2100 SOUTH
SUGAR HOUSE
Connect to Your Community

Bicycle Advisory Committee

October 17, 2022

# Study Area

2100 SOUTH
SUGAR HOUSE
Connect to Your Community

700 E · 800 E · 900 E · 1000 E · 1100 E · 1300 E

E Hollywood Ave
E Redwood Ave
S Windsor St
S Lincoln St
S McClelland St
Jordan & Salt Lake City Canal
S Douglas S
E 2100 S
2100 S
E 2100 S
S 1000 E
E Elm Ave
S McClelland St
Highland Dr
Hidden Hollow
S Lake
E Wilmington Ave
E Wilmington Ave

2100 SOUTH SUGAR HOUSE
Connect to Your Community

SALT LAKE CITY

Existing Conditions and **Vision Workshop**

2100 SOUTH
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Brainstorm Workshop

SALT LAKE CITY
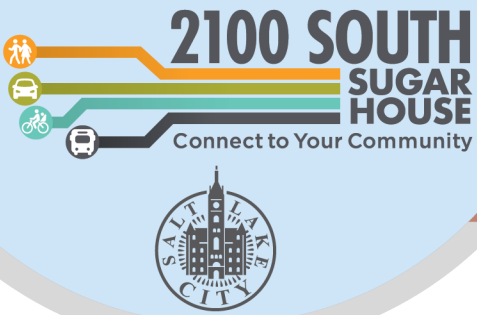
Project Website

Website Link: http://2100southslc.org/

Over **5,700 visits** to the website!

New to the website:
- **Vision & Goals**
- **Survey Results**

Website Visits:

Item Views this Period	Avg Item Views Per Day
5,783	55.61

Usage Time Series

9/6/2022
Email to
Survey Takers
800+ hits

Click here to sign up for project updates!

Overview   Existing Conditions   Survey Results   Stay Connected!

Thank you to those who participated in our survey! The survey period is now closed. If you have additional questions, comments, or would like to receive updates, **click here!**

What We Heard

Surveyed 224 people

Stopped people at:

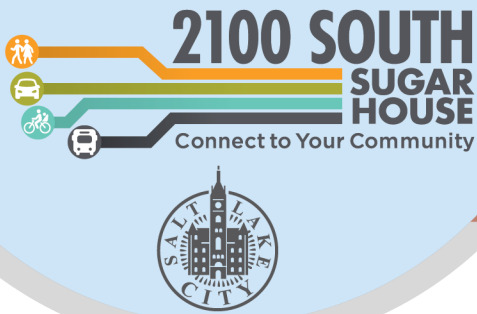- 1300 East
- Monument Plaza
- McClelland Street
- 900 East
- 800 East

Pedestrian Intercept Surveys
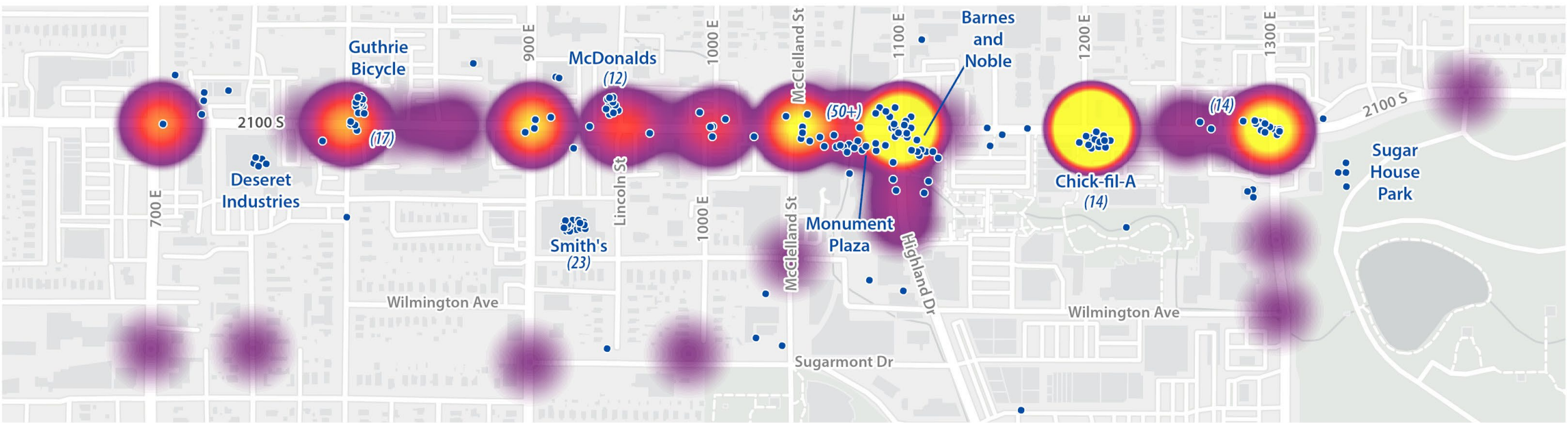
Ped Intercept Survey (224 total responses)

Problem Areas (196)   • Destinations (189)

Sparse

Dense

Map labels: 2100 SOUTH SUGAR HOUSE — Connect to Your Community; Guthrie Bicycle (17); Deseret Industries; McDonalds (12); Smith's (23); Monument Plaza; Barnes and Noble (50+); Chick-fil-A (14); Sugar House Park; (14); 2100 S; Wilmington Ave; Sugarmont Dr; 700 E; 900 E; 1000 E; 1100 E; 1200 E; 1300 E; Lincoln St; McClelland St; Highland Dr

0   375   750   1,500 US Feet

Online Survey Results

Online survey statistics

3,046 total survey responses

Collected over **2,500** email addresses

More than **14,000** written comments

Survey closed on **July 31st**

Other statistics

224 pedestrian intercept surveys

4,554 visits to project website

Salt Lake City Government
July 28 at 6:33 PM · 🌐

2100 South will be reconstructed between 700 East and 1300 East in 2024. We're working through concepts and want to know what you think should be done to make the road best fit community needs. Visit our website and take the survey! www.2100SouthSLC.org

Tell us **What's Wrong with 2100 South**

SCAN ME

2100SouthSLC.org

👍 18   20 Comments 10 Shares

👍 Like   💬 Comment   ➤ Share

Online Survey Results

How do you travel on 2100 South?

	Daily	Weekly	Monthly	A few times a year	Never
Walking	466	694	492	647	741
Biking	163	428	258	454	1737
Driving	1286	1281	306	119	48
Public Transit (Bus Route 21)	64	113	110	427	2326
Other (Scooter, skateboard, etc.)	45	53	27	82	2833
	34	76	68	197	2665
Mobility device (cane, walker, wheelchair, etc.)	19	12	8	39	2962

Focus Groups

Held on August 31st and September 1st

Focus Group Key Messages

- Identified same concerns we've identified (e.g., congestion, lack of bike/ped amenities)

- In favor of doing some sort of improvements

- They all agree it's impossible to fit everything

- They all agree that on-street parking should be removed

- Cared about human-scale improvements (trees, lighting, art, etc.)

- Left turns are problematic

- Not in favor of reducing the speed limit

Vision & Goals

Vision & Goals

VISION

Connecting destinations with a safe, welcoming, accessible experience.

GOALS

1. Maintain Mobility

2. Improve Safety

3. Elevate Bicycle and Pedestrian Experience

4. Efficient Access to Destinations

5. Enhance Neighborhood Character

Existing Conditions

over **600,000 Pedestrians** access monument plaza a year

Existing Conditions

Approximately **30,000** cars travel on 2100 South every day

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100% ➜ 80% STOP 20% ➜

80% of traffic traveling through this area stop for some reason or another

UTA Route 21 Currently Averages **1,500** Daily Riders
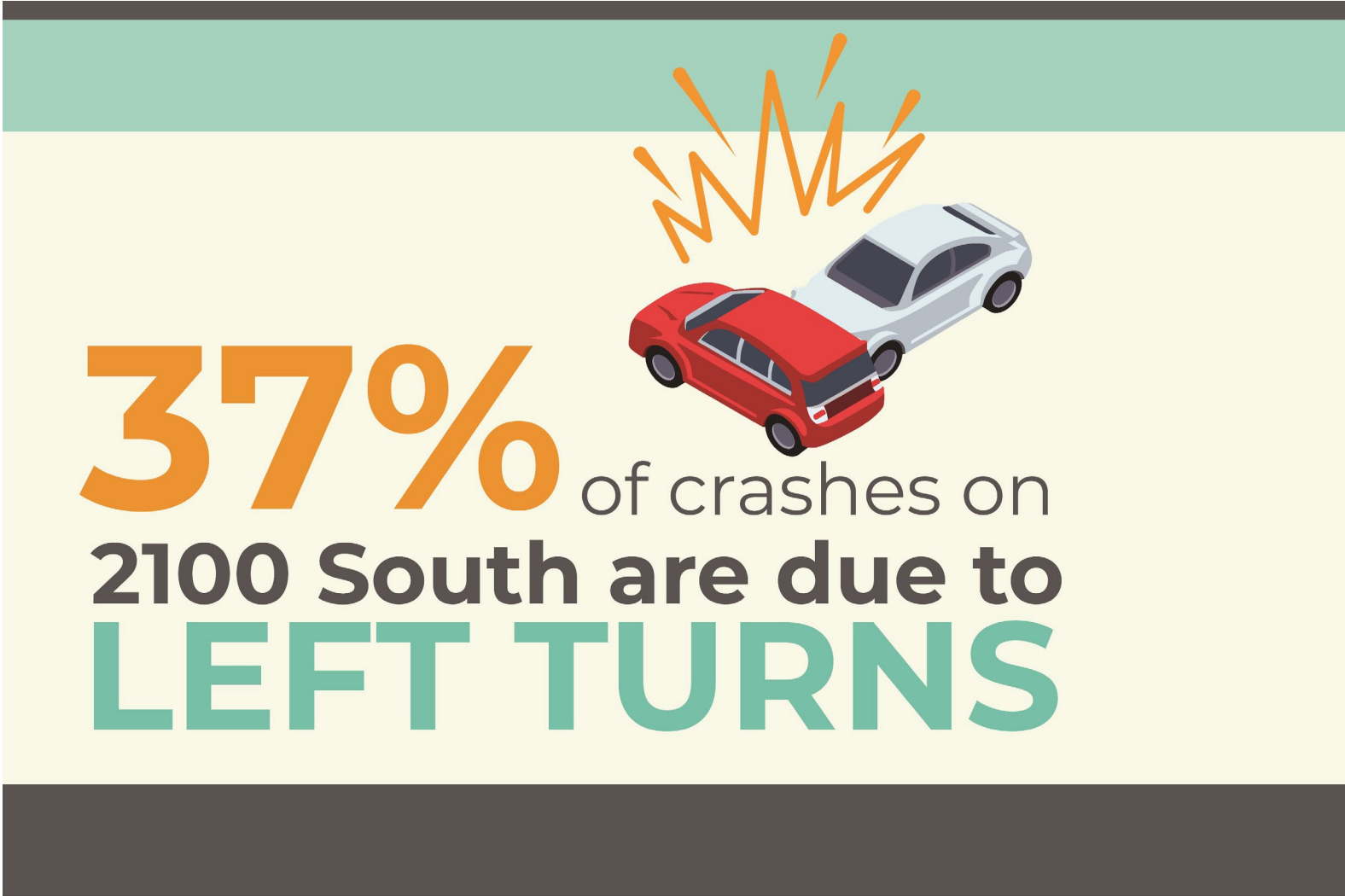
37% of crashes on 2100 South are due to **LEFT TURNS**
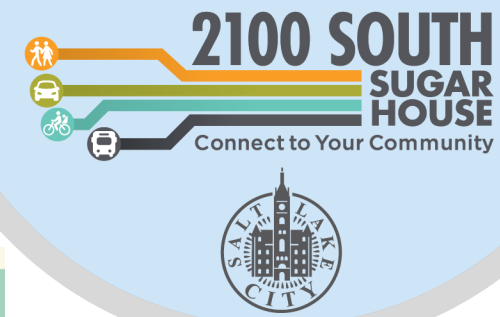
62% of on-street parking is **UNOCCUPIED** during (weekday) business hours

Average **SPEEDS** During Peak Rush Hour Periods:

SPEED LIMIT 30

AM: **18** to **22** mph

PM: **10** to **13** mph

Existing Conditions
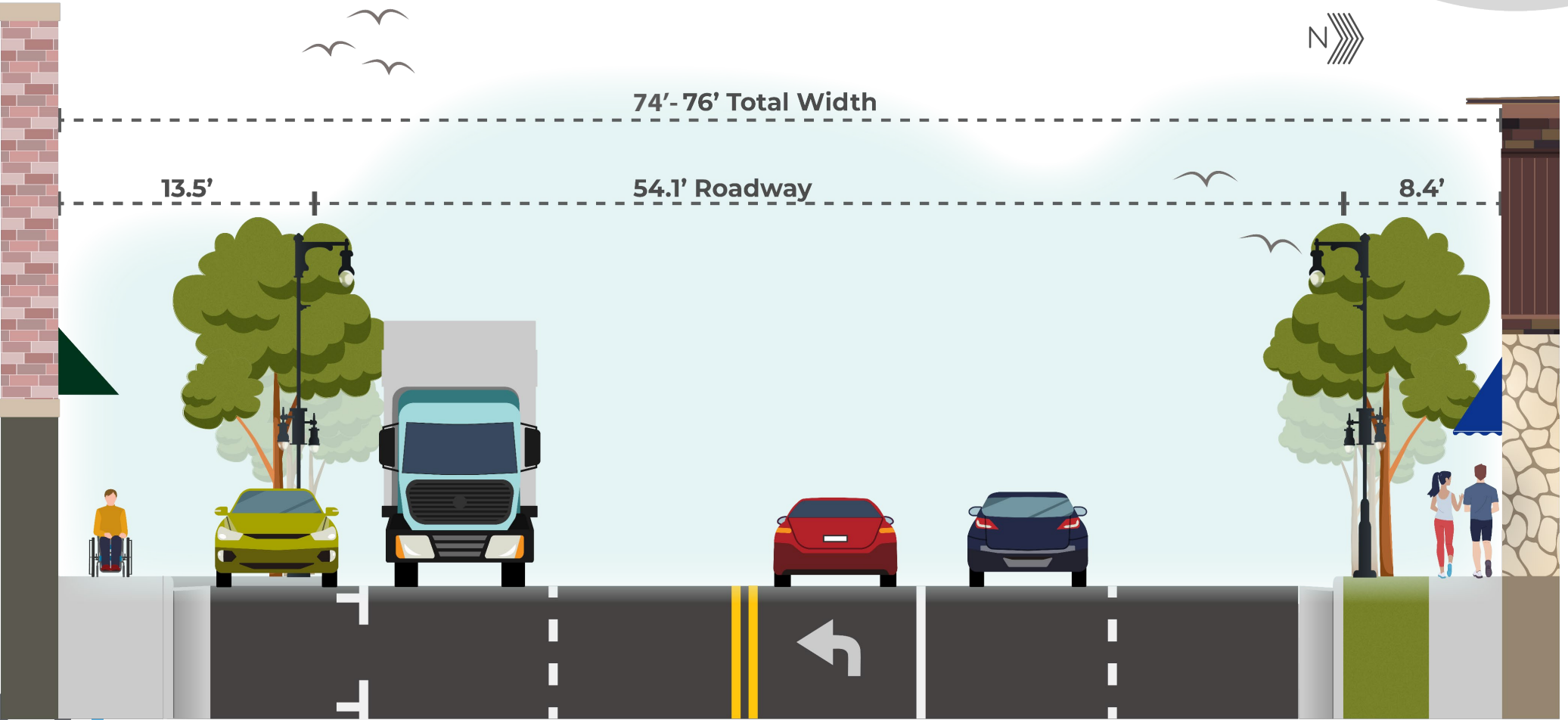
74'- 76' Total Width

54.1' Roadway

13.5'

8.4'

Existing Conditions

Existing 4/5 Lanes

On Street Parking

On Street Parking

On Street Parking

700 East

800 East

900 East

2100 South

1100 East

1300 East
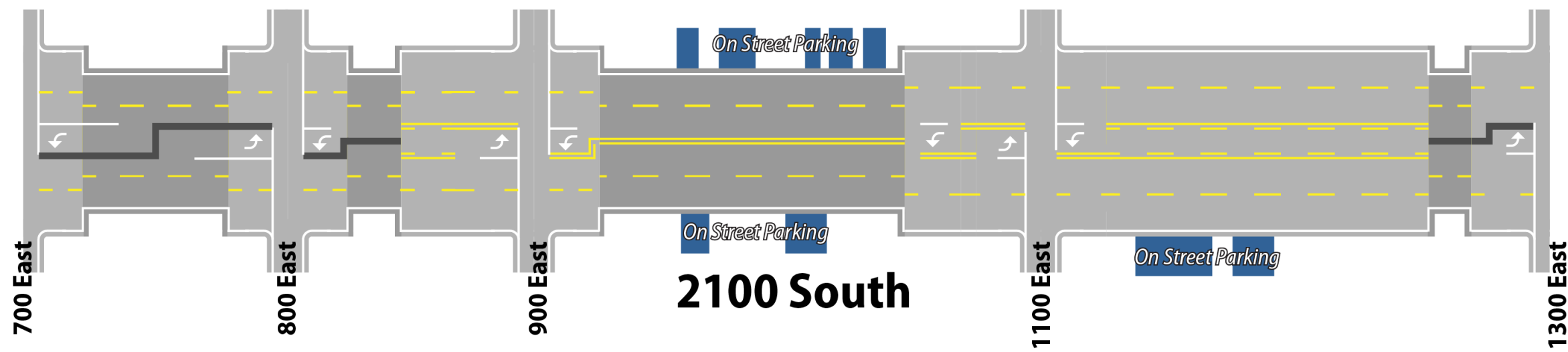
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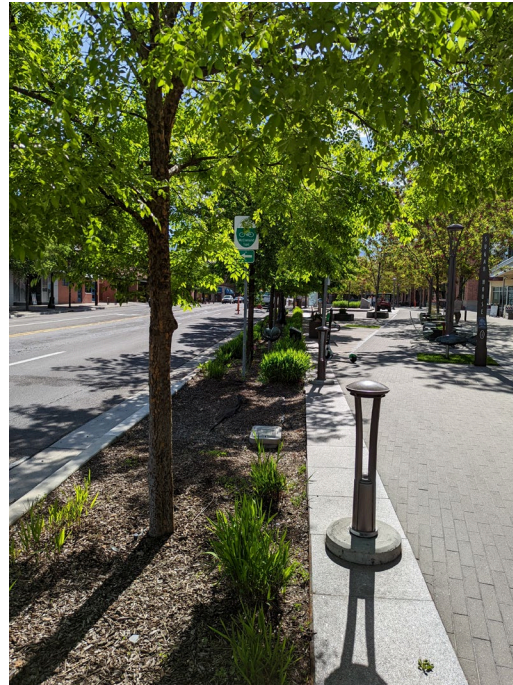
What We Have Learned Together

1. Character is important

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2. 2100 South is tight

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3. On-street parking is not critical

What we have learned together

1. Character is important

2. 2100 South is tight

3. On-street parking is not critical

4. It's impossible to fit everything

5. Trade-offs are going to a big part of the final concept
   (there is no simple solution)

Brainstormed Concepts

Lego Cross-Section Photos

50 IDEAS
4 THEMES

5-Lanes

4-Lanes

3-Lanes

4-Lanes
Unbalanced

705 E
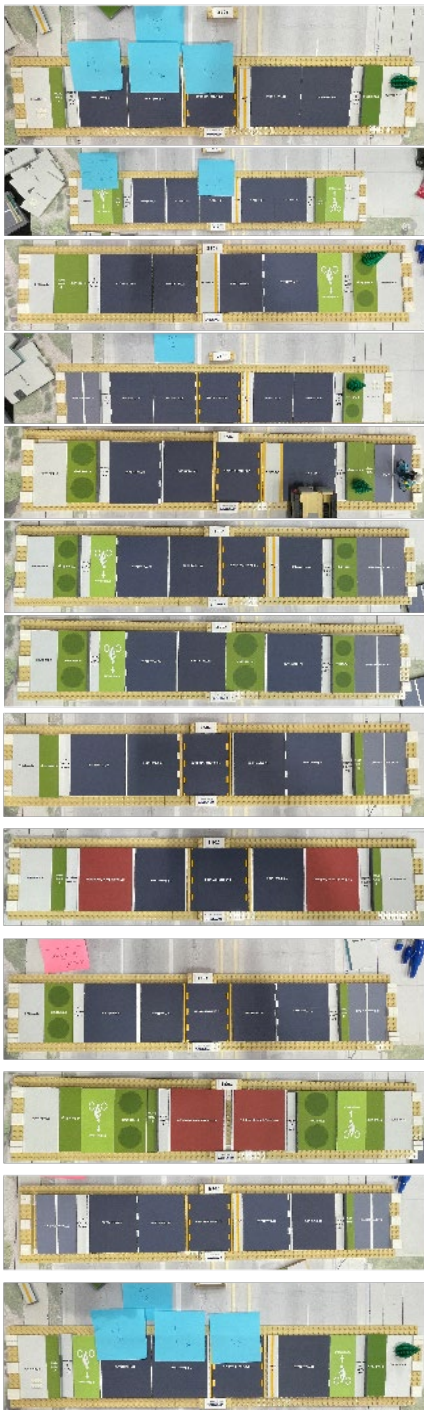
855 E

922 E

1117 E
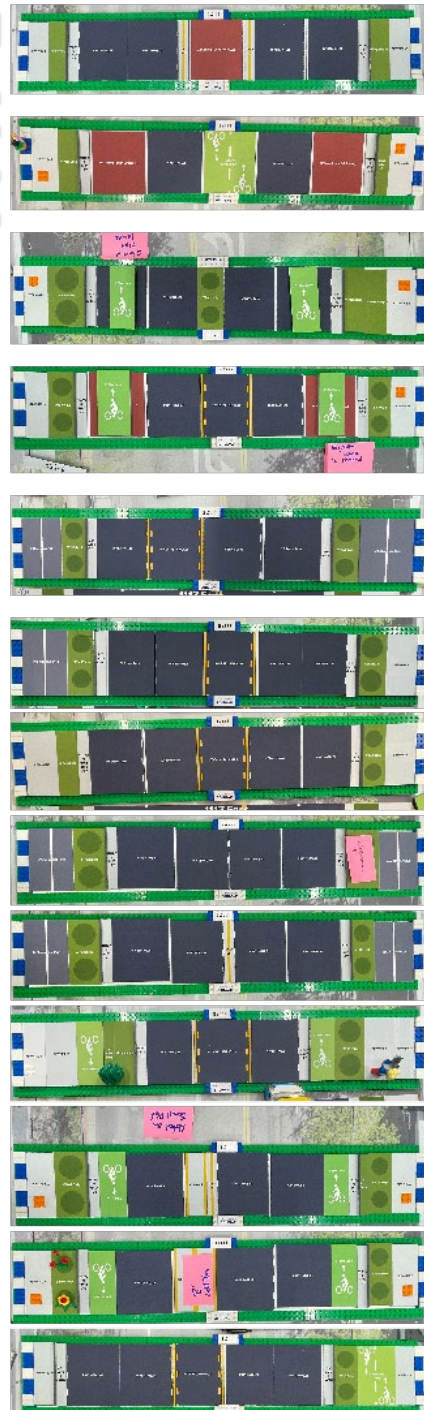
Options Summary

Option		Description
1	5-Lanes	Keep it similar. 2 lanes each direction, add center turn lane, and provide wider sidewalks (where possible)
2	4-Lanes with medians	2 lanes each direction, raised median with strategic left turn locations, potential space for shared-use path on south side
3	3-Lanes	1 lane each direction with center turn lane. Provides new space, potential for 2-way bikeway on south side and for wider sidewalks and parkstrips
4	4-Lanes unbalanced	2 lanes in one direction, 1-lane in the other direction, center turn lane, potential space for shared-use path on south side

Goals & Metrics

GOAL	METRIC
Maintain Mobility	Intersection Delays
	Average Speeds
	Transit reliability
Improve Safety	Head-on/Angle Crash Mitigation
	Ped Crash Mitigation
Elevate Bicycle & Pedestrian Experience	Bike Facilities
	Pedestrian Separation
Efficient Access to Destinations	Left Turn Predictability
Enhance Neighborhood Character	Impact to Existing Trees
	Parkstrip Area

Transit – Westbound PM Peak Travel Times

Bus Travel Times (1300 East to 700 East)

Existing: 7.9 min

3-Lane: 8.9 - 14.5 min
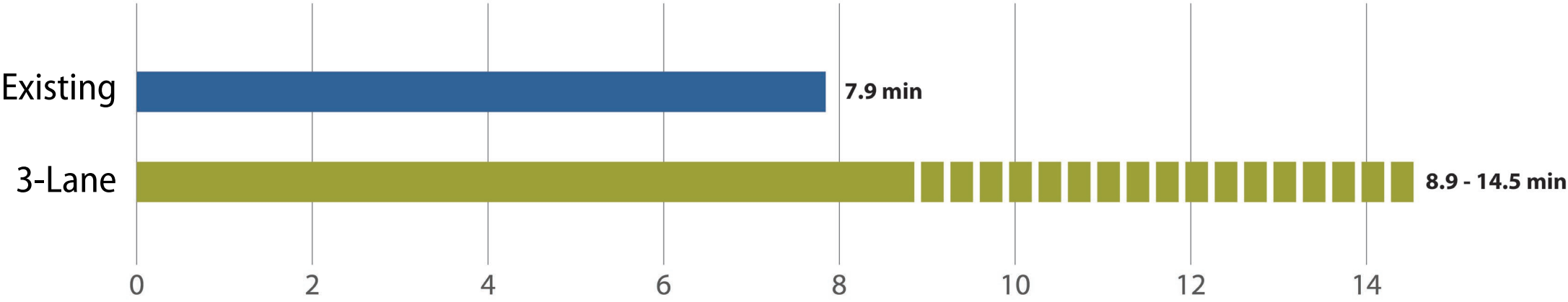
Summary

Goal	Metric	Option 1 — 5-Lanes	Option 2 — 4-Lanes with medians	Option 3 — 3-Lanes	Option 4 — 4-Lanes unbalanced
Maintain Mobility	Intersection Delays	👍 (green)	👍 (neutral)	👎 (red)	👎 (red)
	Average Speeds	👍 (green)	👍 (neutral)	👎 (red)	👎 (red)
	Transit Reliability	👍 (green)	👍 (neutral)	👎 (red)	👎 (red)
Improve Safety	Head-on/Angle Crash Mitigation	👍 (neutral)	👍 (green)	👍 (neutral)	👍 (neutral)
	Ped Crash Mitigation	👍 (neutral)	👍 (green)	👍 (neutral)	👍 (neutral)
Elevate Bicycle & Pedestrian Experience	Bike Facilities	👎 (red)	👍 (green)	👍 (green)	👍 (green)
	Pedestrian Separation	👎 (red)	👍 (neutral)	👍 (green)	👍 (neutral)
Efficient Access to Destinations	Left Turn Predictability	👎 (red)	👍 (green)	👍 (neutral)	👍 (neutral)
Enhance Neighborhood Character	Impact to Existing Trees	👎 (red)	👍 (neutral)	👍 (green)	👍 (neutral)
	Park Strip Area	👎 (red)	👍 (neutral)	👍 (green)	👍 (green)

Top 2 Concepts

4-Lanes w/ medians

74' Total Width

16'

49' Roadway

9'

12' Shared-Use Path

4' Parkstrip

2.5'

11' Travel Lane

10' Travel Lane

2' Median

10' Travel Lane

11' Travel Lane

2.5'

4' Park Strip

5' Sidewalk

3-Lanes with bikeway

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75' Total Width

15' | 46' Roadway | 14'

10' Sidewalk | 5' Park Strip | 2.5' | 8' Two-Way Cycle Track | 2' | 10' Travel Lane | 11' Center Turn Lane | 10' Travel Lane | 2.5' | 4' Park Strip | 10' Sidewalk
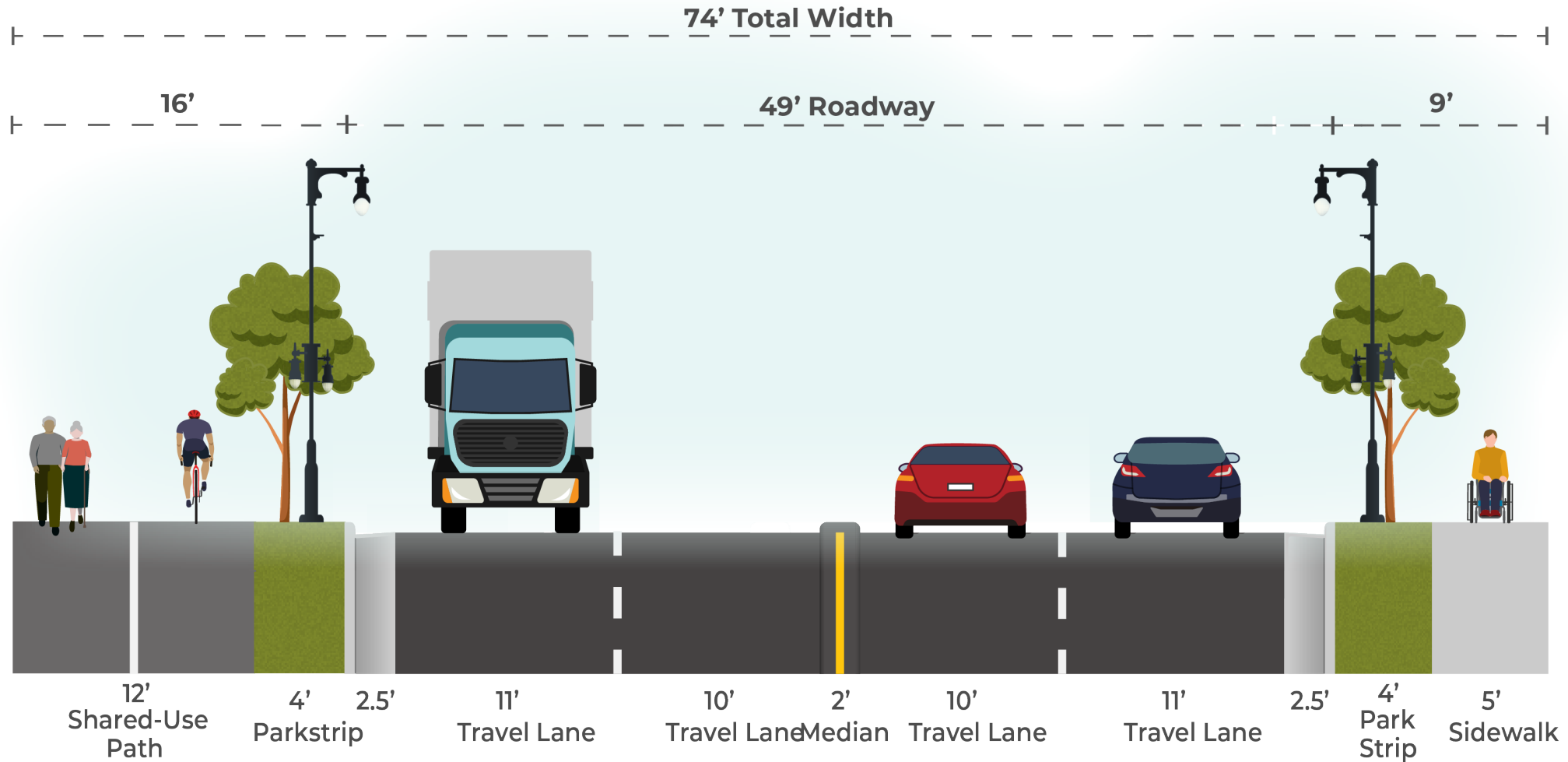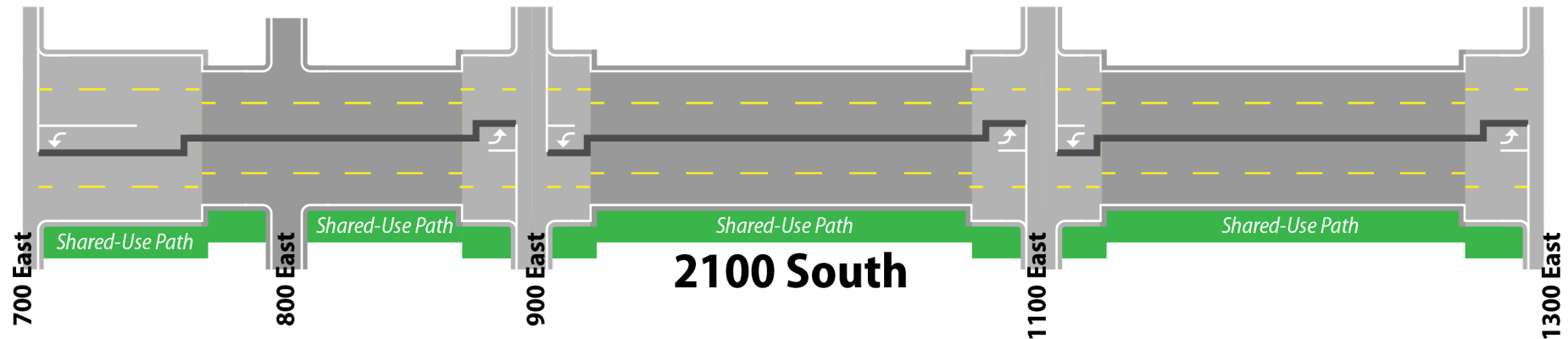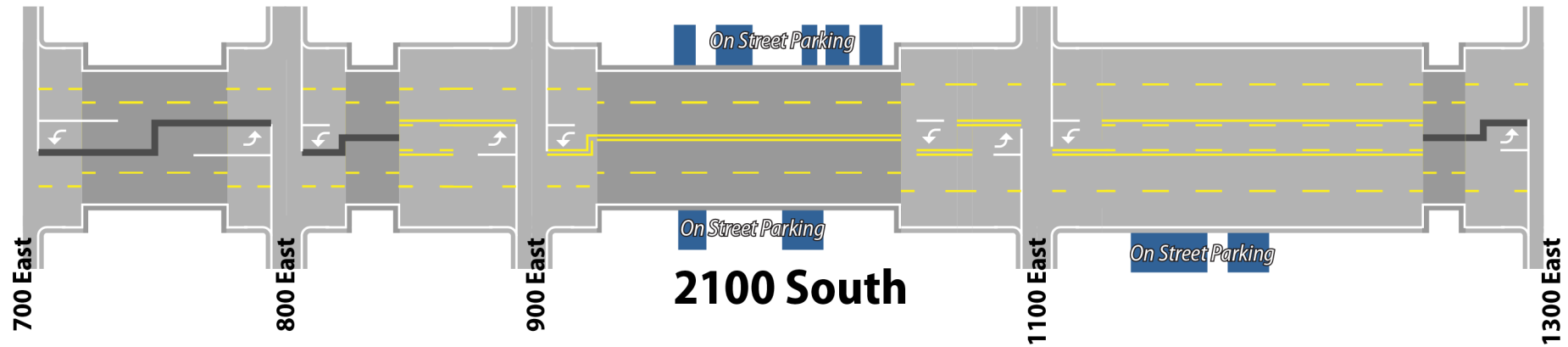
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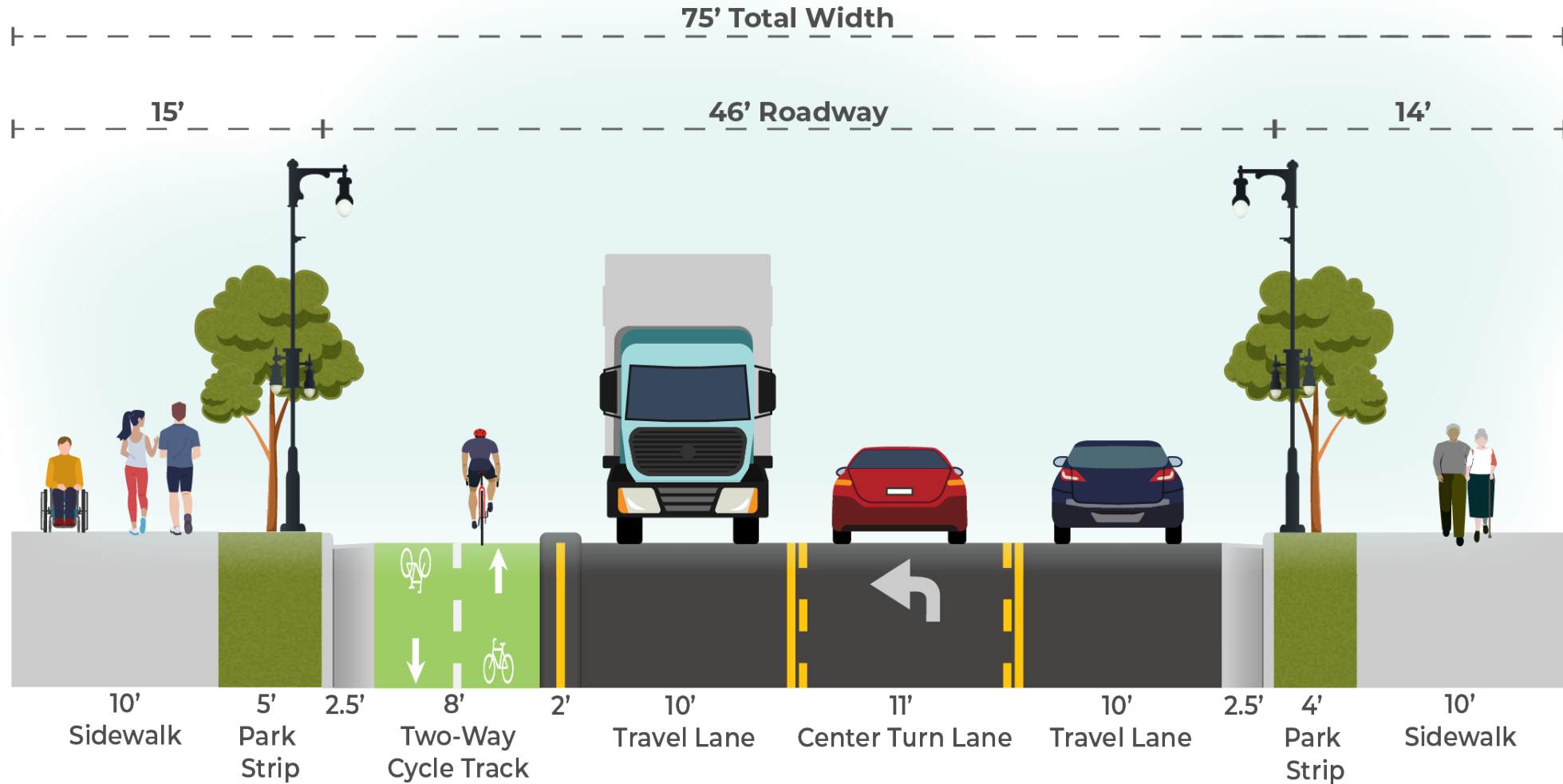
3-Lanes with bikeway

Existing 4/5 Lanes

On Street Parking

On Street Parking

On Street Parking

2100 South

700 East · 800 East · 900 East · 1100 East · 1300 East

3 Lanes

Bike Way · Bike Way · Bike Way · Bike Way

2100 South

700 East · 800 East · 900 East · 1100 East · 1300 East
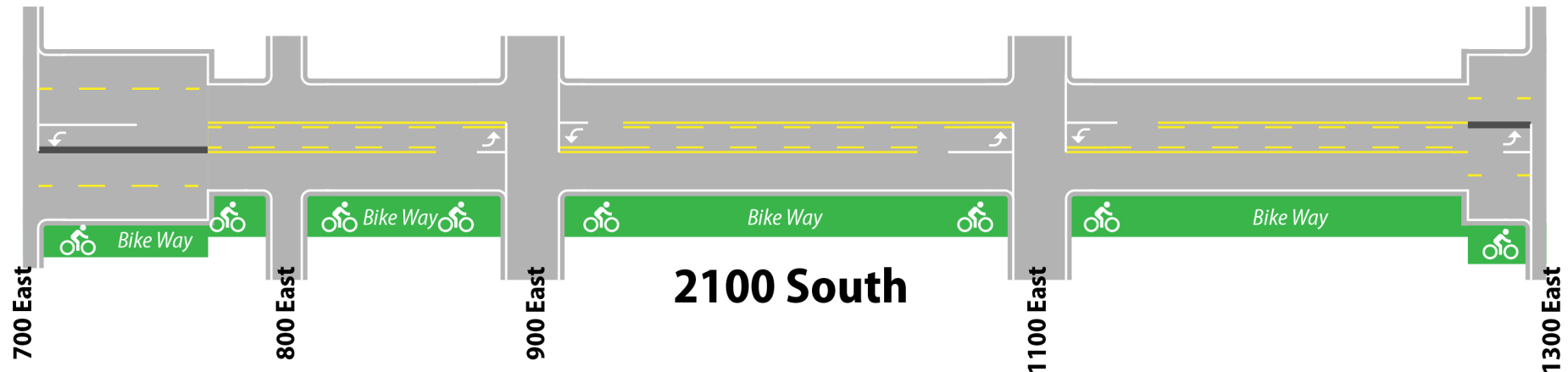
Next Steps

Next Steps

1. Concept Design on Top 2
2. Evaluate Costs
3. Evaluate Impacts to:
   A. Character
   B. Trees
   C. Bicycles
   D. Pedestrians
   E. Curb & Gutter
   F. Underground Utilities
   G. Drainage