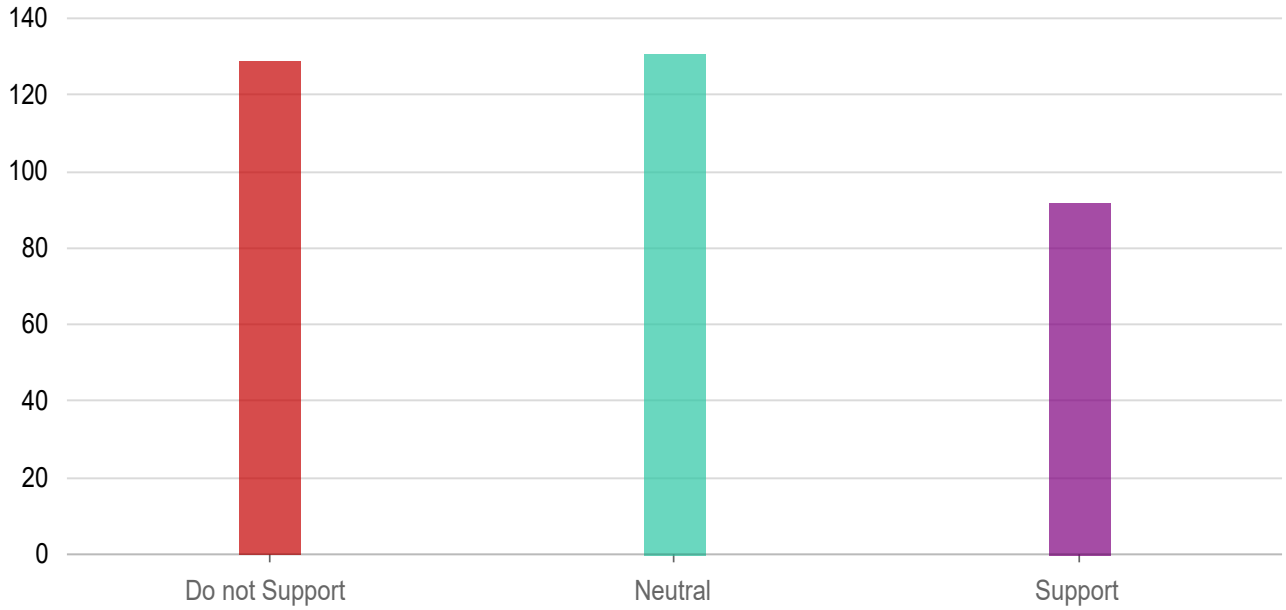


# 200 South Concept Survey V1

## 1. What is your level of support for the elements included in the concepts?

### Shared bus/general traffic lane

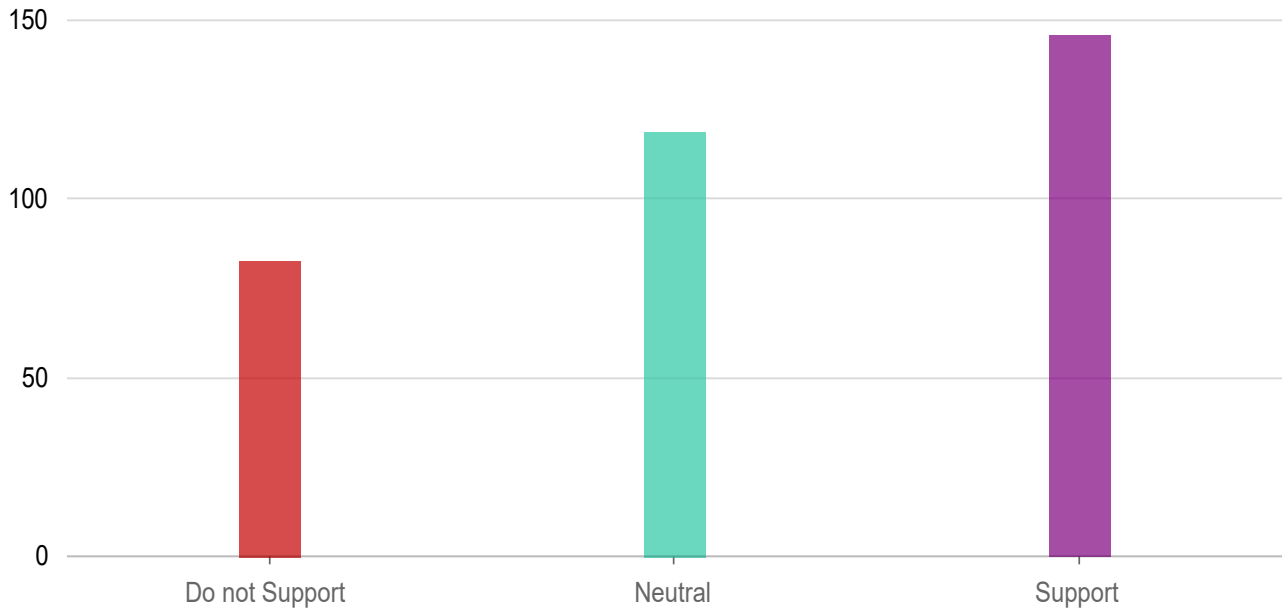


Answers	Count	Percentage
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Do not Support	129	34.77%
Neutral	131	35.31%
Support	92	24.8%

Answered: 352 Skipped: 19

### Side-running BAT (business access and transit) lane

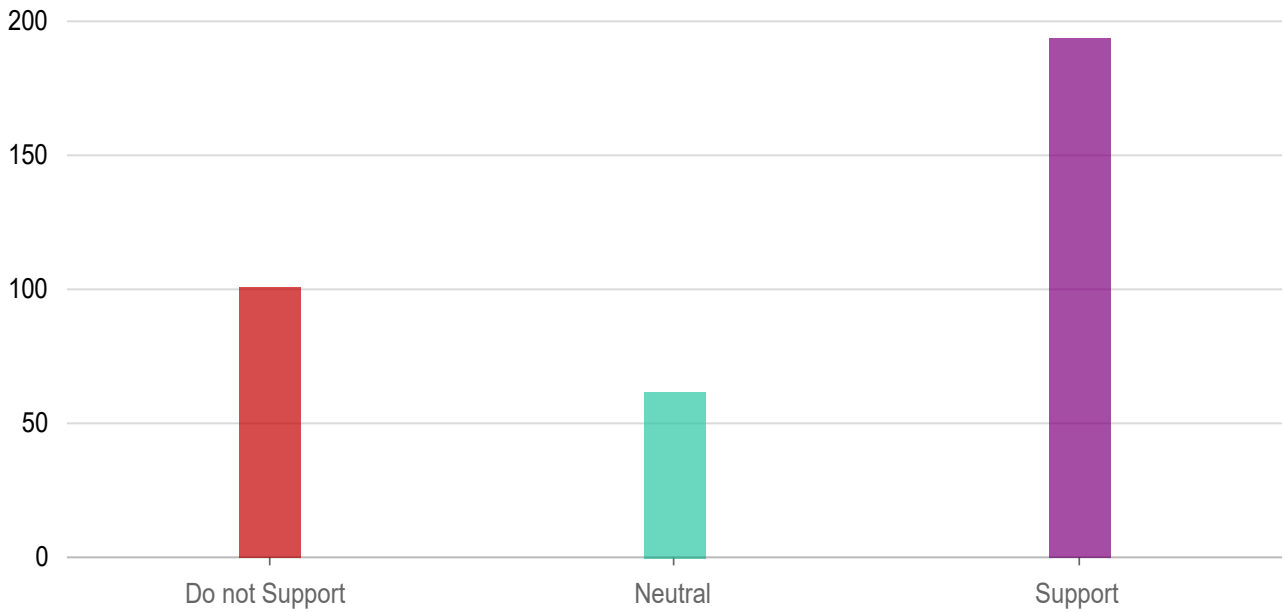


**Answers** **Count** **Percentage**

Do not Support	83	22.37%
Neutral	119	32.08%
Support	146	39.35%

Answered: 348 Skipped: 23

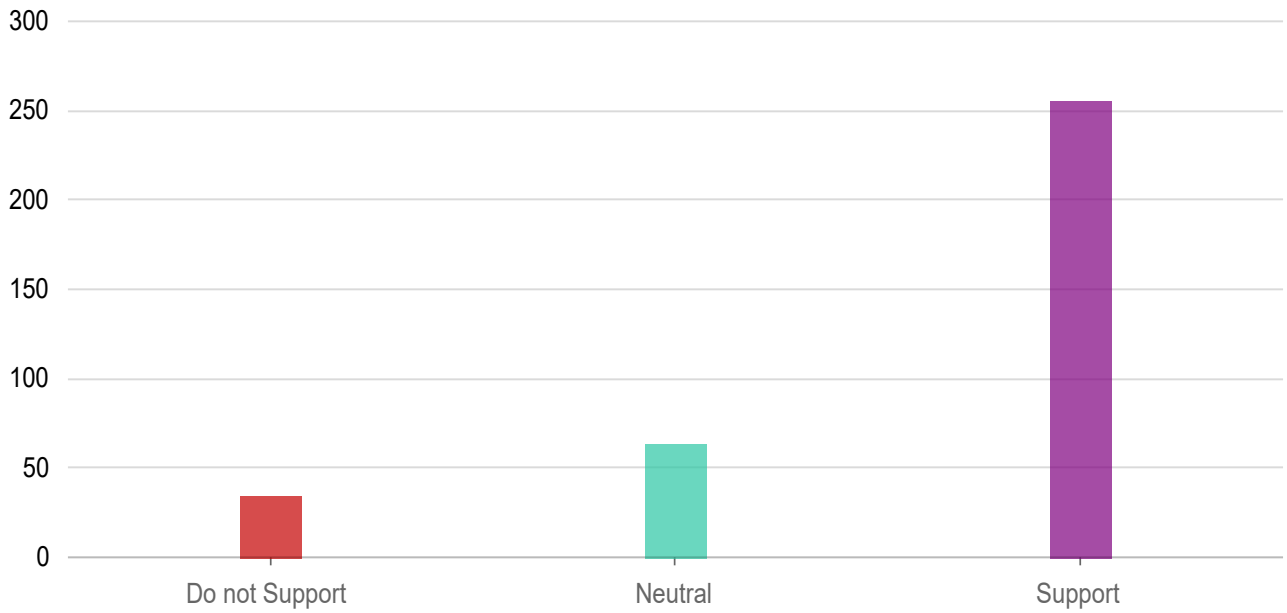
**Center-running bus-only lane**



Do not Support	101	27.22%
Neutral	62	16.71%
Support	194	52.29%

Answered: 357 Skipped: 14

Floating bus-stop

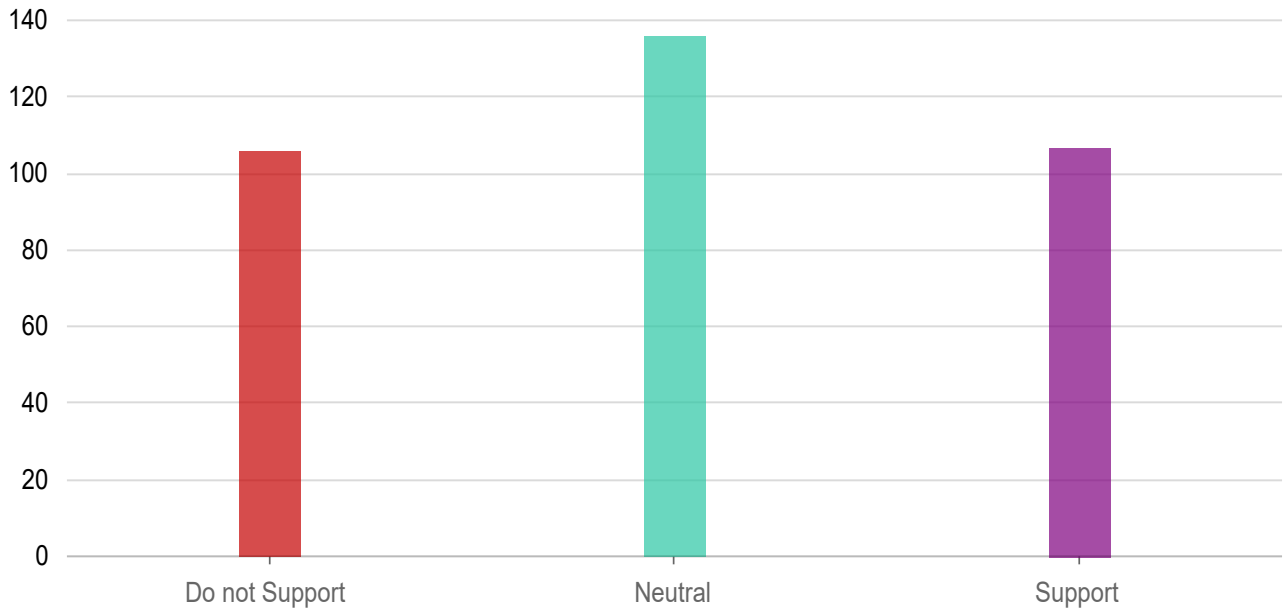


Answers	Count	Percentage
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Do not Support	35	9.43%
Neutral	64	17.25%
Support	256	69%

Answered: 355 Skipped: 16

Standard bike lane

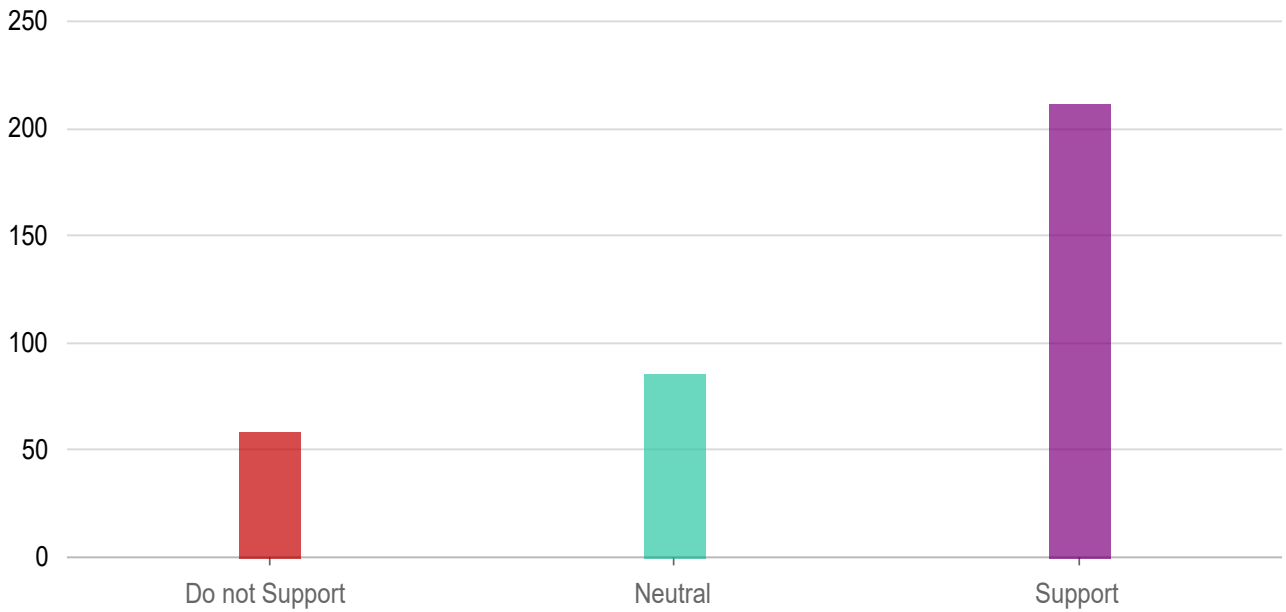


**Answers** **Count** **Percentage**

Do not Support	106	28.57%
Neutral	136	36.66%
Support	107	28.84%

Answered: 349 Skipped: 22

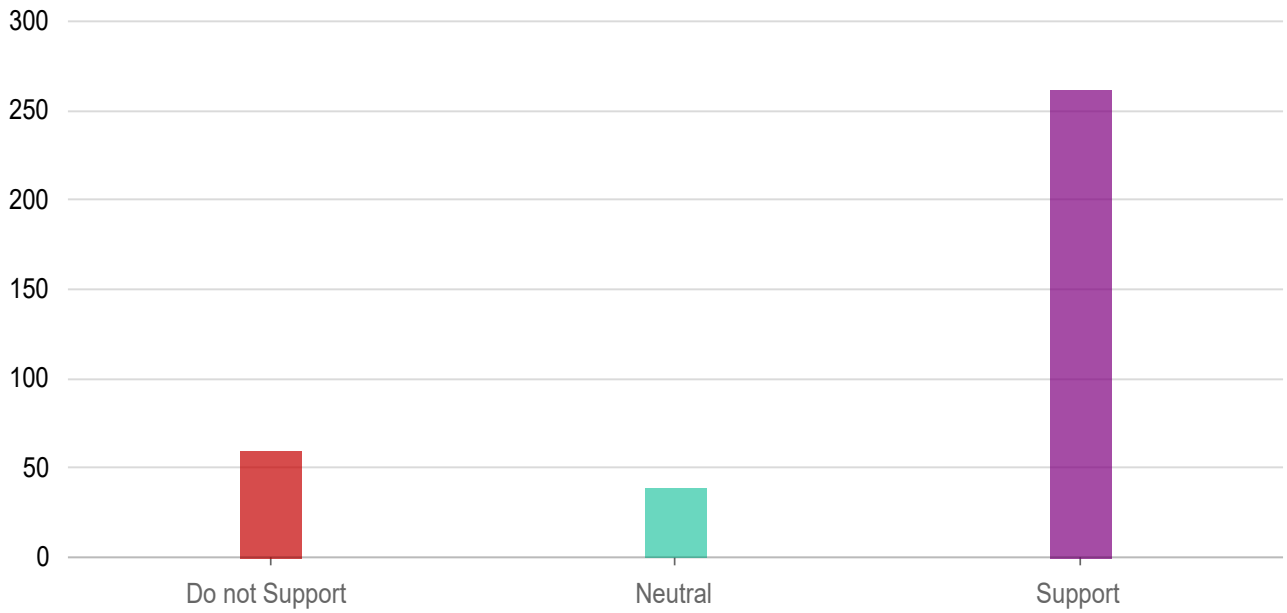
**Raised bike lane with mountable curb**



Do not Support	59	15.9%
Neutral	86	23.18%
Support	212	57.14%

Answered: 357 Skipped: 14

**o Protected bike lane (between the curb and parking)**

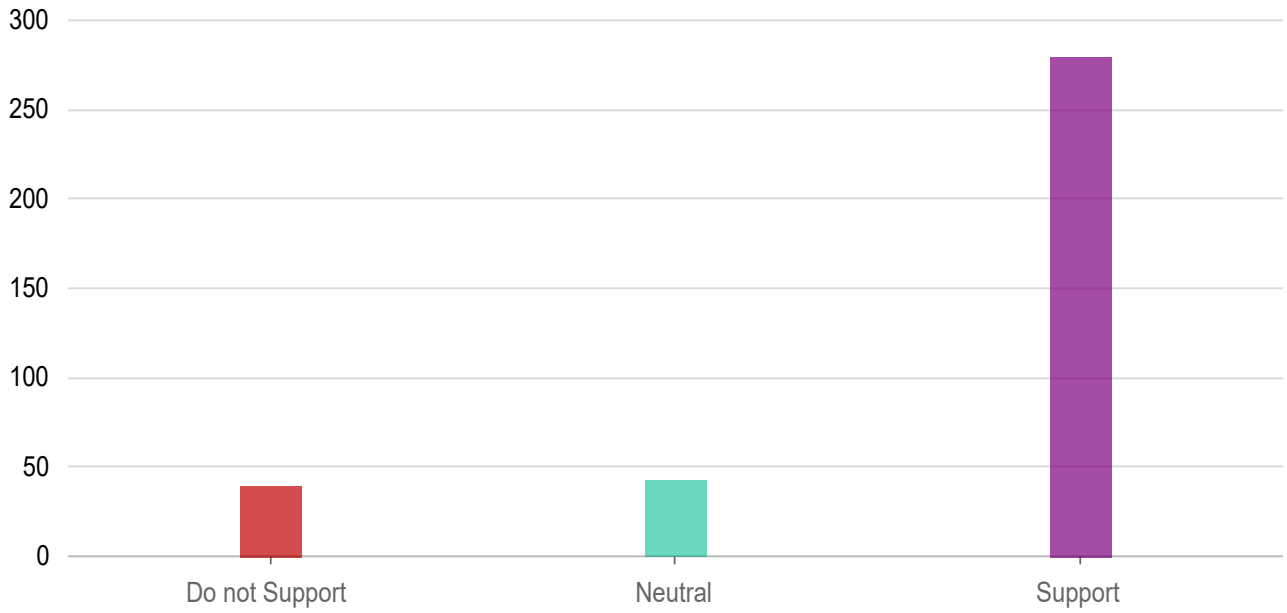


Answers	Count	Percentage
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Do not Support	60	16.17%
Neutral	39	10.51%
Support	262	70.62%

Answered: 361 Skipped: 10

**o Bicycle protection at intersections**

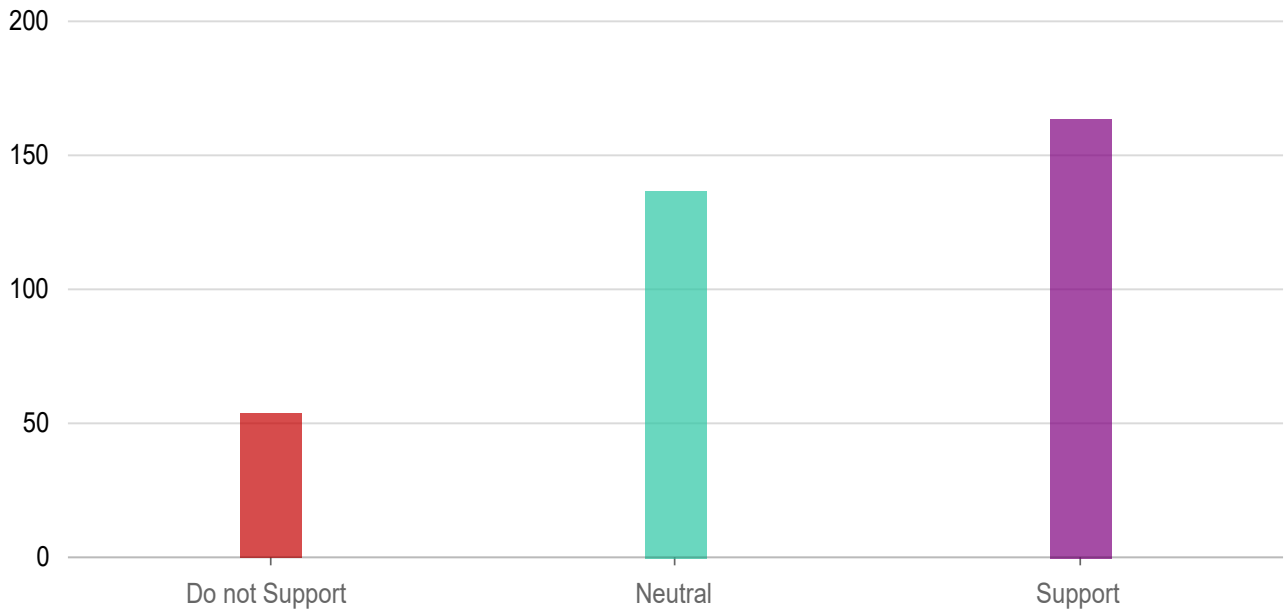


**Answers** **Count** **Percentage**

Do not Support	40	10.78%
Neutral	43	11.59%
Support	280	75.47%

Answered: 363 Skipped: 8

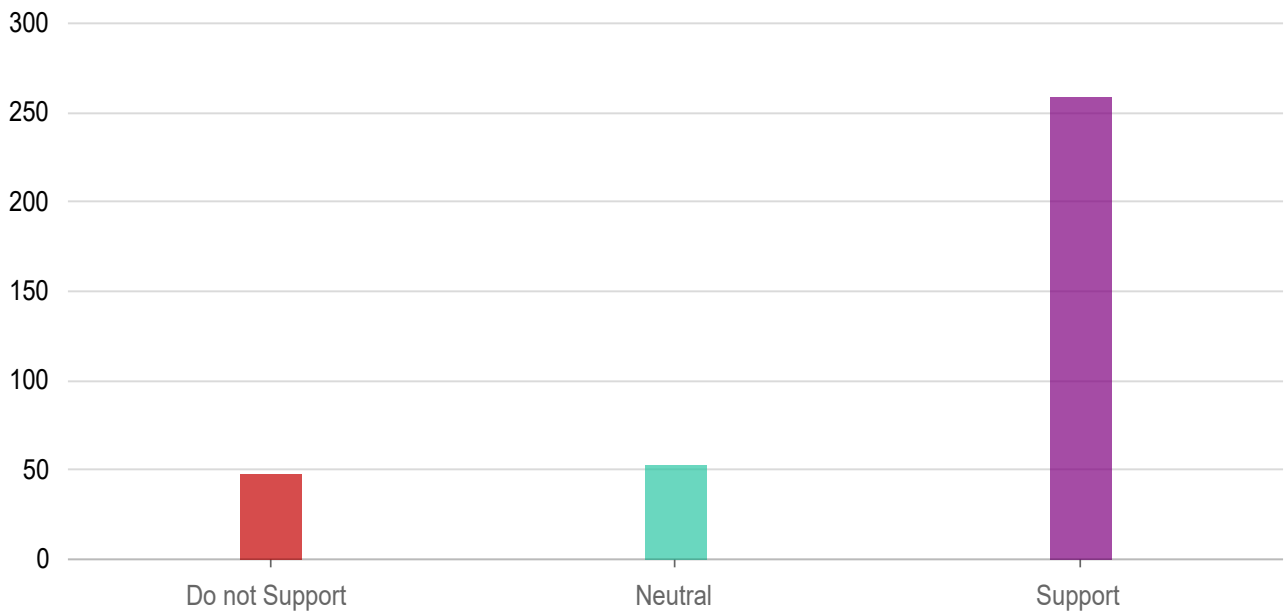
**Curbside parking/freight zones as needed**



Do not Support	54	14.56%
Neutral	137	36.93%
Support	164	44.2%

Answered: 355 Skipped: 16

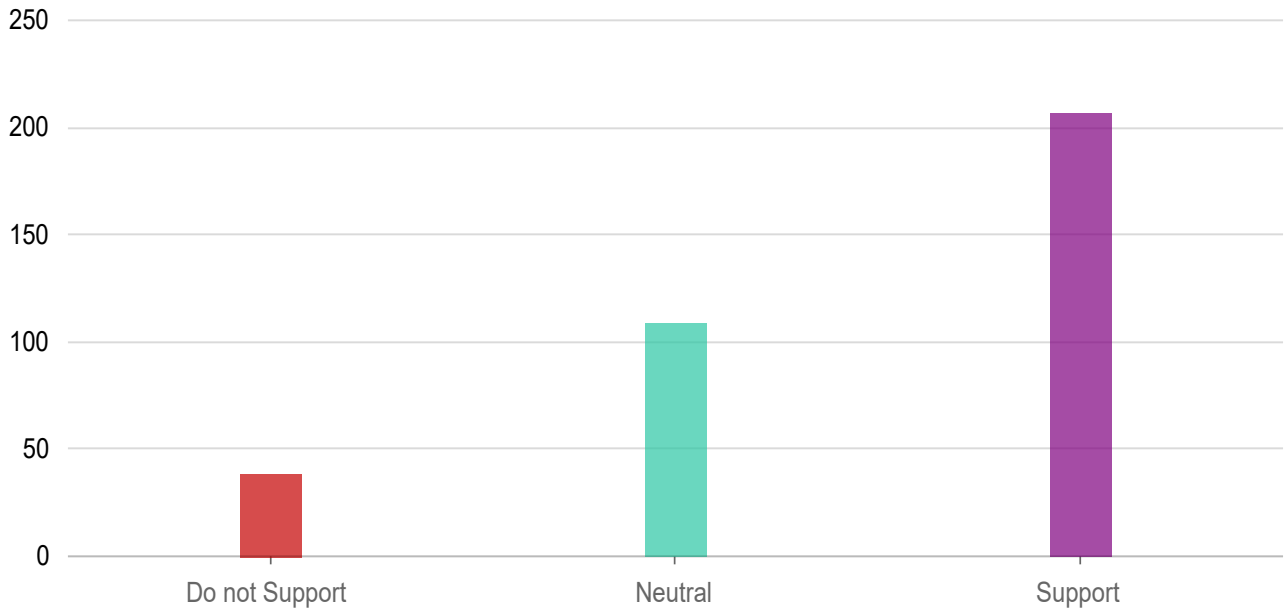
○ Conversion of curbside parking to expanded sidewalk/public space in certain areas



Answers	Count	Percentage
Do not Support	48	12.94%
Neutral	53	14.29%
Support	259	69.81%

Answered: 360 Skipped: 11

○ Intermittent landscaped center median

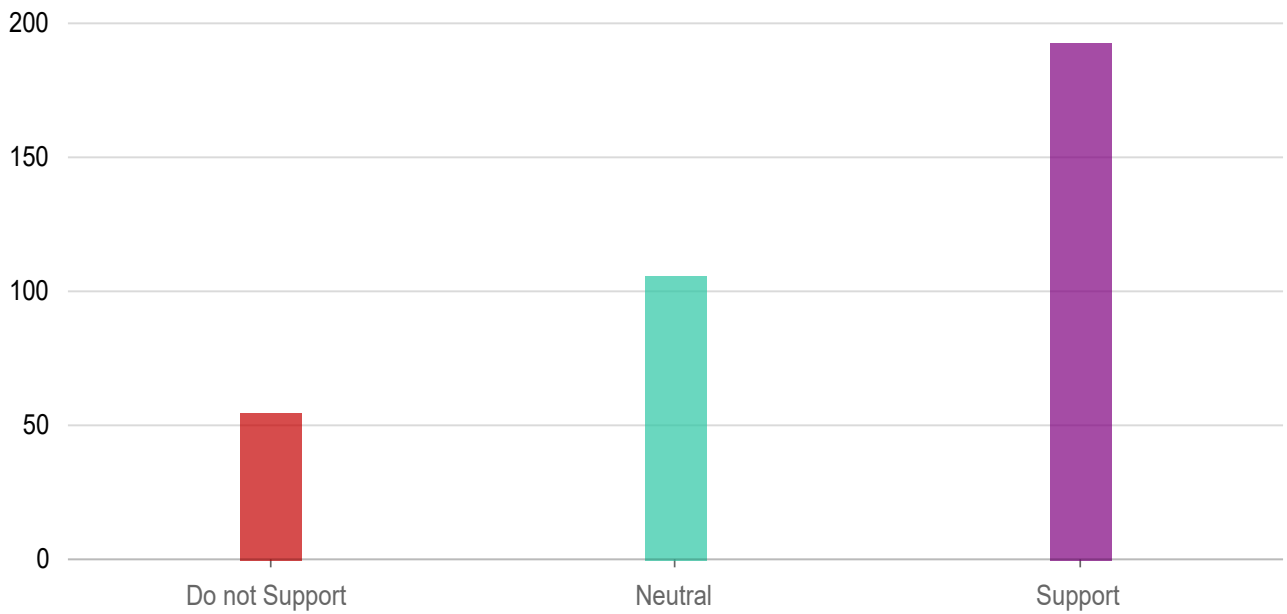


**Answers** **Count** **Percentage**

Do not Support	39	10.51%
Neutral	109	29.38%
Support	207	55.8%

Answered: 355 Skipped: 16

**Consistent landscaped center median**

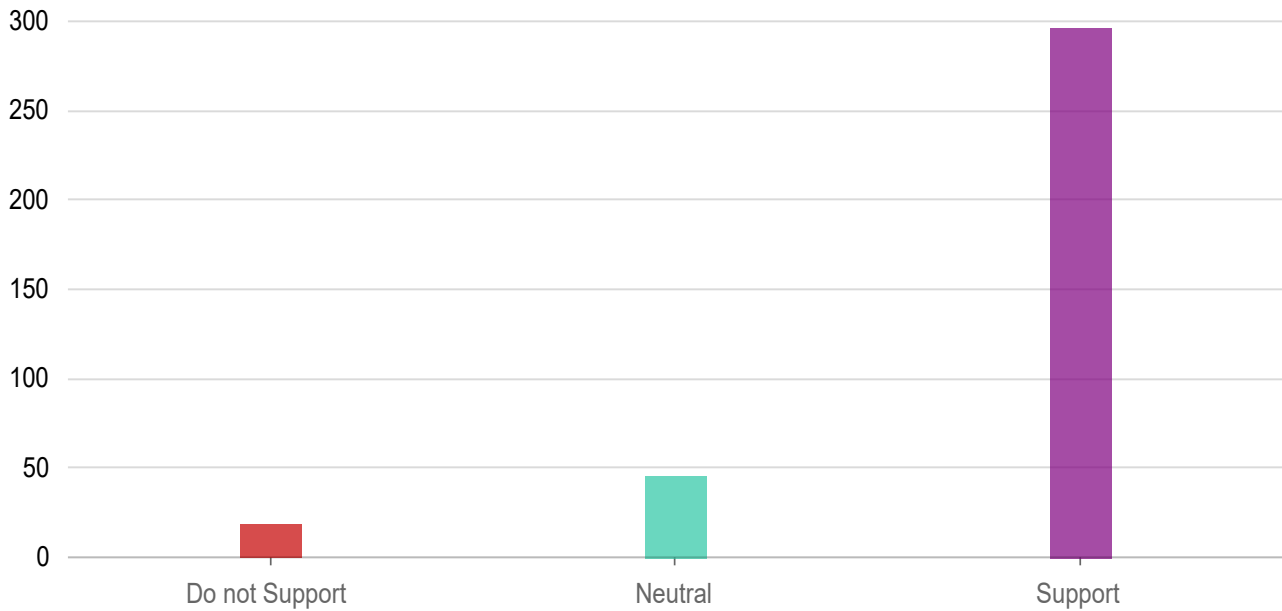




Do not Support	55	14.82%
Neutral	106	28.57%
Support	193	52.02%

Answered: 354 Skipped: 17

○ **Enhanced mid-block pedestrian crossings**

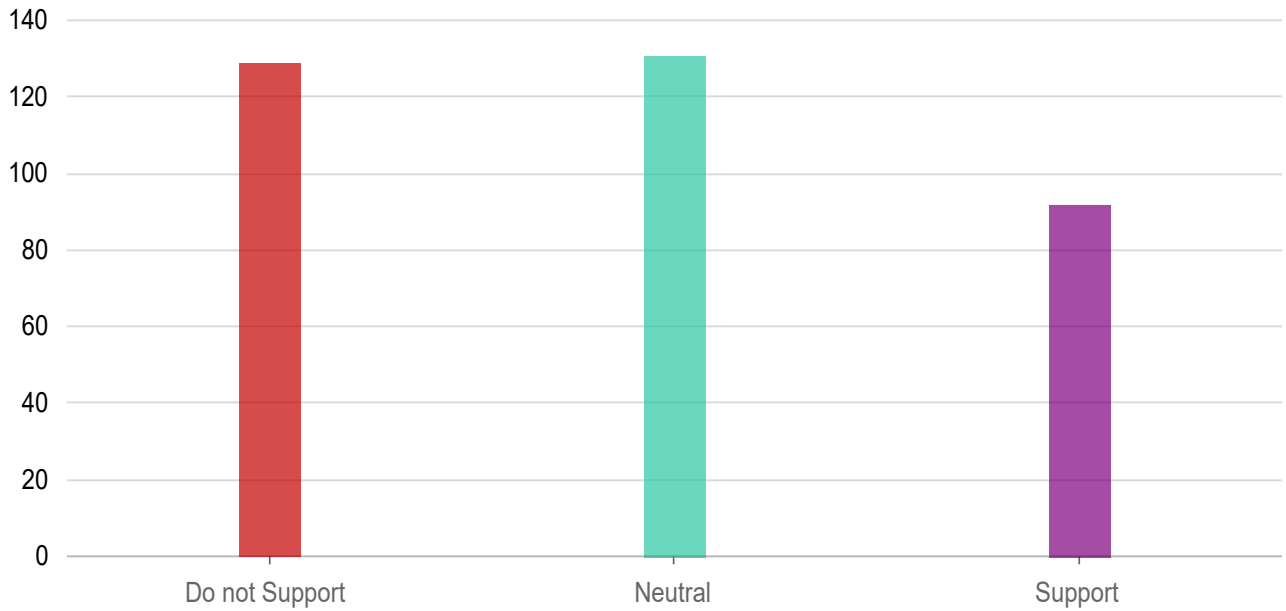


**Answers** **Count** **Percentage**

Do not Support	19	5.12%
Neutral	46	12.4%
Support	297	80.05%

Answered: 362 Skipped: 9

○ **Additional trees and landscaping along the corridor**

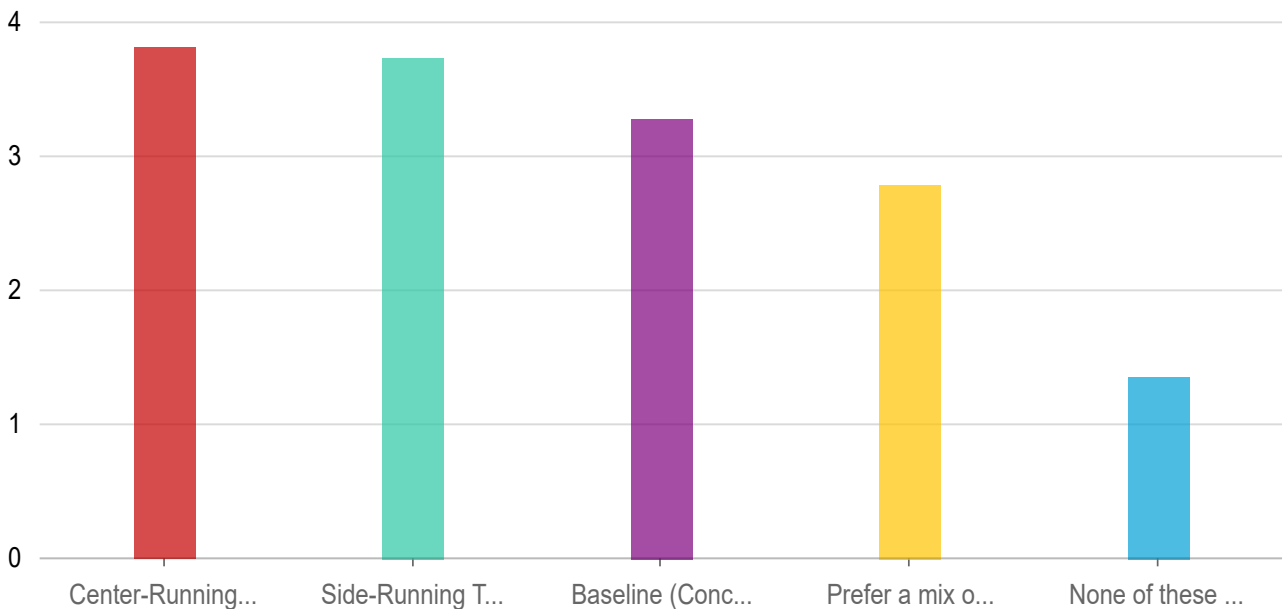


**Answers** **Count** **Percentage**

Do not Support	129	34.77%
Neutral	131	35.31%
Support	92	24.8%

Answered: 352 Skipped: 19

**2. Which alternative best captures your vision for 200 South?**



Rank	Answers	1	2	3	4	Average score	
1	Center-Running Transit (Concept 3)	46.03% 168	13.15% 48	21.64% 79	15.07% 55	3.82	4.11% 15
2	Side-Running Transit (Concept 2)	19.73% 72	45.48% 166	25.75% 94	7.4% 27	3.74	
3	Baseline (Concept 1)	16.44% 60	30.41% 111	21.92% 80	27.95% 102	3.29	3.29% 12
4	Prefer a mix of these concepts	12.88% 47	7.95% 29	29.32% 107	45.21% 165	2.79	
5	None of these concepts	4.93% 18	3.01% 11	1.37% 5	4.38% 16	1.36	86.3% 315

Answered: 365 Skipped: 6

### 3. Please share additional comments or considerations the project team should evaluate moving forward...



Response	Count
Your explanation does not include how long the corridor is,. From what west to what east street.	1
You are destroying a vision for the city set over one hundred years ago. People will never use bikes li ke designed for until cars are taken away from the common person. The. Again it is understood that th at is the plan being followed	1

Would love this to be more bikeable and public transit friendly. We have given too much space to the personal automobile. Also, I had trouble with listing my favorite vision for 200 south for the record my first choice is concept 3 then 2 then 1. Thank you for doing this work, it's very important and the community supports you!	1
Would like all corners well designed for pedestrian safety. Concept one is the only one that shows marked crosswalks at all 4 sides of the 200 S 200 E intersection. And those markings look feeble in the east - west direction.	1
With regards to landscaping, please focus on sustainable landscaping and native plants.	1
Why the emphasis on vehicles? You have 4th and 6th South corridors. Can't we make 2nd South more pedestrian friendly? Widen the sidewalks. Have outside dining, seating with plants and trees. Maybe buses should move to 3rd South and narrow the roadway.	1
Why is the alternative ranking not randomized? Seems like people could default to the baseline concept. More bikes! Less Cars! More walking! Fewer 2 ton death machines!	1
While I like the 300 south bike lines, median and landscaping, I feel the bike lane is not visually appealing as it could be. I'd prefer a more landscaped or structured approach that feels more designed and permanent.	1
While concept 1 is not as progressive as the other two alternatives, it seems more in alignment with the existing urban fabric. Why spend more than you have to on a single street? This lower-tier improvement scenario can be applied throughout the city as it is easier to attain with current financing options. Of Note: I believe that a road diet is an important design measure needed to reduce the amount of imperviousness that results in poor water quality and heat island. This may be accomplished by reducing the width of streets and allowing bio-infiltration park strips to be part of the solution.	1
What happens at 900 E. This is a stupid idea benefiting only university students that ride for free. No more taxes.	1
We should be thinking about how much space is being used and the utility. We dedicate these gigantic spaces to bike lines where there is virtually no utilization. Bikers are safer where they can be seen. Lets make more parking spots, put in more trees and make let traffic move through the streets. The bus line is similar. It should not have its own dedicated lane in this busy street.	1
We need to replicate what they have done in places like Copenhagen.	1

We are mainly concerned about access to the 170 S Main parking garage, which has its entry and exit on 200 South. It would be helpful to see these concepts outlined for that block to understand how they would each affect traffic flow into and out of the garage. We would not support a consistent center median that restricts left turns into the parking garage for traffic going eastbound on 200 South.

We are in a pandemic that has created a great financial struggle for many. I feel the money for this project could be better used elsewhere.

Veteran bikers prefer dangers to come from one direction. Adding a barrier just prevents escape to safe areas when dangers emerge from pedestrians and cars on the right coming from parking garages. I'd say for your average rider an open bike lane is the safest but only if the road markings are HIGHLY visible. I'm still constantly honked at going 25 mph in a bike lane when they are marked "appropriately" but the ones marked with the visual volume of a Mountain Dew ad seem to work for the average Utah driver.

Traffic signals should be synchronized so that traffic flows more smoothly on 200 South. Right now, relatively minor streets like 300 and 400 East have dominant traffic signal protocol. Also, it is imperative that there be no median obstruction that would impede access to major entries such as the shared entry for the garage at 222 Main and the Hotel Monaco entrance on the west side of 200 South between Main Street and West Temple.

Too many curbs or center blockades/ landscaping causes issues during the winter for snow removal and parking ease/availability. Parking is already limited. For those like myself who have to rely on street parking, in the surrounding apartments that don't have a parking lot, this is a daily major issue that can only get worse by having all these extra obstacles in place and take away from what parking is available. More people will just park along the streets intersecting 200 S so they can visit bars/restaurants on 200 S. This usually ramps up during events and holidays so coming home to park after work is a nightmare. This street can also get very congested so eliminating a lane on each side makes no sense. If any thing is to be put in the center of the road, it should be angled parking along with side street parking. So many lots have been bought up that used to be paid parking and turned into expensive apartments no one can afford and thus leaving less and less parking.

To better serve small business in the area please include replacement of the 100 year old water mains in the downtown area (400 East to West Temple) many blocks have lines less than the 12 inches required by the Public Utilities. This hinders buildout and stops smaller businesses from expanding or locating along 200 S or any other street in SLC.

<p>This street already works pretty well for bikes, cars, and buses (I regularly use all 3 of these modes). I also walk along this street frequently, and like the idea of enhanced mid-block crossing, and more trees and shade would make it much better in the summer. Of the three lane concepts presented, I prefer option 1 ("baseline"), as it retains the features that already work, while ironing out the minor conflicts between bus and bike traffic at the bus stops, and potentially improves the pedestrian experience. It also looks like the best option for maintaining block-to-block planning flexibility.</p>	1
<p>this is an exciting project, I like the direction it seems to be going. It's time for cars not to be the only street priority!</p>	1
<p>This is a great concept! I live on 200 south just outside the project area but bike, take transit and/or drive on the street almost daily. We have wide streets and I feel like I'm often racing the bus system as it sits. Having bus in the center will allow for a better biking experience and also transform the street. All so love the idea of the floating bus stops and ability to really change the existing curbs.</p>	1
<p>These are observations rather than complaints. As a biker the bike lane is often ignored by vehicles and pedestrians. (Ex; Pedestrians not conscious of standing in the bike lane, buses crossing the bike lane without yielding to bikers). As a pedestrian vehicle traffic fails to recognize pedestrians in the cross street crosswalk. (Ex; I'm on the NW corner of 200 W crossing 200 S. A vehicle heading North on 200 W making a left turn to head West on 200 S is not alert to my presence in the crosswalk).</p>	1
<p>These are all great options - I think the added protections for bikers is critical!</p>	1
<p>The protected bike lane between parking and the curb is highly desirable. I ride my bike and drive through downtown often. As a bike rider, I feel much more safe on 300 S where the bike lane is already next to the curb. This prevents vehicles diving to park along the curb or leaving unexpectedly, possibly hitting a rider in both scenarios (standard bike lane). As a driver, having a landscaped center median with crosswalks aids in reducing the speed naturally due to the possibility of pedestrians walking across. This "narrow" effect is similar to the one on 300 S and 9th &amp; 9th. It helps keep drivers attentive and more likely to follow traffic rules, thus making a safer, more walkable friendly environment. The only issue I see with a center bus only lane, is where the stop is located. People running late will be more inclined to run across traffic to make the floating island, rather than just having them located in their usual curbside spots.</p>	1
<p>The project team should consider a streetcar like the one in sugarhouse. Rail is highly utilized in Utah and continuing this trend would be beneficial for the community as rail is very efficient long term.</p>	1
<p>The project should include signal prioritization for busses.</p>	1
<p>The more we can get people out of their cars the better.</p>	1

<p>The more mid block crossings, the better. Need to improve walkability by making crossing easier and safer - sidewalk extensions and mid block crossings as shown would be great. How does a person access the floating bus stops for option 3? Is access only from intersection crosswalks or can there be a additional crossings between intersections?</p>	1
<p>The medians ought to be as large as possible to accommodate planting as many trees as possible. In addition to their benefit for clean air, the shade they provide and their proven traffic calming effect will aid in refocusing our streets from car-centric to people centric, and making the city feel safer and more comfortable for everyone.</p>	1
<p>the details of the lanes is up to the transportation planners, so long as the amount of the ROW dedicated to pedestrians, bicycles, sidewalks, planting, medians, etc. goes up dramatically. STOP CATERING ONLY TO VEHICLES!</p>	1
<p>The current approved building doesn't require enough parking for visitors and residents. So much of the parking is used by people not bringing daily tax revenue to the city. As a business that has grown with the area over 25 years, we are bringing people from all over utah and surrounding states to visit. Many of the long time businesses bring people to downtown from St George to Wyoming to Idaho for a day visit. They need parking to visit for a few hours. Public transit can't reach these distances. We have to have parking for visitors to bring their tax dollars to the city. Also affordable housing in area is becoming more limited and employees are having to move further out of the city beyond accessible public transit. They have to have places to park as well.</p>	1
<p>The center running lanes is consistent with streets that have tram lines. It would be easy for everyone to adapt to that. If we can always have public transit in the same location on the street it gives a more cohesive feeling. It would also be safer if you knew that the center is always transit.</p>	1
<p>The center running concept is by far the best. It creates a continuous ribbon of greenspace which will help create a unique 200 South corridor. In addition, it allows for a much smoother and cheaper transition to a tram or streetcar line which has already been proposed along the same street.</p>	1
<p>The bike lane between parking and sidewalk can be successful, especially for encouraging cycling in the city. Intersection protection and generally all out-of-the-ordinary bicycle 'safety' measures make me feel unsafe. I typically avoid them and just ride in the street. I ride my bicycle in the city every day. I think one of the best things that can be done for safety and walkability is to make driving slow and inconvenient. Heavy traffic is good for pedestrians and cyclists. I would love to see all measures that make driving a hassle. Thanks.</p>	1
<p>The Baseline improvements provide an affordable and attractive improvements to 200 South while still expanding bike and mass transit. The other options are expensive and tend to create confusion for drivers. Most importantly, it reduces access to local retailers which will be harmful to them.</p>	1

<p>The adjacent 300 S is a great route for bikes already, so that lessens the need for dedicated bike infrastructure on 200 S. Bus movement and walkability measures on 200 S should be the highest priority, and I hence think option 3 is best. And with the nearby 100 S, South/North Temple, 400 S, and 500/600 S being good streets for cars, there is no need to keep two general-purpose lanes in each direction on this road.</p>	1
<p>Talking accessible street crossings, not the "bird chirp"</p>	1
<p>Street parking is important for running downtown errands that require a car.</p>	1
<p>Standard bike lanes, and focus this corridor on transit. Center running, full medians. Like TRAX but without the rails.</p>	1
<p>Since development is happening from 9th west to through the old steel mill site on the west side of the Jordan river, I strongly urge the city to extend the concept to include blocks through to ~13th west. You'll have, if the planned projects go through, hundreds of new residential homes and apartments without any thought given to their aesthetic reality. Also, if the the Folsom corridor and Power Plant project happens you'll want 200 south from at least 10th west to look beautiful ref our quality of life.</p>	1
<p>Salt Lake's biggest challenge is making its blocks more walkable. I highly support anything that makes Salt Lake less of a city where you need to drive everywhere and more of a city where you are able to walk to your destination in an enjoyable way.</p>	1
<p>Salt Lake City was once a great city to move traffic smoothly and safely. Over the years it has clearly been moved away from that to a bike/pedestrian city. I have owned commercial property in this area for 34+ years. Keep the bike lanes on 3rd and 1st and allow for bus stations to be at curbside and NOT in a traffic lane. More important than creating a "showy" corridor, is to solve the blight that was created when homeless people were displaced throughout downtown SLC. You can spend, and you will, all the money you can find on "beautification" and it will be wasted until this bigger issue is addressed and resolved. This will take much more creative thinking and courage in decision making, than dressing up 200 South.</p>	1
<p>Salt Lake City is an incredibly fast-growing and prosperous city. Air pollution is the biggest threat to our future prosperity. Concept 3 best reflects the safe, healthy, and modern city we need to be as we continue to grow.</p>	1



Salt Lake City already has a problem with limited downtown parking and traffic flow. Increased curb cuts just make for more dangerous traffic at night and in the rain/cause more accidents. More landscaping or build up in the center medians means less turning in the middle of blocks, which means worse traffic flow. I moved here from Massachusetts and can tell from experience that traffic flow works much better in Massachusetts because streets are narrower and blocks are smaller, hence more arterials, more parking and shorter red lights. What you are proposing will only increase congestion and commute times.

Riding a bicycle near the busses on 200 south has always been stressful, but across the city the most dangerous situations for bicyclists are doorings and being hit from behind, not busses. Option three is the only potential street remodel that removes the two most dangerous interactions, and the floating median bus stops reduce interactions between bicycles and pedestrians headed to the bus stop by encouraging use of the crosswalk.

Remember that most people in this city get around by car, not by foot or bus. This project won't change that. Don't shun vehicles.

Rather than any center landscaping, it would be much better to shift any landscaping to the sidewalk areas where they would be far more beneficial to pedestrians and promoting street life. Then shift lanes toward the center, making the lanes less straight which promotes slower traffic.

Raised bike lanes and a consistent median are wasteful and unnecessary. More important is minimizing the amount of time different forms of traffic intersect, to both increase throughput and reduce conflict. For this reason, I would like to see protected, two-way bike lanes on both sides of the road to prevent the need for bikers to ever cross into streets, except to cross at crosswalks of intersections; reduced pedestrian mid-street crosswalks to reduce car traffic interruption; and floating bus stops on the sides of streets rather than in the center. Narrow bike lanes at intersections to allow busses to pull off at stops to prevent the need for cars behind busses to merge in order to move around stopped busses and move the right lane's stop-on-red line back to prevent busses from needing to merge into moving traffic on green.

Put the floating bus stops before the intersections, don't put any right after the intersections. This would have the opposing stops be kitty corner to each other. This way the bus doesn't have to wait at a red light and then slow traffic through the intersection just to stop again.

Public transit should have right-of-way to move people quickly. Portland OR has dedicated bus lanes. This helps it makes sense for people to get out of their cars and take transit. We must also prioritize safety for cyclists. Sharrows and 3-foot bike lanes are insufficient for cyclist safety.

Protected bike lanes on 300 south create an unexpected hazard for drivers and bikers. There are often trucks parked in the parking spaces and hashed out areas. A driver turning right into a side driveway cannot see people in the bike lanes because their view is obstructed by vehicles. Vehicles turning out of driveways onto the streets now have 3 lanes they have to watch out for 1. wide sidewalk, 2 bike lane 3 vehicle lane. When turning right, there is no way for a vehicle not to block the bike lane as they wait for an opening in traffic which understandably infuriates bikers. It is much safer to designate bike lanes next to the traffic lanes so vehicles turning into traffic can see both the vehicles and bikers at the same time. Center medians create difficulties for delivery trucks turning into driveways. This limits trucks to right in right out. Often there are trucks making deliveries from the center of the street. If that is closed, the trucks will be forced to block traffic	1
Protected bike lanes are a must for facilitating functional, non-car travel. I hope to see option 3 completed here with many more streets like it in the future. It should be the standard, not the dream!	1
Prioritize E-W bus movement (whichever concept for bus lanes and transfers works best should be selected). Sidewalk spaces for people next. Bike lane import, but 300 S is close. Some parking and loading should be there to support business.	1
Prioritize everything except cars	1
Prioritize bike transit and public transit. As long as the incentives to drive are the best, then people will continue to prioritize that type of travel. If you want to make downtown more environmentally friendly and less car-dependent, it must be designed for bikes and public transit first.	1
Prefer center running transit for bus and raised bike lane that has vehicle parking on outside. In general, vehicular thru traffic continuing on to 13th east should be encouraged to move to other E/W corridors: 4th south and 1st south. 2nd and 3rd south corridors should emphasize peds, bikes (and buses). For bike riders, consistency in bike lane concepts across downtown core would be a good thing- parking on outside of protected bikes lanes as on 3rd south and 2nd, for example.	1
Please separate the bikes from traffic as much as possible; concept 3 works, but a bike path away from traffic (like the 9 line would be even better!	1
Please prioritize active and public transit above single use vehicles as modes of travel on this street. Concept 3 is the only concept that fully supports 200 S as a backbone of the FTN as SLC has planned. Concept 3 is overwhelmingly supported by me and I will fight to help the SLC city council understand its value to my health, our air quality, and the future of public and active transit in this city.	1
Please make sure bus shelters are situated close to the actual stopping location for the bus. Based on research we have completed at U of U, riders with disabilities prefer to wait as close as possible to bus loading location.	1

Please make it easier for a street car to be put in in the future. Think ahead. It is an important street! Do the bus in the middle option.	1
Please keep these designs transit and bike focused.	1
Please don't put in those annoying obstacles on the corners of the intersections that make turning right hazardous.	1
Please do not remove lanes of traffic. It is so frustrating to see our city growing and roads being narrowed. Not every street needs to be a bike corridor. Please don't ruin this street like 300 s.	1
Please do not neglect pedestrians. There are too many intersections in this city that were designed with only car traffic in mind. The intersection of North Temple and State street is a prime example. It is very dangerous to cross there as a pedestrian. When making your plans, please, please consider the pedestrian.	1
Pedestrian traffic light should switch automatically with car traffic lights so that you do not have to wait for an entire cycle (as a pedestrian) to legally cross the street if you missed the light by a second.	1
Parking should be available all along.	1
Parking is already a hassle just don't make it harder and don't do anything similar to 300 south. That is the most messed up road in salt lake city	1
Overall, the CENTER-RUNNING TRANSIT with PROTECTED INTERSECTIONS FOR BICYCLISTS is head and heels above the other options for making SLC a more transit-friendly and cyclist friendly place (and a more green city as a result). The reason this is better to me than the raised, mountable curb solution is that it separates cyclists from vehicles paths and parking. There's the portion of 200 S west of 200 W where I'm worried about vehicles pulling out of their parking spots not seeing me. Plus I think a lack of a protected bike lane and protected intersections, like in the CENTER-RUNNING TRANSIT solution, is what keeps younger cyclists, families, and less experienced cyclists from cycling in SLC. The portions of SLC where the Trax is center-running feel like a much cleaner cycling and transit experience, in my opinion.	1

Overall, I like concept 3 the best. Concept 2 is good. And concept 1 is not very progressive. This is potentially a great step forward for SLC. 200 S is a cornerstone bike route from east to westside, and is the only safe route between 800 S and N. Temple. (400 S is not safe for cyclists, although it should be). I like the idea of Concept 3, especially since it creates protected bike lanes. It seems to be the option that would minimize conflicts between bikes and buses, cars, and delivery trucks. A key to this project is how you treat the block from State to Main. This is a bottleneck, and is currently awful for bikes, even with the very much appreciated new green lanes. Please make sure to include protected bike lanes here on both sides of the street. I don't like that you headline the project as "Transit Priority". It should be "People Priority". Transit is great, but your choice of words is not. It puts bikes and pedestrians behind buses, and that should not be the case.

Option 1 is best. 200 S is too busy to be reduced to a single lane each way. Christmas and temple light season is bumper to bumper for a month or more. I'm an avid cyclist biking 5000 miles a year starting all rides downtown. I live at 44 w 300 south. The current bike lanes downtown are awful and dangerous. I'm surprised there have not been accidents and deaths of bikers. These bike lanes are a mess, very confusing for bikes and cars. It's difficult entering and exiting buildings to see bikers with side street parking blocking visibility. Everyday I arrive home; I blindly have to pull into the bike lane. The rules are not enforced, every biker rides in a different place, sidewalks, streets, bike lanes. Bikes making left turns at intersections are forced to unexpectedly merge into traffic often from behind parked cars. All this is worse when snow is on the ground and the mid-road curbs defining bike lanes are confusing parking and a lane layout make traffic much worse.

Not having a car makes having access to bus stop very important especially in winter with snow. Not sure how all the lanes are going to fit.

No parking 20 ft from a crosswalk. So many pedestrians get hit legally crossing the street due to parked cars near the crosswalk blocking the view of drivers turning. If this city wants people to walk more we need to prioritize pedestrian safety.

No curbside parking! 1

My vote would be concept 3 without "protected" bike lanes. There is nothing protective about those bike lanes!! I find them to be so dangerous because cars turning in and out of mid-block driveways can't see you behind the cars or aren't expecting you to be on that side of parked cars. I have had to slam on my brakes on numerous occasions, especially on 300 So b/w Main and 200 E, to avoid getting hit by a car. Likewise, I've been a motorist who didn't see a cyclist! Not to mention, the bike lane gets filled with debris and is a flat tire landmine. I honestly don't know how this bike lane design hasn't been outlawed for safety reasons. But I digress. I love mid-lane dedicated BAT lanes with tree lined medians for walking and accessing floating bus stops. Thank you for conducting this survey and asking community members for their opinion!

More protected bike/pedestrian areas, the better!	1
Making it safer for pedestrians to cross the street midsection and at intersections. Medians are necessary to break up the long walk across the street. Example: 100 South between State and Main.	1
make sure to use Rootspace soil cell systems for all street trees to give them the needed soil volume to thrive and provide good canopy cover. contact [personal information redacted] for more information	1
Main Street Pedestrian only from 400 south to South Temple	1
Love as much landscape median as possible.	1
Love any and all ideas to make bus transit more efficient and reliable for people. Particularly in lower income areas.	1
Love added seating space for food and beverage businesses. Less cars, more transit, safe bike lanes!	1
let pedestrians take back the street!	1
Let cars move about the streets. There is way more cars than bikes and buses. Cater to the majority of the traffic.	1
Lanes of travel reserved for specific uses need to be painted. Drivers are not capable of figuring it out in the moment. They need to see green on the road to even vaguely understand that they are likely going to run over a cyclist.	1
Keep parking off street, buses further from ped/bike to limit noxious fumes, lots of vegetation and additional ped crossings is crucial.	1
Job well done	1
I've seen center-running transit in all my favorite European cities. It looks cool but I find it less practical than what we have right now. Since you have to cross a street to get to the center bus stop, it takes a little extra time getting there, and you might miss the bus if the lights don't cooperate! However, since it's only going to be on 1 street, not the whole city, I say, why not do it anyway? Like I said before, it looks really cool!	1
It's time to implement the city's complete streets ordinance. Concept 1 does not do that. Concepts 3 (better) and 2 are closer to the idea of complete streets.	1

It would be nice to see more examples of the designs, especially because there are significant problems between State and Main for people on bikes. I'd also like to see a shortened median in front of the bars between State and 200 East to make room for a wider sidewalk for dining/entertainment.	1
It seems the City is positively hostile to automobiles. That's unfortunate, as cars are going to be with us for the foreseeable future. Efforts should be made to move cyclists to less trafficked corridors and maintain the functionality of roads for the 99.9% of travel that is done by vehicle.	1
interesting concepts	1
Integration of public/community food gardens including on medians, and publicly accessible fruit trees.	1
In spite of the fact that 300 South already has a bike lane, you want to force another bike route on the City, only a block away! Why would you do this, when other streets farther away would make more sense? Redo this focusing on the automobile, and allow small businesses, particularly restaurants that need street parking to be able to thrive after Covid-19 ends, to have a chance.	1
Impressed with these designs. Thanks for the great work and please err on the side of pedestrian/transit/cyclist use and walkability	1
If we're really looking 50+ years into the future, I think these changes will be nice, but likely not sufficient. Anything to prioritize public transit and biking is important, and these suggestions tackle some of that. It'd be really cool to have more McClelland-type trails throughout the city, where pedestrians and cyclists have a safe path away from vehicles and buses to navigate.	1
If I had visited other cities with these various concepts as designed, I would form a more solid opinion than I have surveyed. Still, the most important concept for me is that this transformation be eco-friendly and support small business. (Sad to see you tear down existing businesses! The owners cannot afford the upcoming rents! cost. Will you re-use some of the building materials at least?) The less gas smell from busses near people or bicycles the better. I'm for the largely foot-traffic Paris or Amsterdam concept with outdoor tables and additional foliage. If 200 South becomes a place where everyone wants to be because they feel welcome, free to express creativity or be surrounded by it and easily visit with friends, people will come.	1
I'd prefer it if the city avoided taking the same approach to 200 S as they did with 300 S in regards to the protected bike lanes. They were a good concept in theory but the parked vehicles, especially the large vehicles (trucks) created a visibility hazard and conflict points for the cyclists in the protected lane. For that reason as a cyclist I sometimes favored 200 S in the downtown corridor. Right now several downtown blocks on 200 S lack a bike lane entirely and that's an infrastructure gap I believe should be filled with bike lanes, either raised or standard, but definitely above the minimum requirements for a bike lane (3-4' width?), and placed to the left of the parking zones.	1

I'm in favor of shutting down other areas of downtown to all traffic (except TRAX, where it already exists) to create deck parks for pedestrian traffic, green space, and art installations.	1
I would really like the bike lanes to be a combination of 2 and 3. The curb should be extended from the sidewalk and a raised bike lane should be added. The existing street parking should be kept and there should be a small buffer zone 1' or so between the raised bike lane and the parking lane. Please please please make the vehicle travel lanes 10' wide or less, anything else is an invitation to speed and is completely unnecessary in a 25mph or less zone. I know this is probably out of the budget but transit and bike signal priority should also be implemented, and I would love to see Dutch style bicycle push button signals at intersections that got the green expedited. Also probably out of the budget, but raised pedestrian walkways would be nice.	1
I work near this area and walk down 200 S between State and Main daily. Please do not create the same awkward mess as was done on 300 South. I oppose dedicated public transit lanes of any kind.	1
I will approve anything except driverless vehicles. Trolleys coming back is fine.	1
I thought the center running bus lanes were a great idea! I like how it separates transit traffic from car traffic and does not require drivers to cut across a bus lane and bike lane to find parking as I feel this would increase the likelihood of accidents and decrease pedestrian safety. I hope 200 S can make bike lanes as safe and separated from traffic as possible. As a frequent biker of the city, I often feel unsafe and uncomfortable. I have to plan my rides according to streets with bike lanes which becomes time-consuming and often vastly limits the possible routes to my destination. 200s is a major corridor and could be greatly improved by encouraging non-car based transportation.	1
I think you should use a mix of the concepts. Center running transit between maybe west temple and 700 e and then do side running/baseline (whatever goes best on that stretch of 200s)	1
I think the city ought to limit bike access in the city to a few streets and ban cyclists from the rest to ease start and stop traffic. I also think that the lights ought to be synched better to put an end to pedestrian traffic pausing traffic in turning lanes. Finally, I suggest that there is more two hour open parking available to residents and shoppers not less. Whatever plan supports these three ideals I support.	1
I think that any addition of people friendly streets will reduce the crime rates of the neighborhood.	1
I think protected bike lanes are helpful unless there are many side street/allies going into and out of the street. being away from the road and blocked by a bus lane makes it really hard to see bikers before cars turn across the bike lane. How will bikers be protected at those side street intersections?	1
I think maximum space for pedestrians is needed. As someone who lives downtown, I feel like people are practically falling off the sidewalks on weekend evenings because they're so crowded. Additional protected lanes for bikes would be great too...I've seen multiple bikers get hit and it's so tragic.	1

I think it is hard to argue for a single lane in each direction. This is a major artery, especially on nights with shows. Anything that makes it safer for bikers, and increases the amount of trees/life in the urban jungle is welcomed!	1
I think it is great as is. The construction will not be worth it, it will make the roads more confusing, and there is no need to put landscaping where there is already perfectly good road.	1
I think having a dedicated bus lane is important for making public transit more attractive than driving. As someone who bikes for his primary mode of transportation (I do not own a car, though my roommates do), I definitely prefer protected bike lanes to unprotected ones and it would definitely make me more likely to cycle down this street!	1
I think a mixed concept is best. In areas where there will be more pedestrians I think the central transit lane is best and wonder if it would be possible to have the bike lane up the center of the bus lanes. If it is raised, pedestrians will have to think twice and ideally realize they need to watch for bikes. At intersections a space could be painted for bicycles to stop upfront and center for easy visibility. From a sidewalk pedestrian perspective I don't like worrying about colliding with a bicyclist and I don't like the sound and interference of buses. Floating bus stops decrease the problems for bus drivers but increase them for pedestrians, again not best for pedestrians. Landscaping up the middle looks nice for vehicles driving but it actually cuts up the pedestrian areas and views making the area feel less social. Also visibility is important for all forms of transportation involved. I think low level landscaping would be great, ideally with any color possible.	1
I support adding additional landscaping (trees especially) and expanded sidewalks to enhance the pedestrian experience. Any potential street parking should be adjacent to the curb, with the bike lane on the street side of the parking. Driving lanes should not be prioritized. Thank you!	1
I see 200 South as an opportunity to do something wonderful in Salt Lake City that can be used as an example for elsewhere in Utah.	1
I really like all the features of concept 3, except the protected bike lanes. These lanes actually make it more dangerous for cyclist, because people pulling out of driveways do not look for bikes, they simply fly out until they reach the area they can see past the parked cars.	1
I prefer the concepts that serve public transit and biking.	1



I mostly bike, and from a bikers perspective I do not prefer the 'protected bike lane' between parked cars and curb. The reason is that my experience with these protected lanes is that people use them to stop and load/unload their car, and people getting out of their parked car walk on them without looking out for bikes. People tend to see you better when on a shared bike lane (traffic lane with bicycle sign in the middle +green line, or bike lane on the side of the street). If choosing for standard bicycle lane, then the most important thing is that the lane is wide enough (wider than most standard bike lanes in the city) and continuous. I think that the most important thing for bikers and pedestrians is that the street should not be inviting for cars (they can use 100S instead). I really like the way it's done for 600E, where cars are redirected to larger streets every couple blocks.

I manage the AC Hotel at the corner of 200 S. and 200 W. We love the proposed updates. We would petition for a mid-block crosswalk near our hotel between 200 W and 300 W. (Perhaps this is already in the plans.) This would give our guests and residents at the adjacent apartment much easier access to public bus stops travelling west to the Salt Lake Station and all the new development that will be happening across the street at what is currently the Royal Wood Office Plaza. Thank you!

I love the idea of bus only lanes between the bike lane and the car lane. I also hope that the new traffic signals will have transit priority. Having a shared Bus And Turning lane should work very well with a bus priority light. Medians and landscaping are really only needed to protect the mid block crosswalks. That said, please install as many mid block crosswalks as possible! Protected bike lanes and bike protection at intersections would be very welcome. I ride through the city often with my kids in a trailer. It will be much safer with a real bike lane.

I love the idea of a center running bus lane with a floating shelter. I appreciate that it reduces conflict between transit and auto travel and adds more permanence for transit. I also love the idea of added vegetation. I strongly dislike walking on 200 S between 200 E and 300 E because of the scale of the buildings and lack of visual interest. I would love to see added vegetation and major midblock crossing upgrades. I will not use the midblock crossing there because I do not feel visible to auto traffic. I think dark sky sensitive lighting could be utilized better at intersections. I also really, really like the bulb-outs and protected bike intersections. I am from Portland, Ore. and find the intersections here very intimidating. I appreciate all efforts towards making them more comfortable.

i love how your incorporating bicycle safety into the transit vision. some of these concepts are new to me like the raised bike lane with mountable curb (?). I would look to cities with a known bike first concept/planning like Copenhagen and try to follow there already time tested design.

I live on 200 S. (Westgate Lofts) and fully support Concept 2. The shared car business/turning lane with the buses is common in Europe and keeps traffic moving well. I lived in Toulouse France for 5 years and this concept 2 design was very effective. Concept 2 also provides the maximum sidewalk space for pedestrians and restaurant seating.

<p>I live just off 200 S at 900 E. Before COVID19 I regularly rode the bus, bicycled, walked, and drove this corridor. Since COVID19 I have not ridden a bus (sorry HIVE pass) but will once it is safe again. A few comments: as a cyclist I prefer 300 S and often drop down to use the protected lanes, as much as they need maintenance. I prefer protected lanes buffered by parking, not parking curbside. This should be incorporated. There is too much parking now. As a bus rider, I do not like the center-running transit concept. Getting off in mid-street seems more hazardous. I do like floating bus stops, bumper UTA just put all that \$ into the ones we finally got and they will need to be moved. As a driver and cyclist I do use the center turn lane, I think it is important to keep that for left turns and business access. Some medians as ped refuges would be nice, full running ones too expensive to build and maintain, block left turn access. Intersections should be buffered like 200 W 300 S.</p>	1
<p>I live at 400S, and biked to the FrontRunner every day for over a year – usually down 200S. Whenever I got to ride on 300S instead, I felt SO MUCH SAFER. The dedicated bike lane is amazing. The center parking makes for a large area for bikes to rest when turning. I didn't see middle parking as a concept, but I think it could be useful for areas where there aren't already abundant parking garages.</p>	1
<p>I like the options that provide the most protection to cyclists.</p>	1
<p>I like the idea of having public transit in the center lane, like it is with Trax, so there is some consistency downtown. It makes sense to have the bike lane on the far right so bikers do not need to worry about cars trying to park along the street. I also like Concept 3 because of the increased potential for landscaping &amp; trees along the corridor. Exciting to see initial concepts, thanks for including the public!</p>	1
<p>I like the floating bus stop but they need to be made accessible to folks with disabilities. This will make the street safer for cyclists but if there is not a route for folks with disabilities they will not be able to take advantage of this improvement and it will hurt their ability to use the bus. The standard bus/general traffic lane is not a safe option for bikes because often cars will drift into an unprotected bike lane. I continue to have the safest and most enjoyable riding experience in the protected bike lanes on 300 south. A mountable curb is an okay alternative but this does not put a safety barrier between a person driving a vehicle and a person riding a bike. The amount of energy it takes a vehicle to surmount a mountable curb is much lower than the amount of energy it would take a vehicle to get over a raised median. Raised medians provide a protective barrier which is essential to the protection and safety of the more vulnerable mode of transportation.</p>	1
<p>I like the Baseline Concept - this form will not let me just choose it (above)</p>	1
<p>I like maintaining 2 lanes of traffic with concept 1 while also increasing bus efficiency. I think it would be good to have slightly raised crosswalks as part of the enhancement. Pop outs for scooter/green bike parking would be nice so they don't impede on the sidewalk space.</p>	1
<p>I like Baseline Concept 1. There is a ton of traffic on 200 S. - traffic plans need to accommodate cars, not busses.</p>	1

I have taken up biking get around downtown (I live at the Broadway Towers on 300 S) I bike on 300 S and 300 E a lot, and go visit my daughter in Sugar house, friends in the Aves etc all using my e bike to help the environment. I don't bike in dark or snow / rain / too cold - Im not quite there yet -- but I love it and I feel like I am doing my best to reduce driving and support the city's plans. I have had two main issues. First, the current bike lanes all over the city are in pretty bad shape. I have had tires blow out, things fly off my bike and out of my basket etc due to bad conditions. have also been robbed on my bike - though that is another story. The second issue is drivers and people who park in the bike lanes. So if the design address those issues I am all in. I trust the team in the mayors office and the input of more informed citizens.

I have several comments/opinions. I live in this area and commute to the U and visit downtown frequently either by bike or public transit. 1 - The intersection of 800E and 200S, I use this bus stop daily. Although I don't find this crosswalk unsafe (unlike many others) because of low traffic, I do find it more challenging when biking. Also, lighting in this area is very poor. Many people may feel unsafe walking in this area after dark (even if not late). 2 - Personally I don't like mid-block crossings (there are some downtown). I find them unsafe, unless there is a median. 3 - Personally I also dislike parking next to bike lanes. Utah is very much about driving everywhere still so I think you consider whether you want businesses to be more accessible by pedestrians or drivers. The former would make more sense if fostering public transit and a more pleasant ambiance. 4 - You must make sure this transit hub is well connected to most areas of the city, which is incredibly spread out.

I don't like that the bus lane is to the left of the vehicle left turn lane at intersections. There would be less conflicts with the side-running buses.

I don't like having to cross the bike lane in a car to get to the parking on the side of the road. Seems dangerous for bikes.

I don't believe SLC was honest with the taxpayers who approved the bond to fix the bad roads. You are using money for things that were never addressed during your plea for funding. Who is this going to serve? The tax payers of SLC pay for this while the UofU students ride for free. Turning this into another North Temple with mid-street crossings is a bad idea. You appear to be doing whatever it takes to inhibit traffic flow in the city. As usual you are listening to the very loud bike community.

I don't believe any type of raised curbs or medians in the middle of our streets enhances the driver or cyclist experience. The addition of "protected" bike lanes & middle of the road medians/landscaping a few years ago haven't done anything to improve the road or it's features. "Protected" bike lanes with a dditional curbs give a false sense of security to bikers and drivers alike because they assume they do n't need to check blind spots or driveways when moving. Installing large curbs & planters in a city that experiences regular snowfall is in my opinion foolish. Cars slide into the curbs and planters on a regul ar basis in the snow. Just sit on State St. & 300 south for 20 minutes (even on a sunny day) and watc h how many cars jump the curb or nearly hit the concrete planters when turning left onto 300 south to head east. Additionally, the 300 S. project caused local business to lose a large number of parking sp ots, which has affected us negatively in an already densely populated area.

I commute to the Salt Lake Central Frontrunner station and back two or three times a week from our h ouse on 12th East and 2nd South. I go down 2nd South. I love the plans for enhanced features for cy cling!

I bike on 200 South quite a bit and find it one of the most important biking connections between downt own and the University. And, therefore most deserving of the most favorable treatment available for bi cyclists.

I bike around Salt Lake City a lot. The bike lane on 300S is awful and dangerous even though it was d esigned to protect cyclists. In all reality having the parked cars between the moving traffic and bikers i mpairs visibility of cyclists and I have almost been hit more times in this scenario than out in the open by a car turning right and not seeing me until they cut me off forcing me to stop quickly. Please DO N OT DO THIS. It will result in bike accidents. Also please bring back the COVID bike/walk only streets f or 6th and 8th. That was incredible and is deeply deeply missed by me and others. I would fully suppo rt a full switch to certain N/S and E/W streets being bike/walk ONLY and no cars at all (except for spe cially permitted neighborhood cars).

I am worried that a freight/access lane will endanger bikers. I would love to see a protected bike lane and nice bus stops.

I am not sure about the bus waiting shed- these tend to look run down and hard to maintain over a per iod of time.... it's a place where homeless people hang out and piss in there so the place smells bad...

I am not a proponent of raised medians for bikes. I see more bikes on the sidewalks and in traffic lane even on 300 South where there is a protected bike lane - seems expensive investment for few to use. When I bike I do use the protected lane but you really have to watch pedestrians entering and exiting parked cars, they aren't paying attention to that lane, so it has more downfalls than positives from my view. Also, will traffic lights be better timed if you move it down to one traffic lane? I do like intersection bike protection, it seems to slow traffic down as they have to really pay attention more. I love enhanced mid-block crossings as a downtown resident those do make me feel safer crossing the street and make me feel comfortable waiting for a cross walk rather than j-walking.

I am definitely interested in seeing alternative forms of transport being facilitated by planning, in terms of making them safer, more feasible, and more enjoyable than they are currently.

I am a member of First United Methodist Church at the corner of 2nd South and 2nd East. I am at the church 3-4 days each week. I am frequently on 2nd South on my bicycle, and occasionally in my car or the bus. I visit nearby businesses and restaurants so am often a pedestrian on 2nd South, too. I applaud these efforts to make this friendlier and more attractive for all of us. I am not in favor of the center running concept 3 since I watch all the risky behavior of pedestrians on 400 South running in front of traffic to catch TRAX. It is safer to have the pedestrian cross only a bike lane to catch the bus (concept 2 or 1).

I absolutely think that the 3 concept is imperative! We need at least one street in the downtown area other than parts of 300 South that has bicycle infrastructure and we need to give buses priority.

Hello, and thank you so much for your care and concern with my transit corridor! I have been living and commuting on 200 south for the last 15 years primarily by bicycle but also by walking, bus, and car. While I appreciate the allure of protected bike lanes and intersections for novice or weekend cruisers, they are much less safe in my experience as a bicycle commuter. Visibility is key and the cars parking, accessing business, or turning need to be aware of the cyclist. This has only ever happened for me in a standard bicycle lane. In addition, it is nearly impossible to safely leave the protected bike lane in order to get over to the left turn lane. In fact, the bicycle lanes currently on 200 south are the most usable lanes in the city because they are buffered, wide, visible, and cyclists can transition into other lanes to turn left. I would love to see them stay this way with some added bus and pedestrian enhancements. Thank you kindly for your time.

Having a raised protected bike lane on the side, between the parking and the curb, should be a better deal as it doesn't require bicyclists to continually make adjustments in the direction they are biking, and it is easier for drivers to navigate as they don't need to traverse a bike lane to get to parking. Also, an added benefit, the parking lane becomes a turn lane, all while not intruding on the bike lane space. Also, having the bike lane on the right side of a parked car can be safer, as there is not always a passenger in a car, where there is always a driver in a car.

Glad to see there is not a separated bike line like on 300S. You keep saying it's safer but I actually feel less safe riding there because of poorer visibility by vehicles looking to enter / exit driveways and access roads.	1
Fully support putting pedestrians and cyclists first by reducing regular traffic down to one lane and having BAT either on the side or center. I live in downtown SLC and walk/bike/bus everywhere. I often do not feel safe as a pedestrian at crosswalks so strongly support anything to reduce traffic and enhance safety!	1
Free fare zone should be extended on 200 South up to 700 East. A green bike station should be added outside of Sprouts at approximately 630 East 200 South. Light signals on 200 South should favor East/West traffic and be longer green times, and shorter green time for North/South traffic.	1
For ideal pedestrian engagement along the corridor, the best scenario seems to be having calmer elements such as bike lanes, parking, enhanced sidewalks along the perimeter. Bus lanes have less frequent traffic than vehicle lanes, so placing them between the sidewalk and car traffic lanes would make a nice buffer for pedestrians and diners. Vehicle traffic lanes in the center of the street would put them furthest from the sidewalk, and create a better experience for pedestrians and sidewalk diners.	1
Focus on traffic flow.	1
First off, thank you for the efforts in addressing the numerous issues of our city's street network system. As a decade-long resident of downtown and the Avenues, I make numerous trips on foot and bicycle along 200 South every week. The three proposed concepts are good steps to improving the thoroughfare. It's a decision between Concept 2 and 3, and my only concern is the issue of separation of the bike lane and auto travel lanes. Whichever scenario is chosen, I'd strongly ask that the rebuilt bike lane be sidewalk adjacent/sidewalk level and protected with a constructed curb. As a bicycle rider, there's so much discomfort when having to travel between a lane of travel and a lane of parked cars. And I'm not a timid rider. Making such an investment in the 200 S reconstruction it would make best sense to do it right the first time and include a physically separated bike lane. Excited to see these future improvements to come!	1
Evaluate considerations for EV infrastructure moving forward, and how to best implement that for long term success (to incentivize EV adoption). Implement universal design at all stops for maximum accessibility.	1
Downtown Salt Lake is in desperate need of enhanced bike lanes and landscaping. Specifically large, mature trees. If you want people to go downtown make it a nice place to be. Right now, downtown SLC is trashy with minimal landscaping.	1
DON'T take streets down to 1 lane each way. There is already enough congestion. Keep roads as ROWS with 2 lanes each way.	1

Don't design for cars or parking! There are so many areas of the city where cars are the #1 priority. Design for other uses first!	1
Doing the bike lane friendly 300 S ruined the street, same with 200 W. It's asinine and a huge waste of money. We have wonderful wide streets; leave them alone.	1
Definitely would be helpful for buses to not have to pull in and out of traffic!	1
Dedicated bus lane only make sense if the frequency is high enough to justify, otherwise idiots will just use it regardless	1
Dedicated bus lane is a must. Not sure I have a preference on center running or side. Center maybe would be better. UVX style bus stations please!	1
Current and baseline concept are dangerous for bicyclists and pedestrians, the other options improve safety.	1
Could you please keep this corridor design concept west of 700 E.? There are mostly residential homes eastward except for the Dollar Store. I purchased here hoping it would remain a quiet neighborhood without a lot of noise and partying. The newer midblock bus stop has had unintended consequences with small midblock streets traffic and walking. My lawn has also had increased use as a dog stop and I do not like having scooters left on the front and sides of my home. If your plans encroach into my area, I may need to consider giving it to the multiple treatment centers or the homeless that are in the area rather than trying keeping it as a beautiful family home as a heritage to the neighborhood.	1
convert the bus lane in a new tramline connecting to a future new tram or metro line on 700 East.	1
Concern regarding mountable curbs would be visibility of curb in winter and issues when parallel parking where larger vehicles might have their front right tire close to or over the curb edge as the bike lane won't be the width of a full car. Baseline concept 1 seems nearly perfect with the addition of bike protection in intersections (as concept 3 has.) 200 South does not currently seem to need dedicated bus lanes, however concept 1 gives room for a lane conversion in the future as our transit system and city grow. There are existing locations on 200 South that already have extended sidewalks that should allow for amenity accommodations, it is important that zoning be permitted to the businesses to use this space. Ex: Between West Temple and Main. Concept 3's floating bus stops in the middle of the road would be confusing to pedestrians who don't use that route regularly. When looking for a bus stop you look on the path you are walking (floating only by a bike lane is visible.)	1
Concepts 2 and 3 cut down on traffic lanes and I'm concerned this will lead to extreme congestion.	1

Concept 3 is the strongest concept by far. If the cost of concept 3 is prohibitive, I would urge you to simply use paint/bollards to clearly delineate space on the road, rather than abandon the concept altogether. It's more important to get the geometry right than to implement everything all at once. The landscaping as shown in the image may need to be torn out in the future if SLC implements the planned Downtown Streetcar. Concrete medians with streetlights may be more amenable to working with the streetcar (and could possibly get some CPTED money given the effect of street lighting on violent crime). Concept 2 has lots to recommend it but fails due to the curbside parking. This requires cars to cross the bus- and bike-only lanes to get to the curb, introducing delays to the bus lane and dangerous interactions with bikers. It would defeat the purpose of a transit-dedicated corridor. Concept 1 is simply horrible and should be considered a massive failure if implemented.

1

Concept 3 is the cleanest, most intuitive arrangement of space in my opinion. I like that it reduces vehicular traffic to one lane in each direction. This will create some tension, which will help reduce speed and thereby decrease the probability of crashes and vehicular/ped conflicts. I also support mixing in components of all three concepts into the final design depending on the context of each block face. For example, the project should work with property owners to determine whether curb extensions to accommodate amenities (such as outdoor dining) or whether parking/loading areas is the best treatment in front of their property. Another example of mixing up the components throughout the corridor could be to have protected bike lanes next to the curb on block faces where there are few to no driveways but then push the bike lane farther from the curb on block faces with many driveways to increase safety by creating extra space between the biker and the vehicle pulling out.

1

Concept 3 - Center Running, is the best for pedestrian safety as it only requires crossing 1/2 the street. My suggestion would be to move the floating stops closer to the mid block crosswalks. This way the stops could be used for both directions of travel. Additionally, this would allow for additional buses to use these lanes, turn left into the lane, to provide faster transit options. With a light modification, the center running concept would also allow for buses to turn Right or left out of the dedicated lanes. This could speed up overall speeds and increase transit usage along the corridor. It also helps to save money for the future Downtown Streetcar that is still slated to run between 4th West and 2nd East before shifting North to South Temple. The Center Running Transit concept is consistent with this vision while also having limited impact to traffic and allowing for easier construction/rehabilitation of the buildings along the corridor.

1

Concept 1 makes the most sense knowing the traffic and bus schedules, concept 3 is a terrible idea altogether unless I'm mistaken bus doors wouldn't work with this concept. The problem with concept 2 is there are too many cars waiting at lights it would cause a huge backup of the main travel lane especially mornings until 10a and evenings starting at 2or3. I caution the middle street landscaping tends to obscure pedestrians crossing the road resulting in peds down and near misses.

1

concept 1

1



Comments/Opinions (continued): - I think a bus lane might be helpful downtown, where traffic is heavy, but wouldn't find it necessary in my area for example (~800E, I don't think it would fit there anyway). - I really like the idea of a raised/sidewalk level bike lane, and the floating bus stop. - I dislike parking garages and driveways that cross the bike lane, people never look for bikes. I think this should be considered with any construction projects, these sort of things (loading docks, etc) should face side streets. - Please promote new businesses along all of 200S. Another coffee shop/cafe would be great! I would also love a small version of NY Penn station somewhere in SLC. - I'd like less traffic on Main St - Don't suddenly drop bike lanes at intersections - Revitalize old buildings, they make walking in certain areas unpleasant (there's a few downtown).

Center-running bus-only lanes work wonderfully in Provo and Orem to reduce congestion, pollution, and passenger wait times. Bike lanes MUST have protection if they are going to function the way we want them to. By every metric, a city will benefit by prioritizing bicycle traffic and transit over single-occupancy automobiles. Mid-block crossings, street trees, landscaped medians, center-running transit-only lanes, and protected bike lanes will enhance safety, reduce pollution, reduce overall congestion, serve more people for less cost, increase throughput of the road, and generate more foot traffic for local businesses all while making the street a more pleasant place to exist as a human being. Concept 3 is obviously the best choice and will provide the greatest benefit to residents, visitors, commuters, and local businesses.

Bus-only lanes are going to make a huge difference for transit on this street! Please pursue one of those options. Please keep consideration for bicycle safety plus the inevitability of vehicles needing to access the curbside in mind. I would much rather still have designated freight/parking on the roadside if it meant less of a chance of people blocking the bike lane with their vehicles, which people WILL do unless there is something expressly keeping them from doing so. This is going to be an amazing project to start pushing SLC in the right direction toward more efficient transit & more safety for bikes and pedestrians.

Bus 205 turns on 500 East need to accommodate and the use of wheelchair ramps. Need to consider bad weather especially snow not being plowed.

BRT or light rail to the U is necessary

Bikes are not more important than walkers, though bikers think otherwise, and often take license to own. Put them in the center with the trees and watching for busses. You should also consider that east/west flow is already slow by car, often waiting for a long light while no need for the wait exists. Don't pretend to satisfy all -- you would be better off shutting down car traffic than further restricting it so that tourists and newcomers become dangerous.

Bike lanes placed/stripped in the dooring zone of car parking are dangerous for cyclists. When someone exiting their car opens their door into the bike lane, the cyclist can easily hit the door, and then be thrown into the traffic lane. Please make safe bike lanes for cyclists and scooter users who aren't surrounded by a steel cage!

Bike lane protections should be given priority! The double white line and shared lane methods are NOT sufficient to feel safe, and if people don't feel safe they won't use the bike lane. That means they'll either bike on the sidewalk or not bike at all—and we need to reduce automobile traffic as much as we can. Additionally, the expanded sidewalk/public space option is really important in the age of covid. Even if we have a viable and widely-distributed vaccine in the next year, we'll almost certainly be seeing new strains, lost immunity, etc. that will periodically threaten public safety for years to come as we figure this out. We will need easy options for our businesses/restaurants to move outdoors without too much disruption to their normal operations. Ideally, options that disincentivize individual vehicle use in the city would be great—assuming Utahns are more willing to change their transportation method than they would be willing to wait in worsened traffic.

Biggest thing for me is the bike lanes and making sure there is a curb or protection from the cars. Second would be the floating restaurant seating. I think this would help out a ton for the business, plus bring more people out and about downtown. This looks awesome either way! Keep it up!!

Bicycle signaling or at least delay to prioritize bike visibility in the intersection is crucial as well as some marked zone for left turns (the mid intersection "bike box" idea for example). And please have better visibility than 300 s or 200 w. I have nearly been squished so many times due to parked cars blocking the sight line of the bike lane. But to just have a sharrow situation as I will take the lane over risking death any day.

Between West Temple and Main, on 200 S, if you put in mid block / center median landscaping or a protected bike lane you will make it virtually impossible for large vehicles to make deliveries to the commercial building I manage (222 Main). Our main entrance for public parking, Tenants and loading dock are on 200 South. Our Tenant's are already forced deal with this inconvenience on our 300 S entrance / exit, now you want to make it just as or even more inconvenient on 200 S. We are mainly concerned with access to our loading dock and parking garage for delivery trucks. Please don't cut off the ability for our Tenant's to receive large deliveries!

Be thinking about Ubers and potential Automated self-driving vehicles that will drop passengers off and move on. This might be a much larger share of traffic in the future. Need a place for them, even now. Is there enough space for delivery vehicles? What about the Capitol Theater loading waiting zone-- now in the center of the street? I would also consider making most of the parking limited to short term (10-20 minutes) in downtown, to force people to park in garages if they will be there for a while. You can do business with many places in that time period. Please consider the urban design -- some of the new bike lane streets in downtown look just awful, not to mention CONFUSING. I think there is more that can be done.

Baseline (Concept 1) is much better, it is cleaner and easier for motorists, bicyclists and pedestrians to identify the best manner in which to travel and navigate through the corridor.

As someone who lives along 200 S, I would like to see increased greenery as it seems that all the new buildings remove any greenery that we had. A playground somewhere would also be great!

As someone who has tried to bike from 7th E to the front runner (and back) before, I truly appreciate the consideration for the bus bike conflict put into these concepts. My preferred priority would be protected bike lines, especially at 2nd S and Main/State where the bike lane merges into the main traffic lane. Going back up towards the foothills requires decent effort on a bike and going slowly in that lane while there is traffic behind me is always nerve-wracking. I would also appreciate anything that would make the trip less blisteringly hot in the summer, but landscaping is behind bike safety in my priorities.

As pedestrian friendly as possible. For example, very wide sidewalks with space for businesses to use. And of course lots of trees.

As many plants, shrubs, trees as possible. The most beautiful cities in the world, or the most cherished and beautiful places within cities are usually those w/ elements of nature. I love the continuous median concept because of the enhance ability to plant trees.

As an avid commuter cyclist, I am enthusiastically against protected bike lanes like we have on 300 south. I have had MANY close calls with cars and pedestrians while using the protected bike lanes because cars can not see the cyclists and the cyclists can not see the cars. I have been turned into MULTIPLE times by cars turning right because as a cyclist I am completely hidden behind the row of parked cars that "protect" me from traffic. Horrible design, I avoid 300 south entirely now.

As a transit corridor, the enhanced speed for buses and quality user facilities make those two options very interesting. Definitely support more innovative use of the right of way.

As a resident (300w 200s) and business owner (300s West Temple) I applaud the general baseline and side-running transit concepts. They would both add significantly to the appeal and value of the area. Since I live on 200s I am concerned about the increased traffic and noise along 200s. More landscaping might mitigate that. What is the plan for the Greenbike locations along 200s. That is an important part of the downtown commute for me. Dedicated inner bus lanes as proposed in concept 3 are always confusing to drivers and distracting for everyone utilizing those streets. I am not a fan of concept 3.

1

As a frequent car user, I strongly support both protected bike lanes AND transit only lanes. These make it easier as a motorist to make safe decisions as well as improving the general flow of traffic. Shared transit lanes make the pace of traffic erratic and dangerous. Similarly, typical bike lanes can cause surprise/distraction and increased nerves while driving. Protected lanes are better for both bikers and motorists because there is a clear space designation. At a high level, these efforts are great for creating high-quality shared transportation spaces, rather than letting cars dominate cityscapes. Again, I am a motorist, but strongly support transit/bike friendly options. Prioritizing non-car transport is critical for reducing greenhouse gas and pollution emissions, infrastructure is the first step in doing so. Transportation infrastructure induces demand, makes sure we are inducing the right kind. Thank you for your steps.

1

Anything to slow down cross-town traffic and emphasizing the area for pedestrians and local use is preferred. For the longest time, 200 South was an afterthought of a road even though it has pieces of an already existing community.

1

Anything to reduce the amount of cars, as somebody who has to commute by bike and consistently has dangerous experiences with traffic.

1

Any plans that require pedestrians to cross traffic to get to a bus stop increases risk and is a bad idea. All plans should take into consideration the pervasive unwillingness of SLC drivers to obey yield to pedestrian signs, long wait times for lights, and short walk sign times. Additionally, Concept 3 forces pedestrians to wait for the light to get to a bus stop (can be a 2 minute wait). Mid block crosswalks are a very good idea but they should include a stop sign if the city is unwilling to actively and aggressively enforce yield to pedestrian signs. But Concept 3 is worse than the current set up. I rely on public transit, I don't own a car, and the city's non-enforcement of yield to pedestrian signs, very short walk sign times, huge blocks with no mid block traffic light crossings make the city extremely hostile to non-drivers, especially the elderly or disabled.

1

All Salt Lake intersection need some level of improvement. Utah streets are very hostile toward pedestrians.

1

All of these are a snow plow nightmare. Could the powers that be (those who came up with the 3 choices) please kinda include factual knowledge on how snow removal happens effectively on any of them. The permanent bike lanes with really weird parking options included already in place for years are a horrible snow removal situation with zero hope of effective snow removal, for years now!! Its a freaking mess. So at great expense just do it again only more so?!! Lots of ideas are nice, it doesn't mean just because you can you should. Save the money, 200 isn't, "broken ", why unnecessarily fix it? So many things truly need fixing that are broken in our city. Please pick one of those! And please provide factual knowledge how snow removal is supposed to truly effectively happen here.

Adding landscaping wherever possible. Protected bike lanes and transit and pedestrian friendly design are important to revitalizing this area. I like the idea that some parking spaces could be removed to provide outdoor dining options or extended sidewalks. I would need to see data to make an informed opinion on where the bus lane should go and if a raised bike lane is a good idea, we should learn from other examples and not subjective whims. San Francisco, Europe and 300 south here in SLC have good models to study.

Add the full green bike lane painting and intersection protections to the baseline concept 1. I like the side running transit concept too except for the raised bike lanes. Usually there are not enough or poorly placed on/off ramps that make transitioning to regular streets tricky. Not everyone can go up and down curbs on road bikes.

A solid center landscaping median will hurt business that have parking or structures that you would turn into from the opposite side of the street.

A more bikeable Salt Lake! Bike lanes free of parked cars or people means I am more likely to use those roads for transit. I have been trying to bike more but feeling unsafe on the road prevents me from biking as often as I want. I like the idea of the middle bus lane to prevent the bus back up of cars waiting for the busses to merge again and the increase in space/infrastructure for public transit.

A forward thinking model w plans for more pedestrian and bicycle travel benefits from shade for cooling and aesthetics. If we are going to have more frequent (and smaller) buses as part of this, moving the bus stops to the center may be beneficial but it is not clear how this will work with a bus fleet with right side entry/exit doors. The floating bus stops could work as well Would be curious is there is any available data on increase bicycling accidents with the raised lanes and the possibility of dropping off the edge of that lane. Also curious if the bike lane (of any type) is expected to accommodate other wheeled traffic (scooters, etc)

3rd South is not a raging success. You have to do better with 2nd. Don't screw up cross town downtown traffic. Its not horrible the way it is.

3a: Keep 2 good lanes flowing in each direction. Remember that the freeway HOV lane did not reduce congestion. We needed 6 good lanes in each direction rather than a 4th good lane plus 1 specialty lane. Also, Main street became hardly usable when we paralleled the rails with only 1 NB & 1 SB driving lane instead of cutting into the colossal-width sidewalk for 2 lanes in each direction. 3b: If we're going to have raised areas and tight areas, make sure there is sufficient snow-removal. Otherwise, don't. 3c: When designing any street or sidewalk anywhere, remember how tiny the scooter wheels are, and the new battery-run skateboards. While pedestrians might find fast-movers unsafe, potholes & tracks & grates could be dangerous for riders. 3d: As far as pedestrian safety goes, certain existing downtown sidewalk bricks & tiles are slippery when wet; so don't make the same mistake with the 200 South corridor.

2nd and 2nd feels like a very unsafe corner and sprucing it up would be great for the business along 2nd south

200 South needs an infusion of landscaping and improvements to active transportation. With TRAX on 400 South and bus lines on several east-west corridors, I don't see the need for a specific center lane for buses. Instead, have buses share lanes and then re-purpose some of the street for pedestrians and cyclists. Downtown SLC desperately needs more family-friendly open spaces and an elementary school. While this project is focused on transportation, the land use planning must consider those needs. 200 South has tremendous in-fill development potential and could become a slower street that feels more like an urban neighborhood than the bustle of 400 South, 500 South, and 600 South. It also has the best opportunity to connect the west side to downtown via active transportation because there are no bridges to cross or Salt Palaces to navigate. 200 South should be the gateway from downtown to the Jordan River Parkway and connect Gateway-area housing and the intermodal hub to downtown.

200 South is not a very high-throughput street, even during the busiest parts of the day. I'd like to see a more inviting center median with trees and mid-block cross walks to make the corridor feel more accessible. Right now there are stretches of 200 South where cars go pretty fast (400 E to 700 E), in part because the street is so wide and there is nothing but office park style buildings. Making the street-level more engaging is a first step towards making the corridor a "showcase" of the city.

200 south is already a pain point, and not because of vehicles, but because of irresponsible cyclists who ignore the rules. Rewarding them with more of the road is just going to exacerbate the issue, and significantly impact ambulatory/fire response. If the city wants to do something, eliminate the center street parking that the city has been ignoring for years, and put in a center protected bike lane, but stop putting street parking at risk! We already have enough of a problem with the University students using us as a parking lot because the school is too cheap to give free parking to students.

200 south is a very busy corridor. There is ample need for beautification with trees, benches, more green space and better architecture with buildings as they tend to be built right up to the sidewalk. Consistent lighting along the entire corridor would be great something like 21st So. in Sugarhouse. Zoning should include more space for restaurants to move out front for more dining if they choose instead of small corralled spaces that limit. Center island landscaping is very important with trees that grow tall as if an umbrella over the street. Imagination is very important and also a view of what other cities have done.

1

200 South has the potential to be one of the cornerstone streets of Salt Lake City. The 2 bus line is one of the busiest in the system, and it is a major pedestrian thoroughfare that has even higher potential transit and pedestrian usages than currently exist. Having protected bike lanes and a center-running bus lane, with buses running every 5-10 minutes during peak times, would transform the street into one of the best in the city, and could serve as a model for more streets to be transformed going forward. I believe that choosing any option other than #3 would be a missed opportunity to turn 200 South into a truly special, landmark centerpiece street of Salt Lake City. We need to begin thinking more boldly when envisioning the future of transportation in the city if we ever want to truly break our dependence on cars.

1

200 S should not have big changes. It is a major connection to 700E from downtown. It needs the 4 lanes west of 700E. Put in 11 ft lanes. Eliminate left turns except at light. Put in 15ft bike lanes since bicyclists love 2 x 2 riding. No BRT. STOP LOOKING FOR EXCUSES FOR MORE EXPENSIVE PROJECTS.

1

1. Will raising lanes/bus stop shelters impose snow removal problems? 2. Will 2nd South speed limit be reduced to 20 MPH similar to 300 South where improvements have occurred? 3. Bus lane at intersections may impair visual access to bike lane traffic for right turning vehicles. 4. Will traffic lights be synchronized with the proposed improvements? 5. The proposed improvements extend from where to where?

1

#1 and #2 are good concepts with #2 being the best. Dedicated and protected bike lanes are a huge improvement in safety. Bulb outs at corners help and protect pedestrians and cyclists and also huge improvement in safety. Floating bus stops are a great idea.

1

0

Answered: 212 Skipped: 159

Zip



**Word** **Count**

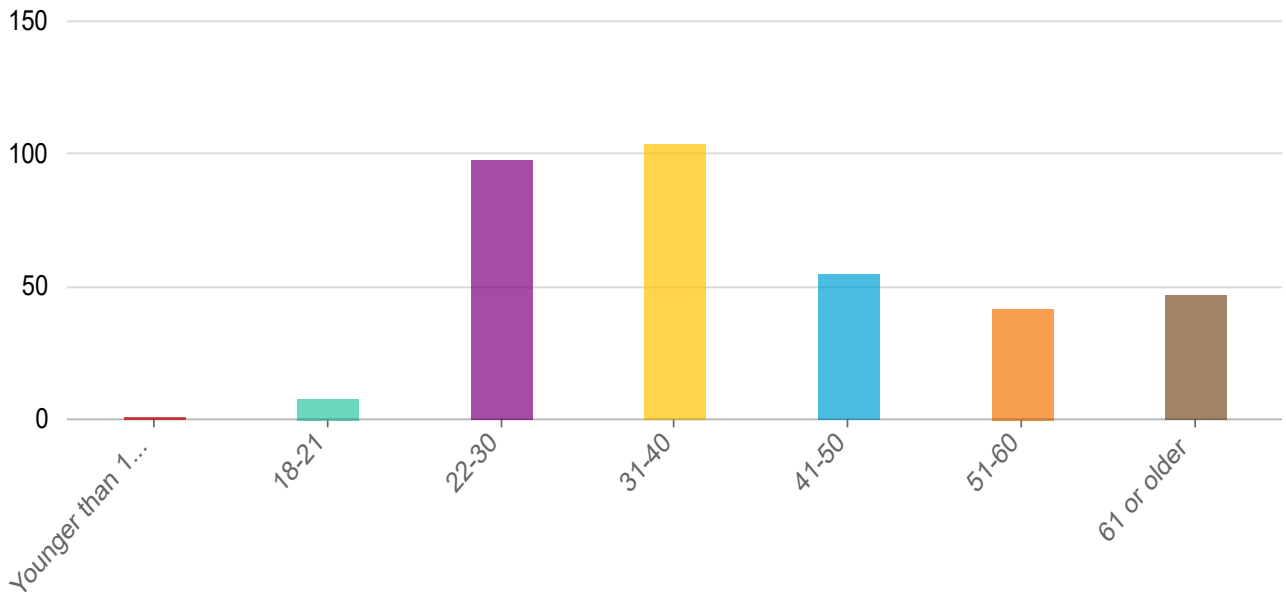
Word	Count
84101	44
84102	43
84111	34
84103	22
84116	13
84105	11
84104	9
84115	7
84106	3
84108	3
84109	2
84054	1
84065	1
84093	1
84094	1



84119	1
84120	1
84124	1
84129	1
Yep....	1
84109-1914	1
84108-2149	1
84104-322	1
84101-3218	1
84`02	1

Answered: 205 Skipped: 166

### What is your age?



#### Answers

#### Count

#### Percentage

Younger than 18	1	0.27%
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18-21	8	2.16%
22-30	98	26.42%
31-40	104	28.03%
41-50	55	14.82%
51-60	42	11.32%
61 or older	47	12.67%

Answered: 355 Skipped: 16

### Do you have any disabilities?



Answers	Count	Percentage
Yes	19	5.12%
No	330	88.95%

Answered: 349 Skipped: 22

### If you answered yes to having a disability, is there anything you would like the project team to know ab...

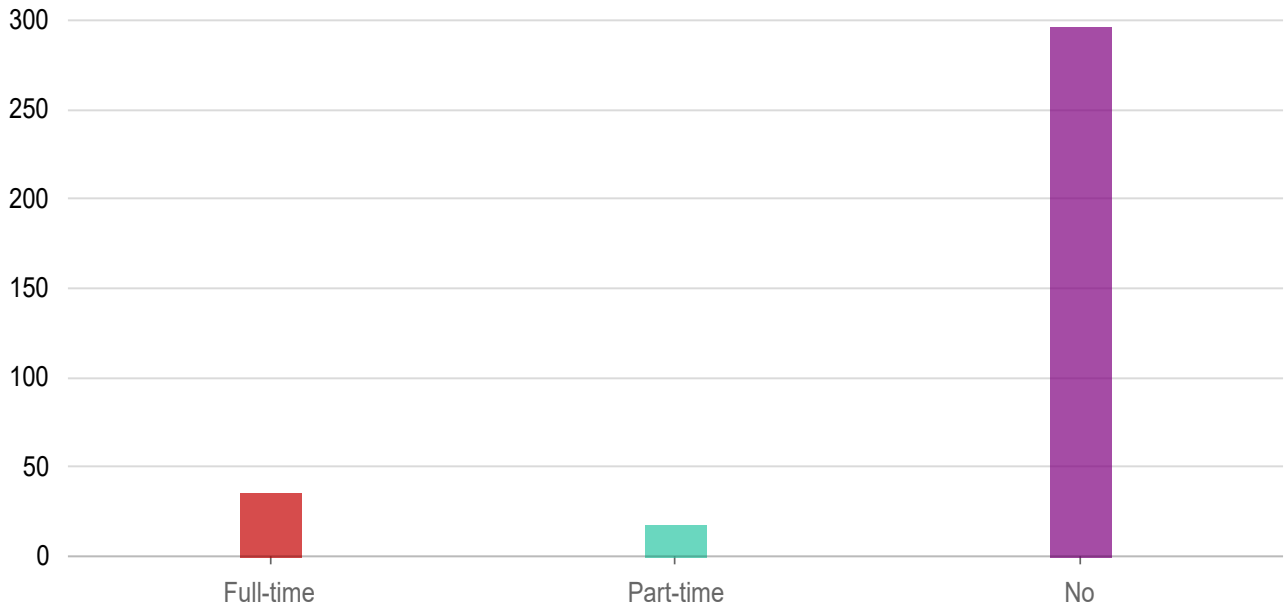
The word cloud requires at least 20 answers to show.

Response	Count
Wider sidewalks everywhere to lessen conflicts with scooters, bikes, strollers and wheelchairs.	1
Why do you ask how many vehicles I own but don't ask how many bicycles or other forms of transportation I own?	1
The sidewalks are a disgrace. They are so uneven it creates significant difficulties for individuals' using a wheelchair or otherwise.	1
Safe area. Do not want areas to attract the homeless and become dangerous and dirty.	1
Proper intersection treatments that prioritize people walking and people riding bikes would greatly reduce my anxiety.	1
Please make sure wheelchairs can travel smoothly in sun and snow - especially when getting to a bus. Walking over ice can be a big problem to people with balance issues and/or wheelchairs. Though the more trees and tree diversity the better, plant tree species whose root systems will not make the sidewalk uneven in the long-term.	1
Please keep this safe for visually impaired people to access.	1
My disability is what pushes me towards the Center Running option and moving the stops towards the mid-block areas. This reduces the amount of traffic lanes I would need to cross for East or West bound usage. All other options and the base of the Center have the stops at the intersection and would in some cases require crossing 1 full road and 1/2 the road to reach the stop. This is detrimental to those that have mobility issues, especially when the stop can be moved to near the center like Trax and both directions can be handled via a singular Stop. Even with 1 stop per block, this is still safer than the stops at the intersections.	1
Moving sidewalks?	1
Make sure there are reserved handicap spots.	1
Limit long straightaways to minimize speeding please. South Temple is bad enough for pedestrians, let's make 200 south more friendly to those of us on the sidewalk.	1

It should be as easy as possible for pedestrians, not only on the sidewalk, but also crossing the streets. Cars should have good sight lines when turning so that they do not turn into pedestrians. Maybe there should be left turn lights at every intersection, so that pedestrians are not crossing while cars are turning. Also, in addition to making it easy for people using wheelchairs to cross, pedestrians may be using carts to transport items, so it should be easy for them to cross streets and transit the sidewalks without catching the wheels of the carts on anything. There should be bicycle stoplights as well, so that cyclists are encouraged to pay attention to them. Also, the bike lanes should be directional, in the same direction as the traffic on that side of the street. Thank you.	1
I'm getting old(er) and I want good transit by the time I can't drive any more.	1
I cannot jump out of the way as rapidly as I once could. I would prefer not to be run over crossing a street. I like well marked crosswalks, even more I like well marked raised crosswalks.	1
I am partially hearing impaired, and a bicycle commuter. Having a protected lane for bicycles is very important to me.	1
I am blind, an advocate for the blind, and teacher for the blind at DSBVI. Talking accessible street crossings are much preferred by the blind, we do not like the chirping bird sounds, it impedes our ability to listen to traffic cues and use mobility skills. There are no universal standards to these sounds across the country so no way to know what they indicate. The best cities for blind mobility use talking cues. Contact me for discussion.	1
be able to use a crutch or walker	1
As a person with autism navigating public spaces can be overwhelming. Following standard conventions, like bus stops in visual line with walking routes, can be helpful as it's easier to know what to expect.	1
	0

Answered: 18 Skipped: 353

**Are you a student?**

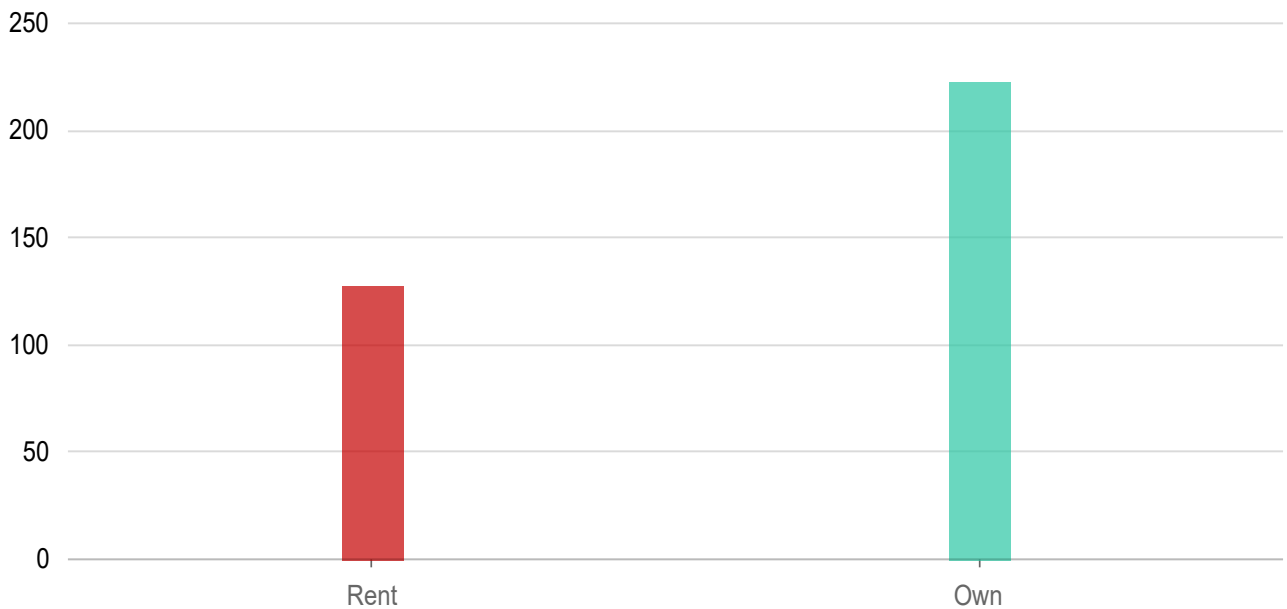


**Answers** **Count** **Percentage**

Full-time	36	9.7%
Part-time	18	4.85%
No	297	80.05%

Answered: 351 Skipped: 20

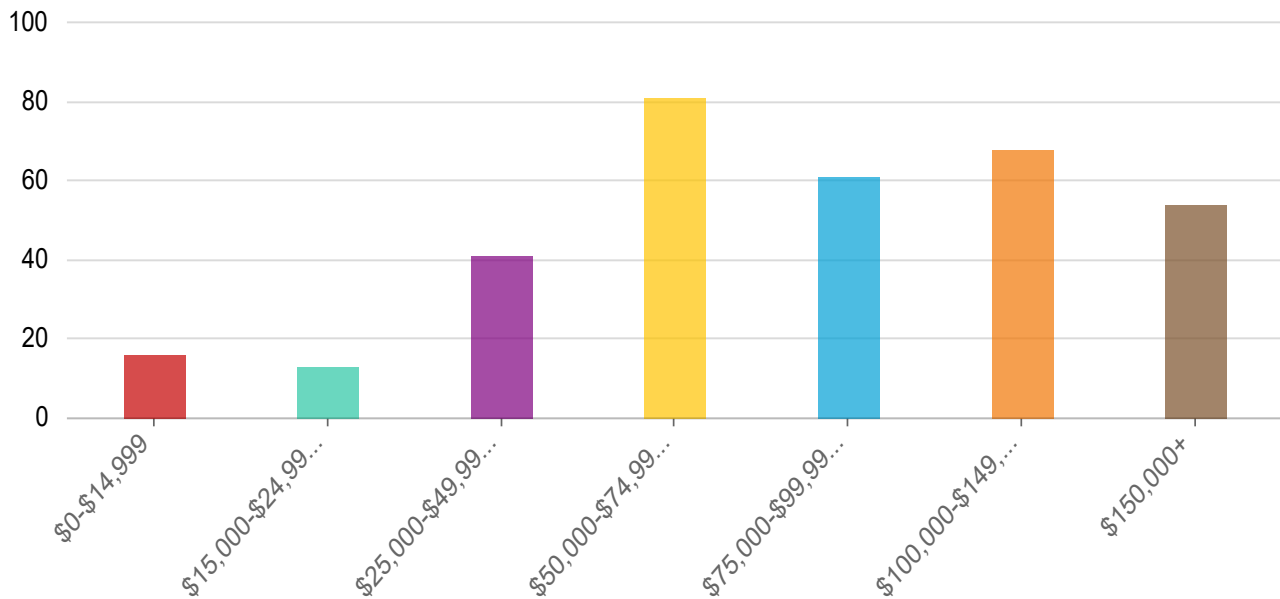
### Do you rent or own?



Rent	128	34.5%
Own	223	60.11%

Answered: 350 Skipped: 21

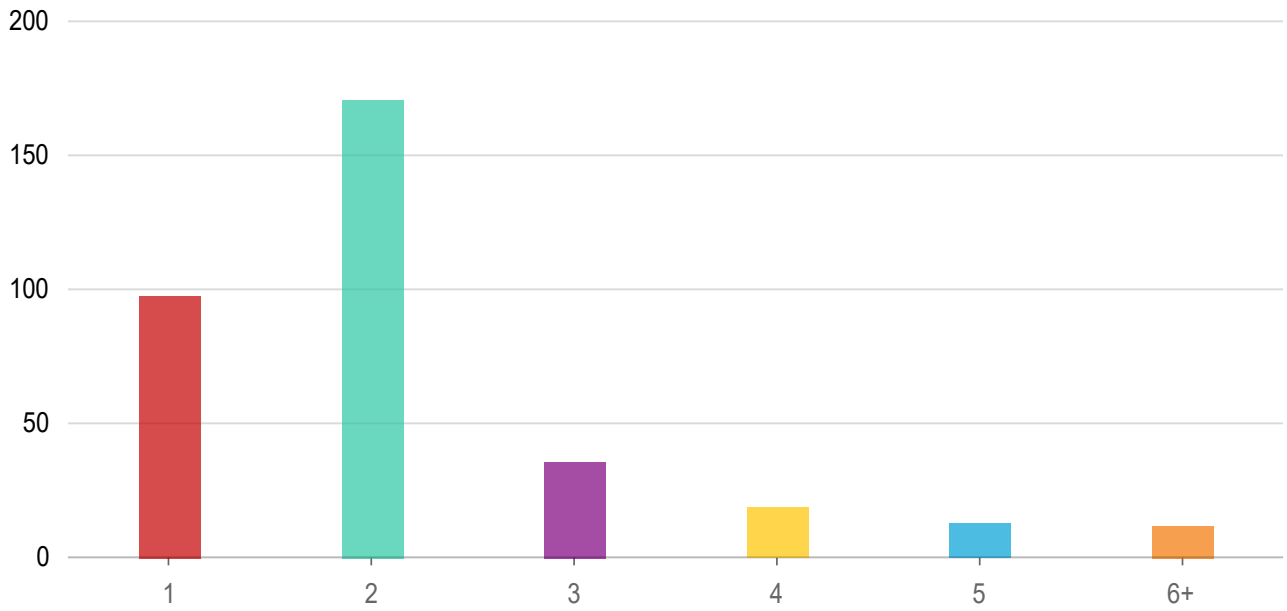
### What is your household income level?



Answers	Count	Percentage
\$0-\$14,999	16	4.31%
\$15,000-\$24,999	13	3.5%
\$25,000-\$49,999	41	11.05%
\$50,000-\$74,999	81	21.83%
\$75,000-\$99,999	61	16.44%
\$100,000-\$149,999	68	18.33%
\$150,000+	54	14.56%

Answered: 333 Skipped: 38

### How many people are in your household?

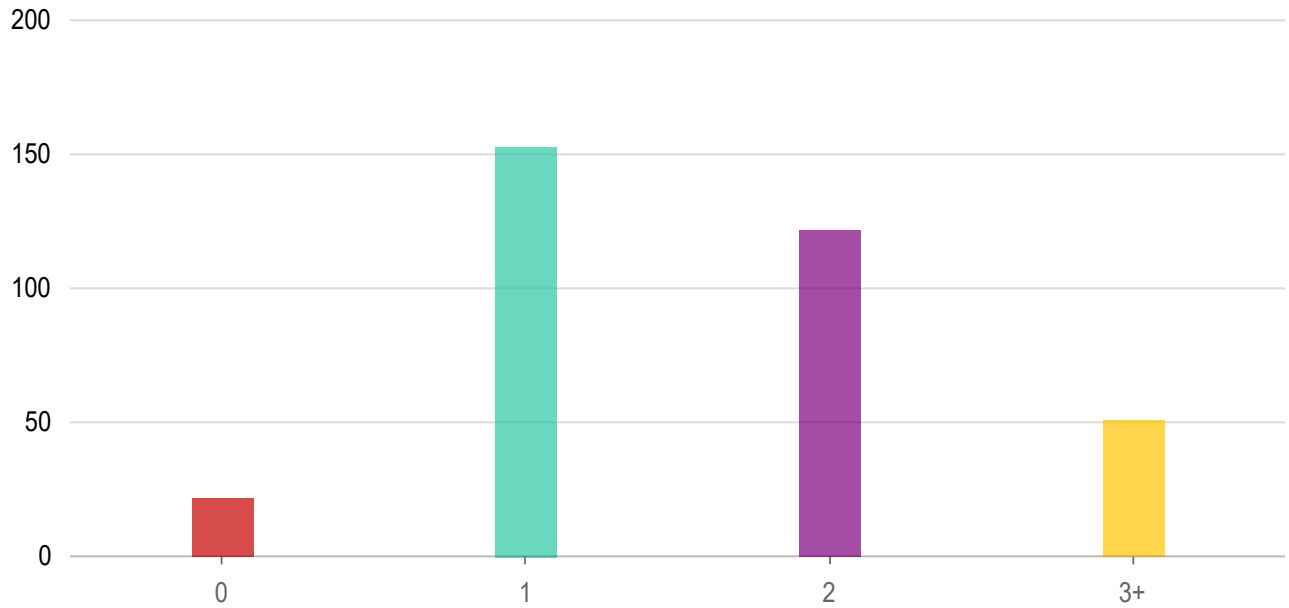


**Answers** **Count** **Percentage**

1	98	26.42%
2	171	46.09%
3	36	9.7%
4	19	5.12%
5	13	3.5%
6+	12	3.23%

Answered: 348 Skipped: 23

### How many vehicles belong to your household?



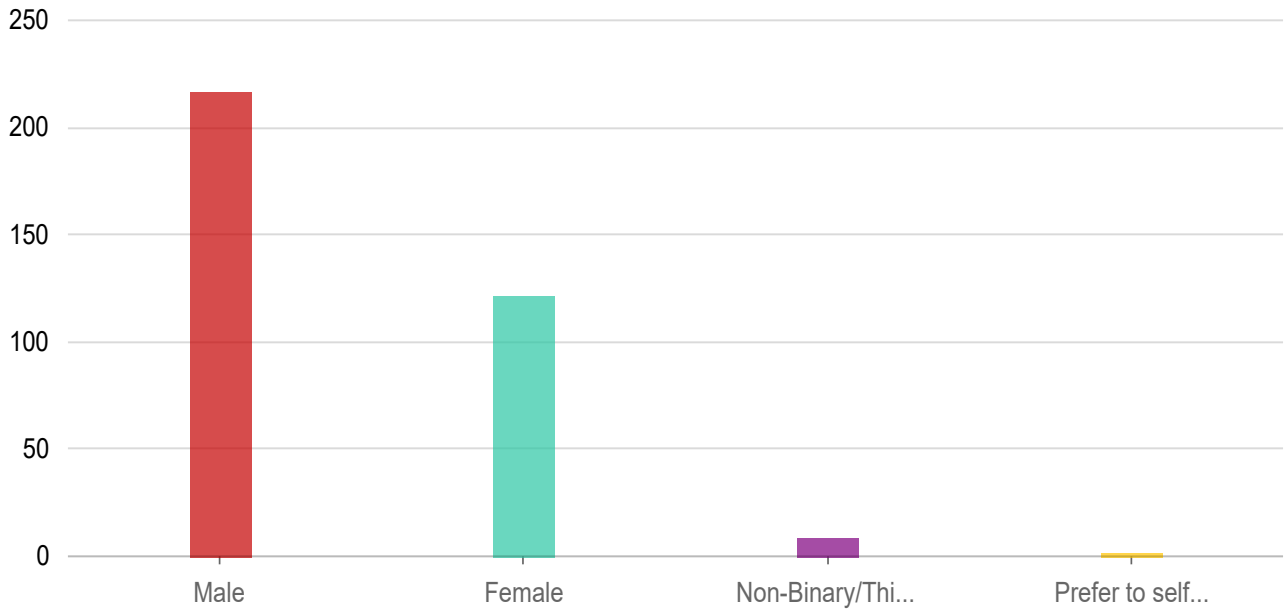
**Answers** **Count** **Percentage**

0	22	5.93%
1	153	41.24%
2	122	32.88%
3+	51	13.75%

Answered: 348 Skipped: 23

**What is your gender?**



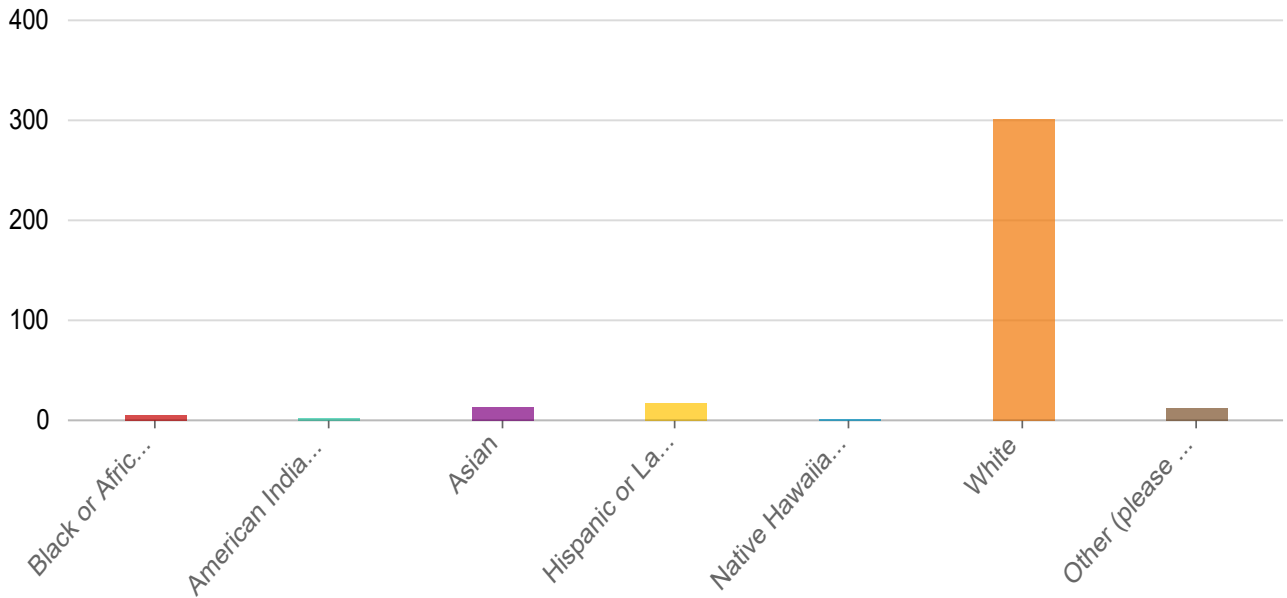


**Answers** **Count** **Percentage**

Male	217	58.49%
Female	122	32.88%
Non-Binary/Third Gender	9	2.43%
Prefer to self-describe (please specify)	2	0.54%

Answered: 350 Skipped: 21

**What is your ethnicity?**



**Answers** **Count** **Percentage**

Black or African American	6	1.62%
American Indian or Alaska Native	3	0.81%
Asian	14	3.77%
Hispanic or Latino (of any race)	18	4.85%
Native Hawaiian or Pacific Islander	2	0.54%
White	302	81.4%
Other (please specify)	13	3.5%

Answered: 341 Skipped: 30