

WELCOME!

We want to discuss the 900 South Reconstruction Project, May's pop-up intersections, and future plans for the intersection and corridor with you. Visit the stations:

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- 2 900 SOUTH RECONSTRUCTION
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9-LINE TRAIL EXTENSION STUDY

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

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

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

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

STUDY AREA MAP & RECOMMENDATIONS



FINAL STUDY AVAILABLE

The study was initiated in 2016 and finalized in early 2018. It is available online at www.slc.gov/transportation/9-line-trail-extension-study.



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



9-LINE TRAIL EXTENSION STUDY

9-Line Vision

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

9-Line Goals

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

Expand open space and recreational opportunities

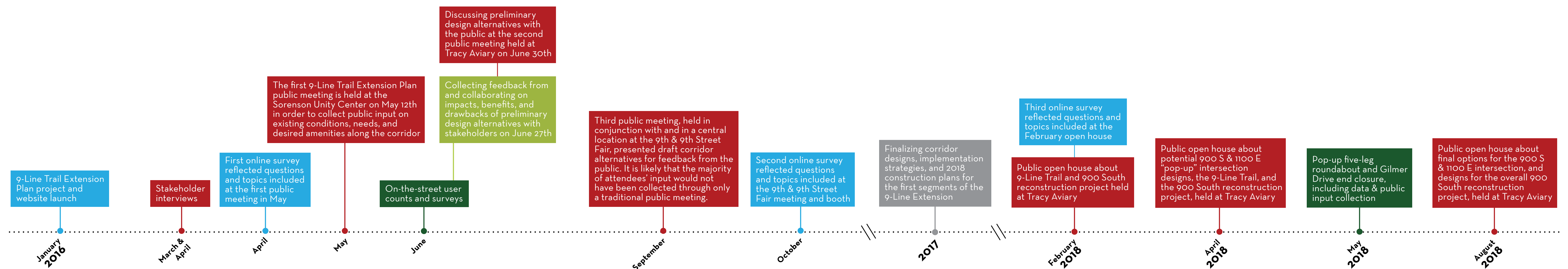
Support economic development and local businesses

Connect destinations and neighborhoods across Salt Lake City

Establish and strengthen neighborhood identity

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

PUBLIC PROCESS TIMELINE



EXAMPLE OF A SIMILAR TRAIL DESIGN:



Revitalizing Downtown Indianapolis

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

THE INDIANAPOLIS CULTURAL TRAIL



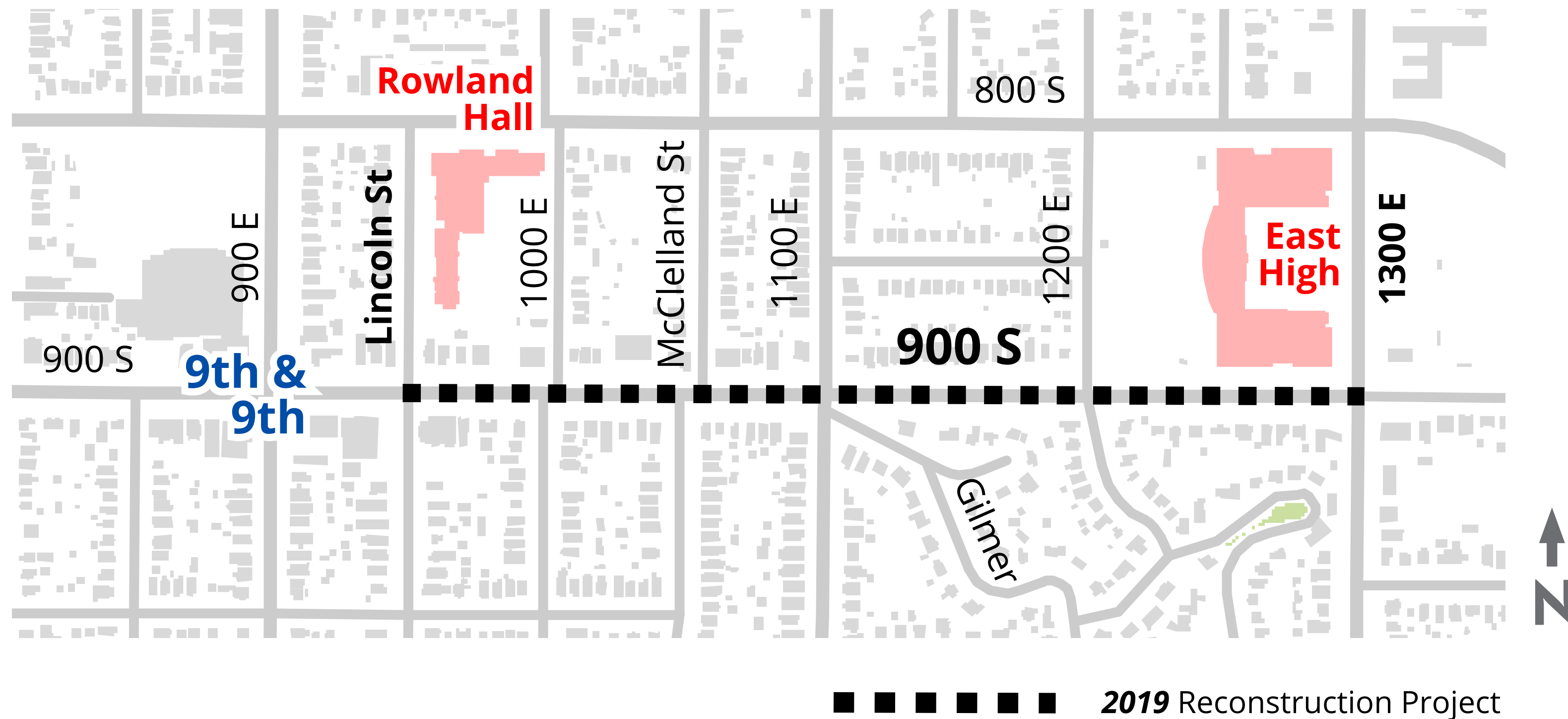
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900 SOUTH RECONSTRUCTION

LINCOLN STREET TO 1300 EAST

MOVED TO 2019!

PROJECT MAP



SCHEDULE

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

STAY INFORMED

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



WHAT IS BEING DONE?

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

HOW WILL CONSTRUCTION IMPACT THE AREA IN 2019?

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

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



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POP-UP INTERSECTIONS (MAY 2018)

900 SOUTH / 1100 EAST / GILMER DRIVE

TAKE A COPY
OF THE REPORT!

WE LISTENED

The City heard the community's desire to try out different design options at the intersection.

PROCESS

Using a **“pop-up”** approach with cones, plants, paint, and art, the City and neighbors **visualized two possible designs** and collaborated in a low-cost and low-consequence design process.

TESTING & DATA COLLECTION

The two challenging, community-selected designs were:

- » A **five-leg roundabout** (May 16-23)
- » A **4-way stop, closing the west end of Gilmer** (May 23-30)

Data was collected before and during, including neighbor and user input; bicycle and car counts; and driving time, delay, and speed.

PHOTOS



9-LINE TRAIL EXTENSION STUDY &
900 SOUTH RECONSTRUCTION PROJECT



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POP-UP INTERSECTIONS (MAY 2018)

900 SOUTH / 1100 EAST / GILMER DRIVE

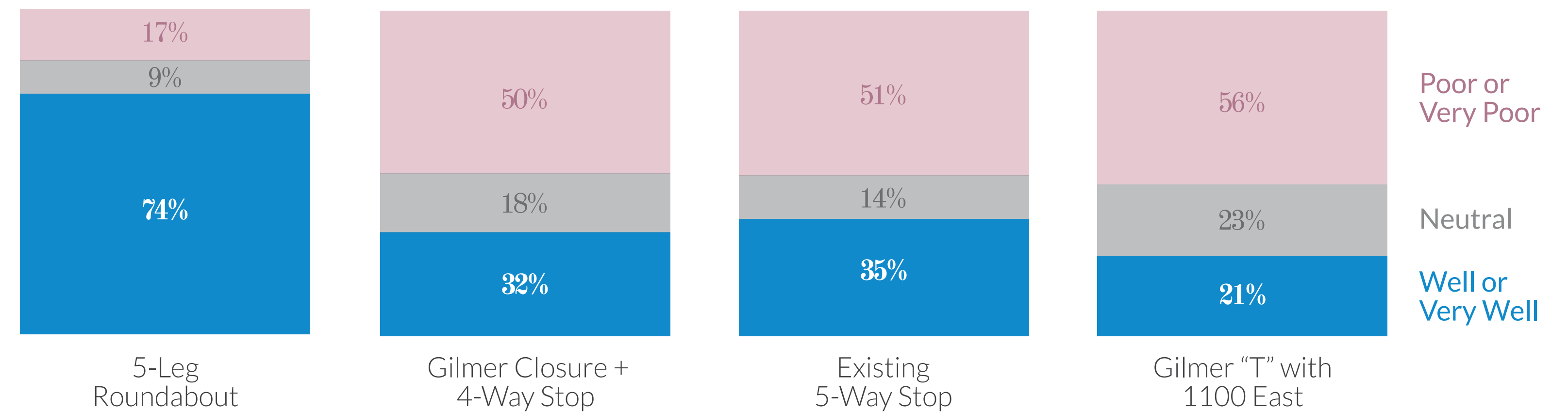
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RESULTS

About **450** people took the online survey and City staff spoke to **hundreds** of neighbors. Their responses and other key takeaways from data collection are included here.



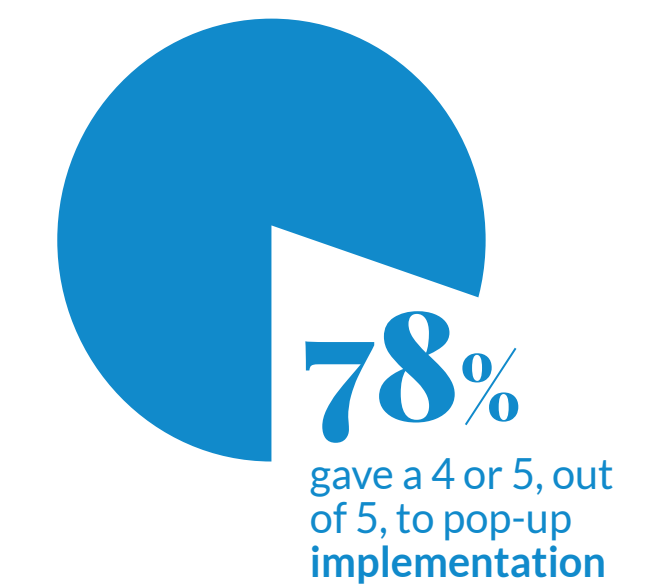
How well would different options work?



Avg. Cars/Weekday, Existing 5-Way (Gray) vs. Gilmer Closure (Increase in Red)



The Gilmer closure added 150 cars/day on Michigan and 75/day on 1200 East. The roundabout did not change volumes on these roads. Neither design affected bicycle volumes.



The single-lane roundabout reduced driving delay on 900 South by

10%

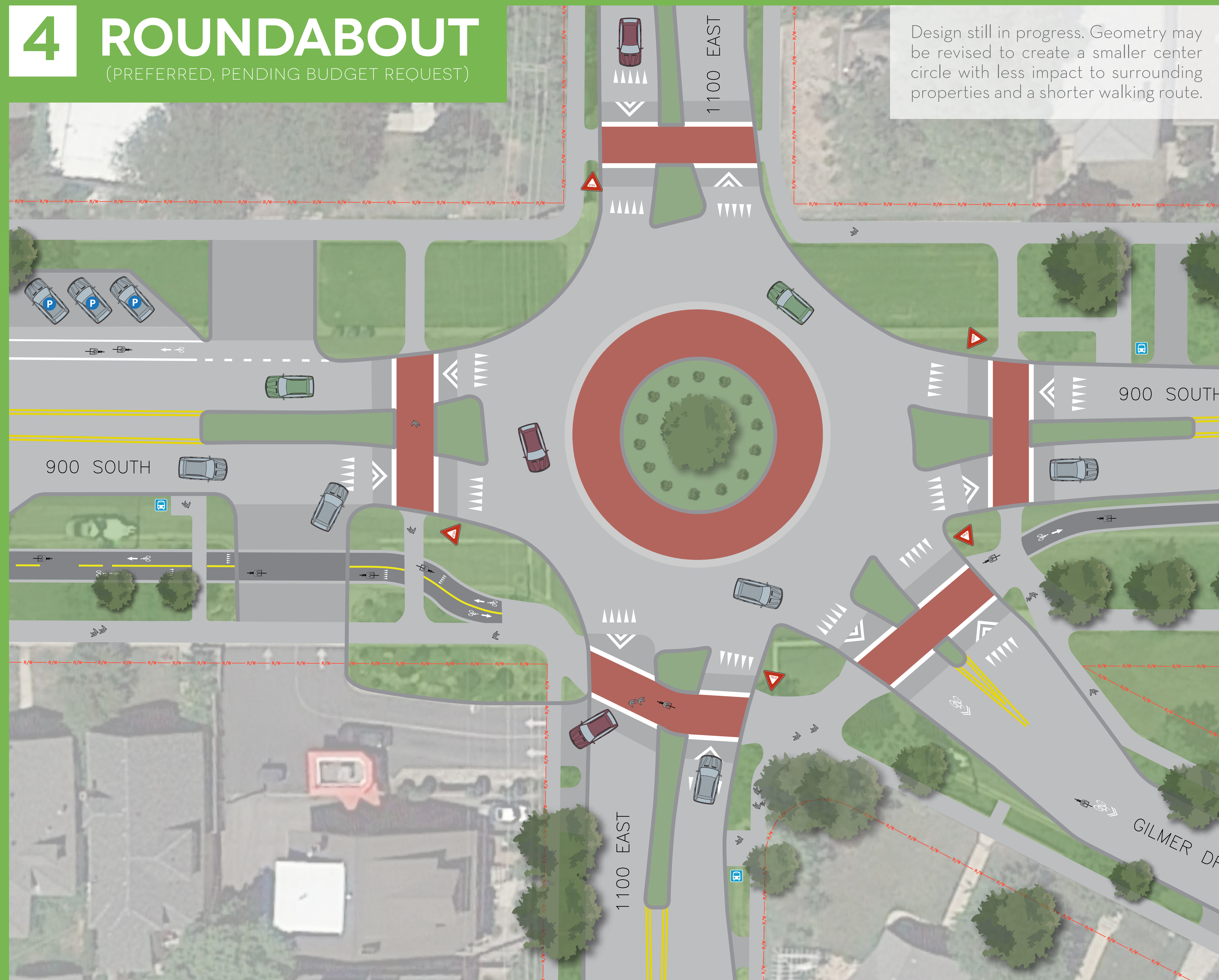


9-LINE TRAIL EXTENSION STUDY & 900 SOUTH RECONSTRUCTION PROJECT



4 ROUNDABOUT

(PREFERRED, PENDING BUDGET REQUEST)



OPPORTUNITIES

- » Option with most public support
- » Likely reduction in vehicle delay vs. existing design or back-up option
- » Slow design speeds possible
- » A “gateway” to neighborhoods on all sides; improved landscaping

CHALLENGES

- » Higher cost than replacing or making minor changes to the existing design
- » Larger footprint
- » Four short 9-Line Trail crossings
- » Depending on final design, semi truck turns may be limited

COST & PROCESS

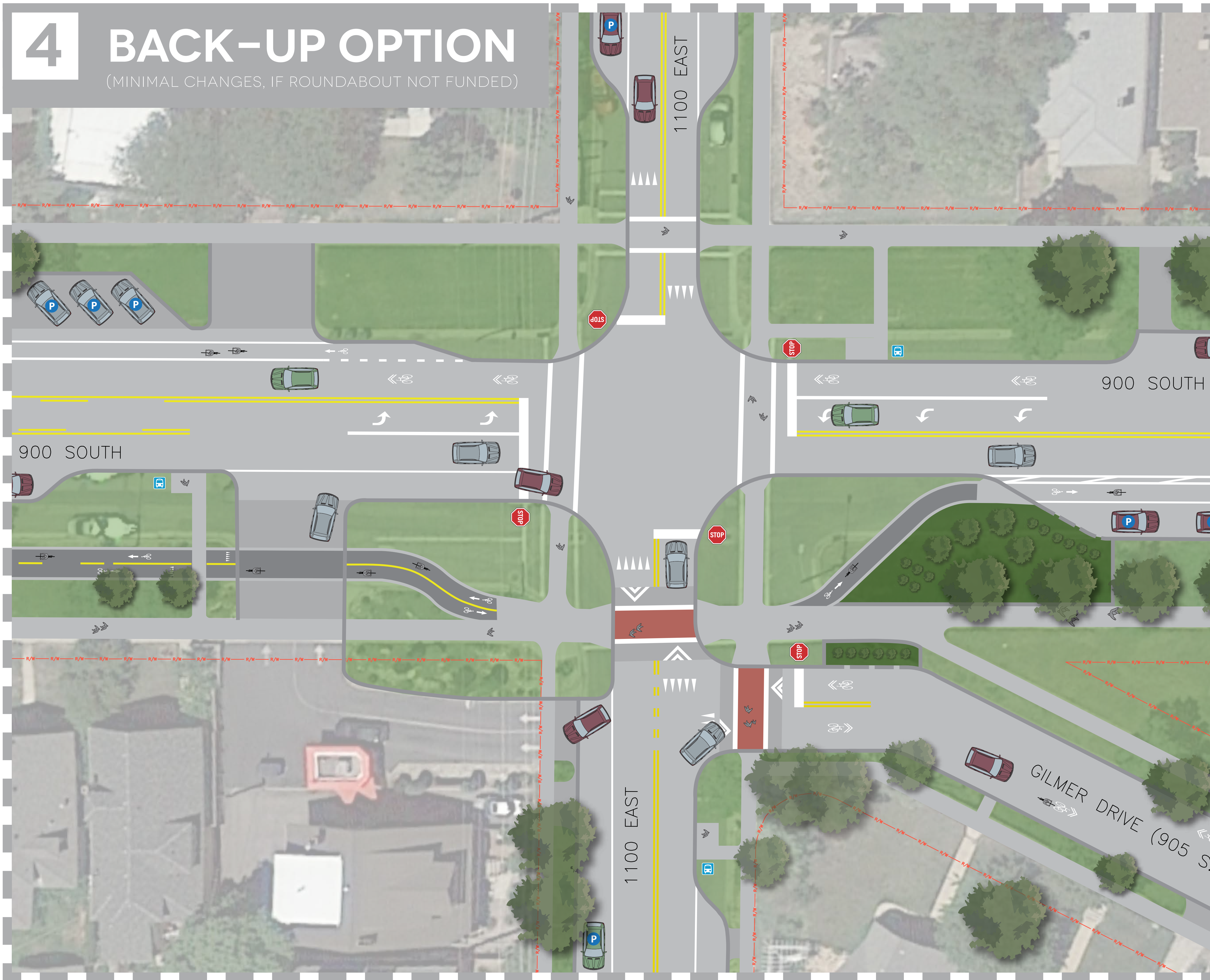
- » More expensive than “Back-up” option, requiring a budget amendment; that decision likely in November or December
- » Bid in January, construction in Spring 2019



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BACK-UP OPTION

(MINIMAL CHANGES, IF ROUNDABOUT NOT FUNDED)



OPPORTUNITIES

- » Stopping for pedestrians instead of yielding
- » Familiarity
- » Smaller footprint, more green space along the roadside
- » Two medium-length crossings

CHALLENGES

- » Vehicle delay increase likely with one lane each way and stops, particularly at peak times.
- » May not solve existing issues:
 - Starting and stopping delay
 - Setback stop sign for northbound 1100 East vehicles
 - Unpredictability for Gilmer Drive traffic

COST & PROCESS

- » Less expensive than roundabout option; within existing budget
- » Back-up option if roundabout budget amendment not approved (that decision likely in November or December)
- » Bid in January, construction in Spring 2019



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9-LINE TRAIL – PAINTED BIKE LANE SEGMENT

1100 EAST – 1300 EAST

STEEP HILL: 1100 EAST TO 1300 EAST

The 9-Line Trail Extension Study generally recommends a separated trail on the park strip. The design changes at this steepest part of the hill. Three routes provide choice for different user types, using a ski slope analogy.



WHAT WE ASKED:

Would you ride up 900 South with a painted bike lane a separate path – or would you take Gilmer, regardless?



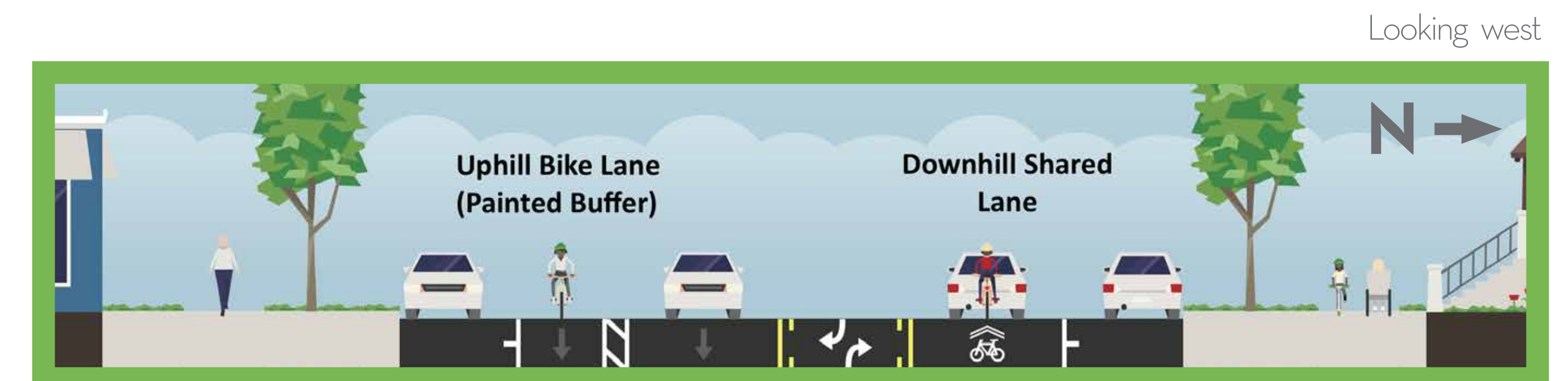
What about if you were riding an electric bike?

WHAT WE HEARD:

- » 60% of the respondents said they would either ride up 900 S with a painted bike lane (18%), or preferred Gilmer regardless (42%). Only 26% indicated an interest in a path on 900 South.
- » With an electric bicycle, 55% said they would ride 900 South with a painted bike lane.

WHAT WE DECIDED:

Based on this community input, including an endorsement from the City's Bicycle Advisory Committee, the project will include: on-street, painted bike lanes and shared lanes on the "black diamond" route, 900 South, and additional wayfinding signs on the "easiest" route, Gilmer Dr.



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OTHER COMPLETE STREETS ELEMENTS

BUS SHELTERS & IMPROVED STOPS

- » New bus shelters or benches.
- » The #9 Bus, in particular, is recommended for increased service, starting August 2019.
- » Selected stop consolidation to improve travel times.
- » New sidewalks will connect to bus stops and improve access, especially for those using wheelchairs.



PEDESTRIAN CROSSINGS

- » Bulb-outs and median islands will shorten crossing distances.
- » Improved curb ramps.



DIAGONAL PARKING

In some instances, diagonal parking can double the amount of parking available, compared to parallel parking. However, on 900 South, frequent driveway spacing restricts this gain.



As a result, additional diagonal parking will not be added to the project.

9TH & 9TH STYLED LIGHT POLES

Fancy, pedestrian-scale street lighting, such as has been installed at 9th & 9th, has both a one-time expense and an ongoing charge to the adjacent property owners, outside the scope of this reconstruction project.



The reconstruction project will lay conduit to facilitate the possible, future addition of this street lighting.





COMMENTS, SCHEDULE, & STAYING INFORMED

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

AUG-DEC: Refine 900 South corridor & intersection design

NOV – DEC: Budget amendment decision

DEC-JAN: Bid project final design

SPRING 2019: Likely beginning of construction

STAY IN TOUCH & SIGN UP FOR UPDATES:

Email: 900South@slcgov.com

Webpage:

[www.slc.gov/transportation/
900-south-reconstruction-project](http://www.slc.gov/transportation/900-south-reconstruction-project)

Phone: (801) 535-7130

TELL YOUR FRIENDS &
NEIGHBORS, TOO



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