

# 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.*

## How do we measure it?

- Traffic performance
- Transit connections
- Bike connections
- Pedestrian connections

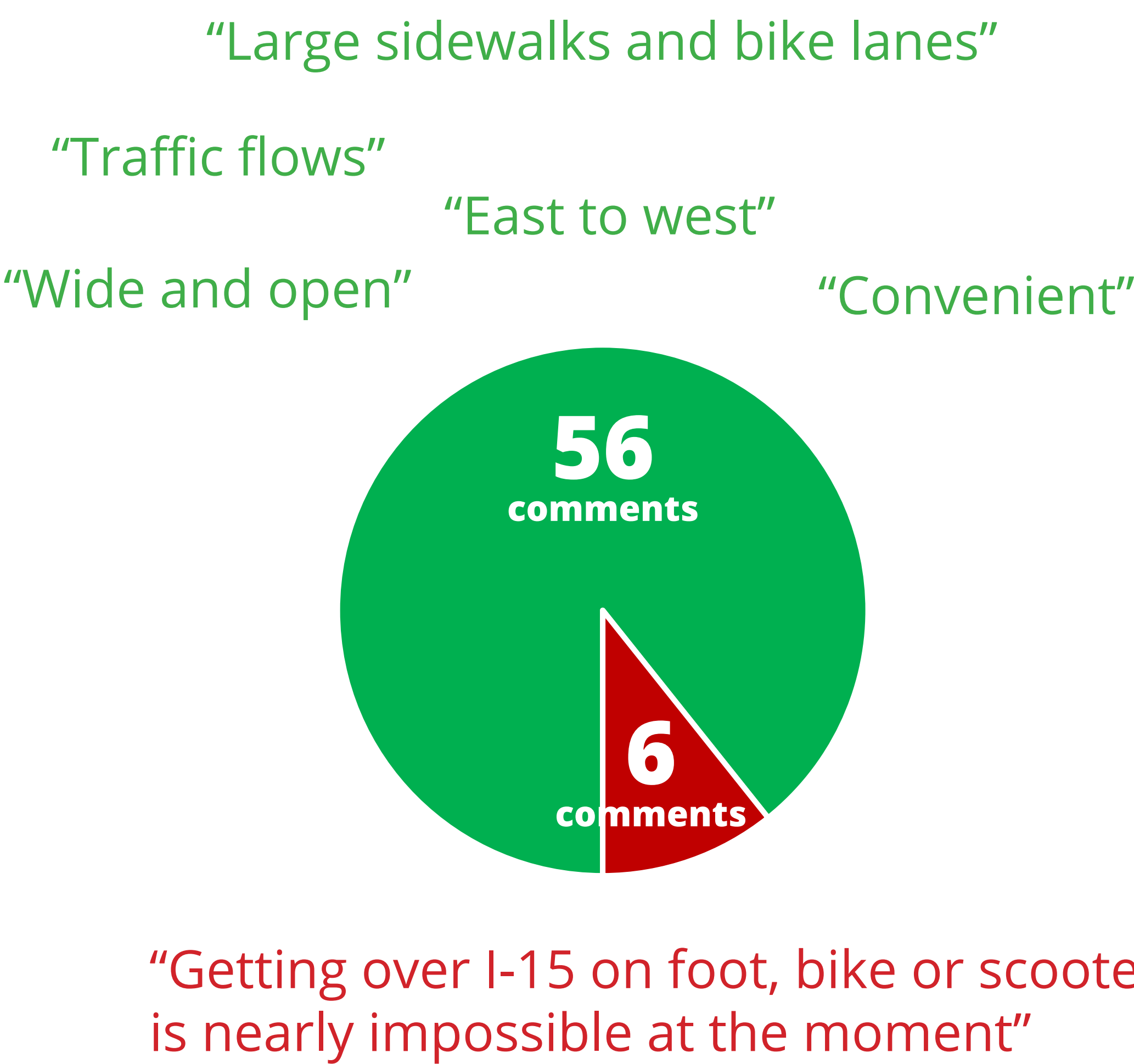
## Assets

- Generally, very little traffic delay at most intersections
- Low traffic volumes west of I-15
- Good amount of roadway and right-of-way to improve connections for other modes

## Challenges

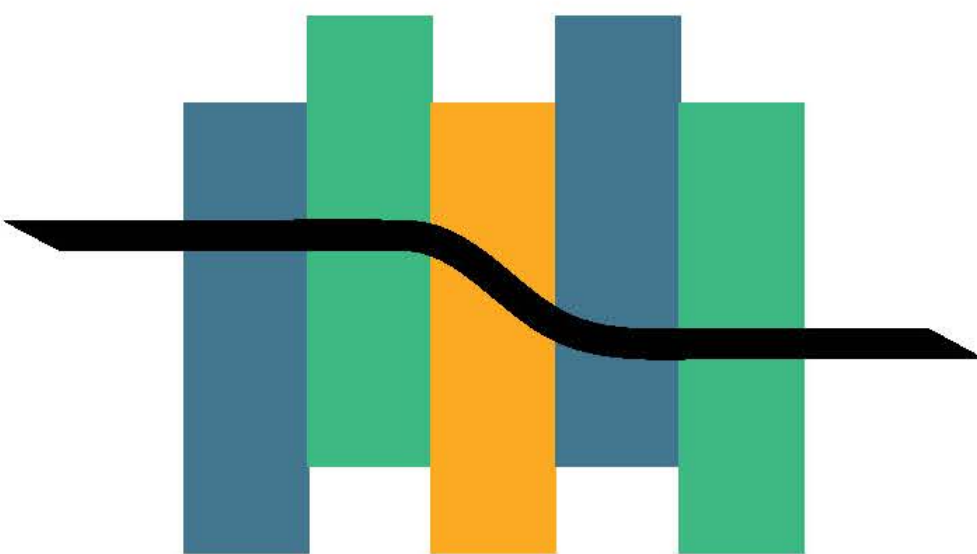
- Poor existing transit connections, especially connecting to downtown Salt Lake City and the east side of I-15
- Inconsistent bike connection, including across the I-15 interchange and viaduct
- Curb-adjacent sidewalks in some segments

**PUBLIC FEEDBACK:** *Things people like and don’t like*



*The 600/700 North corridor often has a narrow sidewalk, inconsistent bike lane, and little transit service, but there is lots of space to provide for these modes.*

**600/700 North**  
**Mobility, Safety, and Transit**  
**Improvements Study**





# CONNECTIONS

**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.*

## How do we measure it?

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

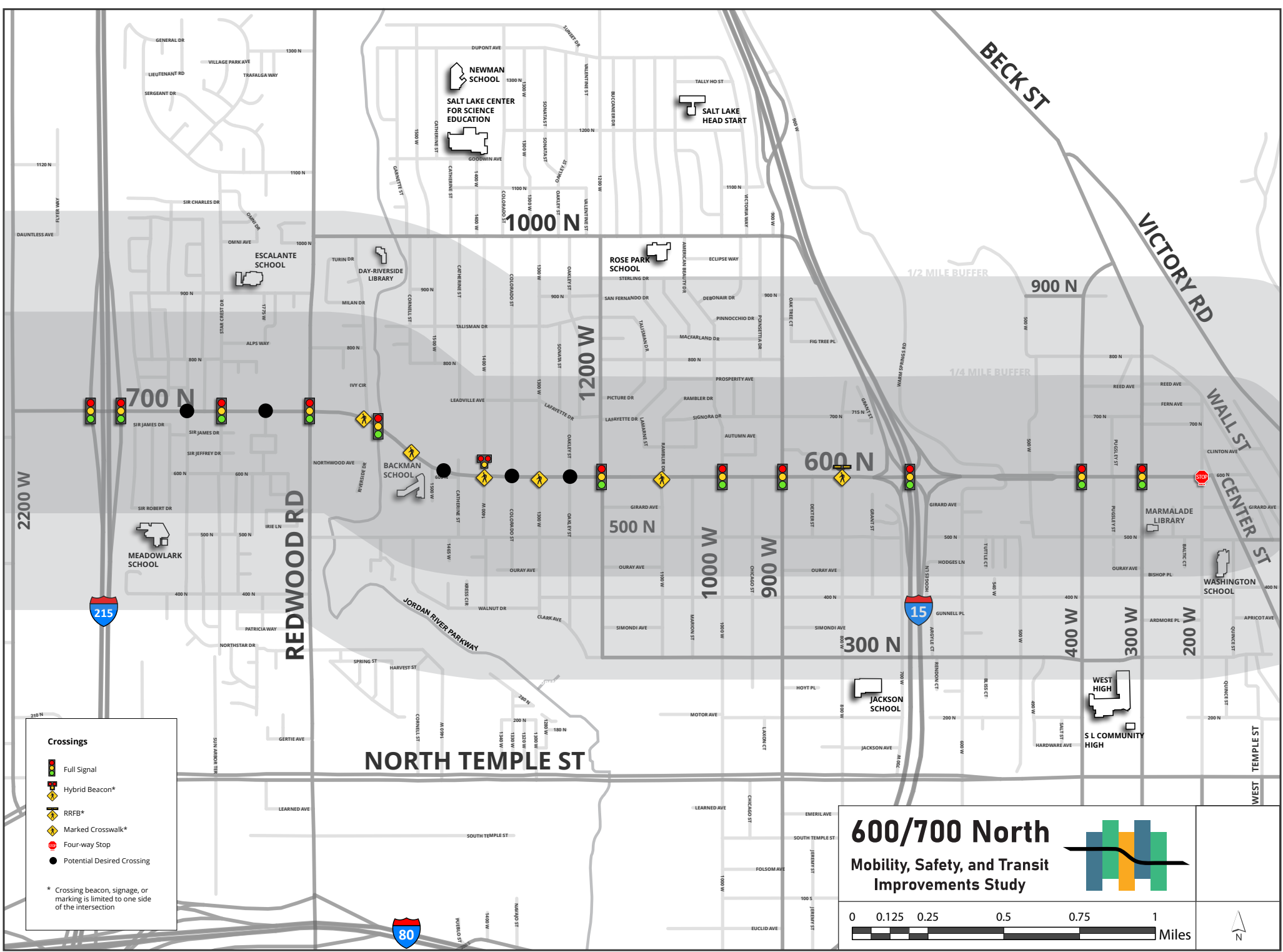
## Assets

- Regular signalized crossings for majority of corridor – generally every quarter to half mile
- Some marked crosswalks between the signals, in 800 West to Redwood Road segment

## Challenges

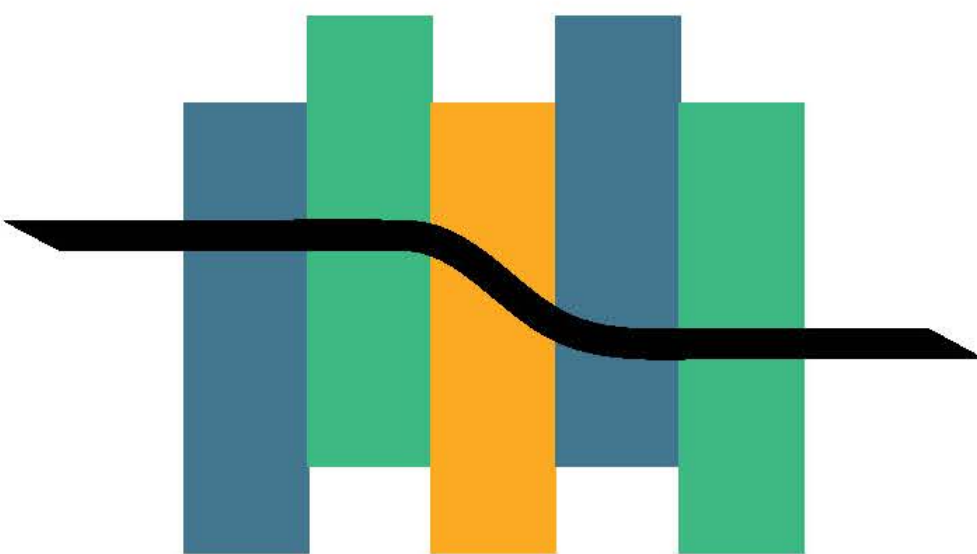
- Long crossings and a wide roadway
- High traffic speeds
- Crossings not always at “desire lines”
- Some longer ½ mile stretches without marked/signalized crossings
- Particularly poor crossings at Backman Elementary and Smith’s grocery store

**PUBLIC FEEDBACK:** *Things people like and don’t like*



This map shows existing crossings for people on foot and bike, as well as potential places for additional or relocated crossings.

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# CONNECTIONS

## 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.

### How do we measure it?

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

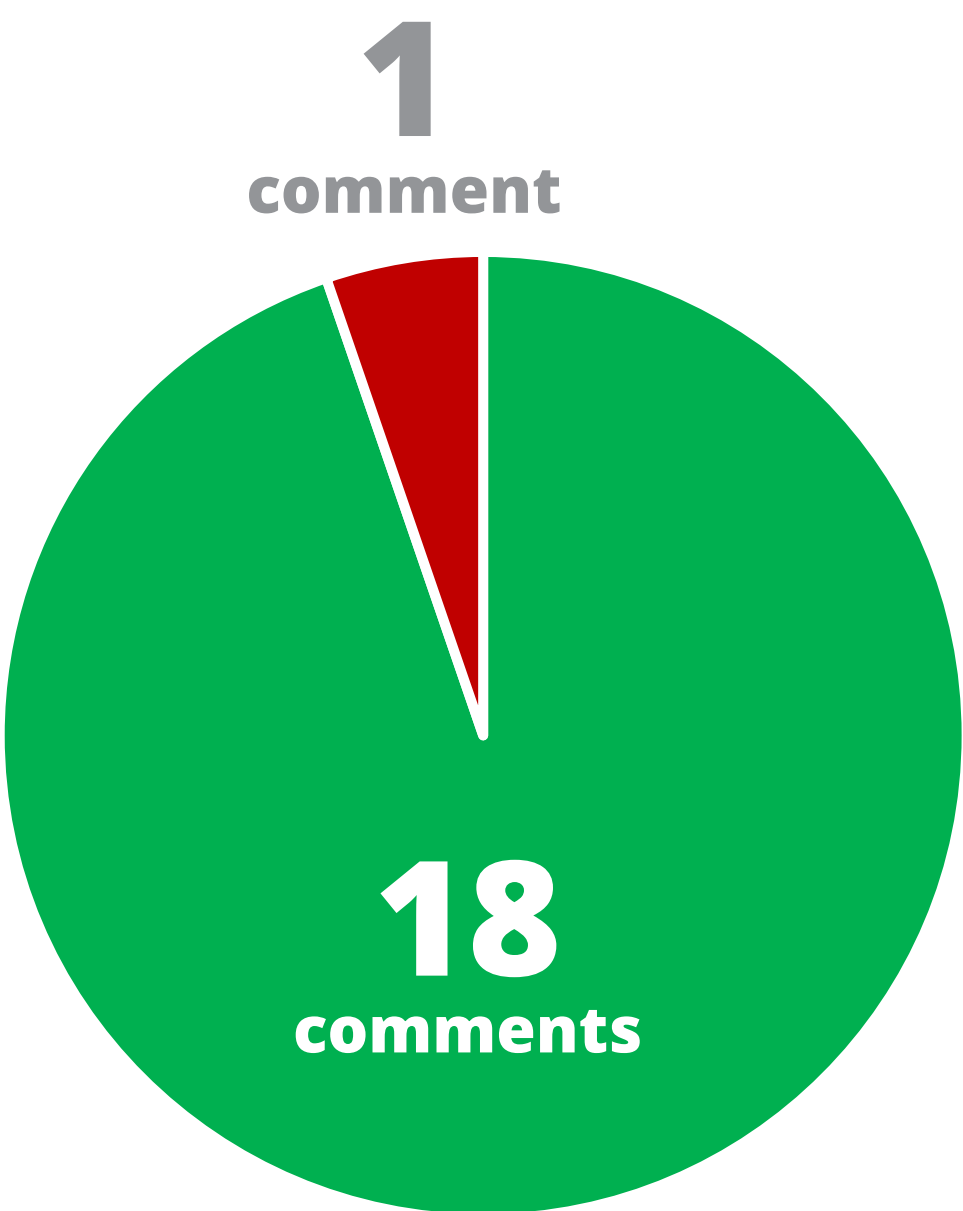
### Assets

- I-15 interchange functions without major delay
- Plan for Davis-SLC bus rapid transit crossing 600 North at 400 West
- Lessened demand for freight during the peak traffic times

PUBLIC FEEDBACK: Things people like & don’t like

“Direct link to the freeway and 300 west”

“It gets me to I-15 and I-215.”



### Challenges

- Some delay at I-215/700 North interchange: WB/NB in the a.m. (55%/40% of the time) and EB/SB in the p.m. (30%/65% of the time)
- Not great regional connections for transit: limited to 217 route and TRAX Green Line
- Heavy turning movements at 300 West and 600 North
- Continuing to serve high demands for freight traffic on east end of corridor (12 percent of vehicles) while mitigating conflicts with Marmalade neighborhood

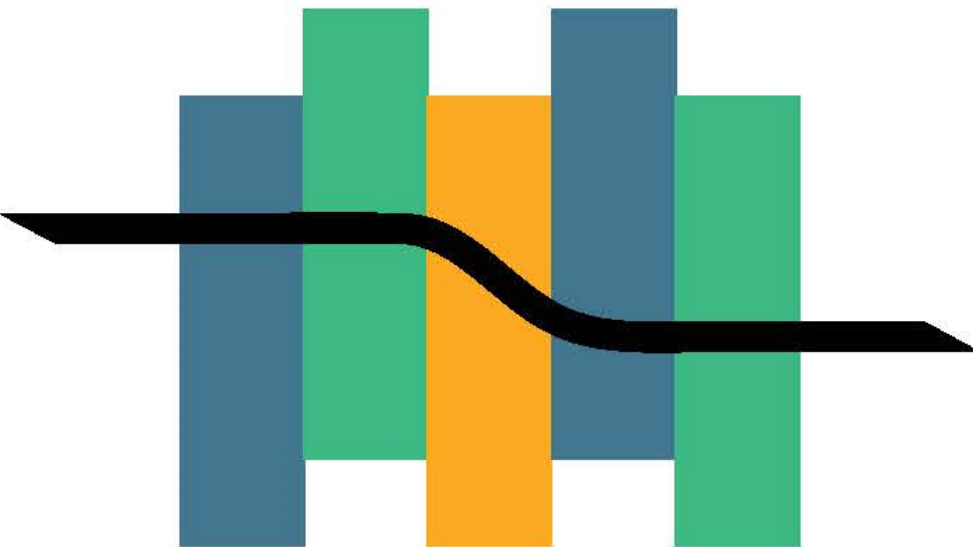
Intersection / Approach	Weekday AM Peak Hour Congestion		Weekday PM Peak Hour Congestion	
	Minutes	Percentage	Minutes	Percentage
I-215 / 700 N				
Eastbound	0	0%	18	30%
Westbound	33	55%	0	0%
Northbound	24	40%	0	0%
Southbound	0	0%	39	65%

I-15 / 600 N				
Eastbound	6	10%	0	0%
Westbound	0	0%	0	0%
Northbound	0	0%	0	0%
Southbound	0	0%	0	0%

While the 700 North/I-215 interchange shows some delay in the peak hour, the I-15/600 North interchange shows little delay.

## 600/700 North

Mobility, Safety, and Transit Improvements Study





# 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.

### How do we measure it?

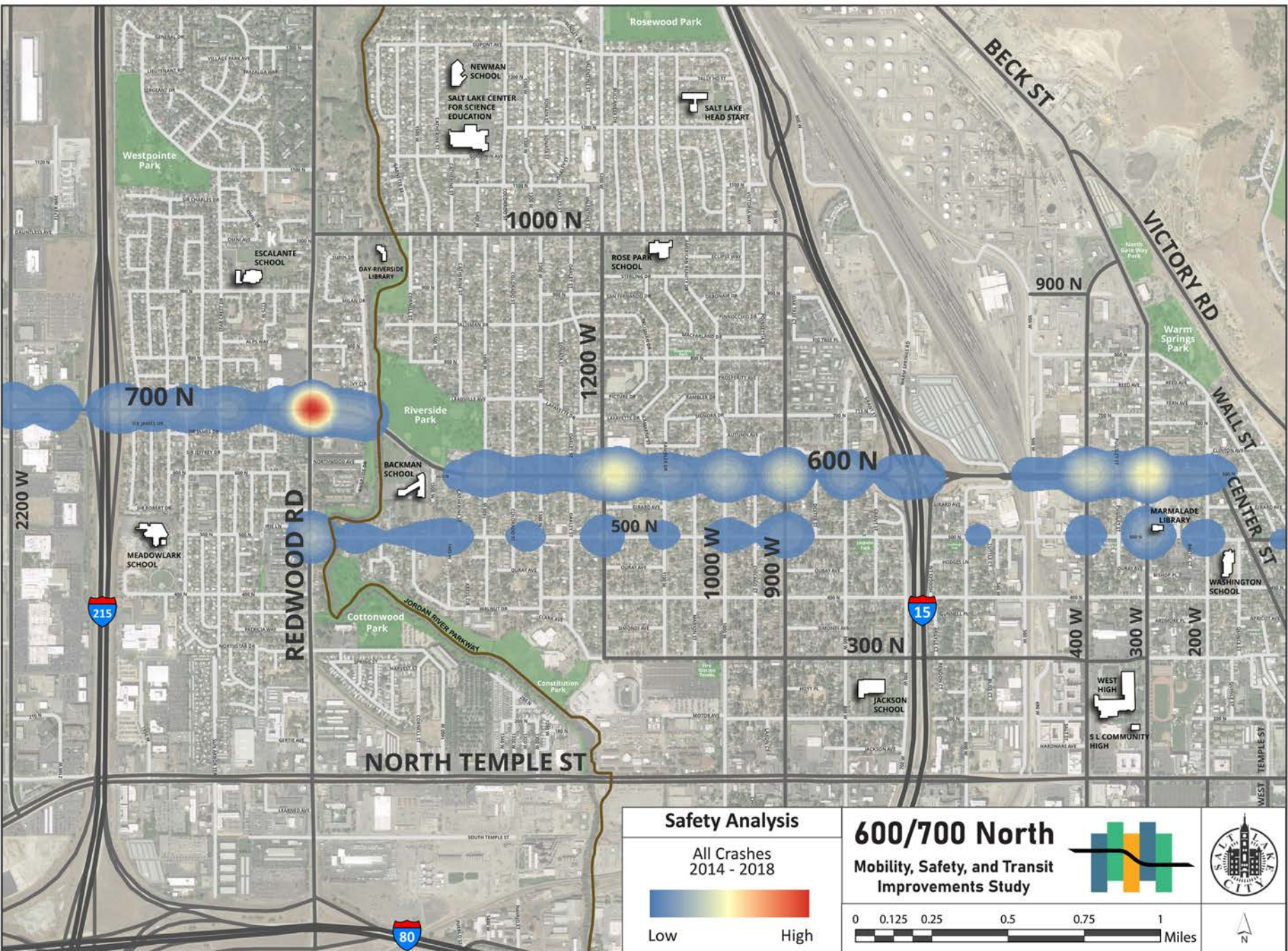
- Speed of the roadway (existing traffic and future design speed)
- Mode conflicts
- Pedestrian and cyclist--related crashes
- 500 North traffic speeds
- Degree to which approach is proven

### Assets

- Overall, very few assets
- The two pedestrian activated crossings (results of community advocacy)
- Planned neckdown for 500 South

### Challenges

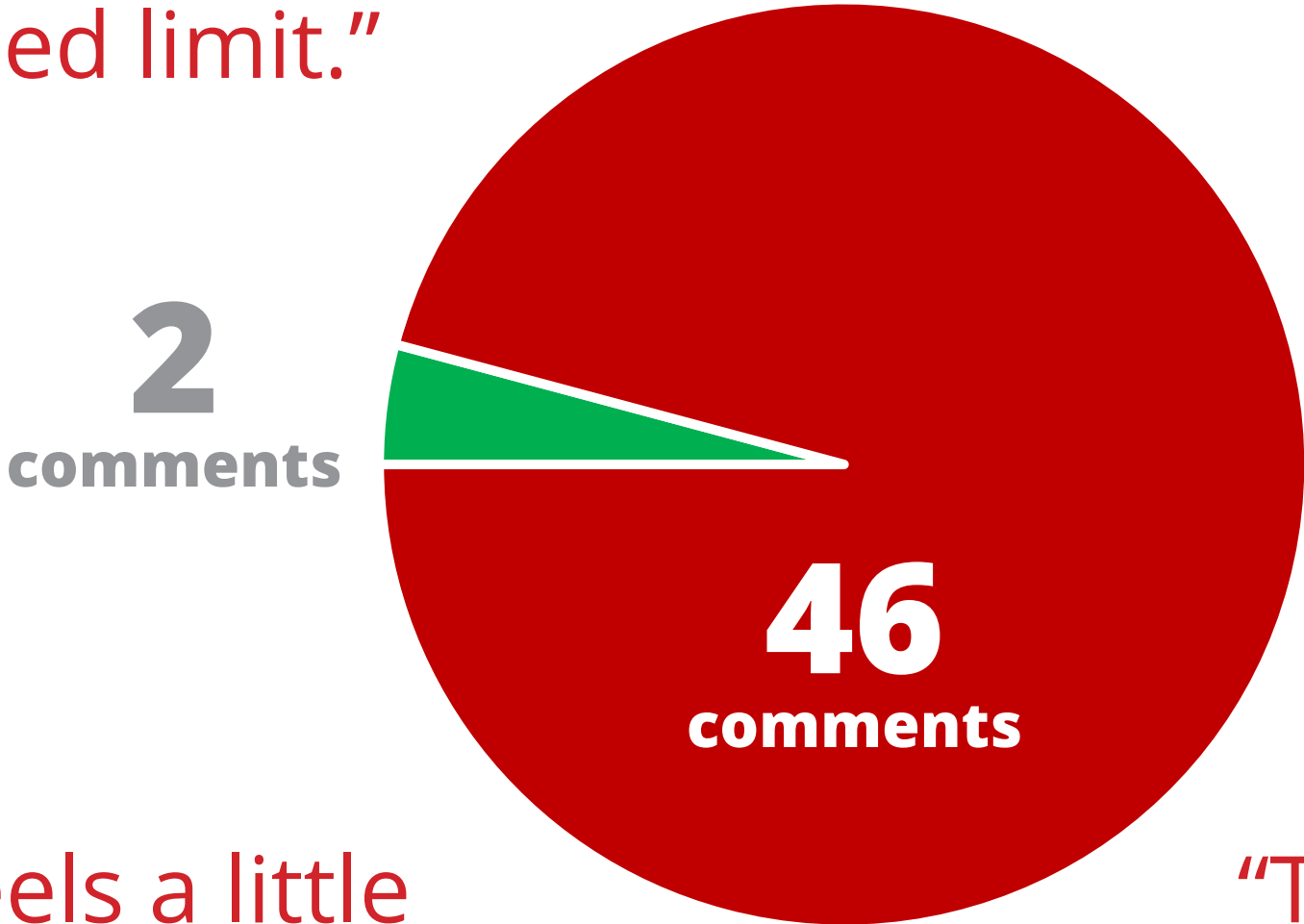
- High traffic speeds – at 1300 West, 70 percent of drivers traveling in the westbound direction were recorded traveling faster than the posted 35 mph speed limit.
- High traffic speeds on 500 North
- Truck traffic on the corridor’s east side
- The 600-700 transition bend, an especially dangerous area
- Redwood Road is the crash hot spot
- Concentration of pedestrian and bicycle-related crashes between 800 and 1200 W.



These maps show crashes on the corridor from 2014 - 2018, both overall (above) and pedestrian and cyclist related (below).

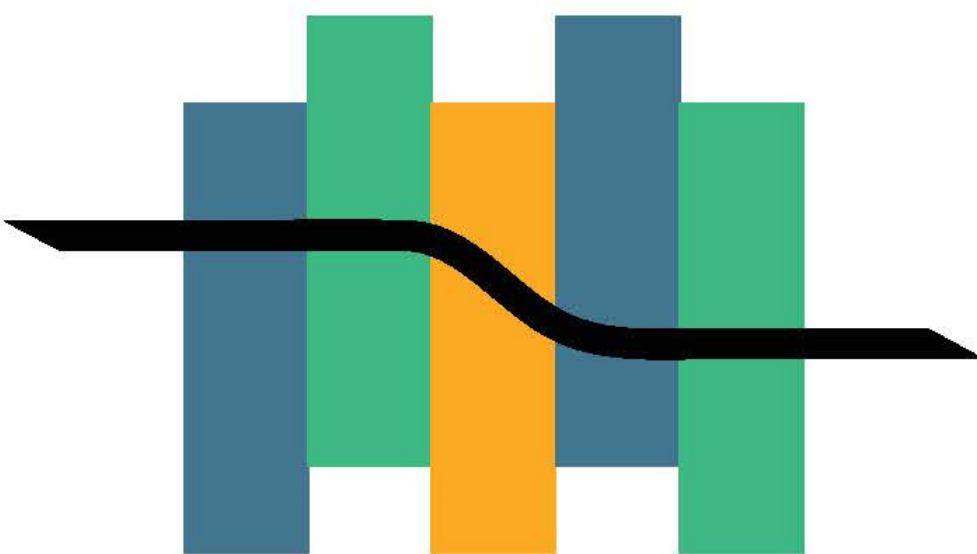
### PUBLIC FEEDBACK: Things people like & don't like

- “Moderate speed limits”
- “We need to reduce the cut-through traffic that feeds into 600 N.”
- “Inclination for cars to exceed the speed limit.”



- “It feels a little over built for vehicles.”
- “Too wide and fast.”
- “The big noisy trucks.”

## 600/700 North Mobility, Safety, and Transit Improvements Study





# NEIGHBORHOOD LIVABILITY

## 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.*

### Performance measures:

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

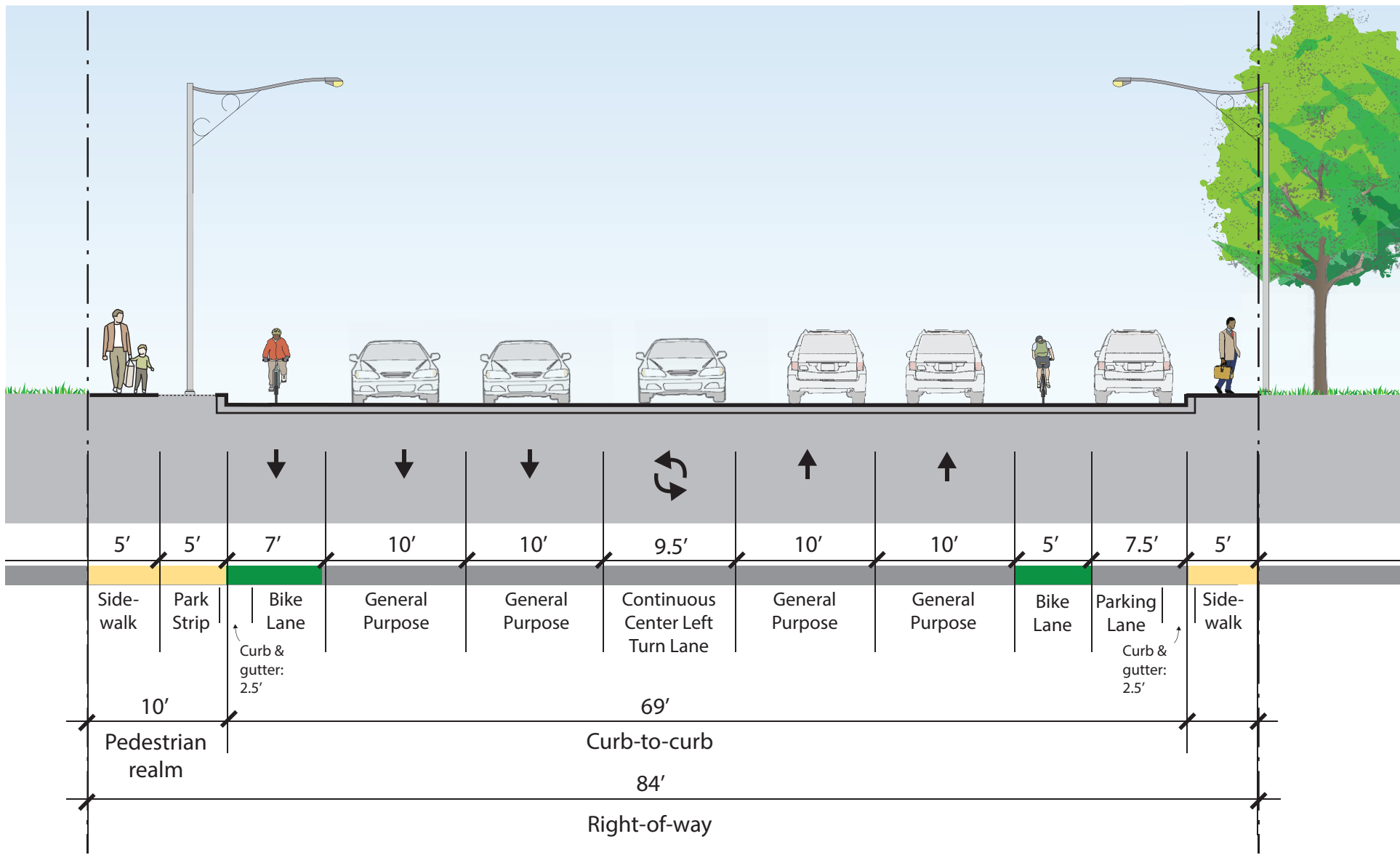
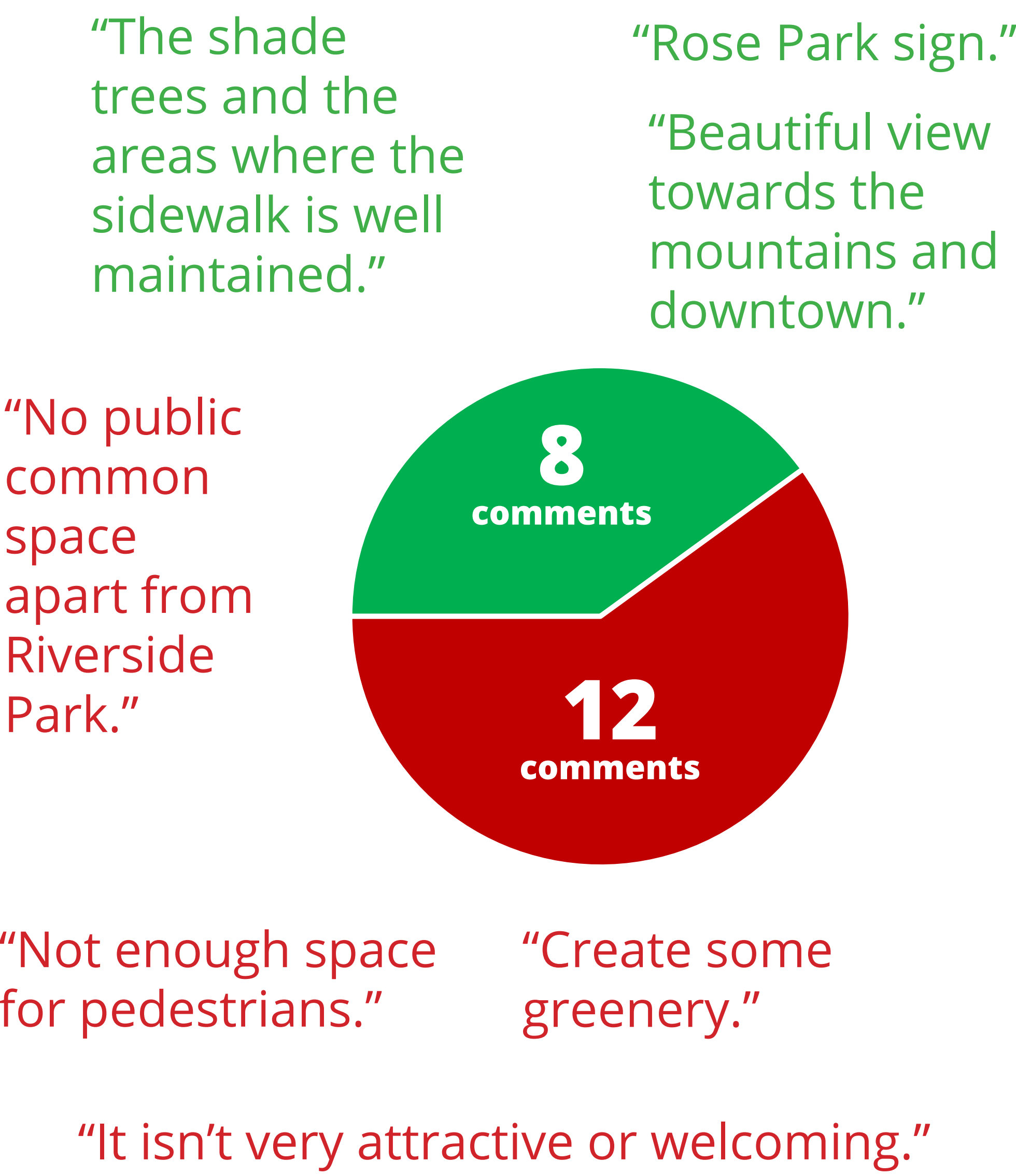
### Assets

- Generous park strips on some of corridor
- Rose Park gateway signs
- Park/parkway/school presents a large series of public spaces that can become central to the corridor
- Triangle at 1500 West
- Neighborhood commercial nodes

### Challenges

- Consistent street trees for only 25 percent of the corridor (excluding the viaduct)
- Major sense of imbalance between person space and traffic space, which tends to become worse the further west one goes
- Little sense of entry at all other gateways

### PUBLIC FEEDBACK: Things people like & don't like



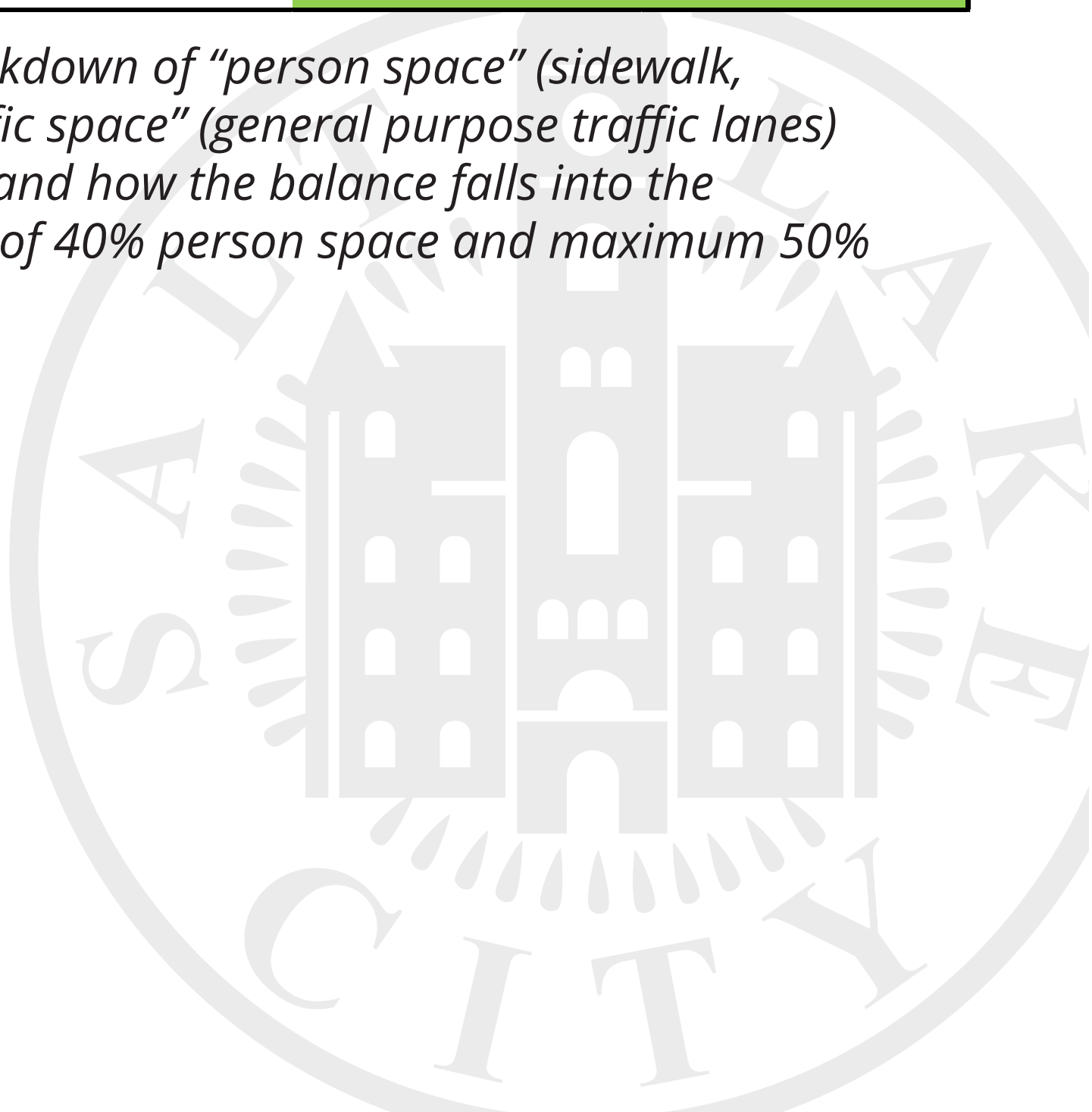
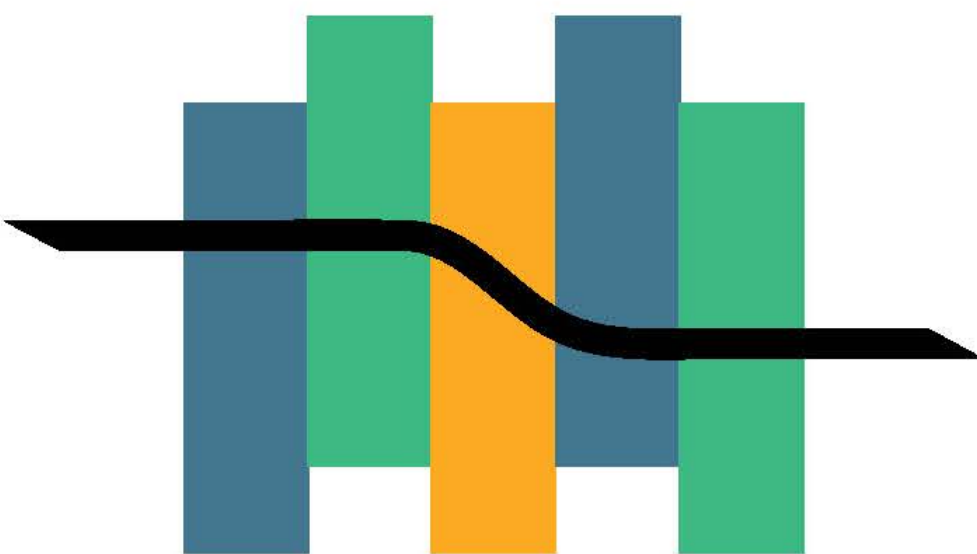
Example typical cross section of 700 North west of Redwood Road.

Section location	Percentage person space	Percentage thru traffic space
700 North west of Redwood Rd	18%	59%
700 North east of Redwood Rd	24%	76%
600/700 North at Backman	21%	59%
600 North 1400 - 1200 West	24%	63%
600 North 1200 West - 800 West	33%	44%
600 North I-15 / Railroad structure	9%	91%
600 North 400 West - 300 West	38%	48%

This table shows the breakdown of "person space" (sidewalk, park strip) and "thru traffic space" (general purpose traffic lanes) throughout the corridor, and how the balance falls into the recommended minimum of 40% person space and maximum 50% traffic lane space.

## 600/700 North

### Mobility, Safety, and Transit Improvements Study





# NEIGHBORHOOD LIVABILITY

**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.*

## How do we measure it?

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

## Assets

- Parkway, park, and school, and their synergy
- Backman school parking
- Well-connected local street network for pedestrian and bike access to the park
- Other key parks and open spaces: Westpointe Park, Rosewood Park, Warm Springs and North Gateway Parks

## Challenges

- Connections from Jordan River Parkway and Riverside Park to other parks
- Lack of quality parking for Riverside Park, especially for its weekend and evening sports and events, and reliance on Riverside Drive for parking
- Lack of safety in the “bend” area

## PUBLIC FEEDBACK: Things people like & don't like

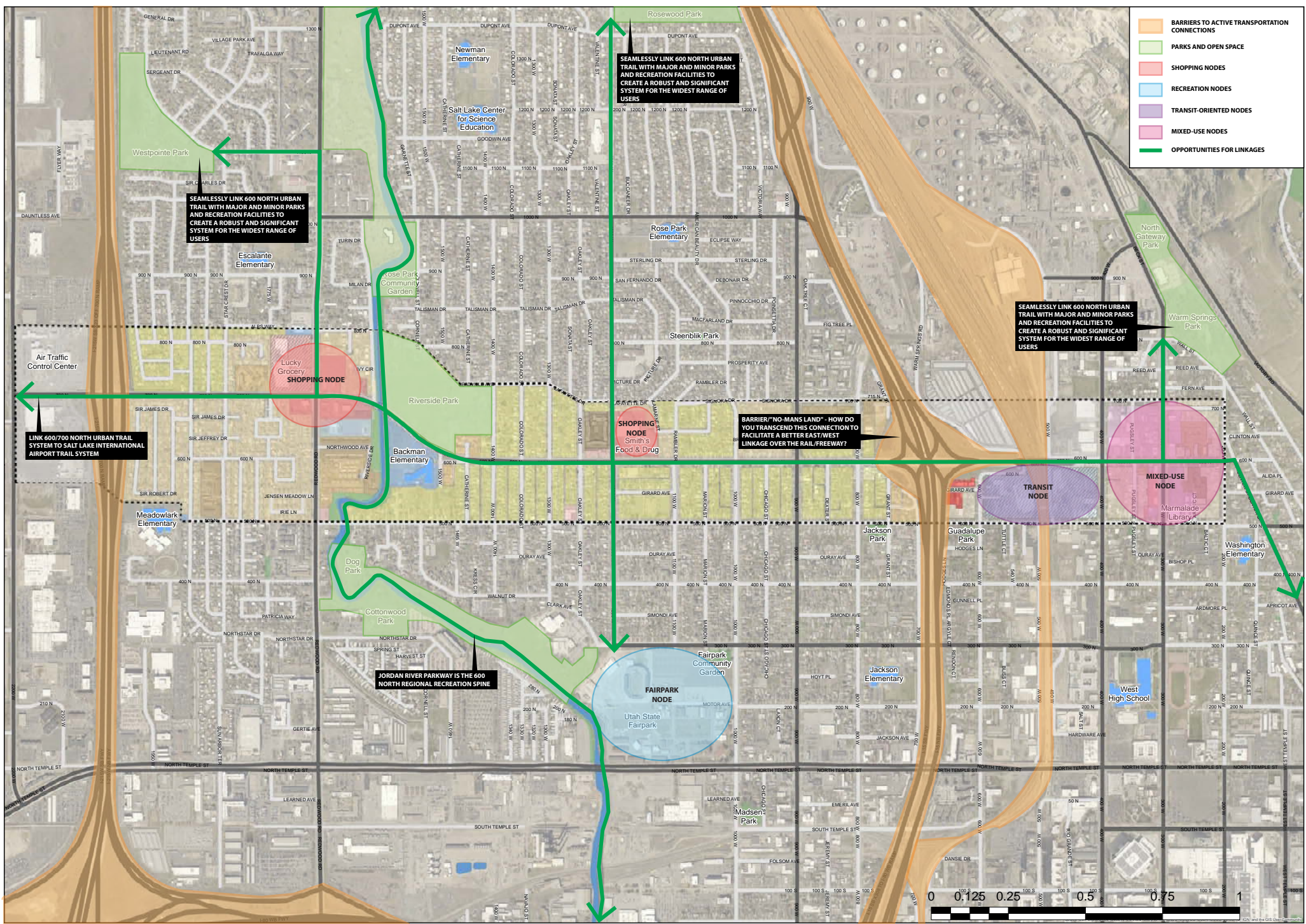
“It connects me to parks and the Jordan River right from my house.”

“I love seeing the park and river nice and clean that it makes me want to walk the Jordan trail.”



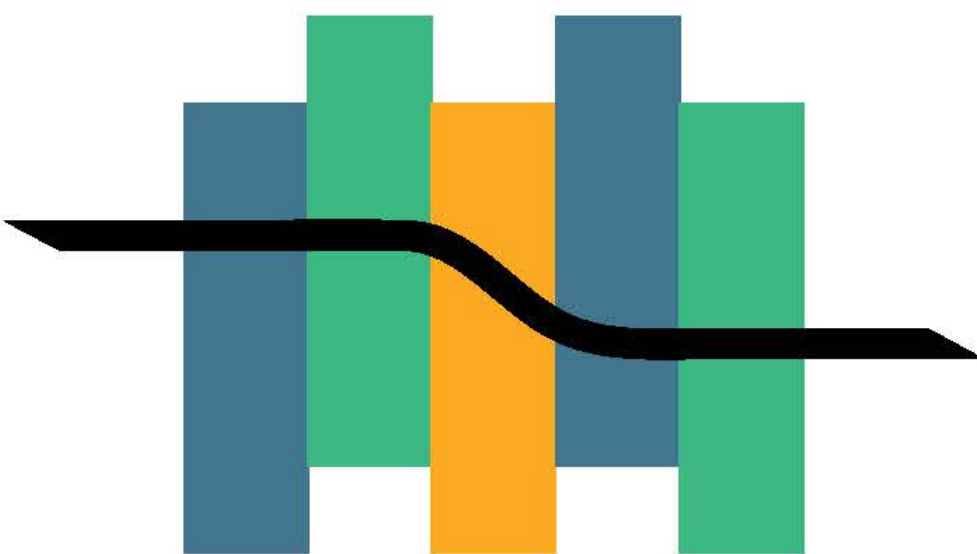
“Getting to the Parkway has always been a bit dicey.”

“The area where the river meets the street needs to be more inviting.”



Overview of connections among parks and open spaces along and nearby the corridor.

## 600/700 North Mobility, Safety, and Transit Improvements Study





# NEIGHBORHOOD LIVABILITY

**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.*

How do we measure it?

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

## Assets

- The corridor has many community-oriented uses
- New and planned pedestrian-oriented investment at 300 West/600 North
- Some zones support transition to more intensity, pedestrian focus, and mixed use
- The zoning preserves existing single-family residential use/scale around 1200 W. center

## Challenges

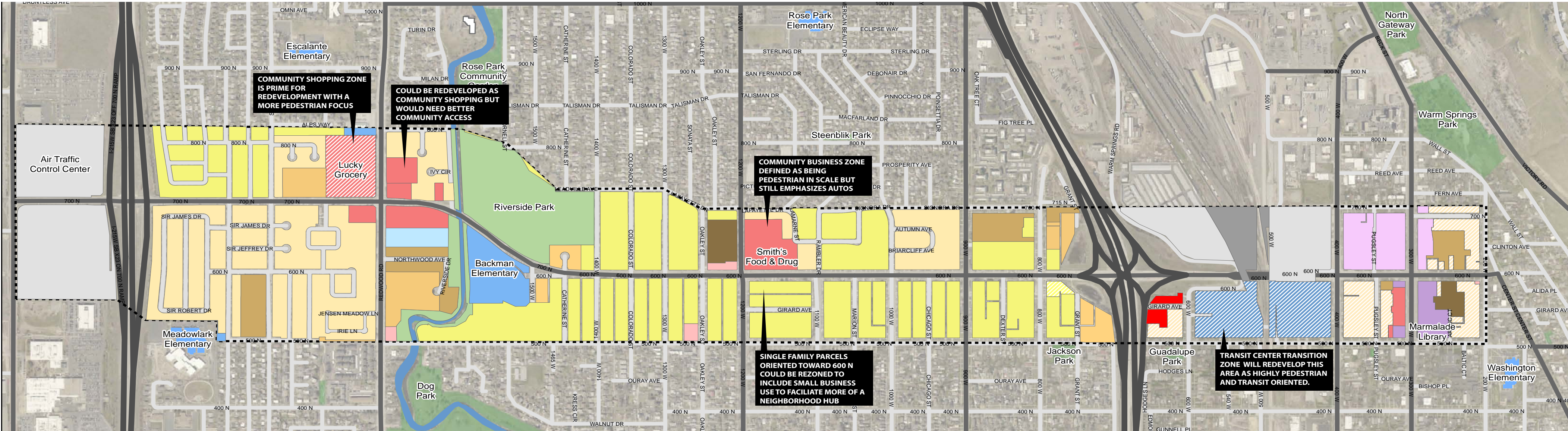
- Generally, the corridor's commercial centers are auto-oriented rather than pedestrian oriented
- Lack of connectivity between residences and commercial centers
- Existing zoning of commercial zones at 1200 West and Redwood Road allow limited change

PUBLIC FEEDBACK: *Things people like & don't like*

"The current amenities along the corridor (smiths, park) but needs more."

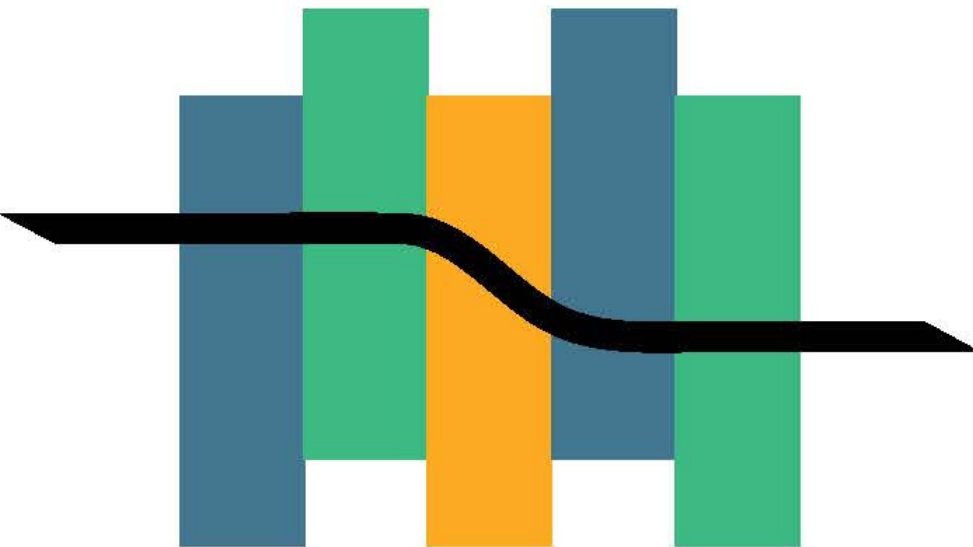


"The commercial areas (such as they are) along the street are completely car-focused."



Corridor zoning, with challenges and opportunities.

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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.*

## How do we measure it?

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

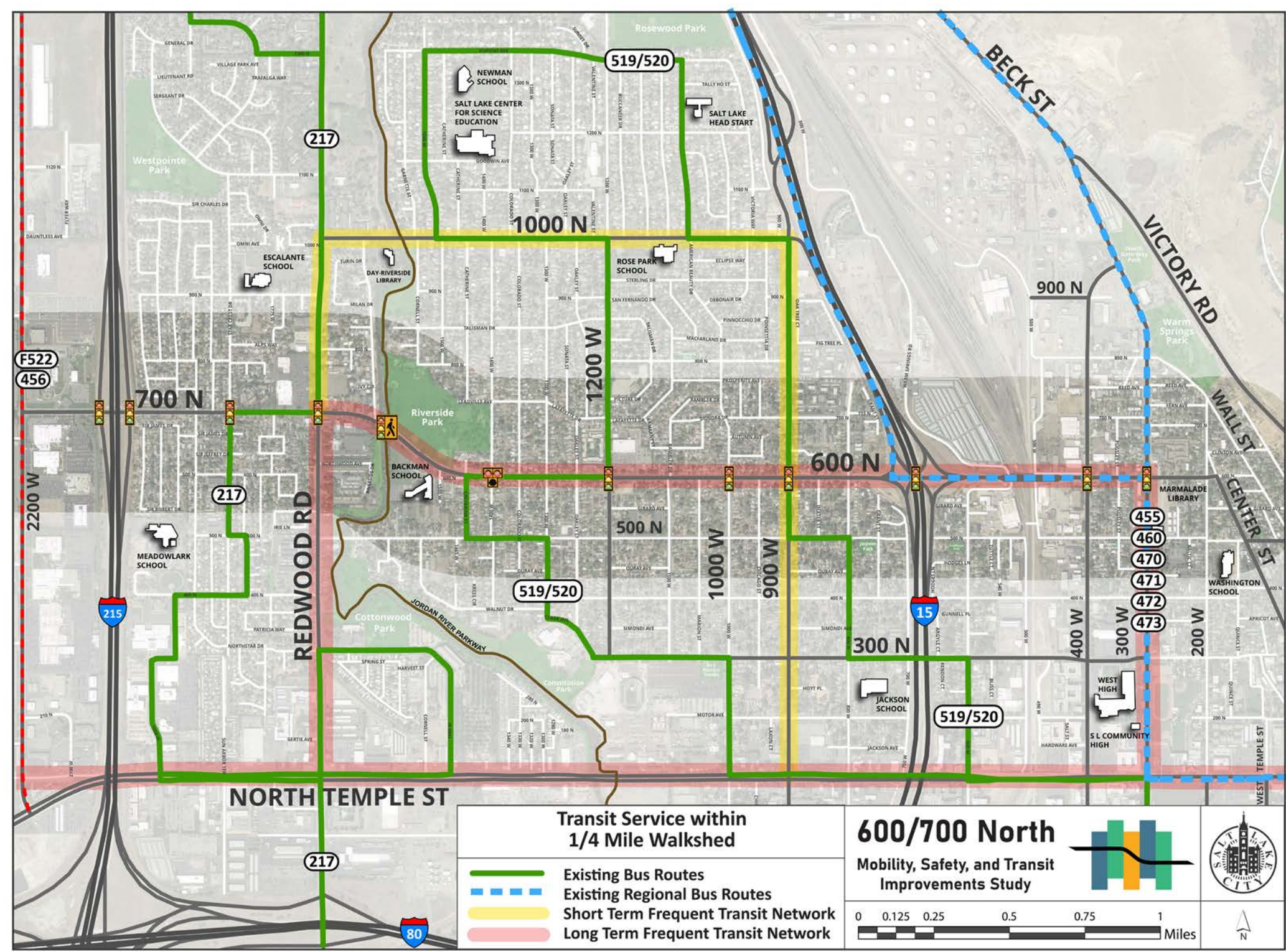
## Assets

- The greatest asset is the high-quality transit service coming to the corridor
- Wide right-of-way has big potential for quality waiting environments and transit operating conditions
- Lack of delay throughout the corridor is good for transit operations
- Redwood Road is major transit corridor: Frequent transit line will run from approximately 700 North to Sandy

## Challenges

- Lack of quality transit stop waiting environments
- Some of current pedestrian realm areas are narrow and are constrained for bus stops
- Some street dis-connectivity on west side of corridor, on either side of Redwood Road, to I-215

PUBLIC FEEDBACK: *Things people like* & *don’t like*



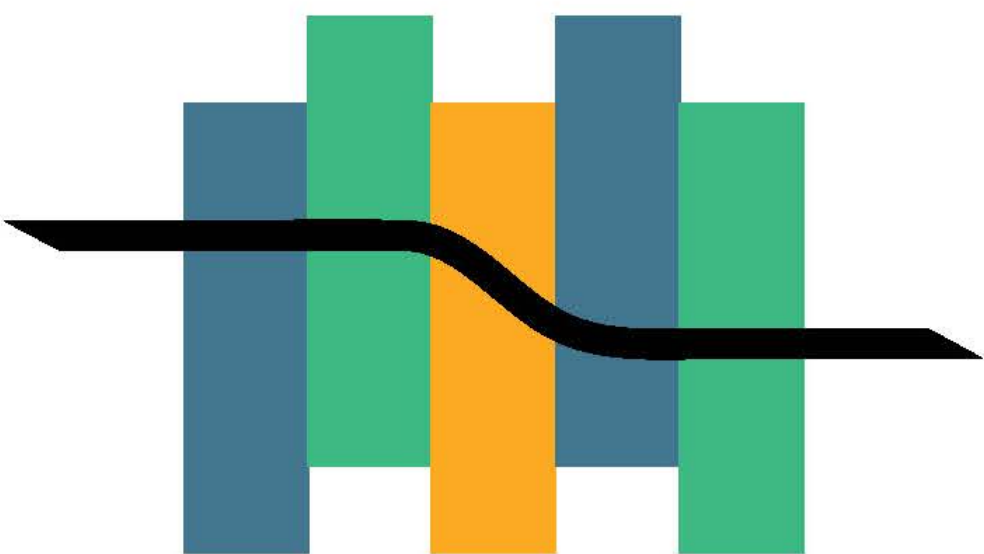
Existing and planned transit service along and nearby the corridor.



“Not great bus stops.”

“Not enough transit choices.”

## 600/700 North Mobility, Safety, and Transit Improvements Study





# TRANSPORTATION CHOICES

**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.

## How do we measure it?

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

## Assets

- Bike lane for much of 600/700 North
- Parallel routes such as 500 West run most of the corridor west of I-15
- Great access to the Jordan River Parkway
- Planned 1300 West neighborhood byway
- Plan for 600 North to have a protected or buffered bike lane

## Challenges

- The I-15 interchange and viaduct over the rail tracks is challenging
- The bike lane is discontinuous, disappearing at key points such as the “bend” and Redwood Road
- Even with the bike lane, the overall level of comfort is low

PUBLIC FEEDBACK: *Things people like & don't like*

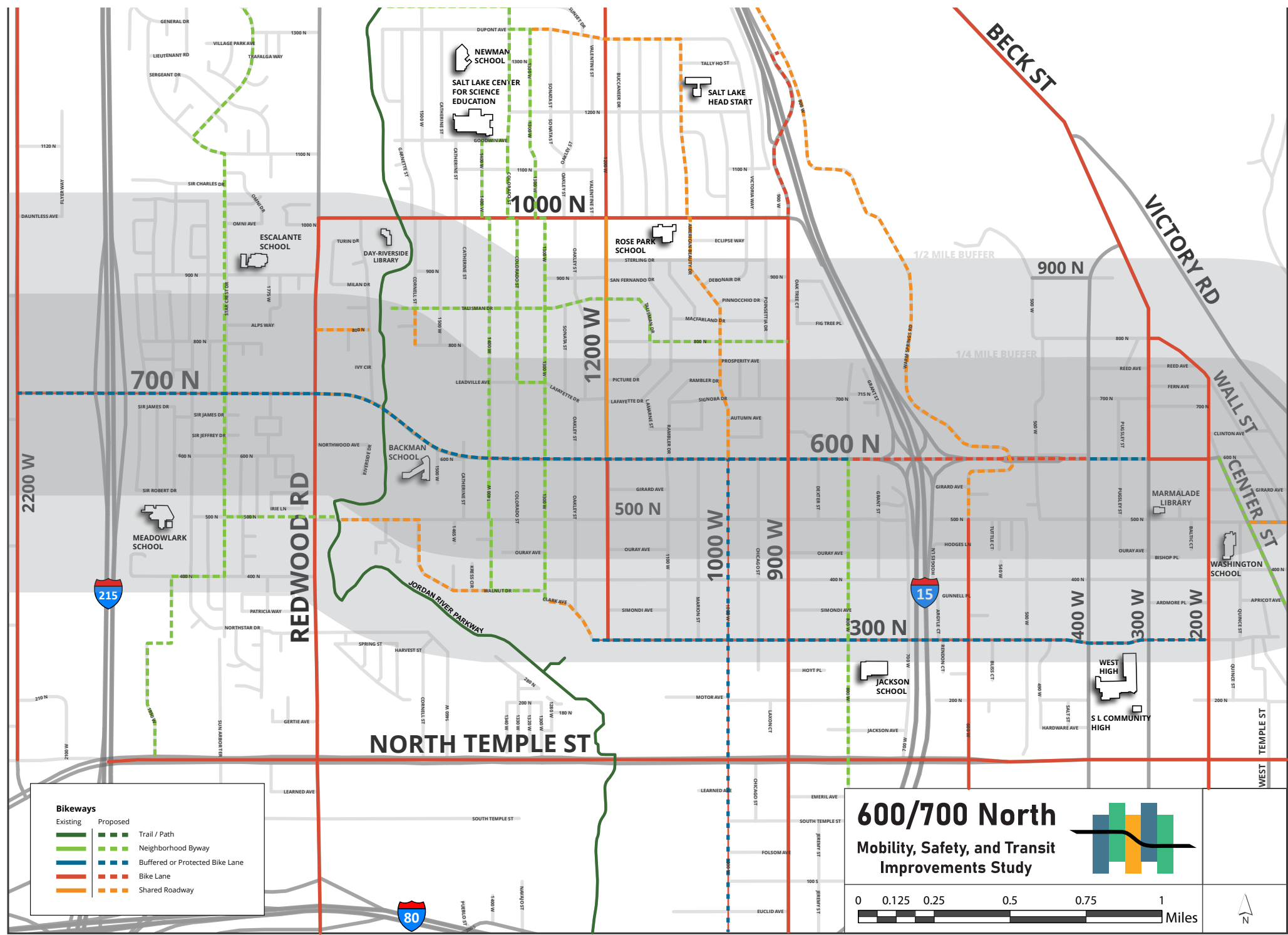
“It has bike lanes.”

“Bike lanes aren't continuous.”

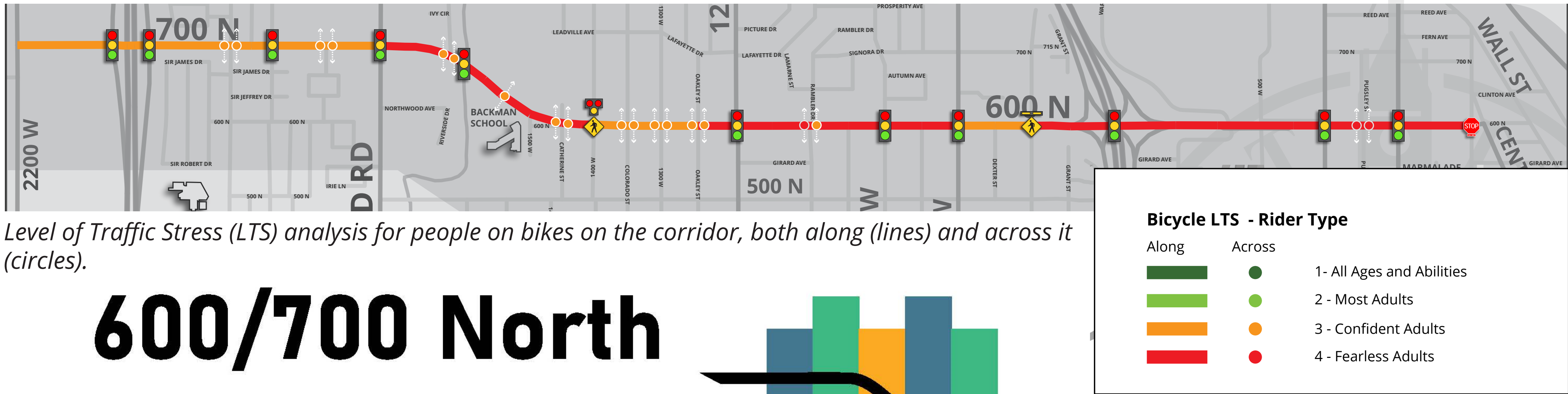
“Bicycle crossing on 6th N Interchange is scary on a bike.”

“I don't feel safe biking on it.”

“While it has a bike lane, it doesn't feel like it's enough.”

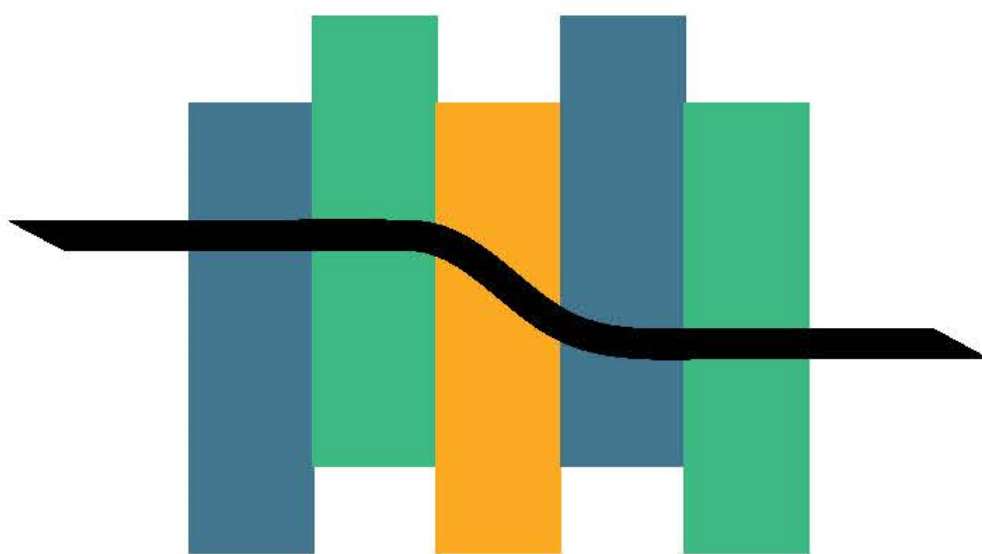










Existing and planned bike network along and nearby the corridor



Level of Traffic Stress (LTS) analysis for people on bikes on the corridor, both along (lines) and across it (circles).

## 600/700 North Mobility, Safety, and Transit Improvements Study



Bicycle LTS - Rider Type		
Along	Across	
		1 - All Ages and Abilities
		2 - Most Adults
		3 - Confident Adults
		4 - Fearless Adults



# 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.*

## How do we measure it?

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

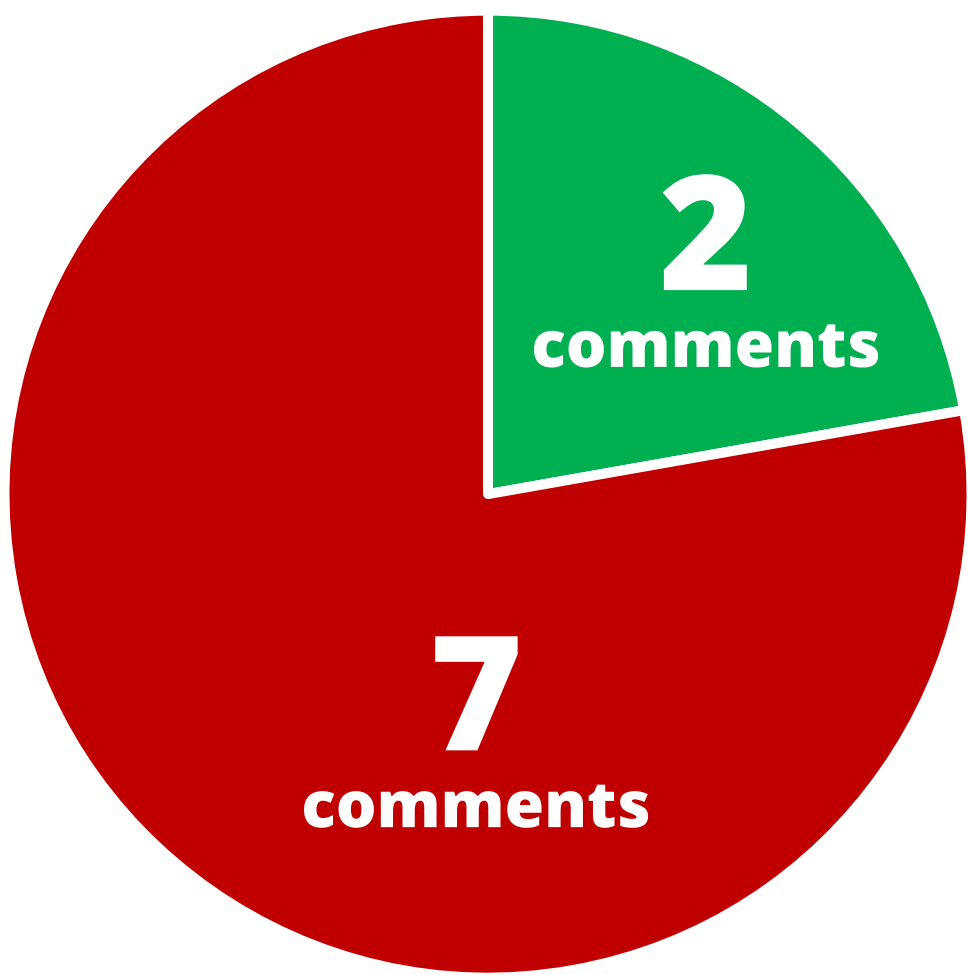
## Assets

- Can coordinate with other plans and initiatives
- Active neighborhood groups that could use more coordination and connection among one another
- Salt Lake City Street Typologies system

## Challenges

- Solutions have been Band-Aid-ed on to the street
- Many of the details don't work, like on 1200 West, where the two sides of the intersection don't really meet up straight
- The street has many different cross sections and widths of lanes and pedestrian realm elements
- Overhead utilities provide challenge for unified corridor improvements

PUBLIC FEEDBACK: *Things people like* & *don't like*



*"I love that this street just had much potential for improvements."*

*"The patchwork pavement that seems to get worse every year."*

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