F

Few adjoining obstructions

G

Good visibility in all directions. Wide lanes that are well marked.

H

Has a light

Honestly nothing really it's a crappy intersection

I

I appreciate that 900 West was changed to one lane.

I appreciate the bike lane on 900 W. I usually take the Jordan River Parkway Trail instead because I don't like being near cars, but if I'm trying to go faster by avoiding the curves and pedestrians of the trail, I will use 900 W.

I don't have to wait at a red light for an extended amount of time either direction.

I like having the bike lanes dedicated especially as a visually impaired most bike rider

I like how the crosswalk signals actually work

I like that 900 West is down to one lane, instead of two, which makes it more accessible to pedestrian and non-vehicular traffic.

I like that the walk light is automatic (you don't have to press a button for it to switch). I also like that you don't have to wait very long for the light to change walking either way.

I like that there are things near it that are destinations.

I like that there is multiple traffic lights

I like the bike lane, cross walk, and streetlights.

I love the bike lanes! I like the single lane! I drive down and walk across this intersection almost daily.

I pass through it at least twice a week.

I primarily choose this route as a pass through that offers faster speeds - similar to how I use 700 E. Install a green arrow on the traffic light, drivers would appreciate this. Make the crosswalk more visible with a flag posts - considering that it's right next to the Sorenson Center, where kids frequent and local adults to use the gym.

Intersecting bike lanes. Two lane traffic to make room for bike lanes. Residential speed limit to slow traffic down.

It allowed my 4 year old stepson many memories of being able to cross the street safely to his soccer games and favorite corner store to get candy, all but ONE time where he did not cross safely and he was killed.

It appears to be open, making improvements to this area should have a number of possibilities!

It gets me where I need to go, I'm constantly going all directions through this intersection. It's also right next to the Sorenson community center which i also frequent (when it's

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open).

It gives great access to the resources in our neighborhood.

It's large and easy to navigate in any vehicle.

It has a four way stop and has crosswalks.

It helps me access the community center.

It is a normal intersection

It is a way to get to freeway and to other major streets in all directions.

It is has clean sight lines from every direction.

It is open and clear.

It is wide and has clearly marked bicycle lanes.

It let's me drive through it.

It makes it easy to get to the Sorensen Center and to the Bus Stop.

It permits 2-lane traffic in all 4-directions.

It usually has good traffic flow with the turn signals.

It works fine I guess.

It works fine.

It's easy to commute through and that it's near the freeway and leads me to my house.

It's fine besides you narrowing down 900 w and California Ave both down to one lane each way making it twice the wait to make a left going any direction and causing others to run the light when it turns red and they get impatient and go

It's fine. I don't have any problems with it.

It's a fast and convenient route for getting around trains that block 800 S and 900 S and is a very direct route to I-15. It's a main intersection that I use to travel west and the best way to cross over the train tracks when the train is coming.

It's allows heavy traffic through a mostly residential neighborhood.

It's an intersection and it has traffic lights...

It's just like any other intersection in the valley

It's simple and intuitive, with bike lanes on all four approaches.

L

La visibilidad de la California oeste llegando a la 900

Left-turn only lanes. In all four directions.
Less lanes

Location is good.

N

N/A

N/A seems like a normal Intersection. I've had no issues with it, whether I'm driving or walking.

Narrow road are easy to cross safely

Near JRT and community center/ library etc

Near the free way

Needs to be safer for pedestrians and bikes to cross

No tiene el botón para el pase peatonal

No comment

Nobody speeds

Not much

Not much

Not much honestly.

Not much to be honest. I use this intersection at least twice every day as a driver and occasionally as a pedestrian with my children. To say it's poorly designed is to say the least and it is unsafe for drivers and pedestrians alike.

Not much. The house on the NW corner has cool colorful doors out back.

Not much. Its too busy

Not too much. A lot of improvements are necessary.

Not too much. one needs be watchful when entering and crossing through.

Nothing

Nothing I work at the Sorenson Recreation and I sit and watch so many accidents happen out my work window

Nothing in particular

Nothing in particular - it's a pretty average intersection.

Nothing it's horrible

Nothing its always felt a bit unsafe

Nothing special, just a regular intersection!

Nothing specific I can think of

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Nothing, the city needs to improve now

Nothing. It is very problematic for all. In the last four years, I have witnessed over a dozen accidents in this intersection. Nothing. I try to avoid it.

Nothing. It's ugly and people routinely run red lights in every direction.

Nothing. It's a very dangerous intersection.

Nothing

O

One lane goes straight from each direction.

One lane. Plenty of space for bikes a sidewalk.

P

Pedestrian setup is good.

Pretty building, simple to use intersection

S

Single and wide lanes

Sorenson Center is cool to see, and looks nice....architecture, greenery, glass. NE corner bldg. also not too bad.

Single lane north to south on 900 West. Bike lanes.

T

Take you to important places

That it has designated left-hand turn lanes.
The access it gives to different locations.

The flow through the area is quick even with one way traffic

The intersection has only become more dangerous since the narrowing of the road down to one lane on both California and 900 W. It has been the scene of many accidents over the years.

The lights are long enough that people don't just run them

The lights are not red too long

The lights are timed pretty well so you don't spend a long time waiting from any direction

The lights aren't crazy long, but while I'm waiting I can read the digital sign at the Unity Center. Also there are some trees.

The open space in the north east corner. I like the trees and the bench.

The public park next to it and the bike lane.

The road diet. Turn lane. Shady Green space on one corner

The road surface is in good repair. Otherwise it is not good.

The Sgt. Shriver's center is far back from the intersection, which lends visibility.

The stop light.

The stop lights and spacing.

The street lights

The streets are nice and wide and it's an easy intersection to use. However when a drunk driver is involved there is not way to protect people until you can remove the drunk driver from the road. I used to drive a school bus in this area and like many others it's difficult to get drivers to stop when the bus has it's red flashing lights on and the stop sign out. Officers or trained safety personal could be posted at schools and intersections when children are walking to and from the school.

The view is mostly unobstructed.

The walk signal length is appropriate for adults and children. Its a wide intersection.

The walking signals

There are clear sight lines in all directions.

There are truncated domes for accessibility. The cross walk buttons work and there are new signs. The roads in all directions now have bike lanes!!! It's much smaller and more neighborhood like than it was a few years ago.

There is nothing that stands out that I would say I like.

This intersection is a major access point to many schools, libraries, parks and more.

This intersection provides access to the Sorenson Center for my students.

This is community outlet for families and children.

Traffic signals are eqasy to see. No tree interference.

Traffic signals, good visibility

Typically a short light

V

Visibility in daylight is good.

Visual interest, community activity

W

What do I like? This is a dangerous intersection. There is little that I like!

Y

You can get across from the valley

Comments *(What don't you like about this intersection)*

A

A turn arrow might be nice.

Accidents and injuries occur here regularly.

Accidents are common in this intersection. People just don't seem the danger in running over red lights.

Accidents happened often.

Accidents seem to happen easily

Always busy, loud cars and not enough lanes for current traffic.

Always someone running a red light. Someone is always speeding through it. 18 wheelers on the road and their not supposed to be. People passing other drivers in the bike lane. So basically there in nothing to like.

As a biker and driver, I don't have any negative issues with this intersection.

As a driver it is fine, which I only use the intersection to drive. However, I am very concerned about families walking through such a busy intersection, especially with a community and recreation center right there. A lot of families walk to the rec center.

B

Black tire marks needs to be power washed On street and all kinds of funny lines in the concrete. People too worried about tires popping on sewers and uneven concrete around not paying attention to the fact that is a major industrial / residential merge happening. Mainly it's inconsistent concrete /asphalt pattern that is completely out of any kind of visual order.

Blind turns and no turning arrows

Both 900 West and California Ave. need to go back to 4 lanes. You have a freeway exit east of 7th West that diets down to 1 lane after 7th W. You have Redwood Road on the west that feeds another freeway. Two moronic moves were to remove one lane in each direction on California Avenue and also on 9th West. With the amount of people moving in to Salt Lake County it was asinine to diet these two roads. Supposedly we were told it was to cut down on accidents. Ha! Plus no turn signals on either California Avenue or 9th W. What a joke. We've live in the area for over 40 years and it's turned into a big joke.

Both California Ave and 900 West have been reduced to single lane traffic each direction which has caused long lines of cars. The drivers become impatient and make poor decisions. The bike lanes that have been placed instead of lanes for vehicles are so seldom used it seems to be a poor use of public money and a safety hazard for drivers and pedestrians

Busy,

C

Can be hard to make left turns during busy times

Cars

Cars drive too fast and you cannot clearly see the westbound traffic from the curve on California. If you are turning left, it is a dangerous intersection. Cars going north to south, south to north go very fast.

Cars go too fast through it. There are blind spots. There is limited time to cross.

Cars going too fast

Community safety connection to crosswalk

D

Dangerous for pedestrians and bikes to cross

Drivers tend to speed through, probably because it's wide, and not willing to lose the momentum of coming down the bridge on westbound California Ave.

Due to the change in lanes going from two lanes each direction to one I feel it has made it alot more dangerous. People are getting impatient and trying to beat the lights or fly around the car in front of them. This concern is about this whole area in general. But it effects this intersection greatly because there is alot of foot traffic and there is a school right there also. And many many times I have seen school children trying to cross only to have to stop mid cross to avoid getting hit by a car trying to make the turn in a small break in traffic or cars stopping mid turn in the intersection to avoid hitting a pedestrian they didn't see because they were so focused on traffic and being able to make the light.

E

East-west traffic sometimes moves slowly.

Ever since they turned it into one way on 900 west cars just fly through that intersection so they don't have to be stuck inline waiting for the next light. I also think they should have a turn signal light allowing to turn only on a green arrow on both directions

Everything. I watched 7 different accidents right from my front yard and my neighbors son passed away last year riding his bike. The speed is too fast and no one slows down

Everything. It's a very dangerous intersection. Fast speeds, the yield left turn is dangerous in all directions

G

Growing up and living by this intersection for 28 years I have seen WAY to much. I can't even begin to count how many accidents I've watch, and heard. I've called 911 numerous times and attended to people as a first responder. I've seen things there I wish I didn't. The absolute worst being the accident involving myself and my 4 year old son, ... I suffered major injuries physically but there is no greater pain than the pain of losing your only child. If there HAD been a turn light

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my child might still be here. If there HAD been a raised side walk we might have been okay that day. We can't change the past but we can change the future. The immense pain I feel daily I do not wish on any other human and I don't doubt something of such can happen again at this intersection. Please fix it, so more life's can be saved and less hearts are broken.

H

Hard to see beyond turn lanes, people drive fast through the area.

High traffic

How fast people run this light

How people can get ran over

I

I absolutely hate this intersection. Yes, the driver was impaired who hit However, if you are driving where the impaired driver was at the time of day that ... was crossing the street, the visibility is not good. Although I believe that laws for DUI's should DEFINITELY be stricter, the visibility is not good, even for those who are not impaired. This is a high traffic area with a community center and school as it states in the article. The pedestrian walkways need to be better marked and overall conditions improved for those crossing this street and driving through it. This will help the pedestrians and drivers feel safer. There's no cure to get rid of drunk drivers, but maybe if this walkway was better regulated and marked, then my 4 year old angel ... might still be alive.

I do not think is safe, months ago there was an accident with a child involved, he passed away and he was just riding his bike with his mom. I think it needs more security and awareness to children's safety.

I don't like that pedestrians and cyclists feel like they are unwelcomed guests on a road meant for vehicles. I don't like that cyclists are not protected from vehicles. I don't like that there isn't an island for pedestrians to stop at. I don't like the streets are too wide so it sends the signal to drivers to drive faster than the speed limit.

I don't think I dislike anything.

I don't like that it is only 1 lane, it needs to go back to 2 lanes to improve traffic flow. It often takes 2-3 light cycles to get through during peak times. The crosswalk isn't very visible for north/south bound which could be because the road is cement and white paint doesn't show as well. Crossing guards would be helpful while kids are walking to school if they aren't already in place.

I don't like that there is not turning arrow light. I think that would help make this intersection more safe.

I frequently feel unsafe in this intersection due to the high speed of vehicles and the vehicles turning right or left onto 900 West from California failing to notice pedestrians or

rolling through the intersection without stopping. Cars also turn very close to the curb and on the south west side curb I am often nervous about getting hit. The only way I feel safe is standing far away from the corner on that curb, but then I think I am hidden from traffic by the light poll so it makes it more difficult for drivers to see me. I have seen the aftermath of a few major bike/pedestrian and car incidents here and I am so glad you all are looking into a solution.

I hate that the city made all the streets that drive connect to this intersection one lane in each direction.

I just walked it. My immediate observations:

Needs crossing sounds For accessibility

More smart truncated domes to differentiate it as an intersection with a light. More visibility!!! - it's a cement road so the white lines blend in more. More indication an intersection is coming up from East going west on California. The curve blocks the view. Road is severely chunked up on the south cross walk. Accessibility problem. Park strip not cared for on California In both directions. (Some places great others horrible). - gives impression not cared for or industrial area not an area with kids. While I walked the four cross walks I almost got ran over twice from left turners from California (both directions). One lady poked her head out of the window and apologized for cutting me off. - turn arrows??

I like the intersection

I really try to avoid this intersection since they changed California Ave to a 2 lane road and 900 W to a 2 lane road.

I think it's overloaded with outside traffic. There is no warning when someone is coming from the east side intersection to where you can see the light and stop. The lane is pretty narrow when trying to turn left or right.

I think this intersection lacks safety for pedestrians. People race along 900 west and run through the light on multiple occasions. As a pedestrian on the north west corner I feel unsafe from vehicles. While waiting to cross I can't back up from being near the corner while people turn. I also rode bikes in the area with my family there's bike lanes on 900 w and California but getting into the intersection to turn I am very uneasy about being with my young kids on a bike in this intersection.

I wish there were more businesses and places to visit around the intersection. I bike thru the intersection almost daily, but never stop at the current businesses by the intersection. I wish there were more restaurants by this intersection. The cars can very loud as the zoom down the intersection and wish something could be done about the loud mufflers that go past my home.

I would like it to have a bridge, so students could walk safely to Riley Elementary and others could access the Sorenson and Unity Centers safely.

If it serves as a link to the I-15 and there should be more lights for left turning lanes or traffic turning right. Also, concrete refuge islands should be added. As a link to the I-15, that means that there will be additional traffic so a certain degree of caution and prevention is necessary and there is

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not enough of that. Also, the cross walk lines are not very visible and so more paint or visibility is necessary. It looks like there is a curve on the backside of Utah Community action/ Wesman Park on California Ave heading towards S 1000 W. If there are trees as well then the drivers do not have a lot of time to see the traffic light or the cross walk so signs should be put up to warn the drivers. Also, maybe lines should be added through the cross intersection to guide the traffic of which lane it should go into if turning.

Invites high rates of speed through the intersection
It can be dangerous for people crossing the street.
Sometimes it can be tricky to turn left with so many cars coming in.

It does not have a traffic enforcement camera that can be used to issue citations.

It feels cramped from every direction.

It feels extremely unsafe all the time. We live on the 1300 block of 9th west and walk our dog around the Sorensen so we use the south crosswalk eastbound several times daily. Eastbound traffic is a single lane but there is a huge amount of space. Cars that are headed east on California turning south on 9th West go around the slower through traffic headed east by travelling in the bike lane. Their visibility is blocked by the through traffic so they're always looking north trying to poke their nose out into traffic and not paying attention to the crosswalk. People speed like crazy so they're often rolling up into the crosswalk at high speeds. The curb design here makes it so they are stopping often literally on the sidewalk. When someone is turning south on 9th and through traffic is stopped nearly 100% of the time the car fails to see us entering the walk until at least the point where they've made a stop and usually after they've committed to entering southbound traffic.

It feels very dangerous to cross on foot or waiting on a bike. People speed through this intersection and often run red lights.

it has a lot of obstacles close to the corners... Cars going east on California are usually going at a pretty good clip. The bicycle lanes are stupid. Makes traffic back up.

It is always busy, there are not enough lanes in the street to accommodate, their needs to be more traffic signals and slower speed limits and better turning signals (clear or straight green arrows instead of flashing yellow).

It is dangerous. My loved one was killed in this intersection.

It is more congested since bike lanes were added making it unsafe for bicycle and pedestrian traffic.

It is very hostile to non-motorized traffic. I hate walking and biking through it.

It is very problematic for all. In the last four years, I have witnessed over a dozen accidents in this intersection.

It is not the intersection that is the problem - it is the drivers. Since everyone seems to want to run a red light - especially turning left, perhaps a longer yellow light will help. Another idea would be a two-lane round-about.

It isn't friendly. Two big streets with lots of traffic. Nothing to catch the eye.

It isn't safe. More safety precautions need to be taken for those crossing the street.

It just lets drivers and pedestrians go at the same time.

It seems fine

It seems just fine to me.

It seems super large and intimidating to pedestrian movement.

It would be safer with protected bike lanes

It's got a lot of through traffic.

It's hard to turn left and would benefit from designated left turn lights, especially southbound on 900 West, to turn east toward the freeway.

It's not safe and usually busy

It's an ugly intersection and makes this part of the city seem neglected. The house on the northwest corner is too close to the intersection.

It's busy

It's busy. There have been several changes to the lane layout over the years.

It's just like any other intersection in the valley. The intersection that needs improving is the 500 west, I-15 intersection

It's safety relies upon a failed system.

It's super busy

It's very busy and people don't pay attention to the traffic signals, including pedestrians.

L
Lack of a HAWK pedestrian crossing. Added lighting or brighter lights on the sidewalk. More traffic and speed enforcement is needed here for people running red lights and red turn arrows.

Lack of left turn signal from southbound 900 W to eastbound California. Traffic often seems to back up there, as it's the main freeway access point for a large area. The other three directions seem to be fine from what I've seen, although a signal from westbound California to southbound 900 W might be good as well. Westbound California approaching

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the intersection is stressful for bikes due to the combo of the curve in the road and the disappearing bike lane; drivers come around the corner too fast and aren't really looking out for bikes in the right turn/bike lane. This could be remedied by removing the underutilized parking from California here and making the bike lane continue through the intersection.

Lack of turn signal on left

Lack of visibility from east

Lack of:

- Highly visible signage
- The curve in California Ave.
- Light signals (too small)

Light timing seems way off

Like other busy intersections it needs the crossing flags for pedestrians.

Liquor store is down the street.

Long wait time for making left turns, number of tractor-trailer rigs that use California Avenue despite signage at 900 West & also at Redwood Road showing large delivery trucks are prohibited and which is not enforced. Bicycle riders that come off of sidewalks in front of traffic without looking for clearance of the intersection. Number of vehicles that ignore the red light

Looking at the photos it doesn't seem like there are any road markings or curb bits to keep bicyclists or pedestrians safe from cars. Given the proximity to the Jordan Park trail, I think it would be nice to modernize this intersection and make it more friendly as an access point for bikers to go from the trail to the Sorensen Unity center.

M

Many accidents have happened at this intersection. It is disorienting and dangerous

Many people only slow down and then make a right hand turn without stopping for the light. Until security cameras are in place and license plates can be used to find repeat offenders of basic traffic laws, there will continue to be problems. People need to be made accountable for their actions. Drunk drivers need their licenses revoked for repeated offences and heavy fines for ignoring their responsibilities. Classes for drug and alcohol abuse, traffic laws etc. could also be used to encourage those drivers to improve their driving. Pedestrians need to be made aware that they are also responsible for keeping their own safety. They cannot rely on drivers stopping. I have held my hand out in a stop position to encourage drivers to pay attention to the pedestrians in the cross walks. I have also stopped in a safe place, which is difficult on a busy street, and looked at the car to get the drivers' attention.

Most of my issue with this intersection is the timing(and type) of the lights. As a driver i often have to sit through multiple cycles before being able to turn left and as a pedestrian

this intersection is the absolute worst! I often drive to the community center instead of walking because it's so scary to cross with my kids as drivers attempt to make the light. Recently the lanes were cut down so that there is only one lane in each direction and it really seems to have made things worse. People are constantly running the light to keep from missing their chance and it happens all day because the people in our neighborhood don't necessarily commute at traditional times.

Motorists don't seem to want to slow down when going through it.

My friend was badly injured and her son killed while using the crosswalk. Needs to have more restrictions on when cars are allowed to make turns

My nephew was killed here at this intersection.

N

N/A

N/A seems like a normal Intersection. I've had no issues with it, whether I'm driving or walking.

narrow sidewalks make me sad

Needs better street markings at the cross walks. They tend to be consistently faded. Cross walk flags might help.

Needs major improvement!

Needs turning lights.

No as safe as it can be for it to be so close to a school and recreation center. Not to mention several children use it to get to riley elementary
No dedicated bike lanes (like the intersection by the old Kokos kitchen). No plant coverage, its ugly and in the sun it is brutal. Drivers never look out for pedestrians and cyclists.

No dedicated left hand turn light. The bend of California and cars driving W on it makes it difficult to assess when turning N on 900 W is safe (when facing E.)

No dedicated turn arrows

No designated eastbound turning lane

No green turn arrow, crosswalks aren't very safe, lights are short.

No left turn arrows Lack of visibility.

No pedestrian walk buttons - Speed limit too high

No turn signal! Since both 900 west and 1300 south were taken down to one lane it could be two to three lights before you can turn, depending on traffic!

No turn signals. Both roads taken down to one lane each direction, however no turn signals were added, this is a must

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have!! Better cross walks and longer cross time for children and elderly is also needed.

Not bike and pedestrian friendly. Scary with aggressive and fast moving traffic.

Not enough lighting

Nothing I can think of.

Nothing that comes to mind.

P

People come flying through. The lines are really hard to see. The light are old and hard to see. There needs to be barriers.

People drive FAST from all directions, probably the fastest traveling east to west. There are houses on the corners on the west side of the road that practically butt up against the sidewalk. There is not a lot of room for peds or bicyclists.

People drive fast through here. Traffic coming from the east to west from 1300 South have a curve to contend with but often take it to fast then have to stop or yield to whatever is going on at the intersection.

People go pretty fast here and are not aware of pedestrians as they should be

People seem to speed through the intersection often. It always feels risky when crossing the street.

People think they can speed right through it because it is so wide open.

R

Residential speed limit on an artery to get to freeway. Two lane traffic prevents drivers from passing slower vehicles; I've been passed by aggressive drivers in the median. - poor visibility at the corners

S

Safety concerns for pedestrians especially when school is in session.

Since they reduced the lanes to one lane on 900 West I have seen many accidents, frustrated drivers and most of the main intersections including California Ave have a lot of back up in traffic. In the couple of years that the lanes have been reduced, I have seen maybe 2 or 3 bikers total. Seems like they should accommodate the car traffic instead of bikes, with those numbers.

Speed limit cars always going so fast and always in a hurry to turn they should put an arrow light to turn streets are really ugly

Speed limit, how long the lights (or lack of a good amount of time) last, etc

T

That a four year old was killed.

That cars drive super fast and do not pay attention to the lights.

That there have been way too many accidents there.

The bike lanes need to have some sort of barrier between them and the street lanes the corners, where a pedestrian stands to wait for the light, are very small the turning lane for cars is right up to the side walk no room to walk past anyone standing at the light because if they move they will be in the street

The cross streets that meet here are highly utilized and higher speeds are usually used on them. This intersection requires drivers to come to a complete stop, at the very least a rolling stop. It just seems dangerous.

The curve around the corner on the north east side can make it difficult to see cars coming sometimea

The curve just before the intersection makes it a little hard to see coming traffic

The curves on the east leg. Speeders.

The fact that you have two major roads I. Our community that have experienced road diets converging People often. Will "run that red" because they get frustrated. I have seen people almost hit pedestrians trying to cross one of the streets. It's very dangerous!

The house at the northwest corner is too close to the intersection. It needs to be purchased by the city and demolished to open up the intersection.

The intersection allows way too much space for vehicles and far too little for pedestrians and bikes. The stop light last way too long, and there isn't a left turning flashing yellow light. Also: there are WAY too many lights along California ave. Too many cops killing unarmed black people, not enough writing tickets to distracted and entitled white people who rarely display the skills necessary to safely accomplish the elementary task of a left hand turn. Also if it's possible to fire Will Becker, it should be done. A kid is dead because of poor city planning and this guy needs feedback from the worst drivers in the nation so they can "feel safer and more comfortable." Becker would be a greater service to our community by working for Walmart as a covid mask enforcer.

The intersection is not built well for cycling, nor pedestrian traffic.

The intersection is too wide and not safe for people

The intersection seems to be slanted and it makes it harder to see cars from the opposite direction.

the lack of green arrows on the traffic light, and the crosswalk isn't as visible.

The number of accidents here, including deaths that have occurred here.

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The traffic flow is heavy. Bike lanes and pedestrian crossings feel treacherous. It can often be hard to see as you are coming around the curve going west on California.

The traffic lights. All the traffic signals need to have left-turn-only capabilities. There is a great deal of large vehicle traffic and it is impossible to see what's coming when the left-turn lanes are filled. You know how people run the yellows (and reds) in this town! Left-turn-only signals would be a big help in keeping things moving and keeping people safe. I'd like to say it will help the pedestrians but they'll also have to help themselves by not trying to cross when the Don't Walk indicators are lit. It is impossible to fix stupid, but maybe we help with Left-Turn-Only signals.

The turn before the intersection has always made it hard for drivers to properly see pedestrians I grew up down the street and know the boy that was killed here, there have been countless close calls I can recall from other people I know almost being struck by vehicles here it needs to be redesigned

the turn signal and lane for driving is too short going from 900 west onto California avenue going east..many times you can only get one car through and it is at risk of going at the red because cars driving straight on 900 west heading north keep driving through the yellow and even going to red light.. it happens almost all the time...even worse when the school is opening or after and the children are trying to cross too...as a bike rider that intersection is quite dangerous as we have so many aggressive bike HATING DRIVERS on the westside...The OVERT AGGRESSION OF ETHNIC MEN AGAINST old fat white women is insane and highly dangerous..I have been spat on more times than I can count and told they would run me over and I better watch my back..tired of being threatened and feeling unsafe

There are a number of accidents that occur at this intersection. It is dangerous and is in need of adapting to ensure the safety of bikers, pedestrians, children and vehicles.

There are no snipers to take out enebriated drivers

There aren't enough lanes to ease traffic.

There is too little visibility, and the roads are too wide.

There is usually low visibility of lane markings when it's raining to the point that you have to choose whether you are in the bike lane or car lane. I don't like how there is not a left turn only light because I have witnessed a couple of accidents of cars trying to make a left.

There needs to be a consistent and reasonably timed (longer than 5 seconds) LEFT turn signal.

There should be designated turn lights.

To big and wide. Car speeds to high, small pedestrian waiting areas.

To much room. Going from intersection to intersection

would be a good idea to put island for car and pedestrians to use and cross the street safely. Needs to have more lane separation and or closure. And more street lights to see where you are going. It may also need more routine checks by local law enforcement.

To much traffic, not enough safety measures

Too busy, especially In front of a red center

Too busy, traffic moves too fast- big trucks barrel through all day, people dont stop at the light, too many cars

too busy. Ungly, on two main lane light arnt time other lights. Not enough time to cross

Too many accidents.

Too many drivers not paying attention.

Too much traffic! It needs to be safer for pedestrians, especially with it being near a rec center and school.

Traffic is too heavy since going to one lane and drivers are more impatient then ever

Traffic is usually moving at higher than normal speeds.

Turning left from the east side can be a pain because sometimes there are a lot of oncoming cars.

Two road diets that intersect is the problem. Convergence of two bottle neck streets that created hazardous conditions.

U

unsafe for pedestrians or bikers. Speed limit is too fast, no turn on red limitations etc

V

very busy - one lane in each direction. not lit well at night

Very high car traffic that for the most part moves slower than the speed limit.From eastbound on California, turning north on to 900W isn't well coordinated. The timing with the light at 800W seems wrong. On a bicycle this intersection seems very dangerous and I avoid it whenever possible. The Riley Elementary crosswalk at 14S is just plain wrong.

Very scary intersection. So many times I have been woke up in the middle of the night by a crash. Alot of crashes in the day as well that you can hear. People need to slow down and pay attention. Cars race up and down California Ave. And 9th wear all day and night. They do not pay attention to what is around them. People need to slow way down. No courtesy at all.

W

When the city cut 900 west down to one lane it definitely started to cause issues.

While I don't travel this as a pedestrian - I do think that pedestrian safety should be improved for those that rely on

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this intersection for foot/bike travel

With only one lane to turn into it creates frustrated drivers that are tired of waiting to turn and either cut off other drivers, cut off pedestrians, or cause accidents.

Comments *(Is there anything else you would like us to know about this intersection)*

A

a hold for drivers while pedestrians cross, like every other intersection in this state.

All cars should have dash cams and GPS as a mandatory law and all drivers should be ticketed automatically for ANY illegal driving. It's stupid that we have the technology to help make Utah safer and we don't use it and instead can't do ANYTHING significant about people endangering others unless an officer directly observes it. This intersection is just a symptom of the problems of a failed traffic system that in effect offers no real consequences for the vast majority of dangerous driving. People know they can get away with it most of the time and so they endanger others every day and they are comfortable with it despite automobile accidents killing more people every year in America than terrorists have in 10 years... We can stop this.

The cost of implementing an automatic traffic enforcement system is far less than the cost of not having one.

And they need a more younger crossing hard for school that can be able to stand and be visible to traffic not one that sits on that bench

Anything that would help make this a safer intersection should be done with priority!

As a household we've heard the accidents. We've talked about visibility and accessibility. We want it to feel like our neighborhood. We want it to feel cared for and that our safety is important.

At times people appear to be going faster than the speed limit.

C

Cars use California ave as a gateway, often passing slower vehicles in the center lane

Change it

Control the speed limit a lot of cars go really fast

Convert to a roundabout.

D

Don't change things based on anecdotal evidence or the misdeeds of one intoxicated jerk. Use real GIS data from traffic incidents. Collect more data if you have to. Science is a useful tool. You have a GIS department who is capable of analysis. You collect safety data. USE IT. Do reduce the speed limits here (for both roads), improve road markings, and have police do some enforcement to remind drivers about basic traffic rules.

Dont put more crap in the road, like barriers and islands.

Driving through my neighborhood is irritating already with the things the city has done to "improve" the streets.

Drivers are not yielding to pedestrians in the crosswalk according to state law.

drivers in Utah are more of the concern than the actual structure of intersections.

During sunrise/sunset it is hard to see the traffic lights. While lights are above it would be nice to have one on the side as well to be able to see the light and not look directly into the sun. I also love in some intersections I have seen bike lane turn signals for bikes to go before cars. Flashing lights for present pedestrians. Many times along 900 west I have seen people speed through a red light to keep from having to stop. I have also whiteness cars speed past other cars in the center turn lane.

F

For decades, the house on the NW corner is only ever owned for a short time before being resold. The park on the NE corner isn't well marked.

Go back to how it was 10 years ago and put turn signals in.

Have a nice bench and awning as we have by the Jordan River walkway that was just built. Make sure we have enough space for bikers and lines are painted again.

Having turn arrows and 2 lanes for traffic each direction the way it used to be would be great.

His life could have been saved. Thanks

Hope there is always a patrol looking over the intersection.

How about installing arms like on railroad tracks. Even the crossing button is pushed they come down alerts everyone around. Audio keeps cars from turning right, which is most cause of accidents.

I don't know what, but something needs to be done before another family has to say goodbye too soon because of someone else's recklessness.

I feel like there will be more large truck traffic in the neighborhood in the years to come. 7th West, from 8th South to 21st South has many light industrial businesses.

I feel traffic flowed better when there were two vehicle lanes rather than one vehicle lane and one bike lane.

I just don't know how you can make this intersection safer without making it more of a hassle to use. It's mainly people not obeying traffic laws. It's a pretty big issue throughout this area in general. That is why I never ride my bike on these streets and I go to safer areas instead.

I just have an idea to make it safer. Add a signal on the stop light that indicates a pedestrian is present. Kind of like the ones with trax that let you know when a train is coming. This could be triggered by them pushing the crosswalk button, or even using some sensor. But having a light by the traffic signals would greatly increase a drivers alertness to the fact that a pedestrian is present.

I know there have been accidents at this location, so please

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make it safer.

I really wish it would be changed back to both streets having 4 lanes instead of 2.

I saw the little boy run over- still traumatized there should be yellow lights indicating there is a pedestrian in case driver cannot see them

I strongly believe that it should be replaced with a roundabout with a central obstacle.

I think it would benefit from a left turn only light or dedicated turn lanes.

I think that drivers coming from the freeway and anywhere from east of 700 West, come down the hill from the bridge travelling very fast when they get to 900 West. Drivers turning from 900 west onto California crowd the intersection to be able to make a turn. I think these things combine to make many of the accidents. I think turn arrows would help alleviate this problem.

I think turn lights would help a ton. Most accidents I have seen involve someone turning. Also, the visibility of the traffic lights going East in the morning is very bad. Once the sun peaks over the mountain it is extremely hard to see the lights for an hour or so. If a light was placed on the pole to the side it might make visibility of the lights a little better in the morning hours.

I think you need to pay attention to these areas and clean it up and do something about the traffic. It's ridiculous around the area. As for the turning lane from California Ave. To 9th west that is ridiculous as well I can never get out of my driveway in the am to go to work because people do not let us out and that cuts into the space we used to pull out when it was 2 lanes. Neither way works for California Ave. Maybe you all should listen to those people that live in the area.

I think you should build a pedestrian bridge!

I used this intersection a lot when I drove a school bus. I used my skills and followed normal recommend rules to make myself and others safe. Other drivers need to be encouraged to do the same.

I used to bike through this intersection regularly to go to the community center. Traffic goes quite fast, and it can be stressful as an adult trying to get from the neighborhood to the north to the community center. I ended up typically taking 800 W. It would be nice if there was a more clear pathway from the JRT and 9 Line to 800 W to the community center and other facilities. Plus traffic calming on 800 W and at the intersections to slow traffic down.

I would be super cautious walking near this intersection. Recommend something like flashing signs to alert drivers of pedestrians, and reduced speed limit.

I would just ask that you consider planing a roundabout here as it would improve traffic flow and would necessitate

drivers slowing prior to reaching the intersection which would prevent people blowing right through it.

I would love to have a roundabout in this intersection. Roundabouts seam safer and work more efficiently than traffic lights.

I'd like to see some very small ridges in the roadway, maybe 100 feet back, to help drivers be more alert as they approach the intersection from every direction. Not speed bumps, but maybe just something like the rumble strips on the side of the freeway

I've worked for traffic safety in a different place where at an intersection, stopping all flow/all directions, of traffic for pedestrians is far safer. On a very fast & busy road, prior warning of a stop sign gives drivers time to consider slowing down. Actually reducing the speed limit prior to intersection could be considered. However in a State where drivers 'run' at a red light and take those risks, no pedestrian is safe. One cannot stop accidents caused by drivers intoxicated. Fitting in pedestrians to keep traffic moving doesn't seem to give any importance to the pedestrian. Whereas if traffic lights come to a complete stop for all directions only then is the pedestrian safe to cross.

If improvements require major construction please do it quick! If this intersection is curtailed the neighborhood will effectively be cut off from SLC, especially since 800S, 900S, and 1700S are often blocked by UP trains.

If you have the funding, please for the love of God put in some sort of barrier along California to protect cyclists and pedestrians. Street parking is almost completely unused along the street in either direction, and there is a ton of overflow on the side streets for when the Sorensen is busy. Nobody ever parks there and nobody ever uses the California bike lane because it's so clearly unsafe. We've been here just a little over a year and we've seen several major traffic accidents including multiple cyclists hit by automobiles and if course the traffic death of that young boy. It really does need a major overhaul and thank you so much for responding to our feedback.

If you think that changes to roads will keep us safe from enebriated drivers then you need your head examined.

It is always frustrating when you loose a lane going north.

It needs a designated turn signal or something

It needs to have no turn on red, longer crosswalk signals for people and the whole area needs slower speed limits for cars and traffic calming measures. Should have been done before a little boy was killed.

It was better when 900 West was 4 lanes and 5 at the intersection.

It would be great if it were widened from every direction and more visible crossing measures for pedestrians were implemented. Make it like the intersection of 1300 south and

Comments (Page 3)

300 west. That is a great intersection.

It's an important intersection for the west side. Address safety and travel issues without damaging the community value.

its the main artery for this area for daily commuters since we can't take 400 south due to carpool restrictions. Construction for an extended period of time will be extremely inconvenient for the residents of Glendale and traffic flow needs to be a priority

I've seen a couple accidents there. Mostly like it just fine

I've seen many run red lights at this intersection

J

Just people need to slow down. Also the lanes clearly marked sometimes people think its 2 lanes not one. Need something to slow traffic coming from all directions. Maybe an extra light or something that shows MPH. Anything to deter speed. Kids on bikes are learning. Adults in cars know. Kids need protected bike lanes that make it intuitive for where they need to go and easy for them to see traffic while they learn traffic patterns.

L

Left hand turn lights might help with the occasional pedestrian or biker

Longer lights more policing

Lots of people running red lights, no arrow for those who want to turn onto California from 900 w.

M

Make it nice.

Make it safer for pedestrians and bikes

Make it safer.

Many children use this intersection without an adult present. many people are still driving way over the speed limit and the extreme aggression from drivers toward bike riders is going to get people killed.

Maybe add some pedestrian flags?

Maybe consider adding a turn light most of the accidents seem to occur when turning. It is California that poses a challenge in terms of line of sight.

mejorar el centro de la interseccion al entrar y salir de la misma en todas las direcciones y mas alumbrado

My organization is planning on hosting nature programs at the Three Creeks Confluence park upon its completion. I am particularly interested in being able to safely walk after school groups from the Sorenson Community Center over to Three Creeks. Maybe if the light had no right turn on red, with a yellow arrow signal for when the crosswalk wasn't allowing people to cross? So that traffic wouldn't get backed up if

there were no pedestrians, but pedestrians could have a truly protected time to cross when the arrow signal was red.

My son was the 4yr old boy that was hit while riding his bike through this very intersection. My life along with those who knew ... will forever be impacted my this tragedy and want/ need changes made. No parent should ever have to worry if there kid(s) will be safe while riding there bike. Please help keep someone else child from the tragedy we have to live with everyday!

N

NA

Need better overhead lights

Needs a lot of changes with lights and also speed needs to be lowered. More punishment

Needs major fixing. Very dangerous.

No

Not know there is a button for the pedestrians needed when walking across the intersection (?) How the drivers be slow down, watch all sides then drive across.

Not safe for pedestrians

P

Pedestrian safety at all intersections in SLC needs improvement. I walk a lot (not at this intersection), and cars do not stop, period.

People are obviously quite often in a hurry and do not pay attention. I think really the only thing that will make them pay more attention is the presence of police officers intermittently on a weekly basis.

Please add more than would be the standard for safety and consider something more novel and vibrant. Like public art. Maybe this could be a protected intersection like 300 west

Please do not do a roundabout. They are absolutely horrible. Just better lighting, longer walk times for the crosswalks. And turn signals are a must. Ever since the roads were taken down to single lanes each direction, you can sit through two or three lights during heavy traffic waiting to turn. Also not on the subject of Northwest and California Avenue. You need to do something about ninth W. and 1700 S. how it filters down to one lane, too many people are in the turn lane racing across the intersection to get in front of the cars that are in the proper lane. One day there's gonna be a horrible accident because of this.

Please do not install a round about as that causes too much confusion and people ignore the yield signs on the roundabouts I have had to drive through.

Please do not waste a young boy's life and make the necessary changes so that another loss of life can be prevented.

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Please make real bike lanes. Not just paint on the pavement. Like the ones on 300 south.

Please make the crosswalks more prominent. The red brick treatment Indiana Avenue received may have helped cars from slowing down (before COVID-19).

Please make the intersection safe for families to use. Please no round about! Utah does not know how to use them properly and it would make this intersection worse!!

Please try piloting a traffic camera to better patrol for drivers who do not follow traffic and pedestrian signals.

Protected bike lanes along 9th west and California Ave, along with a pedestrian island, prominent crosswalk and wider sidewalks would make peds and cyclists feel safe.

Put in a landscaped roundabout. Combine art and functionality to beautify our neighborhood and to increase its safety and functionality.

Put the other lan back in both on California and on 900 w

Putting a bike lane on 900 W. Was one of the dumbest things I've seen in a long time. That road is way too busy and it is hardly ever used for bikes to begin with!! HUGE MISTAKE, BISKUPSKI!!!!!!

Putting in turn lights for left turns could make this intersection perfect. Whatever you do please do NOT get rid of bike lanes on 900 w. Keep it 1 lane each direction with bike lane and room for road parking like it is now.

S

Since California Ave & 900 W were reduced to one lane, it seems this intersection has become less pedestrian friendly. The width and length to cross the street would benefit from traffic calming and additional concrete barriers to further divide the bike lanes, turn lanes, traffic lanes, and more predominant cross walks with extended sidewalk aprons into the street.

Some people may not be aware of the school and drive too fast on 9th w.

Sometimes there have been people use California for racing this occurs mostly at night but still makes intersections unsafe.

T

The cars with the speed limit and one lane often try to pass in the middle designated turn lane creating unsafe environment for pedestrians. Bikers do not respect the red lights frequently. It has become hazardous due to recent redevelopment. Through traffic needs to be pushed to 1700. Trucks are already not supposed to use 900 W north of 1700 S. They are also truck limits on California which are not enforced. Enforcement of the existing laws would help. the city needs to improve now
The intersection needs to have police presence for traffic control.

The killing of a 4 year old should be reason enough to put in some effort to make it safer

The lights needs works better

The only thing I could see that would make improvements would be turn signal lights. So no one is turning quickly and not looking for pedestrians.

The road diets are contributing to the safety concerns in that intersection.

The Salt Lake Transportation Division created the unsafe conditions at this intersection by forcing the 900 West Road Diet on residents. Never asked residents if they wanted a road diet (compare to 2100 S.). No one in Transportation will meet with residents to discuss concerns. Tried to hide data -residents went to court to obtain data. Data revealed that 900 W has too many vehicles to have an effective road diet. We were told accidents would be reduced by 49% they have increased by 200%. This survey is a sham. The Transportation Division know that it is their own incompetence that created these dangerous conditions.

There are a lot of people that like to speed through the intersection.

There are enough pedestrians who cross 900 West & California to warrant a left signal only at all four intersection, safely giving pedestrians enough time to cross. Sorensen is right on the corner and those of us who live in Glendale deserve to safely access to tax payer funded county rec centers.

There aren't enough lanes to ease traffic.

There has been accidents in the past. A couple months ago a child under age 5 died.

There is a lot of foot traffic at the intersection. Children walk to and from school & lots of pedestrians walk to the bus stop. Homeless individuals also walk up and down the street and sometimes wander into people's yards.

There's been other recent hit and run incidents near that same intersection, also with drunk drivers.

Thinking about the intersections on 700 E (higher speed commuter road) compared to this one - it seems to me the major difference is in setting driver expectations. I know to expect pedestrians at those intersections and I expect them less in this area.

This is a critical access point from California to our homes and neighborhoods on the west side of 9th West. Is there going to be a way to get through from California during construction?" this is a stupid survey

Turning into businesses can be tricky too, many entrances are close to the intersection.

Comments (Page 5)

V

Vehicular traffic, Recreation Center, bus stops. Busy place. -
When the venues are open.

very high traffic area, many trucks barrel through the light when yellow- heavy trucks never stop. Several cars run the red light every day. not a good place for pedestrians unable to stand on the corners with an animal without standing in the street

W

we need bike lanes N-S and E-W

We would love to be involved, as ...'s stepmom, and my husband, his father, in any way that we can to help with this project!

When you are driving west it's curved just before the light where there is a tree or bushes blind spot to the right where pedestrians can be. You got a school, industry, commercial and residential on one block with roads in such bumpy shape that take over and consume Anyone's alertness to very busy sidewalks. Make a designated larger sidewalk that is east to see and remove trees and blind spots. You may have to take a tree out?

While school was in session I would see kids walking to school around here and, even with the crossing guard at the protected walkway down the block, I was still nervous for the guard and students. If there are additional needs for feedback I am happy to help! I was actually thinking of reaching out to the community council about this to see if there was anything that could be done but I am so glad you are already working on it.

With the update to the Jordan River Parkway nearby, I think there is an opportunity to make substantial improvements to this area. More people are commuting by bike, and proper/ safe bike lanes are very important for making the city a more cyclist oriented city.

Would be nice to have signage that says "to 1300 S" or something like that in addition to the California Ave signage, since the road immediately east of the intersection becomes 1300 E. Something like the signage at the 2100 S and Highland Drive intersection, that has an arrow pointing to "1100 E", which Highland immediately turns into.

Y

You probably already know that last summer a young boy was killed at this intersection by a driver who was intoxicated, what you may not know is that I, as a pedestrian and as a sober driver, have had more close calls at this intersection than I care to recount. Living on the west side of the train tracks creates a unique multitude of problems for commuters that results in a hectic and sometimes unsafe condition that needs a careful and considerate approach, specific to the needs of the people who live here. In my opinion the attempt to slow traffic by way of a "road diet" has backfired and created real problems here. This intersection desperately needs turn lights, lights with traffic sensors and longer cycles for pedestrians. It should also have some kind of safety barrier and larger places to wait for crossing for pedestrians.