

WELCOME!

We want to tell you about and listen to your input about the 900 South Reconstruction Project and May's "pop-up" intersections at 900 South & 1100 East. Visit the stations:

- 1 9-LINE TRAIL EXTENSION STUDY
- 2 900 SOUTH RECONSTRUCTION – MOVED TO 2019!
- 3 “POP-UP” INTERSECTION DESIGNS
- 4 9-LINE TRAIL – ROUTE & DESIGN, “BLACK DIAMOND”
- 5 COMMENTS, SCHEDULE, & STAYING INFORMED



9-LINE TRAIL EXTENSION STUDY

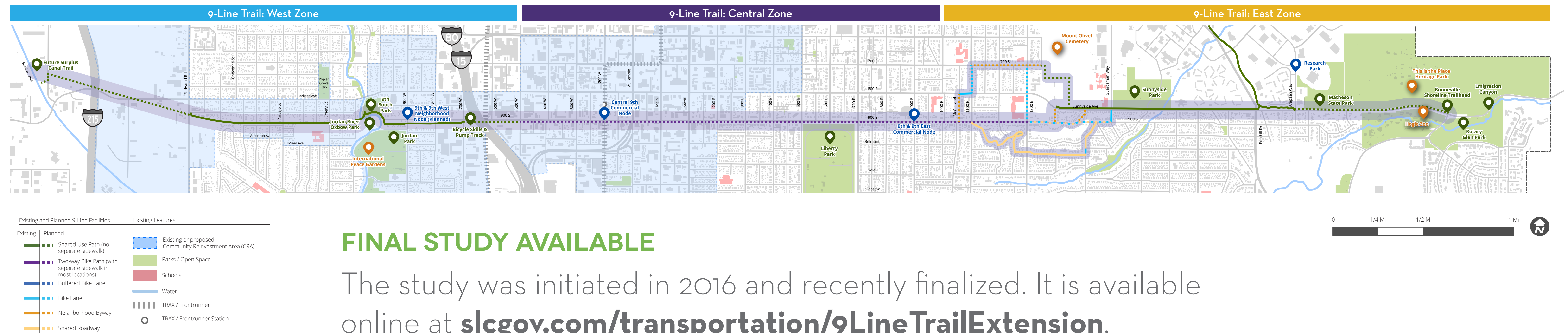
The 9-Line Trail Extension Study connects distinct neighborhoods, environments, and contexts throughout its extent from the Surplus Canal to the Bonneville Shoreline Trail. The corridor can generally be divided into three zones:

West Zone: Surplus Canal to 500 West, comprising existing 9-Line Trail and two planned extensions on the east and west

Central Zone: 500 West to Sunnyside Avenue, passing by Liberty Park and a number of established neighborhoods

East Zone: Existing Sunnyside Avenue Path to Bonneville Shoreline Trail and the mouth of Emigration Canyon

STUDY AREA MAP & RECOMMENDATIONS



FINAL STUDY AVAILABLE

The study was initiated in 2016 and recently finalized. It is available online at slcgov.com/transportation/9LineTrailExtension.



**9-LINE TRAIL EXTENSION STUDY &
900 SOUTH RECONSTRUCTION PROJECT**



9-LINE TRAIL EXTENSION STUDY

9-Line Vision

The 9-Line Corridor will be an attractive, safe, and inclusive walking and bicycling connection between east and west Salt Lake City, linking neighborhoods, business districts, and cultural destinations.

9-Line Goals

Improve conditions for walking, bicycling and access to transit for all ages and abilities

Expand open space and recreational opportunities

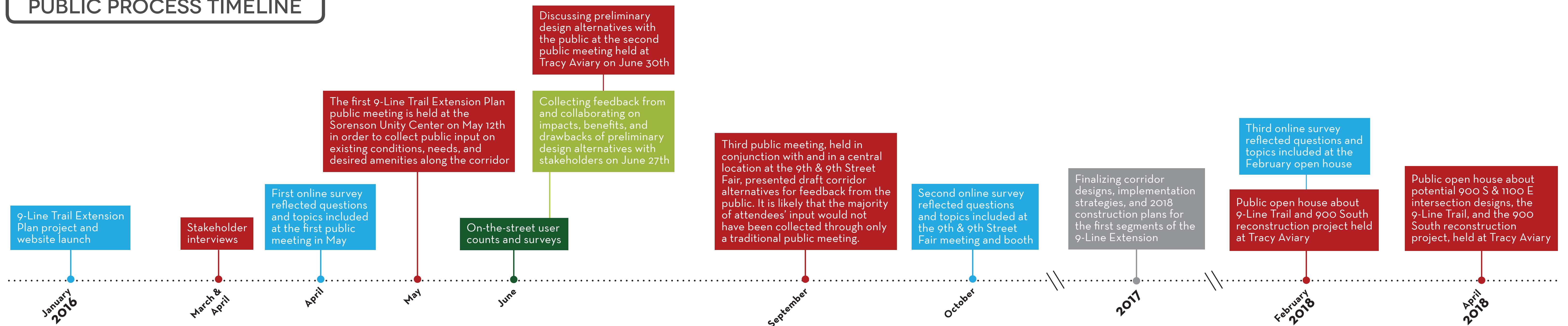
Support economic development and local businesses

Connect destinations and neighborhoods across Salt Lake City

Establish and strengthen neighborhood identity

Create a sustainable corridor in terms of both maintenance and environmental benefits

PUBLIC PROCESS TIMELINE



EXAMPLE OF A SIMILAR TRAIL DESIGN:



Revitalizing Downtown Indianapolis

The Indianapolis Cultural Trail was originally conceived as a way to connect and catalyze the City of Indianapolis's six downtown cultural districts. The Cultural Trail consists of combination of an 8-mile network of shared use paths and two-way protected bike lanes surrounding Downtown Indianapolis including hard and softscape streetscape improvements, public art, lighting, wayfinding, and low impact design stormwater treatments. Thanks in part to the success of the project, Indianapolis subsequently developed a bike share system with the majority of stations located along the Cultural Trail.

THE INDIANAPOLIS CULTURAL TRAIL



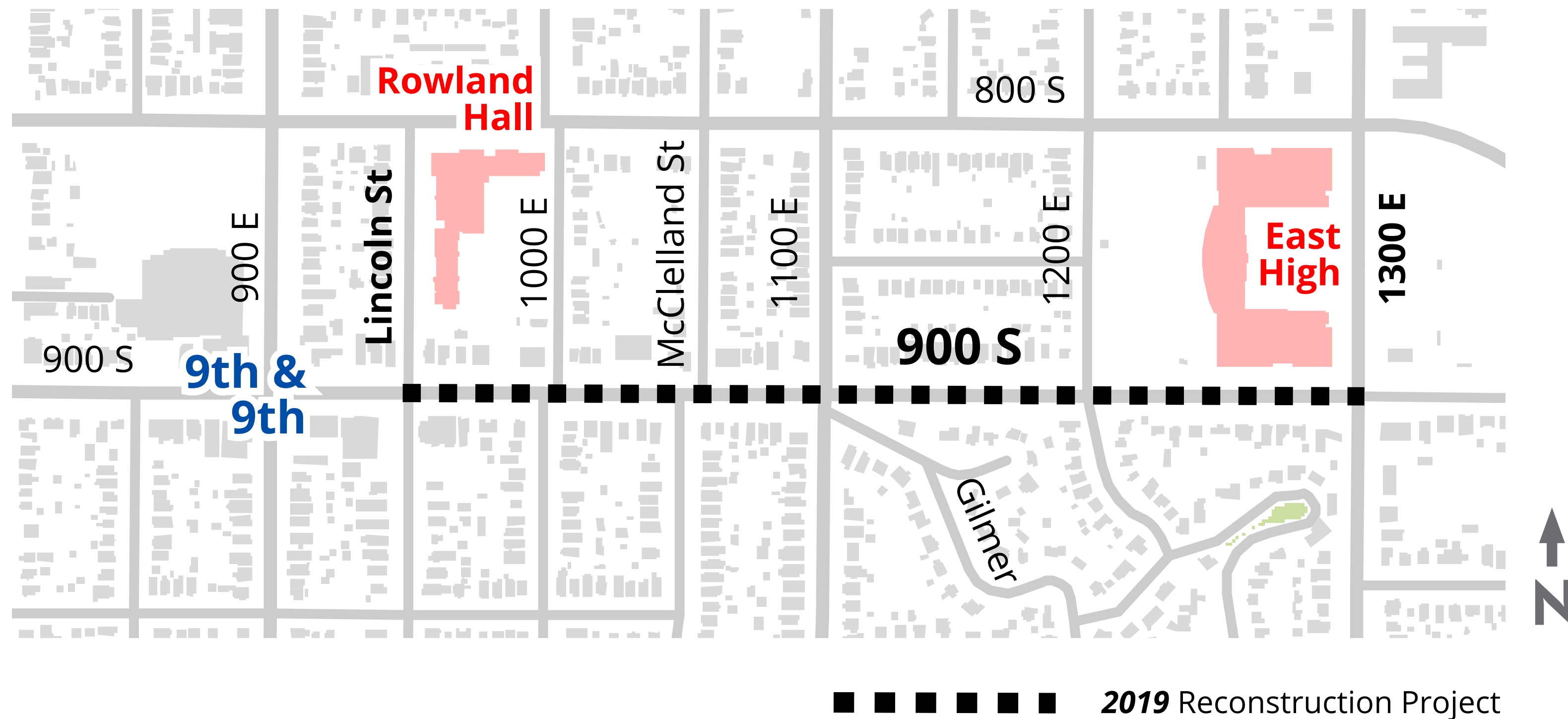
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900 SOUTH RECONSTRUCTION

LINCOLN STREET TO 1300 EAST

MOVED TO 2019!

PROJECT MAP



SCHEDULE

Approx. 6 mo., construction likely **beginning Spring 2019**

STAY INFORMED

Sign up for email updates by sending a request to 900South@slcgov.com



WHAT IS BEING DONE?

1. Removing asphalt, performing minor work on utilities
2. Replacing road base, curb, gutter, driveway aprons
3. Relocating curbs on south side to make space for a trail and landscaping
4. Redesigning 900 S/1100 E/Gilmer Dr intersection
5. Adding conduit for future lighting improvements
6. Repaving street with concrete
7. Possible bus stop enhancements

HOW WILL CONSTRUCTION IMPACT THE AREA IN 2019?

- One lane open in each direction on 900 South during construction
- Driveway closures to be coordinated by construction manager with each property owner
- Parking restricted in some phases of construction

**9-LINE TRAIL EXTENSION STUDY &
900 SOUTH RECONSTRUCTION PROJECT**



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“POP-UP” INTERSECTION DESIGNS 900 S / 1100 E / GILMER DR (MAY 2018)

WHAT WE HEARD BEFORE TODAY

Since February’s open house, the City has heard the community’s desire to try out several different design options at this intersection.

WHAT & WHY?

A “pop-up” is a temporary and short-term street design trial.

It uses materials like cones, plants, paint, and art, and helps the City and neighbors to:

- Visualize safer streets
- Collaborate in the design process
- Try designs in low-cost, low-consequence environments

WHEN?

Several City divisions and the community will do **up to two “pop-ups”** at the 900 South / 1100 East / Gilmer Drive intersection from **May 16th to May 30th.**

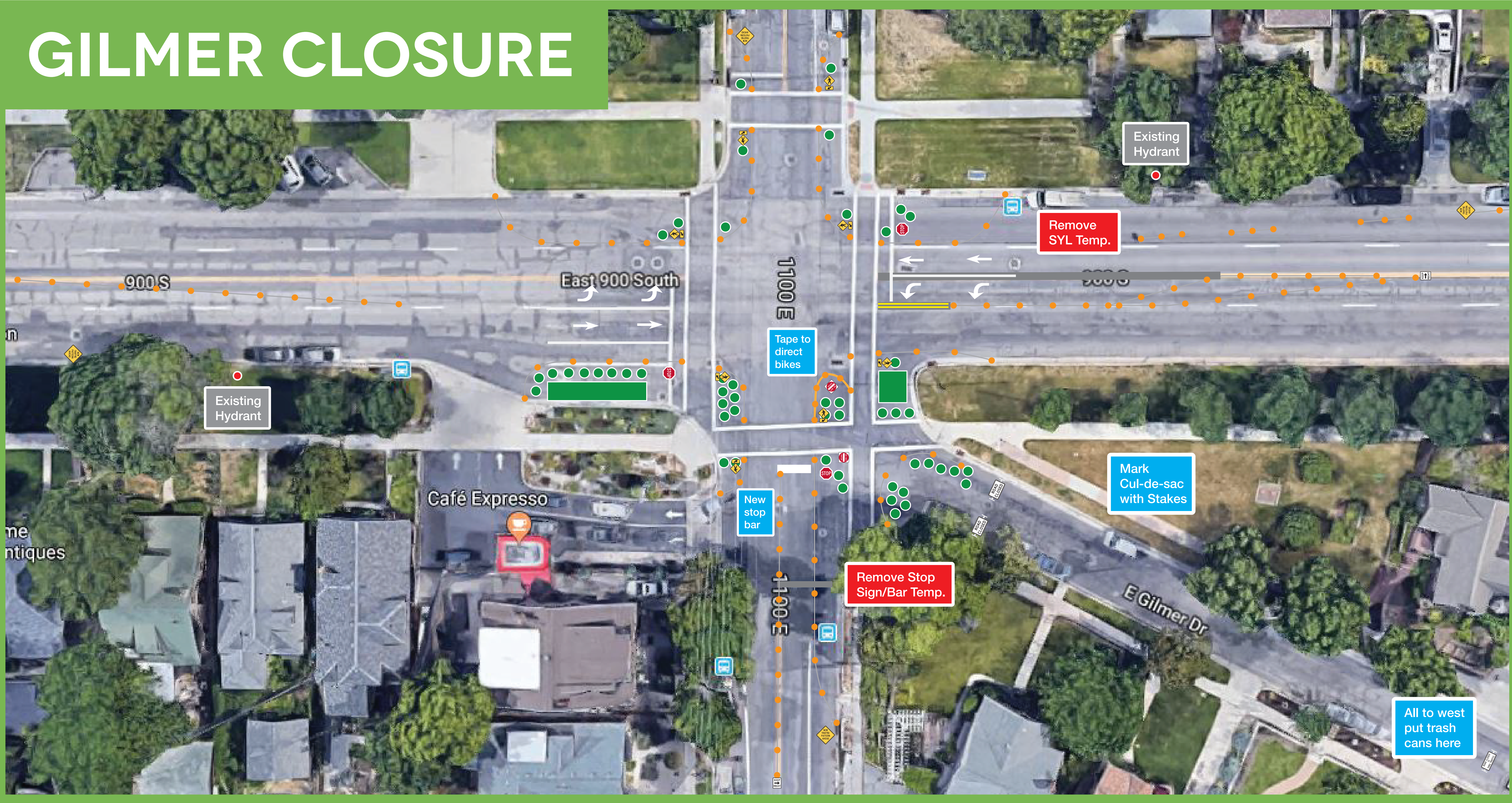
EXAMPLE MATERIALS



“POP-UP” OPTION 1

Opportunities: Most comfortable for people walking, bicycling; quietest Gilmer Drive option; preferred second by Fire Dept

Challenges: Need to further test allowing access to emergency response, sanitation, delivery vehicles; snow storage



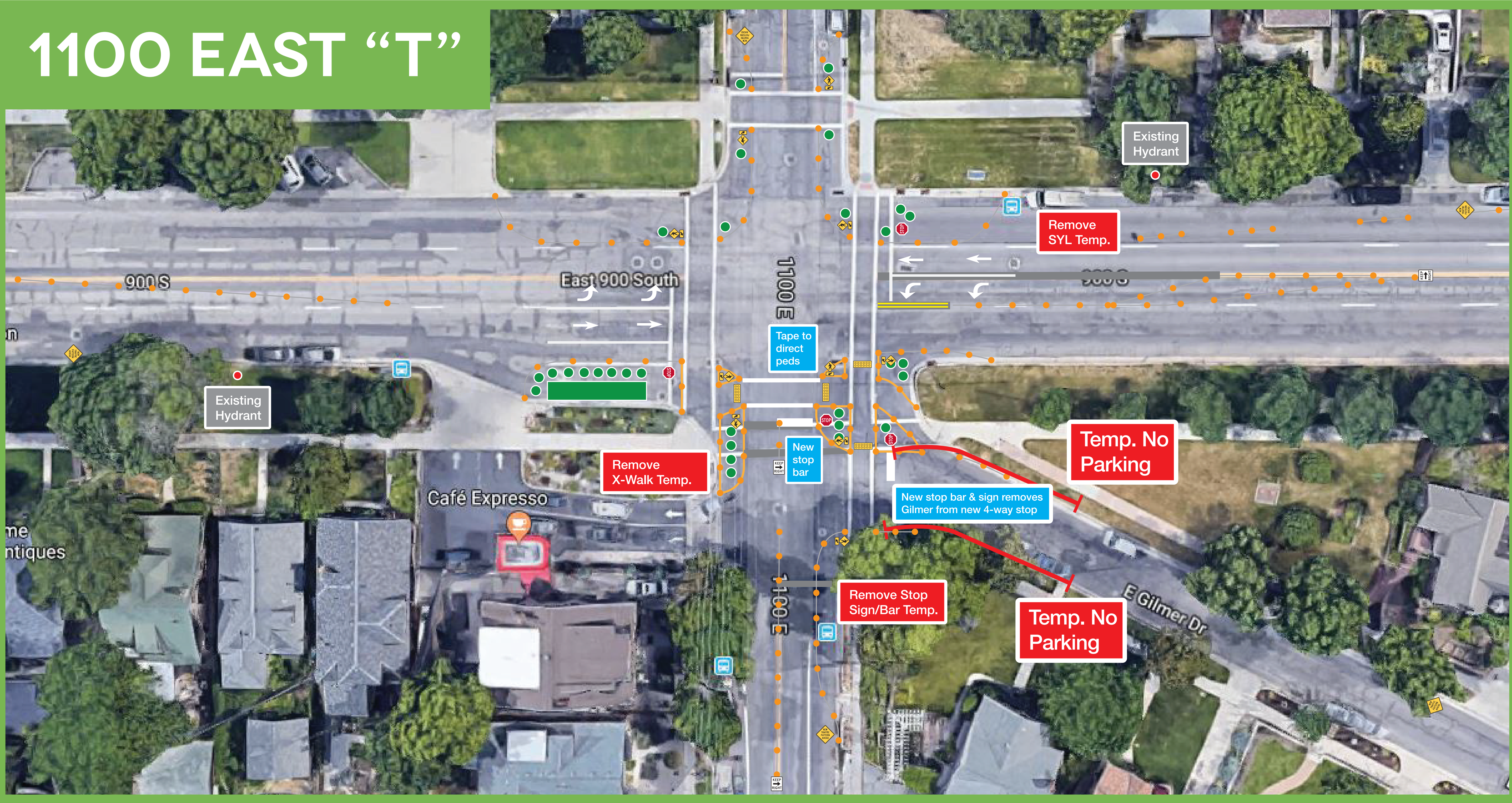
CHOOSE UP TO TWO
“POP-UP” OPTIONS

= 1st choice
= 2nd choice

“POP-UP” OPTION 2

Opportunities: An improvement for people walking; least amount of change; few conflict points

Challenges: Turns onto/off of Gilmer Drive likely too tight for large vehicles, particularly emergency; least amount of change



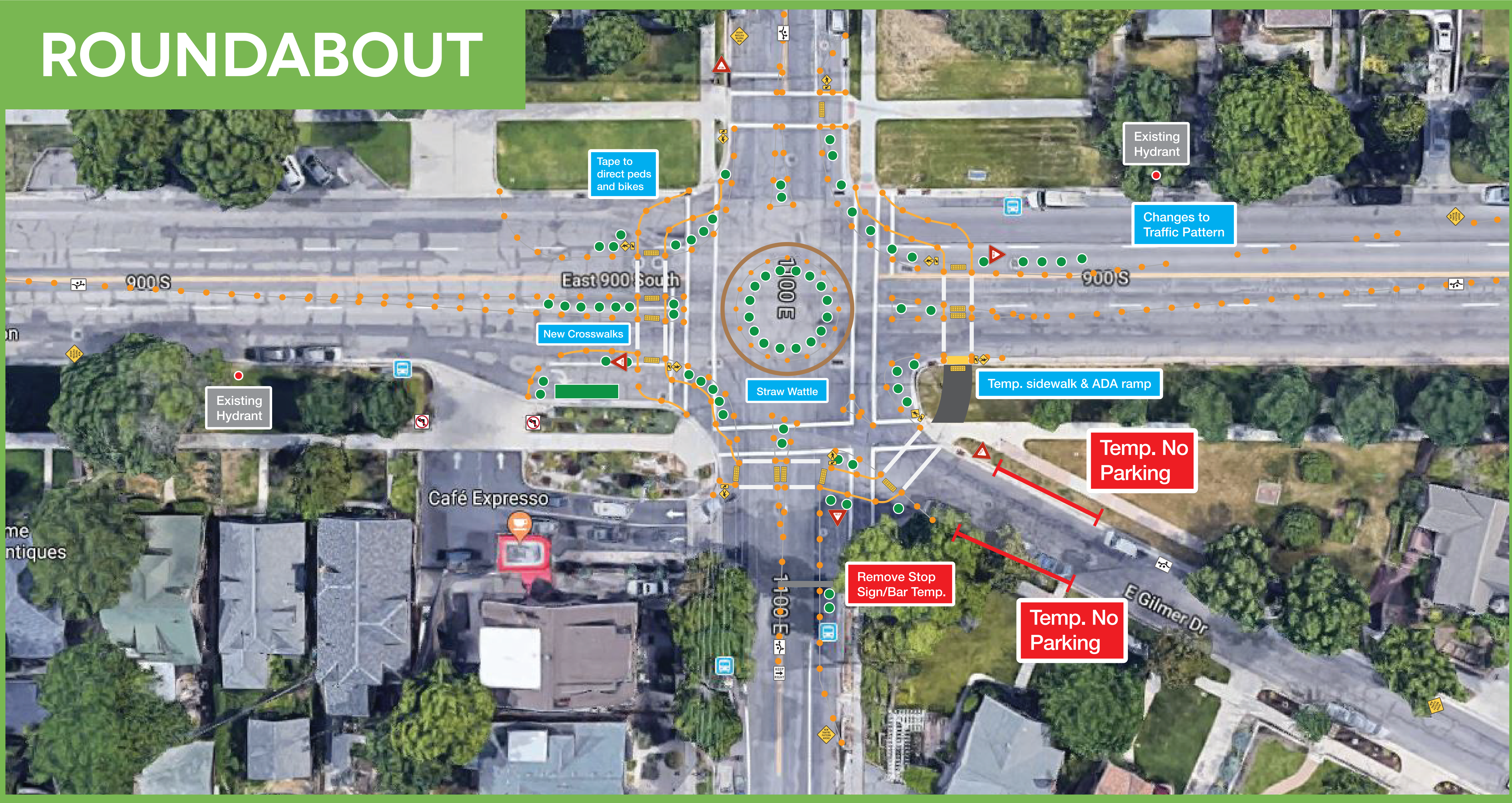
CHOOSE UP TO **TWO** “POP-UP” OPTIONS

= 1st choice
= 2nd choice

“POP-UP” OPTION 3

Opportunities: Best for large vehicles, including emergency; good way to test public feedback; good for motorists; preferred by Fire Dept

Challenges: Most expensive; potentially least comfortable for people walking, bicycling; snow storage in pedestrian ramps; 3x amount of signs; Cafe Expresso traffic



CHOOSE UP TO TWO
“POP-UP” OPTIONS

= 1st choice
= 2nd choice

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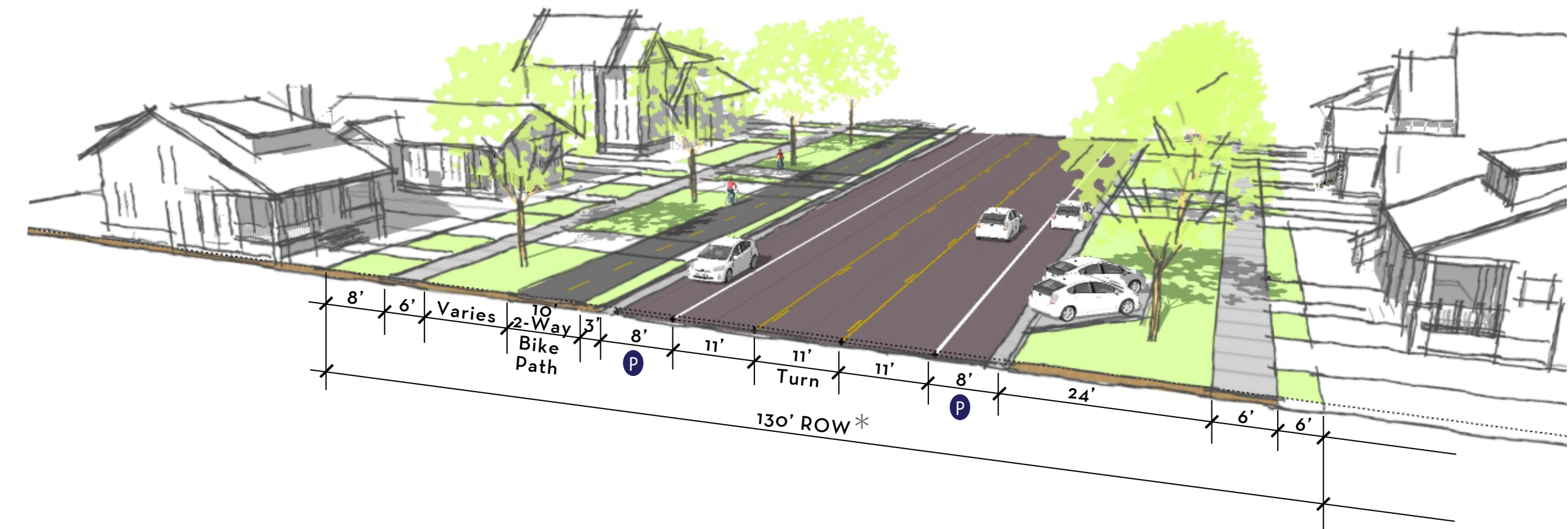
9-LINE TRAIL – ROUTE & DESIGN

TYPICAL DESIGN: 500 WEST TO 1100 EAST

The 9-Line along 900 South includes:

- Two-way bike path on the south side of the road
- Wider park strip, more green space
- Safer and more comfortable pedestrian crossings

Two-Way Bike Path (South Side)
w/ Three Lane Cross-Section



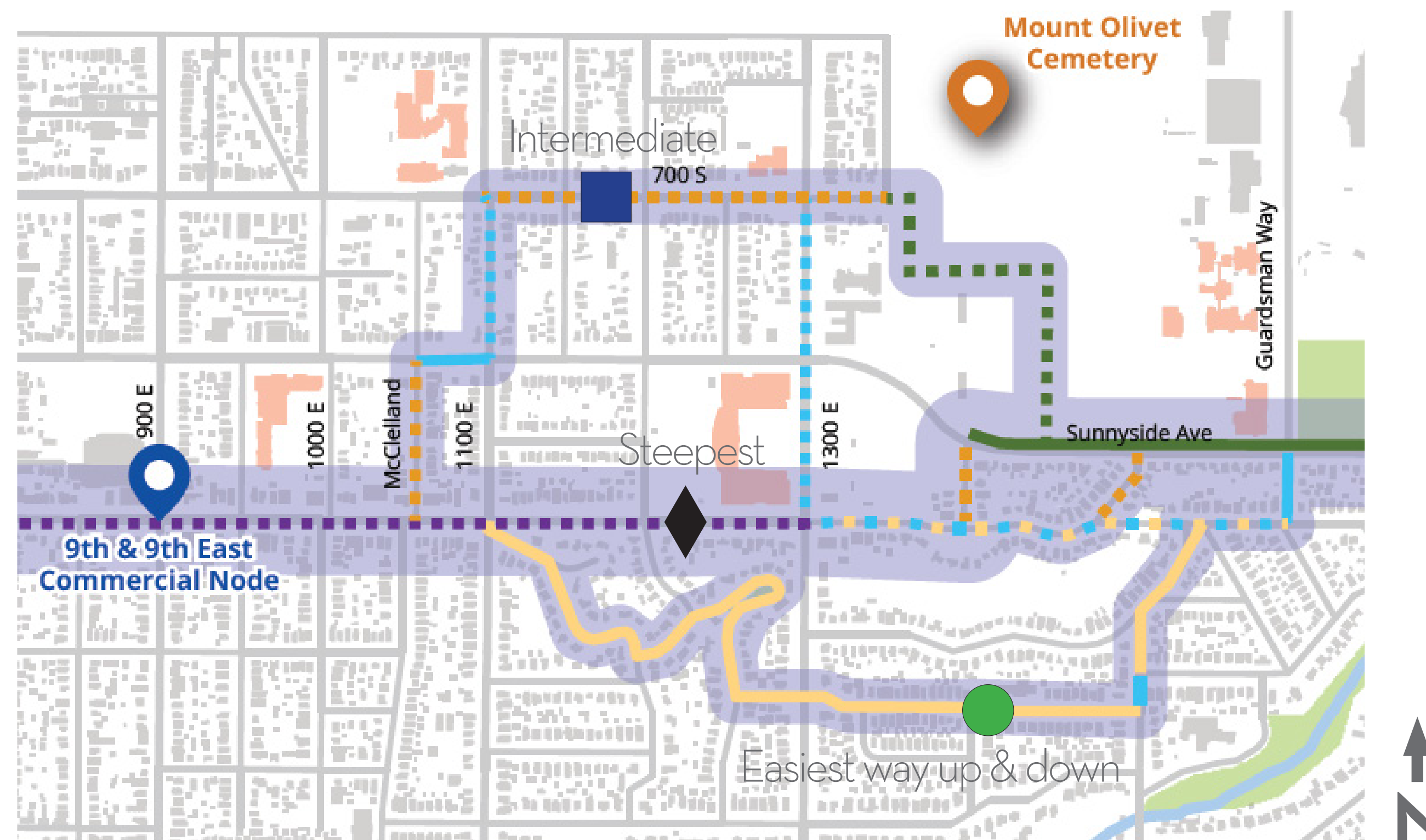
*Dimensions approximate



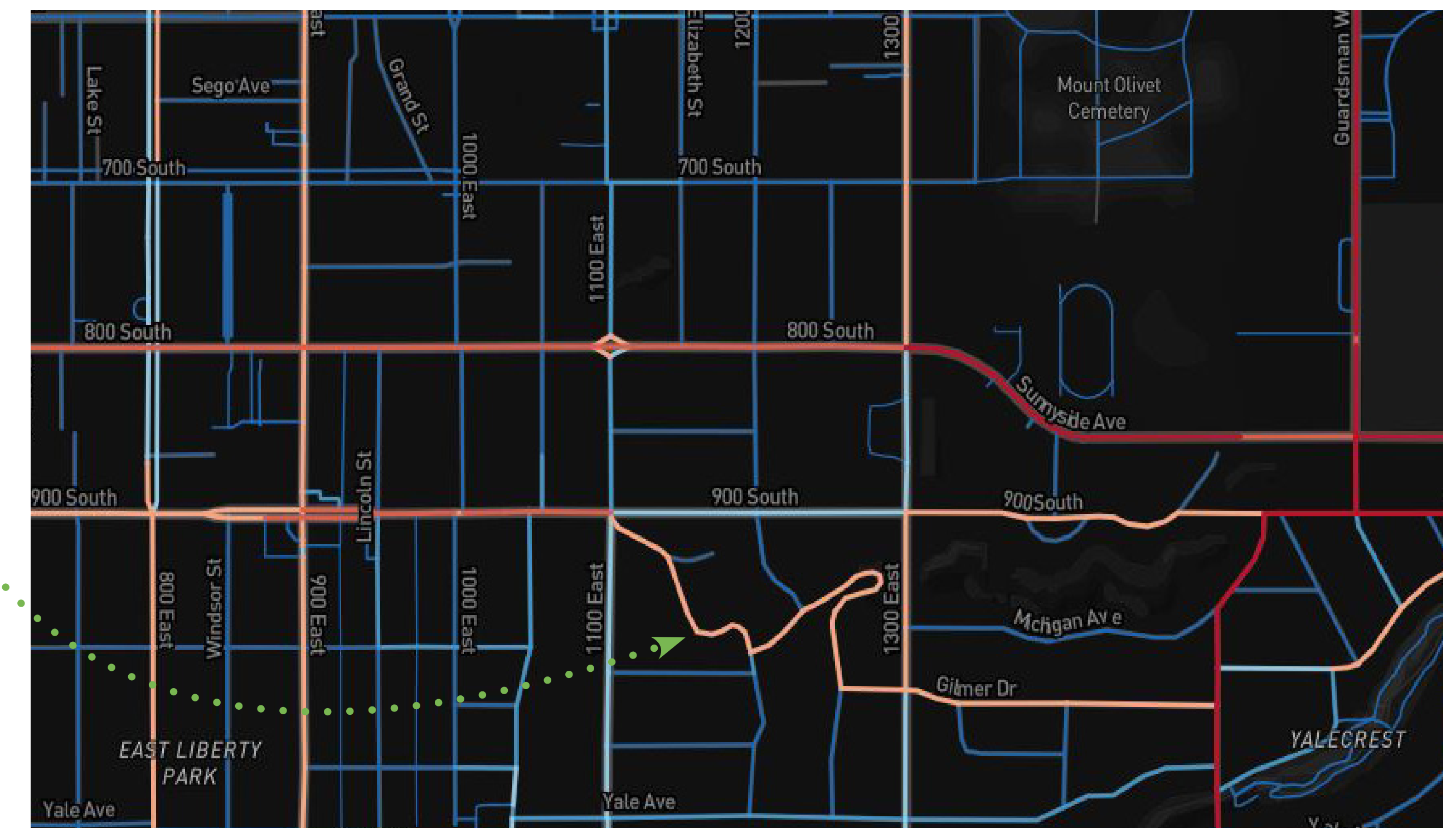
STEEP HILL: 1100 EAST TO 1300 EAST

The 9-Line Trail Extension Study recommends three routes to provide choices for different user types, using a ski slope analogy:

- Easiest way up & down
- Intermediate
- ◆ Steepest (and shortest)



Many existing bicyclists ride on Gilmer Drive, illustrated by data from a phone app (Strava) that is popular with sport & fitness users



9-LINE TRAIL EXTENSION STUDY &
900 SOUTH RECONSTRUCTION PROJECT

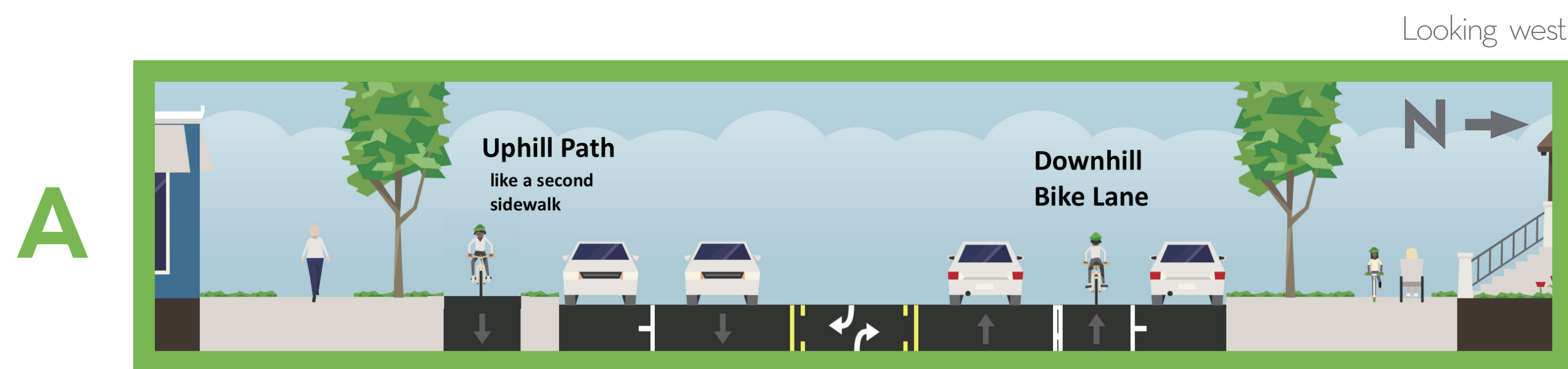


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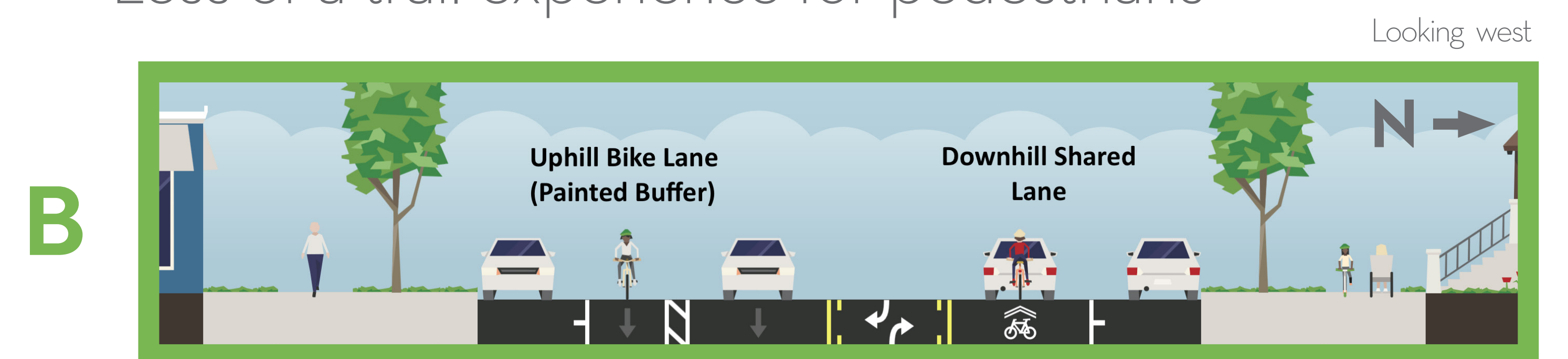
9-LINE TRAIL – “BLACK DIAMOND” ROUTE (1100 E – 1300 E)

PATH UPHILL / BIKE LANE DOWNHILL

- + Recommended by the 9-Line Study
- + Consistent trail experience with future sections to the west
- Expensive: about half of trail budget to move south curb to the north
- Buses would stop partly in the travel / bike lanes

**BIKE LANE UPHILL / SHARED DOWNHILL**

- + Save trail budget to construct a bike / ped signal (HAWK) at Gilmer Drive & 1300 East
- + Buses could stop out of traffic flow
- Less separation for bikes; pushes them to Gilmer
- Less of a trail experience for pedestrians



YOUR INPUT

I'D BIKE UP 900 S
WITH A PATHI'D BIKE UP 900 S WITH A
BIKE LANE (PAINT ONLY)EVEN WITH A PATH,
I'D TAKE GILMERI'M NOT INTERESTED
IN BICYCLING

Now, envision yourself on an electric bike. It's easier to pedal uphill at 15-20 mph without breathing hard.
Would an e-bike let you ride up 900 South?

I'D RIDE IT WITH
A BIKE LANEONLY WITH
A PATH

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COMMENTS, SCHEDULE, & STAYING INFORMED

Please, fill out a comment card with your input and sign up to stay informed about design, and construction updates.

MAY 16–30: “Pop-up” intersections, collect community input

JUNE: Compile results, decide on 1100 E to 1300 E design types

JULY–OCT: Refine design, bid project

2019: Construction: Lincoln Street to 1300 East

**STAY IN TOUCH & SIGN UP FOR
“POP-UP” VOLUNTEERING:**

Email: 900South@slcgov.com

Online Survey:
slcgov.com/transportation/900south

Phone: (801) 535-6630

TELL YOUR FRIENDS &
NEIGHBORS, TOO



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