

PUBLIC COMMENTS ON RECOMMENDED IMPROVEMENTS

WESTMINSTER TO SUNNYSIDE NEIGHBORHOOD BYWAY

The first round of public feedback was solicited in 2022 to understand the community's experience as a pedestrian and bicyclist along the proposed Westminster to Sunnyside Byway. Community members were asked to identify barriers and safety issues, locate desired bicycle routes and identify preferred pedestrian/bicycle infrastructure enhancements along the proposed Westminster to Sunnyside Byway. Speeding, problematic intersections, pedestrian/vehicular conflicts and alignment alternatives were common themes. The City used this feedback to modify the initial byway alignment and design traffic calming improvements to address community concerns and create a safe and comfortable experience for future users.

A second round of public engagement was launched in early 2025 to collect public feedback on the proposed improvements along the Westminster to Sunnyside Byway. The City published a second interactive map and online comment form that provided a location, schematic design and description of each proposed infrastructure enhancement. Community members were asked to provide feedback on each enhancement using an open comment form. The interactive map also included a geolocated comment tool that allowed participants to provide additional feedback with a geolocated comment box. In addition to the interactive map and comment form, the City took the following steps to engage with local residents and collect feedback:

- Delivered flyers to every property along the Neighborhood Byway route, encouraging residents to visit the project website, take the survey, and learn more.

- Presented the project and gathered input at both the Wasatch Hollow Community Council and Yalecrest Neighborhood Council meetings.
- Promoted the project on social media twice and coordinated with other City departments, Community Councils, local organizations, and the school district to help spread the word and encourage public feedback.
- Met with members of the school district transportation committee and representatives from Bonneville Elementary to discuss project goals and gather insights.
- Asked administrative staff at Westminster University, Clayton Middle School, Uintah Elementary, and Bonneville Elementary to provide input and help share project information with their school communities.
- Held an on-site meeting with residents at the intersection of Michigan Ave and Le Grand Street to hear feedback and discuss findings from a resident-led survey of Michigan Ave neighbors.

BY THE NUMBERS

Total Participants **73** Map Comments **16**
 Social Media / Email Comments **19**

SUMMARY OF COMMUNITY FEEDBACK

Support for Traffic Calming & Safety Improvements:

- Overall, community members support the proposed traffic calming measures such as speed cushions, bulbouts, and raised crossings, emphasizing the importance of slowing down traffic for safety, especially in residential areas.
- People feel that these measures will improve the walkability and bikeability of the area, making it safer for all users, including pedestrians, cyclists, and motorists.

Mixed Views on Speed Cushions

- Speed cushions generate mixed feedback. Some community members see them as effective traffic calming measures. Others oppose speed cushions, believing that they are ineffective, divert traffic to other streets and harm car suspensions.

Concerns About Road Width & Parking

- There are concerns about the width of the road and potential for parking congestion, particularly with existing speed cushions. Suggestions include using bulbouts and median islands as an alternative to speed cushions.

Concerns About Changes to Neighborhood Character:

- Some community members are concerned that the proposed traffic calming improvements, such as the yellow signage, will detract from the aesthetic and historic character of the neighborhood.

Preference for Option 1 at 1300 S & 1700 E

Option 1 - Curb Extensions
 Option one, curb extensions, is favored over Option 2, a raised crosswalk. Community

members liked option one's pedestrian and bike friendly elements and placemaking opportunities.

Long-Term Vision & Connection:

Community members also provided suggestions on new route connections and network wide improvements. While these comments are outside the scope of the Westminster to Sunnyside Byway, the City will reference this feedback for future projects. See the map to the right for other neighborhood byways from Salt Lake City's Pedestrian and Bicycle Master Plan.

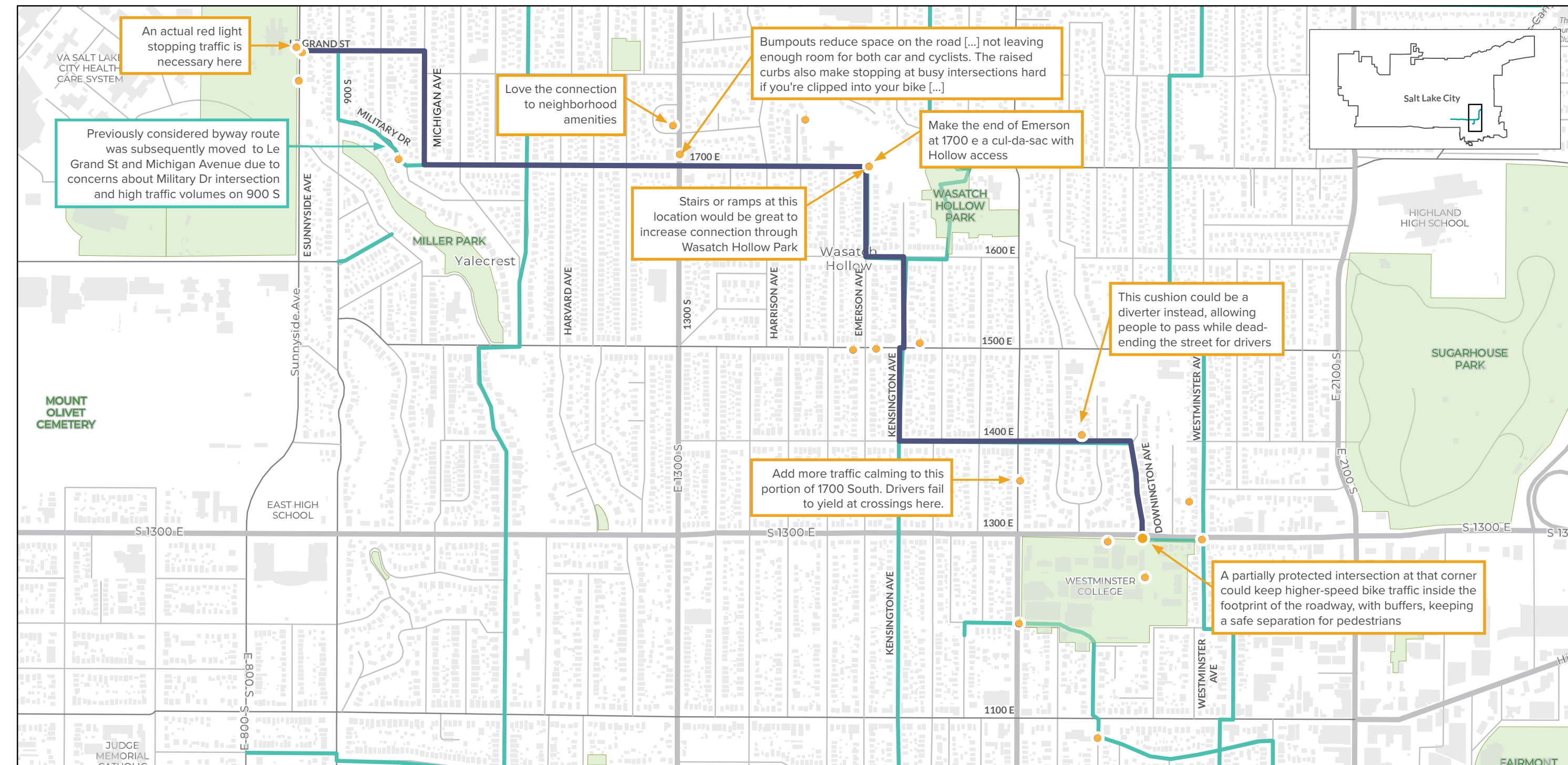
- Community members stress the importance of thinking long-term, suggesting the City coordinate with Westminster University, the University of Utah and future developments to expand the network.

- Some comments focus on connecting the bike network to Westminster Avenue, the McClelland Trail, Sugarhouse Park and the 1300 E commercial district. These connections would be accommodated through future efforts beyond the scope of this project.

- Community members suggest minimizing turns and simplifying byway routes.

- There is a strong desire for more dedicated bike infrastructure, particularly at key intersections and connectors.

- People suggest adding a bike route along 1500 East to take advantage of existing travel patterns and provide access to Sugarhouse Park. This connection would be accommodated through existing bike lanes on 1500 E.



Public Input

- Westminster to Sunnyside Byway
- Existing or Planned Byways from Salt Lake City's Pedestrian & Bicycle Master Plan
- Geolocated Comment

0 0.25 0.5 MILES

