

1300 East / 600 South to 2100 South

Summary of Comments to Proposed Traffic Management Changes & Final Implementation Plan

April, 2009

Initial Proposal

Following the conduct of a road safety audit, the Transportation Division proposed a number of traffic control modifications along 1300 East between 600 South and 2100 South to address safety and travel issues. The proposed modifications contain five primary components and three secondary components.

The five main components include:

1. conversion to a consistent three-lane street section,
2. initial installation of pedestrian-activated flashing lights with conversion to HAWK signals at the marked crosswalk locations,
3. installation of bike lanes from 600 South to 1300 South,
4. reduction of the speed limit from 35 mph to 30 mph, and
5. installation of three sets of driver speed feedback signs.

The secondary components include:

1. the replacement of missing or poor condition signs,
2. the painting of stop bars on side streets, and
3. addition of back plates on east/west signal heads.

Work on the secondary components has already started.

Public Input

An Open House was held on October 30, 2008 to present the study findings and recommendations and receive comments. Presentations were also made at the Yalecrest, Sugar House, East Central, and combined Sunnyside East/Bonneville Hills Community Councils. This information was also posted on the City's website, with comments solicited through the end of January 2009.

138 comments were received, primarily from those living on or in the vicinity of 1300 East. The content of the comments ranged from total support for the proposed changes, to total opposition, and all combinations in between. The comments, based on the addresses of those who provided comments, were categorized into eight geographic areas:

<u># of Comments</u>	<u>Area</u>
1	600 South to 900 South along 1300 East
11	900 South to 1300 South along 1300 East
29	1300 South to 1700 South along 1300 East
4	1700 South to 2100 South along 1300 East
44	east of 1300 East

38	west of 1300 East
4	outside the area
5	no address provided

Some of the comments were difficult to categorize due to the fact that comments were not always provided for each of the five main components of the proposed changes. In these cases, comments were ranked as either no comment, as implied support, or as implied against, based on what was submitted.

The most comments regarding the proposed changes related to a conversion to a three-lane street section. Overall, the majority of those commenting (70-46) were against the change to a three-lane street section, but a breakdown based on area is interesting to note. The majority of comments from those living in the 600 South to 900 South, 900 South to 1300 South, and 1700 South to 2100 South sections of 1300 East support a three-lane street section while the great majority of those living along 1300 East in the 1300 South to 1700 South section are against a three lane street section. The most common comments related to this opposition are in regards to the loss of parking and garbage pickup issues. Those in the 1700 South to 2100 South section were opposed to any change that would remove the existing three-lane street section in this area and did not provide any indication that garbage pickup or the current lack of on-street parking were issues. The majority of those living east of 1300 East were against a three-lane street section, with the major issue being concern about increased congestion and traffic being diverted into their neighborhoods. The majority of those living west of 1300 East supported a three-lane street section.

Comments regarding the installation of bike lanes from 600 South to 1300 South were mixed. The majority of comments were categorized as no comment, with support for the bike lanes getting the second highest number. There seemed to be some confusion regarding bike lanes, because while a number of those commenting support the installation of bike lanes from 600 South to 1300 South, they also were against the three-lane street section. The bike lanes can't be installed without going to a three-lane street section due to street width limitations. Also, some of those commenting seem to have the impression that the three-lane street section is being proposed so bike lanes can be installed. The bike lanes were proposed because there is room for them if a three-lane street section is installed plus the City's Complete Streets policy looks to improve travel conditions for all rights-of-way users when changes are proposed.

A significant majority of the comments regarding the initial installation of pedestrian flashers with conversion to HAWK signals, the reduction of the speed limit, and the installation of three sets of driver speed feedback signs were in support or provided no specific comment about being in support or against these components. Those comments categorized as against these three proposed changes were generally due to the commenter indicating a general opposition to the overall proposal and not from indicating an opposition to any one individual component.

After reviewing the public comments received, a second lane configuration option was considered for the 900 South to 1300 South section of 1300 East. In order to gather more information from those who live and/or own property on this section of 1300 East, an additional survey and comment form was sent to them in April 2009. This survey asked the property

owners and residents to provide their input on the original lane configuration option, which consisted of a three lane section with a center turn lane, bike lanes, and no on-street parking, and the second lane configuration option, which consisted of one travel lane in each direction and full time parking. Over 80 surveys were sent out, with 38 responses returned. 30 responses were received from those who are both property owners and residents, six responses were received from those who are property owners, and two responses were received from non-property owner residents. Overall, 74% of the responses were in favor of the three lane section with a center turn lane and bike lanes.

Accidents

Traveler safety is an important aspect of this proposal and several comments/inquiries were received regarding accidents. The Transportation Division performed a more in-depth review of the crash history than what was performed by the Road Safety Audit team. Some of this data was difficult to analyze because not all information normally available from accident reports was available due to different agencies involved in reporting and maintaining crash information. During the five years of 2004 through 2008 the number of crashes on 1300 East from 600 South to 2100 South averaged 196 per year. The average for the last two years, 2007 and 2008, dropped to 183 crashes per year. Traffic volumes have also dropped on 1300 East in recent years, most likely attributable to the success of light rail service at the U of U.

Based on the last two year average and not including crashes at signalized intersections:

- The section of 1300 East between 900 South and 1300 South had 22 crashes per year with a crash rate of 5.49 crashes per million vehicle miles of travel (MVM). 56% of the crashes were of a rear-end type. In 73% of the crashes there were no injuries reported and 12% were reported as possible injuries.
- The section of 1300 East between 1300 South and 1700 South had 27 crashes per year with a crash rate of 6.43 MVM. 63% of the crashes were of a rear-end type. In 72% of the crashes there were no injuries reported and 13% were reported as possible injuries.
- The section of 1300 East between 1700 South and 2100 South had 45 crashes per year with a crash rate of 9.98 MVM. 77% of the crashes were of a rear-end type. In 73% of the crashes there were no injuries reported and 15% were reported as possible injuries.

Of the three sections, the crash rate was highest for the southern section of 1700 South to 2100 South. The higher rate may be attributed to the additional traffic volumes and turning traffic activity generated by the adjacent businesses and university located in the section. The volumes of traffic, which play a part in the likelihood of crashes occurring, reduce the further north one travels on 1300 East. Rear-end crashes represent the greatest percentage of crash type for each section and the majority of crashes were of low severity for all three sections.

Traffic Signals

Included in the comments received were requests to analyze the possibility of installing separately phased left-turn arrow traffic signal heads for the left-turning traffic movements at the 1300 East/1300 South intersection. The operation of the signalized intersection was reviewed to determine if any changes were justified. The intersection currently has separate left-turn lanes

and one through lane for each of the intersection approaches. Also, the intersection has a separate right-turn lane on the southbound approach. The intersection is currently operating at level of service (LOS) “B” during the peak hours. LOS “B” signifies stable traffic flows with slight delay and occasional signal phases that are fully utilized. In other words the intersection is operating very well by clearing the stopped traffic almost every cycle during the peak hours. The left-turn traffic demand was analyzed by comparing the left-turning traffic volumes to industry accepted left-turn signal warrants. There are currently four such warrants, all of which were reviewed. None of the four warrant conditions were met at this signal location. The crash rates at this intersection were compared to industry standards and did not show a significant number of crashes that could be prevented by left-turn signal phasing. Since the above conditions found during the study show the traffic signal working appropriately, with minimal delays and correctable crashes; separately phased left-turn arrow signals will not be installed at this time. The traffic conditions at this intersection will continue to be monitored and changes in the operation of the traffic signal will be made as needed.

Other Issues

Some of the comments included other issues, such as street lighting, restrictions for truck traffic, restrictions on cell phone use when driving, speed enforcement, bus stops, roundabouts, and sidewalk snow removal that those providing the comments would like addressed. While not part of the main components of the proposed changes for 1300 East, these items are being reviewed and considered as part of the overall evaluation of 1300 East. Some of the items are not under the purview of the Transportation Division and have been forwarded to the proper area for review.

Final Recommendation

The public input on this project was extremely helpful and contributed significantly to refining the final recommendations. Based on the findings of the 1300 East Road Safety Audit, the public input comments received, and the overall review by the Transportation Division staff, the following traffic control and pavement markings changes will be implemented on 1300 East between 600 South and 2100 South.

- Pedestrian-activated flashing lights will be installed at the existing marked crosswalk locations of Yale, Kensington, Wilson, and Downington, with future conversion to HAWK signals. The existing 700 South pedestrian-activated flashing light location will also include a future conversion to a HAWK signal.
- Three sets of driver feedback signs will be installed, with one set each in the 900 South to 1300 South, 1300 South to 1700 South, and 1700 South to 2100 South sections.
- The speed limit will be reduced from 35 mph to 30 mph and the signal timing adjusted accordingly.
- 600 South to 1300 South: A three lane section with center turn lane and bike lanes, which is consistent with the original proposal, will be installed. Because 1300 East between 600 South and 800 South is wider than sections of the street to the south, parking on the west side of 1300 East will also be included in this area. At the request of East High School, parking on either side of 1300 East between 800 South and 900 South will not be included.

- 1300 South to 1700 South: The existing lane configuration, which consists of one travel lane in each direction and full time parking, will remain. This represents a change from the original proposal of a three lane section and is primarily due to the input received from those living along this section of 1300 East. 93% of those living along this section who provided comments wanted the existing lane configuration to remain. On-street parking is relied upon in this section more so than any other. Retaining the existing street configuration in this section of 1300 East, while implementing the other changes in this plan, provides for a single auto travel lane in each direction along the entire section of 1300 East that was analyzed.
- 1700 South to 2100 South: The existing three lane section, which is consistent with the original proposal, will remain.

Implementation Timeline

The following is the approximate timeline residents can expect to see changes made along 1300 East:

June 2009

- Installation of pedestrian-activated flashing lights at Yale, Kensington, Wilson, and Downington crosswalks, driver speed feedback signs, and reduction of speed limit.

August 2009

- Street surface milling and sealing with street striping changes between 600 South and 1300 South.

September through December 2009

- Conversion of pedestrian-activated flashing lights to HAWK signals at 700 South, Yale, Kensington, Wilson, and Downington.

The intent is to complete this work in 2009, being cognizant of school schedules. Changes to the above schedule may occur due to non-controllable or unknown factors such as weather, contractor bids, and material availability.

Thank You

The Transportation Division wishes to acknowledge and thank the residents in the vicinity of 1300 East, the Utah State University and members of the Road Safety Audit team, and the City Council for their participation and support in the development of this traffic management improvement plan. The changes made will be monitored to insure the best possible operation of the right-of-way for all users.