THE GRANARY DISTRICT AREA PLAN

SALT LAKE CITY

GRANARY DISTRICT AREA PLAN

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CONTENTS

SALT LAKE CITY CORPORATION WOULD LIKE TO THANK THE FOLLOWING PARTNERS FOR YOUR PARTICIPATION IN THIS PLAN:

- Salt Lake City Redevelopment Agency
- Wasatch Front Regional Council
- Utah Transit Authority
- Utah Department of Transportation
- The Granary District Alliance
- INDUSTRY
- GREENbike Utah

SALT LAKE CITY

Horrocks.

June 2024

HOW TO USE THIS PLAN

>> The Granary District Area Plan is a tool that will guide the future implementation of multimodal strategies aimed to improve comfort, connectivity, and access for people moving to and through the area. A variety of Salt Lake City divisions and departments are responsible for planning, programming, and investing in the Granary District and must share information across groups to ensure cohesive and connected improvements.

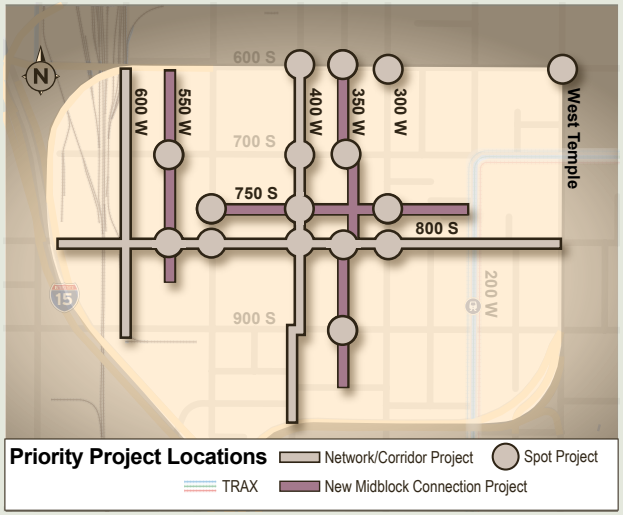
>> The Granary District has seen tremendous transformation over the past few years, going from a somewhat overlooked industrial area to a vibrant and thriving residential, arts, food, local business, and brewery district. Existing roadway infrastructure has been slow to respond to the new demands, and many roads lack sidewalks, drainage systems, and curb and gutter.

>> This Plan focuses on applying past work, like the Salt Lake City Street and Intersection Typologies Design Guide, to inform context-sensitive improvements for people walking, rolling, riding a bicycle, and accessing transit. The goal of these improvements is to facilitate resiliency in the transportation system by creating convenient and safe transportation connections.

>> This Plan should be used as one piece of a broader integrated effort between changing land uses, development patterns, transit infrastructure, and service improvements across City departments and through other agency partnerships to achieve a safe, accessible, and comfortable transportation network for the district. As streets are reconstructed or resurfaced and as the area redevelops, this Plan will serve as the basis to guide improvements in the right-of-way (ROW).

EXECUTIVE SUMMARY

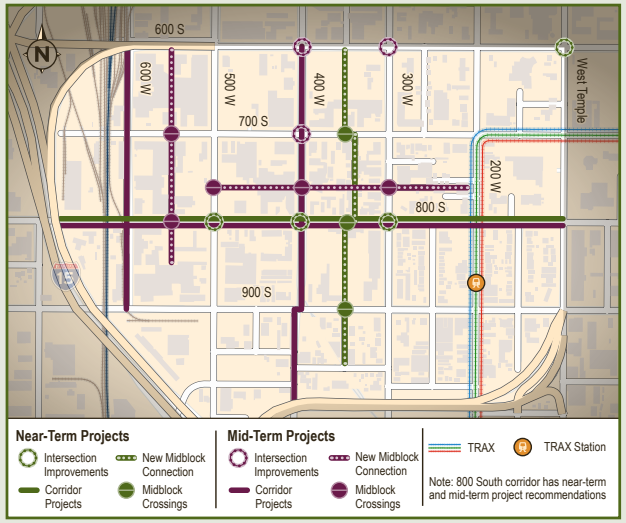
Salt Lake City has developed recommendations for a phased approach to improve walking, biking, and access transit to and through the Granary District. Recommendations are tailored to be executed in the next 2 to 10 years, with a focus on attainable improvements for intersections, midblock crossings, midblock streets, and catalytic corridors (corridors that can or will undergo significant change). Needs were identified using data, including but not limited to safety and crash data, existing and planned projects, mobility tracking software for nonmotorized travel behavior, expected future land uses, and demographic profiles. This information was paired with public, business, and developer input to create a suite of recommended improvements.



The map above shows all recommended priority projects. The complete list covers most locations in the Granary District that have not been recently updated, or do not have other design or planning studies underway.

Each project was scored using a prioritization process, which is explained in theTaking Action section of this Plan. Projects that scored the highest were recommended to advance as a near-term improvement (2-4 years), while others that may be more complex, costly, or do not meet criteria as well were recommended to advance in the mid-term phase (5-10 years).

Not all needs identified in the analysis were advanced into the prioritized list. The goal is to develop an achievable project list for the near-term and mid-term.



This map shows which priority projects area near-term and which are mid-term. This includes intersection, midblock, and corridor projects.

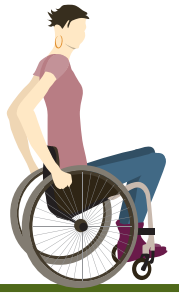
EXECUTIVE SUMMARY

This Plan provides a phased approach for multimodal improvements as streets are repaved or as developers advance projects in the district. Additional resources are provided in subsequent sections that offer funding sources and opportunities and a toolbox of improvement types to consider.

Next steps will include identifying projects to advance for funding, and indicating what the types of spot, network, and corridor treatments are for each location.

Projects	Near-Term Project	Mid-Term Project	Spot Projects	Network Projects	Corridor Projects
600 South and 300 West: *intersection*	■		●		
800 South and 500 West: *intersection*	■		●		
800 South and 400 West: *intersection*	■		●		
800 South and 300 West: *intersection*	■		●		
West Temple and 600 South: *intersection*	■		●		
New midblock connection at: *approximately 350 West, from 600 South to 950 South*	■			●	
New midblock connection at: *approximately 750 South, from 500 West to 200 West*		■		●	
New midblock connection at: *approximately 550 West, from 600 South to 850 South*		■		●	
400 West: *600 South to I-15 on-ramp*		■			●
700 South and 400 West: *intersection*		■	●		
600 South and 400 West: *intersection*		■	●		
600 West: *600 South to 900 South*		■			●
800 South: *I-15 underpass to West Temple*	■	■			◐

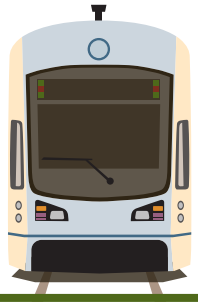
PLAN GOALS



The Granary District Area Plan's vision is to improve mobility and circulation for the Granary District by responding to development patterns, existing and future transit service, walking and biking connectivity, and public right-of-way opportunities.

Plan goals and recommendations were developed through robust data collection, site visits, community conversations and workshops, online surveys, and business owner interviews. This Plan will achieve this vision by:

1. *Fostering* **inclusive and welcoming** *community connections*
2. *Identifying* **gaps and barriers** *for people moving to and through the district*
3. *Defining* **opportunities** *for transportation system* **improvements**



4. *Developing a blueprint for* **implementation through collaboration**
5. *Consciously* **engaging** *businesses and residents about needs and opportunities*

LOCAL CONTEXT

The Granary District, one of the City's oldest, was a buzzing hub of industry, manufacturing, and goods storage. The District gets its name from the former flour mill-silo-turned-monument, one of the first flour mills in all of Utah Territory.

The western edge of the District borders the railroad corridor (today housing both Union Pacific freight rail and Utah Transit Authority passenger rail activities). In the past, this was essential for the dispersion of goods and fulfilling the neighborhood's industrial supply needs. Most buildings went up in the late 1800s, including some residential housing. Eventually, newer industrial facilities appeared west of I-15 and further away from neighborhoods. Today, the light industrial that remains shares space with a booming neighborhood with a diversity of restaurants, bars, and other locally owned small businesses.

Photos Source: Salt Lake County Archives

THE DISTRICT TODAY

The Granary District continues to be a major hub of activity and a destination for people living within the neighborhood and in other Salt Lake City neighborhoods. Redevelopment efforts bringing mixed-use commercial developments and denser housing to the area are swiftly underway, while transportation infrastructure has struggled to keep up.

Housing in the Granary District is expected to increase by about 7,000 units in the coming years, bringing many more full-time residents to the area than ever before. Ensuring safe and connected spaces for nonmotorized users to access transit and other neighborhood destinations is desired.

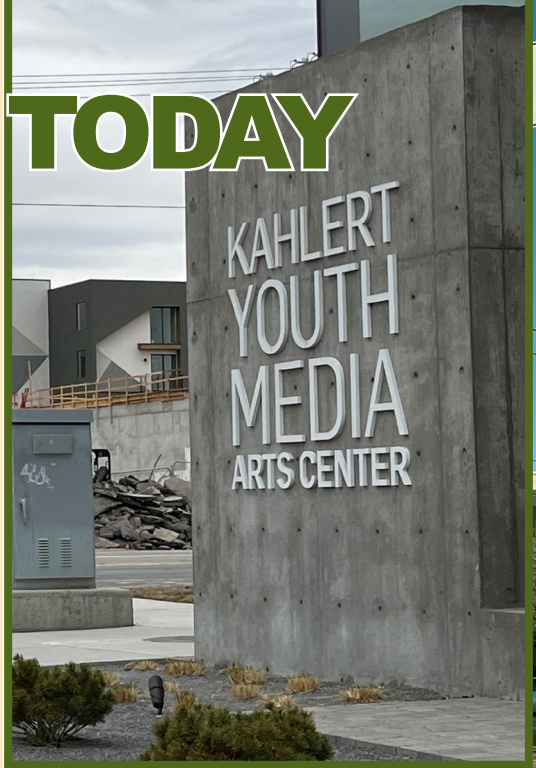
The Granary District is walkable, but not without some challenges. Wide streets lacking amenities like trees and parkstrips and few controlled intersections encourage vehicular speeding. Long blocks, wide street crossings with poor visibility, and a lack of contiguous and maintained sidewalks can make navigating the area uncomfortable. Significant investment in bicycle infrastructure through the completion of the 9-Line Trail and through the future Green Loop continues to bring more people to the district. In the interim, the addition of striping to narrow lanes and the addition of bicycle facilities encourages riders to use corridors like 800 and 700 South.

The Granary District is served by UTA TRAX light rail services, which run north-south along the east end of the District on 200 West. Through recent and ongoing transit studies, such as the TechLink TRAX Study (2022-2024), identification of a new light rail spur along 400 West into the Granary District will support the new growth and accelerate access needs and demand to the new services.

Existing businesses thrive among large, readily available commercial spaces, permissive zoning, and a youthful neighborhood population bringing activity to the street at many times of day and night. Breweries, food trucks, food halls, vegan restaurants, coffee houses, BBQ, Salvadoran food, bakeries, and more dot the district. Collaborative workspaces, music venues, ski shops, photography stores, as well as some light industrial operations all call this area home. On-street and off-street parking is abundant throughout the district; however, certain areas, including 800 South, 700 South, and others see high demand at certain times of the day, requiring people to park farther from their intended destinations and walk.

The following pages highlight key data collected to understand gaps and barriers in the network and gain a comprehensive perspective of who the City is planning for and what their needs are.

THE DISTRICT TODAY



PUBLIC ENGAGEMENT REPORT

A three-pronged approach to gathering public feedback for this Plan included:

- Social Media
- Online Survey and Mapping
- In-Person Events

SOCIAL MEDIA

The public engagement team developed and distributed a comprehensive content package to key stakeholders and communicated with the public through social media platforms. People were directed to the website where they could take a short survey and leave a location-based comment on the interactive map.

The survey and comment map served as a platform to provide insights, identify strengths, pinpoint critical concerns, and suggest areas for improvement in the district.

ONLINE SURVEY AND MAP

72 people completed the survey with **206** comments left on the interactive map.

Image of the interactive comment map

ONLINE SURVEY RESULTS

The Primary form of transportation is biking

Food and dining is the main reason for travel

The Primary concern is safe passage for nonmotorized use

Desired improvements:
- Safer and more comfortable bikeways
- Increased bike/pedestrian connectivity between destinations

COMMON MAP THEMES

- Green Loop connectivity
- Bicyclist safety on 500 and 600 West
- Train crossings
- Desire for car-free streets
- Grade-separated bike lanes
- Pedestrian crossings on 675 West
- Sidewalk connectivity
- Smoother and safer roads

PUBLIC ENGAGEMENT REPORT

IN-PERSON EVENTS

HOODAHFEST

The public engagement team participated in HoodahFest, a community gathering held at Franklin Woodworking in the Granary District on September 30, 2023. This event sought to bring together residents from across the Granary District, showcasing talents and businesses from the area and raising money for local environmental non-profits. Among the attractions was the public engagement team's outreach ice cream truck, offering an interactive map activity to engage attendees and gather feedback in exchange for a treat.

The team was able to interact with 200 Granary District residents and visitors and gather 150 comments.

BUSINESS AND DEVELOPER EVENT

The team organized a community event for Granary District businesses and developers at INDUSTRY SLC on December 12, 2023. The event aimed to engage developers and businesses involved with the TechLink study and featured a presentation and question and answer session facilitated by representatives from Salt Lake City and UTA.

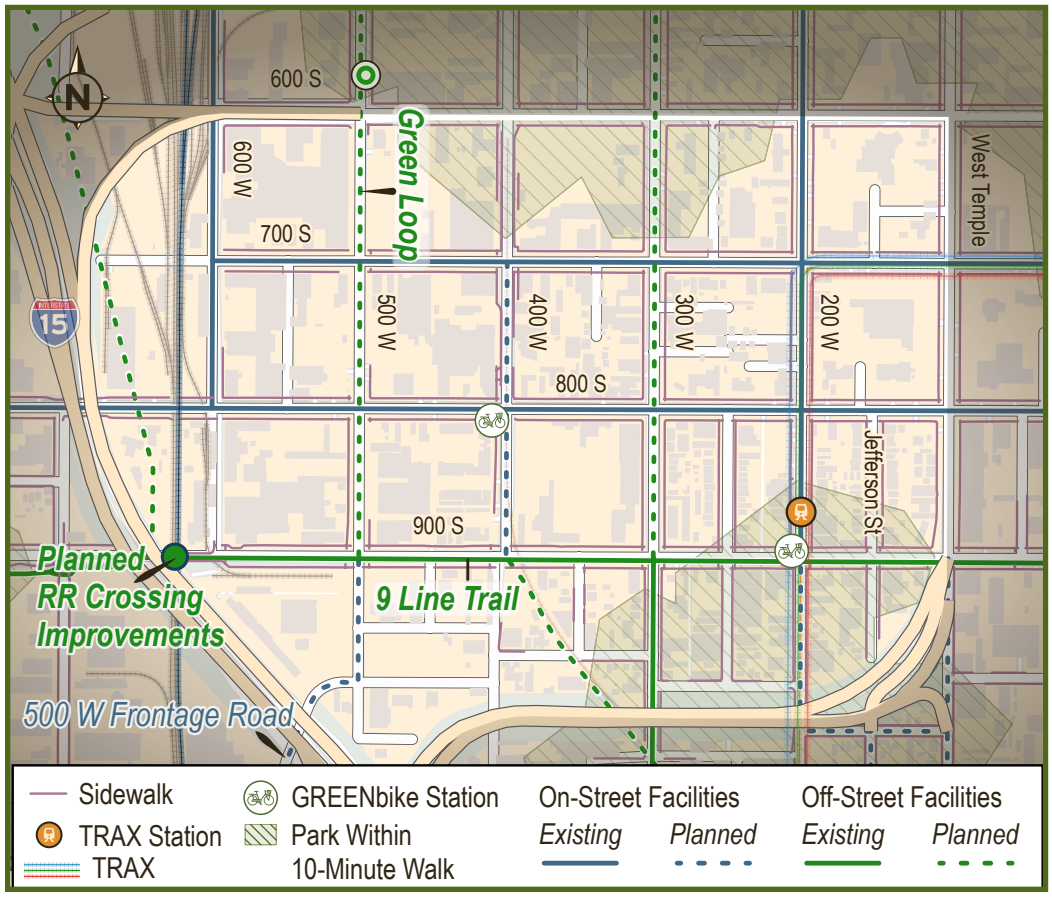
A total of 36 people representing 14 different businesses and developers attended the event and provided verbal and map-based feedback on their plans as well as what they would like to see advanced in the district.

EXISTING CONDITIONS

This section provides an overview of existing conditions in the Granary District as well as a forecast of travel behavior and population. This essential information allows Salt Lake City to plan appropriately for current community members and future community needs.

ACTIVE TRANSPORTATION

The map below shows the existing and planned active transportation facilities in the Granary District. Together, the combined facilities show what the future walking and biking network may look like in the Granary District.



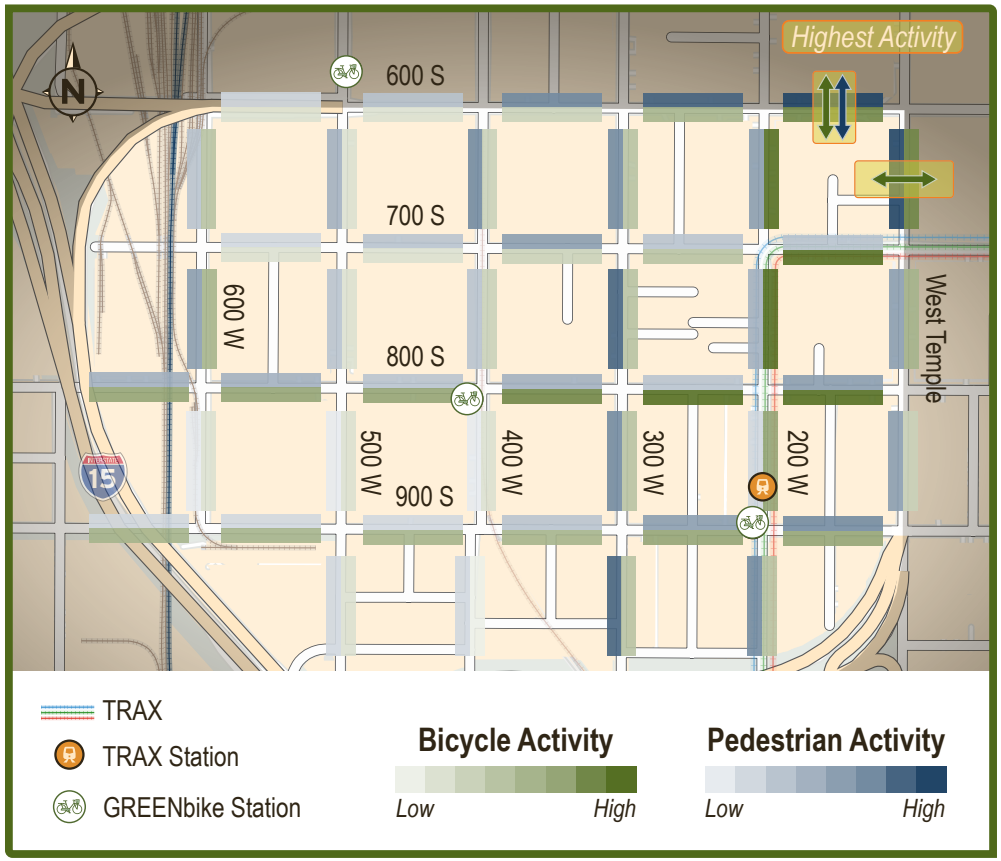
EXISTING FACILITIES:

- **200 West:** striped/protected bike lane
- **300 West:** protected bikeway
- **600 West:** striped bike lane
- **700 South:** buffered/striped bike lane
- **800 South:** striped bike lane
- **900 South:** 9 Line Trail shared use path

PLANNED FACILITIES

- **Jefferson Street:** buffered bike lane
- **West Temple:** buffered bike lane (south of 900 South)
- **300 West:** protected bike lane (900 South to Pioneer Park)
- **400 West:** buffered bike lane (north of 900 South)
- **400 West Rail Corridor:** shared use path (south of 900 South)
- **500 West:** Green Loop linear park (north of 900 South)
- **500 West:** shared roadway (south of 900 South)

NONMOTORIZED ACTIVITY



The most recent available travel data (2021) was used to capture a snapshot in time of bicycle and pedestrian activity.

Bicycle Activity

Bicyclists rode on 800 South and 900 South the most and crossed streets midblock most often at:

- **600 South:**
  between West Temple and 200 West

Pedestrian Activity

Pedestrians were seen most often around the northwest section and crossed midblock most often at:

- **600 South:**
  between West Temple and 200 West
- **West Temple:**
  between 600 South and 700 South

Data source: StreetLight transportation analytic data

EXISTING CONDITIONS

NONMOTORIZED ACTIVITY

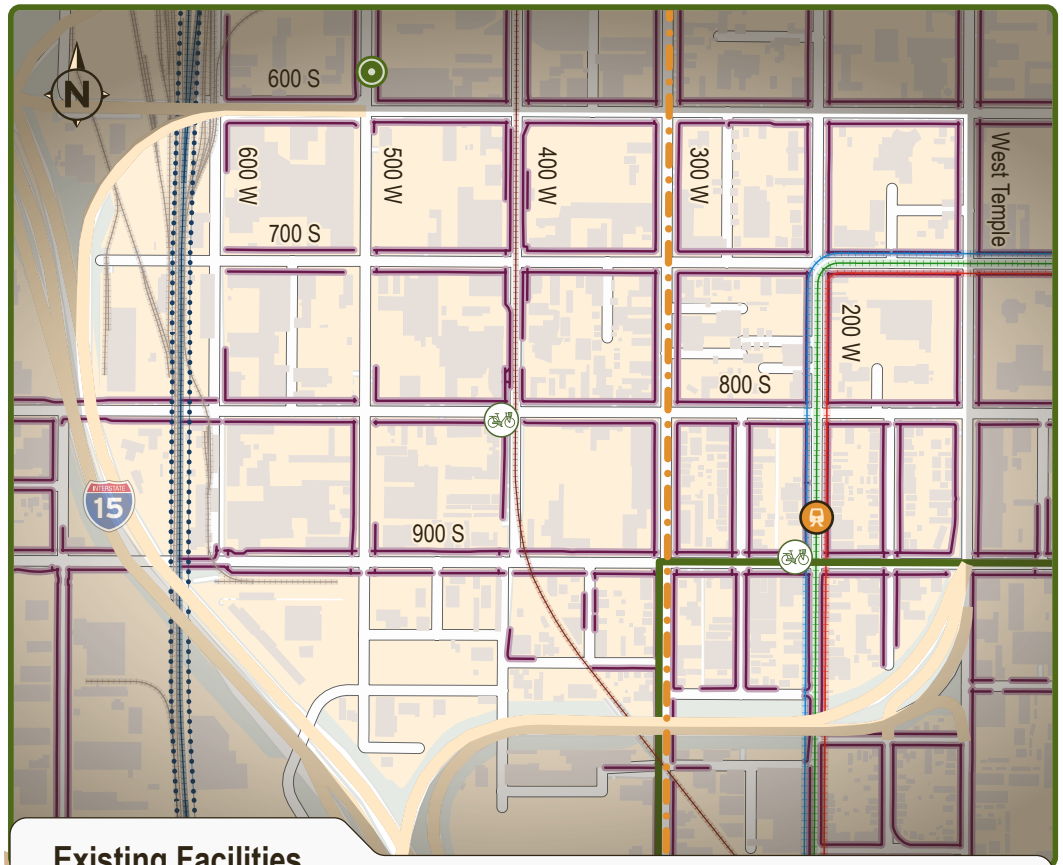
The most recent available travel data (2021) was used to capture a snapshot in time of bicycle and pedestrian activity.

Trips within and to the Granary District		
Began at home and ended at work	13%	22%
Did not begin at a person's home	66%	47%
Required out-of-direction travel	23%	27%
Trips longer than 15 minutes (pedestrian)	60%	
Trips longer than 30 minutes (bicyclist)		51%
Trips were over 1 mile long (pedestrian)	22%	
Trips were over 3 miles long (bicyclist)		52%

Socioeconomic Attributes of Pedestrians and Bicyclists		
Identifies as a minority	13%	17%
Lives in a no vehicle household	9%	10%
Born outside of the U.S.	13%	17%
Earns an income less than $50K	38%	42%
Does not speak English well	6%	9%
Rents home	42%	49%
Person with a disability	12%	12%

EXISTING CONDITIONS

TRANSIT



Salt Lake City and UTA plan to expand transit service and infrastructure to provide more transportation options to the growing population.

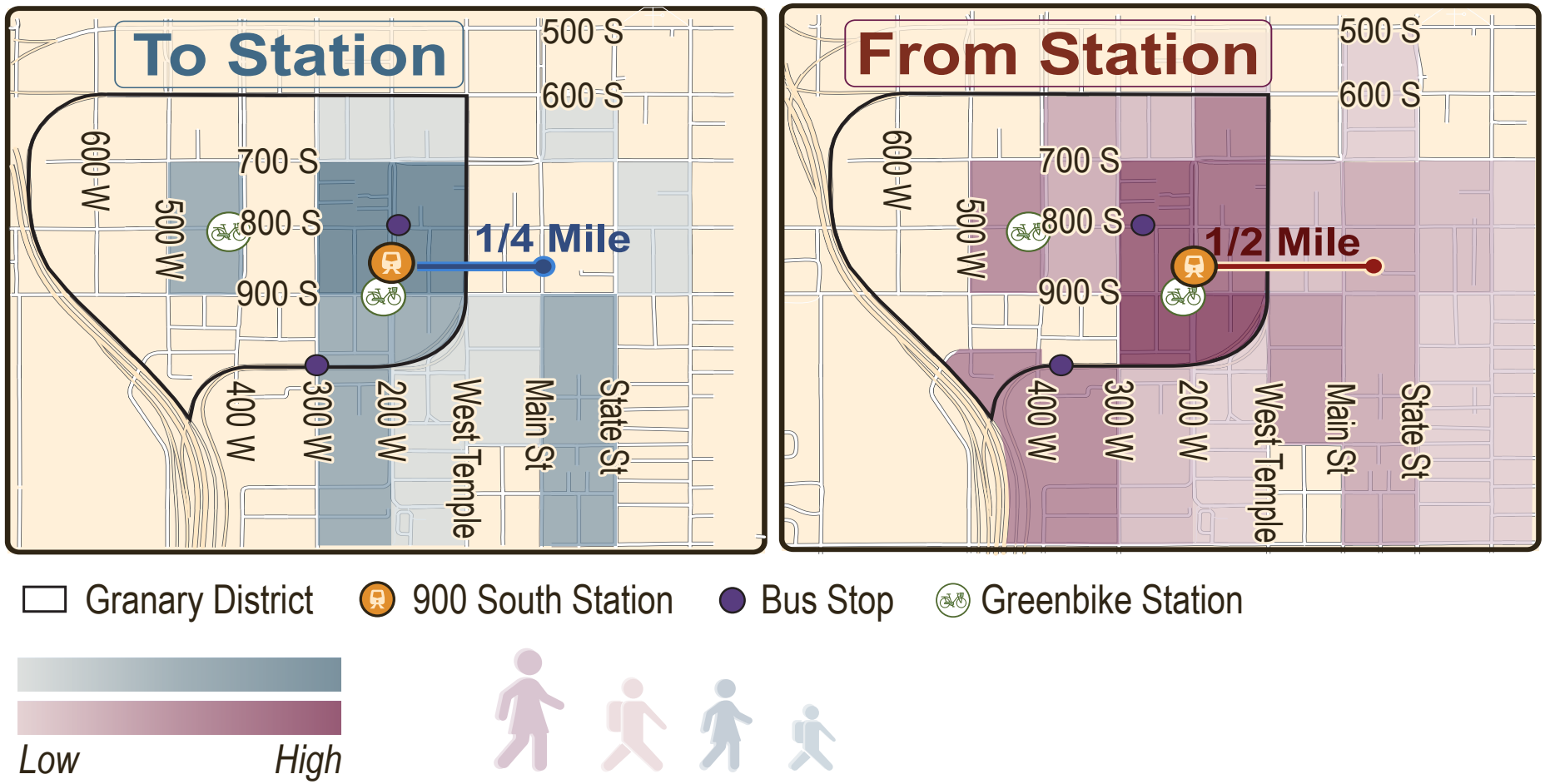
The 900 South Station is UTA's one existing TRAX light rail stop in the Granary District. All three TRAX lines, Red, Green, and Blue, stop at this station. Bus service is provided by Route 9, which runs from Poplar Grove to the University of Utah.

Planned future transit service includes high-frequency bus service on 300 West and a TRAX rail extension on 400 West continuing to the Ballpark Station.

EXISTING CONDITIONS

TRANSIT

PEDESTRIAN TRIPS TO AND FROM THE 900 SOUTH TRAX STATION (2021)

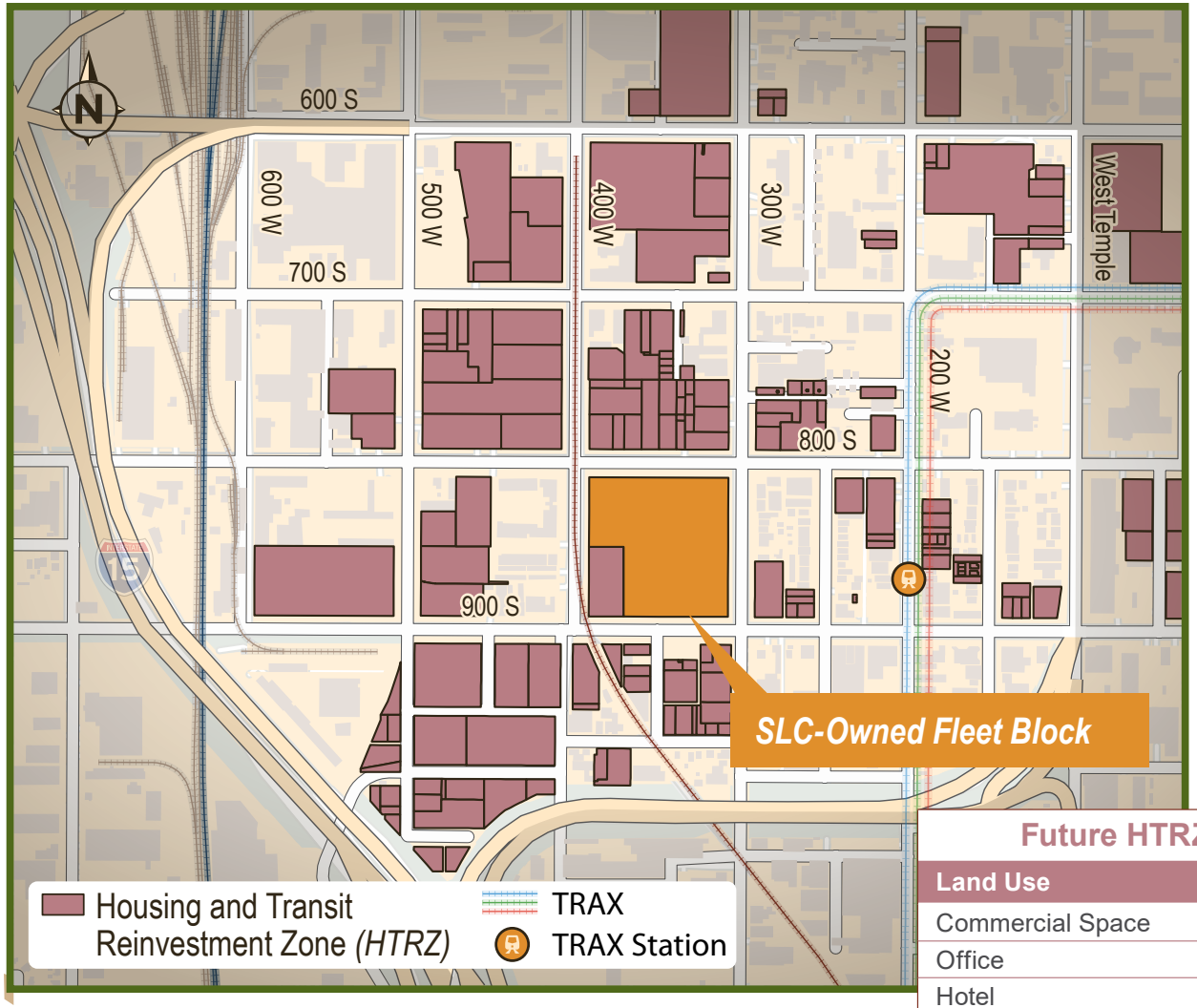


The majority of pedestrian trips began or ended within a half-mile walking distance of the 900 South Station.

EXISTING CONDITIONS

TRANSIT

HOUSING AND TRANSIT REINVESTMENT ZONE (HTRZ)



An HTRZ facilitates the development of mixed-use development and multi-family and affordable housing within a half-mile radius of light rail, bus rapid transit, or commuter rail stations.

The HTRZ will add affordable housing and standard housing units, structured parking, commercial, office, and hotel rooms to the Granary District. The total housing units planned within the HTRZ is 10,200. The table below provides more detail.

Future HTRZ Land Use (Granary District)

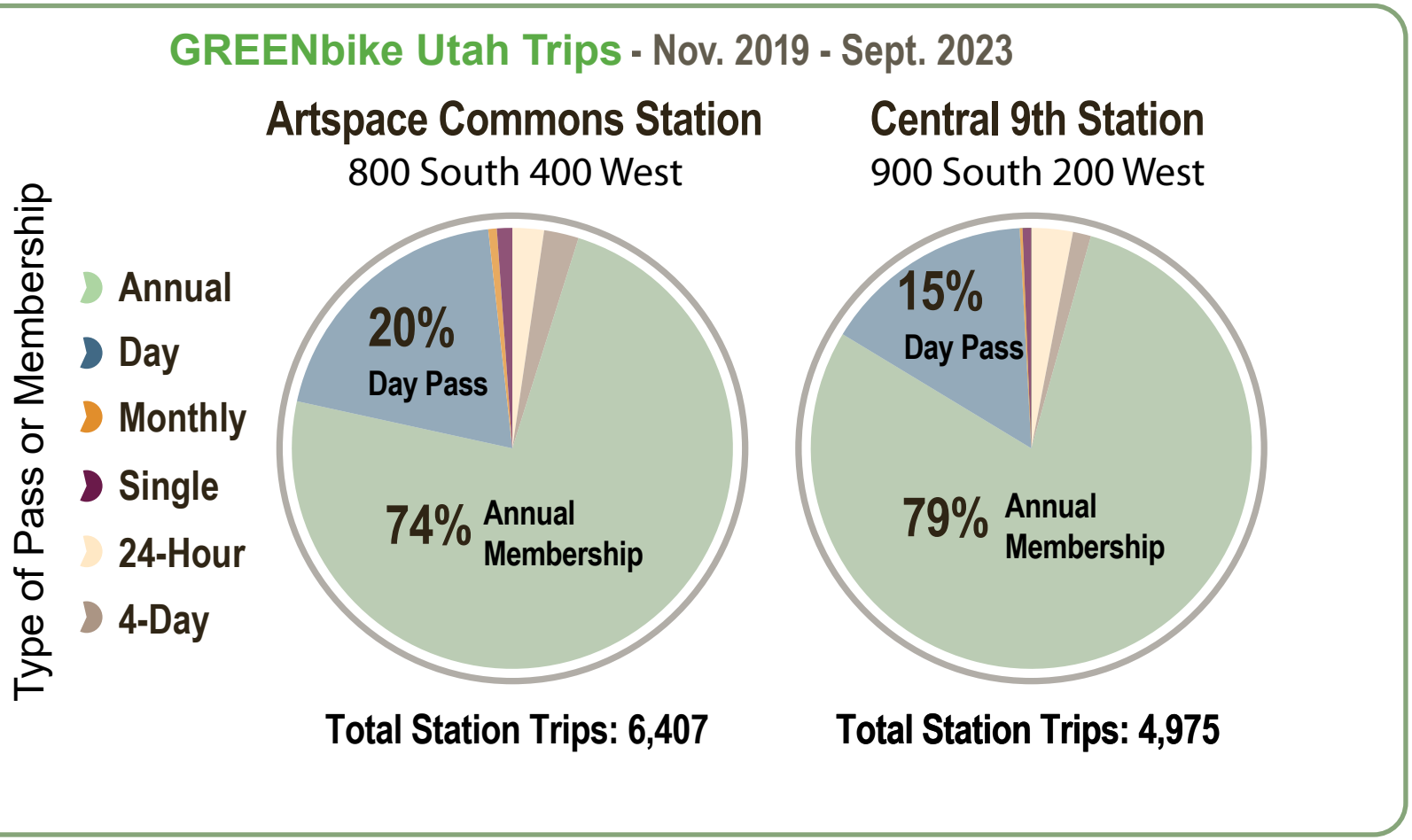
Land Use	Measurement	Quantity
Commercial Space	Square Feet	1,150,000
Office	Square Feet	2,000,000
Hotel	Rooms	450
Structured Parking	Stalls	3,600
Housing	Units	10,200
Affordable Housing	Units	2,043

GREENBIKE UTAH

A FIRST- AND LAST-MILE OPTION

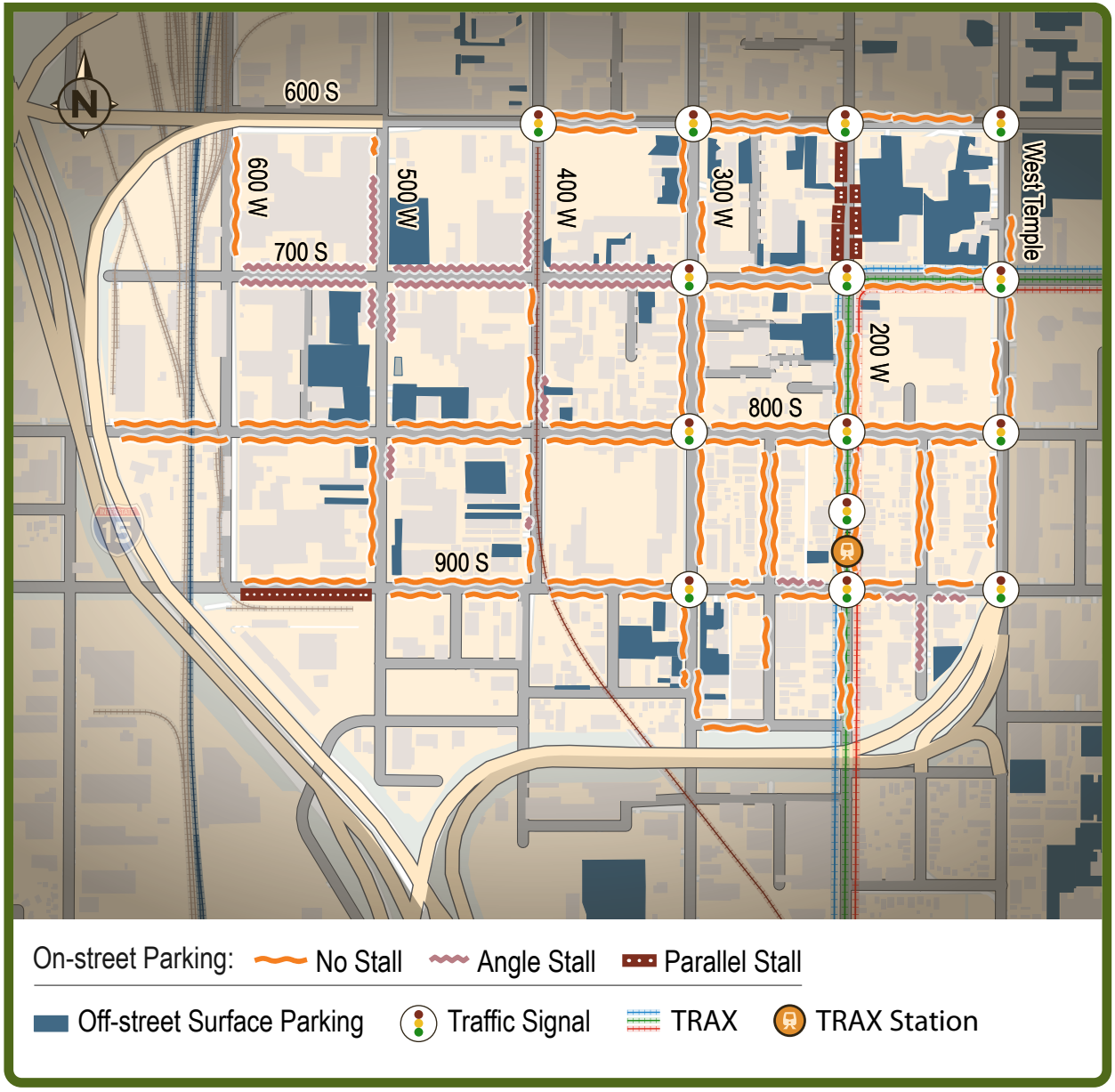
GREENbike Utah (GREENbike) is a nonprofit bike-share with rental stations across Salt Lake City. Passes and memberships are available at multiple levels. The majority of riders purchase annual memberships, while a single day pass is the next popular option.

Two stations are located in the Granary District: the Artspace Commons Station and the Central 9th Station. GREENbike intends to install future station(s) in the Granary District to support the demand for bicycling as the area develops.



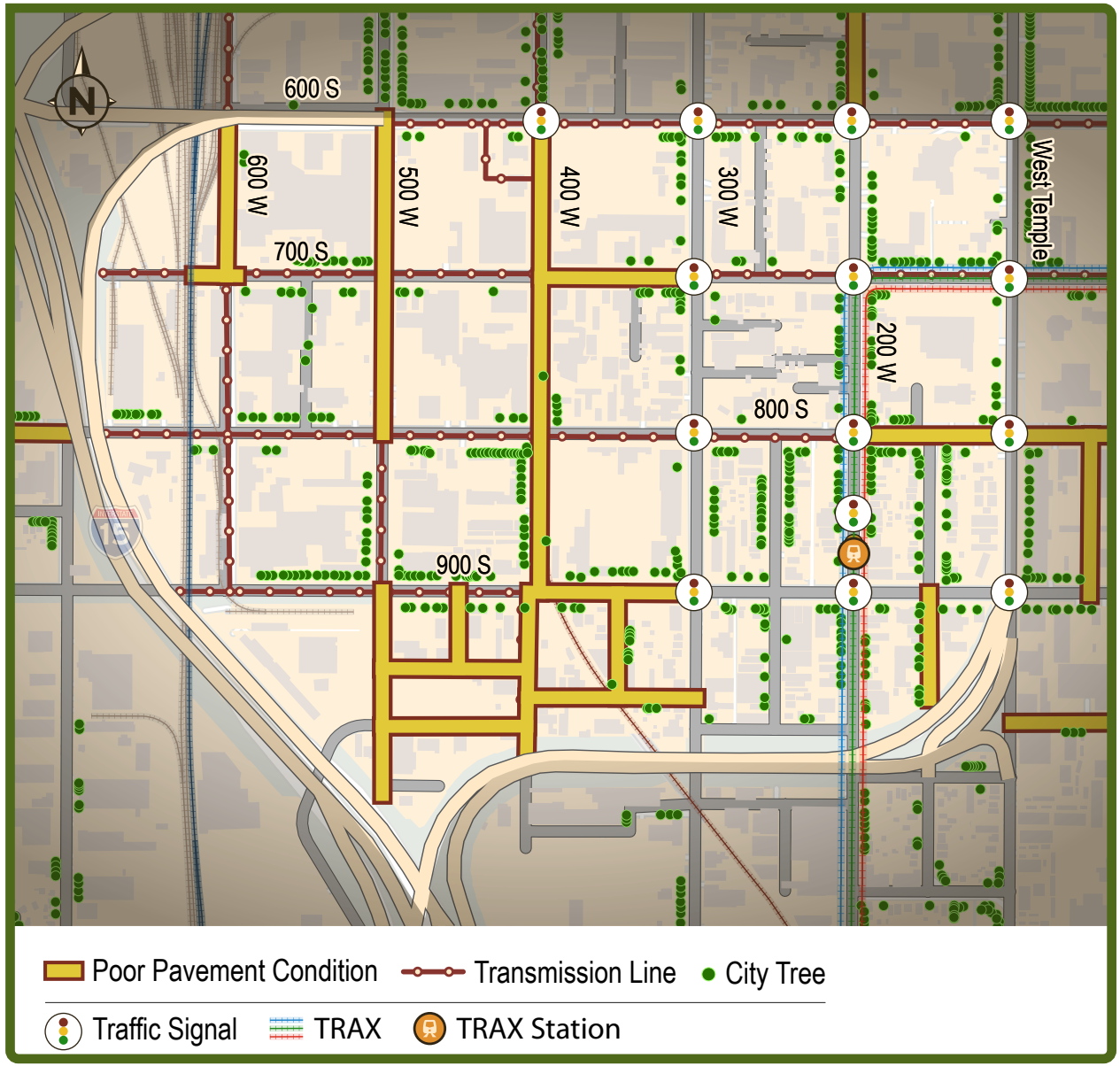
PARKING

This map provides a snapshot of available parking. The parking information was gathered from OpenStreetMap and Google Maps. In many areas where there are no parking stalls, the streets are wide and without curb and gutters or sidewalks. Instead, they have dirt shoulders in the ROW. These roadway shoulders allow for a large amount of vehicle parking.



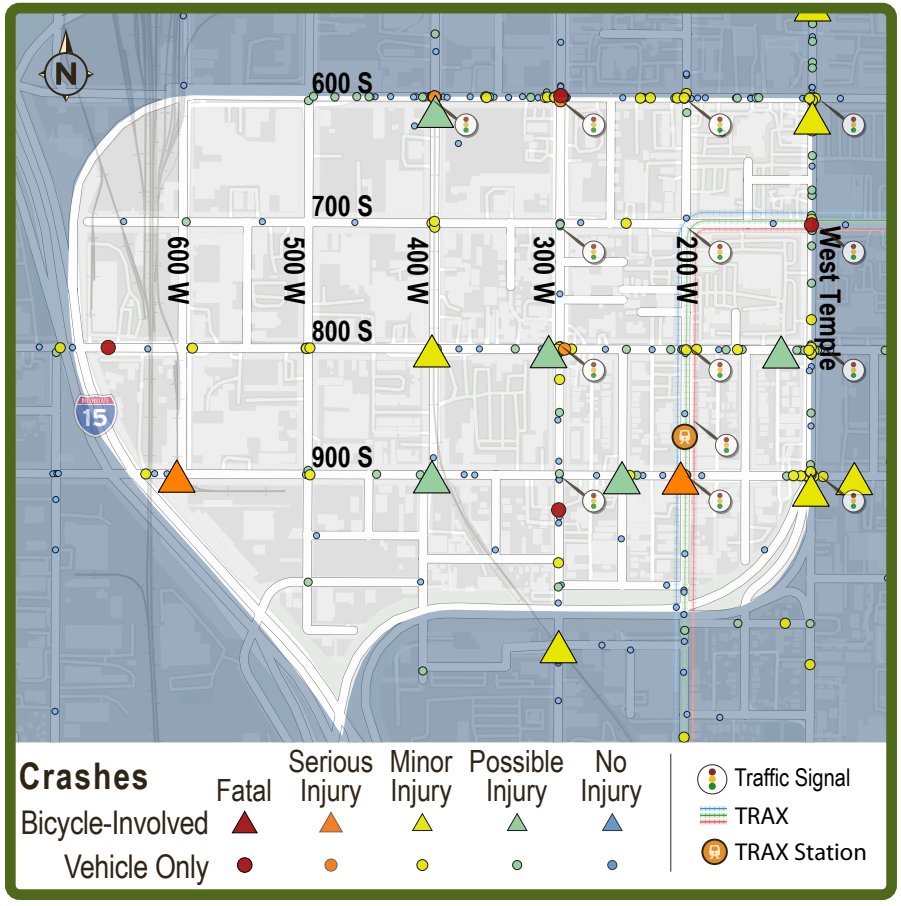
ROAD CONDITIONS

This map shows where poor pavement conditions have been identified, the street segments with transmission lines along them, intersections with traffic signals, and where city trees are planted.



ROADWAY CRASHES

West Temple, 600 South, 800 South, 900 South, 300 West, and 200 West are the corridors with the highest amount of pedestrian- and bicycle-involved crashes. Vehicle-only crashes are most prevalent where pedestrian and bicycle crashes also occur.

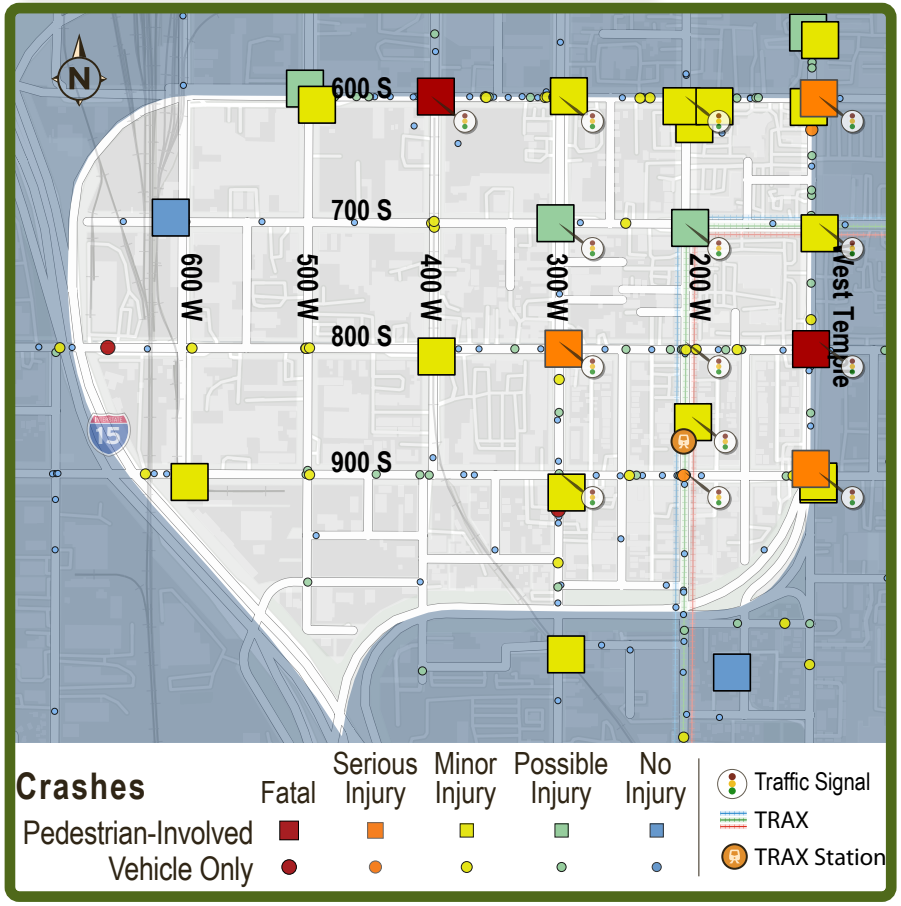


Two crashes involved bicyclists with serious injuries

- 200 West and 900 South
- 600 West and 900 South

Two crashes involved pedestrian fatalities

- 400 West and 600 South
- West Temple and 800 South



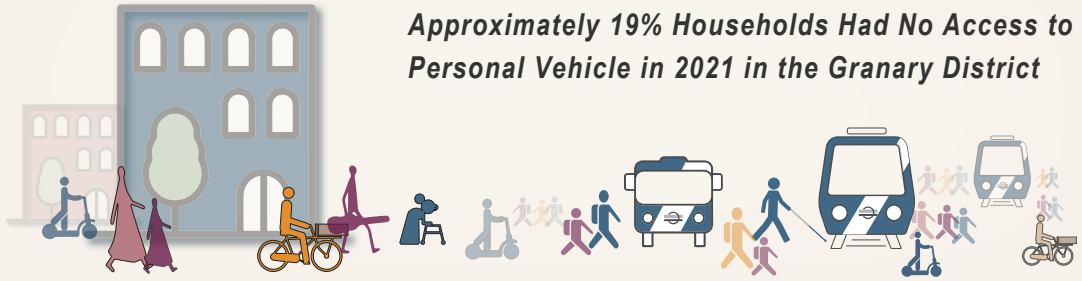
Three crashes involved pedestrians with serious injuries

- West Temple and 800 South
- West Temple and 600 South
- 800 South and 300 West

POPULATION AND TRAVEL BEHAVIOR

The Granary District was historically an industrial area. As a result, there were few existing residential units and homes until recent development over the past decade. It is rapidly becoming a destination where people live, work, and visit.

Households Without Access to a Personal Vehicle



Approximately 19% Households Had No Access to a Personal Vehicle in 2021 in the Granary District

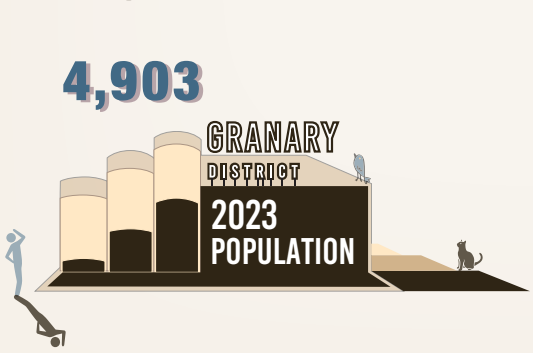
Source: FHWA STEAP TOOL/U.S. Census

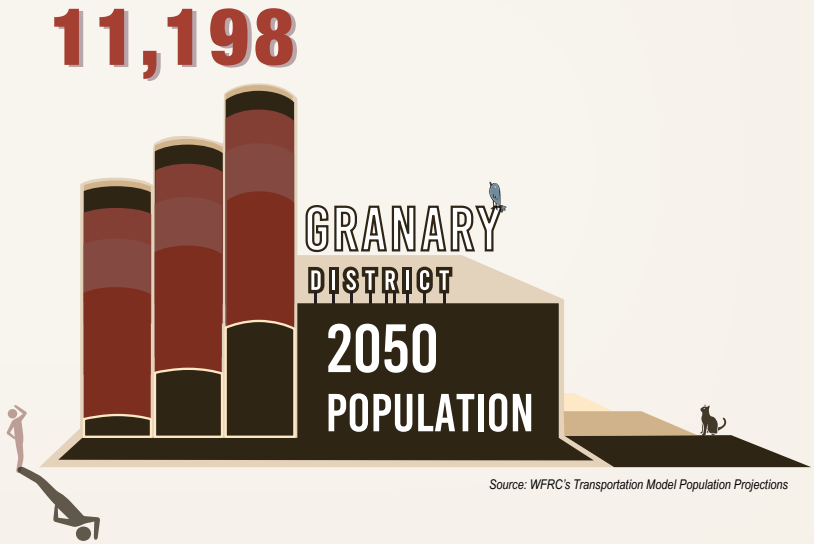
Not only will the Granary District see its population more than double by 2050, but adjacent neighborhoods and downtown will also experience major increases in population.

Population: From 2023 to 2050

The HTRZ alone could potentially add over 10,000 housing units.

128% Increase in population is predicted by 2050. This may be a modest number considering the extensive amount of planned development.





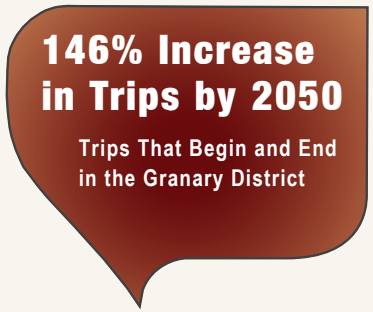
Source: WFRC's Transportation Model Population Projections

EXISTING CONDITIONS

POPULATION AND TRAVEL BEHAVIOR

Trips to the Granary District in 2050

The Granary District is expected to see the largest increase in trips out of all Salt Lake City neighborhoods by 2050.



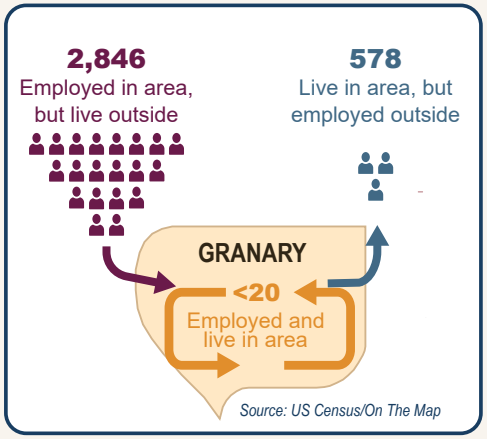
Increase in Trips to and from the Granary District

	2023	2050
AIRPORT 61%	1,100	1,800
ROSE PARK 38%	3,800	5,300
AVENUES 45%	2,350	4,700
UNIVERSITY OF UTAH 48%	1,850	2,700
UNIVERSITY MEDICAL CENTER 66%	480	800
RESEARCH PARK 161%	700	1,800
SUGAR HOUSE 30%	1,900	2,500
LIBERTY WELLS 44%	7,650	11,000
GLENDALE 43%	4,600	6,500
GRANARY DISTRICT 146%	13,500	34,500

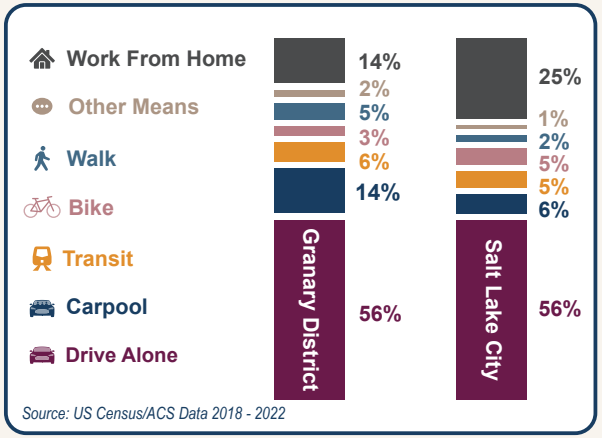
Commuter Characteristics

Currently, most people who work in the Granary District live outside of the neighborhood and commute there for work.

Most people drive alone, but 14% bicycle to work compared to only 6% for all of Salt Lake City.



Where People Live and Work



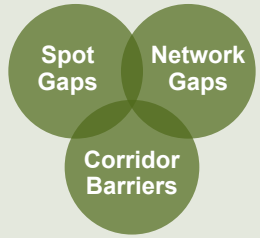
How People Travel to Work

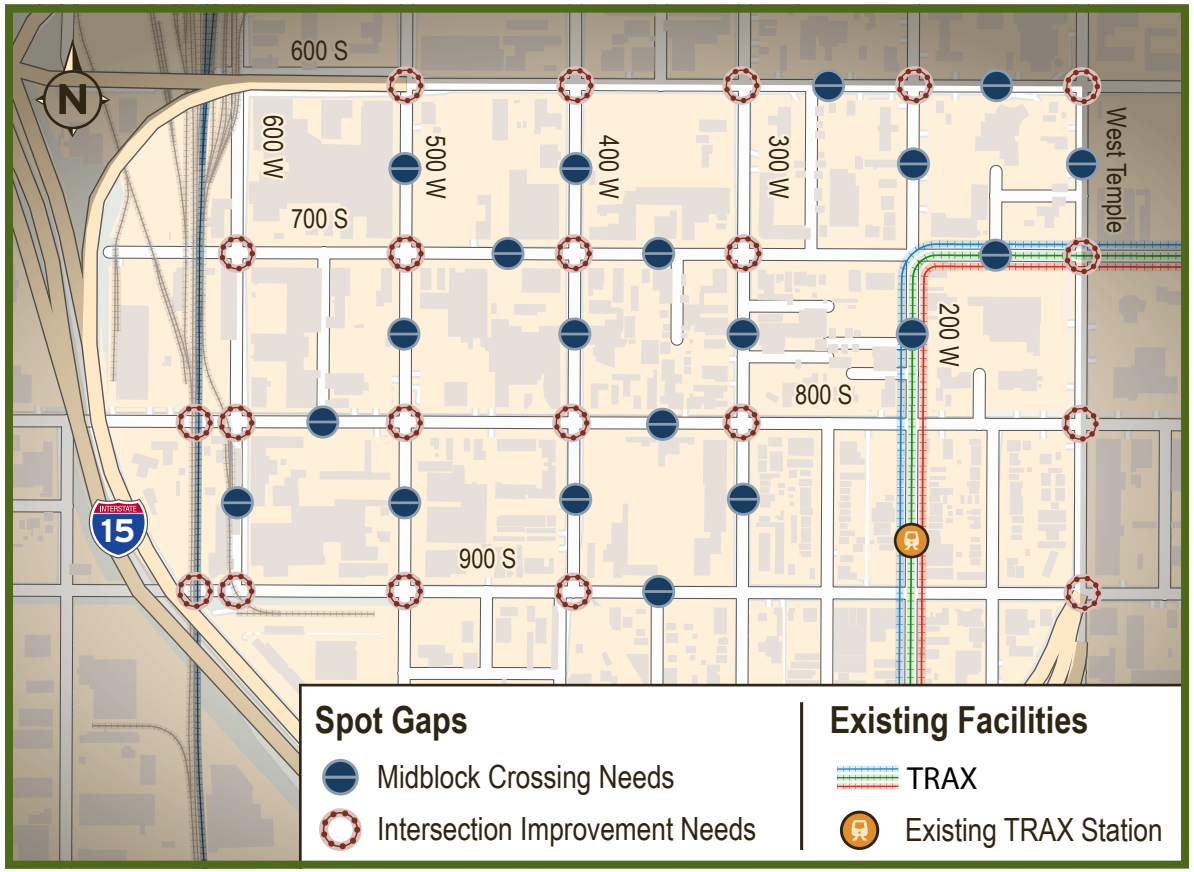
DISTRICT LOOK

SPOT GAPS

Understanding the Granary District's gaps and barriers in the transportation system, paired with qualitative public input, allows the City to make informed decisions to improve how people walk, bike, and access transit in this neighborhood. The built environment is changing rapidly here, with housing and commercial coming quickly. It is important to develop recommendations that are responsive to land use changes and that will create a comfortable and safe environment as thousands more people start to call this area home. The following pages outline the gaps and barriers assessment of the neighborhood to better understand gaps in the nonmotorized network and general mobility needs for those system users.

Gaps and barriers in the nonmotorized network were categorized into three types to better analyze them:

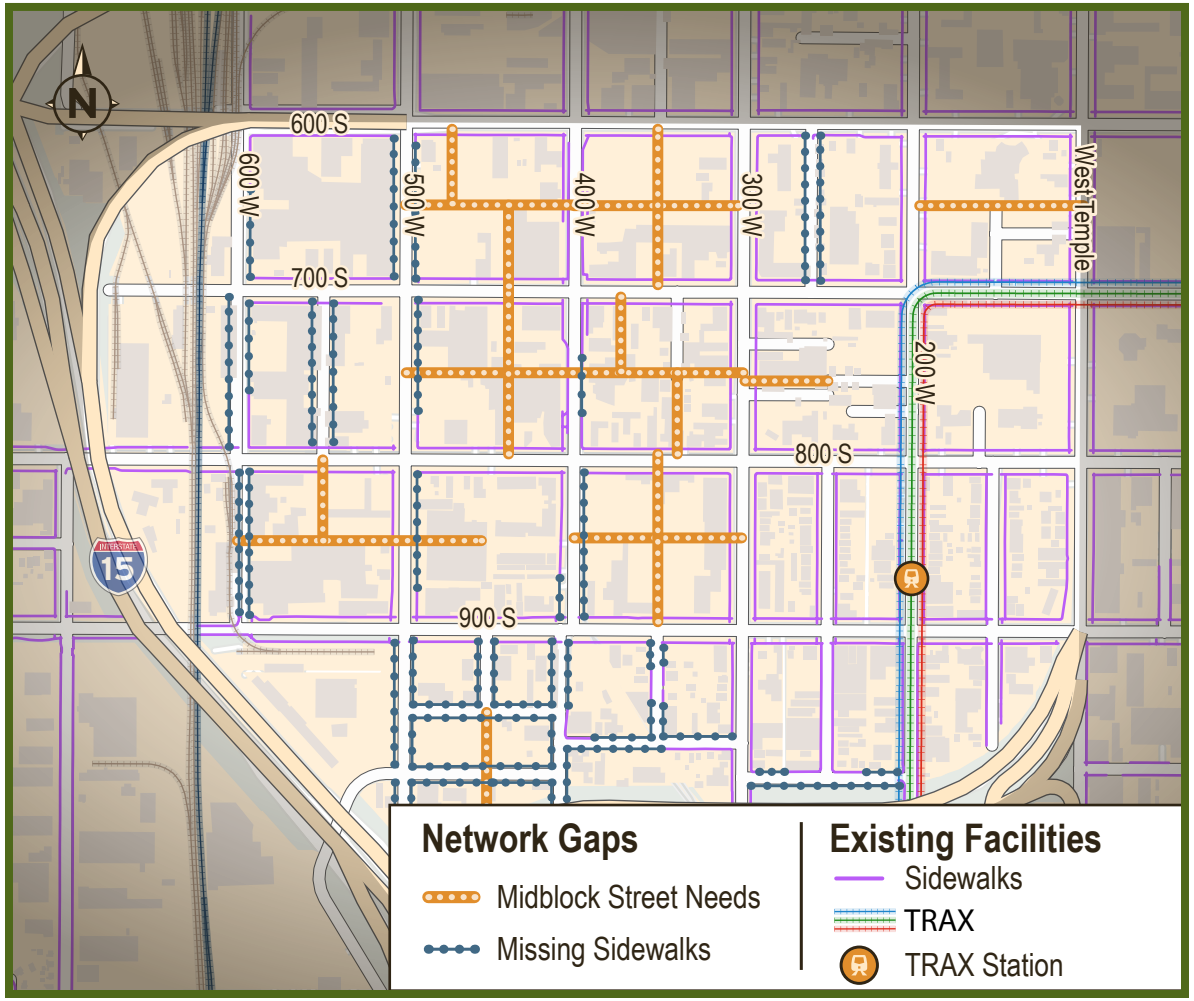




Spot gaps refer to point-specific locations lacking facilities or treatments that offer safe and comfortable pedestrian and bicycle travel. Spot gaps identified in the map to the left are intersection and midblock crossing needs that pose safety challenges for nonmotorized users.

Spot gaps were identified using public comments, safety data, existing (or lack of) walking and biking infrastructure, traffic volumes, nonmotorized trip data, business and development workshops, and previous studies.

NETWORK GAPS



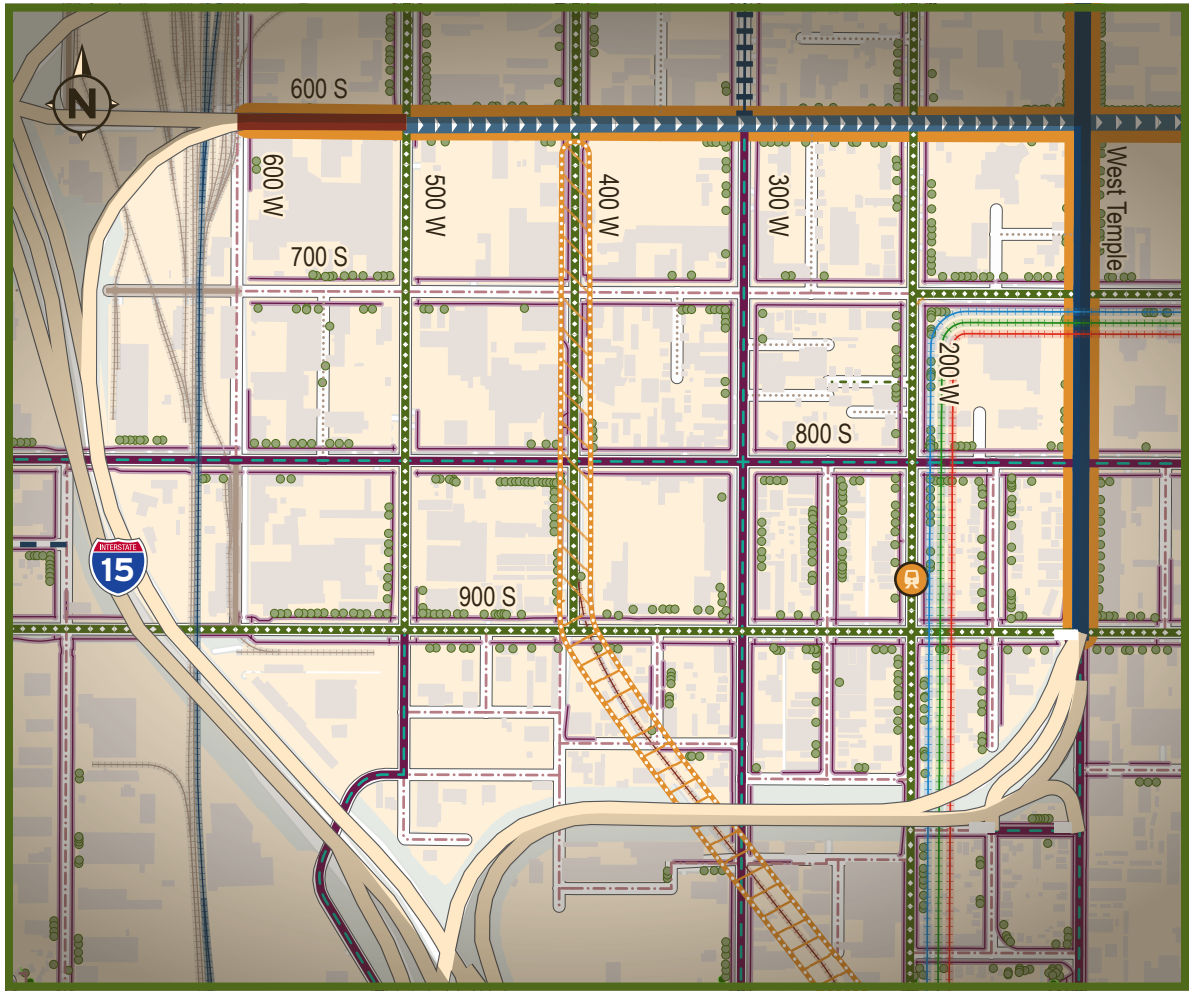
Network gaps refer to specific segments that lack sidewalks or midblock street connections, causing nonmotorized users to be diverted and go out of direction to get to their destination. In this Plan, network gaps include areas with **Midblock Street Needs,** where opportunities exist for the block to be divided to improve connectivity and accessibility. The study also identified locations with **Missing Sidewalks** that result in a fragmented pedestrian network.

Network gaps were identified using public comments, HTRZ[1] development map, existing facilities, nonmotorized trips, and previous studies.

1 HTRZ enables a portion of incremental tax revenue growth in an area around a transit station to be captured over a period of time to support costs of development in the area.

CORRIDOR GAPS

Salt Lake City created the Street and Intersection Typology Design Guide to connect transportation and land uses and refocus the design of streets on people. It is an aspirational guide, intended to prioritize space for corridor greening, public space, and nonmotorized travel. The guide is used as a reference in this document, and recommendations build upon priorities identified from that work. The figure below shows the recommended typology for each corridor in the Granary District as identified in the typology design guide.



Existing Street Typologies

- Two-Way Thoroughfare (Grand Boulevard)
- One-Way Thoroughfare (Grand Boulevard)
- Destination Thoroughfare
- Commercial Shared Street
- Urban Green Street
- Neighborhood Shared Street
- Urban Village Main Street
- Urban Village Street
- Industrial/Business Park Street
- Private Street

Existing Conditions

- Freeway Ramp
- UDOT Road
- Granary Sidewalks
- City Tree
- TRAX
- TRAX Station
- Potential Future TRAX Alignment

CORRIDOR BARRIERS

Corridor barriers in this Plan are identified to determine the feasibility of implementing the recommendations of the Street and Intersection Typologies Design Guide by comparing the existing conditions of each corridor and their assigned street typology. Implementing the street typologies were evaluated based on four factors:

Parking/Flex Zone

Flex zones are curb access areas available to people for a short period of time for activities like loading/unloading commercial goods or as a rideshare passenger pickup/dropoff. The main use of the space can change throughout the day or week, allowing it to be most effectively utilized. Parking/flex zones are identified as a barrier if available parking is located in areas where a flex zone may potentially be a better fit.

Nonmotorized Facilities/ Behind the Curb

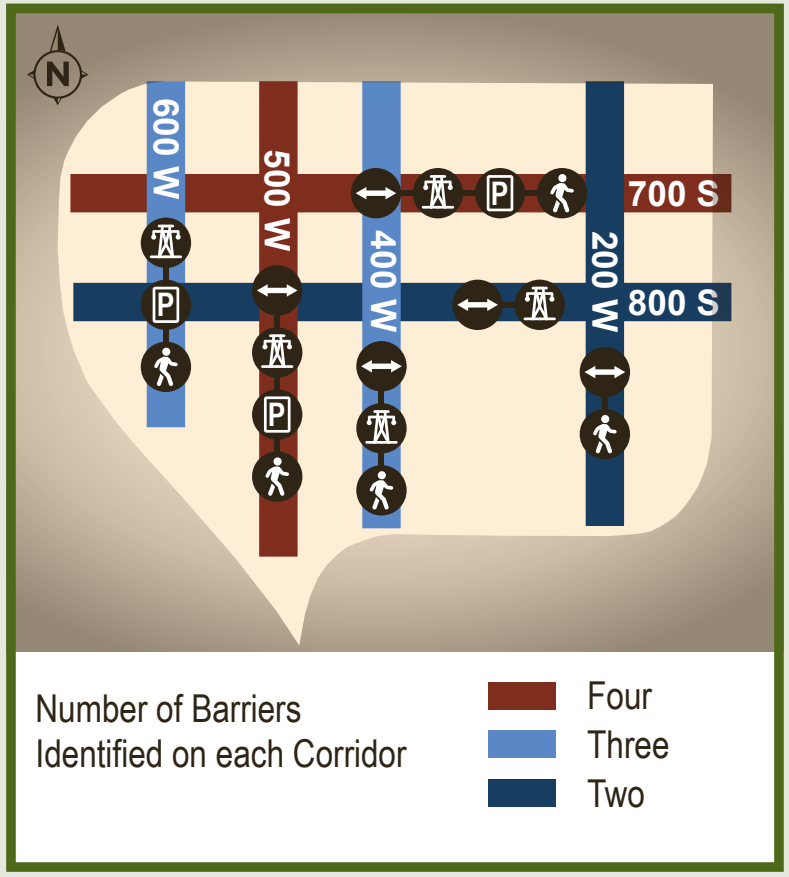
Considered as a barrier if the recommended bicycle facilities, sidewalks, or placemaking areas are restricted by existing ROW or unsuitable for the corridor.

ROW and Curb to Curb

Evaluated as a barrier if a lane reduction is necessary to implement the recommended street typology, causing a need for substantial ROW changes or curb and gutter relocation. ROW widths are measured using Google Earth and are for planning-level purposes only.

Utilities/Tree Canopy

Considered as a barrier if there are existing transmission lines, railroad infrastructure, or tree canopy along the corridor that pose challenges to implementing the assigned street typology.



NOTE: 900 South Corridor - Considering the recent reconstruction of 900 South, this corridor was not analyzed for the street typology implementation.

BARRIERS ANALYSIS

THE ANALYSIS FRAMEWORK

Barriers are defined as intersections, crossings, outdated design standards, roadway widths, or other built-environment characteristics that hinder a seamless, connected transportation experience for people, particularly those on foot or bicycle. Barriers, for analysis purposes, are also defined as characteristics of a corridor that hinder the ability to implement the street typology as assigned through Salt Lake City's previous street typology work.

ANALYSIS FRAMEWORK

For this study, each street's assigned typology was critically reviewed to better comprehend if there are existing barriers which may restrict applying the typology's design guidance to future cross sections.

In this chapter, each street is individually addressed over two consecutive pages. All streets have a **Barriers** page that addresses potential conflicts between existing conditions and the street typology design guidance.

The second page highlights many **Opportunities** that support human-scale street design and downsizing unnecessary amounts of ROW devoted to pavement. Collectively, the opportunities are context-sensitive and supported by qualitative and quantitative data; existing and future land use; and feedback from City departments, businesses, and the public.

The rail tracks west of 600 West

The City's Street and Intersection Typologies Design Guide is not a traditional roadway classification system. Rather than prioritize vehicles on streets, the guide assigns a street typology by assessing the needs of people, the context of the community where the street is located, and how the street can best serve those varied mobility needs.

The stated goal of the typologies guide is that "all streets will include space for all people and all needs." Salt Lake City created designs and definitions for 17 different typologies to be used as guidance and a toolkit to help achieve their goal. While 17 typologies are much more extensive than the most commonly used traditional roadway classifications of arterial, collector, minor collector, local, etc., these are applied to 8,400 segments of street in the City. Due to this, each assigned typology is a high-level offering of guidance, and the local context should require variations in design.

OPPORTUNITIES ANALYSIS

THE ANALYSIS FRAMEWORK

The opportunities analysis focuses on identifying key attributes of the street and surrounding environment that will contribute to the vision of the proposed street typology.

These opportunities have been identified on a granular level compared to the more broad and overarching typology recommendations that address a city-wide vision of the streets. The following pages highlight neighborhood context when applying the typologies and provide recommendations for design considerations in future implementation phases.

The ***Taking Action*** section discusses in more detail the spot and network recommendations for this plan.

Analysis Considerations

How does this corridor serve regional needs?

Does it connect to other neighborhoods, regional destinations, urban trails, or a unique place or point of interest in the Granary District? How do we ensure that the typologies are applied to seamlessly connect people to places both within and outside of the district?

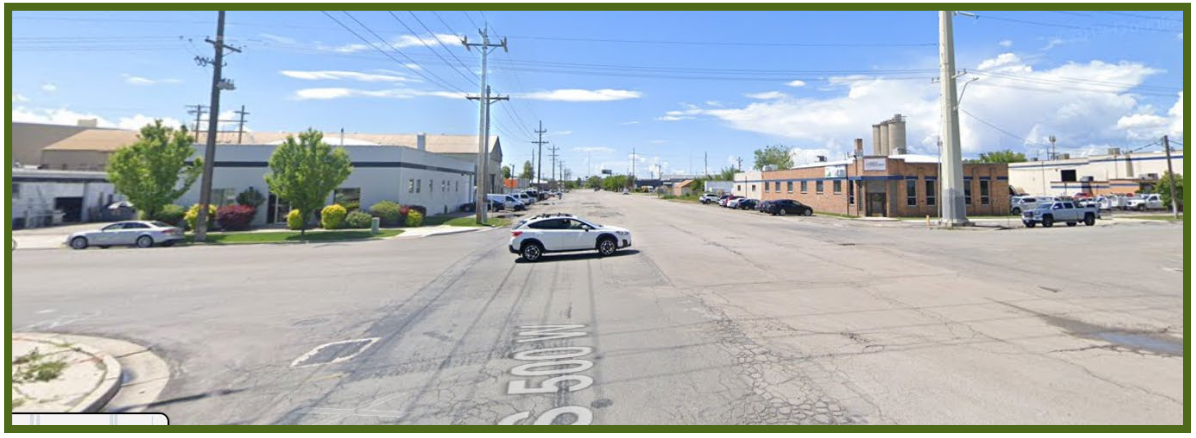
How does this corridor serve local needs?

What are the local destinations today and tomorrow? How can we create safe passage for people walking and biking? The street is analyzed at a more detailed level by looking at the ROW segment within the district.

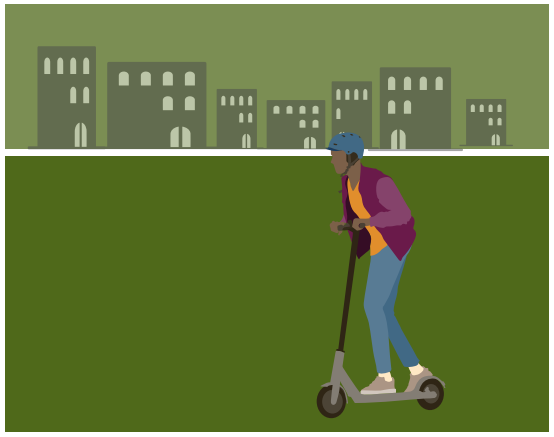
How does this corridor provide better District connectivity?

What opportunities exist to alter the street typology to accommodate location-specific needs? How do we right-size recommendations for bicycle facilities, on-street parking, midblock crossing, and transit access needs?

Each street segment is considered at a location-specific level by looking at intersections, midblock crossings, and other opportunities to integrate different types of nonmotorized facilities.



500 West looking south at 700 South



BARRIERS

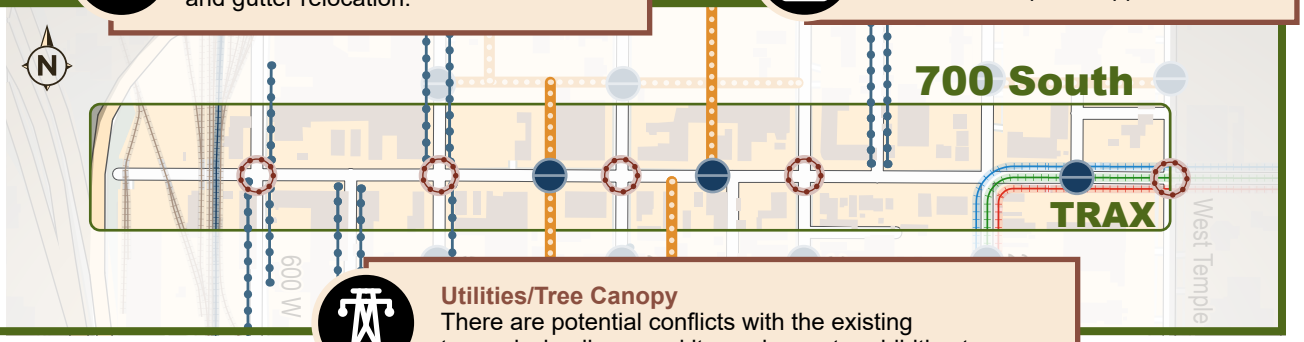
700 SOUTH

ROW/Curb to Curb
The street typology requires significant cross-section width changes and curb and gutter relocation.

Parking/Flex Zone
Changing parking allocations may be faced with public opposition.

Spot Gaps
- Midblock Crossing Needs
- Intersection Improvement Needs

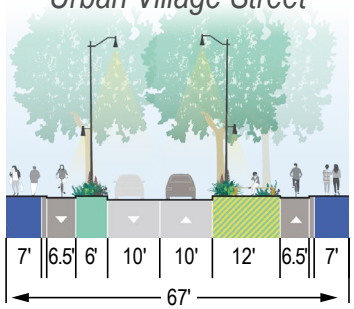
Network Gaps
- Midblock Street Needs
- Missing Sidewalks



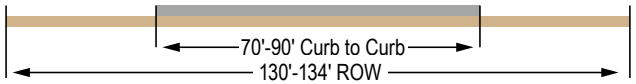
Utilities/Tree Canopy
There are potential conflicts with the existing transmission lines, and it may be cost prohibitive to relocate or bury.

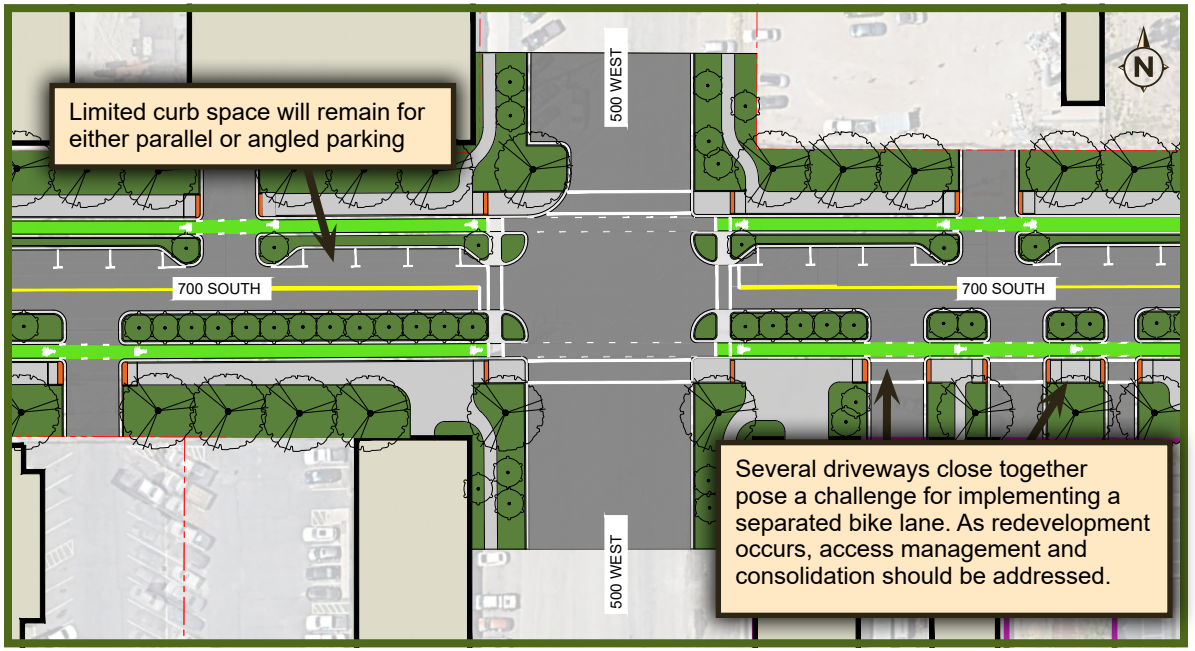
Recommended Street Typology

Urban Village Street



Existing Conditions





700 South and 500 West Intersection Rendering

700 SOUTH CONNECTIONS TO THE GREATER AREA

700 South is the northernmost east-west running City-owned street in the Granary District. It is also the closest east-west street to the 600 South TRAX station, the Salt Lake Central Hub, and the rapidly developing Depot District. Opportunities on 700 South exist to slow the speeds of vehicles entering from the north and create a pleasant sense of arrival into the district.

FOCUS AREA: 500 WEST AND 700 SOUTH INTERSECTION

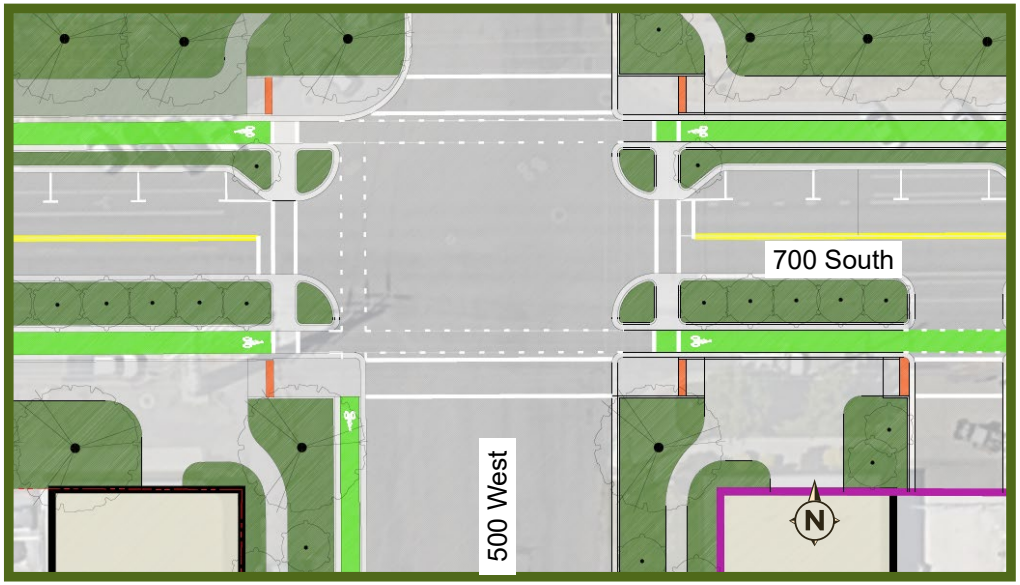
500 West is identified as one of the corridors in Salt Lake City's Green Loop plan. The Green Loop will be a collection of connected and comfortable active transportation corridors surrounding downtown, and it will be very important to accommodate multiple transportation modes at this intersection. The rendering below shows intersection treatments that respond to active modes, narrow crossing distances, and create green space.

700 SOUTH CORRIDOR

Urban Village Streets are predominantly residential with some additional land uses and places where neighbors spend time and where trips begin and end.

There is ample room to provide multimodal designs specifically tailored to provide a balance of space and access for residential, community, and commercial uses on this corridor. A reduced lane width along 700 South provides an opportunity for planting more trees and landscaping, creating relaxing areas for sitting and reducing urban heat island effects.

TRAX runs along 700 South from Main Street until it turns south at 200 West. The infrastructure from the light rail can act as a gateway on the eastern edge of the Granary District that serves to calm traffic, include high-comfort bicycle facilities, and signal to people they are entering an area that prioritizes the movement of people over the movement of motor vehicles.



500 West and 700 South Intersection Rendering

"The number of people who speed down this road and don't stop for pedestrians in the super wide road makes crossing on foot challenging."
- community survey

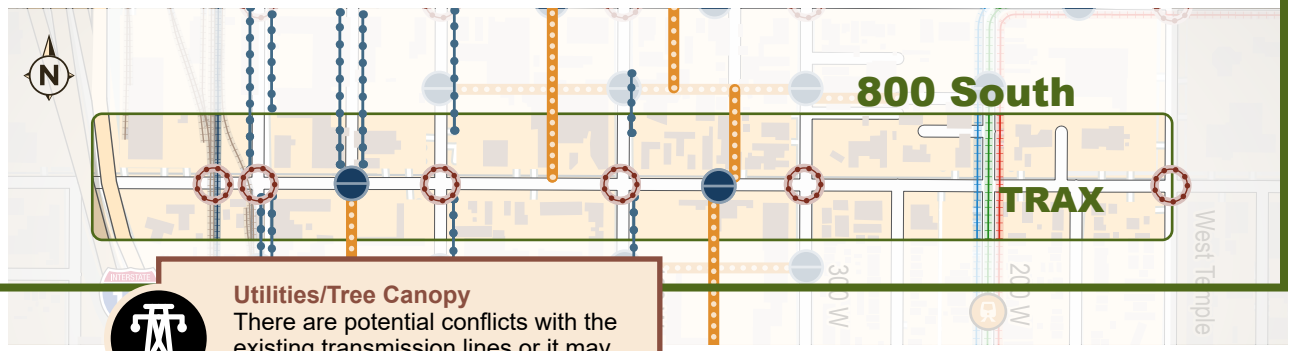
BARRIERS

800 SOUTH

ROW/Curb to Curb
A lane reduction is required to implement the street typology with two lanes of traffic.

Spot Gaps
- Midblock Crossing Needs
- Intersection Improvement Needs

Network Gaps
- Midblock Street Needs
- Missing Sidewalks

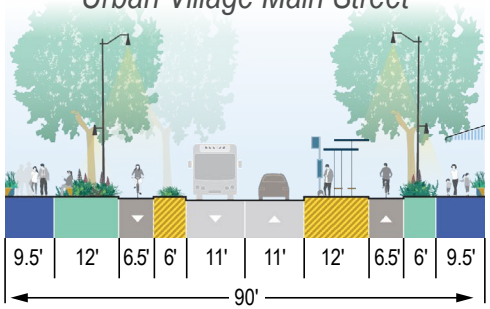


Utilities/Tree Canopy
There are potential conflicts with the existing transmission lines or it may be cost-prohibitive to relocate or bury.

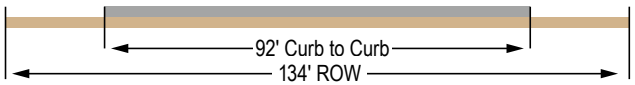
The Urban Village Main Street Typology recommends either one or two lanes in each direction. This rendering shows one lane in each direction on 800 South, but additional study during a future reconstruction planning and design phase is needed to determine how many travel lanes are appropriate.

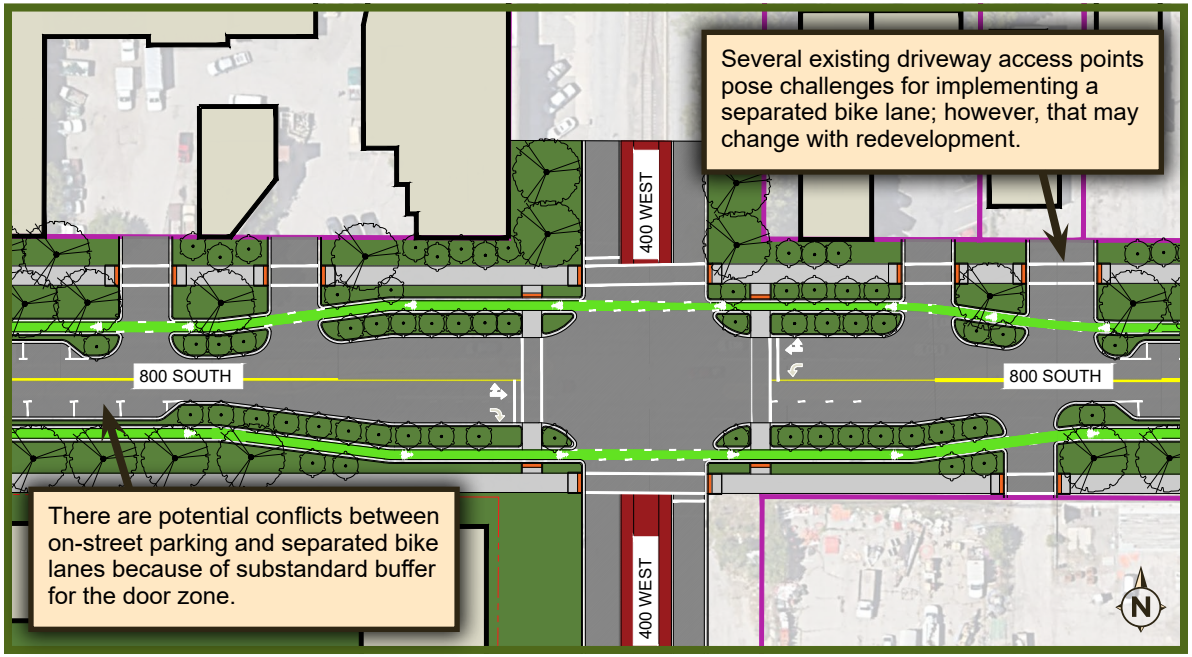
Recommended Street Typology

Urban Village Main Street



Existing Conditions





800 South and 400 West Intersection Rendering

800 SOUTH

800 SOUTH CONNECTIONS TO THE GREATER AREA

800 South is established as a convenient and consistent east-west corridor south of downtown for vehicles and people who use its striped bike lanes. Existing barriers include the Union Pacific Railroad corridor at 800 South and 700 West, wide and poorly marked intersection crossings, and higher traffic volumes and speeds. While currently a five-lane cross section, typology guidance recommends reducing travel lanes for cars and improving nonmotorized facilities and connectivity. As stated on the previous page, the Urban Village Main Street Typology recommends either one or two lanes in each direction. Additional study during a future reconstruction planning and design phase is needed to determine how many travel lanes are appropriate. 800 South borders the Salt Lake City-owned Fleet Block (800/900 South at 300/400 West) that will eventually be developed under the newly adopted form-based zoning regulations.

800 SOUTH CORRIDOR

Many people enter the Granary District via 800 South. But with 800 South's expansive pavement width and many vehicle lanes, the corridor lacks a sense of place.

Reducing the amount of vehicle lanes could contribute to slower vehicle speeds, helping drivers and people using other travel modes to reach their destination safely. It will remain a main entry point to the Granary District, provide access to commercial establishments, and may continue to pull traffic from adjacent corridors due to its regional connectivity and higher volumes. There is an opportunity to provide wayfinding or other aesthetic improvements along the street to contribute to a sense of place.

FOCUS AREA: 400 WEST INTERSECTION

A future light rail extension along 400 West is likely, which is currently being analyzed through the UTA-led TechLink TRAX Study. This intersection will need to be redesigned to prioritize transit service and provide comfortable access to future stations. It should be anticipated that consistent pedestrian activity and other nonmotorized traffic will be common at this intersection. Outdoor seating, shade, and comfortable, short-distance crossings should be integrated into the design of this intersection.

Just east of this intersection, a new north-south midblock street is planned for the Fleet Block. This new connection, plus popular destinations on the north side of 800 South, will contribute to demand for a midblock crossing at approximately 350 West and 800 South.

The rendering below reimagines the 800 South corridor by reallocating space for greening, public spaces, and comfortable separated bike facilities.

800 South and 400 West Intersection Rendering

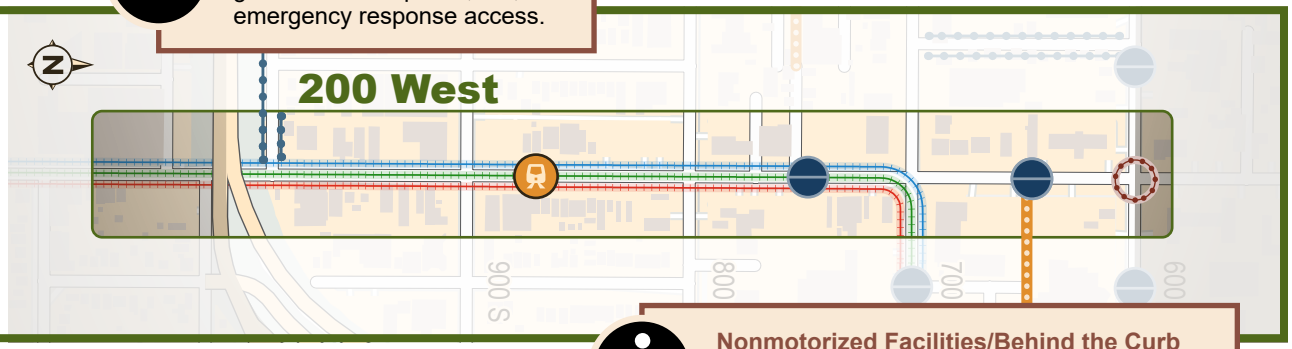
BARRIERS

200 WEST

ROW/Curb to Curb
Considerations will need to be given to ensure police, fire, and emergency response access.

Spot Gaps
- Midblock Crossing Needs
- Intersection Improvement Needs

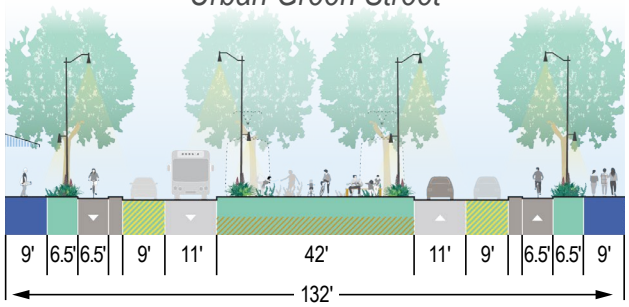
Network Gaps
- Midblock Street Needs
- Missing Sidewalks



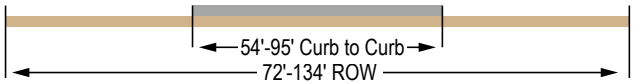
Nonmotorized Facilities/Behind the Curb
Separated bike lanes could be added if other on-street amenities like parking are removed.

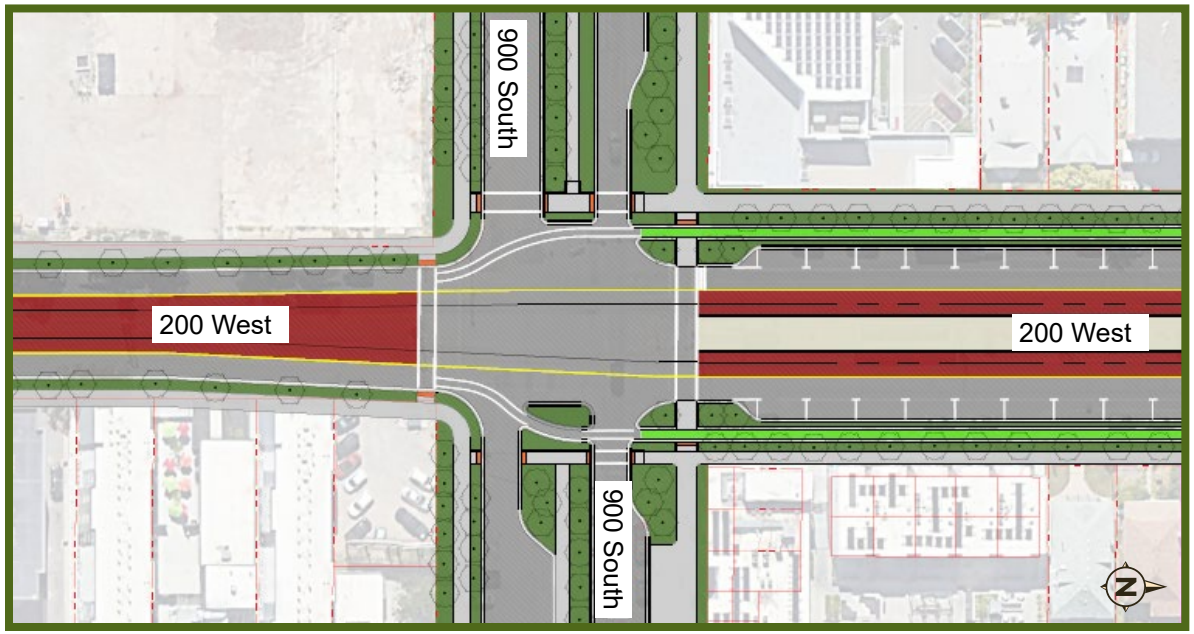
Recommended Street Typology

Urban Green Street



Existing Conditions





200 West and 900 South Intersection Rendering

200 WEST CONNECTIONS TO THE GREATER AREA

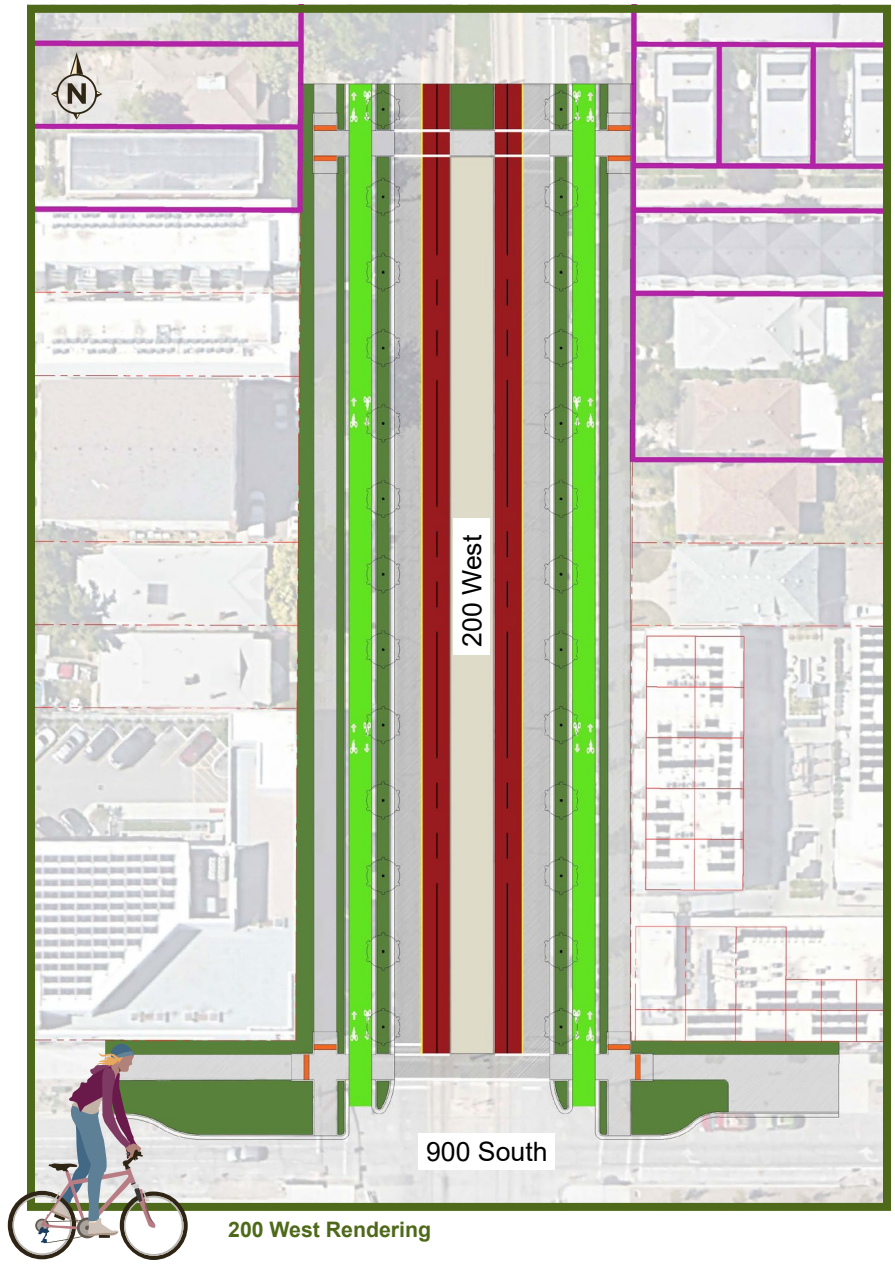
200 West offers a TRAX connection to the Granary District, and high frequency bus service is available on 900 South. Currently, the Red, Green, and Blue lines serve the 900 South 200 West TRAX station, bringing people to the edge of the District and providing a regional transit connection. An opportunity is present on this corridor to elevate the priority of nonmotorized users to create a high-quality experience for both public transit and active transportation.

200 WEST CORRIDOR

The Urban Green Street Typology is recommended in denser areas of the city, where landscaping improvements are a priority that can supplement parks and also provide safe and comfortable connections. This section of 200 West, due to existing TRAX rails and the built-out urban environment, is one of the most narrow in the District in certain segments. Applying this street typology requires thoughtful consideration of trade-offs. Traffic volumes are generally low with slow speeds, and 200 West is not perceived as a corridor for regional car travel. This street is primed for enhancing the walkability and bikeability of the district, with trade-offs including the removal of on-street parking.

The existing narrow travel lanes may discourage vehicles from driving too fast for the neighborhood context, although there is still potential user conflict between vehicles and bicyclists, who are faced with the decision of biking in the travel lane or remaining in the striped bike lane that lines up within the open-door zone of parked cars.

An asset to this area are the alleyways, which provide parking behind the buildings along 200 West. The combination of these alleyways and the future parking structures planned within walking distance create an opportunity for the removal of on-street parking in lieu of wider, protected, high-comfort bicycle facilities.



200 West Rendering

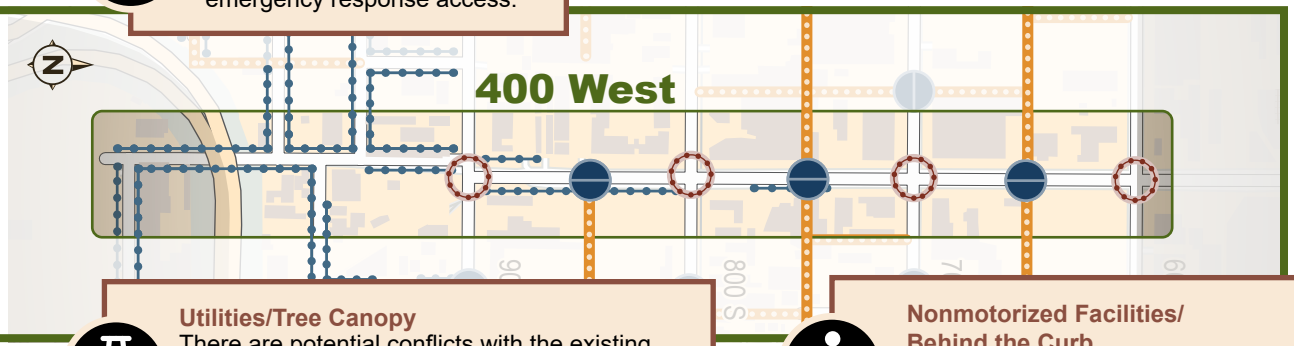
BARRIERS

400 WEST

ROW/Curb to Curb
Considerations will need to be given to ensure police, fire, and emergency response access.

Spot Gaps
- Midblock Crossing Needs
- Intersection Improvement Needs

Network Gaps
- Midblock Street Needs
- Missing Sidewalks

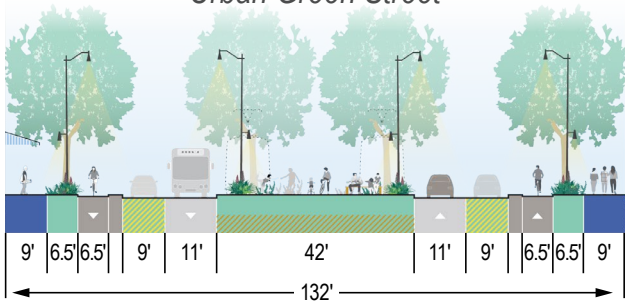


Utilities/Tree Canopy
There are potential conflicts with the existing transmission lines. In addition, the future proposed TRAX line will need to be considered when the final cross-section is designed.

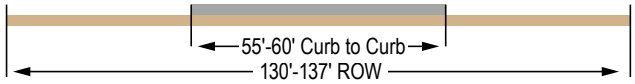
Nonmotorized Facilities/ Behind the Curb
The suggested separated bike lanes may require the addition of curb and gutter and the relocation of utilities.

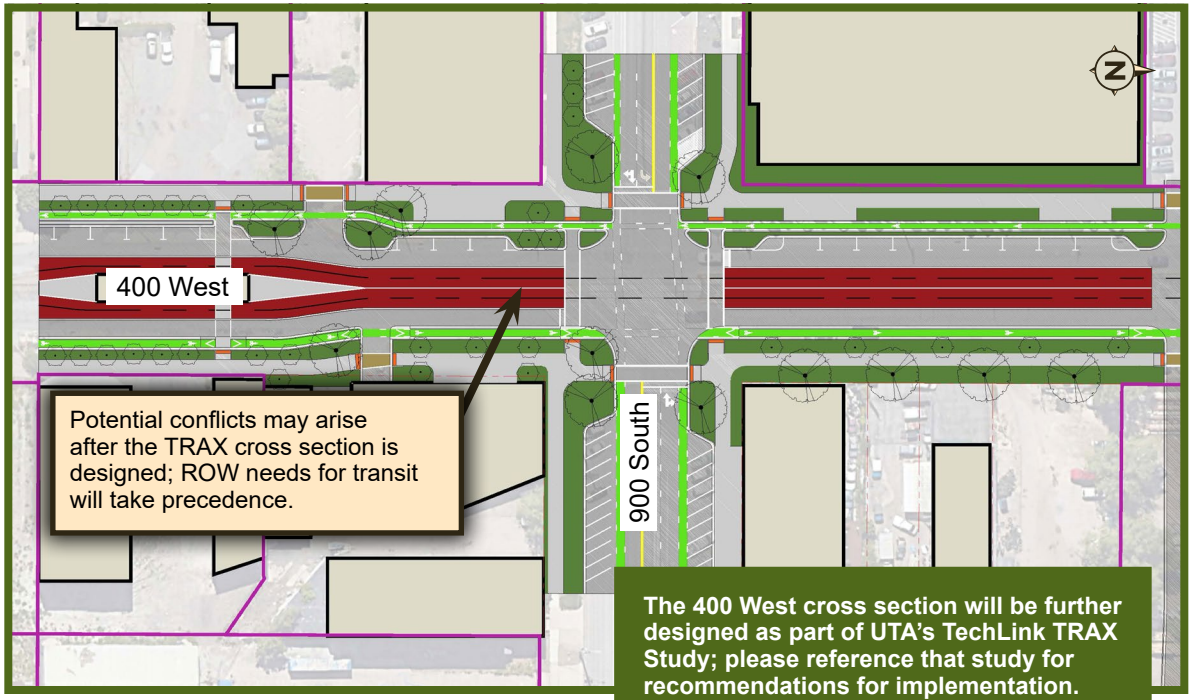
Recommended Street Typology

Urban Green Street



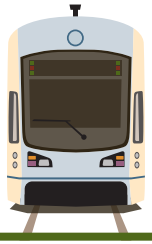
Existing Conditions





400 West and 900 South Intersection Rendering

The 400 West cross section will be further designed as part of UTA's TechLink TRAX Study; please reference that study for recommendations for implementation.



400 WEST CONNECTIONS TO THE GREATER AREA

400 West runs through the center of the Granary District and north between the Gateway and Pioneer Park. On the south end, 400 West ends in a parking lot that connects to condos and commercial space. Leveraging the proposed TRAX alignment on 400 West, this corridor offers an exceptional opportunity to provide comfortable walking and biking access into the District in conjunction with the transit services.

400 WEST CORRIDOR

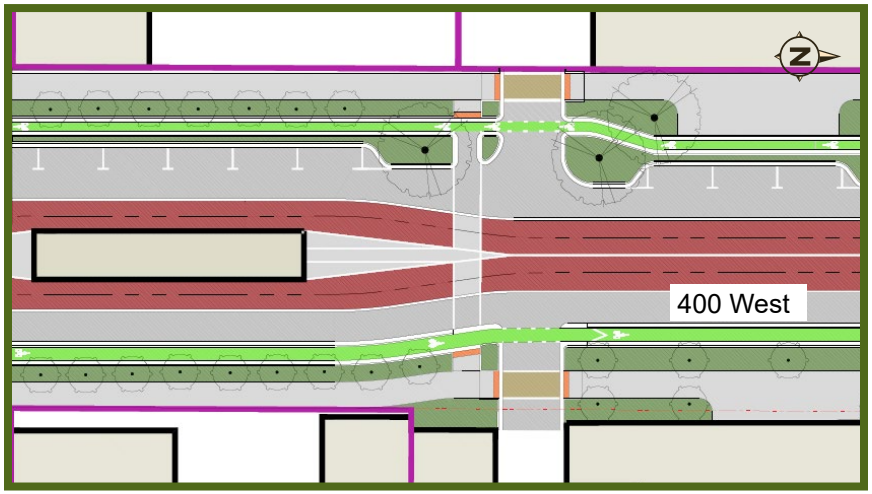
This segment of 400 West suits the wider, transit-accommodating version of the Urban Green Street Typology. There is enough space available in the public ROW to accommodate the new tracks as well as a station platform. Between the park-like typology guidance and the planned light rail service, this corridor has the potential to become a highly visited destination.

Driveway consolidation should be considered when applying this typology in a context-sensitive manner. This consolidation gives an opportunity to the redeveloping property owners to evaluate their own access needs while providing a comfortable and pedestrian-focused street. Shared access and shared parking lots should be essential components to developing a system of parking and access management that benefits all users of the future 400 West corridor.

> **“With the development of the Post District, as well as Industry and Evo, 400 West is a vital link between downtown and Granary.”** - community survey

FOCUS AREA: 400 WEST FUTURE TRAX STATIONS

A specific location for a future TRAX station is yet to be determined. This will be determined through the efforts of UTA’s TechLink TRAX Study. In addition to a platform for transit access, a station’s design can provide safe, protected midblock crossings.



400 West Rendering Showing a Potential TRAX Station Platform

BARRIERS

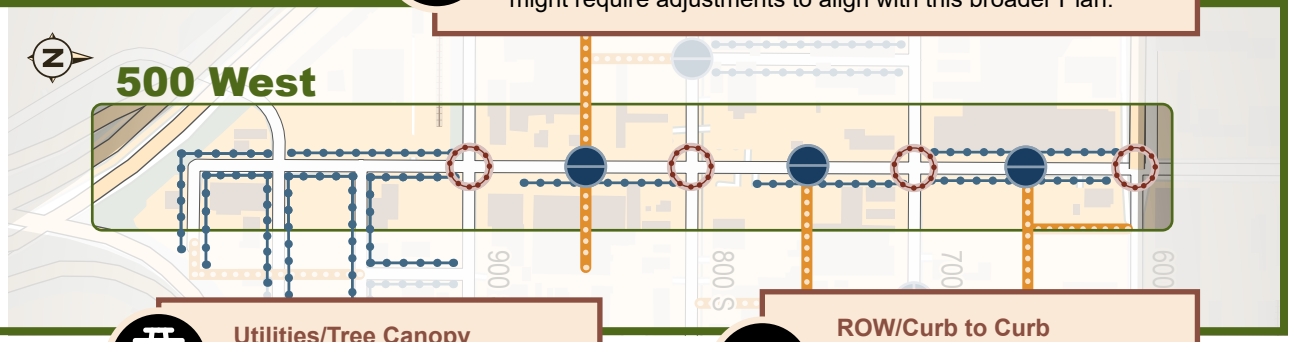
500 WEST

Spot Gaps

- Midblock Crossing Needs
- Intersection Improvement Needs

Network Gaps

- Midblock Street Needs
- Missing Sidewalks



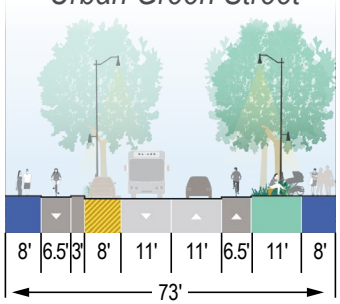
Nonmotorized Facilities/Behind the Curb
This corridor is included in the Salt Lake City Green Loop concept, and the proposed nonmotorized recommendations might require adjustments to align with this broader Plan.

Utilities/Tree Canopy
There are potential conflicts with the existing transmission lines.

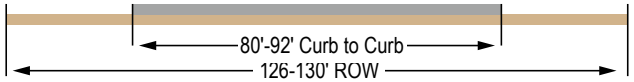
ROW/Curb to Curb
Considerations will need to be given to ensure police, fire, and emergency response access.

Recommended Street Typology

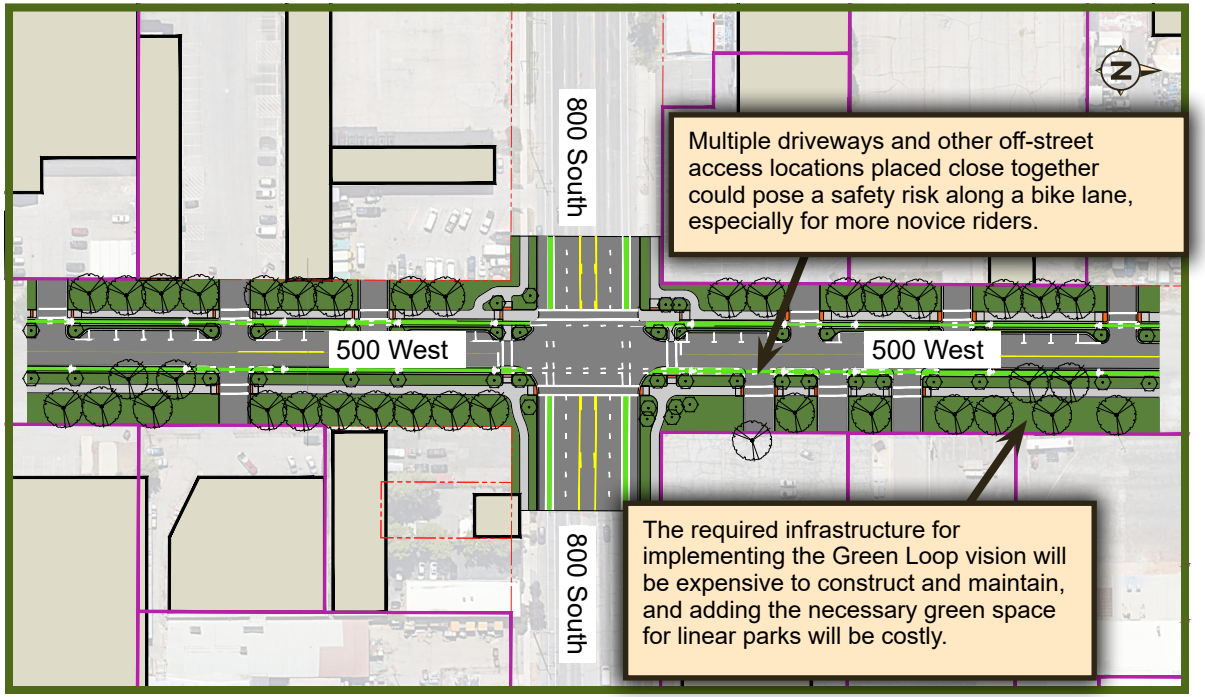
Urban Green Street



Existing Conditions



This cross-section is subject to change based on how the Salt Lake City Green Loop Study advances.



500 West and 800 South intersection rendering

500 WEST CONNECTIONS TO THE GREATER AREA

500 West is designated as one of the corridors in Salt Lake City's Green Loop concept. There will be an increased need to accommodate multiple transportation modes in this street segment, as the Green Loop will be a collection of connected and comfortable active transportation corridors surrounding downtown. The design of this corridor will be finalized with the Green Loop Study.

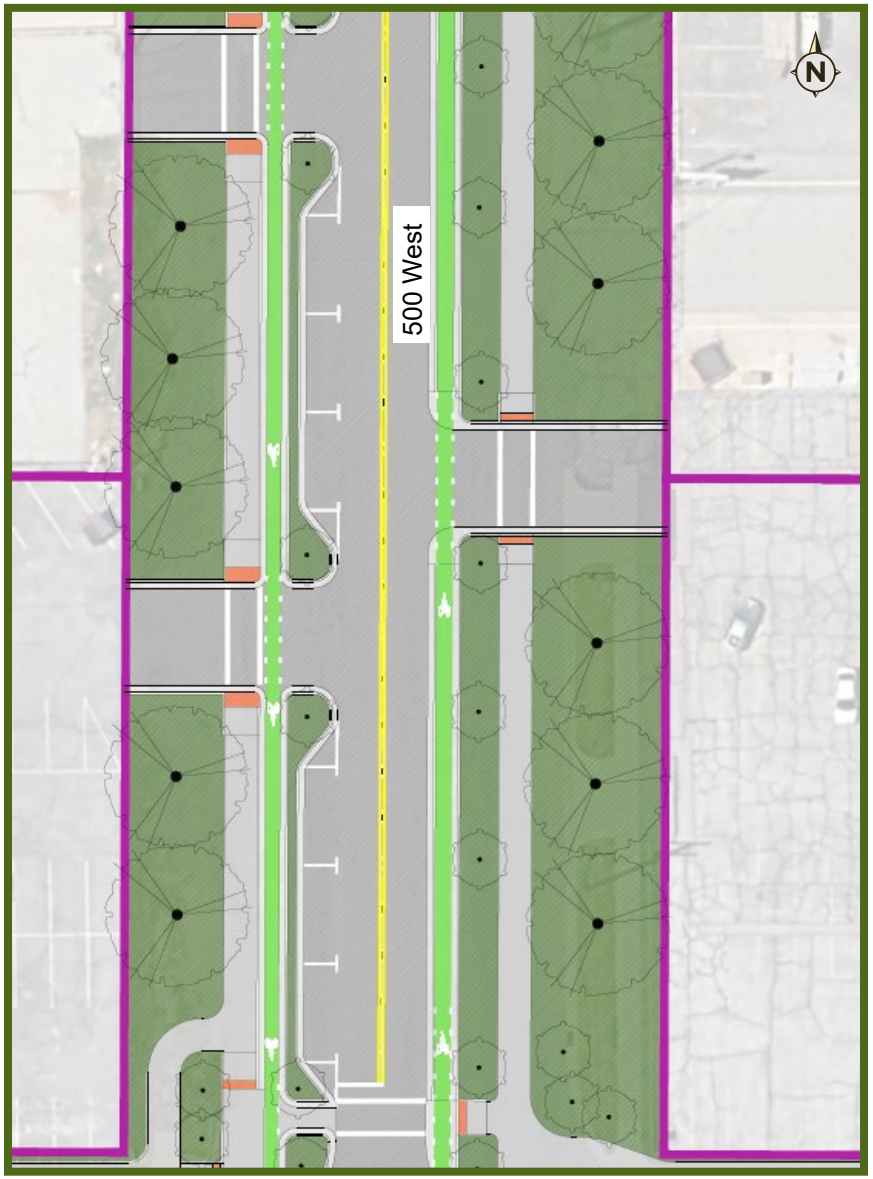
500 WEST CORRIDOR

Like several other streets in the Granary District, 500 West is also an Urban Green Street, which is recommended for streets in dense areas of the City where installing trees, landscaping, and parkstrips is a priority. The street provides right-turn-only access to 500 South, and access to 500 West from 500 South is prohibited and currently enforced by jersey barriers that block access, making it a quiet street primed for pedestrian activity.

At a public workshop hosted primarily for developers and businesses in the Granary District, there was discussion and support for recommending the street be partially or fully closed to vehicles from 600 South to 900 South, making it a pedestrian-prioritized, or pedestrian-only, street. A specific focus was between 600 South and 700 South, which has been developing rapidly in recent years.

PUBLIC-PRIVATE PARTNERSHIP IN THE ROW

Many of the transformations seen along this corridor are due to private development. Opportunities lie in cultivating a shared interest in the public realm. Creating a welcoming space on 500 West fostered by both private and public entities allows all parties to have a sense of responsibility and stewardship of the corridor. Discussions with development partners indicate an interest in private investment for public space.



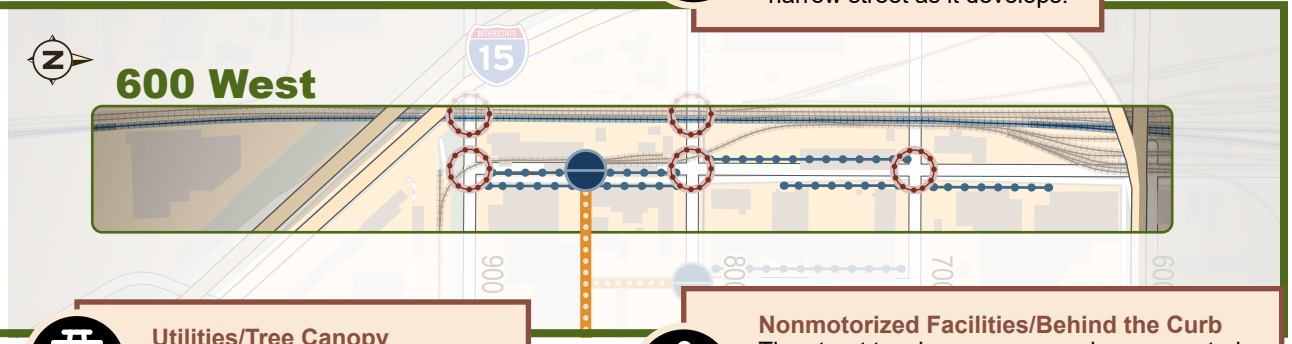
500 West Rendering

BARRIERS

600 WEST

Spot Gaps
- Midblock Crossing Needs
- Intersection Improvement Needs

Network Gaps
- Midblock Street Needs
- Missing Sidewalks



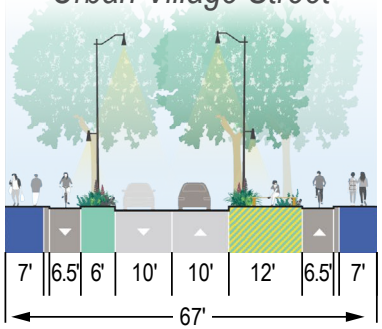
Parking/Flex Zone
On-street parking may be a contentious issue on this narrow street as it develops.

Utilities/Tree Canopy
There are potential conflicts with the existing transmission lines.

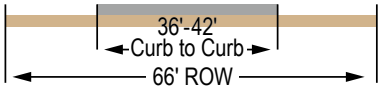
Nonmotorized Facilities/Behind the Curb
The street typology recommends a separated bike lane on both sides and wide placemaking. Given the lower traffic volume on this corridor, alternative bike facilities could be explored.

Recommended Street Typology

Urban Village Street

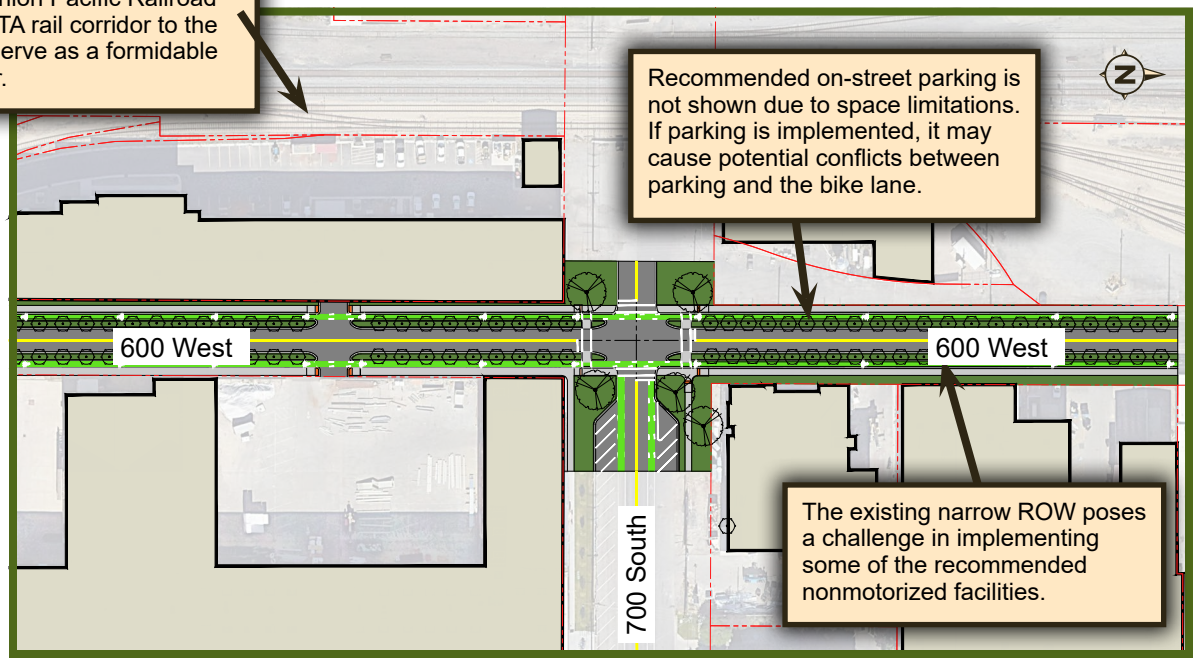


Existing Conditions



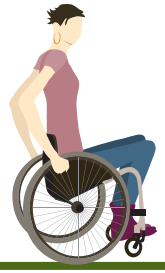
The Union Pacific Railroad and UTA rail corridor to the west serve as a formidable barrier.

Recommended on-street parking is not shown due to space limitations. If parking is implemented, it may cause potential conflicts between parking and the bike lane.



The existing narrow ROW poses a challenge in implementing some of the recommended nonmotorized facilities.

Street typology exercise for 600 West



600 WEST CONNECTIONS TO THE GREATER AREA

This corridor is the farthest west boundary of the study area. It is bound by the rail yard on the west, but offers a direct and mostly barrier-free north-south connection to downtown because it travels under the I-15 on- and off-ramp viaducts, avoiding the east-west corridors that connect to the freeway. 600 West is a narrow, two-lane road with striped bike lanes but no painted center line between the vehicle lanes. The space for the bike lanes is often used as a loading zone or parking for the adjacent businesses, and vehicles traveling on 600 West are prone to treating the bike lane as part of the travel lane. The community survey received comments and concerns about the current conditions of the 600 West bike lanes.

600 WEST CORRIDOR

Urban Village Streets are predominantly residential with some additional land uses and where neighbors spend time and where trips begin and end.

Today, there is little to no residential housing to support the assigned street typology, and the corridor is a more narrow and less traveled street in the Granary District that is populated primarily with industrial commercial businesses.

600 West has a high potential to become a pleasant and safe Urban Village Street with heavily used bicycle facilities that allow north-south travel without having to cross 500 South or 600 South east of I-15. Incorporating public gathering spaces at locations like the intersection with 700 South (seen in the rendering to the right) would help establish anchor points for social activities and turn open space into identifiable community places.

600 West and 700 South Intersection Rendering

“This section of road is super narrow and has a pretty terrible bike lane on the west side. However, the amount of cars that drive in the bike lane because there isn’t space for two vehicles on this road plus the bike path make me avoid this road unless absolutely necessary.” - community survey

FURTHER OPPORTUNITIES

BIOSWALE PILOT PROGRAM

In the beginning of 2024, Salt Lake City Public Utilities began studying potential locations for a bioswale installation around the Granary District. Potential corridors identified include 600 West, 500 West, and 400 West. These are all located in Salt Lake City's floodplain zone.

Bioswales are an efficient, environmentally sustainable way to help a municipality manage stormwater. They can also be a component of traffic calming design; reverse the effects of urban heat islands; and bring open space, garden, and public park style vegetation and landscaping to city streets.

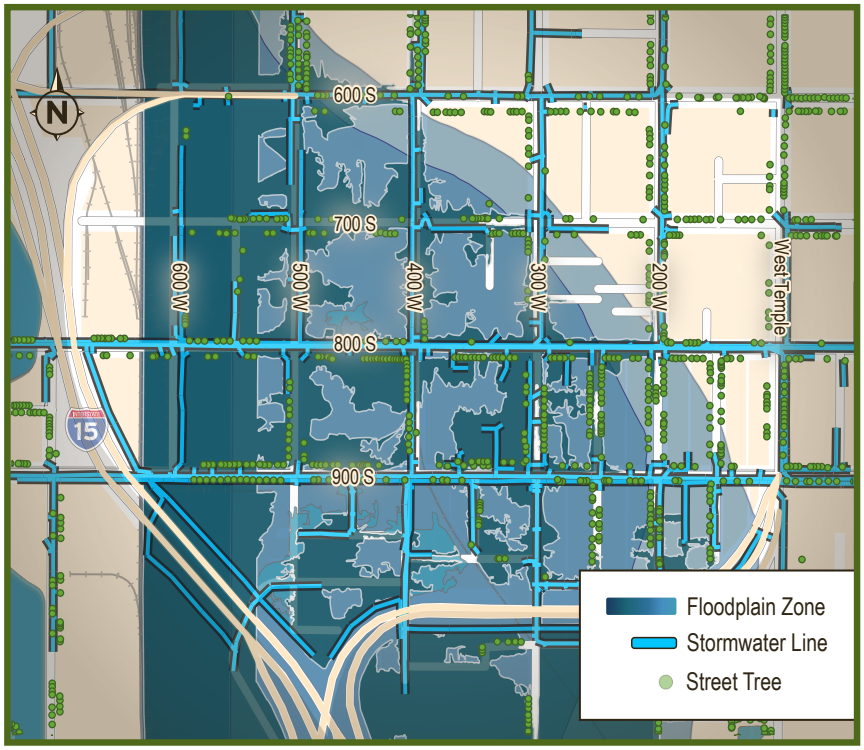
Bioswale integration would be complementary to many of the street typology recommendations and the Green Loop concept, which has been identified for 500 West in the Granary District.

BIOSWALES AND BIKE LANES

Grant Avenue in Ogden, Utah

Copenhagen, Denmark

FLOODPLAIN ZONE



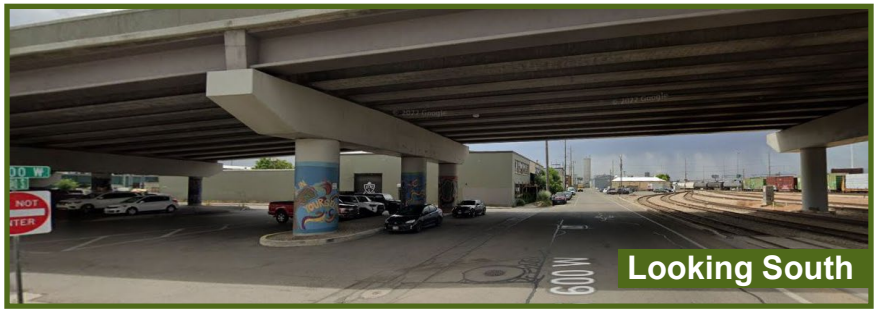
Floodplain mapping in the district

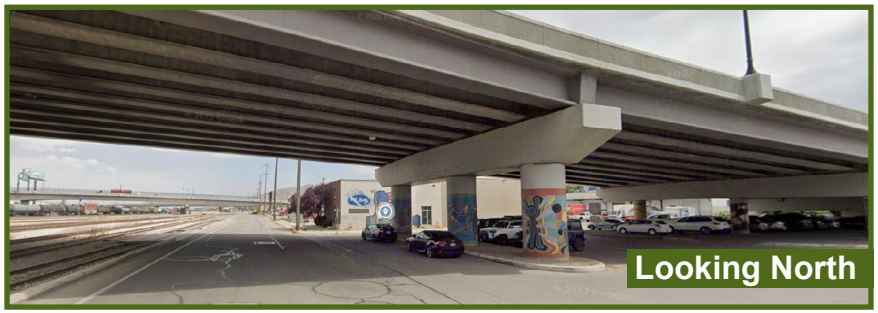
The two photos to the left are examples of bioswale designs that function as barriers between traffic and nonmotorized transportation users.

Much of the Granary District is in a floodplain zone. Adopting bioswale installation into a suite of ROW designs would benefit this area. Bioswales make neighborhoods and infrastructure more resilient by absorbing, redirecting, and filtering stormwater while supporting trees and other carbon-capturing vegetation. Streets that already have underground stormwater lines are good candidates for bioswales.

I-15 VIADUCT/600 SOUTH UNDERPASS

The 600 South I-15 freeway viaduct/underpass currently serves as parking for nearby businesses. Mural art has been added to the concrete pillars, but beyond that, the underpass is unprogrammed and plain concrete. It is possible this location could be utilized more efficiently as an activated community space. The underpass is a great north-south connection with low traffic volume for pedestrians and bicyclists. There is an increasing number of local businesses directly to the south and north of the underpass, making it a commonly visited destination. If the underpass was converted into a more activated public space, it could contribute greatly to making this northwest corner of the Granary District more welcoming. It may become a permeable entry point into the neighborhood that is safe for nonmotorized travelers and interesting to spend time around once there. The open space under the I-15 on-ramp is approximately 25,000 square feet (sf); this measurement only includes the space used for parking and does not include 600 West or the rail yard.





FURTHER OPPORTUNITIES

I-15 VIADUCT/600 SOUTH UNDERPASS

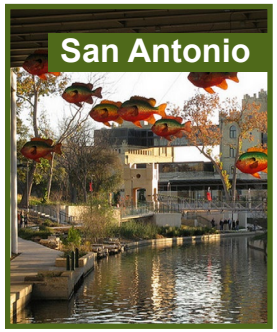
What a viaduct can be transformed into may only be restricted by imagination, budget, and support for activated, people-friendly places. Following are some examples of what other cities have done with freeway underpasses that were previously dormant.

Boston, Massachusetts, turned 8 acres of freeway underpass in the heart of the city into public space. Now called Underground at Ink Block, it has many community amenities, including fitness classes, a dog park, retail, and dining.

Fly the Flyover in Hong Kong attracts families for everyday activities, hosts programmed community events, and incorporates art that highlights the many characteristics and stories of the city.

An underpass in London, England, was turned into The Folly for a Flyover, an art venue and public space for a summer. The entire space was designed as a simple construction kit allowing any volunteer to help in building it. Afterward, the materials were used to set up a theater and garden at a London primary school.

San Antonio, Texas, has transformed portions of the I-35 underpass into art exhibits, like the school of long-eared sunfish that can be seen from blocks away. This art installation was funded by the San Antonio River Foundation.



Two Toronto, Canada, underpasses have been adapted from latent land to activated public places. Underpass Park has a playground for children, a skatepark, and basketball courts. The Bentway includes a 722-foot skate trail as part of an area covering over a mile.

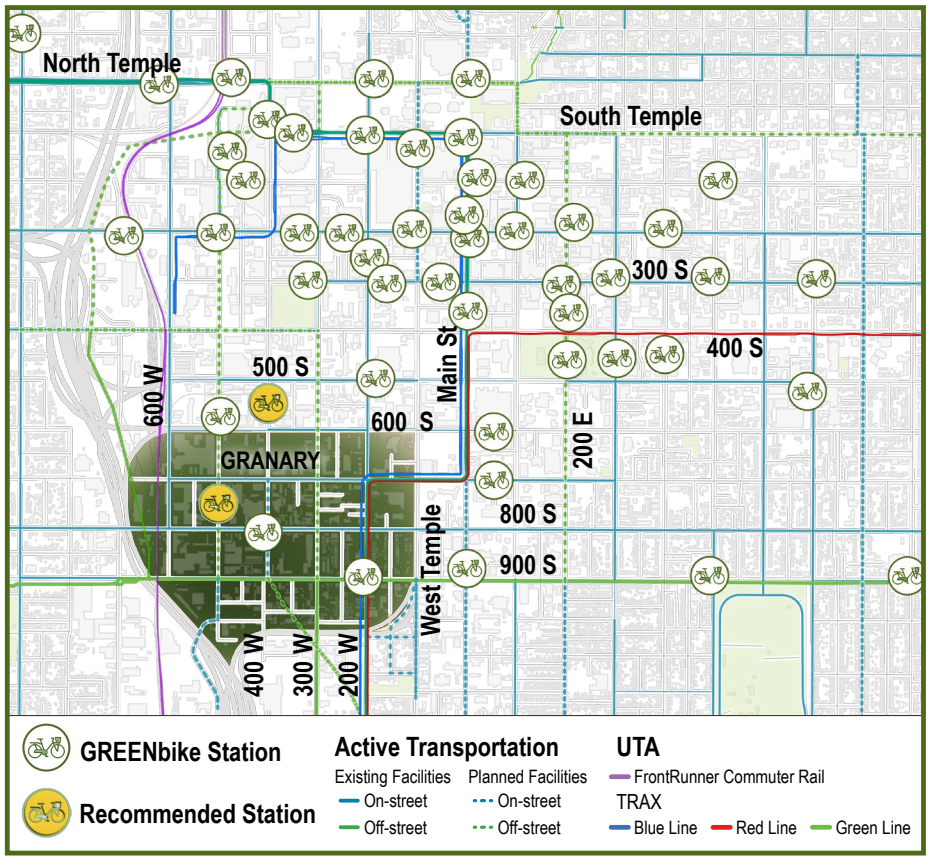
Every Labor Day weekend, Wallace, Idaho, and the Northern Pacific Railroad Depot Foundation host Under the Freeway Flea Market under I-90. The event brings thousands of visitors to Wallace, a small town 50 minutes east of Coeur d'Alene with a population of 828.

FUTURE GREENBIKE UTAH STATIONS

The growth set to rapidly transform the Granary District and the surrounding neighborhoods will create prime locations for new GREENbike Utah stations. Easier access and the addition of more stations in the Granary District will likely lead to higher ridership. The table below shows data collected from the National Association of City Transportation Officials (NACTO), which indicates that the more stations there are per square mile, the more usage the bikeshare system sees. More stations makes using GREENbike between origins and destinations more convenient.

City	Bikeshare System	Rides per Bike per Day	Total Rides in 2014	Stations per Square Mile
Paris	Velib	5.3	39,000,000	33
NYC	Citi Bike	5.2	8,894,000	23
Mexico City	Ecobici	5.0	7,952,000	22
Chicago	Divvy	3.8	2,455,000	8
D.C	Capital	3.6	2,946,000	4
Boston	Hubway	3.2	1,193,000	5
Denver	BCycle	2.2	377,000	5
Minneapolis	Nice Ride	1.6	415,000	4

The map below shows existing GREENbike stations. Downtown has a high concentration of GREENbike stations, but the distance between the stations increases outside of downtown. Currently, there are two stations in the Granary District, but new stations at 400 West and 550 South by the Post District at and 500 West and 750 South near Granary Live are recommended to be added to the system, based on station spacing and future transit and land use changes.



DISPLACEMENT AND MITIGATION

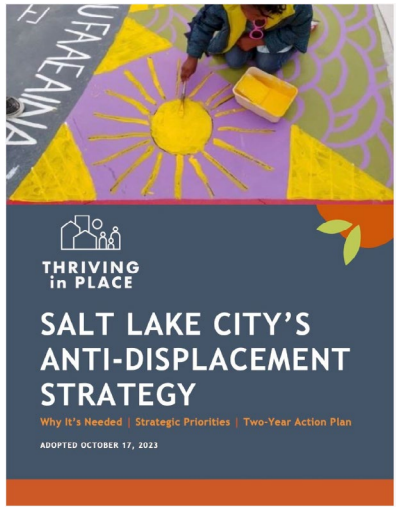
Salt Lake City's Thriving in Place Plan (developed and overseen by the City's Community and Neighborhoods Department) provides detailed strategic priorities for displacement in changing neighborhoods across the city. Thriving in Place defines displacement as being forced to move *"because your rent has gone up to a price you can't afford, you have a crisis (job loss, medical emergency, or other) and can't make your rent or mortgage payment, or the place you live in is being torn down – you are involuntarily displaced. You didn't make the choice yourself."*

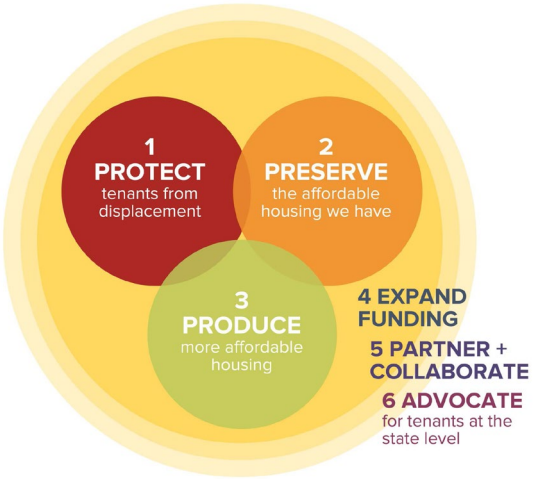
As of 2019, demographics show a Granary District population of 2,425 within 1,640 households, nearly 60% of which are renter-occupied. The median income is $54,074, and low-income households make up 52.9% of the total population. The Granary District has historically been more affordable than many other Salt Lake City neighborhoods.

The make-up and character of the area is unique. Its industrial roots and small business history are being met with an influx of residential developments planned over the next five years, with Salt Lake City's July 2023 HTRZ proposal showing 10,200 new units in the Granary District.

To address this change and preserve the community character and vision, this Granary District Area Plan recommends close coordination with the City's Department of Community and Neighborhoods to address future displacement by identifying appropriate strategic priorities and action plans outlined in the Thriving in Place Plan and using data specific to the evolving Granary District.

The Plan has six interrelated goals. The first three are outcome goals: Protect, Preserve, and Produce. The other three are supporting goals: Expand Funding, Partner + Collaborate, and Advocate. Each goal has its own set of unique strategic priorities that target specific actions. There are 22 strategic priorities in total.





DISPLACEMENT AND MITIGATION

Zoning and other regulations are being updated and adapted to better support sustainable growth. This growth means that the problem of displacement is becoming increasingly prevalent across all neighborhoods as the City redevelops the economy and new jobs are added. The Granary District's historically low population percentage and large surplus of parcels with aging light-industrial uses (compared to other neighborhoods in the city) can be leveraged as an opportunity to help mitigate regional displacement. Thriving in Place strategies that focus on infill development and that create new affordable income and moderate priced housing units in the Granary District can help, mitigating displacement throughout the city.

An example of a development project that will provide many low-income rental units is the future Silos development. The Silos development broke ground in February 2024. When complete, it will be an 8.5-acre mixed-use space located between 400 West and 500 West and 500 South and 400 South. The project will include a building that has 180 low-income units for rent. The Silos will also have space for foot traffic and street-level business to encourage active public space.

The future Silos development

Like residents, local small businesses are at risk of displacement. These places are part of the existing character of this neighborhood, but as development occurs, commercial rents increase alongside residential rents. Property is sold and redeveloped to better maximize the space by replacing existing infrastructure with larger buildings or more structures on the same footprint of land.

El Viroleno, a well-known El Salvadorian restaurant located at 471 West 800 South in the Granary District.

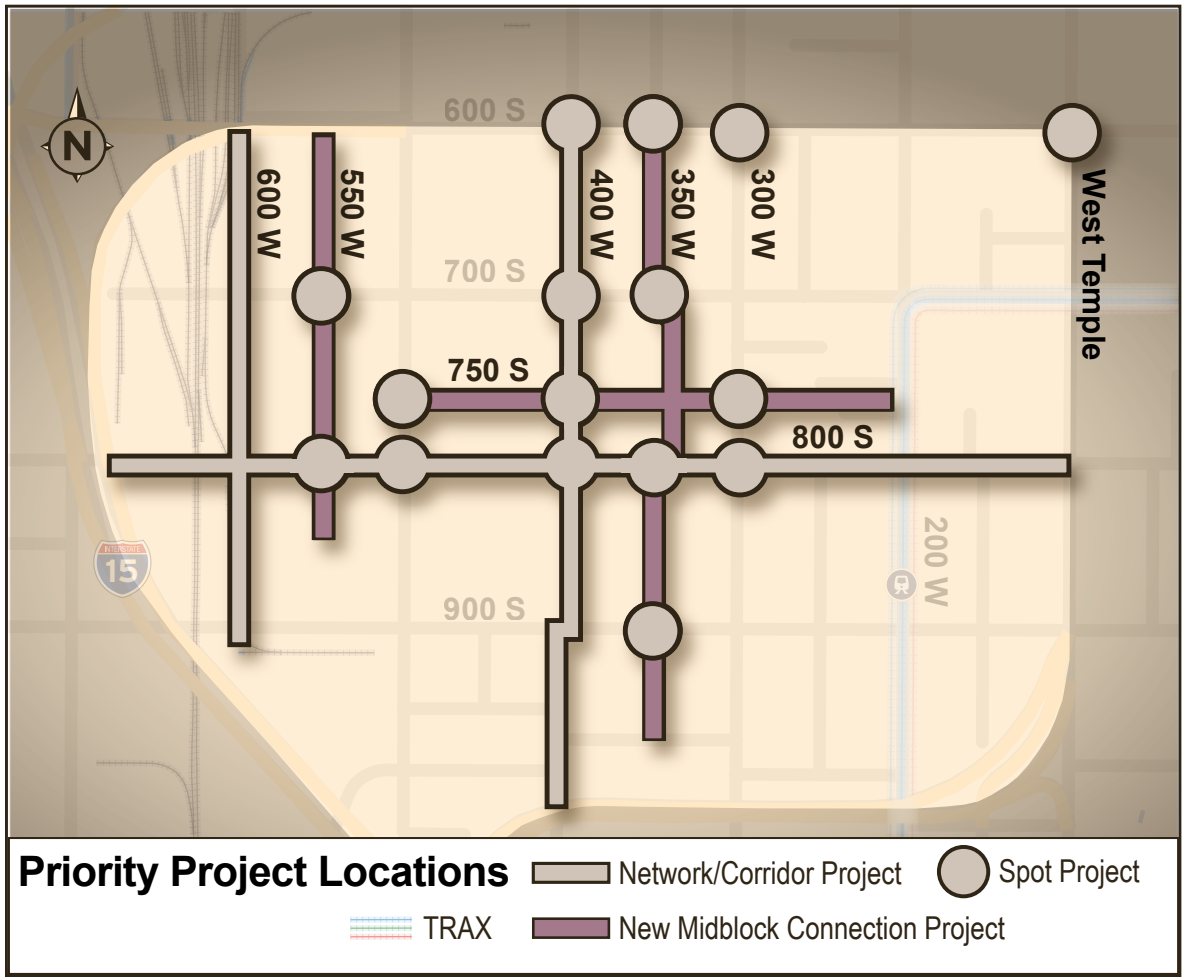
TAKING ACTION

This section summarizes the priority projects and key investments necessary for the Granary District to elevate access, comfort, and mobility for nonmotorized users. While each project can be implemented individually or as a suite of projects, all are interconnected.

When the priority projects are implemented, they will provide significant balance to the needed supply of human-oriented infrastructure and help meet the present and future demand for a regionally connected nonmotorized transportation network for the neighborhood.

PRIORITY PROJECTS

Included in this section is a phased action plan with key moves for the next 2 to 10 years in the Granary District. The projects and catalytic corridors identified as priorities to be advanced will add value to the long-term vision for the district as well as provide a blueprint for public and private developers.



Footprint of comprehensive circulation and network recommendations

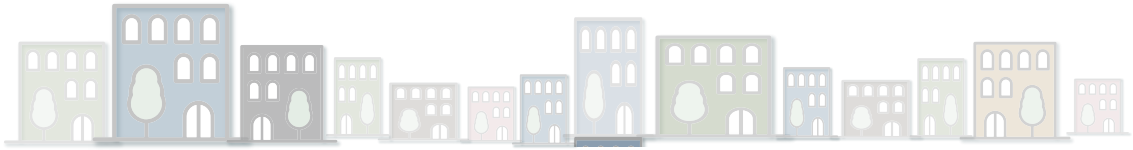
These projects will add opportunities for intended and unplanned connections in the Granary District. Whether a person is a resident, worker, or visitor accessing the Granary District, if they are traveling along a completed priority project street or intersection they will find a vibrant place with many different places to visit.

PRIORITIZATION PROCESS

Project identification and prioritization was developed using both quantitative and qualitative inputs. Quantitative inputs include data-driven metrics identified in the previous Plan section entitled ***District Look*** and consist of existing and planned infrastructure, changing land uses, safety data, and bicyclist and pedestrian activity. Qualitative inputs include public engagement comments from the online comment map, the web survey, tabling at events in the Granary District, and a focused business and development workshop.

PLAN GOALS ARE TO:

1. ***Foster inclusive and welcoming community connection***
2. ***Identify gaps and barriers for people moving to and through the District***
3. ***Define opportunities for transportation system improvements***
4. ***Develop a clear blueprint for implementation through collaboration***
5. ***Consciously engage businesses and residents about opportunities***



TAKING ACTION

PRIORITIZATION PROCESS

Proposed criteria for evaluating and prioritizing projects and improvements include:

Cost of Improvement:

Is this improvement something costly the City will need to program funds for long-term, or is it inexpensive to implement within the next 2-5 years within existing Capital Improvements Program (CIP) or otherwise earmarked budgets?

Utility Impacts:

Are significant utility relocations required to implement this improvement? Will not mitigating utilities be a barrier to implementation?

Enhancements to the Nonmotorized Network:

Does this proposed project enhance the nonmotorized network to and through the district?

ROW Impacts:

Are significant ROW acquisitions, easements, or otherwise required to implement this project?

District Permeability and Access:

Does the improvement address intersection and midblock crossing needs to help people access the District safely and comfortably?

User Comfort:

Does this improvement provide a high level of comfort for nonmotorized users?

Conflict Points:

Does this improvement eliminate or reduce conflicts between nonmotorized users and vehicles?

Traffic Impacts:

Does this improvement have impacts to traffic flow, particularly for UDOT operations?

Maintenance:

Is this improvement too costly to maintain, or can facilities for each mode be kept in an equal state of good repair?

Constructability:

Is this improvement complex to construct? Are there many impacts to businesses during the construction period?

PROJECT PHASING

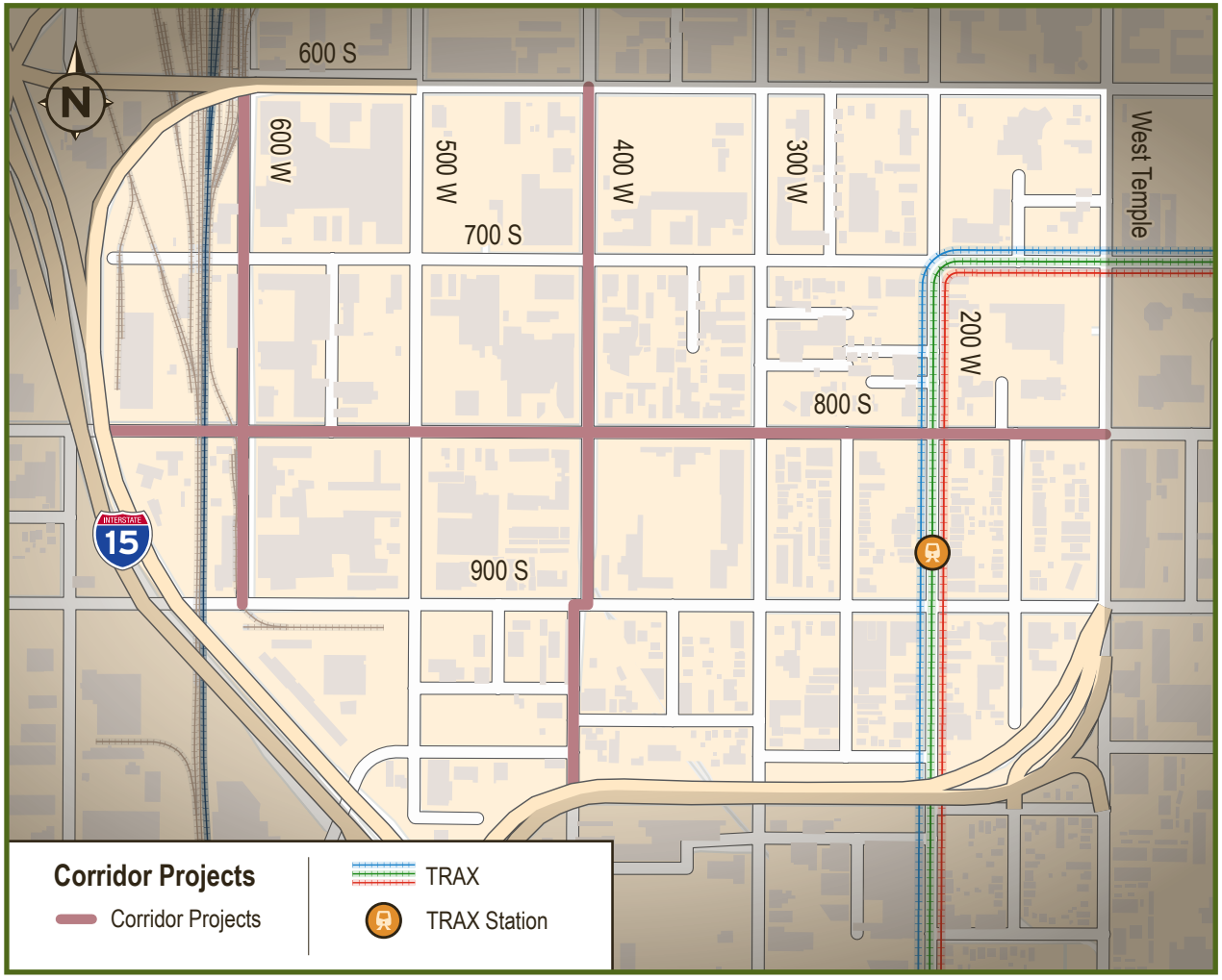
Each project was scored using the prioritization process criteria. Projects that scored the highest were put in the near-term improvements phase (2-4 years) recommendations, while the others that are more complex, costly, or do not meet criteria as well were recommended to advance in the mid-term improvements phase (5-10 years).

Not all needs identified in the Barriers and Opportunities analysis were advanced into the prioritized matrix. The goal was to develop an achievable project list for the near-term and mid-term.

Other projects not identified in the phasing are considered to be in a future (10+ year) phase.

Projects	Near-Term Project	Mid-Term Project	Spot Projects	Network Projects	Corridor Projects
600 South and 300 West: *intersection*	■		●		
800 South and 500 West: *intersection*	■		●		
800 South and 400 West: *intersection*	■		●		
800 South and 300 West: *intersection*	■		●		
West Temple and 600 South: *intersection*	■		●		
New midblock connection at: *approximately 350 West, from 600 South to 950 South*	■			●	
New midblock connection at: *approximately 750 South, from 500 West to 200 West*		■		●	
New midblock connection at: *approximately 550 West, from 600 South to 850 South*		■		●	
400 West: *600 South to I-15 on-ramp*		■			●
700 South and 400 West: *intersection*		■	●		
600 South and 400 West: *intersection*		■	●		
600 West: *600 South to 900 South*		■			●
800 South: *I-15 underpass to West Temple*	■	■			◐

CATALYTIC CORRIDOR IMPROVEMENTS



RECOMMENDED TO ADVANCE

Many of the recommended improvements are concentrated on several key corridors. Taking a corridor-based approach to improvements will yield better connectivity and an improved linear transportation experience for the user.

The **catalytic corridors** that will see the most transformation through prioritized project upgrades are:

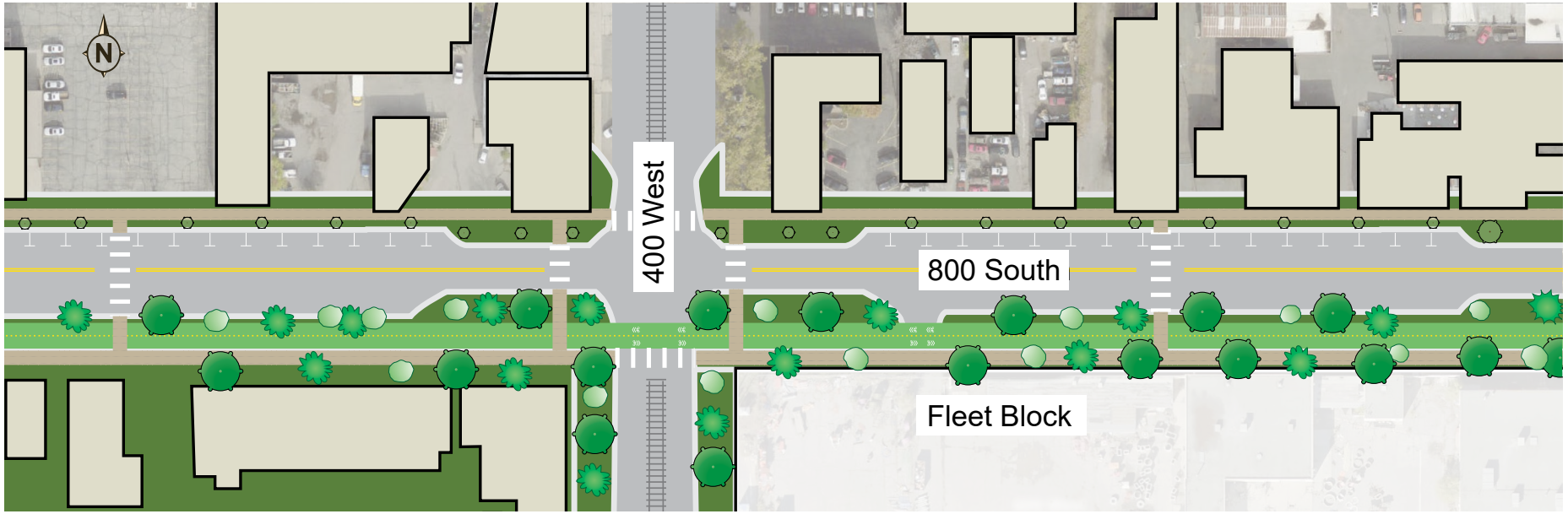
- **800 South**
- **400 West**
- **600 West**

800 SOUTH

Today in the Granary District, 800 South is a five-lane road made up of four travel lanes (two in each direction) and one center turn lane. This corridor is a good candidate for a transformation and has been identified in the Street and Intersection Typologies Design Guide for a reduction in traffic lanes to better elevate walking and biking. The graphic below shows a potential design concept for 800 South. The street is reduced from five lanes to two, with a turn lane at necessary locations. The future housing plans and the expansion of commercial spaces will increase access and demand on this corridor as a destination. Allowing more space in the ROW for nonmotorized use will provide safe and welcoming means for people who wish or need to travel by nonmotorized transportation.

Several large utility lines run under 800 South, clustered along the northern side of the corridor, which will affect design and timing for redesign. Vegetation and walking and biking facilities will need to be tailored to maintain underground utility access for maintenance. While this may restrict redesign options, it will not eliminate complete street elements that suit the recommended typology for 800 South.

Below is a rendering of an asymmetrical roadway design that considers the location of utilities, making it a realistic approach to redesign surface infrastructure by shifting travel lanes north and developing a two-way cycle track on the south side. This would be an interim solution until funds are secured to move curb and gutter and mitigate utility alignments, allowing for more trees and vegetation on the north as well as an additional protected or curb-separated bike lane.



800 South and 400 West Intersection Rendering

TAKING ACTION

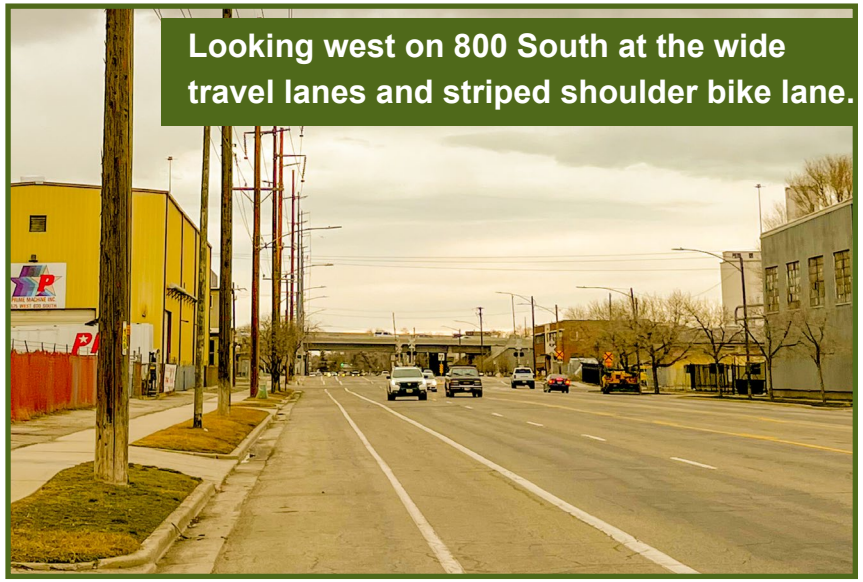
800 SOUTH

The street holds cultural capital as a home to prominent murals and is where one of the first “third spaces” appeared west of 300 West. A third space is a comfortable gathering place for social interaction and can be anything from a church, a sidewalk stoop, a pocket park, or a corner pub. It is referred to as a third space to indicate that it is surpassed in day-to-day importance only by home and work, which are considered first and second places, respectively.

With the help of the Redevelopment Agency (RDA), Fisher Brewing Company opened in 2017 at 320 South, and just a few months after, Kiitos Brewing on 700 South and 600 West opened its doors. These third places helped activate the neighborhood and bring more visitors to the Granary District.

Looking east at the intersection of 300 West on 800 South.

Fisher Brewing Company



Looking west on 800 South at the wide travel lanes and striped shoulder bike lane.

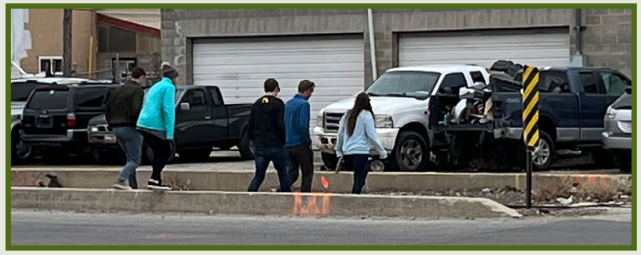
This mural on 800 South has been a central meeting point for civil rights demonstrations and held as a space of remembrance and healing. While the building and block will be redeveloped, the City-owned block will focus on honoring this purpose and maintaining public space.

400 WEST

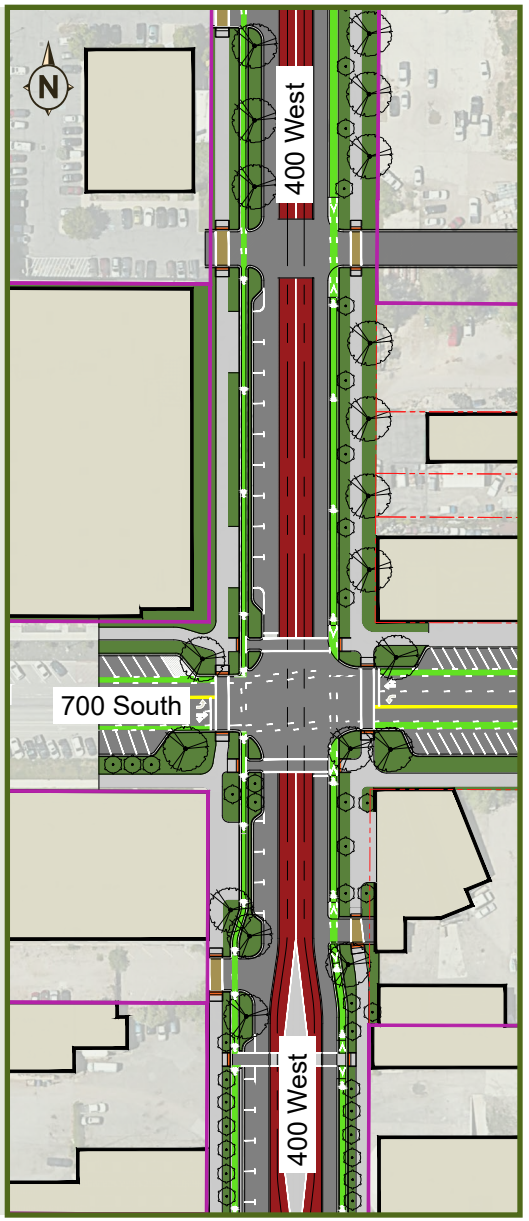
400 West is prioritized for the investment of resources due to the ongoing planning and the future construction of new UTA TRAX infrastructure, as well as rapid redevelopment of adjacent parcels.

The TechLink TRAX Study is developing cross sections for the corridor that appropriately accommodate light rail tracks and stations, therefore, in this particular corridor, this Plan focuses on intersections. With new transit, there will likely be heavy foot traffic along 400 West., Preserving ROW at intersections to develop safe and welcoming spaces that provide room for large groups of people to gather, cross, and access transit stations is important to making transit use a simple and easy choice. Mobility choices for first- and last-mile connections should be incorporated into intersection design, such as space for micromobility and bike parking that is easily accessible without impeding pedestrian travel.

Once the location of the future light rail station(s) is official, specific locations for midblock crossings can be chosen. This should align with residential and commercial development occurring adjacent to the station. Clear channels of public and private coordination should be a top priority to ensure successful integration of a transit station with the built environment around it.



People cross the intersection of 400 West and 700 South by walking over the unused railroad tracks and bicycling in the pedestrian crosswalk.



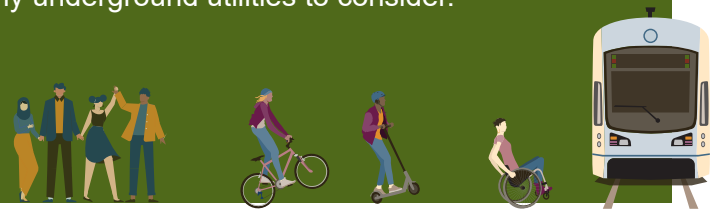
400 West and 700 South Intersection Rendering

TAKING ACTION

400 WEST

Deteriorating rail infrastructure lies along 400 West, but it provides a foundation to reimagine, plan, and design future light rail that will serve Salt Lake City. Below are conceptual cross sections from the TechLink TRAX Study showing ROW on 400 West with a station and without a station. Also below is an image of the current condition of 400 West. The road is already bisected by rail; however, it remains unused.

Most utilities in the Granary District travel along roads that run east to west. Because 400 West runs north to south, redesigning this corridor will be less complex than redesigning a road with many underground utilities to consider.



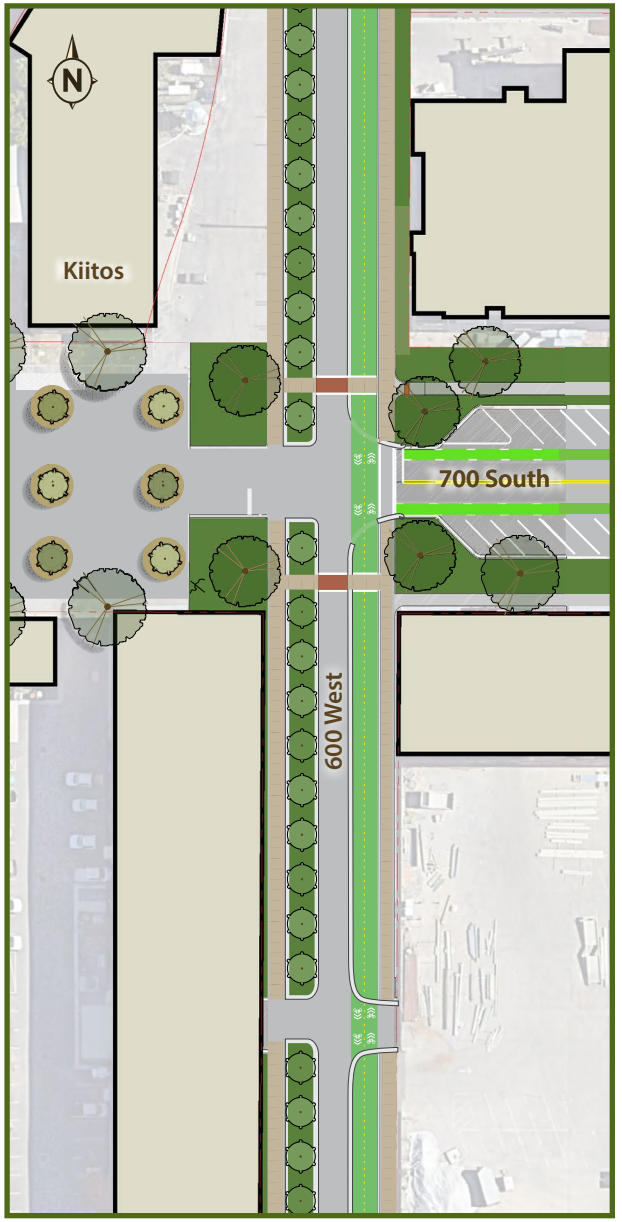
Draft cross section exercise from the TechLink TRAX Study for 400 West

600 WEST

This north-south street can be designed as a safe and vibrant neighborhood street that welcomes people and development. The specifics of the design, like many streets, will be constricted by ROW, existing public utilities, and appropriate space for fire response. A recommended potential design includes a large parkstrip with trees and smaller vegetation on the west side of the street and a wide bike lane on the east side of the street. The bike lane can be designed in a manner that suits the needs of the fire department surface area requirements for fire truck placement when responding to an emergency.

The corridor of 600 West that runs through the Granary District has the potential for major transformation. The street offers a direct route from the 9 Line Trail to downtown while avoiding the road couplets of 600 South and 500 South and most other traffic accessing I-15. While outside the study area, 600 West is also a direct connection to Salt Lake Central TRAX Station.

This corridor has been identified as a priority project for the Granary District Area Plan because it is one of the few in this neighborhood that has yet to be included in a dedicated planning effort. It should not be overlooked as an essential part of the neighborhood's future multimodal system.

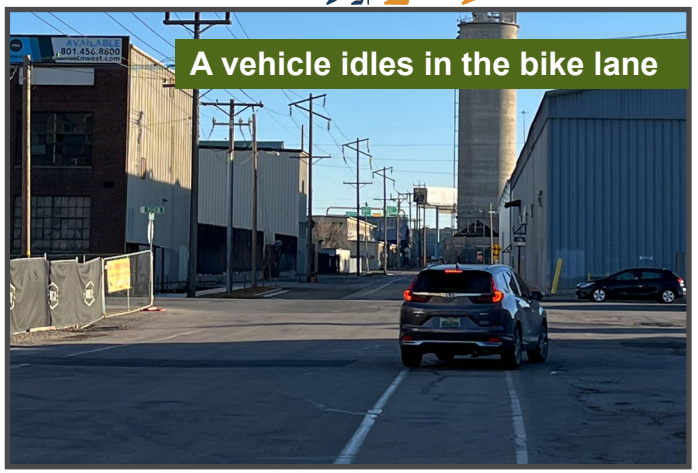


TAKING ACTION

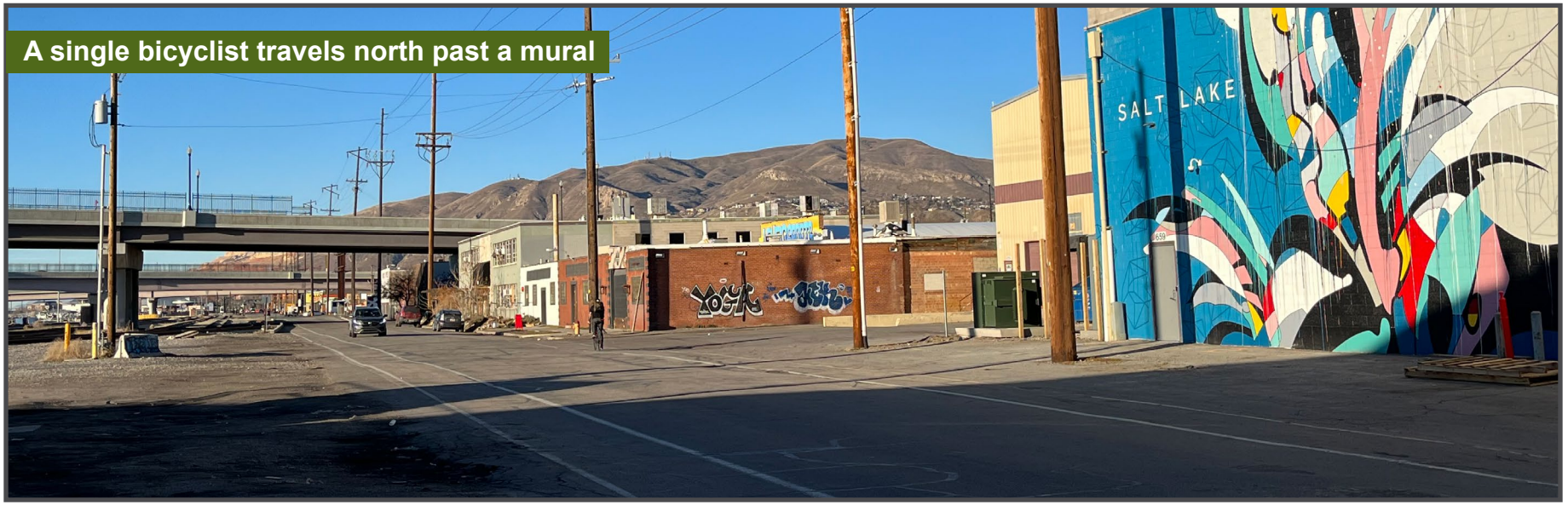
600 WEST

The street is narrow and lacks continuous sidewalks. The single striped bike lane often gets disregarded as a designated space for bicyclists. The corridor provides access to downtown by traveling under the I-15 freeway on-ramp.

600 South's striped bike lane



A vehicle idles in the bike lane



A single bicyclist travels north past a mural

SPOT IMPROVEMENTS

RECOMMENDED TO ADVANCE

The priority spot improvements identified for implementation near- to mid-term include recommendations for enhancing safety and comfort at intersections. Midblock crossings have been included in the network recommendations on the following pages, as they are key to implementing midblock streets and should be constructed simultaneously with those walkways.

Twenty-one intersections and twenty midblock crossings that need improvements were identified. Projects that were elevated in the prioritization process are included in the matrix at the beginning of this section.

NETWORK IMPROVEMENTS

RECOMMENDED TO ADVANCE

Network improvements focus on sidewalks and the identification of new midblock streets.

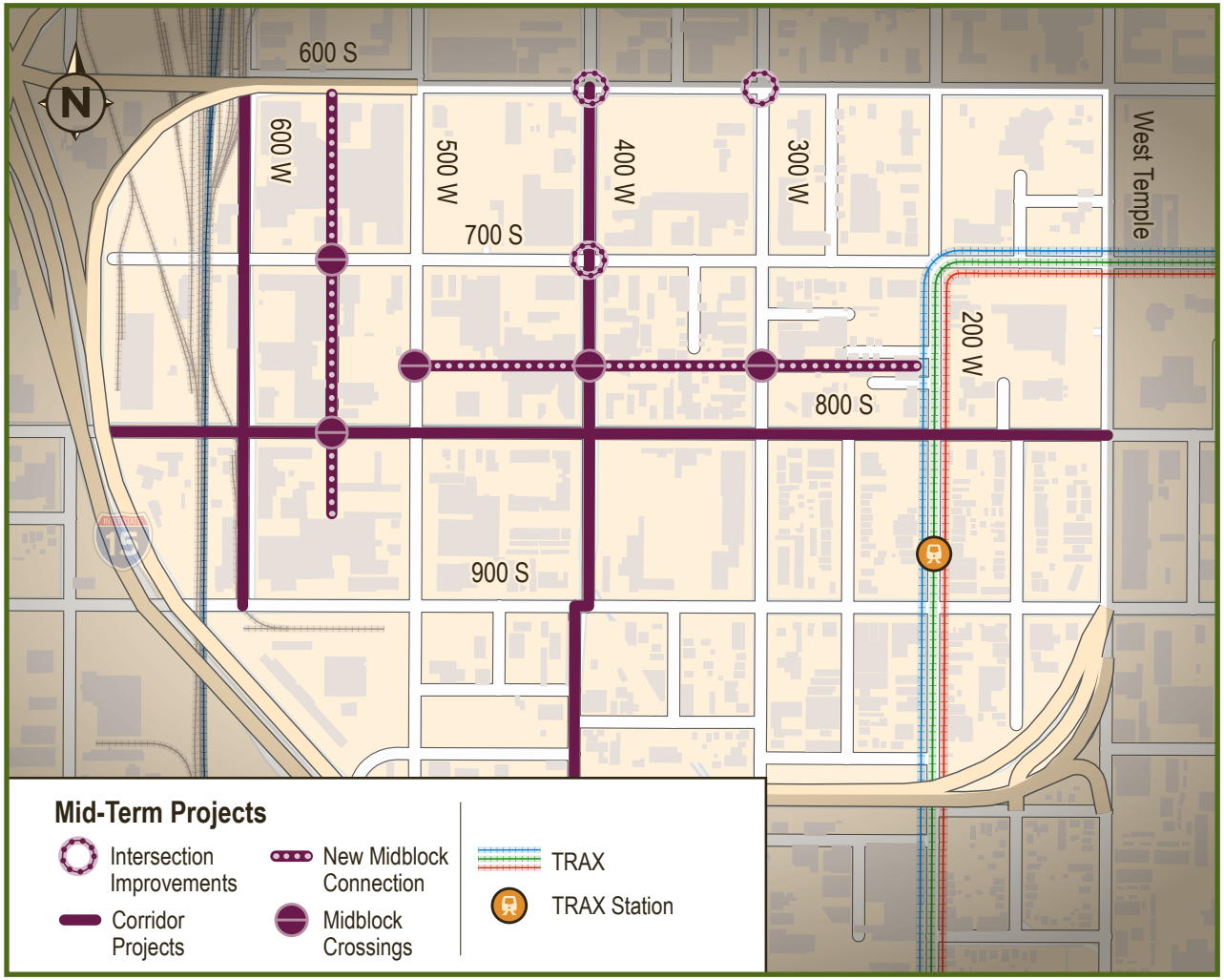
This information came from the public, businesses, and City input as well as development plans. Out of nineteen midblock streets identified in the planning process, eleven have missing sidewalk segments. Projects that were elevated in the prioritization process are included in the matrix at the beginning of this section

NEAR-TERM IMPROVEMENTS (2-4 YEARS)

These are projects that are ripe for implementation, require minimal programming of funds, and will be the catalyst for district-wide changes in mobility. These projects will improve business access as well as intersection and midblock crossings and are big and quick wins for the City.

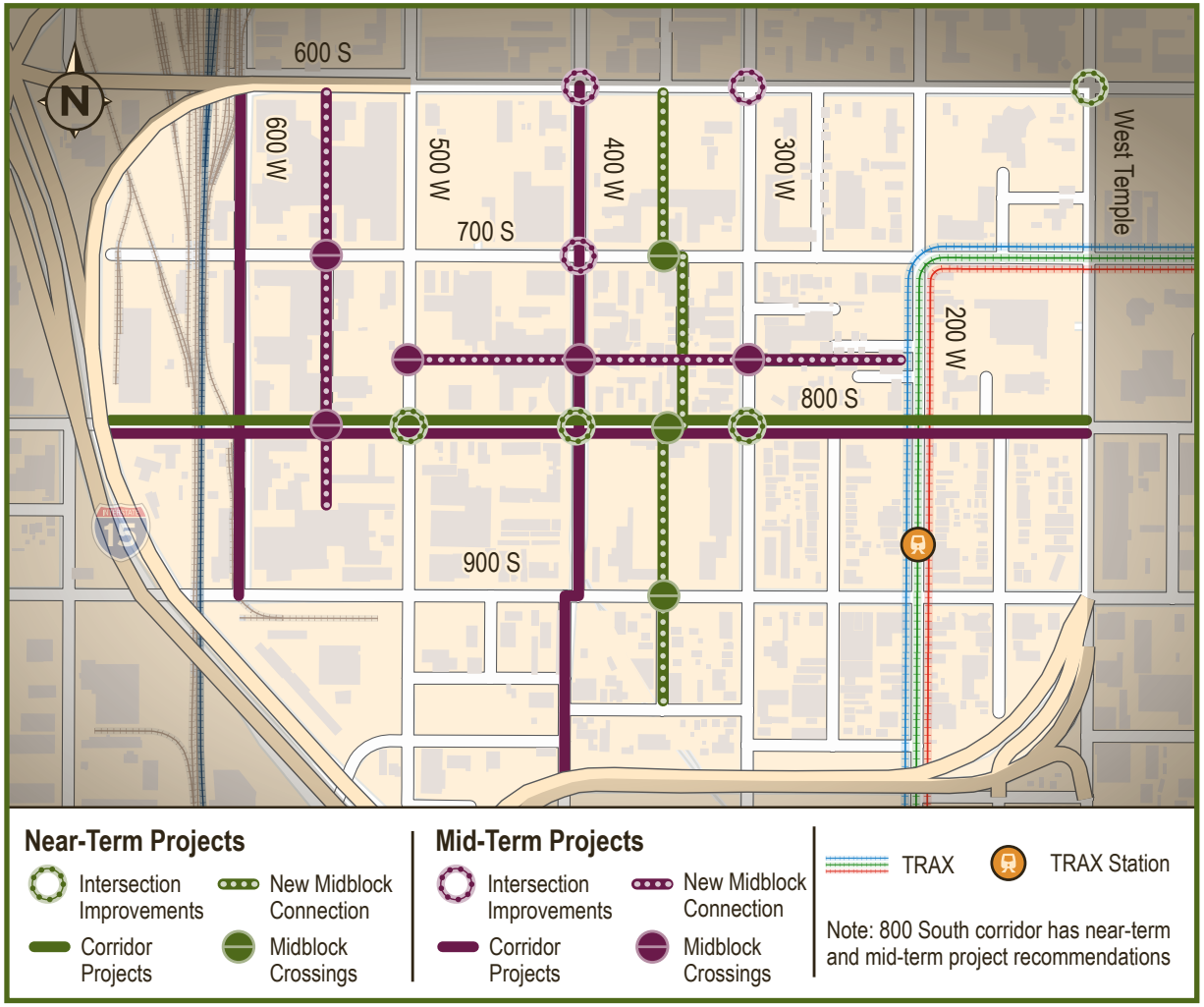
Corridors that have been prioritized for near-term improvements will require a larger investment but were categorized in this phase due to their poor roadway quality, lack of curb and gutter or drainage, and imminent need for resurfacing or reconstruction.

MID-TERM IMPROVEMENTS (5-10 YEARS)



The mid-term improvements are investments that may be more complex, have larger construction impacts, or require additional funding to implement. These are projects that respond to the greater District needs, the regional active transportation network, and large investments that will benefit from partnerships.

ALL RECOMMENDED PROJECTS



This map shows the complete list of priority projects recommended by the Granary District Area Plan. These are not standalone projects; they are intended to integrate with the other road projects in the area recently completed or currently underway.

The complete list of projects in this Plan will help the Granary District grow as a human-scale neighborhood that provides safe, comfortable, and convenient mobility and access to residents, workers, and visitors.

KEY MOVES

The projects and policies identified in this Plan were structured in a way to be implementable. Several key moves have been defined to make action feasible.

CONTINUING STRATEGIC PARTNERSHIPS

Successful implementation of infrastructure in this District hinges on partnerships and communication. This is especially true for internal communications between the Transportation Division and other City departments including Fire, Urban Forestry, Utilities, the Redevelopment Agency, Streets, and Engineering. These projects shall be coordinated, whenever possible, with other projects that may be happening in the area to maximize benefits and minimize construction impacts on businesses.

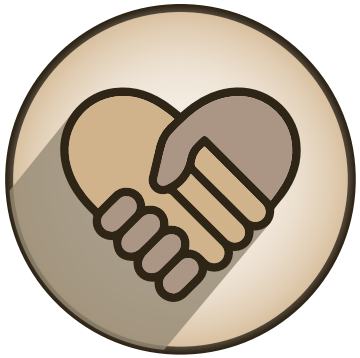
The Granary District Alliance has been a significant partner to the City for this Plan's development and for fostering positive changes in this neighborhood. Consistent coordination and partnership with the Granary District Alliance will be continued. Best practices and plans will be shared between entities, including those related to urban design standards, lighting plans, stakeholder engagement, and redevelopment efforts.

Based on the sentiment provided at the Business and Developer workshop hosted as part of this effort, the development community is a strong partner to the City and expresses commitment to implement these transformative projects, where applicable.

UDOT has been a study partner and will continue to be a partner through implementation. UDOT has demonstrated support through coordination meetings; consideration of improvements along state-owned corridors; and funding mechanisms to secure capital dollars for active transportation, first- and last-mile, and transit projects. Another key move outlined below is to utilize this funding source for implementation.

Salt Lake City is also committed to continued information-sharing with UTA on the TechLink TRAX Study, and both agencies will coordinate on plans that are forthcoming from that study.

GREENbike docking stations should also be considered during implementation of transportation solutions in the district. City staff and GREENbike staff have a tenured relationship and will continue to commit to co-advancing first- and last-mile solutions in the district.



EVALUATING PROGRESS

An evaluation process will help measure the progress and success of this Plan and its associated vision and goals. Evaluating success is instrumental to understand outcomes of projects and policies. The information collected through the evaluation process may also inform and support future decisions regarding projects and investments.

The following metrics are suggested because they are attainable with either existing data sources, or can be collected with a reasonable amount of bandwidth or cost. A full evaluation plan may be created as part of the implementation phase and can also provide necessary metrics for obtaining funding.

Metrics	Benefits
Permanent Counter	Understanding where people are walking and biking is critical to making improvements to local walking and biking networks. The number of people who walk or bike can be used to evaluate the success of infrastructure projects or to make data-based decisions on where to make improvements.
Speed Detection Device	A speed detection device can evaluate the effectiveness of traffic calming treatments by comparing the speed data before and after the project is built.
User-Generated Travel Data	User-generated travel data is a rapidly emerging source of information on where and when people walk and bike. Most user-generated data is tracked and submitted by mobile phone, with information displayed online and shared via social media platforms. The results can inform maintenance needs, planning, and improvements to infrastructure for people who walk and bike.
User Survey	Intercept surveys capture data directly from users. This method reduces language barriers, allowing for input from diverse communities. Information can be collected to identify safety and maintenance issues, evaluate built projects, and prioritize long-term projects.
Roadway Safety Audits (RSAs)	RSAs use field analysis to evaluate recently built projects regarding safety and to make informed recommendations for additional safety improvements. RSAs can be done during the day to note existing conditions and during the night to note lighting, visibility, and safety concerns.

KEY MOVES

EVALUATING PROGRESS

Metrics	Benefits
Crash Analysis	Crash analysis can help identify system network issues, such as consistent bicycle and pedestrian crashes along major roadways. Systemic safety issues can be addressed by policy changes and implemented with safety improvements consistently over time.
Active Transportation Spending	Evaluation of spending can determine whether the desired amount of funds is allocated to bicycle and pedestrian projects; evaluate how local, regional, state, and federal funds are spent; and assess future needs. Sometimes the reason for a project failure is a lack of maintenance budget. As an example, if maintenance for sidewalks is 20 percent of the overall infrastructure maintenance backlog, then at least 20 percent of the maintenance budget should be allocated for sidewalk repairs.
Enforcement of Complete Streets Policy and Monitoring of Progress	Salt Lake City's complete streets policy can guide road design toward accommodating all modes of travel in a equitable way, which integrates vulnerable user modes like walking and biking throughout the entire design process. Complete streets policies are written with a broad-brush stroke that allow for flexibility and adaptability to the context of the roadway location.
Percentage of Active Transportation Projects Complete	This is a straightforward way to measure the progress of the active transportation network and keep Salt Lake City focused on the long-arching goal of designing and implementing a community-wide system.
Amount of Altered Travel Lanes	Tracking the amount, area, or distance of travel lanes that have been altered to accommodate other modes of travel through redesign or construction allows a municipality to compare baseline conditions of infrastructure against the present to monitor the progress of facilities throughout the city.
Percentage of Complete Sidewalk Network	Completing an annual existing conditions inventory of sidewalk in the Granary District to monitor how much is installed each year as an evaluation of pedestrian connectivity.
Average Distance Between Crosswalks	Improving walking and biking connections means making regional connections, but also connecting the gaps and barriers that separate facilities. Tracking the distance between crosswalks is a way to measure the progress of reducing gaps and barriers in the transportation network and evaluate access and connectivity.

FORMALIZING FUNDING STRATEGIES

A key move will be to identify funding strategies for implementation. Near-term projects (2-4 years) may need to be executed with existing City budgets for capital improvements. Additional local and state grants can also be leveraged for near-term implementation.

Mid-term projects (5-10 years), those generally with larger funding requirements or that are logistically complex, would benefit from federal funds to implement. This will allow for an entire corridor or suite of improvements to be constructed at the same time, rather than an incremental approach. The mid-term funding strategies below will be valuable for the catalytic corridors identified that may need much more significant investment.

The following table provides example resources that the projects identified in this Plan will be eligible for. This is not an exhaustive list of strategies, and additional partnerships and funding programming will also be necessary.

Grant Source	Description	Local Match	Source	Possible Projects
Federally Administered Funding (part of Bipartisan Infrastructure Law)				
Active Transportation Infrastructure Investment Program (ATIIP)	ATIIP will award planning and design grants and construction grants. Eligible planning and design applicants will develop plans for active transportation networks and active transportation spines. Design costs must be at least $100,000.	20%	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/	Projects that provide safe and connected active transportation facilities in a network or along spine
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	RAISE grants will fund active transportation projects that improve local or regional safety and equity in communities.	20%	https://www.transportation.gov/RAISEgrants/about	Larger-scale walking and biking projects

KEY MOVES

FORMALIZING FUNDING STRATEGIES

Grant Source	Description	Local Match	Source	Possible Projects
State-Administered Funding				
Transportation Investments Fund (TIF) and Transit Transportation Investment Funds (TTIF)	Specifically, TIF and TTIF provide funding for nonmotorized paved first- and last-mile connections to transit and active transportation projects. Projects can include sidewalks, multi-use pathways, pedestrian bridges, bicycle lanes, and bus stops. Goals must be to mitigate congestion on a state highway, implement a part of an active transportation plan approved by UDOT, and projects that are prioritized by the Transportation Commission through the prioritization process. Project funding is often in the range of $15,000-$1,500,000 per application.	40% or in-kind match	https://projectprioritization.udot.utah.gov/	Backbone projects (TIF) and first- and last-mile and transit-related projects (TTIF)
Active Transportation Investment Fund (ATIF)	Recently created through SB 185, ATIF will receive 5% of annual TIF funds, with a cap at $45 million. ATIF provides funding for regionally significant active transportation projects which support the development of the Utah Trail Network.	Potentially no local match requirement	https://www.udot.utah.gov/strategic-direction/funding_fy2024.html	Funds can go toward the planning, design, construction, or maintenance of a paved walking and biking trail
Class B and C Road Funds	Class B and C road funds are generated from a combination of state fuel taxes, registration fees, driver's license fees, and other revenue sources. These funds are allocated to each city and county based on population, road mileage, and land area. Class B funds go to counties, while Class C funds go to cities and towns. Funding can be spent on "enhancement of traffic and pedestrian safety" including sidewalks and curb and gutter. Funding for the fiscal year 2023 was $96,542,995.	Funding is allocated based on a formula that includes population and lane miles	https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/	Construction of walking and biking facilities within the ROW
Utah Outdoor Recreation Grant (UORG-Tier 1)	Tier-1 is for new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development and funds projects from $15,001-$200,000.	50%	https://recreation.utah.gov/utah-outdoor-recreation-grant/	Walking and biking facilities that support local economic development

KEY MOVES

FORMALIZING FUNDING STRATEGIES

Grant Source	Description	Local Match	Source	Possible Projects
State-Administered Funding				
Safe Streets and Roads for All (SS4A)	SS4A funds projects that reduce death and serious injury on roads and streets.	20%	https://www.transportation.gov/grants/ss4a/how-to-apply	Walking and biking facilities that may prevent death or serious injury
UDOT Safe Sidewalk Program	The State Legislature has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that "pedestrian safety" considerations shall be included in all state highway engineering and planning projects where pedestrian traffic would be a significant factor. For the construction of new sidewalks, they need to be adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10 or more years.	25%	https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit	New sidewalk along state roads where none exists
UDOT Surface Transportation Improvement Program (STIP)	UDOT's STIP is a six-year plan of highway and transit projects for the State of Utah. The STIP includes transportation projects on the state, city, and county highway systems as well as projects in national forests. These projects use various federal and state funding programs.	N/A	https://www.udot.utah.gov/connect/about-us/commission/stip/	Improving walking and biking facilities
Recreational Trails Program (RTP)	RTP grants are available for nonmotorized and motorized trail projects. Funds are generated from the motor fuel tax revenues from the sales of motor fuel for off-highway recreational purposes. Recreational projects can include projects that maintain or construct hiking, bicycling, in-line skating, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motor vehicle facilities. The motorized and non-motorized funds are separate applications. The year 2023 total funding per application was $120,000.	20%,	https://recreation.utah.gov/grants/recreational-trails-program/	Maintenance and construction of recreational trails

KEY MOVES

FORMALIZING FUNDING STRATEGIES

Grant Source	Description	Local Match	Source	Possible Projects
State-Administered Funding				
Highway Safety Improvement Program (HSIP)	HSIP funds are available for safety projects on all public roads, aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. The Railway-Highway Crossing Program (RHCP) is also a part of HSIP. Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as UDOT may direct more funding to projects addressing their Emphasis Safety Areas. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found at https://le.utah.gov/interim/2022/pdf/00001626.pdf.	10%	https://highways.dot.gov/safety/hsip	Pedestrian and bicycle safety improvements
UDOT Maintenance Program	Through close coordination between agencies, UDOT can use routine street resurfacing as an opportunity to add bicycle lanes or buffers onto existing facilities. This option would not require additional funding. For agencies interested in learning more about this, FHWA published "Incorporating On-Road Bicycle Networks into Resurfacing Projects." This report provides guidance on using routine resurfacing projects to implement bike facilities.	N/A	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf	Maintenance along primary and secondary roads

KEY MOVES

FORMALIZING FUNDING STRATEGIES

Grant Source	Description	Local Match	Source	Possible Projects
State Administered Funding				
Safe Routes to School Program (SRTS)	This program provides funding for both infrastructure improvements and educational programs to promote safe walking and bicycling to and from elementary, middle, and junior high schools. A key part of Utah's SRTS program is the Safe Routes Utah Program. Local agencies are encouraged to develop proposals and submit applications for infrastructure projects that will help more school children walk and bike safely to school. Project budgets typically range between $50,000 and $200,000.	Local matching funds are not required; however, priority points may be assigned for providing matching funds	https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/	Walking and biking facilities and education programs that improve conditions along SRTS
Regionally Administered Funding				
Surface Transportation Block Grant (STBG) Program	The STBG Program provides flexible funding to improve federal-aid highways and walking and biking projects. Funding can also be obtained for the maintenance and restoration of existing recreational trails. Funds for fiscal year 2023 are $14.4 billion. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found at https://wfrc.org/programs/transportation-improvement-program/surface-transportation-program/.	Formula Grant	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities and transit capital improvements
STBG Program Set-Aside	Funding through the Set-Aside can be used for the construction of sidewalks, walkways, or curb ramps; bike lane striping, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance; acquisition of railroad ROW; and planning, design, and construction of multiuse trails and rail-with-trail projects. Larger Metropolitan Planning Organizations, such as the Wasatch Front Regional Council (WFRC), control a share of the funds to distribute locally through a competitive process.	Formula Grant	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities and transit capital improvements

KEY MOVES

FORMALIZING FUNDING STRATEGIES

The bike lane on 300 West from 2100 South to 900 South was completed in the summer of 2023. It was part of the largest construction project in Salt Lake City's history and funding for it came from the city's Funding Our Future Streets Reconstruction Bond.

Grant Source	Description	Local Match	Source	Possible Projects
Regionally Administered Funding				
Transportation Alternatives (TA)	The TA program is set-aside funding from the STBG program and funds active transportation infrastructure including recreational trails and safe routes to school projects. Funding for fiscal year 2023 was 1.4 billion.	Competitive reimbursement program	https://www.fhwa.dot.gov/environment/transportation_alternatives/	Construction, planning, and design of on-street and off-street facilities
Congestion Mitigation and Air Quality (CMAQ) Program	CMAQ supports active transportation projects because they improve air quality. Utah County can seek funding because it includes Nonattainment and Maintenance Areas not in compliance with the National Ambient Air Quality Standards. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026.	Formula Grant	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/#:~:text=CMAQ%20provides%20federal%20funding%20for,congestion%20and%20improve%20air%20quality.&text=An%20eligible%20project%20sponsor%20must,or%20the%20Utah%20Transit%20Authority.	Bike share and active transportation infrastructure
Community Services Block Grant (CSBG) Program	The CSBG Program is administered by the Department of Health and Human Services and provides funds to alleviate the causes and conditions of poverty in communities. This includes transportation-related projects. Funding for fiscal year 2022 was $755 million.	States receive funds according to a statutory formula	https://www.acf.hhs.gov/ocs/programs/community-services-block-grant-csbg	Community programs and active transportation infrastructure

KEY MOVES

FOSTERING POLICIES

In order to fast-track mobility improvements in the district, Salt Lake City will continue to advance policies in partnership with invested stakeholders. Some considerations to advance include:

Advancing Development Policies: Some communities are defining and designating "trail-oriented development" requirements or best practices. This is similar to station area developments around fixed transit stations, but is more complementary to active transportation and trail facilities. Developing parameters will help guide the development process and land use patterns to better integrate nonmotorized networks.

Parking: As the District continues to densify and as new transit service is integrated into the area, dynamic paid parking (similar to other high visitation areas in the city) could be considered to encourage street parking turnover, or add alternative mode choices.

Street Lighting: Salt Lake City should continue to coordinate with the Granary District Alliance on streetlight schematics, utilize Salt Lake City's Street Light Master Plan to inform look and feel, and prioritize locations for lighting improvements. Pedestrian-scale lighting and dark sky initiative guidelines should be prioritized in this district, particularly at intersection and midblock crossings.

Transportation Management Associations: Salt Lake City can encourage large employers to develop Transportation Management Associations to formerly advance and facilitate mode shifts for commuters or to provide resources for programs and strategies to informally change travel behavior.

CONCLUSION

The Granary District is a prime example of a vibrant pulse of the community. Ensuring projects are context-sensitive, add value, and create a sense of place are important. This plan, while visionary, offers a glimpse into the future of the district, and the opportunities that exist for creating a comfortable and complete network. Salt Lake City and its local partners are committed to working together to realize this vision over time.