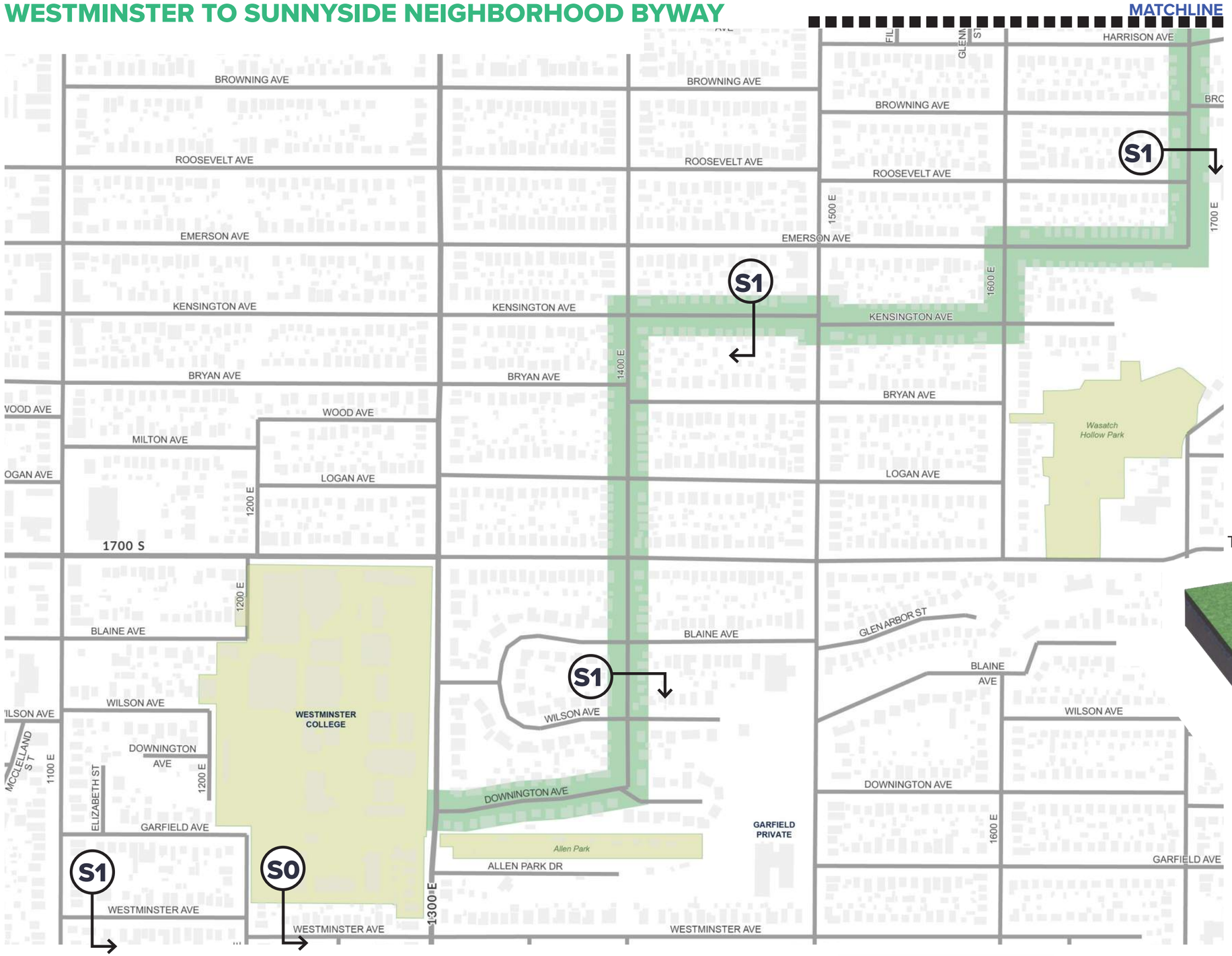
WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY | EXISTING CONDITIONS

OVERVIEW

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY

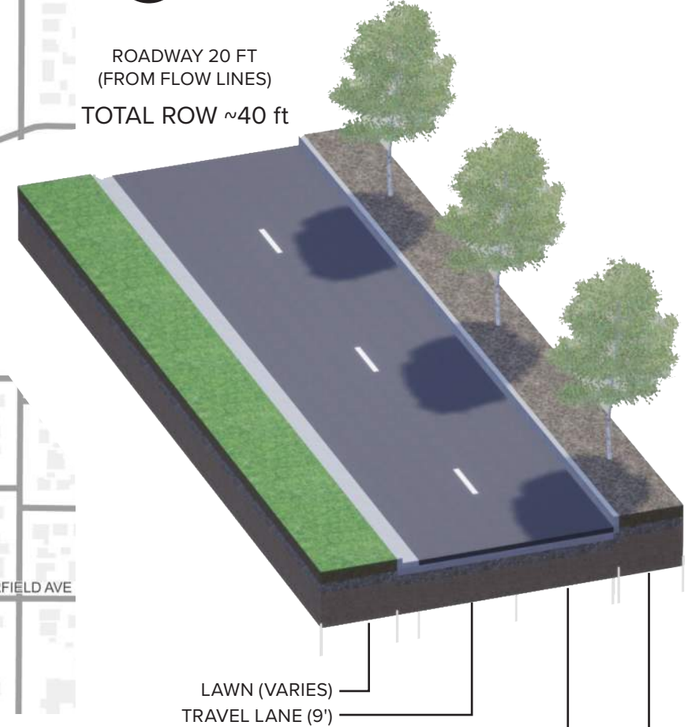


Westminster Ave to Harrison Ave

Project Description

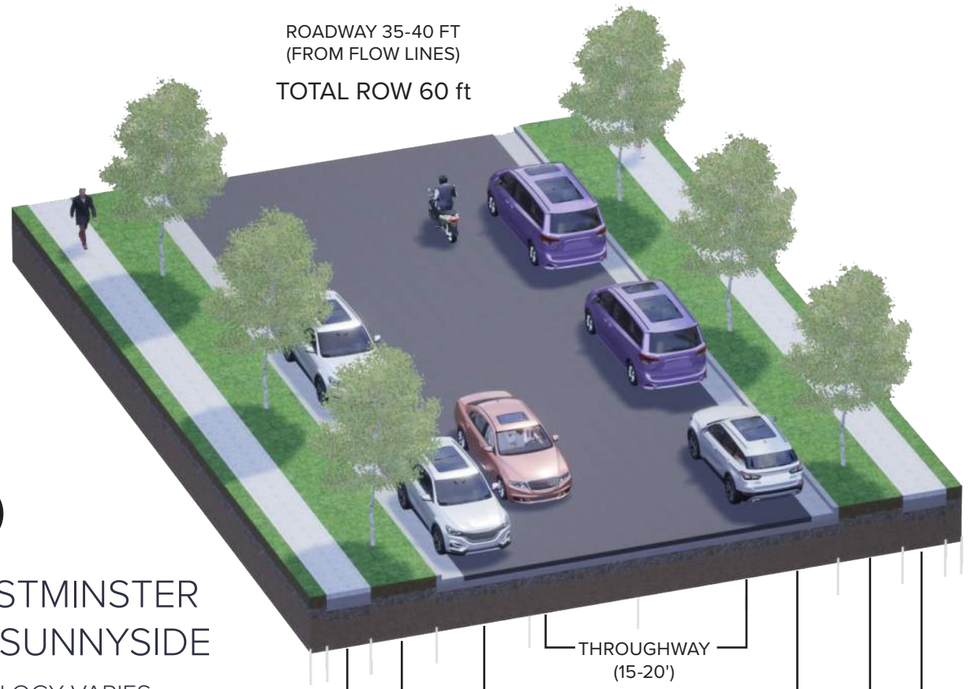
The preliminary route for the Westminster to Sunnyside Neighborhood Byway was identified in Salt Lake City's Pedestrian and Bicycle Master Plan, which is a guiding framework for the development of pedestrian and bicycle facilities across the City. This existing conditions analysis seeks to gather and analyze data such as traffic volumes, traffic speeds, and other information that may affect the design or alignment of the proposed neighborhood byway. In conjunction with public involvement, this analysis will dictate the types of infrastructure improvements needed to create a safe and comfortable corridor for biking and walking.

S0 WESTMINSTER ALLEY



ROADWAY 35-40 FT
(FROM FLOW LINES)

TOTAL ROW 60 ft



S1

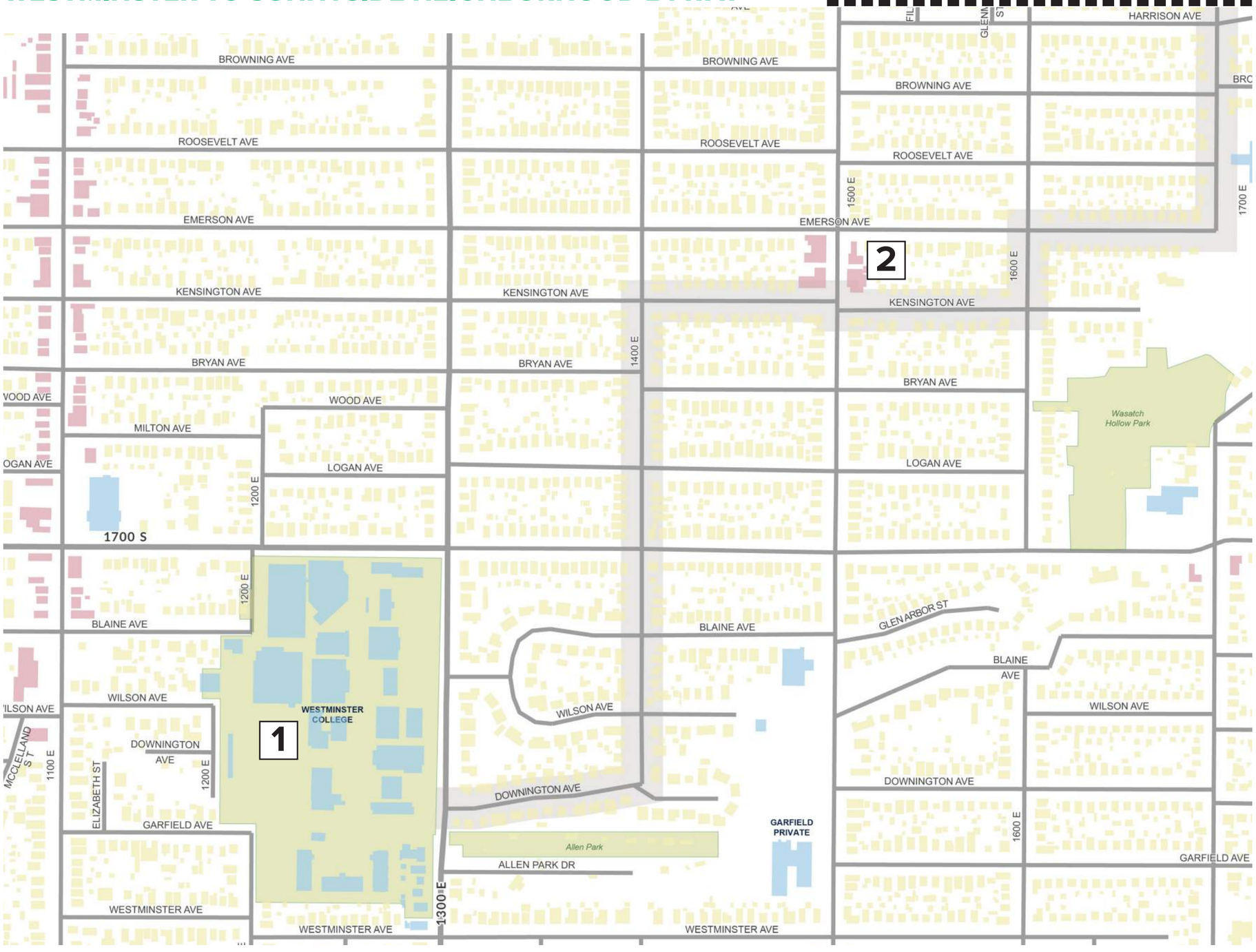
WESTMINSTER TO SUNNYSIDE

TYPOLOGY VARIES

LAND USE

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY

MATCHLINE

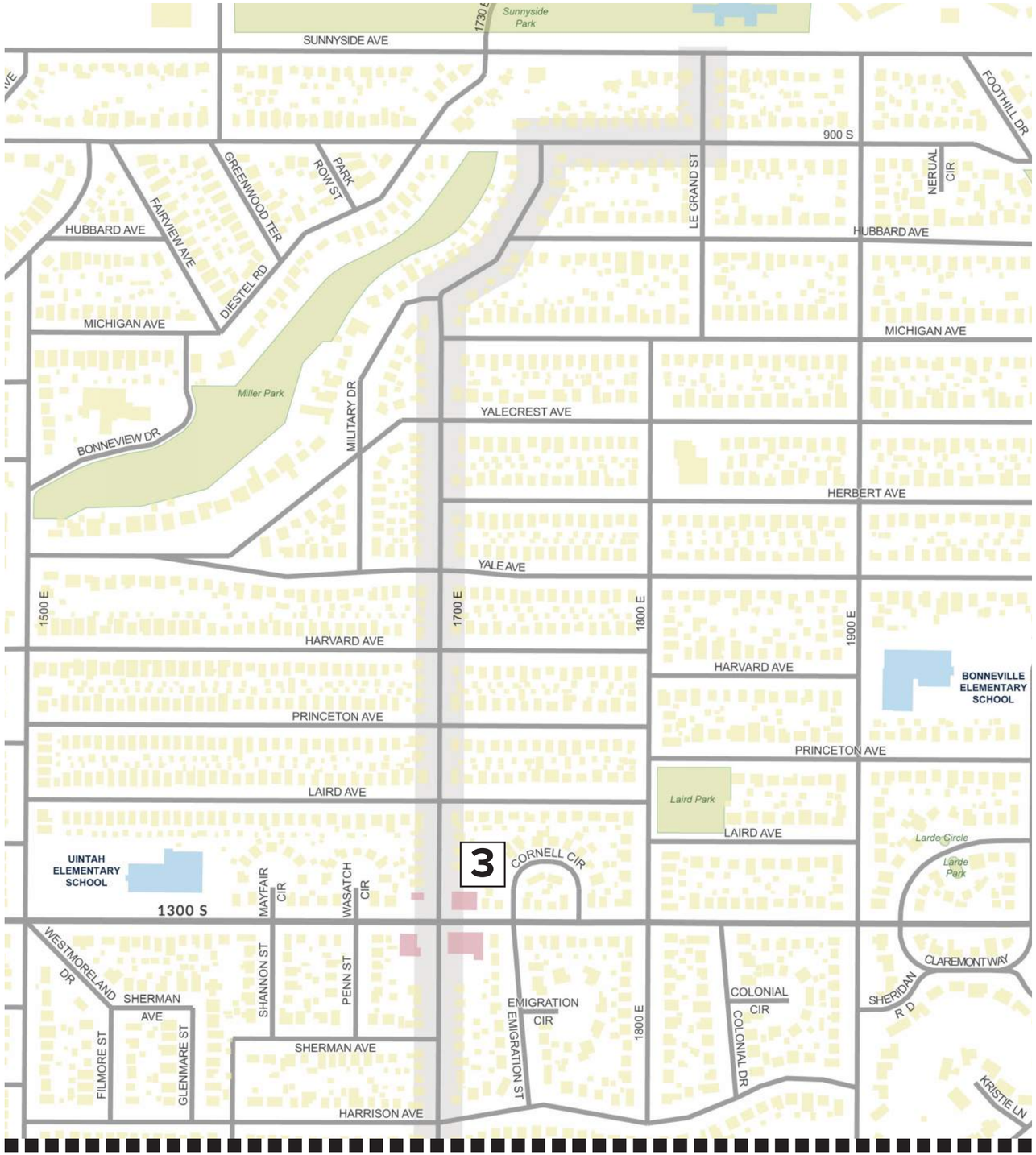


Westminster Ave to Harrison Ave

0 400 800 **FEET** ▲ **NORTH**

LAND USE LEGEND

- RESIDENTIAL
- COMMERCIAL
- CIVIC
- PARK / OPEN SPACE



MATCHLINE

Harrison Ave to Sunnyside

0 400 800 **FEET** ▲ **NORTH**

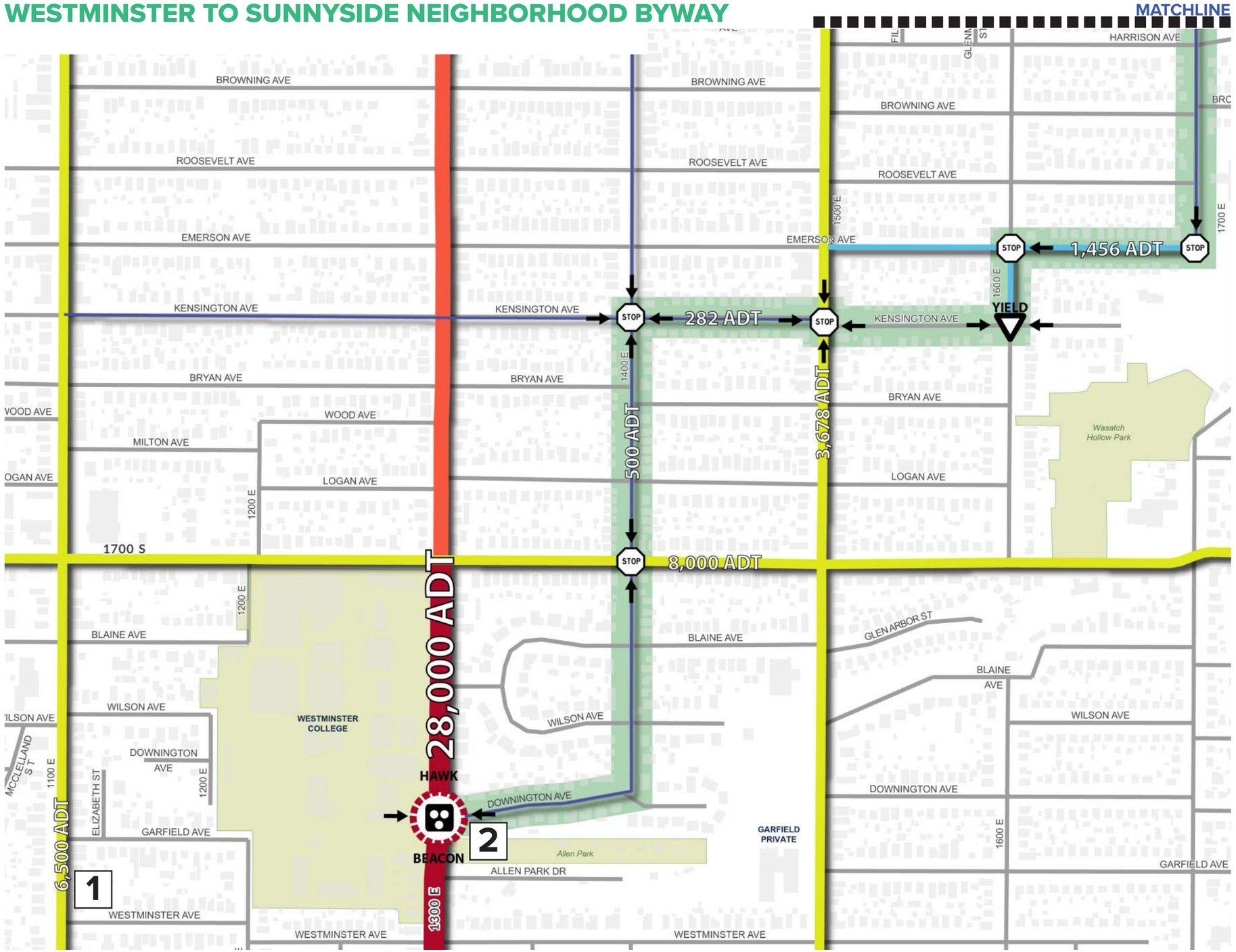
WESTMINSTER CAMPUS

1300 EAST COMMERCIAL NODE

EMIGRATION COMMERCIAL NODE

TRAFFIC VOLUMES

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY



Westminster Ave to Harrison Ave

Traffic Volume Analysis

Traffic volumes from intersecting streets along the Westminster to Sunnyside corridor also vary significantly. 1300 East, at 28,000 ADT is by far the greatest barrier. Other intersections of concern, 1100 East and Sunnyside Avenue, bookend the corridor. Looking closely at these locations to ensure safe and comfortable crossings as people enter and leave the byway is important. Most intersections along the corridor are comprised of stop and yield signs, and traffic circles. The exceptions are the RRFB at Sunnyside Avenue, and the pedestrian hybrid beacon (PHB) at 1300 East.

TRAFFIC VOLUME LEGEND

- NO DATA
- < 1,000 ADT
- 1,001-2,000 ADT
- 2,001-3,000 ADT
- 3,001-10,000 ADT
- 10,001-15,000 ADT
- 15,001-20,000 ADT
- >20,000 ADT
- High Volume Intersection
- Traffic Control / Direction of Travel

MATCHLINE

Harrison Ave to Sunnyside

0 400 800 FEET ▲ NORTH

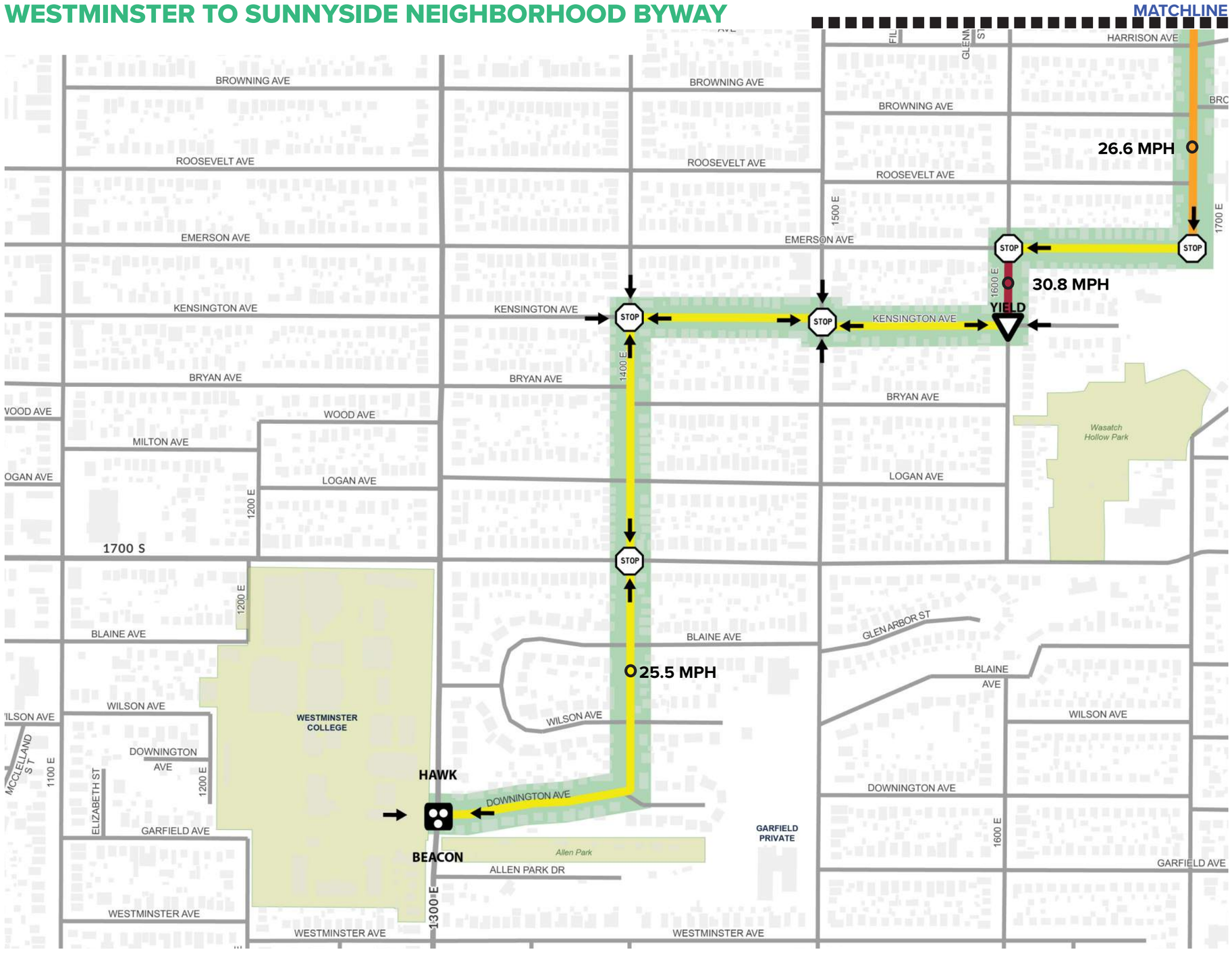
BYWAY 1100 EAST TERMINUS

BYWAY AT 1300 EAST WITH PEDESTRIAN CROSSING

BYWAY AT SUNNYSIDE AVENUE TERMINUS WITH RRFB

TRAFFIC SPEED

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY



Westminster Ave to Harrison Ave

Traffic Speed Analysis

On most segments, 85th-percentile traffic speeds along the Sugar House to University corridor fall below 25 MPH. Exceptions include 1600 E, portions of 1700 E, and 900 South. These segments should be considered for traffic calming measures to help slow speed along the byway.

* Note: Wejo speed data has been used to supplement speed data from traffic counters where counters were not deployed.

TRAFFIC SPEED LEGEND

- NO DATA
- <20 MPH (85% speed)
- 20-25 MPH (85% speed)
- 25-30 MPH (85% speed)
- >30 MPH (85% speed)
- STOP — Traffic Control / Direction of Travel
- XX MPH — TRAFFIC COUNTER LOCATION AND SPEED

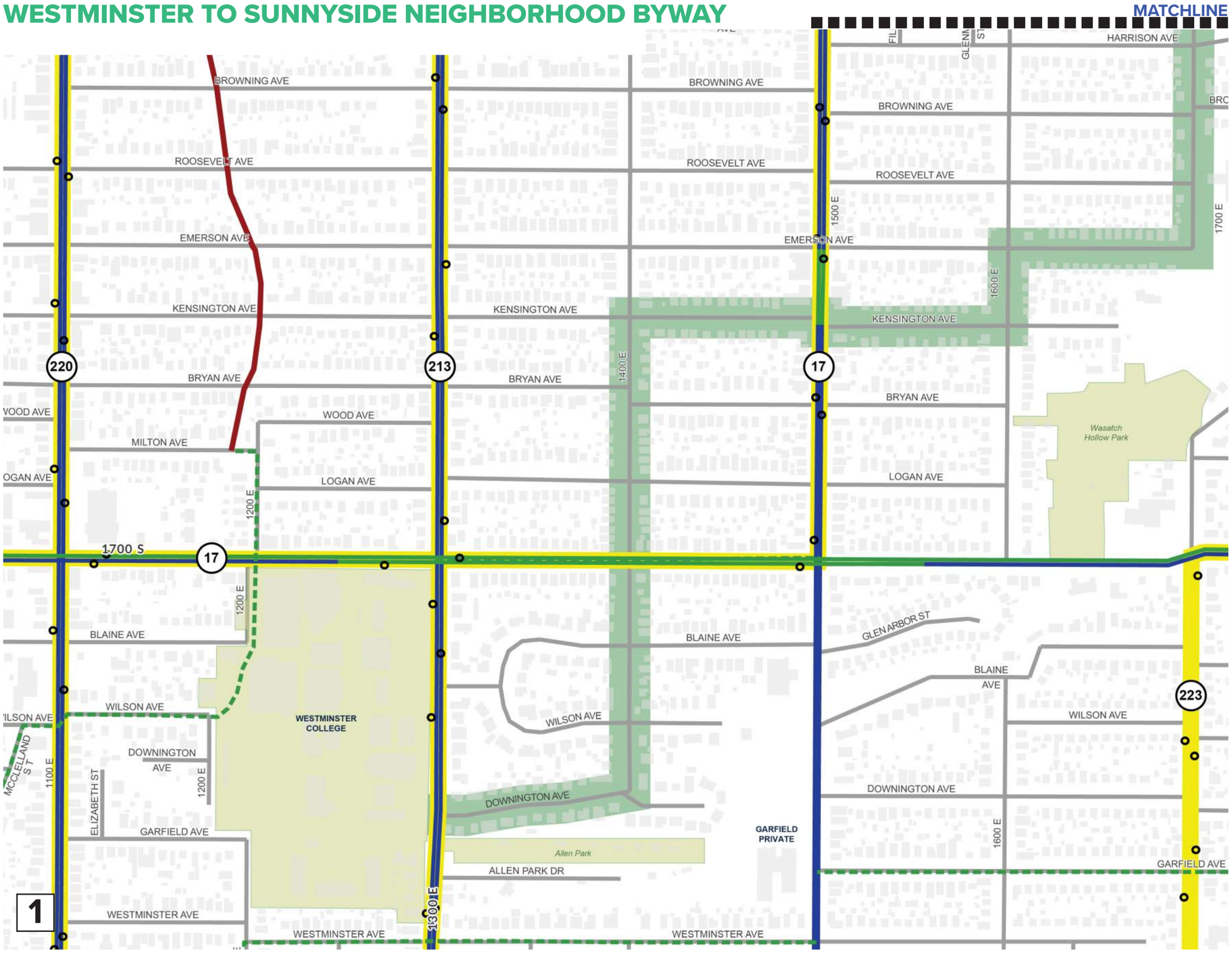
MATCHLINE

Harrison Ave to Sunnyside

0 400 800 FEET ▲ NORTH

MULTIMODAL CONNECTIVITY

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY



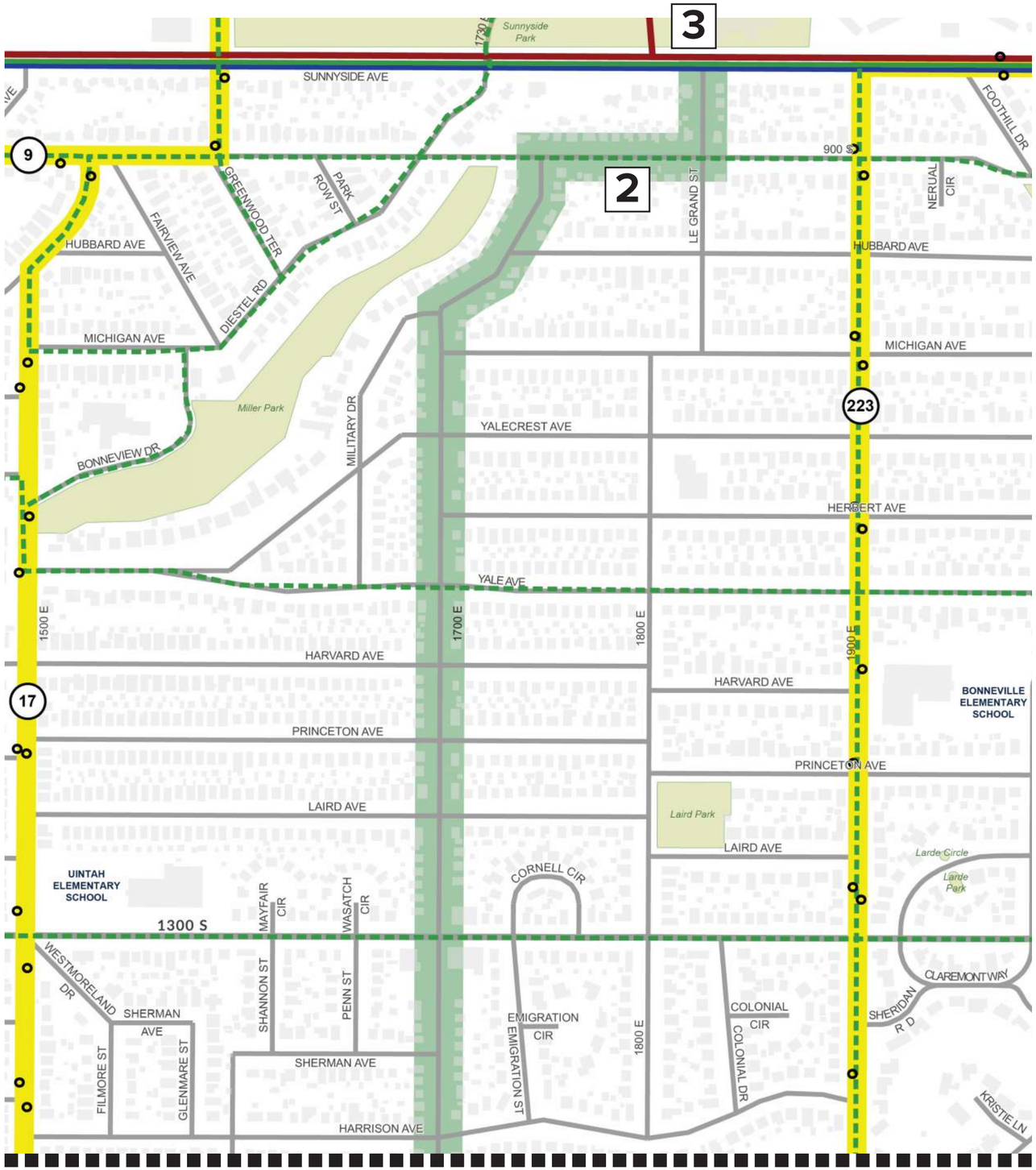
Westminster Ave to Harrison Ave

Multi-Mobility

The Westminster to Sunnyside byway intersects six different bus lines along its path, all of which have stops on or near the corridor itself. The byway also crosses numerous existing bikeways on 1300 E, 1700 S, and Sunnyside Ave.

MOBILITY LEGEND

- BUS LINE WITH STOP
- ### BUS ROUTE
- EXISTING BYWAY / SHARED ROADWAY
- PROPOSED BYWAY / SHARED ROADWAY
- EXISTING BIKE LANE
- EXISTING OFF-STREET TRAIL



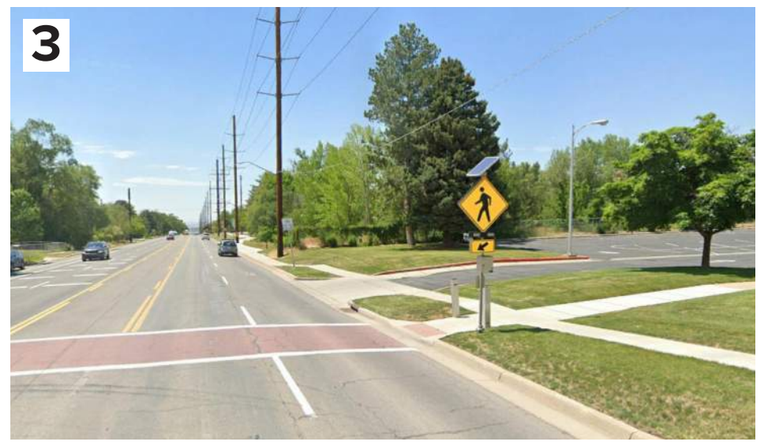
MATCHLINE

Harrison Ave to Sunnyside

0 400 800 **FEET** ▲ **NORTH**

220 BUS STOP ON 1100 EAST

900 SOUTH, WHERE STREET IS SHARED BY TWO BYWAYS



SUNNYSIDE AVENUE CONNECTION TO OFF-STREET TRAIL

SURVEY SUMMARY
WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY

TOTAL PARTICIPANTS **134**

A public survey was developed to understand the community's current feelings and desires for a neighborhood byway connecting Westminster to Sunnysideniversity of Utah. This survey, available from August through November 2022, had 134 total respondents.

RELATION TO BYWAY ROUTE (128 RESPONSES)

57% Live near the route

53% Travel on byway en route to other areas

50% Visit destinations on/ near the route

- **34%** Live directly on route
- **16%** Child(ren) attend school on/near route
- **15%** Work on/near the route
- **4%** Other: ride for recreation

WHAT PREVENTS YOU FROM WALKING, USING A WHEELCHAIR, BIKING, OR ROLLING ALONG THIS BYWAY ROUTE MORE OFTEN? (107 RESPONSES)

58% Doesn't feel safe due to vehicle traffic and speeds

29% Limited crossing opportunities along the route and roads intersecting it

- **9%** Destinations along the byway route are difficult to get to without a car
- **9%** There are sections that are missing sidewalks
- **9%** Destinations are too far away
- **7%** It doesn't feel safe for other reasons
- **4%** Not interested in using these modes

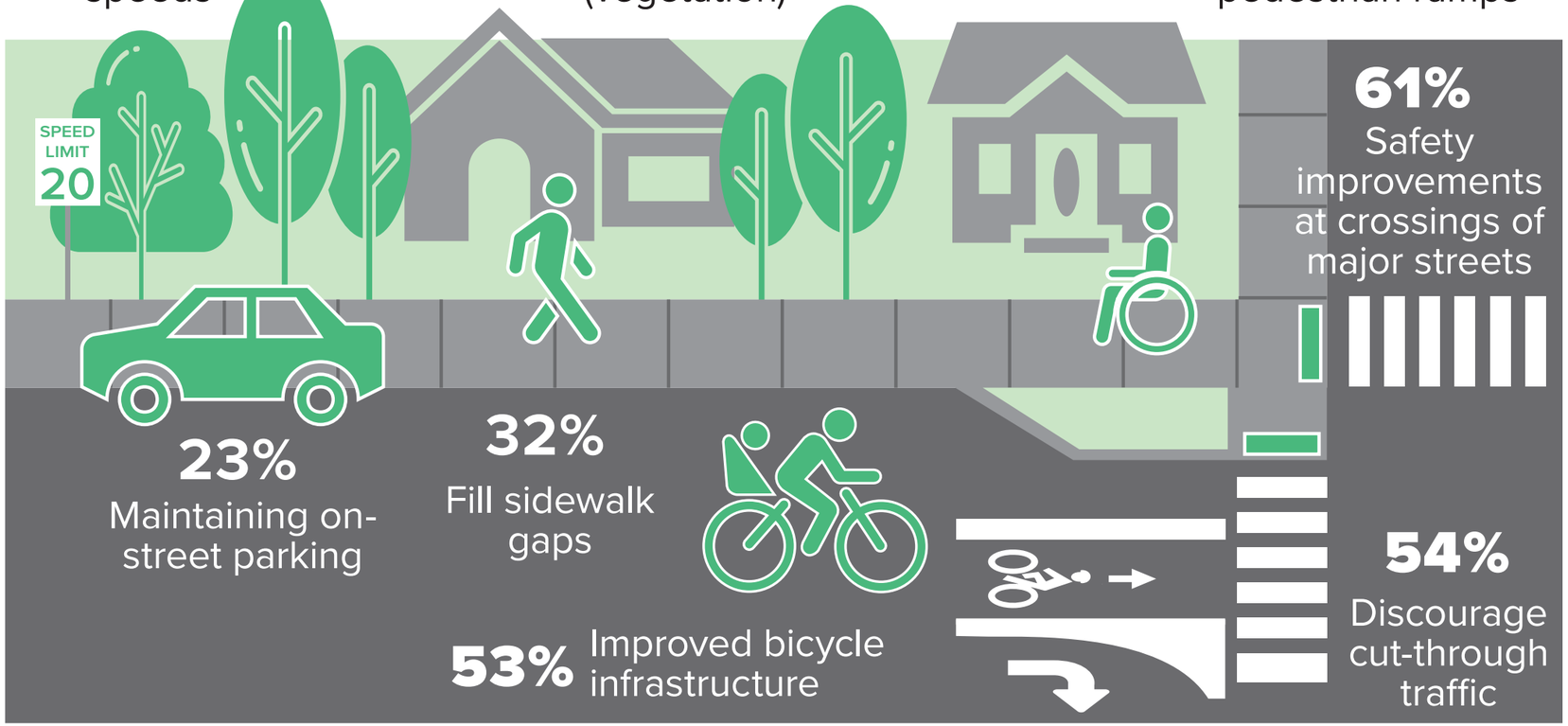
PRIORITIES ALONG THE BYWAY ROUTE (123 RESPONSES)

48% Slower driving speeds

37% Add street trees (vegetation)

10% Other*

14% Improved pedestrian ramps



Speed humps, lighting, signage, bike lanes, lower speed limits

MAJOR CHALLENGES ALONG THE ROUTE (THEMES) (85 RESPONSES)

Speeding traffic along the route

High volume of cars or cars cutting through route

Need for maintaining on-street parking

Roads along the route need maintenance

Major intersections along the route are difficult to cross

Survey Demographics

RENT OR OWN (127 RESPONSES)

5% Rent

95% **Own**

GENDER (125 RESPONSES)

42% Man

53% **Woman**

1% Non-Binary/Third Gender

0% Prefer to self describe

4% Prefer not to say

ETHNICITY (124 RESPONSES)

0% Black or African American

0% American Indian or Alaskan Native

5% Asian

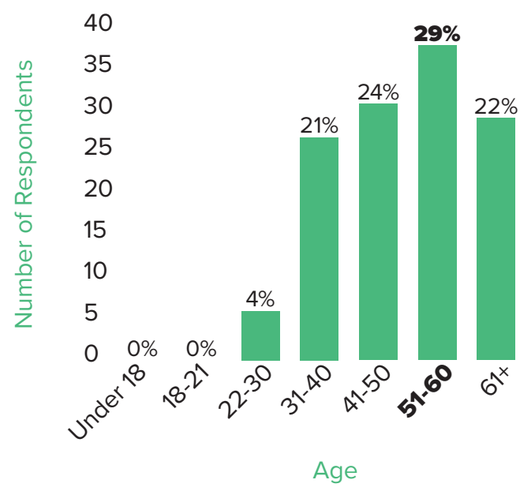
0% Hispanic or Latino (of any race)

1% Native Hawaiian or Pacific Islander

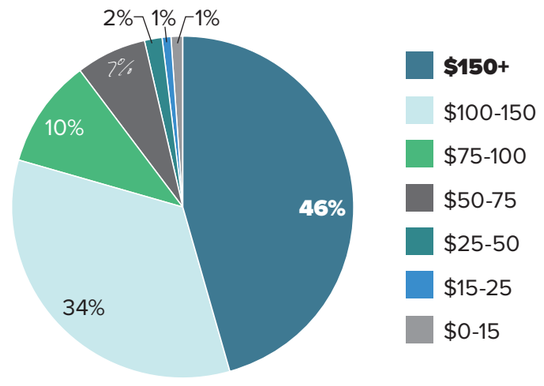
92% **White**

2% Other

AGE OF RESPONDENTS (125 RESPONSES)



HOUSEHOLD INCOME (IN THOUSANDS) (118 RESPONSES)



MOST COMMON ZIP CODES (123 RESPONSES)

54%
84105

37%
84108

6%
84016

WEB MAP SUMMARY
WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY

To gather direct comments from the public regarding the current experience and desired improvements along the proposed Westminster to Sunnyside of U neighborhood byway, an interactive corridor map was made available to the public. Community members were asked to indicate destinations along the route and in the surrounding neighborhoods, mark walking and biking barriers or common issues, point out where improvements could be made, and include any additional comments about their experience along the proposed route.

The comments made on the map were visible to all map participants, and were able to be "liked" or "disliked" to show whether or not the public approved of the comment. The comments are summarized at right, and include how many total likes were received (total likes minus total dislikes).

The location of these comments is shown in Map X.X.

BY THE NUMBERS

Total Participants	81
Total Comments	94
Total Likes	270
Total Dislikes	20

WEB MAP COMMENTS

Walking Barrier/Issue

- During morning/afternoon rush hours, cars seem to fly on 1700 E. Speed limit doesn't have a discernible impact on car speed. (22 Likes - Herbert Ave & 1700 E)
- Agree with other comment; am surprised by how many vehicles use 9th South as a thruway when Sunnyside is a half-block away and designed to handle the traffic. Many more cars than just neighborhood use traverse here, makes it difficult for bikers. (11 Likes - 900 S Between Grand St & Military Dr)
- This is the access to the parking lot for the dorms at Westminster. There is not a sidewalk that goes the entire length, there can be some active vehicle traffic, too. Is Westminster on board with this route? (8 Likes - Road through Westminster Campus)

Biking Barrier/Issue

- I ride my bike on this path 5 days a week, it's been more than one time a car fails to see me and will pull out into the intersection. The streets can get crowded with cars parked on the side of the road especially as you approach 17th (11 Likes - Harrison Ave & 1700 E)
- 1700 East from 900 So to Emerson Ave has some of the worst pavement for bikes in the city (9 Likes - 1700 E Between Browning Ave & Harrison Ave)
- Traffic primarily flows along 15th and is exceptionally busy at this intersection. Crossing 15th here would slow biking traffic. Most bikers typically take 15th north to the U because it's the fastest route going with traffic in a designated bike lane. (9 Likes - Kensington Ave & 1500 E)

Improvement Idea

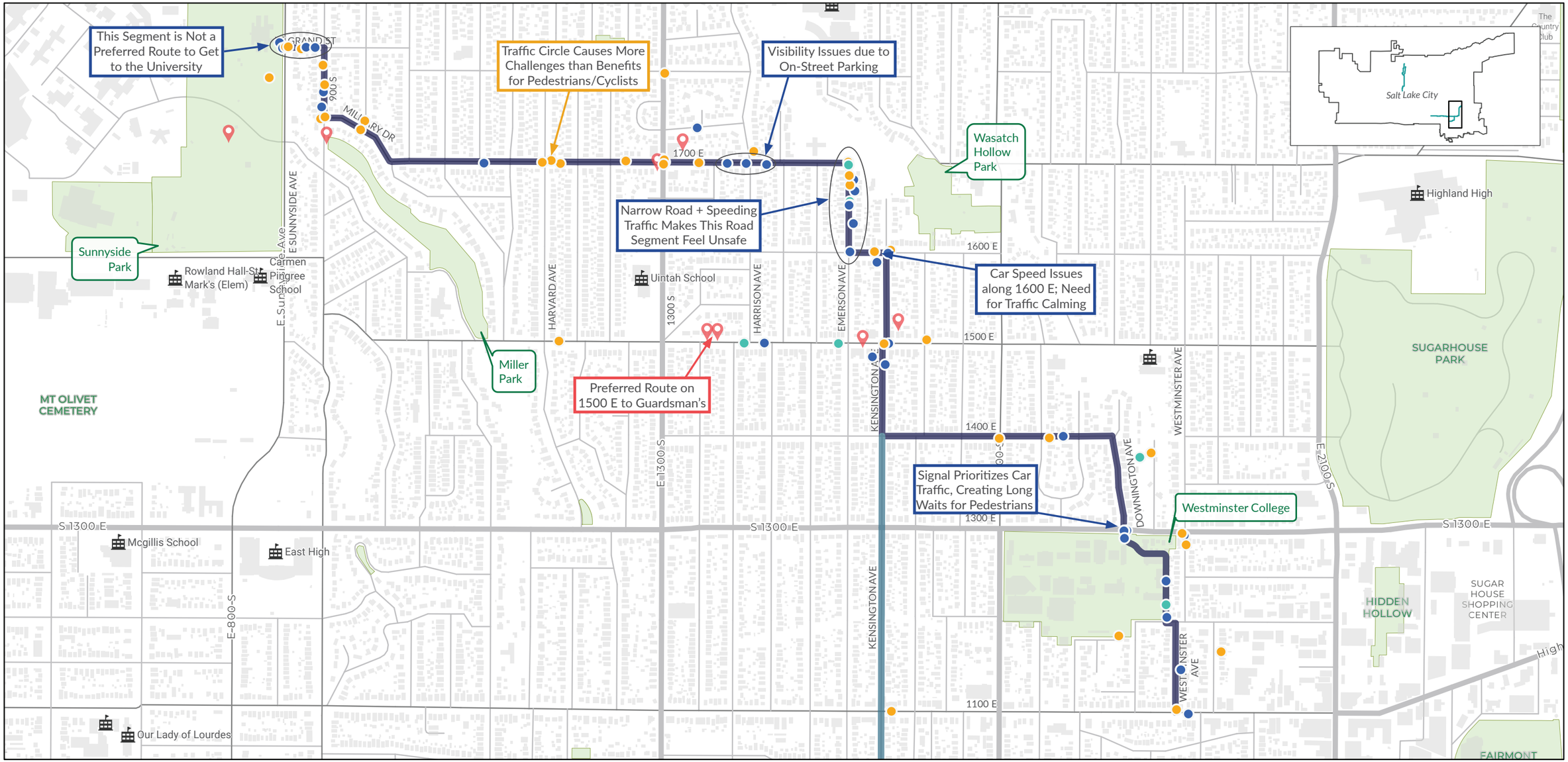
- This intersection is unsafe. Cars (vans/campers) parked on 900 south block views of cars (often speeding) heading west or east. Perhaps this should be a 4-way stop. There are no crosswalks or pedestrian signals and no bike lanes. (12 Likes - 900 S) at Military Dr
- Speeding and reckless driving on 900 s. People pass school buses, cars turning into driveways, slower drivers, etc. (12 Likes - 900 S Between Grand St & Military Dr)
- This is a dangerous crossing - it's long and cars coming up Military Drive to Hubbard take the corner at a high rate of speed. It would be nice to have a painted crosswalk (at least) and perhaps some other physical means of limiting speed around this corner. (10 Likes - Military Dr)

Destination/Place I Want to Go

- Lots of good locations here (Kensington Ave and 1700 E) that would be good to bike/walk to. (5 Likes - 1300 S & 1700 E)
- Lots of good locations here (Kensington Ave and 1500 E) that would be good to bike/walk to. (4 Likes - 1500 S & 1500 E)

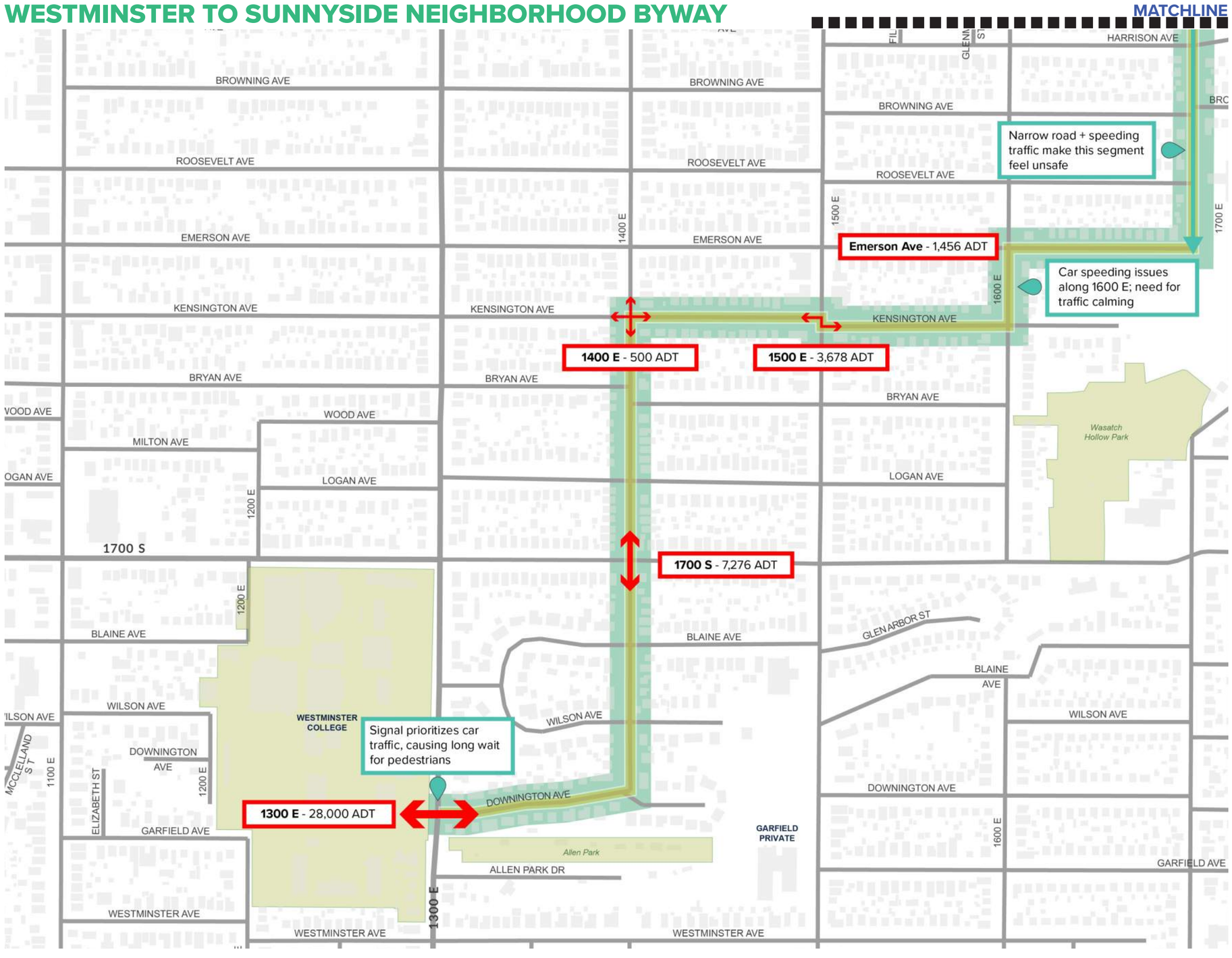
Other

- Too many people miss or near miss the 1300 / 1700 stop signs. Going too fast, Sun in eyes, and trees blocking sign(s) are probably parts of the problem. (8 Likes - 1300 S & 1700 E)


This Segment is Not a Preferred Route to Get to the University
Traffic Circle Causes More Challenges than Benefits for Pedestrians/Cyclists
Visibility Issues due to On-Street Parking
Wasatch Hollow Park
Narrow Road + Speeding Traffic Makes This Road Segment Feel Unsafe
Car Speed Issues along 1600 E; Need for Traffic Calming
Sunnyside Park
Miller Park
Preferred Route on 1500 E to Guardsman's
Signal Prioritizes Car Traffic, Creating Long Waits for Pedestrians
Westminster College
Salt Lake City
GRAND ST
900 S
MILITARY DR
1700 E
E SUNNYSIDE AVE
HARVARD AVE
1300 S
HARRISON AVE
EMERSON AVE
1600 E
1500 E
KENSINGTON AVE
1400 E
DOWNINGTON AVE
WESTMINSTER AVE
E 2100 S
1300 E
S 1300 E
E 800 S
Rowland Hall-St Mark's (Elem)
Carmen Pingree School
Uintah School
Highland High
Mcgillis School
East High
Our Lady of Lourdes
MT OLIVET CEMETERY
SUGARHOUSE PARK
HIDDEN HOLLOW
SUGAR HOUSE SHOPPING CENTER
FAIRMONT PARK
The Country Club
1100 E
0
0.25
0.5 MILES
Kensington Neighborhood Byway
Westminster to Sunnyside Neighborhood Byway
Round 1 Public Input
Barrier/Issue
Improvement Idea
Other
Destination / Place I want to go

CORRIDOR NEEDS MAP

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY



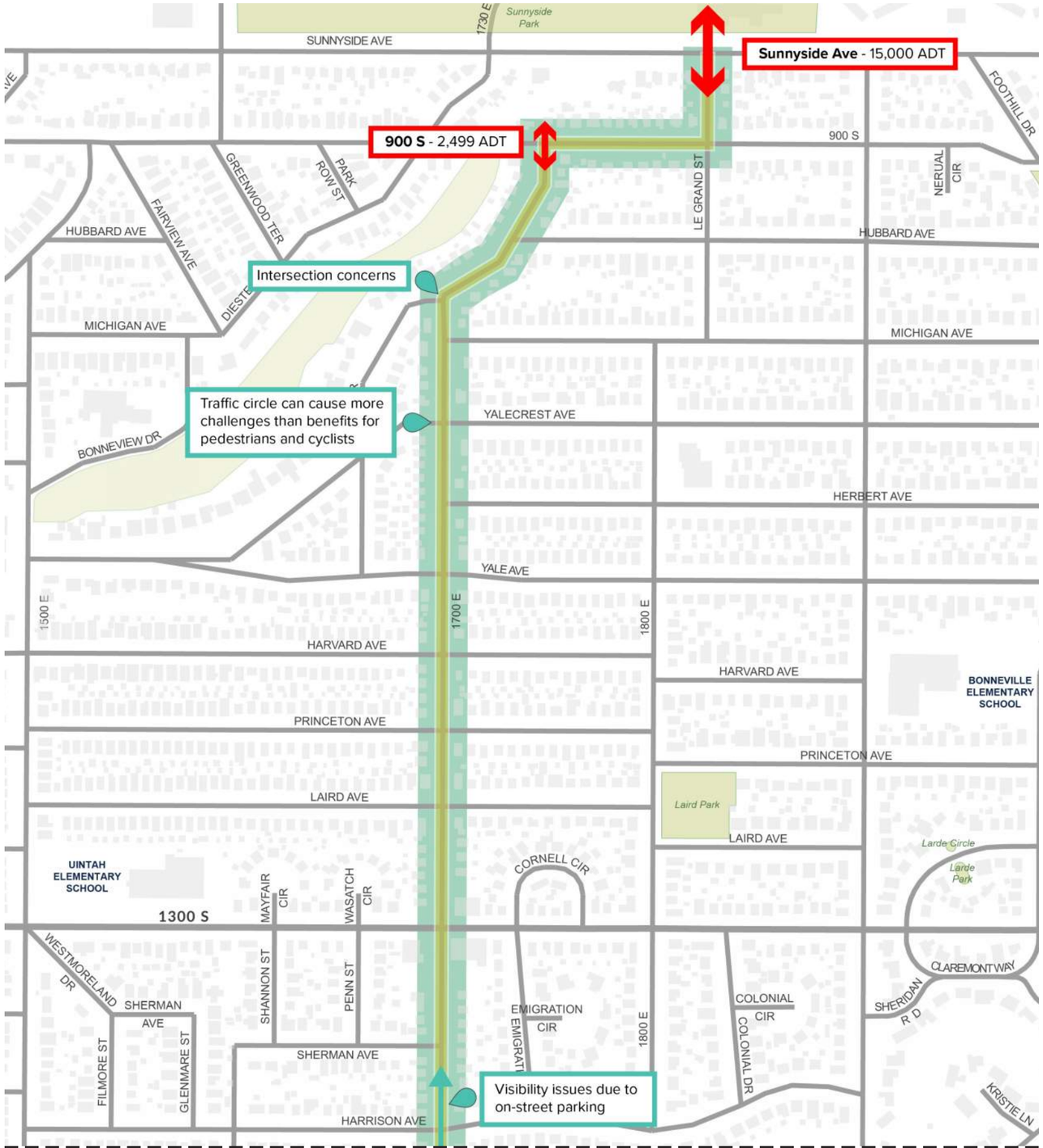
Westminster Ave to Harrison Ave

Corridor Needs

The Design Team synthesized existing site conditions and public feedback to develop a list of key project needs along the corridor. The map summarizes key needs that include crossing improvements, common public input themes and areas with high traffic speeds and safety concerns. These issues will help inform the development of design solutions and right of way improvements for the byway.

CORRIDOR NEEDS LEGEND

- Traffic Calming Needs
- Minor Byway Crossing
- Moderate Byway Crossing
- Major Byway Crossing
- Offset Intersection Byway Crossing
- Byway-to-Byway Intersection
- Common Public Input Response Area



NEIGHBORHOOD BYWAY ROUTE ALTERNATIVES

The Westminster to Sunnyside Neighborhood Byway route follows a variety of streets to traverse the East Bench and connect Westminster University to Sunnyside Avenue through Sugar House, Wasatch Hollow, and Yalecrest neighborhoods. Through the initial public outreach process there were several comments suggesting routing the byway along 1500 E instead of 1700 E. While 1500 E is also an important corridor for biking and walking, it fails to satisfy many criteria specified by industry best-practice guidance for the development of neighborhood byways. Other treatments such as standard bike lanes or separated bike lanes would be more appropriate on 1500 E given the speed and volumes present. While actual speeds on 1700 E do exceed the targets identified in industry best practice guidance, these speeds could be reduced through the use of traffic calming treatments.

	INDUSTRY BEST PRACTICE GUIDANCE FOR NEIGHBORHOOD BYWAYS	1500 EAST		1700 EAST	
		North *	South *	North *	South *
Functional Classification	Local streets, primarily residential with low volumes and speeds. The streets should provide convenient access to local destinations.	No, collector street with pockets of commerical		Yes, local street	
Traffic Volumes	Generally less than 3,000 vehicles per day.	2703	3678	1793	905
Posted Speed Limit	Generally, posted limits of 25 mph or less	30 mph		20 mph	
Actual Speeds (85th percentile)	Consider actual speeds where the speed differential between motorists and bicyclists is typically 15 mph or less. Bicyclists typically travel at 10 mph. Thus, a target of a 25 mph 85th percentile speed is desired.	25 mph	31 mph	31 mph	26 mph
Transit Presence	Not typically present on neighborhood byways	Yes		No	

* North Counts were collected on 1500 E and 1700 E north of 1300 S. South counts were collected on 1500 E and 1700 E south of 1300 S.

Does not meet industry best practices for neighborhood byways

Does meet industry best practices for neighborhood byways