

# WELCOME!

We want to tell you about and listen to your input about the 9-Line Trail Extension Study and the 900 South Reconstruction Project.

Visit the stations:

- 1 9-LINE TRAIL EXTENSION STUDY
- 2 900 SOUTH RECONSTRUCTION
- 3 9-LINE TRAIL & 900 SOUTH IMPROVEMENTS
- 4 1100 E, 900 S, & GILMER DR INTERSECTION
- 5 COMMENTS & STAYING INFORMED



9-LINE TRAIL EXTENSION STUDY &  
900 SOUTH RECONSTRUCTION PROJECT

## 1

# 9-LINE TRAIL EXTENSION STUDY

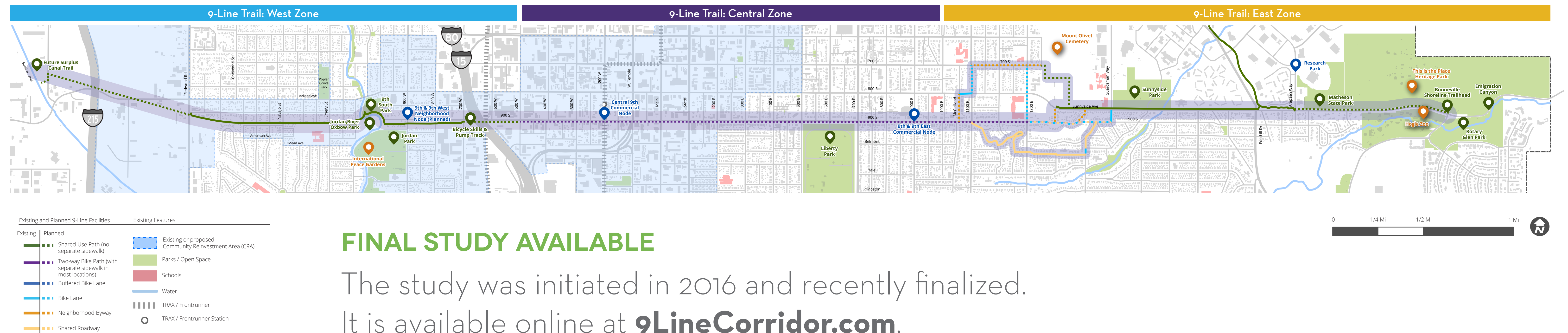
The 9-Line Trail Extension Study connects distinct neighborhoods, environments, and contexts throughout its extent from the Surplus Canal to the Bonneville Shoreline Trail. The corridor can generally be divided into three zones:

**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



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

LOCHNER





# 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

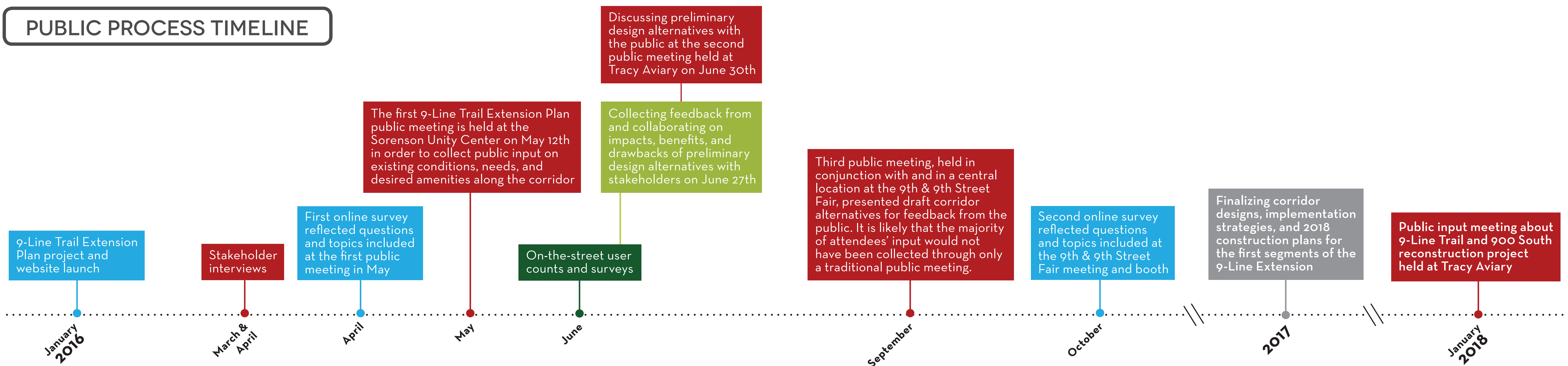
Support economic development and local businesses

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



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

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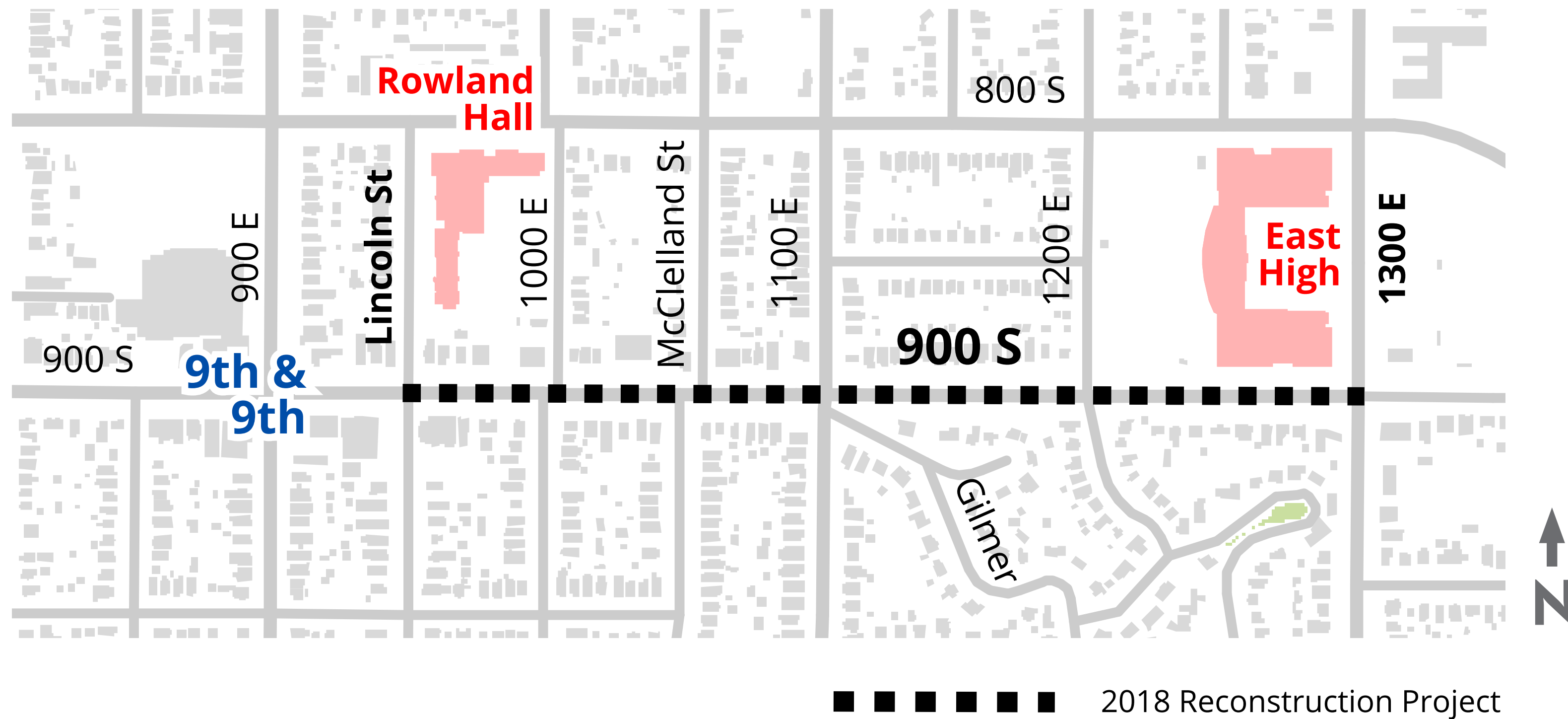


2

# 900 SOUTH RECONSTRUCTION

## LINCOLN STREET TO 1300 EAST

### PROJECT MAP



### SCHEDULE

Approx. 6 months, likely beginning in May

### STAY INFORMED

Sign up for email updates at Station 5

### 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. Creating “T” intersection” w/ Gilmer Dr & 900 S
5. Adding conduit for future lighting improvements
6. Repaving street with concrete
7. Possible bus stop enhancements

### HOW WILL CONSTRUCTION IMPACT THE AREA?

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



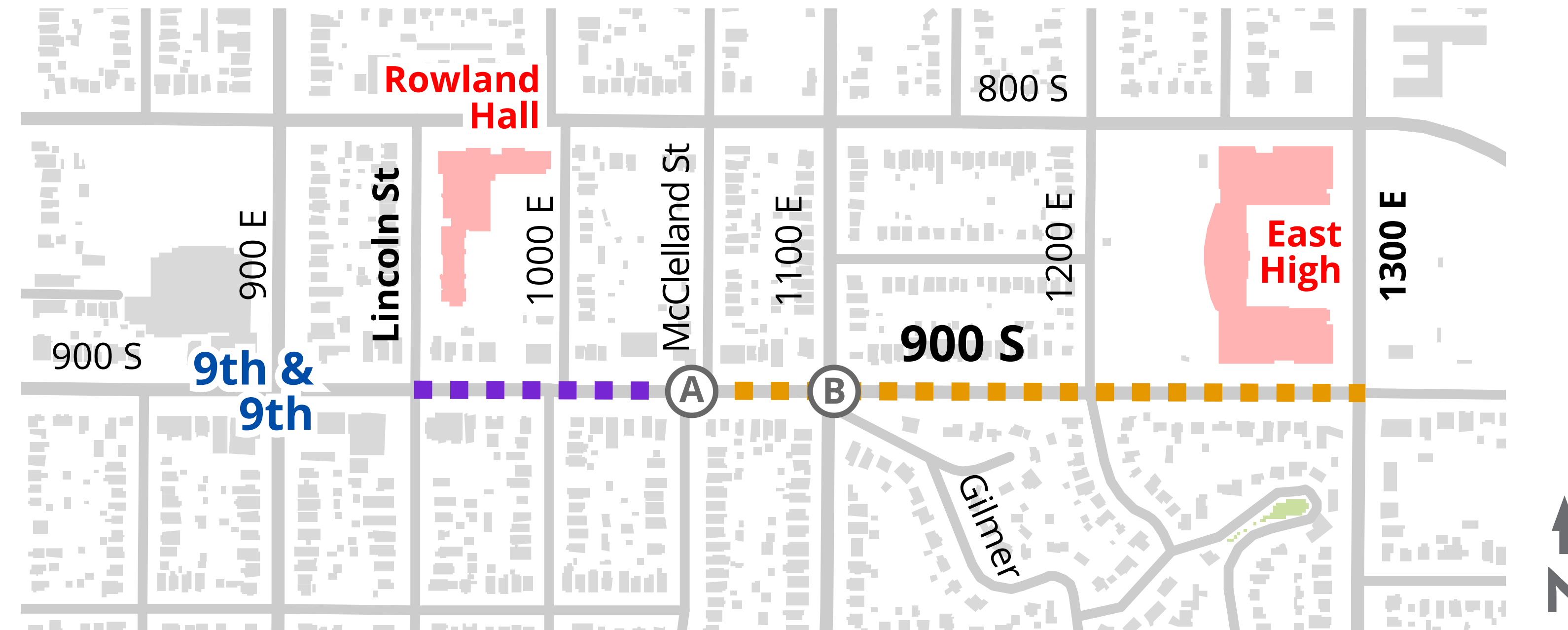
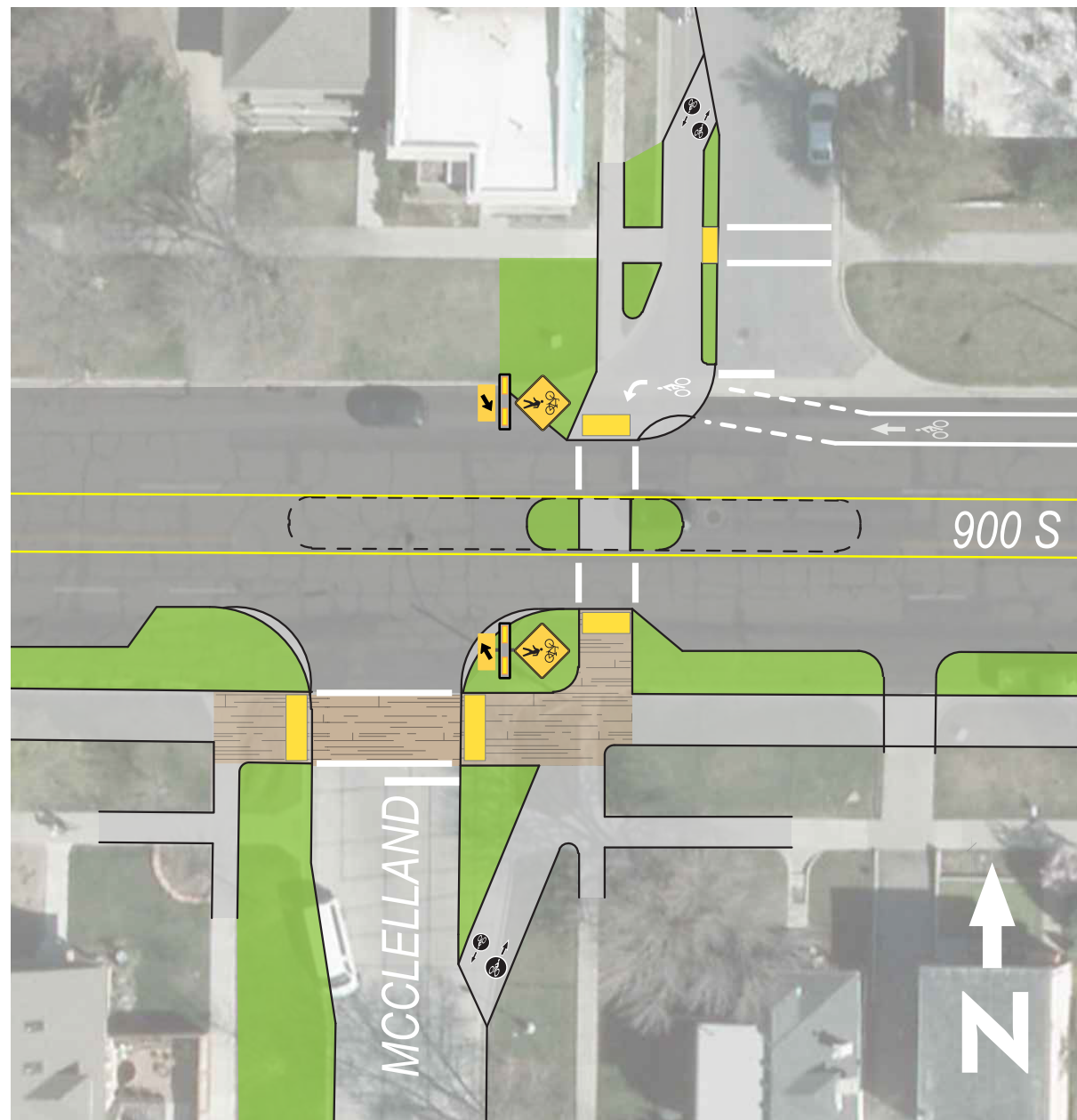
**9-LINE TRAIL EXTENSION STUDY &  
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# 3

# 9-LINE TRAIL & 900 SOUTH IMPROVEMENTS LINCOLN STREET TO 1300 EAST

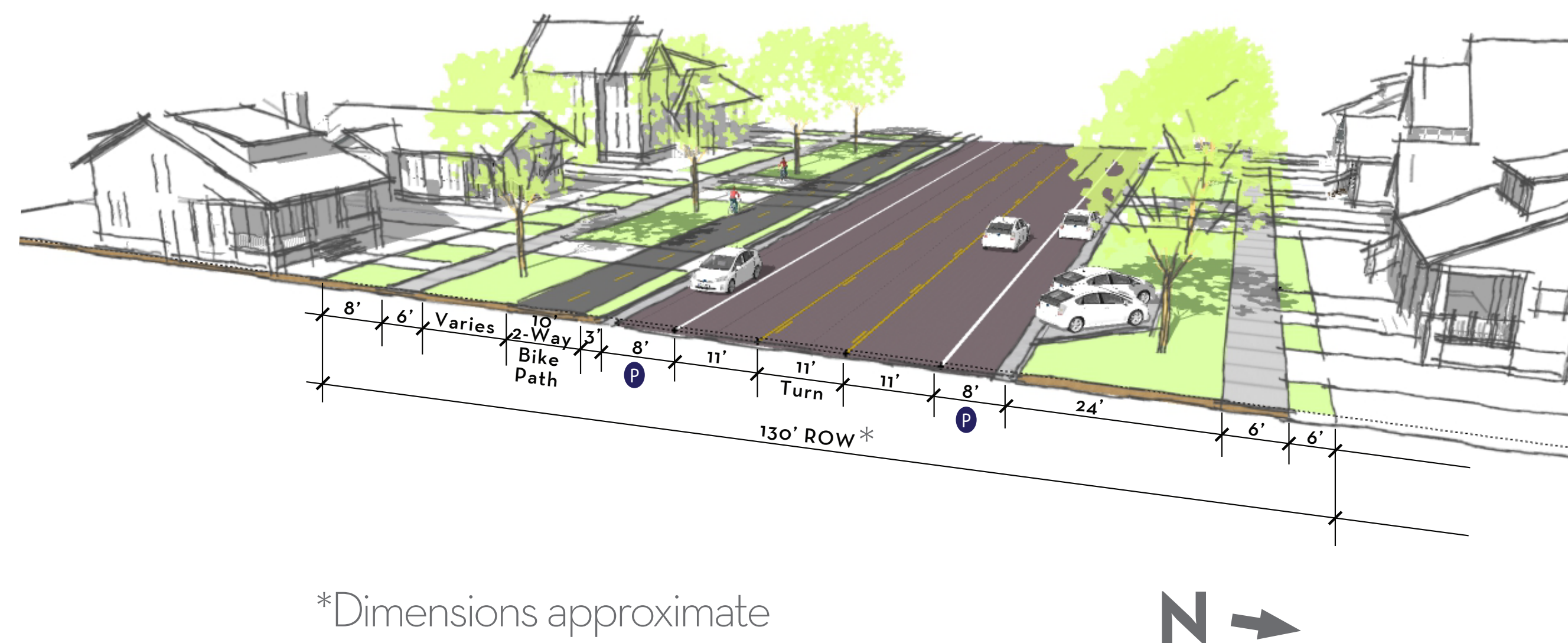
(A) McClelland Intersection



(B) 1100 E / 900 S / Gilmer Intersection  
(more detail at Station 4)

## LINCOLN TO MCCLELLAND:

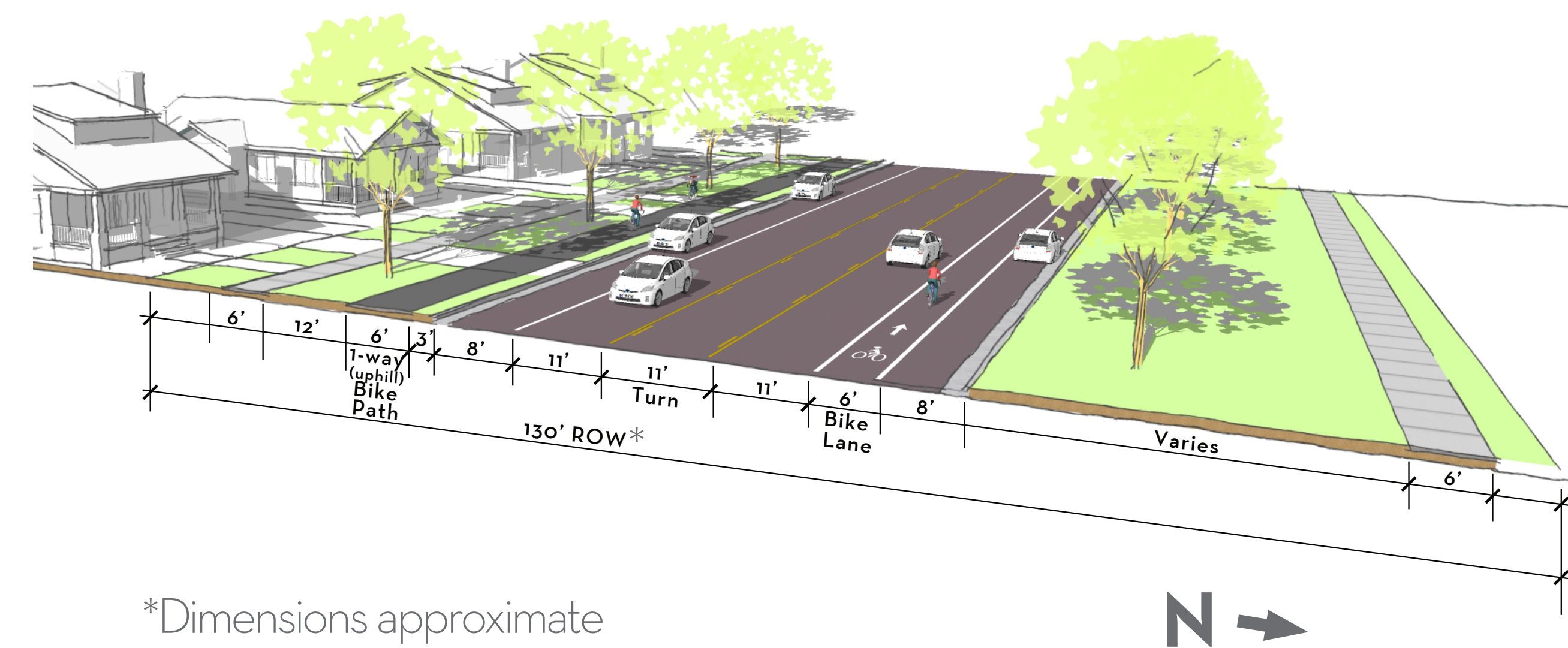
Two-Way Bike Path (South Side)



\*Dimensions approximate

## MCCLELLAND TO 1300 E:

One-Way Bike Path (South) & Downhill Bike Lane (North)



\*Dimensions approximate



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



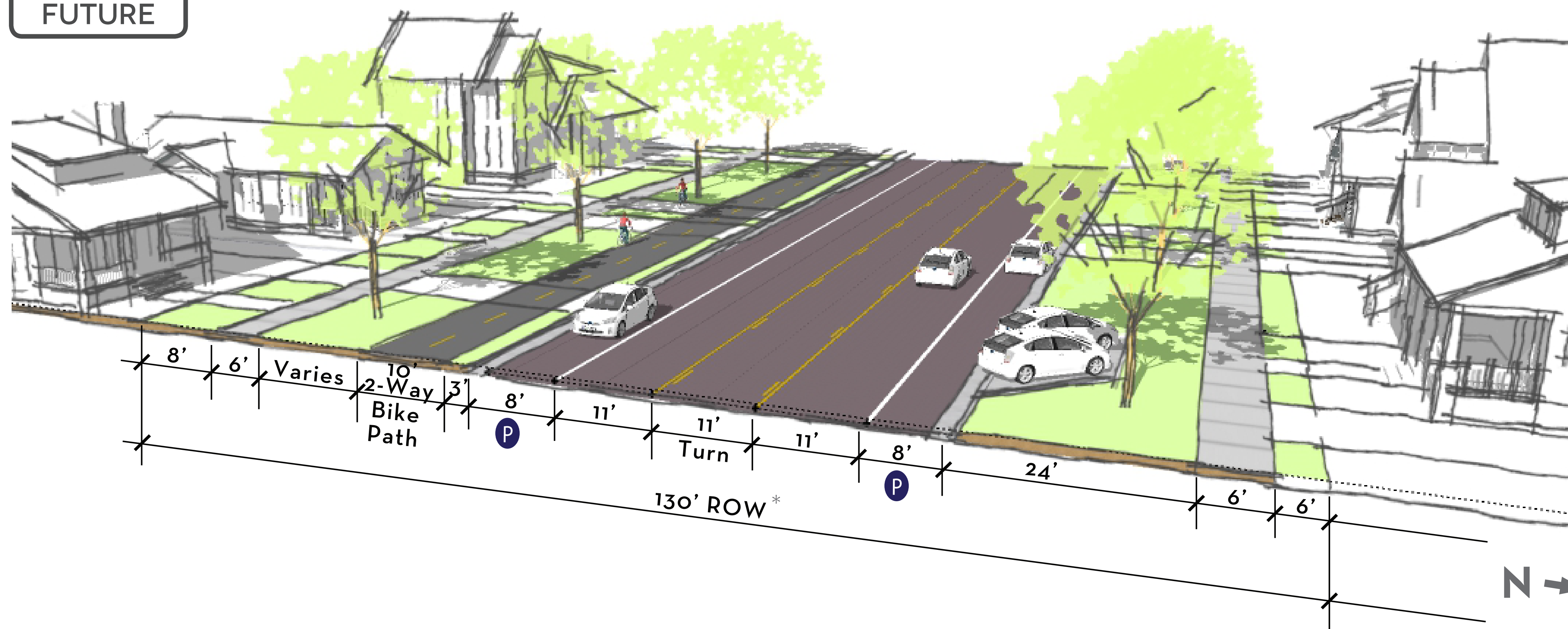


# 9-LINE TRAIL & 900 SOUTH IMPROVEMENTS

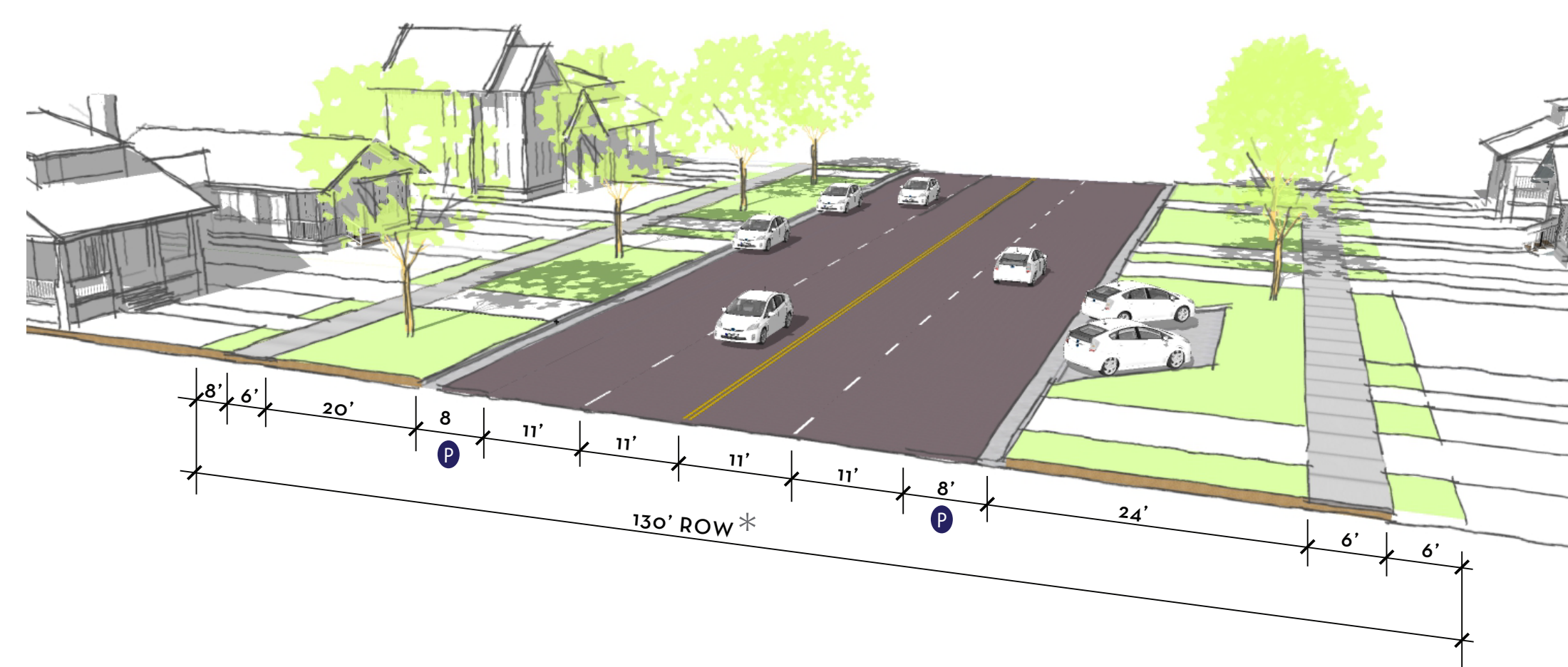
## LANE RECONFIGURATION

Lane striping consistent throughout project.

FUTURE



EXISTING



- Lane configuration similar to the segments both east and west of the reconstruction
- One eastbound & one westbound lane, with new center turn lane to improve turning safety
- Appropriate design for the street's daily traffic volumes (8 to 10k cars)

\*Dimensions approximate



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

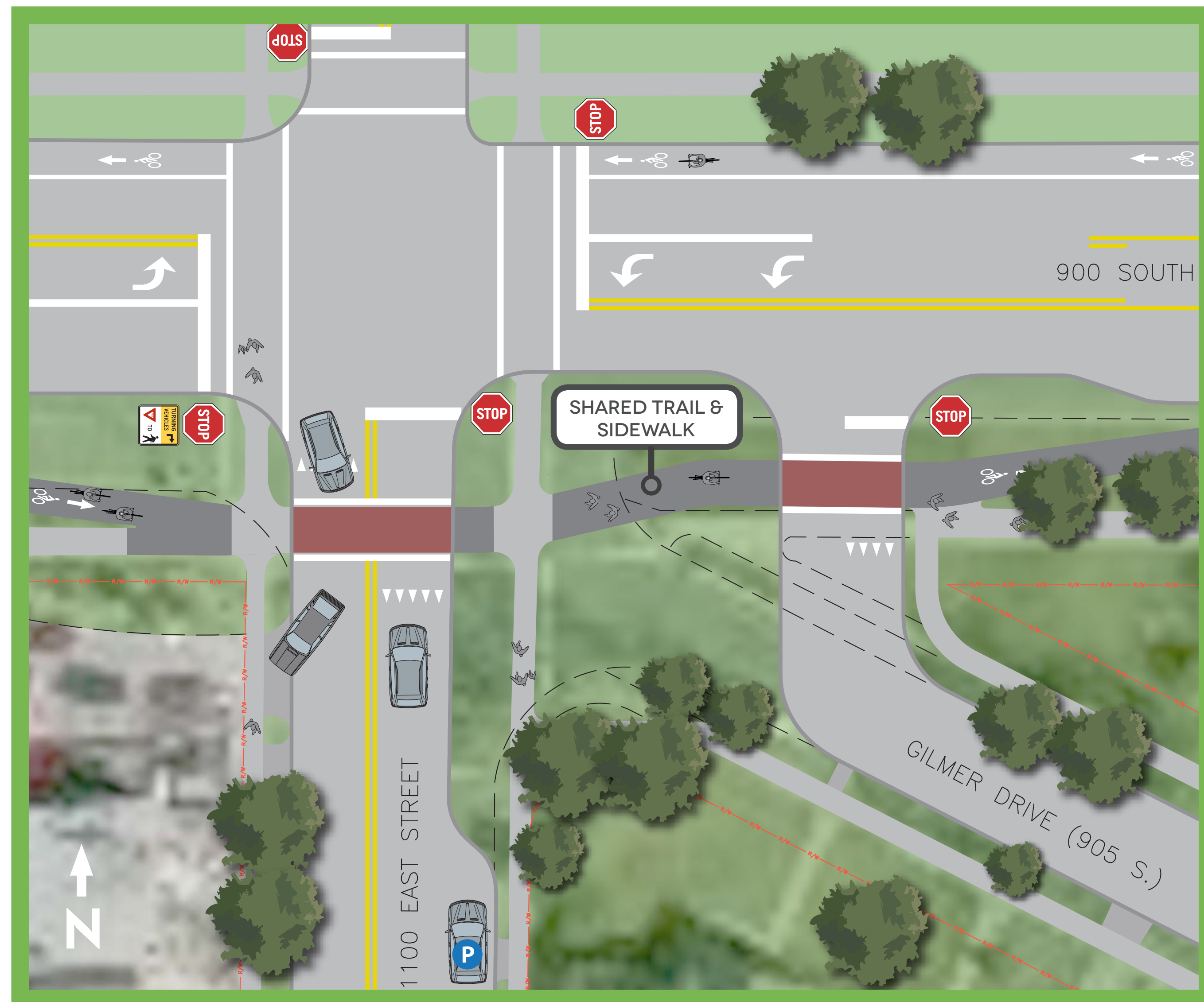
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# 1100 E, 900 S, & GILMER DR INTERSECTION

## PREFERRED DESIGN:

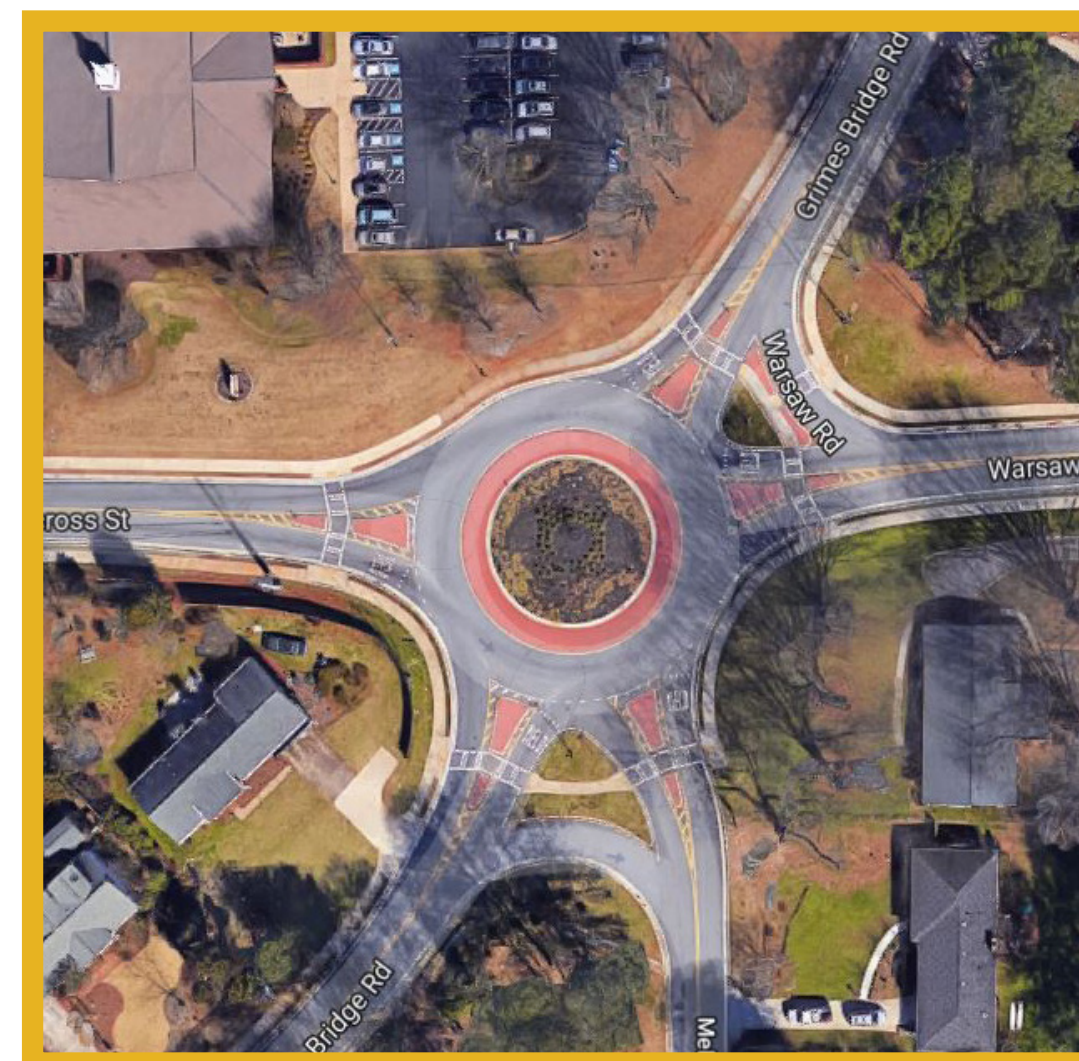


Cost Efficiency : ●●○○○  
 Space Efficiency : ●●●●●  
 Predictability : ●●●○○  
 Path Comfort : ●●●●●

DID WE GET  
IT RIGHT?

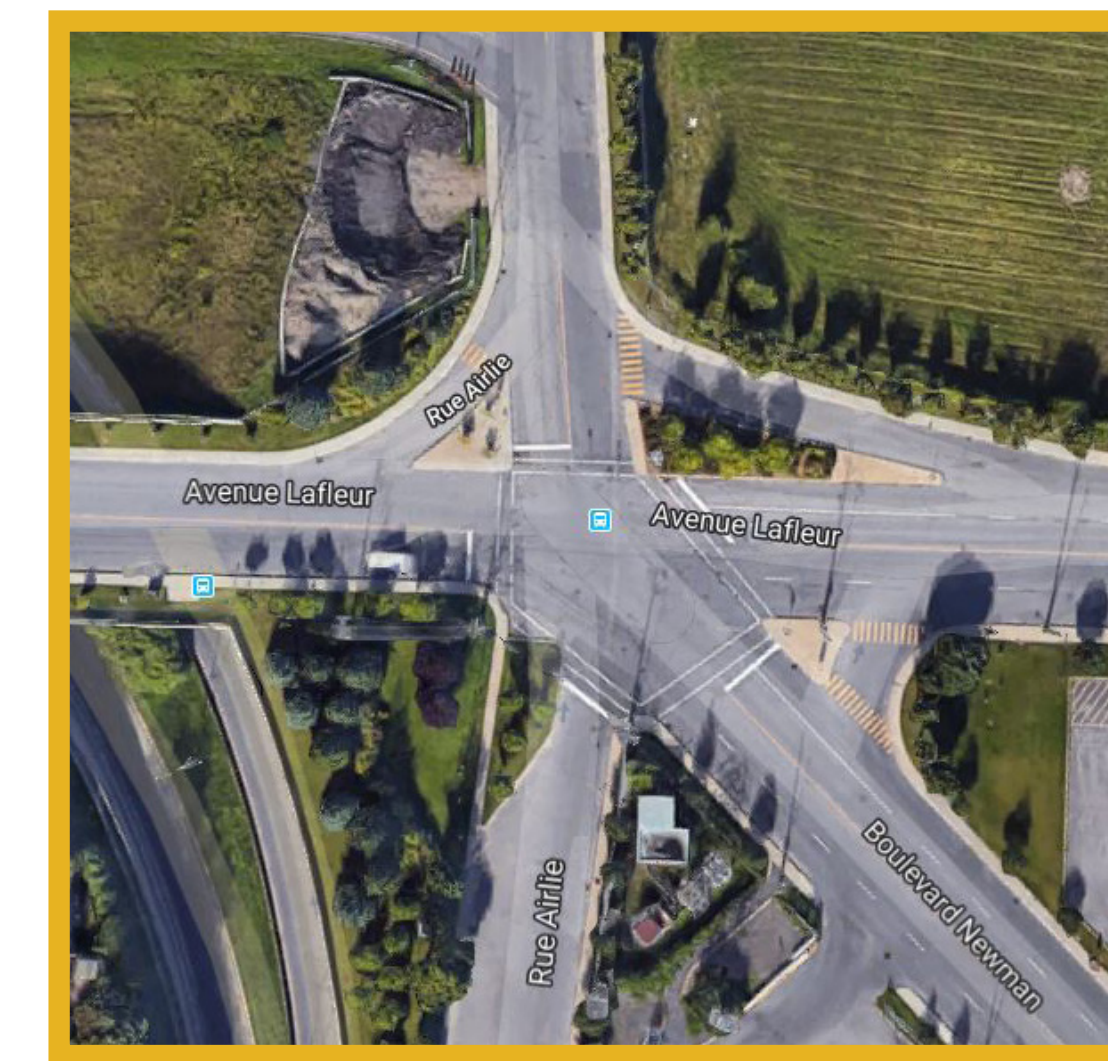
## CONCEPTS CONSIDERED BUT NOT RECOMMENDED:

### 5-LEG ROUNDABOUT



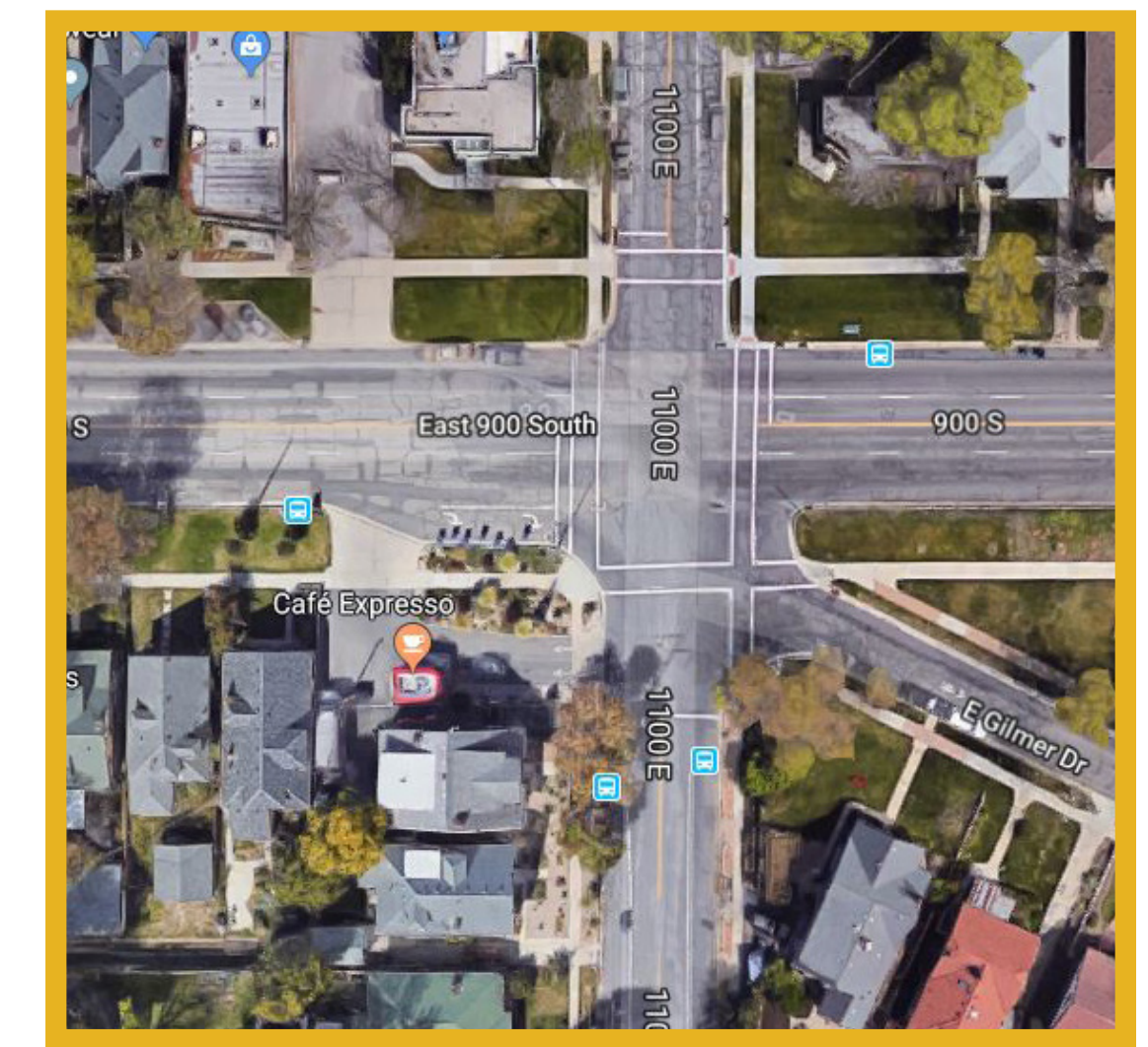
Cost Efficiency : ●○○○○  
 Space Efficiency : ●○○○○  
 Predictability : ●●●○○  
 Path Comfort : ●●●○○

### 5-WAY STOP



Cost Efficiency : ●●○○○  
 Space Efficiency : ●●○○○  
 Predictability : ●○○○○  
 Path Comfort : ●○○○○

### EXISTING



Cost Efficiency : ●●●●●  
 Space Efficiency : ●●●●○  
 Predictability : ●○○○○  
 Path Comfort : ●●○○○



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## 5

## COMMENTS &amp; STAYING INFORMED

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

**FEBRUARY:** Refine final design,  
integrating community input

**MARCH:** Project goes out to bid

**MAY–NOV:** Construction (tentative)

**2019, ONWARD:** Seek funding for and  
construct additional  
segments of the 9-Line Trail

**STAY IN TOUCH:**

Online Survey: [9LineCorridor.com](https://9LineCorridor.com)

Email: [900South@slcgov.com](mailto:900South@slcgov.com)

Phone: (801) 535-6630

TELL YOUR FRIENDS &  
NEIGHBORS, TOO



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