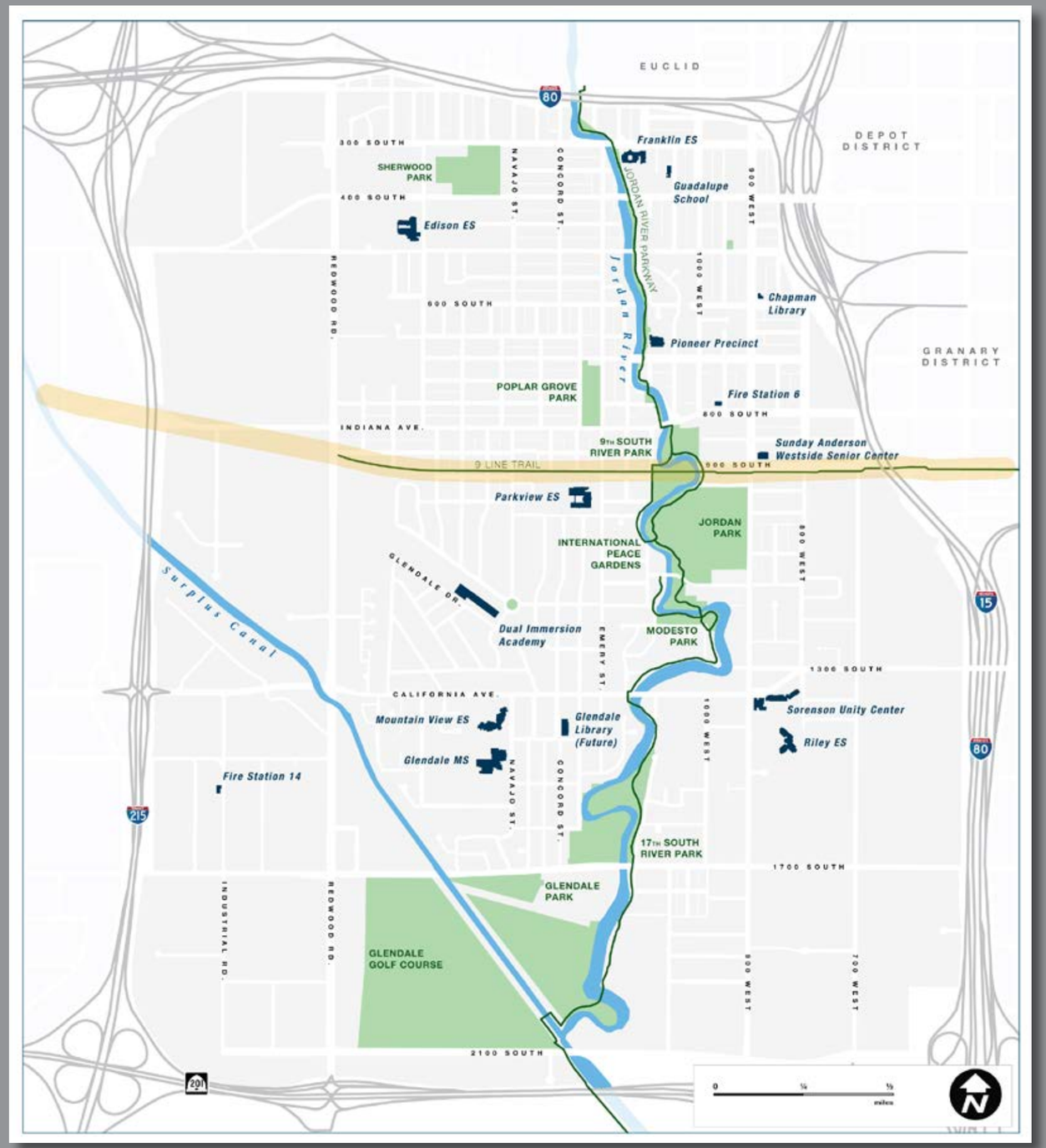
9 LINE CORRIDOR

MASTER PLAN

Adopted March 3, 2015

"Mobility is more than about how we get around - it's also about creating connections between residents, businesses and visitors, relating neighborhoods with each other and downtown and, most importantly, defining our sense of place to create a uniquely Salt Lake City lifestyle..." - **Office of the Mayor, Salt Lake City**

9LCMP



The map shows the study area for the West Salt Lake Master Plan. The 9 Line corridor is highlighted on this map in the tan color. The 9 Line is an east to west corridor which runs from 200 West on the east to the surplus canal on the west.

THE 9 LINE - BRIEF HISTORY & BACKGROUND

900 South & 900 West, Salt Lake City, circa 1917. Photo courtesy Utah State Historical Society

The 9 Line Trail is a linear parkway which currently runs approximately along 900 South between Redwood Road and 700 West, with buffered bike lanes extending the trail to 200 West. This corridor had been used historically as the railroad corridor for passenger train arrival to the Salt Lake City Union Depot. Union Pacific abandoned the use of this corridor in 2007. At that time, Salt Lake City acquired the former rail corridor, and its associated property, providing the opportunity to construct today's 9 Line Trail.

This shared-use paved trail represents the first step in a greater vision to construct the Transvalley Corridor Trail, identified in the 1992 Salt Lake City Open Space Plan, which would connect the Jordan River Parkway and the Bonneville Shoreline Trail.

Salt Lake City has recently completed a Master Plan for West Salt Lake, encompassing the Glendale and Poplar Grove neighborhoods. The 9 Line corridor was identified as one of the major community assets that could serve as a draw, and catalyst, to opening up other community points of interest and landmarks

INTRODUCTION

The West Salt Lake Master Plan and other policy and vision documents produced for the City and region have identified the 9 Line corridor as a major east to west multi-modal transportation corridor with the potential of drawing attention to community assets, and spurring redevelopment in the neighborhoods it traverses.

PHYSICAL & CULTURAL CONTEXT

The 3-mile trip along today's 9 Line corridor passes through several neighborhoods with a wide range of land uses, including commercial, residential and industrial/manufacturing. Some of the neighborhoods are in transition, such as the Central Ninth neighborhood near the eastern gateway and areas adjacent to the Granary District. Others are more established single-family residential neighborhoods, such as those along the corridor between the Jordan River and Redwood Road.

The neighborhoods along the 9 Line are the most ethnically diverse neighborhoods in Salt Lake City. The ethnic diversity contributes to the cultural characteristics of the neighborhoods. The culture of the area also includes one of activity, ranging from a culture of bicycling, walking and recreating, which are highlighted in the West Salt Lake Master Plan. Each of these "cultures" will use and experience public spaces differently. The 9 Line provides new areas for the various cultures to mix and opportunities to showcase how different cultures use public spaces.

Beginning with the railroad, continuing with industrial development, and finally with the construction of I-15, the City and its residents have had to address a concern identified by many residents as the "east-west divide." The east-west divide connotates a negative reflection of the city, and many feel the concern has never been adequately addressed. While there are many aspects to the divide, connectivity is a major component of it.

WHY THE 9 LINE CORRIDOR MASTER PLAN?

The 9 Line Corridor provides an opportunity to begin to create meaningful, useful connections despite the barriers related to the east-west divide. City-owned vacant land under the I-15 bridge and west of the bridge could be a unique gathering place with a mix of art, recreation, and transportation that reflects not only the culture of the neighborhoods, but the changing culture of the City as a whole. Actions such as this will not break down the east-west divide alone, but are a first major step towards doing so.

With continuing growth and development in the surrounding areas, it became necessary to produce this Master Plan to direct development along the corridor and its immediate context, while assisting in crafting a vision for varying degrees of redevelopment expected at specific nodes in the vicinity of the corridor.

The 9 Line corridor is on of the major east to west corridors in the Salt Lake Valley, linking a number of parks and transportation networks. The corridor is highlighted in orange.

Residents read information on the 9 Line public outreach boards at the Riverfest Event. June 1, 2013

9 LINE TIMELINE

1892 Riverside School constructed, located on SW corner of 6th S & 9th W

1905 SP, LA & SL completes route between Los Angeles and Salt Lake City

1907 SP, LA & SL completes construction of new 3.61 mile passenger line along 900 South between Buena Vista and Salt Lake, including a bridge over Jordan River

1909 New Union Depot complete; 900 South tracks provide better access to north-south platforms for passenger trains

1916 SP, LA & SL name changed to LA & SL; route along 900 South called the 'Salt Lake Route'

1918 Jordan Park established

1923 Jordan Park greenhouses constructed

1944 Construction approved for Grant's Tower; an automatic interlocking system located just w Union Pacific passenger depot, 700 West

1952 Int

c. 1900 Oregon Short Line railroad constructs 1 mile of track along 900 South, west from their main line on 400 West; called the 'Enamel Spur' to serve an enameling company

1902 Oregon Short Line begins construction of a new standard gauge main line west of Salt Lake City, called the Leamington cut-off,

1903 San Pedro, Los Angeles, & Salt Lake Railroad takes ownership of OSL tracks south and west of Salt Lake City, including 900 South tracks

1906 Construction begins on new Union Depot
Construction begins of new passenger line along 900 South

1913 Sewer infrastructure installed along 900 South
Roads paved; curb/gutter installed along 900 South

1917 Union Pacific acquires the LA & SL

1921

1934 Consolidation of Union Pacific, Oregon Short Line, Oregon-Wash, LA & SL

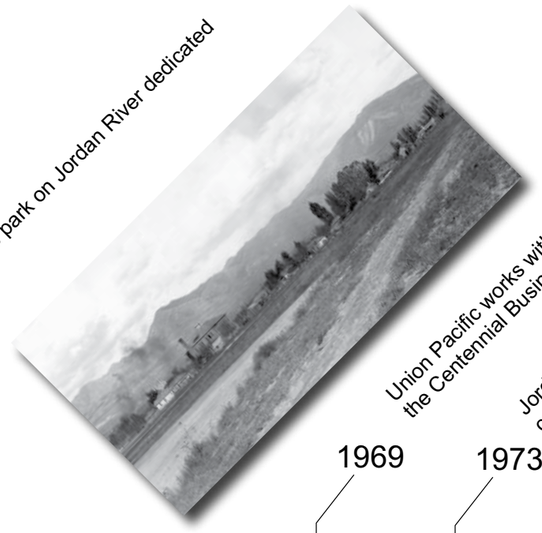
1936 Small Arms Plant built west of Redwood Road to serve as ordnance depot for WWII; served by western portion of 900 South passenger rail line

1941

1943 Small Arms Plant closed; becomes sub-depot to Ogden Arsenal

1948 Grant's Tower completed

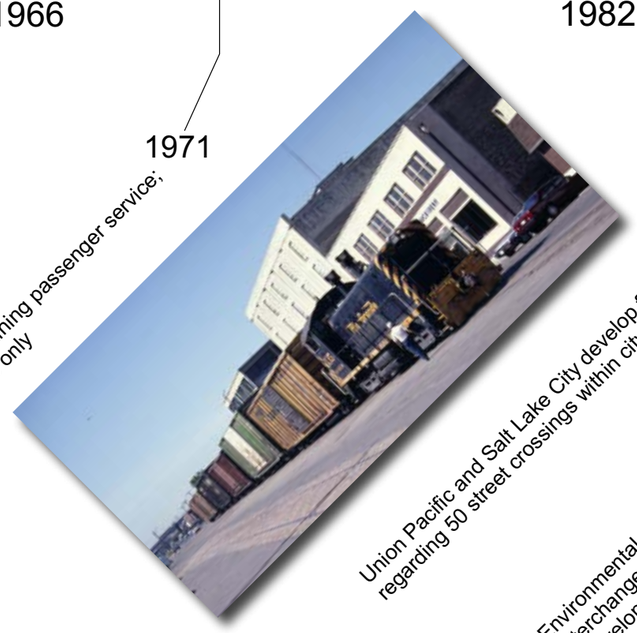
1950



1966 — Amtrak formed; takes over UP's remaining passenger service; 900 South line becomes freight line only

1969 — International Peace Gardens park on Jordan River dedicated

1971 — Union Pacific works with Salt Lake City to develop the Centennial Business Park on the west side; served by 900 South line



1973 — Jordan River Parkway Authority created; conceived as alternative to channelization for flood control

1982 — Denver Rio Grande Western joins Amtrak

1983 — Grant's Tower closed; Amtrak passenger service moves from Union Pacific Depot to Rio Grande Depot, including new tracks along 500 West

1986 — Salt Lake City Open Space Plan completed; Transvalley Corridor identified, linking Bonneville Shoreline Trail and Jordan River Parkway along 800/900 South

1989 — Union Pacific and Salt Lake City develop franchise agreement regarding 50 street crossings within city

1992 — West Salt Lake Community Master Plan adopted; Plan includes recommendation to acquire 900 South rail corridor and construct a trail

1995 — Environmental clean up of American Barrel site, adjacent to Grant Tower interchange, is complete; The 2.2 acre site is made available for redevelopment as part of Gateway project

1996 — Last Union Pacific train operated on 400 West tracks; line is cut at 900 South & 400 West to allow construction of Gateway and reconfiguration of I-15 on/off ramps

1998 — UP announces intention to operate trains along 900 South line to avoid congested Grant's Tower interchange and save time

1999 — New Parkview Elementary School building completed adjacent to 900 South Line

2001 — Salt Lake City communicates with Surface Transportation Board to pursue adverse abandonment of 900 South tracks by UP

2002 — UP operates first train of 36 cars on 900 South Line in January.

2003 — UP & SLC reach agreement to realign Grant's Tower, will allow for 900 South Line

2004 — Negotiations between UP & SLC begin; Quiet zone, other mitigation measures discussed to lessen impact on residents/neighborhood

2006 — SLC Council approves $700K to create quiet zone on 900 South Line

2007 — STB approves abandonment of 900 South Line after reconfiguration of Grant's Tower is complete

2008 — November: Quiet zone along 900 South Line goes into effect

2011 — Feb: UP & SLC sign agreement to transfer ownership of 900 South Line corridor to the city

2013 — Nov: UP begins use of new Grant's Tower interchange

2014 — Tracks of 900 South Line removed in the summer

U of U's SLC Workshop initiates the 9 Line visioning process; in the fall, a 10-foot asphalt multi-use trail is laid

SLC engages in a formal 9 Line Master Plan process

VISION

VISION

“connecting people to places”

CORRIDOR VISION

The vision for the 9 Line corridor is for it to serve as a means to connect people to places via multiple modes. The form and function of the corridor design will allow these connections to happen in a way that is safe, equitable, and sustainable while incorporating aspects that reflect the lifestyles and ethnic cultures of the surrounding community. The 9 Line corridor will function as an urban thoroughfare and public open space, helping people make connections, reduce barriers, promote healthy lifestyles, and protect and create built, natural, social, and cultural resources. It will do so by:

- Connecting stable residential neighborhoods, growing commercial and neighborhood centers, and promoting thriving recreation locations;
- Embracing a diverse assemblage of people and user groups, providing the opportunity for enhancing their connections to the surrounding businesses and neighborhoods that form a unique and attractive community;
- Improving physical and cultural connections between the east and west sides of the City that in turn offer regional connections;
- Featuring retail, service, recreational, and educational options at key nodes along the 9 Line, as well as encouraging and facilitating connections to neighborhood nodes in the surrounding community;
- Facilitating the goal of West Salt Lake becoming the primary destination in Salt Lake City for river recreation and other types of parks and public spaces;
- Serving as a mechanism for the neighborhoods of West Salt Lake to celebrate their history and character by functioning as a community and cultural asset that connects people of all ages to services and educational opportunities; and
- Supporting connections to the West Salt Lake industrial business community, helping it continue to be a healthy and diverse growing employment and economic base for Salt Lake City.

MISSION OF THE MASTER PLAN

The mission of the 9 Line Corridor Master Plan is to identify opportunities to develop improvements and activities that reflect the values and ideas of the community, as gathered during this process and the West Salt Lake Master Plan process, and outline strategies and action plans for implementing the vision.

The vision and master plan are guided by four principles:

Safety – design the trail and its surroundings to create a corridor that is safe for pedestrians, cyclists, and other non-motorized users.

Equity – program the trail and its nodes to allow use by a range of user groups – intergenerational, multiple non-motorized modes, and multiple speeds/uses. Whether it is a person strolling through to enjoy the landscaping and nature or a commuter passing through to their job, the trail will recognize and embrace this diversity.

Sustainability – best practices in regard to the built environment (solar powered lighting and repurposed materials), natural environment (use of native landscaping, creation/preservation of natural habitats), and social and cultural environments (encouraging/supporting diverse users groups, being a hub of activity, connecting people and place).

Culture – connections to the history of the area and the culture of the corridor and surrounding neighborhoods. Incorporating art, lighting, and including/programming areas that celebrate this culture (restaurants, cafes, and other gathering spaces). Creating layers of activity and experiences for all users. Stitch into surrounding neighborhoods, complement/enhance them. Enhance and enliven spaces along, adjacent to, and nearby the corridor.

OBJECTIVES

The objectives for the master plan are a synthesis of the ideas generated by the community through an extensive public outreach process as well as analysis performed by the design team. Five objectives capture the direction of the program ideas presented in the master plan:

Destination;

- The corridor master plan will seek to balance the needs of local users, as well as non-local users passing through as commuters, while creating lively spaces along the linear parkway where people congregate.

Play;

- The activities along the 9 Line corridor will be chosen to appeal to a variety of audiences of all ages, nationalities, and socioeconomic backgrounds to unify neighborhoods through recreation.

Nature;

- Connecting with nature will be a point of emphasis for the 9 Line, including protecting and restoring native habitats, providing wildlife habitat for a variety of species, and supporting community gardens.

Connections;

- The 9 Line corridor will physically and culturally connect neighborhoods on the east and west sides of the City, via a regional transportation trail network.

Art;

- Interactive artwork will be encouraged, allowing the corridor to act as a public space for free expression that is fluid, rather than static and conventional.

9 LINE CORRIDOR MASTER PLAN VISION

INTRODUCTION

The following sections of the master plan deal with the physical factors that will help to achieve the vision, mission and objectives discussed in the previous pages. Several interventions are proposed and range from extensive or minimal depending on the particular context of the trail.

These sections are categorized into Design Guidelines and Urban Design portions of this plan. Existing conditions will first be addressed and the design interventions and concepts will follow.

The diagram below highlights three zones that will be mentioned often within this master plan. These are the trailway, corridor, and adjacent land uses. Physical interventions will be proposed for any or all of these zones depending on the context. The distinctions between these zones are explained below:

TRAILWAY

The trailway describes the existing trail and its immediate context. This includes the 10-foot paved trail (in most areas), as well as the immediate landscaping and furnishings located along it within approximately a 10-foot zone to its north and south. To the east of 1-15, the trailway consists of sidewalks and bike lanes along 900 South.

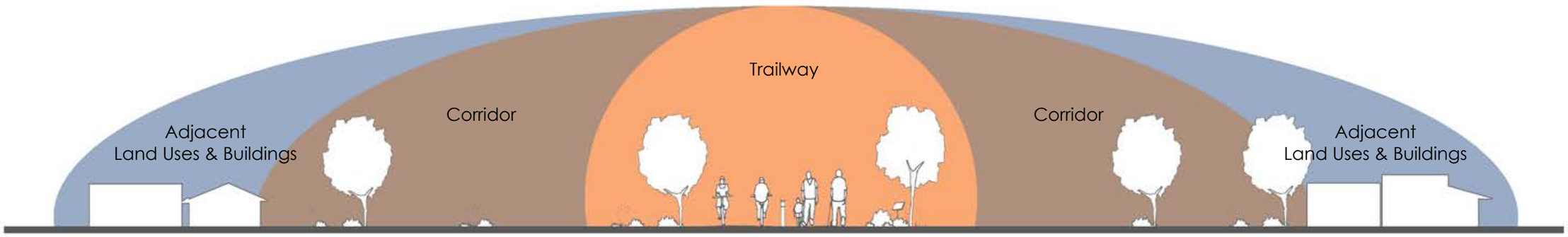
CORRIDOR

The corridor describes the immediate areas next to the trailway. The corridor width is not uniform along the trail and varies considerably from especially narrow zones in the neighborhood core, to large expanses to the west of Redwood Road. The City owns some property within the corridor zone presenting opportunities for redevelopment and for creating a unique identity along the 9 Line. These are identified in the node plans.

ADJACENT LAND USES & BUILDINGS

Framing the 9 Line corridor are buildings and physical structures that exist, or are proposed, within a variety of land use contexts. Existing uses include residential, commercial, industrial and institutional uses such as churches and schools.

A number of new developments as identified by the West Salt Lake Master Plan will happen at key intersections along the 9 Line. These will happen in areas termed as nodes, which will have the heaviest programming along the trail. A detailed description of these nodes can be found later in this master plan.



“connecting people to places”

VISION

DESIGN GUIDELINES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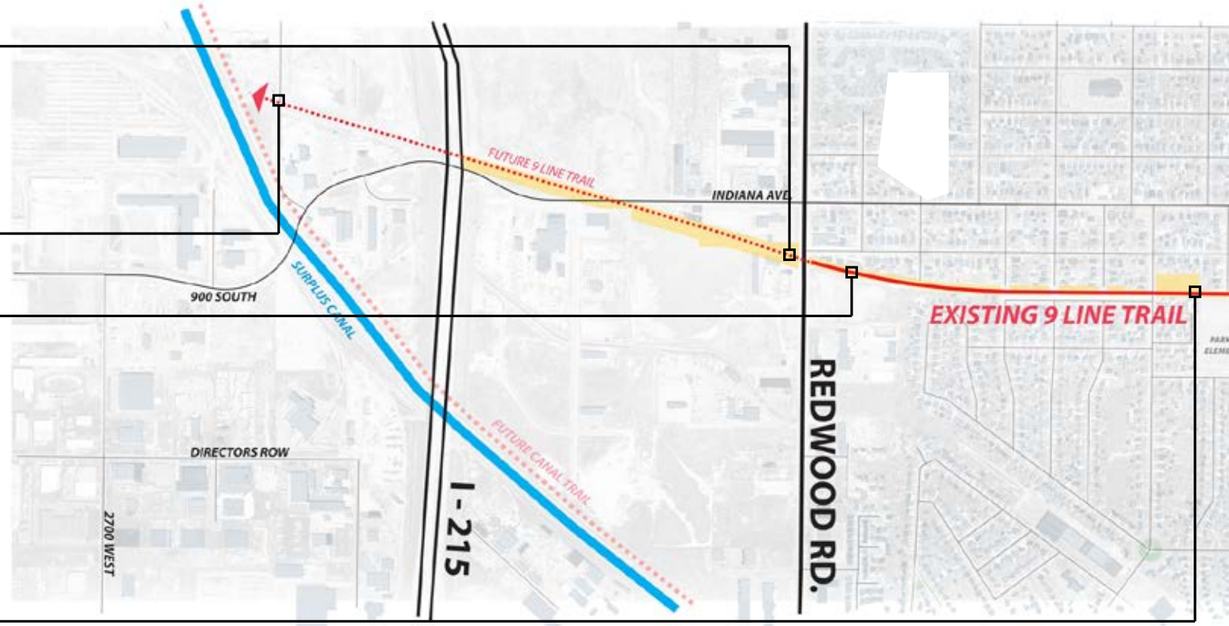
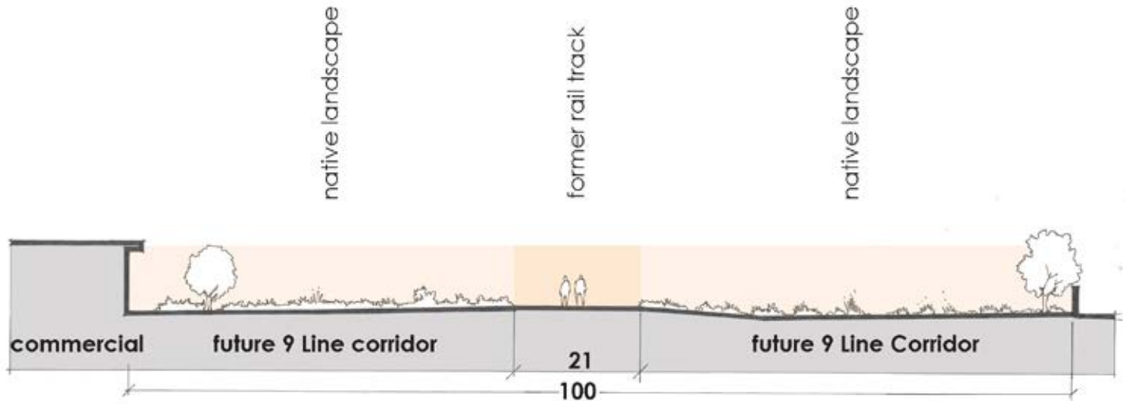
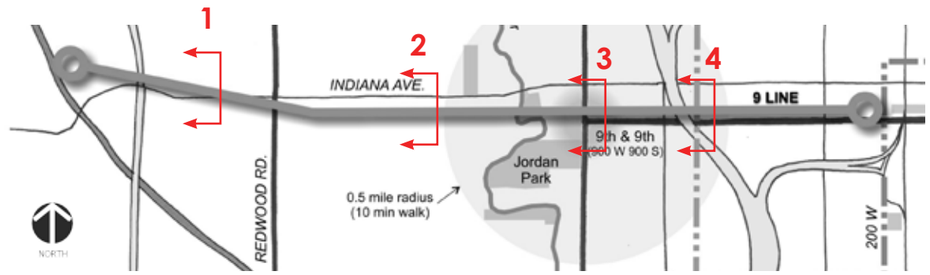
EXISTING TRAILWAY & CORRIDOR CONDITIONS - PHOTOS



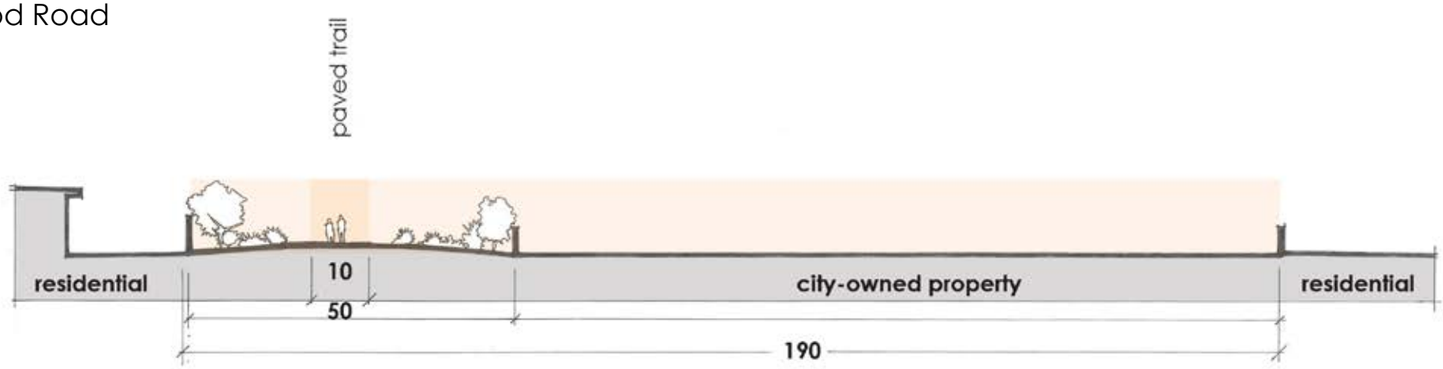
1170 WEST
POPLAR GROVE PARK
INDIANA AVE.
900 SOUTH PARK
HAYES AVE.
1000 SOUTH
INTERNATIONAL PEACE GARDENS
JORDAN PARK
JORDAN RIVER
ILLINOIS AVE.
MODESTO PARK
900 WEST
700 SOUTH
800 SOUTH
900 SOUTH
UNION PACIFIC RAILROAD
UTA FRONTRUNNER
ON-STREET BIKE LANES
UTA TRAX
200 WEST
I-15

EXISTING TRAILWAY & CORRIDOR CONDITIONS

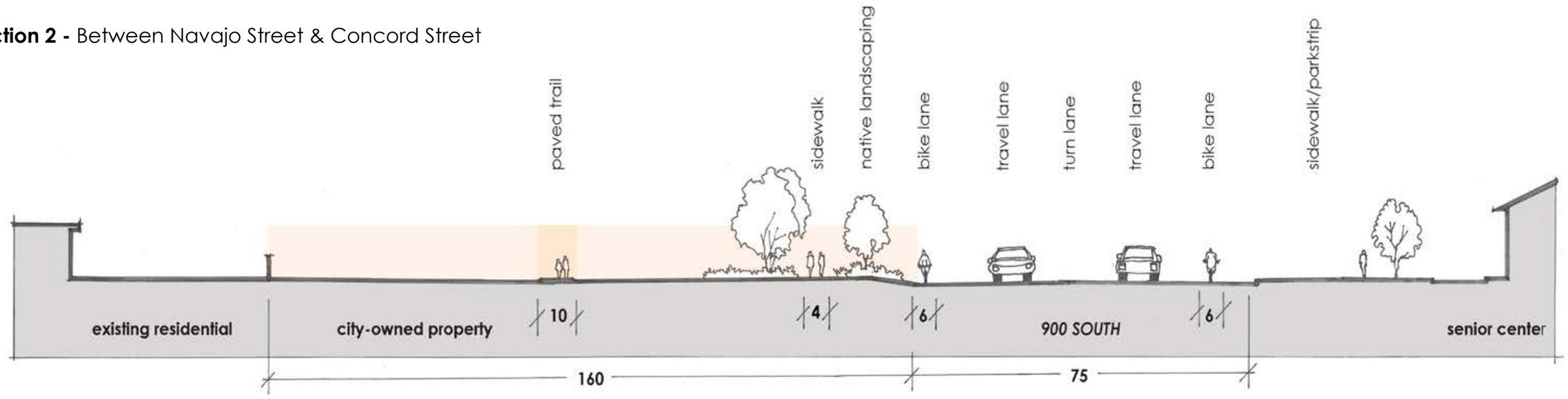




Section 1 - Between I-215 & Redwood Road



Section 2 - Between Navajo Street & Concord Street



Section 3 - Between 900 West & 800 West

EXISTING TRAILWAY & CORRIDOR CONDITIONS

OVERVIEW

The 9 Line corridor exhibits different characteristics along its 3-mile length. These are distinctive and respond directly to adjacent land uses and history. The corridor widths also vary considerably with very narrow areas in the neighborhoods, around the core, to the large expanses west of Redwood Road. Buildings, physical structures, and vegetation along the corridor contribute to the varying characteristics.

WEST END

The west end of the corridor, from the Surplus Canal to Redwood Road, is not paved, is mostly loose gravel, and still has spots with the original railroad tracks in place. There is a conflict with Indiana Avenue that will need to be addressed. There are few trees in the corridor and the dominant vegetation is native sagebrush and grasses. Industrial buildings occur in this area but are not close to the corridor in most places. This creates a vastness and opportunities for views to open space and the Oquirrh mountains. I-215 crosses the corridor but is elevated and does not create a physical barrier.

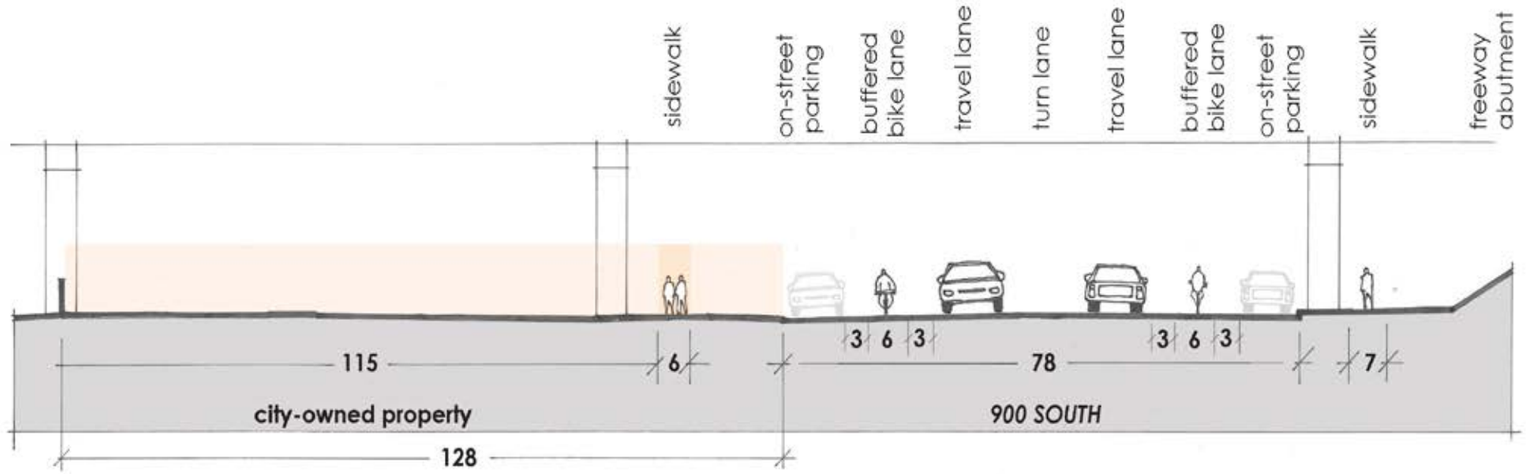
CENTRAL CORE

The core of the 9 Line can be described as the area from Redwood Road on the west to I-15 on the east. The trail is paved within this zone with a 10-foot asphalt paving. Land uses along the corridor within this zone vary considerably including: residential, commercial, a school, and the Jordan River corridor. The area is relatively more vegetated with significant tree stands and shrubs in most areas. The corridor widths vary, with some large City-owned parcels adjacent to it.

A 10-foot wide asphalt paved trail is currently in place from Redwood Road to 700 West serving both pedestrians and cyclists. Safety gates and pavement markings are provided at all road intersections. These safety gates are of concern to trail users as it creates an ease of use issue.

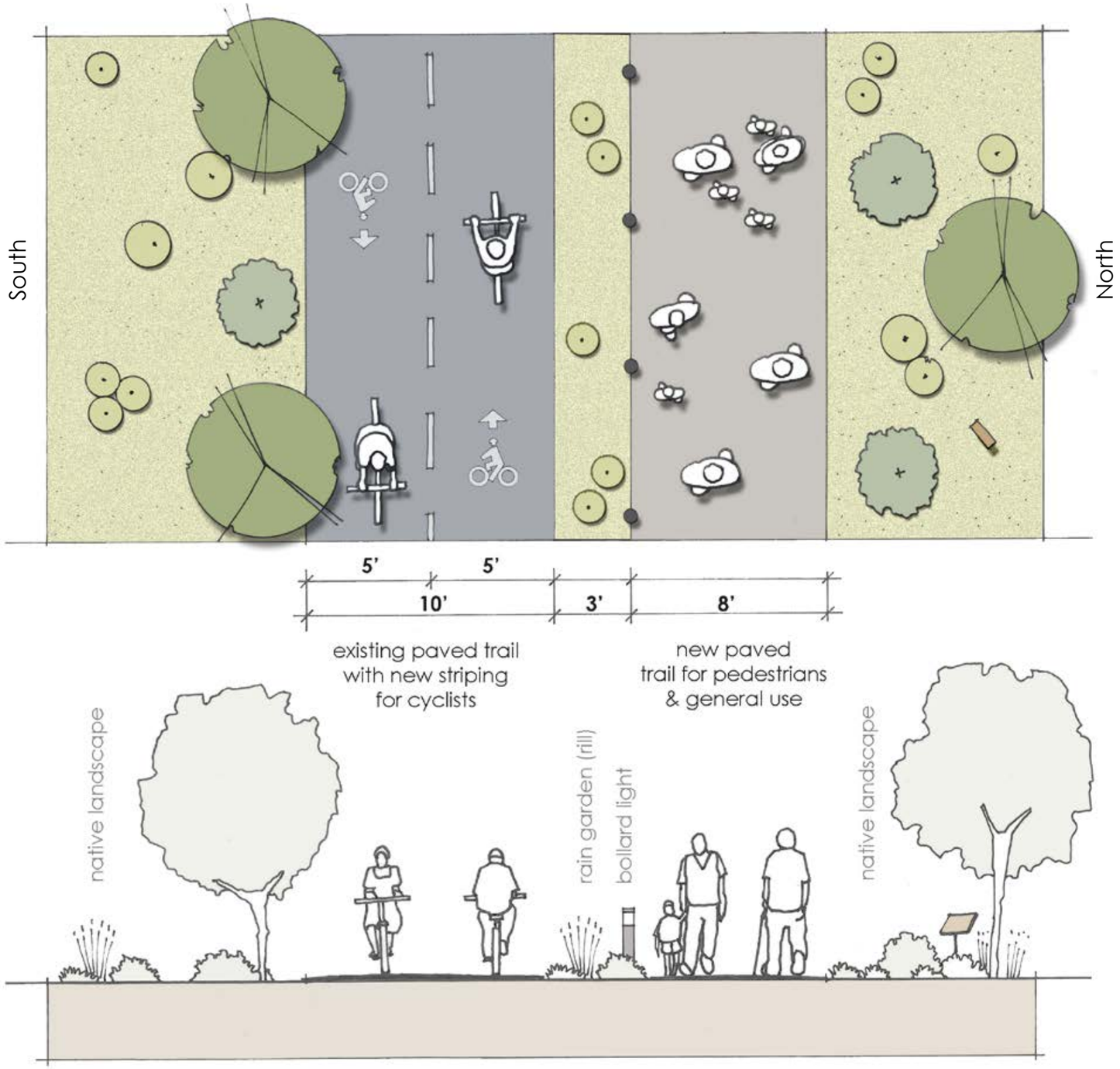
EAST END

The east end of the corridor is the area between I-15 and 200 West. The 9 Line corridor is mostly in the 900 South roadway at this point, occurring as a sidewalk and bike lanes. 6-foot buffered bike lanes have been striped on the road but sidewalks are not upgraded uniformly and current pedestrian flow is not adequate. Street trees and furnishings are also not uniformly present. Land uses along the corridor in this area include industrial (with iconic concrete silos), commercial, and residential. Conflicts to pedestrian and bicycle flow is present at the point where the Union Pacific and FrontRunner cross the corridor under I-15. Traffic signals and crosswalks are used to manage conflicts between pedestrians and vehicles.



Section 4 - Between I-15 & 500 West

TYPICAL PROPOSED TRAILWAY CONDITIONS



Typical section through trailway

INTRODUCTION

The design guidelines in this section are intended to implement the 5 objectives of the 9 Line Master Plan vision. They are:

Destination;

- While balancing the needs of commuters and destination users, the typical proposed trailway conditions create a unique trailway in the Salt Lake Valley, which connects trailway users to a wide variety of destinations and landmarks.

Play;

- One of the primary components of the 9 Line Corridor Master Plan is creating a wide variety of opportunities for recreational use and enjoyment for members of all ages and interests to connect community members throughout Salt Lake City.

Nature;

- Establishment of an interesting, interactive and regionally-appropriate landscaping plan for the corridor is of crucial importance. Moreover, the plan seeks to create opportunities for users to interact with existing natural systems and landmarks.

Connections;

- The typical proposed trailway conditions will enhance existing connections to neighborhoods and forms of public transportation by enhancing wayfinding, removing existing barriers and creating a desirable user experience.

Art;

- Public art along the corridor will be emphasized, creating an interactive “free expression” canvas, intended to reinforce the rail and industrial character found throughout much of the corridor.

ACCESSIBILITY

The 9 Line Corridor Master Plan intends to connect community members across age, race, socioeconomic status, geographic location or any other barriers which may divide valley residents. While accessiblity and universal design are emphasized throughout the various components of plan, all trailways, intersections and recreational opportunities along the corridor should comply with locally adopted ADA codes, as well as AASHTO Bicycle Facilities Guidelines.

TYPICAL PROPOSED TRAILWAY CONDITIONS

ADDITIONAL TRAIL

Currently there is a 10-foot wide asphalt trail through most of the corridor with no striping of any kind. It is mostly successful in accommodating all forms of movement along the trail, however there are occasional incidents between cyclists and pedestrians, as well as commuters and recreational users. In order to avoid these conflicts, and once future demand necessitates expansion, an additional trail and striping of the existing trail is proposed. In this proposal, the existing asphalt trail remains in place with a new stripe through the center to divide it into bi-directional bicycle traffic in a pair of 5-foot lanes. On the north side of the existing trail an additional 8-feet of pathway should be constructed with 36 inches of separation between the trails in the form of a rain garden. With no striping, this general use path is intended to serve the needs of all users besides cyclists along the trail. In order to distinguish this path from the cycling path, it should have a different color and texture, preferably some form of pervious paving to avoid increasing impermeable hardscape in this urban context. Any equity or access issues that could exist along the trail will be addressed by creating two pathways with sufficient capacity and signage. This provides equal access and utility to users of all ages and abilities by separating speeds, intended use and movement type.

VEGETATION

The existing state of the vegetation along the corridor leaves much to be desired. This is immediately obvious to any user of the existing trail, and was mentioned frequently by members of the local community. The existing vegetation does not provide much beautification along the trail, and in some cases puncturevine and other noxious weeds cause flat tires or other inconveniences to users of the trail forcing them to find alternative paths of travel. These should be completely removed and replaced with native and adaptive grasses, shrubs and forbs. Moreover the seed mix should emphasize several phases of seasonal growth and color creating a changing landscape throughout the growing season. This would enhance the visual impact along the trail, as well as provide useful recreation space, reduce the urban heat island effect, require little or no irrigation, and educate users about the native ecosystems along the 9 Line corridor.

Another major opportunity to improve the user experience along the trail would be the installation of shade trees. These should be a variety of native or adaptive trees, with a wide canopy, preferably fast growth species in order to provide this amenity as soon as possible. Similar to the seed mix, tree selection should be studied in-depth to provide a variety of species with differing fall colors for an enhanced user experience. Moreover, the placement should be irregular depending on the corridor width, and adjacent uses providing a variety of experiences and/or screening as one moves along the trail. Consideration should be given to providing sufficient natural light on the trail in the wintertime which includes tree selection and placement. The overall intention is to achieve the environmental benefits of regenerative urban nature such as shade and clean air, while also cooling the trail by creating a microclimate below the tree canopy. Crime Prevention Through Environmental Design principles should be incorporated into this landscape design to avoid creating potential threats with the landscape design.

REST AREAS

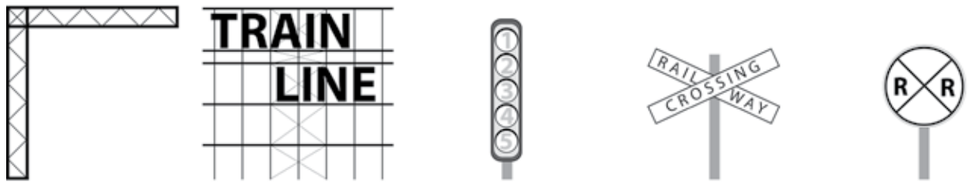
In order to accommodate users of all ages and abilities, rest areas are proposed along the 3-mile corridor. Community members frequently requested these opportunities to rest as well as a few basic amenities including a small shaded seating area, wayfinding maps, lighting, trash and recycling receptacles, bike racks set amidst trailway landscaping. Consideration should be given to balance safety issues when determining the elements to include at rest areas. They may also include drinking fountains, restrooms, art, and interpretive signage. One such station per mile should be sufficient, and these facilities already exist at the centrally-located Jordan Park. Two additional areas should be constructed, one near each end of the corridor at destinations along the trail where cyclists are most likely to stop. Ingress and egress into rest areas should be carefully planned to avoid potential conflicts. Additionally, minor rest areas comprised of benches should be located every 1/2 mile along the trail primarily to provide an opportunity for pedestrians to rest at key points of interest. This standard has been successfully incorporated along recreational trails in cities such as San Jose and Portland.

SIGNAGE

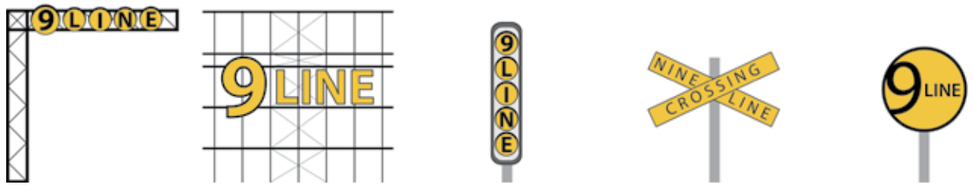
For greatest effect, signage should be used sparingly. If signage becomes ubiquitous, it is easily overlooked. It will be important that signage along the trail is consistent, giving a unique, uniform appearance along the length of the corridor. It is proposed that signage evoke the historic and industrial nature of this corridor by utilizing rail-themed signage installations at key intersections only to avoid overuse. Another important issue regarding signage is utility for all users, as many of the area residents do not speak English as their native language. To address this issue and to make the signage as useful and intuitive as possible, it should be graphic and diagrammatic where possible, avoiding use of text except where required by regulation or common sense.

LIGHTING

Lighting is a powerful way to improve the safety and utility experienced by users of the 9 Line. It would extend the useful hours of the trail for commuters creating a 24-hour mobility option. If coupled with emergency call boxes, it would also improve the safety conditions – real and perceived – by current and potential users of the trail. However, the installation of lighting along the trail and at rest areas should not create a hardship for residents adjacent to the trail by installing illumination which will shine into their properties around the clock. This could also contribute to urban sky glow (light pollution) and could pose potential harm to small mammals inhabiting the corridor. In order to avoid these issues, as well as increased electricity costs, it is proposed that solar-powered, full-cutoff bollard style lighting be installed. No more than 36 inches in height, these should be placed in the 36 inches wide linear rain garden between the existing trail and the new proposed trail in order to further delineate these two distinct paths. The rill between should be a vegetated, rock-lined swale serving as a rain garden to capture surface run off from the paths. In order to meet AASHTO standards for lateral obstructions on shared use paths, the bollards should be placed 36 inches from the existing path adjacent to the new path. They should be placed at a regular interval to be determined with enough frequency to provide sufficient light along the trail enabling nighttime use.



Typical examples of rail and industrial signage



Gateway *Gateway* *Major Intersection* *Typical Intersection* *Typical Intersection*

Potential signage alternatives to enhance the trailway's identity and brand

OVERVIEW

The 9 Line passes many important intersections, landmarks and points of interest over its 3-mile length. It could easily be confused with these other resources, or simply overlooked. In order to increase its visibility, and by extension, increase use and activity, it should have a recognizable brand or consistent theme. To achieve this result, the brand should be unique to catch the eye of potential users, be informative and serve as a clear form of wayfinding for a diverse user group. The proposed brand or identity for the 9 Line is a rail & industry theme, utilizing similar signage frequently seen along rail lines today. This recalls and celebrates the corridor's historic usage as a rail line, as well as today's industrial, urban character along the corridor. This should also incorporate the 9 Line's unique and highly recognizable yellow and black logo, which has begun the process of branding and raising the visibility of this urban trail.

SIGNAGE

The signage along the corridor is one of the key ways to carry forward the industrial aesthetic brand, by adapting commonly used rail signage such as overhead signs, pole mounted signals, lights and other typical rail signs. In order to have maximum effect, these should be reserved for key intersections only to avoid becoming banal and ubiquitous. They would likely use black and yellow extensively, as well as corten steel where possible for further emphasis of the trail's identity. Another way to carry this theme through the trailway is to use labels painted on the trail with street and neighborhood names in similar fashion as seen at rail crossing intersections. This idea should also extend to rest areas, interpretive signage, lighting and other fixed elements and amenities on the trail. All signage along the corridor should be coordinated with Parks and Public Lands signage standards.

ARTWORK

Public art along the corridor is another way to further emphasize this industrial brand, as well as provide recreational outlets. Rather than emphasizing static, delicate public art such as statues, the art along the corridor should be part of a 'living canvas' as well as emphasize movement and motion through the corridor. This means that the art should allow for interactive use by local residents, to invite free expression. This creates opportunities for the diverse population of local residents and trail users to leave their mark on the place. This is intended to create a feeling of utility for all users, and reduce graffiti and vandalism by providing outlets for free expression such as chalkboards, murals, and free expression painting spaces.

Any fixed or static art installed along the corridor should be placed at key intersections and may assist in wayfinding and identity of the corridor. It should also intend to further its industrial identity, emphasize biking or other recreational uses of the trail and may even include some of the rail components. Salt Lake City Parks and Public Lands has collected some of these components from the former rail corridor through Sugar House and South Salt Lake for the return of the streetcar. Creative use of these elements such as rail track and ties, will further the identity of the trail and connect today's users with the historical uses of the corridor. Grouping of art or other site features is desirable where feasible to avoid potential maintenance conflicts.

LANDSCAPING

The landscaping should be another recognizable element of the identity of the 9 Line. The primary component of this will be a seasonal, linear landscaped space winding its way through its urban context. Native and adaptive plant species should be selected, which will be hardy enough to withstand the semi-arid climate of extreme temperatures and require minimal or little irrigation and maintenance in order to succeed. It is understood that some irrigation will likely be required in order for the plants to establish themselves. The long term goals of the landscaping are: for the plants and grasses to be waterwise and conservative in their use; assist in remediating the damaged soil along the corridor; provide recreational space making this a linear parkway; reduce the urban heat island affect and express the variety of ecotypes found along the corridor.

Additional signage, such as these signs by Walk Your City would serve to enhance wayfinding and user experience

OVERVIEW

One of the key issues raised by the community regarding the 9 Line is that it feels isolated and hard to find, despite its relative location to many important landmarks. Many cyclists report using nearby bike lanes because they are easier to locate and access. The lack of signage and a recognizable identity decreases the chances that passersby and area residents will use the trail. This has also become an equity issue, if area residents feel unclear about the nature of the trail and its destinations, then it will be underutilized. If the trail is underutilized, it may likely feel unsafe and local residents, as well as regional users, to feel unwelcome.

The overall goal of the signage and wayfinding along the corridor is to provide accurate information at key locations for local residents and regional users, on bike and on foot. Moreover, that all users will be able to understand the signage to be able to properly orient themselves to use the 9 Line to its full potential connecting them to key destinations.

WAYFINDING TO THE 9 LINE

Because the 9 Line travels in a dedicated corridor throughout most of its length, it can be hard for potential users to stumble upon it unless they are looking for it. This means that at key gateways, signage and other design elements must be intentionally placed to attract their attention. This is covered in depth in the “Gateways” section of this document. Pole mounted signage should be placed at key locations in the immediate vicinity of the corridor, notifying riders and pedestrians of the location of the trail. For instance along the bike lane on 800 South and other such locations. The signage to be installed should follow the identity guidelines in this document using graphics and diagrams in place of text where possible. These signs should be map-like in nature, providing orientation to access the 9 Line and the destinations where it can take them.
An action plan for signage should be prepared to identify other such opportunities to inform potential user groups. The trail should also be featured on City maps and documents available on the City’s website.

Another important interface along the corridor is between local residential neighborhoods and the 9 Line Trail. Neighborhood residents frequently access the corridor on bike or on foot at local streets which terminate at the corridor. This is another opportunity to provide useful wayfinding signage which also reinforces the identity of the trail. Miniature 9 Line signs can be placed here, as well as signage pointing to major destinations in either direction.

WAYFINDING FROM THE 9 LINE

While the orientation of the existing trail is east to west, it can still be an integral part of helping connect people to place north and south as well. Travel through many sections of the corridor is faster because it is uninterrupted for the pedestrians and cyclists who use it. However, this same benefit can also be a detriment, e.g. blocking sightlines to destinations for those using the trail. This includes those who know where they are trying to go, as well as others who have no particular destination in mind. To inform and encourage the use of the 9 Line to reach other destinations, it is proposed that the Walk Your City approach be used. This includes using pole mounted signage with text stating how long it takes to walk (or bike) to potential destinations. The intention of this type of signage, is to connect people to places in new and exciting ways.

GATEWAYS

I-15 gateway, showing improvements for safety, wayfinding and enhanced user experience

OVERVIEW

The 9 Line enjoys an excellent relative location in the Salt Lake Valley, passing many important transportation corridors, neighborhood nodes, parks and other points of interest. Despite this proximity, it has not yet taken advantage of this opportunity by a high profile, highly visible identity or brand. Nowhere is this more obvious than at several of the major potential gateways to the corridor; places where the 9 Line intersects with important modes of transportation such as UTA Trax, or the Jordan River Parkway. In order to increase its visibility, and to welcome potential corridor users, these important intersections – major and minor – should be considered gateways, and provide the appropriate amenities and infrastructure to that end. Moreover, they should consider the needs of motorists, cyclists and pedestrians.

MAJOR GATEWAY

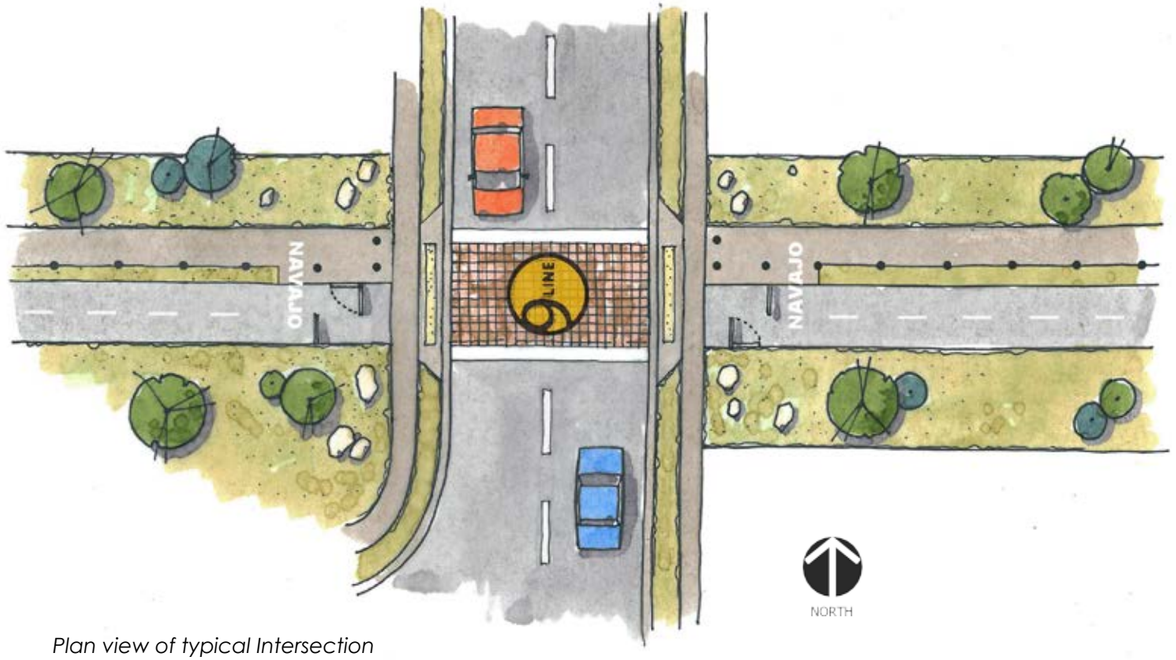
The major gateways, existing and potential, tend to include intersections with major transportation corridors, other modes of transit, and a high volume of passersby or potential users. These include the intersection with Trax at 200 West, passing underneath I-15, and the future intersections with Redwood Road and the Surplus Canal. The current intersection at 200 West, and the future intersection with the Surplus Canal (and its future trail) should be thought of as metaphorical bulkheads – the eastern and western terminus of the trail on each end.

Each of these gateways are unique and there is no single design solution for each of them. The end goal being that both first time and frequent users of the trailway feel welcome and experience a recognizable sense of arrival each time they use the trail. Each solution should be unique to the site and context, and the following suggestions should be thought of only as a potential kit of parts to use where appropriate. For a major gateway some of the potential recommendations include: overhead gateway signage celebrating the 9 Line and its industrial theme; branded intersection hardscapes using pavers or colored concrete; other types of pole-mounted welcome and identity signage; and public art such as murals, lights, as well as static displays such as sculptures which should further the industrial identity of the line.

MINOR GATEWAY

Some of the minor gateways along the corridor include many local streets such as Navajo Street, Emery Street, 1100 West, 700 West as well as 900 West which is considered an arterial road. These will typically feature a smaller volume of passersby, and will include a wider variety of transportation modes such as cyclists and pedestrians from the Jordan River Parkway. These gateways will also be important, but may not require the same amount of visibility to catch the eye of potential users and may even allow for some installations to be more subtle in nature. This opens the door to a wider variety of solutions such as: landscape installations including landscape art; signage continuing the industrial theme of the corridor; public art large and small; interactive art potentially featuring water, lights, and sound art installations; and changes to hardscapes including grade profile, colors and materials. At some locations, closing the street could be a solution to lengthening uninterrupted portions of the trail.

TYPICAL INTERSECTIONS



Plan view of typical Intersection

OVERVIEW

The 9 Line passes through many important intersections over its 3-mile length. It also passes through several minor intersections, especially west of the Jordan River as it moves through residential neighborhoods. Those of greatest impact and significance will be covered in greater detail elsewhere in this plan. For those with similar characteristics, which do not exhibit the same potential or arouse similar concerns as some of the key intersections, will fall under these guidelines as typical intersections. These guidelines also intend to anticipate any future such intersections which may be constructed.

The characteristics of the typical intersection are: the corridor intersects with a two-lane local street at-grade; multi-use paved trail exists on either side of the intersection; and no stop signs or traffic signals exist for vehicular traffic.

SAFETY

Safety is of utmost importance at these intersections. Cycle barriers have been placed adjacent to the local street to slow riders to encourage them to look both ways before crossing. In addition, a yield sign reminds users (both pedestrians and cyclists) to yield to cars before crossing through the striped intersection. These elements seem to be effective in slowing riders before they enter the intersection.

Currently, a 9 Line sign and two solid white stripes inform drivers of the intersection with the trail. Field observations and community feedback indicate that some cars don't slow at this intersection creating potentially dangerous situations. One way to further emphasize to drivers to pay special attention at this intersection is to change paving material, color and profile at the intersection with the trailway. Creating a slight profile or raised crossing is a proven solution to slowing vehicular traffic and could further enhance safety at these intersections as usage increases in the future.

IDENTITY

At these key intersections, changes in signage, materials, colors, and existing barriers will carry the industrial identity of the corridor forward. There are also boulders at these intersections, which should remain intact to prevent unauthorized vehicular travel along the trail. The raised crossing could consist of pavers or scored concrete in order to create a change of material and slight change of grade to slow vehicular traffic. To further the identity of the corridor, it should in some way simulate train tracks which previously crossed at these intersections before being removed. However it should not use a material or scoring pattern which could create slick or bumpy surfaces which create inconveniences for riders using the trail. Pavement marking symbols or lettering will also warn drivers to slow down.

USER EXPERIENCE

The guidelines for the typical intersections should also serve to create a better user experience along the corridor. The existing barriers, while effective, cause riders to nearly stop while passing though forcing some to dismount and are very difficult to pass through with a bike trailer. If one gate were removed or permanently left open, this would no longer pose a problem. Riders of all ages and abilities could ride through the gates without dismounting, while still being slowed sufficiently to look both ways before crossing the roadway. The additional trail for pedestrians would remove any potential conflict between cyclists and pedestrians at typical intersections.

Signage along the trail will not only enhance the feeling of connection with the past, but will also be strategically placed at key intersections to indicate streets, neighborhoods, as well as points of interest and how long to reach them on bike and on foot. This will be discussed in greater depth in the "Signage and Wayfinding" section of this plan.

DEPICTION OF PROPOSED TRAILWAY CONDITIONS

The artist's illustration at right depicts the proposed trailway conditions if the primary elements of this master plan are implemented. The location is intended to be a typical intersection along the corridor.

- **A** Multi-programmed open space
- **B** Connection to existing transit service
- **C** Street crossing safety interventions
- **D** Rest area
- **E** Native plant exhibit
- **F** Rain garden/drainage median & light bollards
- **G** Art installations
- **H** Native grasses and landscaping
- **I** Shared path for general use
- **J** Dedicated two-way cycling path

Looking east at typical intersection

9 LINE CORRIDOR PLAN

Moving through the 3-mile long existing corridor is a rich and diverse experience. Heading west from the eastern gateway at 200 West, the user notices changes in corridor width, landscapes, and a transition from urban commercial areas to residential neighborhoods then on to an industrial and manufacturing context near the Surplus Canal.

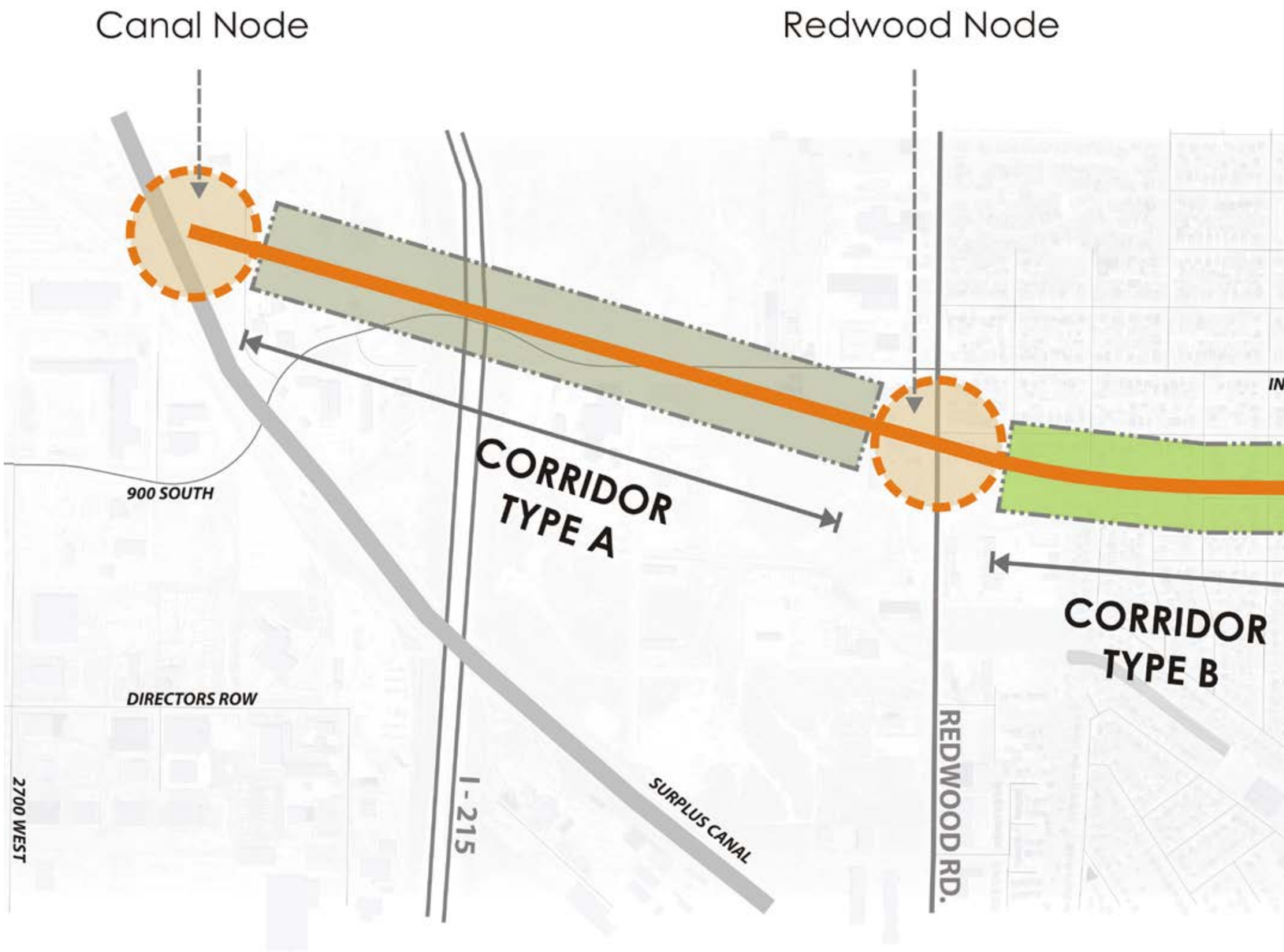
Understanding the opportunities and constraints of the existing corridor and its varied context will be important in order to meet the goal of creating a unique east to west transportation link connecting multiple destinations. By analyzing the existing conditions opportunities will be identified to improve and enhance the form and function of the 9 Line corridor. The plan at right indicates corridor types between key nodes along the corridor which will be discussed in-depth in the Urban Design section of this plan.

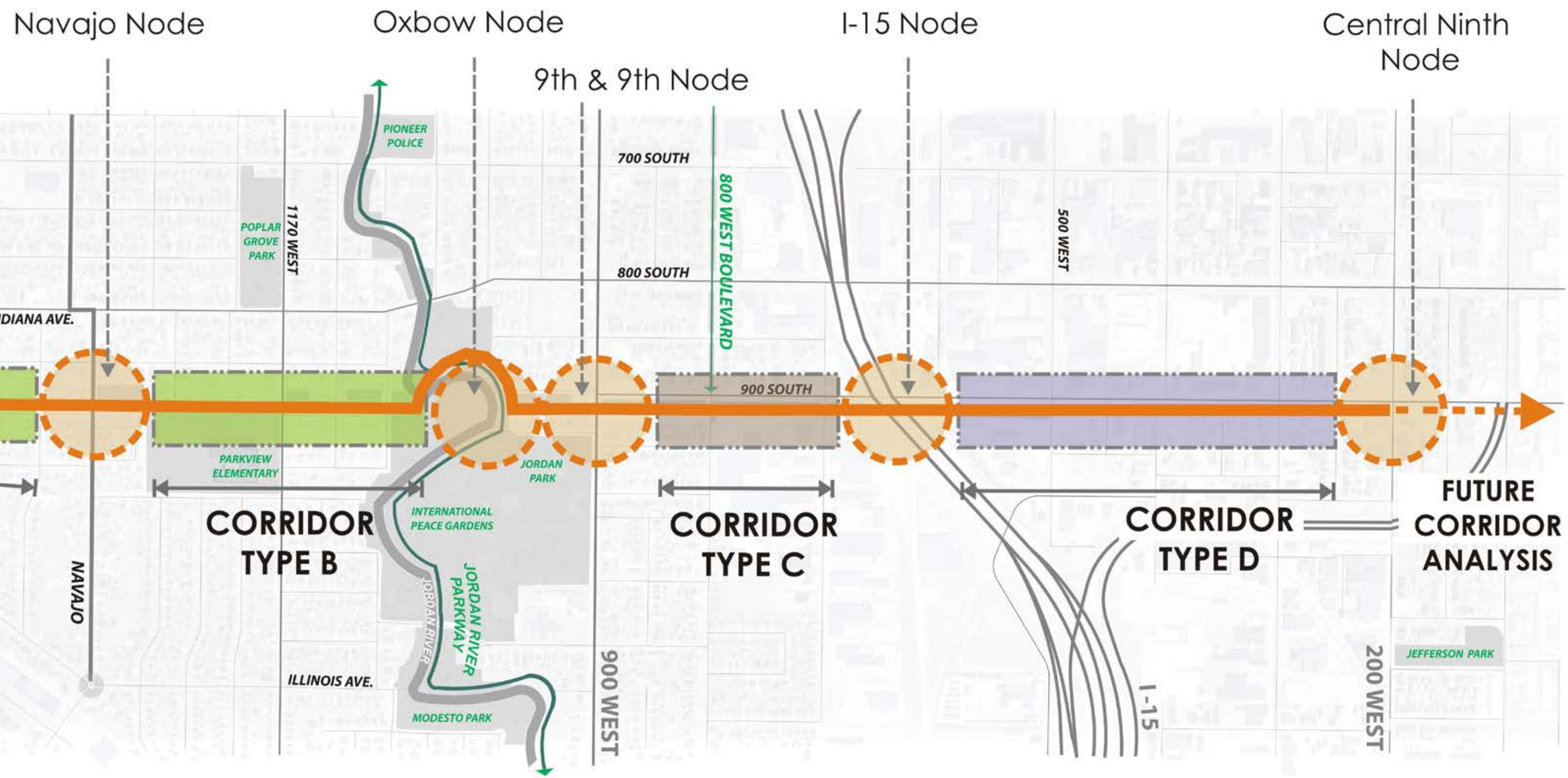
CORRIDOR TYPE A
This area is characterized by manufacturing uses and vacant land. Original rail remains in place, and in some cases in use, thus no trailway has yet been established. Future connections via the Surplus Canal trail and views of the western portion of the Salt Lake Valley highlight potential opportunities in this section of the corridor.

CORRIDOR TYPE B
A compact street grid supports residential neighborhoods in this area, creating frequent intersections with the paved trailway in a narrow corridor. Access to the Jordan River Parkway, and a high volume of neighborhood users in this area create the greatest opportunities for future development.

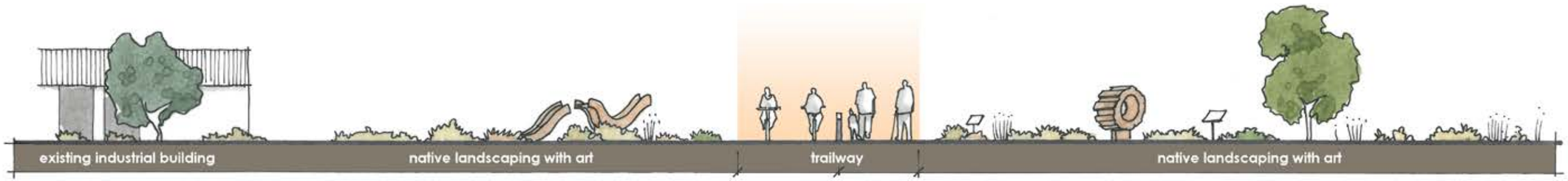
CORRIDOR TYPE C
The corridor is widest in this area connecting users to regional parks and neighborhood commercial centers along the paved trailway. This area features a mixture of residential, commercial and light industrial uses. The neighborhood node at 900 South & 900 West presents a strong opportunity to catalyze future development.

CORRIDOR TYPE D
A neighborhood in transition, commercial & manufacturing uses are giving way to an eclectic urban residential neighborhood. Here the trail consists of on-street buffered bike lanes and sidewalks.



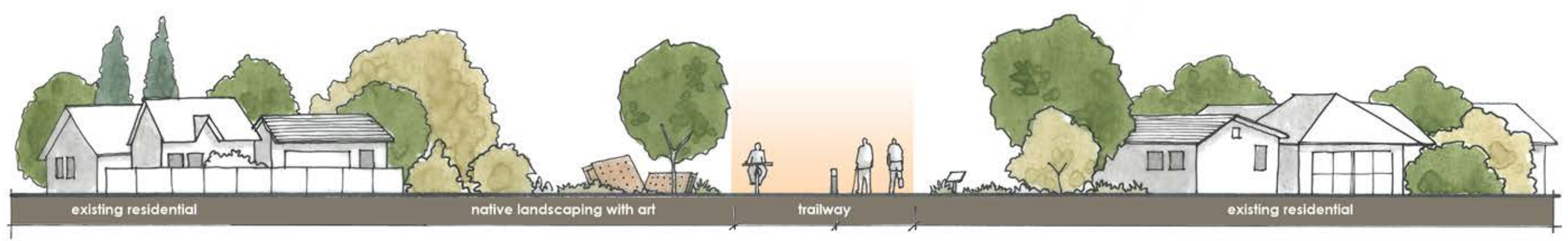

Navajo Node
Oxbow Node
9th & 9th Node
I-15 Node
Central Ninth Node
PIONEER POLICE
POPLAR GROVE PARK
1170 WEST
700 SOUTH
800 WEST BOULEVARD
800 SOUTH
500 WEST
DIANA AVE.
900 SOUTH
PARKVIEW ELEMENTARY
JORDAN PARK
INTERNATIONAL PEACE GARDENS
CORRIDOR TYPE B
CORRIDOR TYPE C
CORRIDOR TYPE D
FUTURE CORRIDOR ANALYSIS
NAVAJO
JORDAN RIVER
JORDAN RIVER PARKWAY
ILLINOIS AVE.
MODESTO PARK
900 WEST
I-15
200 WEST
JEFFERSON PARK

CORRIDOR TYPES



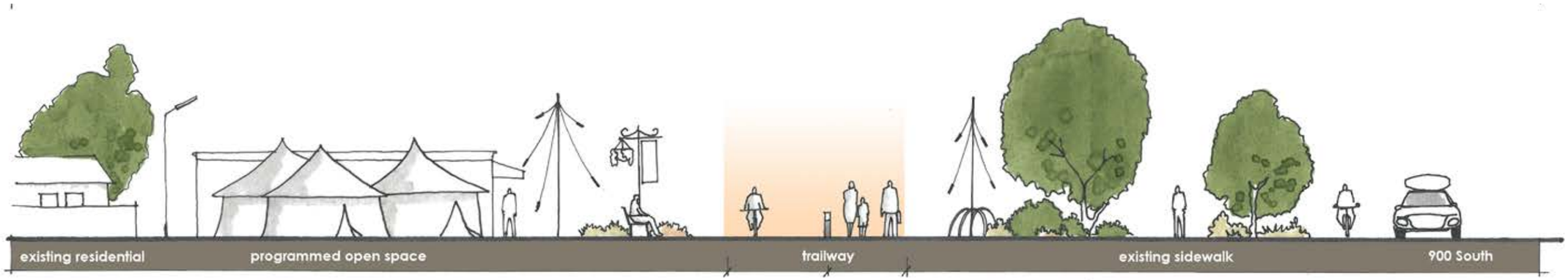
CORRIDOR TYPE A

The surrounding context of the baseline trailway will likely continue to be industrial in nature. This section offers the opportunity for a nearly uninterrupted connection between Redwood Road and the Surplus Canal. The focus of this corridor type is on providing that connection in a safe manner, with enhancement to the immediate corridor to counter the industrial context. Open views west to the Oquirrh Mountains will be supported by low landscaping and vegetation, which will also provide a sense of safety and buffering from the surrounding residential uses. Vegetation will be characterized to reflect the shift in ecosystems that includes wetland areas and playa mudflats.



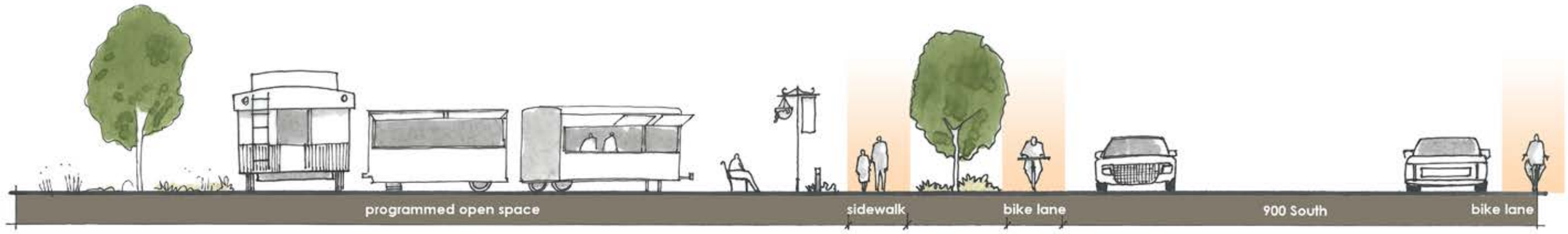
CORRIDOR TYPE B

The surrounding context of this trailway is established residential neighborhoods. With limited right of way width, this section will primarily function as a connecting link between nearby nodes. Plantings and vegetation will reflect the residential nature through inclusion of shade trees interspersed with low native plants. The focus of this corridor type is to provide a serene and passive interaction with the trailway that offers safe passage between nodes. Landscape elevation changes through berming will assist in screening viewsheds from/to the corridor from adjacent residential neighborhoods where necessary.



CORRIDOR TYPE C

The surrounding context of this trailway is mixed use in nature with room for opportunities to support the function of the trail. The focus of this corridor type is activity. A variation of residential, commercial, and light industrial uses provide the backdrop to a wide corridor right of way. The opportunities offered by this width will be capitalized upon through the installation of public art that is interactive in nature and small plazas for community gatherings, stopping to rest and or meeting for conversation with other trail users. Vegetation and plantings will be more interspersed rather than continuous. Small play areas for young children will occur along the trail to complement nearby active recreation uses for older children and adults.

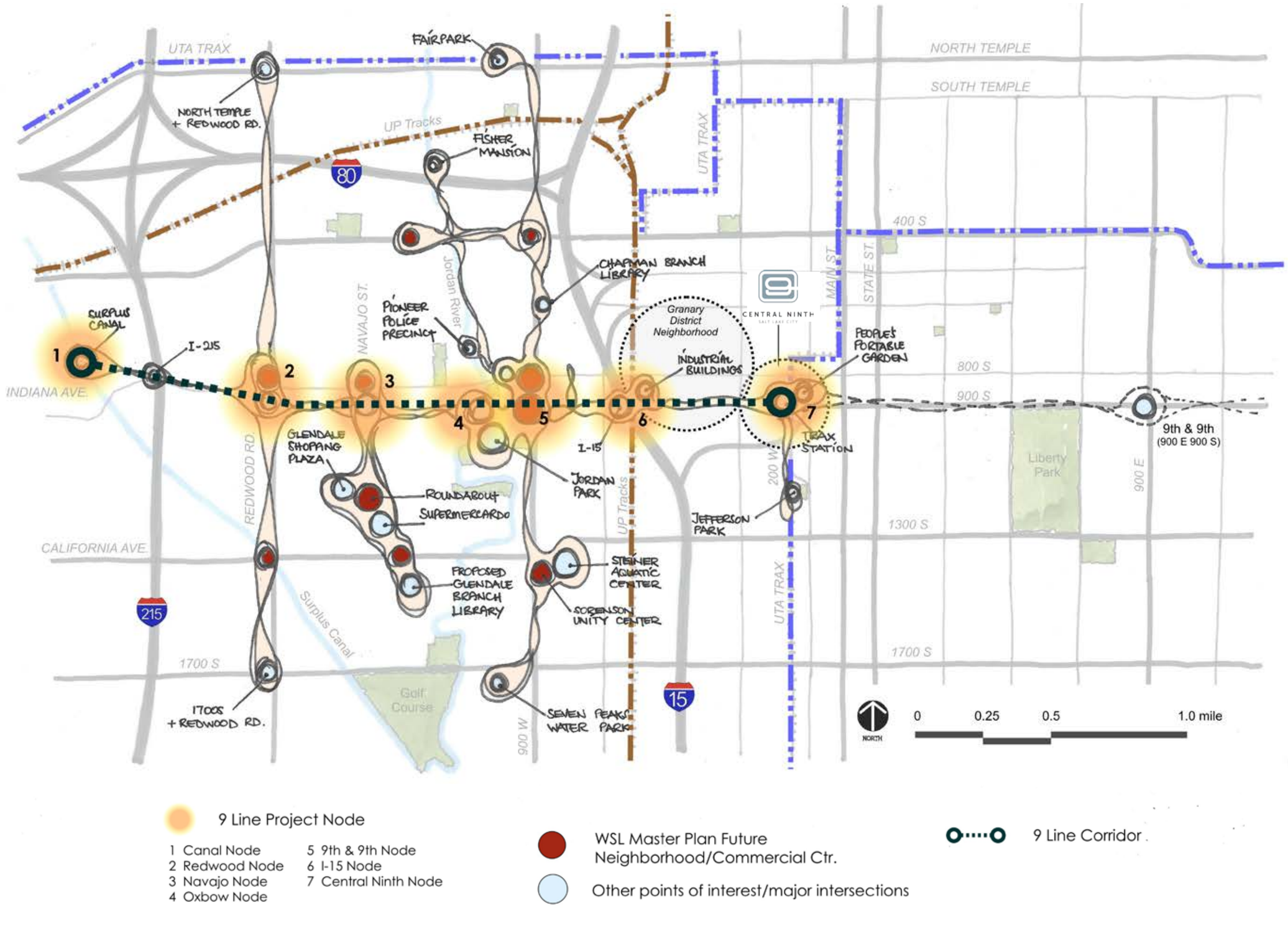


CORRIDOR TYPE D

The context of this corridor type is characterized by its integration with the existing street and sidewalk infrastructure. With no separated trailway, users will make their connection to the 9 Line, transit, and other uses via bike lanes and sidewalks. The focus of this corridor type is on making clear, visual links to the users' connection of choice. Clear, visible signage and wayfinding are the core elements of the corridor type and offer visual communication about where the users can go from here. This corridor type functions as a portal, and will lead to the primary gateway to the 9 Line Trail just to the west. Improvements to the existing streetscape such as landscaping, signage, and outdoor dining are some of the ways the user experience in this corridor type can be improved.

URBAN DESIGN

REGIONAL FRAMEWORK PLAN



9 Line Project Node

1 Canal Node
2 Redwood Node
3 Navajo Node
4 Oxbow Node
5 9th & 9th Node
6 I-15 Node
7 Central Ninth Node

WSL Master Plan Future Neighborhood/Commercial Ctr.

Other points of interest/major intersections

9 Line Corridor

DESTINATIONS & POINTS OF INTEREST

Existing & Future Neighborhood Commercial Centers - The West Salt Lake Plan identifies current and future neighborhood nodes and commercial centers, which can be seen at left. The 9 Line corridor provides convenient access for cyclists and pedestrians to and from many of these locations including nodes at Redwood Road, Navajo Street and 900 West. In this way, the 9 Line is more than a trailway, but a connector, connecting people to places.

Parks - The 9 Line corridor proper provides access to several parks near the Jordan River including Jordan Park, 9th South Park and the International Peace Gardens, as well as the Jordan River Parkway itself. By heading further east along 900 South, users would access Liberty Park, which is a large regional park between 500 - 700 East.

Transit / Transportation Corridors - Several major transit corridors intersect with the trailway including UTA Trax at 200 West and UTA FrontRunner at I-15. However, the FrontRunner is not accessible to users of the 9 Line, and actually contributes to the creation of an unpleasant experience underneath I-15. Several bus routes intersect with the corridor as well at 300 West, 900 West, Navajo Street and Redwood Road.

Land Uses - The existing land uses along the 9 Line corridor are extremely varied allowing the user to experience a full spectrum of uses in an urban transect. Heading west from the eastern gateway or bulkhead, the user will notice changes in corridor width, landscapes, and land uses. These include a transition from urban commercial and manufacturing areas to residential neighborhoods then on to an industrial/ manufacturing context with significant amounts of vacant land. There is also a significant presence of parks or open space near the Jordan River.

Bodies of Water - The 9 Line corridor is uniquely suited to providing access to watersports recreation with intersections to both the Jordan River and the Surplus Canal. These provide opportunities for kayaking, rowing, wildlife viewing and other forms of water-based recreation.

REGIONAL FRAMEWORK PLAN

The 9 Line Trail is a unique form of urban infrastructure in Salt Lake City's River District. It consists of a paved trailway which was built in 2011 between 700 West and Redwood Road in a former rail corridor. Beyond Redwood Road, the rail corridor is still owned by Union Pacific and sections of it are still actively being used. However, for the purposes of this study the connection from the existing western terminus at Redwood Road to the Surplus Canal will be included to plan for its future potential as part of a regional transportation network,

Running east to west across the west side of the Salt Lake Valley as a portion of the Transvalley Corridor, it is a crucial link for pedestrians and cyclists between neighborhoods, employment centers, parks, commercial centers and other points of interest north and south of the corridor, seen in the map to the left. Some are located along or immediately adjacent to the corridor itself, while others are further afield. However, when viewed as part of a regional transportation network, the trailway increases mobility options to all of these points, and as such becomes a crucial connection from a regional perspective.

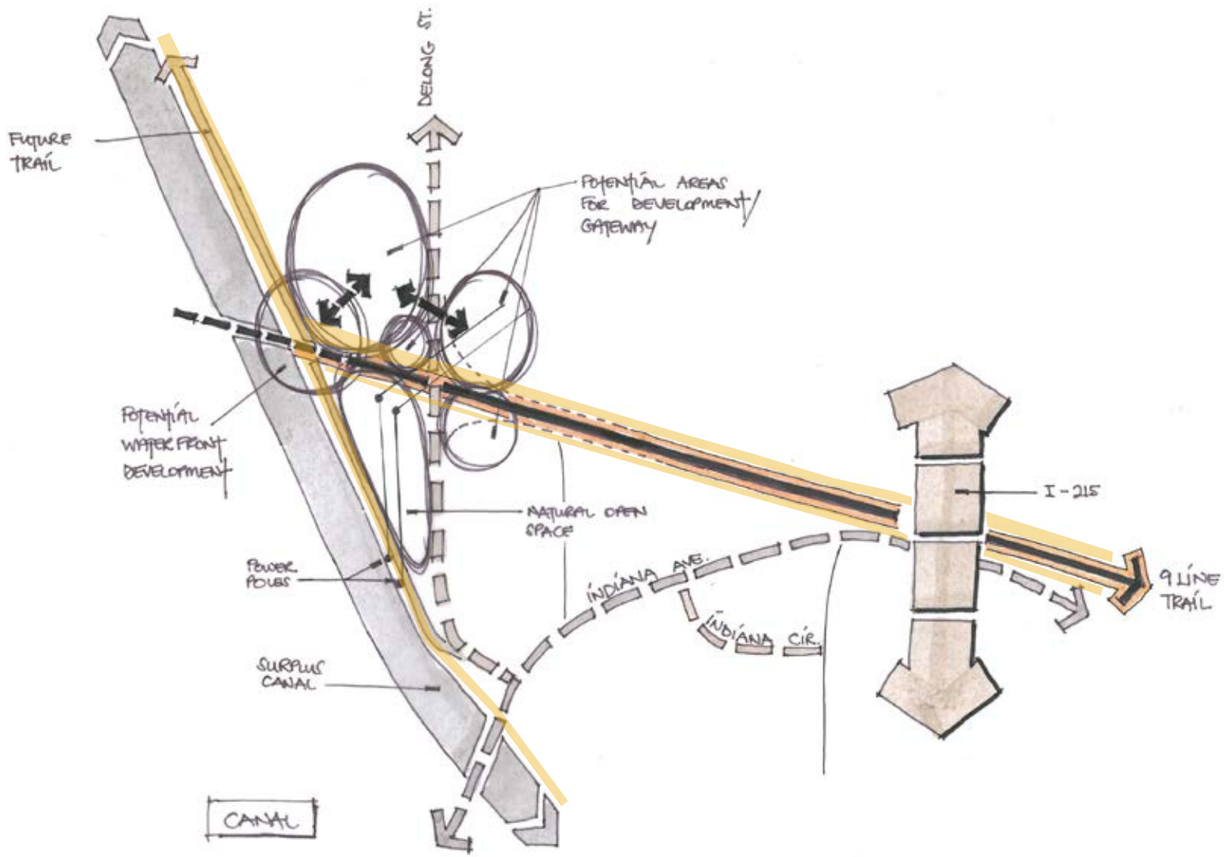
9 LINE KEY NODES

After thorough analysis of the 9 Line corridor and surrounding context it became apparent that there were multiple major intersections or nodes along the corridor which presented opportunities for future connections and development. Seven of these intersections are of particular importance because of the transportation connections they provide, adjacent land uses and their unique potential for future development. In this framework plan these nodes have been identified: they are Surplus Canal, Redwood Road, Navajo Street, Oxbow, 900 West, I-15 Gateway and Central Ninth Gateway.

Each of the nodes in the following section are described and analyzed in detail, including proposals for improvements and future development, as well as some of the important destinations and landmarks with which they could connect. For each node, potential program components are presented. These are designed to provide flexbility for Salt Lake City, being able to work together to create a multi-faceted public space. For example, in this image (above) an outdoor plaza, retail shops and landscaping provide amenities along an urban bike path.

For description and examples of precedents which show how multiple program components may be integrated (such as the image above), please refer to page 68 in the appendix of this plan.

1 - SURPLUS CANAL NODE: ANALYSIS & POTENTIAL



NEIGHBORHOOD CONNECTIONS

The Surplus Canal node of the 9 Line represents the western gateway to the trailway. Currently the 9 Line western terminus is at Redwood Road, however for the purposes of this plan, a design will be generated for the rail corridor between Redwood and the Surplus Canal. Once this connection is made, the current 9 Line corridor would be linked to additional employment centers, recreational opportunities and future transportation networks. In order to realize the more involved potential program options, additional property may need to be required by Salt Lake City.

ADJACENT LAND USES

Given the convenient access to the rail line, and the current access to major interstates and highways for shipping, the adjacent land uses are primarily industrial and manufacturing in nature, with much of the adjacent land which remains vacant or being utilized for storage. These uses can create sights, sounds and smells which are not ideal from a recreational use perspective. However these businesses represent significant employment centers. Providing mobility options for commuters seeking to access places of employment will be a major benefit once the connection is made from Redwood Road to the Surplus Canal.

IMPORTANT NODES / POINTS OF INTEREST

The intersection of the rail corridor with the Surplus Canal, represents a major opportunity from a recreational perspective. Access to a major body of water such as the Surplus Canal, is a unique opportunity in the Salt Lake Valley, and would represent the second water access point along the 9 Line corridor. Having access to the Jordan River and the Surplus Canal would situate the 9 Line as a crucial connection between these unique water-based recreational nodes.

Currently the Surplus Canal is used frequently for training by rowing crews. However there are some barriers which could be removed to make this a more successful water sports recreational destination. Facilities such as a small parking lot, seating, restrooms, drinking fountains, a boat launch and storage would allow for expanded use of the Surplus Canal for rowing and kayaking. Also, once the rail corridor is abandoned here, investigating the removal of the rail bridge at this location should take place to create an unobstructed stretch of water.

TRANSPORTATION CONNECTIONS

Currently there are very few transportation connections at this node. However a planned north-south trail along the east side of the Surplus Canal presents a significant opportunity for future connections to be made. The proposed trail would connect the 9 Line's western gateway to key destinations such as the airport as well as other points of interest north and south. Moreover, a connection would be made to the east to west bike lane along Indiana Avenue providing access to additional employment centers to the west and Emigration Canyon to the east. These future connections will make this node a very significant bicycle regional crossroads and improvements should be planned to support this role.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1: RECREATIONAL MARINA

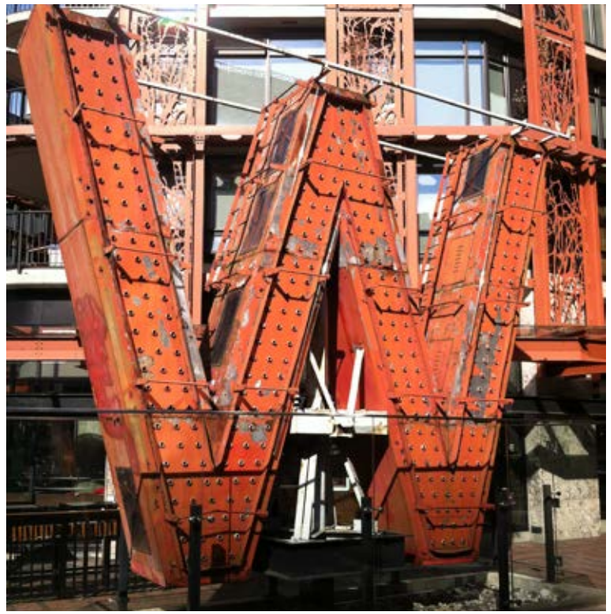
A small marina or boat launch on the Surplus Canal could dramatically increase its recreational utility for rowing crews and kayakers. It would provide convenient access to a wide variety of user groups. This would include a dock and several small slips, as well as on-site parking. This may also include an outdoor pavilion, restrooms, on-site parking, boat storage house, drinking fountains, restrooms and interpretive signage about the heritage and purpose of the canal.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2: REST AREA & WAYFINDING STATION

As the western gateway for the 9 Line Trail, and its crossroads with the bike lanes along 800 South and with the future Surplus Canal trail, a rest area could provide utility for users of the regional trail network. It would likely include a shade structure, seating, signage and wayfinding maps, trash and recycling receptacles, native landscaping and bike racks. It may also include a parking lot, water fountains, restrooms, solar powered lighting, vending machines, public art and interpretive or historic signage.

PROGRAM COMPONENT 3



PROGRAM COMPONENT 3: PUBLIC ART

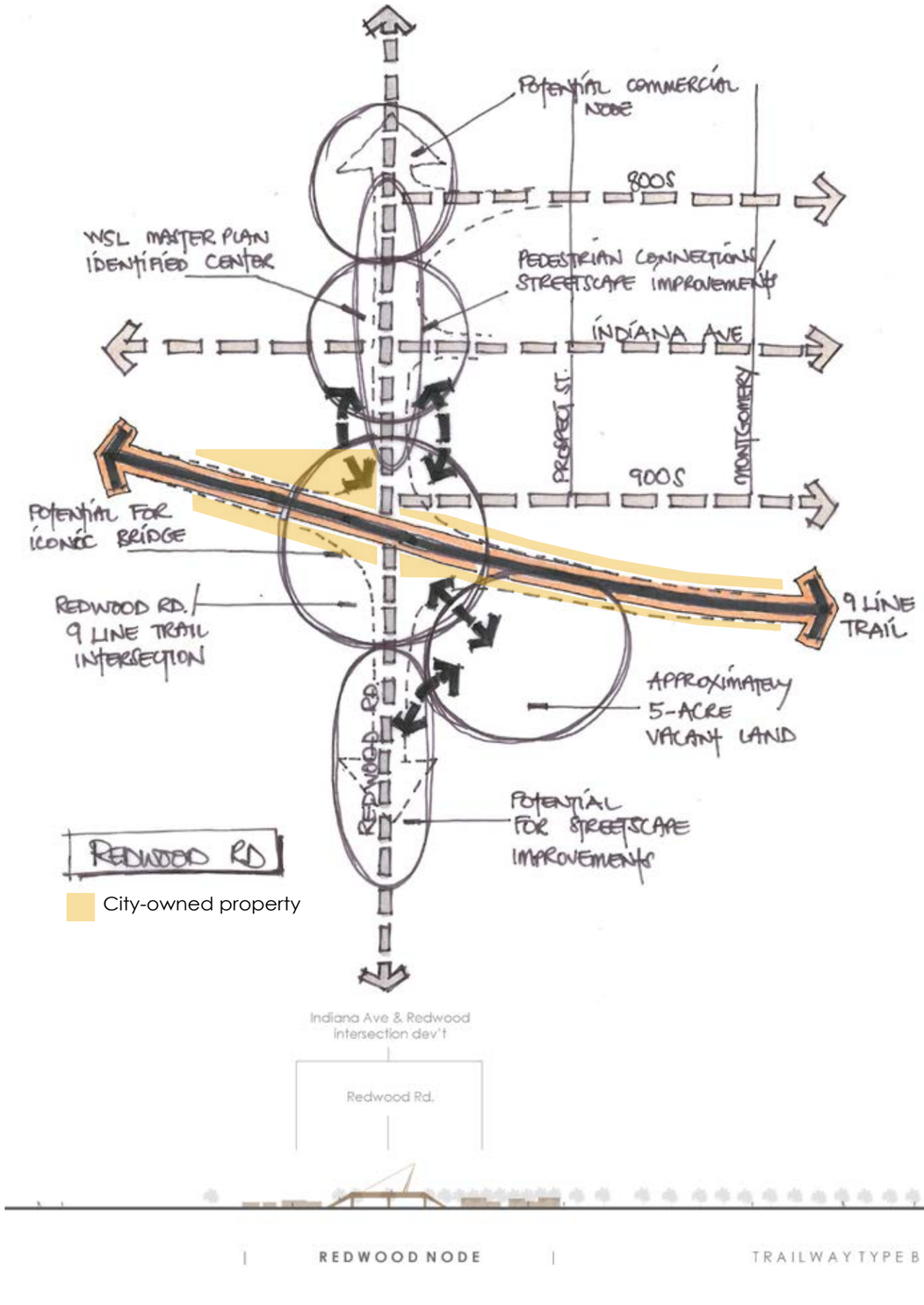
Public art at this location could be utilized to denote the 9 Line's western gateway, as well as to celebrate the industrial heritage of the corridor. The intention of these elements would be to further the branding and identity of the corridor and could include historic rail components, as well as custom designed pieces of art.

PROGRAM COMPONENT 4

PROGRAM COMPONENT 4: WILDLIFE VIEWING

The ecosystems near the Surplus Canal, are different from those further east along the corridor. Including wetland areas and playa mudflats, these areas could be restored and highlighted with interpretive signage along the eastern bank of the Surplus Canal adjacent to the future trail describing the wildlife, such as fowls and small mammals commonly seen in these areas.

2 - REDWOOD NODE: ANALYSIS & POTENTIAL



NEIGHBORHOOD CONNECTIONS

The intersection with Redwood Road is a vast departure from the serenity of the corridor elsewhere in this section. Hectic and busy with no easy crossing and lacking basic streetscape amenities, Redwood Road presents a significant barrier to the 9 Line Trail, which currently terminates here. Although currently owned by Union Pacific, for the purposes of this visioning process the section beyond Redwood Road will be considered a future extension of the corridor. While the roadway itself provides access to numerous destinations, its auto-oriented nature creates an unpleasant experience for pedestrians and cyclists.

ADJACENT LAND USES

An abrupt shift in land use occurs at Redwood Road where the 9 Line currently terminates. The neighborhoods to the east, are primarily residential in nature with several local retail and services businesses intermingled, while to the west the corridor is primarily surrounded by an industrial and manufacturing context. This bifurcated context creates very different opportunities for trailway design and programming on either side of Redwood Road. Unless a major shift occurs in the land use of the surrounding context, improving and enhancing the trailway design will be the main focus for this section.

IMPORTANT NODES / POINTS OF INTEREST

The West Salt Lake Plan calls for large-scale changes to take place at the intersection of Redwood Road and Indiana Avenue. Its relative location, transportation connections and high traffic volume create potential for further development of a commercial center at the intersection of Redwood Road and Indiana Avenue serving the adjacent neighborhoods. The 9 Line corridor should seek to connect to this future node through signage and streetscape improvements and amenities.

TRANSPORTATION CONNECTIONS

Redwood Road is a heavily traveled state highway, which runs north-south on the west side of the Salt Lake Valley. With such heavy traffic this intersection has the potential to significantly increase the visibility of the 9 Line. Several UTA bus routes, 217 and 218 run along Redwood Road connecting riders to points north and south including Downtown Salt Lake and other employment centers. Also these routes provide connections to several UTA Trax routes allowing access to other destinations throughout the Salt Lake Valley.

Once the trailway is connected further west to the Surplus Canal, the potential exists to connect to major north-south and east to west cycling trailways along the Surplus Canal and Indiana Avenue/800 South making the 9 Line an integral part of a regional cycling network.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1: STREETSCAPE IMPROVEMENTS

In an effort to connect the 9 Line corridor to the future commercial node indicated in the West Salt Lake Plan at Indiana Avenue and Redwood Road, streetscape improvements are proposed to create a sense of arrival and connection between the two. This may include a landscaped median island, upgraded sidewalk hardscapes including pavers and colored concrete, decorative lighting, seating and landscaping. It may also include a gateway or other signage to create a sense of identity at this node.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2: ICONIC BRIDGE & VIEWING PAVILION

When the connection is made between the 9 Line's current terminus at Redwood Road and the Surplus Canal, the challenges of making this crossing safe may require out of the box thinking. In order to address the high volume of traffic, vehicle speeds and skewed angle of the crossing a pedestrian and cycle bridge is one potential option. In order to maximize its utility it should be an iconic structure furthering the brand of the 9 Line, including an elevated viewing pavilion to provide opportunities to view the Great Salt Lake, as well as the Oquirrh and Wasatch Mountains.

PROGRAM COMPONENT 3

PROGRAM COMPONENT 3: INTERPRETIVE WETLANDS

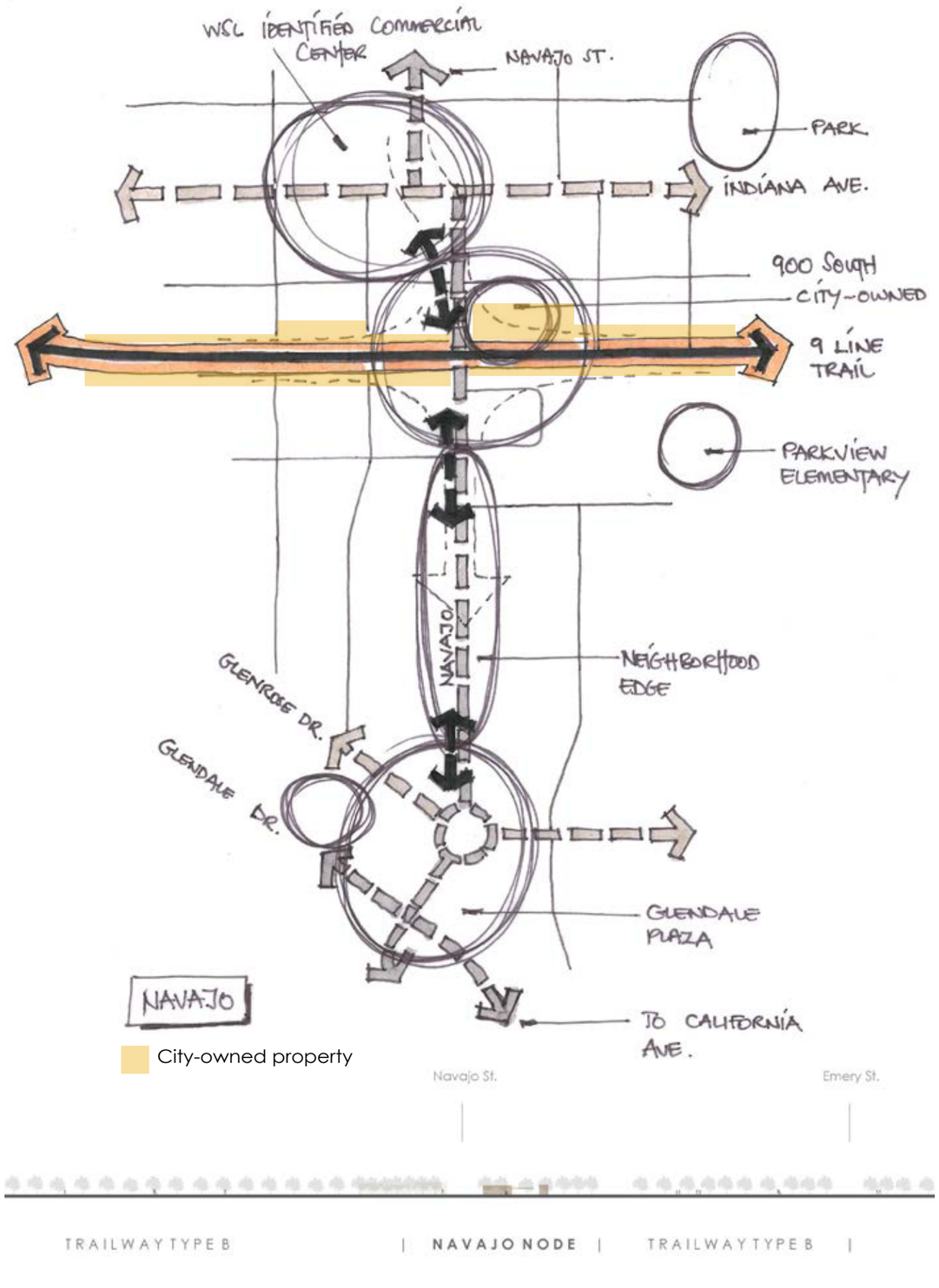
A small native wetland exists immediately west of Redwood Road that provides an opportunity for a passive open space area with interpretive signage and seating calling attention to the shift in ecosystems at this area from uplands to playas and mudflats.

PROGRAM COMPONENT 4

PROGRAM COMPONENT 4: INTERACTIVE ART STATION

With the long-term goal of developing a commercial center at Indiana Avenue and Redwood Road in mind, providing an interactive art station would promote recreational use for families who patronize this center. This may take the form of a chalk wall or a paintable rock, providing opportunities for free expression for users of all ages.

3 - NAVAJO NODE: ANALYSIS & POTENTIAL



NEIGHBORHOOD CONNECTIONS

The Navajo Node of the 9 Line presents an excellent opportunity to provide a new resource while enhancing the connectivity enjoyed by local residents as well as regional users. This is because of the presence of a large City-owned parcel available for development at Navajo Street, its adjacent land uses, transportation connections and relative location to several important destinations and landmarks. Navajo Street is a major community thoroughfare connecting residents and businesses from two sides of the neighborhood, and its intersection with the 9 Line corridor presents a significant opportunity for further development in connecting these neighborhoods.

ADJACENT LAND USES

While the immediate context of the trailway at this node is primarily residential, within a few minutes walk there are schools and churches, as well as several business nodes to the north and south of this location. To the north there is a small neighborhood commercial node which is currently growing and developing including several convenience stores and local businesses. To the south, the Glendale Shopping Plaza is both a local and regional draw with stores such as the Super Mercado, as well as a wide variety of small businesses.

IMPORTANT NODES / POINTS OF INTEREST

Within a 5-minute walk of the Navajo Node, there are several institutions, neighborhood commercial centers and points of interest. These include Parkview Elementary immediately adjacent to the trailway, Poplar Grove Park and two commercial centers identified in the West Salt Lake Plan. The first is the neighborhood commercial center at the intersection of Navajo Street and Indiana Avenue and the Glendale Shopping Plaza at the intersection of Navajo Street and Glendale Drive.

TRANSPORTATION CONNECTIONS

The corridor makes numerous connections into the residential neighborhoods at this node which provides excellent accessibility and utility for pedestrians and cyclists of all ages and abilities. For instance, Navajo Street is a preferred bicycling route identified on the Salt Lake City Bikeways Map. Moreover, on-street bike lanes along Indiana Avenue/800 south provide east to west connections between Redwood Road and 700 East and beyond.

In addition, UTA bus route 516 runs along Navajo Street at this location connecting local residents to other activity centers and neighborhoods in the communities of Glendale and Poplar Grove.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1: NEIGHBORHOOD COMMERCIAL

Navajo Street is an important north-south thoroughfare connecting two sides of the neighborhood bifurcated by the 9 Line corridor. It also features several small neighborhood commercial nodes. This location could also be appropriate for a small neighborhood retail opportunity. It should respond to the surrounding context in scale and character, while offering services to local residents and trailway users. Any residential use on this parcel should include program components such as play grounds, trailway oriented art, neighborhood commercial and community gardens. It may include outdoor seating, shared restroom facilities, a bus shelter on Navajo Street, bike racks, public art and other amenities for residents and trailway users.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2: COMMUNITY GARDENS

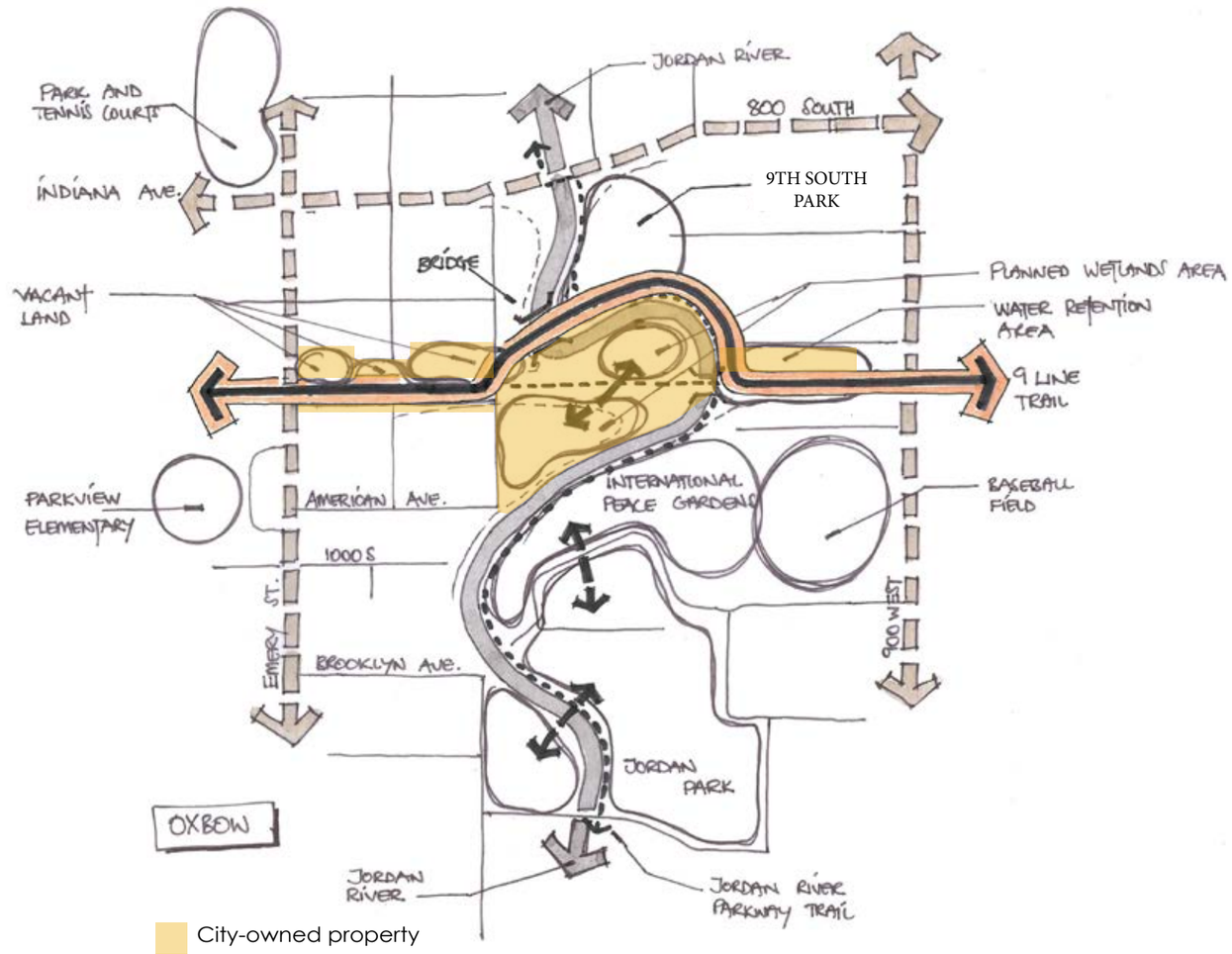
The size and orientation of the large City-owned parcel of land at Navajo Street easily lends itself to a large community garden of raised bed planters. Its location along the corridor, adjacent to residential neighborhoods presents opportunities for relationships between this garden and Wasatch Community Gardens and/or Parkview Elementary. This may also provide educational opportunities to teach school children about organic gardening and water use reduction.

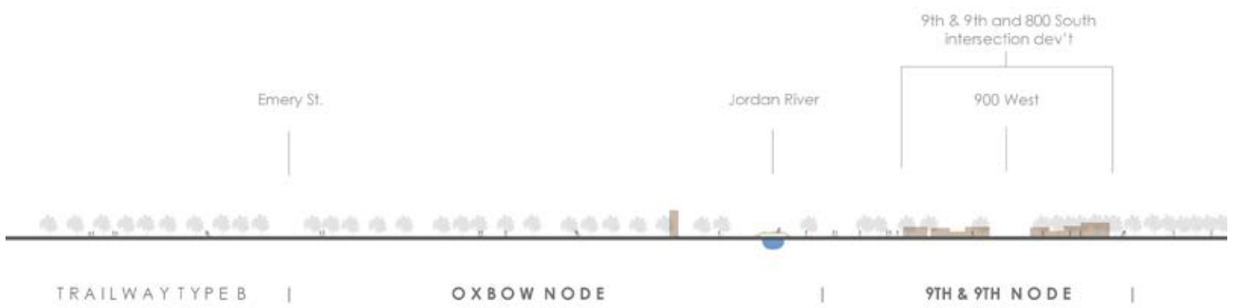
PROGRAM COMPONENT 3

PROGRAM COMPONENT 3: TRAILWAY-ORIENTED PUBLIC ART

The section of the corridor immediately west of Navajo Street begins to provide views both east and west, as well as several long, uninterrupted sections of the trail. One way to emphasize these unique conditions along this portion of the corridor is to create some form of public art or sculpture gardens which enhances the experience of movement or motion through the trailway which is part of the proposed corridor identity.

4 - OXBOW NODE: ANALYSIS & POTENTIAL





NEIGHBORHOOD CONNECTIONS

Located in the heart of the central core of the corridor, this section balances providing destinations for regional users of the trailway, while enhancing the resources available to local residents. This section of the corridor travels through single-family residential neighborhoods, as well as several major activity centers including Parkview Elementary and the Jordan River Trail. Each of these are important trip generators for the 9 Line, which provides connectivity for walkers and cyclists. Despite the narrow width of the corridor acting as a limiting factor for development, several City-owned parcels of land adjacent to the trailway provide unique opportunities to further integrate neighborhoods and provide additional resources for the community. The narrow vacant properties adjacent to the 9 Line, west of Jordan Park extending to the Surplus Canal, should be converted into a linear park and should be considered for possible rezoning to open space and added into the City's park inventory.

ADJACENT LAND USES

The adjacent context to the Oxbow Node is comprised primarily of dense single-family residential neighborhoods, with the exception of Parkview Elementary School. There is also a significant amount of public open space along the Jordan River, comprised of several public parks and natural land areas. Many of the vacant parcels along the 9 Line could be improved and turned into functional open space that would complement the existing parks and natural lands.

IMPORTANT NODES / POINTS OF INTEREST

The Oxbow Node is at the heart of several major recreational points of interest including the International Peace Gardens, Jordan Park and 9th South Park. Also within a 5-minute walk, users can reach Parkview Elementary, Poplar Grove Park, as well as the neighborhood commercial node at 900 South & 900 West. Currently there are plans by Salt Lake City's Parks and Public Lands Department to redevelop the Jordan River Oxbow into an interpretive wetlands park, with commanding views to the Wasatch, which will become another recreational point of interest at this node.

TRANSPORTATION CONNECTIONS

Access to the Oxbow Node is well served for pedestrians and cyclists, with access from local streets, the 9 Line and the Jordan River Parkway. With regards to automobile access there are frequent intersections with local streets serving the adjacent residential neighborhoods. These intersections are disrupting to the flow of commuters using the trailway, however it does provide valuable intra-neighborhood connections for users of all ages and abilities. There are no bus routes or other public transportation connections adjacent to the Oxbow, however within a 5-minute walk of 900 West there is access to several bus routes.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1: COMMUNITY GARDENS

The size and orientation of the large City-owned parcel of land at Emery Street easily lends itself to a large community garden of raised bed planters. Its location along the corridor adjacent to residential neighborhoods presents opportunities for relationships between this garden and Wasatch Community Gardens and/or Parkview Elementary.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2: OUTDOOR CLASSROOM

An outdoor classroom provides opportunities for community gatherings, educational instruction and small performances. The relative proximity to Parkview Elementary and residential neighborhoods, as well as near the Jordan River, makes this a logical location for an outdoor classroom or small amphitheater.

PROGRAM COMPONENT 3

PROGRAM COMPONENT 3: HILLSIDE PLAYSPACE

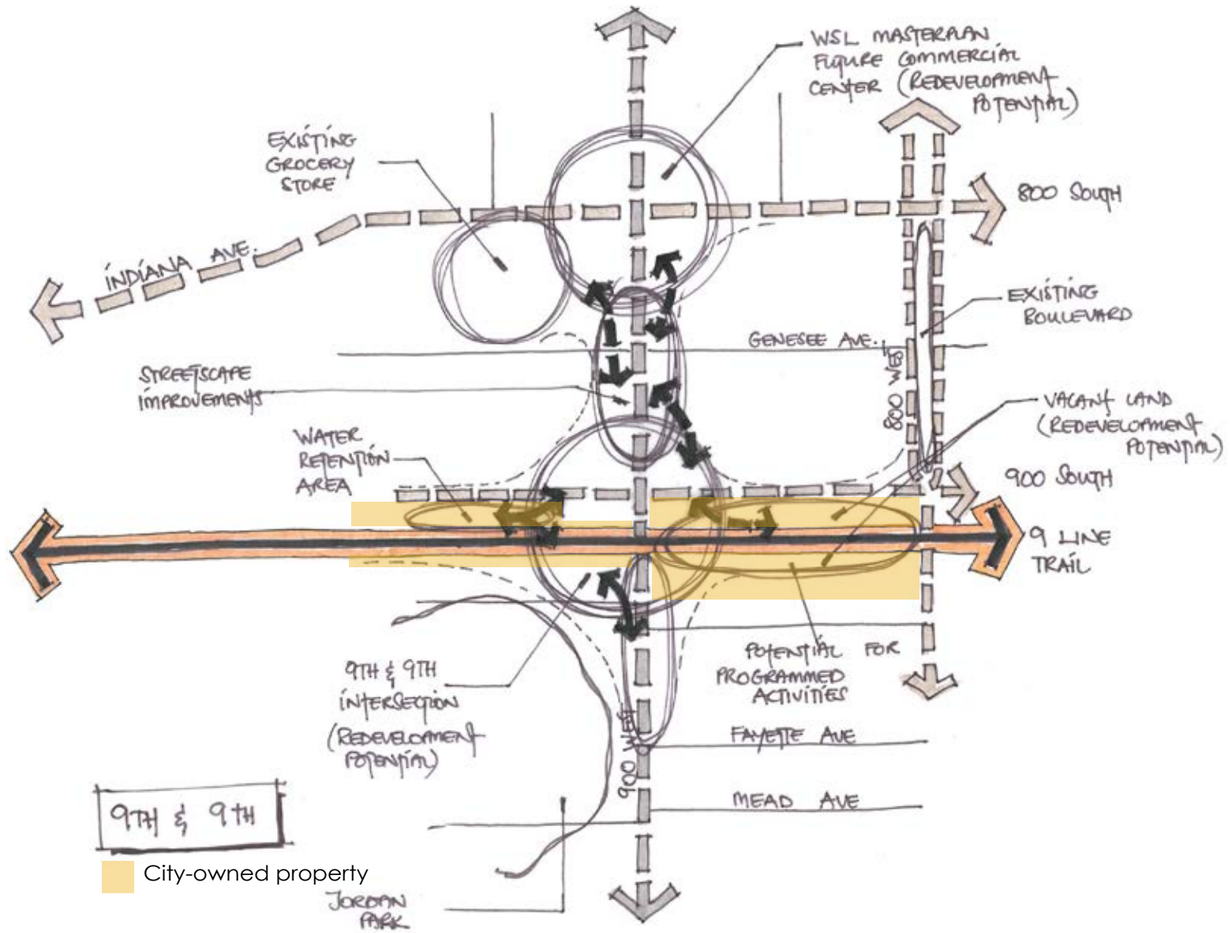
The overall topography of the corridor is rather flat so finding opportunities for elevated viewing becomes important to allow users to take in views of the mountain ranges on both sides of the Salt Lake Valley. Located near residential neighborhoods and Parkview Elementary, a hillside playspace would be a year-round attraction for children to visit and play, while others enjoy views to the Jordan River and distant mountains. In the wintertime the hillside could become the neighborhood sledding hill. This could also include wildlife viewing such as the program component for the Surplus Canal node.

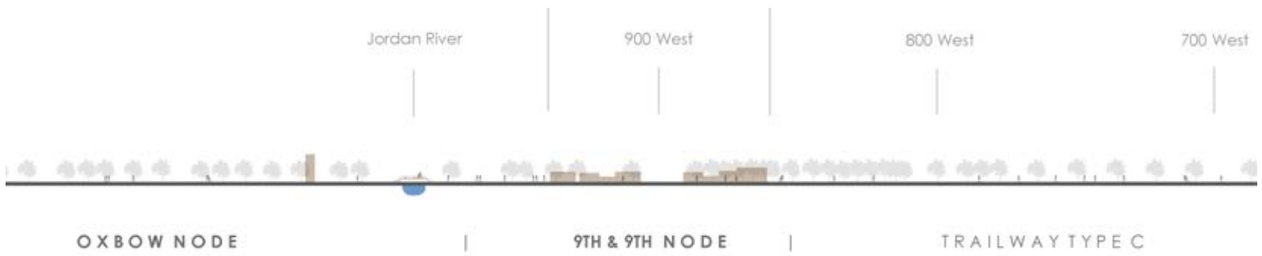
PROGRAM COMPONENT 4

PROGRAM COMPONENT 4: URBAN KAYAKING

One of the few opportunities in the Salt Lake Valley for watersports recreation exists at the Oxbow in the Jordan River. Local residents indicated overwhelmingly during public outreach that they would like to see expanded opportunities for kayaking at or near this location on the Jordan River. While not currently planned as part of the Oxbow Resotration project undeway, this may be as simple as a small boat launch and parking lot to more developed offerings such as a kayak rental shop offering training classes and tours. Local habitat, hydrology, bank slope and ease of access must each be considered when determining if any suitable access locations exist.

5 - 900 WEST NODE: ANALYSIS & POTENTIAL





NEIGHBORHOOD CONNECTIONS

The intersection of 900 South & 900 West is an important node along the 9 Line corridor as well as a neighborhood commercial center for the local community. Several local businesses are located at this intersection, as well as the Sunday Anderson Westside Senior Center. In addition to 9 Line, 800 South which is one block north of this intersection is a major continuous east to west route across the City. The 9 Line Trail passes immediately south of the intersection, representing the widest section of the corridor and presenting the greatest opportunity for programmed activities. There is also a significant presence of mature growth native plantings along 900 South installed over many years by neighborhood residents.

ADJACENT LAND USES

The immediate context at this node features of wide variety of land uses including single family residential neighborhoods, a variety of businesses including a grocery store, and open space and recreational uses at Jordan Park. To the east, several light manufacturing businesses exist south of the trailway. Because of this diversity of use, this intersection is active throughout the day with different users, causing it to be an important neighborhood node. Billboards on the northwest corner of this intersection could be removed providing another commercial opportunity in the future. Along the trailway just west of this intersection is the 900 South Stormwater Wetland Treatment Facility, which is currently being redeveloped and expanded by the City to include walkways and educational value to community members.

IMPORTANT NODES / POINTS OF INTEREST

The corner of 900 South & 900 West is itself an important neighborhood node for a variety of users. In the West Salt Lake Plan, this area is identified as a commercial corridor and neighborhood gateway, emphasizing the long term goal to connect the commercial uses between 800 - 900 South. It should also celebrate a sense of arrival as a community gateway. Immediately west of this intersection is a major recreational node at the Jordan River including several parks and the Jordan River Parkway.

TRANSPORTATION CONNECTIONS

A high volume of traffic passes through this intersection along 900 West which is a major north-south vehicular corridor connecting to Downtown Salt Lake. This presents some challenges and safety concerns to trailway users. While most basic pedestrian infrastructure exists here, it could be improved to enhance the pedestrian experience. Cyclists enjoy access to a variety of trails and bike lanes including the Jordan River Parkway, the 9 Line, as well as bike lanes on 800 and 900 South. Several UTA bus routes provide service at this location making connections to Downtown Salt Lake, light rail, as well as other employment centers throughout the valley.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1:
COMMUNITY MARKETS

A community market at this node would help to achieve two goals: to support existing businesses by bringing more customers; and to provide an opportunity for community residents to gather and exchange goods, services and ideas. This may take the form of mobile kiosks (named 'track shacks' by the U of U SLC Workshop) or event tents set up on grass or at a plaza with seating and other amenities. A more permanent alternative is to create affordable, micro-retail business incubator units available for short-term lease to create opportunities for local businesses to grow and launch.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2:
LOW-RISE MIXED-USE DEVELOPMENT

In order to further develop the neighborhood commercial node at this intersection, it is likely that additional housing will need to be developed in order to create a critical mass of potential patrons. A low-rise mixed-use development would help to meet this long-term goal indicated in the West Salt Lake Plan. A development here capitalizes on the large parcel of City-owned land at this intersection, and creates housing set in a location with many basic services and amenities within walking distance, as well as public transportation options. The design of the space and the commercial tenants should appropriately respond to area residents and proximity to the trailway.

PROGRAM COMPONENT 3

PROGRAM COMPONENT 3:
ICONIC ART INSTALLATION

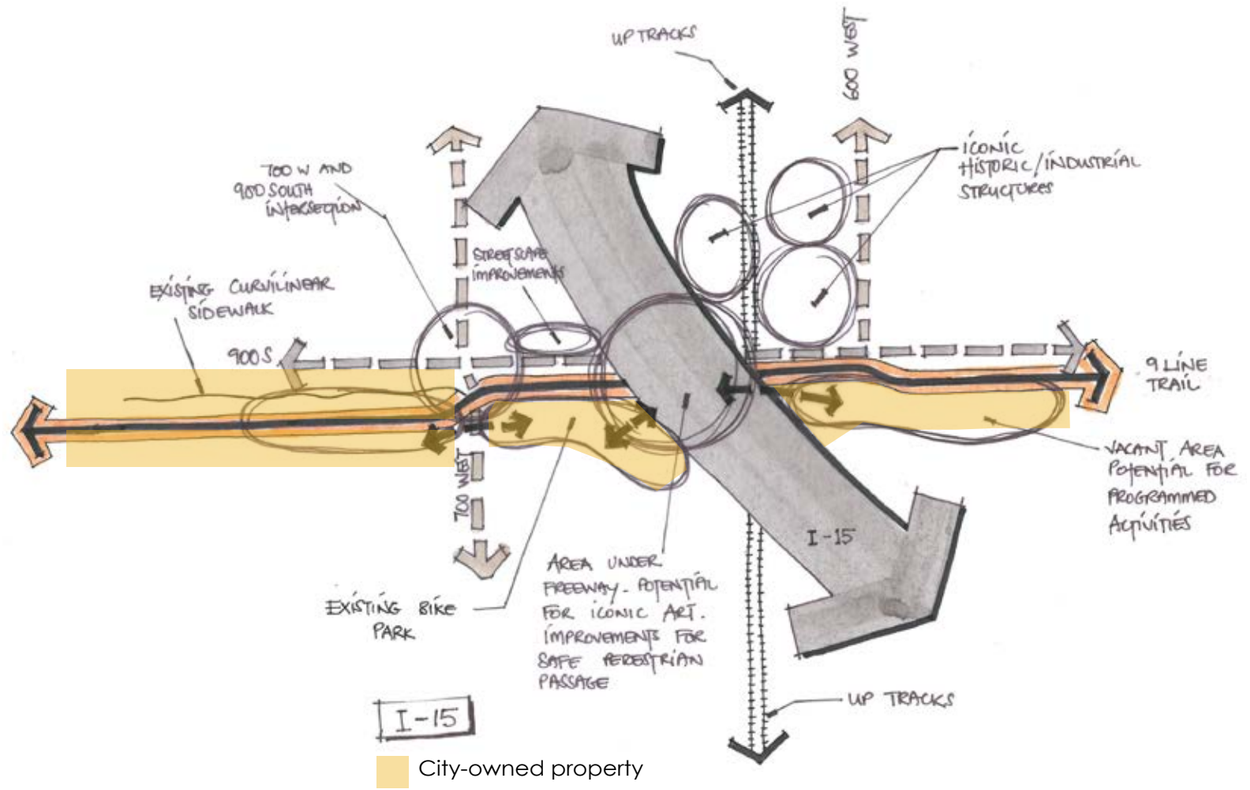
One way to draw more visitors and potential customers to the neighborhood commercial node at this intersection is to provide a destination for them to visit. An iconic art installation or sculpture garden is one way to do this. It could be a permanent, fixed, exhibit or a rotating outdoor gallery which changes with the seasons. This could also be an overhead shade structure creating an open-air market space underneath for a community market as mentioned in program option 1.

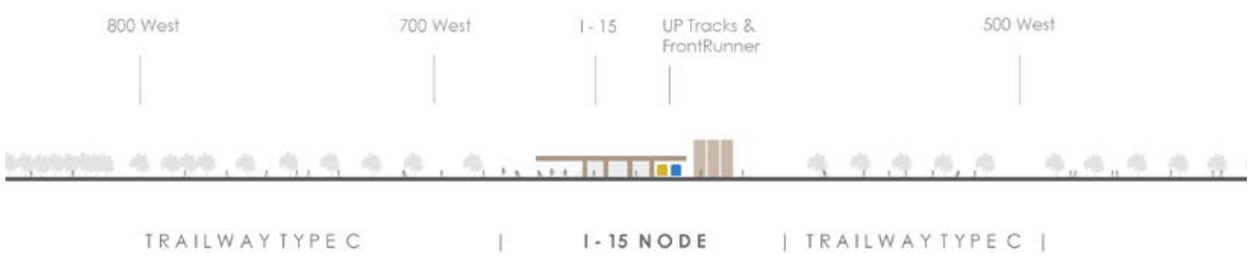
PROGRAM COMPONENT 4

PROGRAM COMPONENT 4:
FITNESS PARK

A fitness course along the trailway here is one potential use for the corridor. It would provide usefulness for local residents of all ages and abilities, and take advantage of the wide, linear corridor at this location. It also encourages trail users to live active and healthy lifestyles.

6 - I-15 NODE: ANALYSIS & POTENTIAL





NEIGHBORHOOD CONNECTIONS

The intersection of the trailway with I-15 presents significant physical barriers to comfortable travel and becomes unsafe, a nuisance and an overall negative experience. For many users of the 9 Line, this intersection will be the gateway through which they travel east to west because there are a limited number of through streets underneath the elevated I-15. Long waits, loud noises and safety issues are some of the concerns which must be improved. Immediately west of I-15, the corridor opens up and the dedicated trailway begins, offering connections to parkblocks along 800 West and the existing neighborhood commercial center along 900 West between 800 - 900 South.

ADJACENT LAND USES

The 9 Line corridor changes dramatically between I-15 and 900 West. Adjacent land uses in this section of the corridor transition from commercial and light industrial on the eastern end to neighborhood commercial, single-family residential and open space on the west end. There is some vacant land and a new bike park adjacent to the Interstate which present opportunities for programmed activities and other trailway development.

IMPORTANT NODES / POINTS OF INTEREST

Several blocks west of I-15 is the intersection of 900 South & 900 West, which is an important neighborhood commercial node and gateway to the Jordan River Park recreational area.

TRANSPORTATION CONNECTIONS

Underneath I-15 UTA's FrontRunner and the Union Pacific Railroad share a corridor running north-south which cross the 9 Line corridor directly underneath I-15. This represents a major physical barrier that requires special attention, which can be found in the intersection analysis and design section of this document.

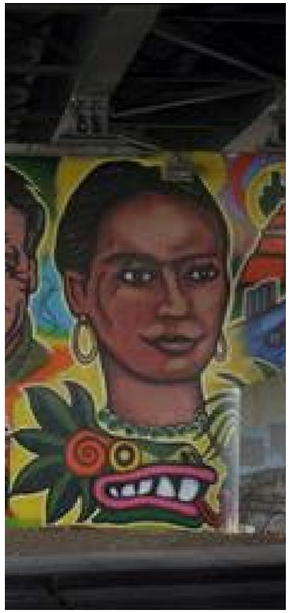
On-street bike lanes and improved sidewalks exist in either direction of I-15, providing sufficient cycling and pedestrian access in this area. Safety concerns exist regarding riders moving through this intersection because on-street bike lanes disappear without warning riders to dismount or merge with vehicular traffic. Immediately west of I-15, the corridor opens up and the dedicated trailway begins, offering connections to parkblocks along 800 West and the existing neighborhood commercial center along 900 West between 800 - 900 South. On-street bike lanes along 600 West provide access to destinations north of the corridor including UTA's Intermodal Hub and Downtown Salt Lake City.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1:
NATIVE PLANTINGS

The context of this node is primarily urban, with little or no parks or open space immediately available. One way to provide more open space into this context, without creating unnecessary water use involves, native or adaptive plantings along this section of the corridor which could be a useful amenity for area residents and trailway users. It would also create a greenway connection with the parkblocks along 800 West and the native plantings along 900 South.

PROGRAM COMPONENT 2



PROGRAM COMPONENT 2:
ART INSTALLATIONS

The area underneath I-15 is a safety concern, an unpleasant experience and overall a 'non-place'. One way to combat this undesirable condition is to create a light art installation which could assist in making a beautiful and safe space for those utilizing the corridor at night.

Another way to enhance the experience of trailway users as they pass underneath I-15 is to display murals and art on the support structure and freeway abutments. This would celebrate its role as an east to west gateway representing the diverse communities of the Salt Lake Valley and welcome visitors.

PROGRAM COMPONENT 3

PROGRAM COMPONENT 3:
HISTORIC RAIL INTERPRETIVE PARK

To connect corridor users with its industrial heritage, a historic rail interpretive park featuring rail cars or locomotive and other historic rail components is proposed. It may also feature seating, landscaping, bike racks and other components necessary to support events ranging from family picnics to community gatherings.

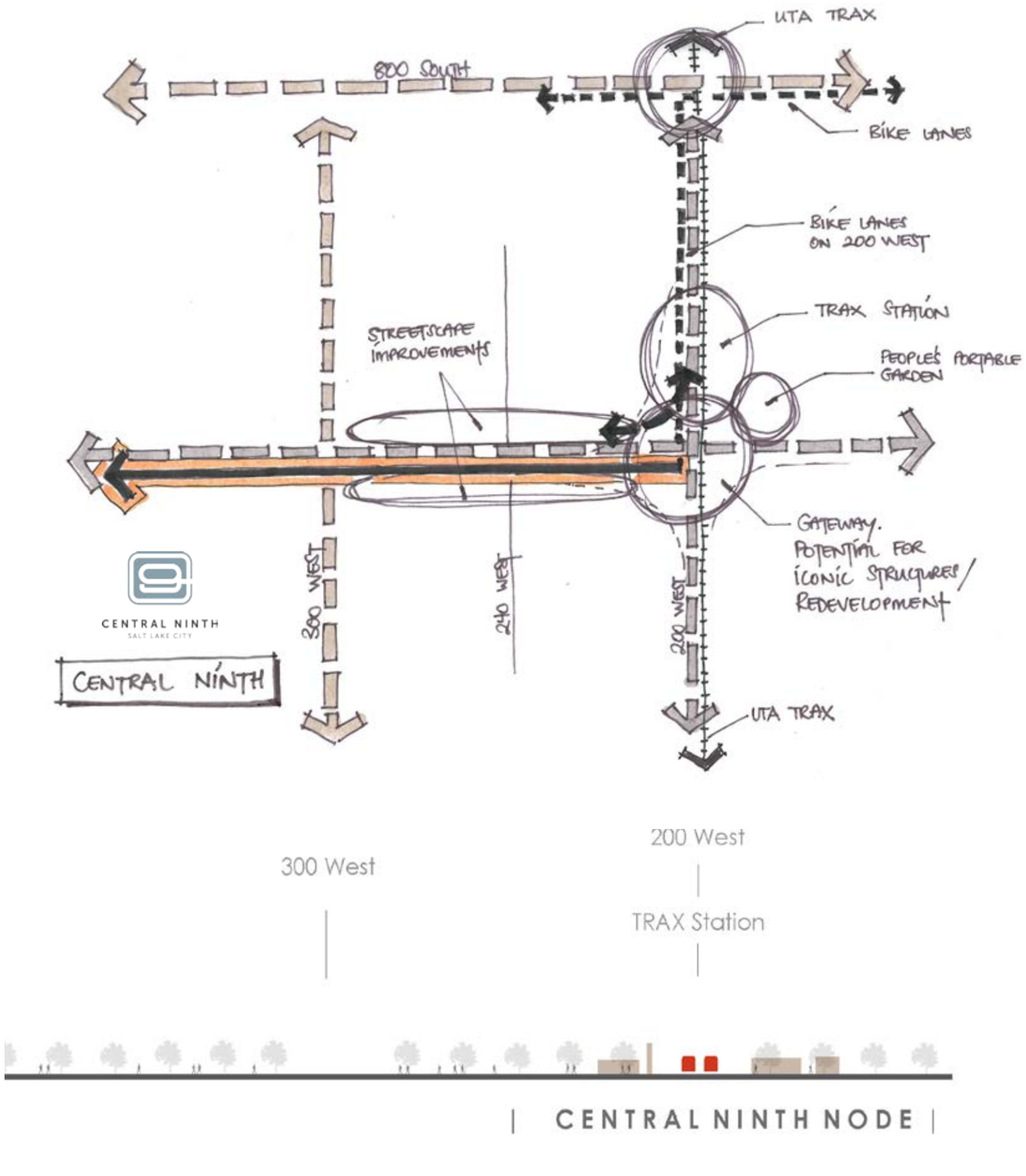
PROGRAM COMPONENT 4

PROGRAM COMPONENT 4:
EXPANSION OF EXISTING BIKE PARK

A bike park has been installed in the area immediately west of I-15. This is a great amenity along the 9 Line corridor and has great community support. The WSL Master Plan also envisioned this space use at that location.

This bike park area should be enhanced to become a destination and a recreation option for the youth and other bike enthusiasts in the community. This could include streetscape amenities such as landscaping, signage, seating, bike racks and other implements to further enhance this regional destination space.

7 - CENTRAL NINTH NODE: ANALYSIS & POTENTIAL



NEIGHBORHOOD CONNECTIONS

The intersection of 900 South & 200 West is a significant gateway to the corridor because it is a major connection point to UTA TRAX and bus routes. It is also a key intersection in the heart of the Central Ninth neighborhood. Although there is no physically separated trailway in this location, buffered bike lines and sidewalks provide access for 9 Line users to connect from public transportation or other points further eastward to the corridor.

General lack of signage / wayfinding, physical trail infrastructure and destination recreational uses negatively affect the number of potential users along the 9 Line at this node.

ADJACENT LAND USES

This node along the corridor is typified by a gritty urban context featuring a wide variety of land uses including all types of residential, neighborhood commercial and light industrial and manufacturing uses. Numerous surface parking and vacant lots present opportunities for future development.

IMPORTANT NODES / POINTS OF INTEREST

The 9 Line bisects two Redevelopment Agency Project areas at this location, the Granary District and the West Temple Gateway Redevelopment Areas. These project areas are neighborhoods in transition and feature an eclectic mix of housing, restaurants and creative businesses, as well as serving as an important southern gateway into Salt Lake City's downtown area. On the northeast corner of this node the People's Portable Garden adjacent to Local First Utah is an important community point of interest drawing in residents from the adjacent neighborhoods. This area is also known for a variety of ethnic restaurants and businesses.

TRANSPORTATION CONNECTIONS

This intersection is an important transportation node, providing connections to multiple UTA Trax lines and bus routes. From this point riders can access several modes of public transit providing mobility options to most major destinations throughout the Salt Lake Valley.

Access to this intersection from the 9 Line corridor by pedestrians and cyclists is well served, with on-street buffered bike lanes and sidewalks between 200 West and I-15. Once reaching this point, users of the 9 Line can access the aforementioned public transportation options. However for those continuing further east to points such as Liberty Park and the neighborhood commercial center at 900 East & 900 South, the bike lanes turn north at 200 West to provide access to the east-west bike lanes along 800 South which serve much of the Salt Lake Valley. In order to continue east along 900 South, cyclists may proceed eastbound in a shared lane with cars.

PROGRAM COMPONENT 1

PROGRAM COMPONENT 1: CYCLE CENTER

A cycle center at this node would accomplish two goals: to encourage commuting riders to park their bikes and access UTA Trax or bus lines at this location; and to allow for bike rental by visitors who wish to follow this portion of the Cycle the City route. This could be in conjunction with Salt Lake City's GREENbikes program or through private enterprise.

PROGRAM COMPONENT 2

PROGRAM COMPONENT 2: GATEWAY

The intersection of 200 West & 900 South is the 9 Line's eastern gateway for the purposes of this plan. With so many commuters passing by this location on public transportation or in their cars, capturing the attention of these potential users is a key priority at this location. An artistic, celebratory overhead gateway, provides the opportunity to create a sense of arrival and clearly denote this gateway and invite curious passersby to explore further.

PROGRAM COMPONENT 3

PROGRAM COMPONENT 3: BRANDED INTERSECTION

The intersection of 200 West and 900 South is the 9 Line's eastern gateway in this plan. With so many commuters passing by this location on public transportation or in their cars, capturing their attention is a key priority at this location. A branded intersection and streetscape improvements clearly denote this gateway and invite curious passersby to explore. This may take the form of painting the street, using pavers or scored concrete or 9 Line logos could be painted in the buffered bike lines in this section between 200 - 600 West to increase its visibility.

PROGRAM COMPONENT 4

PROGRAM COMPONENT 4: OUTDOOR DINING

Provide incentive for the creation of outdoor dining for the existing and future dining establishments along the 9 Line. Between 200 - 300 West there is a concentration of restaurants, featuring a wide variety of offerings. Creating an incentive and/or removing any regulatory barriers preventing the creation of outdoor dining or 'parklets' in this area to create a lively streetscape experience at the eastern gateway of the 9 Line. This would serve to support existing local businesses, and catalyze additional future growth and development of similar enterprises.

INTERSECTION ANALYSIS & RECOMMENDATIONS

INTERSECTION TYPES

The following outlines barriers, as well as opportunities faced by the 9 Line Trail in terms of intersection crossings and major roadways. Intersections along the trail in the study area fall approximately into one of several categories:

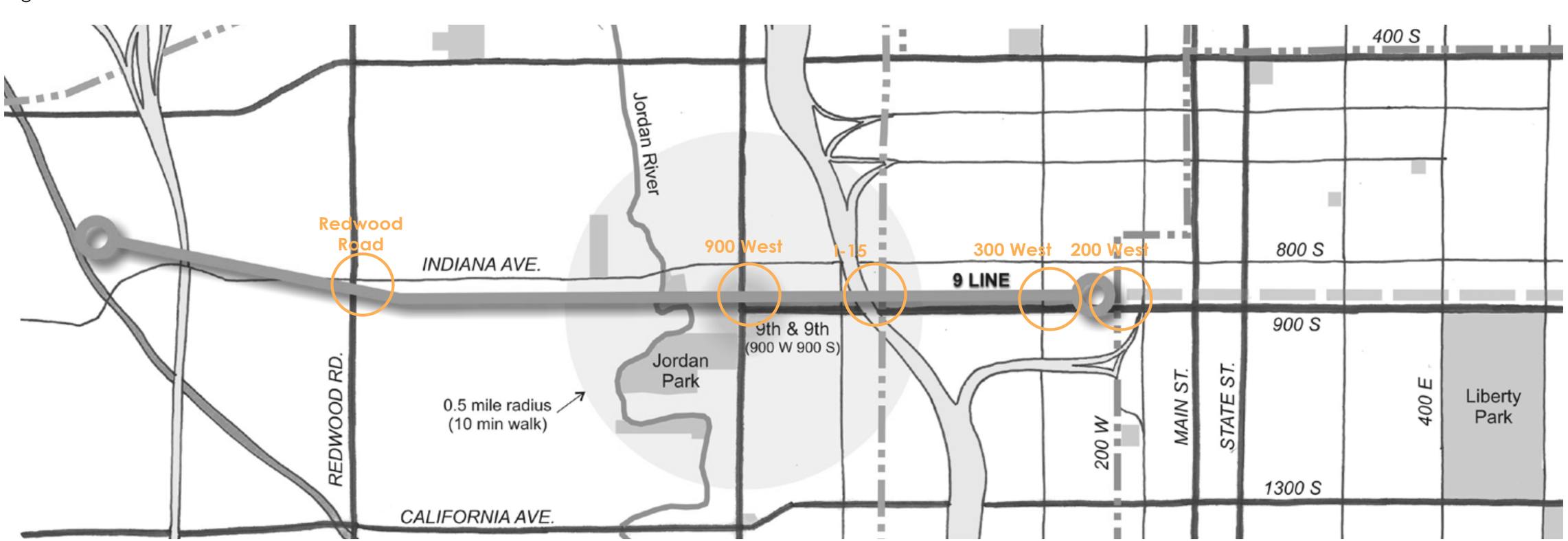
Type 1: Sections of on-street bike lanes on primarily four-lane roadway through signalized intersections, with existing sidewalks along the route (900 South & 200 West, 300 West)

Type 2: Intersection of a two-lane roadway where bike lanes exist with a minor street offset from rail (900 South & Interstate 15)

Type 3: at grade semi-signalized trail crossing on multi-lane arterial, short distance from signalized intersection with parallel sidewalks and bike lanes (900 West)

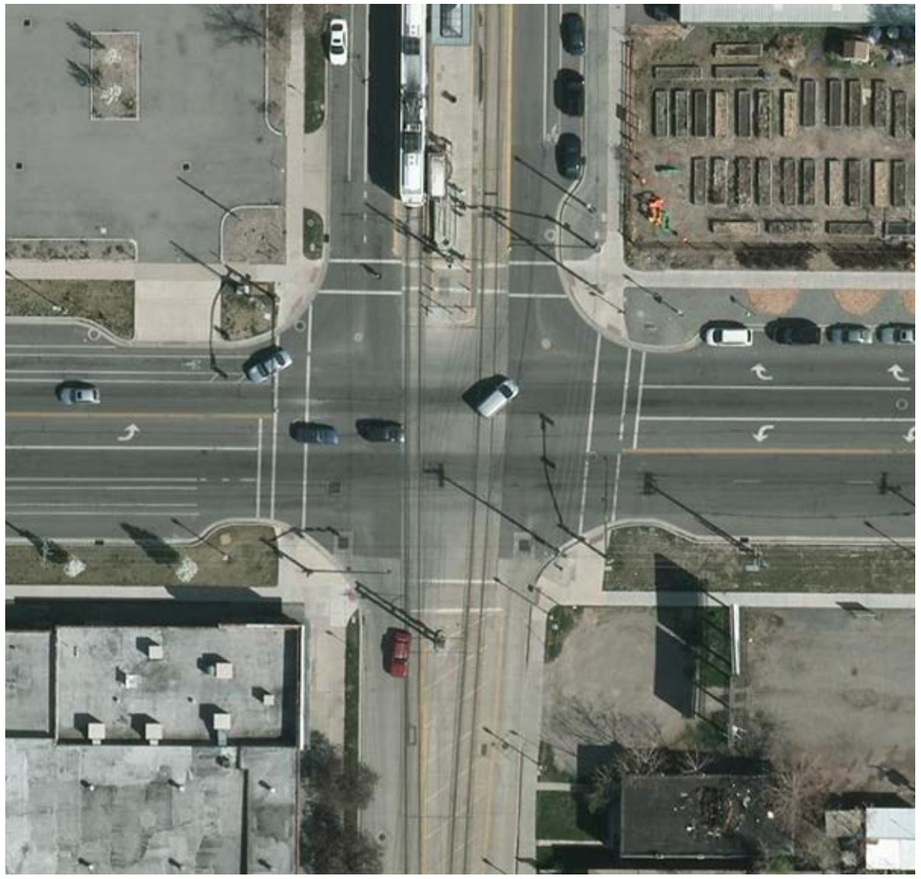
Type 4: Redwood Road – a major UDOT roadway with high traffic volumes and no existing trail crossing.

The intersections below present greater than typical barriers and / or opportunities to trail users and will be analyzed in depth in the following pages.



900 SOUTH & 200 WEST

As the eastern gateway for the existing project boundary, this intersection is an important point of access and transfer for many potential users of the 9 Line. A UTA Trax station immediately north of 900 South, as well as several UTA bus route stops provide mobility to and from this intersection at 200 West. Buffered bike lanes exist along 900 South connecting 9 Line users between I-15 and 200 West. Here the bike lanes turn north to provide access to the east-west bike lanes along 800 South which serve much of the Salt Lake Valley. Existing sidewalks improvements and signals provide adequate access and crossing for pedestrians.



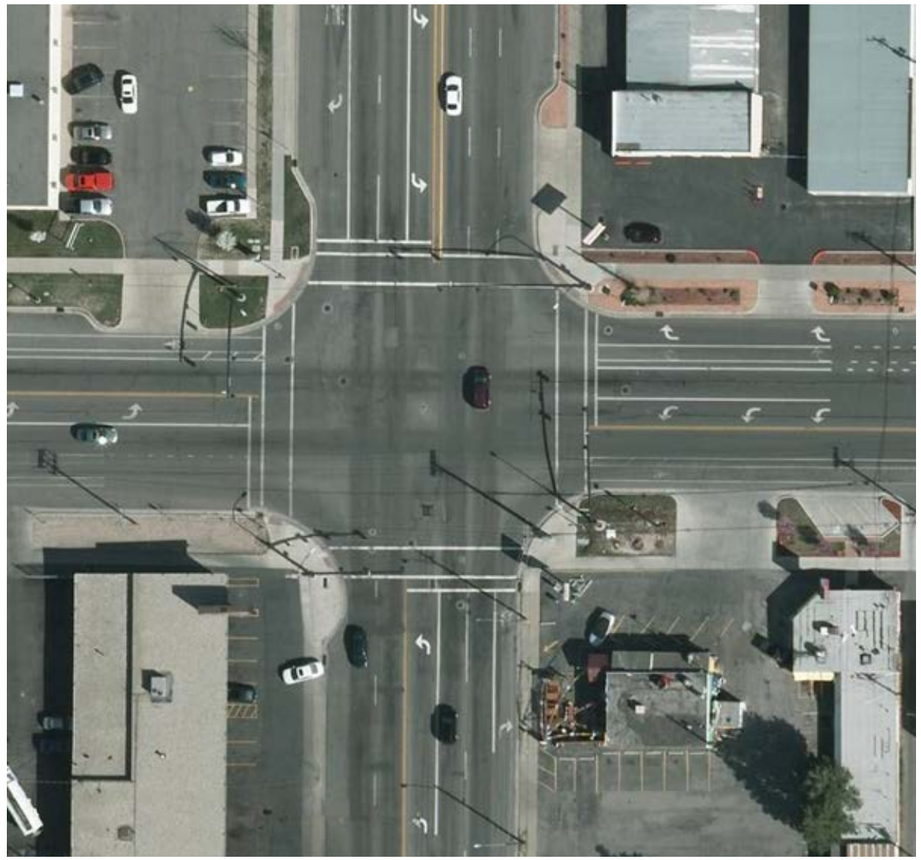
- Evaluation of continuing bike lanes or cycle track eastward should take place as this would potentially connect 9 Line users with destinations to the east including Liberty Park and 900 South & 900 East. This should be coordinated with the ongoing Bicycle and Pedestrian Master Plan effort.
- In the event bike lanes extend eastward, dashing of the lanes through the intersection increases visibility of the bike lanes and makes drivers aware of the potential presence of cyclists.
- Evaluate a two-stage left turn for cyclists to allow eastbound riders on 900 South to more easily make the left turn onto 200 West across several lanes of traffic and access the TRAX station.
- Striping high visibility crosswalks at this intersection could be particularly useful to increasing pedestrian and cyclist safety.
- Closure and installation of landscaping at any unnecessary/underutilized curb accesses would signal to pedestrians that they may safely proceed.

INTERSECTION ANALYSIS & RECOMMENDATIONS

900 SOUTH & 300 WEST

300 West is a busy north-south vehicular arterial serving a variety of land uses. Existing sidewalk improvements at this location, as well as buffered bike lanes, both of which are along 900 South, meet the needs of pedestrians and cyclists connecting to the 9 Line along 900 South. Currently bike lanes do exist along 900 South at this intersection, however they are in need of repainting. The adjacent land uses have created a vehicle-centered physical environment which creates a visually unattractive environment, and poses potential safety threats to pedestrians and cyclists in the form of parking lot access, right turn pockets and the lack of refuge islands and medians.

Potential solutions should seek to increase the overall visual appeal of the intersection, increase the visibility of the 9 Line along 900 South, and create a more walkable and safe environment for pedestrians and cyclists of all ages and abilities, including families.



- Striping high visibility crosswalks at this intersection could be particularly useful to increasing pedestrian and cyclist safety.
- Repaint existing bikelanes to increase their visibility.
- Evaluate eliminating right turn pockets along 300 West in order to accommodate a landscaped median and refuge for pedestrians. This would increase the safety and visual appeal of the intersection at 300 West with the 9 Line for pedestrians and cyclists.
- Evaluate potential road diet for 300 West which should be coordinated with the Salt Lake City Bicycle Master Plan to determine the potential opportunities for the creation of a complete street along 300 West.
- Investigation of revitalization for existing land uses which would create a more pedestrian-friendly and walkable streetscape.

900 SOUTH & INTERSTATE 15

At this location, the existing bike lanes disappear on either side of the rail crossing and no shoulder is available for cyclists to use. The right-of-way at the rail crossing decreases from an available 80-feet near 600 West to approximately 35-feet at the rail crossing. In this location, bikes share the lane with vehicles where 900 South crosses the FrontRunner tracks. Pedestrian gates at the rail crossing are inadequate to accommodate cyclists pulling trailers – multiple maneuvers are needed to navigate the offset gates, which could be intimidating (and hazardous) for cyclists pulling bike trailers across the tracks if a train is approaching. Bike lanes currently exist at 900 South and 600 West although they are in need of repainting.

Taking a long-term view, if a streetcar were to be co-located in the trail corridor in this section, future effort should address desired cross-sections integrating the trail with the streetcar, and treatment of a joint streetcar/trail intersection on the cross streets north or south of 900 South.

- Options for improvement could include modifying gate dimensions to allow more space for cyclists and pedestrians to navigate the crossing. Added lighting in this section or increased maintenance and landscaping may enhance visibility of trail users and make it a more comfortable experience.
- On 900 South crosswalks on either side of the rail corridor are minimal or non-existent. The City should consider installing better mid-block crossings to access the new bicycle park immediately west of I-15.
- Crossing facilities are needed across 900 South at 700 West including alignment of curb ramps on opposing sides of the street. Design concepts should consider adding traffic calming elements to increase the visibility of trail crossings.
- Use dashed bike lane on both sides of the intersection approaching the bike lane terminus to transition to a sharrow in the center of the lane.
- Repair or replace pavement at train tracks to ease cyclist transition.
- Repaint bike lanes at 900 South and 600 West.

900 SOUTH & 900 WEST

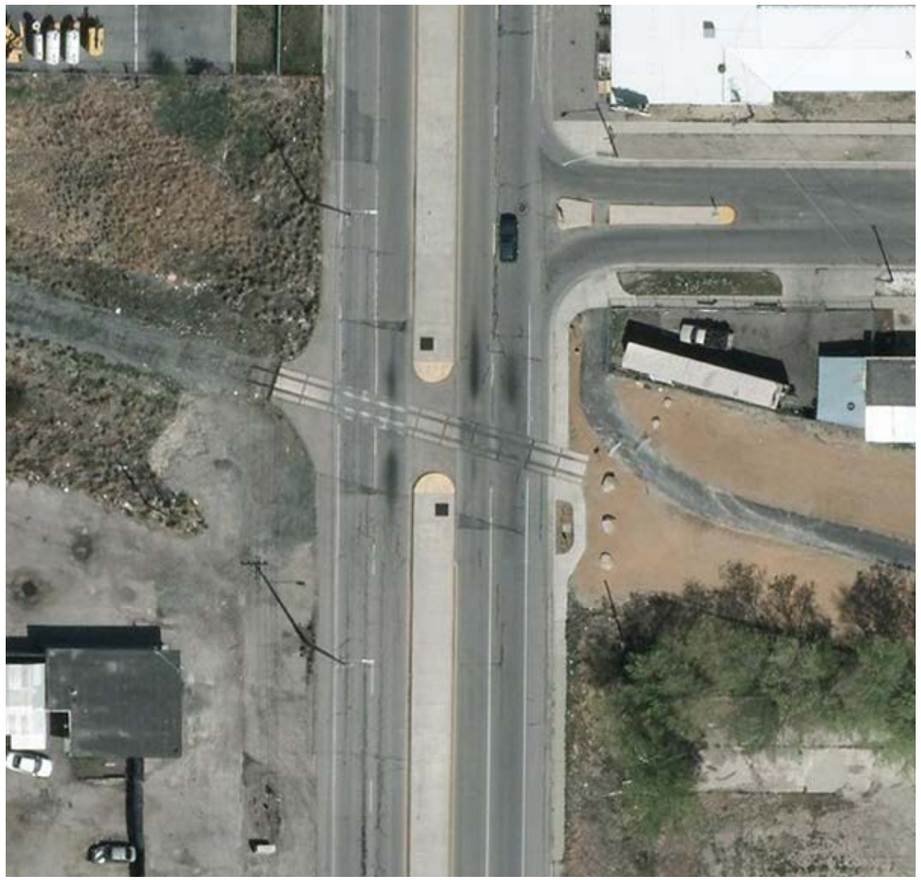
This location also has a spacing issue, with the existing trail crossing at a relatively short distance from the 900 South & 900 West intersection. Furthermore, while the pedestrian signal head with a push button in the median is a nice feature at the existing crossing, it presents some unexpected issues. The pedestrian signal is coordinated with the 900 South & 900 West signal, yet there is nothing to indicate to traffic on 900 West that they need to yield right-of-way to pedestrians in the crosswalk. Meanwhile, the pedestrian signal head presents a green “walk” signal without a corresponding red “stop” signal to oncoming traffic. This creates a false sense of security for trail users, and should be rectified as soon as possible.

- The existing crossing needs maintenance of pavement, curbing, and striping.
- Striping high visibility crosswalks at this intersection could be particularly useful to increasing pedestrian and cyclist safety.
- Re-use existing pedestrian signal poles and conduit to install rapid rectangular flashing beacons to alert drivers that trail users are present and have a walk signal to cross the road.

REDWOOD ROAD

The trail terminates at Redwood Road, but is planned to continue on the west side of Redwood to I-215 and beyond to the Surplus Canal. The intersection of the trail way with Redwood is at an awkward angle which presents challenges and constrains the alternatives for this crossing. There is an existing refuge island which presents an opportunity for redevelopment of the intersection. Given that Redwood Road is a four-lane major arterial with 45-mph posted speed limits in this location, an unsignalized crossing for the trail isn't recommended here.

Basic sidewalks are missing on the west side of Redwood Road at this location causing cyclists and pedestrians to ride / walk in the gutter. Sidewalk infrastructure should be included in any proposals for redevelopment of this intersection to better connect trail users to Indiana Avenue, and also to intersections south of the trail.



- The preferred option would be to establish a signalized perpendicular crossing consisting of warning flashers at this location to facilitate the trail's westward expansion at this point. Salt Lake City's Transportation Division has discussed this option with UDOT. A HAWK beacon is likely the preferred long-term solution at this crossing.
- Routing trail users to a crossing at Indiana Avenue is not desirable because it is approximately 400-feet away from the trail at this point. This distance could lead to illegal crossing of Redwood Road at this location creating a potential safety hazard for pedestrians, cyclists and cars alike.
- A bridge at this location provides a safe crossing for pedestrians and cyclists without impeding vehicular traffic, however it could be cost-prohibitive, present sight obstructions, and could limit future development alternatives along Redwood Road (represented by dashed lines in diagram below).

IMPLEMENTATION


Interstate 15
welcome to the
RIVER
DISTRICT

IMPLEMENTATION OVERVIEW

Implementation describes the strategies by which projects (concepts) generated in this planning process can be brought to fruition in real life and not 'left on the shelves.' Implementation is not a one-time event but rather an ongoing process (which could take several years) within which various projects are tackled incrementally as resources and circumstances become feasible to do so.

The aim of this implementation section is to identify projects that are:

1. Low cost and easy to do
2. High impact and bring the character of the 9 Line vision to life
3. Championed by the community, City, private market or a combination

Implementation also addresses maintenance and suggests strategies for the upkeep of the infrastructure.

For the projects identified, information is offered that preliminarily identifies:

- **What** are the details of the project?
- **Why** is the project important to the 9 Line and adjacent neighborhoods?
- **Who** is responsible, or should participate, in project implementation?
- **How** will the project be funded?

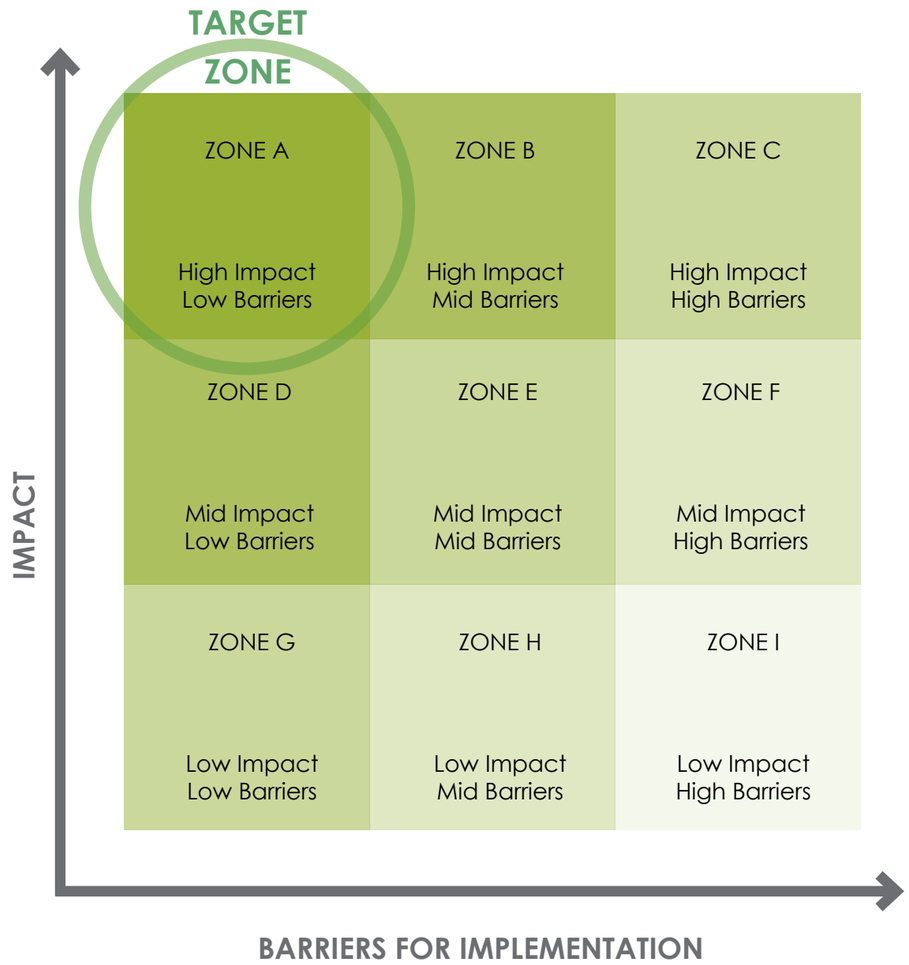
IMPLEMENTATION FRAMEWORK

In this section, a general framework is described that acts as a basis for categorizing projects for implementation based on their impacts and barriers.

Impacts capture benefits to the corridor and surrounding community, such as beautification of neighborhood facilities, improvements to existing transportation networks, improved access to parks and outdoor spaces, public gathering and recreational offerings, increased community pride, and generating new businesses and development.

Barriers for Implementation refer to costs or funding requirements, regulatory restrictions which pose impediments, challenges presented by coordinating with multiple stakeholder groups, complexity of the undertaking as well as time-intensive projects.

The matrix chart on this page depicts the general framework by which projects can be categorized for implementation using information about potential impacts and barriers. This flexible tool is intended to aid Salt Lake City in choosing which projects to undertake as resources become available and circumstances change. Projects can be grouped into the various zones depending on their impact on the overall character of the corridor and community, balanced against anticipated barriers for implementation.



Zone A (High Impact/Low Barriers) is the Target Zone. Projects that fall in this zone are considered the most desirable and feasible, and are the focus of the recommended projects described in the following section. By contrast, if a suggested project is evaluated and falls in Zone I (Low Impact/High Barriers), then it would not be recommended for implementation. This plan does not describe any projects that fall in this category.

FOUNDATIONAL PROJECTS

The master plan process for the 9 Line corridor has preliminarily identified three initial, foundational projects. These projects are considered necessary to implement initially in order to establish a strong foundation upon which other recommended projects can build. Without these in place, the success of other projects could be compromised, or short-lived. Thus, while some may be more costly than other projects, they are crucial to the long-term success of the overall vision for the 9 Line corridor.

These projects have been selected based on public input, research of best practices, and a study of nationwide precedents. They are:

A. Maintenance Plan

The maintenance plan should address short and long-term needs of the landscape in the corridor, including variations based on season. This includes provisions for clean-up at the end of the growing season, as well as snow and ice removal in the wintertime, to allow the trail to be used for commuting and recreational purposes year-round. Funding sources should be identified to meet the stated goals of the maintenance plan. It should seek to incorporate sustainable features and practices throughout the landscaping and sitework, as well as signage, lighting and the trailway. When selecting materials or equipment, emphasis should be placed on local products that respond to a life-cycle assessment, not only first cost.

The City has the obligation to maintain the corridor but a maintenance plan should be developed in coordination with members of the local community who are interested in finding opportunities for community ownership in the corridor. These may include small-scale maintenance, community gardening efforts and tactical improvements. They may also remain involved as detailed drawings are developed to ensure that designs reflect goals of this plan and culture and needs of the surrounding neighborhoods.

The ongoing development of the S Line in the communities of Sugar House and South Salt Lake provides a prescient example of how the 9 Line Corridor Master Plan may potentially be implemented. A community organization, the Friends of the S Line, has formed and they have been instrumental throughout the design visioning process of the S Line Greenway, as well as the project delivery process. The intricate and detailed nature of the overall design of the greenway requires an involved upkeep plan in order to achieve full effect. By virtue of their close involvement in design development, the Friends of the S Line will be ideally suited to carry forward the design vision and ensure its continued success in the future.

This doesn't imply that a new organization necessarily be formed for this purpose. There are many active members of the communities along the 9 Line corridor who are currently involved in improving their neighborhoods, such as the West Salt Lake Coordination Committee and many others who could potentially fill this role. There may also be organizations who may step forward to see that this master plan is implemented in order to realize its full potential.

B. Landscape Installation and Establishment

One of the most frequently mentioned aspects of the existing corridor in need of improvement is the landscaping. In some cases, this is due to the obvious lack of improved landscaping. For the most part however, this is because of noxious weeds ('goat heads') that have taken over the landscape. At certain times of the year, such as the fall, they make the trail almost unusable, causing some riders to opt for the bike lanes on 800 South. If the landscape is not installed, established and in some cases replaced, it will impede the ability to successfully implement most of the other recommendations in this master plan. The vision for the landscape is outlined in the "Typical Proposed Trailway Conditions". It entails the creation of a water-wise, seasonal landscape featuring native or adaptive species and creating an interactive and pleasant experience for the users of the trail. In order to explore and implement the vision for the landscaping, detailed landscape drawings will need to be developed, including for the section yet to be acquired between Redwood Road and the Surplus Canal.

This should be developed with cooperative efforts from the aforementioned maintenance plan to ensure the future success and viability of the 9 Line corridor; not only as a neighborhood amenity for local residents, but as a part of a regional trail network throughout the Salt Lake Valley. Overlapping areas such as consideration of how much effort the ongoing maintenance of the landscape will require, as well as providing maximum solar exposure for the trailway in the wintertime for passive snow melt.

C. I-15 Gateway Improvements

As the 9 Line passes underneath the bridge at I-15, it becomes an uncomfortable and unsafe experience. For many users of the trail, this is a major gateway or connection point for east to west travel or vice versa. However, in its current condition, it feels more like a barrier. Long waits, loud noises and safety issues are some of the concerns which must be improved to adequately address some of these concerns. The 9 Line Trail provides an opportunity to begin to create meaningful, useful connections despite these barriers. In addition, the City-owned vacant land under the I-15 bridge and west of the bridge could be a unique gathering place that mixes art, recreation, landscaping and transportation that reflects not only the culture of the neighborhoods, but the changing culture of the City as a whole.

The City has taken some initiatives to beautify and increase pedestrian safety at the I-15 underpass. This should be continued by commissioning art installations (passive and interactive) and lighting on the columns and abutments of the overpass. Seating, landscaping and other pedestrian amenities should be installed to create some comfort for pedestrians as they wait; in cases where freight trains are crossing the corridor. The City should also investigate the widening of the sidewalk at the underpass to create more room for multiple users. The bike park installed close to this underpass will also add to the available activities. This should be enhanced to create a destination for users.

ACTION GROUPS

Each project will be identified under the most likely project champion (or champions) who could successfully oversee its implementation. This approach was recommended by Salt Lake City because it has been successful in the past by making expectations clear to each of the groups what they should do if the vision for the corridor is to be successfully implemented. When all three action groups are working together to bring projects to fruition, they have the greatest chance for success.

These recommendations are made on the basis of resources available to each group, knowledge and/or expertise, potential ability and willingness and likelihood for success. The action groups considered for the purposes of this implementation plan are:

1. Community-Sponsored:

These projects can be implemented by Glendale or Poplar Grove Community Councils, community organizations, non-profit organizations, schools, neighborhoods, families, churches or other local groups. These projects create the most sense of ownership since they are championed by residents or community members and encourage grassroots participation. These projects are envisioned to have limited implementation barriers and may have a little or no cost, but usually require so-called 'sweat equity'.

2. City-Sponsored:

These project types would most likely be championed by Salt Lake City, Salt Lake County, SLC Redevelopment Agency or a consortium of several local public agencies. These projects need the authority and capacity of the City to bring to pass. The City can also provide the necessary incentives to encourage public-private partnerships, raise funds, coordinate with other agencies and attract investment.

3. Private Market-Sponsored:

These projects fall in the category of private market because they would most likely be championed by local or regional businesses, start-up enterprises or cooperatives.

POTENTIAL TIMELINE FOR IMPLEMENTATION

The recommended projects have been selected because of their high potential impact. In order to create as much flexibility as possible for decision makers regarding implementation of these projects, there is intentionally no particular schedule given. This means that no hard-and-fast implementation schedule is prescribed, but rather a rough approximation of time and effort anticipated for implementation based on known conditions such as level of difficulty or potential barriers once a project is undertaken. In some cases a project may be moved to a later phase because it requires a project in a previous phase as a pre-requisite to enable successful implementation. The estimated time frames are as follows:

Short-term: This type of project can be immediately implemented with high impact and low barriers such as cost or coordination. These will be the most quick and easy projects for implementation.

Mid-term: These projects will have high potential impact and may have low or medium barriers of implementation. They are likely to be implemented without extensive advance planning and coordination efforts.

Long-term: Projects in this category will have a high potential impact, but they likely have medium or high barriers for implementation which may require significant advance planning including funding or coordination. They may have low or medium barriers for implementation but require projects in prior phases in order for their success.

RECOMMENDED PROJECTS

These projects have been selected based on analysis using the implementation framework, public input, recommendations from other studies (such as the West Salt Lake Master Plan), planning best practices and precedents from similar projects. This is not intended to be an exhaustive list, but rather a suggestion of the highest impact projects with the aforementioned implementation framework in mind. Each project will be discussed with the most likely action group or groups to act as project champion(s), as well as a potential timeline for implementation.

It is worth noting that the recommended projects list is envisioned to be an active working document that can be updated as time goes on. Projects can be introduced or removed based on further analysis, or as a result of changes in local circumstances.

- **Signage, Wayfinding & Education:** Community members can assist Salt Lake City in creating legibility for the corridor and the neighborhood. This should be achieved by creating signs and wayfinding amenities to local points of interest and also direct people to and from the 9 Line, while corresponding with Salt Lake City Parks and Public Lands. This project should be coordinated with the larger vision for the identity of the 9 Line as well as any City signage programs to prevent confusion. Multi-lingual local educational signage programs should also be undertaken to shed more light on the amenity, its use, safety, and long-term vision. This could begin with temporary tactical signs such as those used by the *Walk Your City* movement, and later be replaced with permanent fixed signage.
- **Artwork and Cultural Expression:** The residents in the adjacent neighborhoods can be encouraged to utilize the corridor as a 'canvas' for art and expression. The community could champion the creation of multiple opportunities for art expression along the corridor by creating a neighborhood committee that works in partnership with the Salt Lake City Arts Council to help select artwork or create their own work to create a local culture based around neighborhood pride. This could include permanent and rotating murals, paintings, graffiti, street labels, etc. and the utilization of open spaces for creation of local crafts, etc.


Neighborhood art expression

- **Litter & Weed Control/Trash Removal:** Though Salt Lake City would primarily be responsible for maintenance along the corridor, community members could develop a litter and weed control program similar to 'adopt-a-trail' to engage multiple demographic groups to participate in clean-up of litter and the removal of weeds and invasive plant species.

Regular clean up efforts helps to create a sense of ownership among residents

These clean-up events can be held regularly and coordinated by neighborhood organizations who are corresponding with Salt Lake City Parks and Public Lands. Incentives and prizes can be used to encourage participation and to create a local culture around neighborhood pride.

- **Interpretive/Historical Signage:** Building on the previous signage program, the community can work with the City and the Parks and Public Lands department to continue to champion the creation of more signage and interpretive/historical pieces. This may include repurposing some of the historical rail equipment salvaged from the development of the Streetcar Greenway in Sugar House and South Salt Lake. These elements can help to strengthen the local identity of the corridor.
- **Develop Community Gardens:** A number of residents expressed interest in the creation of community gardens in the neighborhood. These can be established as places for community interaction while strengthening the identity of the corridor. This can be done in conjunction with established organizations like Wasatch Community Gardens and with Salt Lake City Parks and Public Lands.

- **Policy & Ordinance Review and Update:** A major contribution to the realization of the vision for the 9 Line will be the appropriate policy framework within which it will operate. The City should therefore review plans, documents and studies to coordinate and streamline proposed and adopted policies, ordinances, zoning, land-use codes and guidelines for the district, neighborhoods and community within which the 9 Line corridor traverses. This will ensure that subsequent projects are implemented within the legal and accepted parameters.

- **Champion Identification:** The City can spearhead an effort in the short term to coordinate with public agencies, neighborhood organizations, business community, residents and other stakeholders to identify champions for the various projects identified to be implemented. This is key to ensure that there is no duplication in efforts and that all stakeholders have complete knowledge on who is responsible for what.

- **Bike Rental & Storage:** Bike rental businesses should also be encouraged, especially in proximity to the bike park. This could be in conjunction with the Salt Lake City GREENbikes program or through private enterprise. Bike storage pods can also be introduced to encourage multi-modal transportation and support ease of transfer between modes.

- **Rest Areas:** The City should develop rest areas along the corridor to encourage use by multiple user groups. Some of these rest areas could be as minor as benches in the landscape with two more developed rest areas that could have restrooms, and other services like bike repair stations and vending stations.

- **Kayak Rental & Storage:** With a growing interest in kayaking on the Jordan River, the opportunity exists to introduce businesses that provide rental and storage of kayaks and kayaking equipment. Coordination would be required with Salt Lake City and the Jordan River Commission to determine the best location to encourage kayaking, including rental and instruction. Once the coordination has taken place, and barriers removed for this venture, the rental and storage could be publicly operated or run through a public-private partnership.

- **Project Branding & Marketing:** Private entities can be involved in creating a brand and marketing the project and amenity in the short term. The contracted enterprise can help to further develop the brand identified in this plan in order to be a more cohesive theme, and a marketable brand for the 9 Line. This branding effort should also include marketing the opportunities the corridor and the neighborhood offer for potential investors. This marketing effort can be ongoing through the life of the project and can be done in conjunction with the efforts of the City and neighborhood organizations.

- **Develop Final Design Plans:** The 9 Line corridor primarily functions as a multi-modal transportation corridor. However there are several nodes identified along the corridor which have potential to become local destinations. To prevent ad hoc development of these nodes, the City should oversee the development of detailed design drawings to fund, construct and implement the ideas and guidelines outlined in this plan. Three (3) nodes that would likely make the most immediate impact are 900 South & 900 West, Navajo Street and Redwood Road nodes.

- **Install Retail Units & Food Trucks:** These are temporary structures that can be installed along the corridor with minimum barriers to implementation. They could be programmed for retail, to provide a service like bike repair or for wayfinding information. These can be installed and operated by private business entities and may be a local start-up or a satellite of a larger retail business. Salt Lake City should clarify regulations to make this possible and provide a streamlined process for approval of temporary or seasonal retail units. Food trucks should also be allowed into specific high-activity areas along the corridor such as at any of the nodes identified in this plan.

Food trucks can be introduced at several points along the corridor

Temporary units ('track shacks') can be installed at various places along the corridor. These can be used for retail or services

Improvements to the underpass at I-15 could allow it to continue developing as an active, artistic, creative gateway space, rather than the barrier it has been in the past. University of Utah students recently held a fashion show on a stage here transforming the unwelcoming space into a temporary runway. Photo credit Megan Brown.

- **Rain Garden & Lighting of Corridor:** In the mid-term, it will be necessary to implement the proposed 3-foot rain garden (rill) which is a necessary component of the trailway (refer to "Design Guidelines" section of this plan). The rain garden will serve as an runoff catchment channel for the corridor and will also be a zone for native landscaping. Light bollards should also be installed within the rain garden to light the trailway for safety and legibility at night.

- **Typical Intersection Updates:** The 9 Line crosses a number of intersections along its route. Some interventions have been identified for typical intersections as well as some for unique intersections. These interventions are to prevent vehicular/pedestrian/bike conflicts and for ease of use of the amenity. In the mid-term, the City can install signage, striping, and lights as necessary and recommended.

- **Node Development:** In the mid-term, ongoing efforts to create the nodes along the corridor should be developed. Baseline infrastructure that will support the development of these nodes should be put in place at this time.

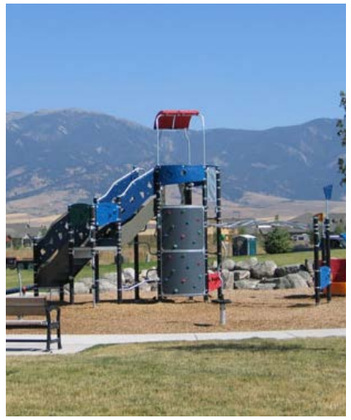
- **Additional Trail:** To fully achieve the vision for the trailway, an 8-foot general use trailway should to be installed to the north of the proposed 3-foot rain garden. This will come when demand requires it to prevent conflicts between pedestrians and cyclists as the trailway gets more busy. When this happens, the existing trail should be striped in the middle to create two-way traffic for cyclists.

- **Typical Intersection Updates:** The typical intersections should be continually improved with traffic calming measures to give pedestrians and cyclists the priority at intersections and the maximum safety. This can be done gradually over time as funds become available and as demand along the 9 Line Trail increases.

- **Business Incubator Units:** Business incubator units can be developed on property identified for future retail pads at various nodes. One typical example could be the 900 South & 900 West area. These business incubators can be a draw for local residents to explore business ideas and to assist new start-up businesses with inexpensive rental space.

- **Ongoing Node Development:** The private market should be involved in the development of the identified nodes most likely through public-private partnerships. Private market interventions could include the development of housing and mixed-use units as well as the provision of infrastructure and supporting amenities like playgrounds, interactive art displays, etc.

- **Develop Neighborhood Commercial Nodes:** Private market participation in the long-term can lead to private only or public-private initiatives that can fully implement the concepts for the development of the nodes identified in this project in conjunction with the West Salt Lake Master Plan.



Some community amenities like playgrounds and plazas could be provided at some of the nodes identified in the plan. Other developments could include housing and mixed-use units at the commercial nodes.

APPENDIX

9
LINE

APPENDIX LIST OF ITEMS

ACKNOWLEDGEMENTS

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THANK YOU TO ALL CITIZENS WHO HELPED TO MAKE THIS PLAN A REALITY

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RELEVANT PRECEDENTS

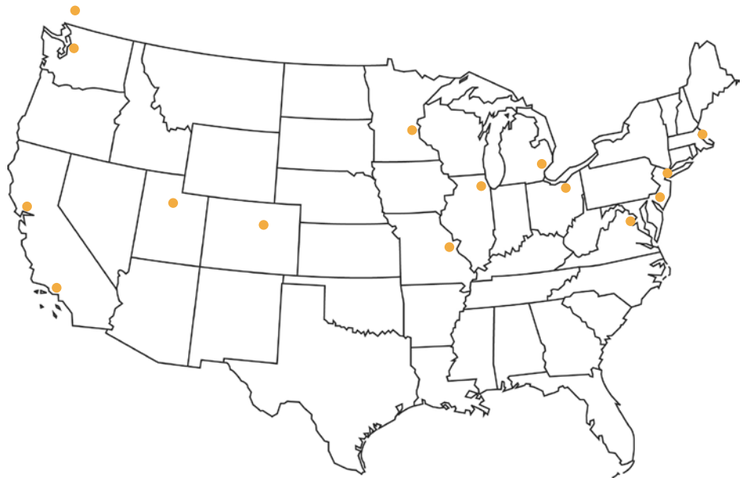
In this example, streetscape improvements, landscaping, public art and interpretive signage all play a role in creating a sense of arrival. This type of development could occur at the Redwood node, creating a highly visible, exciting and safe space which would be an amenity for local residents as well as trailway users. The site's high-profile location along Redwood Road could entice a myriad of potential users who pass this location on a daily basis. Interpretive signage could educate trailway users on the history of the corridor, as well as some natural ecological systems which exist west of Redwood Road. Additionally, interactive public art stations could provide opportunities for recreational use and activity at the node.

This image depicts how some of the recommended program components at the Surplus Canal node may work together. An elevated boardwork provides opportunities for wildlife viewing coupled with interpretive signage, as well as various forms of public art. It also provides access to multiple recreational offerings such as trails (9 Line and future Surplus Canal trail), as well as kayaking, rowing and other forms of water-based recreation. A crossroads intersection such as this (which the Surplus Canal node will become) would be a logical location for a rest area and wayfinding elements such as system maps and safety information.

This example depicts how some of the components recommended at the Oxbow node may work together. In the foreground, visitors are viewing wildlife interacting with natural spaces, as kayakers pass by enjoying recreation in the river. Interpretive signage and stations (such as outdoor classrooms) could provide education on these natural systems and wildlife. On the opposite side of the river, a trail is seen with cyclists and pedestrians traveling past this site, while some users stop to enjoy the open space and take in views. The open nature of this location is similar to the Oxbow node, which will have the opportunity to view several prominent features in the Salt Lake Valley if an elevated viewing pavilion or hillside space is created.

In this image, a public plaza with outdoor seating, landscaping and public art serves as both a de facto rest area as well as a destination. A trail provides access to and from this node for pedestrians and cyclists, and it likely would also feature vehicular access nearby as well. This precedent shows how a node such as the 900 West node could be developed. The retail shops adjacent the plaza could be geared primarily toward 9 Line users with shops such as food and bike repair and sales. Furthermore, additional residential units could be developed adjacent to (or above) the retail units to further activate the node and provide for additional housing units with excellent access to active transportation and basic shopping needs.

RELEVANT PRECEDENTS



Early in the process of imagining what the 9 Line could become, research of relevant precedents was undertaken to see how other communities have taken advantage of similar opportunities. Corridor precedents in cities across the United States were investigated, with an emphasis on former rail corridors, connections to transportation, greenways and open spaces, and similar land-use context.

It quickly became obvious that the 9 Line has a unique combination of characteristics. However, there are elements in many of these trailways which provide glimpses into what the future of the corridor could look like. Moreover, these have been analyzed to inform the development of urban design standards and best practices for the future of the 9 Line.

General information about some of the precedents as well as potential applicable elements are seen at right.

unique neighborhood & street labels serve as wayfinding

Bloomingdale Trail - Chicago, IL

length: approx. 3-miles
historical use: elevated urban rail line
status: design complete, currently under construction
recreational uses: cycling, walking, jogging, outdoor classrooms
program/activities: public art, environmental remediation, interpretive environmental & historical elements, outdoor vending, unique neighborhood/street labels

bicycle-oriented retail caters to the needs of trailway riders

Midtown Greenway - Minneapolis, MN

length: 5.5-miles
historical use: sunken rail corridor
status: completed - 4 phases b/n 2000-2007
recreational uses: cycling, walking, jogging
program / activities: public art, retail, separated trailway, 24/7 access – plowed in winter, lights at night, community gardens, maintained by City in collaboration with Midtown Greenway Coalition

this urban recreational path has assisted in catalyzing urban revitalization

Cherry Creek Trail - Denver, CO

length: over 30-miles
historical use(s): Native American trails, early settlement & mining
status: complete, additional connections ongoing
recreational uses: cycling, walking, jogging, linked to regional network
program/activities: public art, environmental remediation, interpretive & historical elements, urban revitalization, wildlife viewing, kayaking

plazas at key intersections provide social spaces for community events

Dequindre Cut Greenway - Detroit, MI

length: 1.35-miles
historical use: urban rail corridor
status: phase I complete, others ongoing
recreational uses: cycling, walking, jogging, kayaking
program/activities: multi-use trailway, plazas, urban artwork & graffiti parks, public art, interpretive historic elements

shade trees over the trailway provide a cool microclimate

Schuylkill River Trail - Philadelphia, PA

length: 27-miles
historical use(s): heritage & conservation areas, abandoned rail lines
status: complete
recreational uses: cycling, walking, jogging, boating
program/activities: public art, interpretive & historical elements, wildlife viewing, outdoor retail, connections to regional trail network, urban kayaking, fishing

interpretive signage supports wildlife viewing

Old Dominion Trail - Washington, D.C.

length: 45-miles
historical use: rail corridor
status: complete
recreational uses: cycling, walking, jogging, equestrian
program/activities: historical and environmental interpretive elements, wildlife viewing, separated trailway, connected to regional trail network, parks and playgrounds, historic rail exhibits

CORRIDOR ANALYSIS

EXISTING CONDITIONS: CORRIDOR CONTEXT & SECTIONS

Moving through the 3-mile long existing corridor is a rich and diverse experience. Heading west from the eastern trailhead, the user notices changes in corridor width, landscapes, and a transition from urban commercial areas to residential neighborhoods then on to an industrial/manufacturing context. Understanding the opportunities and constraints of the existing corridor rights-of-way in these diverse areas will be important in planning the relationship between the corridor and its varied context. Moreover, this will inform which types of uses and experiences can occur along the way, and where they are best suited.

AREA A - This area is characterized by manufacturing uses and vacant land. Original rail remains in place, and in some cases in use, thus no trailway has yet been established.

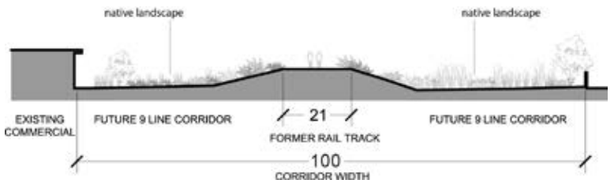
AREA B - A compact street grid supports residential neighborhoods in this area, creating frequent intersections with the paved trailway in a narrow corridor.

AREA C - The corridor is widest in this area connecting users to regional parks and neighborhood commercial centers. This area features a mixture of residential and commercial uses.

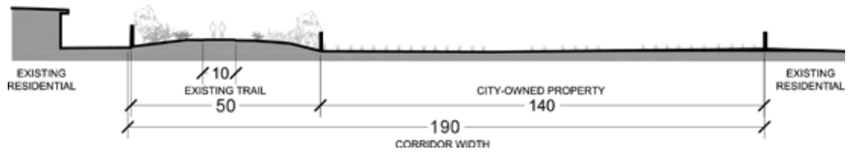
AREA D - A neighborhood in transition, commercial & manufacturing uses are giving way to an urban residential neighborhood. The trail is comprised of on street buffered bike lanes.

LEGEND

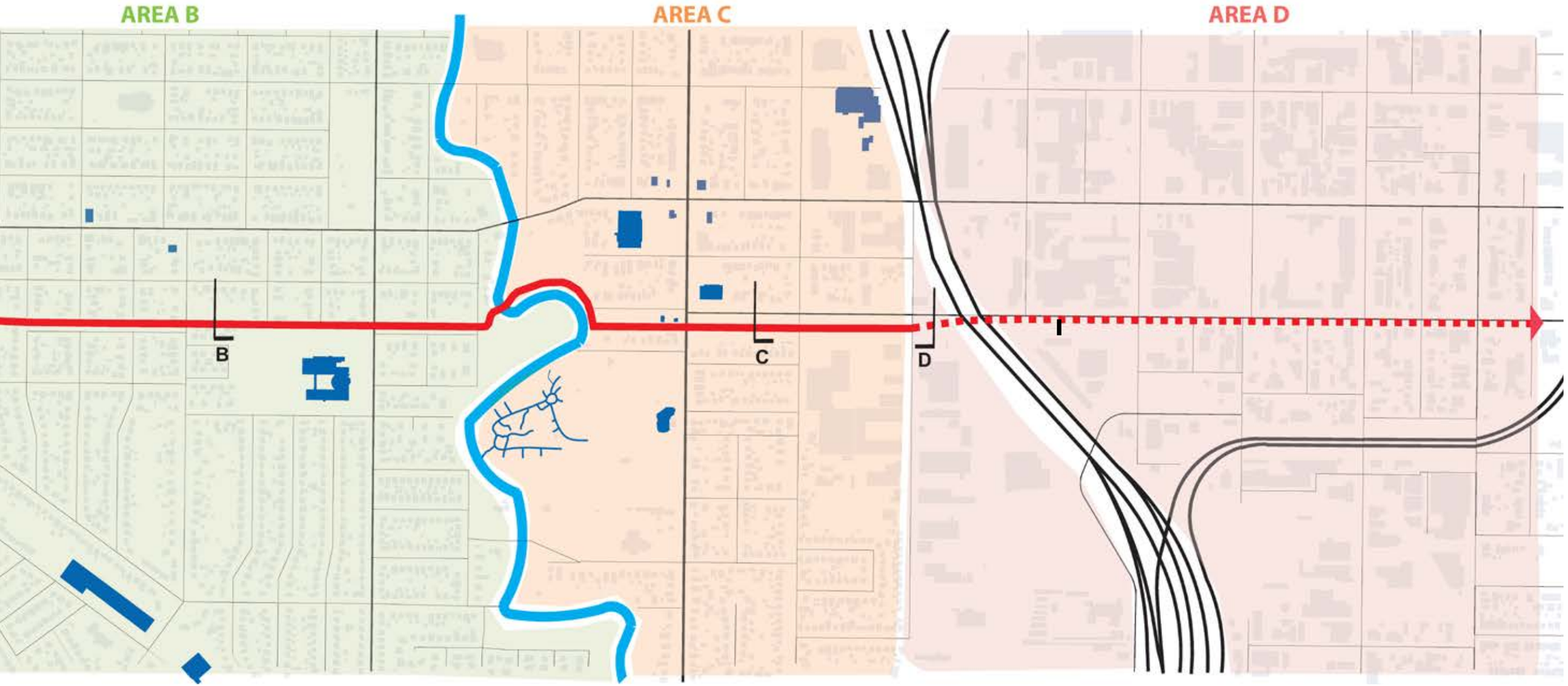
- KEY INSTITUTION/ DESTINATION
- BODIES OF WATER
- 9 LINE TRAIL
- SECTION CUT

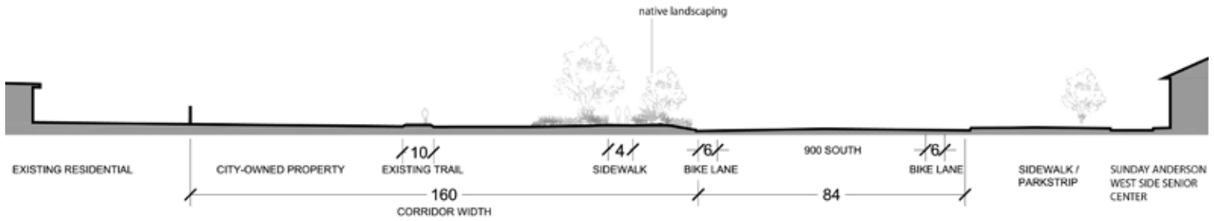


Section A - 9 Line & Redwood Road

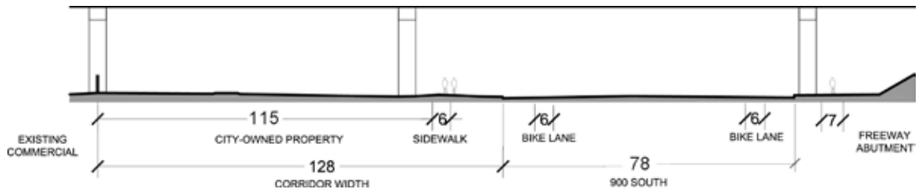


Section B - 9 Line & Navajo Street





Section C - 900 West & 900 South



Section D - I-15 & 900 South

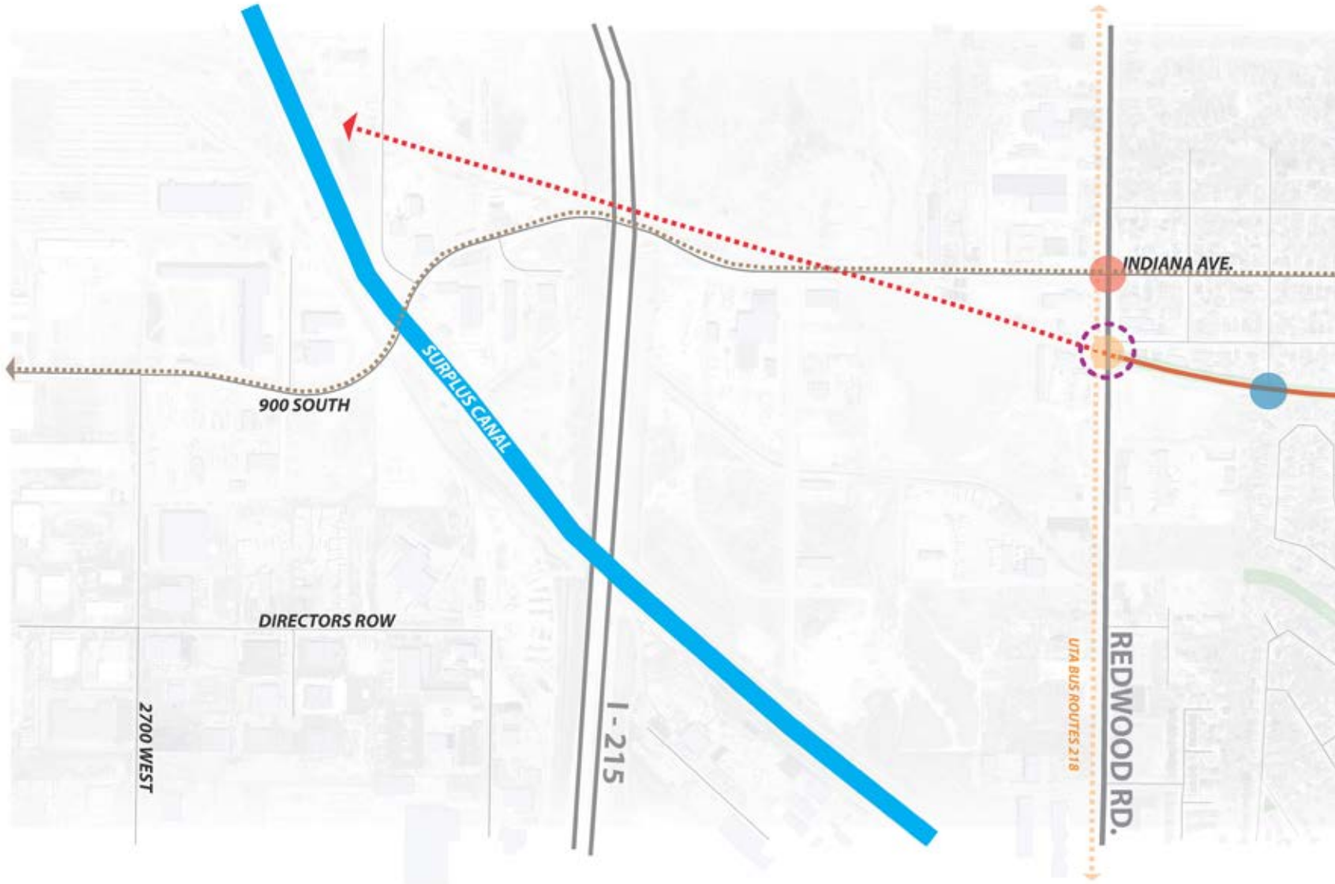
CORRIDOR ANALYSIS

EXISTING CONDITIONS: CONNECTIONS

The 9 Line is intended to be a portion of the Transvalley Corridor, spanning across the Salt Lake Valley from east to west, however it has inherent potential to be more than just another trailway. By virtue of its proximity and connections to parks, commercial centers, and other trailways it has the opportunity to become a destination and resource for community members and regional users alike.

The corridor provides mobility options for area residents to connect to public transportation, additional trailways, community institutions, open spaces and recreational uses. By understanding these relationships, the future plan will be able to integrate the corridor with adjacent neighborhoods through selection of uses, wayfinding and corridor improvements. Currently points of access are sufficient, but should be carefully controlled in the future plan in order to balance the needs of everyday commuters of all ages and abilities, while also attracting and supporting recreational users of the space.

The legend below describes some of the assets and weaknesses of particular importance to the future planning of the corridor.



KEY INTERSECTION

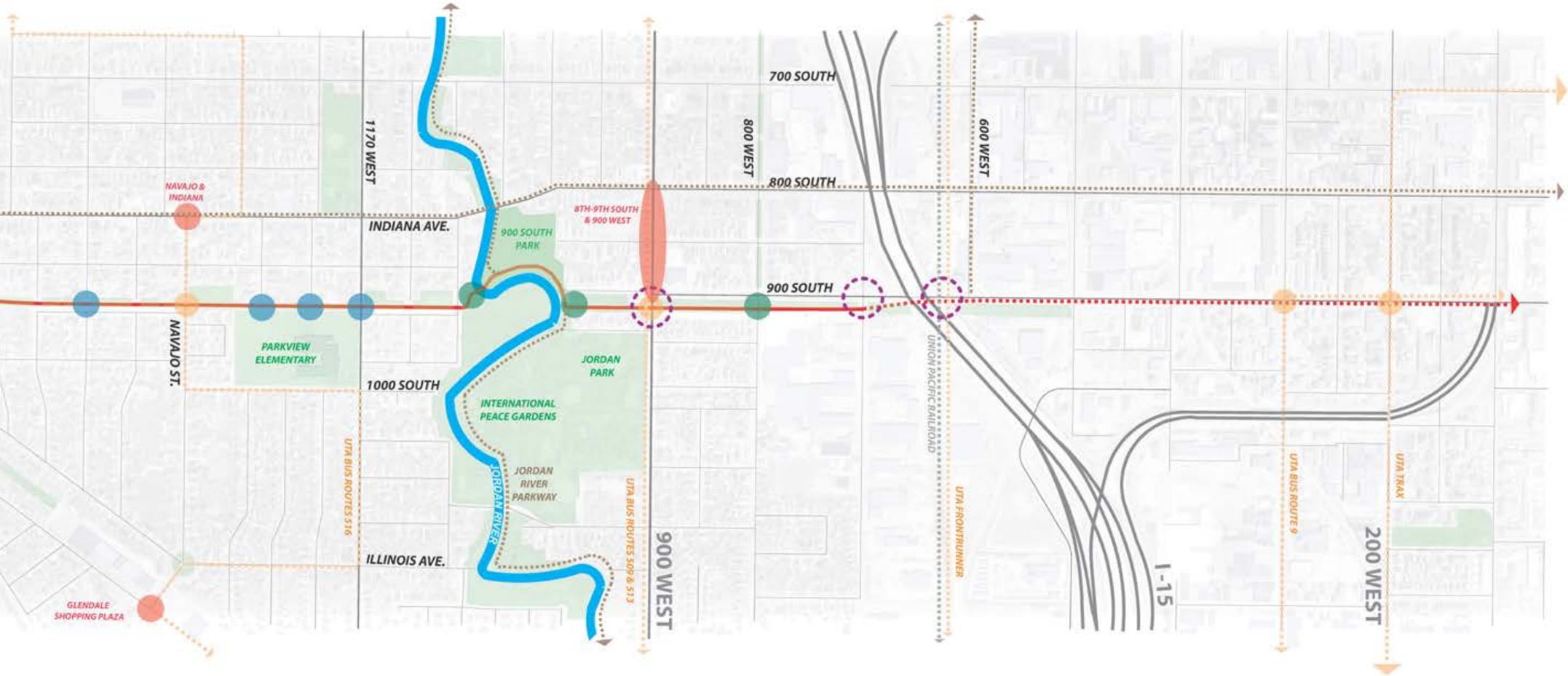
Opportunities and barriers of these important intersections have been analyzed in detail on the next page.

TRANSIT ACCESS

Connection point between the 9 Line and Utah Transit Authority bus or rail routes.

LEGEND

- PARKS OR OPEN SPACE
- BODIES OF WATER
- UNION PACIFIC RAIL
- PUBLIC TRANSPORTATION
- BICYCLE PATH / TRAIL
- 9 LINE TRAIL



COMMERCIAL CENTER NODES

Coordination and integration of these neighborhood commercial centers with the corridor and with the vision of the West Salt Lake Plan.

NEIGHBORHOOD ACCESS

Street access from adjacent neighborhoods open to all users at this point.

PARK ACCESS

Access point to the 9 Line from park, greenway, trailway or open space.

CORRIDOR ANALYSIS

EXISTING CONDITIONS: OPEN SPACE & NATURAL FEATURES

As seen in the map below, the 9 Line provides important access to regenerative open spaces for residents and businesses in Glendale and Poplar Grove communities. The 9 Line is a portion of an east to west trail and open space connection whose purpose is to connect two regional trails, the Jordan River Parkway and Bonneville Shoreline Trail, which both run roughly north-south. Known as the Transvalley Corridor, this trail was identified in the 1992 Salt Lake City Open Space Plan and provides a crucial east to west connection in the form of a linear parkway and paved trail.

The intention is to improve connections between the communities on the east and west sides of I-15 and provide residents throughout the Salt Lake Valley access to some of its best open spaces.

LEGEND

- PARKS OR OPEN SPACE
- BODIES OF WATER
- GREENWAY OR TRAIL

PIONEER POLICE
POPLAR GROVE PARK
1170 WEST
INDIANA AVE.
900 SOUTH PARK
700 SOUTH
800 WEST BOULEVARD
800 SOUTH
900 SOUTH
9 LINE TRAIL
HAYES AVE.
PARKVIEW ELEMENTARY
JORDAN PARK
1000 SOUTH
INTERNATIONAL PEACE GARDENS
JORDAN RIVER
JORDAN RIVER PARKWAY
ILLINOIS AVE.
MODESTO PARK
900 WEST
I-15
200 WEST
JEFFERSON PARK

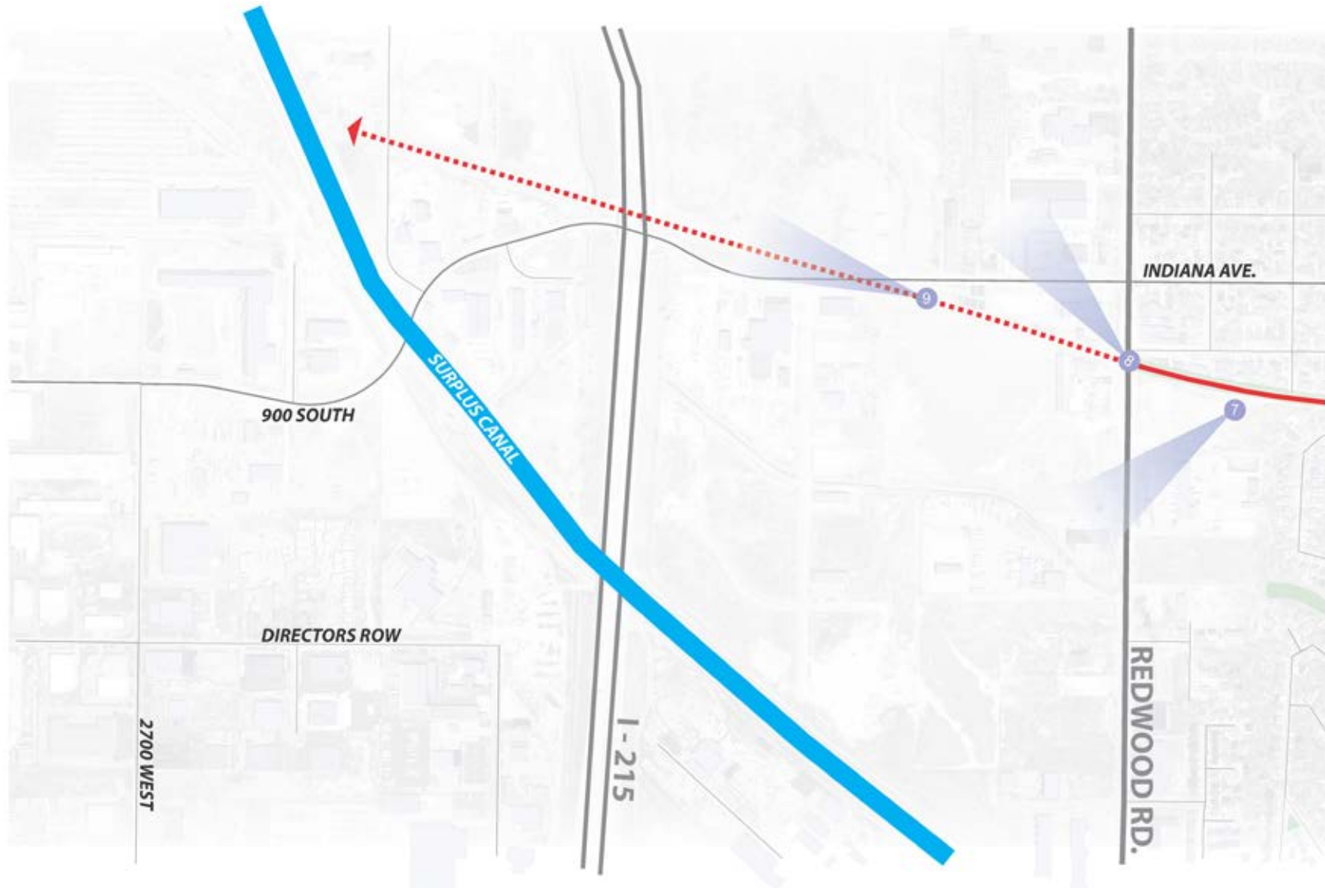
CORRIDOR ANALYSIS

EXISTING CONDITIONS: IMPORTANT VIEWS

As one moves through the corridor today, on foot or on bike, the user experiences excellent views of many of the natural resources in the Salt Lake Valley. These include not only the compelling views to both the Wasatch and Oquirrh Mountain ranges on the east and west ends of the valley, but also of the Jordan River when the 9 Line crosses it at Jordan Park near 900 South and 900 West. Moreover, the corridor affords several views of the adjacent context including residential neighborhoods and industrial infrastructure.

While protecting and emphasizing these views will be an important consideration, finding opportunities to capitalize on new views will also be important. Providing seating and opportunities for elevated viewing at key locations is a unique opportunity which exists for the future of the corridor and will be carefully considered. Also signage and artwork may be used to educate and engage the user regarding viewsheds of ecological, geologic or historic importance enhancing their experience of the corridor.

The numbered views to the right correspond with the symbols on the adjacent map.



PIONEER POLICE
POPLAR GROVE PARK
1170 WEST
INDIANA AVE.
900 SOUTH PARK
700 SOUTH
800 SOUTH
900 SOUTH
PARKVIEW ELEMENTARY
1000 SOUTH
JORDAN PARK
INTERNATIONAL PEACE GARDENS
JORDAN RIVER
ILLINOIS AVE.
MODESTO PARK
900 WEST
I-15
200 WEST
JEFFERSON PARK

4

5

6

7

8

9

PUBLIC OUTREACH

PROJECT BRANDING

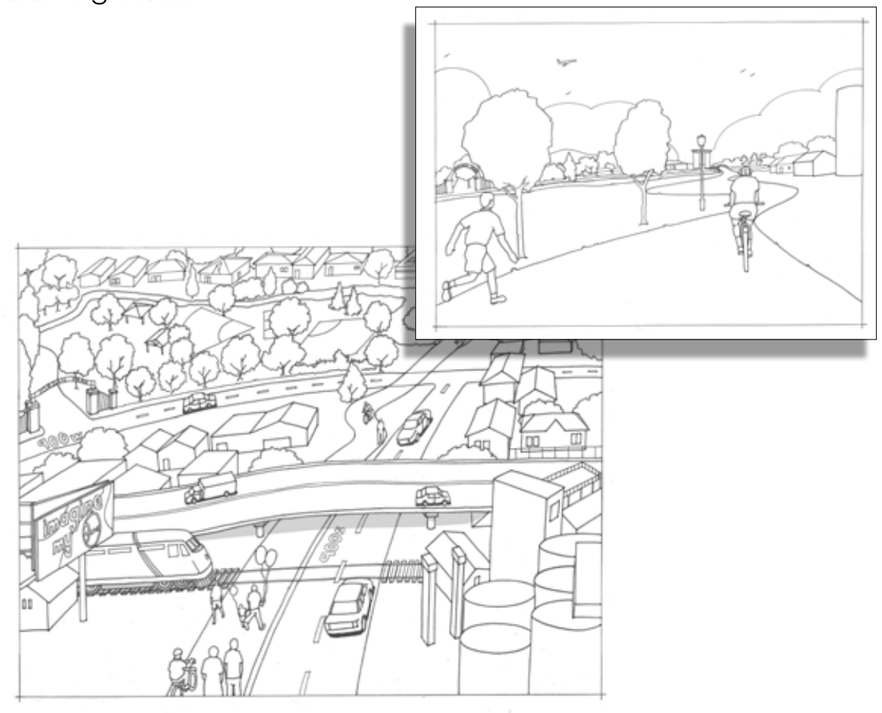
A brand image and tag line was created for the outreach process. This is shown below. The aim was to create an identifiable image that was fresh and attractive and unique to the project.

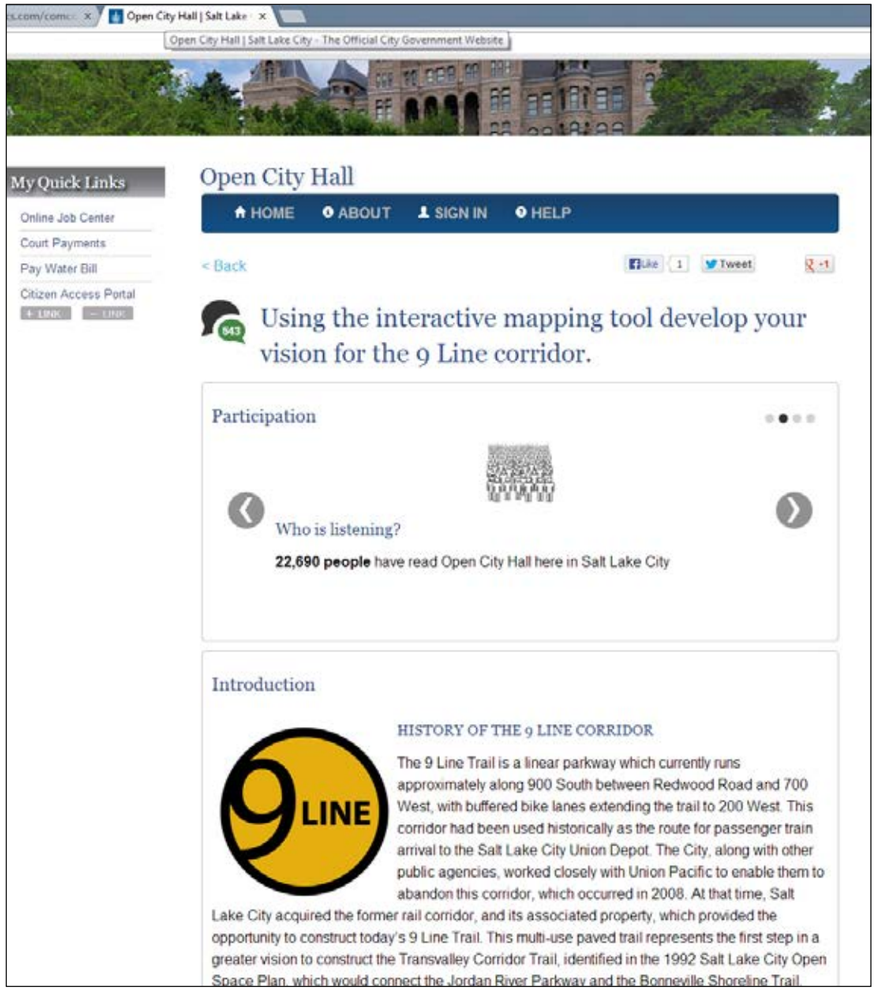
The image included an abstraction of a typical walk along the corridor (showing neighborhoods and landmarks) with the official logo of the 9 Line corridor represented as a setting sun in the distance, emphasizing the east to west alignment of the corridor.

The tag line “imagine my 9 line” was created to allow people to take ownership of the visioning process and the eventual use of the corridor. The tagline was written in English and Spanish, allowing it to reach a greater population in the community.

YOUTH ENGAGEMENT

The public involvement process targeted kids and teenagers, as part of the general public, to obtain input on their specific needs for the corridor. The graphics on this page show coloring sheets that were prepared for kids to help them think about the landmarks along the corridor and for them to share their ideas for its future by drawing them.





INTERNET-BASED RESOURCES

Community members were reached through Salt Lake City's Open City Hall web portal. Citizens were able to see latest updates to the project and were able to make contributions through the interactive map.

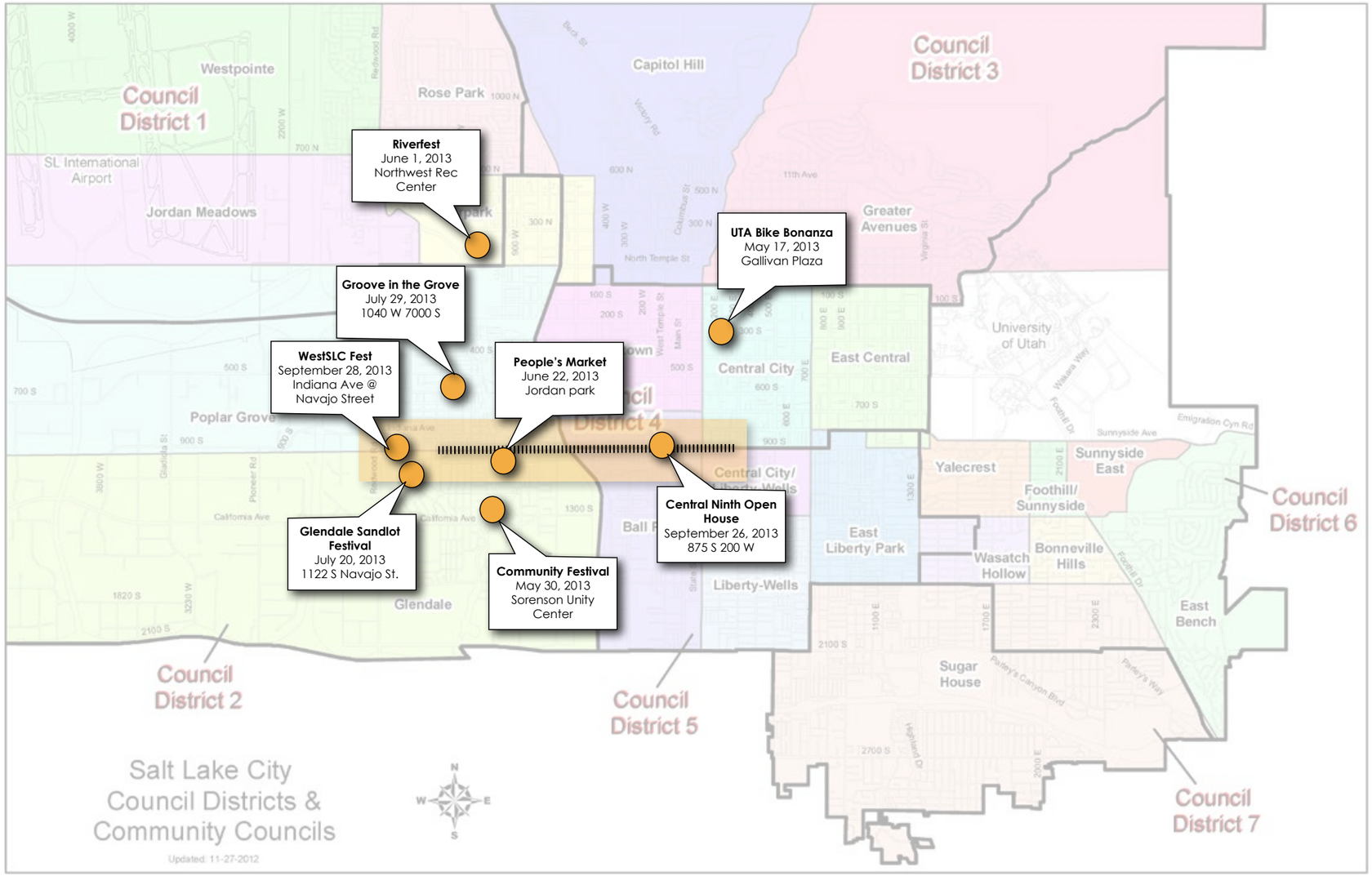
The interactive map created an opportunity for community members to pinpoint specific areas of interest along the corridor, as well as provide suggestions for types of activities which should occur there. Additionally, other commenters were enabled to support by other members of the community allowing for a constructive virtual dialogue.

A phone and email address was made available to the public by which the planning and design team could be contacted for information, questions or concerns.

PUBLIC OUTREACH

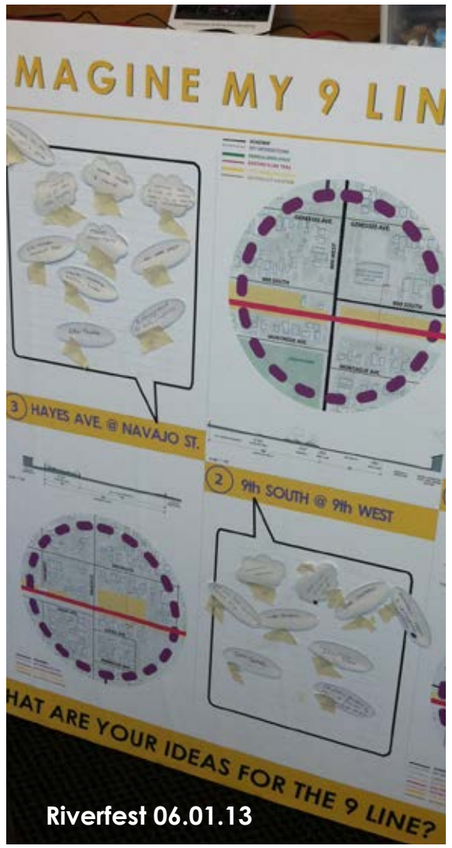
This map shows the community events that were attended by the project team to solicit public feedback about the future of the 9 Line. It includes the name of the event, date, as well as the relative location to the corridor itself, which is shown as the orange shaded region.

Pictures of some of the events, community members and outreach materials are shown at right.




CommUNITY 05.30.13


Sandlot Anniversary 07.20.13



Riverfest 06.01.13

Glendale Sandlot 07.20.13

VISUAL SUMMARY

A visual summary of priorities from the public comments is represented in this word diagram. The larger font size represents the words most frequently used.

HISTORIC PHOTOS

During the research and discovery phase of the corridor plan development process, numerous historic photos were collected from the Utah State Historical Society archives.

Some of the photos are shown here to provide historic context of the development of communities in West Salt Lake including early examples of roads, housing, businesses and schools in the area of today's 9 Line Trail.

Additional views include the development of the rail lines into the Salt Lake Valley for both shipping and passenger travel.

1952 - Grant Tower

1906 - Hoffman Property 700 South 1000 West

900 South canal pipe

1908 - sewer and track along 900 South

1972 - Grant Tower

1911 - Enamel Brick 900 South 700 West

900 South 800 West

1916 - Riverside School 8th Grade class

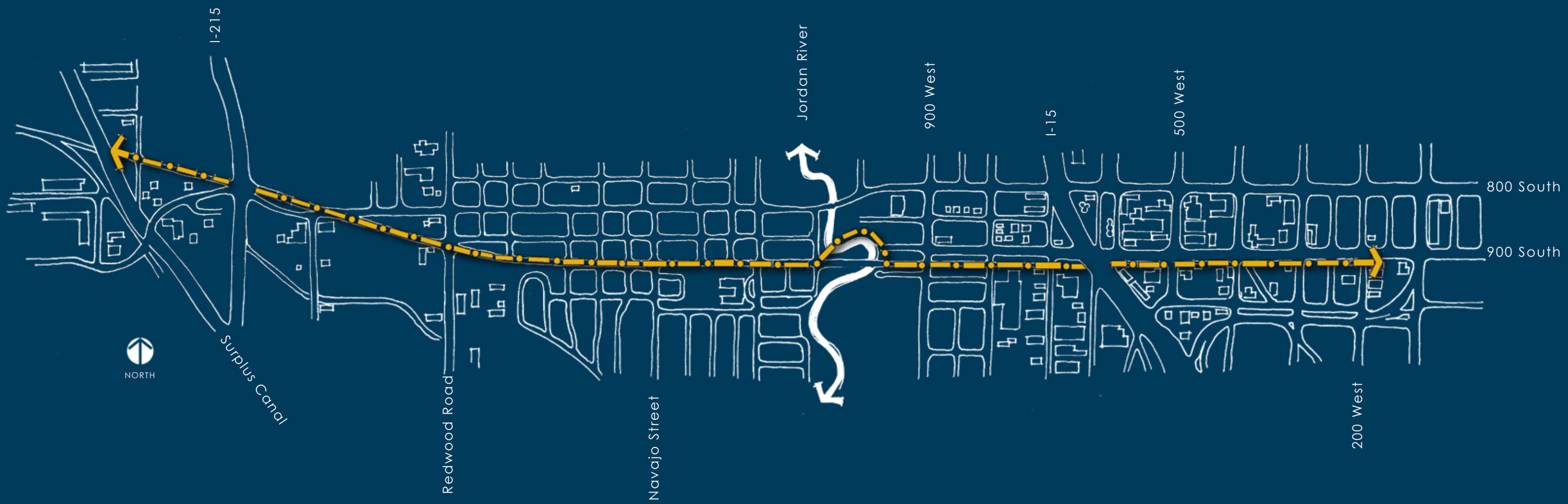
1910 - Dr. Hampton House 800 South 1143 West

1917 - 900 South & 900 West

Heaman Asphalt Plant 900 South 500 West

9 LINE CORRIDOR

MASTER PLAN review draft



SALT LAKE CITY

CRSA