WELCOME!

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

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

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**FINAL STUDY AVAILABLE**

The study was initiated in 2016 and recently finalized. It is available online at slcgov.com/transportation/9LineTrailExtension.
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
1. Improve conditions for walking, bicycling, and access to transit for all ages and abilities
2. Expand open space and recreational opportunities
3. Support economic development and local businesses
4. Connect destinations and neighborhoods across Salt Lake City
5. Establish and strengthen neighborhood identity
6. Create a sustainable corridor in terms of both maintenance and environmental benefits

PUBLIC PROCESS TIMELINE

- 9-Line Trail Extension Plan project and website launch
- Stakeholder interviews
- First online survey reflected questions and topics included at the first public meeting in May
- On-the-street user counts and surveys
- Collecting feedback from and collaborating on impacts, benefits, and drawbacks of preliminary design alternatives with stakeholders on June 20th
- Discussing preliminary design alternatives with the public at the second public meeting held at Tracy Aviary on June 30th
- Third public meeting, held in conjunction with and as a central location at the 9th & 9th Street Fair presented draft corridor alternatives for feedback from the public. It is likely that the majority of attendees’ input would not have been collected through only a traditional public meeting.
- Second online survey reflected questions and topics included at the 9th & 9th Street Fair meeting and booth
- Finalizing corridor designs, implementation strategies, and 2018 construction plans for the first segments of the 9-Line Extension
- Third online survey reflected questions and topics included at the February open house
- Public open house about potential 900 S & 900 E intersection designs, the 9-Line Trail, and the 900 South reconstruction project held at Tracy Aviary
- Public open house about potential 900 S & 900 E intersection designs, the 9-Line Trail, and the 900 South reconstruction project, held at Tracy Aviary

EXAMPLE OF A SIMILAR TRAIL DESIGN:

The Indianapolis Cultural Trail was originally conceived as a way to connect and catalyze the City of Indianapolis’s 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.

9-Line Trail Extension Study & 900 South Reconstruction Project

Revitalizing Downtown Indianapolis
The Indianapolis Cultural Trail is a 22-mile network of trails within the heart of Indianapolis. The Cultural Trail includes approximately 20 miles of multi-use trails and 2.5 miles of pedestrian streetscape improvements. The Cultural Trail has transformed the way people get around downtown Indianapolis, attracting millions of visitors and creating new economic opportunities. The Cultural Trail is a key component of the City of Indianapolis’s Comprehensive Plan, and it continues to be a driver of economic development and community revitalization in downtown Indianapolis.

Indianapolis Cultural Trail

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900 SOUTH RECONSTRUCTION
LINCOLN STREET TO 1300 EAST

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

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

Sign up for email updates by sending a request to **900South@slcgov.com**
“PO•UP” INTERSECTION DESIGNS
900 S / 1100 E / GILMER DR (MAY 2018)

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

WHAT & WHY?
A “pop-up” is a temporary and short-term street design trial. It uses materials like cones, plants, paint, and art, and helps the City and neighbors to:
- Visualize safer streets
- Collaborate in the design process
- Try designs in low-cost, low-consequence environments

WHEN?
Several City divisions and the community will do up to two “pop-ups” at the 900 South / 1100 East / Gilmer Drive intersection from May 16th to May 30th.
“POP–UP” OPTION 1

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

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

GILMER CLOSURE

CHOOSE UP TO TWO “POP–UP” OPTIONS

• 1st choice
• 2nd choice
Opportunities: An improvement for people walking; least amount of change; few conflict points

Challenges: Turns onto/off of Gilmer Drive likely too tight for large vehicles, particularly emergency; least amount of change
“POP–UP” OPTION 3

ROUNDABOUT

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

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

Choose up to two "POP–UP" OPTIONS:

1st choice
2nd choice
4 9-LINE TRAIL – ROUTE & DESIGN

TYPICAL DESIGN: 500 WEST TO 1100 EAST
The 9-Line along 900 South includes:
• Two-way bike path on the south side of the road
• Wider park strip, more green space
• Safer and more comfortable pedestrian crossings

STEEP HILL: 1100 EAST TO 1300 EAST
The 9-Line Trail Extension Study recommends three routes to provide choices for different user types, using a ski slope analogy:

- Easiest way up & down
- Intermediate
- Steepest (and shortest)
4 9-LINE TRAIL – “BLACK DIAMOND” ROUTE (1100 E – 1300 E)

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

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

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**YOUR INPUT**

<table>
<thead>
<tr>
<th>I’D BIKE UP 900 S WITH A PATH</th>
<th>I’D BIKE UP 900 S WITH A BIKE LANE (PAINT ONLY)</th>
<th>EVEN WITH A PATH, I’D TAKE GILMER</th>
<th>I’M NOT INTERESTED IN BICYCLING</th>
</tr>
</thead>
</table>

**I’D BIKE UP 900 S WITH A PATH**

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

**I’D BIKE UP 900 S WITH A BIKE LANE (PAINT ONLY)**

**EVEN WITH A PATH, I’D TAKE GILMER**

**I’M NOT INTERESTED IN BICYCLING**

**I’D RIDE IT WITH A BIKE LANE**

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

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

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

**JULY–OCT:** Refine design, bid project

**2019:** Construction: Lincoln Street to 1300 East

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

Email: 900South@slcgov.com

Online Survey: slcgov.com/transportation/900south

Phone: (801) 535-6630

**TELL YOUR FRIENDS & NEIGHBORS, TOO**