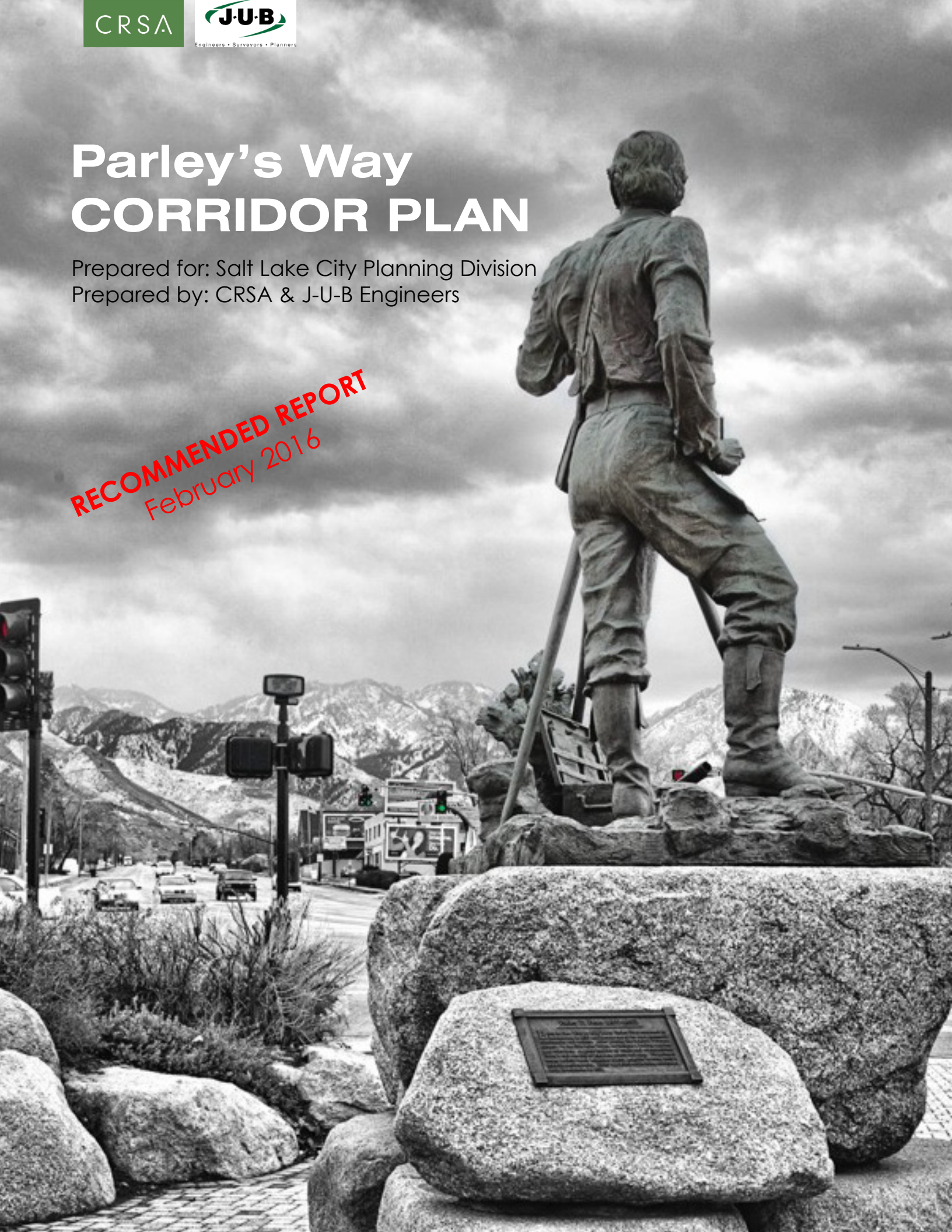


# Parley's Way CORRIDOR PLAN

Prepared for: Salt Lake City Planning Division  
Prepared by: CRSA & J-U-B Engineers

**RECOMMENDED REPORT**  
February 2016



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# 01 INTRODUCTION

The Parley's Way Corridor Plan is a result of the identification of Parley's Way as a gateway corridor in the East Bench Master Plan. This section provides an overview of the corridor and the plan framework.

- Corridor History
- The Corridor Today
- Plan Objectives & Context
- Plan Development Process



## HISTORY

The rich history of Parley's Way is unique and distinctive, yet little-known by many members of the local community. The following historical information provided the catalyst for many elements of the urban design theme in this document.

In 1848, construction began on a toll road through Big Canyon (today known as Parley's Canyon), which was explored and surveyed by Parley Parker Pratt. Initially called the Golden Pass Toll Road, the canyon road and the diagonal route connecting it into Salt Lake City's grid system were later named in honor of Pratt. Designed to capitalize on those traveling to California during the gold rush of 1849, it became the primary route into and through the Salt Lake Valley rather than the original 'pioneer road' route through Emigration Canyon to the north. The amount of toll taken in 1850 was approximately \$1,500 and an estimated 6,000 immigrants passed over the new route.

The entrance tollhouse to the road was located near 3300 East in the gulch of Parley's Canyon. The road proved difficult to maintain during winter when drifts of snow could reach ten feet in height. As a continuous whole, the toll road fell into disuse after just one year. In response to public outcry about the lack of upkeep, the Territorial Legislature approved an 1852 bill entitled "An Act for Improvement of Big Canyon [sic] Creek Road." In 1855, a road company was created to make improvements to the route and make it a passable road.

Stagecoach service through Parley's Canyon began in 1858. In 1860, the canyon became the chosen route for the United States Mail overland routes of the Pony Express and, soon after, the Overland stagecoaches. The road was becoming the major thoroughfare for travelers to and from the East. As travel shifted to the automobile, the route became part of the transcontinental Lincoln Highway. Guide posts were set along the Parley's Way route in 1918.

During this era as a primary regional travel corridor, the land use along Parley's Way shifted to travel-related commercial businesses, such as the Country Club Motor Lodge and Valley View Coffee Shop. Other early land uses in the area include the Country Club and its golf course, located to the south of the road in Parley's ravine.

In 1935 the state legislature created State Route 186. By 1948 the portion of this route that would come to be known as Foothill Drive was completed. Like Parley's Way, Foothill Drive begins at the mouth of Parley's Canyon. However, it angles north to connect to the University of Utah and on to downtown Salt Lake City. In the 1950s construction of the I-80 freeway began. Located just south of Parley's Way, most of this freeway was complete by the late 1970s. Together,



A 1938 aerial image of Parley's Way, connecting to 2100 South.



Country Club Motor Lodge and Valley View Coffee Shop, examples of historic travel-related businesses located along the corridor.



Guide posts marking Parley's Way as part of the transcontinental Lincoln Highway system.



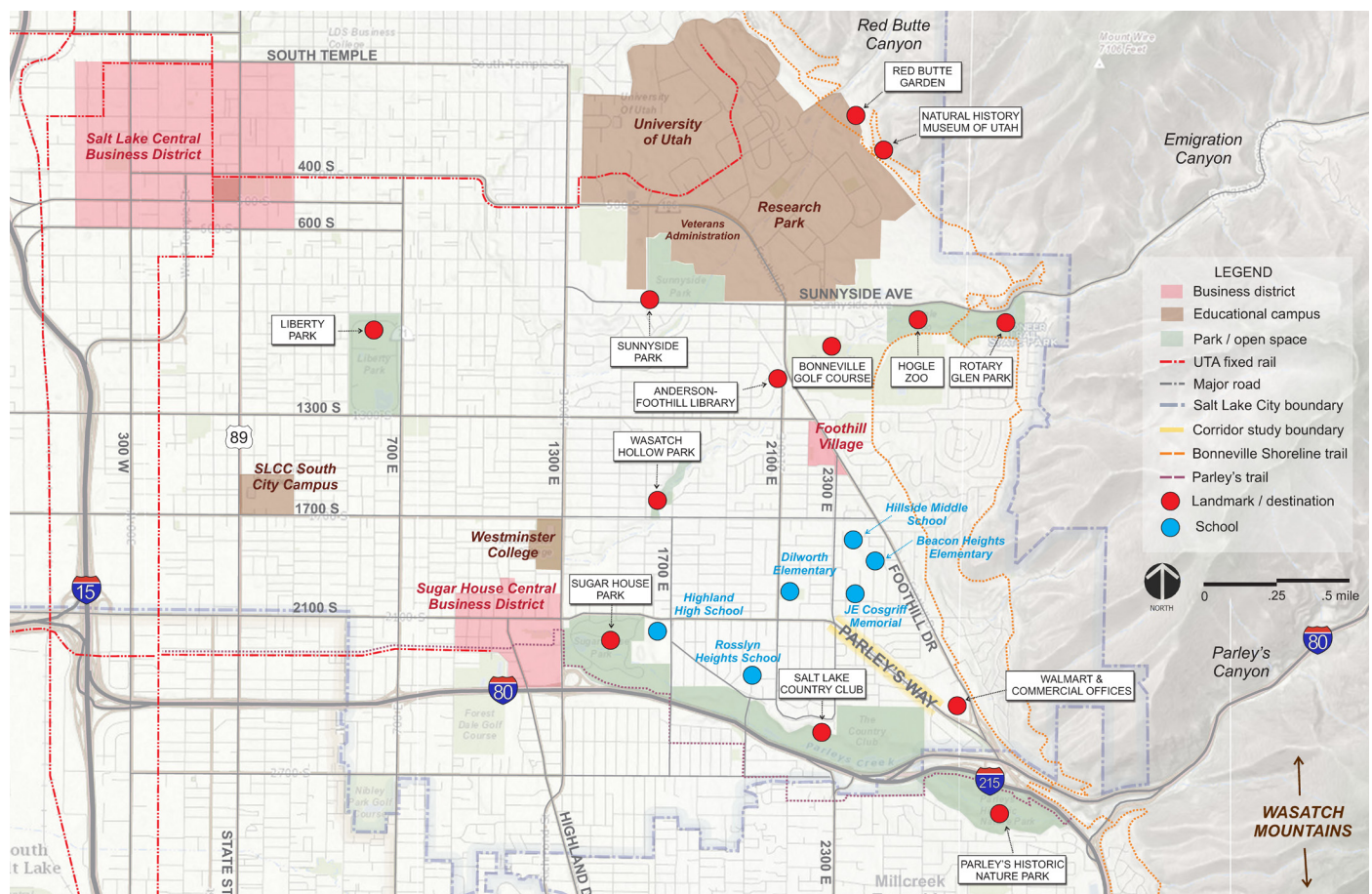
Foothill Drive and I-80 had a significant impact on the use of Parley's Way. I-80 provided a faster route across the valley and Foothill Drive provided a more direct connection to the university and surrounding area. This meant fewer people chose to use Parley's Way as a regional route and the road's regional significance declined.

## THE CORRIDOR TODAY

Today, Parley's Way remains a main access route into the East Bench and Sugar House neighborhoods from points south and east. With primary access to Parley's Way coming from I-80 or I-215, Parley's Way is one of the major gateways for residents and visitors of Salt Lake City. It can be a visitor's first impression of the City. The street is also a key component in the local street network that connects the area's neighborhoods with the regional transportation network.

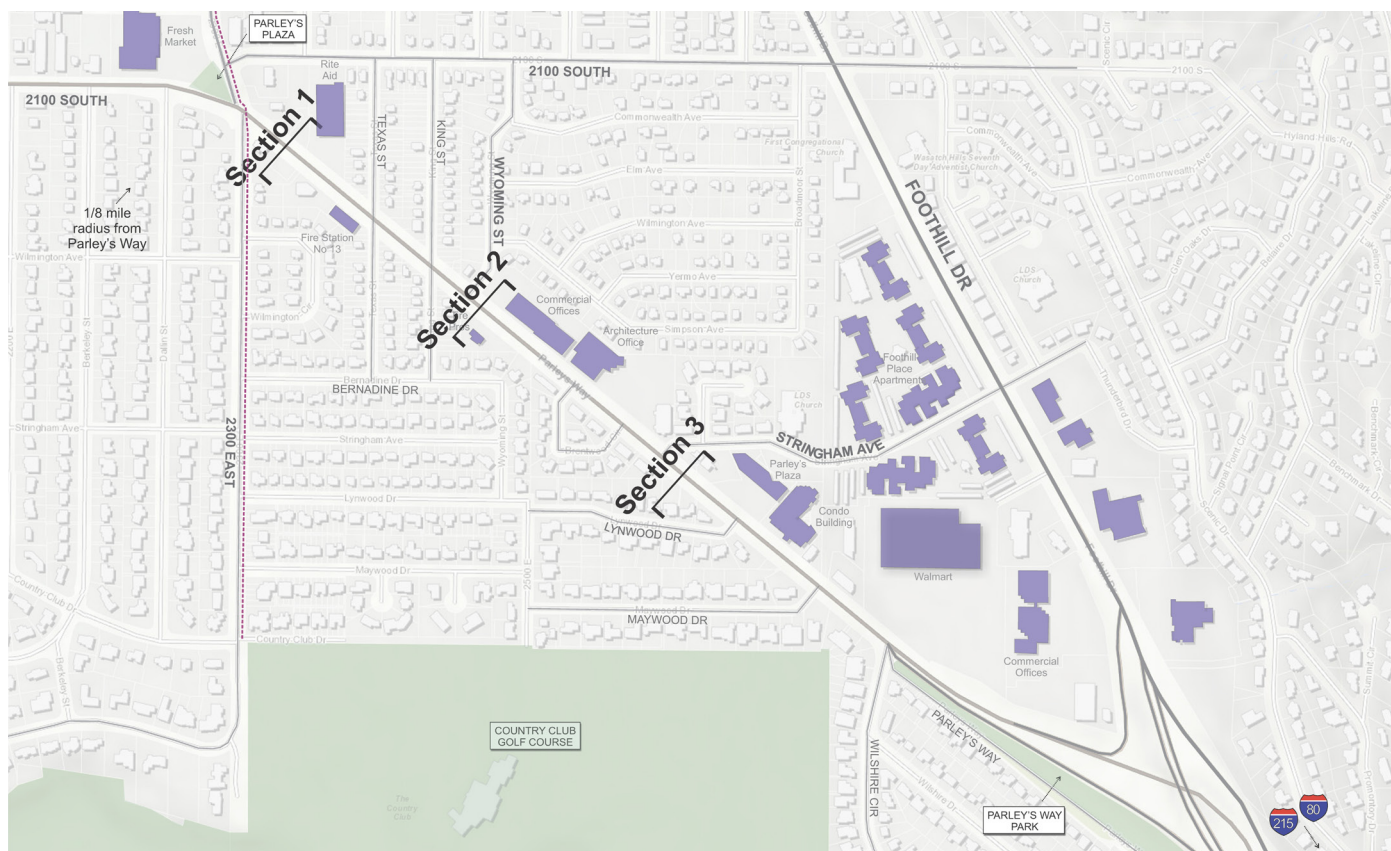
The physical form of Parley's Way has not significantly changed from its former role as a historic highway and remains oriented to the automobile. Thus, it presents a significant physical and psychological barrier between neighborhoods. The auto-oriented nature of the road is evidenced by its wide lanes, lack of signalized intersections, limited crosswalks, numerous curb cuts, and a straight approach with excellent sight lines for drivers. While these factors create a high level of service for drivers with limited delay, they also contribute to the community perception of traffic traveling at speeds above the posted limit.

The convenience the road provides for people driving personal automobiles comes at the cost of area residents feeling safe and connected. Lacking transportation infrastructure such as crosswalks, bike lanes and bus stops, area residents are not afforded transportation options and in many cases use their cars for quick trips to school or the grocery store.



Parley's Way (shown in yellow) is an important component of the regional transportation network, providing access to numerous destinations such as schools, business districts, higher education campuses, parks and other recreational offerings. The study area is approximately 3/4 mile long.





Corridor section location legend

## CORRIDOR SECTIONS: CURRENT CONDITIONS

Three section graphics are shown on these pages to depict the current right-of-way conditions along the street's 3/4 mile length. The width is fairly consistent, ranging between 97 feet at Wyoming Street to 100 feet at 2300 East. The configuration varies, however, with differences in travel lane width, sidewalk environment, and lane configuration.

For instance, in some locations a raised median exists, whereas in other locations along the corridor this is replaced with a two-way left turn lane. Also the travel lane widths change dramatically at different locations along Parley's Way, which in some cases are as wide as a typical interstate travel lane (15 feet).

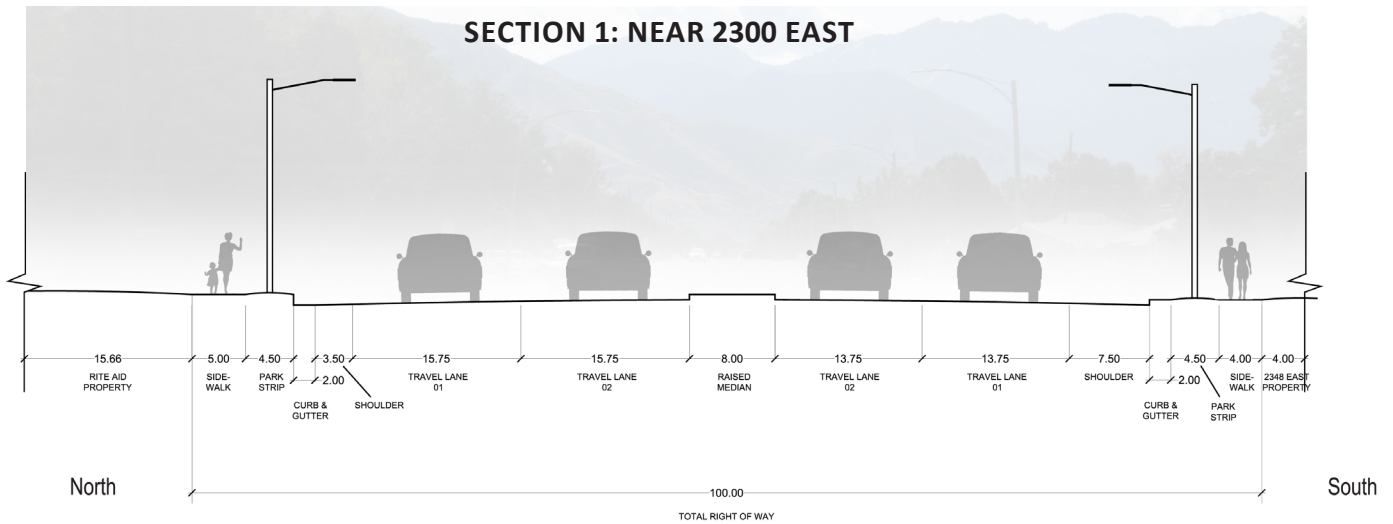
The sidewalk and park strip widths vary widely along the corridor, as do the improvements and amenities provided in the sidewalk area. The street lighting offers an appropriate example as it is not consistent along the corridor. Different street lighting equipment is used in several sections along the corridor. In some cases it becomes visual clutter which blocks views to the mountains and provides little light on the sidewalk for people walking.



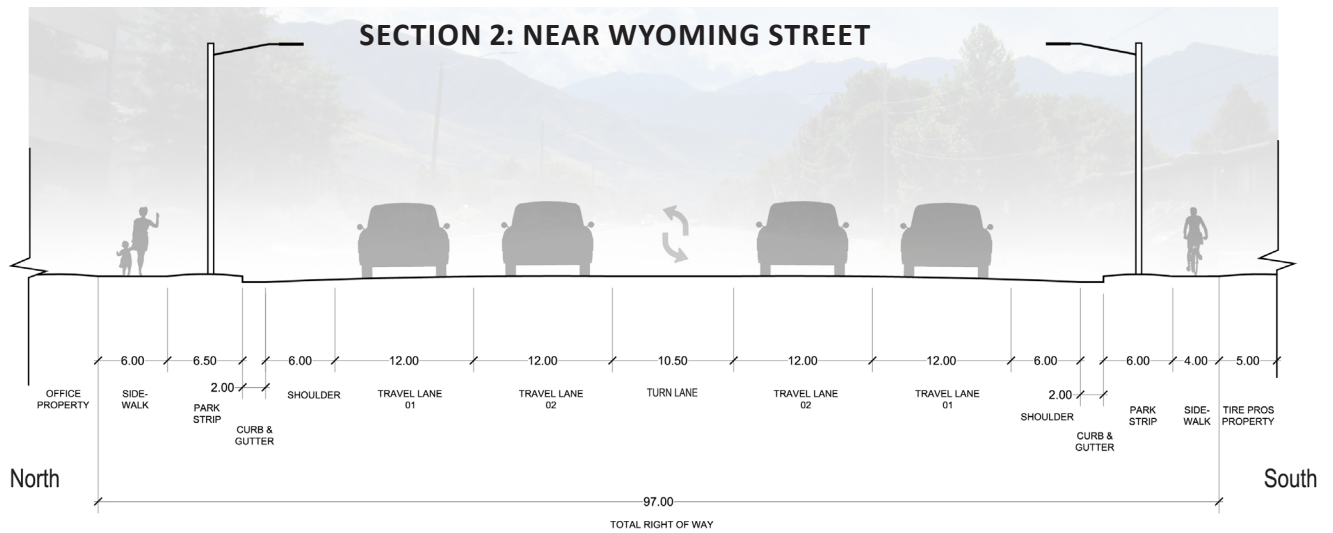
A view of a current typical cross section of the Parley's Way corridor, with a center turn lane and no raised median.



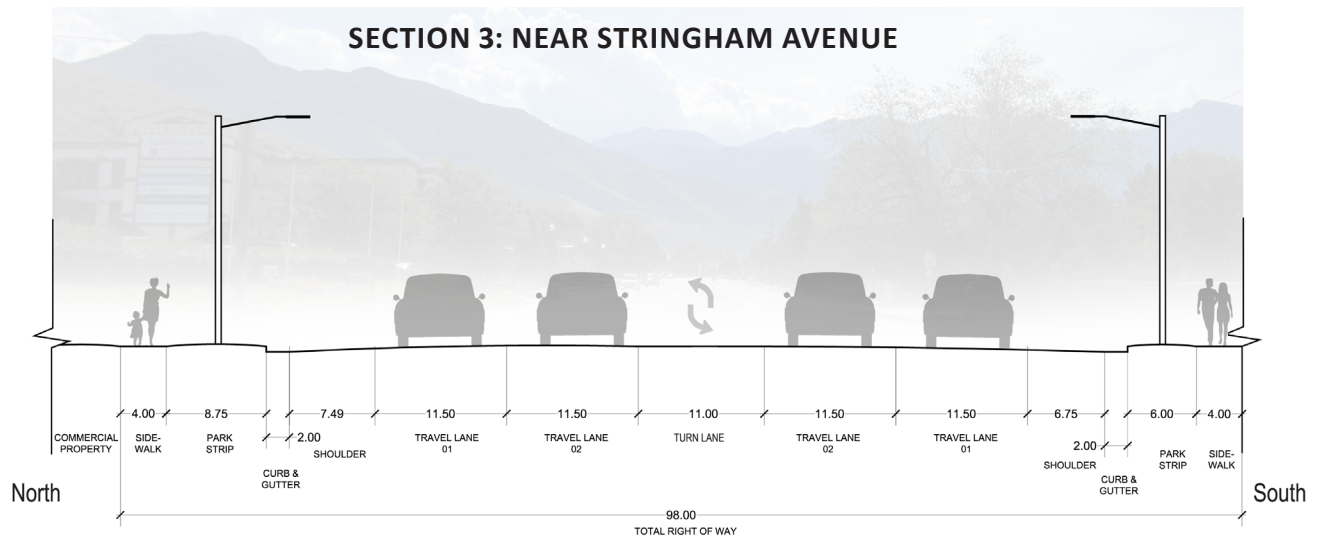
### SECTION 1: NEAR 2300 EAST



### SECTION 2: NEAR WYOMING STREET



### SECTION 3: NEAR STRINGHAM AVENUE





## PLAN OBJECTIVES

Given the significant role of the corridor, this document, the Parley's Way Corridor Plan, was created as a tool to implement guiding principles from the East Bench Master Plan. This document provides guidance regarding opportunities of the Corridor for multi-modal transportation, improving the public realm, and place making. The plan includes strategies for six key topics:

- Urban Design
- Land Use
- Streetscape
- Transportation
- Connectivity
- Gateways



Parley's Way corridor is a primary gateway into Salt Lake City, supporting regional and local traffic.

## PLANNING CONTEXT

Several previously completed Salt Lake City plans provided a framework for the creation of this plan document. Four plans directly informed the development and direction of this plan and their relationship is briefly summarized as follows:

### 1. EAST BENCH MASTER PLAN

The *East Bench Master Plan* is a community plan that applies the vision of Plan Salt Lake at the community level. The purpose of this Corridor Plan is to implement its policies and goals along Parley's Way.

The *East Bench Master Plan* identifies Parley's Way as a gateway corridor which *"provides the first glimpse of the City*

*from I-80 and I-215. As such... it provides an opportunity to showcase the City's approach to creating a livable community."*

As a major corridor, Parley's Way represents an opportunity to resolve some of the challenges facing the East Bench including: limited transportation choices; meeting the housing, service and recreational opportunities of future generations; and, balancing the impacts of major streets (such as Parley's Way) with the needs of local residents.

### 2. PLAN SALT LAKE

*Plan Salt Lake* was developed to establish the vision for Salt Lake City for the next 25 years. It establishes a framework and guiding principles for how the City might realize its vision. Corridor plans - such as this - provide opportunities to implement its principles and goals.

Several of its guiding principles directly relate to opportunities and challenges in the Parley's Way Corridor Plan including:

*Neighborhoods: Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community therein.*

*Growth: Growing responsibly while providing people with choices about where they live, how they live, and how they get around.*

*Transportation & Mobility: A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.*



Parley's Way is the primary transportation route for single-family neighborhoods such as this one near Wyoming Street. Similar neighborhoods are located on both sides of the street.



### 3. SALT LAKE CITY PEDESTRIAN & BICYCLE MASTER PLAN

The *Salt Lake City Pedestrian and Bicycle Master Plan* contains short term recommendations that have been incorporated into this plan. These recommendations include buffered or protected bike lanes on Parley's Way and enhanced crossing treatments at the intersection of 2300 East.

### 4. COMPLETE STREETS ORDINANCE

The *Complete Streets Ordinance* has informed the direction of this plan. Chapter 14.06 states, "All city-owned transportation facilities in the public right of way on which bicyclists and pedestrians are permitted by law, including, but not limited to, streets ... shall be designed, constructed, operated, and maintained so that users, including people with disabilities, can travel safely and independently."

## PLAN DEVELOPMENT PROCESS

The development process for the Parley's Way Corridor plan began in July of 2014. The draft plan was completed in early 2016. The process was comprised of a robust public outreach process, thorough discussion and development of plan concepts, and ideas and coordination of the final plan.

The planning process began with site visits and meetings with stakeholders, as well as site and regional analysis. The results of the initial data gathering phase were utilized to create several potential concept ideas to illustrate how Parley's Way could transform. The data and ideas were presented at a public open house held in October 2014. The meeting was attended by well over 200 attendees, who left hundreds of comments in response to the analysis and the potential ideas that were presented.

The design team analyzed the comments from the public open house in order to guide the development of the



Attendees at first public open house provide comments

project vision and associated goals. The comments were also used to finalize the project analysis and inform some of the concept ideas that were being developed simultaneously.

In order to ensure this plan represented the comments provided, the design team developed a survey to confirm that the project direction was in line with the community vision, and that these, in turn, integrated existing City Planning policies and goals.

The survey was posted on Salt Lake City's Open City Hall website ([www.slcgov.com/opencityhall](http://www.slcgov.com/opencityhall)) from March 2015 to September 2015. Survey questions asked for feedback on current conditions, transportation options and how well proposed changes would meet the needs of people who use Parley's Way. The survey questions and results are included in the Appendix of this document.



Second Public open house at Dilworth Elementary

Following the survey, the design team developed scenarios responding to the feedback from the public open house and survey results. Multiple concepts, incorporating a range of options for the future of Parley's Way, were considered. After a thorough process of development and refinement, concepts were presented at a second public open house in June 2015. The open house was attended by several hundred people, who again provided hundreds of comments.

The concept ideas presented at the second public open house were further refined with close coordination from members of City staff. Thereafter, the preferred alternative was coupled with supporting narrative text and diagrams into the plan document. After a thorough internal review period, the final Parley's Way Corridor Plan was prepared for public review, comment and adoption.







## 02 COMMUNITY VISION

The feedback from the public outreach process served as the basis for the development of a corridor vision. Desired outcomes are represented in four vision categories, with goals to support each category. This section presents:

- Community Vision
- Goals for the Corridor

## COMMUNITY VISION

*The vision for Parley's Way is a **welcoming, safe, walkable** street that enhances **connectivity** and contributes positively to **community identity** with a philosophy of **people-oriented development** guiding decisions for future growth.*

## GOALS FOR THE CORRIDOR



### 1. SAFETY

Parley's Way Corridor will look, feel and be more safe. People of all ages will feel comfortable walking, biking, and driving along Parley's Way. As such, the corridor will act as the backbone of the community's transportation network rather than a barrier to avoid. This safe and enjoyable connection to and through the community will enhance the quality of life for people living and visiting here.

The road design of Parley's Way will make compliance with traffic laws intuitive. When people understand *where* they should bike, walk, or drive and *when* they should enter an intersection, the possibility for conflict decreases and safety increases.

#### Safety Goals

*Goal 1.1: Increase safety, and the perception of safety, for users of all ages and transportation modes.*

*Goal 1.2: Design the corridor in a way that makes compliance with traffic laws intuitive for all users.*



### 2. CONNECTIVITY

Connectivity is recognizing and meeting the transportation needs of **all** members of the community - from commuters to school children to recreational users - so connections can be easily made from where they are to where they want to be.

Parley's Way will provide convenient accommodations for biking and walking while retaining efficient access for automobiles. It will balance the needs of area residents with regional users. It will consider future transit service in roadway reconfiguration to ensure improvements do not preclude future transit development.

#### Connectivity Goals

*Goal 2.1: Enhance walkability along and across Parley's Way to support pedestrian connections between neighborhoods, schools, churches, and businesses.*

*Goal 2.2: Develop necessary infrastructure that allows cyclists to feel safe along Parley's Way and make logical connections to other bicycle routes and trails.*

*Goal 2.3: Maintain Parley's Way as an efficient regional connection for vehicles entering the City.*

*Goal 2.4: Incorporate design elements that make Parley's Way transit-ready.*





### 3. IDENTITY

As a gateway into Salt Lake City's East Bench, physical improvements to the Parley's Way streetscape will provide a sense of arrival that reflects the area's unique historical heritage and highlights the beauty of the natural environment.

Parley's Way will have an urban design theme for gateway signs, street signs and monuments. Street furnishings - including lighting, benches, and bike racks - will be selected to communicate a sense of place.

#### Identity Goals

*Goal 3.1: Improve the overall appearance of the public realm to celebrate community identity and create a uniquely identifiable place.*

*Goal 3.2: Protect and enhance views from Parley's Way to the Wasatch Mountains, Downtown Salt Lake City, and the Great Salt Lake.*



### 4. PEOPLE-ORIENTED DEVELOPMENT

People-oriented development focuses on meeting the needs of the surrounding neighborhoods. Development is designed for people instead of automobiles. People-oriented development provides gathering places, such as public plazas, wide sidewalks, and outdoor dining, for people to interact.

Land uses will enhance the identity of the community and give residents and visitors a reason to want to experience Parley's Way. Where feasible, existing or potential activity centers will be enhanced to provide for a variety of housing choices, promotion of local businesses, and improved walkability in a pedestrian-friendly environment.

#### People-Oriented Development Goals

*Goal 4.1: Encourage people-oriented development design elements such as human-scale, walkability, and urban design amenities.*

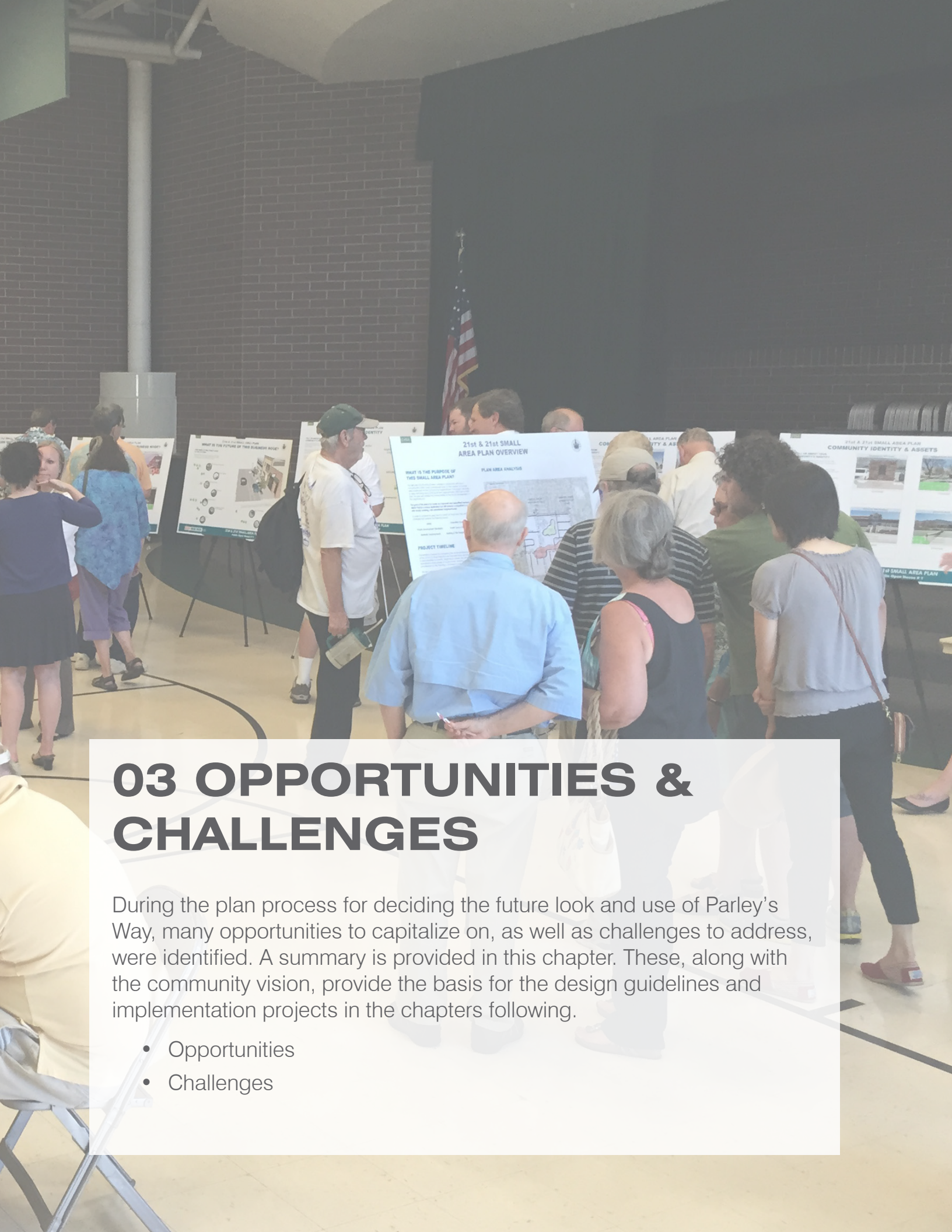
*Goal 4.2: Preserve existing single-family residential neighborhoods.*

*Goal 4.3: Encourage development of businesses that meet the needs of local neighborhood residents.*

*Goal 4.4: Focus new residential and commercial development in the key activity centers of 2300 East, Wyoming Street, Stringham Avenue, and Wilshire Drive.*







## 03 OPPORTUNITIES & CHALLENGES

During the plan process for deciding the future look and use of Parley's Way, many opportunities to capitalize on, as well as challenges to address, were identified. A summary is provided in this chapter. These, along with the community vision, provide the basis for the design guidelines and implementation projects in the chapters following.

- Opportunities
- Challenges



## OPPORTUNITIES & CHALLENGES

### Opportunities

An analysis of Parley's Way identified the following opportunities. These opportunities should be embraced in order to achieve the community vision presented in Chapter 2.

#### Wide right-of-way

The width of the City-owned right-of-way presents an opportunity to allow Parley's Way to balance the needs of regional and local users and provide a wide variety of transportation options. Providing a variety of transportation options may require reconfiguration of the roadway and sidewalks, however no property acquisition would be necessary.

#### Scenic Views

Because of the location and elevation of Parley's Way relative to the mountains and the valley, the corridor frames excellent vistas of Parley's Canyon to the east and



The width of the right-of-way presents an opportunity to enhance transportation options and improve the pedestrian experience with wider sidewalks, trees, and other amenities. In its current condition, the width is also a challenge, as it contributes to perceptions of high traffic speeds.



This analysis map depicts crosswalk, intersections, transportation options and key nodes along Parley's Way



the Salt Lake Valley and Downtown to the west. With powerful viewsheds including Parley's Canyon, the Wasatch Mountain range, Downtown Salt Lake City and beyond to the Great Salt Lake, this corridor has the opportunity to highlight the unique geography of the Salt Lake Valley.

#### *Residential Neighborhoods*

Well-established single-family residential neighborhoods are an asset to the area. These neighborhoods bring stability to the area and the population necessary to support redevelopment.

#### *Commercial Opportunities*

Local and regional commercial destinations such as grocery and department stores are located along the corridor and provide close access to basic shopping needs.

#### *Unique Historical Legacy*

Parley's Way has a rich historical and cultural legacy dating back to the early days of settlement in the Salt Lake Valley and later it played a major role in the rise of the automobile highway system. This context provides opportunities for the street's identity.

#### *Potential Neighborhood and Regional Nodes*

Opportunities exist for redevelopment of under utilized properties to create centers of activity. Parley's Way is also a regional transportation node as it connects with I-80 and I-215.

### **Challenges**

The process of developing this plan identified the following challenges. Addressing these challenges is one of the primary goals captured in the community vision, presented in Chapter 2.

#### *Speed of Traffic*

The width of the road, extremely long sight lines and few signalized intersections or crosswalks allow people driving to treat Parley's Way as an extension of the highway. The result is high traffic speeds.

#### *Difficult Access to Regional Trail Systems*

While the relative location of Parley's Way suggests easy connections to regional trail systems, such as the Bonneville Shoreline Trail and Parley's Trail, the reality is much different. Current access from Parley's Way to regional trail systems is difficult with no direct access and little to no signage to facilitate connections.



The transition from I-80 & I-215 to Parley's Way presents an opportunity to create a welcoming entrance into Salt Lake City's East Bench and showcase the City's beautiful views

#### *Poor Road Condition*

The physical condition of the road makes it difficult for cyclists (and in some cases vehicles) to use the street comfortably. A high crown to the road, surface cracking, potholes, unusually high vertical separations at drive approaches and location of manholes and storm sewer drains are some of the challenges.

#### *Poor Pedestrian Experience*

There is a noticeable lack of consistently applied urban design elements including pedestrian lighting, landscaping, street furniture, and signage. This creates a lackluster and uninviting pedestrian experience. The opportunity to enhance the sense of arrival has not been realized.

#### *Lack of Pedestrian and Bicycle Infrastructure*

Parley's Way has few pedestrian crosswalks, limited or difficult access to local and regional bicycle networks, and no bike lanes. For example, between 2300 East and Stringham Avenue there is no crosswalk for nearly a half mile. This prevents people from crossing the road in a convenient and safe manner.

#### *Lack of Public Transportation Options*

Parley's Way successfully serves as a thoroughfare for people driving. It is less successful in meeting the needs of area residents who do not have a car or who choose not to drive. Parley's Way has no local public transportation including bus or fixed rail. The only public transportation option is a regional bus to Park City (UTA's Park City - Salt Lake City Connect bus).





## 04 DESIGN GUIDELINES

Design guidelines are a set of instructions that give form, shape, and character to neighborhoods, districts or places. This chapter describes the design guidelines that will implement the community's vision for urban design along Parley's Way. These guidelines are outlined in the following sections:

- Concept
- Identity
- Streetscape
  - Street & Enhanced Crosswalks
  - Sidewalk
  - Adjacent Land Use



## URBAN DESIGN CONCEPT

The urban design concept for Parley's Way is to create a gateway corridor for all users and connect today's users with the rich history of the corridor. The theme is a historical journey recalling the corridor's unique cultural and historical legacy on Salt Lake City's East Bench.

The concept will create a rich sense of arrival to the City for those visiting for the first time and enhance the pride of those who live nearby or use the street on a regular basis. It will provide a reason to visit the corridor as a destination, rather than just use it as a thoroughfare.

In order to ensure all users have access to this educational and emotional experience, it must be understood by pedestrians, cyclists, and motorists.

## CORRIDOR IDENTITY

The creation of an identifiable brand or theme along Parley's Way is the primary strategy for implementing the elements of the urban design theme. This theme creates a historical journey along the corridor. Additional theme elements include protecting views of the Wasatch Mountains and the Salt Lake Valley and utilizing native plants. These elements support the primary urban design concept by highlighting some key features of the area prior to becoming a primary thoroughfare and subsequent settlement.

### An Historical Name

The primary element to the Parley's Way theme is to recall the community's historical and cultural significance as a gateway into Salt Lake City. In order to implement this theme, the recommendation is to rebrand Parley's Way as "Historic Parley's Way". This new name enhances the sense of place by referencing the rich history of this gateway. The identity should be used on all signage along the street.

### Gateway Signage

Both the east and west end of Parley's Way are a major gateway. Welcome signs should be installed on both ends to celebrate arrival to Historic Parley's Way. In order to build upon existing assets, the gateway signs should take a similar form to the stone used at Parley's Plaza and be placed at a prominent location for easy viewing.



An example of a potential gateway sign

### Street Signs

Unique street signs can further enhance the identity of the corridor as Historic Parley's Way. The sign itself should be of custom design to emphasize key points of the urban design thematic elements. These include the mountain views from Parley's Way and historic uses of the corridor. As seen in the example below, an eye-catching brown street sign indicating elements of cultural interest will further underscoring the historic nature of the street. The example represents these with a wagon wheel and a wheel of early automobiles that traveled the Lincoln Highway.

### Monuments

The statue at Parley's Plaza, located on the northeast corner of the intersection at 2300 East, provides the foundation for a historical journey along Parley's Way. The statue depicts Parley Pratt, one of the earliest emigrants to the Salt Lake Valley. Pratt surveyed and built a toll road to allow easier access via Parley's Canyon for other emigrants who would follow.

In addition to the statue, interpretive signage, plaques, and enhanced landscaping create a distinct experience at Parley's Plaza, inviting passers-by to stop, learn about,



An example of a potential Historic Parley's Way street sign





Parley's Plaza includes a monument, signage, landscaping and hardscape improvements

and experience the area. This level of investment and approach is recommended for other important elements of Parley's Way history, including the mail distribution routes (Pony Express and Overland stage coaches) and the Lincoln Highway. Each of these major elements will be memorialized along Parley's Way at key nodes. A fourth node location will also be identified and held for a future selection.

The experience between each of these nodes is of critical importance in improving the overall user experience along the corridor. The selection of landscaping, signage, and other urban design amenities will serve to further reinforce the concept of connecting today's users with the rich history of Parley's Way.

The monument at Parley's Plaza is one form of public art that serves to beautify the public realm while educating people about the history of the Parley's Way corridor. In order to build upon this powerful example of a high-quality public space, three other monuments and locations are recommended, to be placed in chronological order. Each should include, at a minimum, characteristics used at Parley's Plaza: a unique hardscape such as pavers to provide a safe place to pause, read and reflect; interpretive signs or plaques; native landscaping; and a monument or other piece of public art. Other recommendations outside of these thematic elements will be made for each of the intersections identified in the Moving Forward chapter of this document.

#### *Monument 1 - 2300 East*

As Parley Pratt's creation of a toll road from the mouth of Parley's Canyon was the first historical event, the west end of the corridor marks the earliest date along this historical journey.

#### *Monument 2 - Wyoming Street*

Moving eastward (and symbolically forward in time) a monument to the stage coach history along the corridor should be located at Wyoming Street, the next key intersection. This could include a wagon wheel or similar element highlighting the brief period of time this corridor was used as the overland stage coach route.

#### *Monument 3 - Stringham Avenue*

Continuing east to Stringham Avenue, the next monument should memorialize the Lincoln Highway heritage of Parley's Way. Markers - such as the one placed at the Sugar House Monument Plaza - could be located at the monument or along a portion of the road, similar to the Lincoln Highway guide posts set along Parley's Way in 1918. With the century mark rapidly approaching, 100th anniversary commemorative markers could be used.

#### *Monument 4 - Wilshire Drive*

A future monument location is recommended at Wilshire Drive. No specific historic elements are suggested, which allows for a future significant event to be memorialized by the community at the time the monument is designed.

## Views

As a diagonal road connecting the mouth of Parley's Canyon to Salt Lake City's orthogonal grid street network, Parley's Way is unique in its orientation and offers distinct views not seen elsewhere in the City. The views to Downtown and to the Wasatch Mountains are a major component of Parley's Way identity. To enhance and protect these views, no new overhead lighting or traffic management equipment should be installed that would block any portion of the views framed along Parley's Way. Billboards or other forms of visual clutter would detract from the views and are highly discouraged.

## Enhancing Natural Beauty with Landscaping

The use of native plants in the median and park strips is another strategy to create an identifiable theme. Local plants recall the historical appearance of this City gateway while reducing water use. The image below depicts a palette of native plants that could be used in the corridor. Adapted plants could be incorporated as minor elements in the planting palette to provide variety. Consideration should be given to seasonal bloom and color to provide a varied experience throughout the year.

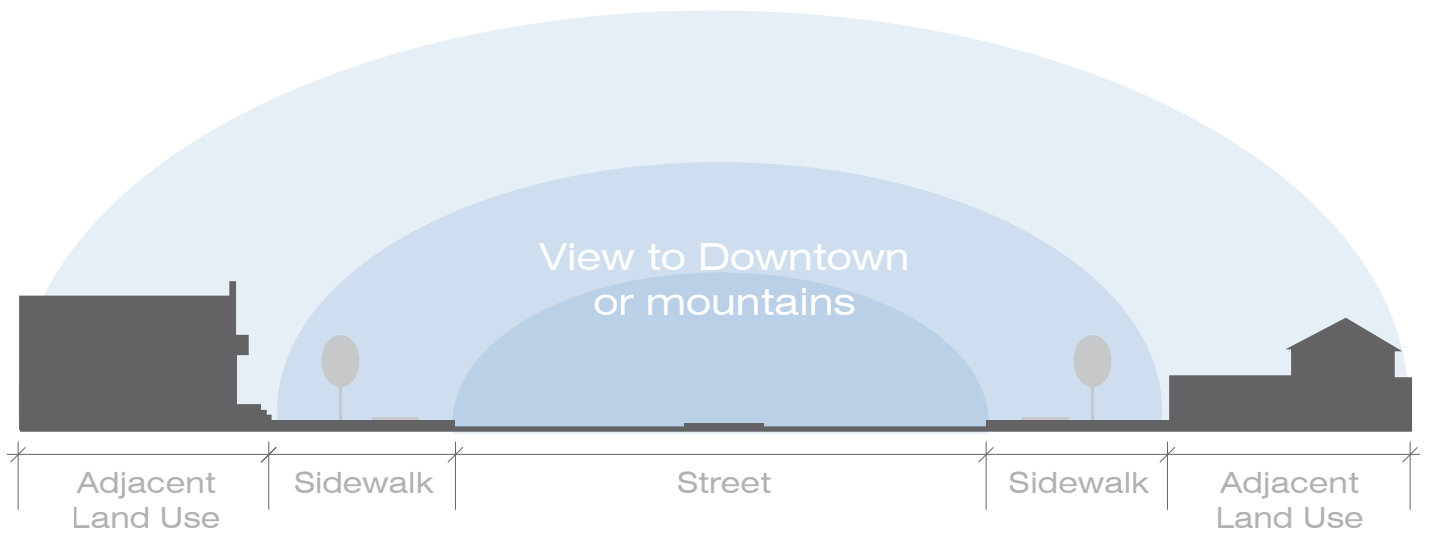


Native and adaptive plants at Parley's Plaza



Parley's Way provides unrivaled views to the Wasatch mountain range





The streetscape design is divided into three components: Street, Sidewalk and Adjacent Land Use

## STREETSCAPE

The following streetscape design is the primary way to implement the goals of the Vision. The urban design concept takes physical form through the reconfiguration of the road and sidewalk environments, as well as the amenities that are constructed or installed.

The term streetscape refers to visual elements of a street, including the road, sidewalks, street lights, buildings, street furniture, and trees, that combine to form the street's character. A high quality streetscape design with adequate investment and regular maintenance can have a powerful physical and visual impact. A well-designed streetscape can entice new people to visit and regular visitors to visit more frequently.

The Parley's Way streetscape has been divided into three distinct components: street, sidewalk, and adjacent land use. Each is introduced in the following paragraphs, with specific design guidelines for each component following.

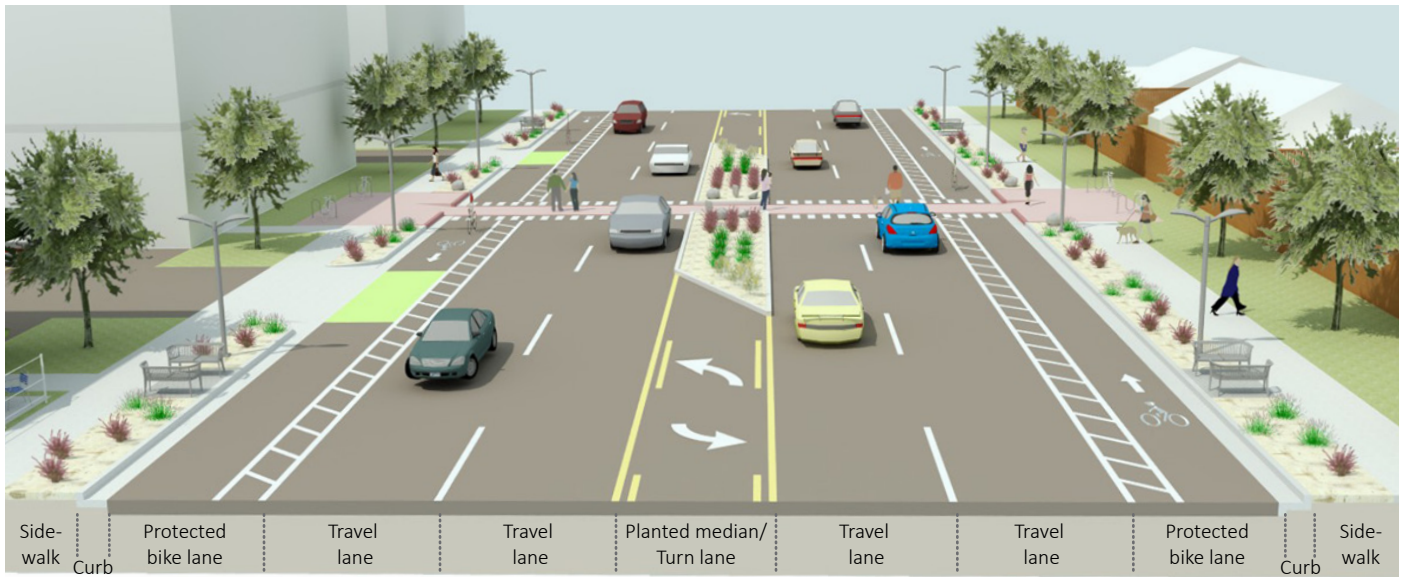
**Street** refers to the physical street infrastructure including travel lanes, bike lanes, turn lanes, center median, crosswalks, curb and gutter, and shoulder.

**Sidewalk** refers to the entire sidewalk environment from edge of curb and gutter to the private property line including parkstrip, sidewalk and landscaping. This area may also include other amenities including lighting, signage, public art, street furniture and active transportation

facilities such as bike racks and bus stop benches and shelters.

**Adjacent land use** recognizes that the corridor is not only the elements of the thoroughfare but also the surrounding private land uses such as single family neighborhoods and commercial properties.

It is important to note that the urban design of the corridor begins with the street component as the top priority for public investment. The urban design elements then move outward to the streetscape's other components.



A visual depiction of the reconfigured street and sidewalk environment

## STREET

The urban design of the Parley's Way Corridor begins with the street. To realize the vision to "reconfigure the roadway to reflect a balancing of the transportation options" the recommendations below provide transportation options that meet the needs for users of all ages and abilities. These recommendations fit within the existing City-owned right-of-way. No private property acquisition is required for any of the recommendations.

### Travel Lanes

Current travel lanes are wider than necessary and should be sized at a width appropriate to a typical arterial street in Salt Lake City. Appropriately sized travel lanes will allow Parley's Way to continue serving as an arterial while freeing up space for other transportation modes. While the street meets engineering criteria for a "road diet", of reconfiguring the road from five lanes to three, there is currently not public support for this.

### Protected Bike Lane

Transportation studies have found that over 50% of Americans want to bike for transportation more often. Lack of bike infrastructure was cited as the number one barrier to this desire. A protected bike lane provides a low-cost facility to meet the demand for bike infrastructure. The provision of generous buffering will help even the most casual cyclist feel comfortable using the bike lanes.

### Planted Median & Turn Lane

A planted median enhances the visual experience of the street and provides buffering between travel lanes. The median also serves as a refuge island for people crossing the street on foot. The median becomes a two-way left turn lane when necessary to access to local streets.

### On Street Parking

As commercial nodes develop into walkable places in the future, on-street parking can be considered as a buffer between the sidewalk and the street. However, on street parking along the Parley's Way corridor is not specified for the near future, due to a current lack of public support.

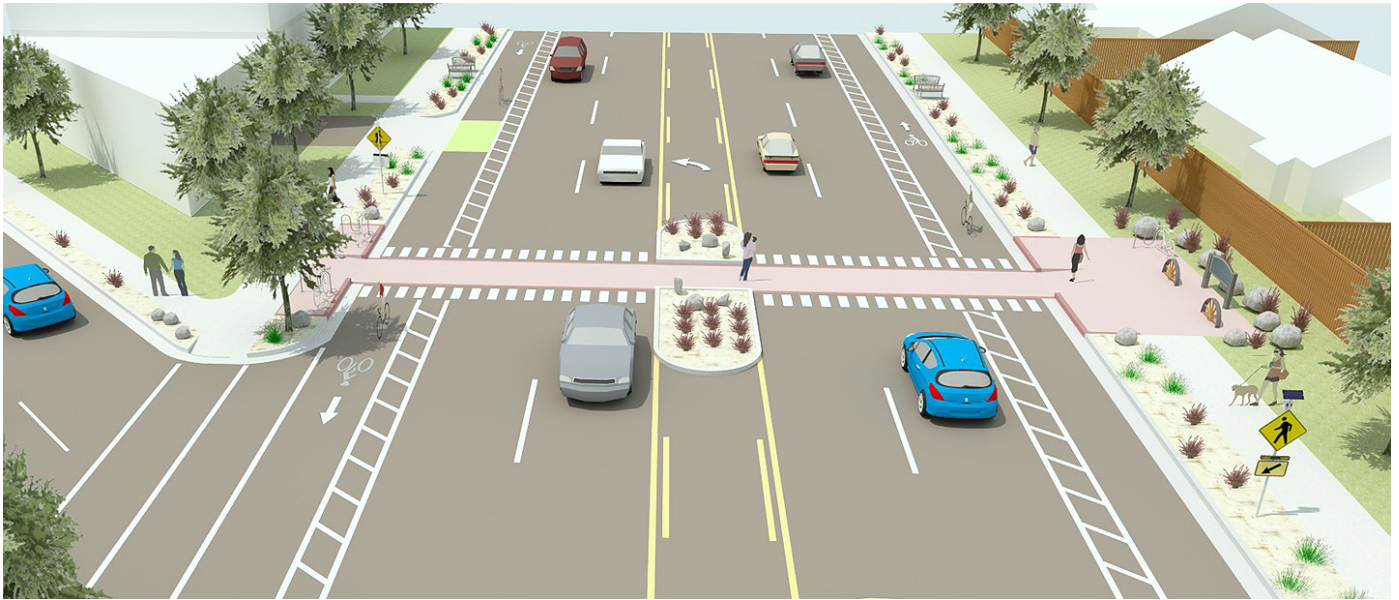
### Enhanced Crosswalk

Enhanced crosswalks are recommended to make walking across the street easier and safer. The locations for enhanced crosswalks have been carefully determined based on access to specific destinations and comfortable walking distances. Some are new crosswalks, while others are upgrades to an existing crosswalk. An enhanced crosswalk is recommended at each of the four nodes identified in the Moving Forward chapter. Enhanced crosswalks consist of multiple streetscape components, described here.

### Refuge Island

A refuge island is a safe waiting space within a median between opposing lanes of traffic. The refuge island allows





A visual depiction of the enhanced crosswalk and associated elements recommended in this plan

people to safely cross one direction of traffic at a time, if necessary. This is a particularly useful design element for young children and those with limited mobility.

#### *High Visibility Striping*

High visibility striping is easily detectable by drivers during the day and night. Instead of paint, a highly reflective and long lasting material, known as thermoplastic, is applied to the roadway surface to create a clearly defined pedestrian crossing path. The surface application of the material makes it a low cost addition (or alternative) to crosswalk materials embedded in the roadway.

#### *Rectangular Rapid Flashing Beacons*

Rectangular rapid flashing beacons are a low cost means for increasing safety at mid block crossing locations. An amber light mounted to a pole sign is activated by a person who wants to use the crosswalk. Located ahead of the crossing, the flashing light alerts the driver that a person is entering the crosswalk. The low scale profile of the device maintains views along the corridor while significantly increasing safety.

#### *Monument Location*

The monuments identified in this plan are located adjacent to the enhanced crosswalk at their respective node. With this high profile location, the monuments will help educate people about the unique history of Parley's Way.

#### *Hardscape Materials Change*

The sidewalk materials at the crosswalks locations will transition from concrete to masonry pavers (or stamped concrete) to match the crosswalk material. This transition creates a unique and identifiable space that may catch the attention of passers-by and encourage them to stop and learn more about the history of the area.

#### *Landscaping*

Plants and site elements, such as boulders, will enhance the identity of the area in a manner consistent with the mountain context. The effect will be reminiscent of how Salt Lake City's East Bench looked prior to significant development.



Example of an enhanced crosswalk



A visual depiction of the reconfigured sidewalk and its amenities

## SIDEWALK

Enhancements to the sidewalk environment are recommended to create a more enjoyable experience and encourage people to walk. The amenities recommended within the sidewalk zone are intended to create a safe and enjoyable walking experience consistent throughout the corridor. Specific product models for amenities should be selected based on life-cycle cost and ability to enhance the identity of the corridor.

### New Sidewalks

A minimum six foot wide sidewalk is recommended for the entire length of the corridor to provide a consistent, comfortable sidewalk width to encourage more people to walk along Parley's Way. Sidewalks at neighborhood nodes should be 8-12 feet wide.

### Pedestrian Lighting

Pedestrian lighting is recommended to provide a safe and easily navigable sidewalk under low light conditions. A full cutoff, bright white 3,000K-3,500K LED light fixture that meets LEED BUG (Backlight, Uplight, Glare) ratings is recommended. Such a fixture will provide energy efficiency, avoid light trespass onto adjacent properties, and create a glare-free environment for improved safety. Light levels should be selected which do not provide unnecessary lumen output. Unobtrusive fixtures are recommended to avoid blocking views along the corridor.

### Landscaping

Street trees of a species and spacing in accordance with Salt Lake City Urban Forestry guidelines are recommended. Street trees greatly enhance the visual appeal of a street. Trees also shade the sidewalk and make for more comfortable walking. Where there is room for park strips, planting drought tolerant native and adapted species that enhance the identity of the corridor urban design theme are recommended.

### Signage

Historic Parley's Way signage is recommended at all street intersections along the corridor. Wayfinding signs to provide directions to key destinations are also recommended.

### Street Furniture

Benches should be placed at logical locations such as activity nodes and transit stops, or approximately every 1/8 mile to provide a space to meet or rest.

### Future Public Transit

One of the goals for Parley's Way is to prepare it for public transit. Street improvements should include room for future transit stops including space for shelters and benches.





A visual depiction of the adjacent land uses along Parley's Way

## ADJACENT LAND USE

The relationship between adjacent land uses and Parley's Way is important to the streetscape. The street provides access to homes and businesses while they, in turn, frame the views along the corridor. The following recommendations work to ensure a positive and symbiotic relationship exists between the street and the adjacent land uses.

### Amenities

Adjacent businesses are encouraged to participate in the implementation of the urban design theme by providing the same type of amenities, finishes and plantings.

### Land Use

Neighborhood nodes are gathering places and points of connection for neighborhoods on either side of the street. Land use should reflect that and uses which meet people's basic needs within walking distance of their homes is encouraged. Basic needs include grocery stores, banks, libraries, fitness centers, restaurants, post offices, pharmacies, medical offices, hardware stores, beauty salons and other similar establishments. These establishments can enhance the sidewalk environment by adding sidewalk activities. For example, restaurant outdoor dining draws people to the street, libraries can have outdoor plazas, and other business can easily have planters, bike racks and benches. Mixed commercial and multi-family residential is

also encouraged at neighborhood nodes. This meets Plan Salt Lake goals of providing more housing options and more local services. Outside of neighborhood nodes, existing residential land use should be maintained.

### Building Placement and Height

Building placement plays an important role in creating an inviting pedestrian environment. To achieve the desired effect, it is recommended that with the exception of single family houses, buildings be placed within 15 feet or less of the right-of-way with main entrances and windows facing the street. Building height also plays a role in framing the street and views. Recommended building heights are two to three stories with the option of pulling back the third story. Parking should be placed behind or to the side of buildings.

For the single-family residences along the corridor, the noise of a busy street can deter peace and quiet enjoyment of their properties. Therefore no building placement is recommended other than meeting zoning requirements.

### Buffering

Buffering such as landscaping, fencing or building setbacks should be provided between commercial areas and neighborhoods to mitigate light and sound impacts. This will minimize noise and enhance privacy in residential neighborhoods.







## 05 MOVING FORWARD

This chapter describes the step by step process for realizing the vision established in the previous sections. The details required in order to make the community vision a reality are outlined within a location-specific context in the following sections:

- Corridor Right-of-Way Transformation
- Neighborhood Nodes
  - 2300 East Neighborhood Node
  - Wyoming Street Neighborhood Node
  - Stringham Avenue Neighborhood Node
  - Wilshire Drive Regional Node



## MOVING FORWARD

The Moving Forward section outlines initial steps for implementation of the design guidelines provided in the previous chapter. This chapter is formatted into location-based recommendations. These locations include:

- The corridor as a whole.
- Four neighborhood nodes.

## CORRIDOR RIGHT-OF-WAY TRANSFORMATION

To realize the vision to transform Parley's Way into a welcoming, safe and accessible gateway, the following projects are recommended for implementation. All of these projects can be implemented within the width of the existing right-of-way.

This list is divided into implementation priorities based on the project's importance in realizing the vision and goals. The projects are also prioritized based on a logical implementation phasing strategy. This means projects are intended to be built in a logical sequence, eventually achieving the final level of transformation.

### High Impact Projects

#### *Roadway Reconstruction*

Reconstruction of the road will have the greatest impact in implementing the vision for Parley's Way. This project may include curb and gutter replacement, resurfacing, lane reconfiguration and striping to allow for two travel lanes in each direction, a center turn lane and buffered bike lanes.



Example of a landscaped medians : a high impact project.

#### *Enhanced crosswalks*

Enhanced crosswalk at each of the node locations identified in this plan will greatly improve safety (and perception of safety) as well as connectivity.

#### *Landscaped Median*

In coordination with construction of enhanced crosswalks and roadway reconstruction, landscaped medians will improve safety for people walking and protecting left turn vehicle movements. It will also greatly enhance the identity of Parley's Way.

#### *Wayfinding and Gateway Signage*

Installation of unique wayfinding and gateway signage at key intersections will greatly enhance the identity and wayfinding opportunities.

### Medium Impact Projects

#### *New, Wider Sidewalks*

After roadway reconstruction occurs, installation of new wider sidewalks with pavers at key intersections with enhanced crosswalks will improve the identity and user experience along the corridor. Careful coordination will be required with the location of other sidewalk amenities.

#### *Street Furniture*

Installation of street furniture such as benches, bike racks, and trash receptacles will enhance the user experience.



Example of wider sidewalks: a medium impact project.



### *Pedestrian Lighting*

Replacing existing lighting with LED pedestrian lighting (meeting the specifications outlined in the Design Guidelines section) will create a safer and more pleasant experience for pedestrians.

### *Street Trees & Landscaping*

Consistent application of regionally appropriate trees and hardy, drought-tolerant plants in the park strip selected by Urban Forestry Division.

### *2300 East Intersection Transformation*

Transformation of the intersection at 2300 East will create a safe, identifiable gateway to the Parley's Way Corridor.

### *Zoning Review*

As the corridor vision begins to be implemented, review of zoning for the area northeast of Wilshire Drive should be undertaken to determine if the existing zoning is appropriate to achieve the regional development recommended at this site in the East Bench Master Plan.

### **Low Impact Projects**

#### *Enhanced Bus Stops*

Once higher levels of transit operations begin along Parley's Way, enhanced bus stops will enhance the user experience and likely increase ridership in this area. This project will require coordination with the Salt Lake City Transit Master Plan and the Utah Transit Authority. Space for enhanced bus stops should be reserved as the corridor develops so installation of the enhanced stops can occur prior to or in conjunction with the beginning of higher transit service.

#### *Buffered Bike Lane*

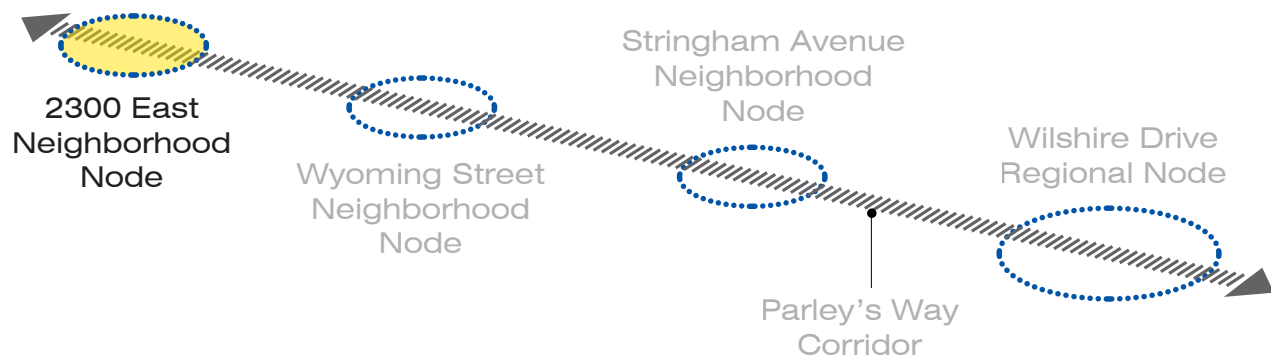
Installation of concrete curbs for creating buffered bike lanes may take place anytime after the roadway reconstruction. This provides an added measure of safety for cyclists.

### **NEIGHBORHOOD NODES**

The following diagram shows the four nodes and the Parley's Way Corridor that connects them. The four nodes are activity centers that primarily respond to the needs of the local neighborhoods. This activity is a function of geographic location of the node, access to the node and services offered at the node. Following are specific recommendations for each node.



This aerial image depicts four nodes the plan identifies along the Parley's Way Corridor.



The 2300 East Neighborhood Node's location relative to the corridor is shown in yellow.

### 2300 East Neighborhood Node

The Parley's Way/2300 East intersection is a major neighborhood gateway with both streets highly traveled. This intersection currently contains a variety of uses including grocery, pharmacy, fast food retail and single family homes.

#### *Safety*

Given the high auto traffic at this intersection, the ability to safely walk and bike to and through this intersection is important. A key way to improve walking safety is to shorten the crossing distance of the street by constructing refuge islands. Intersection treatments of bike boxes and intersection crossing markings will improve safety for cyclists. Due to the complicated nature of this intersection, three different levels of transformation are presented later in this section.

#### *Connectivity*

2300 East is the only node street that continues south of Parley's Way. Thus, connections across Parley's Way here are critical to achieve increased neighborhood connectivity.

Biking and walking connections will be inviting and highly visible. Materials for crosswalks will be bright and permanent such as colored asphalt or concrete or pavers. Bike lanes will be thermoplastic (a material that is melted onto asphalt) or a similar material that is more durable than paint. Bike lane intersection markings for safety also play an important role in connectivity. Cyclists currently using the bike lanes on 2300 east will now connect to bike lanes on Parley's Way to access businesses, residential neighborhoods and regional trail networks. Clearly directing cyclists through this intersection will increase use and thereby increase connectivity.

#### *Identity*

The monument at Parley's Plaza provides a powerful example of enhancing community identity. However, the monument is not highly visible. The vast expanse of asphalt at the Parley's Way/2300 East intersection overshadows the plaza. Evergreens surrounding the back of the plaza and berms on the front and sides limit views from the street into the plaza.

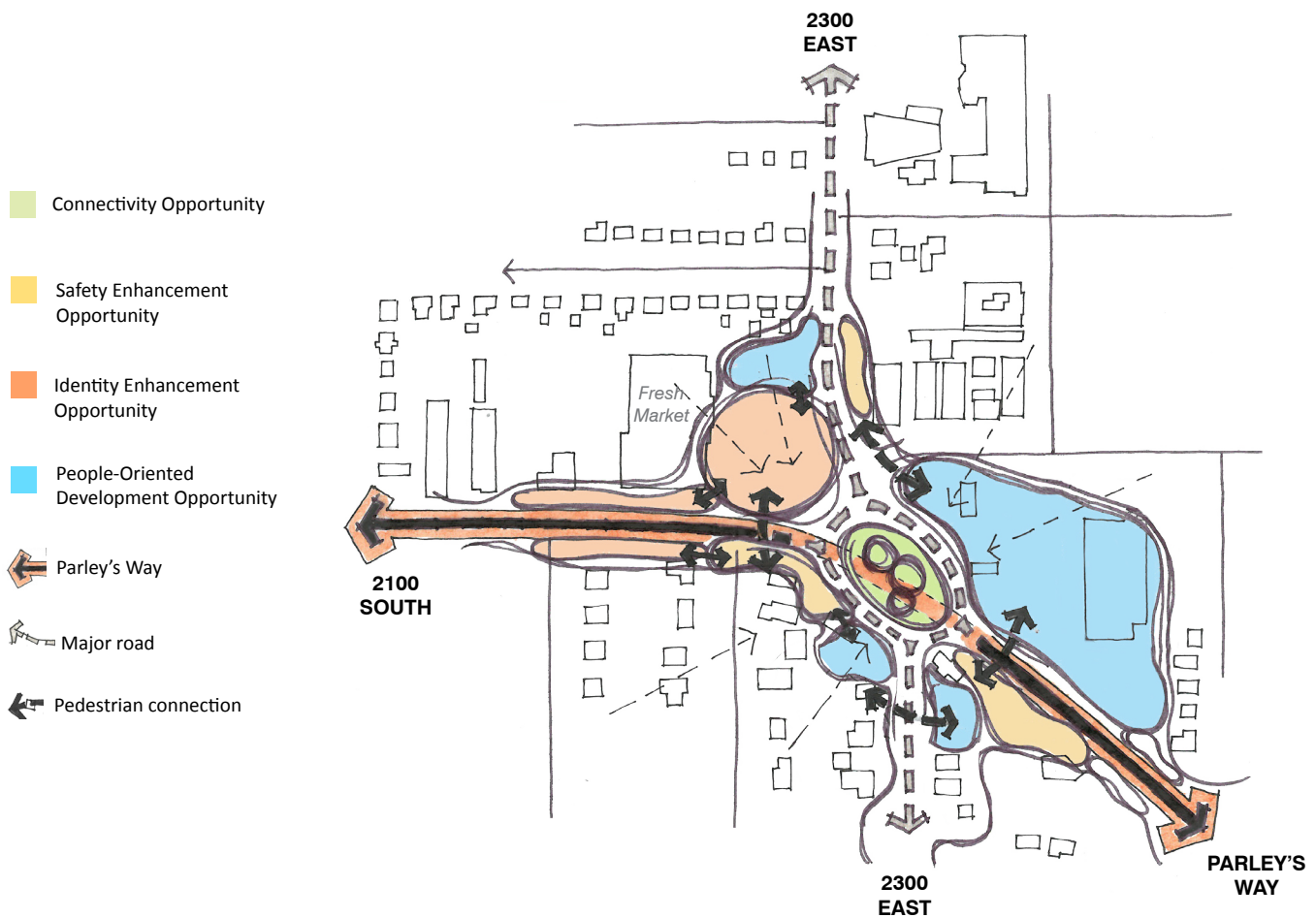


Refuge islands shorten the crossing distance



An example of a bike box and intersection markings





This diagram depicts the 2300 East Neighborhood Node

As a key element of the community identity, its visibility should be enhanced. Recommended intersection transformation options for this node include extending the curb to shorten crossing distances and to reduce the amount of wasted space in the intersection. Space reclaimed by the intersection reconfiguration provides an opportunity to extend Parley's Plaza where the monument could be moved and the plaza redesigned to increase visibility.

#### *People-Oriented Development*

Redevelopment of existing commercial properties should be placed closer to the street. In particular, buildings near the plaza should interact with the plaza. Wide sidewalks with street furnishings and buildings that respond to human-scale will create a more walkable neighborhood and make it easier for people to visit this node.



The monument at Parley's Plaza



Aerial view of the intersection of Parley's Way at 2300 East



Option A: Concept diagram of crosswalk treatments at 2300 East

### 2300 East Intersection Transformation Options

The following three intersection concept options for Parley's Way/2300 East were developed as potential approaches to enhance safety, improve traffic operations, and create an identifiable gateway into Salt Lake City. Each concept option represents a different level of transformation, identified as minimum, moderate, and complete.

The table below indicates the eight objectives against which each of the options have been analyzed and their score. The associated legend describes what the symbols mean. The purpose of this analysis is to identify if all options are feasible, and if so, which option is most preferable.

### Option A: Crosswalk Treatments - Minimum Transformation

Crosswalk treatments on Parley's Way at 2100 South and 2300 East will draw motorists attention to pedestrians crossing the street. At a minimum these treatments would consist of surface applied thermoplastic crosswalk markings but ideally would be stamped concrete or masonry pavers. Paint is not acceptable as a crosswalk marking because it does not have the desired impact or durability.

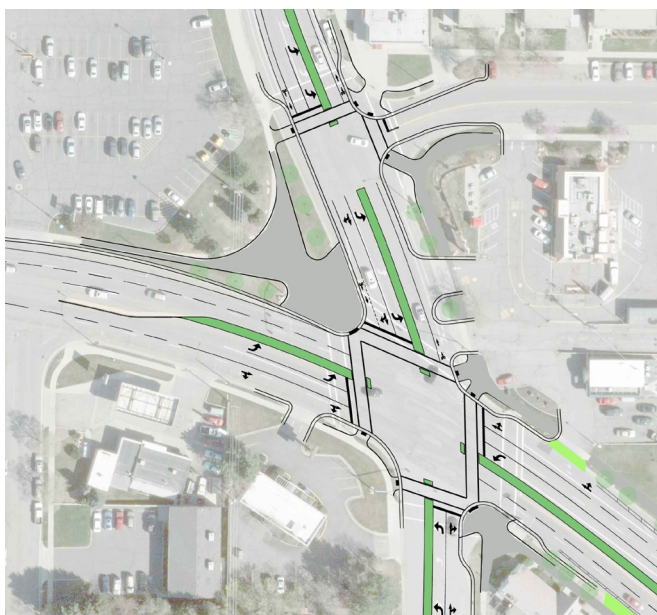
The crosswalk treatment would be part of implementing the streetscape design concept for the entire Parley's Way corridor and would also reinforce the urban design theme. Additionally in this transformation option, roadway striping would be re-painted for added visibility for motorists and pedestrians alike.

Proposed Improvement	Crosswalk Treatments	Curb Extensions or Bulb-outs	Roundabout
Objective 1: Reduce the Number of Crashes	○	●	○
Objective 2: Reduce Severity of Crashes	○	●	●
Objective 3: Maintain adequate traffic flow	●	●	●
Objective 4: Reduce Vehicle Speeds	○	●	●
Objective 5: Improve Walkability	●	●	○
Objective 6: Improve Bikeability	○	●	○
Objective 7: Create a Sense of Place	●	●	●
Objective 8: Build an improvement that is efficient, sustainable, feasible, and fiscally responsible.	●	●	○

Legend	
●	Proposed Improvement Fully Responds to Objective
●	Proposed Improvement Largely Responds to Objective
○	Proposed Improvement Partially Responds to Objective
○	Proposed Improvement Minimally Responds to Objective
○	Proposed Improvement Does Not Respond to Objective

Table comparing strengths and weaknesses of all three concept options for the intersection of Parley's Way and 2300 East





Option B: Concept diagram of curb extensions or bulb-outs at 2300 East

***Option B: Re-purposing and Right-sizing Travel Lanes - Moderate Transformation***

In this concept - which is the top recommendation - curb extensions, known as bulb-outs, would extend the sidewalk and narrow the roadway width. By decreasing the walking distance from curb-to-curb, the pedestrian crossing distance at 2300 East on Parley's Way is reduced. Refuge islands are also recommended at the center of the crossing distance to enhance pedestrian safety and comfort. An additional benefit of curb extensions is that sight lines between pedestrian and motorist are enhanced resulting in increased safety. Reducing the roadway width also allows the vehicle travel lanes to be "right-sized" (not too wide) which can help to reduce the speed of automobiles.

***Option C: Roundabout - Complete Transformation***



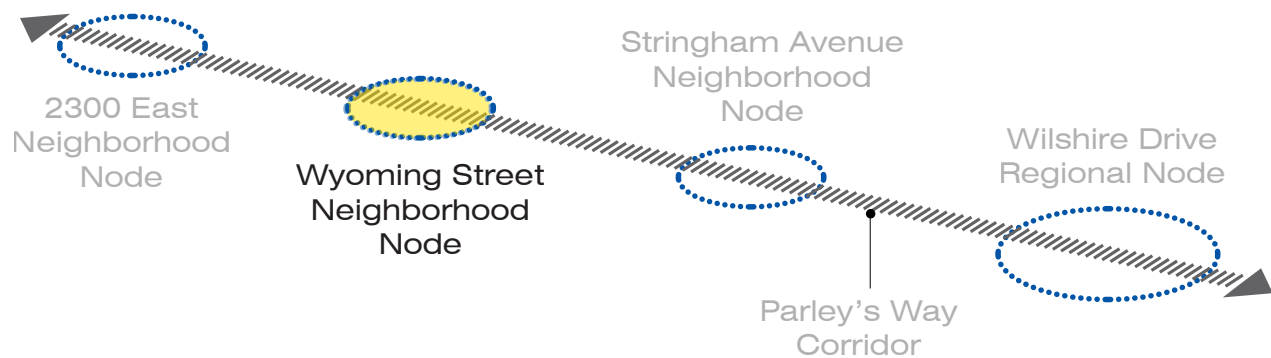
Option C: Concept diagram of a roundabout at 2300 East

Parley's Way and 2300 East intersection is reconfigured into a peanut-shaped roundabout (conceptual design only) with continuous traffic flows. The design of the roundabout facilitates motorists' travel at lower speeds. Crosswalks pulled back from the roundabout increase pedestrian visibility. Narrowed approaches result in a shortened crossing distance. The center of the roundabout could feature a streetscape design element or public art piece.

The roundabout has several strengths beyond reducing motorist speed and crash severity. It provides a powerful opportunity to enhance the identity and arrival to the corridor. While feasible, it does not maximize all the goals of the plan, such as improving walkability and bikeability. Thus, it is not the preferred recommendation.

**Summary**

All three potential options are feasible once funds are available for reconfiguration of this intersection. However, the moderate transformation option is the preferred recommendation because it maximizes benefits in all areas of consideration as well as integrating most effectively with the corridor right-of-way transformation recommendation. The moderate option was also highly favored by community members. Depending upon priorities and the resources available at the time of implementation, each of these scenarios could be appropriate. Thus, all three have been included in this plan.



The Wyoming Street Neighborhood Node's location relative to the corridor is shown in yellow.

### *Wyoming Street Neighborhood Node*

The intersection of Wyoming Street at Parley's Way is an interface between residential and commercial uses. While Wyoming Street does not connect across Parley's Way, it is the main access point to Parley's Way for a large portion of the neighborhood north of Parley's Way. King Street, one street to the west, is used by people from the neighborhood south of Parley's Way to access the businesses at the Wyoming Street node and points north.

### *Safety*

A middle school and two elementary schools are located within a half-mile north of this intersection which increases the concern for creating safe opportunities to cross the street. Installation of an enhanced crosswalk will allow residents of all ages to cross the street safely.

### *Connectivity*

New sidewalks and the installation of an enhanced crossing at Wyoming Street will enable increased active transportation use in the area. Not only will residents feel safer, but the upgraded sidewalk environment with new amenities will motivate them to look for opportunities to walk to the grocery store, the school or to visit a friend. These recommendations will empower and connect neighborhood residents in a new way.

It is recommended that the enhanced crossing with refuge median extend 200 feet west on Parley's Way to the King Street intersection. King Street connects through to the south side of Parley's Way while Wyoming Street does not. As Wyoming Street has more traffic, from a safety perspective, the enhanced crossing is adequate at that location. However, safety and connectivity are closely

related. Increasing connectivity is the purpose of extending the enhanced crosswalk to King Street.

### *Identity*

The identity of the community will be greatly enhanced by implementation of the urban design theme highlighting the rich history of the area. At Wyoming Street, unique signage, thematic landscaping and an interpretive monument will enhance the community identity.

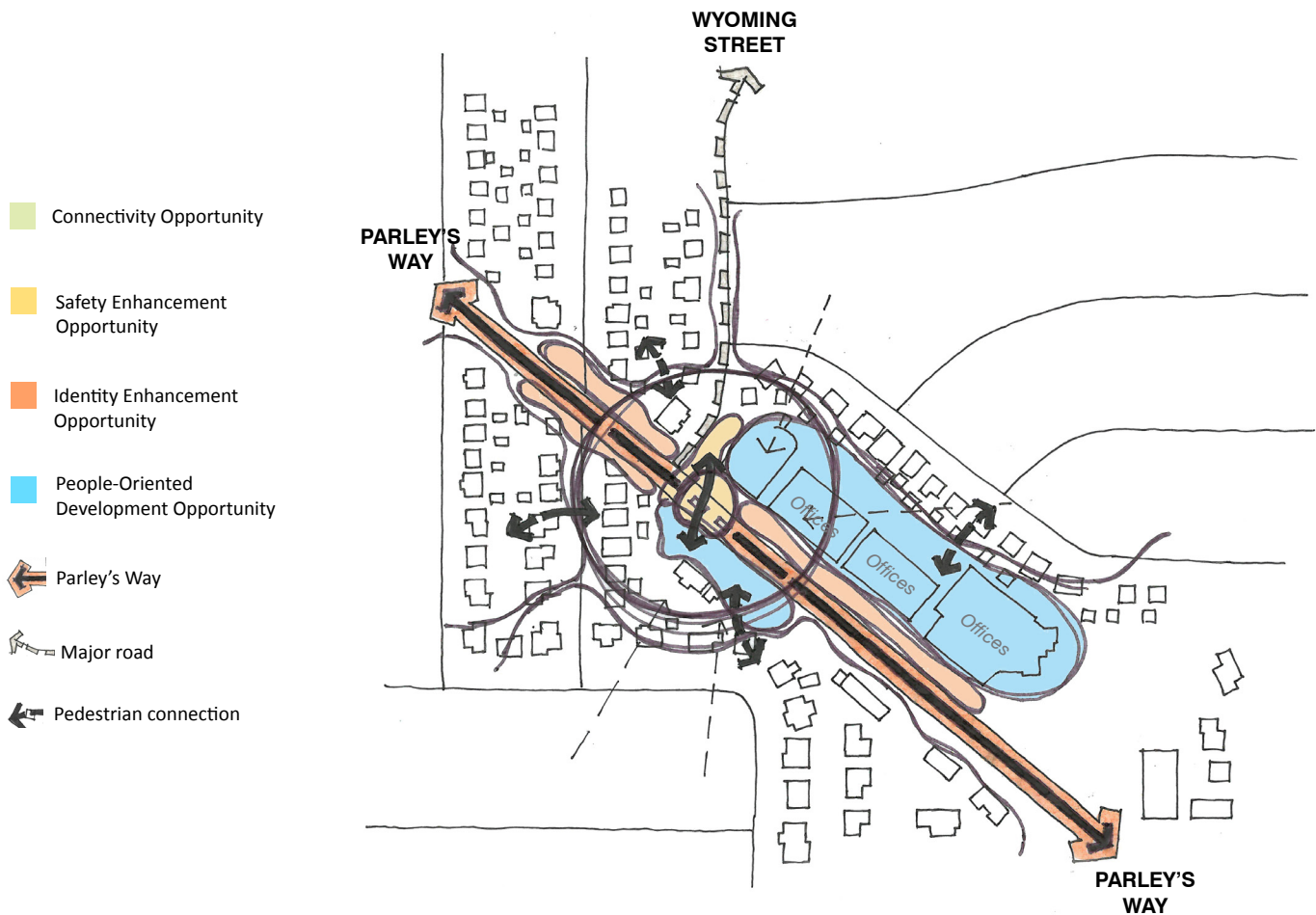
The monument recommended for Wyoming Street is a wagon wheel or similar element representative of the brief period of time this corridor was a part of the overland stage coach route.

Urban design elements of street signs, wayfinding signs, street lights, sidewalk and crosswalk materials, and a plant palette will be the same as at other nodes. These items provide a unified canvas for the corridor. Items unique to this node will be public art, street furnishings in a style and color exclusive to this node, and sidewalk and crosswalk colors specific to this node.

### *People-Oriented Development*

Opportunities for people-oriented development exist in the commercial areas at this node. As properties redevelop, consideration of meeting the needs of local residents should guide the design of new developments. This includes wider sidewalks with activities such as outdoor dining and buildings with entrances facing the street. With a safe, convenient crossing at this node people will be able to easily access businesses.





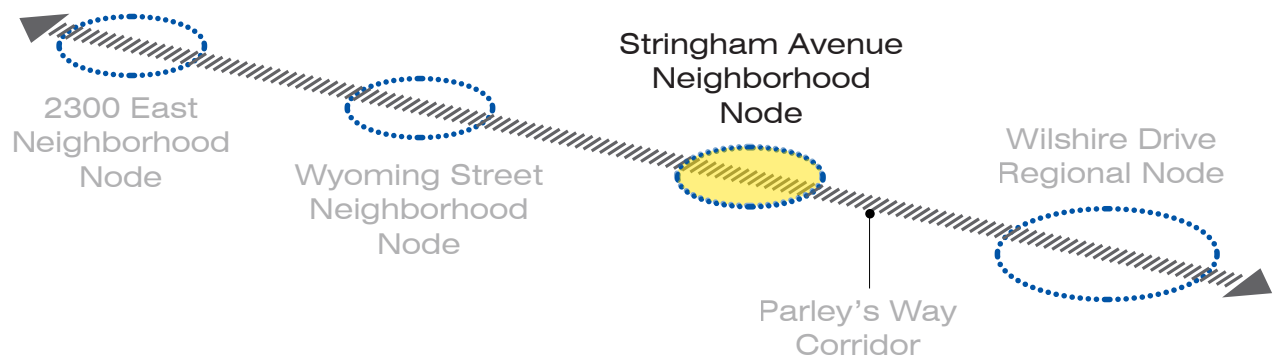
This diagram depicts the Wyoming Street Neighborhood Node



An example of people-oriented development, including upgrades to the sidewalk and human-scale buildings



Example of median landscaping enhancing a community



The Stringham Avenue Neighborhood Node's location relative to the corridor is shown in yellow.

### Stringham Avenue Neighborhood Node

While it doesn't continue across to the south, Stringham Avenue is an important node because it links Parley's Way to Foothill Drive and the neighborhoods north of Foothill Drive. The edges of these neighborhoods are within a half mile of the Parley's Way/Stringham Avenue node. This is notable as it provides understanding for broadening the concept of neighborhood walkability.

#### Safety

The existing crosswalk at Stringham Avenue provides a connection between the north and south sides of the street. However, the painted crosswalk is only on the east side of the intersection. Enhanced crosswalks on all three sides of the intersection will increase visibility and perceptions of safety at this location, encouraging walking in the neighborhood.

#### Connectivity

New bike lanes on Parley's Way will increase cycling activity along the corridor. To further maximize the utility of this new infrastructure, the bike lanes will connect to regional trail networks. Cyclists will be routed up Stringham Avenue to cross Foothill Drive at a signalized intersection. From here cyclists can access the Bonneville Shoreline trail on the east side of Foothill Drive. Providing signage for cyclists to make this connection is crucial so they do not miss the turn onto Stringham Avenue and keep heading down Parley's Way toward the interstate on-ramp.

#### Identity

A monument to the history of Parley's Way will be installed at this neighborhood node, focusing on the Lincoln Highway heritage of the road. This monument could be one sign or it could be a series of posts or markers along a portion

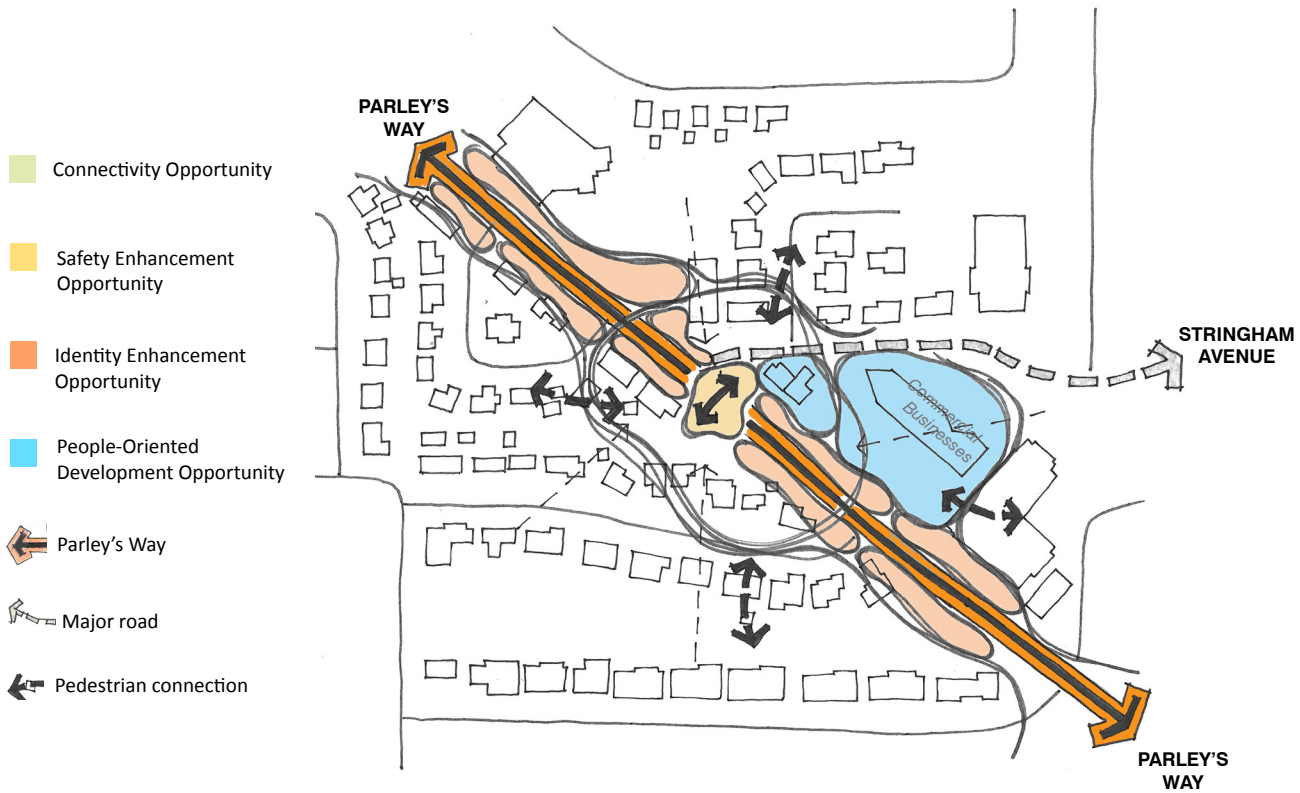


An example of a sign assisting cyclists in making connections to regional trail networks and a Lincoln Highway monument sign.



Enhanced crosswalks will provide safe connections across Parley's Way





This diagram depicts the Stringham Avenue Neighborhood Node

of the road near the node, similar to the guide posts set along Parley's Way in 1918. With the century mark rapidly approaching the anniversary of these guide posts, 100th anniversary commemorative markers could also be used.

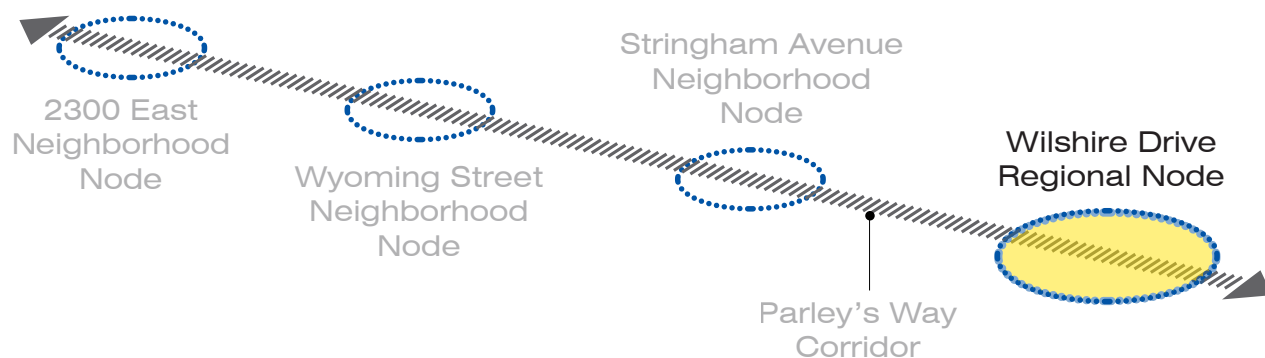
Like other nodes, this node will have consistent urban design elements--street signs, wayfinding signs, street lights, sidewalk and crosswalk materials and a plant palette--and its own unique set of street furnishings and colors to create an individual identity for the node.

#### *People-Oriented Development*

At this node, wide sidewalks of 8-12 feet are particularly important in creating a comfortable space for people to walk that is buffered from the street. Several opportunities exist for converting existing commercial properties into people-oriented development. Instead of large parking lots fronting the street, businesses should be placed at the street frontage like most other buildings along Parley's Way. This placement encourages walkability and further enhances the neighborhood.



An example of a Lincoln Highway monument sign (top) and people-oriented development (bottom).



The Wilshire Drive Regional Node's location relative to the corridor is shown in yellow.

### Wilshire Drive Regional Node

The intersection of Wilshire Drive and Parley's Way is significantly different than the other three nodes. While the others serve (or would serve) a local or neighborhood function, this node is at the intersection of several regional thoroughfares including Interstates 80 and 215. As such, this node will function as a regional activity center which also serves neighborhood needs.

The East Bench Master Plan describes the future land use for this node as follows: "The node is a magnet for commercial, office and multi-family developments that are designed to create an entryway to the City. Buildings are three to four stories in height and respect the views of the mountains and valley. Large tracts of land in the Regional Node provide safe and well-defined auto, bicycle and pedestrian circulation that connects to the adjacent street network."

### Safety

An enhanced crossing, with a hardscape change to pavers or stamped concrete is recommended to grab the attention of drivers, many of whom are coming off the interstate and



Example of high-visibility crosswalk



Example of people-oriented development

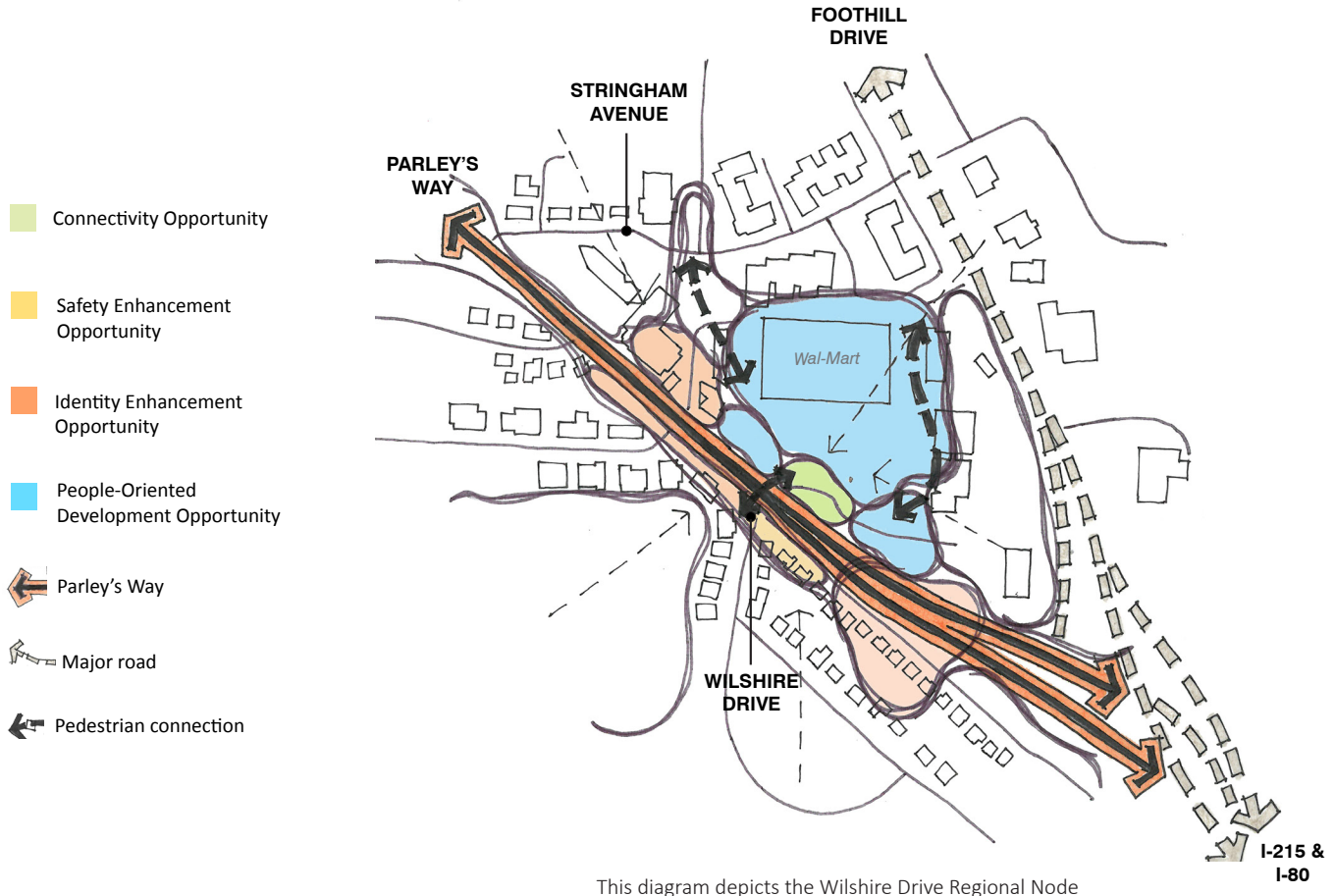
a higher speed of travel. This will provide pedestrians a higher level of comfort when crossing Parley's Way at this location.

### Connectivity

Wilshire Drive is the only outlet for a neighborhood of nearly 100 single family homes on the south side of Parley's Way. The only park along the corridor, Parley's Way Park, is also in this neighborhood and accessed via Wilshire Drive. On the north side of Parley's Way, Wilshire Drive immediately turns to the south and begins an uphill climb into the parking lot of a big box store.

These conditions make connections through this large wedge-shaped intersection of two major-thoroughfares a top priority when new development occurs at this node. Development that provides easy access for pedestrians and bicyclists in addition to automobile traffic, should be encouraged. If it becomes feasible as new development occurs, a new mid-block street connecting Wilshire Drive to Stringham Avenue, or the extension of Parley's Way, would be good options for improved connectivity.





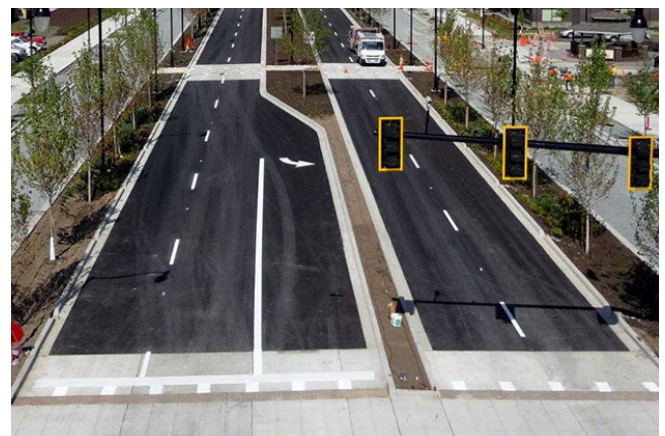
### Identity

As the gateway to the City, the intersection at Wilshire Drive must provide a powerful visual impression of the identity of Parley's Way. Once the right-of-way transformation is completed, the configuration and amenities of the street will provide a distinct contrast to the current situation. With unique gateway signage, upgraded amenities and space reserved for a future monument, this intersection will give a strong impression on visitors.

To avoid excess traffic in the adjacent residential neighborhood, new wayfinding signage will indicate that Wilshire Drive is not a through street. Signage directing people to the Parley's Way Park will be installed to make people aware of this amenity.

### People-Oriented Development

Connectivity and people-oriented development should be top priorities as opportunities for redevelopment arise. Neighborhood-oriented businesses should be targeted to complement the anchor businesses at this intersection.



Example of a street with enhanced crosswalks and a refuge median

Per the East Bench Master Plan "buildings and front yard landscaping should be oriented in a manner that creates an entrance into the East Bench. Development of larger tracts of land should include auto, pedestrian, and bicycle connections to the existing street network."

## SUMMARY

This plan presents solutions for Parley's Way that were developed in direct response to public comment. One example of this is the item of on-street parking. From a transportation engineering perspective, Parley's Way meets criteria for a "road diet" of converting the road from five lanes of traffic to three lanes (two in each direction with a center turn lane) and on-street parking. In the city planning world, on-street parking is considered an effective strategy to bring activity to the street and create a human scale walkable street.

However, reception to this idea at the open house and from the survey was lukewarm at best. And so this recommendation was not carried forward in the scenarios.

As the recommendations in this plan are implemented, it is important to keep in mind the public process that created it. The people behind the process -- those who live, work, and shop along Parley's way -- are the purpose of the plan.

The elements of street, sidewalks, buildings, and parking lots the plan addresses all work together to create Parley's Way. National bicycle and pedestrian expert Michael Ronkin mused that when we see someone walking towards us we don't think "here comes a pedestrian," we think "here comes a person." People. That is why this plan was created. This is summed up well in the words of one child who just wants to easily cross the street "on feet and on bikes" (see image of open house comment card below).

### PARLEY'S WAY CORRIDOR PLAN: OPEN HOUSE COMMENT CARD


**Name:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Tel:** \_\_\_\_\_

Please write your comments and suggestions in the space below:

Make it easier to cross the street on feet and on bikes



Thank You





## 06 APPENDIX

The following components, while too lengthy to include in the Parley's Way Corridor Plan document, may provide additional understanding of the final recommendations. The sections are as follows:

- Open House Feedback
- Online Survey Results
- Historical Sources
- Precedent Research



## PUBLIC OPEN HOUSE 1

On October 20th 2014, a public open house was held at an office along Parley's Way to hear the community's vision for its future. Images from the event and key findings are included in this appendix item for reference.

## KEY FINDINGS FROM OPEN HOUSE 1

Over 430 comments were received from 127 attendees at the first open house event. Some of the key findings include:

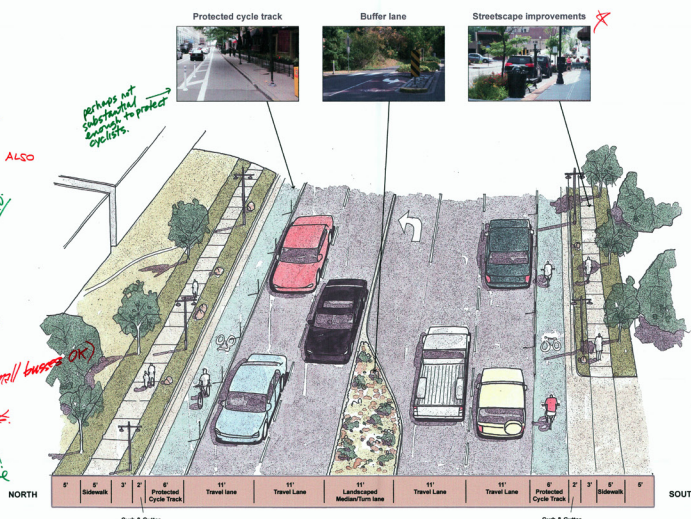
- The primary topics of comment included public transportation, landscaping & gateway features, pedestrian amenities and bicycle lanes.
- 99% were in favor of landscape & gateway features, as well as pedestrian amenities
- Over 50% of participants favored bike lanes along Parley's Way
- 77% were in favor of retaining 2 travel lanes in both directions, with a center turn lane
- Enhanced bus service operations and infrastructure were strongly preferred to fixed rail public transportation



## SECTION PERSPECTIVE WHAT IF?

Please share which elements you feel would be successful in this 'what if' concept of Parley's Way and why?

Lights Location ✓  
Ballards good - reflectors, caution, protect cycle's to  
No utility boxes on parkstrip (car aisle)  
Landscaping Buffers are good, but could be wider with to accommodate bicycles.  
**TREES IN MEDIAN WOULD BE NICE ALSO**  
Colored bike lanes ✓  
Two lanes of traffic are essential because of morning traffic  
I like the entire plan, esp the street lights!  
Need E-W Bus Intersection  
don't Parking - work out with Walmart or use open area E. of study area.  
Do not need Bike Lanes on Parley's Way  
Reserve space for bus stops (signal bus stop)  
like beautified sidewalk spaces  
Two travel lanes are adequate.  
Bury utilities ✓  
I love the elements in the picture!!!  
looks like you are entering an upscale community, which you are...  
Put electrical poles underground.



Please share which elements you feel would not be successful in this 'what if' concept of Parley's Way and why?

CHINA ST. CORNER - PARK (6') - almost no trees  
LANES ARE TOO WIDE (11') - DECREASE TO 10'  
✓ PARLEY'S TO 1 LANE PLEASE  
need suicide lane on parkway!  
trees in center that would block safety views in both direction  
Needs more traffic calming  
We don't need public transportation  
Prior the shared use bike/ped/parkway to dual bike lanes - very dangerous - even w/protected.  
If more/better commercial uses, may need parallel parking  
Needs Light Rail! (eventually connect to Foothill Love it w/... NO light rail line from U!  
Trees, trees, trees, SHADE  
Clear sidewalks of snow ice on S side  
- left turn only signals are needed at Parley's / Wilshire intersection.  
Add speed bumps around a bus stop to slow...  
or rumble strips  
Think about it - where will a bike go at the top of the street? Not a good idea  
Center island w/ trees at Walmart & 23rd E  
- one on each crosswalk  
No light rail - reduce speed - beautiful  
1 travel lane each direction - give street to bikes & peds, if feasible. (ADT table suggests it is feasible w/ 3 lanes).  
Need 2 lanes in each direction

## PARLEY'S WAY CORRIDOR PLAN Public Open House



## SURVEY RESULTS

A survey was posted on Salt Lake City's Open City Hall website since April 2015. During that time over 500 visitors have viewed the page resulting in 214 responses, many of whom did not attend the first open house. The intent of the survey was to gather public opinions about how this corridor is being used today and solicit responses regarding its configuration and new potential uses in the future.

## KEY SURVEY FINDINGS

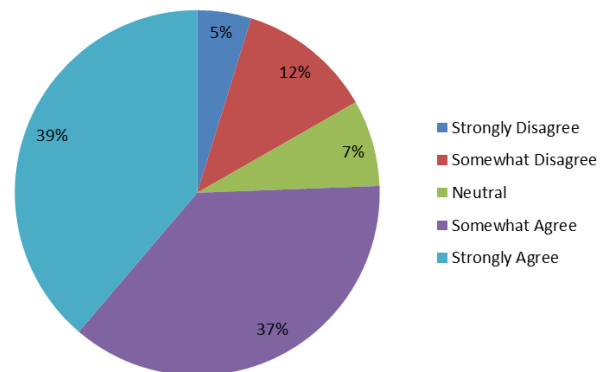
Overall, the survey results favored the draft vision for the corridor which includes adding bike lanes, new landscaping, enhanced crosswalks and pedestrian amenities such as wider sidewalks and lighting. Other key findings from the survey include:

- Most respondents currently use Parley's Way to access the freeway.
- A majority of respondents indicated they feel Parley's Way doesn't meet the needs for pedestrians and cyclists, but strongly agree it meets the needs for people driving.
- The survey also shows that a majority of respondents believe enhanced crosswalks, wider sidewalks, and protected bike lanes will "aid in the safe and efficient movement of people".
- Most respondents feel the appropriate building heights along Parley's Way should be 3 stories or less.

## SURVEY SUMMARY PAGES

The following pages represent the full survey results downloaded from the Open City Hall website.

Level of Agreement with Parley's Way Vision



## Open City Hall

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Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

[Introduction](#)

[Feedback](#)

[Your Response](#)

[Outcome](#)

## Parley's Way Corridor Plan Survey

*Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.*

All On Forum Responses sorted chronologically

As of January 12, 2016, 11:20 AM



*As with any public comment process, participation in Open City Hall is voluntary. The responses in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*



## Parley's Way Corridor Plan Survey

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As of January 12, 2016, 11:20 AM, this forum had:

Attendees: 590

On Forum Responses: 116

All Responses: 223

Hours of Public Comment: 11.2

This topic started on March 11, 2015, 2:46 PM.

This topic ended on September 21, 2015, 2:14 PM.

## Parley's Way Corridor Plan Survey


Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

### Responses





#### What is your zip code?

Answered 115  
 Skipped 1  
**84102 84103 84105 84106 84108 84109 84115**


#### Did you attend the Parley's Way open house on October 20, 2014?

		%	Count
Yes		17.4%	20
No		82.6%	95

#### Please identify your age in the following ranges:

		%	Count
19-29		8.7%	10
30-45		40.0%	46
46-60		33.9%	39
61+		17.4%	20

#### How involved do you consider yourself to be in Salt Lake City's land use and transportation planning efforts?







		%	Count
Very Involved		12.9%	15
Somewhat Involved		69.8%	81
Not at all Involved		17.2%	20



## Parley's Way Corridor Plan Survey






Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

**Which of the following statements best describes how you use Parley's Way? Please select all that apply.**



		%	Count
To access my neighborhood.		64.7%	75
To get to work.		25.0%	29
To access businesses, restaurants, school, church, etc.		65.5%	76
As a recreation corridor.		31.9%	37
I cross Parley's Way regularly to get to a destination.		53.4%	62
To access the freeway.		74.1%	86
I don't use Parley's Way, or I use it very rarely.		6.0%	7

**On a typical good weather day, how likely are you to use the following modes of transportation on or across Parley's Way? Please select one response per mode.**

### Walking or using a wheelchair




		%	Count
Very Likely		9.5%	11
Somewhat Likely		23.3%	27
Neutral		7.8%	9
Somewhat Unlikely		17.2%	20
Not at all Likely		42.2%	49

### Biking






		%	Count
Very Likely		11.2%	13
Somewhat Likely		29.3%	34

## Parley's Way Corridor Plan Survey





Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

		%	Count
Neutral		12.9%	15
Somewhat Unlikely		13.8%	16
Not at all Likely		32.8%	38

### Driving

		%	Count
Very Likely		68.1%	79
Somewhat Likely		23.3%	27
Neutral		4.3%	5
Somewhat Unlikely		3.4%	4
Not at all Likely		0.9%	1

### Taking the bus

		%	Count
Somewhat Likely		7.8%	9
Neutral		11.2%	13
Somewhat Unlikely		10.3%	12
Not at all Likely		70.7%	82

### If other modes of transportation are used, please list them.

Answered	5
Skipped	111





**buses**

**Please indicate the level to which you agree or disagree with the vision for Parley's Way.**



### Parley's Way Corridor Plan Survey

Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

		%	Count
Strongly Agree		45.7%	53
Somewhat Agree		31.9%	37
Neutral		4.3%	5
Somewhat Disagree		13.8%	16
Strongly Disagree		4.3%	5

#### Comments regarding the vision statement:





Answered 56

Skipped 60

21st access agree along area believe business businesses cars  
commercial do don efficient entertainment feel house housing  
into land like more needs neighborhood neighborhoods  
parley parleys people S safe see shopping street such  
sugar t traffic transportation use vision Way

#### The Parley's Way Corridor adequately meets the needs for:

##### Walking or using wheelchairs






		%	Count
Strongly Agree		10.3%	12
Somewhat Agree		23.3%	27
Neutral		14.7%	17
Somewhat Disagree		28.4%	33

## Parley's Way Corridor Plan Survey





Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

		%	Count
Strongly Disagree		23.3%	27






### Biking

		%	Count
Strongly Agree		12.1%	14
Somewhat Agree		14.7%	17
Neutral		17.2%	20
Somewhat Disagree		32.8%	38
Strongly Disagree		23.3%	27

### Driving

		%	Count
Strongly Agree		67.2%	78
Somewhat Agree		27.6%	32
Neutral		4.3%	5
Somewhat Disagree		0.9%	1

### Taking the bus

		%	Count
Strongly Agree		15.5%	18
Somewhat Agree		13.8%	16
Neutral		42.2%	49
Somewhat Disagree		10.3%	12
Strongly Disagree		18.1%	21








## Parley's Way Corridor Plan Survey






Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

### Wider sidewalks will:






#### Aid in the safe and efficient movement of people

		%	Count
Strongly Agree		47.4%	55
Somewhat Agree		24.1%	28
Neutral		12.9%	15
Somewhat Disagree		10.3%	12
Strongly Disagree		5.2%	6

### Connect neighborhoods

		%	Count
Strongly Agree		38.8%	45
Somewhat Agree		24.1%	28
Neutral		17.2%	20
Somewhat Disagree		10.3%	12
Strongly Disagree		9.5%	11

### Create a sense of place and identity


		%	Count
Strongly Agree		29.3%	34
Somewhat Agree		25.9%	30
Neutral		19.8%	23
Somewhat Disagree		8.6%	10
Strongly Disagree		16.4%	19

### Extending curbs into the roadway at crosswalks will:






## Parley's Way Corridor Plan Survey

Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.






### Aid in the safe and efficient movement of people

		%	Count
Strongly Agree		42.2%	49
Somewhat Agree		22.4%	26
Neutral		11.2%	13
Somewhat Disagree		8.6%	10
Strongly Disagree		15.5%	18

### Connect neighborhoods

		%	Count
Strongly Agree		26.7%	31
Somewhat Agree		25.0%	29
Neutral		13.8%	16
Somewhat Disagree		16.4%	19
Strongly Disagree		18.1%	21

### Create a sense of place and identity






		%	Count
Strongly Agree		27.6%	32
Somewhat Agree		14.7%	17
Neutral		23.3%	27
Somewhat Disagree		12.9%	15
Strongly Disagree		21.6%	25

### Enhanced crosswalks will:






#### Aid in the safe and efficient movement of people

## Parley's Way Corridor Plan Survey





Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

		%	Count
Strongly Agree		61.2%	71
Somewhat Agree		25.0%	29
Neutral		6.0%	7
Somewhat Disagree		4.3%	5
Strongly Disagree		3.4%	4

### Connect neighborhoods

		%	Count
Strongly Agree		43.1%	50
Somewhat Agree		23.3%	27
Neutral		19.8%	23
Somewhat Disagree		5.2%	6
Strongly Disagree		8.6%	10

### Create a sense of place and identity

		%	Count
Strongly Agree		29.3%	34
Somewhat Agree		18.1%	21
Neutral		32.8%	38
Somewhat Disagree		7.8%	9
Strongly Disagree		12.1%	14




**Providing amenities such as benches, bike racks, landscaping, etc. will:**

**Aid in the safe and efficient movement of people**








## Parley's Way Corridor Plan Survey





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		%	Count
Strongly Agree		25.9%	30
Somewhat Agree		35.3%	41
Neutral		18.1%	21
Somewhat Disagree		10.3%	12
Strongly Disagree		10.3%	12

### Connect neighborhoods

		%	Count
Strongly Agree		31.0%	36
Somewhat Agree		35.3%	41
Neutral		12.9%	15
Somewhat Disagree		10.3%	12
Strongly Disagree		10.3%	12

### Create a sense of place and identity






		%	Count
Strongly Agree		54.3%	63
Somewhat Agree		29.3%	34
Neutral		6.0%	7
Somewhat Disagree		5.2%	6
Strongly Disagree		5.2%	6

### A planted roadway median will:






Aid in the safe and efficient movement of people

## Parley's Way Corridor Plan Survey






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		%	Count
Strongly Agree		17.2%	20
Somewhat Agree		21.6%	25
Neutral		24.1%	28
Somewhat Disagree		13.8%	16
Strongly Disagree		23.3%	27

### Connect neighborhoods

		%	Count
Strongly Agree		12.9%	15
Somewhat Agree		20.7%	24
Neutral		30.2%	35
Somewhat Disagree		12.9%	15
Strongly Disagree		23.3%	27

### Create a sense of place and identity






		%	Count
Strongly Agree		37.9%	44
Somewhat Agree		29.3%	34
Neutral		12.9%	15
Somewhat Disagree		9.5%	11
Strongly Disagree		10.3%	12

### Protected bike lanes will:






**Aid in the safe and efficient movement of people**

### Parley's Way Corridor Plan Survey





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		%	Count
Strongly Agree		60.3%	70
Somewhat Agree		13.8%	16
Neutral		6.0%	7
Somewhat Disagree		5.2%	6
Strongly Disagree		14.7%	17

#### Connect neighborhoods

		%	Count
Strongly Agree		40.5%	47
Somewhat Agree		19.8%	23
Neutral		17.2%	20
Somewhat Disagree		6.9%	8
Strongly Disagree		15.5%	18

#### Create a sense of place and identity






		%	Count
Strongly Agree		28.4%	33
Somewhat Agree		19.0%	22
Neutral		23.3%	27
Somewhat Disagree		8.6%	10
Strongly Disagree		20.7%	24

**It is important to connect the neighborhoods and destinations on both sides of Parley's Way by making it easier to cross the street.**








### Parley's Way Corridor Plan Survey

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		%	Count
Strongly Agree		60.3%	70
Somewhat Agree		25.0%	29
Neutral		4.3%	5
Somewhat Disagree		6.0%	7
Strongly Disagree		4.3%	5

#### A portion of Parley's Way should be dedicated to on-street parking.

		%	Count
Strongly Agree		10.3%	12
Somewhat Agree		19.8%	23
Neutral		24.1%	28
Somewhat Disagree		19.8%	23
Strongly Disagree		25.9%	30

#### Parley's Way should provide more:






##### Shopping

		%	Count
Strongly Agree		19.0%	22
Somewhat Agree		34.5%	40
Neutral		14.7%	17
Somewhat Disagree		11.2%	13
Strongly Disagree		20.7%	24






##### Housing

## Parley's Way Corridor Plan Survey






Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

		%	Count
Strongly Agree		11.2%	13
Somewhat Agree		20.7%	24
Neutral		30.2%	35
Somewhat Disagree		12.1%	14
Strongly Disagree		25.9%	30

### Employment

		%	Count
Strongly Agree		12.1%	14
Somewhat Agree		29.3%	34
Neutral		31.0%	36
Somewhat Disagree		10.3%	12
Strongly Disagree		17.2%	20

### Entertainment




		%	Count
Strongly Agree		25.0%	29
Somewhat Agree		27.6%	32
Neutral		17.2%	20
Somewhat Disagree		10.3%	12
Strongly Disagree		19.8%	23

### None. It's fine the way it is.

		%	Count
Strongly Agree		24.1%	28
Somewhat Agree		13.8%	16

### Parley's Way Corridor Plan Survey






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		%	Count
Neutral		19.8%	23
Somewhat Disagree		20.7%	24
Strongly Disagree		21.6%	25

**What is the appropriate building height for commercial and apartment/condominium buildings along the Parley's Way Corridor?**

		%	Count
1-2 stories		31.9%	37
2-3 stories		40.5%	47
3-4 stories		21.6%	25
More than 4 stories		6.0%	7

**Buildings should be located close to the sidewalk (see the photo above as an example).**

		%	Count
Strongly Agree		24.1%	28
Somewhat Agree		25.9%	30
Neutral		17.2%	20
Somewhat Disagree		19.8%	23
Strongly Disagree		12.9%	15

**Please provide any additional comments regarding Parley's Way in the box below.**

Answered	67
Skipped	49



### Parley's Way Corridor Plan Survey

Salt Lake City is seeking your help in developing a plan for the Parley's Way Corridor. Please take a few moments to answer our survey.

all area bike businesses do **don** downtown east **feel** foothill  
from into just lane **lanes** like make **more** need needs  
**neighborhood** neighborhoods one **parking parley** parleys people  
please pollution **protected S** see side street **sugarhouse t** they traffic  
was **way**

## HISTORICAL SOURCES

## Road Improvement Act of 1852

A copy of the "Act for the Improvement of Big Canyon Creek Road." Referred to in the Introduction, this act was approved by the Utah Territorial Legislature in 1852 to make improvements to the road through Parley's Canyon so that it could be passable.

### AN ACT FOR THE IMPROVEMENT OF BIG KANYON CREEK ROAD.

**SEC. 1.** *Be it enacted by the Governor and Legislative Assembly of the Territory of Utah,* That the Territorial road commissioner be, and is hereby authorized and required to locate a road from some convenient point on the east line of Great Salt Lake City, thence easterly up the Big Canyon Creek, thence over the second mountain, twenty miles east of Great Salt Lake City, and extending to the farther end of East Canyon.

Road commissioner to locate road.

Commissioner let contracts.

**SEC. 2.** That said commissioner be, and is hereby authorized and required to grant contracts to individuals, or companies, who shall be the lowest responsible bidders in said contracts, for the improvement of said road.

**SEC. 3.** That the said commissioner be, and is hereby authorized, and required to grant to the improvers of said road the privilege of erecting one toll gate for the purpose of collecting funds from all persons passing and repassing, to remunerate the improvers of said road, until they shall have collected one hundred per cent on all their expenditures which have been appropriated to said roads.

Toll gate.

**SEC. 4.** That the rates of toll over said road shall be as follows, viz:

Rates of toll.

For every load of wood, timber, coal, rock, or lime, drawn by two animals	\$0,25
For every such load drawn by four or more animals,	0;37½

#### FOR THE TRAVELING COMMUNITY.

For every wagon or carriage drawn by two animals, each	1,00
For every additional pair of animals to such wagon or carriage,	50
Loose animals, (excepting sheep and hogs,) each,	10

**SEC. 5.** Said road shall be made and kept in repair to the acceptance of the Territorial road commissioner.

Approved Feb. 16, 1852.





**CORRIDOR NAME: 28TH STREET/HIGHWAY 36****Location:** Boulder, CO**Speed Limit:** 60 / 35**Typical ROW Width:** 130'**Project description:**

The Denver-Boulder Turnpike is a segment of US Route 36, which is a major east-west route from Rocky Mountain National Park to the state of Ohio. It enters Boulder from the north and south as the city's primary gateway and becomes 28th Street, a 4 lane thoroughfare serving the city's primary commercial corridor. It provides access to some of Boulder's key destinations including the University of Colorado-Boulder Main Campus, 29th Street Retail District and the Pearl Street Mall, while also affording views to the same, and the surrounding mountains including the Flatirons.

As the primary gateway for employees, visitors, residents and students, 28th Street offers the city's first impression. As such, in 2011 the City of Boulder began the 28th Street

Improvements project to transform the corridor into "multimodal corridor with unique transportation, safety, aesthetic and economic enhancements."

Some of the project's goals are:

- create a smart and appealing gateway
- improve multimodal transportation options with a complete streets approach
- expand travel options
- feature public art
- provide water-wise landscaping
- enhance regional connections
- encourage economic vitality

*Image credits - City of Boulder Transportation Division and Google Maps.*



This birds eye view of Boulder, with 28th Street highlighted in orange provides a regional perspective of the importance of the street as a gateway and major thoroughfare. Flatiron Mountains form the scenic backdrop. Image credit *intagent.com*.





Bus pullouts allow for efficient traffic flow, shared lane with bicyclists, convenient loading and safe pedestrian crossings



Raised medians divide lanes of travel and are planted with water-wise native and adaptive plantings



Public art enhances the urban design theme



Amenities such as bicycle racks and pedestrian canopies encourage use of active and public transportation



Consistent application of urban design elements including lighting, landscaping, paving, signage and other equipment creates an identifiable design theme and enhances views to surrounding mountains scenery



## CORRIDOR NAME: OCEAN PARK BOULEVARD

**Location:** Santa Monica, CA

**Speed Limit:** 35

**Typical ROW Width:** 75', 90'

### Project description:

The Ocean Park Boulevard project demonstrates how streetscape improvements can reconnect a neighborhood divided by a major auto-oriented street to become a sustainable, complete street. Narrow sidewalks, no dedicated bike lanes, few crosswalks and very little landscaping typified Ocean Park Boulevard in spite of its relative location and potential as a major community gateway and thoroughfare to Santa Monica beaches for outdoor recreation. The City of Santa Monica wanted to improve this gateway corridor for local residents and visitors alike, by creating a multimodal corridor with a thoughtful urban design theme which celebrates the community's beautiful scenery.

Teamwork between the City and community included dozens of community meetings, focus groups and individual stakeholder sessions in order to incorporate preferences for community aesthetics and cultural values with street design that calms traffic, provides increased safety for pedestrians

and bicyclists, and increases the street's environmental performance.

Some of the key features of the people and environmentally friendly project include:

- wide, pedestrian and stroller friendly sidewalks
- new high visibility bike lanes and bike racks
- enhanced crosswalks with HAWK beacon signals
- public art with a local culture theme
- amenities such as benches, pedestrian street lighting, trash and recycling bins
- street trees in new raised medians
- parkway landscaping designed to improve storm water runoff

*Image credits - California Department of Transportation, City of Santa Monica and [www.conteches.com](http://www.conteches.com)*



This birds eye view of the boulevard shows how the corridor acts as a multimodal community gateway for residents and visitors alike who pass through here to visit the beaches to recreate





Consistent application of urban design elements including lighting, landscaping, paving, signage and other equipment creates an identifiable urban design theme



Sidewalk plantings are designed to improve storm water runoff and to create a desirable pedestrian experience



Public art which celebrates local cultures enhances the urban design theme



New crosswalks and refuge islands encourage pedestrians connectivity between neighborhoods



The road which was previously auto-oriented has now transformed into a gateway corridor accommodating pedestrians and cyclists and creating a community identity and sense of arrival



## CORRIDOR NAME: INDIANAPOLIS CULTURAL TRAIL

**Location:** Indianapolis, IN

**Speed Limit:** 40/30

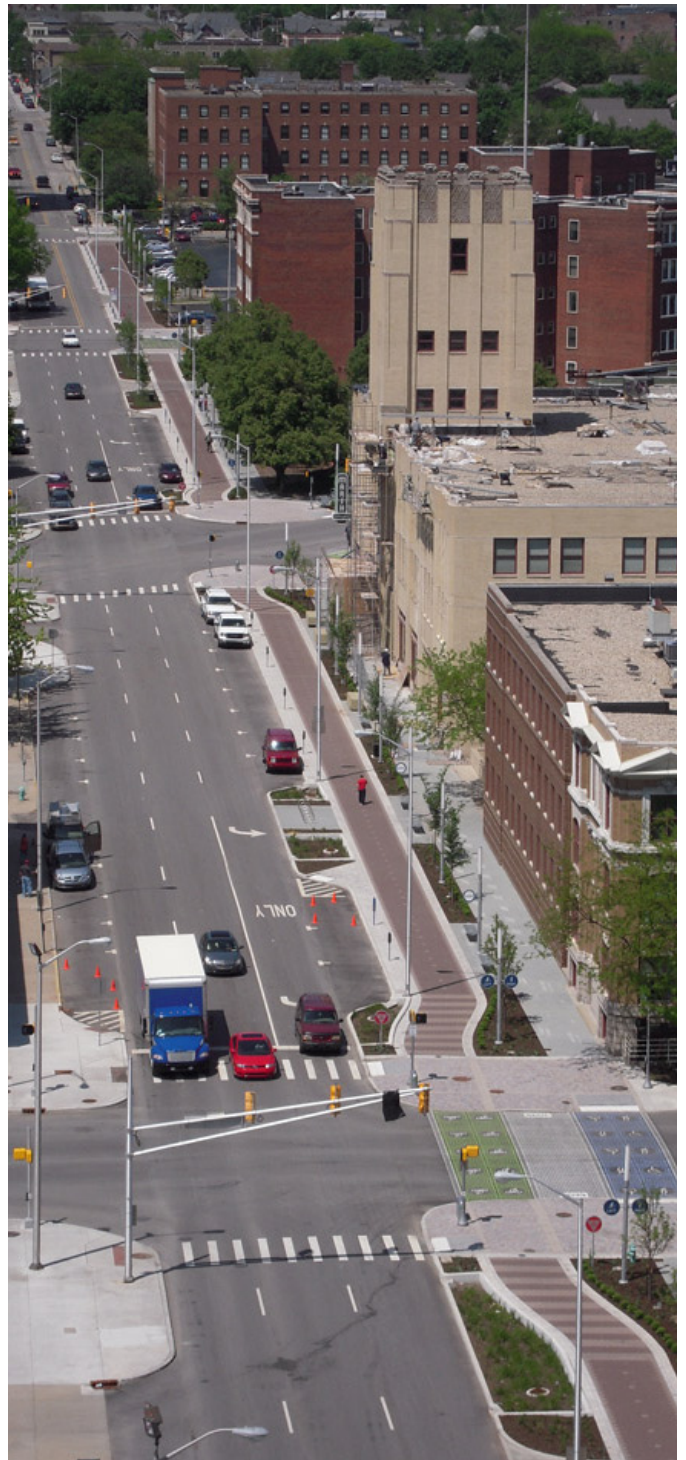
**Typical ROW Width:** Varies

### Project description:

The Indianapolis Cultural Trail is an 8-mile urban bike and pedestrian path in downtown Indianapolis. The Indianapolis Cultural Trail seamlessly connects neighborhoods, cultural districts and entertainment amenities while serving as the downtown hub for central Indiana's vast greenway system. Its bold vision statement is, "The Indianapolis Cultural Trail is recognized around the world for enriching the lives of Indianapolis residents and visitors by providing a beautiful connection to each other, culture, art and healthy living."

- The Cultural Trail connects multiple city gateways and thoroughfares, providing multimodal access to multiple cultural districts throughout Indianapolis. Some of the key improvements include:
- public art which enhances the cultural and historic theme and highlights key gateways
- landscaping improvements enhance the urban design theme and improve storm water runoff
- signage and wayfinding which connects multiple cultural districts via the Cultural Trail
- consistent application of unique urban design elements which creates a powerful identity for the trail system
- interacts seamlessly with roads, parks and public transit systems to connect neighborhoods, districts and trail systems
- urban design elements such as street furniture, pedestrian lighting, public art and landscaping create a high quality streetscape which provides a safe and enjoyable experience for pedestrians and cyclists
- streetscape improvements have catalyzed economic growth of supportive land uses adjacent to the Cultural Trail system

*Images credit - City of Indianapolis, Indianapolis Visitors Bureau, Central Indiana Community Foundation and Global Site Plans.*



This birds eye view of one section of the Indianapolis Cultural Trail shows its varied context as well as its easily identifiable urban design theme. This is important because this trail network is used heavily by residents and visitors. *Image credit globalsiteplans.com.*





Public art enhances the urban design theme and offers a historic and cultural perspective of the corridor



High visibility crosswalks create safe passage for pedestrians and enhance the identity of the Cultural Trail



Consistent signage, paving and landscaping create an easily recognizable corridor connecting several districts



Unique urban design elements create intuitive and safe conditions for bicyclists and pedestrians



Consistent application of urban design elements including lighting, landscaping, paving, signage and other equipment creates an identifiable design theme and enhances the identity of the Cultural Trail





