

200 South Community Feedback

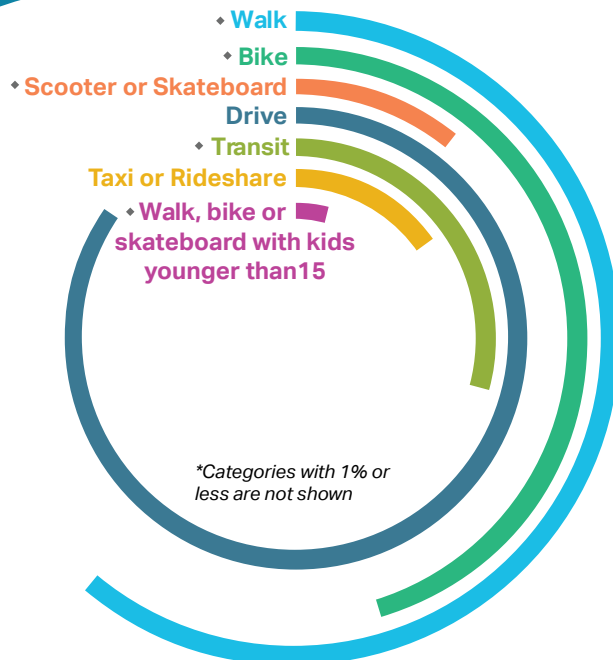
The survey was conducted between May 5 - June 30, 2020, receiving 984 responses. This was during a stay at home period during the COVID-19 pandemic. Therefore, the survey may be missing responses from individuals who could not access the Online survey and may reflect altered preferences based on a change in routines.



What brings people to 200 South?

The majority of survey respondents visit businesses on this street, use this street occasionally, or commute on this street.

Responses from low-income and minority populations were analyzed separately and compared to the overall results. The low-income and minority populations selected live on this street and/or park on this street at higher rates than the group with all responses.



How do survey takers travel on 200 South?

Although there are many drivers on 200 South, the combined responses for active transportation and transit users (♦) almost doubles the number of drivers.

Responses from low-income and minority populations further emphasized this trend, with this group identifying active transportation and transit 2.3 times more than driving.

* How is roadway space divided?

On a typical block, approximately 61% of the space prioritizes car movement and storage and 39% of the space prioritizes active transportation and transit users.



Survey takers think there is already a lot to like about 200 South...



... but they also have ideas for how 200 South could be better for those who use it.




*Outlined words ranked proportionately higher for low-income and minority survey respondents than the overall respondents.




Prioritization of Right-of-Way Functions

OVERALL RANKING


1. Person Mobility

 The movement of people walking, using mobility devices, and bicycling


2. Greening

 Livability, shade, and environmental sustainability goals through street trees and vegetation


3. Place-Making

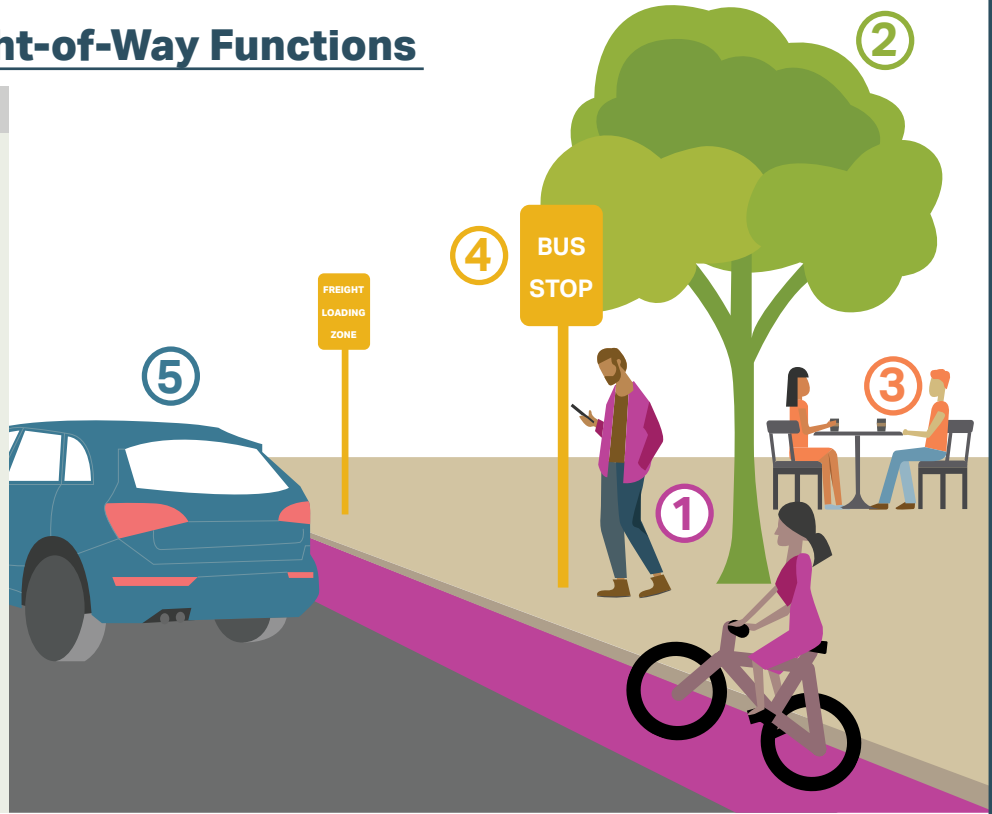
 Activity, vibrancy, and streets as places to be rather than just to travel through

4. Curbside Uses

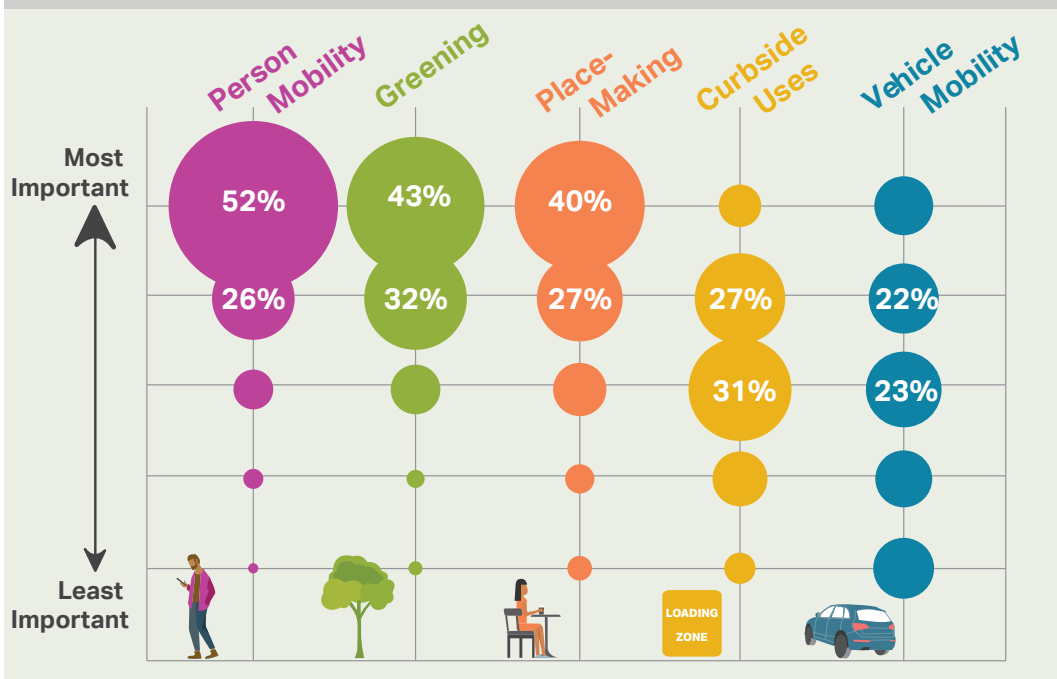
 Bus stops, street parking, pick up/drop off, bike parking, and deliveries of goods

5. Vehicle Mobility

 The movement of vehicles and goods (including transit, automobiles, and freight)



RANKING BY TOPIC



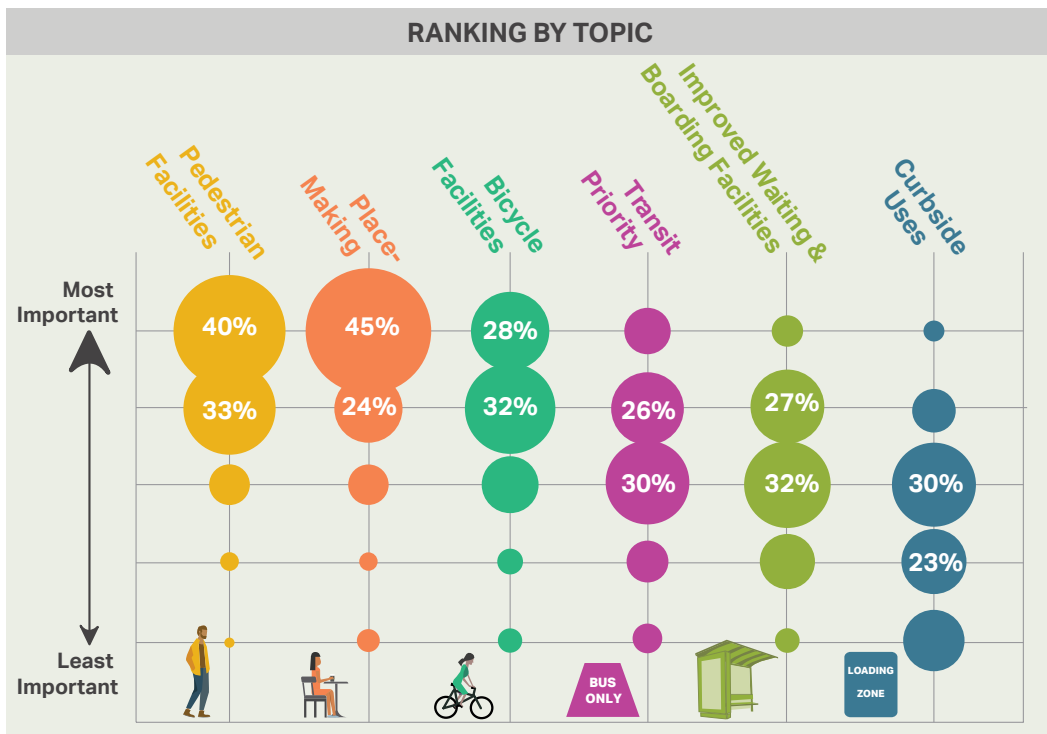
Prioritization of Transit Corridor Funding



OVERALL RANKING

- 1. Pedestrian Facilities**
Crossing islands, creative crosswalks, sidewalk enhancements, street lighting, wayfinding signs
- 2. Place-Making**
Landscaped medians, green space, parklets, public art, sidewalk games, street furniture
- 3. Bicycle Facilities**
Bike lanes, bike parking, floating bus stops, wayfinding signs
- 4. Transit Priority**
Transit only lanes, transit signal priority, transit queue jumps, floating bus stops
- 5. Improved Waiting & Boarding Facilities**
Bus stops/shelters, off-board fare collection, real-time transit signs
- 6. Curbside Uses**
Street parking, freight loading zones, passenger pick up/drop off

RANKING BY TOPIC



Prioritization of Transit Hub Funding

OVERALL RANKING

1. Place-Making Elements

Place-Making and community building to ensure a welcoming and useful experience through public art, landscaping, retail outlets, parklets, interactive design, and connections to the neighborhood

2. Sheltered Waiting Areas

Sheltered waiting areas with seating and lighting to provide comfort for wait times and real-time arrival/departure schedules

3. Visual Wayfinding

Visual wayfinding that clearly directs users to the different transportation options, nearby businesses and landmarks, hub amenities, and information on how to sign up for and use all the modes

4. Secure Bike Parking

Secure bike parking for storage longer than a few hours

5. Drinking Fountains & Bathrooms

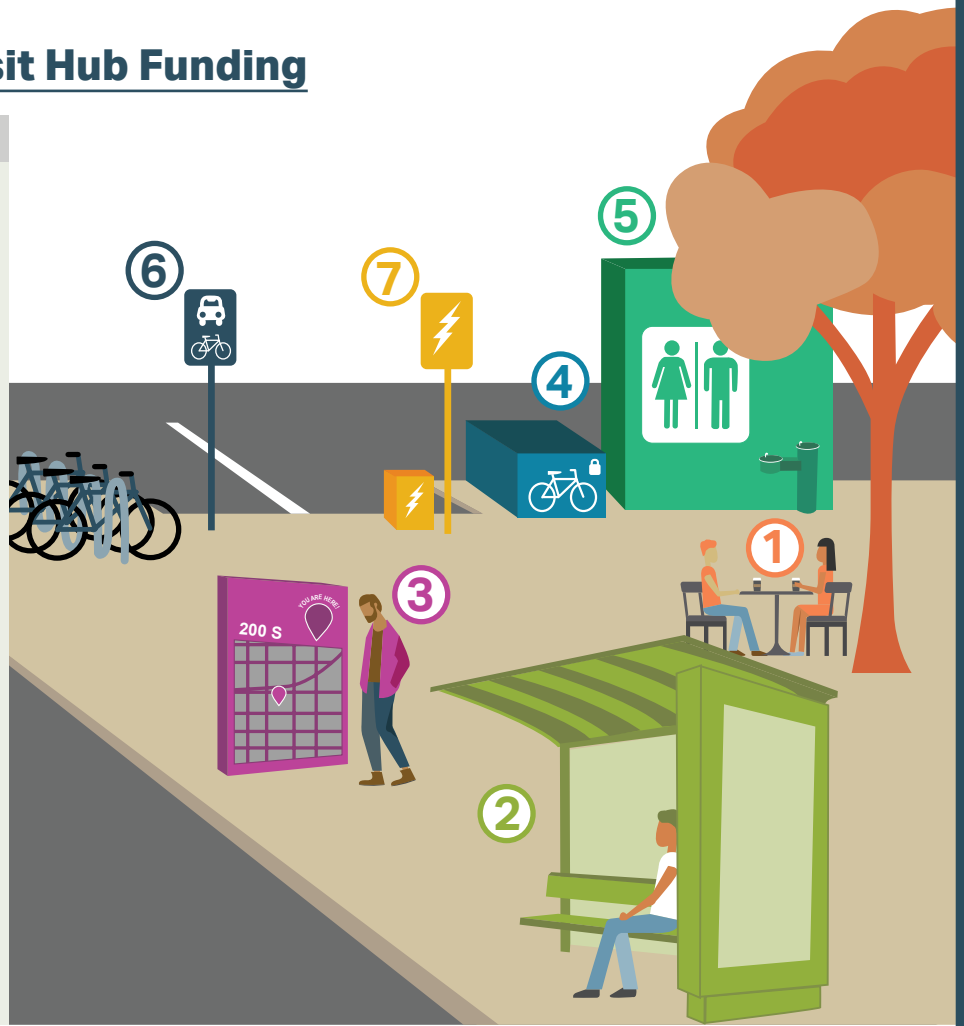
Drinking fountains and/or bathrooms to enhance comfort and desirability of space

6. Carshare & Bikeshare

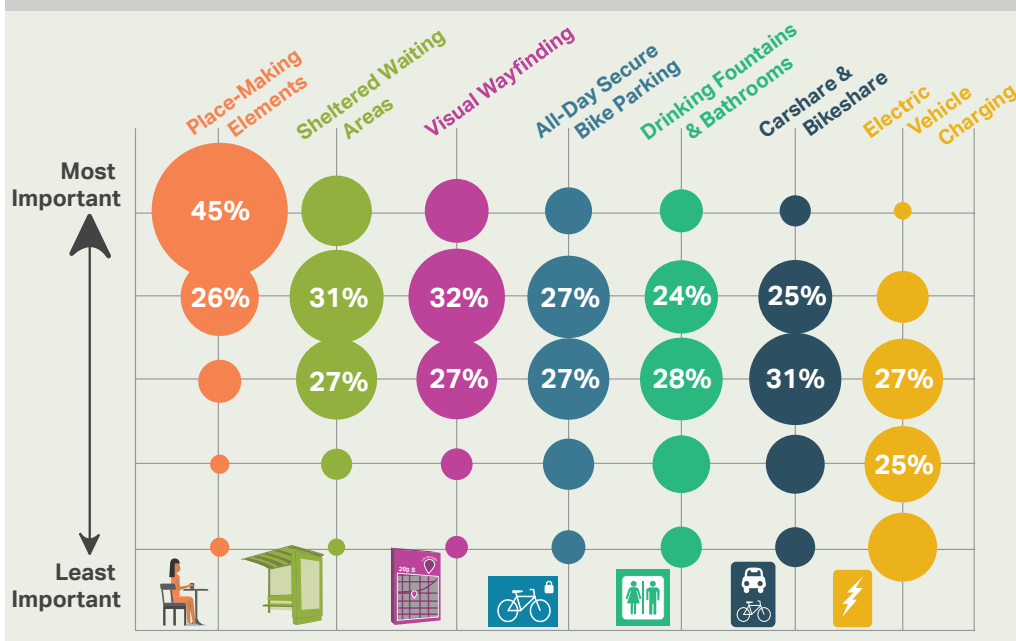
Carshare and bikeshare for 'last mile' connections

7. Electric Vehicle Charging

Electric vehicle charging for use by shared or privately owned electric vehicles



RANKING BY TOPIC



Draft Project Goals

1

Transform 200 South into an iconic corridor for Salt Lake City.

2

Reconstruct the corridor so that it becomes a transit-priority street.

3

Organize complete streets elements to integrate active transportation, transit mobility, and place-making.

77%

of survey takers said that **these draft goals capture the elements that are important to them.**

20%

of survey takers **disagreed with these draft goals for 200 South.**

**3% did not respond*

"Don't change the street."

"I'd like to see foot and bicycle traffic be the focus of 200 S."

"We don't need green space medians. Keep traffic flowing."

"Every street doesn't need to be iconic."

"400 South is already a transit priority street."

"I don't understand the terminology of the listed goals."

"I support transit priority but keep the feel of a walkable street."

"I value the potential of turning 200 South into a corridor that draws people to it."

"Iconic corridors bring more patrons than cars."

"Street might become hard to navigate like 300 South."

Survey takers believe these elements will make 200 South an iconic road and destination.

More Art
Fewer Cars
Accessibility
Bike Lanes
Sidewalk Lighting
Signage
Dedicated Transit Lanes
Historic Qualities
Public Transit
Public Spaces
Place-Making
Businesses & Destinations
Wide Sidewalks
Landscaping
More Green
Space
Protected Bike Lanes
Design for Walkability
Nothing: Bike Friendly
Outstanding Architecture
Safety: Designed for People
Seating: Streetcar or Trolley
Closed to Cars
Cultural Hub
Aesthetic Appeal

