

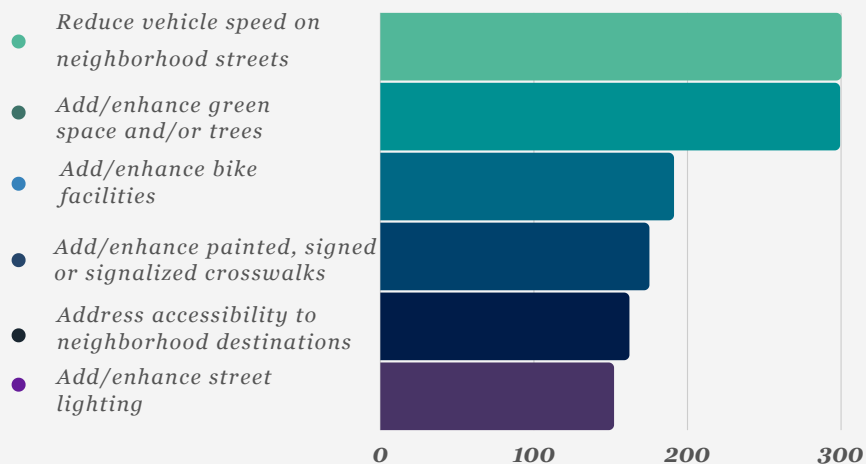


# LIVABLE STREETS PROGRAM

## SURVEY REPORT

Thank you to everyone who gave feedback on the Livable Streets Program Concept Survey. The goal of the program is to develop a plan for traffic calming implementation that improves the overall safety, livability, and attractiveness of neighborhood streets in Salt Lake City. During the months of June and July 2021, we launched a short survey asking individuals to share their thoughts and desires for the Program. The following pages summarize the input we received.

What are your top 3 priorities for the program?



***"People drive as fast as they feel safe doing so, regardless of the posted speed limit. A few street amenities would go a long way towards slowing down vehicles and calming traffic."***

-Anonymous Survey Comment

### BY THE NUMBERS\*



#### Total survey responses:

464

#### Age of respondents:

Younger than 18: 0%

18-21: 0.2%

22-30: 11%

31-40: 20%

41-50: 19%

51-60: 14%

61 or older: 34%

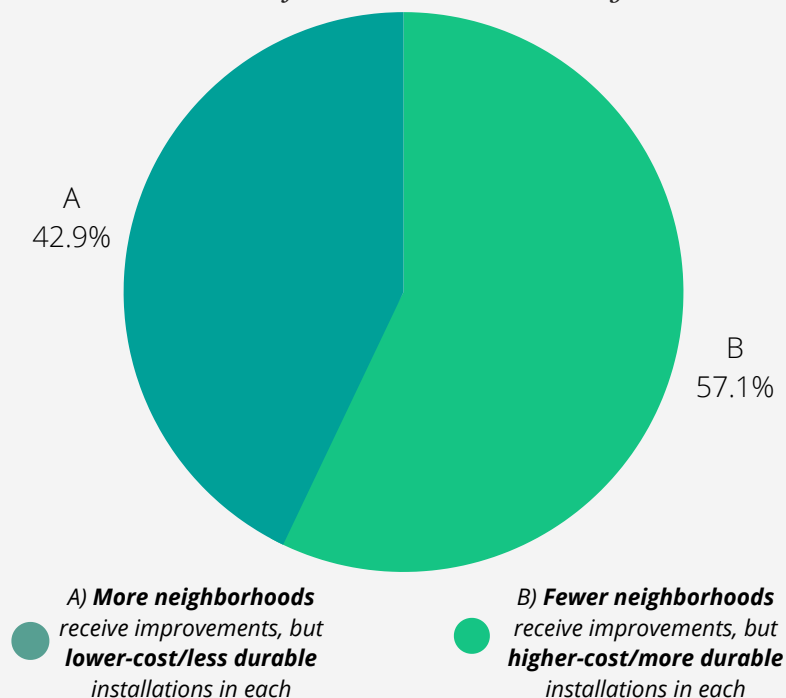
#### Rent or own?

Rent: 13%

Own: 85%

\*percentages may not equal 100% due to some respondents skipping questions

Do you feel that funding allocated to the program should A) be spread across as much of the city as possible with lower-cost, less durable installations, or B) implement higher-cost, more durable installations in fewer areas across the city?





# COMMENT SUMMARY

## Traffic / Safety

As the Livable Streets Program's main goal is traffic calming, most open-ended comment responses addressed concerns about vehicle speeds and unsafe driving behavior.

### Select comments:

"Streets are wide and that encourages speeding."

"A big problem in our neighborhood is that most drivers ignore the stop signs."

"We don't need to allow through traffic on every street. Many streets should be designated as and designed for local traffic only."

"Roads are for cars."

"Don't do anything that reduces parking availability."

## Miscellaneous

The survey's open-ended questions provided respondents with an option to disclose other concerns not addressed previously in the survey. Comments ranged from concerns about street and sidewalk maintenance, to trees and green space, to street lights, and more.

### Select comments:

"Traffic needs to slow but street lighting should be mandatory. It's already installed. It just needs to be used."

"The noise level of motorcycles and vehicles with aftermarket exhaust systems raises stress levels when I'm outdoors."

"I think this initiative should also include ways to push traffic to the appropriate collector streets so that neighborhood streets don't slowly become the preferred collector for people."

## COMMENT THEMES

Survey responses indicated that many residents feel a high level of discomfort while traveling on City streets due to substandard infrastructure and/or fast vehicles driving through neighborhoods without speed enforcement. A small minority of comments (18 out of 409) expressed concerns about losing parking or slowing vehicle travel.

***"With the low cost improvements I am afraid they will not last and will get dismantled, thus zeroing the effect. A potential alternative would be a mix of the low cost and high cost, with the low cost graduating to high cost once the low cost solution wears out."***

-Anonymous Survey Comment

## WORD CLOUD OF RESPONSES



## Walking / Bicycling

The comments on walking and bicycling were mostly tied to safety. Some individuals stated there are not enough bike lanes or sufficiently wide sidewalks. Others mentioned there need to be more crosswalks, particularly signalized.

### Select comments:

"Completing sidewalks in SLC neighborhoods would go a long way to making livable streets."

"As a pedestrian, I'd like a little more time to cross a street."

"Broken, tilted and otherwise damaged sidewalks. As an elderly person, I don't feel I can safely take a walk."

"I'm often concerned about biking on streets without specified bike lanes."

"Some of [the program goals] seem to overlap: Adding and enhancing bike facilities can reduce vehicle speeds in neighborhoods and improve access to neighborhood destinations. But we absolutely need more crosswalks."