

REVIEW OF EXISTING STUDIES

The concept of the 9-Line Corridor (formerly referred to as the Transvalley Corridor) dates back almost 25 years to the 1992 Open Space Master Plan. The original vision sought to connect east and west Salt Lake City by linking neighborhoods and parks via a system of urban trails. Since that time, a number of planning efforts and studies have been developed that focus on various segments or issues within the corridor such as transportation, land use, redevelopment, and recreation. The review of existing studies (below) summarizes the important role that the 9-Line Corridor can play in connecting, revitalizing, and enhancing the various neighborhoods through which it passes.

1992 Salt Lake City Open Master Plan

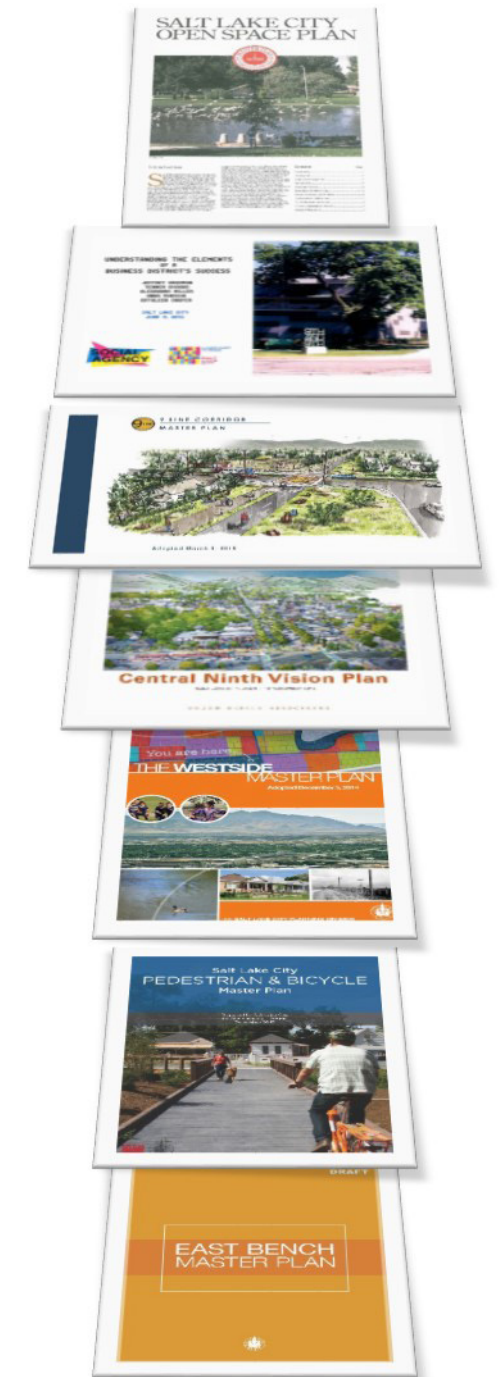
The 1992 Open Space Master Plan established the original vision for the Transvalley Corridor. Planned to connect the east and west sides of Salt Lake City while accessing many existing parks, the route originally followed Sunnyside and 800 S before connecting with the Union Pacific rail corridor (now the 9-Line). From there the route was proposed to travel west and link up with Indiana Ave. Much has changed since the 1992 plan was created however the concept of linking east and west Salt Lake City with a network of non-motorized routes still remains relevant and of interest.

Westside Master Plan Update

The Westside Master Plan establishes a vision for the neighborhoods bound by I-80 on the north, SR 201 on the south, I-215 on the west, and the I-15 corridor on the east. In particular the plan identifies a series of development nodes that were established through the public process as opportunity sites. Many recommendations possess opportunities for synergy with the 9-Line Corridor such as:

- Proposed community commercial node at 900 South & 900 West

- Development of a pilot program for wayfinding and orientation incorporating the community nodes and assets such as the Jordan River Parkway and the 9-Line
- Develop ways to link the 900 S / 900 W intersection to the 9th & 9th neighborhood through design elements such as pavement markings, signage, or special road signs
- Highlight the intersection of Redwood Road and the 9-Line. Consider buying property to establish a new public space or incentivizing development to activate the area
- Reinforce the “River District” and implement urban design improvements for streets and sidewalks that support the river theme
- Develop the Surplus Canal Trail including a wayfinding system and design elements that celebrate the industrial nature of the corridor
- Explore the development of a small summer recreation center supporting canoeing and kayaking near the Surplus Canal



CORRIDOR HISTORY

9-Line Corridor Master Plan

The 9-Line Corridor Master Plan seeks to guide the development of improvements along the former rail corridor by identifying recreation, transportation, community development, and placemaking treatments and nodes of activity. Recommendations are separated into three distinct zones:

- Trailway, including the trail and its supporting furnishings
- Corridor, including the area beyond the trailway but within the ROW and;
- Adjacent Land Uses & Buildings, include proposed development nodes

Recommendations for the trailway include a number of elements such as:

- The addition of a future pedestrian path and conversion of the existing trail to a dedicated bicycle path when future demand necessitates expansion.
- Development of a rain garden between the existing trail and future pedestrian path
- Water-wise landscaping improvements including new shade trees and a native grass seed mix providing all-season interest
- Rest areas including benches, lighting, trash receptacles or other amenities located approximately every mile along the corridor
- Wayfinding signage that recognizes the area's history and accounts for the large non-English speaking populations near the corridor

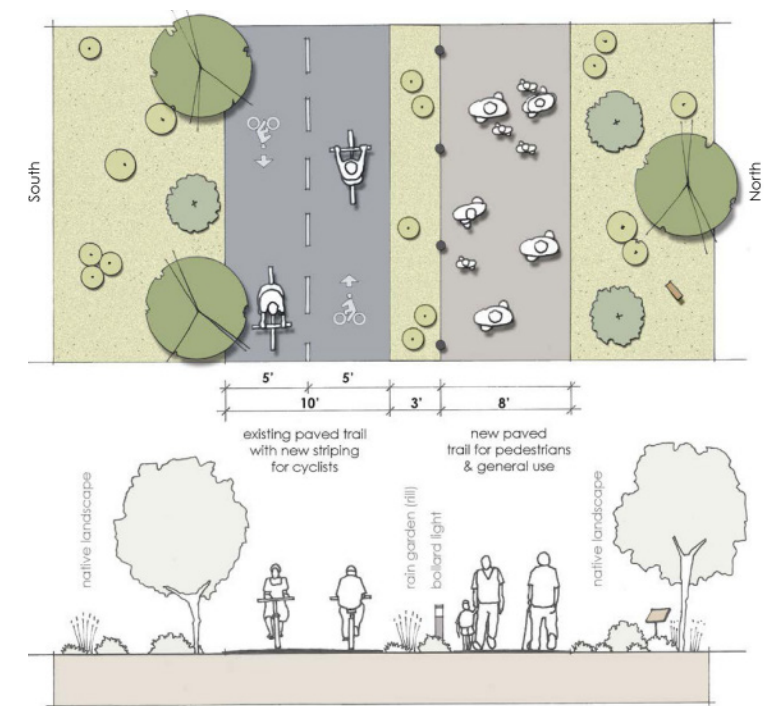
- Bollard lighting to promote extended use of the trail while mitigating the social and environmental effects of light pollution
- Opportunities for public art
- Gateways at key locations to bring awareness and visibility to the corridor
- Trail intersection improvements that promote safety and contribute to the corridor's identity through special pavement or branding

In addition, the 9-Line Master Plan also identified a number of key nodes within the corridor. These include:

- Surplus Canal Node
- Redwood Node
- Navajo Node
- Oxbow Node
- 900 West Node
- I-15 Node
- Central Ninth Node

Salt Lake City Pedestrian and Bicycle Master Plan Update

The 2015 Salt Lake City Pedestrian and Bicycle Master Plan Update seeks to accommodate and encourage biking and walking by residents of all ages and abilities. The Plan describes the 9-Line Corridor (Transvalley Corridor) at a conceptual level and shows the alignment on either 800 S or 900 S from Emigration Canyon to the Surplus Canal. A number of existing and proposed bikeways and trails interface with the 9-Line throughout its nine-mile extent. Existing and future connections can be found on the map on pages 6-7.



9-Line Proposed Cross-sections (Image Credit: CRSA)

Mormon pioneers enter the Salt Lake Valley via Emigration Canyon

1847

University of Deseret (later known as University of Utah) is established

1850

Liberty Park constructed

1882

Oregon Short Line constructs 1 mile of track along 900 South west from their mainline at 400 W

1900

East High School is founded

1913



Hogle Zoo opens in its current location near Emigration Canyon

1951

SLC RDA designates the West Temple Gateway Project Area encompassing Central Ninth

1987

900 S Social Agency Lab Report

The 2014 Social Agency Lab report recommends a number of strategies to connect and revitalize neighborhoods along 900 S from 900 E to 900 W. The report analyzes what has allowed the successful revitalization of 9th & 9th East as a neighborhood node, and attempts to translate those principles to achieving success at Central Ninth and 9th & 9th West. Recommendations include:

- Establishment of business improvement districts to foster placemaking efforts and champion the vision for the neighborhood
- Connect the corridor through streetscape improvements, wayfinding, and a protected bike lane
- Bring bike share to the corridor
- Construction of planted medians at key nodes throughout the corridor

Central Ninth Vision Plan

In 2011, SLC RDA staff conducted a neighborhood survey that determined that streetscape improvements were the preferred investment desired by the Central 9th community. In response to this, the RDA initiated the 900 South Streetscape charrette on November 12th through 15th of 2015. The goals of the charrette were to:

- Maximize on-street parking
- Support bicycle infrastructure, and;
- Maximize the installation of street trees within the project area.

The design team developed a vision for the corridor that a calmed street with median parking and enhanced opportunities for street

trees. New midblock crossing facilitate improved pedestrian mobility while a raised, protected bike lane was proposed to facilitate bicycle movement through the site. The conceptual vision was presented to the public on the last night of the harrette. The RDA is currently pursuing engineering and implementation of the concept developed through the three day charrette.

East Bench Master Plan

The East Bench Master Plan serves as the guide for the development of the East Bench Community encompassing numerous neighborhoods including Yalecrest, Wasatch Hollow, Foothill Sunnyside, Bonneville Hills, Beacon Heights, Sunnyside East, and East Bench. In addition, the East Bench includes a number of regional institutions and cultural destinations such as the University of Utah, Research park, and Utah’s Hogle Zoo.

The East Bench Master Plan specifically identifies implementation of the 9-Line (Transvalley Corridor) as an important component of the plan. In addition, the plan calls for:

- Expanded sidewalks and green spaces on the north side of Sunnyside Ave. between 1300 East and Foothill Drive



Central Ninth Vision Plan
(Image Credit: Urban Design Associates, Inc.)

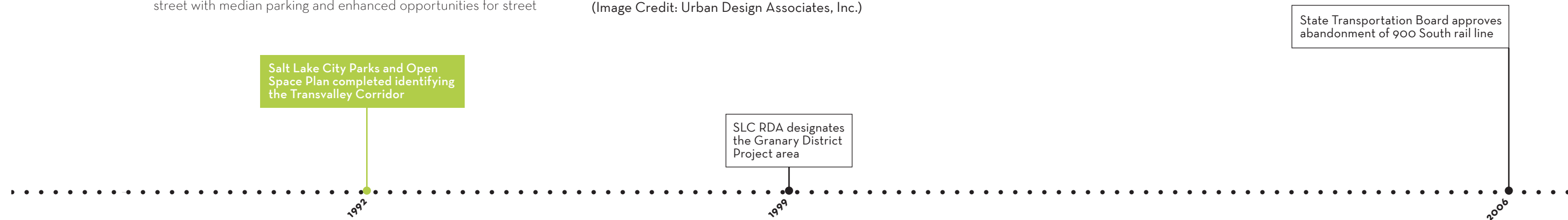
- Construction of a dedicated shared use path
- Improvement of the pedestrian experience with shade trees and rest areas
- Improvement of the pedestrian and bicycle crossing at Foothill Drive
- Improvement of the bicycle and pedestrian facilities east of Foothill Drive to the Bonneville Shoreline Trailhead
- Improve the Bonneville Shoreline Trailhead in coordination with the City, This is the Place State Park, and Hogle Zoo utilizing existing parking facilities in a joint agreement
- Development of a wayfinding and branding program that links the corridor to the 9-line

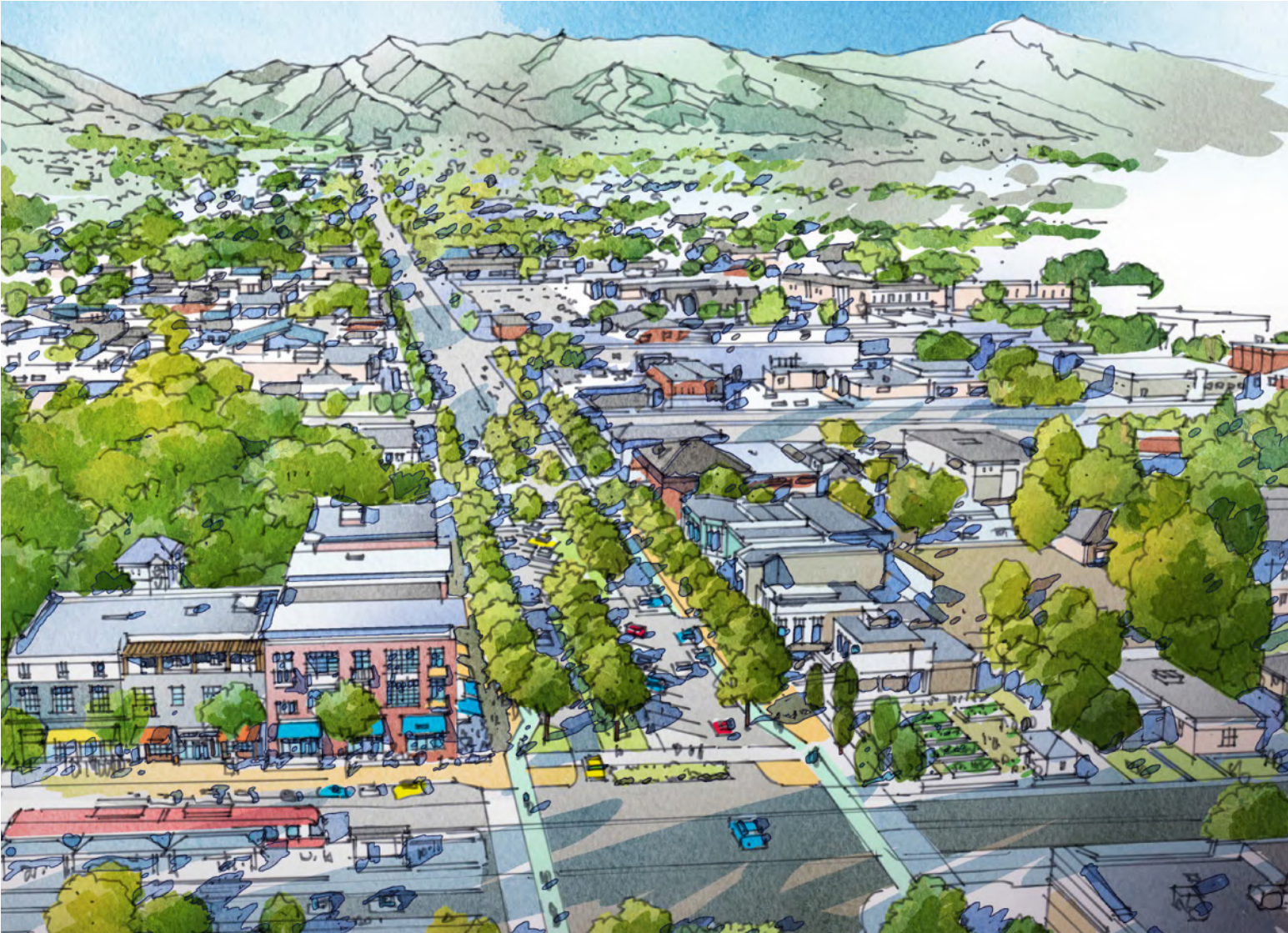
Other Relevant Studies

In addition to the previously summarized studies, a number of other complete or on-going planning efforts have been initiated that also affect the 9-Line Corridor. These include:

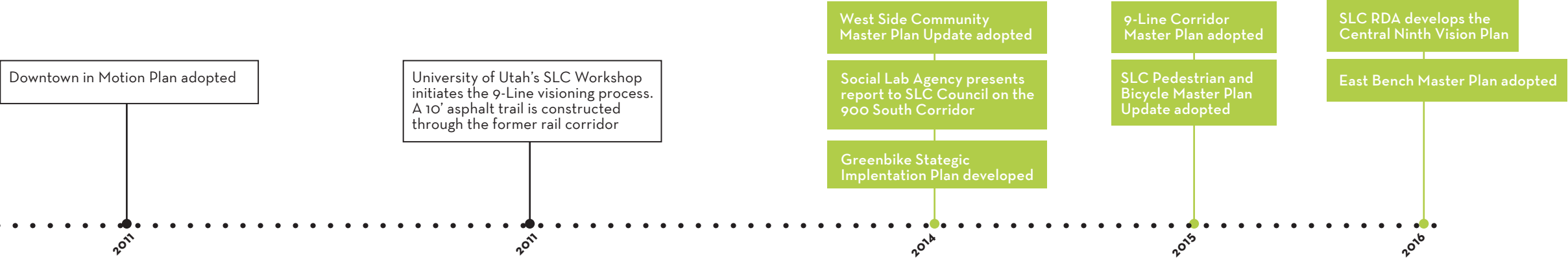
- Foothill Drive Implementation Study (ongoing)
- Salt Lake City East-West Connectivity Study (ongoing)
- The Salt Lake City Transit Master Plan (ongoing)
- The Salt Lake City Downtown Streetcar Alternatives Analysis (ongoing)
- Salt Lake City Downtown Master Plan (ongoing)
- Greenbike Strategic Implementation Plan (2014)
- Salt Lake City Downtown in Motion (2008)
- University of Utah Campus Master Plan (2008)

These various efforts support the vision of the Transvalley Corridor as a vibrant, green, and multi-modal corridor connecting east and west Salt Lake City.

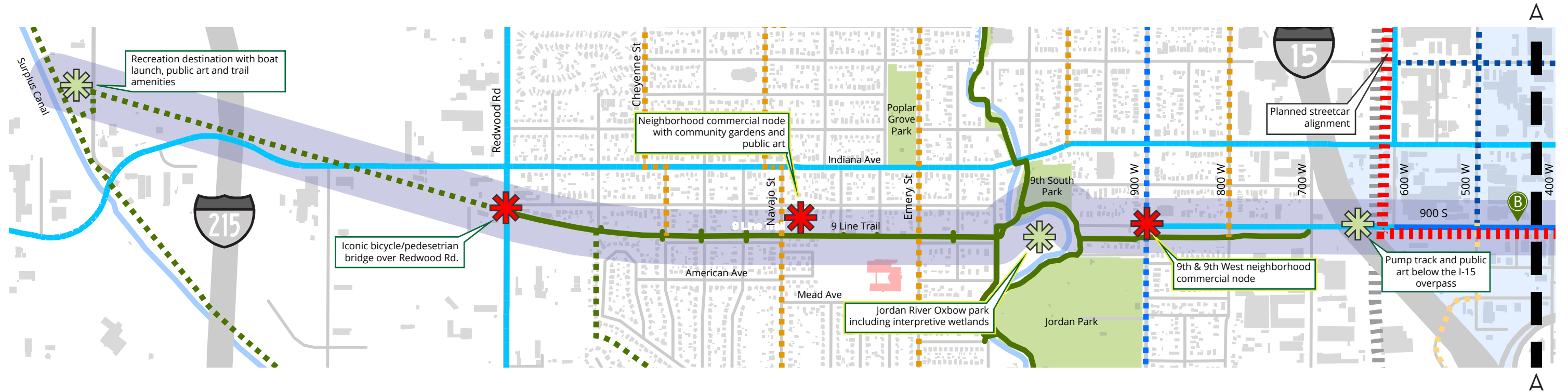




Central Ninth Vision Plan rendering (Image Credit: Urban Design Associates, Inc.)



SUMMARY OF ASSOCIATED STUDIES



Realizing the Comprehensive 9-Line Corridor Vision

Since the 9-Line (Transvalley Corridor) concept was developed in 1992, numerous master plans and studies have continued to embrace and enhance the concept of a distinct, attractive and low-stress non-motorized transportation corridor that contributes to a variety of community goals such as recreation, economic development, green infrastructure, placemaking, and mobility. Although realizing this vision will require widespread coordination among public agencies, neighborhoods, and institutions; it also presents a significant opportunity to share resources and leverage investments. As the case studies later in this chapter will demonstrate, there are notable and successful precedents where active transportation projects have served as a catalyst to unlock significant and diverse community benefits.

