

SALT LAKE CITY, UTAH

900 East Corridor Study

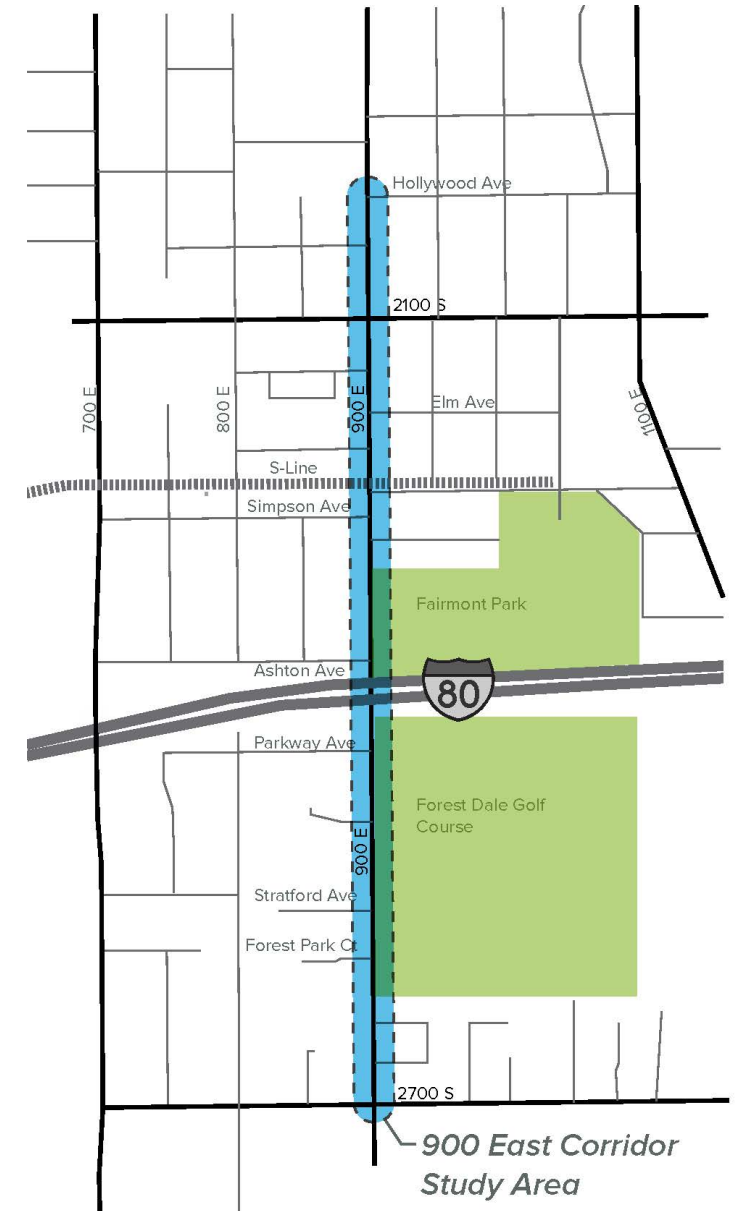
December 4, 2019
Sugarhouse Community Council



Project Introduction

900 East from Hollywood Ave to 2700 South will be reconstructed in 2021 with funding from the voter-approved Funding our Future Street Reconstruction Bond.

Project improvements seek to **repair pavement, curb and gutter, and sidewalks** while improving safety and transportation options for all roadway users.



900 East
Corridor
Study



Project Schedule



Guiding Ordinances & Plans

900 East Corridor Study



Chapter 14.06
ACCOMMODATION OF BICYCLISTS AND
PEDESTRIANS AT ALL CITY OWNED
TRANSPORTATION FACILITIES IN THE PUBLIC RIGHT OF WAY

14.06.010: PURPOSE:

The benefits of bicycling and walking span across many aspects of our daily lives. The social and environmental benefits include healthier citizens and the improved health of our community through a substantial reduction in air pollution. A transportation system that encourages bicycling and walking can also save money, reduce traffic congestion, build community, and improve the overall quality of life. Therefore, the city supports the concept of complete streets, requiring the accommodation of pedestrians and bicyclists throughout the planning process.

All city owned transportation facilities in the public right of way on which bicyclists and pedestrians are permitted by law, including, but not limited to, streets, bridges, and all other connecting pathways, shall be designed, constructed, operated, and maintained so that users, including people with disabilities, can travel safely and independently. (Ord. 4-10 § 1, 2010)

14.06.020: GENERAL PROVISIONS AND EXEMPTIONS:

A. Bicycle and pedestrian ways shall be established in the city's new construction and reconstruction projects in the public right of way, subject to budget limitations, unless one or more of the following three (3) exemption conditions is met:

1. Bicyclists and pedestrians are prohibited by law from using the street or city owned transportation facility. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
2. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. A complete streets committee, consisting of the transportation director, planning director, city engineer, and airport director (if applicable), will determine whether the cost of establishing bikeways or walkways is excessively disproportionate on a project by project basis.
3. Scarcity of population or other factors indicate an absence of need, with consideration given to future population growth.

B. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

1. Planning projects for the long term. Transportation facilities are long term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in the above stated exemption conditions should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For

Salt Lake City PEDESTRIAN & BICYCLE Master Plan

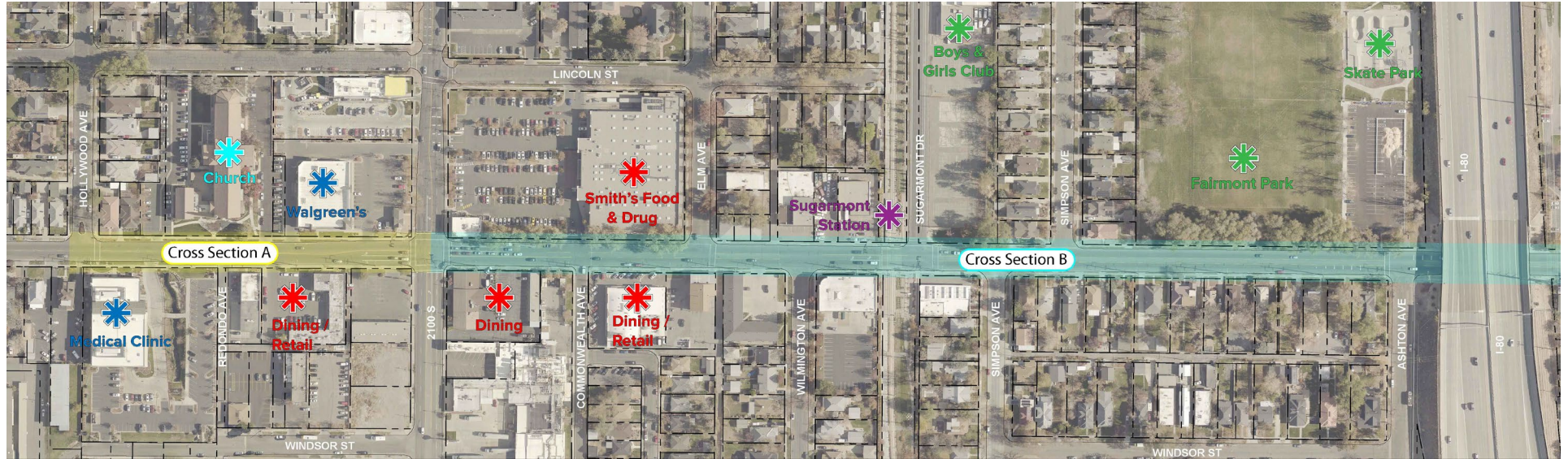
Prepared for Salt Lake City
by Alta Planning + Design
December 2015



Salt Lake City TRANSIT MASTER PLAN



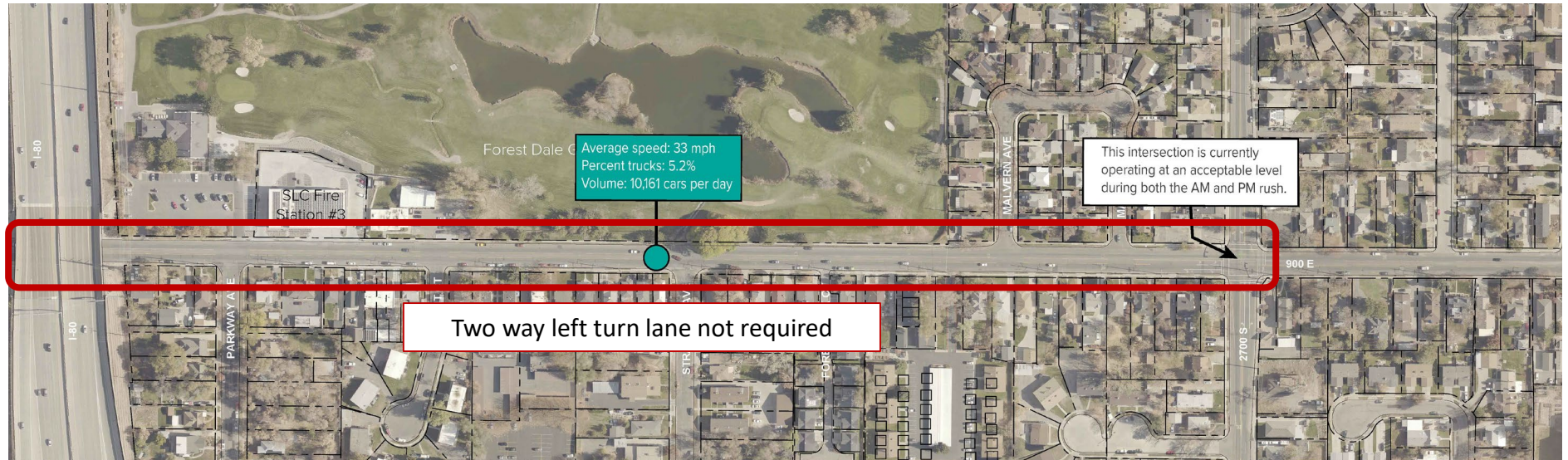
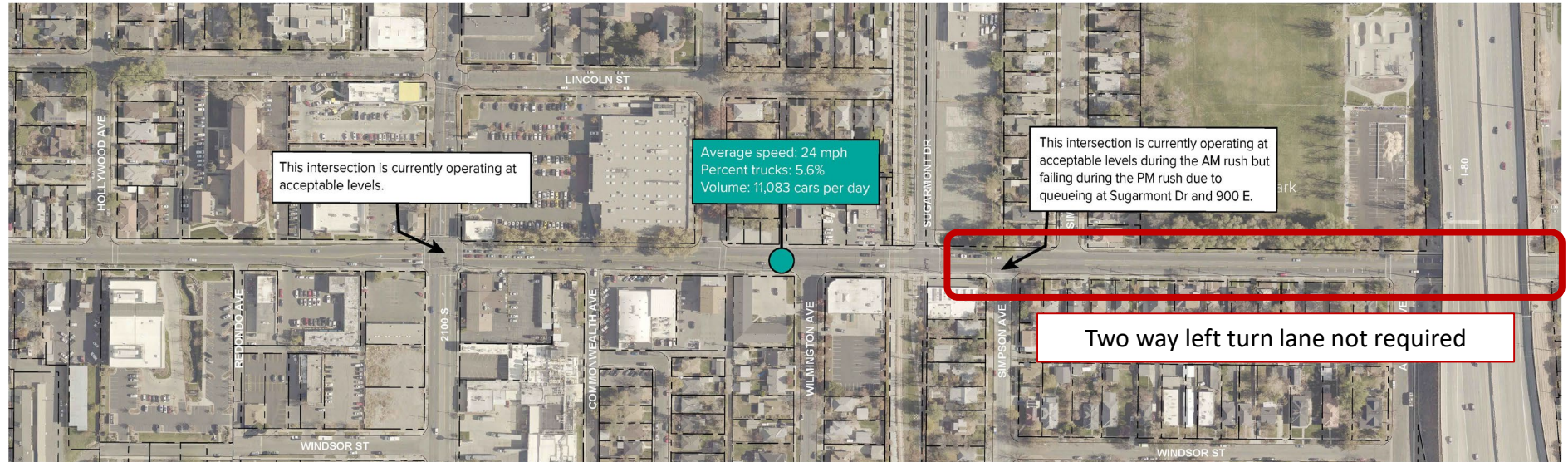
Corridor Overview



900 East
Corridor
Study



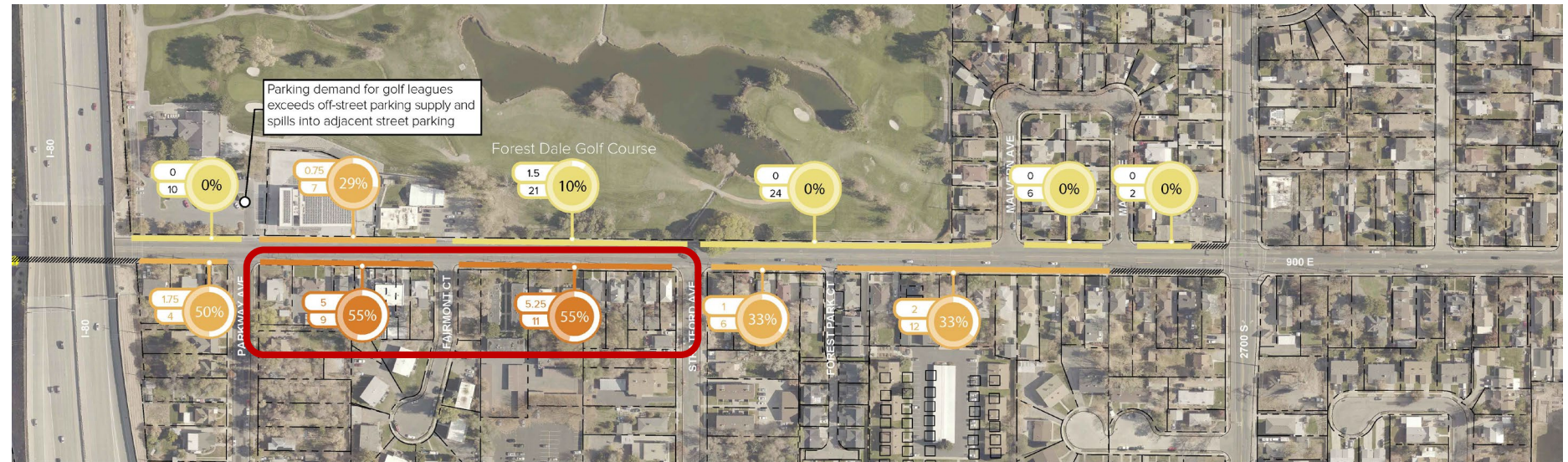
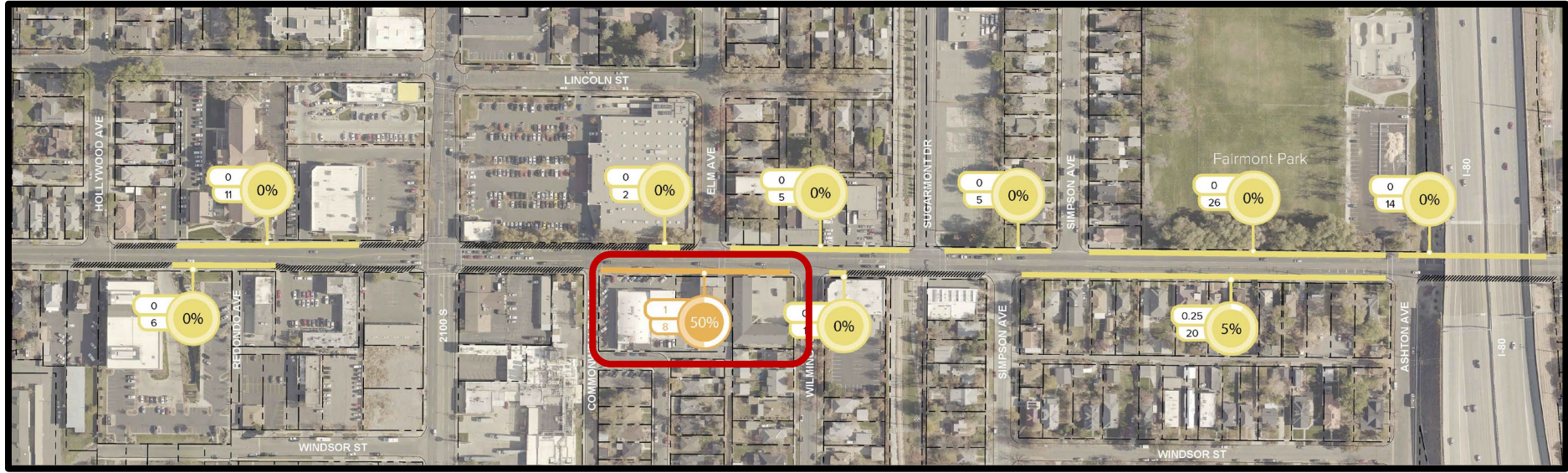
Existing Conditions Analysis – Traffic



900 East
Corridor
Study



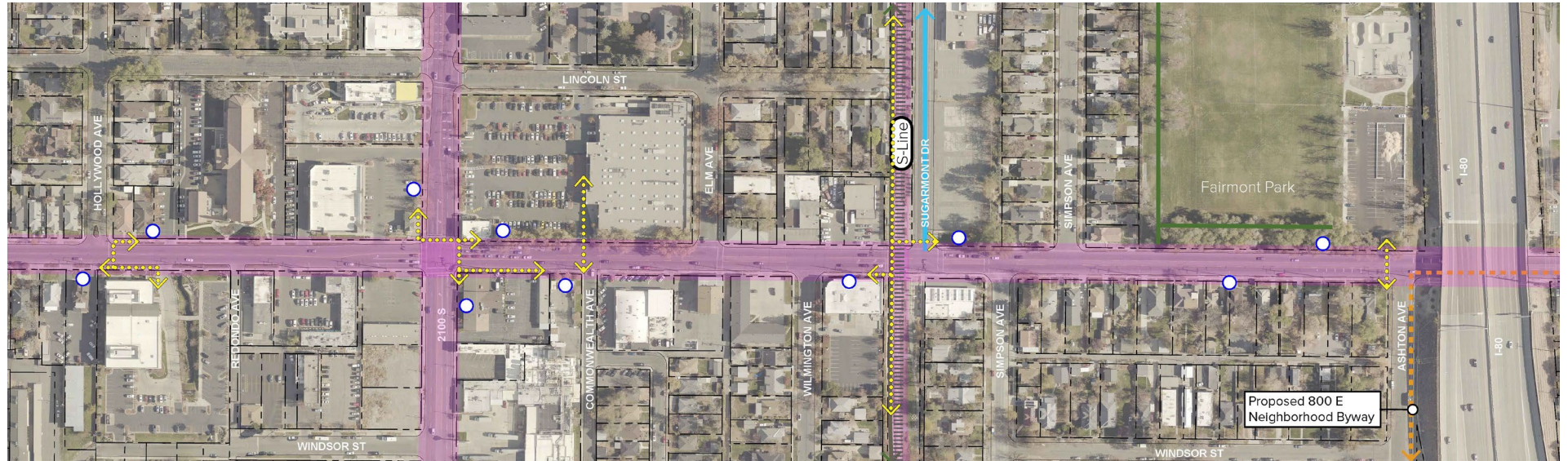
Existing Conditions Analysis – Parking Utilization



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Existing Conditions Analysis – Bicycle, Pedestrian + Transit Networks



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Public Input Opportunities

- Stakeholder Walking Tour
 - Wednesday, October 16th
- “Game Night” Project Meet Up
 - Saturday, November 9th
- Online Survey
 - November



Stakeholder walking tour

900 East Corridor Study



How would you re-design 900 East in Salt Lake City?



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 will seek to repair pavement, curb and gutter, and sidewalks while improving safety and transportation options for all roadway users.

Name: _____
Address: _____
Relationship to corridor: ☐ Live on 900 E ☐ Travel on 900 E ☐ Own business on 900 E ☐ Other: _____
Email: _____

SEGMENT A - Hollywood Ave to 2100 South



Please rank your priorities in this segment from 1-5:

- ☐ Improved pedestrian crossings
- ☐ Improved bikeways
- ☐ Medians / landscaping
- ☐ Wide sidewalks
- ☐ Improved transit amenities
- ☐ On-street parking - east side
- ☐ On-street parking - west side
- ☐ Promote safe vehicular speeds (< 30 mph)
- ☐ Other

Additional Feedback:

Stakeholder walking tour feedback form

Join us for a 'Project Meet-Up' to discuss the redesign of 900 E

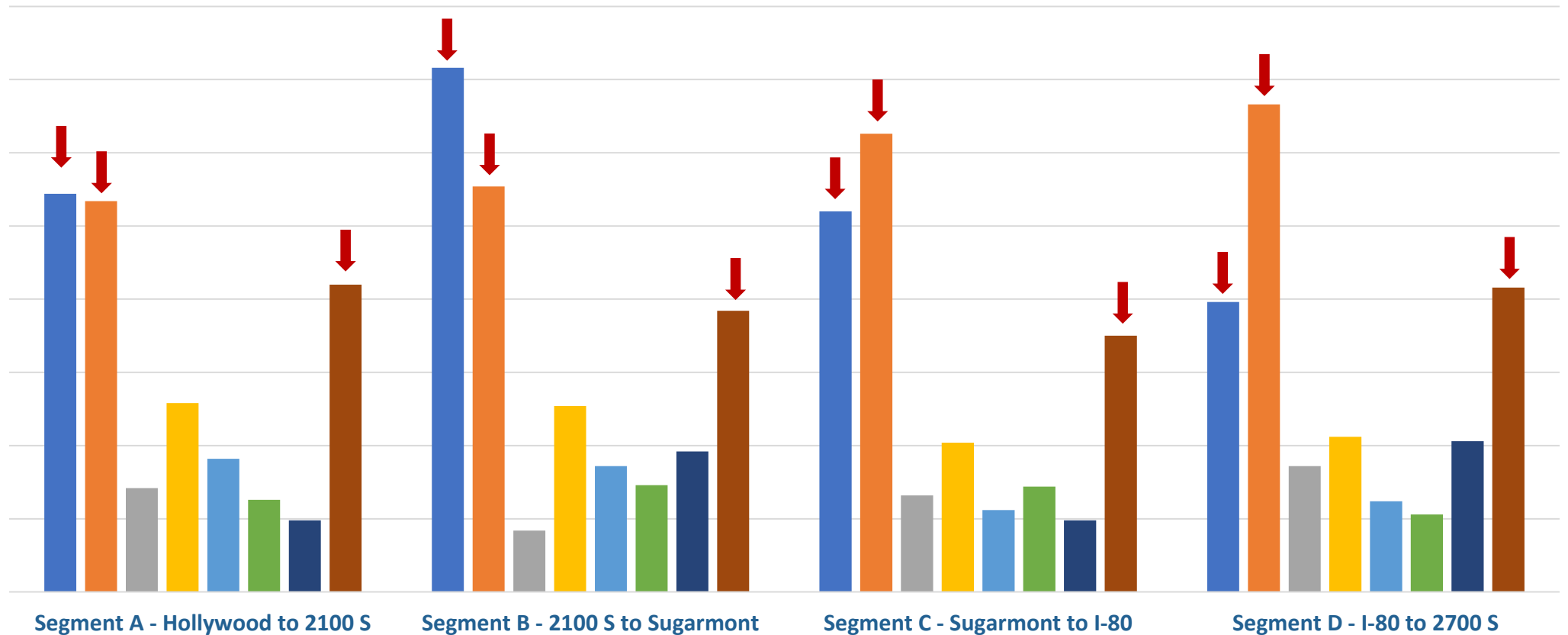
900 East from Hollywood Ave to 2700 South will be reconstructed in 2021 with funding from the voter-approved Funding Our Future Street Reconstruction Bond. Salt Lake City Transportation needs your input to design a **great street**!

Learn more at www.slc.gov/mystreet or contact 900east@slcgov.com

Si necesitas esta información en español, comunícate con Adan Carrillo 801-535-6251 o adan.carrillo@slcgov.com



Survey Results – Priorities by Segment



Improved pedestrian crossings

Improved bikeways

Medians / landscaping

Wide sidewalks

Improved transit amenities

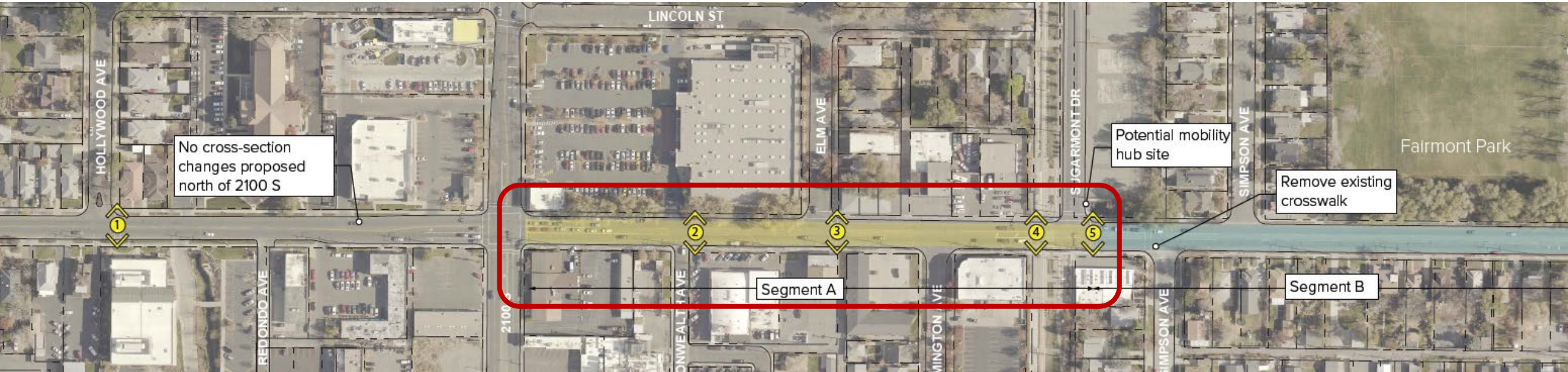
On-street parking - east side

On-street parking - west side

Promote safe vehicular speeds

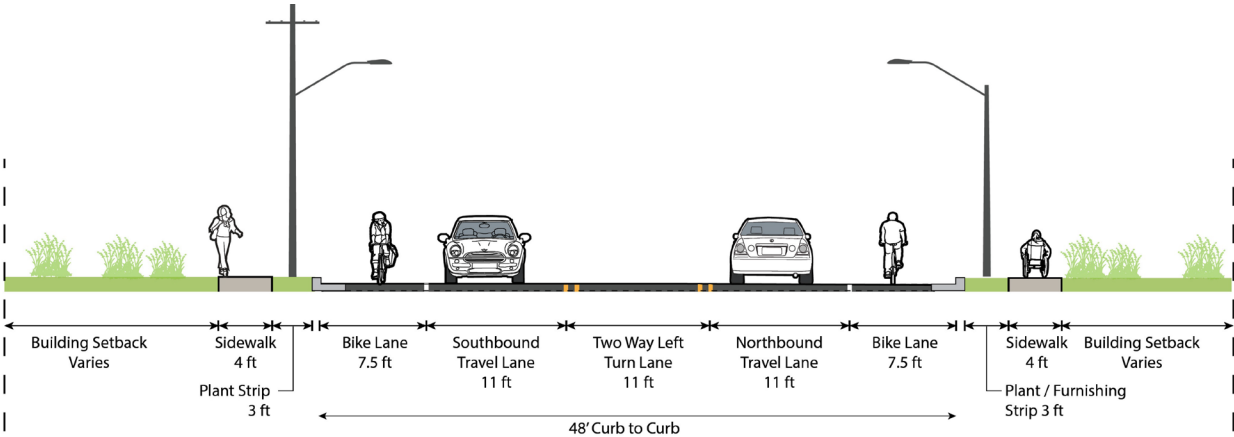


Segment A Plan View

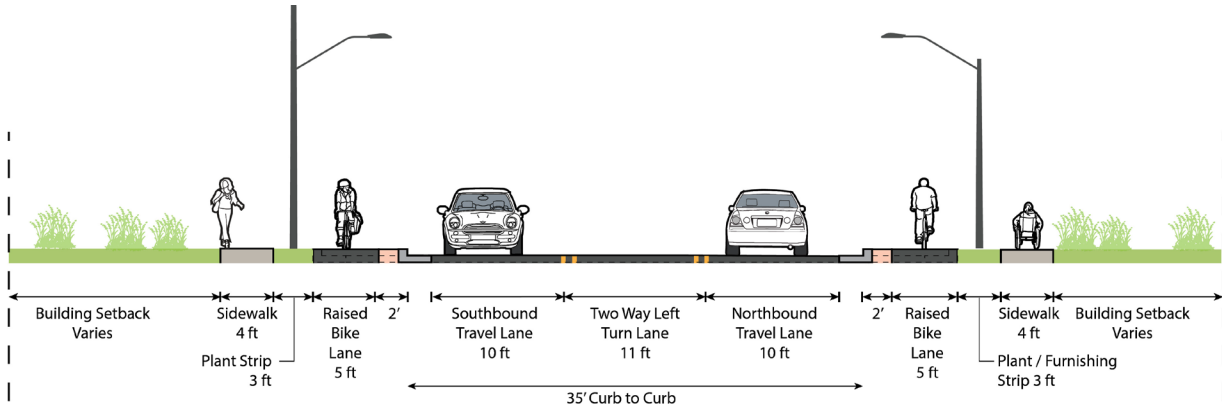


Preliminary Cross Sections for Segment A: 2100 South to Sugarmont Drive

Option A1: Curbs Remain in Place

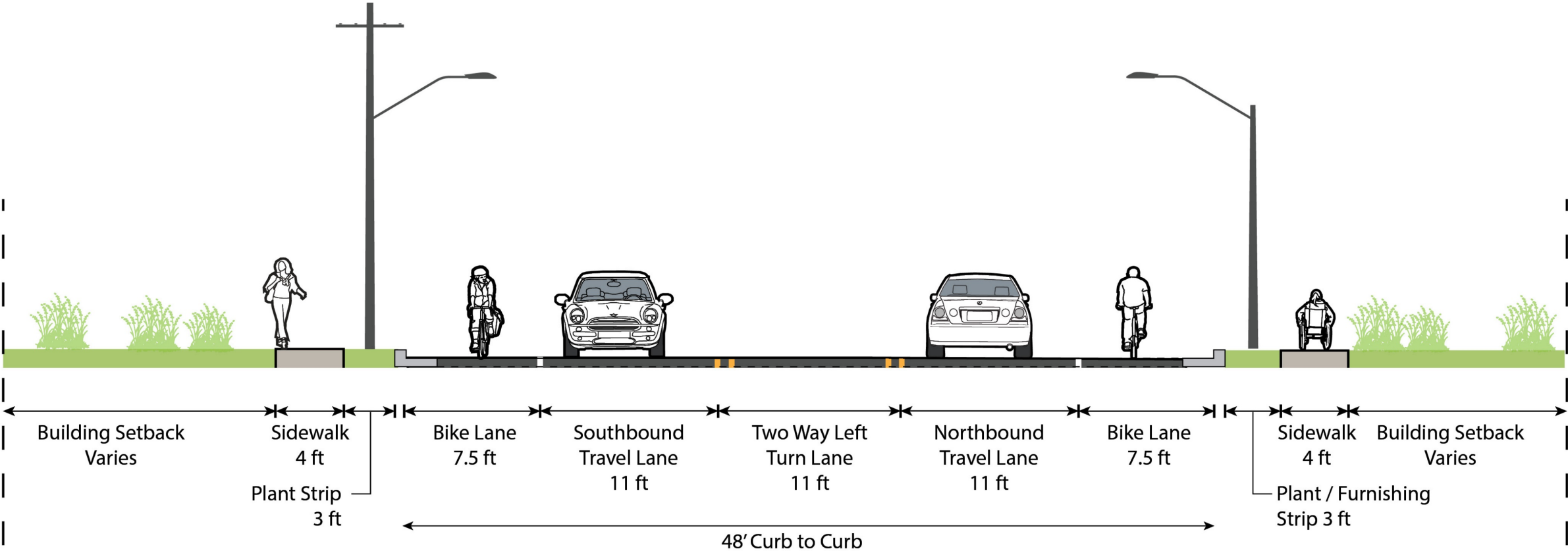


Option A2: Curb Location Adjusted



Section A: Preferred Concept

Option A1: Curbs Remain in Place

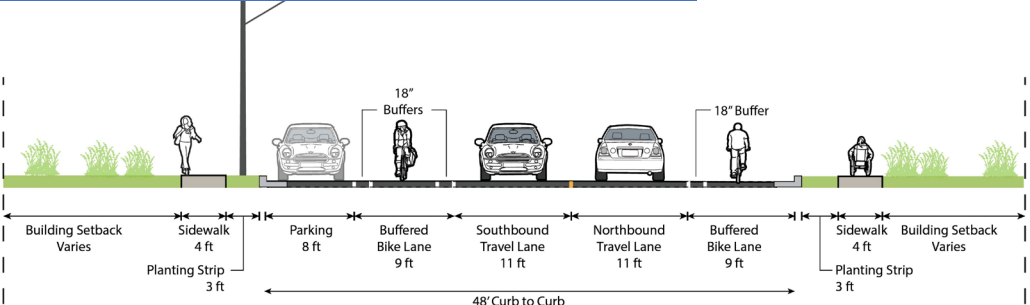


Segment B Plan View

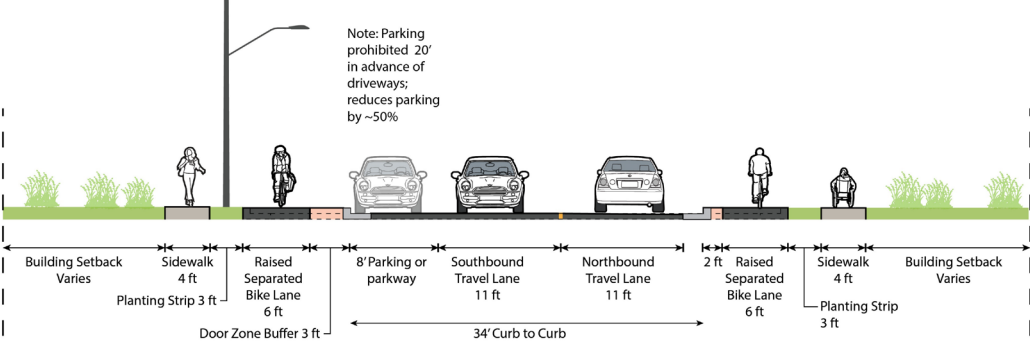


Preliminary Cross Sections for Section B: Sugarmont Drive to 2700 South

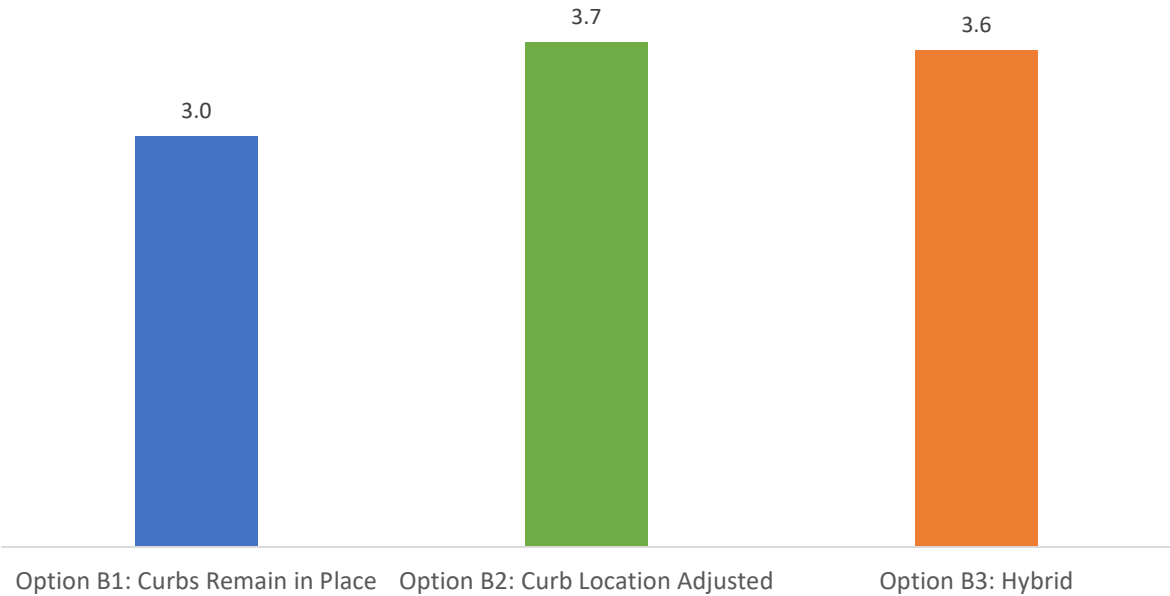
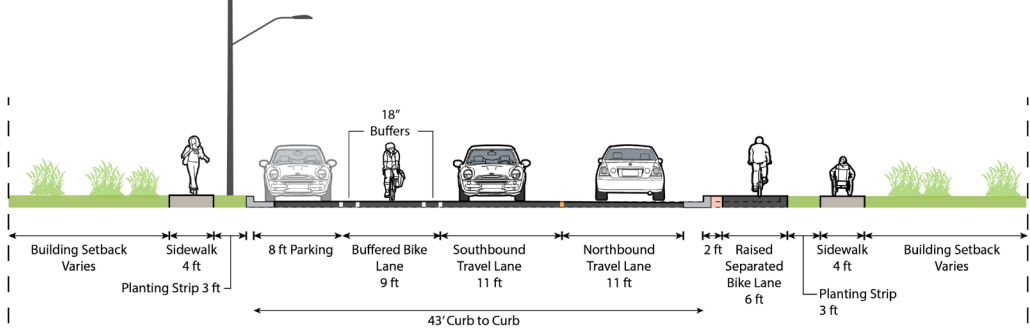
Option B1: Curbs Remain in Place



Option B2: Curb Location Adjusted

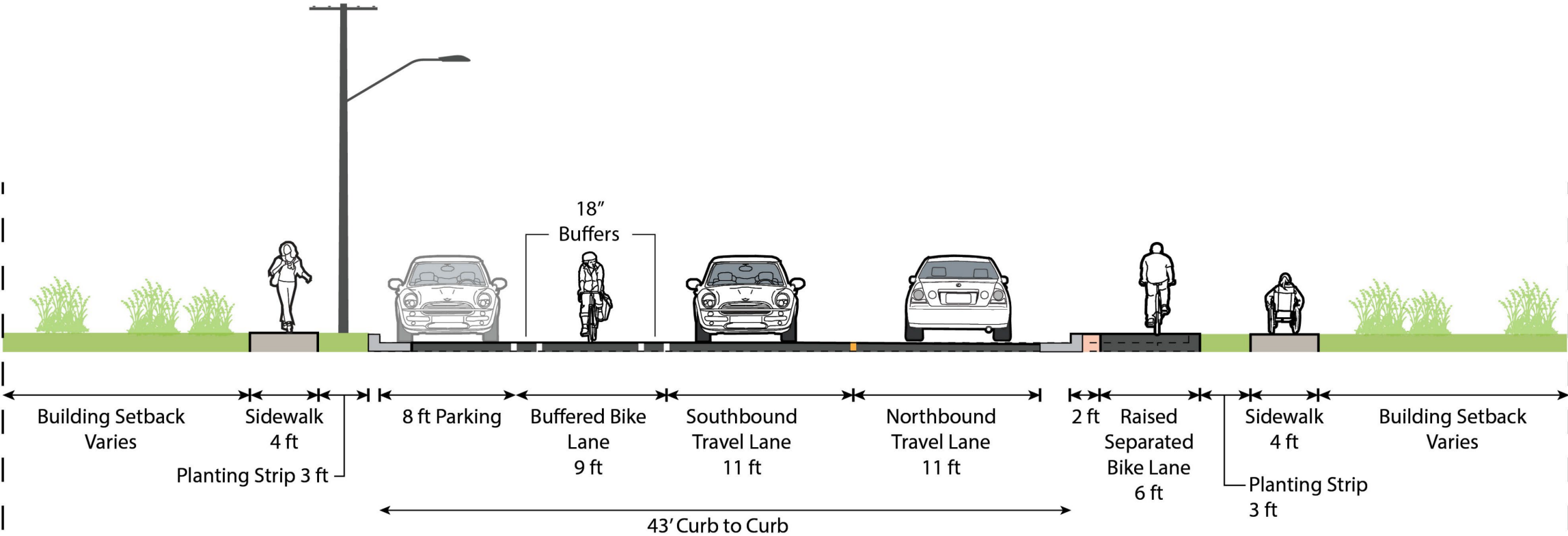


Option B3: Hybrid



Section B: Preferred Concept

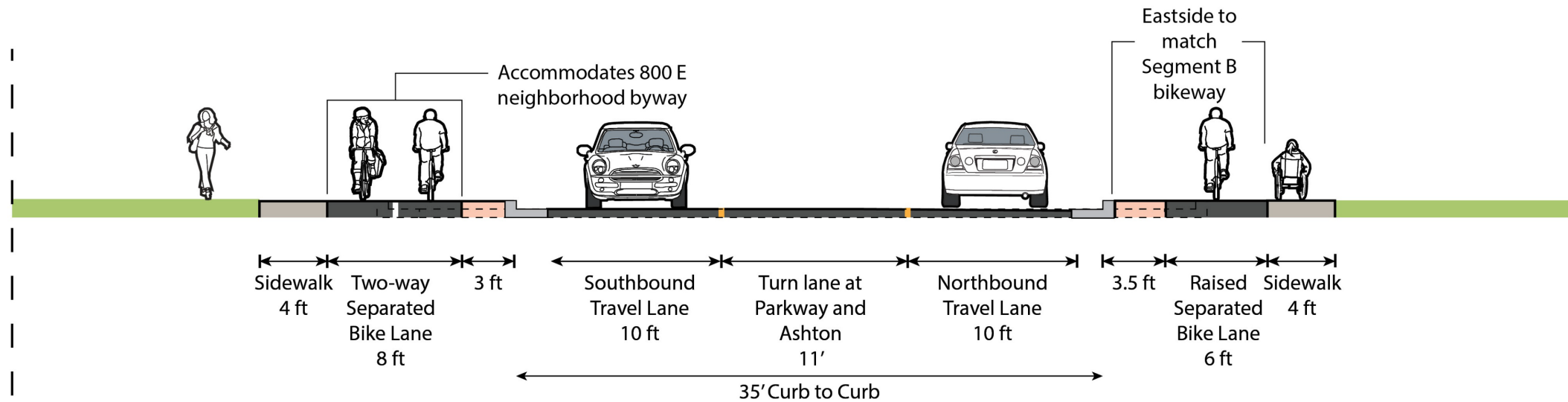
Option B3: Hybrid



Segment C Plan View



Section C: Ashton Ave to Parkway Ave



Questions?

