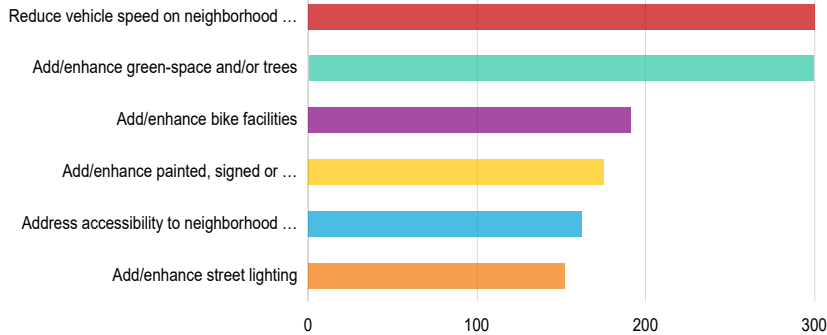


Livable Streets Program - Concept Survey

untitled_page_

o A variety of components contribute to a "livable" street. Please select your top three priorities for the program:



Answers **Count** **Percentage**

Reduce vehicle speed on neighborhood streets	300	64.66%
Add/enhance green-space and/or trees	299	64.44%
Add/enhance bike facilities	191	41.16%
Add/enhance painted, signed or signalized crosswalks	175	37.72%
Address accessibility to neighborhood destinations (schools, trails, parks, etc.)	162	34.91%
Add/enhance street lighting	152	32.76%

Answered: 457 Skipped: 7

o Are there other factors not identified above that make you feel uncomfortable when walking, biking or otherwise traveling on your neighborhood street?



Response **Count**

No	3
Uneven sidewalks	2
Zero enforcement of traffic laws in and around city. Pedestrian hostile street environments.	1

You need to reduce speeds on ALL streets. Most SLC streets have housing on them and have too high speed limits. It would help if you would follow your own complete streets ordinance too. You are not. Look to NYC for more protected bike lanes. And Berkeley for traffic diverters.	1
Yes, more trees, and more trees.	1
Yes, homeless drug addicts camping in park strips and in the parks make me and my family feel uncomfortable when walking, biking, or otherwise traveling on my neighborhood street.	1
Yes the barrage of homeless people living in the parks and under the highway viaducts.	1
With the increase of traffic and Sugar House the signalized crosswalks are very important as walking my dog can be a little bit scary because people don't and here to just the sign.	1
Wide street. Narrow the street width by adding green space	1
While I recognize that cars parked on neighborhood streets have a traffic calming effect, I am not comfortable around them as a cyclist as they can make a cyclist less visible if they happen to be behind a parked car, and, they narrow the driveway often to make it less comfortable for a cyclist to be passed by a car.	1
when biking, cracked or uneven pavement and a narrow shoulder with no bike lane.	1
What makes me feel uncomfortable is the idea of losing parking in front of my own house for the addition of a bike lane. You are forcing those residents that need that parking to park across the street (competing for spots with neighbors and pushing in front of their homes) and then dangerously crossing back to the other side everyday. Consider those with small children, dogs, the elderly, etc.. I completely understand the need to slow traffic down, but this is not the answer.	1
We need pedestrian scrambles in busy areas of our city. Specifically Sugar House on 21st south and 1100 East, and also at Highland High School. People in cars making turns at those corners feel dangerous to me.	1
We need more/better defined bike lanes so bicyclists feel they have a safe lane to travel. This will help cars and bikes to get along better as they share the roads. Also, bike/auto education would be helpful. Many bikes don't signal and many cars don't signal their intentions either- using their hands/signals or managing their speed. Steep learning curve ahead as our biking community grows!	1
We need more protected bike lanes and shared-use paths. We already have some good bike facilities, they are just difficult to get to or use because of how many high speed/dangerous roads with just painted bike lanes there are.	1
We have lived here for 41 years and do not remember our street ever being repaved. The streets in my neighborhood are in bad shape: 1900 east from 800 S to 2100 S; 2000 east from 1300 South to Michigan Avenue, my street: Michigan Avenue 1700 East to 2000 East; the street that Kensington from 1900 east to 2100 South LETS fix up what we have before adding more places that need maintenance.	1
Walking is for the sidewalk, not the street. These should be in good maintenance and addressed if needed for pedestrians. Cycling okay for street in bike lanes.	1
Very wide neighborhood streets lead to increased speeds. Fading bike lane infrastructure invites opportunities for conflict on neighborhood byways between cars and bikes (the 600e block between 600s & 300s is a good example).	1
Vehicle NOISE! We live on East Capitol Boulevard and have motorcycles, dragsters, and other loud vehicles going past our home night and day! We and our neighbors haven't complained for years about this, but the City does nothing about it.	1
Vegetation encroaching on the sidewalk and forcing me to walk/run in the road.	1
UTAH Drivers need to redo their drivers exams, learning that you have to look for bikers and pedestrians on the road. I almost got hit by a police car !!! he was on his phone and just turned right when his light was red and I was crossing the pedestrian crosswalk. UNACCEPTABLE.	1
Unleashed dogs.	1
Trees being droughted, gravel as landscape, litter	1
Tree lined streets with shade and coverage!	1

Transients setting up camps on the sidewalk or parking strips by the sidewalk - sometimes they make verbal threats when walking by.	1
Transient camps set up in parking strips/medians, with miscellaneous items flowing into sidewalk/road.	1
Too much street parking making narrow streets narrower.	1
Too many cars parked on the streets.	1
Too many cars going too fast. Not enough space for bikers (would prefer protected bike lanes).	1
Three way intersections, odd shaped / misaligned intersections and long distances to cross a street all contribute to feeling unsafe. More raised and water wise planted medians, pedestrian bulb outs would help a lot	1
This survey should include reducing congestion, pollution, supporting family biking (not in streets), supporting and encouraging bicycling with wide/9 foot bike lanes with rumble strips, removing separated bike lanes since the City only cleans them every 7 weeks, support raised shared bike lanes and remove prohibition of bicycling on sidewalks downtown. This survey is very poorly done and ignores the fact that 90% of citizens use vehicles on streets	1
This is kind of weird, but being able to see into people's houses', I feel like they're watching me as I walk by.	1
This is a comment on one thing identified above. We really need mid-street crosswalks to access both ends of the Trax platform on the 4th south stops (9th east, Trolley, Library). Other streets don't need expensive crosswalks like that.	1
There are a lot of homeless people in my area and have had weird/scary interactions. There is also a lot of activity in a corner store that draws people who are not from the neighborhood, more traffic, speeders to it and there was a shooting once so do not feel great about the type of business conducted there.	1
The width of the streets. Please consider narrowing many streets or creating boulevards with central green spaces..	1
The volume of traffic on our street is incredible during peak hours. Maybe if there were more public transportation options...	1
The use of "bright" light instead of a "warm" light. Most lights in SLC are this aggressive white. If you know what I mean... 😊 Often bike lanes have a dead-end, traffic lights do not react for waiting bikes (800E /800S), and the amount of time they are green is too short to cross (S Campus Dr/Mario Capecchi)	1
The unsightly downtown sidewalks between Main and State on 100 South, in the heart of city, are often littered with trash.	1
The summer heat and blasting sunlight on some streets make it uneasy to walk so we end up taking the car. If main streets such as 2100 S or 700 E or 900 E have a continuous tree cover that would help make street friendlier.	1
The street lighting program was really great in the 90's, but too many people don't put bulbs in their lights. They say it's because they are trying to help the birds. They could just put a 50\$ reflector in it and divert the light down to the street where it's needed. They are too cheap to do it. This neighborhood (the Avenues) is dangerous at night. We have constant crime and robberies. Traffic needs to slow but street lighting should be mandatory. It's already installed. It just needs to be used.	1
The speed of the major thoroughfares in my neighborhood. Just this week I was nearly hit by a bus that ran a red light while was biking.	1
The purpose of streets is to efficiently move traffic. Restricting the flow of traffic does not in any way provide efficiency.	1
The proximity of sidewalks to really busy roadways.	1
The number one thing we can do to improve street livability in the Avenues neighborhood is ENFORCE STOP SIGNS. Avenues drivers know that they can roll through without consequences and that makes for terrifying walks to school, the grocery store, and the bus stop. My daughter attends Ensign Elementary and I will NEVER let her walk alone, specifically for this reason. (Some might say that the problem is high speeds on E St and I St. It's true that cars travel too quickly there, but the real issue is the other letter streets that are interrupted by stop signs. Hang out at the Sweet Library for an afternoon and watch the show!)	1

the number of sidewalks that are so uneven as to be dangerous	1
The number of homeless people that are in the downtown area ,in particular, some of which are pretty aggressive panhandlers. I also don't think should be allowed to stand outside of grocery store parking lots, freeway exits and street corners in high traffic density areas panhandling.	1
The noise, roar patterning, and vibration levels of vehicles with illegally modified or malfunctioning mufflers.	1
The noise level of motorcycles and vehicles with aftermarket exhaust systems raises stress levels when I'm outdoors. These vehicles hardly ever go reasonably close to the speed limit (30 MPH) of the street I live on. We also get a lot of people running a nearby 4-way stop and I'm constantly wondering when the next accident will happen.	1
The intersection of 1700E and 1300S has a high volume of pedestrian traffic and many children cross the intersection unattended (nearby elementary and junior high school, Emigration market and Jollys). Vehicles frequently ignore the traffic stop signs and travel above the speed limit. This is further complicated by reduced visibility from street parking and general distraction from the busy area. This intersection and others with the same or like variables should incorporate high visibility signage and crossing warnings as well as reduced parking near the intersections. Perhaps engaging the four thriving businesses to contribute to this solution would help offset costs.	1
The increase in the homeless population feels uncomfortable. It is a difficult situation to deal with, but we need to do it.	1
The homeless situation. There needs to be a better place for them than the side of the road.	1
The downtown streets are filthy. Trash, human waste, food packaging, clothing are ubiquitous. Also, noise ordinances are not enforced. Loud motorcycles and cars seem to be the rigor these days. Makes walking or being on the street very uncomfortable - even stressful. Instead of thinking enhancements, how about thinking improving what we have. We need more police presence and a focus on street/sidewalk cleaning.	1
The constant speeding of motorcycles and cars is a major problem, especially on weekend evenings, where cars are coming up to race the neighborhood streets at night. Even during the day I have almost been hit a couple times backing out of my driveway from people speeding by. Also the broken glass and other garbage left behind from cars enjoying the view in the no parking zones makes some of our sidewalks unusable for dog walking and the kids bikes have popped tires on our street from the broken glass.	1
The concrete "traffic circles" placed in intersections that were never meant/designed to have such an obstruction. Vehicles often swerve wide - into the intersection's crosswalk areas. In addition, some residential "traffic circles" are not "yield to enter" resulting in some near misses.	1
The cars. I don't have a safe route to work to bike due to my routes passing through an area with industrial traffic.	1
The brighter the lighting, the darker the shadows, and the harder it is to peer into the depths of those shadows. Every time and everywhere lighting has been "enhanced," I feel less safe walking there at night.	1
Streets too narrow for both cars and bike, especially if cars are going too fast.	1
Streets that are marked as bike routes have signal lights that do not seem to be timed so bike riders have to run them. They should be put on timers so bike riders can expect them to turn green	1
Streets are WAY too wide. Intersections are the most dangerous place for everyone having such wide streets makes probability of dangerous encounters with motor vehicles much greater.	1
Street cleaning and maintenance. There are relatively new beautiful bike and walk paths that are totally overgrown with grass and weeds and debris.	1
Speeds on many SLC streets are excessive -- for example 1300 E, 700 E, State, 300 W, South Temple, Sunnyside, 1500 E, Foothill, 2100 S, Highland Dr, 1000 West, 600 North, Redwood Road, traffic routinely runs faster than speed limits.	1
Speeding is a major concern.	1
Speeding cars and busses on my neighborhood streets.	1
speed of cars on 1900 East is crazy. Enhanced cross walk safety	1

Speed limits are not enforced very often. More speed limit signs would be helpful. There is only one sign between 13th E and 17th E, 17th to 21st E and 21st E to 23rd East on 2100 South. We need more signs. I emailed the traffic division about the problem and they did about 3 radar traps about 2-3 months ago. Nothing since. One policeman told my neighbor they had ticketed one driver going 70 (in a 30mph zone). With the demolition and construction starting at the project on 21 and 21, it's going to be a nightmare.	1
Speed and safety are the primary concerns.	1
Speed and lack of awareness of drivers is my main concern	1
Some of them 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. Everywhere. And raise them, please.	1
Slow down the traffic...this is not brain surgery. Get the police to write tickets and increase the price of tickets. The speeders do not care about anything but themselves. If it costs money, they will slow down.	1
Signalize crosswalks a priority. Dangerous now.	1
Sight lines around corners - primarily from on-street parking, but also from some shrubs and trees in the park strips. One has to stop at the stop sign, then slowly inch out because it's difficult to see if there is cross traffic due to the parked cars. It's especially a problem on the steeper streets in the Avenues.	1
Sidewalks that are too narrow or poorly maintained	1
Sidewalks being kept clear of growth from trees and other foliage. Raised and damaged sidewalks that are in need of repair.	1
Sidewalks and bike lanes in older neighborhoods are too narrow to comfortably accommodate people. Also, a dearth of maintenance of existing walking and biking facilities. I realize maintenance isn't as sexy as adding new facilities, but it's an essential factor to feeling comfortable when walking, biking, or otherwise traveling in the neighborhood. There exist sidewalk slabs that are raised, cracked, or otherwise hazardous for people whose mobility isn't on par with the average male in their twenties. The city bike lanes become snow storage in the winter, and are filled with glass, rocks, and other debris from motorized vehicles or street sweepers in the summer.	1
Sidewalk grinding needs to happen again in areas with large trees. Some sidewalks are jutting way above the normal sidewalk as tree roots get larger. This is a serious tripping hazard. We are fortunate to live in such an area but have to be very careful when walking. I saw a two-year old do a face-plant recently on a sidewalk while trying to ride her scooter. It is dangerous for everyone.	1
Sidewalk fixing I live in Glendale or Trees have been left unattended by the City and our Sidewalks and gutters on 1300 West are A danger to all. Let's take care of what we have before adding more. I have been on a list for Tree Trimming for 18 months. I suggest maintaining before adding new.	1
Sidewalk connectivity and replacement	1
Shared streets, pedestrian, bikes, and cars. Like the shared streets in SLC during spring/summer 2020.	1
Shared and co mingling of car and bike traffic into one lane. Being between parked cars and road traffic, not knowing if coming traffic is coming too close or that a driver will open their door into me.	1
Shades on high level street lighting to protect houses from annoying light.	1
Severe uplift on sidewalks (tree roots, maintenance, etc.) and irregular paving	1
safety when walking the dog in evening, safety when biking in non-physically separated lanes on busy streets.	1
Running through yellow and red lights on Foothill (I know it is a state highway) and right turns from Foothill, on to 9th South particularly during rush hour makes one cautious.	1
Rolling stops all through the avenues because sightlines are poor. Safer crossing at points along south temple. Roundabouts for traffic control to slow traffic as used in 15th and 15th	1
remove the bums!!	1
Reduce the traffic on Foothill, put in a train. No multistory structures above Foothill that means Lamplighter Square.	1

Reduce on street parking, remove rocks and vegetation that hinders people from walking safely on and over the street parking strip. Someone is going to sue both the property owner and the City for trip and fall injuries when falling while walking on or near the parking strip.	1
reduce non-residential traffic in neighborhoods.	1
Poorly visible stop signs, poorly visible "no trucks" signs	1
Poor signage for the one way street 600 South at 500 East. The pedestrian walk signal on the north side of the intersection does not protect pedestrians from left turns. Similar at 600 East 600 South on the north side, the pedestrian walk does not protect from left or right turning drivers.	1
poor condition of streets such as large pot holes/cracks etc.	1
Poor condition of streets generally. A patchwork of repairs. There is a significant need for resurfacing.	1
Poor condition of many sidewalks. Poor sightlines at some corners. Absent traffic enforcement: speed limits, stop signs, crosswalks.	1
People on bikes or walking need to be physically separated from cars. Paint isn't enough. Street space should be allocated for people not cars—moving or parked.	1
People not stopping at stop signs	1
People continually drive 40+ on 25 MPH city streets. They disregard crossing guards, crossing walks, basic traffic laws. It's absolutely terrible that SLC does so very little to reduce traffic and speed.	1
Pedestrians on streets with vehicle traffic.	1
Part of our street is one way. Many drivers ignore this, despite signs. The arrow sign on the road has never been properly painted (10 years now?). Our street is very narrow. Too many cars from outside the neighborhood park there because the city did not require developers to provide adequate parking spaces when building nearby apartments. Also the museum on our street has no off-street visitor parking, although that was part of the original project.	1
Other factors that discourage me from enjoying my neighborhood are: - people that don't own or rent in the neighborhood (usually homeless, drug abusers that clearly look out of place) but are looking for opportunities to steal (and are likely camping in Memory Grove, City Creek. - aggressive door-to-door salespeople supposedly selling magazines and such. - off-leash dogs.	1
On street parking will be a major issue when the Izzy structures are built with inadequate parking. You have forced this on our neighborhood. People will not give up their vehicles even if they use public transportation.	1
On Street Parking creates a naturally lower traffic speed. Removing On Street Parking creates a sense that higher speeds are safe and make it easier to drive faster than WITH On Street Parking. Please return On Street Parking to residential neighborhoods. Lower speed limits and communicate the fact that bicycling is a legitimate use of city streets. Quit marginalizing bicycles to areas of lower visibility to cross traffic and overtaking traffic (FTR). If there isn't room for a bicycle in a bike lane to be passed with a car/truck in the general travel lane without changing lanes, remove the bike lane and make it clear the bikes SHOULD use the full lane.	1
Noise, especially vehicles with loud exhausts. Can anything be done to enforce noise ordinance(s) on vehicular exhaust noise?	1
No, but why not have a state-wide campaign about speeding similar to the Click it or ticket campaign? The speed culture is getting worse year by year.	1
No to bike lanes and lost parking.	1
No sidewalks. I don't feel comfortable walking unless there's a sidewalk, for both my protection and the protection of drivers.	1
No light, cars speeding	1
neighborhood crime	1
Need full RED light crossings For bikes pedestrians and scooters; and permanent curbs and islands etc. anything less won't stop to slow drivers.	1

need center lines so drivers stay on their side	1
Narrowing streets and widening sidewalks	1
Narrow and/or incomplete sidewalks in some areas make walking difficult. Crosswalks and other pedestrian features are insufficient in many parts of the city.	1
My neighborhood, Highland Park, does not have sidewalks in many places, so we have to navigate traffic when we walk. It's particularly problematic when kids go to school and during busy times of day. I'm sure this is true in other parts of the City as well. Completing sidewalks in SLC neighborhoods would go a long way to making livable streets.	1
My neighborhood street is just fine -- constantly lined with runners, walkers and dog walkers. What would make me feel better, as I watch, is for the pedestrians to NOT use earbuds, so that they cannot hear cars coming/dogs being aggressive, etc.	1
My fourth choice is bike facilities. I think it would be interesting to compare the number of bike racks to the number of parking spots in the city. Often I ride, I arrive and there's nowhere to lock my bike safely.	1
multiple intersections with no stop or yield signs	1
Mostly it is the speed that is driven on the streets. Example: People turning off 7th East onto a residential side street might slow down a bit but they are still exceeding the speed limit. In fact a lot of people exceed the speed limit on 7th East.	1
Mostly distracted drivers and parents trying to get their kids to school on time. People parking in no parking areas intended to ensure pedestrian visibility, specifically at the rear entrance to Highland Park Elementary on Melbourne St.	1
Most of the sidewalks need some work in my area	1
More xeriscaping less grass	1
More traffic control in the form of patrols and signage. Currently the expansion of the foothill trail system at the Morris meadows trailhead and I street bike parks has added a lot of reckless and high speed traffic to a residential neighborhood. Improvements in the form of speed control is required right away.	1
Mass transit, construction and roadway expansions are not conducive to peaceful travel within my neighborhood.	1
Make sure all the existing street lighting works (including the lights that property owners are supposed to maintain).	1
Make sure ALL stop signs are visible and not obstructed by vegetation.	1
Maintain curbside parking in older neighborhoods where many homes do not have garages. In addition to being needed, it increases side-friction, thereby slowing traffic.	1
Loud vehicles with customized tailpipes going down residential streets, the number of semi trucks entering Highland Drive area and congestion at the intersection of Highland Dr and 2100 South.	1
Loose dogs.	1
Lighting is my biggest concern of all. There is very minimal lighting in my neighborhood. The criminal element use the dark for their advantage here in Glendale, especially with the increase of drug and gang members. All of 1300 West.	1
Lack of space on sidewalks	1
Lack of police patrols	1
Lack of designated bike lanes on high traffic areas that lead to bike paths & sugarhouse plaza. Specifically, Highland and 1300	1
Lack of clearly marked crosswalks and driver's ignoring pedestrians	1
Kids on skateboards at nine	1

Keep them wide and parkable on the side and bike lanes are good. I hate Glendale on the west side of the river. The road is too narrow. It is hard to park and drive both ways. I am so glad to live on the eastside of the river. Far less Clustrafobia!	1
Just safety!	1
Just physically getting there safely. I don't care about car speed around me unless there is no space. A bonus would be that there were evergreens or blue oat grass along the way that didn't leave any leaves behind, but offered some green/blue.	1
Just as important if not more important than vehicle speed, is vehicle volume. I live on Stratford Ave and in addition to excessive speeding, we deal with a massive amount of cars going up and down this street every day. When really, they should be using 2700 S. which is literally one block south. 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, like has happened to Stratford Ave.	1
I'm not uncomfortable traveling on the streets around me. However, I am uncomfortable with the noise from the evening speeding. People race up and down my nearest cross street and it is loud.	1
Icy sidewalks in the winter.	1
I'm sick of bicycles who do not follow traffic laws. I've almost been run over by cyclists who do not stop at stop signs and make turns right in front of pedestrians; they whiz through stop signs in normal traffic, so while driving, this can be problematic for drivers; and they are basically a nuisance because of their narcissism.	1
I would love for street to be closed to local traffic in our neighborhood again	1
I walk, run, and ride daily, often with my children, and there is rarely a day goes by that I'm not nearly hit by cars who roll through stop signs. It really is incredible—drivers just don't stop, and if they do they almost always stop in the middle of the crosswalk. It's extremely frustrating and unsafe	1
I usually do not feel comfortable crossing busy streets, like 21st South or Foothill, unless it is at a dedicated pedestrian crossing and traffic is stopped. Pedestrian crosswalks that only flash yellow lights, as well as intersections that allow left turns while pedestrians are crossing, are not appropriate for these areas. I would like to see the majority of funding go to making dangerous pedestrian crossings, as well as dangerous left turns (21st S 19th E, for example), as safe as possible. I think many people will identify enhanced street lighting - I like the dark, but if more lighting is added I would want it to follow Dark Sky recommendations to not contribute to light pollution. Sidewalk maintenance - in my neighborhood we have large trees in the parking strips and the roots lift the sidewalk and make it uneven. I hurt my foot after tripping on one the other day.	1
I need sidewalks to feel safe. Some homes/neighborhoods do not have sidewalks. This is SUPER Scary and values cars above people which feels yucky.	1
I live in the Avenues and it is an absolute race track up here! People roll through stop signs or on the streets with no stop signs (9th Ave in particular) people are driving 30-40MPH	1
I live in a neighborhood that has a bike lane. . . Bikers are more comfortable using the sidewalks, making walking difficult. Bike lanes are frustrating when they're not used.	1
I live at [redacted]. Because McClelland goes from 9th S to 13th S. and is a narrow street with cars on both sides. We seem to get a lot of speeders flying down the street. Maybe lower speed limit to 20 MPH or raised cross walks or round-a-bouts. Possibly stop signs on Belmont and McClelland (Threeway stop)	1
I hope we are not walking in streets unless it is a pedestrian street. Sidewalks need to be completed where they are missing, repaired where they are broken, and cleared where vegetation encroaches. In our neighborhood too many pedestrians walk in the traffic lanes rather than on the sidewalks, partly because sidewalks are hazardous. Enforce existing speed limits on arterials, such as 11th Ave, Virginia St and I St.	1
I feel safe	1
I don't feel safe with homeless roaming my streets at all hours of the night and day with police taking hours to respond to a call for concern.	1
I am very worried about all the new housing units being built in the city. That's potentially a lot of autos on the streets! Even the bike lanes on the roads can be very scary. I LOVE the ones that are not right on the shoulder of the road.	1

I am uncomfortable using pathways on busy streets that haven't officially been designated for specific walking or cycling. N. Campus Dr. does not have an easily accessible bike or walking/cycling path from Virginia to the hospital Another example is 11th Ave. although the white line is painted, multiple users are on this pathway and it is poorly marked especially by the cemetery. Foot traffic and cyclists are constantly on 11th Ave. unsure of which side of the road to be on, as there are some spots it is not safe to be on the north side. The amount of traffic is definitely increased with those who are employed at the University and so has a number of people at recreating or commuting. Designating specific lanes for everybody would make it easier for those mentioned as well as families with children to be able to use 11th as safe passage	1
I also wanted to choose green space	1
How does reduced automobile speeds reduce smog emissions?	1
How about Salt Lake fix our streets?	1
Homes with broken windows and garbage or overgrown weeds.	1
homeless vagrancy	1
Homeless population	1
Homeless people that are aggressive, violent, drug users. Drug users discarded used needles. Trash clean up.	1
Homeless people scattered through the neighborhood and parked on the streets	1
Homeless meth-intoxicated agitated psychotic drug addicts displaced from downtown into peaceful residential areas with children, leaving trash and feces and harassing students at the school across the street. Drug needles on private lawns. Do NOT steal residential street parking to add additional "green space" with park benches to house the homeless in my front yard.	1
Homeless camps	1
hazardous drivers driving carelessly, without regard for stop signs, other traffic, pedestrians, etc.	1
having wider sidewalks and bike lanes	1
Having homes with 5 or more cars parked in front of them all of the time.	1
Having bike lanes that come and go at intersections or inconsistent crossing styles is dangerous and confusing to bikes, cars, and children. Example is 600 east north of Liberty where sometimes bikes have a lane, sometimes are in the road, sometimes cross with/as pedestrians, sometimes have dedicated left lane crossing. Roundabouts that are too small create too much noise as cars accelerate out of them or squeal around them. Often "traffic calming" just enrages drivers and backfires by creating pissed off and aggressive driving. Police should get out of their cars and walk in neighborhoods. They can help also identify sidewalk damage, tree damage or overgrowth blocking pedestrian or bikeways. Lack of on foot involvement by public employees isolates a neighborhood.	1
Good Sidewalks	1
Given that I have lived on a city street for 25 years, I understand the complexities of parking. When people park poorly, it limits the number of cars that can fit and/or impacts home owners ability to pull in their driveway. It would be nice to have parking spaces painted out on the streets....	1
Generalized REPAIR of streets both in and around neighborhoods.	1
General high speed of traffic is the biggest problem.	1
Existing sidewalks in Sugarhouse, are uneven due to the large trees uprooting the cement. Regular filling in of the gaps, should be a priority, as I have seen others trip, and have almost fallen as well.	1
Excessively loud vehicles --cars and especially motorcycles-- after working hours and on weekends...even in the middle of the night. Also: lack of police presence / traffic enforcement north of 700 North on the Wharton-Mendenhall Speedway [aka. East Capitol Blvd.] In 17 years on this street, I have yet to see a speeder ticketed above 700 North.	1
Excessive parking areas eg adding more parking to streets. I feel like this increases break ins & thefts.	1

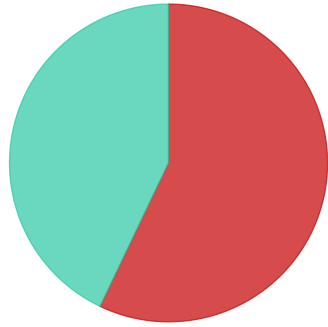
Ensure that the trees overhanging sidewalks from the park strips are trimmed and not hanging into the walking area	1
Ensure adequate cut outs in curbs at intersections for wheelchairs and strollers	1
Enforce off street parking. I have a four plex that got rid of their parking and now park on the street. This now attracts criminals who break into cars and there is no parking for the neighborhood home owners.	1
Easier streets and curbs for disabled folks to get around.	1
Drivers on their phones (talking, texting, etc.)	1
Drivers not obeying traffic laws - rolling through stop signs, running red lights, stopping in crosswalks and blocking sidewalks Cyclists not obeying traffic laws - rolling through stop signs and running red lights when they deem the intersection is "clear" Pedestrians not obeying pedestrian laws - not walking on the sidewalk when it's available, walking on the wrong side of the road (their back to traffic) when a sidewalk or shoulder is not available	1
Drivers in SLC often drive too fast, don't use signals, and have a general disregard for cyclists and pedestrians. Controlling speed and traffic on neighborhood streets is a huge priority for me in that regard.	1
Don't like all the speed bumps. Seems like there were a few places that did benefit from them and it went crazy after that with speed bumps being installed in way too many places.	1
Distracted drivers, rude drivers, speeding vehicles.	1
Distracted drivers and SLC's utter disregard for red-light enforcement.	1
Distance from pedestrians/cyclists to cars. I'm often concerned about biking on streets without specified bike lanes.	1
Disrepair of neighborhood streets	1
difficulty seeing due to parked cars and/or steep slopes on streets without stop signs	1
designated run/walk lane	1
Design speeds for cars are much too high on most city streets. Speed limits alone won't fix this.	1
Dedicated bike lanes; traffic circles would allow for better pedestrian and car movement, while not needed longer cross walks	1
Dangerous to cross huge expanse of asphalt at intersections, to get from one sidewalk to another. E.g. look at the intersections of E Sherwood Dr and S Devonshire Dr, or S Canterbury Dr and S Roxbury Rd: big triangles of asphalt that would be much safer (and more attractive) with an island with trees in the middle.	1
Currently the homeless living on the Jordan River Parkway have kept our use down this year. More street lighting would be very helpful at all crosswalks	1
Crumbling or raised sidewalks which make pushing strollers or wheelchairs difficult.	1
Crosswalks without flashing lights near parks and schools (1300 south and 1800 east)	1
Crosswalks near hills.	1
Crosswalks	1
Creepy people 🤨	1
Create more parking by marking spaces clearly.	1
Cracked and broken sidewalks. I've ended up flat on my face a few times.	1
Concrete paved street does not fit well into a residential area. Gives a neighborhood more of a commercial feel. Streets are noisy with concrete amplifying sound and icier in the winter.	1
chase the bums out	1
Cars speeding around parked cars, cars waiting on sidewalk to turn out of drive	1

-Cars parked in crosswalk access points (more parking enforcement). -Landscaping (tree branches) less than a 6 foot high clearance on sidewalks, and shrubs and plants extending onto sidewalks (can give owners notices to comply before fining them).	1
Cars ignoring stop signs on a regular basis.	1
Car racing between 1300 South and 800 South on 200 East.	1
By far, vehicle speeding is the worst offender. The lawlessness of drivers and the complete absence of speed enforcement has led to appalling conditions on neighborhood streets. Other issues: People routinely block sidewalks with their cars by parking across them in their driveways. This should be a towable offense. Enforce the sightline ordinances for pedestrian visibility at driveways. There are multiple places in my neighborhood where a pedestrian can not see a car backing of a driveway because fences or shrubs block the sight line. (And the drivers can not see the pedestrians either, if they'd even bother to look). Cars routinely drive or drift into the bike lanes on 17th East, below 17th South. The vehicles that people drive are too big and too wide for them to properly drive in their lane. Cite them, or enact serious impact taxes to encourage people to drive cars that actually fit on the roads. Enforce on-street parking laws, (cars per house, duration, and direction)	1
Bulb outs and street and median trees, visually narrowing the streets will reduce speeds more than a speed limit sign.	1
Broken, tilted and otherwise damaged sidewalks. As an elderly person, I don't feel I can safely take a walk.	1
Bridging the I-15 divide.	1
Bikers who don't obey traffic laws as in stopping at stop signs and stop lights, riding two or three abreast blocking a lane of traffic, riding on sidewalks at high rates of speed when the roads have little or no traffic.	1
Bike lanes on busy streets, such as 7th east, are completely pointless. It is much easier/safer to bike on quieter adjacent streets. Resources should be directed towards these projects not visible, but underutilized ones.	1
Bike lanes are great. But the godawful bike lane fail downtown where the bike line goes between the sidewalk and parked cars is an abomination. I bike 1000s of miles on city streets every year -- just give me a marked two foot bike lane, please.	1
Bike lanes and parking space configurations are VERY CONFUSING to drivers and don't appear to be safe for either the bikers or the driving public. The city is creating unnecessary conflict points with the current striping on many of the downtown streets.	1
Bicyclists, unicyclists, and scooter riders traveling on the wrong side of traffic and traveling in lanes of traffic through dangerous construction zones.	1
Bicyclists riding down the center of the street, should be accommodations for local traffic (people who live on intersecting blocks)	1
Because of the fear for being hit by a passing by car, I still don't feel that our streets have a welcoming feel for spending time on them. The reason for that is multi-fold. The streets are wide which encourages faster driving. Cars parked on the streets do make the driving cars going slower since they are an obstacle, but, they limit visibility so it's easier, especially for a kid, not to see a car driving by, and vice versa, the car driver not seeing the kid. I think ideal would be narrow residential streets where 2 cars can barely pass, to visually reduce speed, and which would not allow on street parking, to increase visibility on the street.	1
Backin angle parking on 200 South unsafe for both drivers and bikers!	1
As a pedestrian, I'd like a little more time to cross a street. Crossing 400 S, I get around 20 seconds.	1
All the stupid motorized scooters	1
Adjusting traffic lights to prioritize walking, biking, and transit. Also, repairs to walking and biking signals should be given the same priority as fixing traffic lights that affect cars. For example, it shouldn't take months for the City to repair a beg button.	1
Address the homeless encampments.	1
Add traffic circles	1

ADA enhancements, fewer barriers designed into paving, concrete. Seating at public transportation. Think about design that goes beyond basic requirements. Planners should ride wheelchair or scooters over textured cutouts to see what the sloe and rough ride actually feels like. Not all disabilities are in wheelchairs. Sight impaired need better design to stay on protected sidewalks etc.	1
A lot of vehicles speed on my street so I think something to slow them would be helpful	1
A lot of drivers tend to park their cars in the bike lanes. It seems obvious to me that the lane is for bikes but maybe they just need to really scream BIKE LANE in neon paint. Perhaps a fine larger than an average parking ticket, and maybe have parking enforcement focus on violators that actually put others at risk vs someone parked for a minute too long in a proper spot. A reminder at the pay kiosks to make sure they aren't in the bike lane at the very least could save a cyclist's life.	1
A big problem in our neighborhood is that most drivers ignore the Stop signs. A tap on the brakes is usually the best they do to "slow down". Second, the poor quality of the streets themselves. There are a lot of big pot holes that are a hazard in my opinion.	1
A appreciate your approach and desires to make our roads safer, but please keep in mind that taking out roads, while exploding the population with high density apartment buildings with inadequate parking, is making the streets far more congested. You are increasing pollution and gas usage by making it harder to navigate through Sugarhouse. We need more than single lane roads to accommodate the increased population. The lack of city planning expertise the city council expresses on a daily basis has already made Sugarhouse's roads a parking lot, which is a good thing considering there's no parking available anyway.	1
919 North Star Crest Drive - no just the lighting is mostly individual house lights.	1
500 E/1700 S (approximately, may not be recalling correctly) paved sidewalks alternate with gravel, woman in wheelchair unable to pass over gravel even with my assistance passing her. Would recommend paved sidewalks throughout	1
352 South 1000 East, ADDRESS Scooters travelling on sidewalks and parked as to create obstructions	1
1709 S Soleil CV Noise...is second and possibly caused in part by speed. There are cars, trucks and mostly motorcycles that must exceed some kind of existing laws for noise pollution. A city police car could sit on 17th South for a few days and generate a lot of revenue for the city. Once the repeat offenders get ticked a few times, it could make a real improvement in livability.	1
1. Street pavement quality can be bad, which matters to bicyclists like me. I've cycled for transportation since 1990. There can be bad root upthrust and subsidence issues for sidewalks. 2. Streets are wide and that encourages speeding (which is confirmed by research). 3. Street lighting is low, because of dark sky initiatives. But the streets are dark. I understand there is a streetlight master plan. I'd look at Bath UK and Eindhoven in Netherlands for examples of more broad ranging plans beyond strictly street lighting if need be for additional guidance. At the very least, lighting around commercial districts and civic assets (schools, libraries, etc.) in use at night should take night time demand in account. http://urbanplacesandspaces.blogspot.com/2018/10/revisiting-stories-night-time-safety.html There is also an international association of cities addressing lighting issues. http://urbanplacesandspaces.blogspot.com/2014/06/lighting-as-element-of-urban-design-and.html	1
Speed bumps.	1
	0

Answered: 234 Skipped: 230

This program presents the opportunity to make some change with a limited budget. Please indicate whether you feel funding allocated to the program should A) be spread



- B) Fewer neighborhoods receive improvements, but higher-cost/more durable installations in each
- A) More neighborhoods receive improvements, but lower-cost/less durable installations in each

Answers	Count	Percentage
B) Fewer neighborhoods receive improvements, but higher-cost/more durable installations in each	254	54.74%
A) More neighborhoods receive improvements, but lower-cost/less durable installations in each	191	41.16%

Answered: 445 Skipped: 19

o Do you have other thoughts about the Livable Streets Program you would like to share?



Response	Count
No	2
Yes. When you implement a walkable street, make sure that the cross streets are marked with stop signs or traffic calming improvements to slow drivers down. It does no good to have a walkable street when drivers do not slow down at intersections.	1
Yes, Please do something about the illegal camping and public intoxication I am seeing all throughout SLC.	1
Yes, more trees.	1
Yes!! I live at the top of 1300 south near foothill. The cars come down or up at 40-45 miles an hour like on a highway. We live with the high traffic on foothill drive and 2100 east. My complaint is the quieter streets complain about fast speeds. Believe me it's nothing like this. They do not have the heavy traffic or speeds we deal with everyday. We are a neighborhood also. Give the busier streets like this more consideration.	1
Yes quit putting high density mixed use property in neighborhoods, it adds to the problem not the solution.	1
Would love as much interaction with the residents that live on these streets as possible. I fear that in past surveys and initiatives, folks complaining about something haven't actually even been the people that live on the actual street. They're the ones that use the street as their cut through and when it becomes inconvenient for them, they complain. Listen to the actual residents of the street plz.	1

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.	1
Wide streets facilitating large trucks and traffic volume are not compatible with pedestrian/bicycle friendly streets. 600 South, especially east of State St. is particularly bad. With more and more apartment buildings in this area, people are going to die for the sake of delivery semi-trucks getting to Smith's more easily. This really needs to be addressed.	1
Why should I have to give up parking to slow down traffic?	1
Why bother the city does whatever it wants to do. Input from citizens has no impact.	1
Why are the homeless allowed to set up campsites on public property? These camps always become dumps. They should be required to contribute something in order to live on public property? At a minimum and for the privilege of camping on public property, they should be required to keep these sites clean. And during the day there should be a requirement to pick up so many pounds of garbage, and then they should stay at their camps all night, not stealing and pillaging the nearby neighborhoods.	1
While I appreciate calming "installations", I'd prefer more active measures. There ought to be enough police presence in neighborhoods that irresponsible people are stopped, ticketed, financially impacted, licenses revoked, and jailed if their abuse continues. Install cameras that auto-issue citations. People just ignore the current "information" speed detection signs. Pick rotating areas and issue tickets to every offender. No "grace" mph. Reduce the speed limit on streets to 20 MPH max.	1
When it comes to traffic calming, please consider changing the design speed of these streets. 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.	1
Well marked crosswalks are crucial, especially the slightly raised type that are paved with brick that contrast with the road. These serve a double purpose of pedestrian safety and traffic calming. At the very least a solid contrasting surface to mark crosswalks would greatly increase visibility and distinguish them from the road. With more population and issues of increased speeding, pedestrian safety needs to be a priority.	1
We need zoning adjustments to allow small businesses in otherwise residential neighborhoods, so people don't always need an automobile to shop.	1
We need lower speeds, not separated uses, except in exceptional places where there is room without creating conflicts at intersections (like driveways).	1
We just need to make other commuting options more attractive so we can reduce the amount of cars impacting our neighborhoods (especially speeding). If we could make safe raised or separated (protected) commuting lanes for bikers, walkers, etc that would be a step in the right direction. SLC promotes biking but is one of the least safest cities I have lived in to take advantage of it. I felt safer in my bike in NYC.	1
We don't need to allow through traffic on every street. Many streets should be designated as and designed for local traffic only	1
Use some of that massive bond to build traffic calming features into all road repair and improvement projects.	1
Turning 1100 E between 2100 s and 3300 s was a bad idea. Too much traffic and congestion for one lane. I understand putting in a bike lane, but until more people start biking, it's just asking for problems. I've already witnessed people ignoring the new lines and still making turns like it's a two lane road. With the number of condos being built, road congestion is only going to get worse.	1
Traffic calming and pedestrian/bike infrastructure more than pay for themselves over time. Neighborhoods with less traffic have more cultural identity and more foot traffic for independent businesses.	1
To answer this question...you have not provided an accurate example of a durable installation.	1
Tired of more expensive neighborhoods getting most of the improvement funds	1
This question is requiring a value judgement that is difficult to assess. Our neighborhood in the upper avenues require mitigation of a problem created by the city of salt lake. I have not surveyed all neighborhoods to assess needs across the city and am unable to answer the above question	1

<p>This is a loaded question and as such should never be in a city survey. On one hand it puts neighbors against each other and unfairly allocates city funds. The city staff should be answerable for the selection, timing and design aspects of the impoverishments</p>	1
<p>This could be a great experiment to see what areas would benefit most from traffic calming measures, then return to these areas with more funding later on to make them more durable and of higher quality.</p>	1
<p>This CAN be done for an affordable price. Like I said a 50\$ reflector in lighting here on my street. I was in charge of the street lighting program in the 90's for our block 1st ave between o and p. I found that the people that had the most money were the least likely to spend it on helping the neighborhood. The people on social security and small fixed incomes were more likely to help the neighborhood. Speed bumps are really needed. It's the parents that are late for work dropping kids off</p>	1
<p>There are seriously dangerous intersections in the city the limit mobility for all kinds of users and currently, those intersections are getting zero attention 400 East and 1700 South and 400 East and 2100 South. If there are limited resources, I think safety should be deciding factor.</p>	1
<p>The transition to people-centered streets is such a good thing, and we need more of it. Please find ways to build momentum with these improvements so that funding will increase. As well, please don't leave less-privileged areas of the city behind!</p>	1
<p>The situation with our unsheltered is so heartbreaking. I wish we could designate a SAFE area for encampments. (Safe for them and us.)</p>	1
<p>The question above is difficult because I'd like to see more safer streets. When fewer streets receive improvements it's great if it's your neighborhood but more often than not it's not. Normally I'd choose higher cost/more durable improvements for fewer streets but when there's not enough money we need to address the option that can help the most people, not a select few.</p>	1
<p>The purpose of streets is to move populations from one place to another. Smart urban design makes this as convenient as possible to both vehicles and pedestrians. Let's not forget that when we knock down Highland Drive to one lane, so we can put in bike lanes which are rarely used, traffic now is backed up creating congestion, pollution, and aggravation. This will only result in opposition to future livable street developments.</p>	1
<p>The project should be staged so that "more" neighborhoods will benefit from this plan with more durable installations, but the compromise would have to come in doing x number of neighborhoods this cycle and then x more can be completed as the funds become available.</p>	1
<p>The program should focus on low-income areas. Perhaps having neighborhood streets only one way for cars, with bike lanes in both directions. Parking areas and plant boxes out of concrete can be used to slow down traffic</p>	1
<p>The prior question about balancing # of neighborhoods and cost/durability of improvements is not possible to answer without knowing that the costs and durability of specific types of installations are. In general, the most helpful additions to neighborhood streets would be to add measures to reduce vehicle speed e.g. more stop signs and speed bumps, and more painted/signed crosswalks with flashing lights</p>	1
<p>The neighborhoods must be more targeted to the westside. There has to be greater consideration for the urban forest and cooling the heat islands that permeate the westside. It is difficult to walk in our neighborhoods.</p>	1
<p>The improvements proposed are not needed or welcome in my area. We don't need residential street parking stolen and replaced with bike lanes or "extra green space," creating parking congestion and fostering competition among neighbors to secure parking in front of their own house! Use the funding to remove the homeless addicts and thieves you've displaced into nice neighborhoods. Stop creating traffic congestion and overcrowding Sugarhouse with copious apartment buildings. You've destroyed it.</p>	1
<p>The barriers installed for walking on 800 East during the pandemic were not practical for local traffic combined with parking on the street.</p>	1
<p>Tear out the park strips and allow us to park there instead. Now you can have bike lanes on both sides of the street as a buffer against motorists.</p>	1
<p>Sure. Figure out how to reduce traffic after building so many condos and apartments in our small little area of Sugarhouse.</p>	1

Success of fewer higher cost installations could make the case to expand, while broader lower quality could hurt perception. Those few places should be ones with highest need.	1
Streets targeted could be identified by accident reports to avoid tendency for east side to get much more attention than the West side.	1
Stop installing the islands in the middle of intersections	1
Stop building new apartments and condos. Where are they getting the water for these projects and how much are the developers contributing to campaign funds for our politicians.	1
Stop building a city center and fix our roads and infrastructure. Waste of tax and grant dollars until we have better roads in our city. Take a lesson from Murray!	1
Start with pilot neighborhoods and then scale it up with more funding	1
SPEEDING IS THE ROOT CAUSE OF MOST OF THE TRAFFIC PROBLEMS. Attack the source.	1
Speeding is a problem through streets that do not have traffic lights at each intersection.	1
Some neighborhoods in SLC are not bike/walk friendly due to terrain. Don't waste money in areas where the streets/sidewalks are void of pedestrians and bikes.	1
SLC is far too timid when it comes to making streets for people and not cars. You could implement many changes easily and at low cost, but there's so little will to do these things.	1
see note above, PLUS. The round-a-bout at the intersection of 11th E and 9th South. Should NOT have a large distraction as the proposed Whale Tail artwork. (even though I like it) Not suitable or appropriate for this location. We live in a Desert thousands of miles from the Ocean.	1
See above	1
Roads are for cars, they only have one choice.	1
Remove stoplights or at least turn them to flashing during non-peak hours. Many could be replaced by traffic circles to keep traffic moving instead of idling cars that contributes to air pollution	1
Regarding speeding and running stop signs, the Program doesn't seem to be working in The Avenues. Homeless camps along Victory Road are an eyesore and the City does not seem to care about the trash that frequently accumulates there and I can only assume there is significant human waste accumulating there as well.	1
Reduce vehicle speed on residential streets please.	1
red-light and crosswalk enforcement must be prioritized to take the streets back from the asshats from Draper, South Jordan and Sandy who speed through our city.	1
Re: low cost implementation, I know the Bloomberg admin in NYC constructed protected bike lanes with paint and planters, is there any way to do that to save on costs while making a more extensive biking network?	1
Raised crosswalks, HAWK beacons, RRFBs, and water-wise vegetation are the best! Curb extensions and grass are the worst.	1
Programs to teach bicyclists to be more courteous to pedestrians when use the sidewalks	1
Prioritize neighborhoods that have been traditionally marginalized or redlined.	1
Prioritize neighborhoods based on safety needs first (especially for children) not by higher value home prices.	1
Prioritize historically underserved neighborhood	1
Poor questions again. Just buy more steel plates since every area needs more traffic calming. They don't impact biking like bulbouts. They are cheap and more effective than speed limit signs.	1
Please reduce speeds over all. This would really be helped by focusing on sending commuter traffic (not the inner neighborhoods, so they don't care) to main roads (like Foothill, 700 East, etc.) and off neighborhood roads (like 1300 East, 1500 East, Sunnyside).	1

PLEASE reduce speed limits, narrow drive lanes, and use other traffic calming measures. Speeds are increasing, drivers are becoming less attentive, and our streets are becoming less friendly and safe. I appreciate whatever you can do to help. Thank you!	1
Please make the city more green, clean and pollution free	1
Please ensure the Westside gets a majority of the funding. We've had so many great investments on the east side and the Westside needs safe streets too	1
Please don't forget those of us who live along these streets. For example, the renovation of 900 South from 10th East to 13th East has improved the street considerably but has also created a hazardous, heavily traveled speedway in the process. The quality of our residential life has actually gone down. So much for "livability."	1
PLEASE do whatever you can to reduce car speed on neighborhood streets. It has gotten really bad. That's the number one thing that needs to be done in my opinion, and hopefully is a low cost option that can be extended throughout the city.	1
Please avoid any road/bike design similar to 300 South/Broadway-it's dangerous and expensive. Consider installing EV charge stations at business corners of the neighborhoods.	1
Plant more trees! It helps reduce heat from the asphalt! More bike lanes, please! And slow down traffic. People drive way too fast and recklessly in SLC these days.	1
Plant more trees and educate people to water them (especially in a drought). This is the cheapest and easiest thing to do and helps more than signs and bike lanes...and slow traffic.	1
Picking between all or some neighborhoods is a hard choice. All neighborhoods should receive significant upgrades.	1
Obviously, after all the trees we've lost in the wind storm last September, it is most important to plant trees!	1
No.	1
Nice walking and biking areas with shade should be the priority.	1
Neither of the above options - find a way to do more neighborhoods with durable installations. - maybe request funds from the local home owners?	1
Need more police patrol in this area that there is an elementary school in the area.	1
My response above is dependent on where the investment would take place.	1
My only concern with adding more greenery is the environmental impacts it may have. I wouldn't want to create an area that needs more water than we already have. I would also prefer for these projects to be aimed at more economically challenged neighborhoods.	1
My answer to the previous question is "depends". Obviously more durable infrastructure is desirable, but how would the areas be selected? If the funding gets allocated to the usual upper class neighborhoods, then one rather it being more widespread and accessible to areas of the city which arguably would need it more	1
More xeriscaping less grass	1
More neighborhood streets should be closed to thru traffic permanently, like how 600 East was during summer 2020.	1
More green space in middle lanes would help bring down the heat, clean the air, and make SLC more beautiful	1
Maybe some streets should be "one way" as a method to calm traffic.	1
Maybe change the name? Liveable streets sounds like a homelessness program...	1
Make the improvement suit the neighborhood rather than just do it for its own sake	1
Make lower traffic streets have the bike paths instead of putting bike lanes on all the highest traffic count streets. i.e. 1200 East vs 1300 East seems crazy and dangerous to keep trying to combine bikes with the highest traffic count streets. We can create a wonderful bike trail with many options on lower traffic streets and still give bikers great access to everywhere with a much safer path.	1

Love the "walking streets" program.	1
Lighting on Capitol Hill and Mamalade should be more historic. We should also consider lighting that preserves dark skies.	1
Light sources powered by renewable energy	1
Let bicyclists know they don't need to glare and try to run down a car on this same roadway	1
just take a look at the netherlands with their "WOONERF" system (Just google it) Or Barcelona closing some streets for cars since they have so many blocks cars can use still. Basically SLC is built similar to Barcelona Eixample neighborhood. Learn from other cities in Europe instead of inventing something that already exists elsewhere in the world ! :-)	1
Just fix broken sidewalks and broken up street asphalt before building new.	1
I've seen the "traffic circle" be the site of accidents - not between vehicles or pedestrians but accidents with the traffic circle.	1
It would be great if streets marked as bike route had clearly painted bike lanes to keep parking and drivers out of them. Also, space must be made for trash cans, having to weave around trash cans into traffic is pretty dangerous!	1
It would be good to have a long-range plan so that more neighborhoods could be reached eventually; please also publicize this, so folks know that things are coming.	1
Investment in bike lanes and bike parking. More Greenspace and closing roads to cars in some areas, such as sugar house and downtown	1
Improvements should focus on areas with less resources. I.e. the West side, not the avenues. (Saying as someone who lives in the avenues)	1
Implementations should be broad and cover equally in all residential areas of the city	1
I'm super excited about this!	1
I'm still waiting for Salt Lake City to improve walkability and bikeability along North Temple. I did a project on this almost a decade ago and was ignored by the City: http://accessnorthtemple.org/ . The redevelopment of the Rocky Mountain Power site is a huge opportunity to improve this.	1
If we go with option B, would the idea be that we spread out hitting all the neighborhoods over a longer period of time or just do a one-time, fewer neighborhoods installation that is more durable?	1
If improving only some neighborhoods at first, start with neglected or disenfranchised areas like Rose Park. They deserve attention but are often overlooked for projects like this	1
I'd like to see a wide-spread approach to implementation, with several different types of installations, to determine which ones give the best 'bang for the buck'. Then focus those installations in the most troublesome areas to optimize the cost/benefit ratio.	1
I would like walkable options like small stores. Little venues. Pop up options.	1
I would like to see improvements so that multiple users are able to access Neighborhoods/schools/parks/Recreation/local businesses/employment safely and easily. Designated foot traffic/bike lanes/motorized traffic along 11th Ave., Virginia Street, N. Campus Dr. would benefit more than the neighborhood! It would benefit the city and the larger companies around	1
I would like things where I live on 900 West to stay as it is. Use that money to fix other places as good as I have it on 9th West. I think getting the water lines fixed like you have been doing on 800 West has been a great thing.	1
I would advocate for using the money to implement strategies to improve safety based on risk.	1
I want a few large interventions in a lot of neighborhoods. while other improvements would be pleasant, all you really need are concrete curbs/dividers and signage. Other interventions like more planted islands and bump outs can come later. Focus on major intersections and limit vehicles access while signaling and protecting bikes and pedestrians.	1

I think this is a move in the right direction but would like to see some concrete designs to make an opinion t he program.	1
I think that awareness is the key for people to slow down. I love seeing the signs in peoples yards bringing a ttention to speed. Focusing on people versus cars will make the streets and neighborhoods more accessibl e.	1
I think it's great and I'm really excited to see what comes out of it.	1
I think if we implement low-cost solutions and show and prove to everyone that it works, then maybe fundin g can be found in the future to make these better and higher-cost improvements.	1
I support the lower speed limit idea as well. To continue by previous thought, how is it okay for the constructi on companies to set up their temporary offices directly in bike lanes? Big example, 200 west between 300 s outh an 400 south... the protected bike lane is entirely blocked by one of these mobile office deals and even fenced off. I'm expected to ride in the road on this stretch and just hope I don't get creamed?	1
I love the idea currently in use of closing streets off to cares in downtown SLC, which we had more areas lik e that	1
I live on a corner. Upturns are common with drivers coming off the feed street and gunning it down our resid ential street.	1
I liked it when certain streets were blocked off for pedestrians. Wish that could be permanent.	1
I like the idea of piloting high-cost but durable solutions. We need to encourage use of bikes and reduction o f car travel.	1
I hope that this makes walking and biking safer in some of the less affluent neighborhoods where those acti vities may be a necessity and not a choice. Thank you.	1
I honk there needs to be fines assessed to homeowners who refuse to maintain the streetlights that are in th eir property.	1
I have no idea what you mean, by lower-cost or high-cost improvements, or less durable or more durable in stallations. my block is one of few in Sugarhouse, that does not have street lamps. I have lived on the 1700 E to 1800 E block of Downington Ave. for 20+ years, and it makes zero sense as to why every other block i n the entire quadrant between 1700 S and 2100 S, from 1500 E. to 2100 E. has street lamps on their block. Why is this one block excluded?	1
I feel the improvements should be more permanent and focused on fewer areas...ie 'walkable neighborhoo ds' (those that have higher foot traffic because of businesses/educational/government services/cultural and recreational centres)..... in order to make those streets safer.	1
I feel like if the city decided to go fewer improvements that are higher cost the result will be making upper cl ass white neighborhood more liveable and neglecting lower income communities that are largely communiti es of color and I would loathe that	1
I don't understand why lower-cost automatically means less durable? There are quite a few solutions that ar e lost cost and high-quality, especially to reduce high-speed commuter traffic in neighborhoods: reduced sp eed limits, no U-turns, one-way entry to residential streets during peak commuter times, enforcement of nois e ordinances and vehicle muffler/emissions laws, etc. If cost is the biggest issue - let's get a commuter tax p assed.	1
I compare cities like San Francisco and Madison Wisconsin with the "fewer neighborhoods getting improve ments, but higher costs to make more robust installations" and cities like St. Louis or Kansas City, MO being cities that have had more streets with signage and lanes (lower cost) but having less impact on the actual s afety of riders. I would advocate for both lower speed limits with more raised crosswalks. Particularly on thor oughfares without any stop or yield signs for several blocks.	1
I chose B above because I want lasting improvements and future budgeting to make that widespread. But I'm really concerned that the people with the least resources will be the ones left out of these improvements, so I want you to take that into consideration. Access to livable streets should not be determined by income. Start where there are lots of kids and elderly folks who would benefit from safer streets. It might not be High and Park.	1

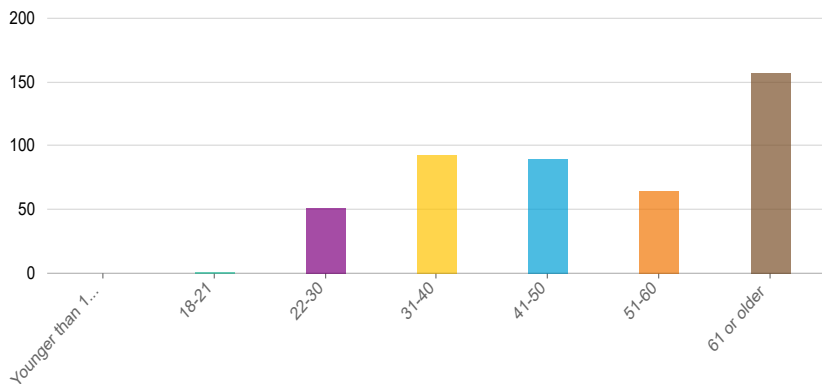
I bike as my primary mode of transportation and I am working with my 19 year old son to start biking as his primary mode. I would love to see more bike lanes and paths in the busier areas, like State St and Main St. For example, there is no safe way to get to Lowe's, where my son works. Thank you for all your efforts on this. I realize money is limited and there are lots of improvements that could (and should) be done.	1
I am beyond grateful that the city is thinking in these terms and asking people for their feedback!	1
Hopefully grass/tree/plant medians will not be used to slow traffic and beautify as one they aren't maintained very well (weeds very little mowing) and with the drought it isn't worth the extra water. Please no concrete medians as they are just ugly.	1
Honestly. The choice of questions is absurd. There is plenty of money. It just needs to be reallocated. Keeping streets safe for children should be the top priority.	1
Historic structures and homes, and the their surrounding streets and neighborhoods should be preserved. Those streets should receive Traffic Calming measures and beautification efforts implemented.	1
Help lower income areas before higher income areas. Let's help low income folks walk/bike more and feel safe where they live.	1
get rid of the bums	1
Get moving. Slow vehicle speeds. We need action and not just another unfunded plan.	1
Fresh sidewalks, Trees trimmed new curb and gutter so we can walk without tripping and having tree limbs falling upon our heads.	1
Focus on the least livable street areas first	1
Find a way to make cyclists over the traffic laws.	1
Families should be able to use bike infrastructure. Bike lanes over parking.	1
Extend to areas not already super popular (9th and 9th, Harvard/Yale)	1
Enforce the laws that are on the books.	1
Efforts by neighbors to address speeding conditions on East Capitol Blvd have been undermined by failed city leadership. A years-long series of attempts --including 120+ resident signatures on a petition presented to the City Council and mayor in 2019-- have yielded no concrete results; only additional traffic studies that repeatedly confirm the problem followed by what seems to be the strategy of Chris Wharton, Austin Kimmel, and others to fatigue residents' efforts hoping we will give up.	1
East Capitol Boulevard has become a night-and-day SPEEDWAY! The posted speed limit is 25 mph but cars, pickups, and motorcycles often go TWICE that fast. It's not only annoying but dangerous. Yet the police never patrol it!	1
Don't use mph of speed to disqualify a street when the posted speed limits in the city are woefully out of date.	1
Don't do anything that reduces parking availability. There is little of it to begin with	1
Don't force cars onto neighborhood streets as a result of reducing speeds on major thoroughfare streets. An example is Sunnyside Ave. Don't mess with it. It is needed for East/West traffic.	1
Don't enhance wealthier neighborhoods alone, be equitable	1
Do not use the Safe Streets program that was implemented last spring (i.e. pedestrians walking on the streets). This is not safe.	1
Do not consider installing speed bumps. They are unsafe for bikes and extend the response time of emergency services.	1
Do more traffic patrols. Enforce the law. Our Mayor and Council should support the police officers in our community and respect the good they do instead of driving them to other cities departments.	1
Do B above but expand programs to enhance more neighborhoods in the future even if tax increases become necessary.	1

DEFINITELY use more durable installations. I'm fed up with my streets being repaved and repainted every year. It costs so much more in the longrun!	1
Create beautiful tree filled streets in all neighborhoods for property equity	1
Continue to do durable, lasting projects so that over time all residents of the city benefit for the long-term	1
chase out the bums!!	1
Change Salt Lake City's policy of complaint driven with respect to illegal B&Bs. Hire a compliance officer, it will pay for itself and it will get cars off the streets	1
Bikes vs pedestrians have too much influence	1
As electric bikes / scooters that travel at 25mph + become common they need dedicated lanes that allow two bikes to pass one another in the same direction, just like cars. Having bike lanes that have "missing blocks" and not treating bikes as vehicles is a huge problem in SLC. 300 s is unbikeable because of how many traffic interactions there are and barricade is dangerous because bikes can't swerve to avoid valet cars, pedestrians, slower bikers in the lane and are blocked from the view of cars	1
Anytime government makes changes, they mess things up and make them worse.	1
Any improvement has the potential to be good/great improvement. I would like to see more streets w/ reduced speeds so that the city can be MORE walkable/pedestrian-friendly. Is it possible to have 20-25 mph streets instead of 25-30?	1
Always strive for equity & access. We must deal with the huge increase in residents due to the influx of so much high density housing.	1
Always keep in mind these are where people live, neighborhoods, please don't try to make city streets more than just a neighborhood street. Don't make them something that would encourage travel from outside the community.	1
allow residents to rundown people on bicycles	1
Address the homeless encampments.	1
Adding trees in park strips and medians can be the most effective speed reduction method.	1
A much input from the community as possible.	1
A generalized "vision" will not work in our neighborhood (probably true for other neighborhoods as well). We have a narrow street, houses on both sides, and a public facility. The terrain slopes quite steeply. This will require a custom design to provide calmer traffic, less parking, and still access to the museum.	1
919 North Star Crest Drive - upkeep of mow strips would also be nice.	1
1709 S Soleil CV Thank You for taking on this issue. We have recently moved to the area from Holladay. The speed and noise of the traffic is the only down side of our enjoyment of our new home.	1
1. Parks planner David Barth says treat streets as linear parks. 2. Morton Arboretum (ArbNet) encourages cities to treat their entire urban forest/tree canopy as a "community scale arboretum." 3. My approach to livable streets, Signature Streets, is based on the idea that streets are the defining elements of the mobility system, and their aesthetic qualities define the community's identity. http://urbanplacesandspaces.blogspot.com/2020/09/extending-signature-streets-concept-to.html	1
.	1
Emery Street we had new streets a new curb put in, they also installed boxes for improve lighting. That was over 10 years ago and we still never received the lights. So wasn't that a waste of money? You should really think about your budget and what you're going to spend and what you're going to do, and start what you finish.	1
	0

Answered: 175 Skipped: 289

Demographic Questions

What is your age?

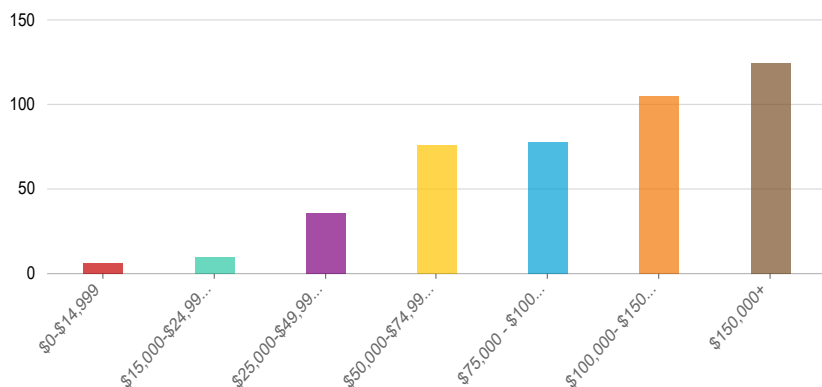


Answers Count Percentage

Answers	Count	Percentage
Younger than 18	0	0%
18-21	1	0.22%
22-30	51	10.99%
31-40	93	20.04%
41-50	90	19.4%
51-60	65	14.01%
61 or older	157	33.84%

Answered: 457 Skipped: 7

What is your household income level?



Answers Count Percentage

Answers	Count	Percentage
\$0-\$14,999	6	1.29%
\$15,000-\$24,999	10	2.16%
\$25,000-\$49,999	36	7.76%
\$50,000-\$74,999	76	16.38%
\$75,000-\$100,000	78	16.81%
\$100,000-\$150,000	105	22.63%
\$150,000+	125	27.37%

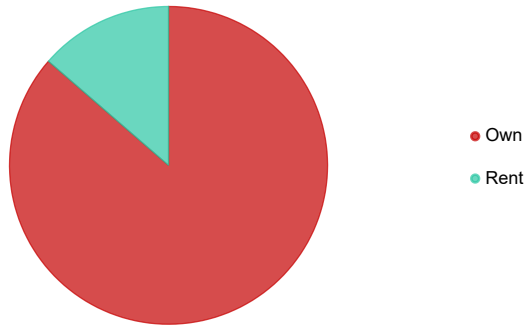
\$150,000+

125

26.94%

Answered: 436 Skipped: 28

o Do you rent or own?



Answers

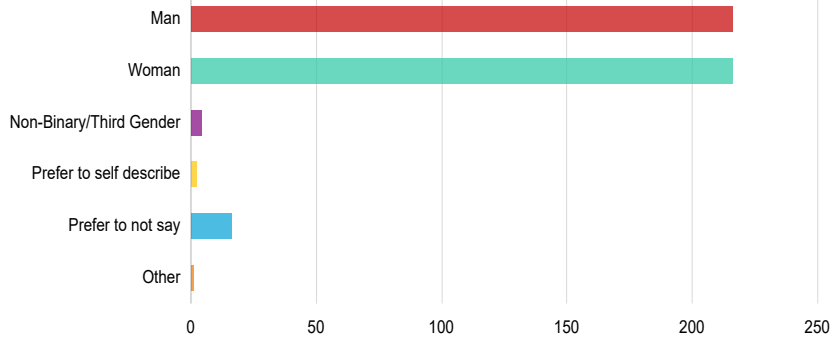
Count

Percentage

Own	393	84.7%
Rent	62	13.36%

Answered: 455 Skipped: 9

o What is your gender?



Answers

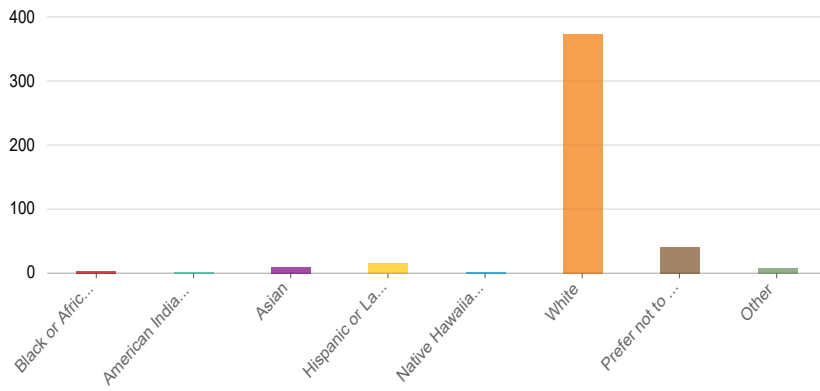
Count

Percentage

Man	216	46.55%
Woman	216	46.55%
Non-Binary/Third Gender	4	0.86%
Prefer to self describe	2	0.43%
Prefer to not say	16	3.45%
Other	1	0.22%

Answered: 455 Skipped: 9

o What is your ethnicity?



Answers **Count** **Percentage**

Answers	Count	Percentage
Black or African American	4	0.86%
American Indian or Alaska Native	2	0.43%
Asian	10	2.16%
Hispanic or Latino (of any race)	17	3.66%
Native Hawaiian or Pacific Islander	2	0.43%
White	374	80.6%
Prefer not to say	42	9.05%
Other	8	1.72%

Answered: 450 Skipped: 14