

AGENDA

1000 West Stakeholder Meeting 1

Date/Time: 11/18/2021, 3:30 – 5:00 p.m.

Location: Utah State Fair Offices, 155 North 1000 West, Salt Lake City, UT

Meeting Purpose: Discuss 1000 West (N Temple to 600 N)

Attendees

- Corky Reeser Rose Park Community Council / Transportation Advisory Board
- Larry Mullenax Utah State Fair CEO
- Nigel Swaby Fairpark Community Council
- Jen Seelig State Fairpark Board, area resident
- Steve Wooldridge SLC Police Department, area resident
- David Osokow area resident
- Stacey Adams area resident, consultant for SLC Transportation
- Ronnie Button SLC Transportation
- Jena Carver SLC Transportation
- Kyle Cook SLC Transportation

Welcome/introductions

Project introduction

Project background, general scope and schedule, Committee role

Goals discussion/workshop

What are your goals, priorities, and concerns? (notes in blue)

Street Characteristics & Function

- Street is very wide, which contributes to higher vehicles speeds.
- The street is posted as 35 mph. Is that appropriate? What interventions would influence slower vehicle speeds and justify a lower speed limit?
- Speeding is an issue in terms of noise – can be disruptive even when you’re inside a home.
- Frustration with feeling unsafe doing basic activities like crossing the street while walking dogs.
- 300 North is particularly challenging without the all-way stop control.
- Neighborhood generally doesn’t have marked crosswalks and basic traffic controls Overall lack of good lighting – poor visibility
- Street may have substantial underground utilities that provide important services, but may conflict with street-level designs (e.g. landscaped medians). Project team to verify.

- 1000 W and 300 N has been used in the past for flood control / emergency storm water conveyance
- 1000 W provides important route for emergency access / public safety
 - Location of Fire Department at 1000 W / 300 N – their needs should be considered
 - 1000 W is a key link in the street grid. Other north-south routes are much less desirable to use from an emergency response perspective (e.g 800 W, 900 W). Other major alternatives very limited (e.g. Redwood Road or I-15)
- 1000 W is a connection to the new Folsom Trail just south of North Temple

Area Context

- Neighborhood is “all ages and abilities” – this includes school age children, seniors, low-income, and people with disabilities.
- State Fairgrounds
 - a major event center - there are major events but also many small and medium sized events throughout the year.
 - Strong interest in public safety, both on-site and surrounding area
 - Potential for changes, growth, amenities for neighborhood
 - Aspire to provide variety of options for access, especially with proximity to TRAX. Have discussed integration with proposed North Temple Mobility Hub.
 - An intrinsic aspect of the neighborhood with historic and cultural importance
- Special events issues:
 - Unsafe parking – vehicles block driveway access and/or visibility (ignoring parking setbacks obscure sight lines from driveways)
 - 1000 W is a ‘moving parking lot’ – storing vehicles queues that wait to enter Fairpark parking lot.
- Vehicle speeding and safety issues are a pervasive issue throughout the region – not unique to this area.
- New multi-family residential developments put additional pressure for on-street parking, especially when they have very low parking minimums.
- Concern about personal safety, particularly in areas near the Jordan River where homeless camping is prevalent.
- Need to balance competing needs of the street and surrounding area. It seems like we can maintain 1000 W as a major street in the network, accommodate surging traffic demand due to serve special events, and moderate speeds to encourage safety for the neighbors.

Reflect on 2021 State Fair experiences & data

- In general, the group thought things went well. Traffic wasn’t a major issue; the new driveway configuration (mid-block between 200 N and 300 N) worked well and made the access at 200 N more friendly for pedestrians and drop-off activity.
- The all-way stop controls at 300 N and 200 N were important to maintain safety at the crosswalks. The group voice strong support for a permanent all-way stop.
- SLC Transportation used video recording and traffic counters for several days to measure activity. Traffic patterns compared to non-event data showed:
 - Increase in traffic volume (5300 daily vehicles vs 2700 daily vehicles)

- Speeds decreased somewhat, likely due to the rolling vehicle queues during the State Fair. Travel speeds unimpeded are in the 35-40 mph range.
- During peak periods, southbound traffic queues occupied the outside vehicle lane and extended from 250 N (new Fairpark driveway) to 400 N.

Discuss themes from public feedback – Online survey was available on the project website Sept 13- November 16. See attached summaries. SLC provided a high level summary, and included detailed survey responses which contain very thoughtful open-ended feedback.

Got ideas?

- Add parking stalls within the street cross section to reduce the effective width (good for calming traffic) and mitigate parking impacts during events.
- More crosswalks, potentially raised crossings. Curb extensions to shorten pedestrian exposure at crosswalks.
- Add crossings to 400 North
- Lighting

Where we go from here

- Project timeframes:
 - Short-term: 300 N / 1000 W all way stop to be installed November 29th
 - Med-term: 300 N Reconstruction Project (2023)
 - Long-term: TBD
- Planning Next Steps:
 - Refine concepts for 1000 West corridor, and intersections at 500 North and 300 North
 - Discuss follow up meetings with Stakeholder group and approach to public outreach
 - Pursue Constituent CIP applications for funding support