

Department of Community & Neighborhoods
**900 West & California Avenue
Intersection Improvements**



Department of Community & Neighborhoods

900 West & California Avenue Intersection Improvements

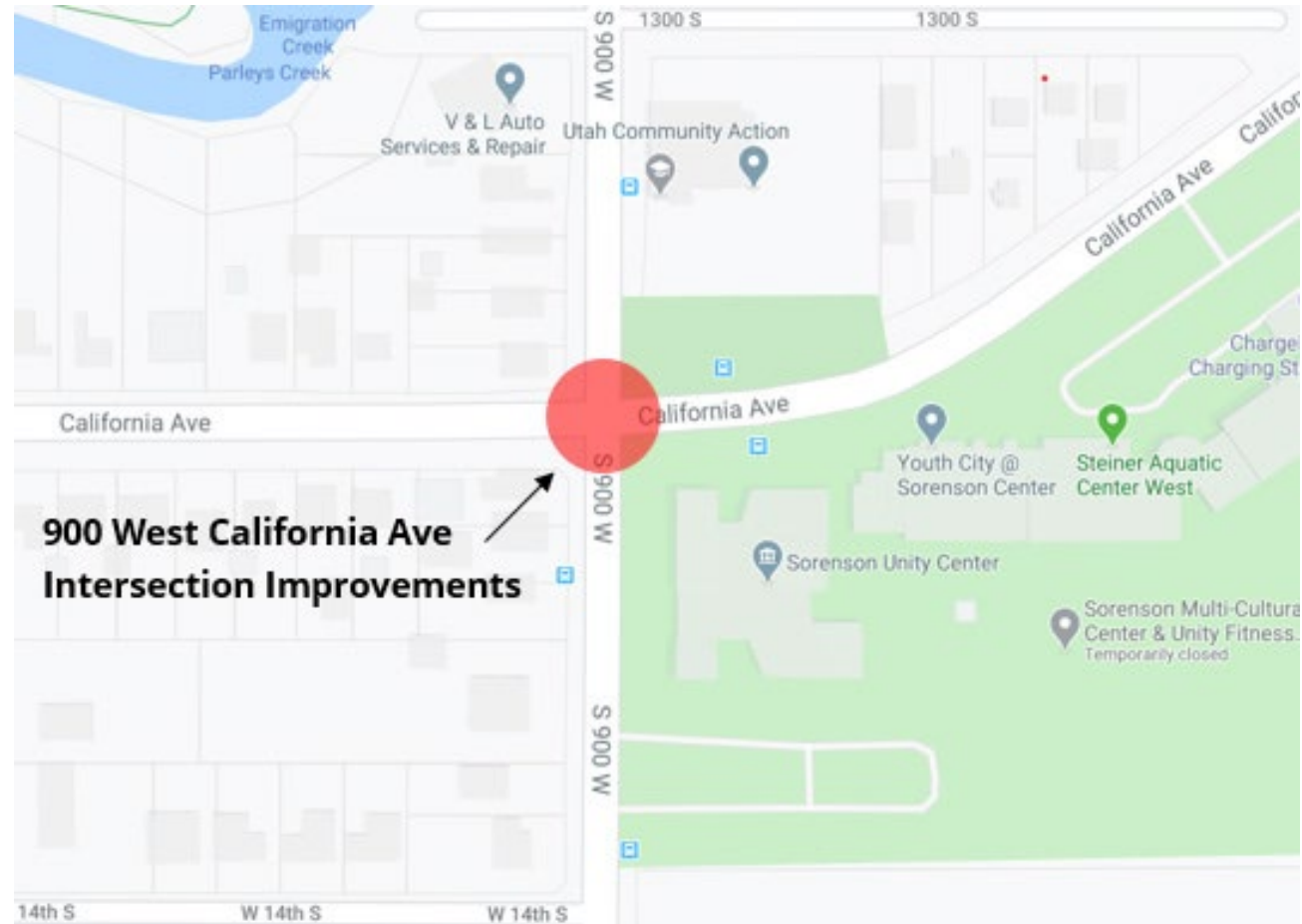


Project Purpose

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.



Fall 2020

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Graphic Summary Report



Feedback (Responses - 209 online survey respondents)

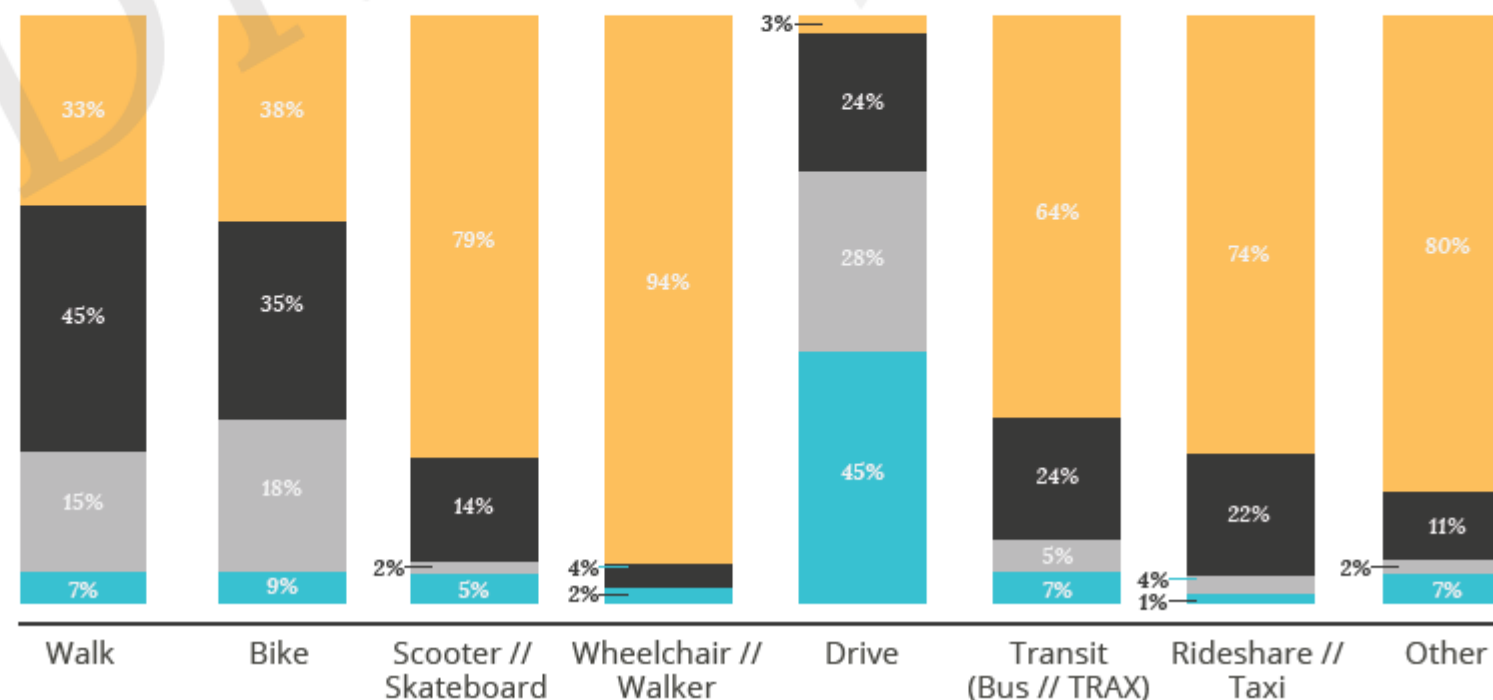
How do you travel through this intersection?

 Rarely or Never

 Occasionally

 Weekly

 Daily



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Graphic Summary Report



Feedback (Responses - 209 online survey re

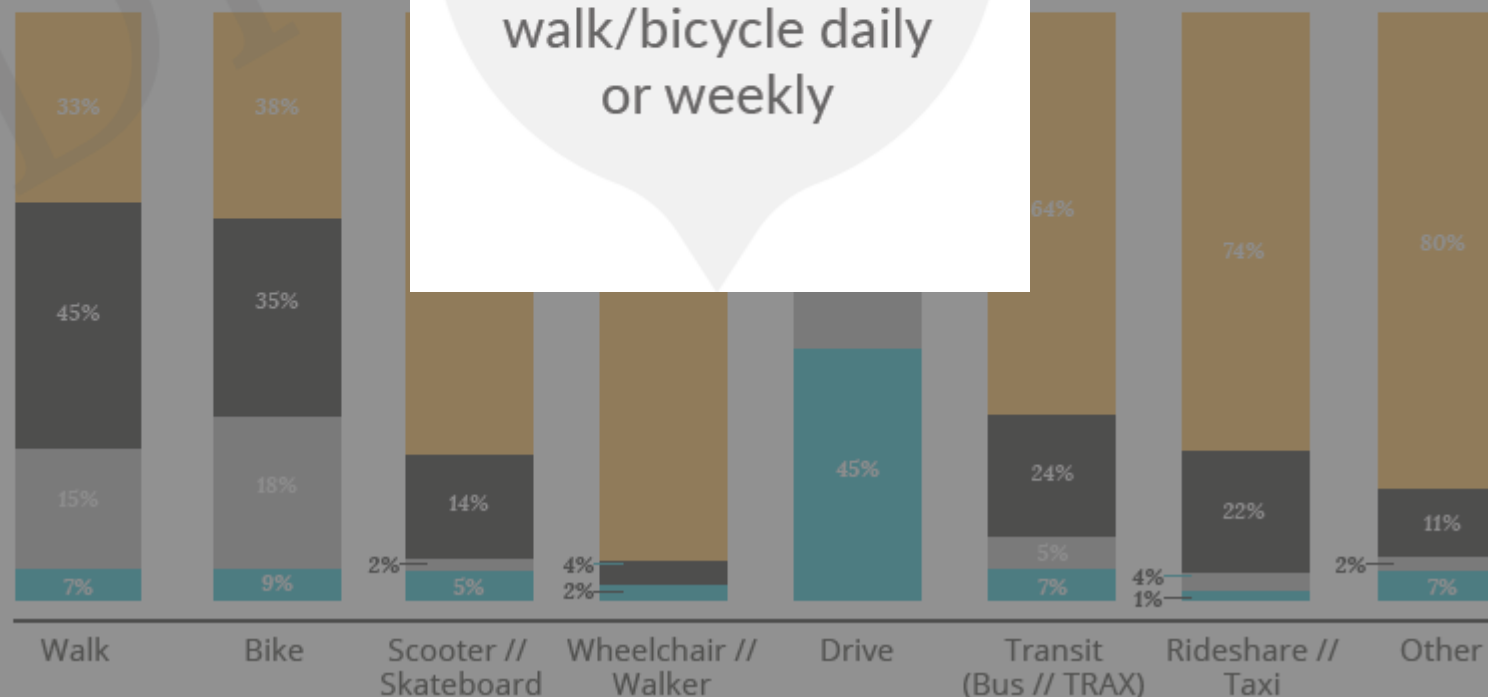
How do you travel through this intersect

Rarely or Never

Occasionally

Weekly

Daily



43%

who drive on a
daily basis, also
walk/bicycle daily
or weekly

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Graphic Summary Report



What do you like about this intersection?

71%

of respondents
provided feedback
on what they liked

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."

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What don't you like about this intersection?

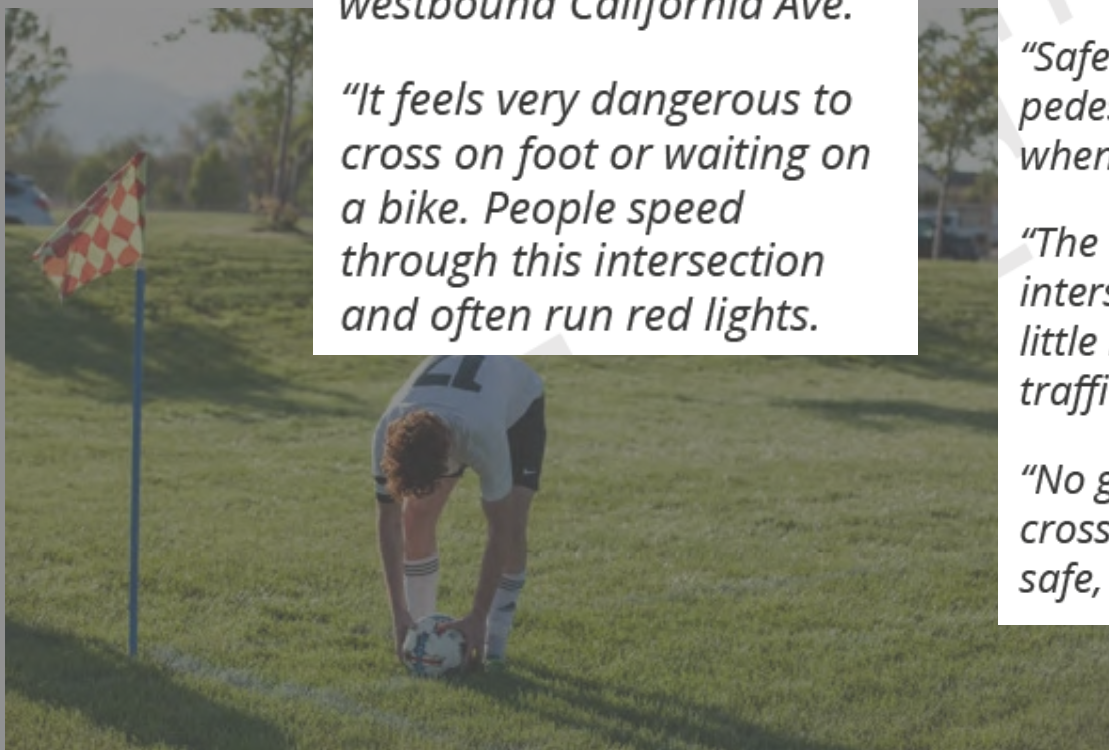
Out of the 176 comments submitted, roughly 150 of those responses were related to safety concerns. Common themes include concerns for people walking and bicycling, traffic speeds and volume, crosswalk/signal timing, and lack of crosswalk visibility.



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."



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 people walking and bicycling, traffic speeds and signal timing, and lack of

"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."

Walking
& bicycling
safety

Traffic
movement
& volume

Crosswalk
& traffic
signals

Fall 2020

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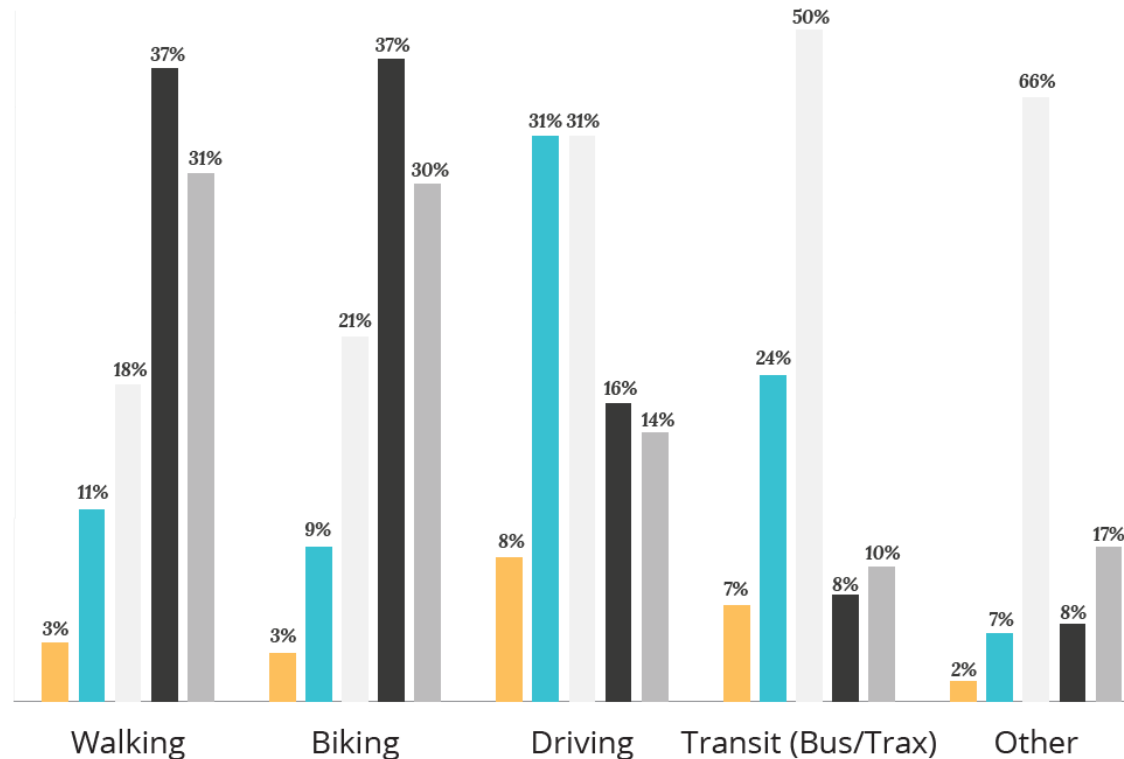
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Graphic Summary Report



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

Very Safe Safe Neutral Not Safe Very Unsafe





Board of Directors

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At-Large Member

Cody Egan
At-Large Member

September 3, 2020

Salt Lake City Planning Division
ATTN: Will Becker
451 S State St
Rm 406
PO Box 145480
Salt Lake City UT 84114-5480

Dear Will,

It is my pleasure to submit this letter on behalf of the Glendale Community Council. After consultation and discussion with our neighbors, we would like to express our enthusiastic support for the improvement of the intersection at 900 West and California Avenue.

We appreciate your attendance and participation in the visioning exercise we held on September 2nd to discuss this project. Based on the feedback of our neighbors, we ask the following of you:

- 1) Please prioritize pedestrian safety and access at the intersection. The area is heavily trafficked by pedestrians, cyclists, and most importantly children visiting the Sorenson Unity Campus and Riley Elementary School. We ask that you consult Safe Routes to School best practices for intersection design as this intersection is part of the Safe Routes to School Plan for our neighborhood.
- 2) We ask that you prioritize the neighborhood's identity to the best of your ability. As one of the key gateways to our neighborhood, this intersection should reflect that this is a community, not a thoroughfare.

Thank you for the opportunity to weigh into this process. We greatly appreciate the opportunity to engage in discussions affecting our neighborhood.

Thank you,

Turner C. Bitton
Chair, Glendale Community Council

Glendale Community Council
1375 S. Concord Street
Salt Lake City, UT 84104



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DRAFT CONCEPT DESIGN
NOT FOR CONSTRUCTION
900 WEST CALIFORNIA AVE

Pedestrian safety island

Raised concrete island

Corner island



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EAST VIEW

**SORENSEN
CENTER**

Concept Design

DRAFT



Reducing Turn Conflicts

Turning vehicles present a specific and outsized risk to people on bikes. Cities can design safer intersections by reducing turn speeds, making bikes visible, and giving bikes clearer priority over turning vehicles.

Reduce turn speed.

Drivers yield more frequently to people walking and biking when speeds are low, making it safer for bikes to pass in front of turning cars. Lower speeds give drivers more time to stop if needed, and reduce the severity of collisions when they occur. Smaller turn radii, centerline hardening, turn speed bumps, and raised bike crossings can all reduce the speed at which drivers turn.⁴

Make bikes visible.

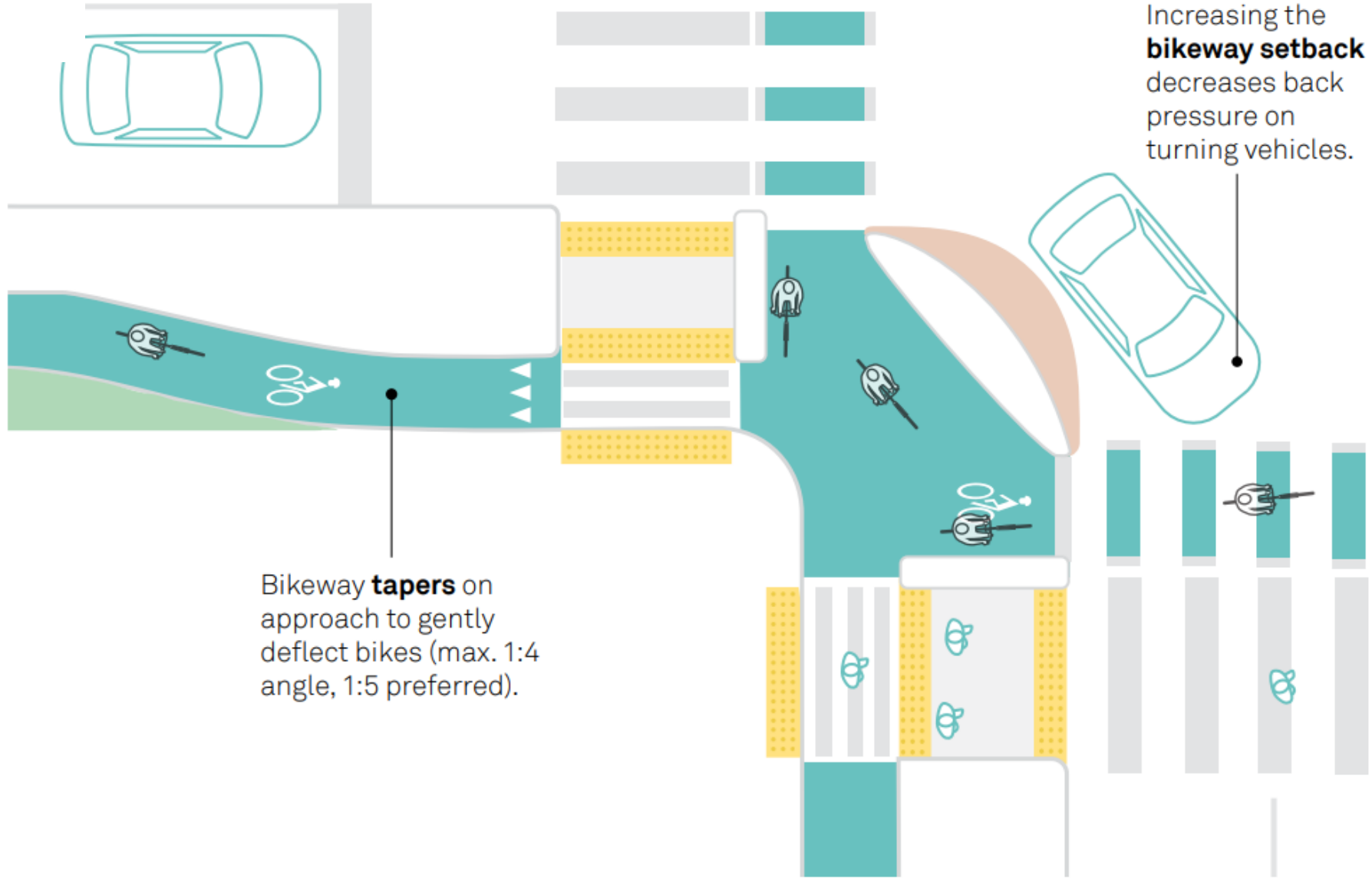
Setting back the bikeway crossing, installing recessed (early) stop lines for motor vehicles, and building raised bikeway crossings all make it easier for drivers to see people using the bikeway. The designer's challenge is to provide good lines of sight without encouraging higher speeds.

Give bikes the right of way.

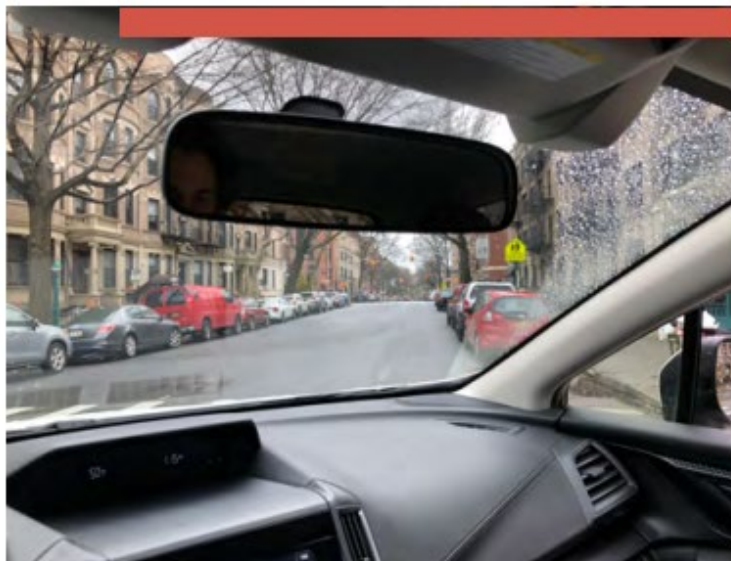
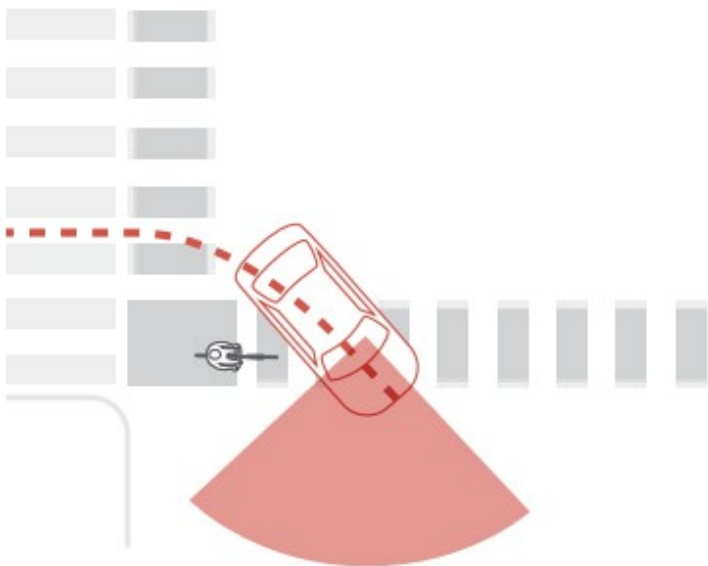
People on bikes crossing a busy intersection need clear priority over turning motor vehicles. Formal right of way often is not enough, but driver yielding can be improved by prohibiting motor vehicle turns on red, implementing bike-friendly signal strategies, and letting bikes move past stopped vehicles while waiting for a signal.⁵



National Association of
City Transportation Officials

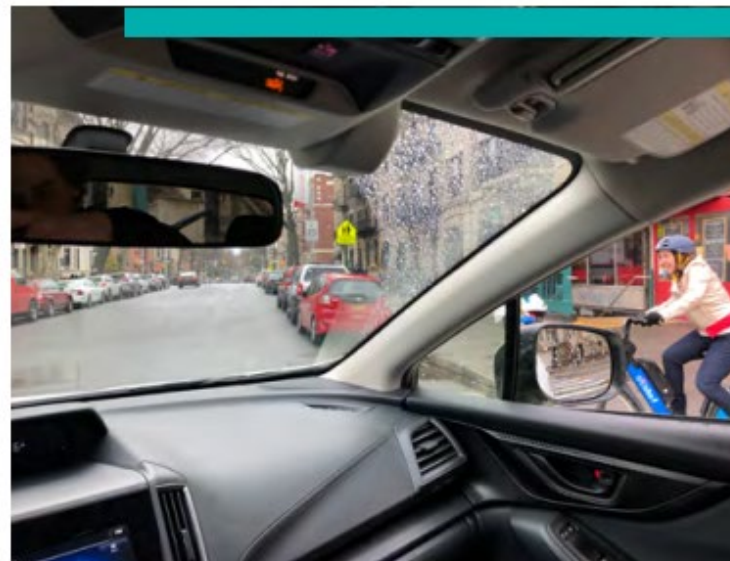
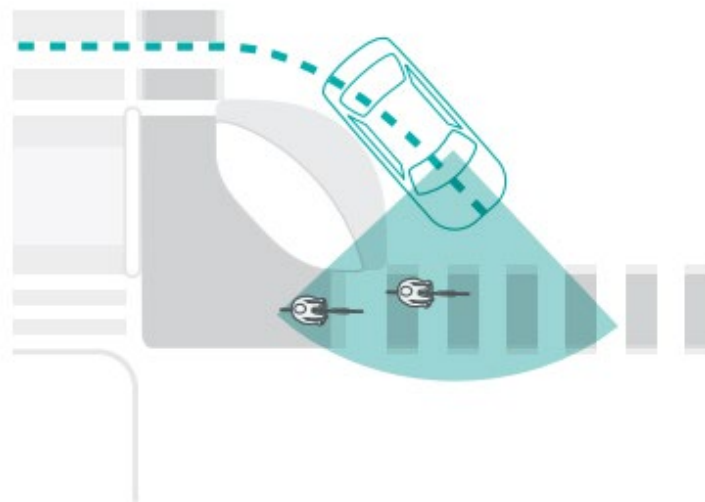


Conventional Intersection



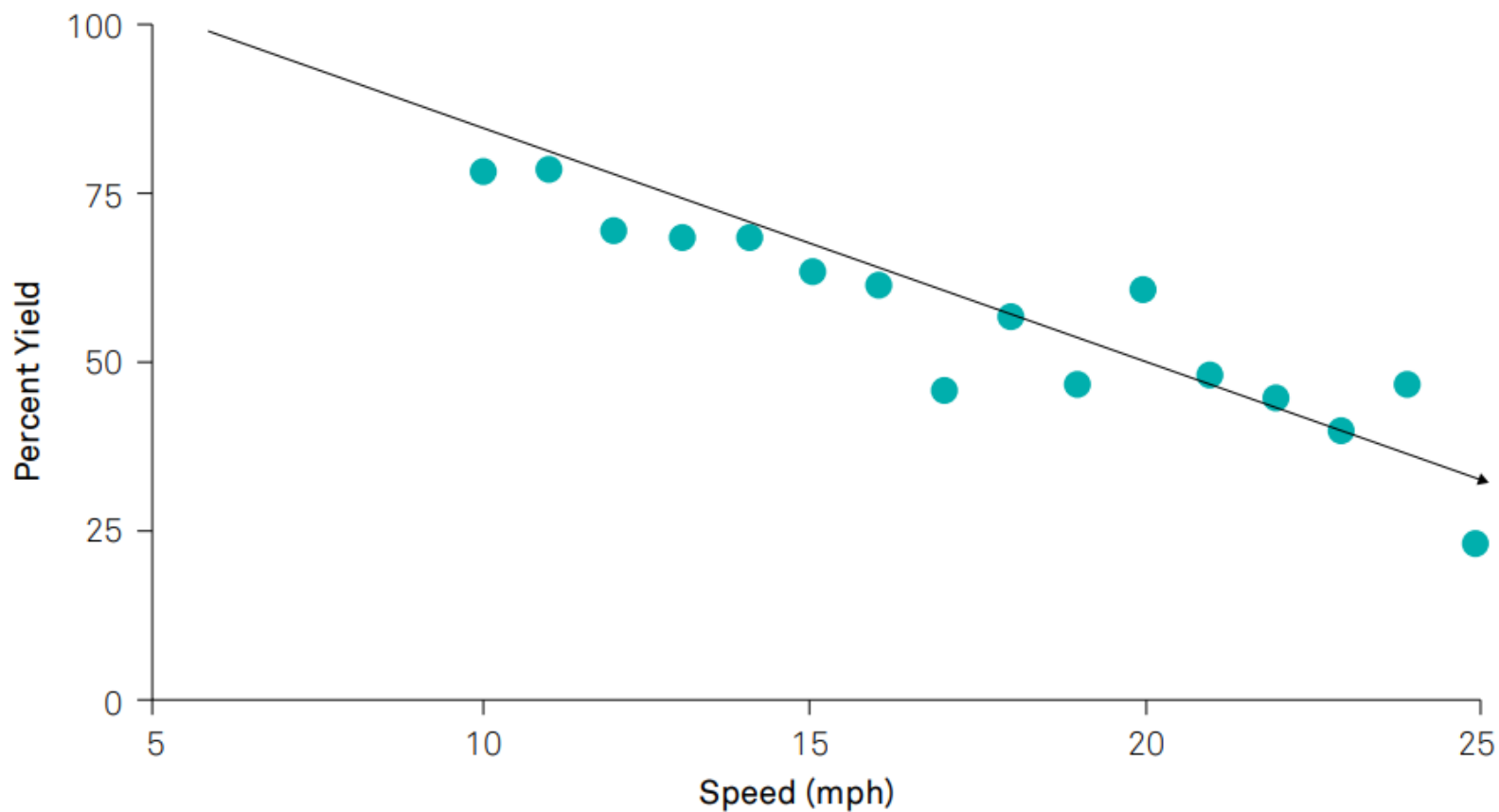
At a conventional intersection, the bike rider is hidden from the driver's view as the driver makes the turn.

Protected Intersection



At a protected intersection, the bike lane is set back from the motor vehicle through/turn lane, so the bike rider is visible as the driver turns.

Driver Yielding Rates & Travel Speeds at Crossings



Lower speeds lead to higher driver yielding rates at urban roundabouts. Roundabouts share important geometric features with protected intersections. Graph source: Geruschat, D.R., Driver Behavior in Yielding to Sighted and Blind Pedestrians at Roundabouts. 2005.

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EAST VIEW

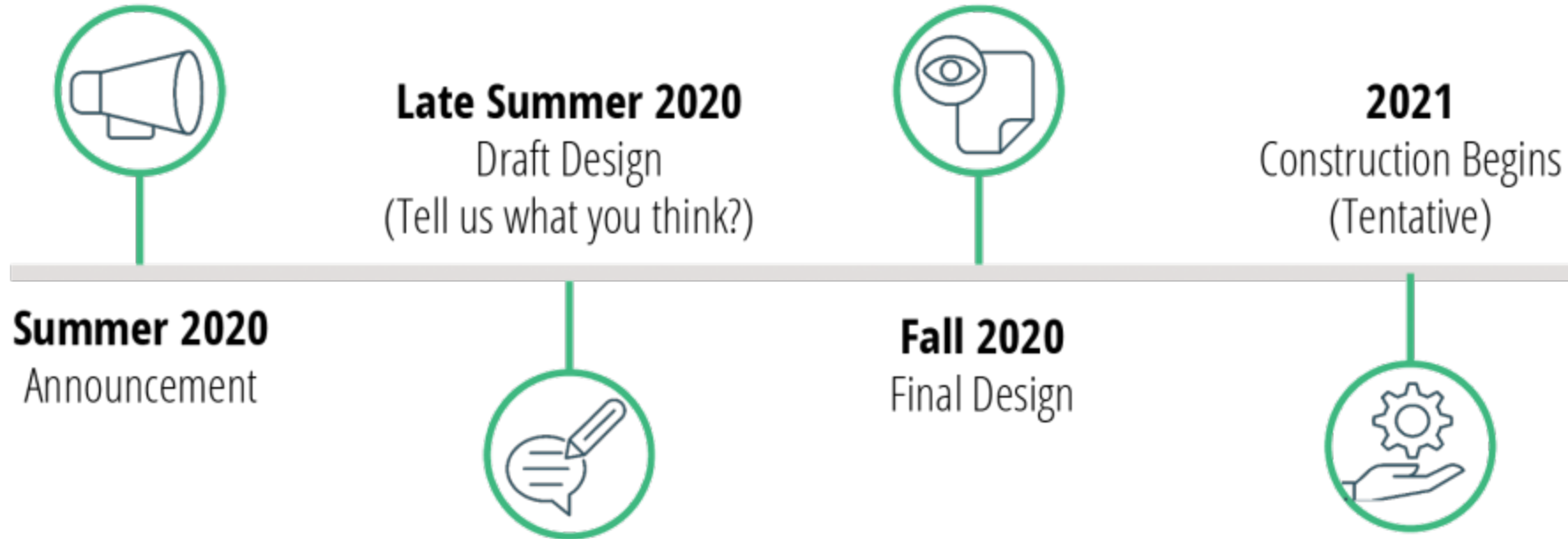
SORENSEN
CENTER

Concept Design

DRAFT



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www.slc.gov/transportation/

900WCali@slcgov.com