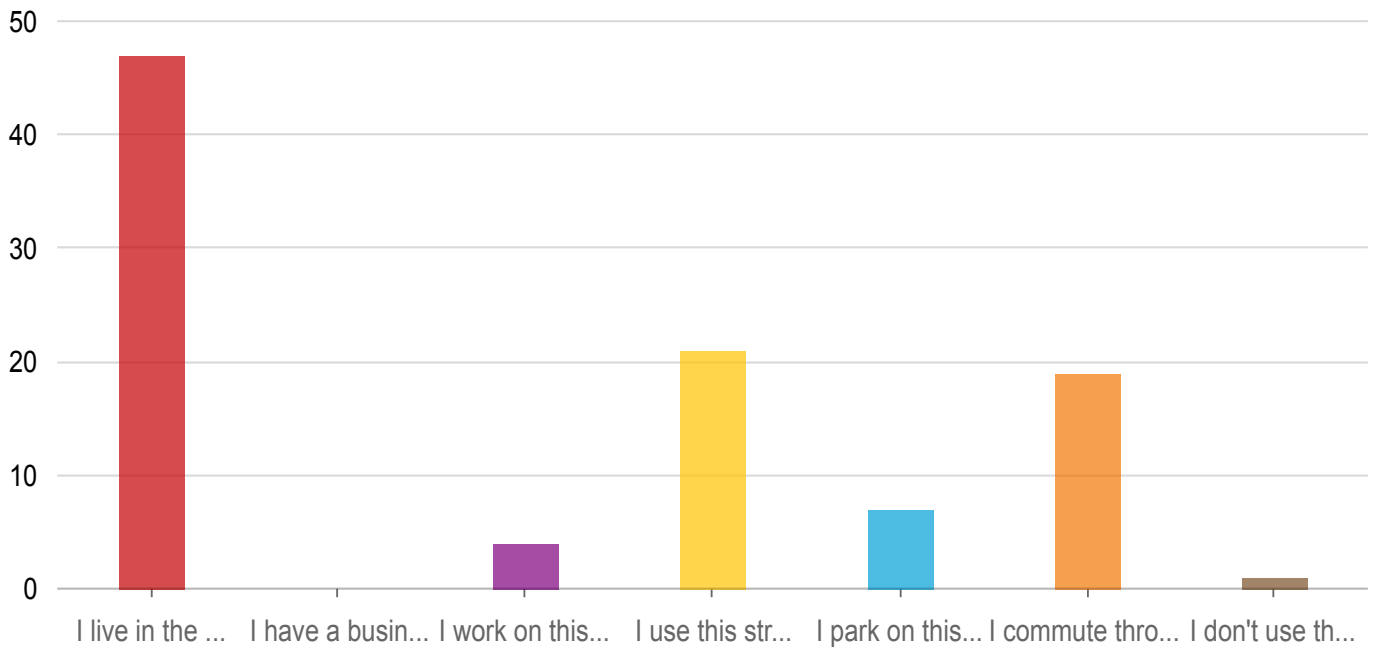


1000 West Mini Corridor Study

1000 West Mini Corridor Study

○ What is your connection to this corridor? (1000 West, 600 North to North Temple)



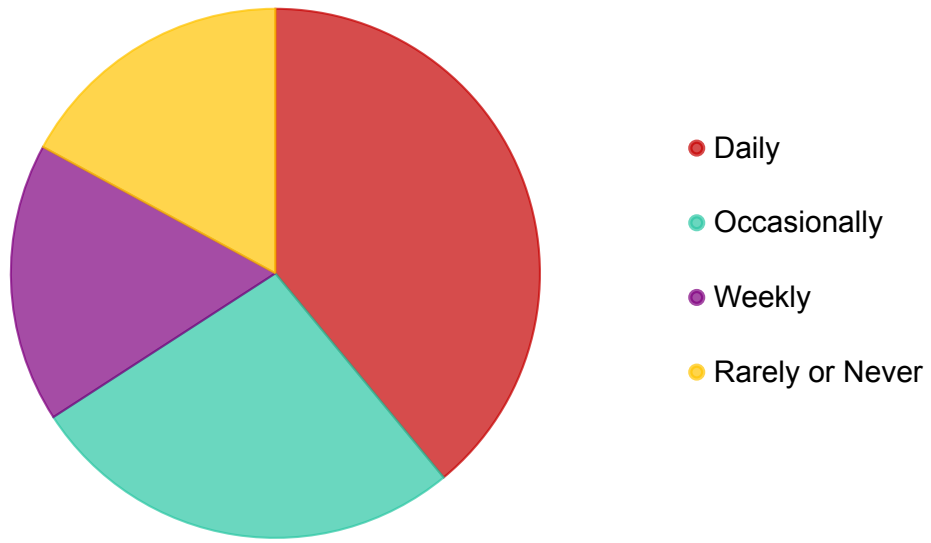
Answers	Count	Percentage
---------	-------	------------

I live in the surrounding neighborhood	47	75.81%
I have a business on this street	0	0%
I work on this corridor	4	6.45%
I use this street occasionally	21	33.87%
I park on this street	7	11.29%
I commute through this street	19	30.65%
I don't use this street	1	1.61%

Answered: 60 Skipped: 2

1000 West Mini Corridor Study > How do you travel through 1000 West?

○ ○ Walk

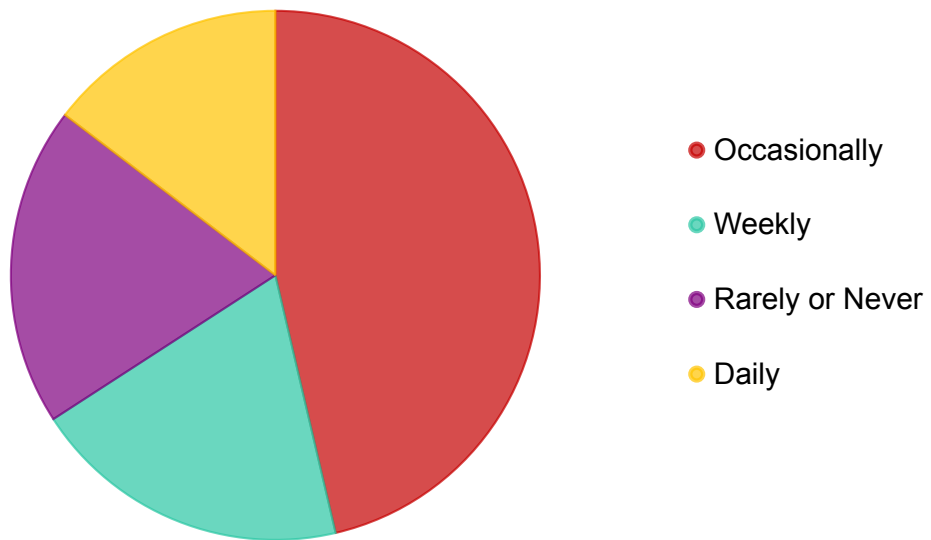


Answers **Count** **Percentage**

Daily	16	25.81%
Occasionally	11	17.74%
Weekly	7	11.29%
Rarely or Never	7	11.29%

Answered: 41 Skipped: 21

○ ○ **Bike**



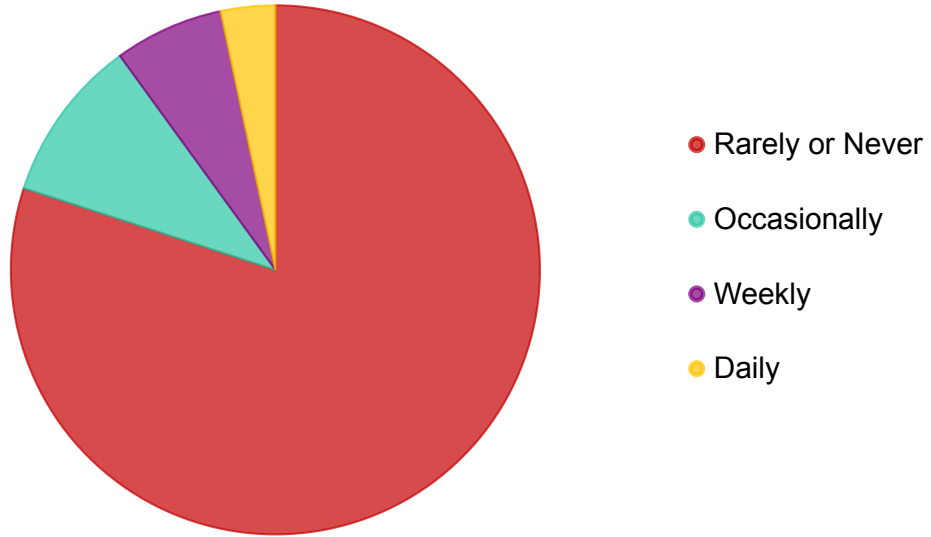
Answers **Count** **Percentage**

Occasionally	19	30.65%
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Weekly	8	12.9%
Rarely or Never	8	12.9%
Daily	6	9.68%

Answered: 41 Skipped: 21

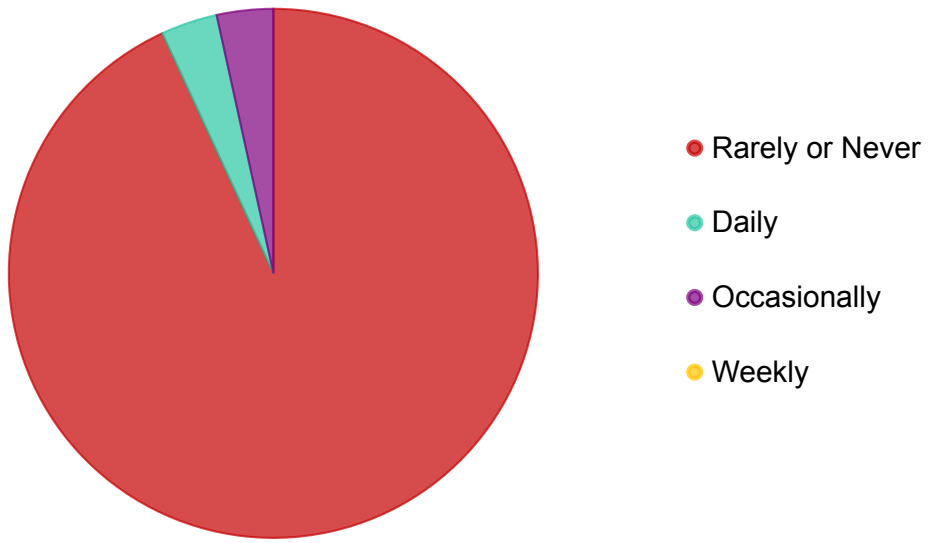
○ ○ Scooter/Skateboard



Answers	Count	Percentage
Rarely or Never	24	38.71%
Occasionally	3	4.84%
Weekly	2	3.23%
Daily	1	1.61%

Answered: 30 Skipped: 32

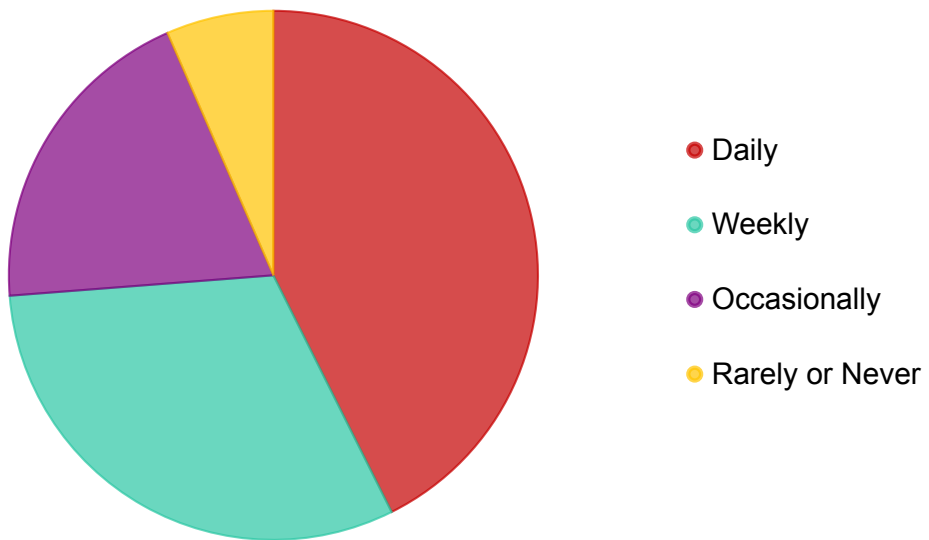
○ ○ Wheelchair/Walker



Answers	Count	Percentage
Rarely or Never	27	43.55%
Daily	1	1.61%
Occasionally	1	1.61%
Weekly	0	0%

Answered: 29 Skipped: 33

○ ○ Drive

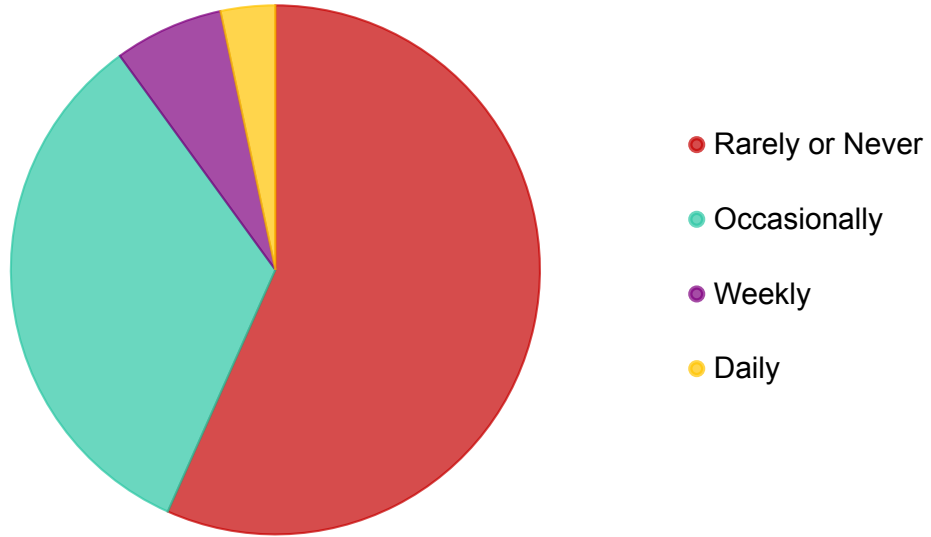


Answers	Count	Percentage
Daily	26	41.94%

Weekly	19	30.65%
Occasionally	12	19.35%
Rarely or Never	4	6.45%

Answered: 61 Skipped: 1

○ ○ Transit (Bus/TRAX)

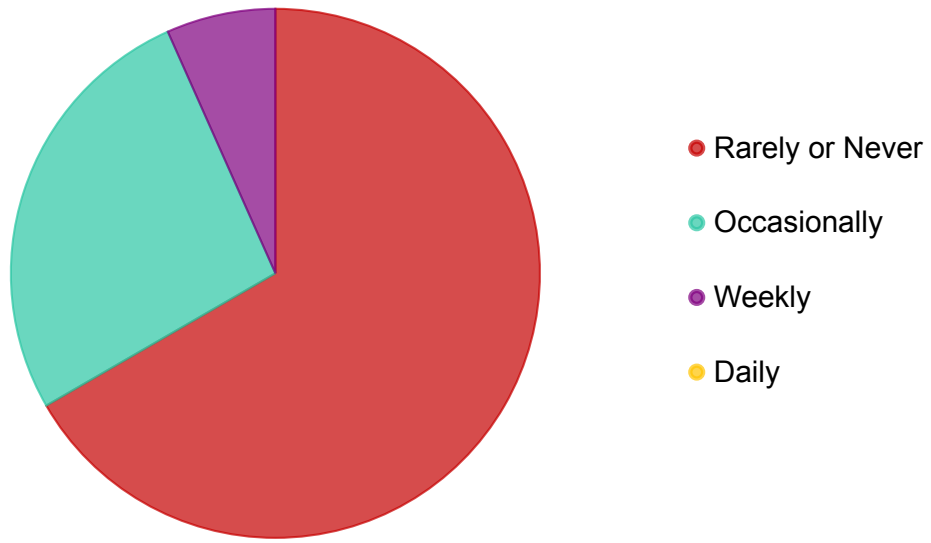


Answers **Count** **Percentage**

Rarely or Never	17	27.42%
Occasionally	10	16.13%
Weekly	2	3.23%
Daily	1	1.61%

Answered: 30 Skipped: 32

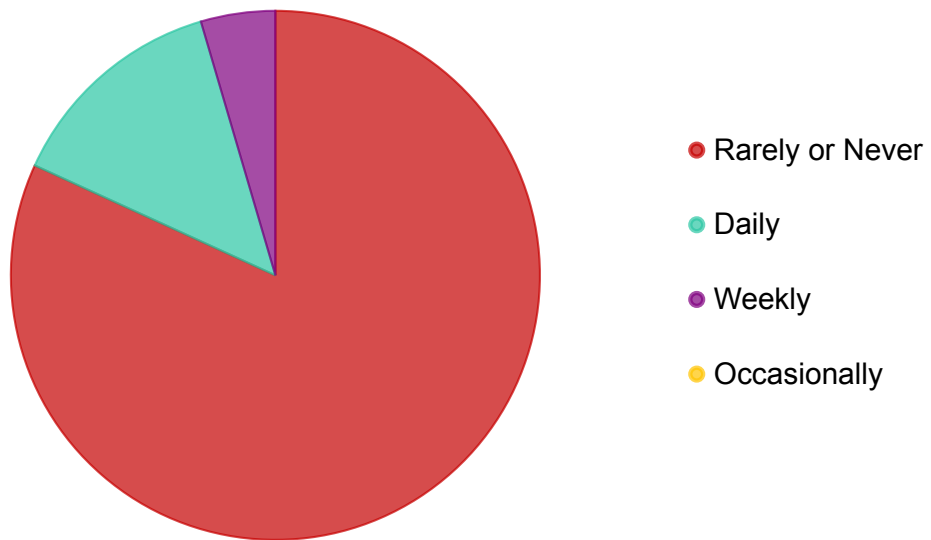
○ ○ Rideshare/Taxi



Answers	Count	Percentage
Rarely or Never	20	32.26%
Occasionally	8	12.9%
Weekly	2	3.23%
Daily	0	0%

Answered: 30 Skipped: 32

Other



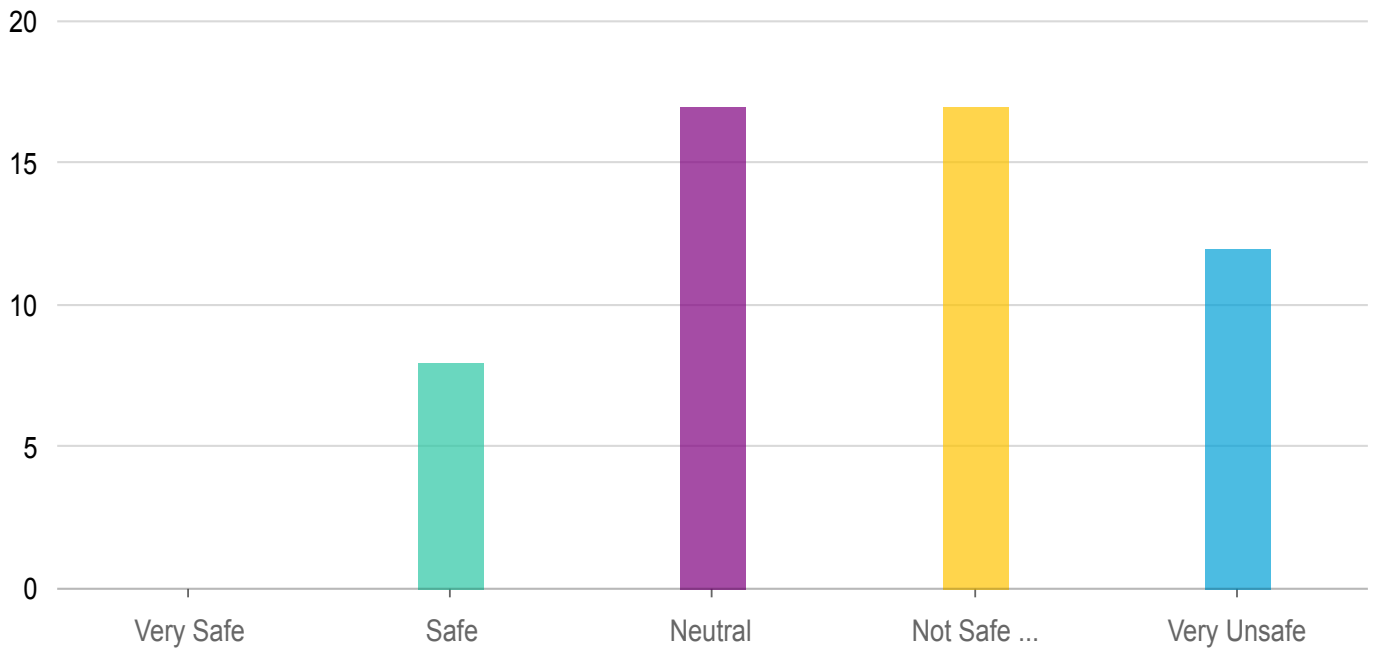
Answers	Count	Percentage
Rarely or Never	18	29.03%

Daily	3	4.84%
Weekly	1	1.61%
Occasionally	0	0%

Answered: 22 Skipped: 40

1000 West Mini Corridor Study > How safe do you feel doing the following activities on 1000 West?

Walking

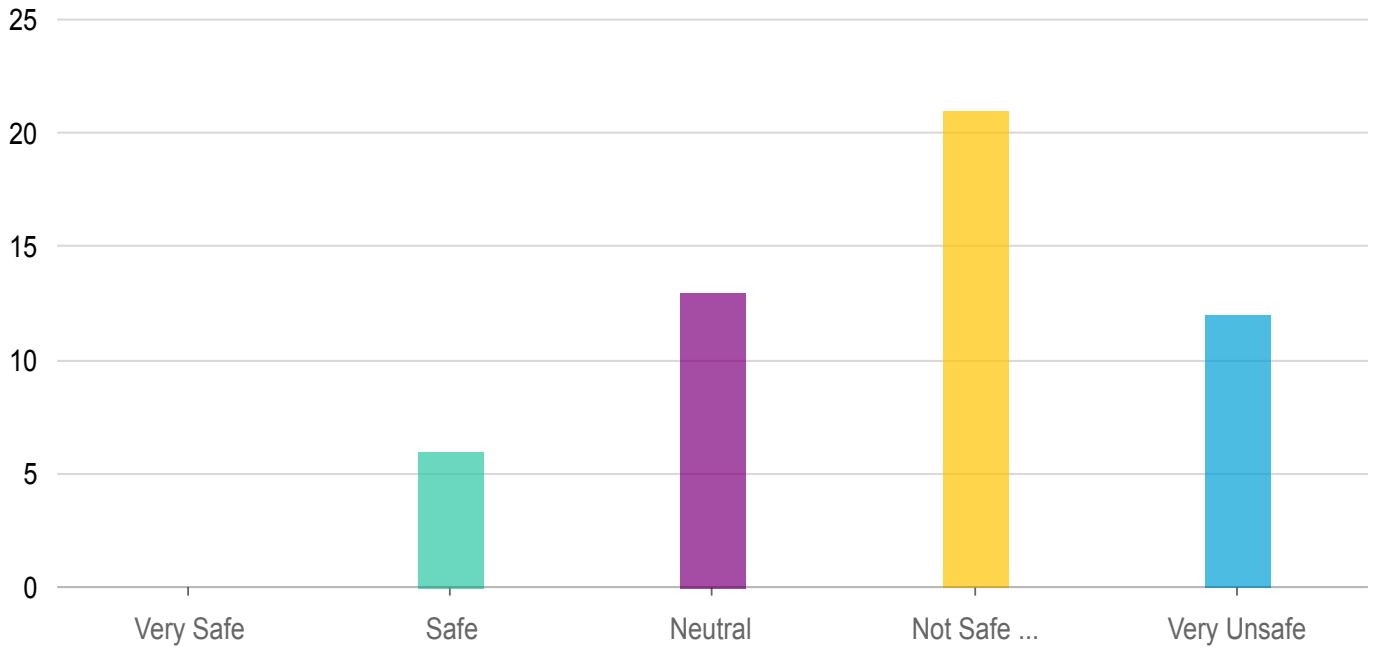


Answers	Count	Percentage
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Very Safe	0	0%
Safe	8	12.9%
Neutral	17	27.42%
Not Safe	17	27.42%
Very Unsafe	12	19.35%

Answered: 58 Skipped: 4

Biking



Answers

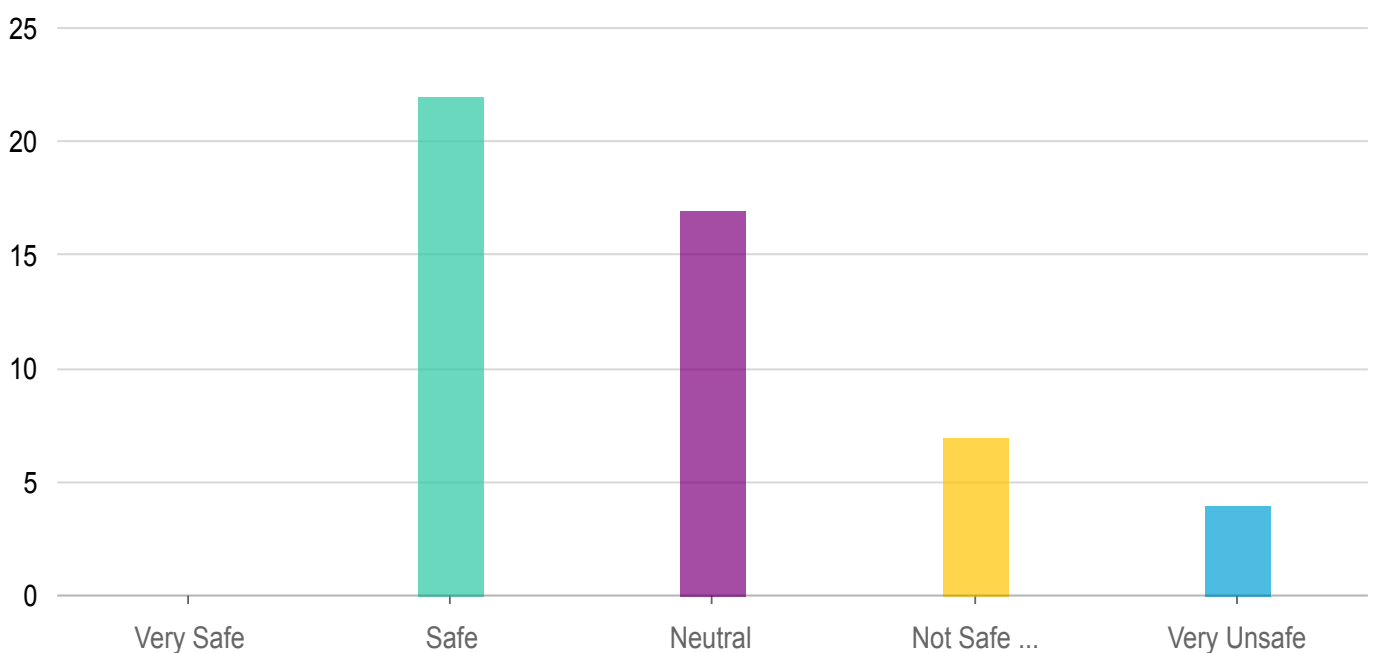
Count

Percentage

Very Safe	0	0%
Safe	6	9.68%
Neutral	13	20.97%
Not Safe	21	33.87%
Very Unsafe	12	19.35%

Answered: 54 Skipped: 8

○ ○ **Driving**



Answers

Count

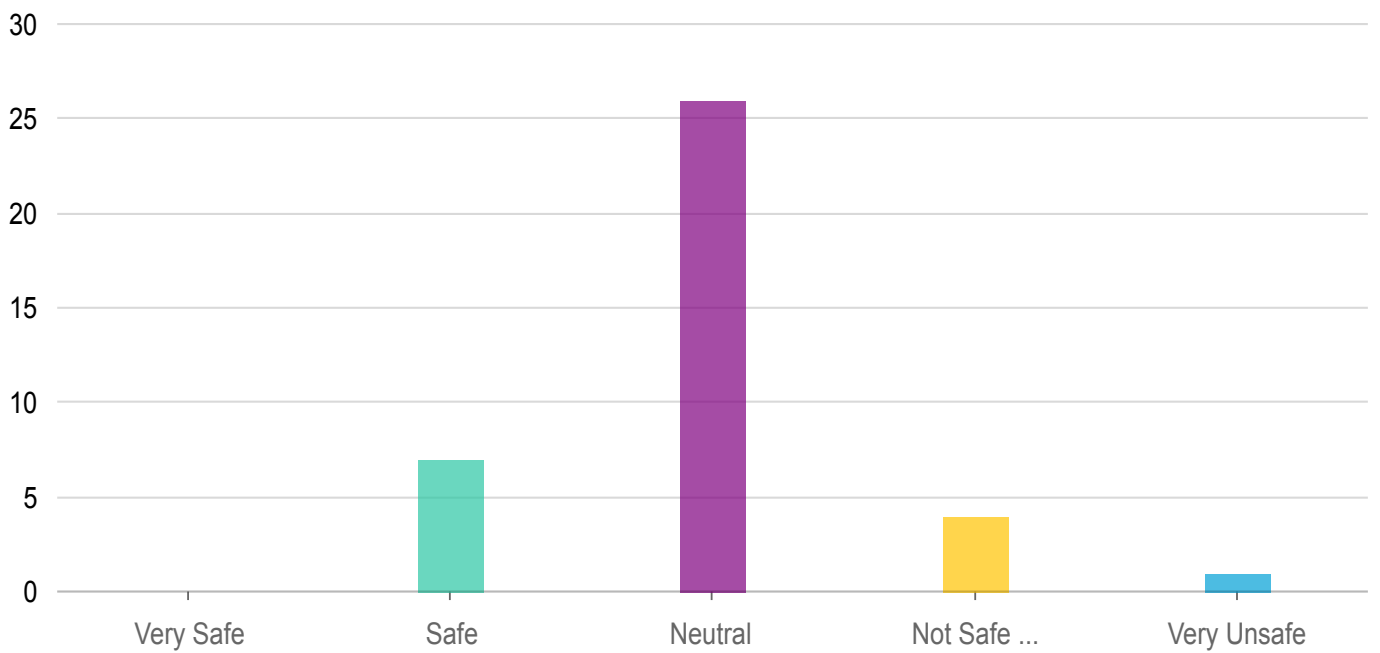
Percentage

Answers	Count	Percentage
Very Safe	0	0%
Safe	22	33.33%
Neutral	17	25.76%
Not Safe ...	7	10.59%
Very Unsafe	4	6.06%

Very Safe	0	0%
Safe	22	35.48%
Neutral	17	27.42%
Not Safe	7	11.29%
Very Unsafe	4	6.45%

Answered: 61 Skipped: 1

○ ○ Transit (Bus / TRAX)

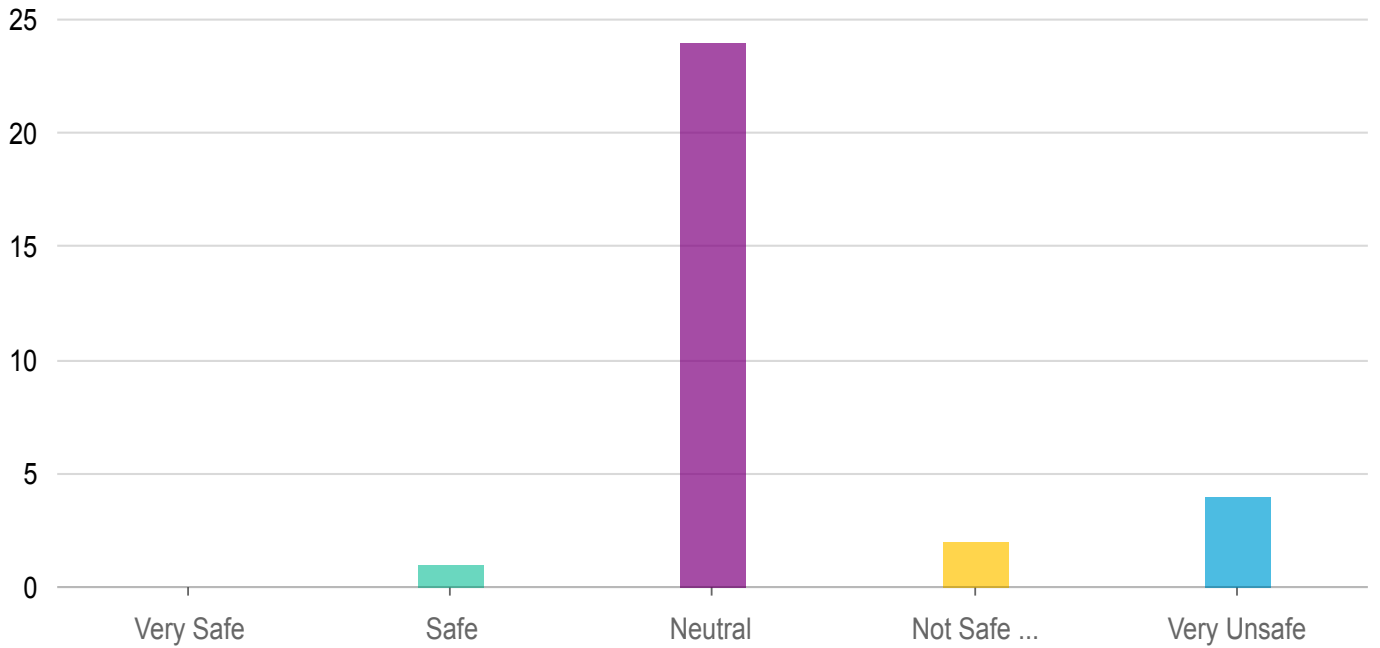


Answers	Count	Percentage
---------	-------	------------

Very Safe	0	0%
Safe	7	11.29%
Neutral	26	41.94%
Not Safe	4	6.45%
Very Unsafe	1	1.61%

Answered: 41 Skipped: 21

○ ○ Other



Answers

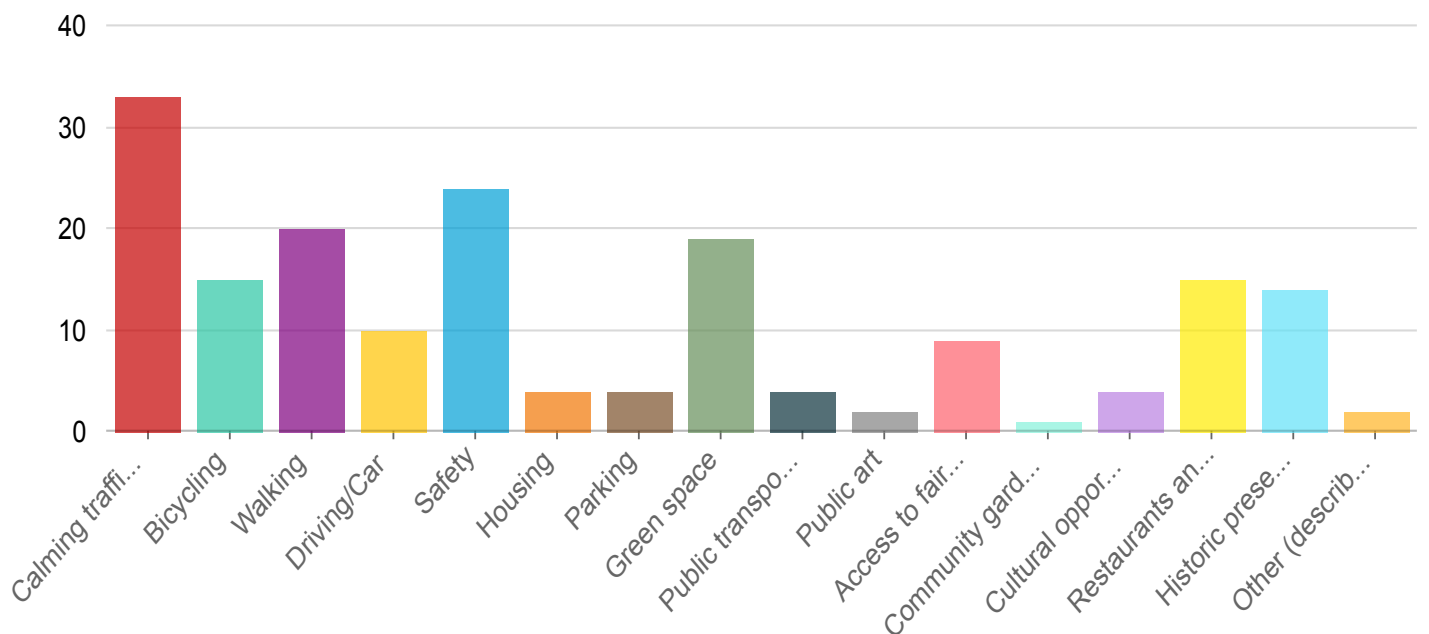
Count

Percentage

Answers	Count	Percentage
Very Safe	0	0%
Safe	1	1.61%
Neutral	24	38.71%
Not Safe	2	3.23%
Very Unsafe	4	6.45%

Answered: 32 Skipped: 30

What are your top priorities for the Fairpark neighborhood?



Answers

Count

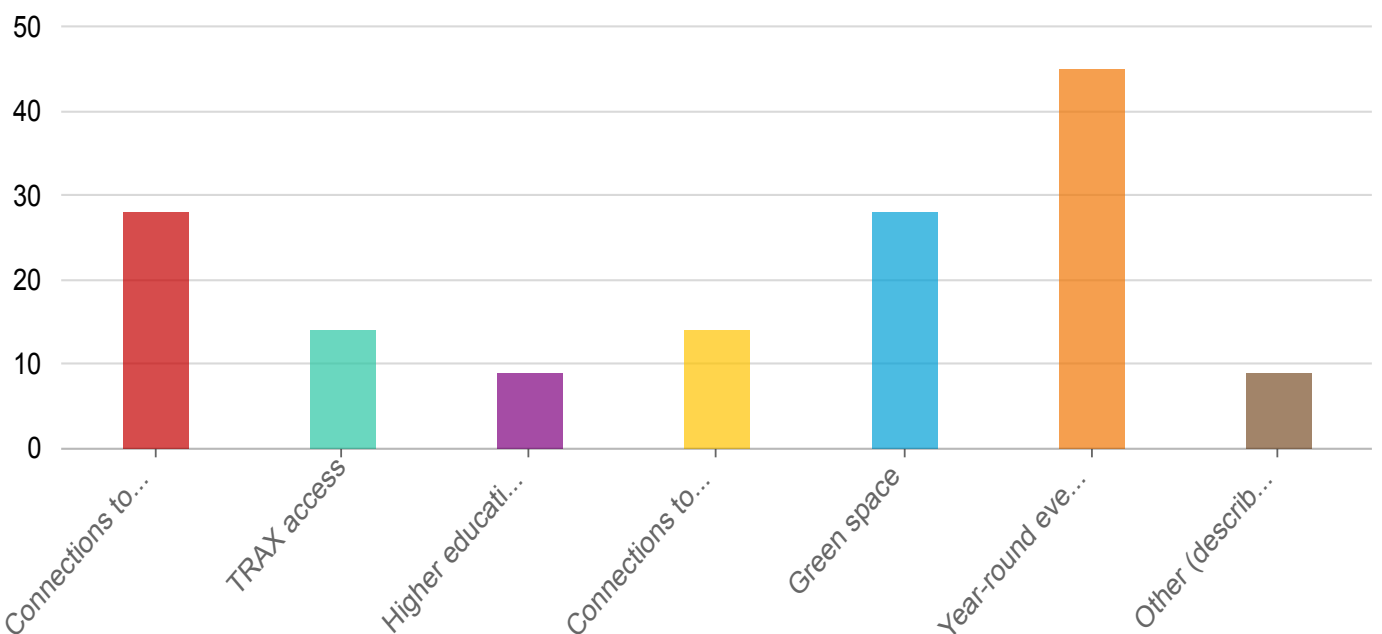
Percentage

Calming traffic	33	53.23%
Bicycling	15	24.19%
Walking	20	32.26%
Driving/Car	10	16.13%
Safety	24	38.71%
Housing	4	6.45%
Parking	4	6.45%
Green space	19	30.65%
Public transportation	4	6.45%
Public art	2	3.23%
Access to fairgrounds	9	14.52%
Community gardens	1	1.61%
Cultural opportunities	4	6.45%
Restaurants and small shops	15	24.19%
Historic preservation	14	22.58%
Other (describe)	2	3.23%

Answered: 61 Skipped: 1

1000 West Mini Corridor Study

○ What opportunities does the State Fairpark provide for the neighborhood?



Answers	Count	Percentage
Connections to the Jordan River	28	45.16%
TRAX access	14	22.58%
Higher education extension services	9	14.52%
Connections to other parts of the neighborhood	14	22.58%
Green space	28	45.16%
Year-round event spaces	45	72.58%
Other (describe)	9	14.52%

Answered: 58 Skipped: 4

o The State Fairpark is a regional destination, with plans for major upgrades in the...



Response	Count
Wide street could accommodate traxx line stretching from 600 north to 400 south creating a loop through downtown (possibly along 400 west). Thinking long-term.	1
When there big events the congestion on 1000 w is a mess, reducing the amount of lane will only compound the problem. The fairgrounds needs to be able to use other entrances to alleviate everyone wanting to enter on 1000 w as is the street set up can not allow for waiting traffic to enter and continuous traffic moving through.	1
We need more street parking surrounding the Fairpark, so people don't flood the surrounding neighborhood to try to find free parking during large events. All the street parking around the outer edge of the Fairpark is blocked off during the fair, which doesn't make sense because the Fairpark is surrounded by parking.	1

rounded on the east and north sides by huge wide streets that could be angled parking spaces. There also isn't enough green space. The middle of 1000 West should be turned into a long, narrow park with benches and large rocks, like the green space just west of the Gateway. Crossings also need to be updated; we need stoplights, big signs, reflective paint and safety islands so pedestrians are safer. Nights during the fair are total chaos, with crazy speeding drivers and people just milling everywhere without any order.

We need more restaurants/bars/stores 1

Use the space for increased street parking, and increased scooter access. maybe 3 rows of 45° like 300 South has downtown. 1

To serve as a more inviting entry point. Today it's a wide swath of underutilized pavement, though it fits to the neighborhood as the Fairgrounds is mostly parking lots as well. 1

The street needs to stay large enough for traffic flow, but cross streets like 300N need permanent 4 way stops or traffic lights. The fairgrounds also need to accommodate parking, because right now the neighborhood gets over run with people parking on street. Streets like 1000 and 1200w that are so wide need green space medians like east side neighborhoods. With water infrastructure. All the new beautiful trees planted after the last windstorm have died because there was no water in place, what a waste of a grant. And our area desperately need the tree cover and green area. The neighborhood should be much more walkable than it is. Giant roadways aren't needed everywhere even though two lane traffic is on certain roads like 1000w 1

The intersection at 300 north and 1000 west needs a stoplight. There is always confusion when there are events and it dangerous for drivers and pedestrians. 1

The Fairpark's management needs to make better use of TRAX and stop turning the neighborhood into its parking lot every time there's an event. 1000 West desperately needs a road diet. It is absurd for the State to ask the City to keep 1000 West absurdly overbuilt only to serve a handful of events throughout the year. 1

Stop lights with turning lanes/signals 1

Safer for drivers. 1

Roundabouts with pedestrian crossings 1

Provide pedestrian stoplights or pedestrian overpass bridges to ease the traffic congestion. 1

Provide more parking and non event parking for the surrounding neighborhoods. More policing for the area surrounding the fair park. Stop sign on 300 n 1000 west. Speed humps as they are located in the avenues and other areas with traffic issues. Anything to slow the traffic in the area including drag racing on 1000west. 1

People just need to slow down. Invest in pot holes, maybe more 4 way stops. Other than that I love Rose Parks culture, green space and would not like to see it change aesthetically. Upgrades mean hire taxes & the run out of marginalized people. 1

NOT by building more apartments!! 1

No change, keep as is with four way stop signs at 300 N 1000 W.	1
More street lighting. More police presence. Intersection light signals on 300 north.	1
More parking for events, not in the neighborhood! No event parking signs in the neighborhood. Four way stop or light at 300 n 1000 w. Or hawk eye crossing lights. Signs that say this is a neighborhood please respect our kids, pets and landscaping.	1
Mass transit options to the fairground. Short-service, from parking options such as local churches, office buildings, grocery, etc. A gondola such as the one proposed for Little Cottonwood Canyon. From a park such as Riverside park, to the fairpark.	1
Make the fairgrounds more accessible with more walkable entrances and exits and public transit pick-up stops to those areas.	1
Make crossing the road safer	1
Local businesses/restaurants/food options	1
It could have more of a dignified feel instead of a wide ugly road just for cars. Give people safer options. Slow down the cars they have access to Trax the street doesn't need to be kept at 35 mph so people can park faster.	1
It could act as a grand entrance to the park if it had tree lined medians and art installations. Better pedestrian access. More emphasis on safety and improved lighting.	1
Improvements to the parkway and way finding on it. Beautification with trees and green space, public access to free events, maybe even a park?	1
Improve travel for people who don't drive.	1
Implement traffic control systems, don't charge for parking at the fairpark to reduce neighborhood congestion, have people directing traffic during events that are proportionate to the scale of the event. Bigger events, more people directing traffic.	1
If the Fairpark is going to be in this neighborhood, we should own it. People driving into the neighborhood should feel like this is a place that cares about agricultural values, green spaces, art work etc. It's a historic area and we should have art work to highlight that. I think 1000 W could be a wonderful and beautiful entrance to the fairgrounds. Medians with trees and green spaces. Fewer traffic lanes, larger pedestrian and biking paths, and cozy lighting. We need better crossings at 500 N and 300 N for both the community and those visiting the fair grounds.	1
If the Fair Grounds are intent on bringing primarily automobile traffic to their occasional events, then I do not feel this question can really be answered: The influx cars will always be bad for the neighborhood. I will say that restricting the impact of the Fair Grounds' negative traffic impact to the first two blocks north of North Temple would be the best compromise for the surrounding neighborhoods. North of 300 N, 1000 W should have a wide median ala 6 or 8th east. Two weekends worth of traffic and its parking should not determine our street design the other 359 days of the year. The best compromise would involve a flexible system that could change on days with high traffic, but neighborhoods should have priority. I don't know much about who controls the Fair Grounds, but my guess	1

<p>s is they don't live here, and that they may well decide to move their operation as city land become s even more valuable. I think it'd be prudent to bet on the safety and health of those who live here.</p>	
<p>I think that the huge, wide road is an eye sore that creates an unsafe environment for pedestrians. Adding green space would slow traffic, improve safety, be aesthetically more pleasing, and could help decrease heat retention. I also thing that year round small businesses, like restaurants and shops could help this area immensely. By making it more pedestrian friendly, and decreasing traffic and noise pollution, it could be more appealing to new businesses.</p>	1
<p>I hope 1000 West will be able to accommodate both through traffic and traffic turning onto the Fair Ground. I can't imagine how one lane each direction would do. It was crazy during the Fair even with two lanes each direction. I believe 1000 West should remain a 4 lane street with traffic lights, one of which should be at 300 North. Until they started to put temporary 4 way stop, crossing 1000 West east and west at 300 North was an impossible task during the Fair. It was dangerous for cars. I can't imagine how pedestrians were able to walk across.</p>	1
<p>I dont mind the events, I do mind how there's disorganization when it comes to directing such events's traffic.</p>	1
<p>I believe that 10th west should be reduced to one lane of traffic in either direction with a center turn lane, with safety improvements to allow biking, walking and an increase in parking. I think this can be done and still allow for the events to take place at the fairgrounds and the traffic that comes with them (creative traffic patterns, etc. when necessary). The fairgrounds is by no means the only stakeholder in the neighborhood and we shouldn't be catering to their demands.</p>	1
<p>Friends living there decry the complete disregard for Fairpark residents when events take place at the State Fairpark. The street serves the nearby residents year round. The events are sporadic. Therefore the street design needs to center the residents first. More traffic calming and other street safety devices.</p>	1
<p>farmer's market. greenspace. exercise track for taxpaying citizens to enjoy. equestrian program. petting farm and gardening center. a solitary tennis practice area with a cement wall. no bums and druggies. make the jordan river a true kayaking destination.</p>	1
<p>Cut the roadway is down to one way each direction does reducing traffic greatly make a track slime more direct with any specific fairgrounds or special event locations.</p>	1
<p>Connector but at lower speeds for cars</p>	1
<p>Center of road park straps with plants, trees and art work relating to the history of the Fairpark and Westside.</p>	1
<p>Bike connection</p>	1
<p>Better walking and biking options.</p>	1
<p>Better traffic control around the entrance, especially at peak times. I sat at the stoplight at 1000 west and north temple waiting to turn right onto 1000 west for 20 minutes one day recently because of all the people lined up to get into the fair. And that little intersection that gets a temporary stop sign at the fairground entrance is very dangerous.</p>	1

BETTER PARKING FOR THEIR GUESTS. OUR NEIGHBORHOOD IS NOT A PARKING LOT OR A TRASH YARD! Please, keep patrons on the North Temple side!!	1
Better access into the fairgrounds they have always a back up of everyone trying to get into the main gates. Yet there are other gates that can be utilized but are always exits.	1
Be safer and cleaner	1
Be an access for all modes of transportation: biking, walking, transit, driving	1
As someone who does not have off street parking, I would like to ensure that there is residential parking during big events	1
1000 West should not be reduced to just one lane on each side - as it would cause more pollution to the west side, due to cars waiting to get to events at the Fair with cars idling in traffic jams. Add speed bumps to slow down traffic, or a few more stop signs, or temporary barriers which could be moved for large events at the fairgrounds. If you do temporary barriers - the removal of these need to be provided at no cost to the fair event organizers, or they will decline to pay for that, causing air pollution again on the west side. We don't need more idling cars from 600 N to North Temple, or all along North Temple by the fairgrounds filled with people trying to get to the Fairgrounds. It seems safer to me to have the street kept totally open without barriers or islands - so drivers can see the pedestrian traffic crossing the street. Perhaps some islands at some intersections - but they would need to have trees in them (not trash trees).	1
1000 West is primarily residential. It should be protected against development as a throughway that would make it unsafe for walking, biking and children playing	1
1000 W should be a statement street of the future of Fairpark. It should give a big, green, welcome to people coming into the neighborhood. We should make it safe for locals and visitors to use public transportation, bike, and walk around the neighborhood and to the fairgrounds.	1
1000 W is going to be a major artery. People get off 600 s turn on 1000 to get to the fairgrounds. Parking over flows into surrounding neighbors, mine included, causing unsafe walking, biking, and driving conditions. Id like to see a parking structure on the fairgrounds. The structure can have a separate entrance for northbound and south bound traffic. When the event is over, the entrance should allow for exiting the parking lot only. As for the road it needs a one oversized bike lane for north and south traffic on the east side, street parking on west, the fairgrounds side. The bike lane can use the crosswalk at the intersection to go east or west. A divider in the middle with trees. Something to break up the noise of traffic.	1
	0

Answered: 51 Skipped: 11

○ We want to understand how events at the State Fairpark impact the surrounding...



Response	Count
We tend to avoid 1000 west because of the people and vehicles not being courteous. We have never had a people with people parking other than then leaving trash, the majority are respectful.	1
Typically minimal impact to my home	1
Traffic is a minor inconvenience during big events. We need better public transit across Utah to alleviate it.	1
Traffic increases and I feel less safe biking and walking near the Fairgrounds. People looking for parking spaces don't seem to look for bicyclists and pedestrians.	1
Traffic during the fair is crazy, we experience delays trying to leave our house or come home. People don't obey signs and block intersections. Sometimes we have to park our second car several blocks away. There's no one directing traffic. We don't feel safe at night during the fair; people everywhere, loud music at all hours, traffic doesn't feel controlled or orderly. We hide in our house and lock all of our doors and windows. We're glad there are events at the Fairpark, we love the Fairpark and don't want it to go away, but it's really chaotic.	1
Traffic congestion only.	1
They create large quantities of traffic!	1
The neighborhood turns into a parking lot. It is especially awful for residents who don't have a driveway. I don't know why the mess: not enough available parking for the Fairgoers or people trying to avoid parking fees? If it is lack of parking, they need to build a parking structure, perhaps across North Temple to the south rather than a field to park on. If it's due to the parking fees, they should offer free parking by raising the ticket price by a few dollars with an incentives to the people who use Trax (show a Trax ticket and get a discount, for example).	1
The neighborhood streets fill up with cars and the noise is a bit much.	1
The neighborhood should have resident only parking passes as state fairgoers always overrun the street not nearly enough people use trax and public transit and reducing parking won't fix that, it	1

s just shifts the burden to the neighborhood. You won't force people to use public transit by not providing accurate parking infrastructure. As the fairgrounds increase use, the neighborhood streets shouldn't be forced to be used as overflow parking. Much like university neighborhoods have no street parking with passes this would be appropriate in our neighborhood all the way west to Colorado st at the least. Traffic is currently intolerable when the fair is on especially at cross streets on 1000 west. Some sort of multiple level to parking is needed with several entrances, preferably on north temple are needed I reduce the never ending lines of traffic. The fair and other events should draw business, and yet our neighborhood is devoid of many necessary support business.

The motor vehicle traffic results in congestion of parked cars as far south as 200 South Street. People who park and walk to the State Fairpark often leave beer cans and other trash on streets and front lawns. The thundering noise from musical bands can be heard as far south as 200 South Street.

The larger the event, the larger the impact it is on the surrounding neighborhoods. Ive had trouble driving in and out of my street. Lots of blind spots at the intersection, pedestrians not paying attention to cars all around. Other drivers not paying attention to the road sings and pedestrians. Im a single man living here, but all my neighbors have kids. Im always cautious of kids in the neighborhood. There safely should be at the top of the list. I believe it's vital that the fairgrounds have some sort of parking structure. I don't care if someone parks in front of my house. Although when it's bumper to bumper parking, with bumper to bumper traffic, and a heavy stream of pedestrians. Thats a problem. I understand the fair is only for a couple of weeks, but if they plan on upgrading facilities, and bringing my attractions, which Im all in favor of, they need to think about the neighbors.

The events at the state fairpark affect me because the fairpark has a giant parking lot that is not utilized 99% of the time. The parking lot is the ugliest thing in this neighborhood and generates so much heat. There is plenty of parking in the neighborhood, and I think distributing the parking around the neighborhood would actually make 1000 W less congested. It doesn't really bother me that people are parking on the street. I would rather have it be hard to find parking once a year in my neighborhood instead of a giant empty parking lot year round. Also, I think we should use 1000 W to promote public transportation. I would love to see buses on the street and wayfinding signs and the 600N and North temple intersections.

The customers are rough, very little care for the residents in the area. Some residents will have to park and walk home if there is no local parking.

Street parking is consumed by major events, although I personally haven't had a problem with that. However, just driving on 1000 West is a problem during big events.

people (like me, sorry) park on the surface streets around the fairpark during events at the fairpark.

Parking is horrible during events. I live at 300 n on 10th west and do not have off street parking. I hate to have to park 2 blocks from my house

Parking is crazy and can become dangerous

Parking and traffic are a nightmare. That is why it would be nice if you could make the area more accessible by more modes of transit.

Parking and access to my home do get disrupted when events at the Fairgrounds are held (being that I live right on 10th west and just north of 3rd north), especially in September during the state fair. People drive too fast, parking is non-existent, and I find that the Fairgrounds as an entity aren't very good in building a partnership with the community and those of us who are the most impacted during these events (no communication, etc.). I think we should be encouraging the use of public transit during these events, especially with the North Temple corridor right there.

Our neighborhood gets trashed. It is like the Wild West. We get blocked in our driveways. People park all over. I don't mind the energy or the events. It is frustrating to clean up strangers garbage. The speeding is insane. I don't feel safe crossing the roads to walk my dog during the state fair. We all get sworn at or yelled at when we ask people to not block our driving views or drive ways. Dogs in fences get teased (I have this on video). If we can find a way to keep traffic in and out on north temple that would be amazing.

Makes it hard to get in and out of the neighborhood. But you learn which routes to take to and from your home during times when something is going on at the fairpark.

It's more dangerous to walk and bike during events as people speed and are only on the lookout for parking spaces not pedestrians/bicyclists.

It's bad for the period during the fair and sometimes during events. Could be mitigated by parking by permit in the immediate area and enhanced enforcement during events. Biggest issue is lack of orderly traffic flow into the Fairpark etc. State should hire off duty cops to direct traffic by 300 N and 1000 W etc.

It is a little more difficult to drive for a couple of the busiest days. But in general it is generally a great part of the community

It is a large influx of parking and occasional surges of traffic. However the quality of the street should not be diminished in order to make up for a small percentage of the peak traffic and use. More efforts to use public transit to get to the Fair events make the most sense.

It gets busy and that's okay as long as traffic keeps flowing. Traffic gets backed up at 300 north and 1000 west. Left turn lanes on 1000 west help. I don't know why they were blocked off for the fair this year.

I'm not very impacted by the parking. Honestly, the amount of parking we have available in the neighborhood (including in the state fairgrounds) is a waste of space. Our streets are massively wide and our temperatures are higher than other parts of the city. I would really prefer we make it super easy for people to take public transit, bike, and walk to the fairgrounds safely and in a family friendly way.

I'm one block off and the amount of events is great to see in past years we felt like the property was under utilized. Now the frequency is great. We have people who park out in the street in front of our property but it doesn't bother us as long as they are respectful and leave us room by the driveway and don't leave trash. It's a public street I moved here knowing it would be busy during events. What else would you expect....

I will normally walk to the Fairgrounds, since I live so close. For events at the fair, I have cars parked

d in front of my house, even though it is a few blocks away. How about having FREE Trax passes and bus passes for people who have tickets to the events at the fair. Have the fairgrounds have a option to buy all tickets for the Fairgrounds online - thus being able to attach the ticket to the free Trax ride. I am glad to have the Fairgrounds so close, and to be able to hear the concerts or see the fireworks as events happen. That is part of being in the FairPark neighborhood. Otherwise, I am only impacted if I am driving somewhere else when there is traffic heading to the Fairgrounds. I know to avoid particular streets. If you lower the number of lanes to one each way, it is going to cause an increase in the congestion on all the side streets around the fair. There needs to be someone who lives in the Fairpark area on the committee making the recommendations on this.

I love two blocks from the state fair park on Marion Street and I do notice that on days when events occur there are definitely more cars on our street. 1

I live on the opposite side of the neighborhood and during the State Fair specifically, the traffic and parking are dreadful. There is so much traffic that it's a joke to get anywhere. And people are zooming through the neighborhood trying to find parking and I literally almost got hit by someone going when I didn't have a stop sign and they did. 1

I live on 1000 West. I love the vibrancy the Fairpark brings. I love events parking in front of my house (almost 600 North), That tells me the Fairpark is busy. I've never had any crime issues from the traffic, Cars/Pedestrian. 1

I live north of 1000 North so it doesn't impact me too much other than seeing obviously lost 'visitors' trying to find the Fair Grounds themselves via driving on 900 West 1000 No Exit or 600 No. 600 West freeway exit. You need more signage along the route. 1

I don't live there, but again, friends who live there say that the street feels like it's not designed for people living there but it's just designed to serve the events at the State Fairpark. That will hopefully change. 1

I don't live in the neighborhood so I can't comment on that. 1

I CAN'T GET IN AND OUT OF MY DRIVE WAY. I AM BLOCKED ALL THE TIME. The speeding is out of control. People fight for parking and do not pay attention at cross walks. I do not feel safe walking or crossing the street during events. 1

I cannot park on the street during events because there are no spaces and fear of damage. Sometimes I can't even get out of my driveway on 200 N when the event traffic is thick. Gridlock conditions start to occur. 1

I can always tell when there's an event going on at the Fairpark, because the surrounding streets are flooded with traffic with cars parked everywhere. 1

I avoid the whole area during the Fair. I scooter to the Fair from my house. 1

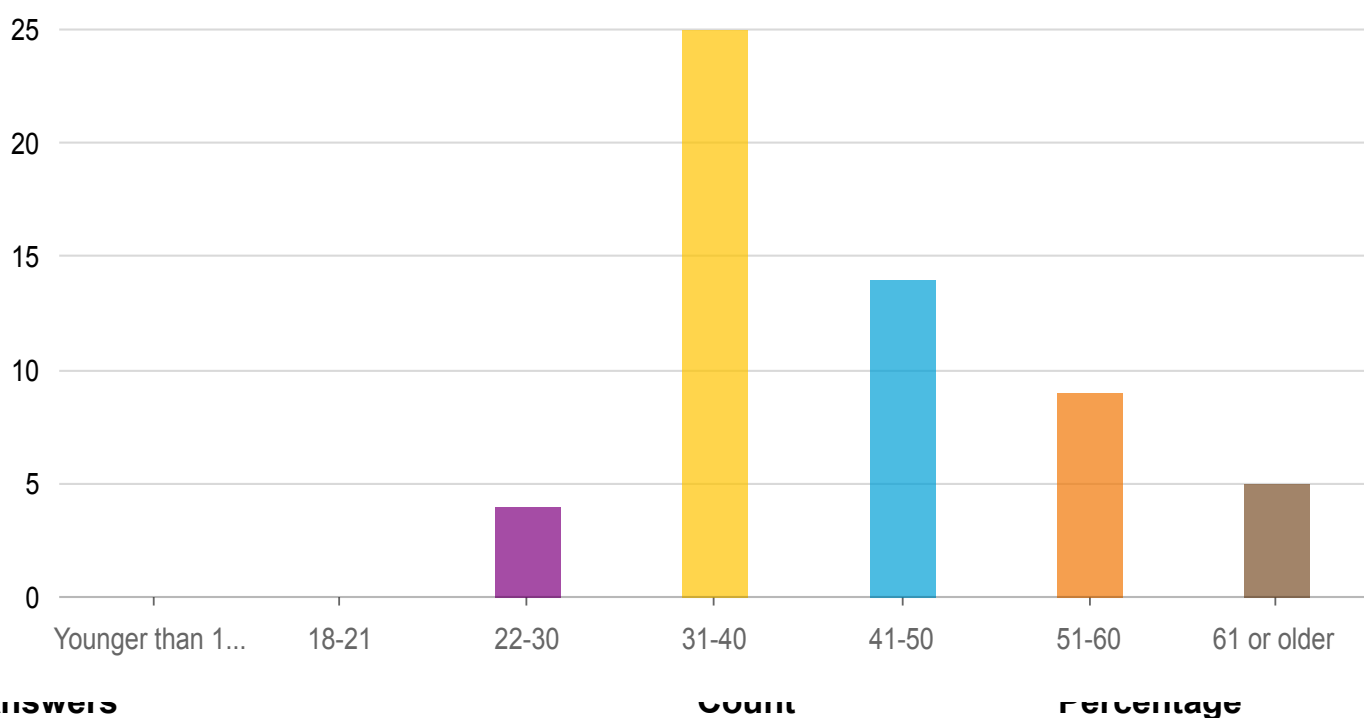
Horrible. Events at the fairgrounds means more people speeding in our neighborhood. Liter is a huge problems as well as taking up neighborhood parking (permits should definitely be issued here). They park in non designated areas sometimes trapping people. I don't mind the music or happenings at the actual grounds, it's fun and I love to go! But the speeding, littering and disrespect isn't very cool. 1

Heavy commercial, emergency and private vehicle traffic during any events.	1
Free parking for events or pay for permitted parking for neighboring residents.	1
During events my intersection at 500N and 1200 W gets even more dangerous as it is a 2 way intersection that drivers get confused at with occasional serious accidents. It would serve the community best not to put in a 4 way stop but because it is a spacious intersection put in a roundabout with pedestrian lights for crossing would be optimal in my opinion.	1
Cars are parked with their bumper on my driveway. I cannot access street parking at all during these events. Its also very dangerous to cross the street because cars are frantically trying to get across the intersection. I've seen too many accidents happen in the 300 N 1000 W intersection due to a lack of a stop sign.	1
As someone who lives one block east on 9th west, I can confidently say there is only one event - the State Fair - that complicates parking for the whole area. Usually nothing is happening at the park, and the massive footprint is simply an obstacle for me when I'm trying to GET home or GET to where I'm going. It does seem to me that what is good for the State Fair Park is actually bad for the Fair Park neighborhood. If their events were more successful or numerous, we'd simply have more traffic and parking problems, and I'm not aware of any honest effort to reduce vehicle traffic to the park during those events. It is also not clear to me that the neighborhood gets any financial benefit from the SFP. If taxes are paid on the property wouldn't it be better if most of the park was... housing?	1
A lot of extra cars parking along the streets we fortunately have a driveway.	1
	0

Answered: 47 Skipped: 15

Demographic Questions

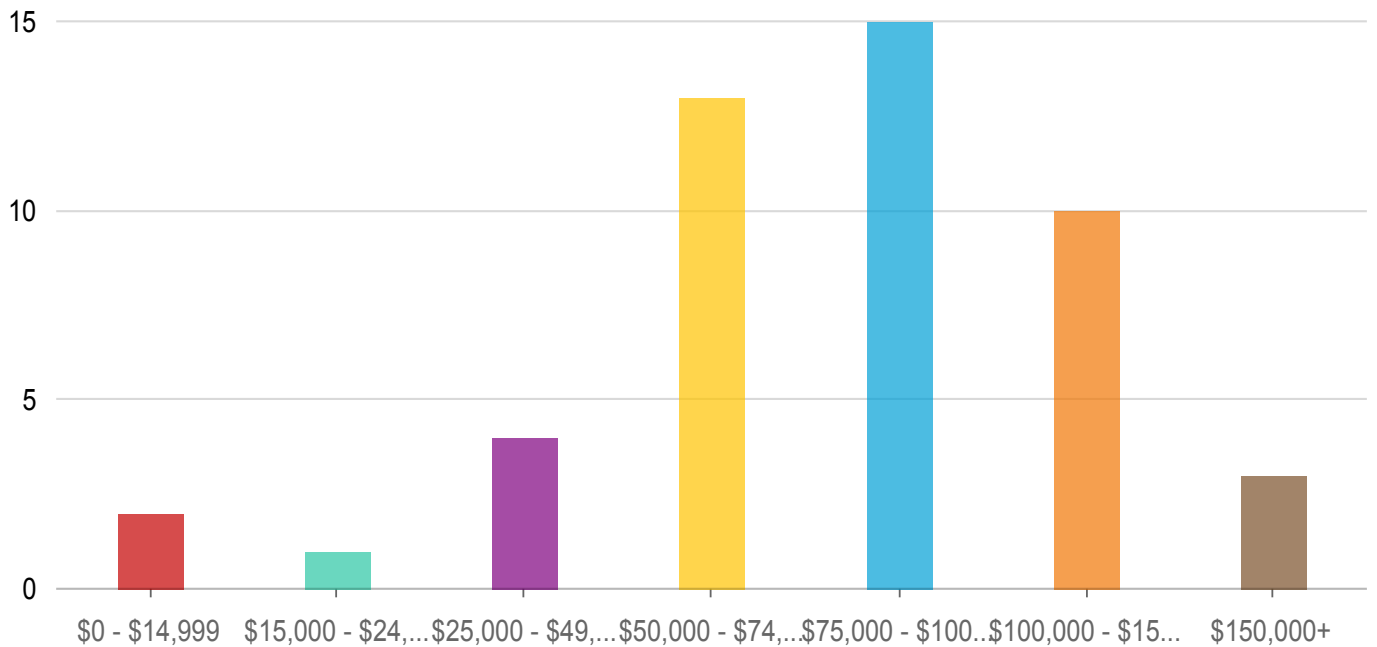
○ What is your age?



Younger than 18	0	0%
18-21	0	0%
22-30	4	6.45%
31-40	25	40.32%
41-50	14	22.58%
51-60	9	14.52%
61 or older	5	8.06%

Answered: 57 Skipped: 5

○ What is your household income level?

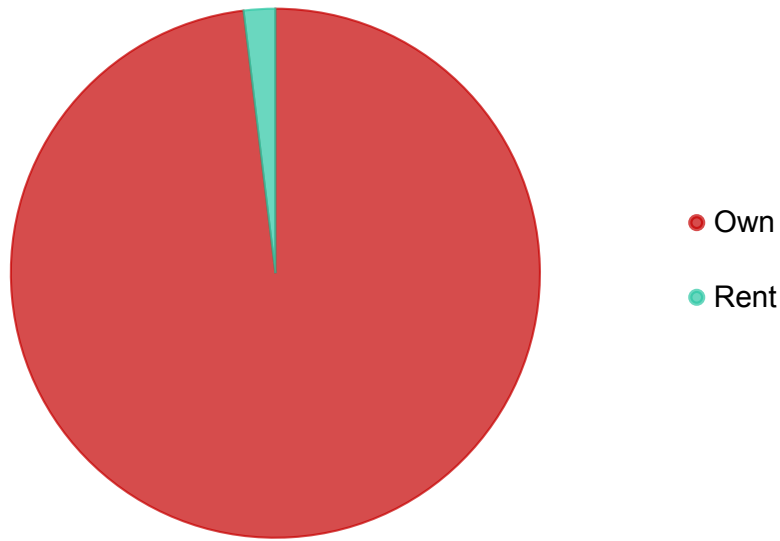


Answers **Count** **Percentage**

Answers	Count	Percentage
\$0 - \$14,999	2	3.23%
\$15,000 - \$24,999	1	1.61%
\$25,000 - \$49,999	4	6.45%
\$50,000 - \$74,999	13	20.97%
\$75,000 - \$100,000	15	24.19%
\$100,000 - \$150,000	10	16.13%
\$150,000+	3	4.84%

Answered: 48 Skipped: 14

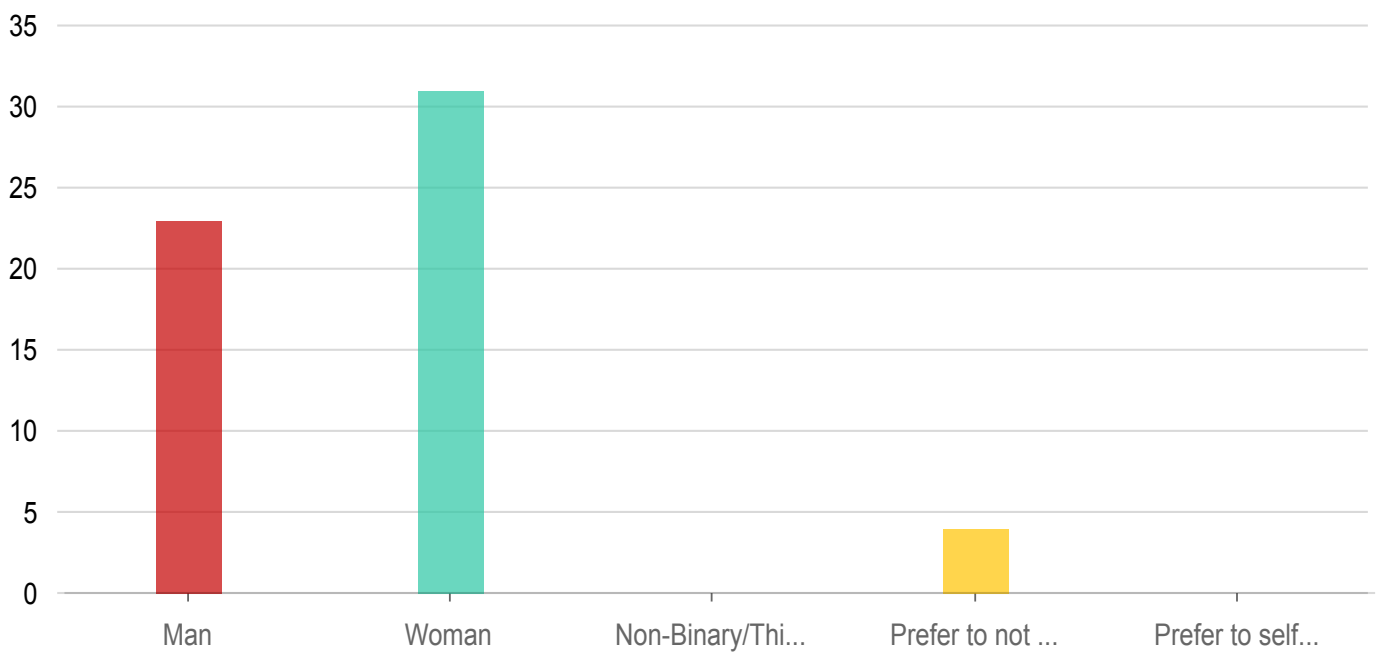
o Do you rent or own?



Answers	Count	Percentage
Own	51	82.26%
Rent	1	1.61%

Answered: 52 Skipped: 10

o What is your gender?

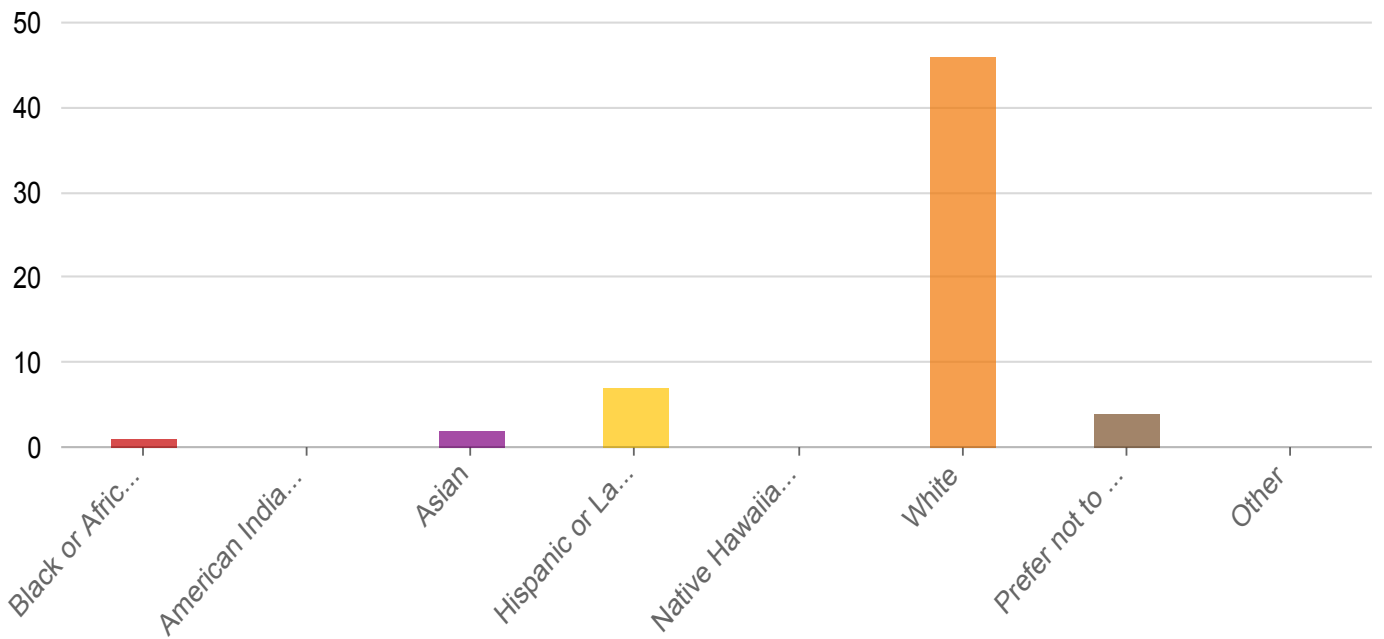


Answers	Count	Percentage
Man	23	37.1%

Woman	31	50%
Non-Binary/Third Gender	0	0%
Prefer to not say	4	6.45%
Prefer to self describe	0	0%

Answered: 58 Skipped: 4

o What is your ethnicity?



Answers **Count** **Percentage**

Answers	Count	Percentage
Black or African American	1	1.61%
American Indian or Alaska Native	0	0%
Asian	2	3.23%
Hispanic or Latino (of any race)	7	11.29%
Native Hawaiian or Pacific Islander	0	0%
White	46	74.19%
Prefer not to say	4	6.45%
Other	0	0%

Answered: 58 Skipped: 4