

Background Information on the 200 West Improvement Project

Priority Route

This project is part of the implementation of the City's [Downtown in Motion Master Plan](#) (adopted in 2008) and [Complete Streets Ordinance](#) (passed in 2010), as well as the Wasatch Front Regional Council's Regional Priority Bicycle Network. This street has been identified as a specific corridor ideal for these improvements based on the recommendations of the [Bicycle/Pedestrian Master Plan](#) update, following a technical analysis that identified this street based on destinations, traffic volumes, speeds, width, grades, land use, and connectivity.

Making Key Connections

The addition of protected bike lanes on 200 West will provide bicycling and walking improvements that connect nearby neighborhoods to downtown. This project will improve connections between into downtown from the Ball Park and Capitol Hill neighborhoods, while also connecting with the Central 9th Business District, with new GREENbike stations, and with TRAX stations at 900 South and South Temple. This project will fit into the existing and soon-to-be constructed bikeway network, including the [600 East Bicycle Boulevard](#), Parley's Trail, 9 Line Trail, Jordan River Trail, and North Temple Boulevard.

Increasing Comfort and Safety

These changes will accommodate the many people who would consider walking or bicycling downtown if they felt safe and comfortable. While people already bike in downtown Salt Lake City - especially to events like the Downtown Farmers Markets and the Twilight Concerts - many more would feel comfortable riding with more separation from traffic. A key component of the 200 West street transformation is the addition of protected bike lanes, which are part of Salt Lake City's initiative to create "low-stress" urban bikeways that connect neighborhoods into the heart of downtown. These streetscape changes will also make 200 West safer and more inviting for pedestrians, by slowing traffic speeds and improving crossings of Salt Lake City's wide streets.

Across the United States, street transformations that include protected bikeways have been shown to increase comfort and safety for people on bicycles, attract new riders, decrease motor vehicle speeds, decrease fatal and serious crashes for all modes, and improve safety for all roadway users.

Economic Impacts

Streets that provide safe and convenient access for people walking and biking tend to benefit local businesses. The relaxing pace provided by protected bike lanes and an improved streetscape is more conducive to stopping to shop or eat. Customers who arrive by bike also tend to shop more locally, more often, and often have disposable income because they save money on transportation.

Stay Informed

To stay updated on the status of construction, please contact:

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