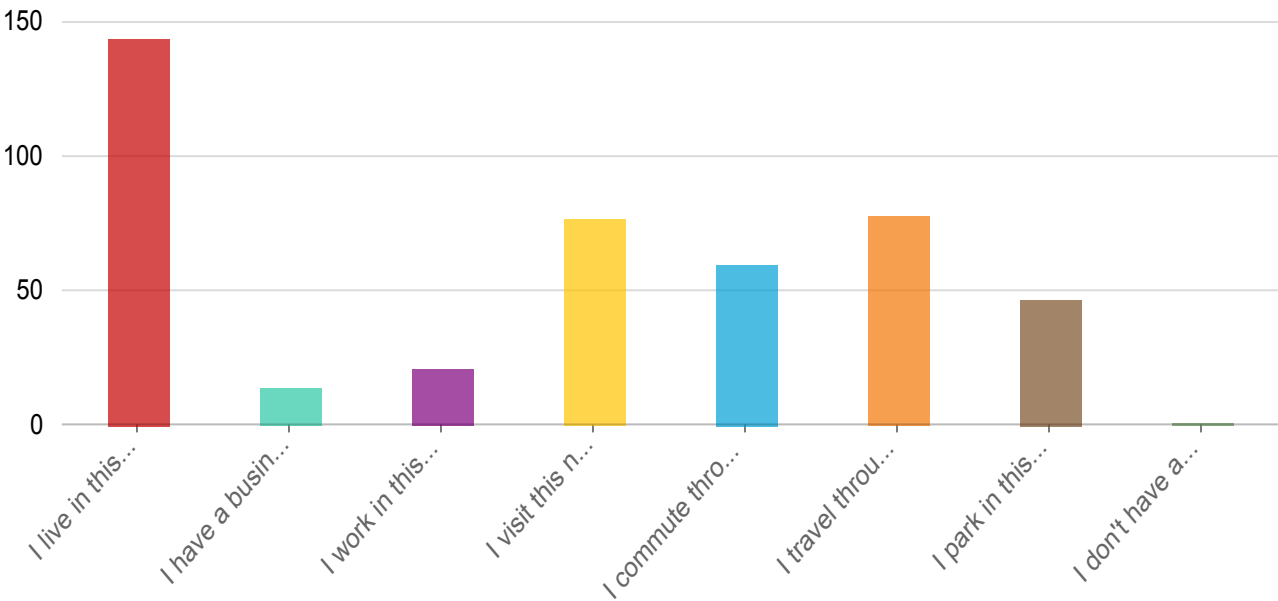


Slow Down West Sugarhouse Neighborhood

Introduction Page

○ What's your connection to this street?

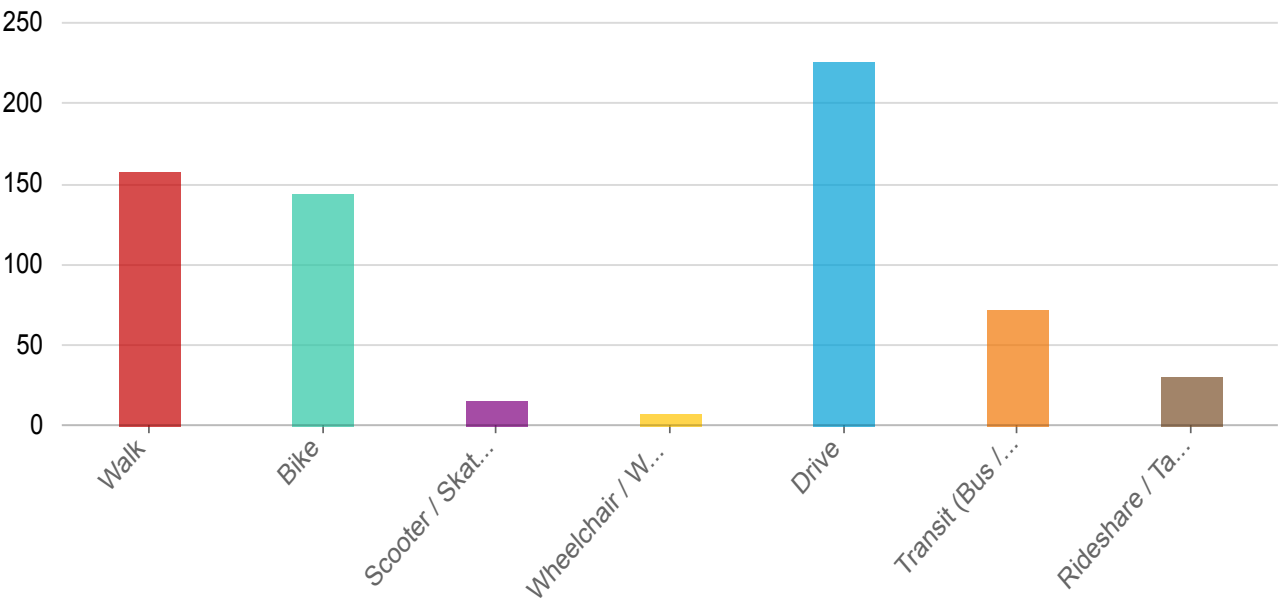


Answers	Count	Percentage
---------	-------	------------

I live in this neighborhood	144	59.02%
I have a business in this neighborhood	14	5.74%
I work in this neighborhood	21	8.61%
I visit this neighborhood occasionally	77	31.56%
I commute through this neighborhood	60	24.59%
I travel through this neighborhood occasionally	78	31.97%
I park in this neighborhood	47	19.26%
I don't have a direct connection to this neighborhood	1	0.41%

Answered: 243 Skipped: 1

How do you typically travel in Salt Lake City?

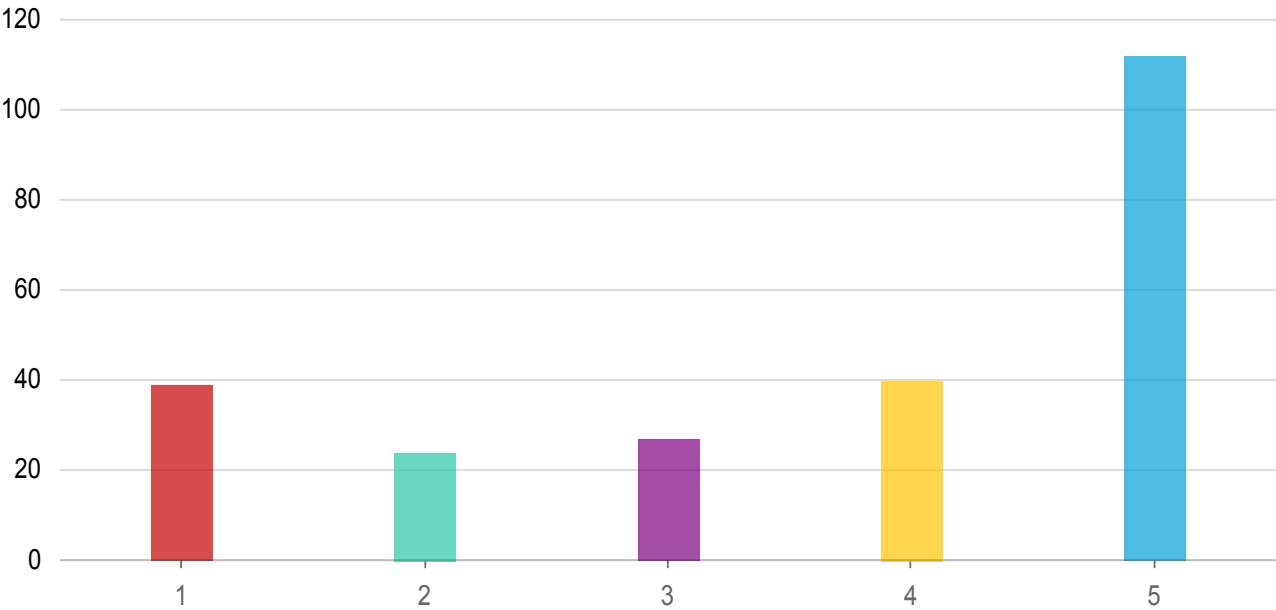


Answers	Count	Percentage
Walk	158	64.75%
Bike	144	59.02%
Scooter / Skateboard	16	6.56%
Wheelchair / Walker	8	3.28%
Drive	226	92.62%
Transit (Bus / TRAX)	72	29.51%
Rideshare / Taxi	31	12.7%

Answered: 243 Skipped: 1

Traffic Calming Measures

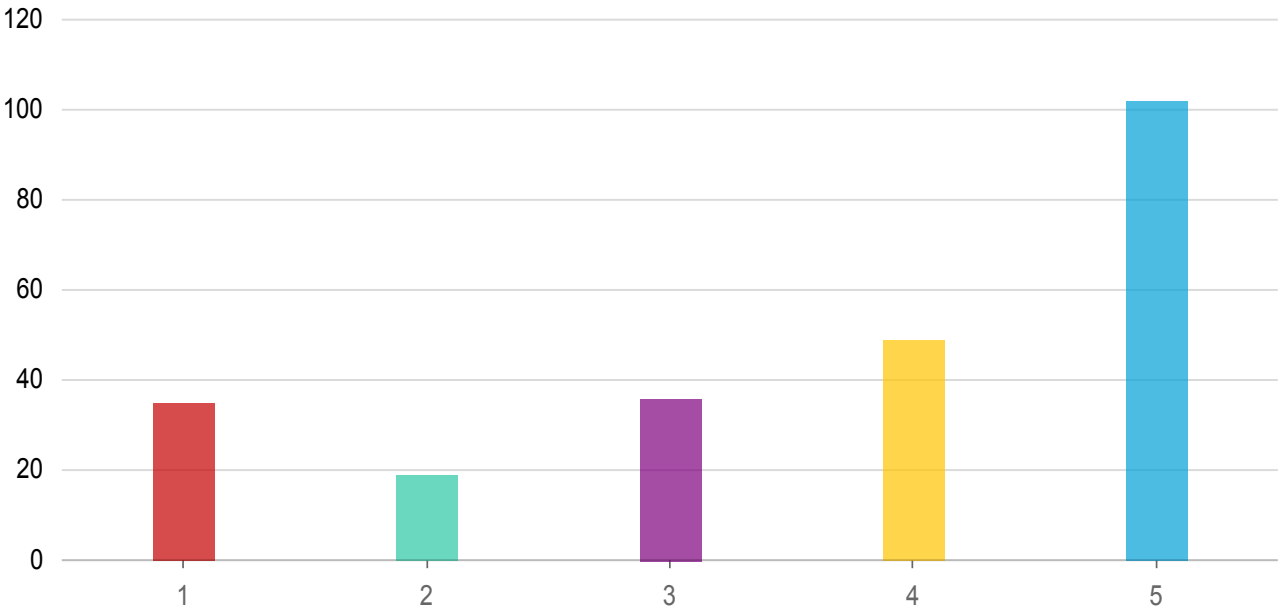
Rate your preference for speed humps



Answers	Count	Percentage
1	39	15.98%
2	24	9.84%
3	27	11.07%
4	40	16.39%
5	112	45.9%

Answered: 242 Skipped: 2

○ What do you think about the proposed location for speed humps?



Answers	Count	Percentage
1	35	14.34%
2	19	7.79%
3	36	14.75%
4	49	20.08%
5	102	41.8%

Answered: 241 Skipped: 3

○ Do you have any specific comments about speed humps?



Count

https://survey123.arcgis.com/surveys/79ee2cc34e5f4c078f183ac34ad7a9bb/analyze?position=0.what_is_your_ethnicity&chart=0.do_you_have_any_speed_hump_s... 5/37

They're great about getting people in cars to choose parallel streets, meaning that there will be fewer cars on 600 E and consequently the road will be better for bikes and other modes of transportation. They've worked well farther east on 1500 E, diverting traffic to the parallel 1300 E and 2100 E and making 1500 E feel safer. And as a cyclist I really don't mind speed humps; they're not an inconvenience at all.	1
They'd suck for everybody biking on 6 e	1
They work to slow down but then cause noise from the accelerating afterwards.	1
They seem to be the most reasonable and productive option	1
They seem pretty effective, but sometimes people will get a lot of speed going over them if they're not dramatic enough of a bump and make their car "take off" or make a lot of noise on a quiet street.	1
they need to be substantial enough for people to notice and require speed reduction	1
They need to be spaced very close together, and this cannot be the ONLY solution. This needs to be one spoke in the wheel. Roundabouts, light crossways, speed bumps, lighted traffic signs, all need to be included.	1
They make it easier to avoid having peer pressure to speed from people trying to go over the speed limit.	1
They don't work as well as cops with radar	1
They do not work. Additionally, when they become damaged after years of use, they require expensive repairs that will be low on the priority list. Radar signs are faster and cheaper to repair and are less invasive. Nationwide, speed bumps are being removed. https://www.radarsign.com/why-municipalities-are-moving-away-from-speed-humps/#:~:text=Speed%20bumps%20make%20traffic%20speed%20unpredictable%20as%20some,the%20excessive%20wear%20and%20tear%20to%20my%20vehicles.%E2%80%9D	1
They are so annoying and don't seem to slow people down	1
They are our best choice, since we don't have adequate city and policing support to manage this. It is a sad commentary that we must punish the masses for the actions of the few. Our city officials have abandoned the residence in safety measures, depleted parking requirements for new builds and beaten down law enforcement as professionals.	1
There would still be issues of local resident's on green and park street that drive fast on those streets as well. There would need to be one in the underpass on I15 as cars continually do hard pulls and will do dead stop to 40mph in that area.	1

There needs to be a speed hump located on Simpson Avenue between 600 E and 700 E. There is a daycare and children go to and from the jujitsu studio. Cars frequently have near misses with children and pedestrians on the stretch of road speeding.	1
There are too many proposed down 600 E, you end up with people gunning it after each hump and motorcycles are very loud when they do that besides a vehicle. I would target 4-5 vs 9 humps all the way down 600 E. Side streets could even be 1 in the middle besides two per side street connecting to 600 E.	1
There are other speed mitigation tactics that are better IMO	1
There are better options than speed humps.	1
The speed humps recently installed on 500e are not very effective.	1
The smooth ones are nicest for cyclists!	1
The ones on 5th don't seem effective	1
The ones near Uinta Elementary would be great	1
The neighborhood desperately needs something to slow traffic down	1
The design for the existing speed humps on 500 east are not effective at slowing speeds.	1
The amount of speed humps proposed seems a little excessive. I also am not a fan of having one installed right in front of my house.	1
The 500 East street between 2100 S - 2700 E would be better served with speed humps too, just like the interconnecting streets between 500 E and 600 E. Additional speed humps could be placed on streets such as: Commonwealth, Elm, Wilmington, etc. for the speed humps would add safety if placed adjacent to where pedestrians cross the streets walking north or south where crosswalks belong (there are no designated crosswalks for safety) along 500 E and 600 E. There are no STOP signs on these side streets, nor has there been painted cross walks in the past 10 years, or possibly ever and the implementation of signs are an important safety measure, would also help slow commuters down that speed through the neighborhood that are avoiding the intersection at 700 E & 2100 S crazy heavy traffic, and which will soon be crazier when more high density construction projects are completed.	1
That is really a lot of speed humps. Poor Wilmington Ave... shouldn't it have speed humps, too? Speed humps are awesome.	1
Thank you	1

Speed humps should not be the first option. They should be used only if other measures do not work as they cause issues with snow plows and are a direct speed barrier. Passive speed barriers such as bulb outs should be considered first. If speed humps are implemented, they should allow for vehicles to drive 25mph over them. The added speed humps on 500E (north of 2100 South) are great.	1
Speed humps increase the amount of CO2, NO, and NO2 in the area (Janusevicius, 2019) and our neighborhood already has a lot of pollution from the nearby freeway. Speed humps increase the speed between speed humps to help people make up the time in between bumps, all while increasing emergency response time. They may be more effective than radar signs, but they're not ideal for speed calming.	1
Speed humps are needed.	1
Speed humps are just plain effective. I frequently bike on 1500 E on my commutes (in addition to 600 E) and the speed humps and raised crosswalks on that street really do seem to slow traffic down to reasonable speeds. The speed limit on 600 E is 20 mph, but every time I bike on that street, I see drivers going way faster than that. I know a lot of people speed on this street because I ride an e-bike and I set the peddle assist to 20 mph on this street and still get passed by almost every driver who pulls up behind me.	1
Speed humps are always bad for a neighborhood.	1
Speed humps are also really needed on Park St between 2700s/Division St. People drive extremely fast in that section and many children live there. With the addition of many humps on 600E, traffic will certainly divert through Park St increasing the problem.	1
Speed humps annoy me but they are also efficient :)	1
Speed humps and dips are far more effective than radar signs.	1
Speed bumps only slow people down a few feet. If someone wants to speed, they will speed in between bumps.	1
Speed bumps do not reduce the speeds. Rather cars fly over then slam across them. Need better visual clues for cars/drivers to slow down - narrow the streets, add more greenery, employee chicanes.	1
Should have one on Simpson heading toward 700 East as well	1
Seems to be to many	1
Screeching to a halt day and night creates nightmare for everyone. Wrecks cars as more and more signs are added and ignored. Unnecessary waste of money, besides the unrepaired potholes serve the same purpose.	1

Please not on side neighborhood streets	1
Please no speed humps! Consider chicanes before that.	1
Of the three option, I feel like speed humps would slow down traffic the most. Especially on 600 East where the 20 mph speed limit is close to the speed the humps would make people go anyway.	1
Not particularly a fan of speed humps. I feel like this would increase noise in front of my house with cars accelerating after the hump. Also don't want to hear cars bottoming out after failing to see the hump or those that choose to ignore them.	1
Need to make sure the entrance to speed humps is well marked so you can know that you're approaching one. Prefer larger speedhumps rather to short ones.	1
NA	1
more speed bumps 2100 so. to wilmington ave on 600 east	1
Make sure there are really good signs to indicate that speed bumps are present.	1
Make sure there are gaps for easy bike - through	1
Liberty wells is in desperate need of calming measures. Between 1700 s to 2100 s & state to 600 e The area should be expanded to include this neighborhood as well. Multiple efforts were made and rejected for obviously false reasons since these streets have the same layout and dimensions.	1
Just a concern that people that do speed will avoid these areas and switch back to our street Green street 645 E as they do to avoid 2100 S and 700E turn and use our street as a turn w/trailers and street state workers as well as allot of traffic causing property damage and street damage all day long. Just an F.Y.I	1
It's shocking that emissions weren't considered when choosing traffic control techniques . Salt Lake City already has an enormous pollution problem that negatively affects our health. I do not support increasing this pollution near our homes and where residents walk and exercise. Speed humps can increase emissions of NO2 by > 1.5x, NO by > 4x, CO by > 2x. This combined with the increased response time of emergency vehicles makes speed humps an unacceptable option.	1
Is there research/info available for more vs less speed bumps on a designated road? Also, please know that the 'map' of speed bump location included in this survey is kind of useless as you have not included addresses.	1
Increased bus service would help as well. There are not enough routes serving this area.	1

In my experience, speed bumps force traffic that would otherwise coast through, to have to brake and the roar their engine back to accelerate again. The bumps effectively increase noise and air pollution.	1
I'm cool with speedbumps. We had numerous ones in West Jordan near and inside our Condo complex. My issue would be with the height. If they are too high then it doesn't matter how slow you go, you end up scraping your undercarriage and in our cases causing damage to the cars.	1
If there were two placed on Warnock Avenue they would be more effective. Having one closer to 700 E will be a great help. The vehicles turn right off of 700 E onto Warnock at too high of speed. One driver ran another vehicle off the road because he turned too wide because of his speed; the other driver almost hit the stop sign to avoid a collision.	1
If 600 East is supposed to be used as a bikeway, then speed humps would be a bad idea.	1
I'd like to see speed humps on 500 east as well, people are driving way too fast.	1
I would sell my house move elsewhere before wanting not one, but TWO, f*ing speed bumps on my street. It would lower home values and make a street unenticing to non-family people like myself.	1
I would love to see the city install speed humps not only in this neighborhood, but throughout the city	1
I would like to suggest adding speed humps to Park Street. I live on 2478 South and park Street and this is a very busy road. People often barely stop at the stop sign in front of our home.	1
I would like to see one on Green Street just north of 2700. Vehicles speed through to avoid the light.	1
I would like to add some humps on 500 East as well because most of the speeding happens on that road	1
I would hope the speed bumps continued further north as well. There is a serious speeding issue on 5th and 6th East near the elementary schools and to liberty park.	1
i worry about the annoyance speed bumps would cause to cyclists. maybe if there were small gaps that could allow bikes through while still slowing down cars	1
I work from my home, the address of my registered business, and I do not see a speeding problem on my street that would warrant me having to drive over them.	1
I think this would be the best option.	1
I think they are the best physical structure that can't be ignored like radar signs.	1
I think these would be highly effective	1

I think there are a lot and they cause issues with plowing and it's inconsistent with the rest of the neighborhood. I driver slow through my neighborhood and am a practicing civil engineer. I do not think they are the best option.	1
I think speed humps and the flashing traffic speed signs would be good on 600 E. Its the bike route and several times a day cars speed through here at over 50mph at some point someone is going to hit a biker or jogger. Thanks so much for doing this!!!!	1
I think raised crosswalks are a million times better than a speed bump.	1
I think 2700 South needs some too. That's the street mostly all cars speed up between the light at 500 E and 700 E.	1
I question whether they will do much. I think people cut through this neighborhood to get off of 700. People won't really slow down all that much. Perhaps they will speed in-between or drive erratically	1
I notice there aren't any planned for Wilmington between 500 E and 700 E. I worry that without humps on these sections, Wilmington may become the new way to cut through the neighborhood.	1
I live, drive, bike, and commute on 600 east. I am against speed bumps on this street! There would be a dramatic increase in noise. 2100S to 2700 S is Too Long a street for speedbumps. City snow removal will be a problem. Cycling will be a problem. Between commuting for work, groceries, and school dropoff/pickup, we'd probably have to endure about 40 speed bumps per day. I also think it can negatively affect property values due to the aforementioned reasons.	1
I have wanted speed bumps since I moved in December 1999	1
I feel that the speed humps will be effective. I also feel strongly that they are needed on 500 E as well	1
I feel like we need some added to Park street as well. A lot of people speed down that street.	1
I enjoy riding my bike on 600 East and speed humps will impede that experience.	1
I don't think we need anything to fix this other than policing the neighborhood and holding the people who violate the laws accountable. If they get ticketed for speeding then they will know better and discontinue the practice. We have all reported this enough to let those who should be supporting the community know it's a problem. Place police in the neighborhoods..... when people speed, pull them over. Either provide warnings or give tickets. That serves as a social reminder. Punish the law breakers, rather than the masses for the actions of the few.	1
I don't think speed humps are necessary for the east/west running streets between 5th and 6th east. and think there may be too many on 600 east. none needed on 500 east.	1

I do t like speed humps . I think they make aggressive drivers more aggressive	1
I do not want to have to go over speed bumps getting to my house.	1
I am only saying one on the proposed location because they're aren't any on Wilmington and its the worst street for speeding. By leaving this street off it will make it worse.	1
I am from Portland, OR where these are quite frequent. I felt much safer there walking, biking, driving, and using transit. I support anything that will get people to SLOW DOWN.	1
I am concerned people will speed between the bumps to make up the time. I would rather have narrower road mitigations in place, but speed bumps are better than nothing	1
How about a speed bump in front of the county library and playground on 500 East?	1
Hard on vehicle suspensions and make it more difficult for scooters, skateboarders, and children riding bicycles	1
Generally hostile. They reduce average speed, but increase dangerous 'burst' acceleration as people gun it afterward trying to make up for lost time. Literature also pretty clear that speed tables are superior to speed humps, and that horizontal deflection traffic calming techniques like chicanes are generally superior to vertical deflection like speedbumps.	1
Expensive installation and maintenance	1
Emergency vehicles would have to slow down so it would take longer to get to people in need. 15th East from 900 south to 1300 south has SEVEN speed bumps which is way too many.	1
Don't want place them in a way that forces bikes to go over them.	1
Do it	1
Could we use tire spikes to disable speeders?	1
Could some of the humps on 600 East be raised crosswalks near intersections?	1
Could increase wear and tear on vehicles, interfere with emergency vehicle response time, lower property values, and increase noise levels	1

Consider speed humps on 500 East from 2100 South to 2700 South, and on Simpson Ave between 600 East & 700 East. Speed is an issue, as well as pedestrian crossing randomly outside of crosswalks and not looking before they cross. Vehicle speeds on 500 East are well over the posted 30 mph limit. Cars turning on to Simpson Ave from 700 East take the corner (left & right turns) at a high rate of speed and nearly hit pedestrians that do not look before crossing from the businesses to the parking lots across the street.	1
Commonwealth needs the speed bumps due to the inability to turn left onto 2100 South from 600 East when going south to north. Having lived on Commonwealth since 1965, I've never seen it so busy. There's been a complete lack of city planning in regards to apartment/condo living and parking, There is no regard for the people that make this area their home against the people out to make a profit and yet will NEVER live in this area. It's a shame our local representatives can't seem to protect our interests as residence. It appears that profits and greed rule unlike in the past when adequate parking was required when putting in an apartment.	1
can cut throughs on speed bumps be provided for bikes?	1
biggest concern is moving traffic to streets without bumps	1
As a regular biker on 600east and a resident directly on the street. The bike route is one of the main selling points of purchasing a home here. It would be nice to keep a bike lane through the speed bumps. It's not pedestrian and bike traffic that bothers me it cars and traffic avoiders that speed through here. I enjoy our bikers and skaters.	1
A raised intersection or speed humps or bulb outs at Simpson and Green Street is/are needed. Traffic coming off of 700 East is very fast.	1
A noise nuisance negatively effects emergency vehicle and wears out suspension components on cars.	1
600 E. is designated as a "bicycle boulevard" People on bikes (including me) use it to access the S-Line Trail, Liberty Park and Fremont Park. Speed humps are a total nuisance for bikes, which I don't think are the problem here. I am actually wondering why bicycle modifications have not already worked for traffic calming on 600 E? I live on 600 E between 1700 S and 2100 S. Once in a while some idiot speeds through, but mostly its a relatively quiet street, and even more so since bicycle infrastructure went in.	1
500 East needs this speed humps. It is turning into a mini 700 East or State Street	1

7/1/2021

Slow Down West Sugarhouse Neighborhood

The proposed locations for the speed humps are fine. However, Wilmington, between 500 and 600 east needs speed humps as well. Why are there none proposed for this block? Wilmington, between 500 and 600 east, as the first street north of I-80 that connects to 500 East, is a notorious shortcut for traffic coming off I-80 and 700 east northbound to circumvent the lights at Trax and 700 east, and at 21st and 700 east. There are daily incidents of speeding, particularly during morning rush hour.

0

Answered: 117 Skipped: 127

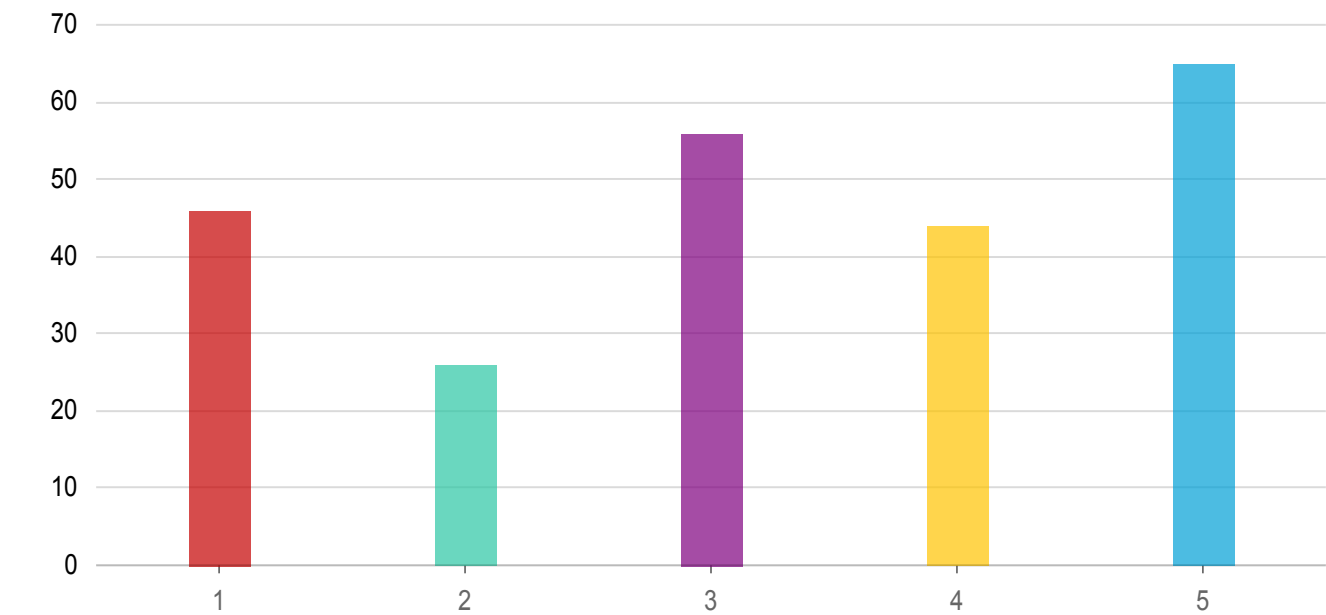
Bulbouts Page

○ Rate your preference for bulbouts

Answers	Count	Percentage
1	44	18.03%
2	24	9.84%
3	48	19.67%
4	34	13.93%
5	91	37.3%

Answered: 241 Skipped: 3

○ What do you think about the proposed location for bulbouts?



Answers	Count	Percentage
1	46	18.85%
2	26	10.66%
3	56	22.95%
4	44	18.03%
5	65	26.64%

Answered: 237 Skipped: 7

○ Do you have any specific comments about bulbouts?



Response	Count
Your survey rating system is not consistent and may cause confusion.	1
Your documentation says bulbouts are ideal for crosswalks, yet the proposed locations are not at good crosswalks. By placing the bulbouts where 2 roads meet and in the middle of long blocks, you'd enhance the walkability of the neighborhood, calm the traffic, and allow for emergency vehicles. Additionally, crosswalk bulbouts would replace the space where cars are already not allowed to park. Rather than place speed humps on 600 E, place crosswalk bulbouts where smaller streets intersect and midway between Driggs and Stringham avenues. These bulbouts are clearly the best solution, but the plan is not utilizing them fully or effectively.	1
Would be nice to have some on 600 E too	1
With speed bump and bulbouts this will stop the cutthru's in the neighborhood	1
Why aren't there bulbouts on 600E? Can bicycle lane signage/paint/infrastructure (along 600E neighborhood byway) be ENHANCED in segments adjacent to the bulbouts? There should be a clear indicator for cars that bicycles will be moving towards the center of the road along bulbouts. Additionally, reducing on-street parking is an advantage of bulbouts.	1
Why are there none on 600 east. This makes the neighborhood better looking and calms traffic.	1
What do you think about the proposed location for bulbouts? I think this question the scale is swapped compared to the humps on the prior page. (5 being the most favored option and 1 being the least favored option) ----- I would like to see more bulbouts in more locations. Not only can they decrease speed they can double as a location for trees/plants/art and cross walks. I do not see any on 600 East and that is where I would like to see 10-15 between 2100 S and 2700 S. I would rather bulbouts over speed bumps.	1

What about something that disables speeders vehicles?	1
Waste of money	1
Unnecessary waste of money and parking spaces when you've built hundreds of apartments with no parking on these same streets.	1
This would do nothing to cut down speeding on 600 east or people cutting down off of the I15 onto 600 east. This is a joke of an idea.	1
This would be great as long as 600 E is speedhumps not bulbouts for the bikers and joggers as shown on the map	1
This will not slow down the traffic	1
This plan seems to address a completely different traffic plan than the speed bump plan. I would interpret this as trying to slow down traffic turning off of the high speed lanes on 700 E. If that's the actual problem, this is a better solution.	1
They help but I don't like them	1
These seem reasonable, but am unsure if they're at corners or along the street. I walk this neighborhood a lot, sometimes by myself and sometimes with dogs, and the bigger issue than speeders is that people park right to the intersection. THAT makes it unsafe for pedestrians.	1
These are a great idea, but if the City enforced parking restrictions then intersections wouldn't be as dangerous. I'm very confused about the locations - are they on corners or in the middle of the road? Some streets have indicators at different spots.	1
there ought to be some on the north/south streets too, i feel like it's very easy to speed on a car down 600 east	1
There are none on 600 E. There should be several on that street.	1
The bulbouts should be focused on only crosswalk areas to optimize available parking. This should include the areas immediately surrounding the crosswalks, where cars should not be parking anyway. Bulbouts near crosswalks have the added benefit of preventing cars from parking near crosswalks and blocking the view of pedestrians. If there are not enough crosswalk bulbouts to significantly reduce vehicle speed, more crosswalks should be added (a further benefit to increased walkability).	1
The bulbouts appear dangerous. I leave for work early in the morning and I've almost been hit a couple of times pulling onto 600 East from Commonwealth. There are drivers that cut the corner and practically end up on the wrong side of the street when turning onto Commonwealth from 600 East.	1

Switching 1 and 5 for the most vs least agreeable in these questions is a significant misstep in this survey. It will likely result in inaccurate results. 5 should have remained either 'most' or 'least' for clarity. NOT switched between most and least.	1
Street parking is limited enough. I think bulbouts would take parking spaces away.	1
Speed humps seem like a better option than the bulbouts. Parking is already an issue in this neighborhood, and several residents depend on street parking due to small or non-existent driveways.	1
So you don't really seem to be using bulbouts anywhere, or at no where near the frequency rate of your proposed speed bumps. You need to address 600 East traffic - this has not addressed it. What's the point of this survey, otherwise. Reduce street widths, and use chicanes, including 600 East. More green space along streets. Most of these areas have alley ways, so reduce street parking, narrow the roads and create more green strips. Get rid of the Left turn/center lane on 2700 East and make it a green belt. You want to slow cars, then take away the multiple, wide, fast lanes!	1
Reduce available parking space which is already a problem. Make also affect rainwater drain off.	1
Put them on both sides	1
Ok, let's start with the fact that your map has this option in the middle of the street yet the description says these are at intersections. I cannot make a decision based on this lack and miscommunication of the plan. If at the intersection, how about the City actually ticket people who park at intersections, making it unsafe for pedestrians. Then this wouldn't be needed. If in the middle of the street, whose property will be interrupted for this?	1
Not in favor at all. Loss of parking and narrowing of street is not an option in my opinion.	1
Not as great for bicycles or parking	1
No familiar with them	1
NO bulbouts on 600 East please. heavily used by bicyclists. bulbouts negatively affect bicyclists like myself that use 600 east for commuting.	1
Need one on Simpson Ave heading towards 700 east as well	1
NA	1
Mish mish	1
Minimal usage on dangerous east/west running streets none needed on 500 east and 600 east.	1

Many times I pull a long fifth wheel trailer to my shop on these streets, and these would interfere and maybe make it impossible for long loads to get through.	1
Making a cut/through or specific lane for cyclists, especially on 600E, would be considerate.	1
Make sure you incorporate biking, but bulbouts are by far the best option here. Don't be shy, they could be quite wide.	1
Love the bulbout idea. Too many vehicles park and block the visual of street traffic. Also it makes it feel more friendly when walking, especially in key higher traffic areas.	1
Liberty wells is in desperate need of calming measures. Between 1700 s to 2100 s & state to 600 e The area should be expanded to include this neighborhood as well. Multiple efforts were made and rejected for obviously false reasons since these streets have the same layout and dimensions.	1
Lack of parking is a pretty big con.	1
It's not clear from the picture, but it suggests no plan for bulbouts or speed humps on 6th East in this proposal. If that is accurate, it seems to not be terribly helpful to reduce traffic speed on 6th E.	1
It does nothing to address the people doubling the speed limit on 600 E.	1
Is there some reason that the curb radius can't be zero? Emergency vehicles and large truck can just use the full street width while turning on these residential streets. Bit surprised not to see any of them along 600 East or 500 east.	1
Installing the bulbouts along with the speed humps will make them both more effective.	1
I'm not sure how this slows down traffic on 600 E, but it does seem like it would be beneficial for people who live on the side streets. I like that these would shorten crossing distances at some intersections, but overall I think speed humps would be a better priority.	1
If they are on some streets, why not all? It's not fair some streets have this and others don't. Also, why aren't these just designed into every new neighborhood if they're so good?	1
I'd love to see more, but know they are expensive. I think they would be effective at making cars drive slower.	1
I'd like more information on this. My house is a corner house and does not have a sidewalk running on the north side of it. Does building bulbous mean you will take part of my property to build this?	1
I would like to see more of them all over	1
I worry about reducing the bike lane.	1

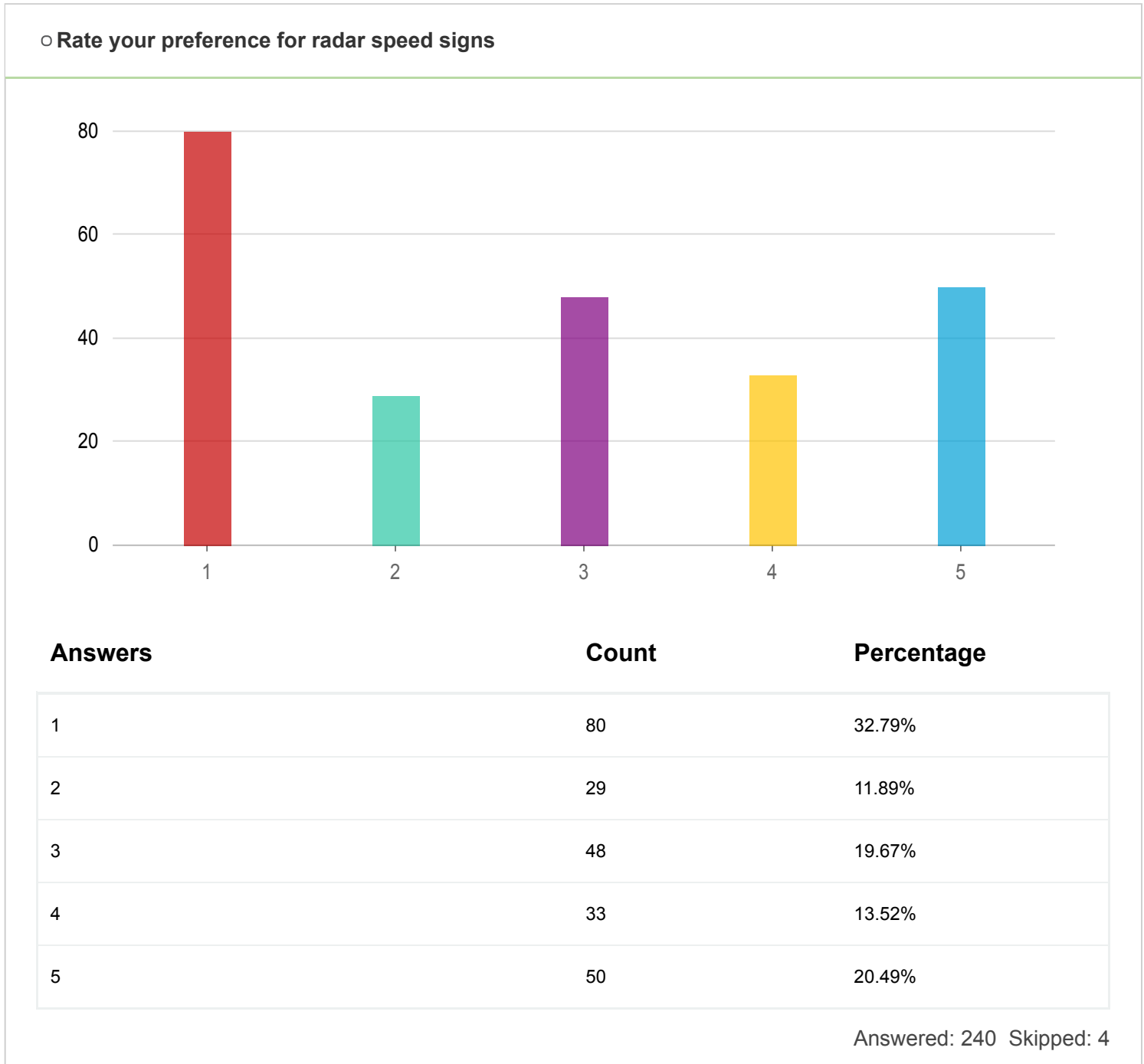
I want more bulb outs. If I had my way every intersection would have a bulb out.	1
I think they'll be more helpful from North to South	1
I think they should be on all the side streets. The more annoying the cut-through is for people the better it is for our neighborhood.	1
I think these would work well. Might be helpful to have some on streets feeding into 600 E from 700 E.	1
I think have red paint and enforce people parking to close to intersections would make this neighborhood more walkable. It already is walkable, but it certainly would increase safety monitoring poor parking. There already is a bulbout it seems to prevent cars from going straight or turning left on 600, but that still seems to happen all the time without consequence.	1
I think bulbouts would be fantastic. There should also be a few on 600 east, especially on Both Sides of, and adjacent to, the I-80 underpass.	1
I think bulb outs should be used more and should be located at as many street corners as feasible. I prefer bulb outs over speed humps as they are a passive speed barrier and enhance the aesthetics of the neighborhood as well as reduce speed.	1
I think all streets in the neighborhood should be narrower. Breaking up straightaways keeps drivers cautious and focused on the road.	1
I love bulbouts! They are also a great opportunity for green infrastructure, placemaking, and resource-wise vegetation!	1
I love bulbouts! There should be bulbouts around S-line crossings as well as by the Brixton apartments. There are many pedestrians walking dogs there. Also, why not have some bulbouts on 600 E? This would help people cross the road and visually narrow the street to slow down traffic. 600 E is a smaller road that doesn't directly connect with car traffic north of 2100 or south of 2700. It should be treated like the smaller East-west roads.	1
I LOVE bulbouts! I want them EVERYWHERE!	1
I like this solution	1
I like these better than speed humps - there should be more	1
I like the idea of the bulbouts, but parking is already so bad around this neighborhood that I worry it would just make things worse.	1
I like bulbouts, they are a more natural approach to traffic calming.	1

I have negative feelings about bulbouts. Since they decrease the road width, when drivers and cyclists do happen to approach one at the same time there is more potential for conflict. I'm not a fan of the bulbout on Hollywood Ave at McClelland St for this reason, I feel nervous going through that area on my bike more so than I would if it didn't exist.	1
I don't understand how these will reduced speed on 600E.	1
I don't think we need anything to fix this other than policing the neighborhood and holding the people who violate the laws accountable. If they get ticketed for speeding then they will know better and discontinue the practice. We have all reported this enough to let those who should be supporting the community know it's a problem. Place police in the neighborhoods..... when people speed, pull them over. Either provide warnings or give tickets. That serves as a social reminder. Punish the law breakers, rather than the masses for the actions of the few.	1
I don't think they will have much of an effect, especially with these locations that have been proposed.	1
I don't see these significantly calming traffic once drivers get used to navigating around them. I also worry they will cause a hazard for bicyclists. They may also reduce street parking which is already very scarce in my neighborhood and will become more scarce once Izzy South and Izzy North are completed.	1
i don't know how this will slow the amount of traffic residents on Wilmington Ave has on a daily basis. we get truck and cars and so many are going way over the speed limit	1
I don't bike through this area, so I don't know how much of an issue they would be for bikers.	1
I am not in favor of the bulbouts. The reduction of parking spaces on the already limited street parking, and more residents moving in on the Izzy South project as well as others in the near future doesn't offer a benefit to the single-family zoned home areas. The additional maintenance of the bulbouts with dirt patch will quickly fill up with weeds, lots of weeds over time will be unsightly. I have seen the City's neglect in many places over the many 20+ years with implementing new landscaping to only let it go to an ugly neglected weed patch. The home owners in front of the bulbouts do not need to be burdened with the additional work required to maintain a new patch of dirt. Plants, water, personal time and the cost associated with curb bulbout areas would not be evenly distributed to others in the neighborhood. The tax paying residents in front of the bulbouts receive the blunt of the burden with no parking, and keeping the bulbouts clean of litter, dog poop and weeds.	1
Consider bulbouts on the smaller streets too (Green, Park)	1
Combined with speed bumps work well if there were less speed bumps than on the proposed locations (on the speed bump map)	1
Bulbouts would be bad in the Winter time, when plows come through Division Lane.	1

Bulbouts take up parking spaces, which, given the failure of the city in allowing the recently zoned TOD developments in our neighborhood to provide sufficient parking (0.7 spaced per UNIT, ridiculous), is a non-starter.	1
Bulbouts seem to need speed humps as well to really address the speed and traffic problems.	1
Bulbouts on Simpson are needed.	1
Bulbouts further exacerbate the challenges created by unconcerned city council members and political officials in deteriorating the adequate parking needs and impacts as they destroy peaceful enjoyment of the neighborhoods and neighbors who have invested in making these areas desirable to live. Parking is already insufficient for the area and people who move here to enjoy the great Utah outdoors. Permitting builders who exploit Salt Lake City and refuse to provide parking for new builds is insulting. Bulbouts add insult to injury, which is already occurring.	1
Bulbouts at intersections, both sides? Not sure about bulbouts in the middle of blocks with no crosswalks. Weird?	1
Bulbouts take up needed parking spaces we have very few remaining parking spaces that people can park on the street and the bulb out would greatly reduce that number. I think the use of bulb outs would be very bad for our neighborhood please do not include these in any options for the project.	1
bulb outs will create larger park strips that people will not maintain. Bottlenecking will likely cause accidents as many people are impatient and try to fit their vehicle into a narrow space hastily while trying to compete with the oncoming traffic. This is a euro trash idea.	1
Bulb outs on both sides of the same end of the street are best. Especially if they include stormwater mitigation and landscaping opportunities.	1
As a cyclist I feel like thisIncreases risk for me	1
As a biker, if we used bulbouts how are bike lanes considered?	1
Are these in corners or in the middle of the street. They bother my less on corners, but I feel bad for the home owners who have to suffer their installation.	1
Anything to slow people down will be welcomed by most residents.	1
Although it may slow people down, speeding through a narrow street is more dangerous than speeding through a wider section.	1
Additional bulbouts should be investigated on 600E. In addition, please add these throughout the city. I often run/walk to work and bulbouts would increase how safe I feel.	1

7/1/2021	Slow Down West Sugarhouse Neighborhood
Add them on 600 and 500 East.	1
Add signage to make bulbouts crossings more visible	1
600 E is a great biking street and I'm concerned about the effects of the bulbouts on the bike-ability of it	1
	0
Answered: 95 Skipped: 149	

Radar Speed Signs Page



[illegible]

Response	Count
Without consequences what do radar signs do?	1
With a new proposal to lower all neighborhood streets in SLC to 20mph, this seems like it will do nothing. Nobody looks at these and slows down anyway.	1
Who sees their speed on one of these and ACTUALLY SLOWS DOWN? No one. People who are speeding will not change their behavior based in this. It has no consequence. Ticket speeders more regularly and there would be fear of speeding. I would be so freaking pissed off if this ends up in my front yard, lowering my home value, ruining the landscape my partner and I have worked hard on and have spent a lot of time and money to achieve. When the temporary ones were installed they were always in front of our house, so that is incredibly likely. It is infuriating that the people making claims, the “constituents” mentioned in the beginning likely won’t suffer from any of these strategies. Those of us who do n’t have time to stand up for the other side are left with all these ridiculous proposals that ruin our home, it’s value, and our quality of life.	1
whatever. they don't slow down anyone.	1
waste of time, energy and money.	1
Waste of money, and they're ugly. Ineffective.	1
Useless. Most people ignore them anyway.	1

Useless waste of money that would be better spent on other things. Drivers pretty much ignore them it seems. Without the ability to issue tickets automatically via camera, they do nothing to help safety.	1
Unnecessary waste of money especially when you can't maintain the lighting (under the viaduct) or in the alleys. Frivolous nonsense that achieves nothing.	1
This would be just a waste. Speeders will simple ignore them. Without any sort of enforcement I would question the point. Commonly the radar trailer has been brought onto our street and that seems to make no difference at all. I think people drive no differently in this neighborhood then anywhere else in Salt Lake. Perhaps it would be be best to save money and actually work on increasing ridership or having people walk/bike more. Although the problem also is that you have a number of people living outside of Salt Lake coming in a driving through. Fix 700 and that may fix some of the issues. How about a pedestrian bridge so traffic doesn't stop as much and that would prevent cut throughs	1
They're not an effective deterrent.	1
They slow me down, but when I was a younger driver they made me want to see how fast I could accelerate	1
They don't really do much to help people slow down, so am not in favor of them. Narrower streets and speed humps and other traffic calming measures work better.	1
They don't do anything to slow speeding drivers	1
THEY DO NOT WORK. WASTE OF MONEY. UGLY.	1
They do no good, and they require enforcement. They are worthless without a police presence.	1
they do literally nothing to impede or help traffic flow	1
They could reduce speed if there were cameras capturing license plates and tickets were issued.	1
they aren't very pretty and some drivers speed up when they see them	1
They aren't effective	1
They are useless and would be a waste of city funds.	1
These signs are the "I give up" of transportation planning. They are an admission that the street is designed for much higher speed traffic then is desired.	1
These serve as a reminder for me personally, yet I'm unfamiliar with the claims of desensitization. I'm trusting your claim that people will gradually become complacent with these as reminders. Cost justification, for a claim you make, seems an unwise.	1

These don't work.	1
These don't do anything. Useless	1
These don't slow people down unless police are actively on site. Also they are a huge eye sore	1
These do nothing. Worst choice here.	1
These do not work and are very expensive to install/maintain. I would rather see money spent on other projects.	1
these are useless IMO, most of them just "flash" to indicate to fast but don't even tell you what the correct speed it. they are kinda fun for cyclists because sometimes I try to actually make it to the speed limit.	1
These are not going to stop the worst offenders, the people who are loudest and fastest now will be the loudest and fastest then. The conscientious will slow down, but they are already going relatively slow	1
These are nice but I don't think they work on everyone. A certain percentage of drivers simply do not care what the speed limit is, even if a sign is flashing at them to tell them they are going too fast. I'd rather change the physical street to make it difficult or impossible to speed rather than hope people will obey a sign.	1
These are ineffective and do not do anything to slow drivers down.	1
These are a bandaid engineering toy, not a good use of taxpayer dollars.	1
There ugly and sign pollution	1
Their worth less without enforcement	1
The radar speed signs are unsightly, the cost for maintenance is unnecessary, drivers will likely not abide by the sign per the City's own studies & research, there's no enforcement from a blinking sign and it's more money then speed humps. Does the City Transportation team truly believe this is a viable option for SWDS or was this an added part of the survey to just be used as filler?	1
The only way I think these work if occaissionally they are officer patrolled as well	1
The installation of two digital readout speed signs on 600 E. one in each direction could be beneficial to slowing down the traffic on 600 E. that is restricted to 20 miles an hour. I do believe this would be useful and slowing traffic down and it sure couldn't hurt.	1

The flashing lights are annoying for residents, and people just passing through will likely ignore them anyway.	1
The best option to deal with most speeding.	1
Speed signs would be better than nothing but they don't seem to work very well further north on 600 East.	1
Speed signs are great. I think they keep a driver in check. But adding a radar cop intermittently next to it might keep people in check if they never know when they are there.	1
Sometimes people need a gentle reminder of the speed limit.	1
Radar speeds signs help in select locations. If implemented they should be used sparingly.	1
Radar speed signs on 600 E may be helpful. I don't think that	1
Radar speed signs don't work	1
Radar speed signs don't slow some car down	1
Radar speed signs are a pathetic attempt to calm traffic. They're a waste of time and money.	1
Radar speed signs are a good way to remind people of their speed and "shame" people who speed. Most of the time, people don't realize how fast they're going and end up speeding especially when the speed limit is lower than typical.	1
Radar signs seem like a last ditch effort. See below https://www.reddit.com/r/SaltLakeCity/comments/nkuqqz/plotted_vehicle_speed_on_a_section_of_1500e/	1
Radar signs do nothing to physically stop speeding, they rely completely on drivers' cooperation, which given the fact that this problem stems from drivers not cooperating with posted speed limits, seems like a non-answer. Why choose a passive device when active deterrents are available?	1
Put the posted limit with it	1
Pointless waste of money, and gives udot, city and state reason to justify increasing speeds on roads based on the 85th percentile rule... look it up. The road speed is set by that 85th percentile speeds (from traffic studies). If drivers go faster, than posted speeds, the speeds are then adjusted (increased) accordingly... ugg. What was the point of this survey again? Streets speeds are guided 100% by Street or Road DESIGN! Design a road for lower speeds to effectively reduce speeds. Thank you.	1
perception is that vehicles over time seem to ignore these feedback displays	1

People that speed on the road don't generally care about what speed they're going, they just care about getting to point B as quickly as possible. A radar speed sign does nothing to solve this issue.	1
People either speed up or completely ignore these.	1
People disregard signs. Unless the speed signs automatically raise a bollard or bump they are useless	1
Not a huge fan of this. People need more incentive to slow down(immediately) not just after they raced through the streets while shortcutting it. It's better as a revenue source rather than actual traffic control.	1
No one cares, stops or slows down for these unless a ticket can be issued. Everyone already knows they're speeding.	1
No one cares what the signs reads	1
Need on on Simpson as well near 700 East	1
NA	1
My only concern with these is that they are not too bright or strobing lights into my house.	1
Most people think of those as a challenge to see how fast they can go. It would only work if there was a camera attached to mail out tickets to the car owners.	1
Minimal usage. not needed on east/west running streets. 2 or 3 on 600 east 4 or 5 on 500 east	1
might help with speeding, maybe but the amount of traffic isn't going to slow down	1
Make them solar and check them throughout the year, you see dead ones all over that seem to just be a really expensive speed sign when the radar no longer detects movement or display the speed of drivers.	1
literally everyone ignores these things	1
Just as bad as bulbouts. Will do nothing to prevent cut downs off 700 east or due anything to stop the deliberate people speeding to cut around 700 east.	1
I've noticed that the temporary radar speed signs that have been placed here before were not very effective.	1
It's fine if you put them up... But most people who are speeding ignore them.	1
It may work right after they are placed, but I don't think the effects last in a long term.	1

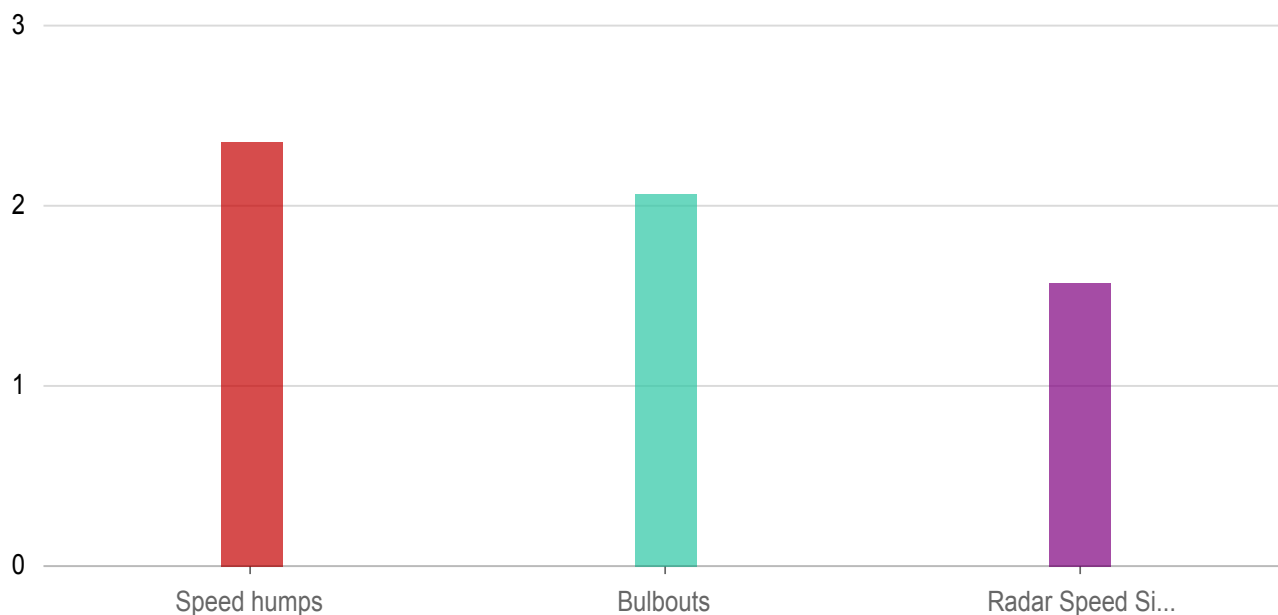
Is this a joke? drivers already have their speed on their dashboard. Extreme drivers don't care, and so me people will use the signs as contest to see how fast they can go.	1
Indifferent. Good patrolling can slow people down. Not signs.	1
I'm pretty sure that the people who are causing problems won't pay any attention to the signs.	1
If this ends up in my yard, I will not be a happy constituent. It will lower my home value.	1
I walk my dog in the morning down 600 East and I'm outraged at the speed drivers are going around 7:30 am.	1
I think they're kind of ugly and not super effective	1
I think they would be helpful in addition to speed humps	1
I think they work really well on 1300 East. They would be a great solution.	1
I think they serve as a reminder to some people who care about how fast they're going but might just not be paying close attention. Other people will treat them as a challenge to see how fast they can go, or just ignore them entirely. I don't think they're going to be the most effective at actually slowing traffic.	1
I think they only work with: 1. speed limit sign displayed next to sign. 2. enforcement aka the possibility of a ticket.	1
I think these along with speed bumps would be good, but speed bumps are the best of the three options.	1
I think the speed signs mixed with speed bumps would be effective.	1
I think the greatest benefit from these is when a driver is on the same roadway for an extended length. One near each end of 600 East might be sufficient. I don't think they would be cost effective on the side streets. Most homeowners are not going to want a sign in front of their house.	1
I suspect over time regular drivers through this neighborhood likely would become inured to the presence of radar speed signs.	1
I strongly prefer speed signs either by themselves, or in conjunction with bulbouts, rather than speed bumps on 600 east.	1
I respond really well to those!	1
I have seen RADAR SIGNS work. Drivers become aware of their speeding.	1
I doubt they would have much effect unless enforced by police occasionally.	1

I don't think we need anything to fix this other than policing the neighborhood and holding the people who violate the laws accountable. If they get ticketed for speeding then they will know better and discontinue the practice. We have all reported this enough to let those who should be supporting the community know it's a problem. Place police in the neighborhoods..... when people speed, pull them over. Either provide warnings or give tickets. That serves as a social reminder. Punish the law breakers, rather than the masses for the actions of the few.	1
I don't think they work	1
I don't think they stop people from speeding	1
I don't think they do much	1
I don't think these would do much on 600 E for the people who are already going 50 plus mph through the neighborhood. They have put up those temporary ones before and they didn't seem to do much. Could be good if used along with the speedhumps	1
I don't see these making a long term impact once drivers get used to them. I drive in SLC and I personally witness drivers completely ignoring them despite the fact they are flashing like crazy. I also don't like the idea of lighted, flashing signs in the neighborhood.	1
I don't think they are that effective.	1
I don't think these work	1
I don't feel like they really do much.	1
I believe that signs will be ignored by those who speed shortly after installing them.	1
I appreciate them regardless if they are faithfully followed by everyone.	1
I am furious at the THOUGHT that this could end up in front of my home. Maybe they belong on 600 E but not on side streets. No one pays attention to them anyway.	1
I always try to go faster when passing radar signs on my bike.	1
Has there been any consideration to having the speed locked in memory and spikes come up out of the pavement when the vehicle exceeds the speed limit by a determined amount to flatten the tires of the speeding vehicle so they will still be there when the police show up to provide the driver with a citation?	1
Drivers don't seem to care much about these	1
Don't they make people speed up?	1

Don't stop people from speeding	1
Do the radar speed signs anonymously record average vehicle speeds? Would be a good indicator of intervention performance.	1
Can we get any help here on Green Street 645 E. Dead end 2100 S 700 E cut through.	1
Best option	1
Again not highly effective	1
Absolutely stupid. There's already speed limit signs, these are repetitive, do nothing to change behavior, distracting, ugly....	1
2700 south is a must between 500 East and 70@ East	1
	0

Answered: 113 Skipped: 131

○ Rate the three traffic calming treatments in order of preference.



Rank	Answers	1	2	Average score
1	Speed humps	52.91% 118	30.04% 67	2.36 17.04% 38

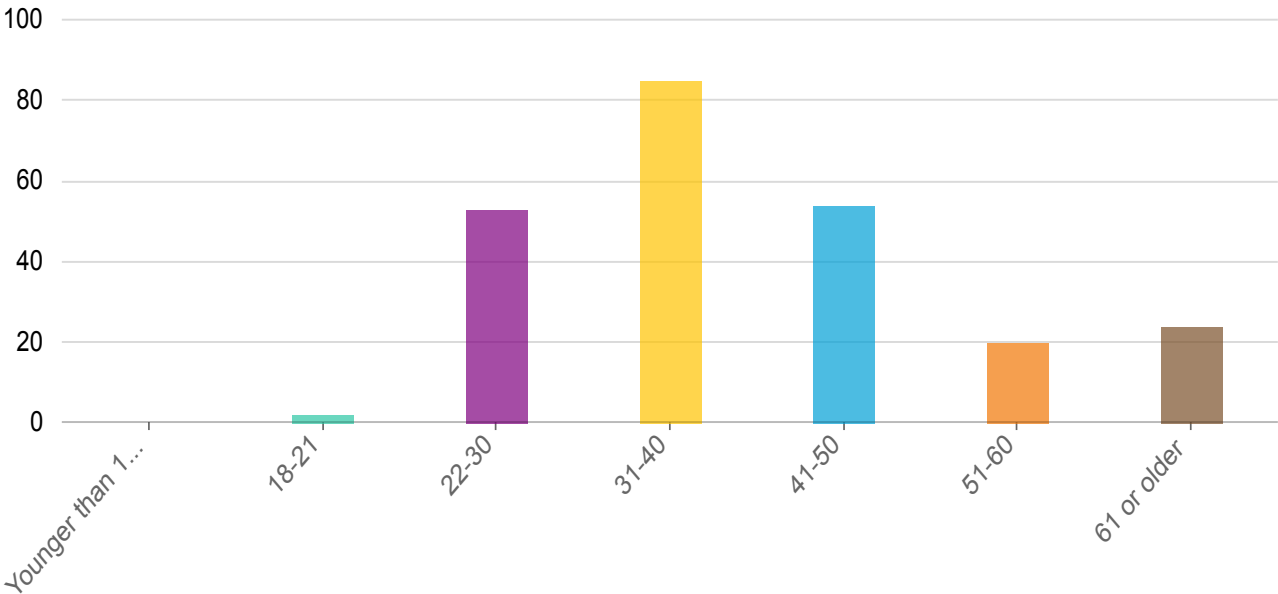
Answered: 223 Skipped: 21

[illegible]

Answered: 100 Skipped: 144

Demographic information

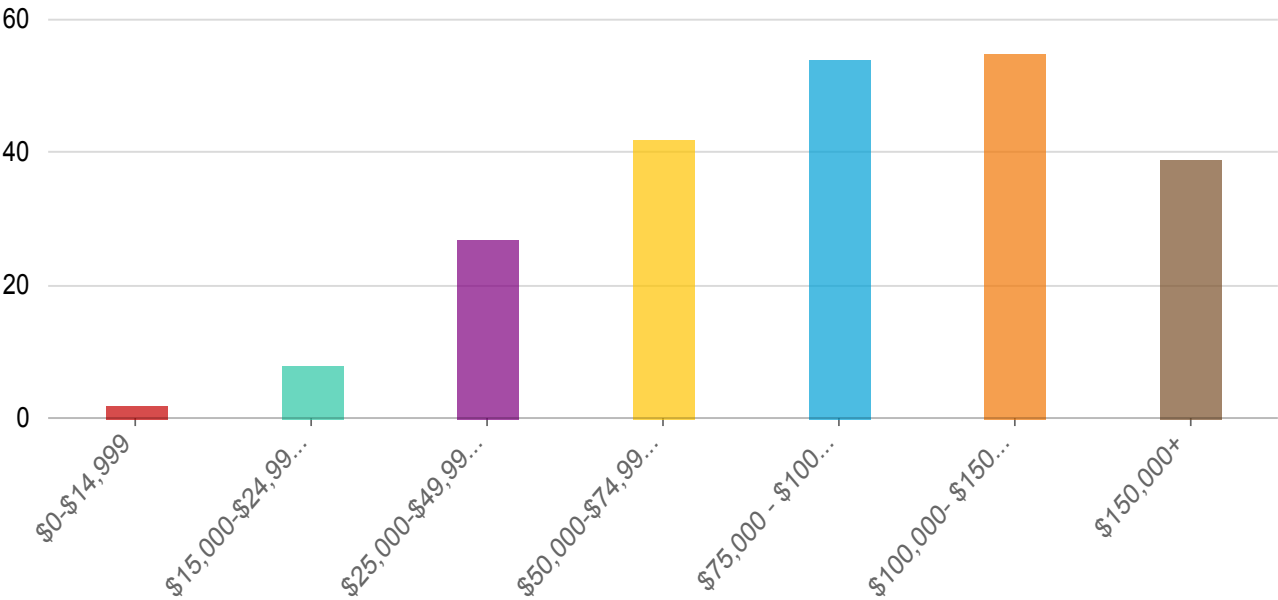
- **What is your age?**



Answers	Count	Percentage
Younger than 18	0	0%
18-21	2	0.82%
22-30	53	21.72%
31-40	85	34.84%
41-50	54	22.13%
51-60	20	8.2%
61 or older	24	9.84%

Answered: 238 Skipped: 6

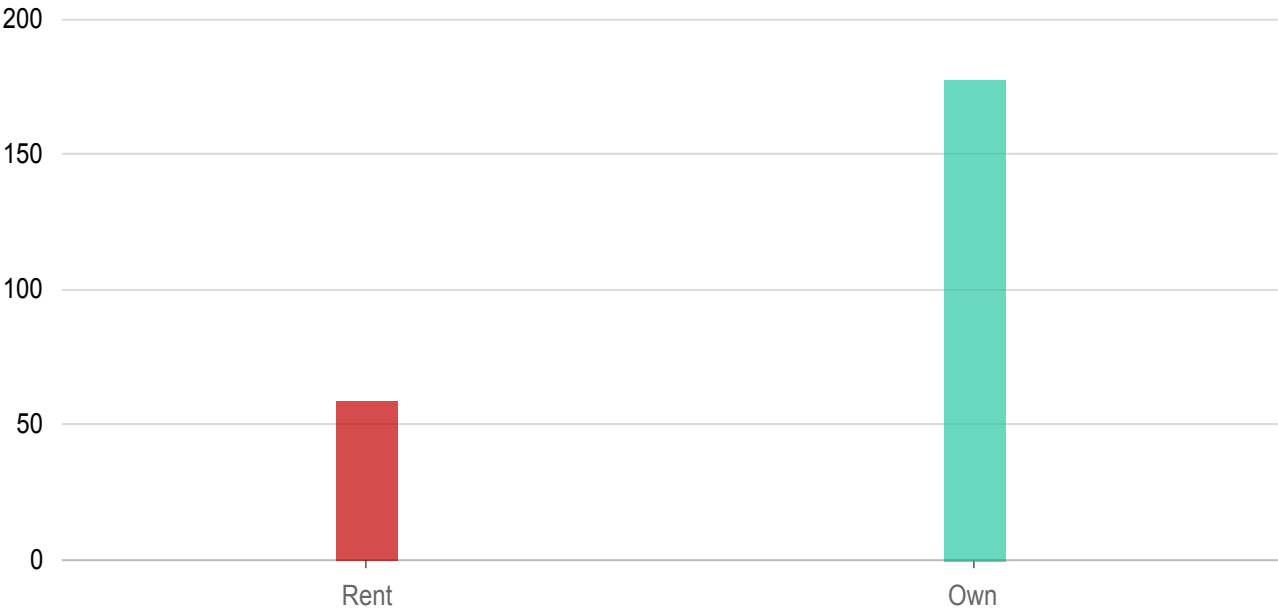
○ What is your household income level?



Answers	Count	Percentage
\$0-\$14,999	2	0.82%
\$15,000-\$24,999	8	3.28%
\$25,000-\$49,999	27	11.07%
\$50,000-\$74,999	42	17.21%
\$75,000 - \$100,000	54	22.13%
\$100,000- \$150,000	55	22.54%
\$150,000+	39	15.98%

Answered: 227 Skipped: 17

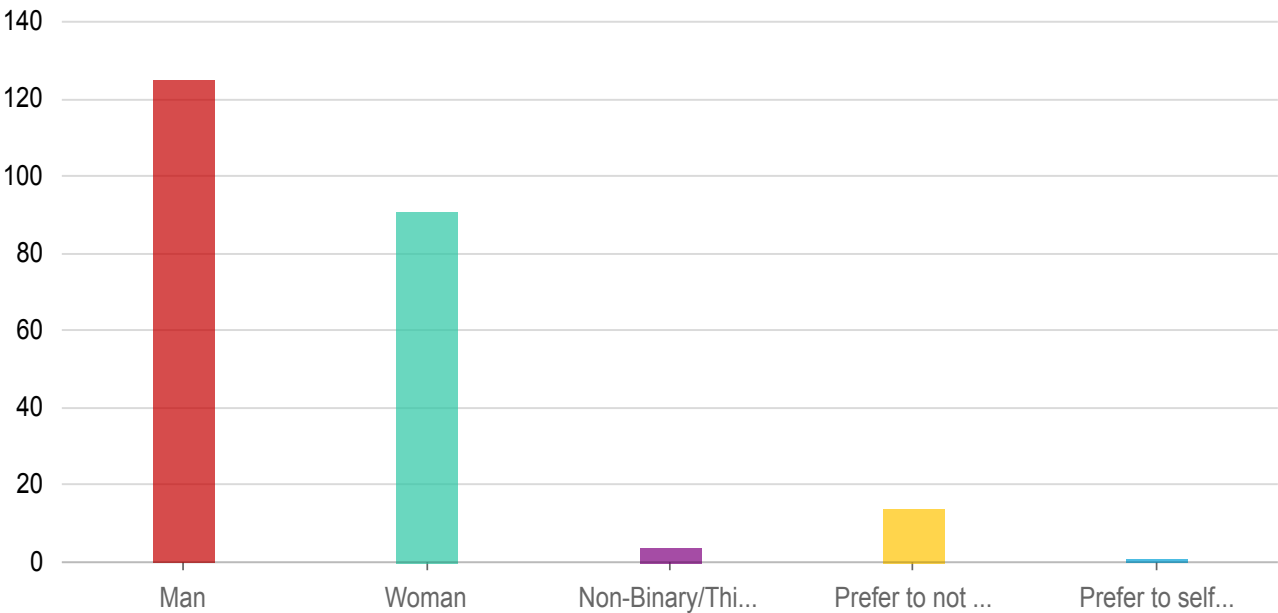
○ Do you rent or own?



Answers	Count	Percentage
Rent	59	24.18%
Own	178	72.95%

Answered: 237 Skipped: 7

What is your gender?



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

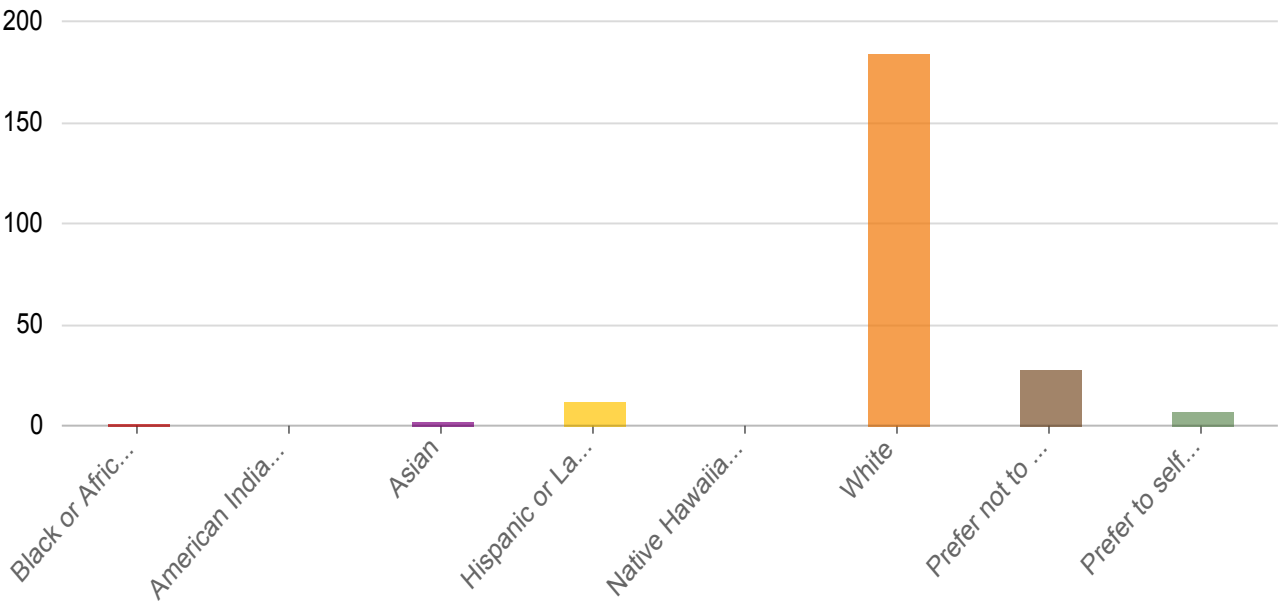
7/1/2021

Slow Down West Sugarhouse Neighborhood

Man	125	51.23%
Woman	91	37.3%
Non-Binary/Third Gender	4	1.64%
Prefer to not say	14	5.74%
Prefer to self-describe	1	0.41%

Answered: 235 Skipped: 9

○ What is your ethnicity?

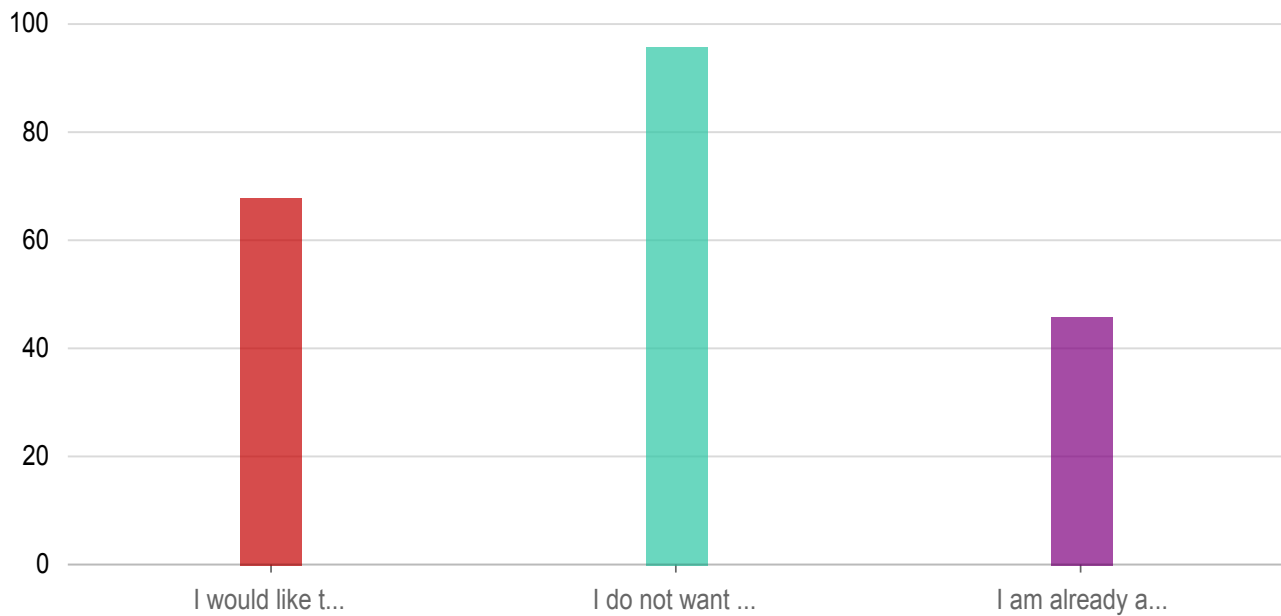


Answers	Count	Percentage
Black or African American	1	0.41%
American Indian or Alaska Native	0	0%
Asian	2	0.82%
Hispanic or Latino (of any race)	12	4.92%
Native Hawaiian or Pacific Islander	0	0%
White	184	75.41%

Prefer not to say	28	11.48%
Prefer to self-describe	7	2.87%

Answered: 234 Skipped: 10

○ Would you would like to join the Feedback Community and be informed of upcoming engagement op...



Answers **Count** **Percentage**

I would like to join the Feedback Community	68	27.87%
I do not want to join the Feedback Community	96	39.34%
I am already a member of the Feedback Community	46	18.85%

Answered: 210 Skipped: 34