



# 300 NORTH PEDESTRIAN BRIDGE

*Increasing safety, accessibility, and east-west connections*



*Above, The proposed design for the 300 North pedestrian bridge; courtesy FFKR Architects.*

## GENERAL INFORMATION

300 North is an important connection for West High School students, Marmalade Library patrons, neighbors, commuters, and people bicycling.

300 North crosses five rail lines, including three owned by Union Pacific Railroad (UPRR) and two by UTA (FrontRunner). Due to its proximity to the UPRR north yard, freight trains frequently

stop or move slowly in this area, and long delays of an hour or more are common. These delays disproportionately affect those who live west of 500 West.

This project will decrease disruption to community travel, improve connections to jobs and services, and help students walk and bike more and arrive to school on time.

## DETAILS

### PROJECT TYPE:

Bridge and Pedestrian Crossings

### FUNDING SOURCES:

TIGER, STP, SLC funding, UTA, UPRR contribution, UDOT safety funds, ARPA

### PROJECT COST:

\$8.6 Million

### COMPLETION YEAR: 2022

### PROJECT PARTNERS:

Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Union Pacific Railroad (UPRR), Wasatch Front Regional Council (WFRC), State of Utah, USDOT, FTA

### PROJECT LOCATION:

300 North at 500 West

## PROJECT HIGHLIGHTS

This project was developed to build a safe connection for walking and bicycling that also reflects community character and needs.

It will resolve the issue of some people walking and bicycling crossing the tracks and walking through or under the train cars.

The project was part of a larger program of first-last mile connections that are being implemented in partnership with UTA and partially funded by a federal TIGER grant. The design and construction required extensive interagency collaboration with UDOT, UTA, and UPRR, as well as multiple SLC departments.

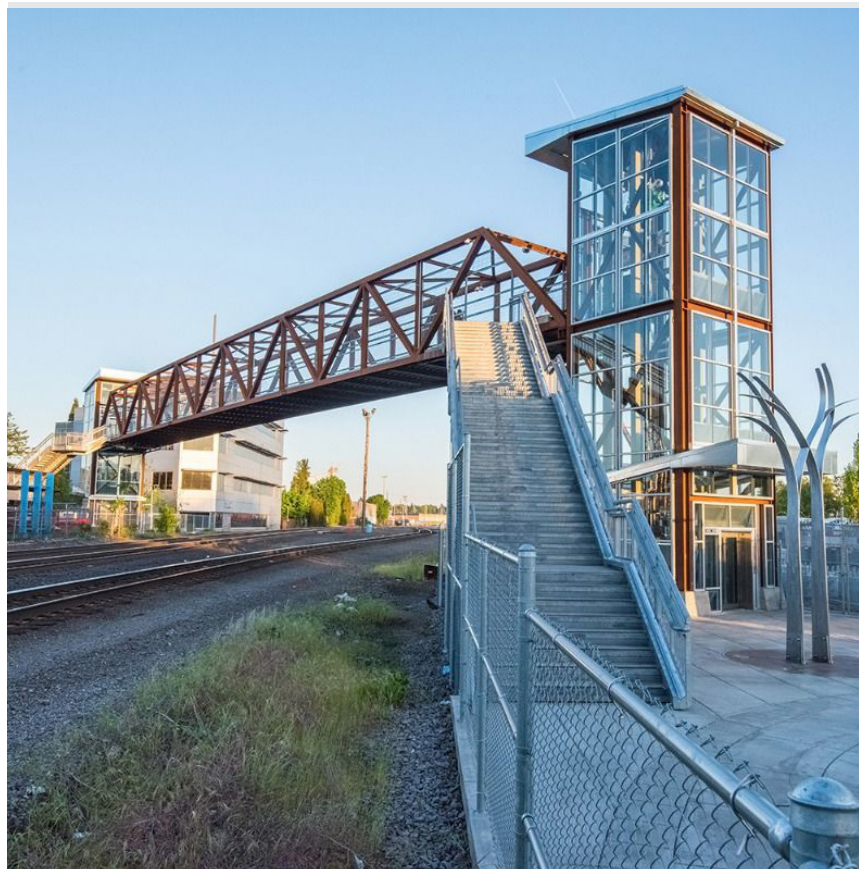
Pedestrian and bicycle access on 300 North was maintained during construction of the bridge.

**Bottom and right**, High school students crossing the unprotected railroad tracks, and a similar project at SE Lafayette and SE Rhine in Portland, OR. Photo credit SLC Transportation and FFKR Architects.



## PROJECT ATTRIBUTES

- Improves safety for walking and bicycling on 300 North near the railroad
- Connects some of Salt Lake City's most diverse and economically distressed neighborhoods with Capitol Hill and Downtown communities
- Enhances connectivity and creates access to opportunities, particularly to West High and for youth
- Will serve residents of several new and planned housing developments





# 900 SOUTH CORRIDOR

*Pedestrian, bike, roadway, and transit improvements for a holistic transportation landscape*



*Above, The Central Ninth neighborhood provides a myriad of housing and business opportunities near a light rail station. This project adds nearly \$10M in landscaping, walking, bicycling, parking, transit, and public space improvements to this area alone. Photo credit Lance Tyrrell*

## GENERAL INFORMATION

The 8 mile 9-Line Trail corridor will be an attractive, safe, and inclusive place for neighbors, businesses, and street users. It will introduce a walking and bicycling connection between the east and west sides of Salt Lake City, linking neighborhoods, business districts, and cultural destinations.

Part of the City-sponsored Frequent Transit Network upgrade, Bus Route 9 extends from Redwood Road, connecting Glendale and Poplar Grove neighborhoods to the east side of the City, and the University of Utah. Route 9 provides frequent, early morning, late night, and Sunday service.

## DETAILS

### PROJECT TYPE:

Bicycle infrastructure, transit upgrades, crosswalk improvements, roadway repaving, safety improvements

### FUNDING SOURCES:

Funding our Future, RDA funds, Public Utilities Enterprise, Salt Lake County grant

### PROJECT COST:

\$20+ Million

### COMPLETION YEAR:

2022 (western segments); 2023 (eastern segments)

### PROJECT PARTNERS:

Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), SLC Redevelopment Agency (RDA), Salt Lake County

### PROJECT LOCATION:

900 South from 900 West to Lincoln Street (945 East)

## PROJECT HIGHLIGHTS

Intersection design at 1100 East on 900 South included a pop-up roundabout where community members and the Fire Department could test the future design.

By funding improvements on the UTA Bus Route 9, ridership doubled within the first several months of operation.

Corridor design is accompanied by traffic and parking studies. Construction on the corridor is phased in order to reduce construction impacts to the community.

## PROJECT ATTRIBUTES

- Frequent Transit Network standards and route efficiencies, providing late night and Sunday service and a direct east-west connection.
- Community engagement including "How to Survive Construction" workshops with local businesses and pop-up intersection designs.
- Bus stop improvements, including enhanced amenities, shelters, and public art installations on bus pads and shelters.
- Separated and raised bike path to improve safety for cyclists.
- Preservation of parking where possible for business access, but without sacrificing safety for people walking and bicycling.

*Bottom and right, Pop-up roundabout testing, and completed roundabout. Photo credit SLC Transportation*





## DETAILS

**PROJECT TYPE:**

Roadway Improvements

**FUNDING SOURCES:**

Community Development  
Block Grant (US HUD)

**PROJECT COST:**

\$500 Thousand (\$300  
Thousand from GDBG)

**COMPLETION YEAR:** 2022

**PROJECT PARTNERS:**

U.S. Department of Housing  
and Urban Development

**PROJECT LOCATION:**

Poplar Grove between 200  
South and 400 South, West  
of 800 West.



*Above, crossing improvements at Emery Street  
Photo: SLC Transportation*

# POPLAR GROVE NEIGHBORHOOD BYWAY

## GENERAL INFORMATION

Neighborhood byways are traffic-calmed streets improved especially for walking and bicycling. They typically feature low volumes and speeds, crossing improvements, and some identity improvements.

In Poplar Grove these improvements will take place on a network of 7 interconnected streets. The project includes a number of roadway and crossing improvements including...

- Curb Extensions
- High Visibility Crosswalks
- Push Button Crossing Beacon
- Curb Ramps
- Shared Lane Markings



*Above, project area map*





**DETAILS**

**PROJECT TYPE:**

Roadway Redesign  
Pedestrian and Bicycle  
Safety

**FUNDING SOURCES:**

Funding Our Future

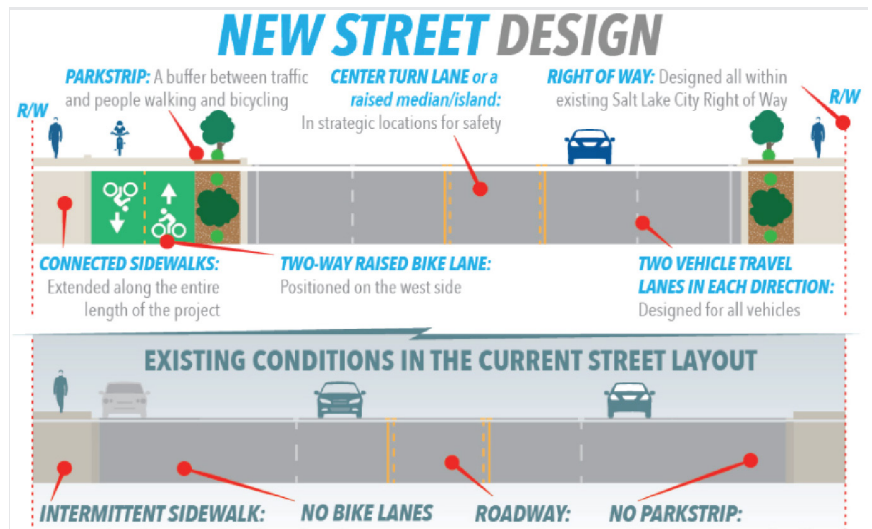
**PROJECT COST:**

\$19 Million

**COMPLETION YEAR:** 2022

**PROJECT LOCATION:**

300 West from 900 South to  
2100 South



*Above, Design features of the upgraded roadway*

# 300 WEST RECONSTRUCTION

**GENERAL INFORMATION**

300 West Project improvements include upgrades to curb and gutter to improve drainage and upgrades to sidewalks and bus stops to increase safety and access for people walking and taking transit, in addition to other street enhancements to increase mobility, transportation options, and air quality.

technical analysis, and public input over the course of 2019 and early 2020. Currently under construction, the completed project on 300 West will have a two-way bike lane on the west side of the road, continuous sidewalk on each side of the road, new crosswalks, and medians at strategic locations along the roadway, as well as landscaped park strips with more trees.

The new design is based on Salt Lake City's Complete Streets Ordinance, master plans,



*Above, Comments given at a local business workshop for the project  
Photo:SLC Transportation*

