PROPOSED IMPROVEMENTS SURVEY SUMMARY
KENSINGTON AVE NEIGHBORHOOD BYWAY

To understand how the public viewed the traffic-calming and intersection improvement treatments recommended for the Kensington Ave Neighborhood Byway, an interactive corridor map with information and visuals for each treatment was shared (screenshot of the format is shown at right). Community members were asked to review each recommended treatment, rank the treatment from strongly disagree to strongly agree, and add any comments they wanted to share about the treatment. Participants were also able to include additional comments about their experience on Kensington Ave not related to the recommended treatments (included in yellow on the Comment Maps).

102 participants added 292 comments in response to the recommended treatments. From these comments, common themes were pulled out for each treatment related to support for the treatment, concerns, and suggestions for improving the treatment, and other items that the project team should consider when revising the treatments. The themes pulled for each treatment is shown on the Public Comments Map.

SCREENSHOT OF THE INTERACTIVE WEB MAP

BY THE NUMBERS

Total Unique Respondents*	**102**
Total Comments on Treatments	**292**
Total Additional Comments	**7**

Designs Support the Project Goals

Survey participants rated each proposed treatment along the corridor based on how well they felt it supports the objectives of the Salt Lake City Neighborhood Byways Program, from one (strongly disagree) to five (strongly agree). Average ratings for each treatment ranged between 3.7-4.1, showing overall agreement that the recommended treatments support the objectives of the Neighborhood Byways Program.

PUBLIC COMMENTS MAP

KENSINGTON AVE NEIGHBORHOOD BYWAY

0   400   800 **FEET**   ▲ **NORTH**

Main St

☑ Support
Traffic island is a great addition; any treatments that make it easier to cross the street are beneficial

! Concerns
Mixing bikes and pedestrians at the crosswalk is not preferred; RRFB isn't a strong enough signal to make cars stop

⋯ Suggestions
Make sure signage/striping clearly leads bicyclists onto the ramps; add pedestrian refuges to both of the medians

Pedestrian street lighting is badly needed along this section of Kensington

200 E - Treatment A&B

☑ Support
There's enough space between the speed cushions to keep traffic slow, and they'll discourage cut-through traffic

! Concerns
Want to make sure there is marking and green paint at intersections to maintain corridor consistency

⋯ Suggestions
Add curb bump-outs as well

300 E

☑ Support
This treatment would help maintain the level of comfort other crossings on the Kensington Byway provide

! Concerns
Removing parking on 300 E would be challenging for homeowners on the corridor

⋯ Suggestions
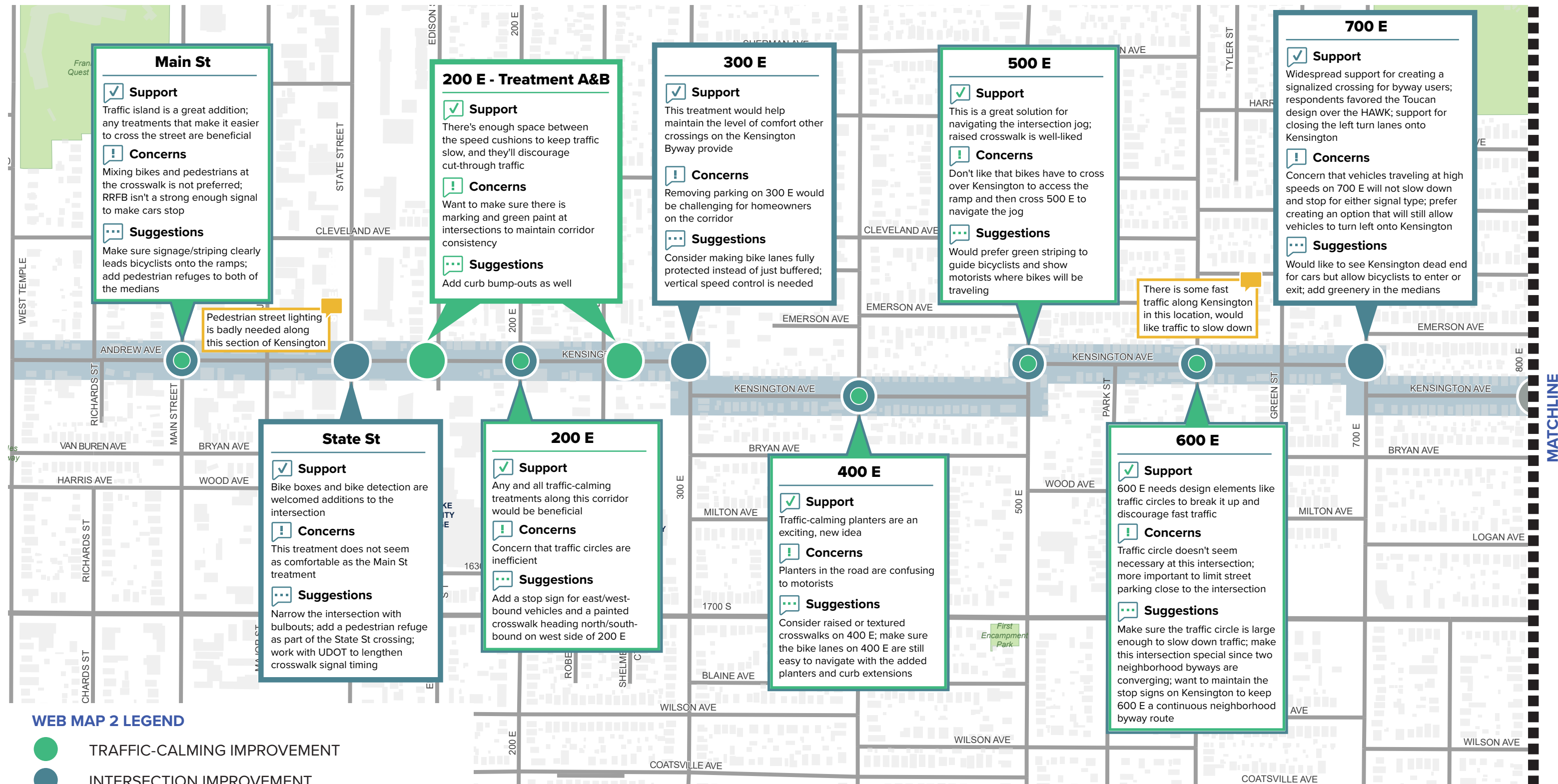Consider making bike lanes fully protected instead of just buffered; vertical speed control is needed

500 E

☑ Support
This is a great solution for navigating the intersection jog; raised crosswalk is well-liked

! Concerns
Don't like that bikes have to cross over Kensington to access the ramp and then cross 500 E to navigate the jog

⋯ Suggestions
Would prefer green striping to guide bicyclists and show motorists where bikes will be traveling

700 E

☑ Support
Widespread support for creating a signalized crossing for byway users; respondents favored the Toucan design over the HAWK; support for closing the left turn lanes onto Kensington

! Concerns
Concern that vehicles traveling at high speeds on 700 E will not slow down and stop for either signal type; prefer creating an option that will still allow vehicles to turn left onto Kensington

⋯ Suggestions
Would like to see Kensington dead end for cars but allow bicyclists to enter or exit; add greenery in the medians

There is some fast traffic along Kensington in this location, would like traffic to slow down

State St

☑ Support
Bike boxes and bike detection are welcomed additions to the intersection

! Concerns
This treatment does not seem as comfortable as the Main St treatment

⋯ Suggestions
Narrow the intersection with bulbouts; add a pedestrian refuge as part of the State St crossing; work with UDOT to lengthen crosswalk signal timing

200 E

☑ Support
Any and all traffic-calming treatments along this corridor would be beneficial

! Concerns
Concern that traffic circles are inefficient

⋯ Suggestions
Add a stop sign for east/west-bound vehicles and a painted crosswalk heading north/south-bound on west side of 200 E

400 E

☑ Support
Traffic-calming planters are an exciting, new idea

! Concerns
Planters in the road are confusing to motorists

⋯ Suggestions
Consider raised or textured crosswalks on 400 E; make sure the bike lanes on 400 E are still easy to navigate with the added planters and curb extensions

600 E

☑ Support
600 E needs design elements like traffic circles to break it up and discourage fast traffic

! Concerns
Traffic circle doesn't seem necessary at this intersection; more important to limit street parking close to the intersection

⋯ Suggestions
Make sure the traffic circle is large enough to slow down traffic; make this intersection special since two neighborhood byways are converging; want to maintain the stop signs on Kensington to keep 600 E a continuous neighborhood byway route
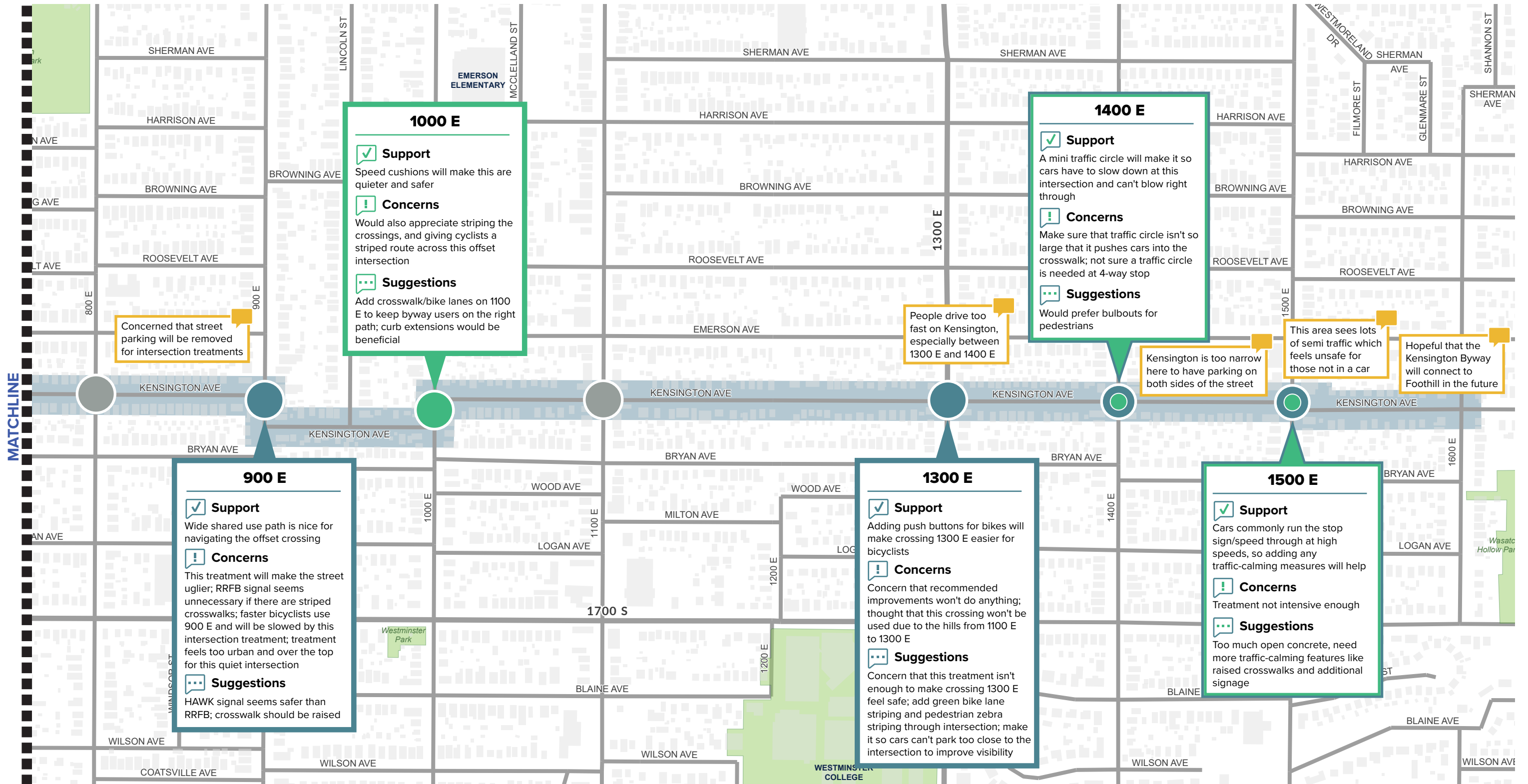
WEB MAP 2 LEGEND

● TRAFFIC-CALMING IMPROVEMENT

● INTERSECTION IMPROVEMENT

◉ TRAFFIC-CALMING/INTERSECTION IMPROVEMENT

● SEPARATELY-FUNDED/PLANNED PROJECT

▮ ADDITIONAL DESIGN SUGGESTIONS / ISSUES

West Temple to 800 East

MATCHLINE

0   400   800 FEET   ▲ NORTH

MATCHLINE

1000 E

✓ **Support**
Speed cushions will make this are quieter and safer

! **Concerns**
Would also appreciate striping the crossings, and giving cyclists a striped route across this offset intersection

⋯ **Suggestions**
Add crosswalk/bike lanes on 1100 E to keep byway users on the right path; curb extensions would be beneficial

1400 E

✓ **Support**
A mini traffic circle will make it so cars have to slow down at this intersection and can't blow right through

! **Concerns**
Make sure that traffic circle isn't so large that it pushes cars into the crosswalk; not sure a traffic circle is needed at 4-way stop

⋯ **Suggestions**
Would prefer bulbouts for pedestrians

Concerned that street parking will be removed for intersection treatments

People drive too fast on Kensington, especially between 1300 E and 1400 E

Kensington is too narrow here to have parking on both sides of the street

This area sees lots of semi traffic which feels unsafe for those not in a car

Hopeful that the Kensington Byway will connect to Foothill in the future

900 E

✓ **Support**
Wide shared use path is nice for navigating the offset crossing

! **Concerns**
This treatment will make the street uglier; RRFB signal seems unnecessary if there are striped crosswalks; faster bicyclists use 900 E and will be slowed by this intersection treatment; treatment feels too urban and over the top for this quiet intersection

⋯ **Suggestions**
HAWK signal seems safer than RRFB; crosswalk should be raised

1300 E

✓ **Support**
Adding push buttons for bikes will make crossing 1300 E easier for bicyclists

! **Concerns**
Concern that recommended improvements won't do anything; thought that this crossing won't be used due to the hills from 1100 E to 1300 E

⋯ **Suggestions**
Concern that this treatment isn't enough to make crossing 1300 E feel safe; add green bike lane striping and pedestrian zebra striping through intersection; make it so cars can't park too close to the intersection to improve visibility

1500 E

✓ **Support**
Cars commonly run the stop sign/speed through at high speeds, so adding any traffic-calming measures will help

! **Concerns**
Treatment not intensive enough

⋯ **Suggestions**
Too much open concrete, need more traffic-calming features like raised crosswalks and additional signage

800 East to 1600 East

Street labels: SHERMAN AVE, HARRISON AVE, BROWNING AVE, ROOSEVELT AVE, EMERSON AVE, KENSINGTON AVE, BRYAN AVE, WOOD AVE, MILTON AVE, LOGAN AVE, BLAINE AVE, WILSON AVE, COATSVILLE AVE, LINCOLN ST, MCCLELLAND ST, WESTMORELAND DR, FILMORE ST, GLENMARE ST, SHANNON ST, WINDSOR ST

EMERSON ELEMENTARY

WESTMINSTER COLLEGE

Westminster Park

Wasatch Hollow Park

800 E, 900 E, 1000 E, 1100 E, 1200 E, 1300 E, 1400 E, 1500 E, 1600 E

1700 S

Survey Participant Demographics

TOTAL RESPONSES **184**

A demographic survey was included with the interactive map to understand who was participating in the second round of the public input process. This was available from May 16 through June 14, 2023 and 184 total respondents completed this part of the survey. *Note that not all respondents to the demographics questions left feedback on the proposed treatments.
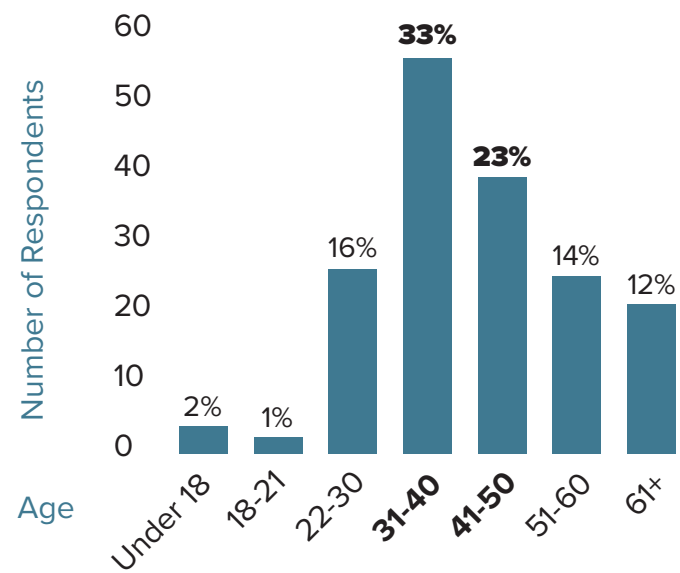
RENT OR OWN (169 RESPONSES)

16% Rent

84% Own

GENDER (165 RESPONSES)

49% Man
41% Woman
2% Non-Binary/Third Gender
1% Prefer to self describe
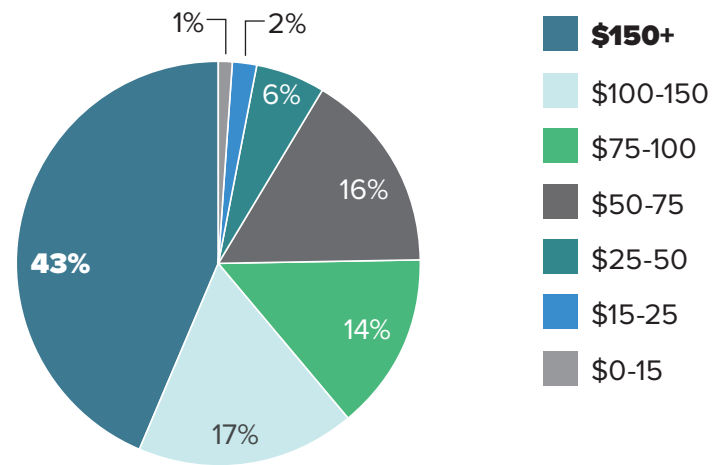**7%** Prefer not to say

ETHNICITY (143 RESPONSES)

1% Black or African American
1% American Indian or Alaskan Native
1% Asian
3% Hispanic or Latino (of any race)
1% Native Hawaiian or Pacific Islander

84% White
10% Other

AGE OF RESPONDENTS (168 RESPONSES)

Bar chart of Number of Respondents by Age:
- Under 18: 2%
- 18-21: 1%
- 22-30: 16%
- 31-40: 33%
- 41-50: 23%
- 51-60: 14%
- 61+: 12%

HOUSEHOLD INCOME (IN THOUSANDS) (161 RESPONSES)

Pie chart:
- $150+: 43%
- $100-150: 17%
- $75-100: 14%
- $50-75: 16%
- $25-50: 6%
- $15-25: 2%
- $0-15: 1%

MOST COMMON ZIP CODES (154 RESPONSES)

- 84105: **55%** (84 respondents)
- 84115: **17%** (26 respondents)
- 84106: **8%** (12 respondents)

Kensington Byway

Map zip codes shown: 84116, 84103, 84150, 84112, 84113, 84101, 84111, 84102, 84104, 84108, 84105, 84119, 84115, 84106, 84109, 84129, 84123, 84107, 84124, 84117