



600/700 NORTH STUDY

2021 SURVEY SUMMARY



ABOUT THE PROJECT

For years the 600/700 North corridor has been a convenient way for Westside neighborhood residents and travelers to access this part of the City by car. However, the corridor is more than a conduit for vehicles; it is a connection between neighborhoods, homes, jobs, and shops. The **600/700 North Mobility, Safety, and Transit Improvements Study** is creating a plan to transform this critical Westside Salt Lake City corridor in ways that promote safety and improve access for people walking, biking and taking transit. The project team and Stakeholder Committee developed initial ideas that envision corridor transformations that better serve the surrounding neighborhoods. Each concept was a collection of ideas, and not all the ideas were designs – some included policies, like zoning changes and transit service.

Salt Lake City is committed to addressing the issues identified on this corridor and building on the opportunities, so we asked for public input to determine which direction to go. We recognize that change can be difficult, but we believe working towards the Corridor Goals developed in collaboration with the Stakeholder Committee will direct us toward a positive outcome for everyone.

An online survey about the 600/700 North corridor ideas, available in English and Spanish, was open from January to April of 2021. Nearly 500 people provided feedback – thank you to all those who took the survey and submitted comments in other ways.

HIGHLIGHTS

TOTAL COMMENTS	479
ENGLISH	475
SPANISH	4

TYPE OF PROJECTS	479
MORE TEMPORARY PROJECTS	46
FEWER SIGNATURE PROJECTS	210
MIX OF PROJECTS	223

PARTICIPANT'S CONNECTION TO CORRIDOR



LIVE ON
CORRIDOR

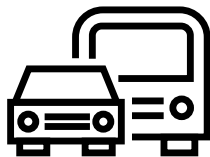
18%

HAVE BUSINESS OR
WORK ON CORRIDOR

4%

COMMUTE ON
CORRIDOR

41%

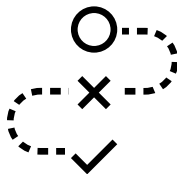


VISIT THE
CORRIDOR

52%

LIVE OR WORK
NEAR CORRIDOR

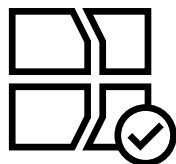
60%



DON'T USE
OR OTHER

7%

SURVEY RESPONSES: LIKES & IDEAS ABOUT CORRIDOR



600 NORTH A MAJOR CORRIDOR // SLOWER, SAFER CORRIDOR //
COMMUNITY GREENSPACE // BETTER, SAFER BIKE INFRASTRUCTURE //
IMPROVED TRANSIT // BALANCE OF MODES

COMMENT SUMMARY

All the concepts had significant support, but Concepts 2 and 3 (with lane configuration) had significantly higher average scores than Concept 1, with 2 slightly higher than 3. Concept 3 garnered the most passion (a 5 out of 5 rating), with 1 garnering the most displeasure (1 out of 5 rating). Concept 2 garnered the most middle type rating (3 and 4 out of 5). Just over 70% gave this concept at least a 3 rating. Goal 1 (concern about function of street for traffic), Goal 5 (desire for community open space and beautification), and Goal 9 (desire for better bike infrastructure) received the most attention.

LANE CONFIGURATION // Responses were largely polarized, often oriented to the lane configuration idea. Key arguments for the lane reconfiguration were to slow traffic and provide space for other modes (especially walking and bicycling) and especially community open space and an overall quality investment in the Westside. Key arguments against the lane reconfiguration were that 600/700 North is a major transportation corridor and a concern about traffic congestion, as well as concern about maintenance and public safety implications of the potential open space.

Select Comment Supporting Lane Configuration // "Narrower lanes for cars make neighborhoods safer, more green space increases quality of living, sustainable transit options should take priority over cars. I think keeping the lanes mostly the same is a huge missed opportunity that will echo for decades. Reclaim the streets for people, not cars."

Select Comment Against Lane Configuration // "Concept 1 makes the most sense because 600 N is a high traffic street servicing the Rose Park community. Many people use this street to get to/from work, school, entertainment, shopping, dining, etc."

TEMPORARY OR SIGNATURE PROJECTS // People generally want to see signature projects but with some temporary improvements mixed in. The idea of temporary projects is somewhat polarizing.

Select Comment // "I would like to see signage of the city's plan on the corridor that includes dates for project commencement of temporary materials, how long these will be used as temporary reinforcements, and the date the signature project is planned to commence, halfway date, and project completion date. I would like to see Salt Lake City keeping up on informing residents and visitors of the corridor with the project's task completions, successes, drawbacks, how funds were set aside, and how this project became a priority within city government."

KEY ISSUES // The following are other key issues that were raised by survey respondents:

- Mode conflicts (bike/bus, bike/pedestrian, etc)
- Maintenance
- Viaduct/interchange
- Park/school area
- Lack of solutions shown for east of I-15

GREENSPACE // Adding trees and community greenspace (especially to increase safety) was an extremely popular comment, though maintenance was a concern.

Select Comment Supporting Added Greenspace // “Speed and safety seem like the two biggest issues to me, and I think the consistent (hopefully full-lane width) median would be the best way to address both of those issues. Additionally, any added greenery would be great on that wide road - our neighborhoods deserve trees too.”

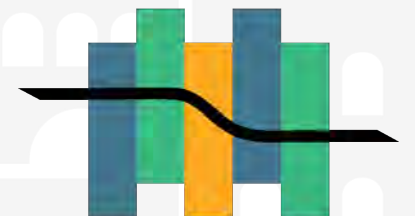
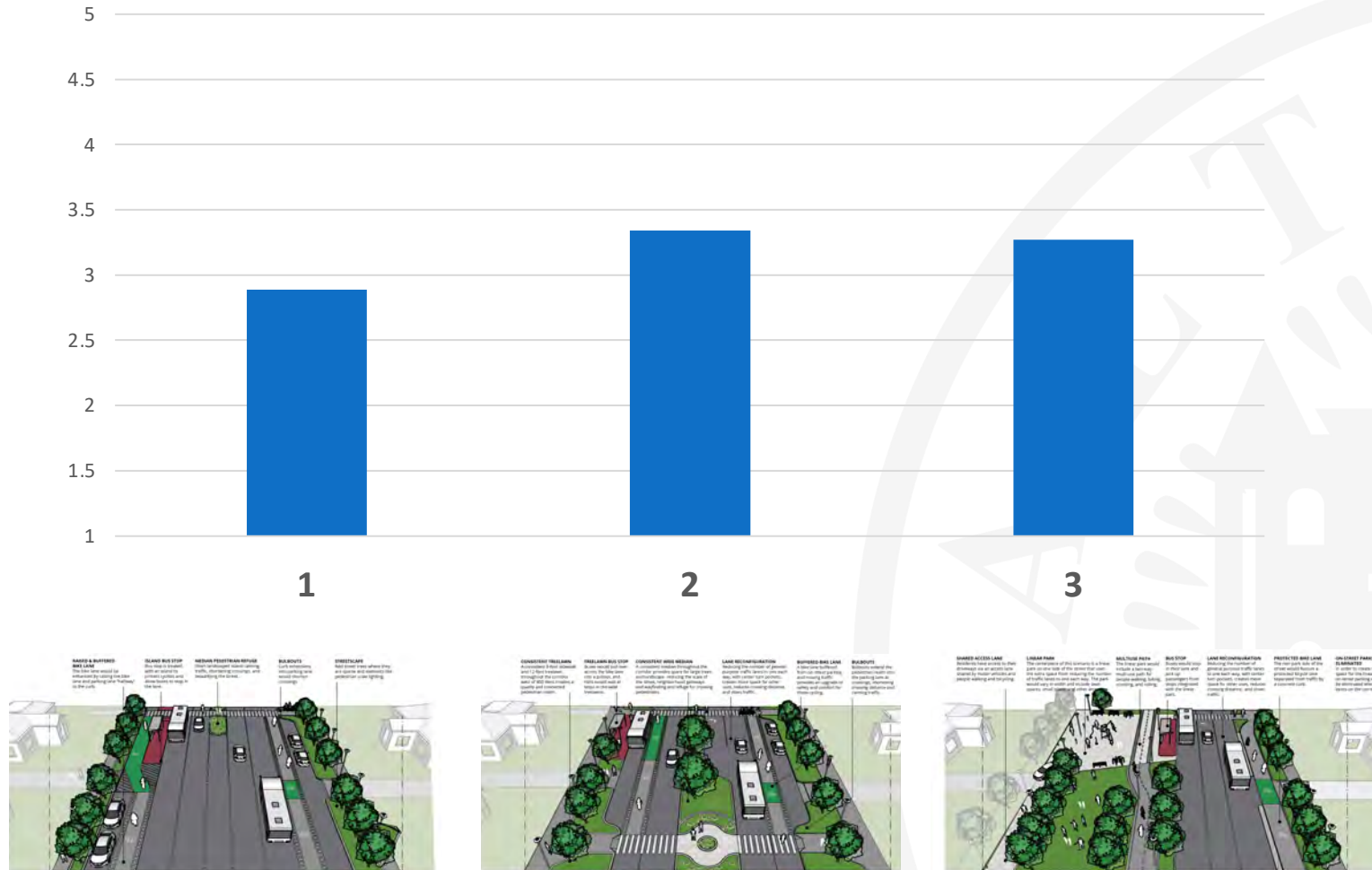
Select Comment Concerned with Added Greenspace // “The Jordan River Trail & river grossly suffers from city neglect between North Temple north to Davis county. Have you seen the graffiti, dog waste, trash along the trail & insane amounts of trash in the river in this area. I love the visioning for the road concepts but without maintenance, it just turns into detrimental space. What is the city’s action plan for appropriately caring for the infrastructure like the trail & the natural surroundings like the river? Maintain what we have as a first priority!”

NEXT STEPS

The next steps for the project team include sharing the feedback summary, finalizing funding, as well as providing updates and answering questions as the project moves forward.

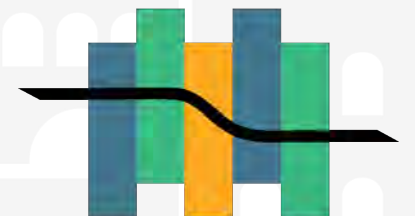
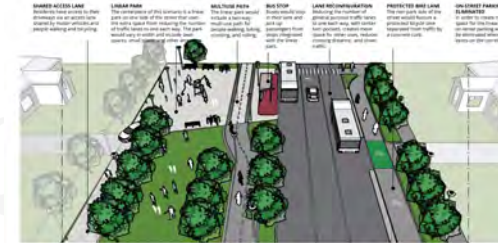
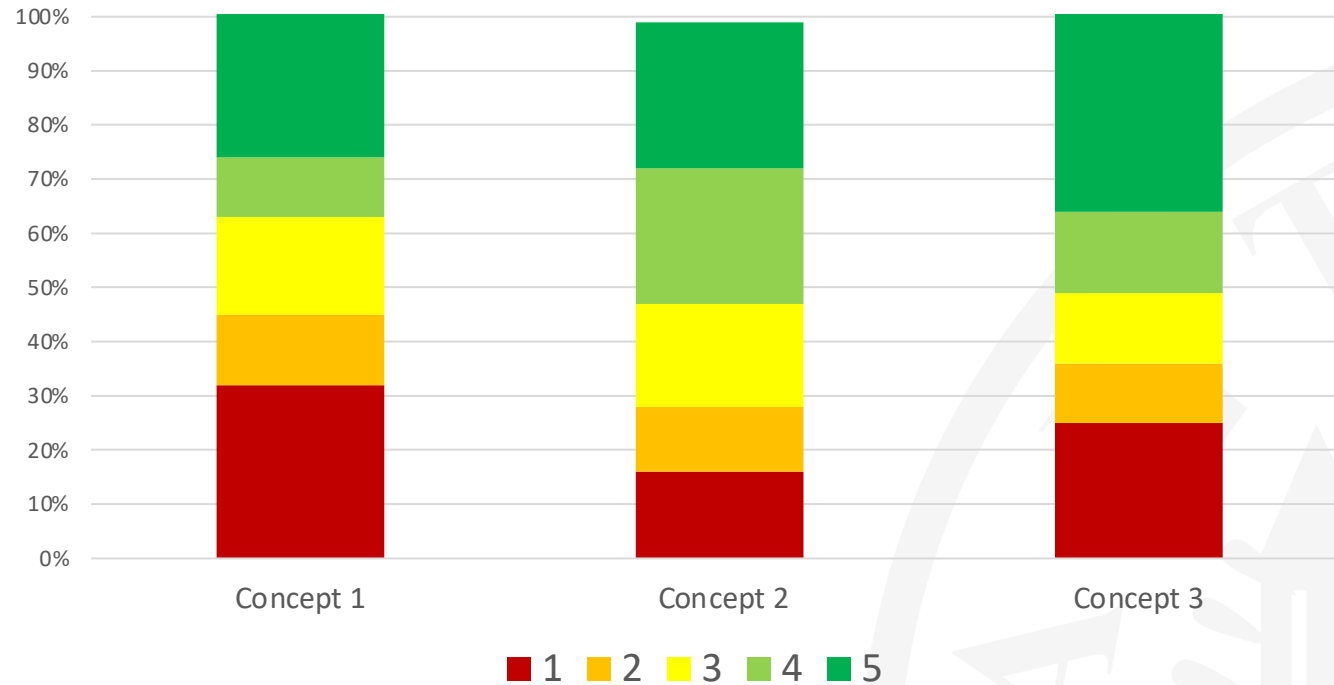
Community Survey

Average rating of each concept
on a scale of 1(lowest) to 5 (highest)



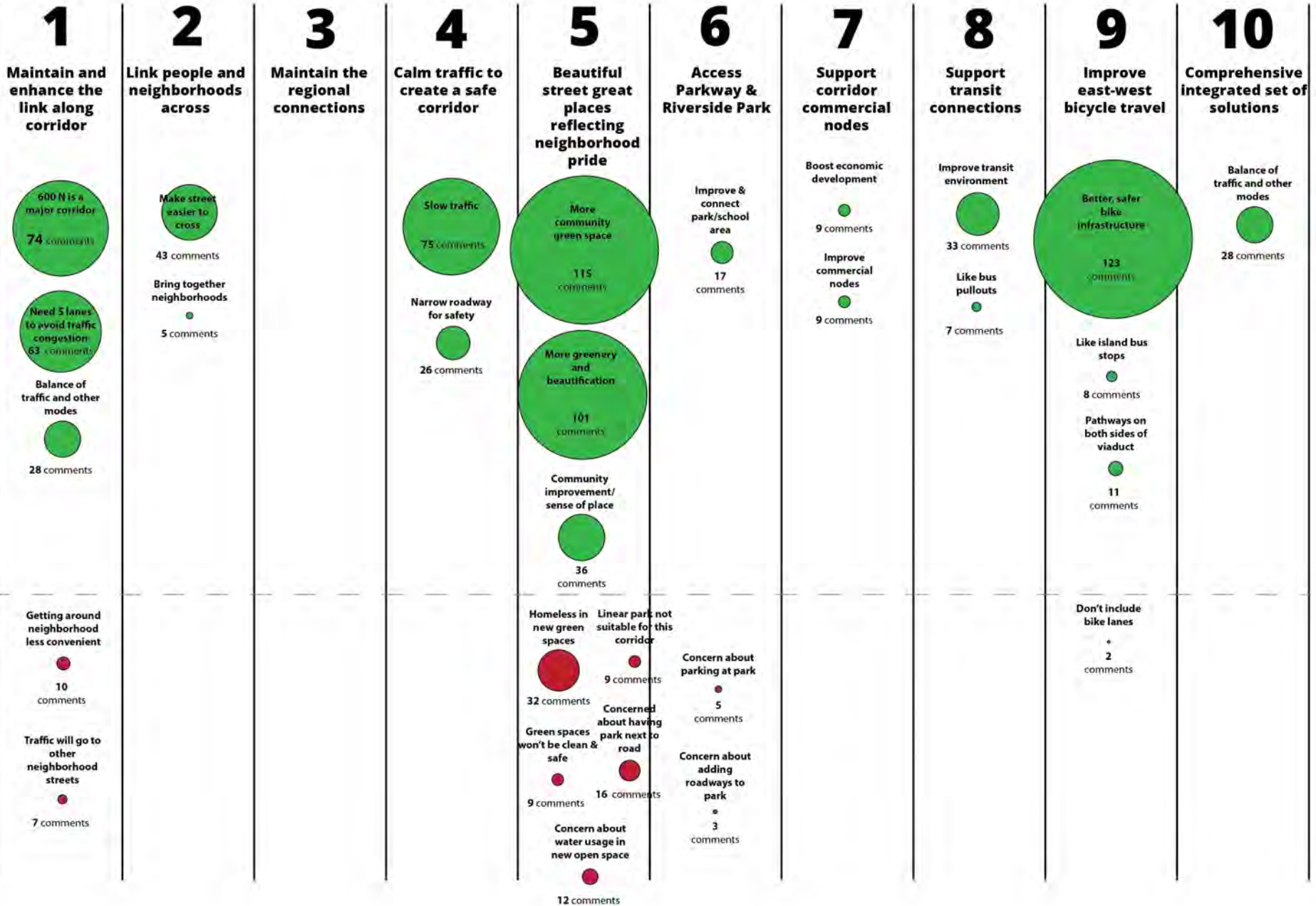
Community Survey

Proportion of ratings for each concept



Survey response themes by Corridor Goal

Likes



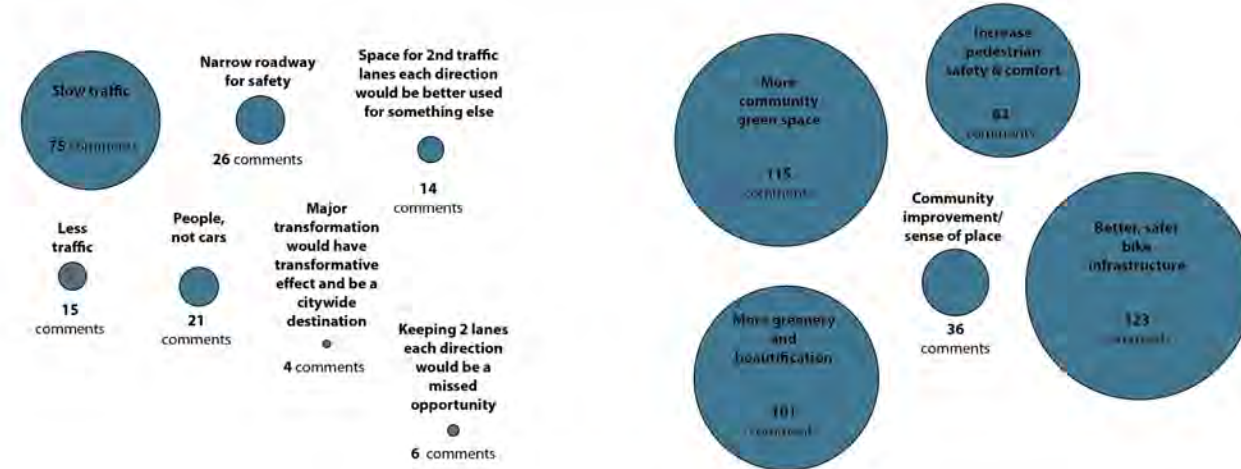
Survey response themes related to potential lane reconfiguration

Should 600/700 reconfigure its lanes to one through lane in each direction?

Why or why not?

What should the space be used for?

YES

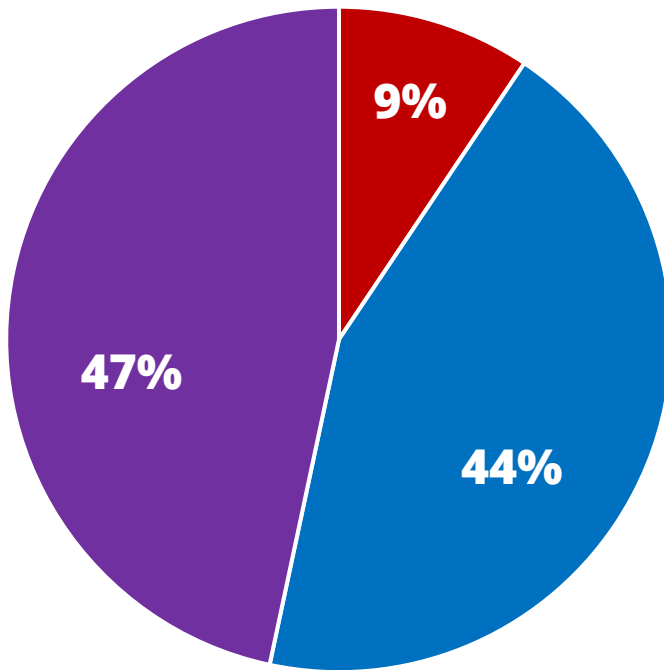


NO



Community Survey implementation questions

Given our limited budget, we can build a few signature projects or more less expensive projects. What would you like to see the City do?



- Build more projects with less expensive or temporary materials
- Build a few signature projects
- Build a mix of signature projects and projects with less expensive materials



Community Survey implementation questions

Since we can't afford to do everything at once, we could put in temporary projects now using less expensive materials (like soft-hit posts and paint) with the intent of building a permanent project when funding is available. Do you support this strategy?

