

# Sugar House Safe Side Streets

Recommendations

*November 11<sup>th</sup>, 2022*

# Presentation Overview



## **B a c k g r o u n d**

- ✓ Project Origins
- ✓ Study Area



## **E x i s t i n g C o n d i t i o n s**

- ✓ Traffic Data
- ✓ Roadway Geometries
- ✓ Safety Data



## **C o m m u n i t y F e e d b a c k**

- ✓ July Community Meeting
- ✓ Public Input



## **R e c o m m e n d a t i o n s**

- ✓ Immediate Improvements
- ✓ Recommendations for 2023

# Background

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# Project Origins

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The Sugar House Safe Side Streets Study originated from a Constituent Capital Improvement Program request for funding to implement neighborhood traffic calming in a portion of Sugar House north of 2100 South.

Recommendations developed for this study relied on traffic data, community input and a constrained budget to address key concerns throughout the study area.



# Study Area

Sugarhouse Neighborhood

The study area consists of the residential neighborhood bounded by 2100 South, 1100 East, 900 East, and Garfield Avenue in Sugar House. Despite the area's residential nature and existing traffic calming, concerns about unsafe driving are common.

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## Businesses

In the heart of Sugar House

12

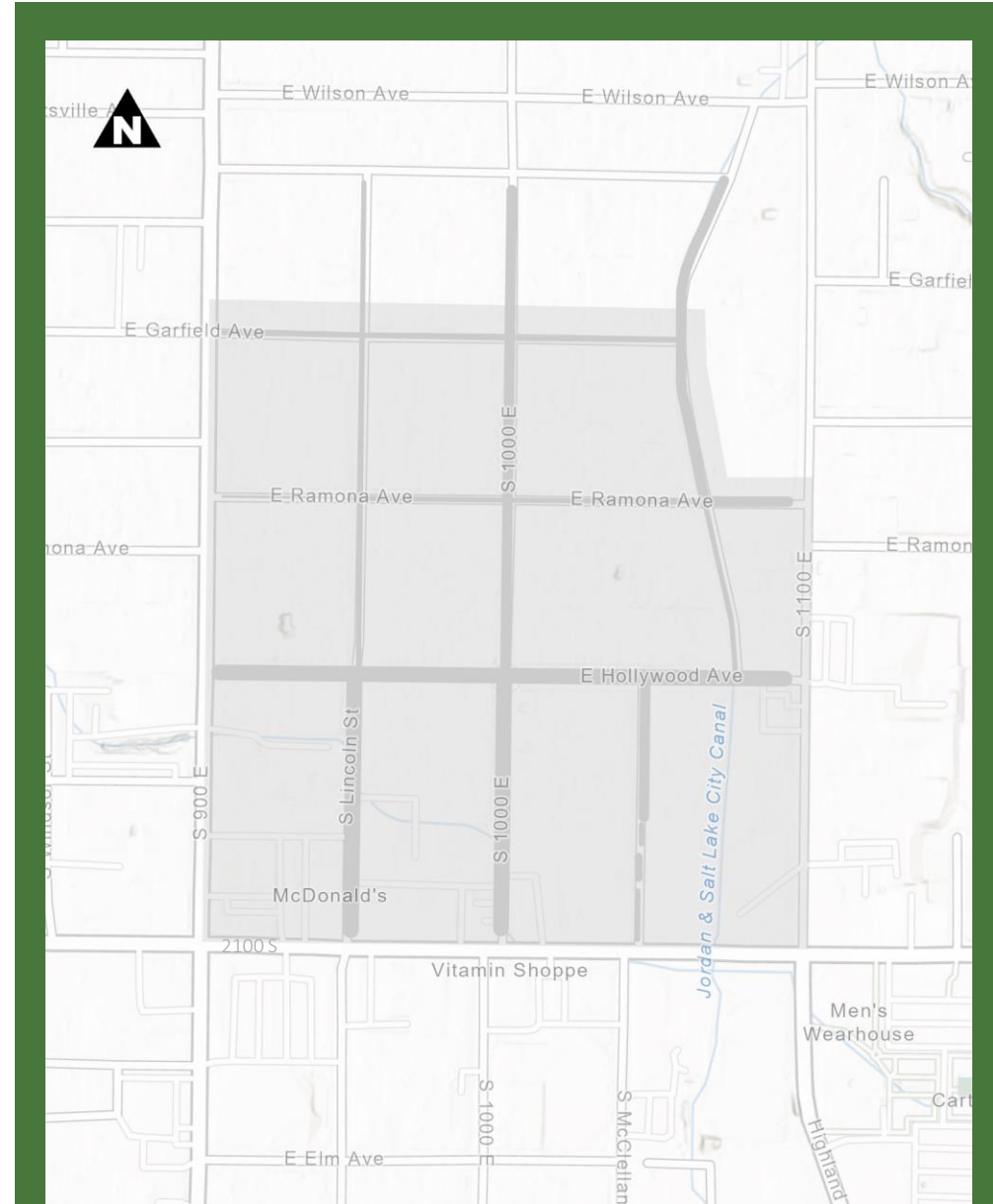
## City Blocks

Home to single family, multifamily, and senior residential

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## Existing Traffic Calming Measures

Traffic Circle  
Splitter Island  
Choker



# Existing Conditions

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# Traffic Volumes AM Peak-Hour

2013  
2018  
2022





# Traffic Volumes PM Peak-Hour

2013  
2018  
2022







# 85<sup>th</sup> Percentile Speeds, mph

2013  
2018  
2022





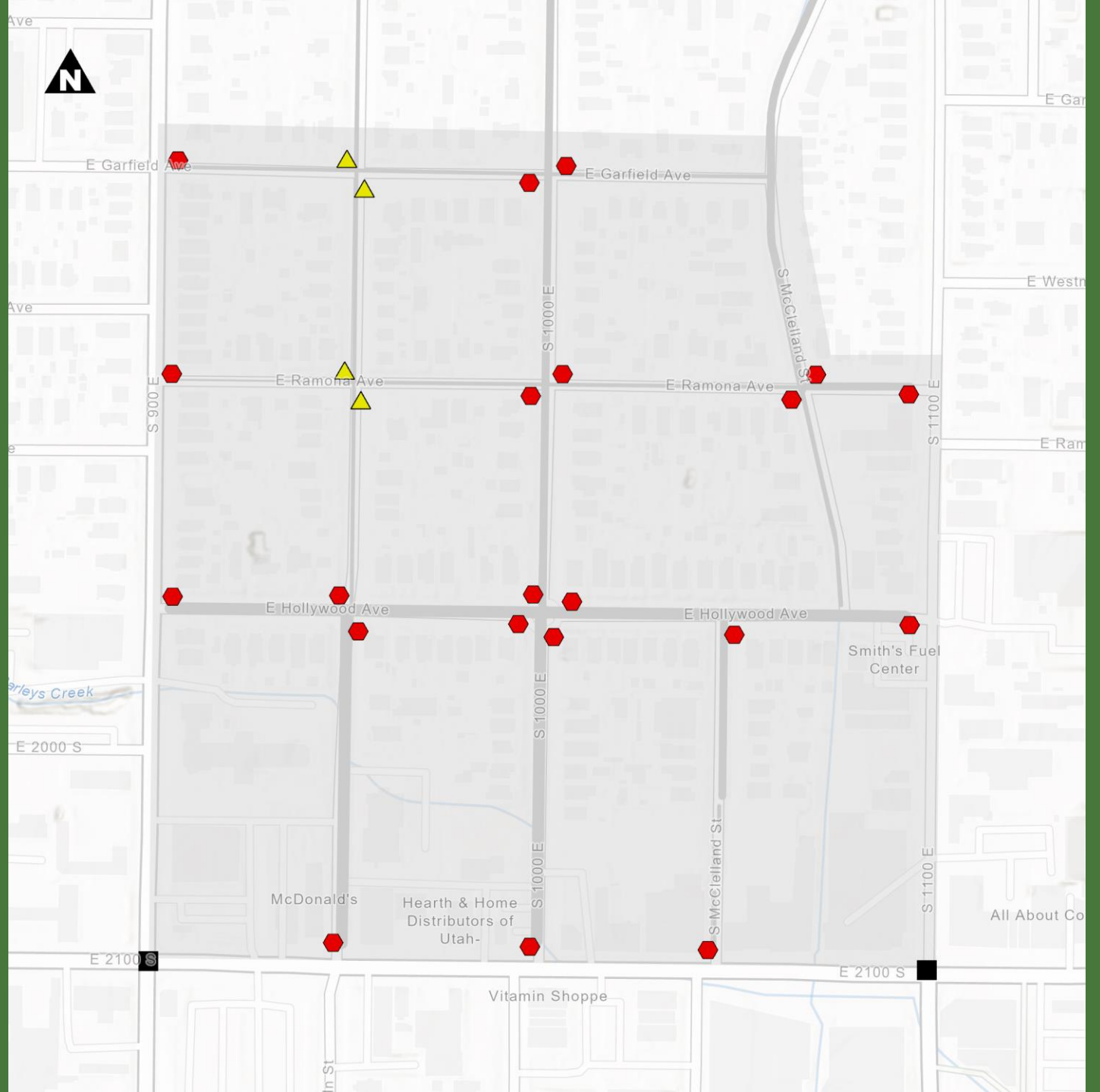
# Roadway Widths








# Intersection Control

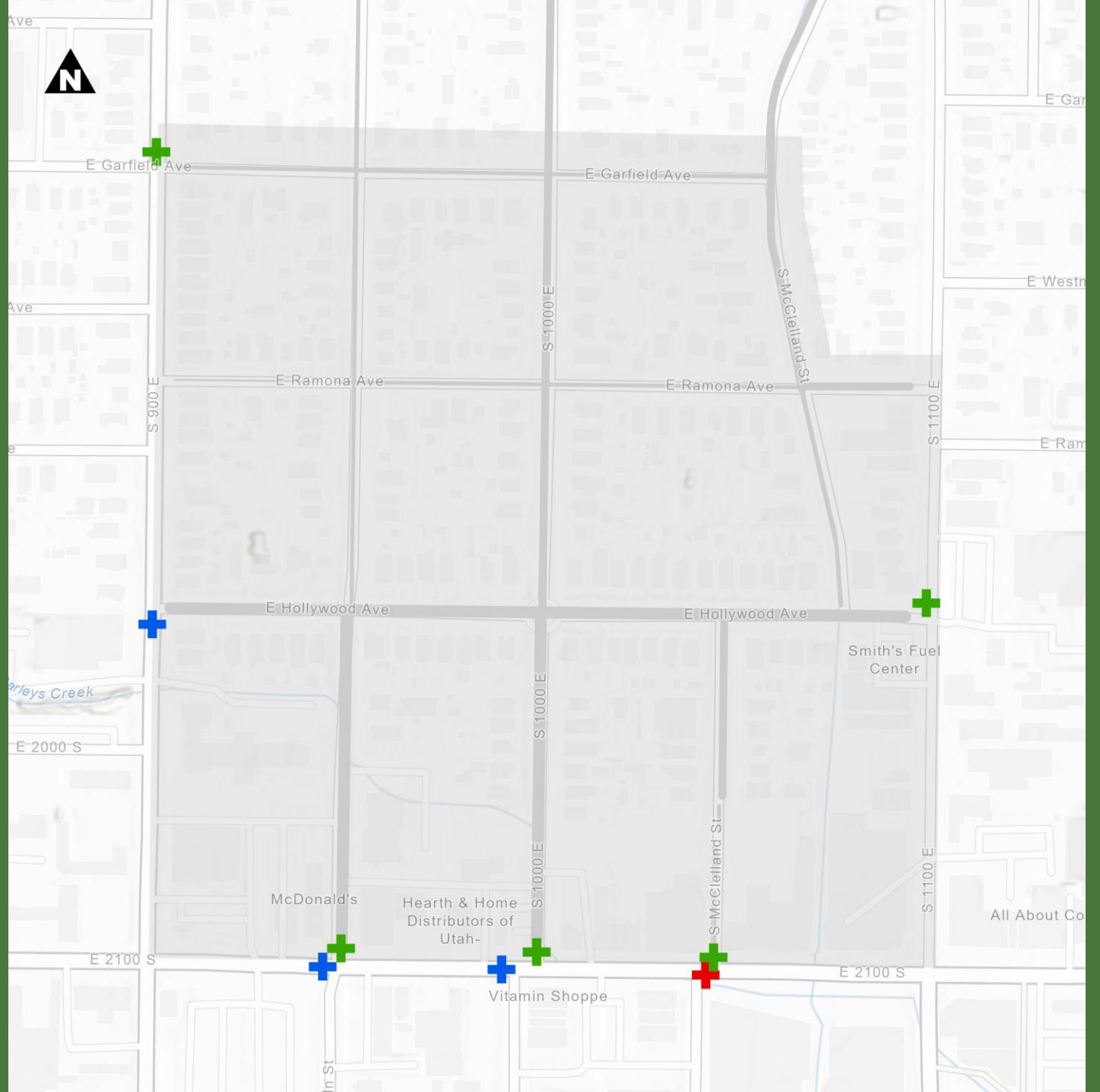
- Signalized
- Stop
- ▲ Yield





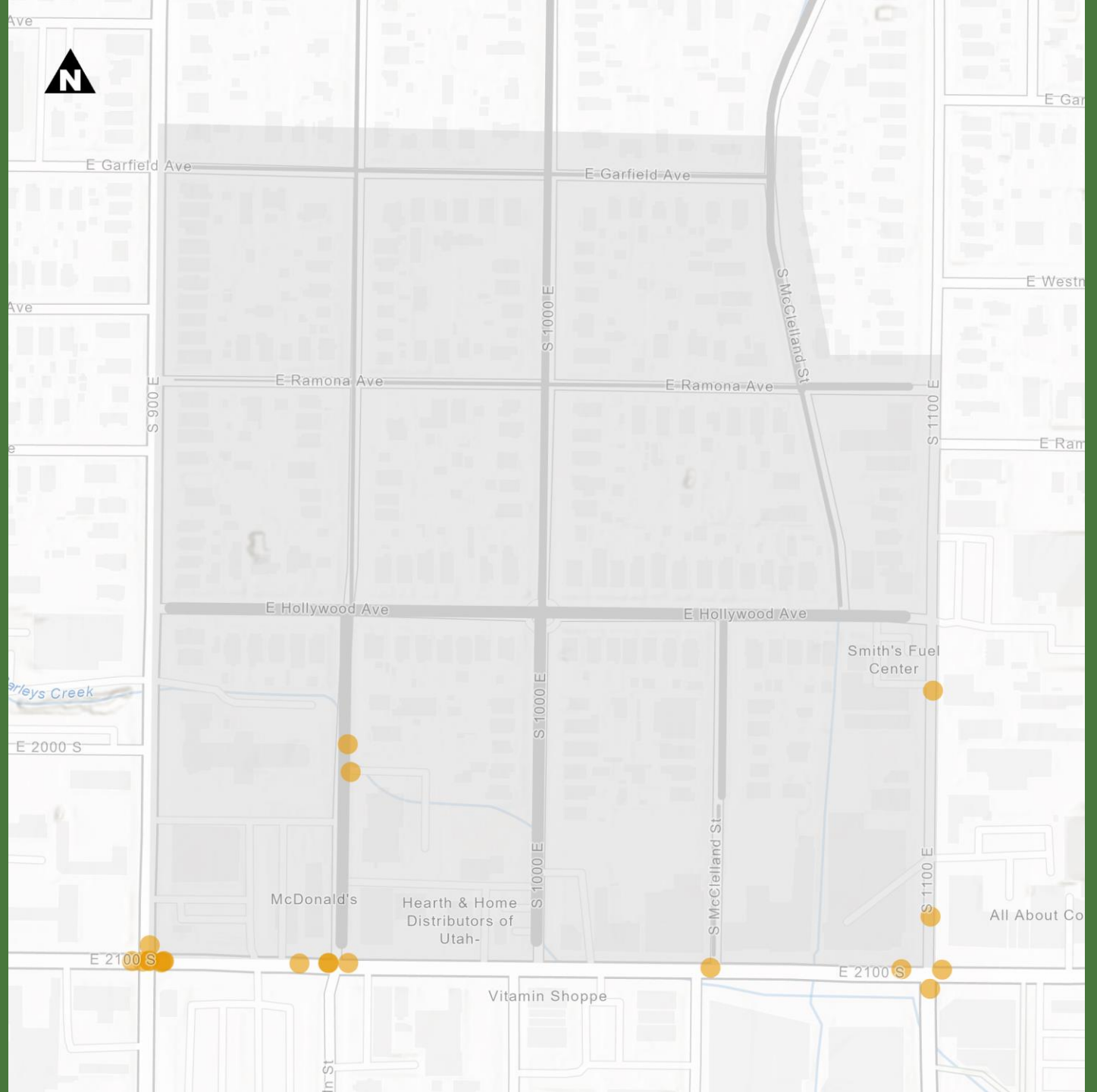
# Marked Pedestrian Crossings

-  HAWK
-  RRFB
-  Unsignalized Crosswalk



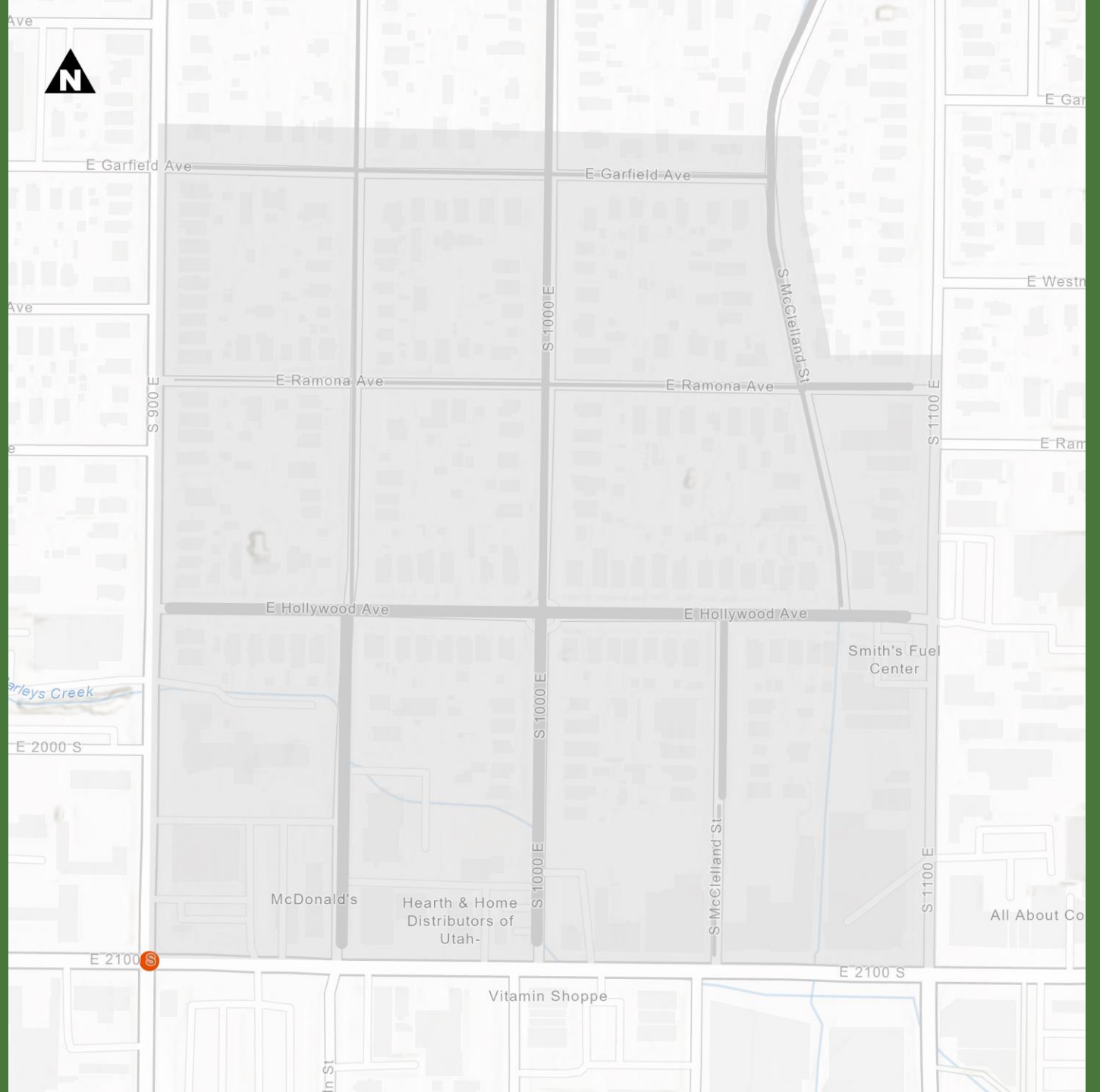


# Reported Crashes Involving People Walking





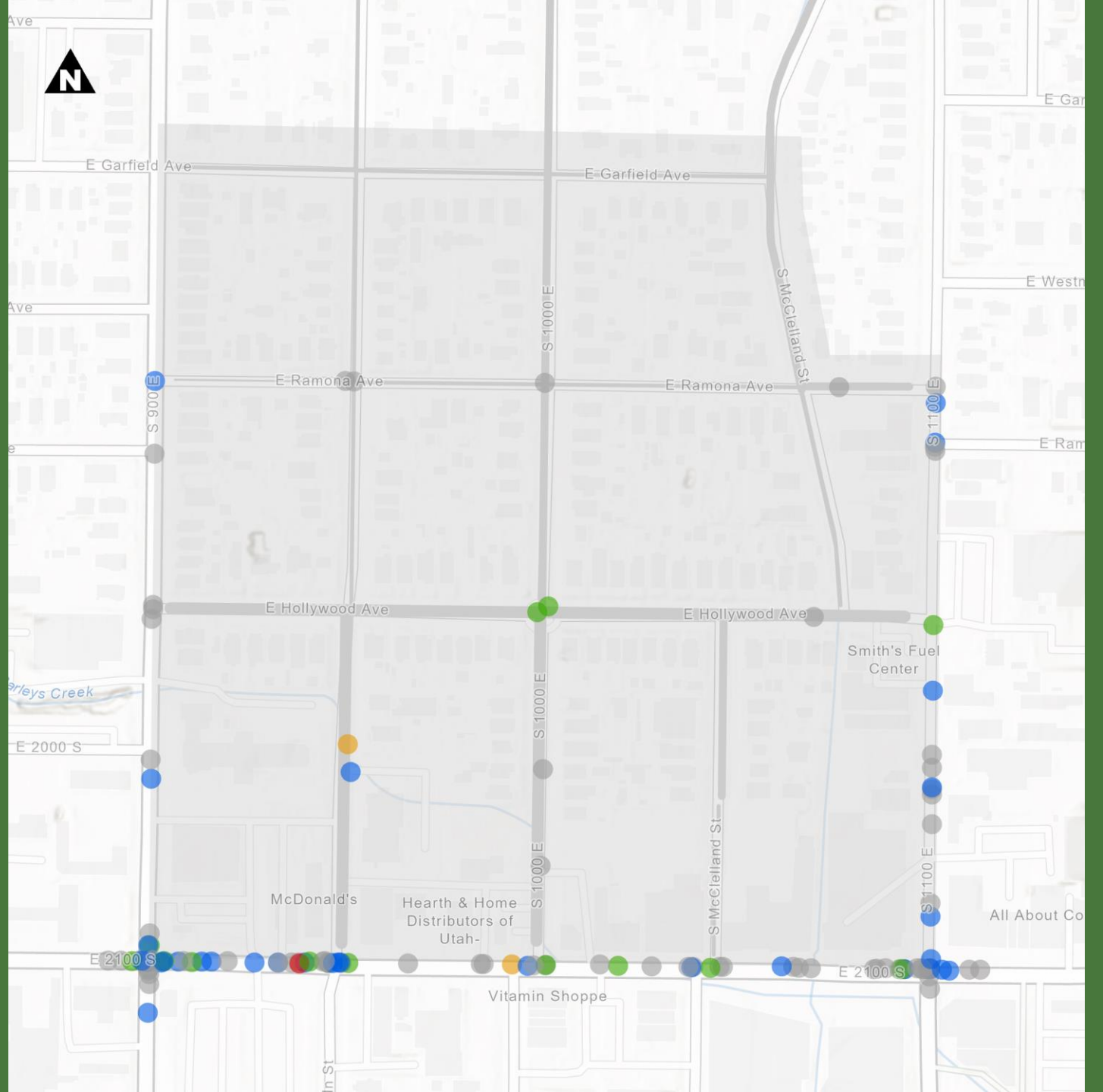
# Reported Crashes Involving People Bicycling








# All Crashes

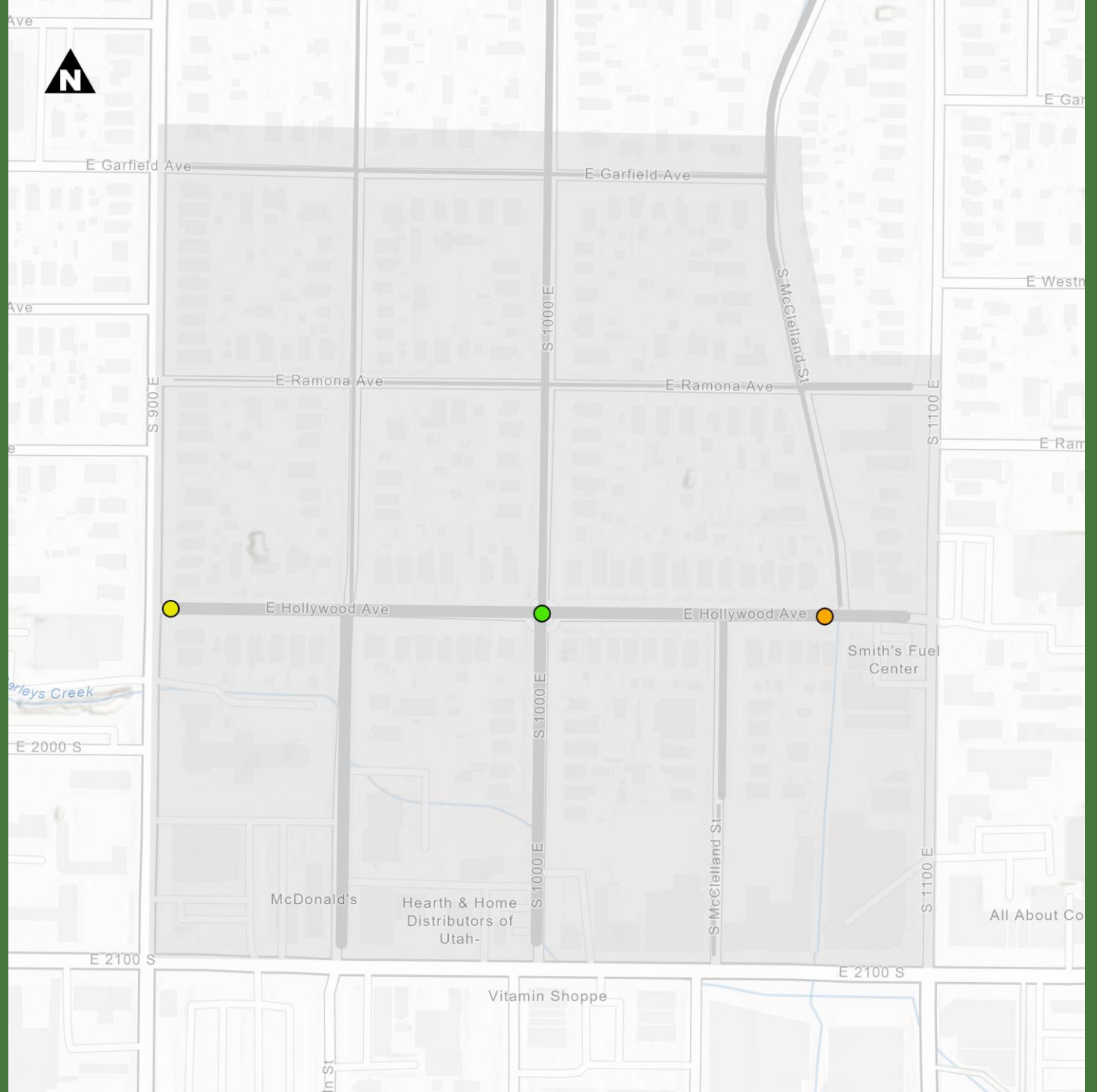
- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible injury
- No injury/PDO





# Existing Traffic Calming

-  Splitter Island
-  Traffic Circle
-  Choker

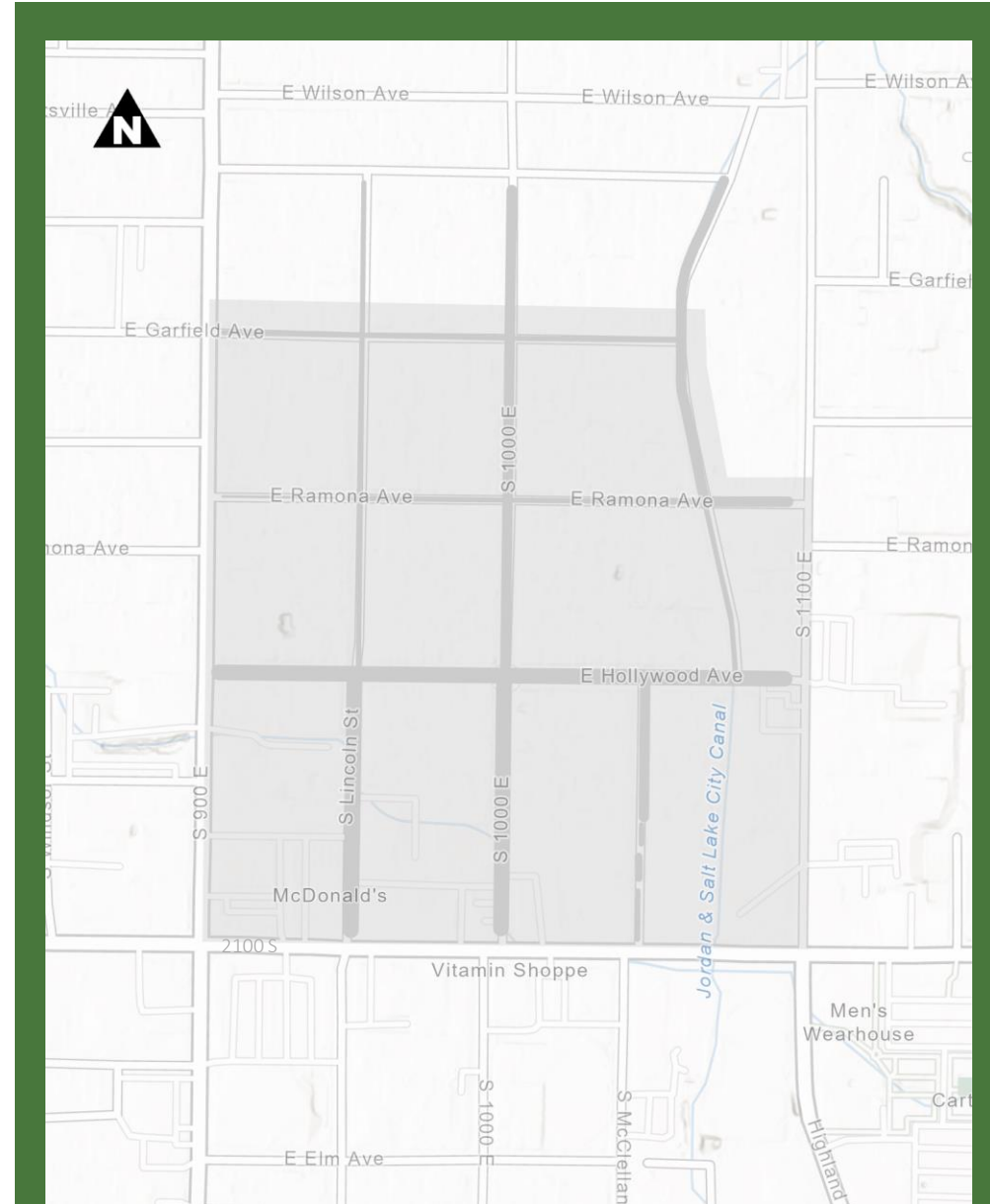




# Existing Conditions Summary

An evaluation of the study area revealed:

- Regardless of collection period, Hollywood Ave sees the highest vehicle volumes of the east-west streets
- North-south streets see higher vehicle speeds, though 85<sup>th</sup> percentile speeds throughout the study are not exceptionally high
- Injury crashes are largely limited to the perimeter of the study area



# Community Feedback

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# Community Meeting

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A community meeting was held on July 26<sup>th</sup>, 2022. Initiated by community members, residents of the study area gathered to share their concerns about neighborhood traffic and collaborate on potential solutions.

It was very apparent that traffic data collected did not always align with community sentiment and lived experience.



# What We Heard

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Address maintenance issues immediately:

- Tree pruning to improve sight distance
- Refresh and update striping at key intersections and approaches
- Ensure consistent signage throughout the stud area

If necessary, prioritize traffic calming along Hollywood Avenue where majority of issues originate.

Define the neighborhood boundary and maintain community character.



# Recommendations

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# Address Maintenance Needs

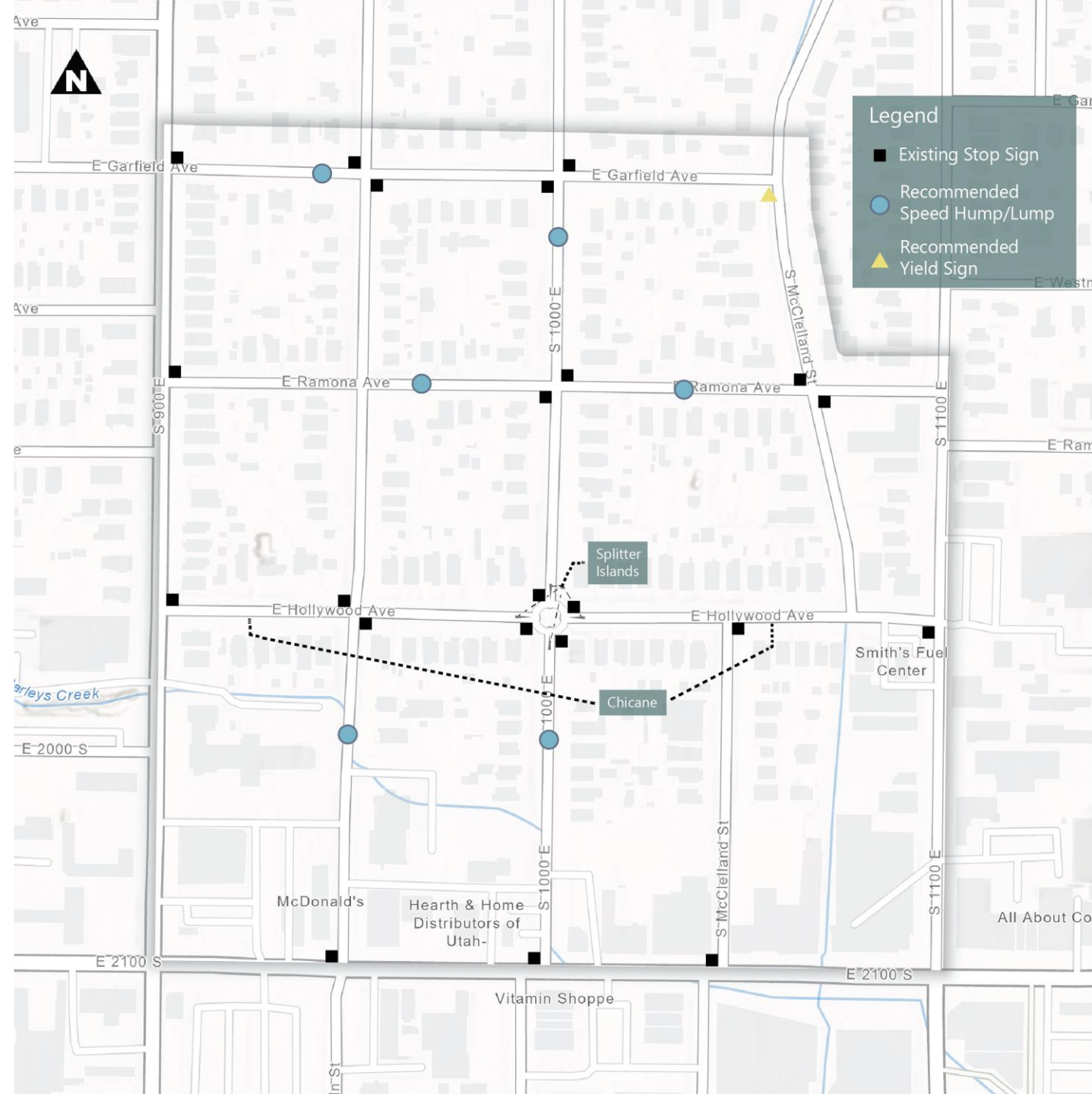
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To the greatest extent possible, remediate immediate maintenance needs, focusing on tree care, striping, and signage.



# Implement Area-Wide Traffic Calming in 2023

Given funding constraints, focus on lower-cost, effective traffic calming treatments. Distribute them throughout the study area.



# Vertical Devices

Speed lumps or speed humps are effective and easier to implement. They must be placed to avoid impacts on residential driveways, but there is adequate space in the study area at recommended locations.

QUICK BUILD OPTION SLC APPROPRIATE

TREATMENT

## SPEED LUMP/CUSHION



APPROXIMATE COST \$3,000 - 5,000

### ADVANTAGES

- Effective in reducing speeds
- Maintains rapid emergency response times
- Relatively easy for bicyclists to cross

### DISADVANTAGES

- Maintenance and snow removal can be challenging
- Vehicles with wide wheel base can pass through the lump using the wheel cut-outs
- Increased noise from vehicles accelerating

Speed lumps are rounded, raised areas placed across the road with two wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs and requires travel over the lump. They are slightly less than four inches high, typically parabolic in shape, and have a design speed of 15 to 20 MPH. A series of speed lumps are often needed to retain slower speeds over a longer distance.

QUICK BUILD OPTION SLC APPROPRIATE

TREATMENT

## SPEED HUMP



APPROXIMATE COST \$3,000 - 5,000

### ADVANTAGES

- Effective in reducing speeds

### DISADVANTAGES

- Slows down emergency vehicles and buses
- Maintenance and snow removal can be challenging
- Increased noise
- More difficult for bicyclists to cross

Speed humps are rounded raised areas placed across the road, but unlike speed lumps, they do not have cut-outs for large vehicles and bicycles. They are typically 3-3.5 inches high, typically parabolic in shape, and have a design speed of 15 to 20 MPH. A series of speed humps are often needed to retain slower speeds over a longer distance.



# Hollywood Ave and 1000 East

The primary focus location for the community, apply near-term and longer-term options:

- Ensure adequate striping, including center lines, stop bars, and marked crossings
- Prune trees to guarantee adequate visibility of signs and pedestrian (sight distance)
- Install splitter islands on each approach to force drivers to slow down and navigate the traffic circle correctly

