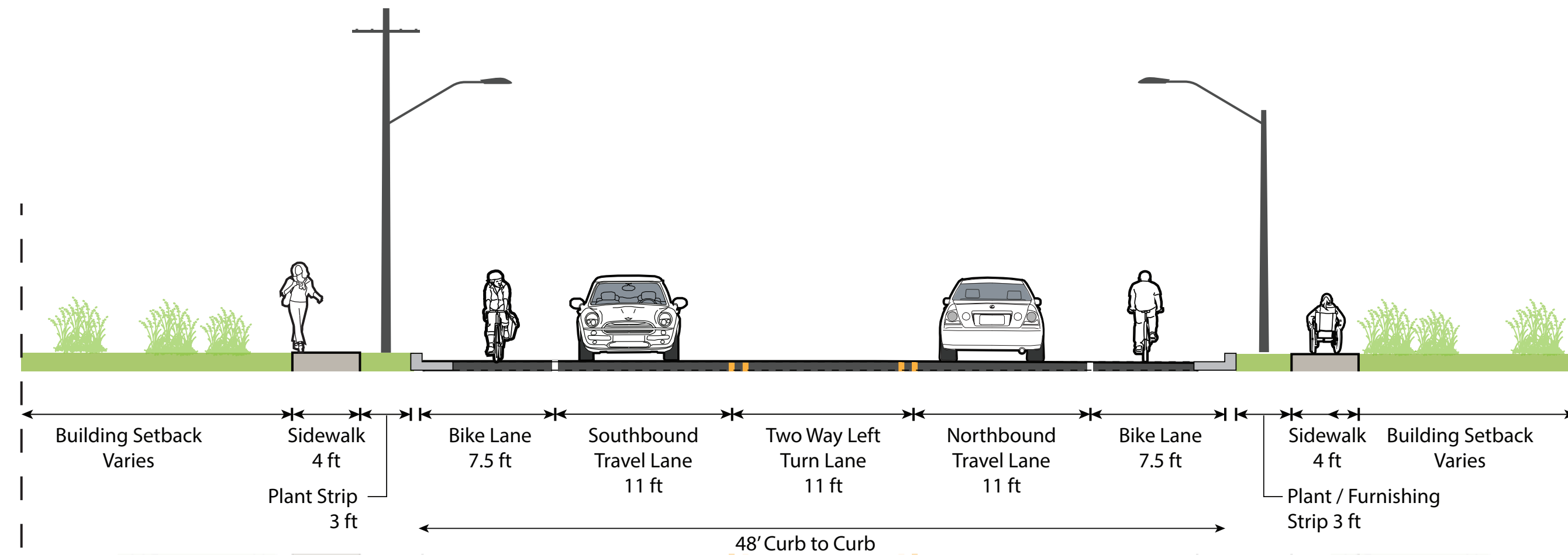
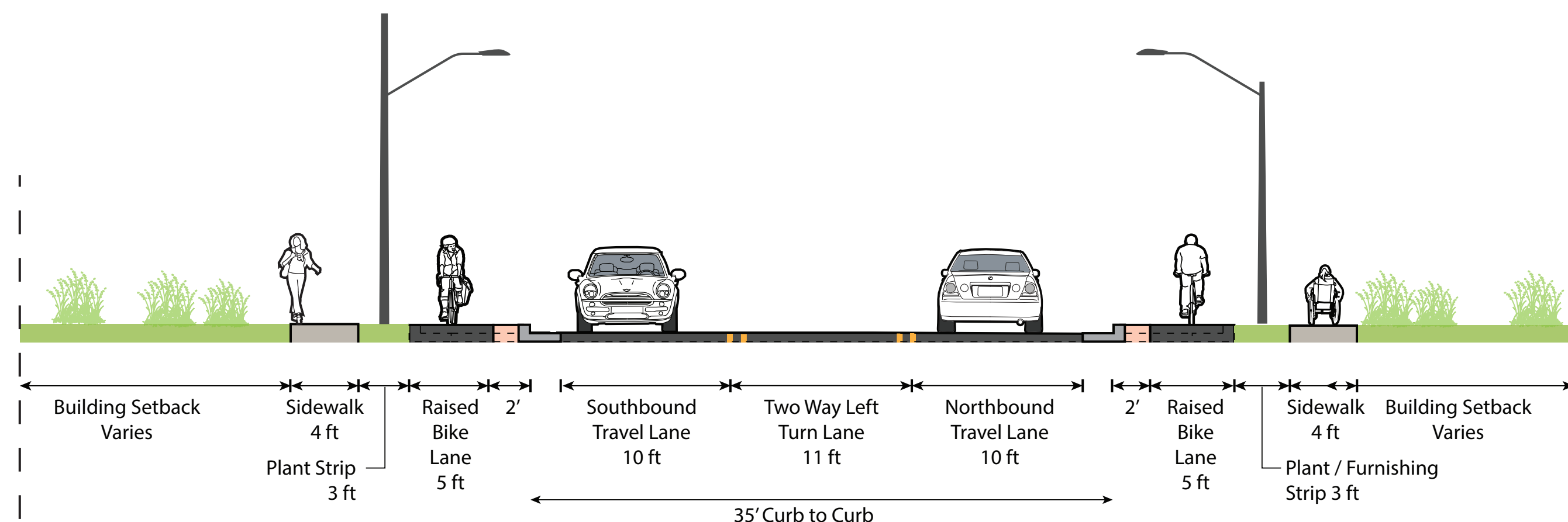


#### SEGMENT A: 2100 S TO SUGARMONT DR



#### Option A1: Restripe



#### Option A2: Reconstruct

#### Option A1: Restripe

##### Strengths

- Cost effective

##### Challenges

- Eliminates on-street parking
- Proposed bikeway does not serve all ages and abilities of users
- Removes on-street parking

#### Option A2: Reconstruct

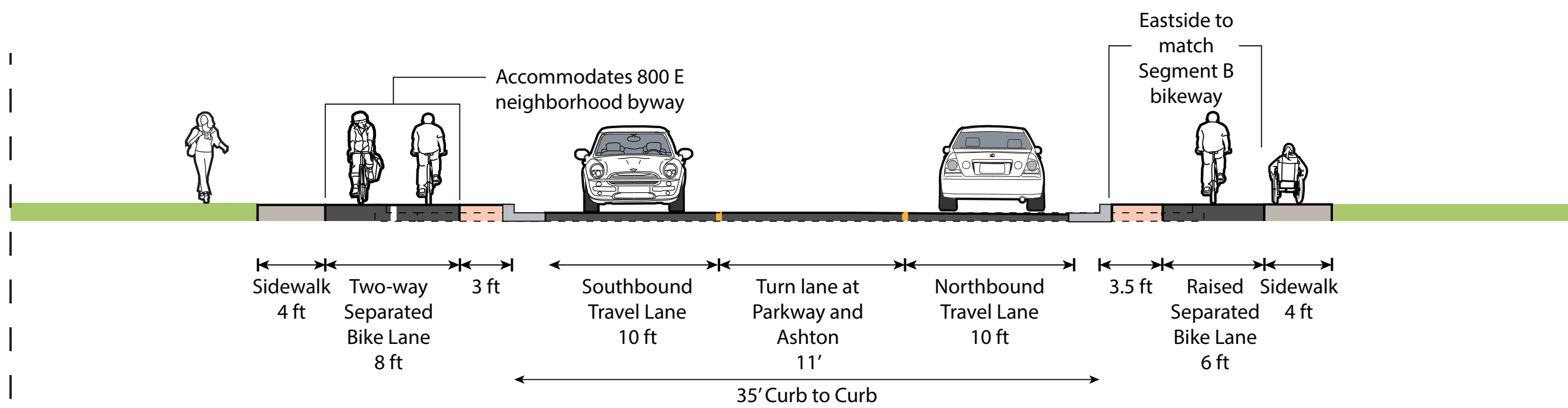
##### Strengths

- Proposed bikeway serves all ages and abilities of users
- Promotes slower traffic speeds

##### Challenges

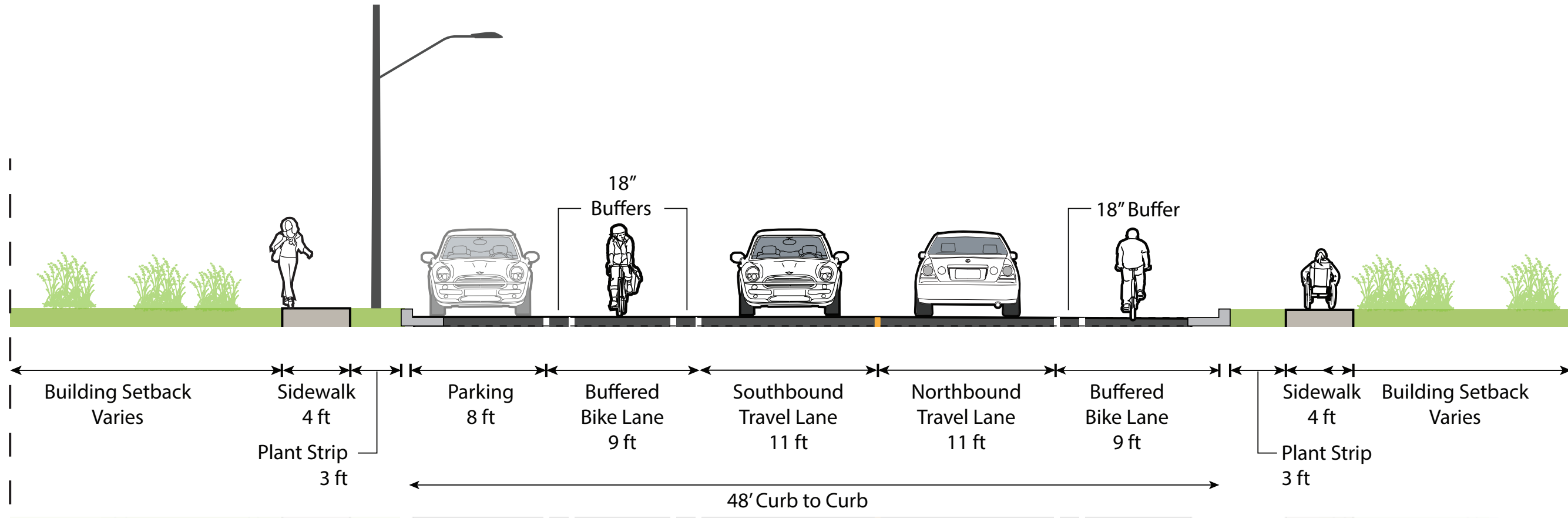
- Increased cost
- Removes on-street parking

#### SEGMENT C: ASHTON AVE TO PARKWAY AVE



#### Option C1: 800 E Neighborhood Byway Integration

#### SEGMENT B: SUGARMONT DR TO 2700 S



#### Option B1: Restripe

#### Option C1: 800 E Neighborhood Byway Integration

##### Strengths

- Provides a consistent low-stress bikeway for the 800 E neighborhood byway

##### Challenges

- Eliminates on-street parking

#### Option B1: Restripe

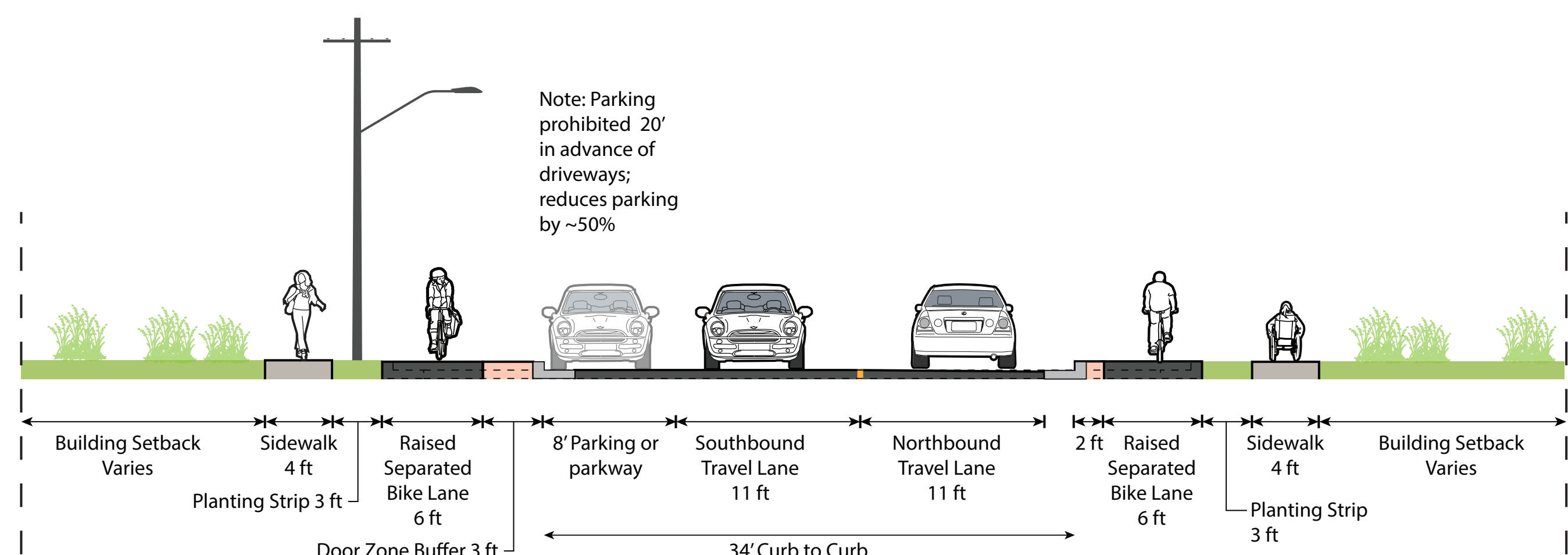
##### Strengths

- Preserves parking on west side of street
- Cost effective

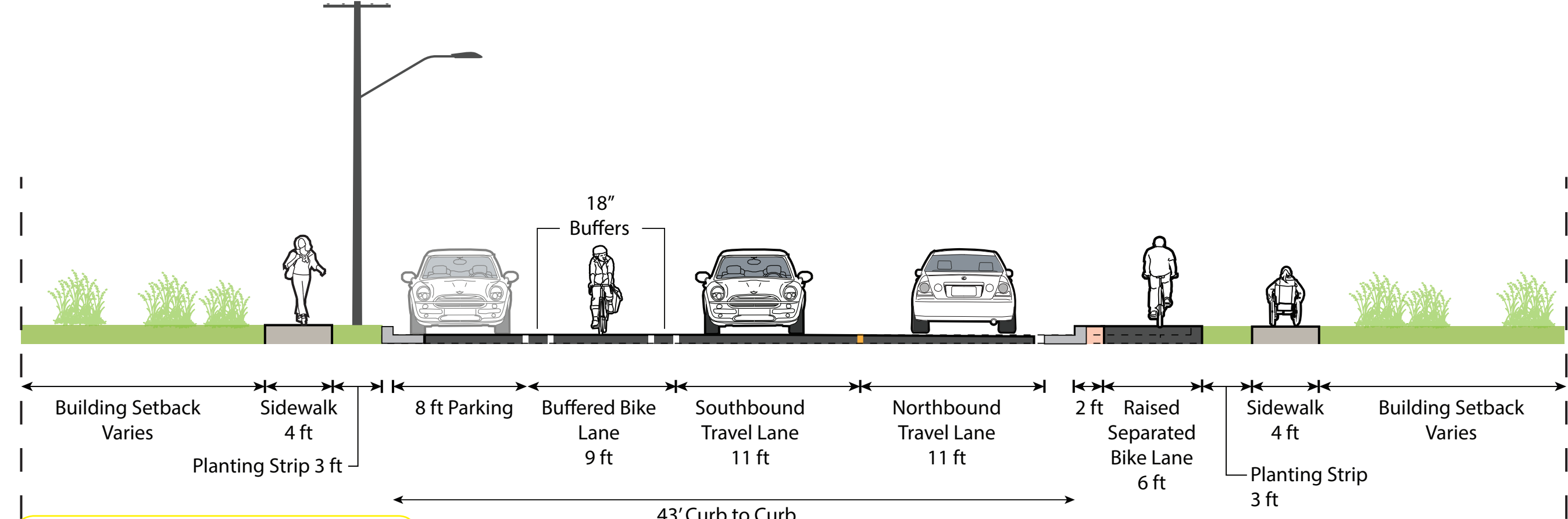
##### Challenges

- Proposed bikeway does not serve all ages and abilities of users

#### SEGMENT B: SUGARMONT DR TO 2700 S



#### Option B2: Reconstruct



#### Option B3: Hybrid

#### Option B2: Reconstruct

##### Strengths

- Proposed bikeway serves all ages and abilities of users
- Promotes safe traffic speeds

##### Challenges

- Increased cost
- Significantly reduces on-street parking

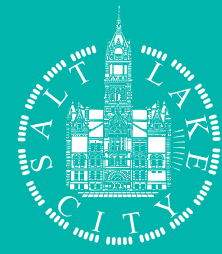
#### Option B3: Hybrid

##### Strengths

- Preserves parking on west side of street
- Promotes safe traffic speeds

##### Challenges

- Moderate costs

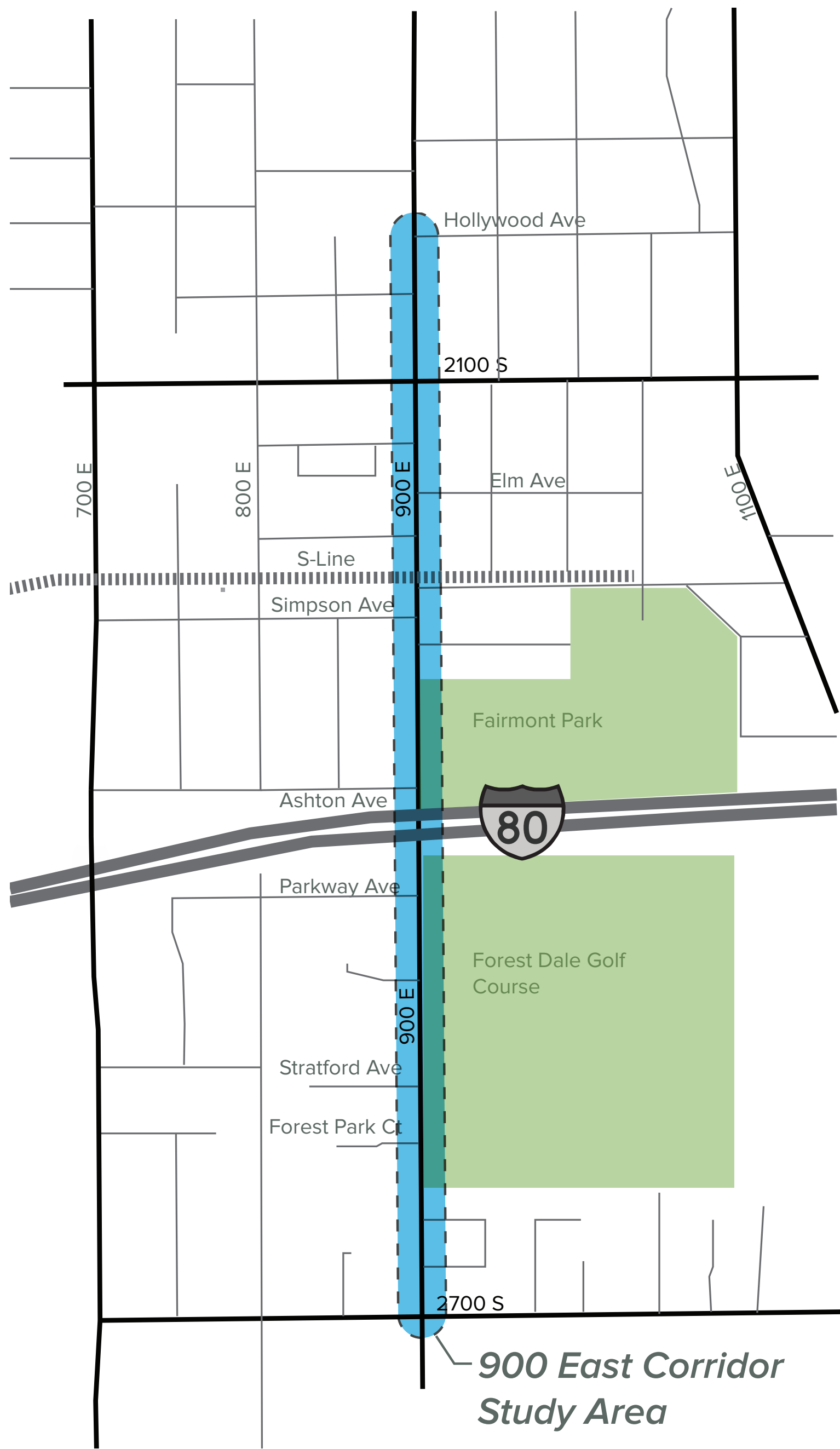




INTRODUCTION

900 East from Hollywood Ave to 2700 South will be reconstructed in 2021 with funding from the voter-approved street reconstruction bond and we need your input to design a great street! Project improvements seek to repair pavement, curb and gutter, and sidewalks while improving safety and transportation options for all roadway users.

STUDY AREA MAP



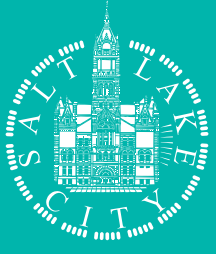
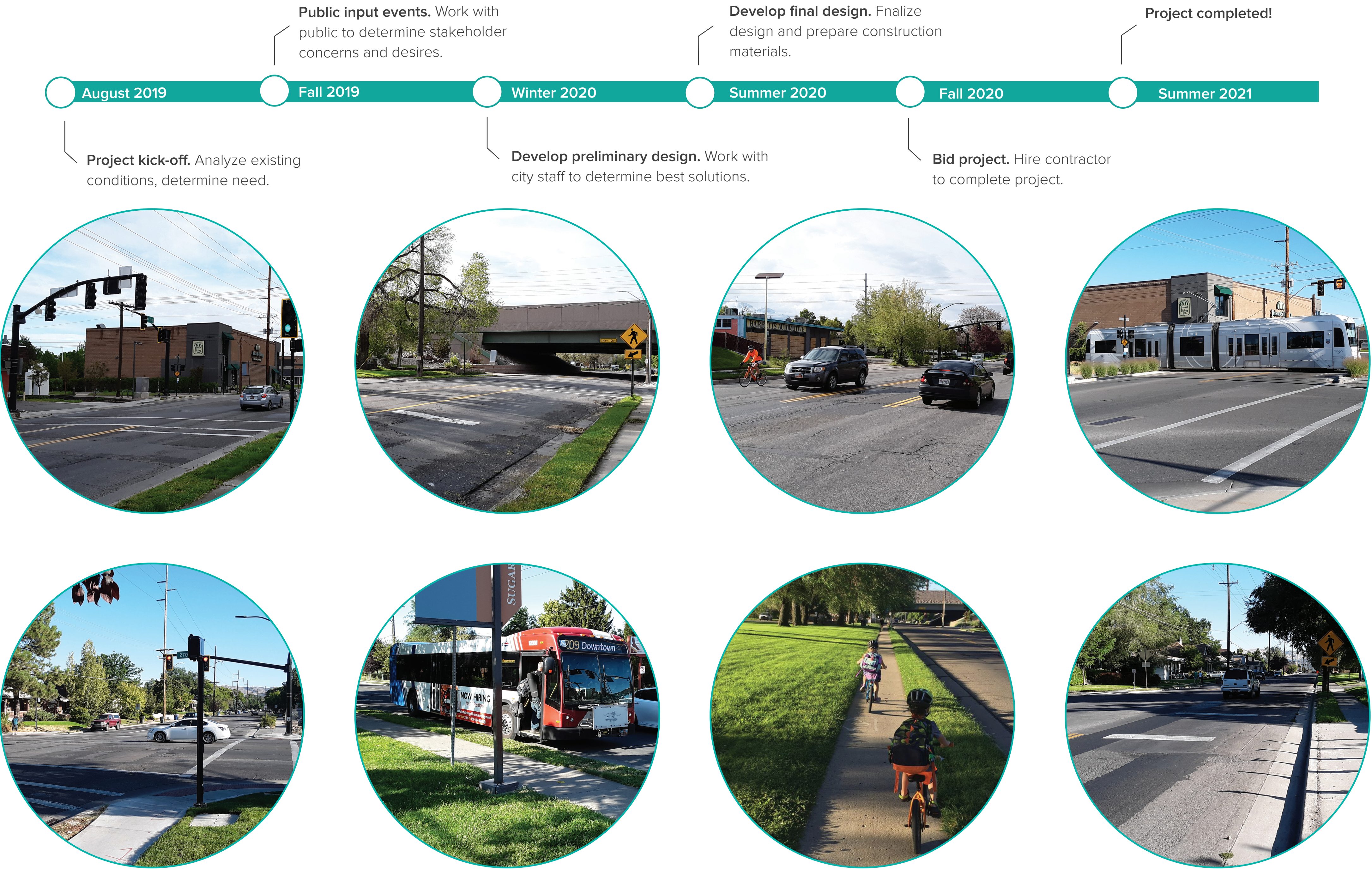
GUIDING POLICIES

Salt Lake City’s **Complete Streets Ordinance** states that all city owned transportation facilities in the public right of way shall be designed, constructed, and maintained so that all users can travel safely and independently.

The **Pedestrian and Bicycle Master Plan** identifies an extensive network of proposed active transportation facilities, including 900 East.

The **Salt Lake City Transit Master Plan** identifies 900 East, 2100 South, and the S-Line Streetcar as transit routes that should offer frequent, reliable service.

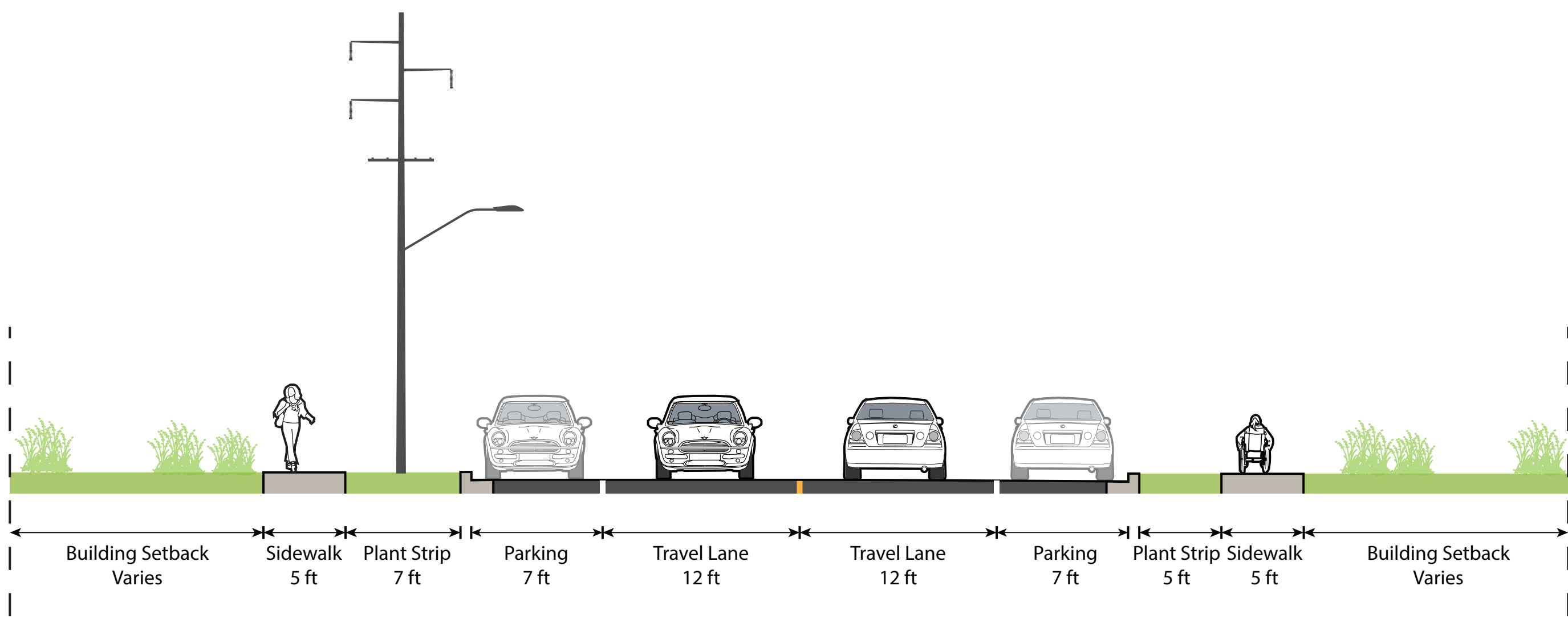
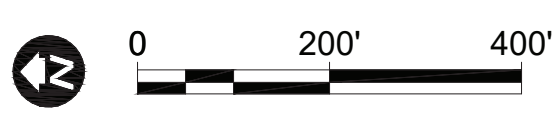
ANTICIPATED SCHEDULE



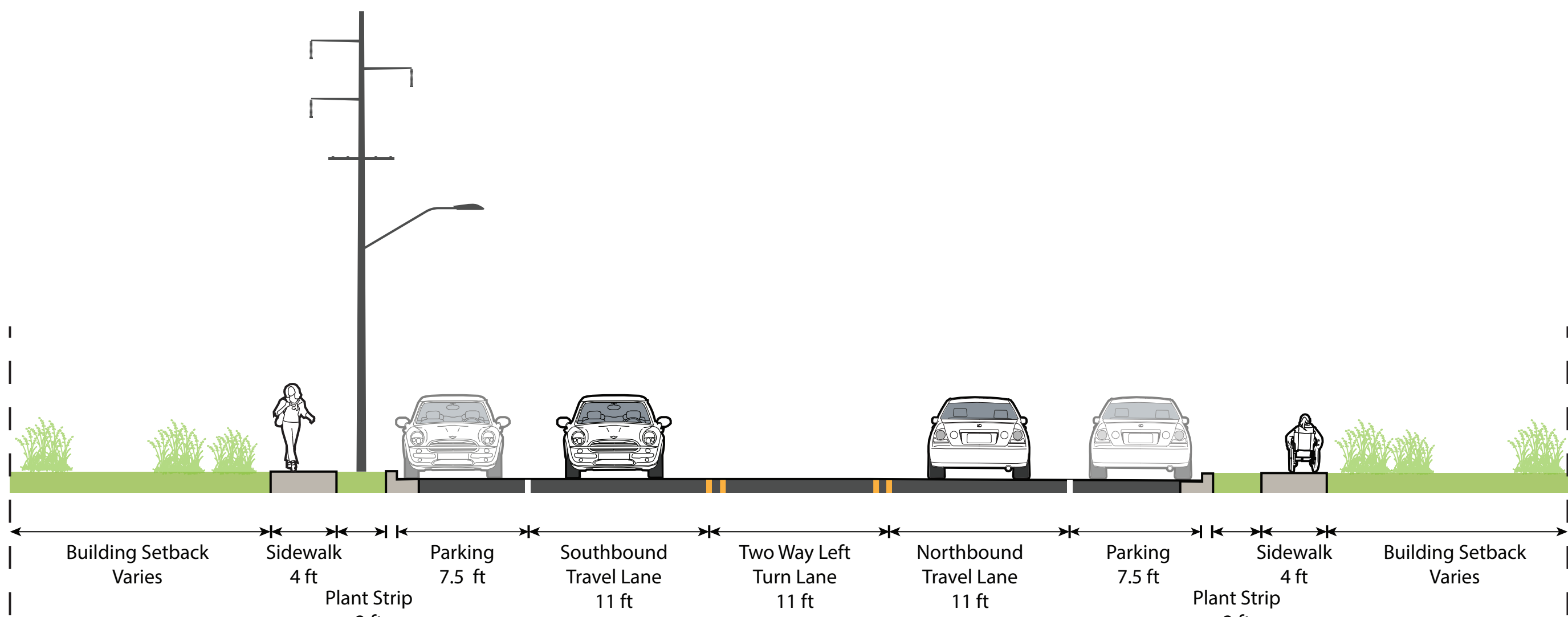




# STUDY AREA MAP

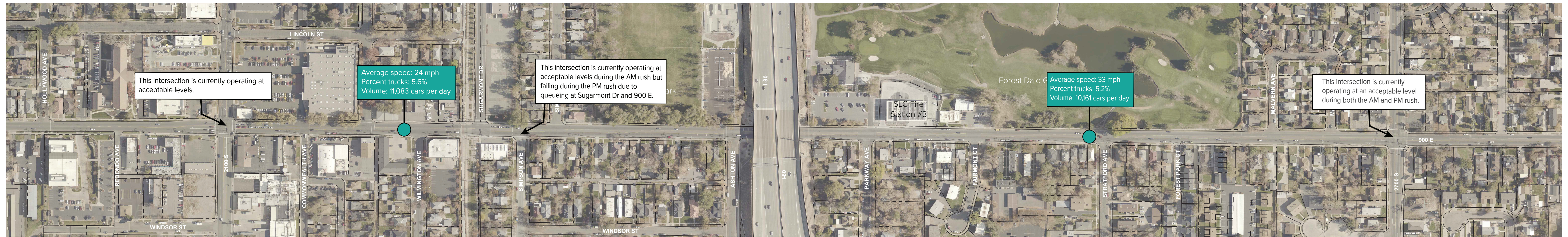


CROSS SECTION A: HOLLYWOOD TO 2100 S

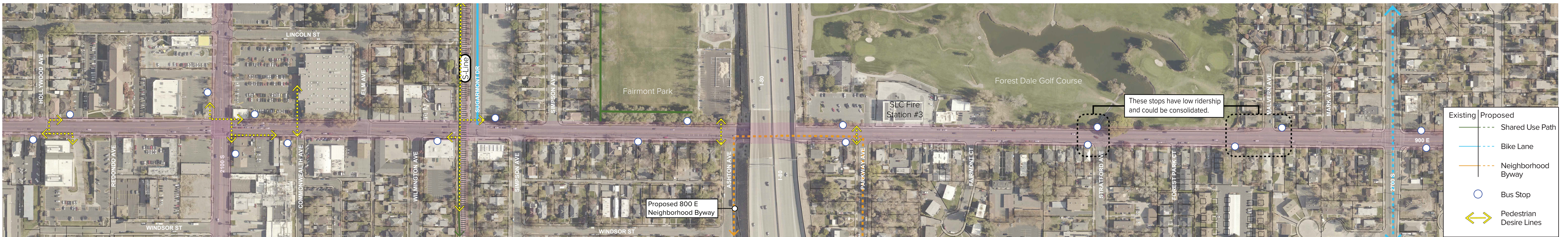
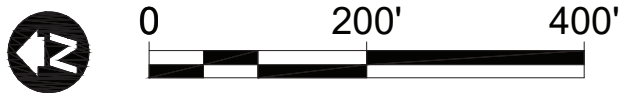


CROSS SECTION B: 2100 S TO 2700 S

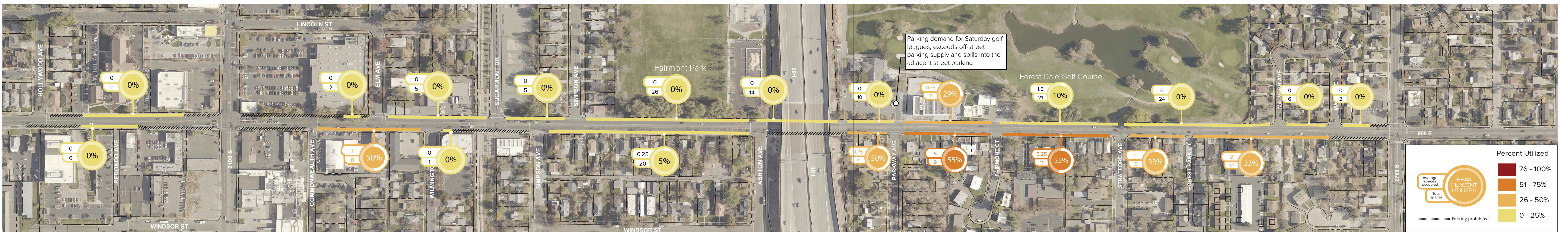
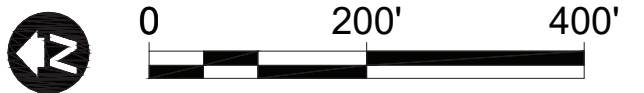




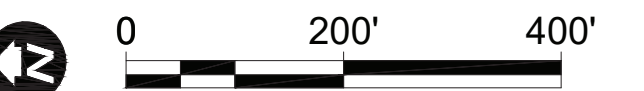
## TRAFFIC



## BICYCLE / PEDESTRIAN / TRANSIT



## PARKING







STUDY AREA MAP

IS THERE ANYTHING ELSE YOU WOULD LIKE TO TELL THE PLANNING TEAM? WRITE IT ON A STICKY NOTE AND PLACE IT HERE!