

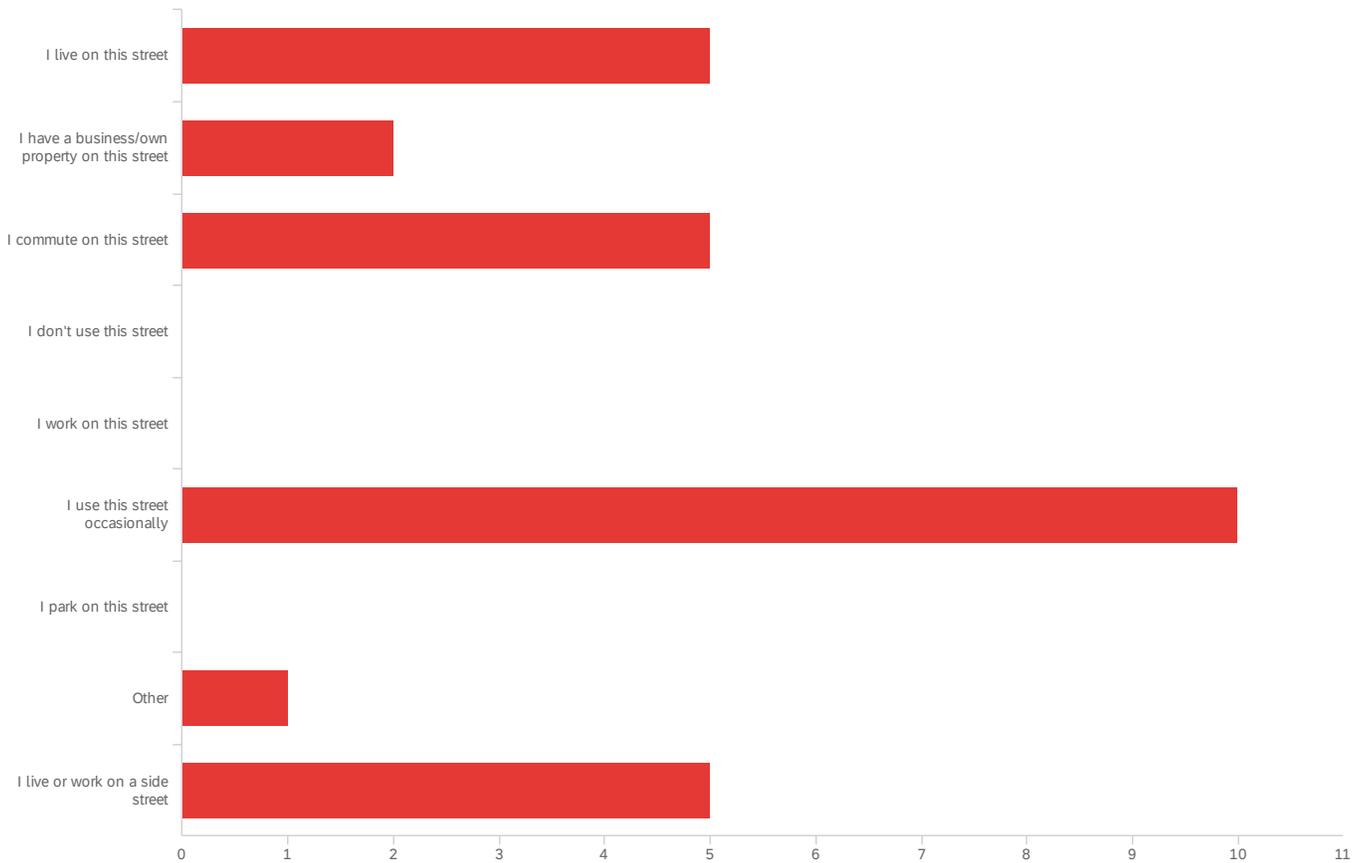
700 South Results

2020 Surface Treatment Survey - 700 South

April 14, 2020 2:02 PM MDT

Q21 - What is your connection to this street? (700 South from 600 West - 700 East)

Check all that apply.

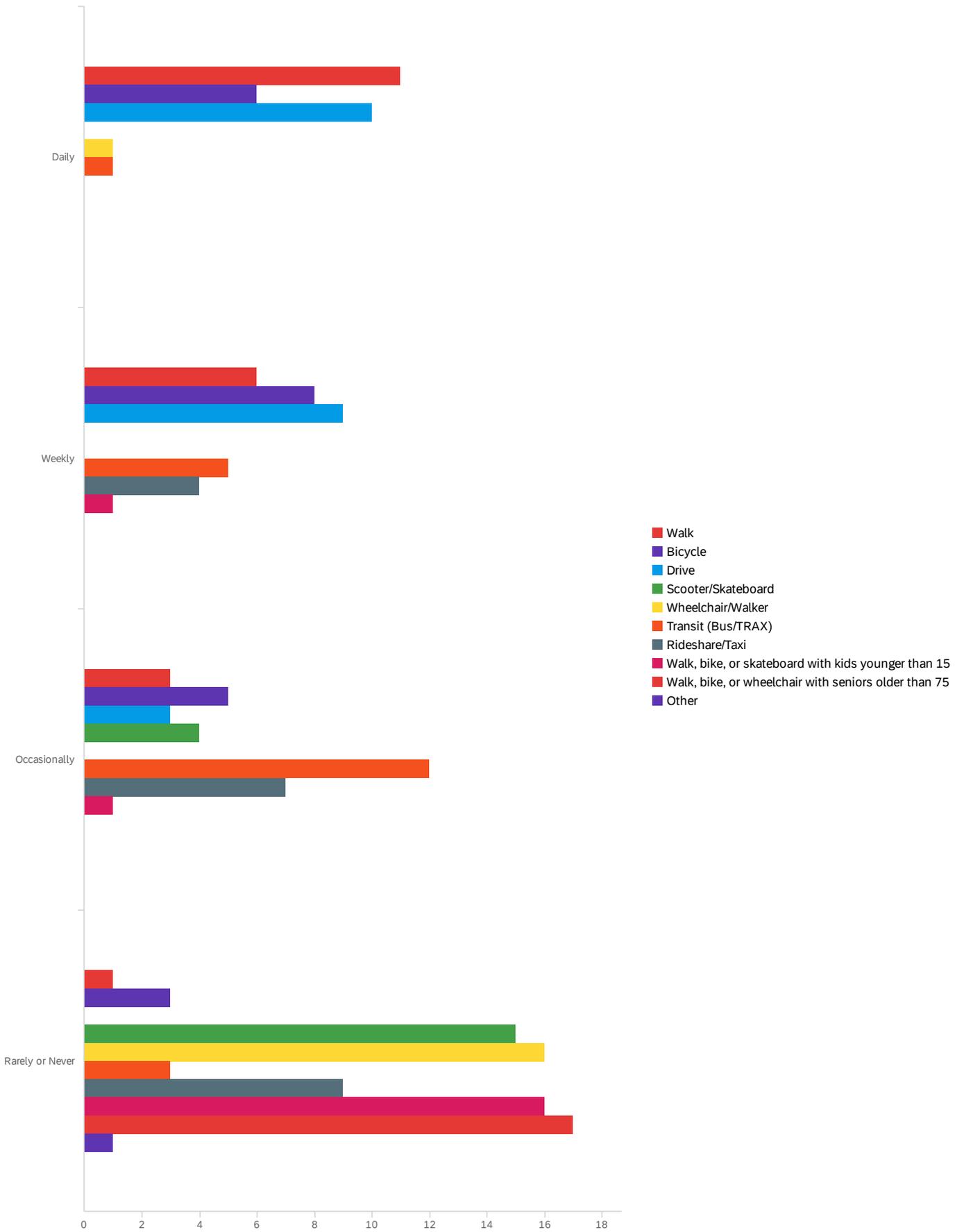


#	Field	Choice Count
1	I live on this street	17.86% 5
2	I have a business/own property on this street	7.14% 2
3	I commute on this street	17.86% 5
4	I don't use this street	0.00% 0
5	I work on this street	0.00% 0
6	I use this street occasionally	35.71% 10
7	I park on this street	0.00% 0

#	Field	Choice Count
8	Other	3.57% 1
9	I live or work on a side street	17.86% 5
		28

Showing rows 1 - 10 of 10

Q1 - How do you typically travel in Salt Lake City?

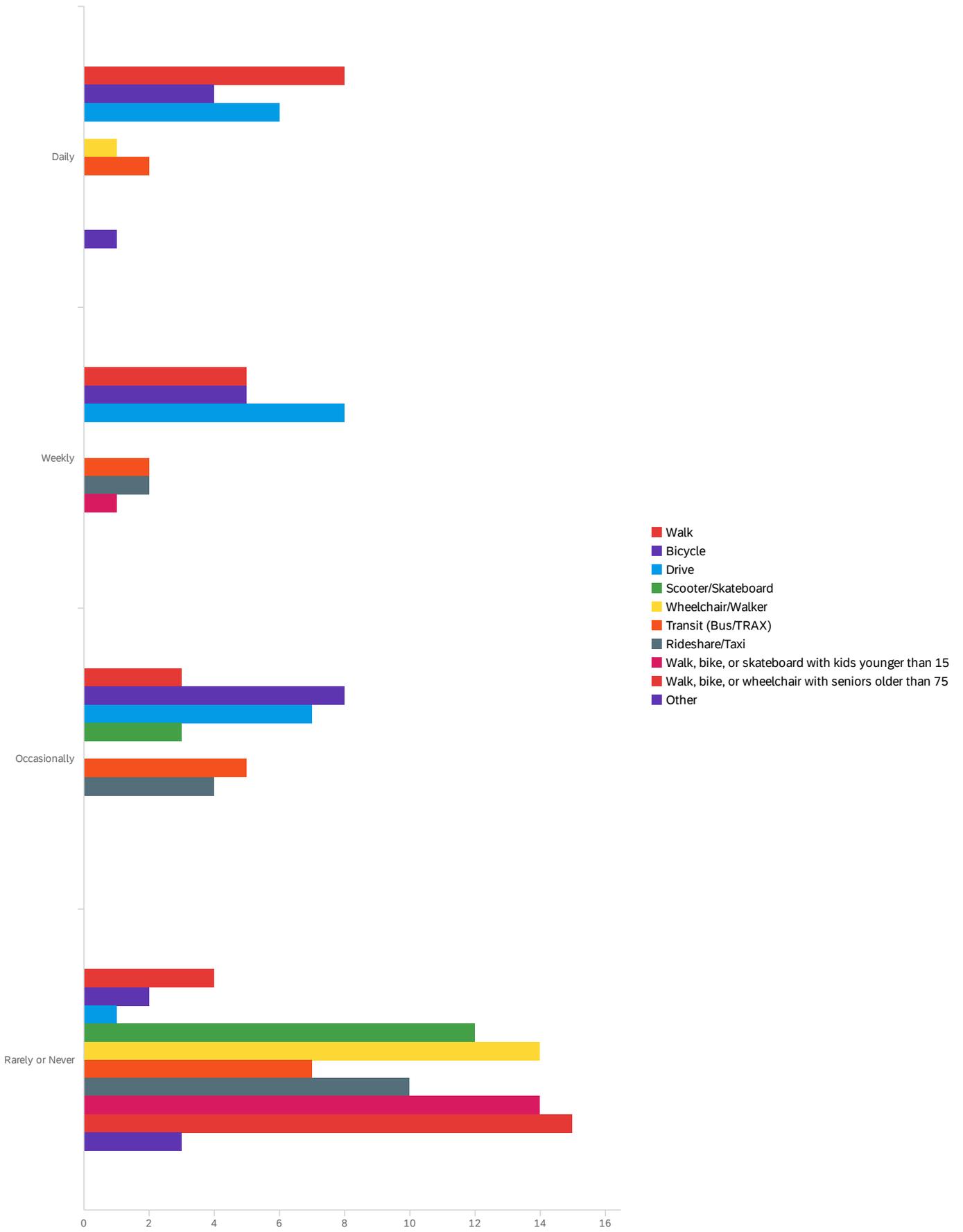


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	1.71	0.88	0.78	21
2	Bicycle	1.00	4.00	2.23	1.00	0.99	22
3	Drive	1.00	3.00	1.68	0.70	0.49	22
4	Scooter/Skateboard	3.00	4.00	3.79	0.41	0.17	19
5	Wheelchair/Walker	1.00	4.00	3.82	0.71	0.50	17
6	Transit (Bus/TRAX)	1.00	4.00	2.81	0.73	0.54	21
7	Rideshare/Taxi	2.00	4.00	3.25	0.77	0.59	20
8	Walk, bike, or skateboard with kids younger than 15	2.00	4.00	3.83	0.50	0.25	18
9	Walk, bike, or wheelchair with seniors older than 75	4.00	4.00	4.00	0.00	0.00	17
10	Other	4.00	4.00	4.00	0.00	0.00	1

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	52.38% 11	28.57% 6	14.29% 3	4.76% 1	21
2	Bicycle	27.27% 6	36.36% 8	22.73% 5	13.64% 3	22
3	Drive	45.45% 10	40.91% 9	13.64% 3	0.00% 0	22
4	Scooter/Skateboard	0.00% 0	0.00% 0	21.05% 4	78.95% 15	19
5	Wheelchair/Walker	5.88% 1	0.00% 0	0.00% 0	94.12% 16	17
6	Transit (Bus/TRAX)	4.76% 1	23.81% 5	57.14% 12	14.29% 3	21
7	Rideshare/Taxi	0.00% 0	20.00% 4	35.00% 7	45.00% 9	20
8	Walk, bike, or skateboard with kids younger than 15	0.00% 0	5.56% 1	5.56% 1	88.89% 16	18
9	Walk, bike, or wheelchair with seniors older than 75	0.00% 0	0.00% 0	0.00% 0	100.00% 17	17
10	Other	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1

Showing rows 1 - 10 of 10

Q29 - How do you currently travel on this street?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Walk	1.00	4.00	2.15	1.15	1.33	20
2	Bicycle	1.00	4.00	2.42	0.94	0.88	19
3	Drive	1.00	4.00	2.14	0.87	0.75	22
4	Scooter/Skateboard	3.00	4.00	3.80	0.40	0.16	15
5	Wheelchair/Walker	1.00	4.00	3.80	0.75	0.56	15
6	Transit (Bus/TRAX)	1.00	4.00	3.06	1.03	1.06	16
7	Rideshare/Taxi	2.00	4.00	3.50	0.71	0.50	16
8	Walk, bike, or skateboard with kids younger than 15	2.00	4.00	3.87	0.50	0.25	15
9	Walk, bike, or wheelchair with seniors older than 75	4.00	4.00	4.00	0.00	0.00	15
10	Other	1.00	4.00	3.25	1.30	1.69	4

#	Field	Daily	Weekly	Occasionally	Rarely or Never	Total
1	Walk	40.00% 8	25.00% 5	15.00% 3	20.00% 4	20
2	Bicycle	21.05% 4	26.32% 5	42.11% 8	10.53% 2	19
3	Drive	27.27% 6	36.36% 8	31.82% 7	4.55% 1	22
4	Scooter/Skateboard	0.00% 0	0.00% 0	20.00% 3	80.00% 12	15
5	Wheelchair/Walker	6.67% 1	0.00% 0	0.00% 0	93.33% 14	15
6	Transit (Bus/TRAX)	12.50% 2	12.50% 2	31.25% 5	43.75% 7	16
7	Rideshare/Taxi	0.00% 0	12.50% 2	25.00% 4	62.50% 10	16
8	Walk, bike, or skateboard with kids younger than 15	0.00% 0	6.67% 1	0.00% 0	93.33% 14	15
9	Walk, bike, or wheelchair with seniors older than 75	0.00% 0	0.00% 0	0.00% 0	100.00% 15	15
10	Other	25.00% 1	0.00% 0	0.00% 0	75.00% 3	4

Showing rows 1 - 10 of 10

Q39 - What do you like about this street?

What do you like about this street?

Low traffic

It has the potential to be a great social gathering area with development of businesses.

Good location

I use tax to downtown so I appreciate that. I live [REDACTED] so I walk 700 daily.

The diversity and proximity to the city and it's quiet

Wide - not much traffic

Relatively less traffic and slower paced than major arteries

Less car traffic

No traffic

Not as congested with vehicles as 800 S or 900 S

Not a whole lot other than it is only two lanes on the section I use the most (between State St and 700 E). Between 500 E and 600 E, the street changes to 45 degree parking, which makes the street feel a lot smaller and more manageable on a bike (although I would prefer a bike lane parallel to street parking over 45 degree parking to reduce the potential of being hit when people are backing out).

Lower volume of cars

Very few cars

Little thru-traffic, loved the Kilby block party, cute and quiet east of state street

The fact it's less busy than 600 and 800 South.

wide

It's nice and quiet

I love my Central City neighborhood! I appreciate that this is one of the quieter streets in the immediate area.

Bike lanes

It has large safe shoulders to bike on. It's fairly quiet.

It's a quiet street that connects to several businesses i like to visit

Q40 - What do you not like about this street?

What do you not like about this street?

No proper designated bike lanes

Homeless camps.

Too wide/ auto centric

Lack of sidewalks on the west side. Tent communities between west temple and 400 East. Poor lighting. No bike bath. The light timing is terrible, especially at 200 west and west temple. Turning lanes either dont exist or are poorly marked.

The speed of through traffic and almost accidents on 600 crossing (needs some warning sign)

Too wide! Needs a median with trees.

Not Super pedestrian friendly, but I still walk it

Lights are extremely long

No dedicated bicycle lane

There is no dedicated bike infrastructure. When walking or running across the street at intersections, some of the transitions between sidewalk, gutter, and pavement seem extreme in some cases (drop offs that would be difficult for those with disabilities). On some blocks, the street is really lacking any kind of tree cover.

No bike lane , bad crosswalk timers

No dedicated space for bikes, narrow sidewalks, tons of asphalt

No protected or designated bike lanes, could use more trees

It's not great on a bike and the lights are poorly timed.

moving eastbound, no left turn from 700 south onto northbound 700 East

Seems like a waste of pavement. Could use a grassy median

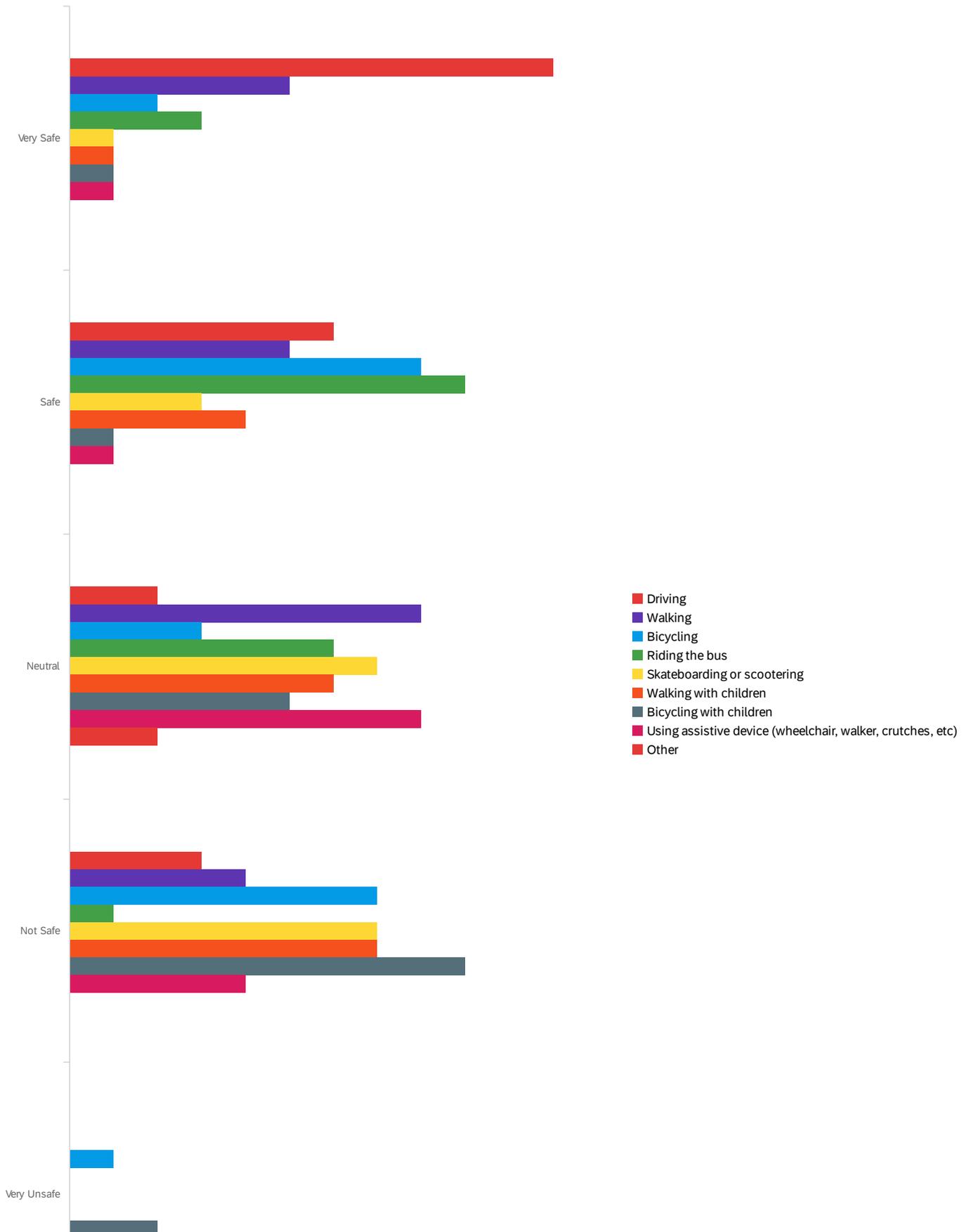
Traffic moves way too fast! We need a 4 way stop sign at the intersection of 600 E and 700 S (for traffic on 600 E moving N/S). I would love to see designated bike lanes, speedbumps, and more pop out curbs for crosswalks to ease traffic flow and make it more friendly to families, bikers, walkers etc.

Road surface isn't in great condition

With no lanes or turning lanes marked from 5th east to State st. sometimes people make up their own, and drive as if there was two lanes in each direction taking my safe bicycle shoulder. The lights on the street seem to favor traffic crossing the street by a large margin. Especially over by Main Street - 300 West.

Not great for biking due to the crossing of 700 east, the rails at main st, and the rough roadway and rails west of 300 west

Q2 - How do you or would you feel doing the following activities on this street?



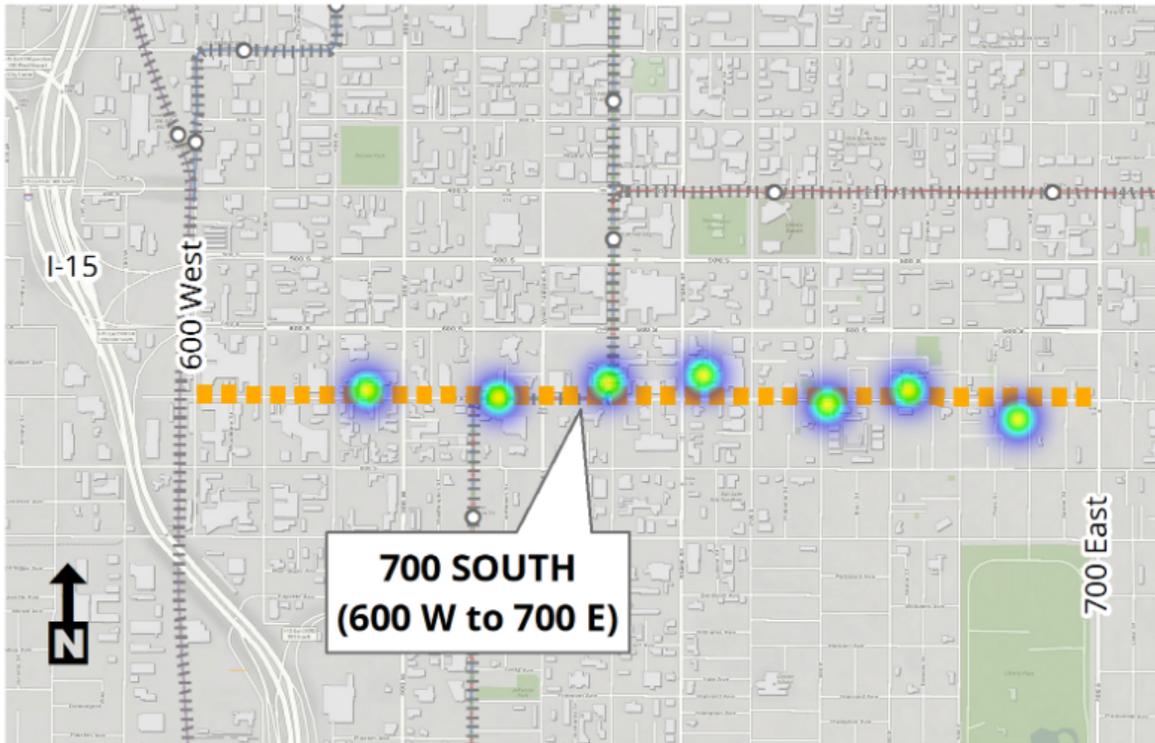


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Driving	1.00	4.00	1.86	1.06	1.12	22
2	Walking	1.00	4.00	2.50	1.03	1.07	22
3	Bicycling	1.00	5.00	2.86	1.12	1.27	21
4	Riding the bus	1.00	4.00	2.26	0.78	0.61	19
5	Skateboarding or scootering	1.00	4.00	3.11	0.87	0.77	18
6	Walking with children	1.00	4.00	3.06	0.91	0.83	18
7	Bicycling with children	1.00	5.00	3.56	0.96	0.91	18
8	Using assistive device (wheelchair, walker, crutches, etc)	1.00	5.00	3.41	1.03	1.07	17
9	Other	3.00	3.00	3.00	0.00	0.00	2

#	Field	Very Safe	Safe	Neutral	Not Safe	Very Unsafe	Total
1	Driving	50.00% 11	27.27% 6	9.09% 2	13.64% 3	0.00% 0	22
2	Walking	22.73% 5	22.73% 5	36.36% 8	18.18% 4	0.00% 0	22
3	Bicycling	9.52% 2	38.10% 8	14.29% 3	33.33% 7	4.76% 1	21
4	Riding the bus	15.79% 3	47.37% 9	31.58% 6	5.26% 1	0.00% 0	19
5	Skateboarding or scootering	5.56% 1	16.67% 3	38.89% 7	38.89% 7	0.00% 0	18
6	Walking with children	5.56% 1	22.22% 4	33.33% 6	38.89% 7	0.00% 0	18
7	Bicycling with children	5.56% 1	5.56% 1	27.78% 5	50.00% 9	11.11% 2	18
8	Using assistive device (wheelchair, walker, crutches, etc)	5.88% 1	5.88% 1	47.06% 8	23.53% 4	17.65% 3	17
9	Other	0.00% 0	0.00% 0	100.00% 2	0.00% 0	0.00% 0	2

Showing rows 1 - 9 of 9

Q18 - Select on the map where you do not or would not feel safe walking.



Q20 - Why do you not feel safe about walking on this street?

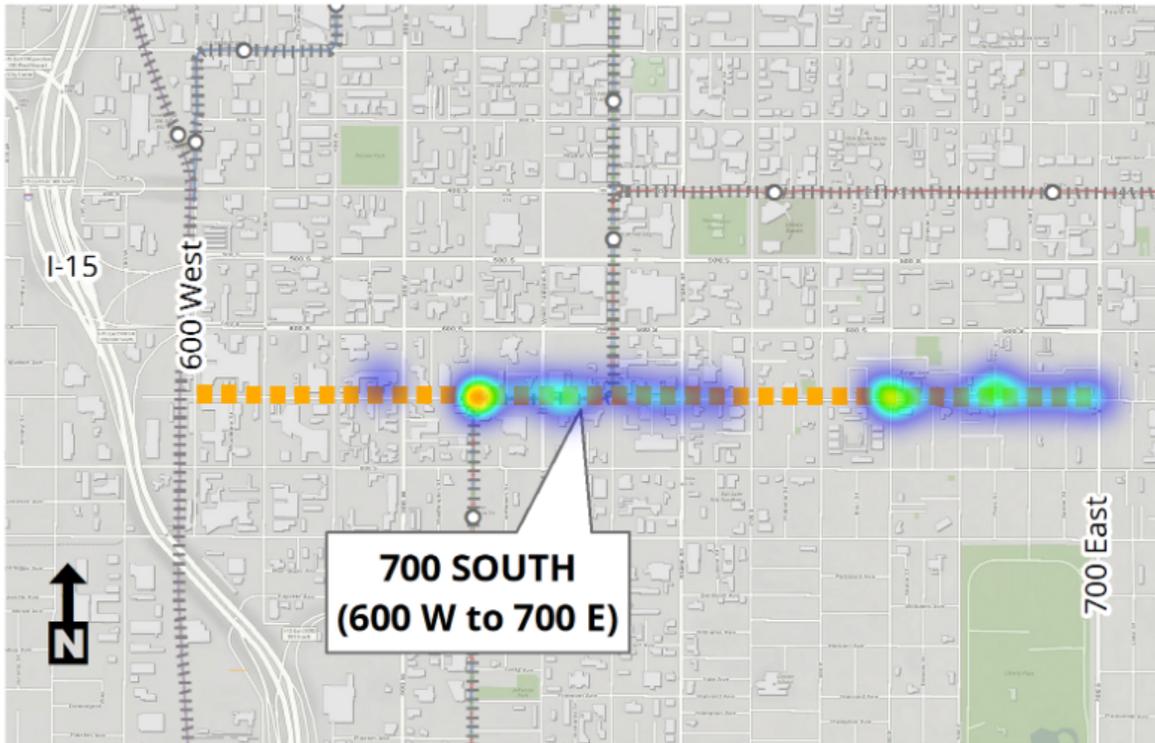
Why do you not feel safe about walking on this street?

The west side portion of this street has some sidewalks but they're overgrown and have blind corners where transients live. Almost the entire 700 south corridor has transient camps. The crosswalk at 700 south and 200 west is not well marked for pedestrians to avoid the train. Street lights are out.

Drugs/ crime

Street is too wide. Makes crossing difficult. High speed cars. No turn on reds

Q23 - Select on the map where you do not or would not feel safe bicycling.



Q25 - Why do you not feel safe about bicycling on this street?

Why do you not feel safe about bicycling on this street?

There's no bike lane. I bike the west side and it's wide enough that it's safe but once you get to wet temple you can't bike it because it's too narrow.

The cross street 600 doesn't have a warning or stop sign so there are constant accidents

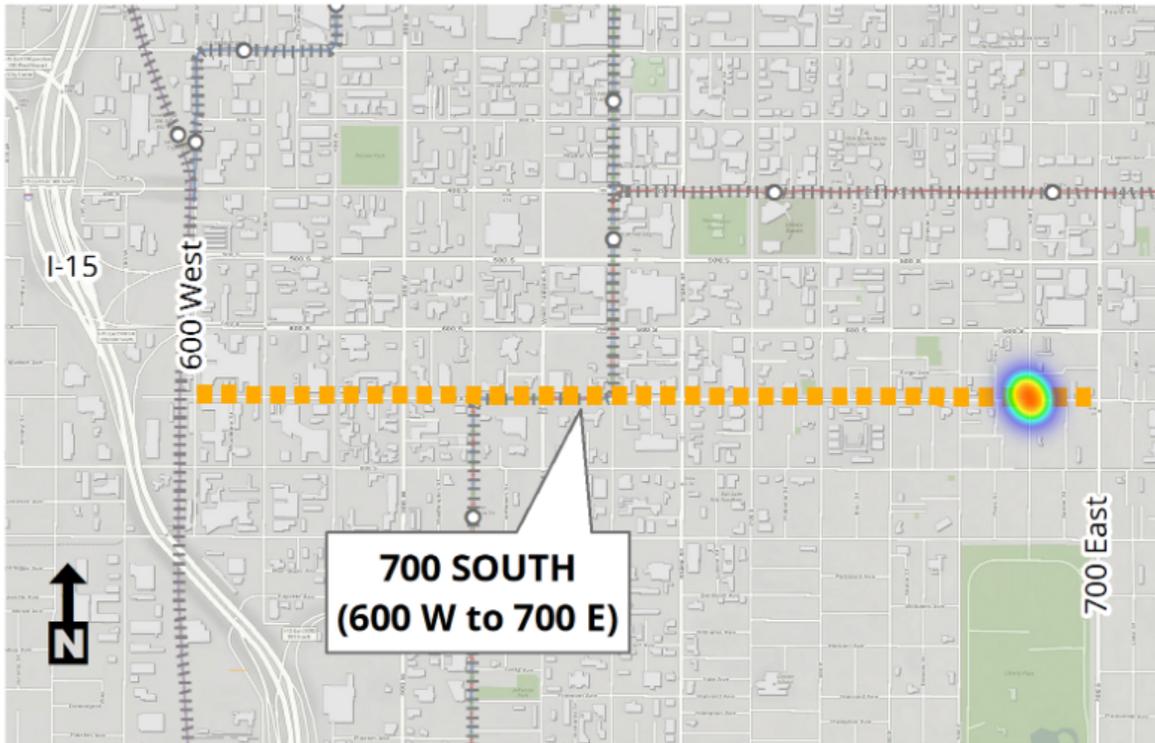
Wide streets no bike lane. High speed cars

No protected lanes or really any bicycling designation to speak of.

Because of trax the street is narrowed and scary on a bike.

Traffic moves too fast, especially in the blocks close to 700E. There are also no bike lanes. Not all intersections are 4 way stops. Cars definitely have the right of way and during commute hours use our quiet street as a cut-through.

Q27 - Select on the map where you do not or would not feel safe driving.



Q28 - Why do you not feel safe about driving on this street?

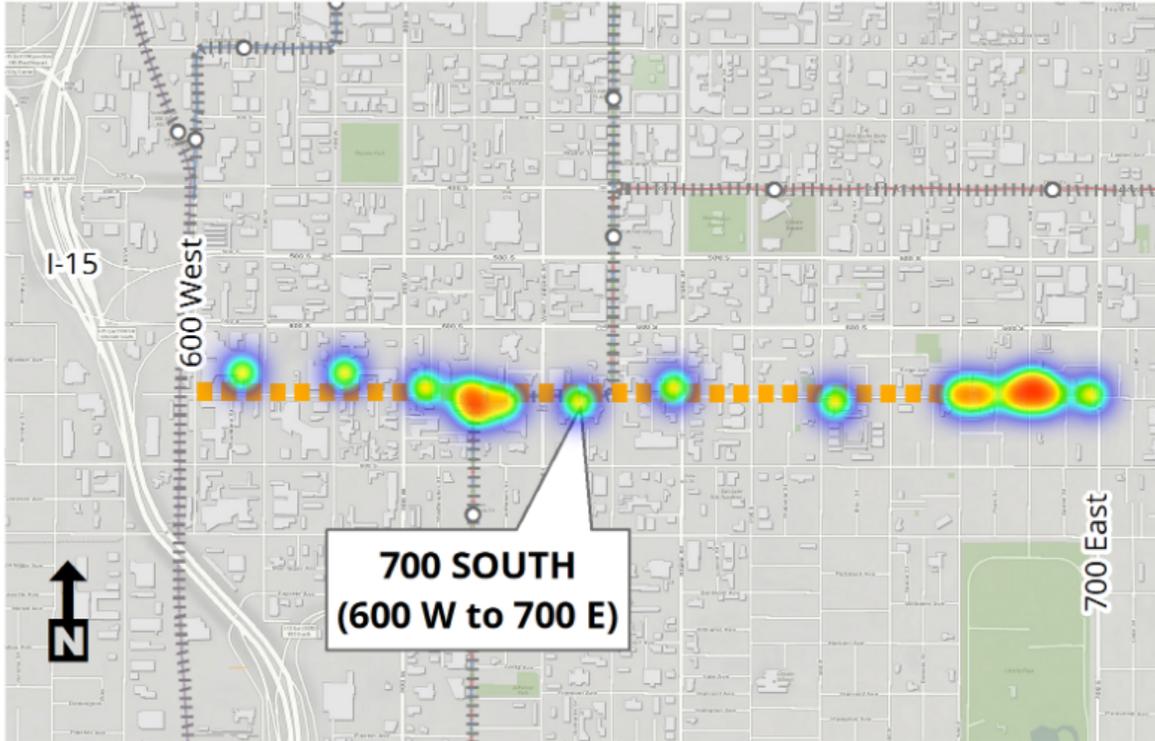
Why do you not feel safe about driving on this street?

The lack of signage on 600 and people speed through

No turn on reds

Traffic flies at this intersection - people coming West off 700 E (driving on 700 S) meet 600 E where there is not stop sign. Every time I cross it cars are not looking for me, either as pedestrian or driving.

Q30 - Select on the map where you do not or would not feel safe skateboarding or scootering.



Q31 - Why do you not feel safe about skateboarding or scootering on this street?

Why do you not feel safe about skateboarding or scootering on this street?

Too wide, pavement too rough

Again, too narrow.

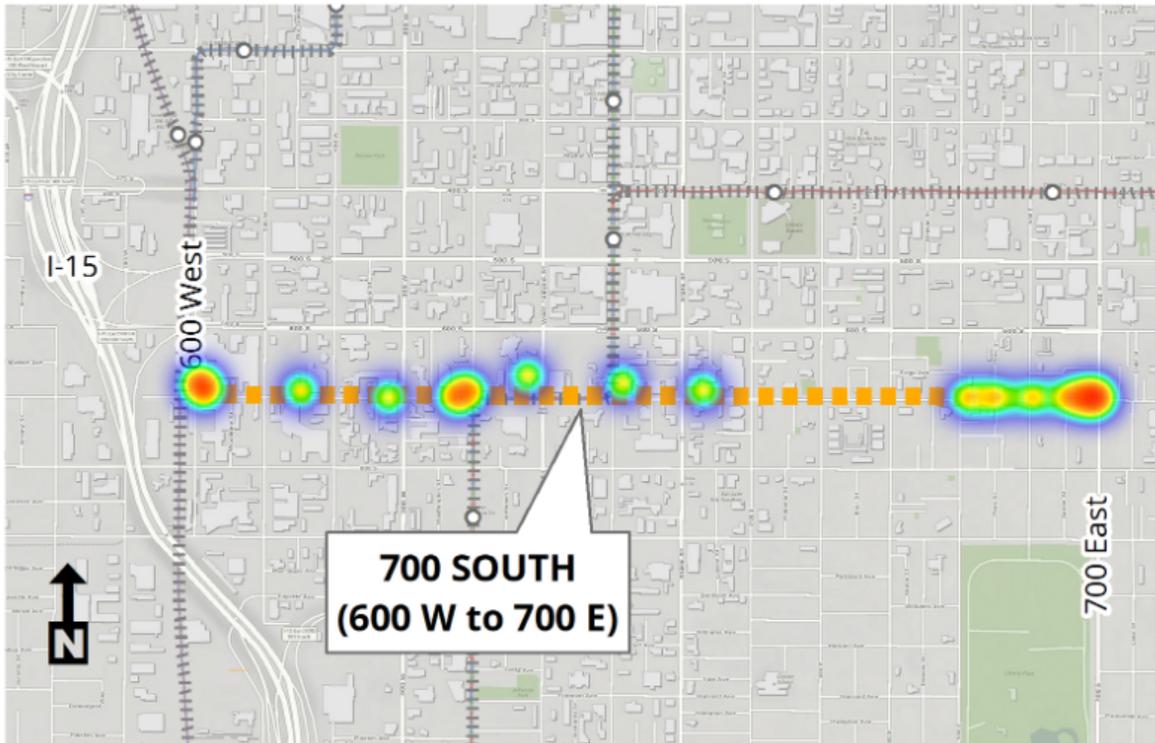
The lack of signage on 600 and people speed through

They don't feel safe anywhere.

Poor road conditions, poor sidewalks, no place in the street

Traffic moves too fast. Similar issues to biking.

Q32 - Select on the map where you do not or would not feel safe walking with children.



Q33 - Why do you not feel safe about walking with children on this street?

Why do you not feel safe about walking with children on this street?

As an adult, I feel mostly safe around homeless populations, but I would feel differently with children. I know many adults that would not feel safe in this area due to the homeless population, but I have not had problems with it.

Too wide, cars too many and too fast

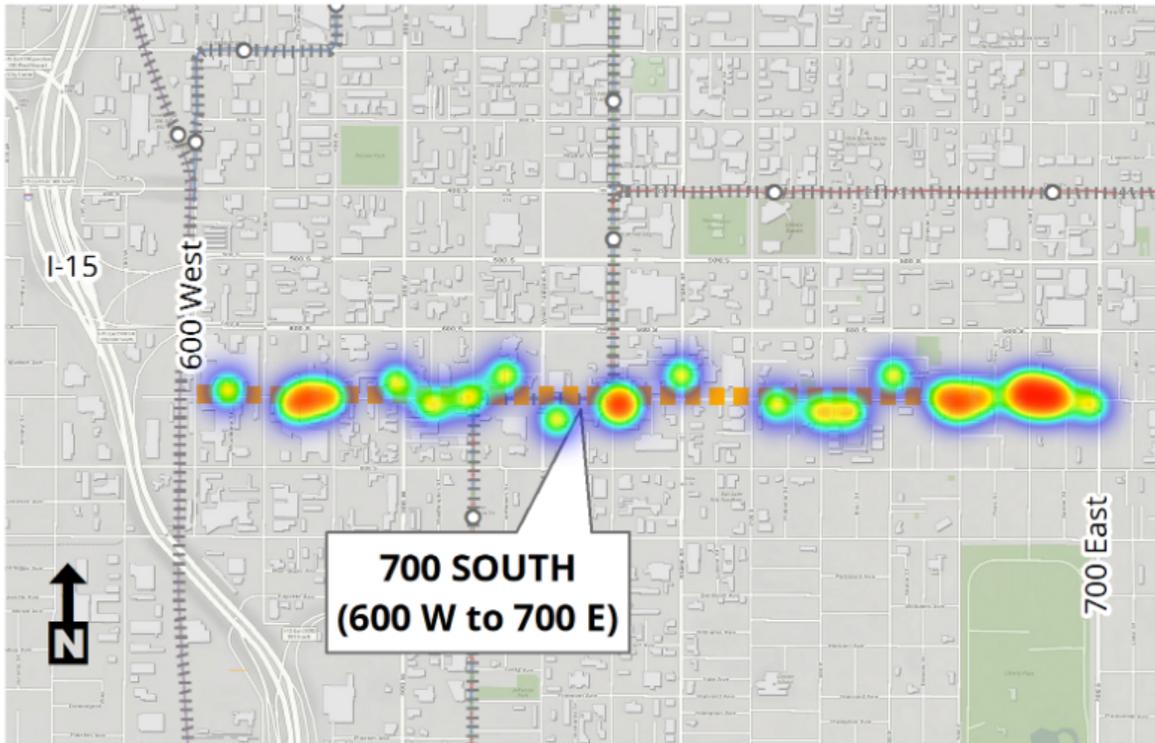
It's a poorly lit transient highway. I'd choose any other block to walk but 700 south.

Drugs/crime

Takes too long to cross street

This intersection of 600 E and 700 S needs a 4 way stop. Speed bumps would also help slow traffic so cars have to pay more attention to pedestrians.

Q35 - Select on the map where you do not or would not feel safe bicycling with children.



Q36 - Why do you not feel safe about bicycling with children on this street?

Why do you not feel safe about bicycling with children on this street?

Homeless population and distracted drivers looking for parking spaces during busy hours.

Too car-centric, bikes aren't prevalent here so motorists don't look for us

See other responses.

The lack of signage on 600 and people speed through

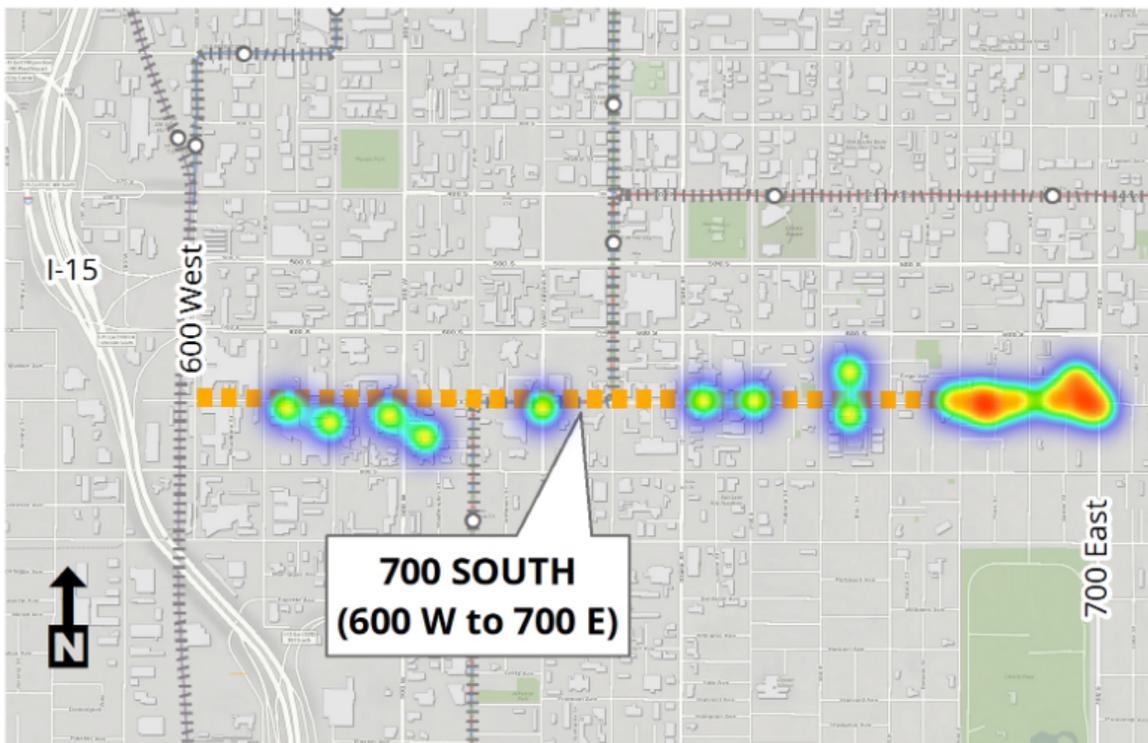
No bike lane. Trax line.

Streets are not well illuminated in the evening. Large cross street intersections to cross.

No safe, separated space for bikes, wide street crossings, narrow sidewalks.

Traffic moves too fast and cars are not looking for bikes. Need bike lanes and other traffic calming measures.

Q37 - Select on the map where you do not or would not feel safe using an assistive device (wheelchair, walker, crutches, etc).



Q38 - Why do you not feel safe about using an assistive device (wheelchair, walker, crutches, etc) on this street?

Why do you not feel safe about using an assistive device (wheelchair, walke...

See other responses.

Street surface not not smooth enough to support assisted devices. Faded or non existent street markings to separate vehicles from bicycles and assisted devices.

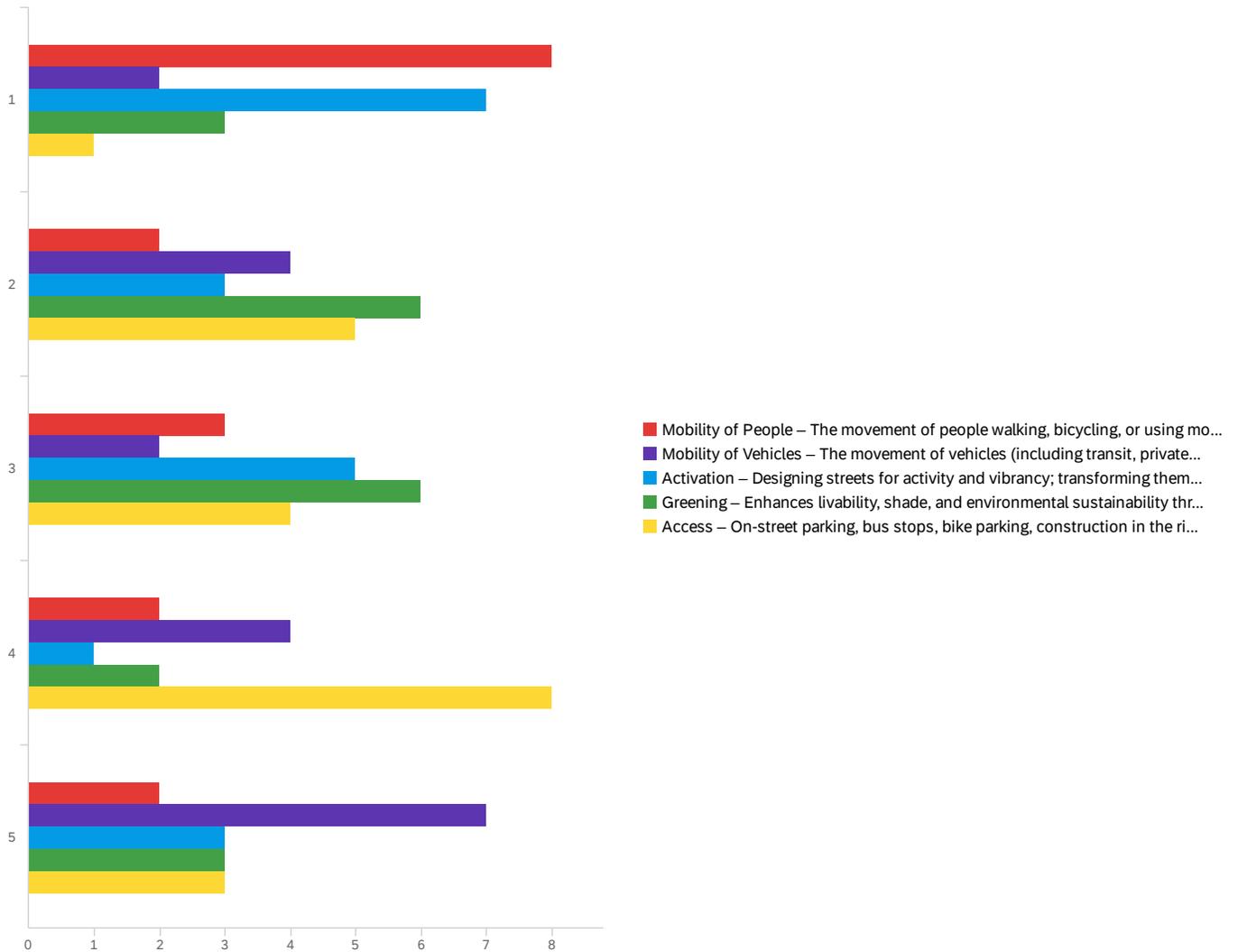
The entire street: poor sidewalk width, wide crossings

Traffic moves too fast.

Bad crossings

Q26 - Rank the level of importance of these facilities on 700 South from 600 West to 700

East from 1-5 (1 being the most important and 5 being the least important)



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Mobility of People – The movement of people walking, bicycling, or using mobility devices	1.00	5.00	2.29	1.45	2.09	17
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight)	1.00	5.00	3.53	1.43	2.04	19
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through	1.00	5.00	2.47	1.43	2.04	19
4	Greening – Enhances livability, shade, and environmental sustainability through street trees and other vegetation, typically in the park strip and/or median (if present)	1.00	5.00	2.80	1.25	1.56	20

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
5	Access – On-street parking, bus stops, bike parking, construction in the right of way, deliveries of goods, and site services	1.00	5.00	3.33	1.13	1.27	21

#	Field	1	2	3	4	5	Total
1	Mobility of People – The movement of people walking, bicycling, or using mobility devices	47.06% 8	11.76% 2	17.65% 3	11.76% 2	11.76% 2	17
2	Mobility of Vehicles – The movement of vehicles (including transit, private automobiles, and freight)	10.53% 2	21.05% 4	10.53% 2	21.05% 4	36.84% 7	19
3	Activation – Designing streets for activity and vibrancy; transforming them into places to be rather than just a place to travel through	36.84% 7	15.79% 3	26.32% 5	5.26% 1	15.79% 3	19
4	Greening – Enhances livability, shade, and environmental sustainability through street trees and other vegetation, typically in the park strip and/or median (if present)	15.00% 3	30.00% 6	30.00% 6	10.00% 2	15.00% 3	20
5	Access – On-street parking, bus stops, bike parking, construction in the right of way, deliveries of goods, and site services	4.76% 1	23.81% 5	19.05% 4	38.10% 8	14.29% 3	21

Showing rows 1 - 5 of 5

Q3 - Are there specific changes you would like us to consider on this street? If so please describe the location and the possible improvement.

Are there specific changes you would like us to consider on this street? I...

This is a great place for median development and the street should be used much more efficiently to create vibrancy to the neighborhood

It's already not great for cars because of Trax so it would be wonderful to see more lights, trees, bike lane, and sidewalks so it feels like a safe street to use instead of a car. I know 900 south is the focus for the neighborhood improvement but 700 south is so desperate for some love.

The lack of signage on the intersection of 600e and 700. A bike path and generally more people friendly for walking

The traffic lights are sometimes too fast even on a bicycle- especially crossing 300 west at 700 south.

Seems like it would be a good traffic artery to focus on bike and pedestrian traffic rather than putting bike lanes on major thoroughfares

Plant big trees! Angle parking on 200-300 W and other blocks, similar near tulie bakery.

Quicker street light changes. Like 800 s and 900s (although those could be a bit better as well) seems E/W transportation has longer wait times than N/S.

Please consider redesigning this street with mobility for all in mind. At least between 200 E and 700 E, the area is very residential with a lot of people recreating and/or commuting on foot or by bike. Additionally, there is a senior center between 200 E and 300 E, so senior mobility should be at least considered.

NEEDS BIKE LANES . Slower speed , it's too wide. No turn on reds

It should be a "shared street" because of such low traffic volumes. Slow cars, limit to local traffic, give very wide space for bikes, scooters, etc. no need for cars to dominate this street. That's what 800 and 600 South are for.

I'd love to see the city capitalize on the fact that it's not already a very busy street. Set it up as a pedestrian and residential oriented companion to the more commercial and bike friendly 900 S. 800 S has great vehicle mobility.

Greening from 500e to 700e would be amazing! Less pavement at least. Very inefficient use of space as-is

For 500 S - 700 E traffic calming needs to be prioritized. People coming West on 700 S off 700 E are driving way too fast and the 600 E intersection needs a stop sign. I would also assess whether or not the left turn from 700 E onto 700 S (so turning West on 700 S) is necessary. Would love to close that off completely or even make our street a dead end at 700 E. It is used too much as a cut-through during commute hours. Would love to see a median with trees, dedicated bike lanes, pop out curbs at cross walks, and less industrial sized street lighting. I believe Central City is a neighborhood, not just car access to downtown. It would be huge to see steps taken to activate the neighborhood on the quietest street in Central City - 700S.

Improved road surface, particularly in bike lanes

Bike lanes and marked car lanes are my main priorities.

Treatments that make it feel narrower

Q22 - Is there anything else you would like us to know about this street?

Is there anything else you would like us to know about this street?

It is very inefficient right now and should be used for better purposes.

Anything you do would be an improvement!

My block 200 W-300 W has become hugely more residential. Angle parking might make sense. A median would fit usage better than 7 lanes of open paving.

Sometimes I have to jaywalk because the lights are too long and there is never traffic. I wish the park strips were wider.

It's a nice quiet street and that's why I like taking in for my commute in the morning.

This street could be really nice if you put some thought into a street that doesn't prioritize cars.

It would be great to require the car dealerships along the street to obscure themselves with plantings. Or better yet, remove them from this section of the city.

Such a diverse street! There are families, retired couples, renters, students, couples, singles... I love it! Everyone lives here for proximity to downtown and the park and restaurants. I have been talking to neighbors about requesting a traffic calming survey for the past couple months but with the COVID-19 crisis have back-burnered the convo. SO HAPPY that our street this will be addressed this summer and improved. Please contact residents of this street for their feedback. And thank you for this survey!

End of Report