

600/700 North

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Improvements Study



Corridor Goals

Introduction

The 600/700 North Corridor Goals are the key foundational piece of the 600/700 North study. The goals provide a concise list of the key priorities for the corridor for the full range of stakeholders. These are not just goals for our planning process, but for the corridor moving forward.

It is important that the goals also strike the right balance of specificity. They should be specific enough to be meaningful and articulate established community needs, while being broad enough that there can be multiple solutions to achieving the same goal.

We – the project team and the Stakeholder Committee - will frequently be considering and referencing the Corridor Goals throughout the planning process in order to evaluate current conditions and concepts, develop ideas, and determine the direction of the plan. The Corridor Goals will live on after the planning process and into implementation.

One important aspect of the Corridor Goals is acknowledging that the goals will likely conflict. In this way, one of the key roles of the goals will be to identify the key tradeoffs that face the Stakeholder Committee and that the corridor stakeholders are willing to make, as part of the preferred scenario.

Where did the Corridor Goals come from? The primary source is the facilitated discussion of Stakeholder Committee on March 6, 2020. This discussion is supported by outreach conducted by Salt Lake City Transportation in 2018, Salt Lake City citywide planning goals and objectives specific to the corridor in mode- and area-specific plans. In general, the themes and specific objectives of these sources are in line with one another.

A current draft list of the goals is on the next page, with supporting material in the following pages.

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DRAFT Corridor Goals

CONNECTIONS

Goal 1: Maintain and enhance the link among 600/700 North corridor neighborhoods and the rest of Salt Lake City

The plan will maintain and enhance the corridor's connection of neighborhoods to one another and to the rest of the city, for all transportation modes.

Goal 2: Link people and neighborhoods across 600/700 North

Make 600/700 North a seam rather than a barrier, with a focus on frequent, well-placed, and high-quality pedestrian crossings.

Goal 3: Maintain the corridor's regional connections

The corridor's regional connections include its freeway interchanges, freight routes, transit service, and trails. The plan will balance these regional considerations with neighborhood livability.

LIVABLE NEIGHBORHOODS

Goal 4: Calm traffic to create a safe corridor

Lower vehicle speeds are integral to the success of the corridor. The plan will mitigate concern with consistent, targeted, and proven strategies.

Goal 5: Create a beautiful street with great places reflecting neighborhood pride

The plan will leverage existing neighborhood assets to create an authentic sense of place. It will create awareness and tell the stories of the neighborhoods to residents and visitors. While some things are hard to fix and beauty comes at a cost, this is an opportunity for the corridor's communities to shine.

Goal 6: Improve access to and leverage Jordan River Parkway, Riverside Park, and the surrounding corridor parks and open space network.

Jordan River Parkway and Riverside Park are destinations at the heart of a network of open space and parks in the area. Access to them must be increased for all transportation modes and must be safer. The plan will consider the river's natural area, as well as synergy with the adjacent Backman Elementary School.

Goal 7: Support and shape corridor commercial nodes with walkable character and neighborhood-oriented services

Leverage the existing commercial pockets and do it carefully, making sure to maintain the corridor's largely residential character. The plan will focus on walkable amenities and neighborhood-oriented businesses.

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TRANSPORTATION CHOICES

Goal 8: Implement and support Salt Lake City's Frequent Transit Network and other transit connections

600/700 North is a priority corridor for the city's Frequent Transit Network – high-frequency transit service is coming to the corridor neighborhoods. The plan will create an equally great environment for bus operations, passenger pedestrian and bike access, and passenger waiting and alighting.

Goal 9: Improve the safety, consistency, and comfort of east-west bicycle travel in the project area.

600/700 North and its nearby parallel streets will connect people riding bikes among destinations along the corridor. In particular, the plan will improve the ride over the I-15 interchange and viaduct.

IMPLEMENTATION

Goal 10: Create a comprehensive and integrated set of solutions for the entire corridor

600/700 North is currently a patchwork of uncoordinated improvements. The plan will set out an elegant suite of improvements that, while context-sensitive, creates a consistent experience. The plan will also integrate citywide and neighborhood initiatives, making the corridor plan greater than a sum of its parts.

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Goal development

Below, the feedback that informed the formation of each goal is listed. This feedback consists of the discussion at the March 6, 2020, Stakeholder Committee meeting and notes from the 2018 stakeholder interviews is listed under each goal.

Draft Goal 1: Maintain and enhance the link from Westside neighborhoods to the rest of Salt Lake City

Feedback from 3/6 Stakeholder Committee meeting

- Links rural part of our community to the city
- Lifeblood of the community
- Regret difficulty going between Capitol Hill and neighborhoods to the west

Supporting feedback from 2018 outreach

- East to west
- Connectivity/network issues - the backups at I-15 SPUI mean that residents have no other way to get home west of I-15
- Need for students to cross train tracks south of 600 N
- Move traffic safely

Polling at 4/3 meeting

- Support: 12
- Support with concerns: 0
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- Need to facilitate connections across N. Temple/Rail Corridor between Rose Park/Fairpark and Poplar Grove/Glendale
- The overpass is a pretty thorny obstacle
- Emphasis on enhance, make appealing to attract people from the other parts of the city.
- Heather: yes, this is great!
- Carlton Christensen: It is one of the main east west corridors that also connects freeways
- kyle: key priority for several west side neighborhoods

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- Support
- Overpass has underutilized separated walkway - find ways to navigate users to upcoming 300 N/400 N? crossing for more comfortable experience.
- Goal as stated seems to omit mention of connecting to Capitol Hill and east.- David Scheer
- Important for this connection- MG

Concerns at 4/3 meeting

- Also include connection to Capitol Hill and east in statement of goal.

Refined Goal 1: Maintain and enhance the link among 600/700 North corridor neighborhoods and the rest of Salt Lake City

* Made more inclusive

The plan will maintain and enhance the corridor's connection of neighborhoods to one another and to the rest of the city, for all transportation modes.

Potential performance measures

- Traffic performance
- Transit connections
- Bike connections

Draft Goal 2: Link people and neighborhoods across 600/700 North

Feedback from 3/6 Stakeholder Committee meeting

- Fairpark / Rose Park interface cross at certain key points
- Link between Westpointe and Jordan Meadows; creative community thinking on events etc.
- Make pedestrian crossings better/safer
- More signalized crossings in better places
- A barrier

Supporting feedback from 2018 outreach

- Lack of high-quality crossings with guards and lights...There is a need for a couple of other signalized crossings that are pedestrian activated
- Crossings are too long

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Polling at 4/3 meeting

- Support: 13
- Support with concerns: 0
- Do not support: 0

Comments at 4/3 Stakeholder Committee meeting

- Essential to walkability goals and safety
- Eric: Raised crosswalks, bump-outs for bus stops if possible
- kyle: 600 N is a jurisdictional and physical boundary
- Focus on key destinations or origins
- Carlton - These neighborhoods while they have things in common, are separated in so many ways, that it sometimes is difficult to break down those barriers.
- Greg S: This will come about as the corridor becomes more ped/bike friendly and attract people and businesses.
- Blake: link to neighborhood amenities (ie fairpark, rec center, etc)
- Heather: it is important to have a safe way to cross and to connect the communities on both sides especially when the school boundaries spans both sides of 600/700 N.
- Kevin: There are great amenities on both sides, people need to feel safe crossing the road.

Concerns at 4/3 meeting

- None expressed

Refined Goal 2: Link people and neighborhoods across 600/700 North (Keep as-is)

Make 600/700 North a seam rather than a barrier, with a focus on frequent, well-placed, and high-quality pedestrian crossings.

Potential performance measures

- Crossing location: spacing and access to destinations
- Length of crossing quality: length and amount of protection

Draft Goal 3: Maintain regional connections

Feedback from 3/6 Stakeholder Committee meeting

- Bridge/interchange – critical link to downtown SLC – maintain link and infrastructure

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- Traffic congestion on 700 N / Redwood Rd

Supporting feedback from 2018 outreach

- Details of interchanges don't work right

Polling at 4/3 meeting

- Support: 4
- Support with concerns: 8
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- I-15 connection is necessary but an obstacle in its current form. David Scheer.
- Joe - Regional connections are important but shouldn't come at the expense of the neighborhood
- Regional connections are important but who is making the most use of those connections to the detriment of local residents? Staker Parson trucks are unsafe, dirty and clogging the access to 15
- kyle: neighborhood-scale design can be inherently in conflict with regional mobility
- Blake: the regional aspect may contribute to it being a wide unsafe corridor.
- Greg S: my concern is that we don't attract more traffic. The goal is to calm traffic, and that may be difficult to achieve if we attract more regional trips.
- Corky: what does regional connection mean?
- Eric: N/S Transit connections: currently no access between 300 W and Redwood. Could discuss not connecting both freeways on same corridor.
- Carlton: If you don't have that connection, you will end up getting cross traffic, because of the two freeways through other arterial streets that would create more neighborhood conflicts.
- Important connections to industry, capitol, and large employers
- Heather: I think part of what makes this area desirable is that you can access so many connections so easily. This also makes it busy and unsafe. It's a fine balance!

Concerns at 4/3 meeting

- I-15 interchange is an obstacle
- Not at the expense of the neighborhood

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- What kind of regional connections? Trucks can be a nuisance
- Don't attract more traffic
- Find a balance

Refined Goal 3: Maintain the corridor's regional connections (Keep as-is)

The corridor's regional connections include its freeway interchanges, freight routes, transit service, and trails. These regional considerations should be in balance with neighborhood livability.

Potential performance measures

- Interchange function for traffic
- Interchange infrastructure
- Freight route connectivity

Draft Goal 4: Calm traffic to create a safe corridor

Feedback from 3/6 Stakeholder Committee meeting

- Safety – traffic calming – bend is dangerous
- Traffic calming all along 600 N corridor
- Address safety at end of UDOT interchange (800 West) – 3 fatalities in the last 12 years
- Only 6 signals – very wide road, only one feedback sign, people don't slow down.
- Curve is blind, very congested
- Speeds of trucks on 300/400 West – dust/debris – divert?
- Consider how traffic disperses through eastward (in Marmalade/Capitol Hill area)

Supporting feedback from 2018 outreach

- Safety from traffic/traffic management – road too wide, people drive too fast, lack of yielding, lack of good crossings, lack of visibility, curving road...It is a nightmare to be a pedestrian on this corridor due to high speeds and the on/off ramps.
- Lack of visibility for ped-vehicle conflicts
- Sense of traffic moving through too fast, not stopping
- Lessen cut-through traffic
- Slow down traffic coming off interchanges - slow down traffic before they get to the neighborhood, not part way through it

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Polling at 4/3 meeting

- Support: 10
- Support with concerns: 2
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- Eric: Reduce to one lane each way where possible. Raised crosswalks and bus stop bump-outs!
- Blake: Lets do it! Better be ready for major pushback. Dynamic lanes!
- Grant: Calming methods should be with specific purposes and proven methods. Not broad strategies
- Carlton: If you "calm it" too much, you will/may have some unintended consequence. The calming should be focused on the pedestrian crossing opportunities
- Kevin--I think some residents will be upset with Traffic calming measures but it is necessary for the safety of the community.
- David- Does this conflict with goal of carrying commercial traffic?
- Corky: Should look at other ideas for the traffic calming, not just the standard tools
- Kyle: vehicle speed and vehicle throughput are independent - so don't necessarily get fewer cars through by lowering speed
- Richard - Integral to success...would like to see a median based on the aesthetics and calming potential
- Greg S: Calming should be focused on slowing traffic (even if just to the posted speed limit) to make sidewalks and other facilities feel safe. With the number of driveways and crosswalks, this is needed.
- Heather: Yes, please!! We need to keep our crossing guard and our kids safe and alive!! I love the idea of having a consistent strategy along the whole corridor. It lights and narrowing the streets to slow us all down!

Concerns at 4/3 meeting

- Proven strategies
- Targeted (i.e. at ped crossings and ped/bike-vehicle conflicts)
- Will be pushback
- Unintended consequences

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- Create a consistent strategy

Refined Goal 4: Calm traffic to create a safe corridor (keep as-is)

Lower vehicle speeds are integral to the success of the corridor. Mitigate concern with consistent, targeted, and proven strategies.

Potential performance measures

- Speed of the roadway (existing traffic and future design speed)
- Mode conflicts
- Ped-related crashes (existing only)
- 500 North traffic speeds
- Degree to which approach is proven

Draft Goal 5: Create a beautiful street with great places and gateways

Feedback from 3/6 Stakeholder Committee meeting

- I-215 – better, more welcoming gateway
- 2200 West/700 North – safety/visibility
- Enhance entry way into Rose Park, more green
- More gateways / monuments for other neighborhoods

Supporting feedback from 2018 outreach

- Sidewalk should be widened with more protection/buffer
- Livable social spaces
- Community centered
- Gateway
- Beautiful place and a real place to be, with an identity
- A beautiful neighborhood like Rose Park needs a beautiful street
- Create a boulevard
- Increase pride in the community through transformation of the street
- Consistency in look and feel
- The corridor lacks beauty

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- Beautify... entrances and exits the most
- Want more green space
- Need wayfinding
- Personal security
- Overhead lighting is insufficient

Polling at 4/3 meeting

- Support: 9
- Support with concerns: 3
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- kyle: beautification has some gentrification concerns, also things that are hard to fix (overhead utilities)
- Joe - A lot of great assets to take advantage of and expand on in place
- Carlton: The corridor has some tired infrastructure and is in need of some updates.
- Make beautiful streets that can be maintained well without large expense to the city or helped by the neighborhood
- David- I'm not a big fan of "gateways". Places should create a sense of place on their own. Artificial gateways often come off as contrived.
- Heather: I see the beautification efforts along the 900S corridor and wonder why those are mostly seen on the Eastside.
- Corky: Great way to have the communities to shine in artwork identity.
- Blake: If we are making great places along the corridor, we need to make sure it'll be safe for people
- Greg S: I think a gateway should let those who get off the freeways to know that they are in SLC/our neighborhoods...something that invokes identity. Great places to attract destinations both internally and citywide.
- Richard...beautiful streets and great places come at a cost in terms of

Concerns at 4/3 meeting

- Gentrification

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- Some things are hard to fix.
- Can be maintained well without large expense to the city or helped by the neighborhood
- Not contrived (especially “gateways”)

Refined Goal 5: Create a beautiful street with great places reflecting neighborhood pride

The plan will leverage existing neighborhood assets to create an authentic sense of place. It will create awareness and tell the stories of the neighborhoods to residents and visitors. While some things are hard to fix and beauty comes at a cost, this is an opportunity for the corridor’s communities to shine.

* Less specific about gateways – more flexibility to create neighborhood awareness for residents and visitors.

Potential performance measures

- Tree and landscape coverage
- Percentage of person space in the cross section
- Neighborhood awareness on the corridor – memorability/imageability
- Amount and quality of public spaces on the corridor

Draft Goal 6: Improve access to and leverage Jordan River Parkway and Riverside Park

Feedback from 3/6 Stakeholder Committee meeting

- Natural area along river – want kids to believe in where they live, pride in place
- Jordan River – a gem we need to capitalize on, engage Jordan River Commission and Byways project, leverage resources.
- Riverside Park is the jewel of Rose Park, but park parking along 700 North is dangerous, traffic calming

Supporting feedback from 2018 outreach

- Safe access to parks
- Better link schools and open spaces
- Encourage higher use of JRPT
- Make 600/700 N feel like extension of JRP
- Address Riverside Park parking

Polling at 4/3 meeting

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- Support: 10
- Support with concerns: 1
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- kyle: yes, the park is great
- Good neighborhood icons to focus on.
- Richard...Gems that we should be capitalized upon
- Blake: Love it! those are two anchors of the neighborhood
- Kevin: People need to feel safe in both places. They are great. But you do have a lot of people that feel unsafe
- Corky: Safety concerns
- Greg S: this is a potential natural recreational area that could bring more appeal to this area. Other parts of the city have their natural recreation areas as destinations for the entire city. We need to value its importance in regional connectivity
- Heather: Please include the space across the river from Backman where we are building our bridge. We are asking for additional funding from the city to turn the weed patch in to a safe, usable natural area that the school & community can use!!

Concerns at 4/3 meeting

- Safety.

Refined Goal 6: Improve access to and leverage Jordan River Parkway, Riverside Park, and the surrounding corridor parks and open space network.

* Incorporate larger open space network.

Jordan River Parkway and Riverside Park are destinations at the heart of a network of open space and parks in the area. Access to them must be increased for all modes and must be safer. The natural area should be considered, as well as synergy with the adjacent Backman Elementary School.

Potential performance measures

- Connectivity of park network
- Amount and quality of parking - auto and bike
- 600/700 North roadway safety at park/parkway location

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- Quality of riparian area

Draft Goal 7: Create walkable neighborhood commercial nodes in balance with residential character

Feedback from 3/6 Stakeholder Committee meeting

- Single family homes – preserve character - balance with growth
- Provide amenities for people living nearby
- Walkable community clustered on 600 North
- Parkway and trail – make it a destination, retail
- Developing area on 300 West, phenomenal destination, planning for east-west are 2 different things, short/long, commercial residential

Supporting feedback from 2018 outreach

- More retail pockets...new and fun businesses and "be a place to be".
- Corridor needs more neighborhood services

Polling at 4/3 meeting

- Support: 6
- Support with concerns: 5
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- Kyle: displacement concern. 'place-keeping' not 'place-making'
- Eric: This will require some density, which incumbent residents may be resistant to. How to bridge the wide corridor?
- David- Doing this successfully is harder than it sounds. The devil's in the details. Will require separate study.
- Corky: Would like the majority of the businesses in the area to stay small and not "chain-stores"
- Kevin-Love the idea of walkable neighborhoods and commercial nodes. We need more restaurants and coffee shops etc...
- Need to be developed with lots of community input.
- Richard...given the location between these two I think this is very difficult
- Walk?! Who wants to walk?!? ;)
- Greg S: What kind of commercial businesses would be attracted? I think we don't need more check n go businesses, but something that promotes appeal. More local shops to as destinations.

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- Heather: I think 900S is a good balance for and model for this. We would love for more local retail and walk-ability.

Concerns at 4/3 meeting

- Will require density?
- Displacement concern
- Will be too difficult
- Do it carefully

Refined Goal 7: Support and shape corridor commercial nodes with walkable character and neighborhood-oriented services

Leverage the existing commercial pockets and do it carefully, making sure to maintain the corridor's largely residential character. The plan will focus on walkable amenities and neighborhood-oriented businesses.

* Changed wording to frame more as – we're supporting existing commercial nodes rather than creating from scratch, and we're focusing on things that benefit the neighborhoods.

Potential performance measures

- Zoning - ability for commercial square footage
- Node walkability
- Residential character - scale
- Neighborhood amenities

Draft Goal 8: Implement and leverage the Frequent Transit Network and other transit connections

Feedback from 3/6 Stakeholder Committee meeting

- Better bus stops

Supporting feedback from 2018 outreach

- Better bus routes and frequency (NWCC)

Polling at 4/3 meeting

- Support: 10
- Support with concerns: 1

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- Do not support: 0

Comments at 4/3 Stakeholder meeting

- Eric: Gooooooooooooooooooooo transit!
- Can't wait for frequent transit service in this neighborhood
- Greg S: my concern is that there aren't enough transit options.
- Frequent stopping of buses can inhibit flow and create unsafe conditions
- Kevin--West side needs accessible and convenient transit.
- Carlton: The city did some extensive transit planning and it should be respected and honored.
- Heather: Our families desperately need good public transportation!! This is much needed and a long time coming!

Concerns at 4/3 meeting

- Conflicts with buses stopping

Refined Goal 8: Implement and support Salt Lake City's Frequent Transit Network and other transit connections

* Added "Salt Lake City's"

600/700 North is a priority corridor for the city's Frequent Transit Network – high-frequency transit service is coming to the corridor neighborhoods. This plan will create an equally great environment for bus operations, passenger pedestrian and bike access, and passenger waiting and alighting.

Potential performance measures

- Transit vehicle operations
- Quality of waiting environments
- Access to stops

Draft Goal 9: Create a safe, consistent, and comfortable bicycling experience on the corridor

Feedback from 3/6 Stakeholder Committee meeting

- Slow traffic – promote bicycling
- Biking is dangerous on 700 North – Improve bicycling experience on the corridor.

Supporting feedback from 2018 outreach

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- Better bicycle facilities for the corridor... There is no safe place for bicyclists to ride heading east on 600 N from the Rose Park area- you have to move all over the road- between right turn lanes, entrance ramps, and more right turn lanes. Even as an experienced, confident cyclist, I don't really know what to do there.
- Safer SPUI crossing for bikes. The hardest barrier has and remains getting safely over I-15. The ride over is precarious on the very best day.

Polling at 4/3 meeting

- Support: 6
- Support with concerns: 5
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- Eric: Buses and bikes need to be able to use the same roadspace without conflicts.
- Don't want a bike lane to look like 300 South.
- Kevin-Like the idea of a bicycle experience. Needs to be safe for bikes, and pedestrians as well as drivers.
- Bike connection to park and Jordan River should be a major goal.
- Heather: the street is SO WIDE there is TONS of room for a bike lane! I love this idea. We encourage our kids to bike to school and this would really help!
- Greg S: this is great to make it a multi modal corridor.
- Carlton: Wondering if 1000 N and 500 N would be better corridors for comfort bicyclist.
- Can't cram that many activities into this space...give cyclists some way to make this work in a systematic way
- Grant: create good bicycle facilities and leverage parallel facilities that might be more amenable

Concerns at 4/3 meeting

- Concern about 600/700 N looking like 300 South protected bikeway
- Are there more appropriate streets than 600/700 North for some cyclists?

Refined Goal 9: Improve the safety, consistency, and comfort of east-west bicycle travel in the project area.

*Made the goal broader to include east west travel along both 600-700 North and parallel streets.

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600/700 North and its nearby parallel streets will connect people riding bikes among destinations along the corridor. In particular, the plan will improve the ride over the I-15 interchange and viaduct.

Potential performance measures

- Level of traffic stress
- Consistency and clarity of bike experience
- Bike access to major destinations on the corridor – i.e. end of trip facilities

Draft Goal 10: Create a comprehensive and integrated set of solutions for the entire corridor

Feedback from 3/6 Stakeholder Committee meeting

- Lousy roadway geometry, misaligned, quick-fix
- Integrate concurrently operating projects and initiatives to make better use of resources

Supporting feedback from 2018 outreach

- The road has had a series of patchwork fixes, but often has problems with poor maintenance.

Polling at 4/3 meeting

- Support: 11
- Support with concerns: 0
- Do not support: 0

Comments at 4/3 Stakeholder meeting

- yes!
- Greg S: something that creates consistency and continuity through the neighborhoods.
- Richard...Absolutely essential to ensure we don't have to undo something later because goals and means were not shared early on
- "Heather: yes!
- Thank you..."
- Corky: Should be a complete project (in stages of course), but not pieced together

Concerns at 4/3 meeting

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- None expressed

Refined Goal 10: Create a comprehensive and integrated set of solutions for the entire corridor (Keep as-is)

600/700 North is currently a patchwork of uncoordinated improvements. The plan will set out an elegant suite of improvements that, while context-sensitive, creates a consistent experience. The plan will also integrate citywide and neighborhood initiatives, making the corridor plan greater than a sum of its parts.

Potential performance measures

- Coordination of projects and initiatives
- Street infrastructure consistency
- Utilities configuration

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Proposed performance measure summary

Goal #	Goal name	Potential performance measure
1	Maintain and enhance the link among 600/700 corridor neighborhoods and the rest of Salt Lake City	Traffic performance: Peak hour increment LOS analysis; travel time Transit connections to the city/region Bike connections to the city/region
2	Link people and neighborhoods across 600/700 North	Crossing location: frequency and access to destinations Quality of crossing: length and amount of protection Interchange function for traffic
3	Maintain the corridor's regional connections	Interchange infrastructure condition Freight route connectivity
4	Calm traffic to create a safe corridor	Speed of the roadway (existing traffic and future design speed) Conflicts Crashes (existing conditons only) 500 South traffic speeds Degree to which approach is proven (scenarios only)
5	Create a beautiful street with great places and neighborhood pride	Tree and landscape coverage Percentage of person space in the cross section Neighborhood awareness on the corridor – memorability/imageability Amount and quality of public spaces on the corridor Connectivity of park network
6	Improve access to and leverage Jordan River Parkway, Riverside Park, and the surrounding corridor parks and open space network.	Amount and quality of Riverside parking - auto and bike 600/700 North roadway safety at park/parkway location Quality of Jordan riparian area
7	Develop neighborhood commercial nodes with walkable neighborhood amenities and in balance with residential character	Zoning - ability for commercial square footage Node walkability Residential character - scale Amount of neighborhood amenities
8	Implement and leverage the Frequent Transit Network and other transit connections	Transit vehicle operations Quality of waiting environments Access to stops
9	Create a safe, consistent, and comfortable bicycling experience on the broader 600/700 North corridor	Level of traffic stress Consistency and clarity of bike experience Bike access to major destinations on the corridor – i.e. end of trip facilities
10	Create a comprehensive and integrated set of solutions for the entire corridor	Coordination of projects and initiatives Street infrastructure consistency Utility configuration