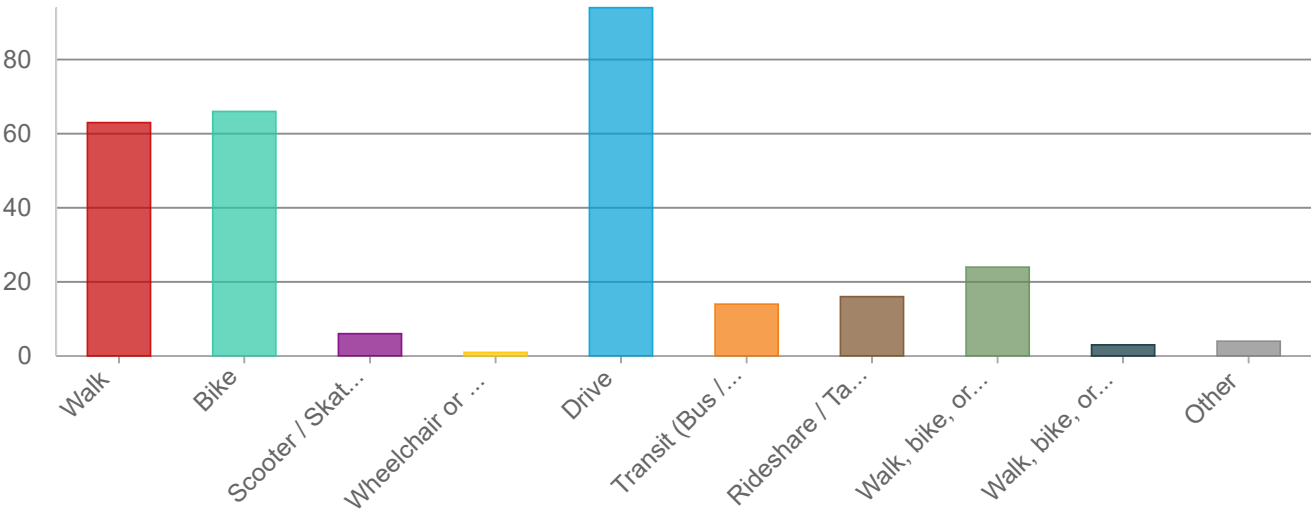


600/700 North Mobility, Safety, and Transit Improvement Study

How do you travel on the corridor?



Answers	Count	Percentage
Walk	63	62.38%
Bike	66	65.35%
Scooter / Skateboard	6	5.94%
Wheelchair or other mobility assistance device	1	0.99%
Drive	94	93.07%
Transit (Bus / TRAX)	14	13.86%
Rideshare / Taxi	16	15.84%
Walk, bike, or skateboard with kids younger than 15	24	23.76%
Walk, bike, or wheelchair with seniors older than 75	3	2.97%
Other	4	3.96%

Answered: 101 Skipped: 0

What do you like about this street?

**Count**

<https://survey123.arcgis.com/surveys/4df390ae6dff43d9adb2cef8564e7b84/analyze?position=0>.how do you travel on the corrid

Not much. It gets me to I15 and I215. Access to riverside park	1
Not much.	1
Not a lot. Its nice and wide	1
Never traffic jammed, not too loud	1
Move through the area at a reasonable speed, not tons of stop lights.	1
Makes getting off the freeway and into the Rose Park area easy.	1
Low traffic.	1
Love the wide streets in the neighborhood	1
It's right by my house.	1
It's quick.	1
It's plenty wide enough for the traffic load. There is room already for bicycles, without creating a bike lane. It's a perfect location for the traffic flow between Rose Park and other places.	1
It's close to downtown but far enough away to not have to pay for parking and to have *some* affordable housing.	1
It's access to the Jordan Rive Parkway trail in addition to it's residential feel.	1
It's a wide through street that I use to get from my house to the freeway (both I-15 and I-215), and to Smiths grocery (walking and driving). I like that my street (1400 West) now has a lit crosswalk on 600 North, so I can get to the park.	1
It's a thoroughfare that is easy to navigate and does not have congestion.	1
It's a necessary route through this part of town.	1
It's convenient access to the rosepark/Fairpark neighborhood. Since there is not enough room dislikes below this begins what I dislike: The street is awful. It's ugly & pedestrian unfriendly. Cars speed & home owners don't take care of their parking strips. It needs to be beautified for the neighborhood since it's a major thoroughfare with a freeway exit. The street sets an example for people traveling through the neighborhood & it states- shithole. Plant some trees and & get rid of the power poles.	1
It's a thorough way	1
It's a good way to access the neighborhood from the freeway and vice versa.	1
It is the fastest way for me to get across the freeway from my house.	1
It is fairly direct and gets me to where I need to go.	1
It is direct.	1

It is a convenient and uncomplicated way to travel east-west through my neighborhood and to other parts of SLC. It rarely backs up, even at peak times. Many neighborhood businesses and amenities (Riverside Park, Jordan River Trail) are located on this street.	1
It has pretty good sidewalks on the section of the corridor that I typically walk.	1
It has potential to be better.	1
It has large sidewalks and bike lanes	1
It connects me to parks and the Jordan River right from my house	1
It allows us to get from east to west by bypassing the train.	1
In some places it has traffic lights that help with the flow of the traffic.	1
I'd like the street the way it is. There is one thing I would suggest Freight should never be on this surface Street. Please note that I-15 and I-215 run parallel to this area Freight could be easily and more efficiently moved there. Moving Freight in this area creates a hazard to people walking, biking and commuting. Freight on surface streets create frequent stops and starts on this Corridor which creates massive pollution problems in the area. Not to mention undo wear and tear on the roads which are already in very poor shape in Rose Park. Freight trains or transit trains of any kind should never be allowed in this area. If you are considering transit trains ELEVATE THE TRACK. This will eliminate pedestrian deaths, traffic congestion, and save fuel from starts and stops waiting for the train. As an ancillary fact the train will have less travel time east to west when it is not waiting for lights or traffic	1
I think the pedestrian spaces - but it could be enlarged I like the crossing signals near Colorado and Jordan River I like the 35 MPH speed limit I like the work at the 800 West intersection/lights and crosswalk attention	1
I love the mix of new and old. The old homes with their classic character, the new condos with their modern flair, the diversity is what this city is becoming all about.	1
I live in the Marmalade area and love the driving access it gives to Rose Park. I go to the Northwest Rec Center multiple times a week and often go to Smiths and several restaurants on the west side.	1
I live in 600N so I have to be on this street.	1
I like the shade trees and the areas where the sidewalk is well maintained.	1
I like the Rose Park sign.	1
I like the bike lane, the pedestrian crossing at 1400 W.	1
I like that this street provides a very beautiful view towards the mountains and downtown. I love seeing the park and river nice and clean that it makes me want to walk the Jordan trail. I love that this street just had much potential for improvements.	1
I like that there's a crosswalk with a light where the Jordan River trail intersects with the street and that the lights turn red pretty soon after the crosswalk button is pushed so I don't have to stop very long on my bike to cross the street and continue on the trail.	1

I like that it is wide enough that you can travel easily & traffic isn't too bad on it. It helps me get around the neighborhood quickly & easily.	1
I like that it is 4 lanes. It is a direct link to the freeway and 300 west	1
I like that it has more than adequate bike lanes for the amount of bike travel that actually takes place. I like that it has sidewalks on the north and south side of the street through the entire corridor with more than adequate safe crossing points. I like that this is a main thoroughfare with TWO lanes of traffic in each direction to handle the high amount of traffic flow and that it has NOT yet been choked off by the idiots at the city, like they did with 900 W.	1
I can't think of anything I like about this street other than it is a means to travel to the grocery store and other businesses along 6th North and to visit friends. I like that the speed limit is not high.	1
Good East West Flow	1
Fast access to I-15 and Jordan River Parkway. Walkable on west side of freeway.	1
Fair speed limit, wide lanes	1
Efficiency	1
Easy to get from one place to another	1
Easy access to the freeway, corridor to other areas	1
Easy access to I-15	1
Convenient I-15 access, improves pedestrian crossing at 800 W, sufficient size for flow of traffic	1
Convenient	1
Communal feel with moderate speed limits - access to Smith's and other services	1
Close to home. Jordan River parkway access. Freeway access.	1
Bike lanes. Quick pedestrian crossing at Jordan River.	1
Bike lanes!	1
Bike lanes	1
Access to parks, Jordan River Parkway, some nod to bike facilities, neighborhood destinations	1
Access to I-15	1
Access to grocery stores and other retail. Access to Jordan River Parkway / legacy Parkway.	1
Access to grocery shopping at Smiths, freeway enter/exit access.	1
Access	1

Answered: 85 Skipped: 16

[illegible]

<https://survey123.arcgis.com/surveys/4df390ae6dff43d9adb2cef8564e7b84/analyze?position=0>.how do you travel on the corrid 6/31

Very little because of the traffic density. I would like to be able to cycle along the street but it is too dangerous. I am also concerned about all of the traffic that cuts through my neighbor to access 600 N. We need to reduce the cut-through traffic that feeds into 600 N. Particularly traffic trying to access the capitol and downtown.	1
Very busy. Many drivers exceed speed limit. Bike lanes too close to car lanes to feel comfortable with how fast most cars drive. Bike lane ends at transition from 600 N too 700 N (at the area between the school and the park).	1
Untapped commercial usage. Need government encouragement to make area desirable.	1
Uneven and broken sidewalks. Inattentive drivers.	1
Two dedicated vehicle travel lanes plus a turn lane, wide lanes encourage speeding, bike lanes are not protected, no bike lanes by the school where 600N merges into 700N	1
Traffic that is not well regulated by surveillance.	1
Traffic speeds, hard to see traffic coming when crossing it because of crown in road. Except the traffic light at 1000 W, none of the other signal lights recognize bicycles so you can wait a while. A major disconnect between east of I-15 and west of I-15, love a safe passage for bikes and pedestrians over I-15	1
Too wide, which encourages cars to travel as if they are on the freeway. It's hard to feel comfortable as a bike rider or pedestrian.	1
Too wide and fast.	1
Too much truck traffic, and all traffic goes too fast. I live on Pugsley Street (340W) and my house shakes hundreds of times a day every time a big truck goes by. It is also scary to walk with my child near this road because of the speed of traffic. Trying to cross the freeway on this corridor on a bike or foot is terrible, there should be a crosswalk light, or something to make it easier.	1
Too much traffic that uses it just to get between 215 and I15.	1
Too much traffic at times and a lot of speeding along the road.	1
To much traffic and not enough transit choices. 45 minute Times from 700 north to downtown via bus and trax.	1
This street has ALWAYS been impossible to navigate for pedestrians and several West students have died or been injured trying. Number one priority needs to be pedestrian and cyclist safety, as this is one of only a handful of ways students who live closer than two miles to the school, and thus aren't eligible for bus passes, can get to school.	1
There needs to be a left turn signal light turning onto 1000 W headed west on 600 N. Typically the green yield light is sufficient, but during the state fair it backs up traffic really badly. Additionally I think it would help traffic On 600 N during this time to implement traffic lights at 200N and 900W, and at 300N and 1000 W. I also feel like the pedestrian crossing by the soccer fields near Jordan River is not well marked and is dangerous for families.	1
There are not bike lanes the entire length of the street.	1

There are many potholes on 600N. Also I don't feel safe riding my bike along 600N due to speeding vehicles and no green space buffer between bike lane and road	1
The width promotes faster speeds I don't like the traffic separation on the east side of the viaduct; people speed up and move too quickly, turn right into the left lanes onto 300 west	1
The traffic problems are unsafe any time of day or night in this corridor! Crossing this street is very dangerous even across the cross walk. People don't slow down or pay attention. I even use the stop light cross walk and people have run that as well. This corridor can be a barrier connecting the neighborhoods.	1
The speeders	1
The speed, vehicles are always over the posted speed. The lure needs to be a traffic light at 600N and 800W. Every other intersection getting off I15 has one. The junction where UDOT and City road surfaces meet there is a bump the shakes the surrounding homes. The road surface is in poor condition and the man hole coverings all are lower than the roadway. More trees on the road would be nice and help with road noise. There used to be a center park style island with trees that was removed but that was make things more pleasant to the community and reduce road noise.	1
The speed limit is not enforced. There is a lot of speeding on 6th North making it difficult to navigate in and out of driveways. I also don't like the bike lane that was put in. I very rarely see anyone using it. When the bike lane was added it became illegal to park along 6th North where the bike lane is. I visit a friend almost daily on 6th North and I cannot park in front of his home. My choice is to park in his single car driveway, which is sometimes full, or park on a side street and walk to his home. In the last year I have been on crutches for two periods of time so I was not able to access his home during that time.	1
The road is very busy and people drive down the road very fast.	1
The patchwork pavement that seems to get worse every year	1
The look. There are not enough shops around here. There are some older homes, churches and businesses that look dilapidated and bring down vibe of the neighborhood.	1
The heavy truck use on 300 and 400 W to 600 N, the high noise level from the trucks. Lack of parking between 400 W and 200 W.	1
The bike lane is not contiguous over the viaduct of I-15. During mixed-use bike/walking and heavy traffic flows in the evenings and the mornings creates a severe pedestrian hazard. Several pedestrians have been killed by this area. Two Mini Sky Bridges Over the ramps would eliminate pedestrian deaths and facilitate Safer travel.	1
The bike lane is inconsistent- the sidewalks are in need of repair- the area where the river meets the street needs to be more inviting.	1

The big noisy trucks are beyond obtrusive, they are maddening. I can't even relax in my own home because they are so loud. There are peak traffic times when I have to leave my house and go somewhere else to keep sane. They go up and down 300 W, from 600 N to Beck St. at all hours of the day and night. Midnight, 3am, 5am, even on Sundays. IT NEVER STOPS. Going north they rev their engines to make the incline producing decibel levels that are shocking. Going south most of them are traveling way too fast. Some of them use their air brakes before hitting 600 N and my house literally vibrates. The noise pollution is ruining my neighborhood. Please, help our neighborhood find peace and quiet. Reroute these big noise polluters. The businesses on Beck Street need to do better by their community.	1
The amount of traffic, aesthetics, side walks the amount of glass and trash on the street and man holes.	1
That the street gets pretty busy during school hours at least a portion of it. I don't like that sometimes there are homeless people that camp next to the river and park.	1
That the city wasted tens of thousands of dollars removing the left hand turn lane at 600 N and 800 W and installing an RFB pedestrian crosswalk.	1
Speeds and drivers are unsafe. We see many accidents on the corners of 300 W and 600 N as well as 400 W and 600 N. There is simply too much traffic. It is also hard for anyone who live on this block to gain access to or from their homes during peak traffic hours	1
Speeding, noise,	1
speeding, big, hot, wide, not enough space for pedestrians, and nice transit facilities	1
Speeding traffic, no bike lanes, not enough lighting or crosswalks.	1
Speeders - not enough pedestrian signals for north-south mobility crossing 700 N.	1
Speed, traffic, noise, bike lane issues, limited crosswalks, aggressive drivers	1
Pot and sink holes	1
People drive fast and there's a lot of traffic. I have a hard time turning left from my street on to 600 North.	1
People don't stop at the 1400 hawk light	1
Pavement	1
On the eastern edge, it's constantly filled with giant trucks. They have already torn up the "brick" painting at 300W and 600N. I hope that any plan involves banning their use. There's no way to have a green, safe, bike and pedestrian friendly road with their constant traffic.	1
Not walkable/bikeable over the freeway intersection. Full corridor is not very bike friendly, cars travel fast along the road, particularly coming off the freeway toward 900 W. Seems very exposed, could use more trees/green spaces/public art features from 900 W - 1300 W.	1
Not enough places for pedestrians to cross, and an inclination for cars to exceed the speed limit.	1

Not enough crosswalks between blocks. With people walking from Smith's to the south side of 600, I feel we need more crosswalks.	1
Not enough businesses. Congested at 600 N and 300 West.	1
No bus or train service to downtown/U or SLCC. No local shops or businesses—I would like to see mixed zoning for retail and mixed-income rental. Allow houses in disrepair to be torn down in favour of rent-controlled housing above retail spaces - 2-3 stories high. Make sure properties are owned and managed locally, and favoring small, local, multicultural business—not an opportunity to hike rents and drive normal people even further out of the city. Not enough traffic lights. Bike lane just ends at the I-15 interchange. No public common space apart from Riverside park (itself fenced from the street). Allow for restaurants with courtyards and terrasses, open spaces with artistic and history- and community-theme related art by local, national, and international professional artists. No services for or homeless. No water (moot during COVID, of course) No toilets. No people in convivial situations, just motorists and a few pedestrians. No buskers. No city, just suburb.	1
Needs repaved! Pot holes are killer on this road! Need more safety precautions for children crossing this road between the school and park. Maybe a walkway that goes over the road? Or under the road with the Jourdan River trail.	1
Needs moar bike lane	1
Needs better street signage for people unfamiliar with the area. Needs more traffic lights. I know they are annoying but when I was able to be a pedestrian I could wait far too long for a break in traffic to walk across the street. Although I am no longer able to drive, I can feel the frustration of the driver while waiting to turn left onto the street	1
Lack of traffic signal coordination.	1
Lack of easy and quick public transportation access to downtown. Mt family would better utilize Trax if there were a convenient access from the west side. Bus routes are infrequent and not direct along 600 north to downtown	1
It's too wide. It often feels like a hot desert crossing going from one shady side to the other. The lack of bike lanes in sections feels dangerous (I work on 2200 W). Speeding traffic close to the sidewalk makes me clutch the dog leash extra tight.	1
It's rough. Jay Walker's. Don't want to hit anyone	1
It's noisy/busy west of 200 E	1
It's an arterial street, and the qualities that make it easy to drive make it unfriendly to pedestrians, bikes, anything but cars. I would never choose to walk on 600/700 North west of approx. Riverside Park, particularly with children or elderly. The streetscape east of the park is less perilous (parkstrip and mature trees help), but it's still not a pleasant street for anything but driving. Likewise the commercial areas (such as they are) along the street are completely car-focused. Finally, it is so wide that it's very easy to speed along the road without noticing. Great for travel, but not necessarily for neighborhoods.	1
It's busy. I would like to see maybe more of a mixed use area along it with coffee shops and bars and maybe more things for young children in some of the open spaces if possible.	1

It's a nightmare for pedestrian travel and cycling, particularly the I-15 interchange. Traffic speed is high effectively making the entrances and exits reduced visibility. The bike lane disappears coming from Rose Park at the places where it is most needed. Heavy industrial traffic coming off the interstate.	1
It is sometimes difficult to cross the street (driving, walking, and biking) at any cross streets except 1200 W. Or if a pedestrian has activated the lights to cross at 1400 W.	1
It is not safe or pleasant for bicycles which is my primary mode of transportation along this street. It is also not particularly interesting to drive, walk or bike along.	1
It is currently designed and only safe for vehicle travel. Everything about it discourages walking/biking. This is a road where painting on a bike line is meaningless. Cyclists and walkers that do use it face great risk of high speed vehicles exiting offramps.	1
It is absolutely horrible and scary traveling east along 600 N across the I15 interchange.	1
It is a really busy street, obviously. Over the years, as our children have grown, we have been trying to do more bike riding with them & want to use the Jordan River Parkway. Getting to the Parkway has always been a bit dicey. Though it is not far away & there are some bike lanes, for younger riders, it is scary. So that has been difficult.	1
It feels a little over built for vehicles. It feels wide and intimidating to cross. While it has a bike lane, it doesn't feel like it's enough. The interchanges are also tough.	1
I really really really want a bike lane the whole way. Some property owners do not maintain the weeds and they grow over the sidewalk.	1
I don't always feel safe at intersections when I'm riding my bike along the street instead of on the trail. The bike lane sometimes disappears and it's always uncomfortable riding on the bigger streets where there's often a lot of traffic (especially the big semi-trucks) and people aren't watching for bikes.	1
I don't like the lack of bus service and the difficulty of turning left from the various side streets. The driveways seem really unsafe. I don't feel safe biking on it and it isn't very attractive or welcoming.	1
Highway crossing; intersection crossings as a pedestrian are hard, bike lanes are fast and poorly maintained with right turn danger, high speeds, wide streets, and did I mention high speed?	1
Heavy truck traffic between 3rd and 4th west and I-15	1
Heavy parking on 600 North next to Riverside Park and the elementary school during baseball, soccer, football, lacrosse, etc. games	1
Fast traffic, bike lanes that are intermittent	1
Disappearing bike lanes	1

Create some greenery, make homeowners accountable for taking care of the parking strip. The street is full of moles that dig holes contributing to the fowl conditions. There are accidents every week at the intersection of 600 north and 900 west. Doesn't this tell the city planners there is something wrong? The 600 north overpass - disgraceful mess. If tax dollars are spent to beautify the neighborhood then do something to maintain it. Garbage strewn and blowing about is disgusting, all the weeds growing in the cracks are ruining the investment. All of the semi trucks that use the 600 n overpass from 300 w are obnoxiously loud. Sound ordinances should be put in place for the neighborhoods surrounding the area. It's disgusting that we let companies modify their trucks engines to be loud so the drivers feel like men. The city is loud enough with all the young the loud modified cars and motorcycles sounding like they're going to burst peoples ear drums when they speed past you.	1
Changes.	1
Cars traveling too fast as they exit/continue from I-15. Lack of safe-feeling crosswalks. The sense of danger walking/biking the I-15 overpass.	1
Can't bike or walk over/thru overpass easily. Biking at the dogleg between 600/700n can be pretty rough. More bike protection would be great.	1
Busy with fast moving cars intermixed with residential needs especially near Smith's and at 200 north as it goes up to the capitol. Better balance towards residential needs while still leaving it as a corridor would be ideal.	1
Bike lanes aren't continuous. Intersection at Redwood Road is dangerous. Too many lanes, which induces drivers to speed.	1
Bicycle crossing on 6th N Interchange is scary on a bike. I almost always go down to 300 West to get to the West side on my bike.	1
Automobiles traveling way too fast. It's too wide open and hot during the summer. Higher speeds near on and off ramps. Crossing over bridge on 600 n is a terrible experience if you are on foot or bike. Not great bus stops can't see/find bus stops. Current ped crossing are a joke and intimidating	1
As a resident of Marmalade living on 600 N, Getting over I-15 on foot, bike or scooter is nearly impossible at the moment. I actually go south to 300N and cross there, just to go north again because it's much easier and safer.	1
600N Bike lane transition is poor as you cross I-15. Would be nice to have a divided median/turn lane with trees.	1
1. When biking, the bike lane feels pretty unprotected. Especially around the Smiths on the north side of the street. How many entrance ramps does that place actually need? 2. The disappearing bike lane near Riverside park and the Redwood interchange, where it is arguably needed the most. 3. Pavement quality really tests the suspension in my car.	1
- Too much non-local traffic connecting between I-15 and I-215, even though they are already connected via I-80 just one mile south. 600/700 N should not be needed for that purpose. - Traffic travelling too fast - due to the large number of lanes (4 + center turn lane) the road is too inviting for speeding. - Not very pedestrian-friendly due to very narrow sidewalks. - Not very cyclist-friendly due to bike lanes that are not continuous, too narrow, are being crossed by right-turning traffic, are wedged in between parking lanes and main traffic (both can be dangerous for cyclists) with no safety margin, share the space with cars at major highway exits.	1

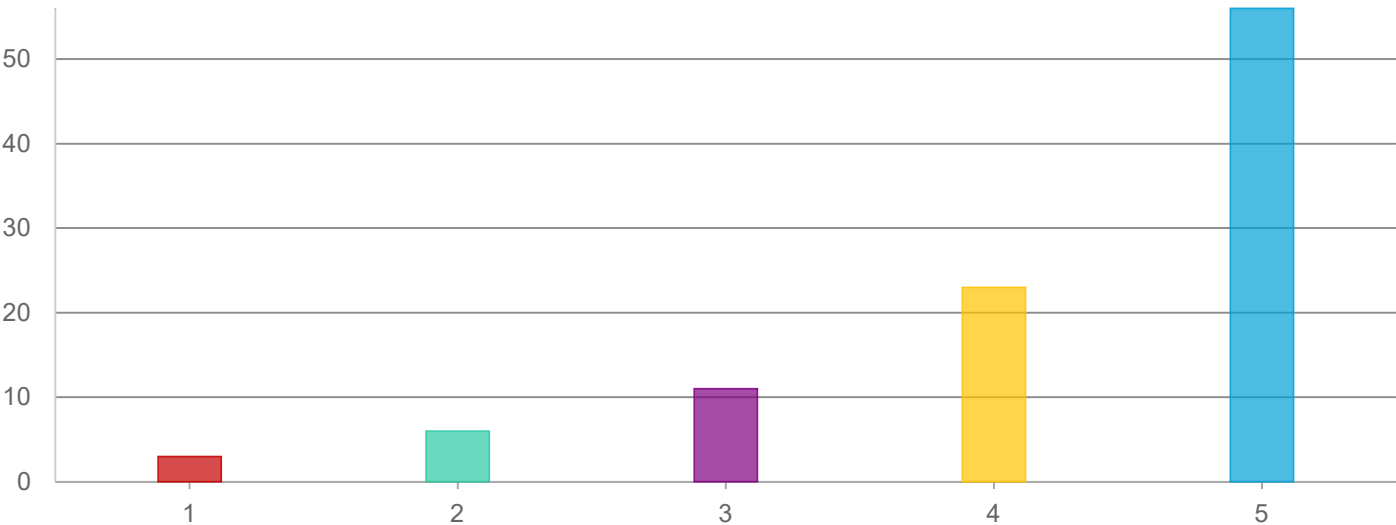
- Few pedestrian cross lights. - Large population of kids and schools that are close there are a lot of children trying to cross the street without a cross light and we are always scared they will get hit by a car - Large areas without stop lights that promote speeding - Bike lane feels unsafe due to speeding cars - Street is ugly, open and nothing that makes the neighborhood look attractive - Need more clear signs that promote it as Rose Park

0

Answered: 88 Skipped: 13

Typology Choices

○ "Person Mobility": The movement of people walking, using mobility devices, & bicycling.

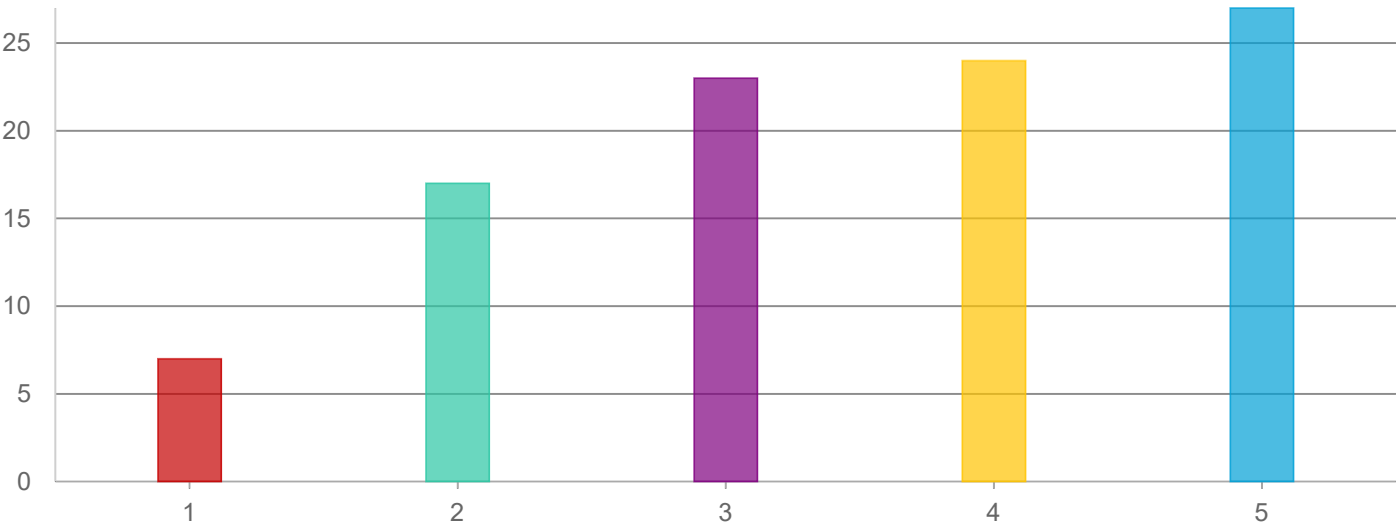


Answers Count Percentage

1	3	2.97%
2	6	5.94%
3	11	10.89%
4	23	22.77%
5	56	55.45%

Answered: 99 Skipped: 2

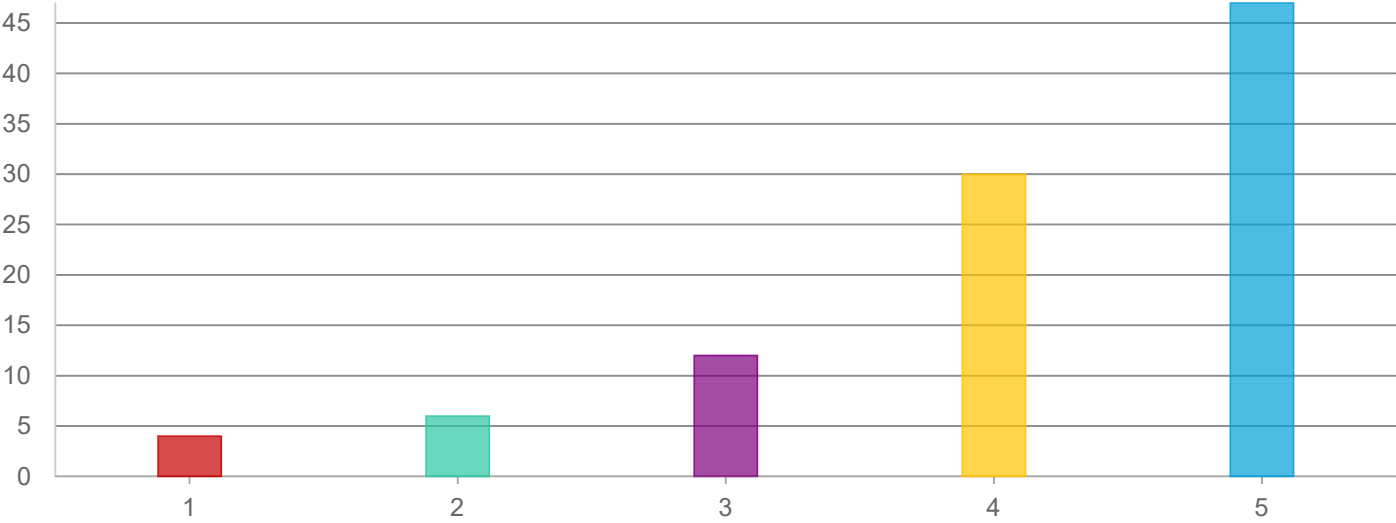
○ "Vehicle Mobility": The movement of vehicles & goods (including transit, automobiles, and freight).



Answers	Count	Percentage
1	7	6.93%
2	17	16.83%
3	23	22.77%
4	24	23.76%
5	27	26.73%

Answered: 98 Skipped: 3

○ “Greening”: Livability, shade, & environmental sustainability goals through street trees and vegetation.

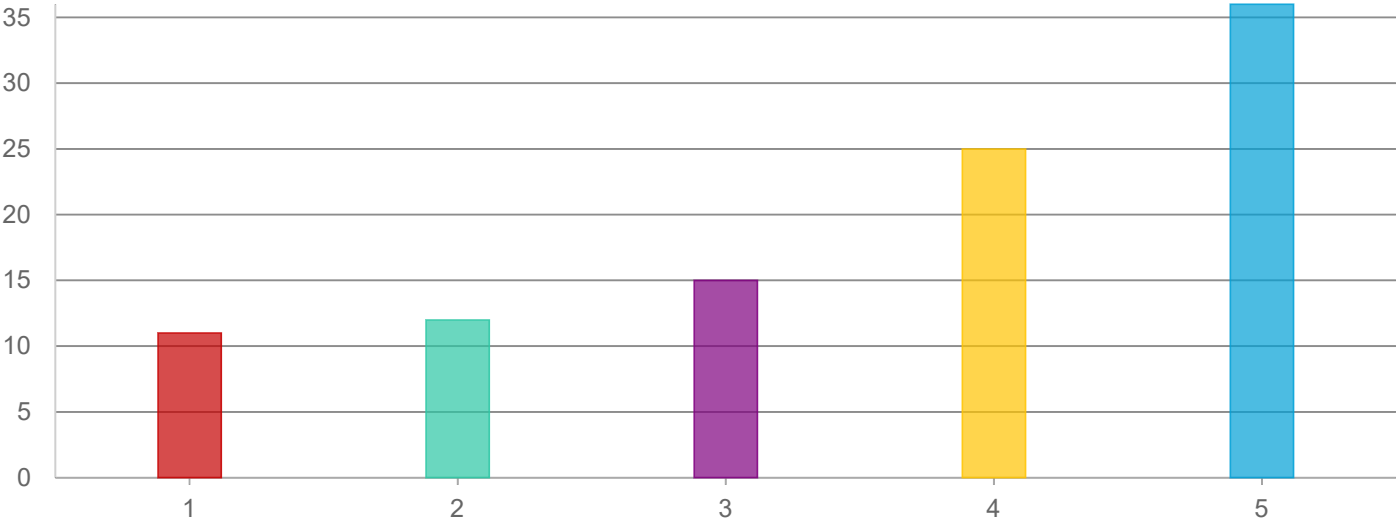


AnswersCountPercentage

1	4	3.96%
2	6	5.94%
3	12	11.88%
4	30	29.7%
5	47	46.53%

Answered: 99 Skipped: 2

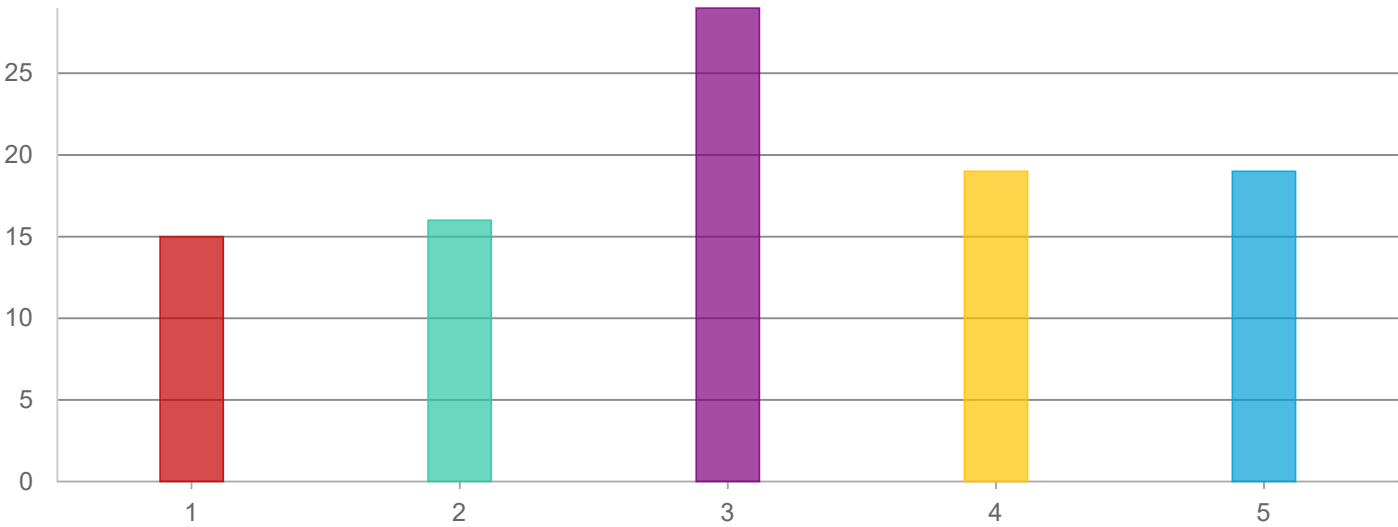
○ **“Placemaking”: Activity, vibrancy, and streets as places to be rather than just to travel through.**



Answers	Count	Percentage
1	11	10.89%
2	12	11.88%
3	15	14.85%
4	25	24.75%
5	36	35.64%

Answered: 99 Skipped: 2

○ **“Curbside Uses”: Bus stops, street parking, pick up/drop off, bike parking, & deliveries of goods.**



Answers

Count

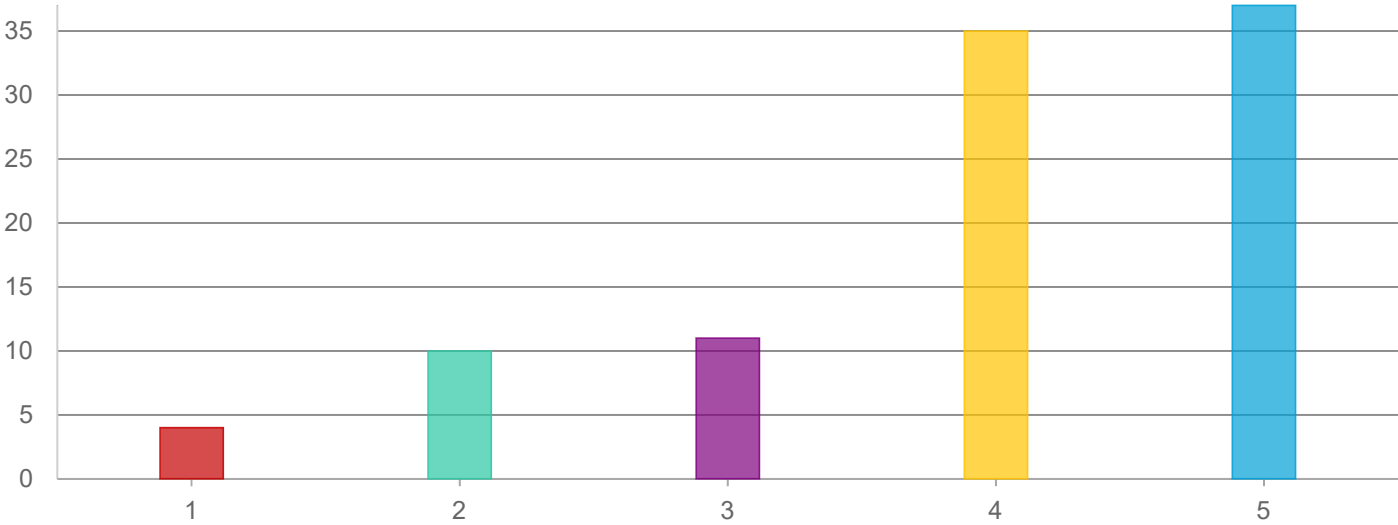
Percentage

1	15	14.85%
2	16	15.84%
3	29	28.71%
4	19	18.81%
5	19	18.81%

Answered: 98 Skipped: 3

Transportation Choices goals

○ Implement and leverage the Frequent Transit Network and other transit connections.

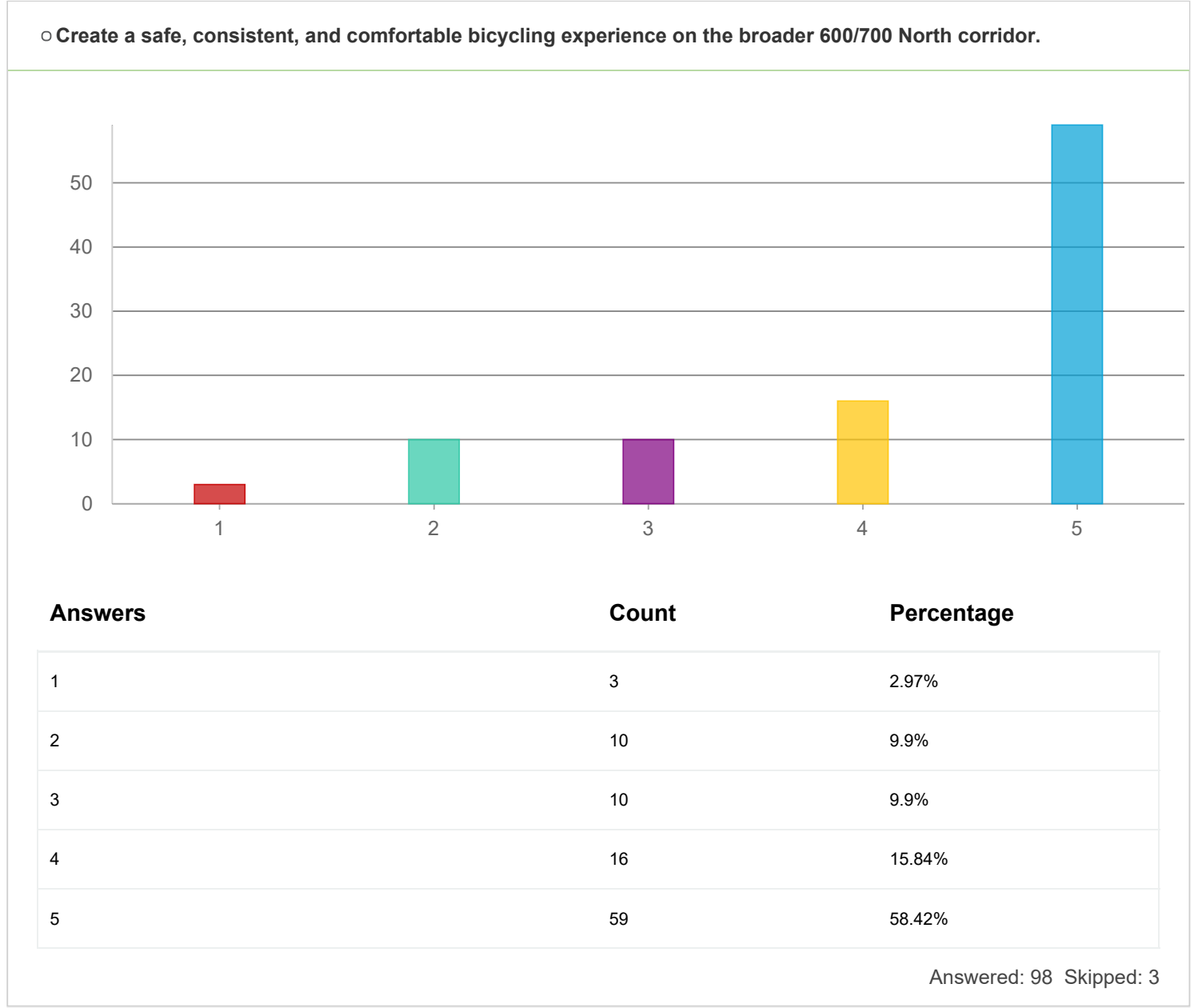


7/7/2020

600/700 North Mobility, Safety, and Transit Improvement Study

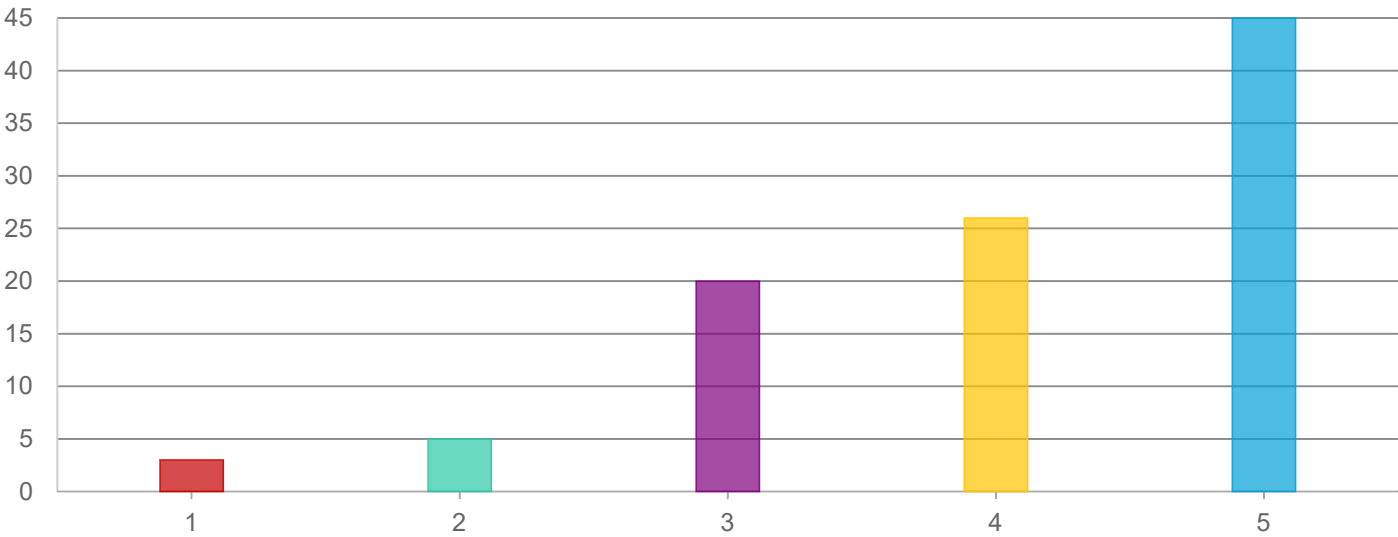
1	4	3.96%
2	10	9.9%
3	11	10.89%
4	35	34.65%
5	37	36.63%

Answered: 97 Skipped: 4



Connections goals

○ Maintain and enhance the link among 600/700 corridor neighborhoods and the rest of Salt Lake City.

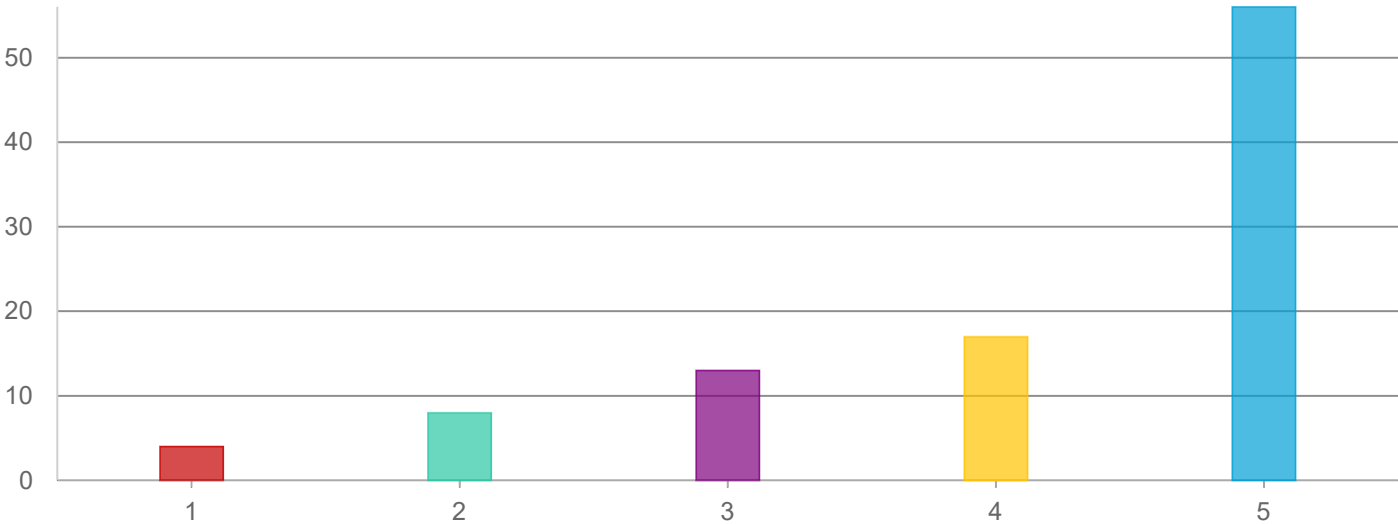


**Answers** **Count** **Percentage**

1	3	2.97%
2	5	4.95%
3	20	19.8%
4	26	25.74%
5	45	44.55%

Answered: 99 Skipped: 2

☐ Link people and neighborhoods across 600/700 North.



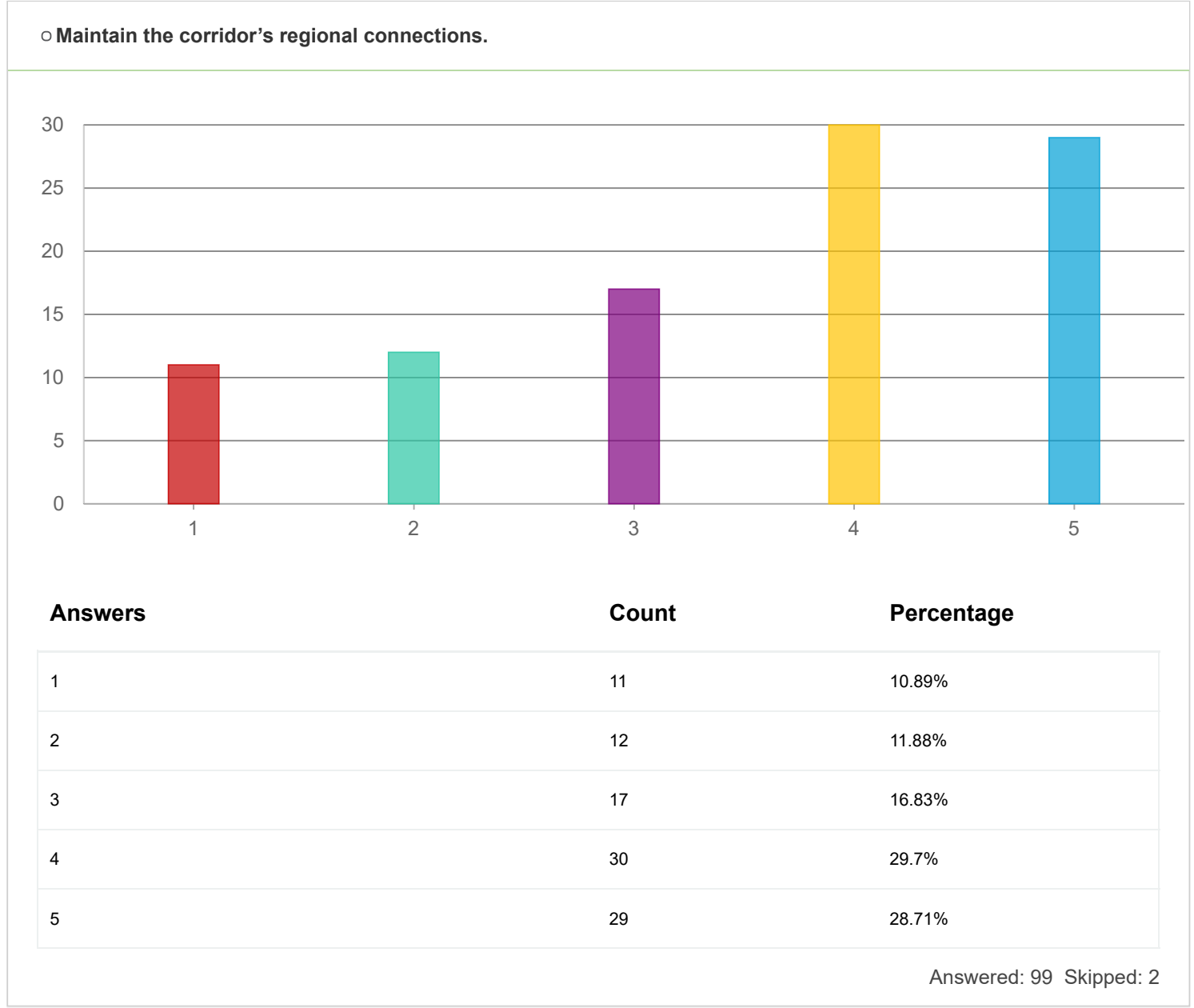
**Answers** **Count** **Percentage**

7/7/2020

600/700 North Mobility, Safety, and Transit Improvement Study

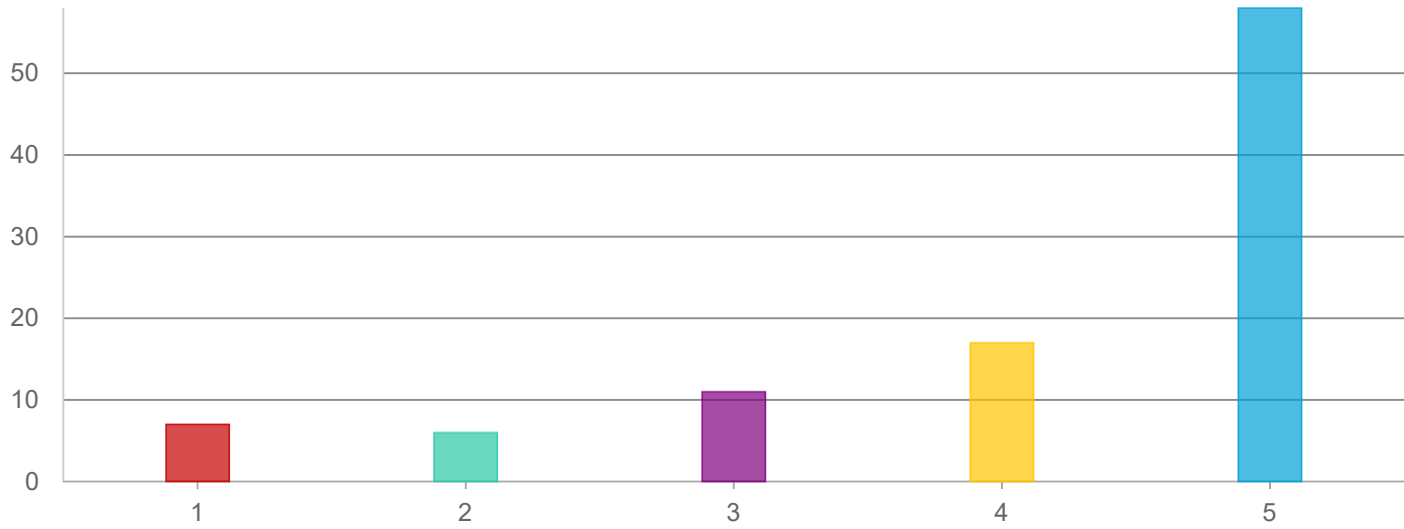
1	4	3.96%
2	8	7.92%
3	13	12.87%
4	17	16.83%
5	56	55.45%

Answered: 98 Skipped: 3



Livable Neighborhoods goals

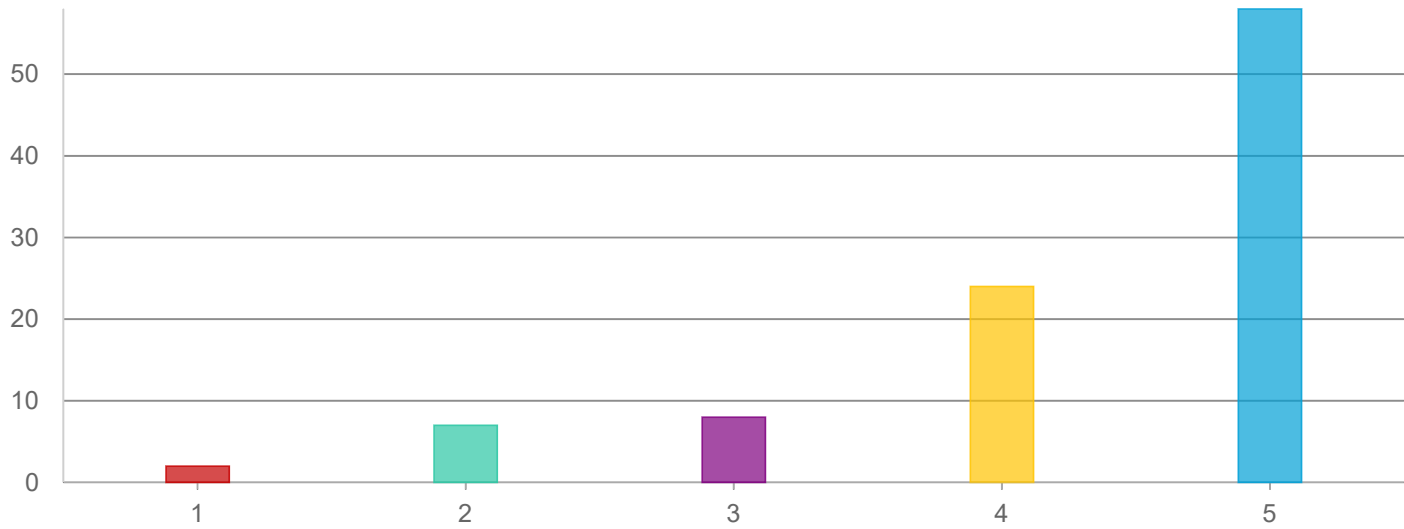
○ Calm traffic to create a safe corridor



Answers	Count	Percentage
1	7	6.93%
2	6	5.94%
3	11	10.89%
4	17	16.83%
5	58	57.43%

Answered: 99 Skipped: 2

○ Create a beautiful street with great places and neighborhood pride.

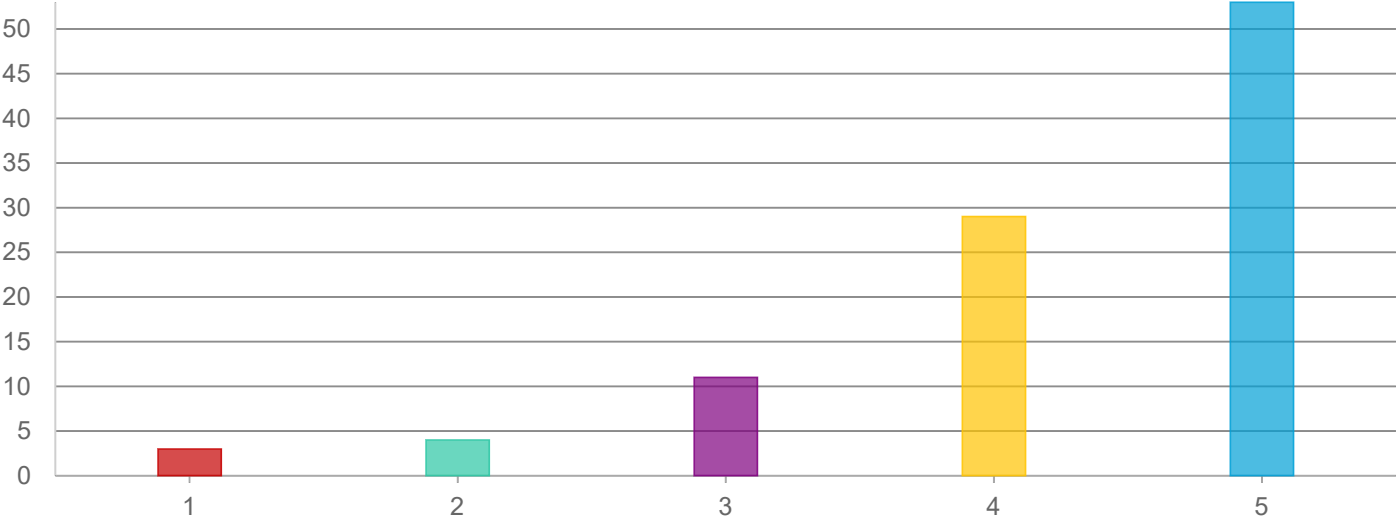


Answers	Count	Percentage
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1	2	1.98%
2	7	6.93%
3	8	7.92%
4	24	23.76%
5	58	57.43%

Answered: 99 Skipped: 2

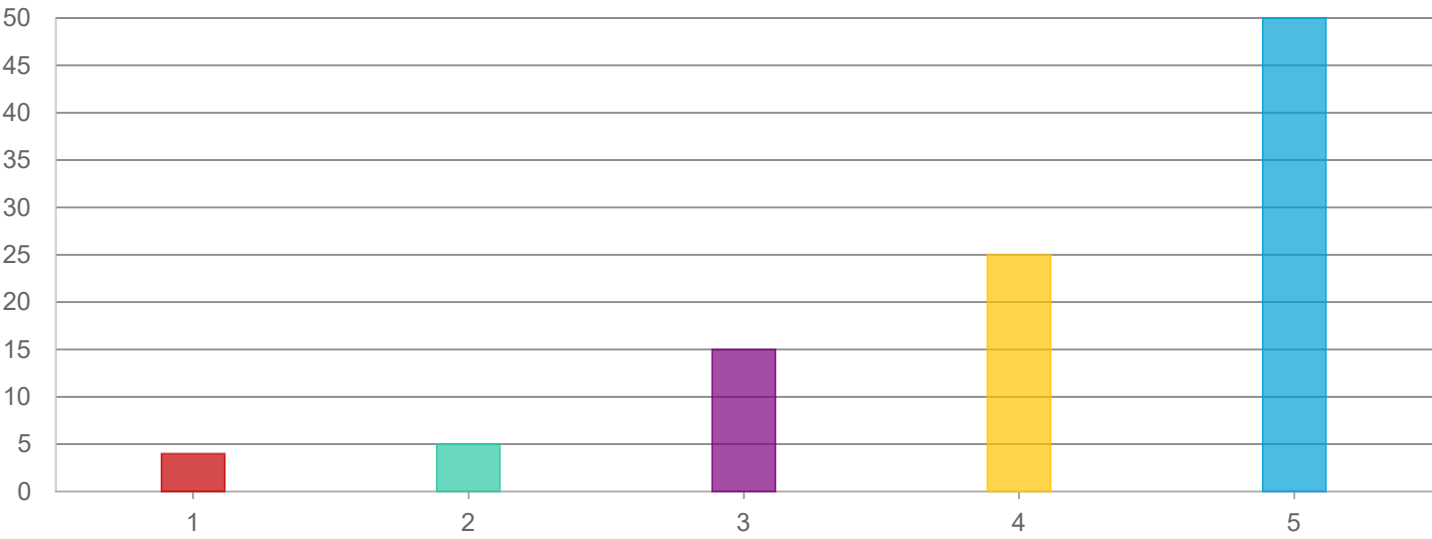
○ Improve access to and leverage Jordan River Parkway, Riverside Park, and the surrounding corridor parks and o...



Answers	Count	Percentage
1	3	2.97%
2	4	3.96%
3	11	10.89%
4	29	28.71%
5	53	52.48%

Answered: 100 Skipped: 1

○ Develop neighborhood commercial nodes with walkable neighborhood amenities and in balance with residential...

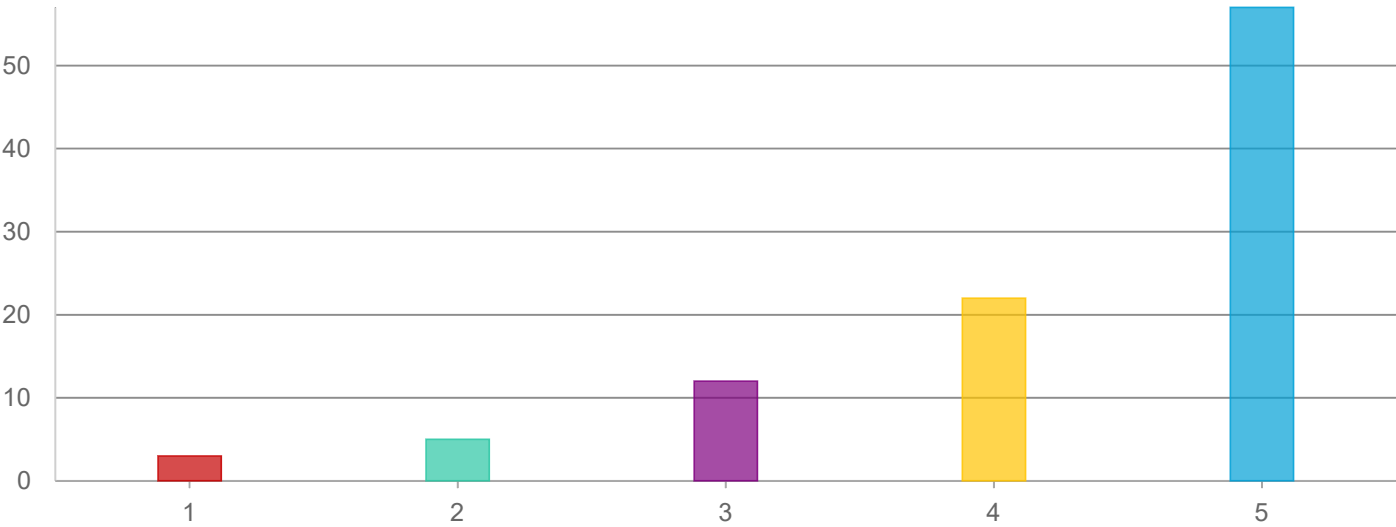


Answers	Count	Percentage
1	4	3.96%
2	5	4.95%
3	15	14.85%
4	25	24.75%
5	50	49.5%

Answered: 99 Skipped: 2

Implementation goals

☐ Create a comprehensive and integrated set of solutions for the entire corridor.



Answered: 99 Skipped: 2

[illegible]

<https://survey123.arcgis.com/surveys/4df390ae6dff43d9adb2cef8564e7b84/analyze?position=0>.how do you travel on the corrid 23/31

Yes, predominately the residents of this area from I-15 to 215 commute in Automobiles for work. This is a critical traffic Thruway for Working Families who must access the freeway routes to go north and south. Slowing traffic in these areas would create an impediment by; Increasing pollution, cars that move slowly and are almost idling in heavy traffic are heavy polluters) smoother traffic flows would eliminate this issue slowing traffic is counterproductive to mixed-use with bicycling and walking. Slowing traffic will create congestion which will create hazards for pedestrians and bicyclists. A simple Lane divider between bike and automobile will correct this issue. Again I'd like to stress if you're considering train Transit through this area Elevate the track or tunnel the train route. Mixed-use train, car, bicycling, walking is extremely dangerous to pedestrians	1
using parallel streets to accomplish a goal was mentioned in some goals, but I think that could apply to others, as well. Given that the number of E-W connections over the freeway and rail tracks/yard isn't likely to increase the road will still need to prioritize traffic/transit over other uses, with the exception of the viaduct, which becomes a pinch point that needs to serve all modes of travel better. Parallel streets may be where pedestrians and bikes are better served, and where residential scale commercial areas (like the well-established node on 500 North) could flourish. 600/700 North needs to be a street that isn't hostile to bikes and peds, but traffic needs to go somewhere. Just maybe in a more orderly manner, under a canopy of trees.	1
Traffic calming on the corridor itself is important, of course. However, traffic calming on the adjacent crossing streets and well into the neighborhoods is even more important. Twenty is Plenty!	1
To talk about 600 N/700 N east of I15 is to talk about Beck St and the unending parade of noise polluting trucks. Make sure this is a key part of any planning.	1
This is a great start. Can't wait to see results.	1
This all looks great! Bus service directly to the U or at least downtown via 300 W would be really helpful!	1
There are multiple "side" streets that are also being affected by the increase in traffic. It is important to not overlook the residential aspect of the streets. Many drivers act like it is the Indy 500 and race the lights.	1
The neighborhood is fully surrounded by highways: I-15 and I-215 are already connected via I-80 just south of the corridor and I-215 merges back into I-15 just 3 miles north. This should be sufficient for all regional traffic and freight. The main goal of the 600/700 N re-development should be improvements for *local residents*, and to discourage the use of the corridor as a shortcut between highways, by greatly slowing down motorized traffic rather than improving its flow. This could include enforced speed limits, reducing the number of lanes, routing traffic around landscaped traffic islands on alternating sides of the road to remove the straight, highway-like character of the road, etc. The only exception I would see to this would be public transport, where dedicated bus lanes might be helpful. These could also be free for use by cyclists, providing wider and safer bike lanes at the same time.	1
The existing bike lanes disappear in the transition from 700 North to 600 North.	1
Residential on street parking and safety.	1
Reduce the number of vehicle lanes and their width. Install protected bike lanes or a cycle track.	1
Reduce cut-through traffic in adjacent neighborhoods that comes off 600 North and I15.	1

Please make sure you are connecting with Parks and Public Lands about the Backman Bridge Project on the west side of the Jordan River adjacent to the school. These two projects should be connected!	1
Nope, rose park has a reputation of being the "bad" part of the city. This is our opportunity to turn this section of the city into a vibrant community for young families. Look at the short north and Victorian village in Columbus ohio. My partner and I love this neighborhood and want to see this improvement happen right.	1
New speed bumps need to be placed near rec center and 3pp north too many speeders crash into bus stop there especially in winter	1
Maintaining wide lanes. Changing Pedestrian Lights at 600 North 1400 West to a stop light. Increased parking for Riverside Park with 600 north access.	1
Just slow traffic, beautify the ugly corridor, and implement noise ordinance and the neighborhood will be happy since we are the ones that live here and our tax dollars should help to beautify the neighborhood just like other nice areas in the city.	1
It's a great street with a lot of potential. By improving the overall feel of the corridor with more businesses and interesting spots, you'll make it a destination and an important connection point to the neighborhoods. Downtown is getting full. Rose Park and the 600 N corridor is prime for development and an extension of the downtown experience. More bus and biking routes into downtown will make it easier for us to access all the businesses, farmers markets and public gatherings in the area while improving the experience of the local community that lives near the 600 N corridor. Really excited to see where this goes!	1
It would be nice to have improvements to curbsides, sidewalks, and park strips.	1
It would be nice to have a bike solution where 600 N intersects with I-15, but it should be one that isn't intimidating to use. For instance, I like that there's a bridge on the Jordan River trail just south of 600 N (I think?), but it's so steep it's kind of unbearable to get over, especially heading back from a ride when I'm already tired. So having a solution that doesn't involve a heinous climb would be great. I'd LOVE to see more small business opportunities along 600 N so we can support local small-business owners and have access to yummy food and quality products without having to go into downtown. I do think it's really important to keep the residential feel, as was mentioned in this survey. I also really, really don't want a bunch of concrete or stucco strip malls. Even if we have strip malls, I feel I like they could be done in a way that's charming and inviting, like in the coastal towns along the East Coast where the shops are adorable and classic-looking. NO BROWN STUCCO!	1
Improve the visual/access desert created by the fencing along the park and the rec area of the school.	1
I think raising the JRP so that the trail itself is a speedbump would be awesome, too many speeding cars in that spot. Ideally I'd love to have most of the center turn lane landscaped, and traffic calming used at all pedestrian crossings. Crossing over I-15 is a mess, I currently go down to 300 N just to avoid that interchange.	1
I love the idea of adding local businesses and amenities to the corridor on the 600 North end. Deli, coffee shop, etc. Blending residential and commercial is something other cities have done with success. It creates a great connection between residents of the community. This is an urban neighborhood. I want it to feel more independent.	1

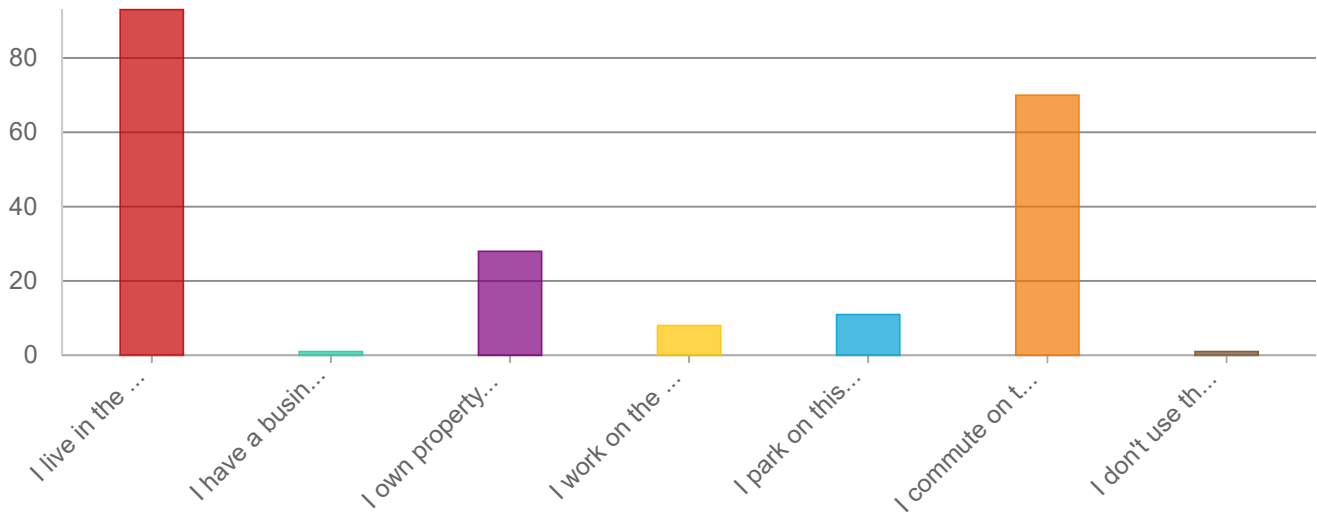
I hope I rated these correctly, it's just everything sounds so great! I live on 1400 W between 500 North and 600 North, so this is a very important street for me. I drive, walk, and bike it regularly. It would so excellent to have consistent bike lanes and more robust bus stops. I used to use the 520 bus route regularly, but I don't anymore because it no longer goes all the way downtown. A bus that goes all the way downtown would be amazing, and even better if it went all the way to the U (for students AND employees of the U, and to get to the hospitals and sporting events). I am too afraid to bike over the overpass, and would appreciate improvements. I'm so appreciative of the lit crosswalk we now have on 1400 West--I use Riverside Park so much more often now.	1
I feel the buses going through the homes picking up riders is better than having them on the corridor	1
I don't think so. I realize these goals cannot all be met at once but all are important and choosing on a 1-5 scale was difficult. I do think more needs to be done in the area of improving appearance, but doing so without infringing on the rights of the property owners will be difficult. Dwellings with 60 year old siding that was guaranteed to last 40 years and has now degenerated into cardboard are ugly, but property owners who cannot afford to replace the siding cannot be forced to do so. Most houses by now do have aluminum siding, but not all do. More trees and shrubs are needed. Bus routes are inadequate. City air quality could be improved if access to public transportation were more accessible. Busses powered by natural gas are great, but if you are not physically capable of walking six blocks to a bus stop you are going to drive or get someone to drive you.	1
I don't know if this is what you are looking for, but something we & other families near us are having to address is getting our adult children up to the U or to SLCC safely. It seems a shame to be so close to this amazing TRAX line, but not feel like our daughters & sons will be safe waiting for the train along North Temple or riding the bus either. When I first saw the survey & info, I immediately thought of this dilemma we are needing to deal with, this year. I know we are working so hard on encouraging our children to move on to higher education & maybe other families are more used to using the UTA system, but I do see this as a barrier for our students. It just is hard when "our" TRAX stop is the Jackson stop, which feels a lot like drug distribution & other "one stop shopping" central. I know the city has been working hard on that area & we do so appreciate what they've been doing. But it still is daunting. Thanks for listening!	1
I don't think so. I live and work in the area. I would maybe like to see maybe a pedestrian sort of underpass in the area of the 600n bridge. It's a slight pain to go all the way around or through a neighborhood while walking or biking to the warehouse where I work on 531 west 600north	1
I am most concerned that traffic will be diverted to 500 north.	1
How to slow down the traffic between 1200 West and Redwood Road on 600/700 North.	1
How to address the homeless along the Jordan River.	1
Help google fiber with the lines they haven't been able to get down this street. Doing this will also help the people in this area with better internet options.	1
Get rid of the giant trucks.	1
Focus on the sound!	1

Ensure that among the upgrades there is an increase in public safety measures/street lights/blue emergency buttons or something. If people don't feel safe, it doesn't matter how nice or pretty the neighborhood is!	1
Create a safe and welcoming environment for the residents to use. Lower traffic speeds. And open green spaces that connect the river parkway to downtown.	1
Connecting the west side neighborhoods to downtown and providing safe pedestrian and public transportation is long overdue!. The bus ride from my home to connect to trax is over an hour long.	1
Coffee shop!	1
Biker and pedestrian safety for crossing I-15 needs to be placed at a high importance.	1
Be more bold about the need for change from 600/700 being mostly residential to mixed residential/commercial. Allow houses to be converted to business space and apartments along this corridor.	1
A commitment to maintenance and upkeep. Walkability becomes pointless when sidewalks become impassable and the street becomes the only option for pedestrians.	1
	0

Answered: 44 Skipped: 57

Demographics Questions

What is your connection to the 600/700 North corridor?



Answers	Count	Percentage
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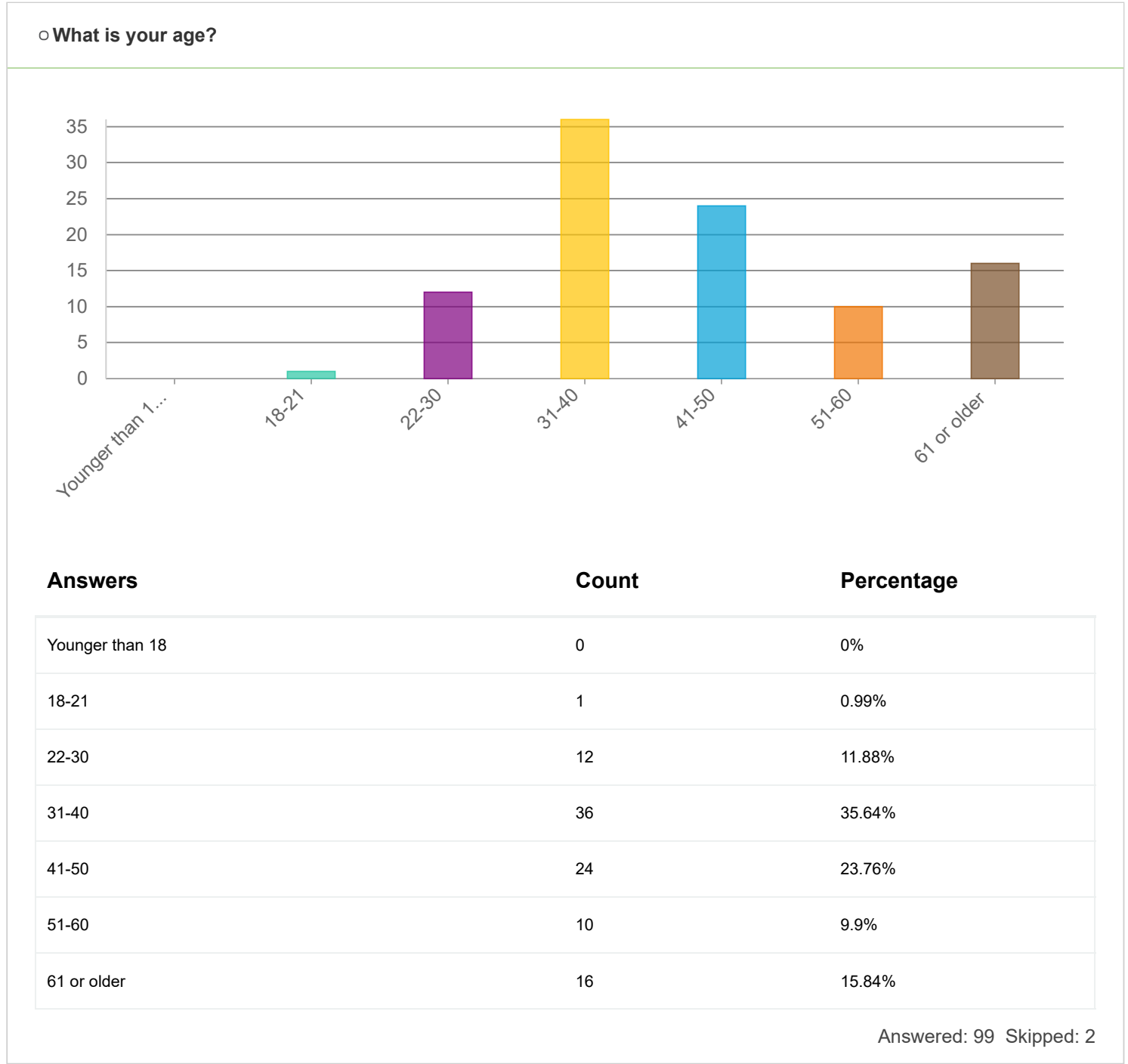
I live in the surrounding neighborhoods	93	92.08%
I have a business on the corridor	1	0.99%

7/7/2020

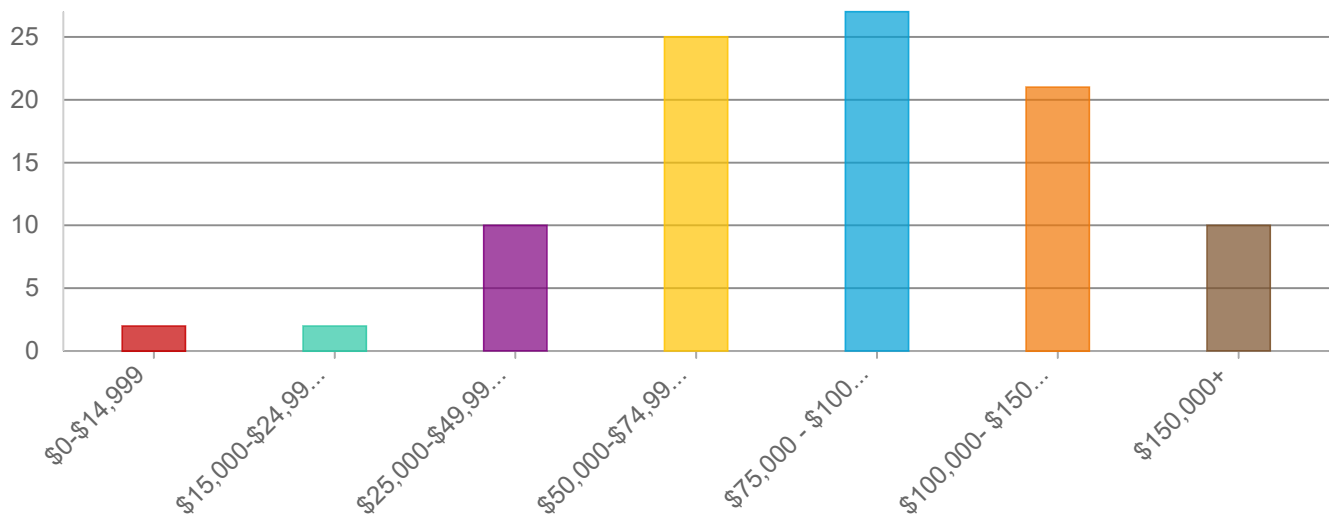
600/700 North Mobility, Safety, and Transit Improvement Study

I own property on the corridor	28	27.72%
I work on the corridor	8	7.92%
I park on this street	11	10.89%
I commute on this street	70	69.31%
I don't use this street	1	0.99%

Answered: 100 Skipped: 1



○ What is your household income level?



Answers	Count	Percentage
\$0-\$14,999	2	1.98%
\$15,000-\$24,999	2	1.98%
\$25,000-\$49,999	10	9.9%
\$50,000-\$74,999	25	24.75%
\$75,000 - \$100,000	27	26.73%
\$100,000- \$150,000	21	20.79%
\$150,000+	10	9.9%

Answered: 97 Skipped: 4

○ Do you rent or own?



Answers

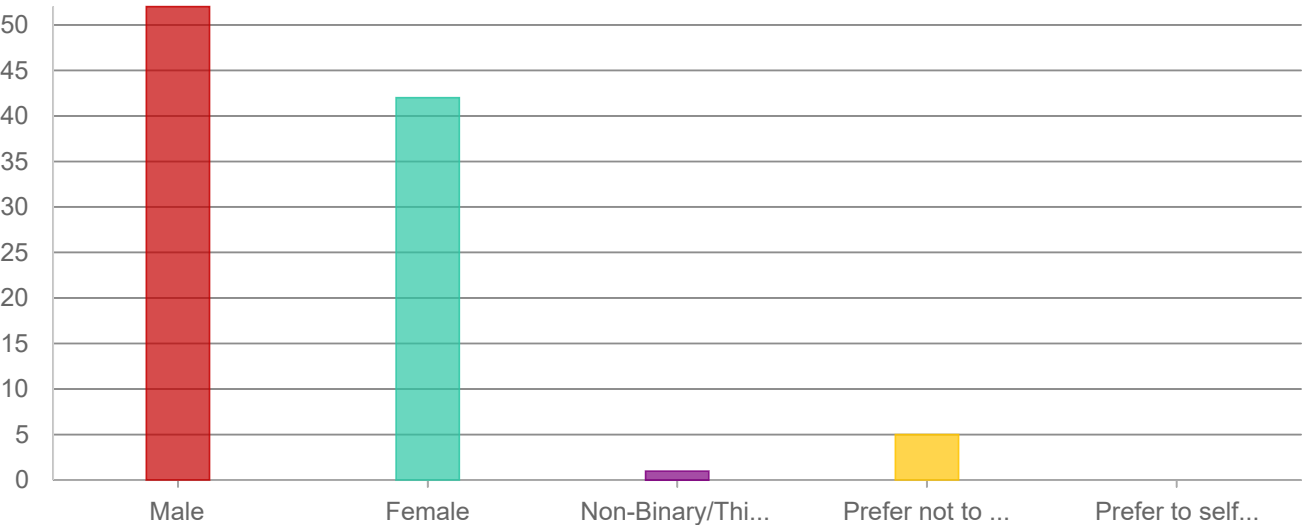
Count

Percentage

Rent	8	7.92%
Own	91	90.1%

Answered: 99 Skipped: 2

What is your gender?



Answers

Count

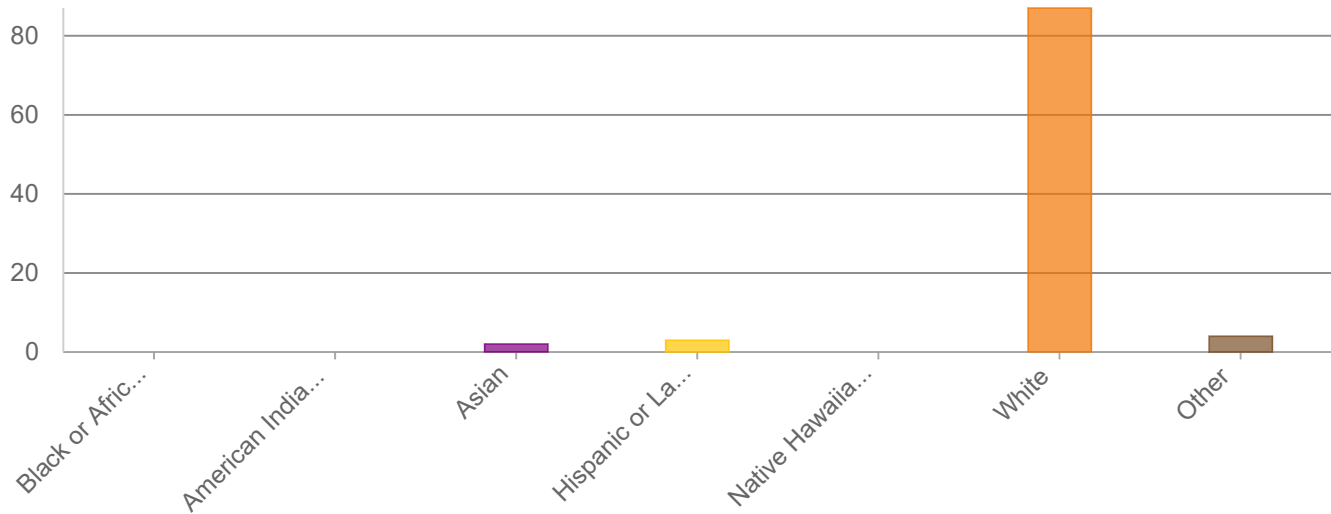
Percentage

Male	52	51.49%
Female	42	41.58%

Non-Binary/Third Gender	1	0.99%
Prefer not to say	5	4.95%
Prefer to self-describe	0	0%

Answered: 100 Skipped: 1

What is your ethnicity?



Answers	Count	Percentage
Black or African American	0	0%
American Indian or Alaska Native	0	0%
Asian	2	1.98%
Hispanic or Latino (of any race)	3	2.97%
Native Hawaiian or Pacific Islander	0	0%
White	87	86.14%
Other	4	3.96%

Answered: 96 Skipped: 5