

600 - 700 North Illustrative Concept

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.

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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.

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Improve on-street parking

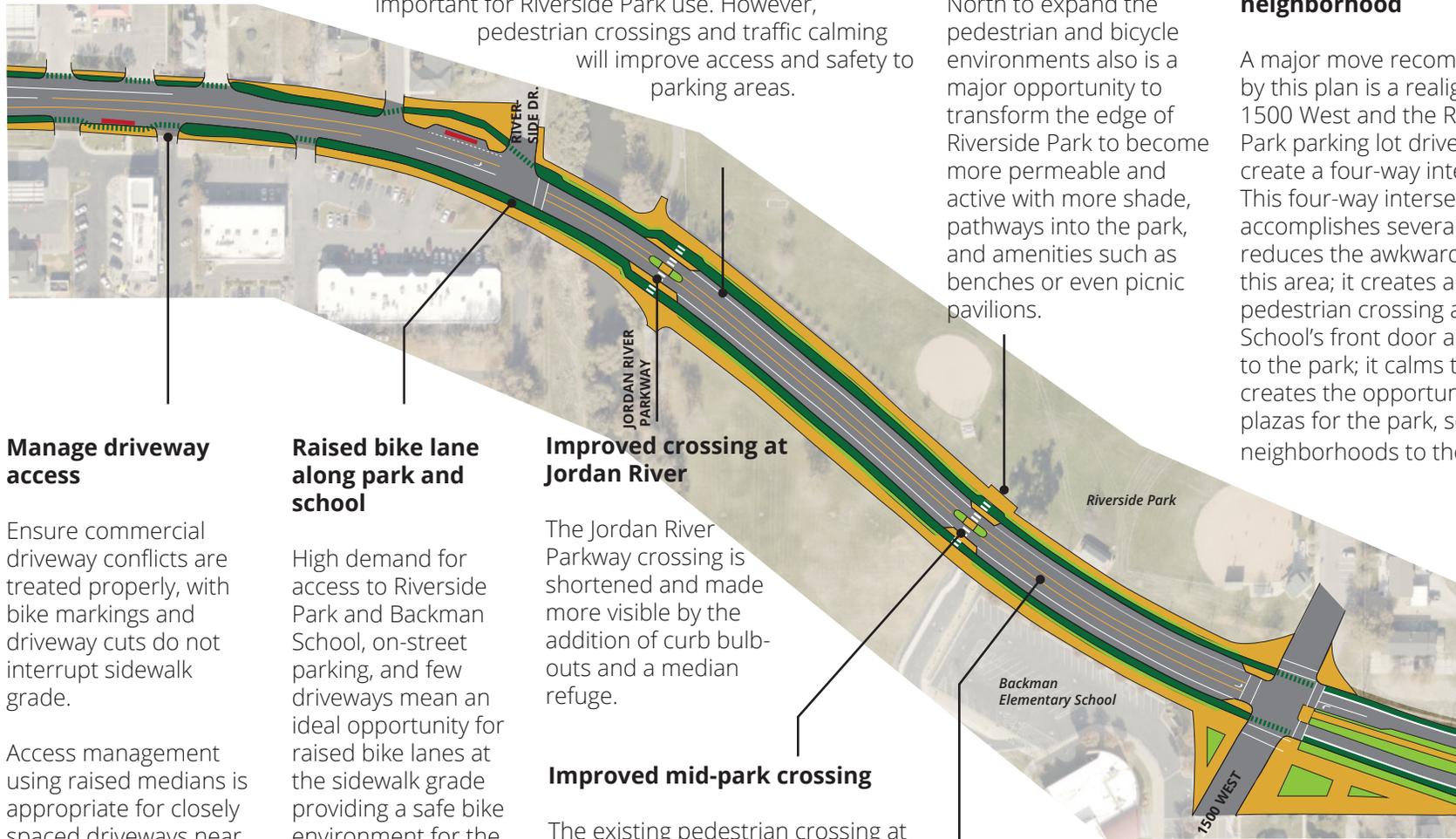
Existing on-street parking remains - it is especially important for Riverside Park use. However, pedestrian crossings and traffic calming will improve access and safety to parking areas.

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.

Riverside Park

Backman Elementary School

1500 WEST

The intersection reconfiguration also creates public green space benefits - an active use of the current landscaped triangle, a terminus and quality access point for the wide landscaped median and pathway extending Riverside Park to the east, and perhaps even an extension of Backman School outdoor classroom space into these plazas.

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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

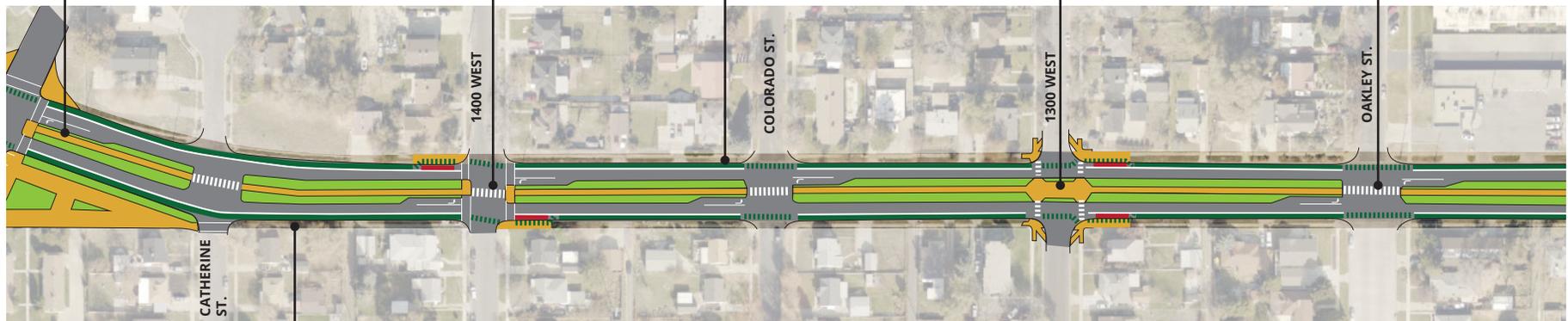
Consider a full traffic signal retrofit at 1400 West intersection.

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.

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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

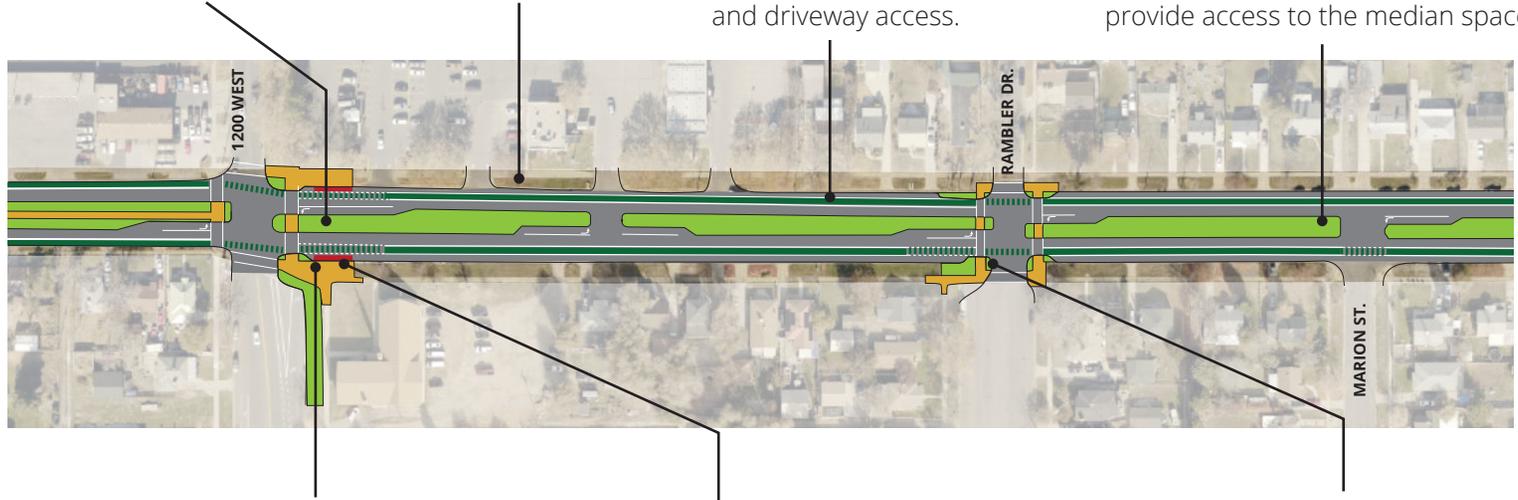
The sidewalk and park strip will largely remain in its existing condition for this segment of the corridor. Exceptions are bulb-outs at intersection crossings and new bus stop areas.

Buffered bike lanes

Buffered bike 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.



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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

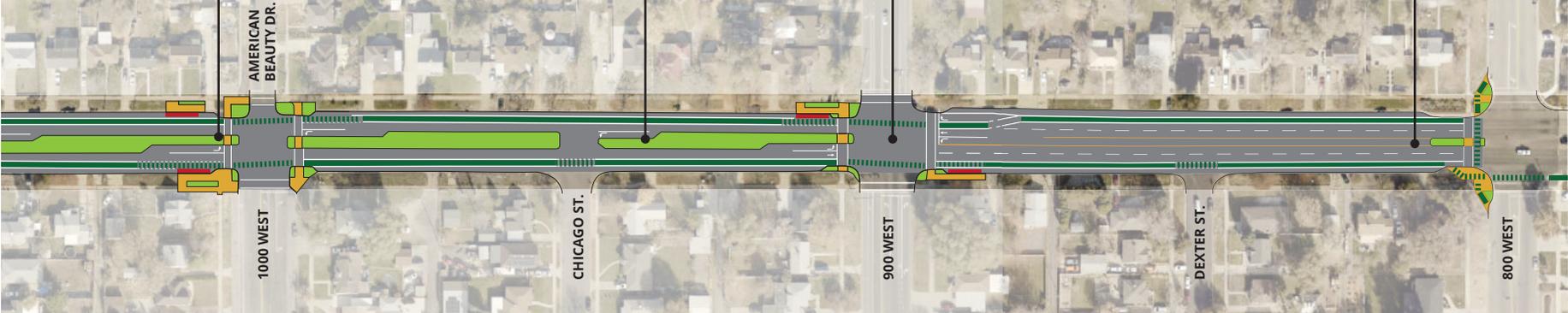
The 900 West intersection marks the eastern end of the center planted median that runs westward from Riverside Park; the median could have features creating a gateway to Fairpark and Rose Park.

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.



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