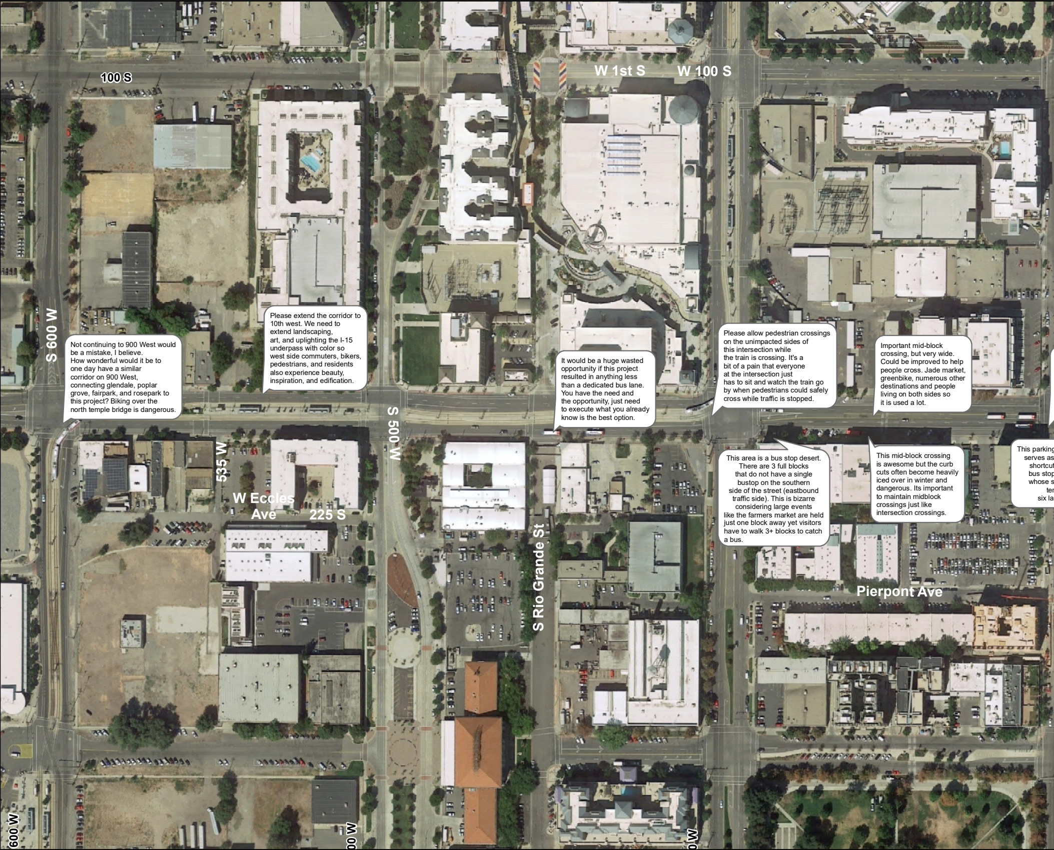

Not continuing to 900 West would be a mistake, I believe.
How wonderful would it be to one day have a similar corridor on 900 West, connecting glendale, poplar grove, fairpark, and rosepark to this project? Biking over the north temple bridge is dangerous.

Please extend the corridor to 10th west. We need to extend landscaping, art, and uplighting the I-15 underpass with color so west side commuters, bikers, pedestrians, and residents also experience beauty, inspiration, and edification.

It would be a huge wasted opportunity if this project resulted in anything less than a dedicated bus lane. You have the need and the opportunity, just need to execute what you already know is the best option.

Please allow pedestrian crossings on the unimpacted sides of this intersection while the train is crossing. It's a bit of a pain that everyone at the intersection just has to sit and watch the train go by when pedestrians could safely cross while traffic is stopped.

Important mid-block crossing, but very wide. Could be improved to help people cross. Jade market, greenbike, numerous other destinations and people living on both sides so it is used a lot.

This area is a bus stop desert. There are 3 full blocks that do not have a single bustop on the southern side of the street (eastbound traffic side). This is bizarre considering large events like the farmers market are held just one block away yet visitors have to walk 3+ blocks to catch a bus.

This mid-block crossing is awesome but the curb cuts often become heavily iced over in winter and dangerous. Its important to maintain midblock crossings just like intersection crossings.

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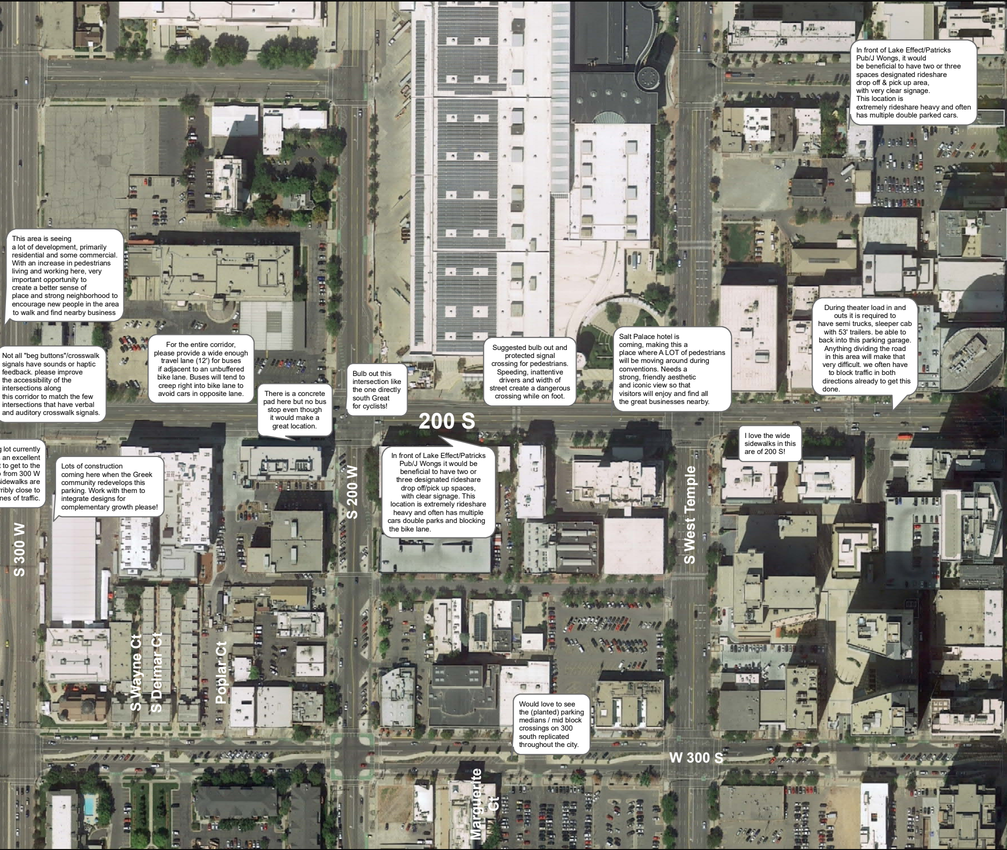


In front of Lake Effect/Patricks Pub/J Wongs, it would be beneficial to have two or three spaces designated rideshare drop off & pick up area, with very clear signage. This location is extremely rideshare heavy and often has multiple double parked cars.

This area is seeing a lot of development, primarily residential and some commercial. With an increase in pedestrians living and working here, very important opportunity to create a better sense of place and strong neighborhood to encourage new people in the area to walk and find nearby business

During theater load in and outs it is required to have semi trucks, sleeper cab with 53' trailers. be able to back into this parking garage. Anything dividing the road in this area will make that very difficult. we often have to block traffic in both directions already to get this done.

Salt Palace hotel is coming, making this a place where A LOT of pedestrians will be moving around during conventions. Needs a strong, friendly aesthetic and iconic view so that visitors will enjoy and find all the great businesses nearby.

Suggested bulb out and protected signal crossing for pedestrians. Speeding, inattentive drivers and width of street create a dangerous crossing while on foot.

For the entire corridor, please provide a wide enough travel lane (12') for buses if adjacent to an unbuffered bike lane. Buses will tend to creep right into bike lane to avoid cars in opposite lane.

Not all "beg buttons"/crosswalk signals have sounds or haptic feedback. please improve the accessibility of the intersections along this corridor to match the few intersections that have verbal and auditory crosswalk signals.

Bulb out this intersection like the one directly south Great for cyclists!

There is a concrete pad here but no bus stop even though it would make a great location.

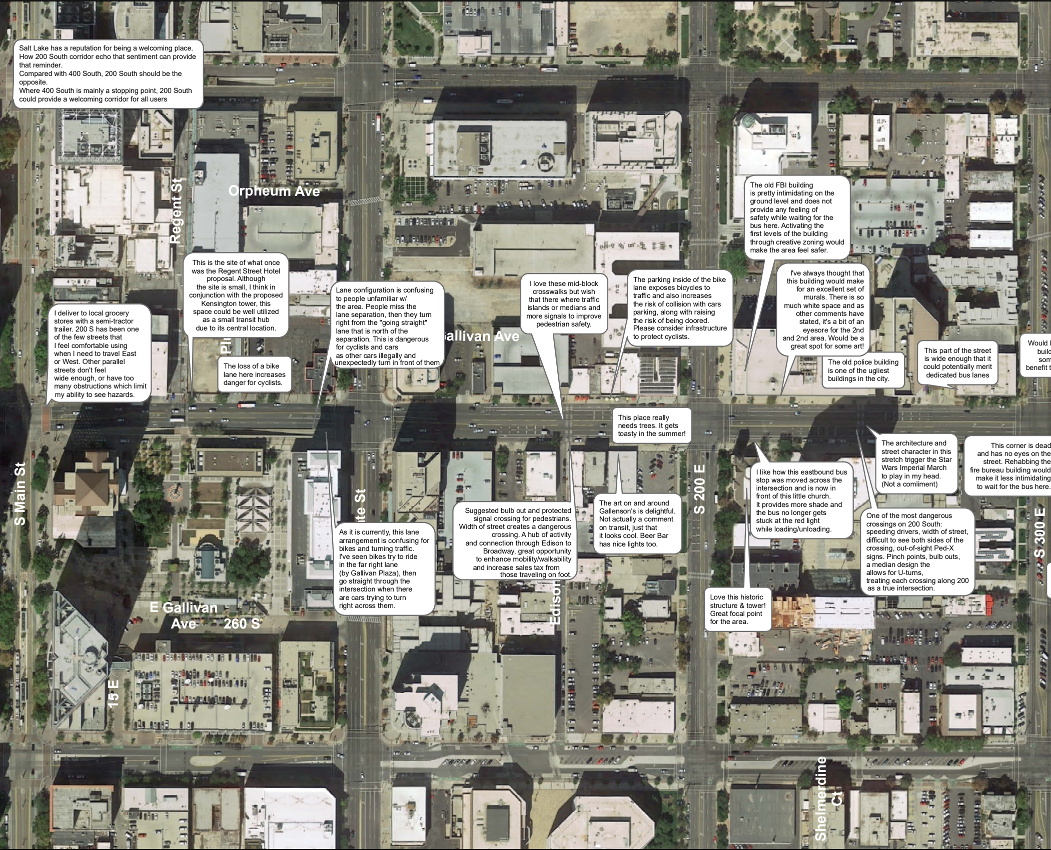
I love the wide sidewalks in this are of 200 S!

In front of Lake Effect/Patricks Pub/J Wongs it would be beneficial to have two or three designated rideshare drop off/pick up spaces, with clear signage. This location is extremely rideshare heavy and often has multiple cars double parks and blocking the bike lane.

g lot currently an excellent t to get to the from 300 W idewalks are ribly close to nes of traffic.

Lots of construction coming here when the Greek community redevelops this parking. Work with them to integrate designs for complementary growth please!

Would love to see the (planted) parking medians / mid block crossings on 300 south replicated throughout the city.



Salt Lake has a reputation for being a welcoming place. How 200 South corridor echo that sentiment can provide that reminder.
Compared with 400 South, 200 South should be the opposite.
Where 400 South is mainly a stopping point, 200 South could provide a welcoming corridor for all users

I deliver to local grocery stores with a semi-tractor trailer. 200 S has been one of the few streets that I feel comfortable using when I need to travel East or West. Other parallel streets don't feel wide enough, or have too many obstructions which limit my ability to see hazards.

This is the site of what once was the Regent Street Hotel proposal. Although the site is small, I think in conjunction with the proposed Kensington tower, this space could be well utilized as a small transit hub due to its central location.

The loss of a bike lane here increases danger for cyclists.

Lane configuration is confusing to people unfamiliar w/ the area. People miss the lane separation, then they turn right from the "going straight" lane that is north of the separation. This is dangerous for cyclists and cars as other cars illegally and unexpectedly turn in front of them

I love these mid-block crosswalks but wish that there where traffic islands or medians and more signals to improve pedestrian safety.

The parking inside of the bike lane exposes bicycles to traffic and also increases the risk of collision with cars parking, along with raising the risk of being doored. Please consider infrastructure to protect cyclists.

The old FBI building is pretty intimidating on the ground level and does not provide any feeling of safety while waiting for the bus here. Activating the first levels of the building through creative zoning would make the area feel safer.

I've always thought that this building would make for an excellent set of murals. There is so much white space and as other comments have stated, it's a bit of an eyesore for the 2nd and 2nd area. Would be a great spot for some art!

The old police building is one of the ugliest buildings in the city.

This part of the street is wide enough that it could potentially merit dedicated bus lanes

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This place really needs trees. It gets toasty in the summer!

The architecture and street character in this stretch trigger the Star Wars Imperial March to play in my head. (Not a comliment)

This corner is dead and has no eyes on the street. Rehabbing the fire bureau building would make it less intimidating to wait for the bus here.

Suggested bulb out and protected signal crossing for pedestrians. Width of street creates a dangerous crossing. A hub of activity and connection through Edison to Broadway, great opportunity to enhance mobility/walkability and increase sales tax from those traveling on foot.

The art on and around Gallenson's is delightful. Not actually a comment on transit, just that it looks cool. Beer Bar has nice lights too.

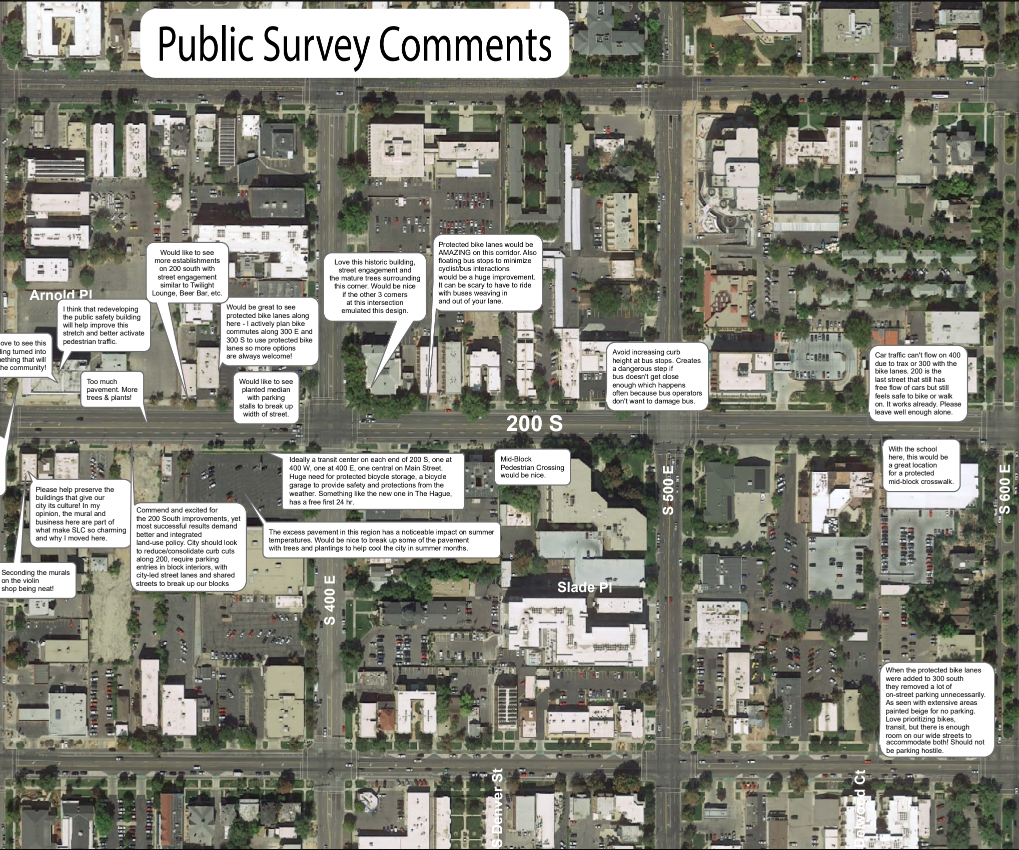
As it is currently, this lane arrangement is confusing for bikes and turning traffic. I've seen bikes try to ride in the far right lane (by Gallivan Plaza), then go straight through the intersection when there are cars trying to turn right across them.

I like how this eastbound bus stop was moved across the intersection and is now in front of this little church. It provides more shade and the bus no longer gets stuck at the red light while loading/unloading.

One of the most dangerous crossings on 200 South: speeding drivers, width of street, difficult to see both sides of the crossing, out-of-sight Ped-X signs. Pinch points, bulb outs, a median design the allows for U-turns, treating each crossing along 200 as a true intersection.

Love this historic structure & tower! Great focal point for the area.

Public Survey Comments



ove to see this ding turned into nething that will he community!

I think that redeveloping the public safety building will help improve this stretch and better activate pedestrian traffic.

Would like to see more establishments on 200 south with street engagement similar to Twilight Lounge, Beer Bar, etc.

Would be great to see protected bike lanes along here - I actively plan bike commutes along 300 E and 300 S to use protected bike lanes so more options are always welcome!

Too much pavement. More trees & plants!

Would like to see planted median with parking stalls to break up width of street.

Love this historic building, street engagement and the mature trees surrounding this corner. Would be nice if the other 3 corners at this intersection emulated this design.

Protected bike lanes would be AMAZING on this corridor. Also floating bus stops to minimize cyclist/bus interactions would be a huge improvement. It can be scary to have to ride with buses weaving in and out of your lane.

Avoid increasing curb height at bus stops. Creates a dangerous step if bus doesn't get close enough which happens often because bus operators don't want to damage bus.

Car traffic can't flow on 400 due to trax or 300 with the bike lanes. 200 is the last street that still has free flow of cars but still feels safe to bike or walk on. It works already. Please leave well enough alone.

Ideally a transit center on each end of 200 S, one at 400 W, one at 400 E, one central on Main Street. Huge need for protected bicycle storage, a bicycle garage to provide safety and protections from the weather. Something like the new one in The Hague, has a free first 24 hr.

Mid-Block Pedestrian Crossing would be nice.

With the school here, this would be a great location for a protected mid-block crosswalk.

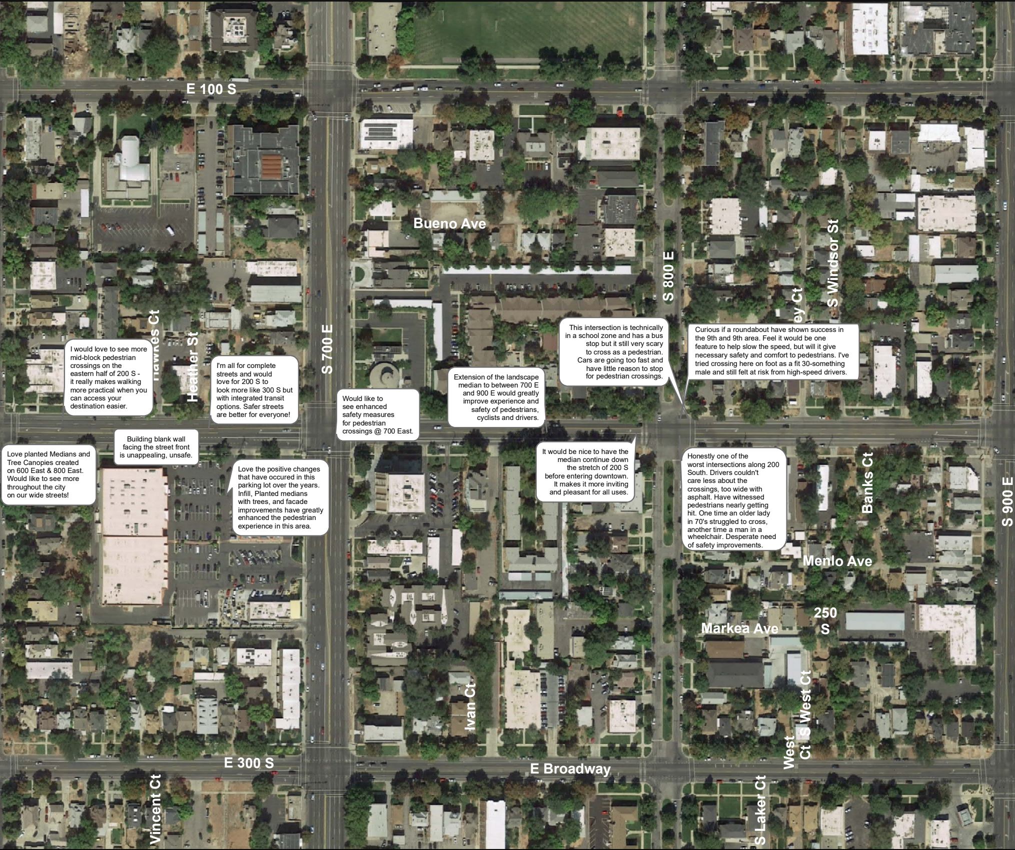
Please help preserve the buildings that give our city its culture! In my opinion, the mural and business here are part of what make SLC so charming and why I moved here.

Commend and excited for the 200 South improvements, yet most successful results demand better and integrated land-use policy. City should look to reduce/consolidate curb cuts along 200, require parking entries in block interiors, with city-led street lanes and shared streets to break up our blocks

The excess pavement in this region has a noticeable impact on summer temperatures. Would be nice to break up some of the pavement with trees and plantings to help cool the city in summer months.

Seconding the murals on the violin shop being neat!

When the protected bike lanes were added to 300 south they removed a lot of on-street parking unnecessarily. As seen with extensive areas painted beige for no parking. Love prioritizing bikes, transit, but there is enough room on our wide streets to accommodate both! Should not be parking hostile.



I would love to see more mid-block pedestrian crossings on the eastern half of 200 S - it really makes walking more practical when you can access your destination easier.

I'm all for complete streets and would love for 200 S to look more like 300 S but with integrated transit options. Safer streets are better for everyone!

Would like to see enhanced safety measures for pedestrian crossings @ 700 East.

Extension of the landscape median to between 700 E and 900 E would greatly improve experience and safety of pedestrians, cyclists and drivers.

This intersection is technically in a school zone and has a bus stop but it still very scary to cross as a pedestrian. Cars are going too fast and have little reason to stop for pedestrian crossings.

Curious if a roundabout have shown success in the 9th and 9th area. Feel it would be one feature to help slow the speed, but will it give necessary safety and comfort to pedestrians. I've tried crossing here on foot as a fit 30-something male and still felt at risk from high-speed drivers.

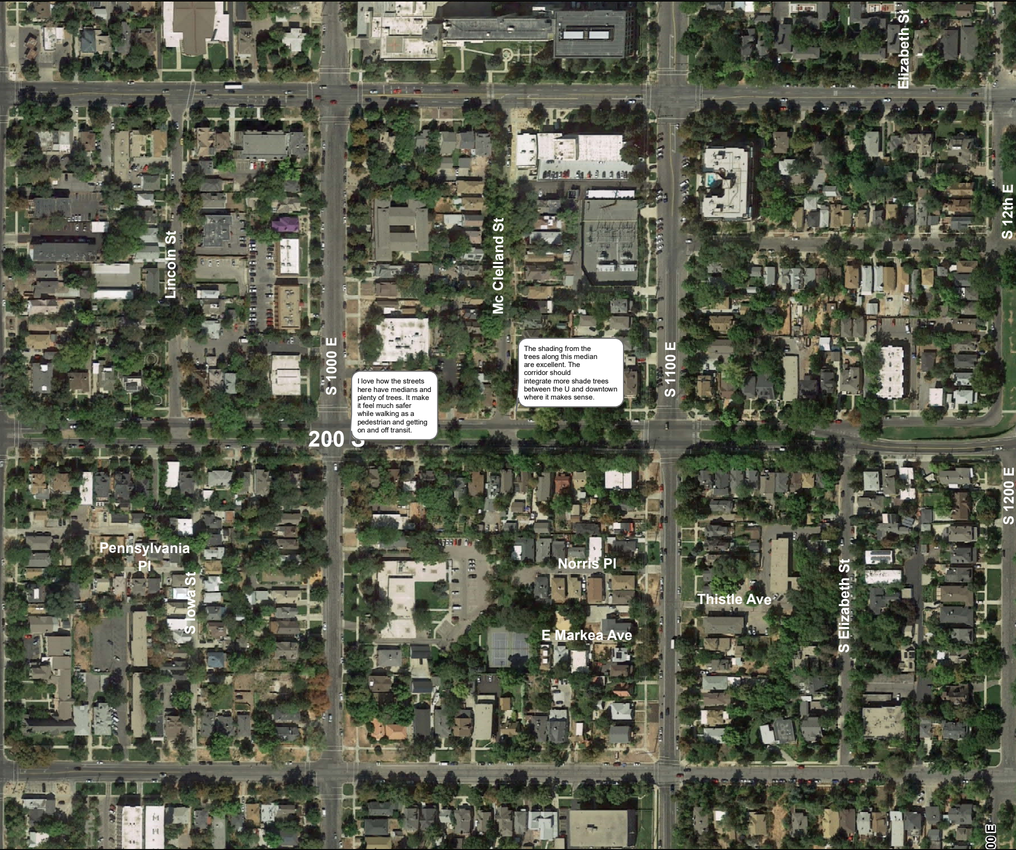
Building blank wall facing the street front is unappealing, unsafe.

Love planted Medians and Tree Canopies created on 600 East & 800 East. Would like to see more throughout the city on our wide streets!

Love the positive changes that have occured in this parking lot over the years. Infill, Planted medians with trees, and facade improvements have greatly enhanced the pedestrian experience in this area.

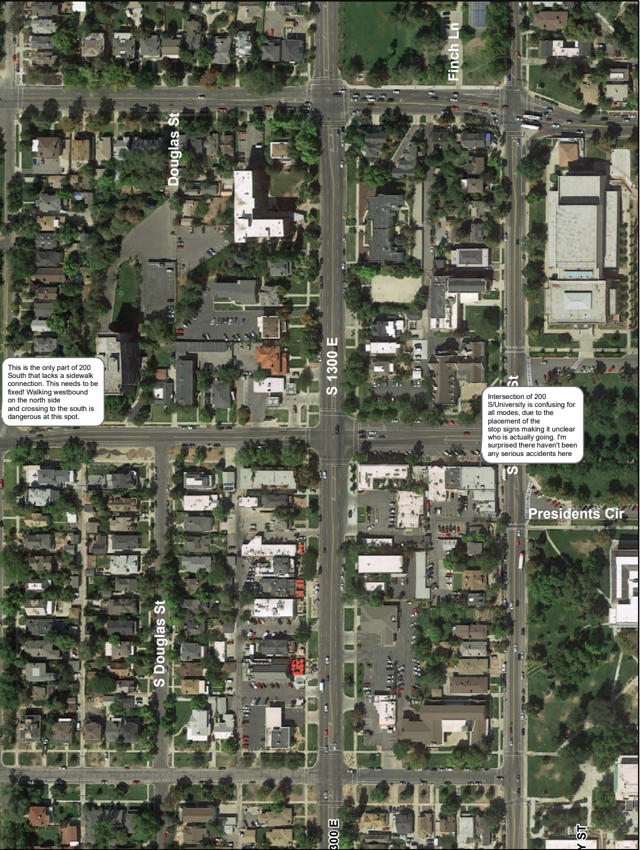
It would be nice to have the median continue down the stretch of 200 S before entering downtown. It makes it more inviting and pleasant for all uses.

Honestly one of the worst intersections along 200 South. Drivers couldn't care less about the crossings, too wide with asphalt. Have witnessed pedestrians nearly getting hit. One time an older lady in 70's struggled to cross, another time a man in a wheelchair. Desperate need of safety improvements.



I love how the streets here have medians and plenty of trees. It make it feel much safer while walking as a pedestrian and getting on and off transit.

The shading from the trees along this median are excellent. The corridor should integrate more shade trees between the U and downtown where it makes sense.



This is the only part of 200 South that lacks a sidewalk connection. This needs to be fixed! Walking westbound on the north side and crossing to the south is dangerous at this spot.

Intersection of 200 S/University is confusing for all modes, due to the placement of the stop signs making it unclear who is actually going. I'm surprised there haven't been any serious accidents here