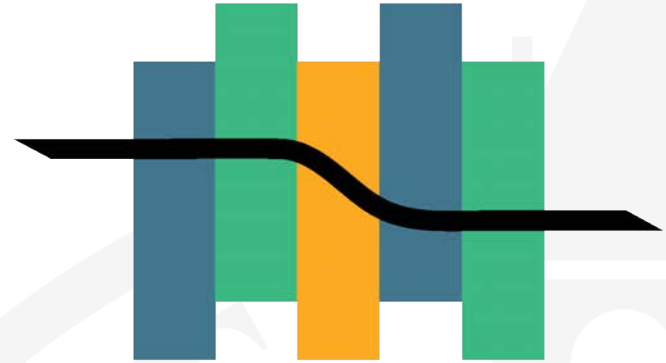




600/700 North



**Mobility, Safety, and Transit
Improvements Study**

Corridor Vision

September 2021

This page is intentionally left blank.

Table of Contents

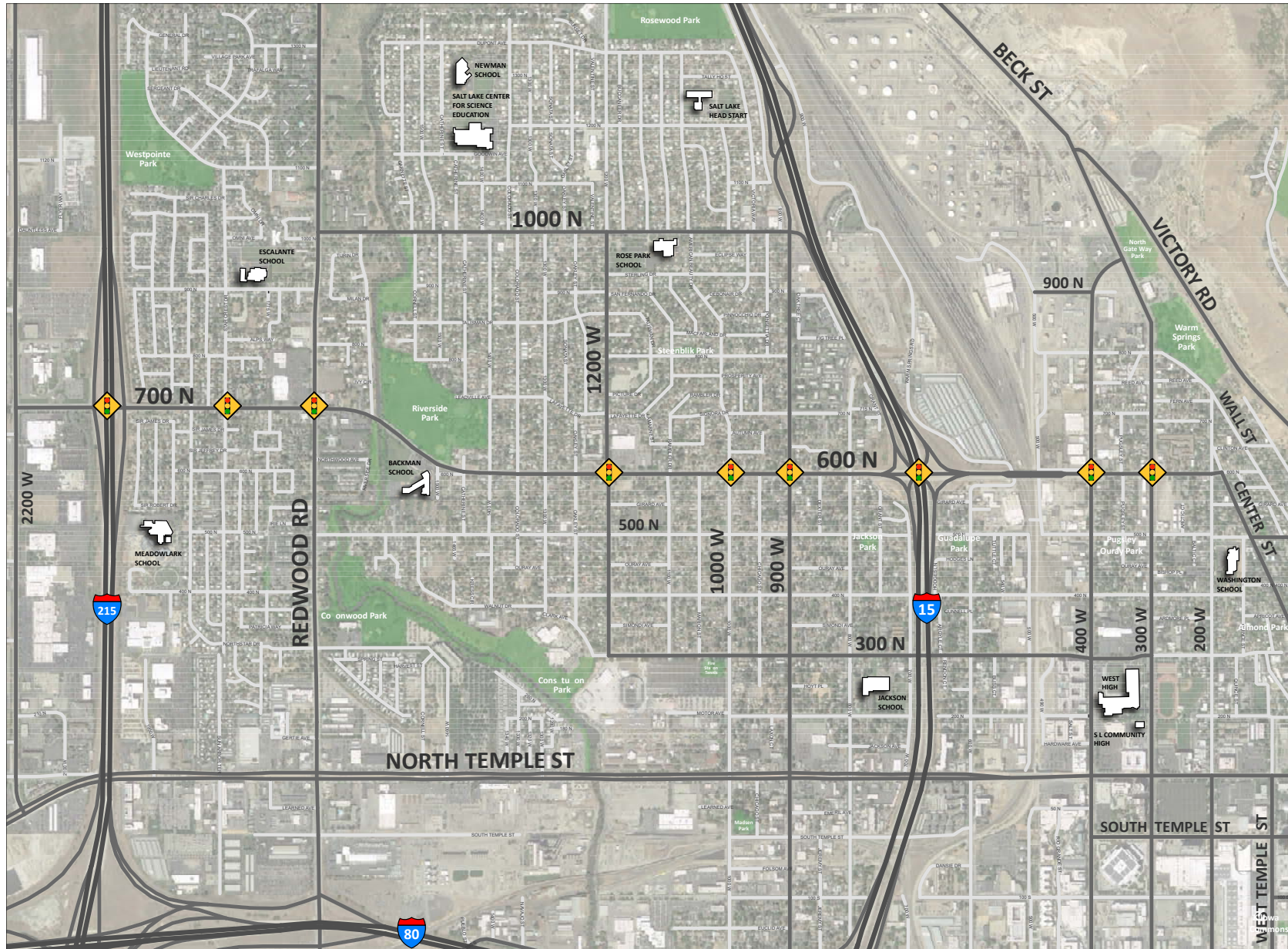
Introduction ... 1

Corridor Goals ... 2

Alternative Concepts ... 4

Public Feedback and Preferred Concept Development ... 10

600/700 North Vision ... 12

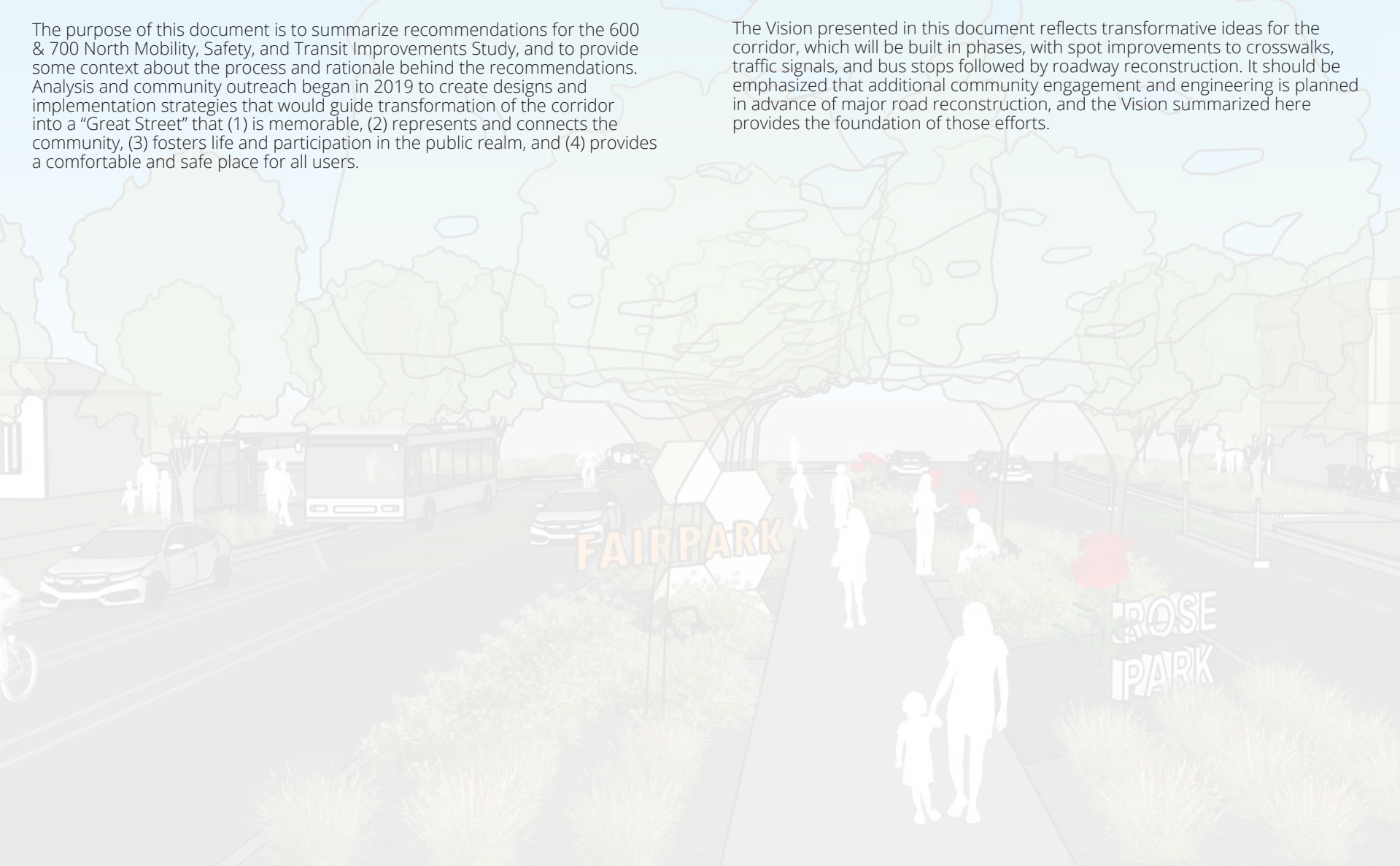


The 600 & 700 North corridor, from 2200 West to Wall Street (3.14 miles), is a critical connection between the residents, parks, goods, and services of Rose Park, Fairpark, Capitol Hill, Marmalade, and Downtown, as well as Interstate 15 ("I-15"), Interstate 215 ("I-215"), and arterial and other roadways. The corridor is also the shared border of several community councils and City Council districts. 600 North, located approximately one mile north and one mile west of Downtown, is also one of only four grade-separated crossings of both I-15 and the heavy rail lines in the city. 700 North is one of two I-215 interchanges serving the northwest side of the city.

Introduction

The purpose of this document is to summarize recommendations for the 600 & 700 North Mobility, Safety, and Transit Improvements Study, and to provide some context about the process and rationale behind the recommendations. Analysis and community outreach began in 2019 to create designs and implementation strategies that would guide transformation of the corridor into a “Great Street” that (1) is memorable, (2) represents and connects the community, (3) fosters life and participation in the public realm, and (4) provides a comfortable and safe place for all users.

The Vision presented in this document reflects transformative ideas for the corridor, which will be built in phases, with spot improvements to crosswalks, traffic signals, and bus stops followed by roadway reconstruction. It should be emphasized that additional community engagement and engineering is planned in advance of major road reconstruction, and the Vision summarized here provides the foundation of those efforts.



Project Goals

At the onset of the project’s public engagement, in March 2020, the 600/700 North Corridor Stakeholder Committee met for a kickoff meeting and established a set of 10 Corridor Goals after discussing each member’s hopes, concerns and ideas for the corridor and taking a group corridor tour. These goals have been grouped into four categories: Connections, Livable Neighborhoods, Transportation Choices, and Implementation. The Corridor Goals have driven the project through the phases of analysis, ideation, public outreach, and now the Corridor Vision.



Stakeholder Committee kickoff meeting in March 2020.

Connections

- 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.
- 2 *Link people and neighborhoods across 600/700 North.***

Make 600/700 North a seam rather than a barrier, with focus on frequent, well-lace, and high-quality pedestrian crossings.
- 3 *Maintain the corridor’s regional connections.***

The corridor’s regional connections include its freeway interchanges, freight routes, transit services, and trails. The plan will balance these regional considerations with neighborhoods livability.



Livable Neighborhoods

- 4 ***Calm traffic to create a safe corridor.***
Lower vehicles speeds are integral to the success of the corridor. The plan will mitigate concerns with consistent, targeted, and proven (traffic calming) strategies.
- 5 ***Create a beautiful street with great places reflecting neighborhood pride.***
The plan will leverage existing neighborhood assets to create authentic sense of place. It will create awareness and tell the stories of the neighborhoods to residents and visitors. While some things re hard to fix and beauty comes at a cost, this is an opportunity for the corridor's communities to shine.
- 6 ***Improve access to and leverage (the) Jordan River Parkway, (the) Riverside Park, and the surrounding parks and open space network.***
(The) Jordan River Parkway and (the) 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 transportations modes and must be safe. The plan will consider the river's natural area, as well as synergy with the adjacent Backman Elementary School.
- 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.

Transportation Choices

- 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 pedestrians and bike access, and passenger waiting and alighting.
- 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

- 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 the sum of its parts.



Alternative Concepts

Working closely with the Stakeholder Committee, the project team in late 2020 developed three alternative concepts for the corridor that achieve these goals in different ways:

Concept 1: Baseline with Improvements - The current roadway layout with five lanes generally remains. Improvements are added for walking, biking, and transit.

Concept 2: Green Boulevard - A wide landscaped median is added to the center of the street in addition to walking, biking, and transit improvements.

Concept 3: Streetside Park - A portion of the street space is repurposed as a linear park extending from Riverside Park to provide a variety of amenities and public space.

In addition to these core ideas, each concept included options for the Backman School/Riverside Park area and the I-15 interchange area. The following pages summarize each of the alternative concepts.

Concept 1: Baseline with Improvements

In Concept 1, the current roadway layout with five lanes generally remains. Improvements are added for walking, biking, and transit.

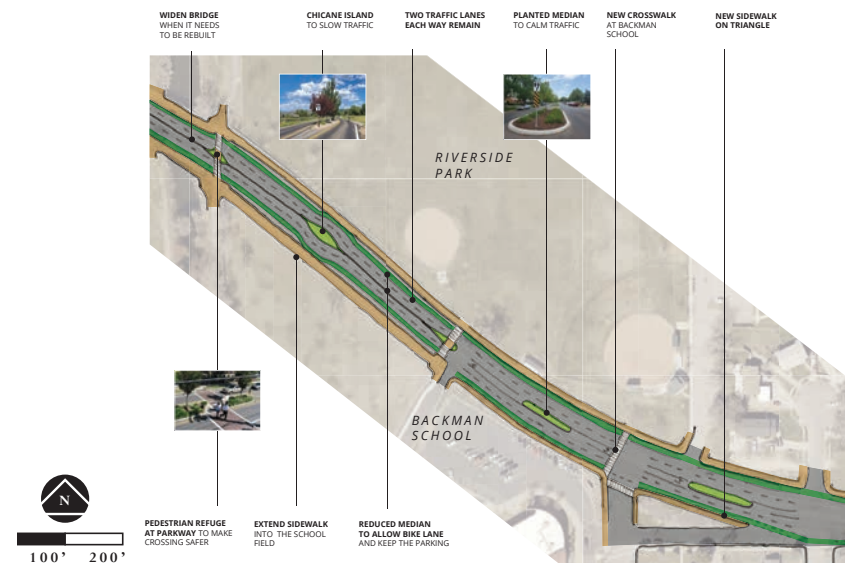
Bus stops are located in-street and support the bus service planned to run along 600/700 North. Raised and buffered bike lanes improve riders' comfort and safety. Raised medians and curb extensions ("bulbouts") at existing and new crosswalks shorten crossing distances and help protect pedestrians who are in the crosswalk.

At the I-15/600 North interchange improvements are made to the sidewalk on the south side of 600 North. New pedestrian activated signals on the right turning on and off ramps will increase pedestrians' safety. The existing sidewalk will be widened and/or realigned at identified locations to improve pedestrians' comfort.

At 800 West, a new protected bicycle and pedestrian crossing with a median and crossing beacon on the intersections west side will provide a safe crossing opportunity across 600 North.

Near Riverside Park the two way left turn lane is removed where it is not needed to make room for a new bike lane. Bulb-outs at intersections and landscaped medians slow traffic, shorten crossing distances, and connect Backman Elementary School, Riverside Park, and the Jordan River Parkway.

The proposed streetscape improvements are intended to minimally alter the existing roadway configuration while adding safety improvements for pedestrians and cyclists. On-street parking and access to private homes will mostly stay as-is. Key elements include various forms of community-driven public art like murals, high-visibility (painted and buffered) bike lanes, high-visibility crosswalks, corridor specific wayfinding signs, and additional street vegetation.



Alternative 1 concept for Backman School/Riverside Park (above); and general typical cross section concept (right).



RAISED & BUFFERED BIKE LANE

The bike lane would be enhanced by raising the bike lane and parking lane "halfway" to the curb.

ISLAND BUS STOP

Bus stop is treated with an island to protect cyclists and allow buses to stop in the lane.

MEDIAN PEDESTRIAN REFUGE

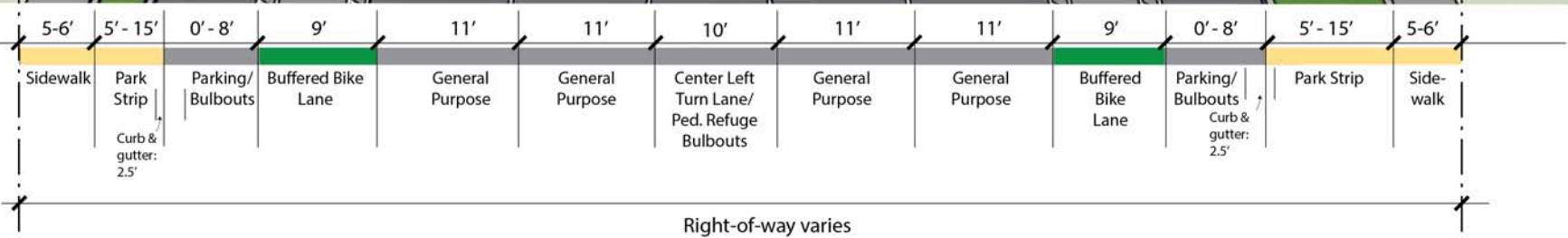
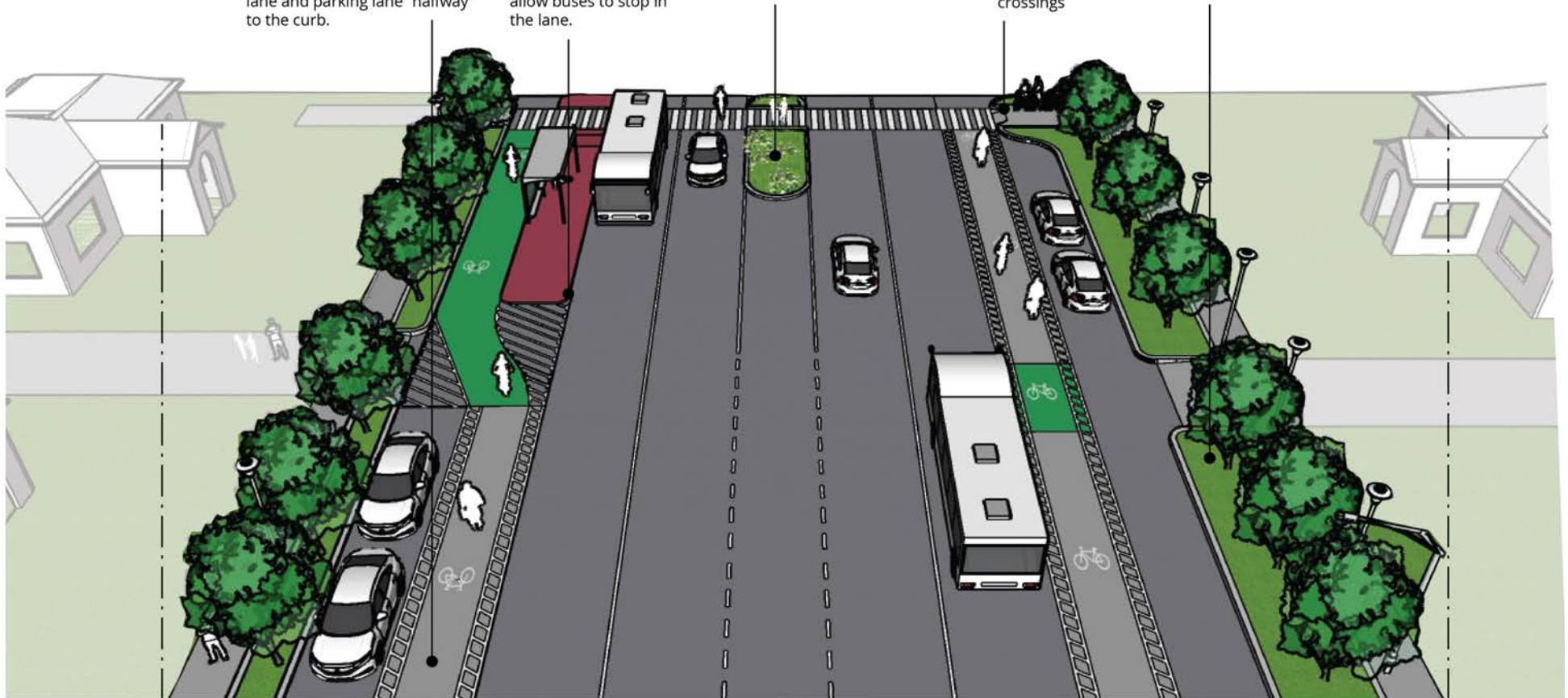
Short landscaped island calming traffic, shortening crossings, and beautifying the street.

BULBOUTS

Curb extensions into parking lane would shorten crossings

STREETScape

Add street trees where they are sparse and elements like pedestrian scale lighting.



Concept 2: Green Boulevard

In Concept 2, a wide landscaped median is added to the center of the street in addition to walking, biking, and transit improvements.

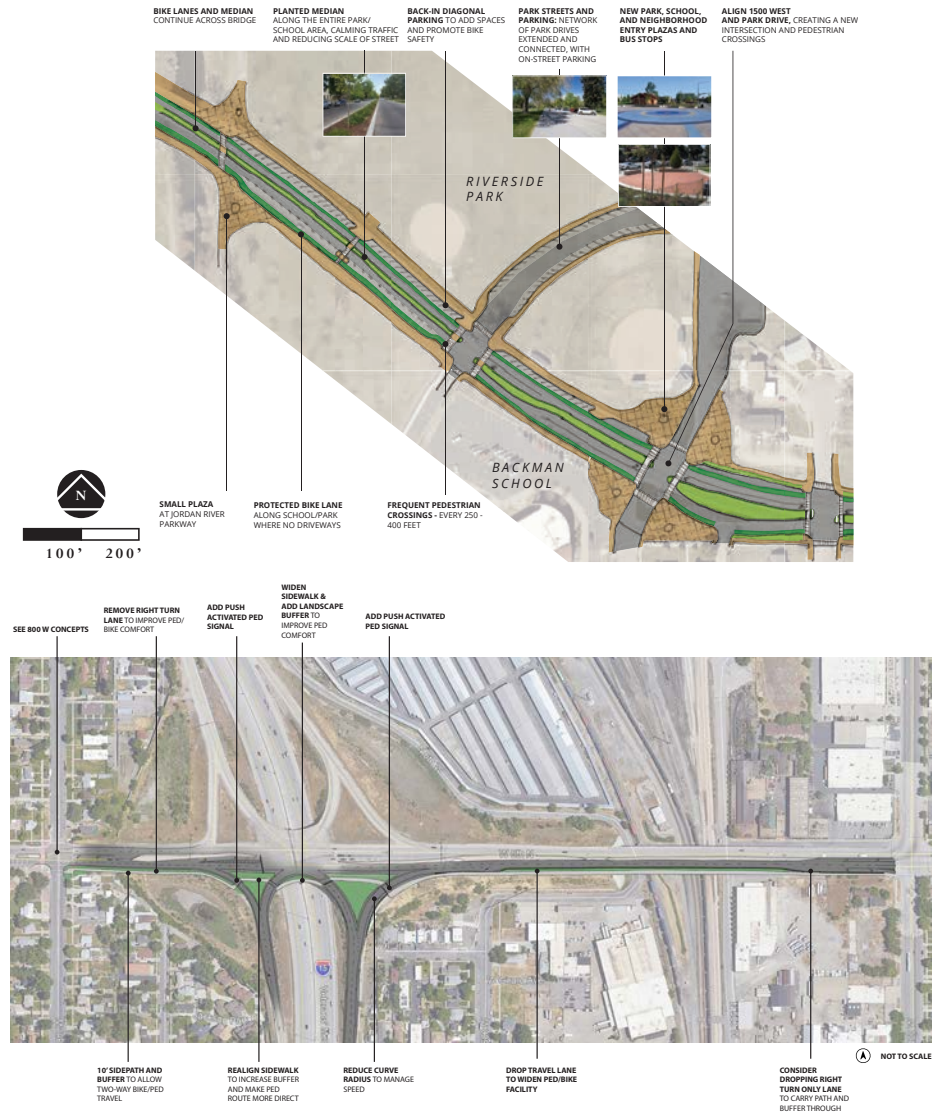
The roadway is reduced to one travel lane in each direction and maintains left turn lanes at cross streets. Bus stops are in the park strip and buses pull out of the traffic flow to enter the station. The wide landscaped median will stretch throughout the whole corridor, providing space for large trees and other vegetation that will help reduce the scale of the street to a human scale. Curb extension “bulbouts” with high visibility at intersection raise awareness of pedestrian traffic and shorten crossing distances.

At the I-15/600 North interchange, the existing sidewalk on the south side of 600 North is widened to function as a multi-use path all throughout the interchange section of 600 North. New pedestrian activated signals on the right turning on and off ramps will increase pedestrians’ safety. The eastbound right-turn lane onto I-15 South is modified and the northbound I-15 off ramp is modified to reduce vehicle speed on 600 North.

Like with Concept 1, at 800 West, a new protected bicycle and pedestrian crossing with a median and crossing beacon on the intersections west side will provide a safe crossing opportunity across 600 North.

Near Riverside Park, the repurposed street space is used for raised bike lanes, additional on-street parking, and corner plazas with new entry ways into the park, school, and neighborhoods. The landscaped median slows traffic and provides crosswalk refuges. New pedestrian crossings are added every 250’ - 400’ feet.

For streetscape, this alternative puts emphasis on beautifying the neighborhood by transforming the corridor into a green boulevard, improving walking, biking, and transit realms, and creating great public spaces. Key elements may include green infrastructure components like vegetated storm drains, nature-based public art, improved bike lanes, and shortened crossing distances.



Alternative 2 concept for Backman School/Riverside Park (top); 800 West/I-15 interchange area (bottom); and general typical cross section concept (right).

CONSISTENT TREELAWN
A consistent 8-foot sidewalk and 12-foot treelawn throughout the corridor west of 800 West creates a quality and connected pedestrian realm.

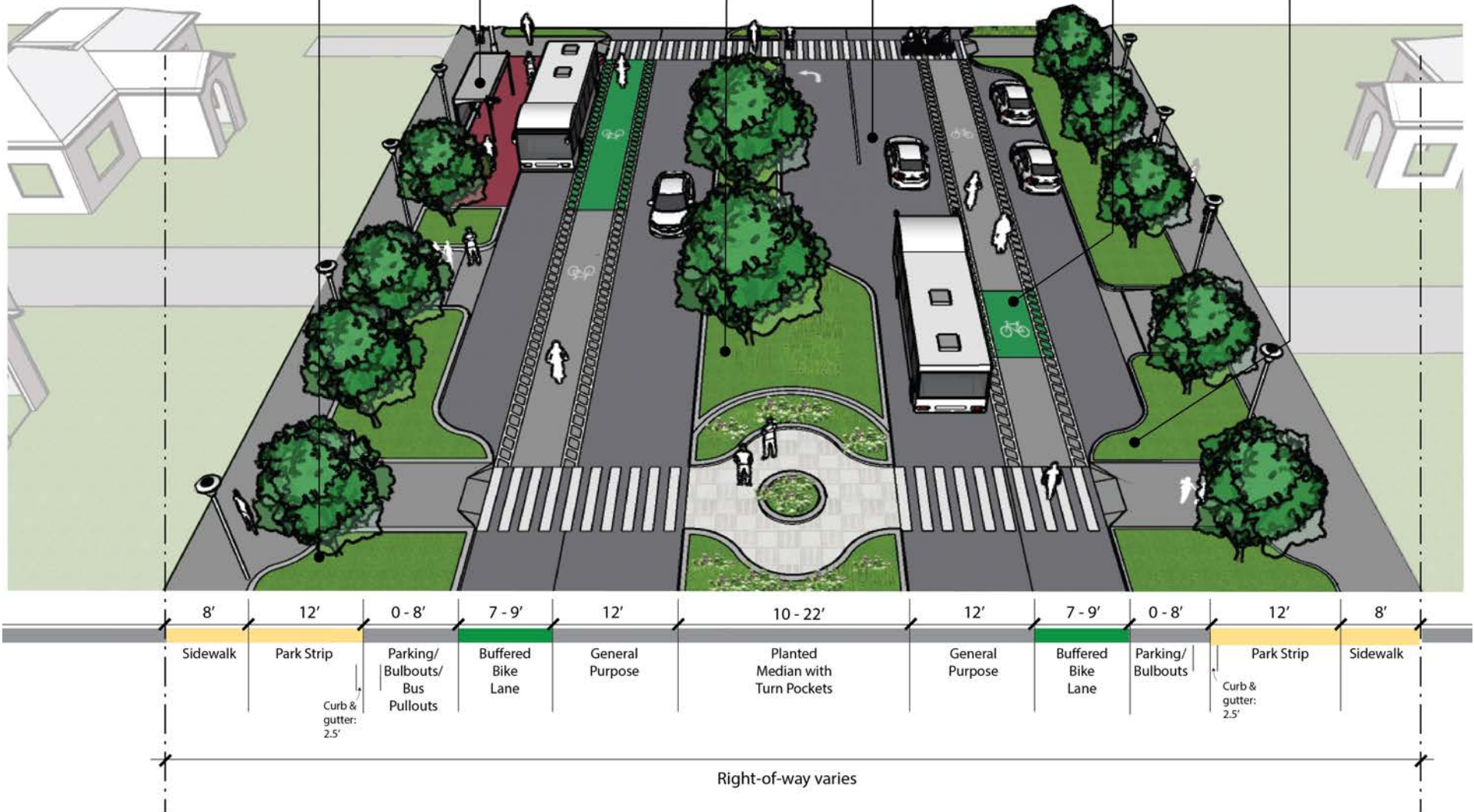
TREELAWN BUS STOP
Buses would pull over across the bike lane into a pullout, and riders would wait at stops in the wide treelawns.

CONSISTENT WIDE MEDIAN
A consistent median throughout the corridor provides space for large trees and landscape, reducing the scale of the street, neighborhood gateways and wayfinding and refuge for crossing pedestrians.

LANE RECONFIGURATION
Reducing the number of general purpose traffic lanes to one each way, with center turn pockets, creates more space for other uses, reduces crossing distance, and slows traffic.

BUFFERED BIKE LANE
A bike lane buffered from on-street parking and moving traffic provides an upgrade of safety and comfort for those cycling.

BULBOUTS
Bulbouts extend the pedestrian realm into the parking lane at crossings, shortening crossing distance and calming traffic.



Concept 3: Streetside Park

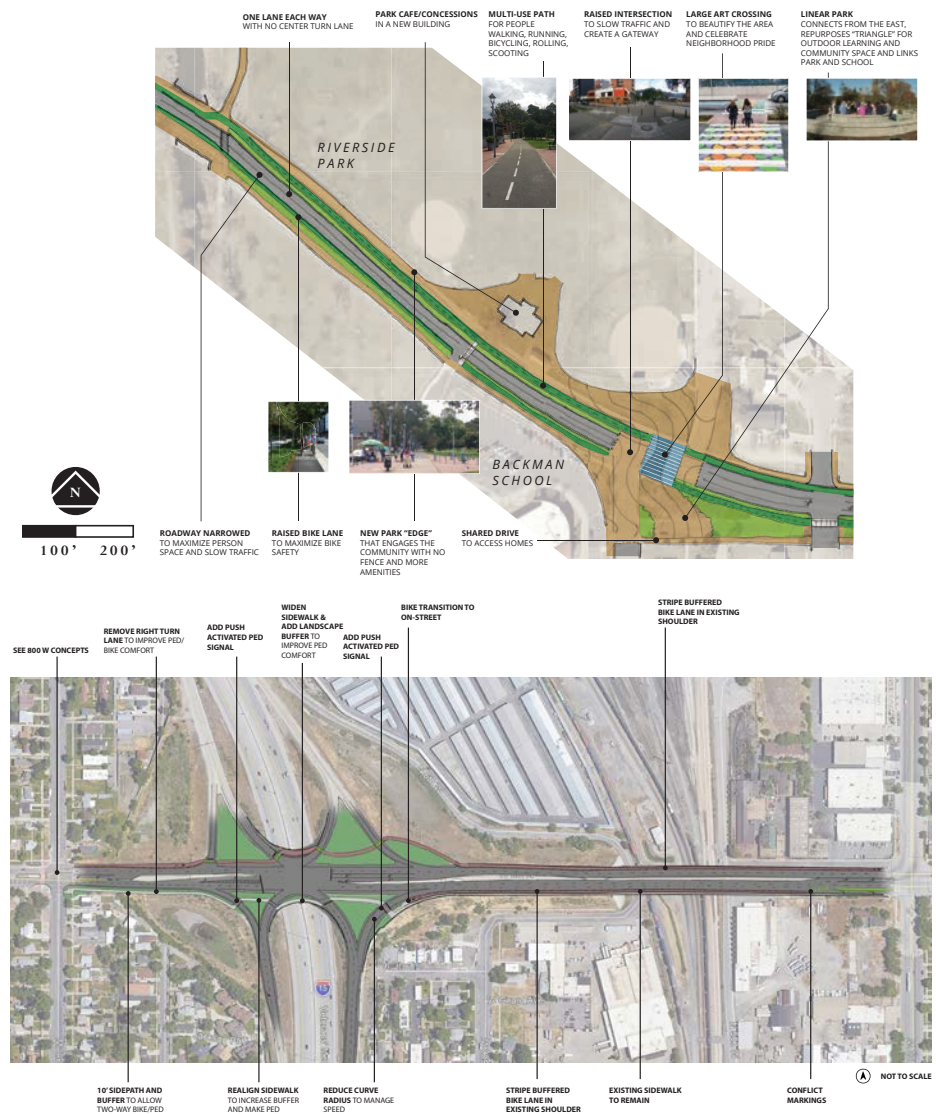
In Concept 3, a portion of the street space is repurposed as a linear park extending from Riverside Park to a variety of amenities and public spaces. This concept is applicable for shorter segments near Riverside Park, creating space for people to walk and gather, a separated bicycle path, and substantial landscaping. The roadway is reduced to one travel lane in each direction with a continuous two-way left turn lane in the center and a frontage lane that provides access to homes. On-street parking will be removed on both sides of the road. Buses will stay in their lanes to pick up passengers from stops that are integrated into the linear park.

Around the I-15/600 North interchange, this alternative follows the same modifications as Concept 2. In addition, the shoulder of the westbound travel lane is transformed into a stripe buffered bike lane, then transitions into a separated bike path with bike lane crossings at the freeway on and off ramps.

At 800 West, a new protected bicycle and pedestrian crossing with a median and crossing beacon on the intersections west side will provide a safe crossing opportunity across 600 North. In addition, this alternative adds a “TOUCAN” crossing on 800 West allowing vehicles to only make a right turn onto 600 North while bikers can travel straight through the intersection or turn left onto 600 North.

Near Riverside Park the corridor incorporates the linear park extension. It features a raised intersection at the triangular landscaped median, multi-use oaths along the street, better access to the park, and a new concession/café building.

This alternative aims to add a linear park with ample community gathering space and a protected bike lane on one side of the street and a shared bicycle path on the other. The lane reconfiguration and removed on-street parking will provide a more human scale environment. The extended public space will feature unique street furniture, space for food trucks and community gatherings, additional vegetation, and public art.



Alternative 3 concept for Backman School/Riverside Park (top); 800 West/I-15 interchange area (bottom); and general typical cross section concept (right).



SHARED ACCESS LANE

Residents have access to their driveways via an access lane shared by motor vehicles and people walking and bicycling.

LINEAR PARK

The centerpiece of this scenario is a linear park on one side of the street that uses the extra space from reducing the number of traffic lanes to one each way. The park would vary in width and include lawn spaces, small plazas and other amenities.

MULTIUSE PATH

The linear park would include a two-way multi-use path for people walking, biking, scooting, and rolling.

BUS STOP

Buses would stop in their lane and pick up passengers from stops integrated with the linear park.

LANE RECONFIGURATION

Reducing the number of general purpose traffic lanes to one each way, with center turn pockets, creates more space for other uses, reduces crossing distance, and slows traffic.

PROTECTED BIKE LANE

The non-park side of the street would feature a protected bicycle lane separated from traffic by a concrete curb.

ON-STREET PARKING ELIMINATED

In order to create more space for the linear park, on-street parking would be eliminated where it exists on the corridor.

10' Shared access lane

20 - 50' Linear Park with Multi-use Path

12' Curb & gutter: 2.5'

12' General Purpose

10' Continuous Center Left Turn Lane

12' General Purpose

10' Protected Bike Lane
Raised curb 2'

Existing Park Strip
Curb & gutter: 2.5'

Existing Side-walk

Right-of-way varies

600/700 North

Mobility, Safety, and Transit Improvement Study

9

Public survey and concept development

The team presented the alternative concepts to the public in Spring 2021 through an online story map, which included a short survey. The survey received nearly 500 responses that provided both quantitative and qualitative feedback. This feedback conveyed a series of clear – sometimes complementary, sometimes conflicting - messages:

- Desire for green space and community open space as well as overall investment in the Westside neighborhoods, serving the purposes of creating a beautiful community and providing usable community space – embodying Goal 5.
- Desire for safe bike travel along the corridor, embodying Goal 9.
- Desire to slow traffic and create an overall safe environment for all street users – embodying Goal 4.
- Desire for 600/700 North to retain its function of moving people through Westside neighborhoods and to regional destinations, embodying Goal 1; and concern that one lane each way could not sufficiently move motor vehicle traffic now and in the future.
- Concern about the viability, sustainability and safety of open space and the fit of open space within the neighborhood context.

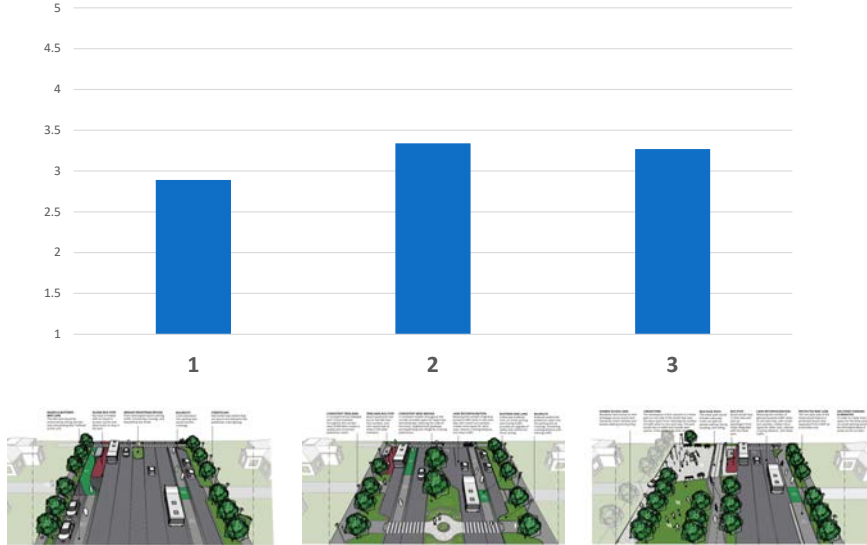
In addition, although it was less emphasized by the public, one key goal of the project from the outset is to integrate the new frequent transit network service into the corridor with high quality transit stops and waiting environment.

The team also considered the results of detailed traffic modeling on the corridor that concluded that one lane each direction from 900 West to Redwood Road can handle the existing traffic volumes as long as left and right turns lanes are provided at key intersections.

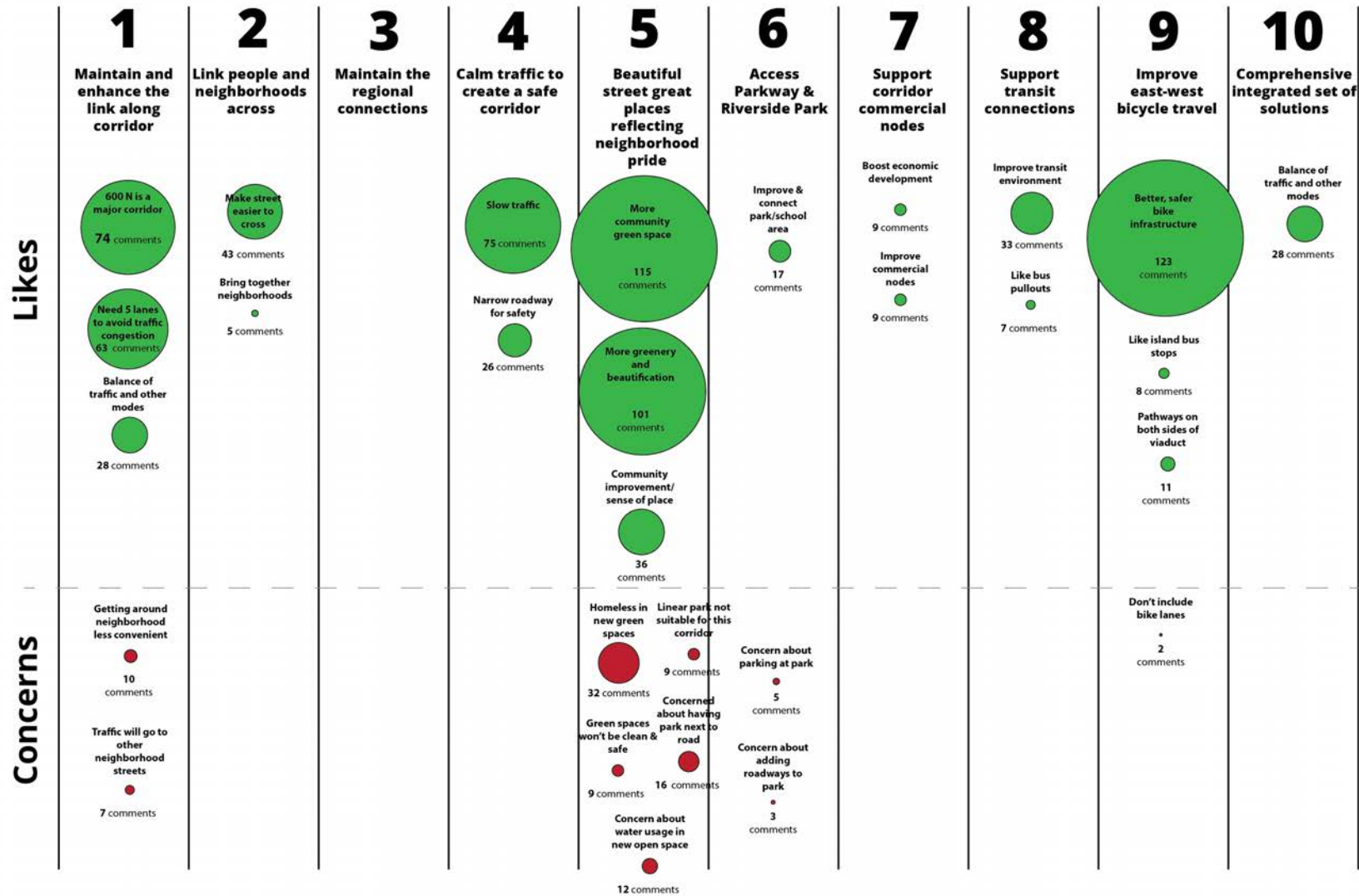
The team received guidance from the Stakeholder Committee in interpreting these results. In speaking with committee members, the team gleaned some key insights – that the area deeply desires a quality investment, though many in the community fear the change such an investment would bring. At the end of the day, many committee members expressed that a smaller, non-transformative project would not create the type of traffic calming, connections, and public spaces that they feel the corridor needs, embodied in the Corridor Goals.

Based on this feedback and these considerations, the team developed a preferred concept for the 600/700 North Corridor.

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



Survey response themes by Corridor Goal



600/700 North Corridor Vision

The 600/700 North Corridor Vision is a mix of the three alternative concepts presented, taking on the strengths of each. This preferred concept, developed in Summer 2021, combines and applies the alternatives in ways appropriate for the context of different segments of the corridor.

It may be useful to think of the overall shape of the preferred concept as an “hourglass,” with more traffic demand and corresponding traffic capacity at either end of the corridor, serving the two freeway interchanges and 900 West and Redwood Road corridors, while the neighborhood core of the corridor, between Redwood Road and 900 West, has less traffic demand and more desire for slow traffic and neighborhood activity associated with homes, Backman School, Riverside Park and Jordan River Parkway, and neighborhood commercial uses.

Correspondingly, the two ends of the corridor would retain two lanes each way, while this “neighborhood core” of the corridor would be reconfigured to one lane each way – with the space gained used to create a mutually reinforcing “ecosystem” of slower vehicle speeds, better active transportation conditions, community space, and beautification.

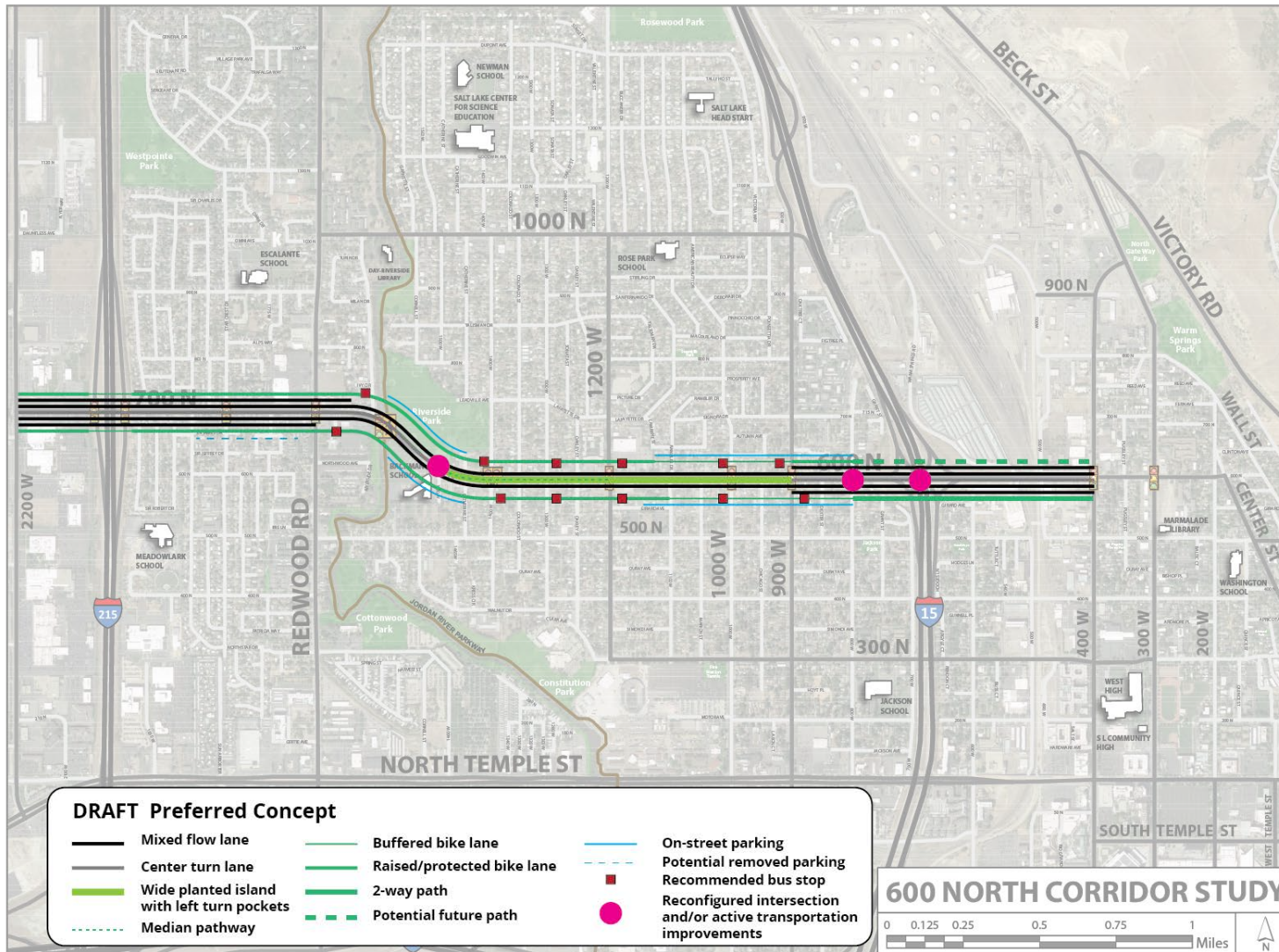
- For the corridor from 800 West to I-215, we believe we can cover over 80 percent of the east-west distance with protected bike facilities, whether through a bike lane raised on the curb (Backman School/Riverside Park segment), a pathway shared with pedestrians (between Jordan River and Redwood Road), a curb/delineator-protected lane (1200 West to 1500 West and Redwood to I-215), or in rare circumstances, a parking-protected lane (potentially some limited places between 900 West and 1200 West and between Redwood and I-215).
- The transitional segments on either end of this neighborhood core – the “wide” part of the hourglass, from 800 to 900 West and from Redwood Road to 2200 West - have more demand for traffic coming on and off the freeways to Redwood Road and 900 West and so will adopt Concept 1’s 5-lane cross section with multi-modal improvements such as a buffered bike lane, curb extension “bulbouts,” pedestrian refuges, and streetscape.
- The viaduct/I-15 interchange segment of the corridor will adopt the Concept 2 approach, with a widened path, improved freeway ramp crossings and buffers, as well as an improved active transportation crossing at 800 West, although the Concept 3 north side path could be considered as a future phase.

We believe this corridor concept best balances and achieves the Corridor Goals established by the Stakeholder Committee and creates a transportation and public space investment worthy of the communities it will serve. The diagram at right shows this configuration.

In the following pages, the Corridor Vision is summarized by its approach to four segments of the corridor:

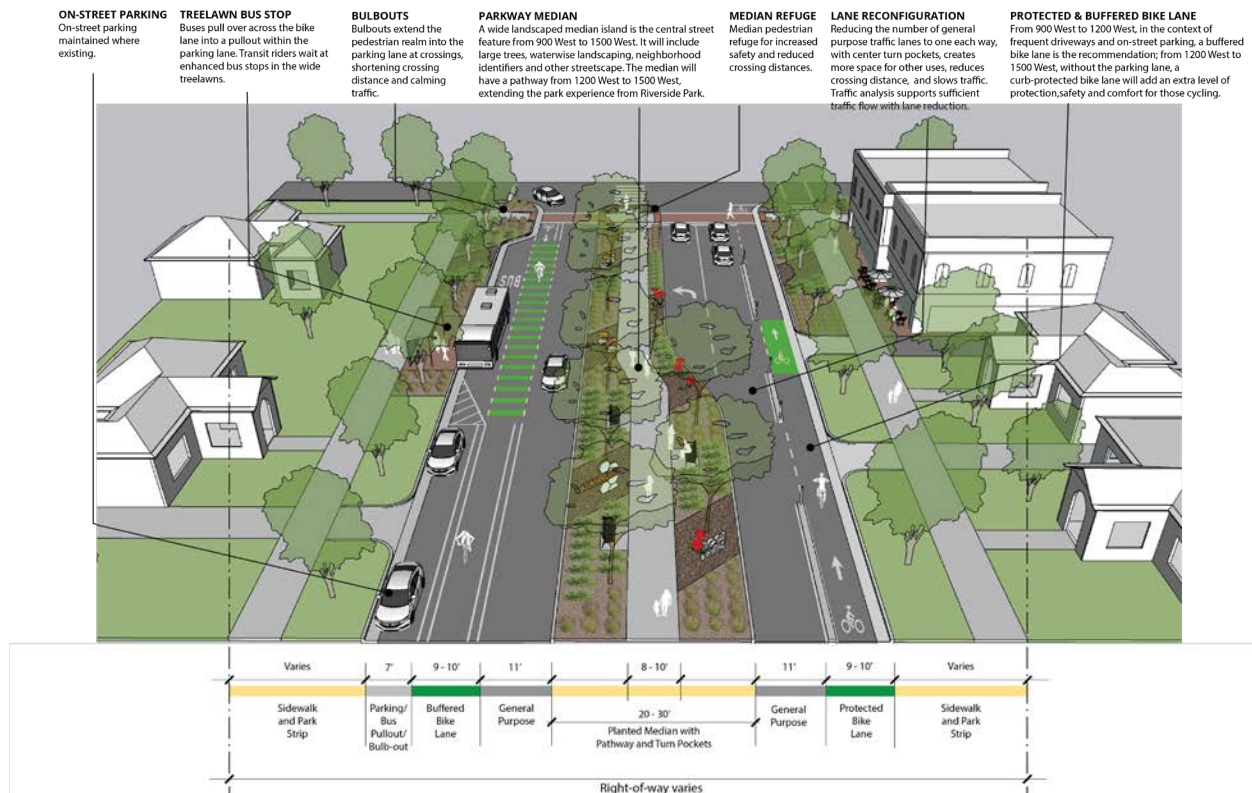
- 900 West to 1500 West
- Backman School / Riverside Park (1500 West to Redwood Road)
- Redwood Road to 2200 West
- East of 900 West/Viaduct/I-15 Interchange

In addition, the Illustrative Diagram depicts how the Vision fits together from end to end (800 West to I-215).



900 West to 1500 West

The approach to the segment from 900 West to 1500 West is a version of Concept 2 with lanes reconfigured to one through lane each way and turn pockets at intersections. This concept has the central feature of the landscaped median proposed in Concept 2 but incorporates the usable open space popular with Concept 3's linear park by including a pathway down the center of the median between two rows of trees, from 1200 West to 1500 West. This median would be a modern version of the planted medians found throughout Salt Lake's streets such as 200 West and 600 East – with more usable space and having sustainable landscaping. The segment of the median with the pathway would have marked crossings across the minor side streets in the medians.



Typical cross section, 600 North from 900 West to 1500 West, showing two different approaches to bike facility. Median path would only run from 1200 West to 1500 West.



In addition to the popularity of the median concept with the public (it received the highest average rating of the three concepts), there are several practical arguments for a landscaped median configuration:

- Having this space and pathway in the median is appropriate for the single-family residential context of the corridor, creating the community open space desired by the community, but separating it from people's front yards.
- It is easier to plant larger trees in the median, where there would be no power lines along it, unlike along the park strip.
- Putting the open space in the center allows the curbs to remain where they are and keeps flexibility as to just how active the median can be.
- The median's width from 1200 West to 1500 West would be up to 30 feet, allowing for an 8-to-10-foot path with plenty of room on either side for buffer and trees/landscaping, as well as the ability to continue the path into the median nose alongside a narrow turn pocket. For reference, the 600 and 800 East medians are about 24 feet; the 300 South median in downtown, which has a pathway to access the median parking, is about 30 feet.
- The minor nature of the cross streets (and their narrow width on the Rose Park side) also make well-marked median crossings feasible at Oakley Street, Colorado Street, 1400 West and Catherine Street/Circle. The median would extend across the 1300 West intersection to enhance the crossing 1300 West Neighborhood Byway.
- The median is one big move that, if done well, could make a major contribution to creating a slower, human scale environment – reducing the traffic to one lane each way and adding landscaping makes a wide median a more hospitable place to be.



Examples of planted medians and median crossings in (clockwise from top left) Bogota, Colombia; New York City; Downtown Salt Lake City; and Oakland, California.



Rendering of the view from the 600 North median parkway path, with neighborhood identity markers/public art opportunities, landscaping, benches, and trees.

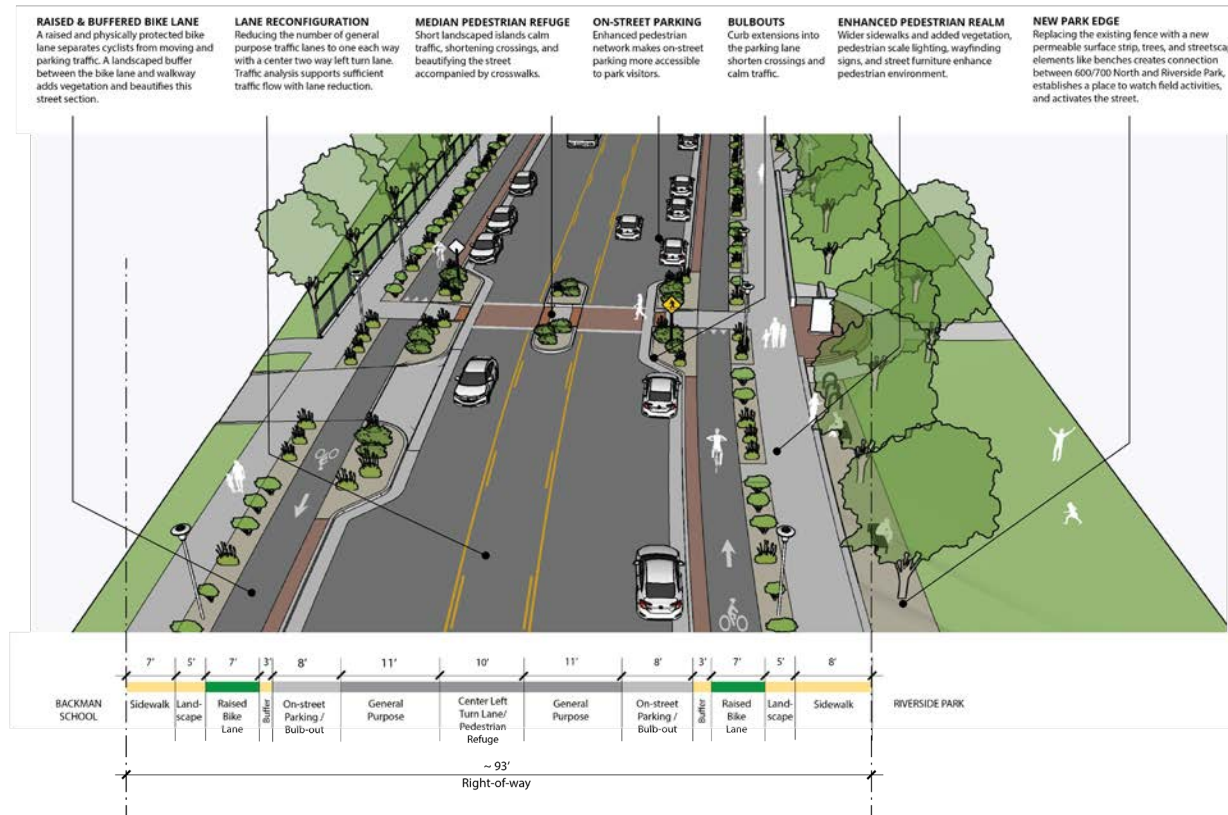
Additional considerations for this segment:

- Where the median meets intersections, consider raising the intersection between the median segments halfway to the curb to create a calmer area to mitigate potential conflicts.
- The Vision seeks to protect the bike lane as much as feasible, and in balance with the residential driveways and on-street parking, where currently existing. This can be a block-by-block solution that can be largely protected by a vertical curb element from 1200 West to 1500 West, where no parking exists, and potentially protected for some blocks from 900 West to 1200 West, particularly at the 1100-1200 West block with civic/commercial frontage and some blocks on the south side of 600 North with side on residential and few driveways. For the remaining blocks, a buffered bike lane (on traffic side and parking side) would be employed, similar to some segments of the 300 South protected bike lane.
- Bus stops would be located in park strips at 900 West, 1000 West, 1200 West, 1300 West and 1400 West.
- For bus stops slated for 1300 West and 1400 West, we propose a bike bypass – a ramp from the bike lane up to the sidewalk, which would become a short shared pathway going behind or in front of the bus passenger waiting area and back down on the far side of the stop, giving the bus a place to pull out. When there is no bus occupying the pull out, a cyclist can make the choice to keep riding through the pull out.
- Preserve parking where existing, for the most part, the exception potentially being some stretches where residences side-on to the roadway and a protected bike lane could be implemented.
- Bulb-outs extend into the parking lane where they exist on both 600/700 North and cross streets.
- 1300 West is a planned Neighborhood Byway – here, the median could continue across the intersection, reducing through traffic on this street and making it easier for active travelers to cross 600 North.



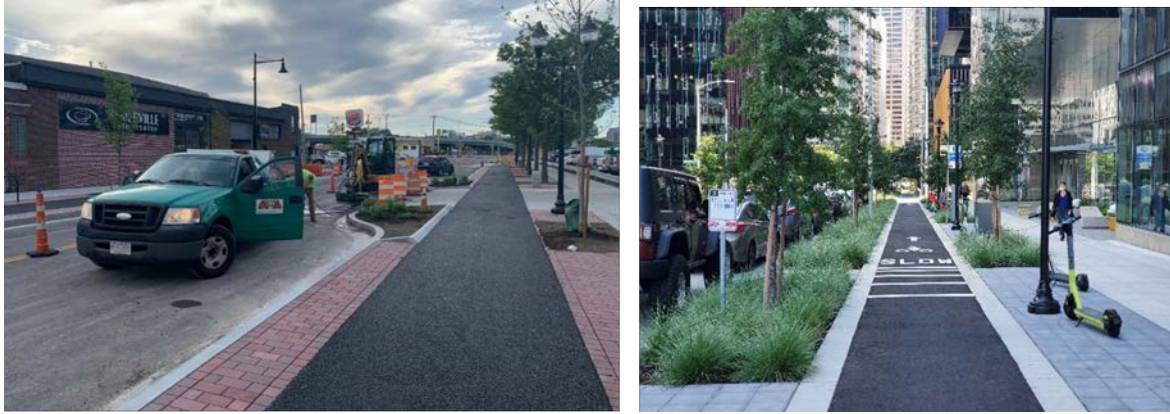
Backman School / Riverside Park

The concept for the segment alongside Backman School and Riverside Park will be a blend of Concepts 2 and 3, with an alignment of 1500 West and the park drive to create a crossable 4-way intersection serving as a gateway to the neighborhood, transition between the two neighborhood core cross sections, and more navigable entry to the park. 600/700 North through this segment west of 1500 West will have three lanes, short medians at pedestrian crossings, on-street parking, and raised bike lanes behind the curb alongside enhanced sidewalks, improving the safety and accessibility of this segment and its community destinations.



Typical cross section, 600/700 North at Riverside Park





Examples of recently constructed streets in Somerville, Massachusetts (left) and Seattle, Washington (right)

Additional considerations for this segment:

- Reconfigure 1500 West and Riverside Park Drives to align, with plazas on all four corners and crossings of 600/700 North, creating
- Keep and formalize parallel parking on both sides of the street.
- The raised bike lanes behind parking alongside the sidewalk is a new treatment for Salt Lake City, but it is an increasingly popular way to create a safe, comfortable bicycling experience. The adjacent park and school context make raised bike lanes an ideal facility type due to the general lack of vehicle driveways and the ability to separate bike and pedestrian traffic.
- Between the Jordan River bridge and Redwood Road, we propose either a raised bike lane alongside the sidewalk or a shared pathway on both sides for cyclists and pedestrians to share – due to the need to protect cyclists within the limited right-of-way, and as the roadway transitions back to a 5-lane section.
- Consider new, more permeable park edge along 600/700 North, replacing chain link fence.
- Consider new system of connected drives in the park offering on-street parking spaces.



Redwood Road to 2200 West

Due to its heavy use for traffic to and from I-215, the western segment of the corridor lacks the flexibility to modify the lane configuration to better suit the community. Still, even while keeping the five lanes, the Vision includes multi-modal improvements to achieve the Corridor Goals. On this segment, we propose a modified version of Concept 1 with:

- 5 lanes (two lanes each way and a center turn lane)
- Curb-protected bike lanes on north side (where no parking and very few driveways); curb-protected bike lanes replacing parking on south side.
- New pedestrian crossings at Morton and Sir Anthony Drives.
- Intermittent medians breaking up the wide pavement and providing pedestrian refuges for the new crossings.
- Curb extension bulb-outs where there is a parking lane.

East of 900 West/Viaduct/I-15 interchange

East of 900 West, the five-lane cross section remains due to heavier traffic demand. This segment must be undertaken in collaboration with UDOT. It is a critical segment, especially to create a better active transportation connection over the viaduct and through the interchange. The Vision's recommendations for this segment include:

- Improved active transportation crossing at 800 West, which can also serve as a gateway into the Westside neighborhoods.
- Widened path/sidewalk with upgraded curb ramps and crosswalk signals.
- Painted on-street bike lanes - this improvement is underway by UDOT Region 2.
- Modify eastbound right turn lane to interchange with a more abrupt turn angle.
- Reduce northbound-to-eastbound curve to manage high vehicle speed.
- Consider Alternative Concept 3's north side pathway as a future phase.



600/700 North Vision - Illustrative Diagram

The following pages feature an Illustrative Diagram that depicts, at a high level, how the different segments can fit together to create a corridor that best achieves the Corridor Goals.

The Vision presented in this document reflects transformative ideas for the corridor, which will be built in phases, with spot improvements to crosswalks, traffic signals, and bus stops followed by roadway reconstruction. It should be emphasized that additional community engagement and engineering is planned in advance of major road reconstruction, and the Vision summarized here provides the foundation of those efforts.



2200 West through I-215 Interchange

The segment of 700 North from 2200 West through the I-215 interchange, while included in this corridor study, is not shown in this illustrative diagram. The lane configuration for this segment is recommended to stay the same as existing, with improvements focused on visibility, protection, and conflict mitigation of active transportation facilities.

I-215 to Redwood Road

In this western segment, 700 North will maintain two vehicle travel lanes in each direction with left turn lanes.






The redesign includes numerous changes to balance vehicle mobility with the needs of pedestrians and cyclists.

Landscaped medians

Landscaped medians are placed strategically in the center turn lane on this segment of 700 North to support pedestrian crossings, reduce the scale of the street, add greenery, slow traffic, and provide a neighborhood gateway.



LEGEND

-  Roadway lanes and parking
-  New landscaped areas
-  New pedestrian space
-  Bike lane
-  Bus stop

Protected bike lanes

A curb-separated bike lane is recommended for the street design. Narrowing the vehicle travel lanes frees up space for upgrades to the bike facilities. The relatively limited number of driveways and lack of on-street parking makes this configuration ideal.

Morton pedestrian-activated crossing

This segment of 700 North lacks frequent pedestrian crossings. This pedestrian activated crossing at Morton Drive can provide a place to cross and help slow traffic as it enters the neighborhood.

Star Crest Drive crossing

Star Crest Drive is planned as a Neighborhood Byway. These Byways formalize quiet streets into a network of corridors that offer comfortable routes for pedestrians and bicyclists.

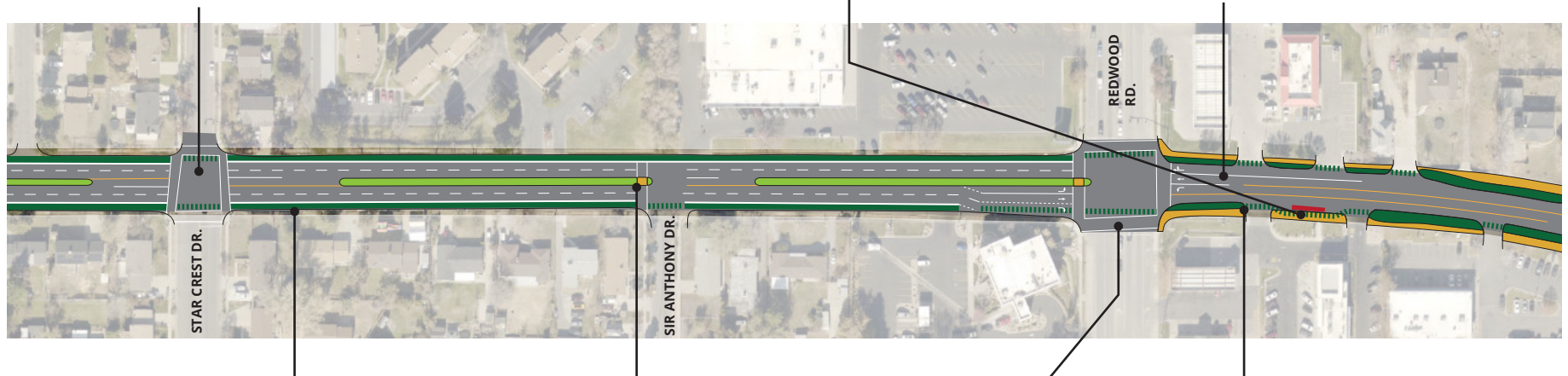
The key strategy to a Neighborhood Byway is to provide safe signalized crossings at major barrier streets.

Redwood Road intersection area transit stops

The commercial node here is an important destination for basic daily needs. In anticipation of the new transit service on 600 North (Rt 205) and 1000 North (Rt 1) - part of the Frequent Transit Network plan - Salt Lake City and UTA are planning new stops and upgrades to existing stops.

Transition to one through lane each way

East of Redwood Road, the corridor transitions to a configuration with one vehicle lane in each direction. This change is necessary to create space in the narrowest section of the corridor to provide high-quality streetscape features and multi-modal environment.



Trade on-street parking for a protected bike lane

Complete streets inevitably involve trade-offs and compromises. The south side of 700 North between Morton Drive and east of Sir Anthony Drive (2.5 blocks) is the only place with on-street parking between 2200 West and Redwood Road. This plan recommends removing this small amount of residential-oriented on-street parking to allow for a continuous protected bike lane. This trade-off creates a safe bike environment and maintains current vehicle capacity.

Sir Anthony pedestrian-activated crossing

This segment of 700 North lacks frequent pedestrian crossings. This pedestrian activated crossing at Sir Anthony Drive can provide a place to cross and help slow traffic as it enters the neighborhood.

Redwood Road crossing improvements

While the recommended street configuration does not create major opportunities for shortening the Redwood Road/700 North pedestrian crossings, look for opportunities to increase visibility, improve corner environment, or optimize crossing time.

Sidewalk-level bikeway

This plan recommends a bike path raised to sidewalk-level between Redwood Road and approximately 1500 West. This will connect the protected bike lanes to the west with high-comfort bike infrastructure that accesses the Jordan River Parkway, Riverside Park, and Backman Elementary.



Improve on-street parking

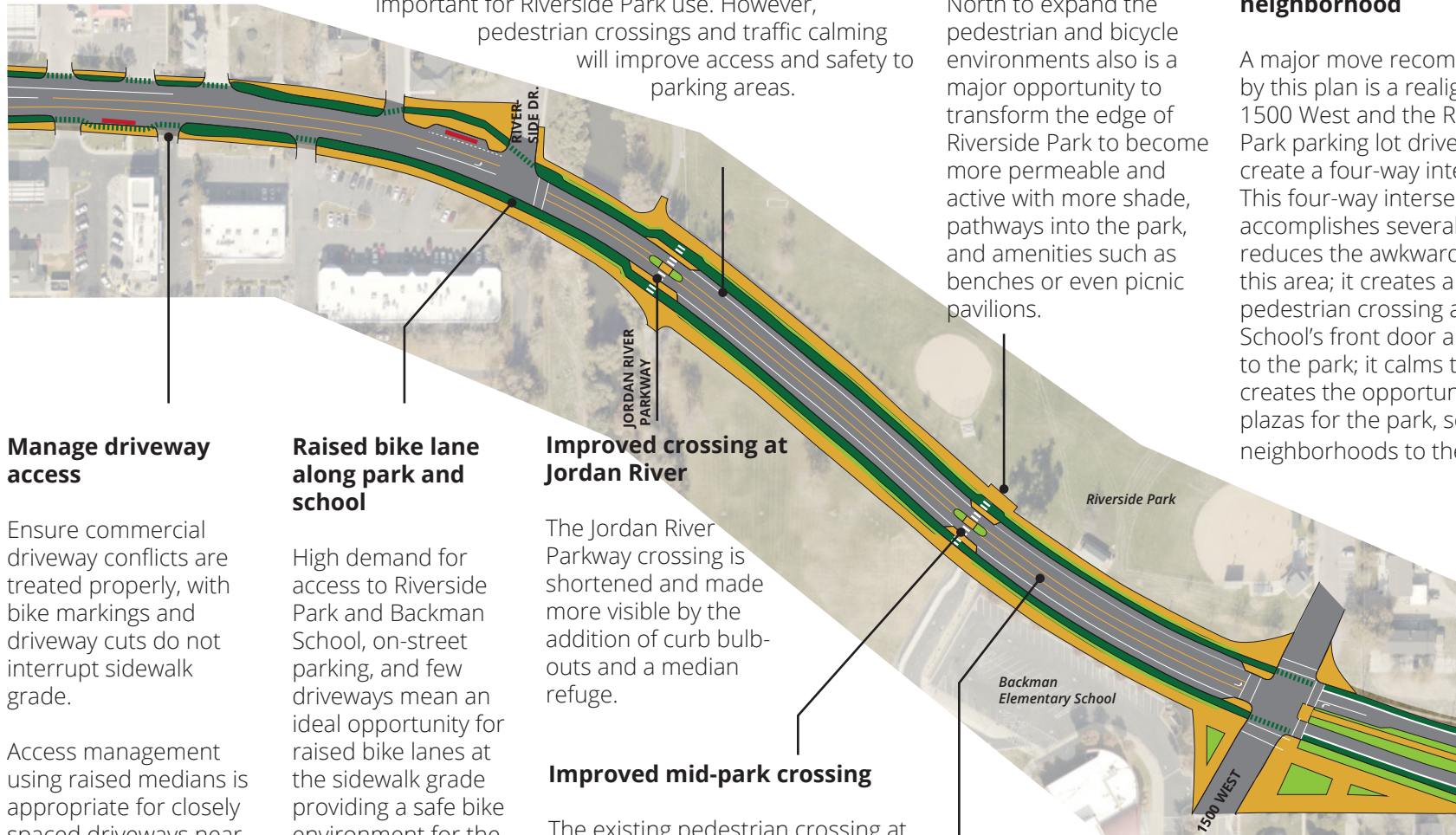
Existing on-street parking remains - it is especially important for Riverside Park use. However, pedestrian crossings and traffic calming will improve access and safety to parking areas.

New park edge

Reconfiguring 600/700 North to expand the pedestrian and bicycle environments also is a major opportunity to transform the edge of Riverside Park to become more permeable and active with more shade, pathways into the park, and amenities such as benches or even picnic pavilions.

Realign 1500 West to create gateway and crossing for park, school and neighborhood

A major move recommended by this plan is a realignment of 1500 West and the Riverside Park parking lot driveway to create a four-way intersection. This four-way intersection accomplishes several things: It reduces the awkwardness of this area; it creates a place for a pedestrian crossing at Backman School's front door and the entry to the park; it calms traffic; and it creates the opportunity for entry plazas for the park, school, and neighborhoods to the east.



Manage driveway access

Ensure commercial driveway conflicts are treated properly, with bike markings and driveway cuts do not interrupt sidewalk grade.

Access management using raised medians is appropriate for closely spaced driveways near Redwood Road.

Raised bike lane along park and school

High demand for access to Riverside Park and Backman School, on-street parking, and few driveways mean an ideal opportunity for raised bike lanes at the sidewalk grade providing a safe bike environment for the full range of bike and micromobility users riding along 600/700 North.

Improved crossing at Jordan River

The Jordan River Parkway crossing is shortened and made more visible by the addition of curb bulb-outs and a median refuge.

Improved mid-park crossing

The existing pedestrian crossing at Backman School and Riverside Park is shortened and made more visible by the addition of curb bulb-outs and a median refuge.

Keep center turn lane

The plan recommends including the two-way center turn lane to allow more flexibility with on-street parking and turning around.



Begin landscaped median parkway with path

The reconfigured 1500 West/Riverside Park driveway intersection is the starting point for the wide landscaped median that runs eastward to 900 West. The median has a pathway running down it, flanked by trees; users at this west end access the path via the 1500 West crossing.

This west end of the median parkway can also include neighborhood gateway elements such as plantings, monuments, or public art.

Protected bike lane

In this segment of 600 North, the raised bike lane along the Backman School/Riverside park segment transitions to a bike lane in the roadway, protected by a curb and likely vertical delineators. This is an opportunity created by the lack of on-street parking for this segment. Having the bike lane in the roadway allows existing curb locations to remain.

Potential signal

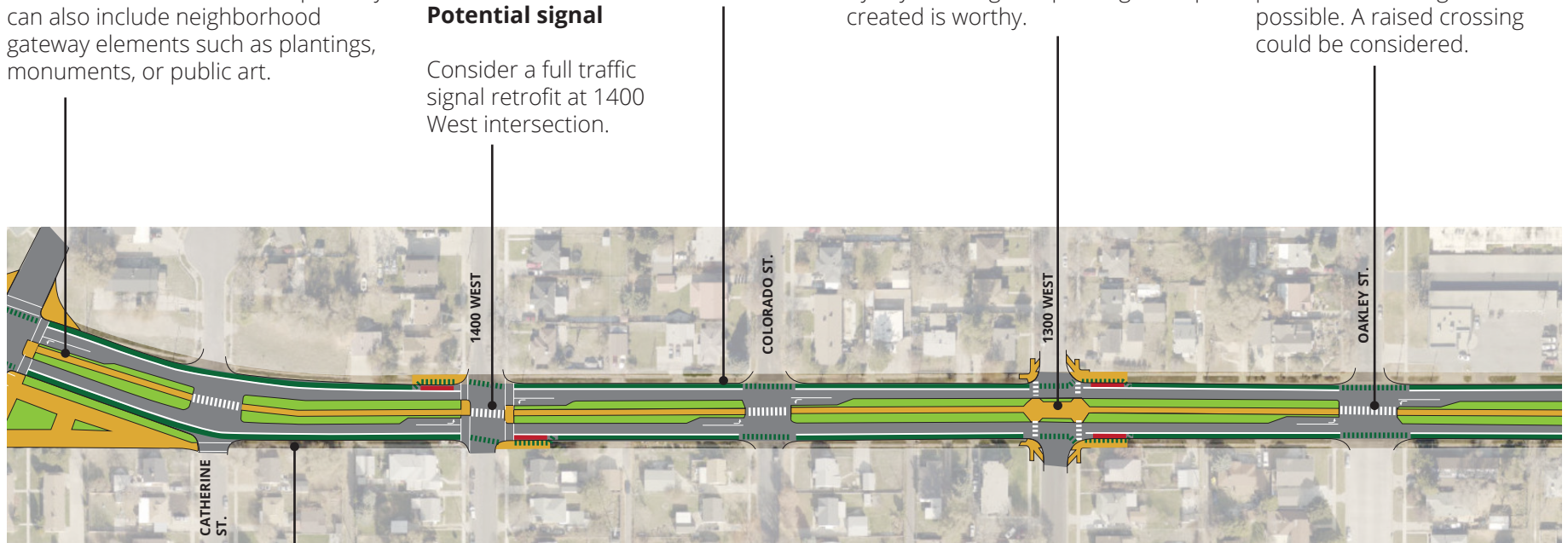
Consider a full traffic signal retrofit at 1400 West intersection.

1300 West Neighborhood Byway treatment

A Neighborhood Byway is planned for 1300 West through Rose Park and Fairpark. Where 1300 West crosses 600 North, the median parkway can extend across the intersection, creating a highly safe crossing and neighborhood open space node. While this design restricts left turns into and from 1300 East, the trade-off with the Byway crossing and public green space created is worthy.

Median intersection treatments

Where the median parkway crosses an intersection that runs through the median area, a special treatment will be needed. Left turn lanes will be preserved, but the crossing median path will need high-visibility markings, and median noses should be placed as close together as possible. A raised crossing could be considered.



Pedestrian realm largely remains as-is in this segment

The sidewalk and park strip will largely remain in its existing condition for this segment of the corridor (Catherine Street to 1200 West). Exceptions are reconfigured corners and new bus stop areas.

Bus stops in a constrained environment

The lack of an on-street parking lane and only one through lane means that room will need to be made for a bus pullout at the bus stops planned for this segment - likely by routing the bike lane up onto the curb into the pedestrian realm, behind the bus stop pad.



Narrower median east of 1200 West

The inclusion of on-street parking along 600 North east of 1200 West means that the center planted median will need to be narrower - in the range of 20 to 25 feet.

Pedestrian realm largely remains as-is in this segment

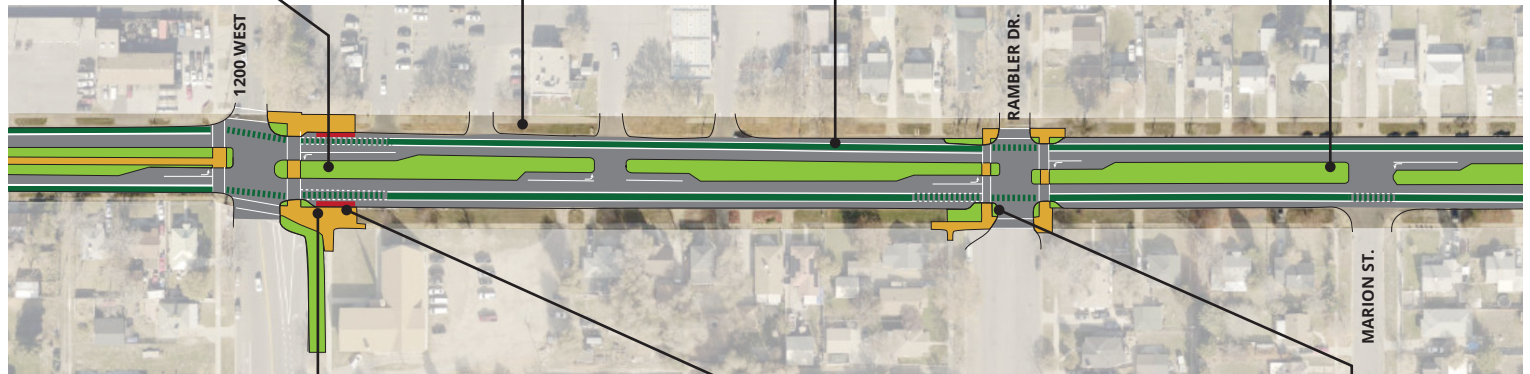
The sidewalk and park strip will largely remain in its existing condition for this segment of the corridor. Exceptions are bulb-outs at intersection crossings and new bus stop areas.

Buffered bike lanes

Buffered bikes lanes are an appropriate design for this segment given the changes to vehicle travel lanes and center median, which is expected to reduce vehicle speeds. Buffered bike lanes also are compatible with other priorities like on street parking and driveway access.

More pedestrian crossings

In this diagram, marked pedestrian crossings are shown at every "city block" street - i.e. 1200 West, 1300 West) - however, with the slowed design speed of the corridor and median refuge, it may make sense to consider additional crossings at the interim streets (i.e. Marion St., Chicago St.), which would also provide access to the median space.



1200 West bulbout/plaza/crossing

The wide Fairpark streets (in contrast to the narrow Rose Park streets) create the opportunity for large bulb-outs extending into the corridor's cross streets on the south side. These can be designed as public plazas, especially in conjunction with new bus stops. Perhaps the best such opportunity is at 1200 West, where a demonstration project along these lines was built in 2020.

New bus stops

Bus stops along 600 North between 800 West and 1200 West will be located in this segment's wide existing park strips at 900 West, 1000 West, and 1200 West. Bus stops can be catalysts for landscape, streetscape and public space improvements that celebrate neighborhood identity and provide rider comfort. Some on-street parking will be displaced to accommodate the bus stop activity.

Rambler Dr. intersection

Rambler Drive's wide parking lane on the south side of its intersection with 600 North provides the opportunity for bulb-out curb extensions to shorten the pedestrian crossing, calm traffic and create public open space.



1000 West Intersection

At the 1000 West intersection the plan recommends bulb-out curb extensions, a median refuge, and bus stops, transforming this intersection into a more walkable, rideable neighborhood node.

Eastern end of center planted median: neighborhood gateway

The 900 West intersection marks the eastern end of the center planted median that runs westward from Riverside Park; the median could have features creating a gateway to Fairpark and Rose Park.

Transition to 2 through lanes each way east of 900 West

900 West is a key transition point. East of this point, 600 North transitions back to a configuration of two through lanes each way (the street cross section is generally unchanged from existing conditions).

800 West bike crossing improvements

Where 600 North crosses 800 West, the existing pedestrian activated crossing is enhanced. This crossing will move westbound cyclists coming off the two-way path over the viaduct into the westbound buffered bike lane on the north side of the street, and improve north-south crossing.

