900 E CORRIDOR STUDY

DECEMBER 2019

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INTRODUCTION

900 East is an important local corridor connecting numerous commercial nodes and residential neighborhoods in Salt Lake City. Additionally, 900 E provides important regional connectivity for motorists, transit users, bicyclists, and pedestrians to Millcreek, Murray, and points South.

GO BOND

On November 6, 2018, Salt Lake City voters approved the $87 million Streets Reconstruction Bond. This dedicated funding will allow the City to begin addressing the most deteriorating streets and, when paired with new sales tax revenue for streets maintenance, will enable Salt Lake City to prolong the life of their entire street network. Through this process 900 E, from Hollywood Ave to 2700 South, has been identified for reconstruction (or pavement resurfacing) with anticipated construction occurring in 2021. This planning process will seek to identify the preferred configuration for 900 E and will be used to inform final design and ultimately construction.

PLANNING CONTEXT

Salt Lake City has developed a number of policies and master plans that should guide and inform the design of 900 E. These plans generally focus on creating a balanced, multimodal network that responds the needs of all roadway users including pedestrians, bicyclists, transit users, and motorists.

SALT LAKE CITY COMPLETE STREETS POLICY

In 2010, the Salt Lake City council adopted the City's complete streets ordinance (Ord. 4-10 § 1, 2010). The ordinance states:

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

SALT LAKE CITY PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The 2015 Salt Lake City Pedestrian and Bicycle Master Plan Update sought to accommodate and encourage biking and walking by residents of all ages and abilities by identifying a comprehensive network of proposed active transportation infrastructure and supporting policies.

The PBMP identifies 900 E as a bikeway "for future study". Additionally, the PBMP recommends bikeways on a number of intersecting streets.

SLC TRANSIT MASTER PLAN

The Salt Lake City Transit Master Plan is a blueprint for the future of public transportation in Salt Lake City. It addresses public transit service, facilities, and policies and programs, just as the Pedestrian and Bicycle Master Plan addresses active transportation elements for the city. The Plan identifies key corridors for high frequency transit; intermodal opportunities to enhance linkages between the pedestrian environment and transit corridors, nodes, and centers; shared mobility options to improve access to transit and serve lower demand neighborhoods; and policies and programs that will leverage investments in transit and support transit ridership.

The backbone of the Transit Master Plan is the frequent transit network (FTN). The FTN is a set of designated corridors that offer frequent, reliable service connecting major destinations and neighborhood centers seven days a week and in the evenings. The Transit Master Plan does not specify the mode of the FTN and could include a combination of bus and rail service. 900 E, 2100 S, and the S-Line Streetcar have been recommended as part of the near-term FTN network.

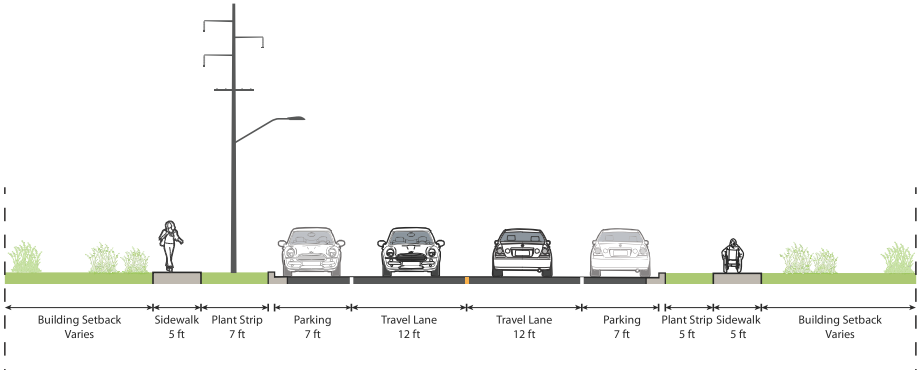
The Transit Master Plan also identifies mobility hubs as a key way to leverage and support the FTN network. Mobility hubs integrate the transit system with multimodal access by providing pedestrian improvements, bicycle improvements, placemaking, and shared mobility accommodations near FTN transit stops. The Transit Master Plan specifies intersections of FTN corridors as the preferred location for development of mobility hubs including 900 E / S-Line and 900 E / 2100 S.

EXISTING CORRIDOR

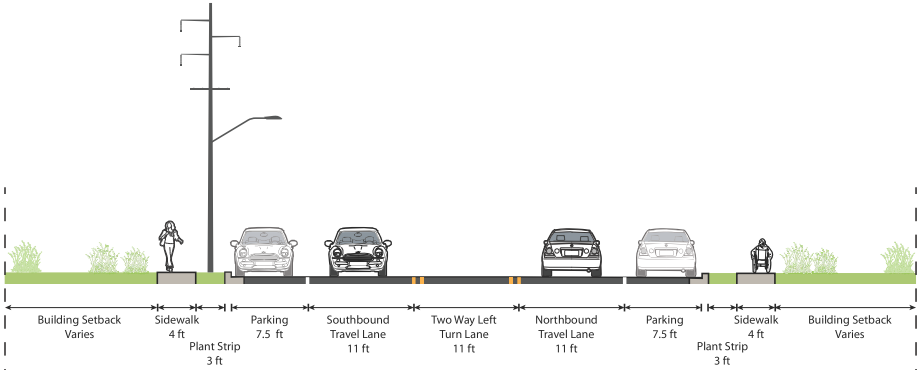
900 E is a well-traveled and important corridor to both Salt Lake City and Millcreek. 900 E serves as one of a handful of key connections to the Sugarhouse Business District. A number of destinations are located along the corridor including numerous commercial attractions, a major grocery store, recreational opportunities, and access to the S-Line Streetcar.

Existing Cross-sections

900 E has two primary configurations through the study area. North of 2100 S, the street cross-section includes one travel lane in each direction with on-street parking on both sides of the street. South of 2100 S, 900 E contains two travel lanes in each direction and a center two-way left turn lane (TWLTL) and on-street parking both directions.



STREET SEGMENT A Hollywood Ave. to 2100 S. intersection



Legend

- Recreation Destination
- Retail Destination
- Transit Destination
- Civic / Quasi Public Destination
- Medical Destination

STREET SEGMENT B 2100 S. to 2700 S.

TRAFFIC ANALYSIS

The Planning Team analyzed existing conditions related to vehicle speed, traffic volumes, safety, intersection level of service, and turn lane needs. These items are discussed in the following sections.

Data Collection

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

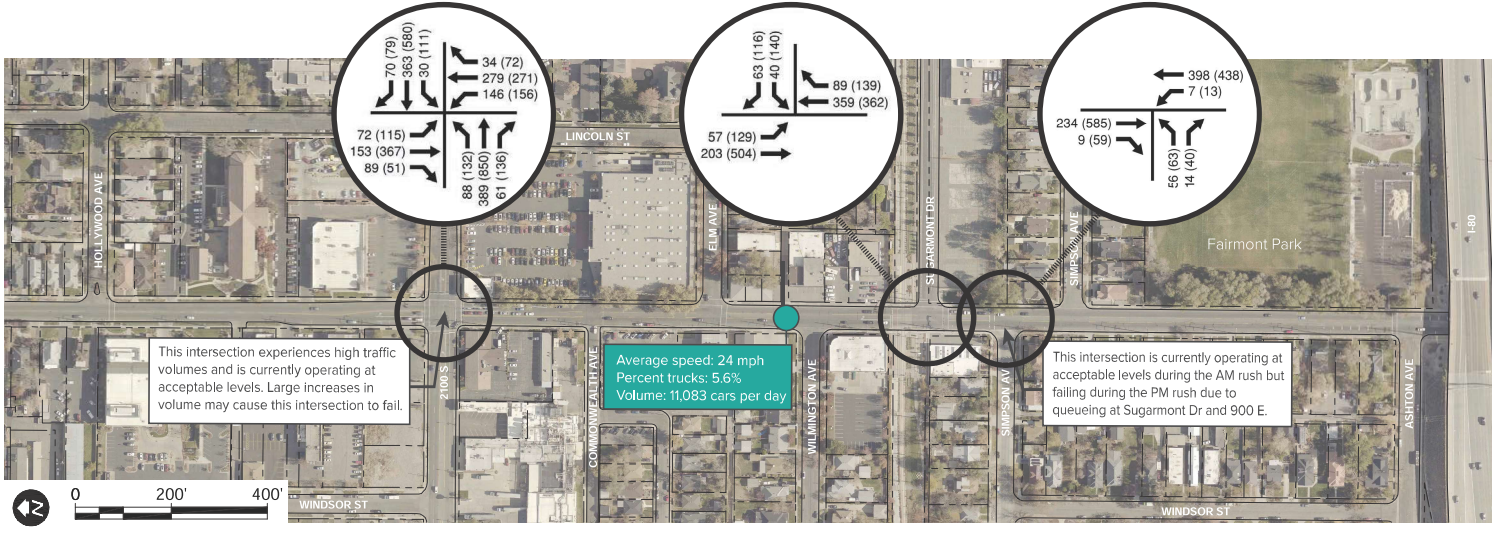
- 2100 South / 900 East
- Sugarmont Drive / 900 East
- Simpson Avenue / 900 East
- 2700 South / 900 East

The counts were performed on Thursday, August 8, 2019. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 65% higher than the morning peak hour volumes. Detailed turning movement count data are included in Appendix A. The morning and evening peak hour volumes are shown in Figure 1.

Daily traffic volume, speed, and classification data were collected over a 24-hour period using pneumatic tube counters at two locations on 900 East. These data were collected near Wilmington Avenue and near Stratford Avenue on Tuesday, August 20, 2019. A summary of the data collected by the tube counters is shown in Table 1. Detailed tube count data is provided in Appendix B.

Table 1: Tube Count Data – Tuesday, August 20, 2019

Data		Tube Count Location A	Tube Count Location B
Speed	Posted Speed Limit	30 mph	30 mph
	Average	24.0 mph	32.6 mph
	85th Percentile	29.4 mph	37.2 mph
Vehicle Classification: Percent Trucks	Daily	5.6%	5.2%
	AM Peak Hour	8.5%	6.3%
	PM Peak Hour	5.1%	4.7%
Volume	Daily	11,083 vpd	10,161 vpd



LEVEL OF SERVICE METHODOLOGY

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. The Highway Capacity Manual (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards.

CORRIDOR LEVEL OF SERVICE

The Planning Team calculated the existing LOS for the corridor by section based on the existing average daily traffic (ADT) volumes and the HCM methodology. According to HCM, corridor LOS is based on a volume-to-capacity (v/c) ratio. The higher the ratio, the worse the LOS. When the v/c of a roadway is over 1.0, it is determined that the roadway operates at LOS F. A Two-lane roadway has a capacity of approximately 12,500 vehicles per day (vpd), and a three-lane roadway has a capacity of approximately 16,400 vpd. As shown in Table 2 and assuming a two-lane roadway on 900 East, it is anticipated that the north and south sections of 900 East would operate at LOS E and LOS D, respectively. This implies that a three-lane cross-section is needed north of Sugarmont Drive.

The Planning Team also looked at future volume projections from the Wasatch Front Regional Council (WFRC) travel demand model to estimate future cross-section needs. According to the model, it is anticipated that traffic volumes will increase by approximately 1,800 vpd and 900 vpd on the north and south sections, respectively, between 2019 and 2050. It is anticipated that the north section, if constructed as a three-lane cross section north of Sugarmont Drive, will operate at an acceptable LOS D, in year 2050. The south section may operate at LOS E at peak times by year 2050 in a two-lane configuration. However, it is anticipated that this will be an acceptable condition to encourage drivers to slow down through this area.

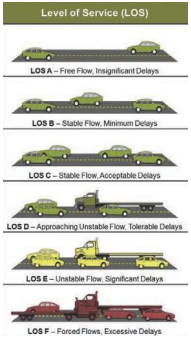


Table 2: Corridor LOS

Section		2-Lane Capacity	2-Lane V / C	2-Lane LOS
North of Sugarmont Dr.	11,100 vpd	12,500 vpd	0.89	E
South of Sugarmont Dr.	10,200 vpd		0.82	D

TRAFFIC ANALYSIS (CONTINUED)

INTERSECTION LEVEL OF SERVICE:

The Planning Team completed a LOS analysis at the four main study intersections to determine how they currently operate. Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The Planning Team also calculated the 95th percentile queue lengths for each of the study intersections using SimTraffic. The detailed analysis reports are provided in Appendix C.

As shown in Table 4 and Table 5, all study intersections operate at acceptable levels of service except for the Simpson Avenue / 900 East intersection, which is anticipated to operate at LOS E in the eastbound direction during the evening peak hour. This is due to northbound queueing at the Sugarmont Drive / 900 East intersection. The significant 95th percentile queue lengths that were calculated are shown in the Table 3 below:

Table 3: 95th Percentile Queue Lengths

Intersection	Morning Peak Hour	Evening Peak Hour
2100 South / 900 East	NB: 470 ft	NB: 380 ft, SB: 490 ft, EB: 440 ft
Sugarmont Drive / 900 East	NB: 250 ft	NB: 300 ft

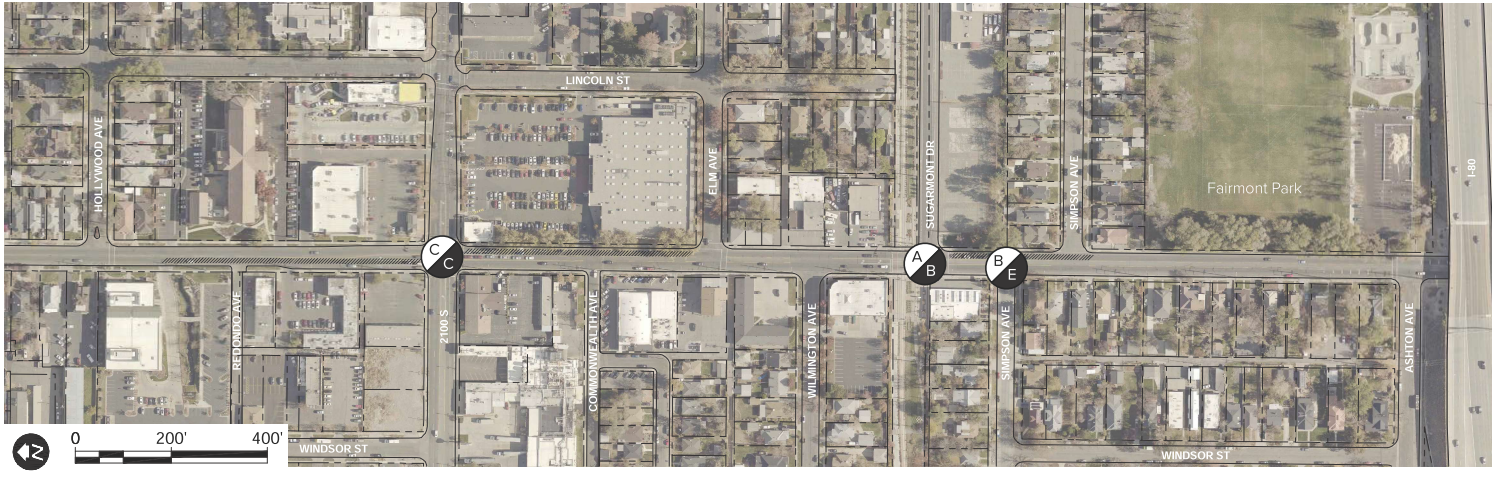


Table 4: Existing AM Peak Hour Level of Service

Intersection	Worst Approach				Overall Intersection	
Description	Control	Approach	Aver. Delay (Sec/Veh)	LOS	Aver. Delay (Sec/Veh)	LOS
2100 South / 900 East	Signal	-	-	-	25.3	C
Sugarmont Drive / 900 East	Signal	-	-	-	8.4	A
Simpson Avenue / 900 East	EB Stop	EB	13.2	B	-	-
2700 South / 900 East	Signal	-	-	-	9.2	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Table 5: Existing PM Peak Hour Level of Service

Intersection	Worst Approach				Overall Intersection	
Description	Control	Approach	Aver. Delay (Sec/Veh)	LOS	Aver. Delay (Sec/Veh)	LOS
2100 South / 900 East	Signal	-	-	-	25.3	C
Sugarmont Drive / 900 East	Signal	-	-	-	8.4	A
Simpson Avenue / 900 East	EB Stop	EB	13.2	B	-	-
2700 South / 900 East	Signal	-	-	-	9.2	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Legend

C / C — AM Peak LOS / Intersection LOS / PM Peak LOS

95th Percentile queue distances

CRASH ANALYSIS

The Planning Team obtained the vehicle crash history along the corridor study area to summarize key statistics and crash characteristics. Crash data from January 1, 2010 to May 31, 2019 were summarized. As shown in Table 5, 108 crashes have been reported between 2700 South Hollywood Avenue on 900 East since 2010. No fatalities have been reported, and only a few serious injury crashes were reported.

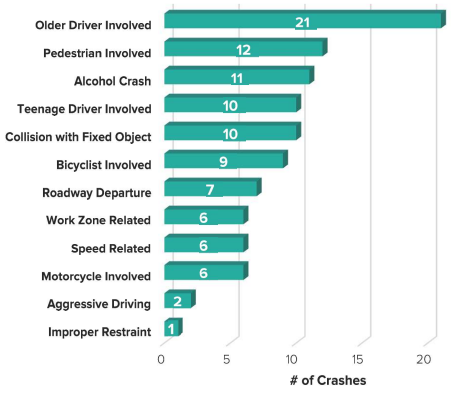
Table 6: Crash Severity Summary

Severity	#
Fatal	0
Serious Injury	5
Minor Injury	25
Possible Injury	29
No Injury	50
Total	109

A summary of the crash manner of collision data is shown in Figure 2. As shown, many of the crashes were single vehicle crashes which implies that many crashes may have involved a vehicle hitting a pedestrian, bicyclist, or a fixed object. Several other types of crashes recorded were front to rear crashes, angle crashes, or crashes involving a parked vehicle.

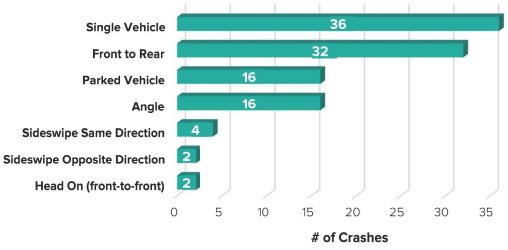
A summary of key crash factors is shown in Figure 3. As shown, the most prominent crash factor along the corridor is older drivers. 21 crashes involved either a pedestrian or a bicyclist.

Figure 1: Crash Manner of Collisions



■ Car(s) only ▲ Pedestrian involved ● Bicyclist involved Red indicates a crash resulting in severe injury

Figure 2: Crash Factors



KEY OBSERVATIONS:

- Seven of the 12 crashes involving pedestrians occurred at or near the 2100 South / 900 East intersection, including one serious injury crash. Two of these crashes involved a northbound right-turn vehicle.
- Two of the nine crashes involving bicyclists occurred at or near the Commonwealth Avenue / 900 East intersection. Three other bike crashes occurred between 2100 South and Redondo Avenue, including a serious injury crash at the Redondo Avenue / Hollywood Avenue intersection.
- Nine of the 16 crashes involving parked vehicles occurred between Ashton Avenue and Sugarmont Drive.
- 82 of the 109 crashes occurred north of the I-80 underpass.

Legend

- Vehicle-involved crash
- Bicyclist-involved crash
- Pedestrian-involved crash

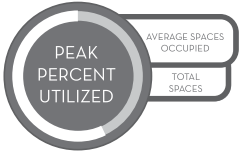
Red indicates a crash resulting in a serious injury

PARKING UTILIZATION ANALYSIS

METHODOLOGY

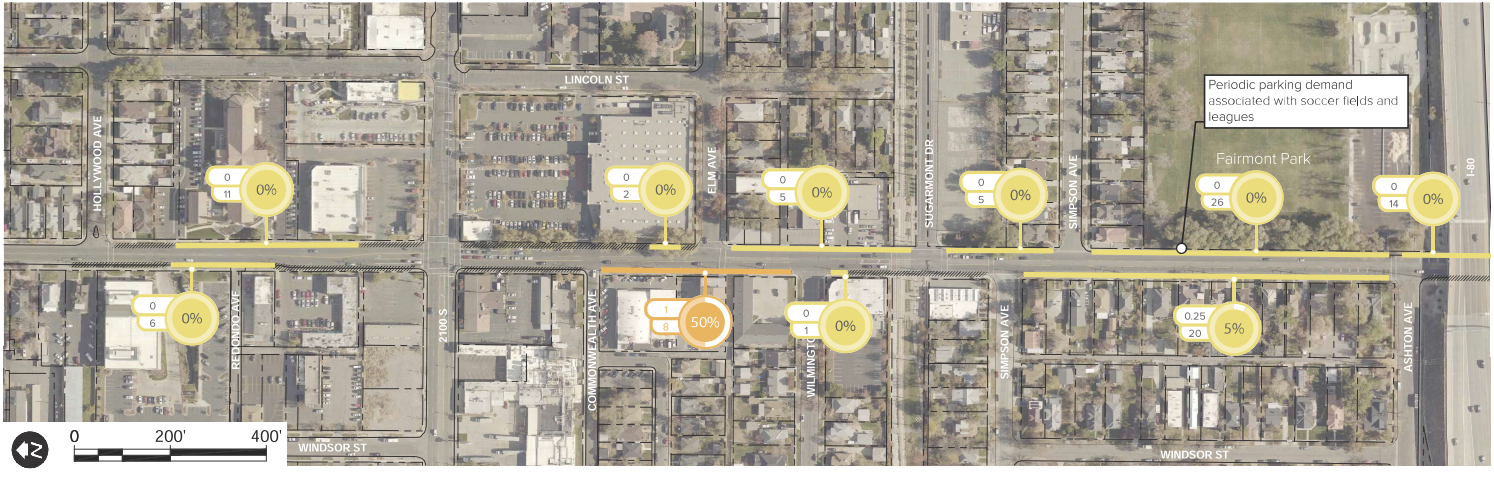
The Planning Team conducted a parking utilization analysis to assess supply and demand for on-street parking throughout the corridor. Parking counts were conducted at the following times:

- August 21st, 11:00 AM
- August 21st, 4:00 PM
- August 21st, 7:00 PM
- August 22nd, 7:00 AM



KEY OBSERVATIONS

- On-street parking demand was generally low north of I-80
- The majority of demand for on-street parking exists along the west side of 900 E from I-80 to Malvern Ave. Locations in this area near multi-family housing developments exhibit the highest demand for on-street parking.
- Special events such as soccer leagues at Fairmont Park and Saturday golf leagues at Forest Dale Golf Course exert periodic spikes in demand for on-street parking demand.




Parking demand for golf leagues exceeds off-street parking supply and spills into adjacent street parking
Forest Dale Golf Course
0
10
0%
0.75
7
29%
1.5
21
10%
0
24
0%
0
6
0%
0
2
0%
1.75
4
50%
5
9
55%
5.25
11
55%
1
6
33%
2
12
33%
I-80
PARKWAY AVE
FAIRMONT CT
STRATFORD AVE
FOREST PARK CT
MALVERN AVE
900 E
2700 S
0
200'
400'

TRANSIT ANALYSIS

Transit service is a critical consideration when assessing improvements along 900 E. 900 E is served by the 209 route, which provides 15-minute headways and boasts UTA's fourth highest ridership for bus service in the entire system. 900 E was also identified in the transit master plan as part of the "Frequent Transit Network (FTN). The FTN backbone of routes seeks to provide frequent, reliable service to major destinations. Enhanced bus service,

BUS STOPS

Average daily boardings and alightings for the 209 and 21 bus routes are illustrated in the map below. The highest ridership stops include those near 2100 S and the Smith's Marketplace. These stops include amenities such as bus shelters and trash receptacles. Aside from these two bus stops none of the other 209 bus stops in the study area include an ADA-accessible boarding area.

INTERSECTING TRANSIT CORRIDORS

in addition to the 209 route which runs on 900 E, there are a number of intersecting corridors which provide key transit service through the study area. These include FTN corridors along 2100 S (served by the 21 route) and the S-line streetcar. Pedestrian improvements should support transfers between these routes.

Figure 3: Existing bus stop at 900 E / Sugarmont

Legend

- 209 Bus Route
- 21 Bus Route
- S-Line Streetcar
- Avg Daily Boardings + Alightings
- Transit station / stop
- Proposed FTN Corridor
- Transit User Pedestrian Desire Lines

PEDESTRIAN / BICYCLE ANALYSIS

900 E serves as an important bicycle and pedestrian corridor due to a variety of reasons. First, as previously discussed in the transit section, 900 E is part of Salt Lake City's FTN network. Providing convenient and comfortable first-last mile connections for bicyclists and pedestrians helps the transit network function better.

BIKEWAYS

The Salt Lake City Pedestrian and Bicycle Master Plan Update identifies 900 E as a "corridor requiring future study". This designation extends from South Temple to the southern city limits. 900 E is also an important corridor in the development of the regional bikeway network. Millcreek and Salt Lake County have striped bike lanes on 900 E from 3300 S to 3900 S. Bike lanes also exist between 4500 S and Van Winkle Expressway with an additional bike lanes proposed in Cottonwood Heights, south of Van Winkle.

800 E Neighborhood Byway integration

In addition to serving as an important part of the regional bikeway network, 900 E also serve a critical detour for the 800 E neighborhood byway identified in the City's Pedestrian and Bicycle Master Plan Update. The plan recommends a short detour utilizing Ashton Ave, 900 E, and Parkway Ave to route users around I-80. This connection should be designed to a level of comfort consistent with the rest of the neighborhood byway corridor and should accommodate users of all ages and abilities.

PEDESTRIAN CROSSINGS AND DESIRE LINES

A number of existing pedestrian crossings exist throughout the corridor at both signalized and unsignalized locations. Many existing crossings could be improved with additional treatments such as curb extensions or rectangular rapid flashing beacons. New crossings may also be warranted at a few key locations to accommodate pedestrian desire lines.

ADA DEFICIENT CURB RAMPS

Many of the older curb ramps throughout the corridor do not meet current standards for ADA compliance. These locations have been preliminarily identified in the map below however additional review for compliance with slope maximums, landing widths, and other requirements should be conducted prior to development of final plans.

MICROMOBLIITY

Several scooter-share companies are operating within the 900 E study area. Given the narrow (4 ft wide) sidewalks and commonly unpaved park strips between the sidewalk and back of curb , this can present challenges to parking shared micromobility devices so that they are not blocking sidewalks. Additionally, due to the lack of dedicated bikeways on 900 E, micromobility users are typically riding on the road or on sidewalks.

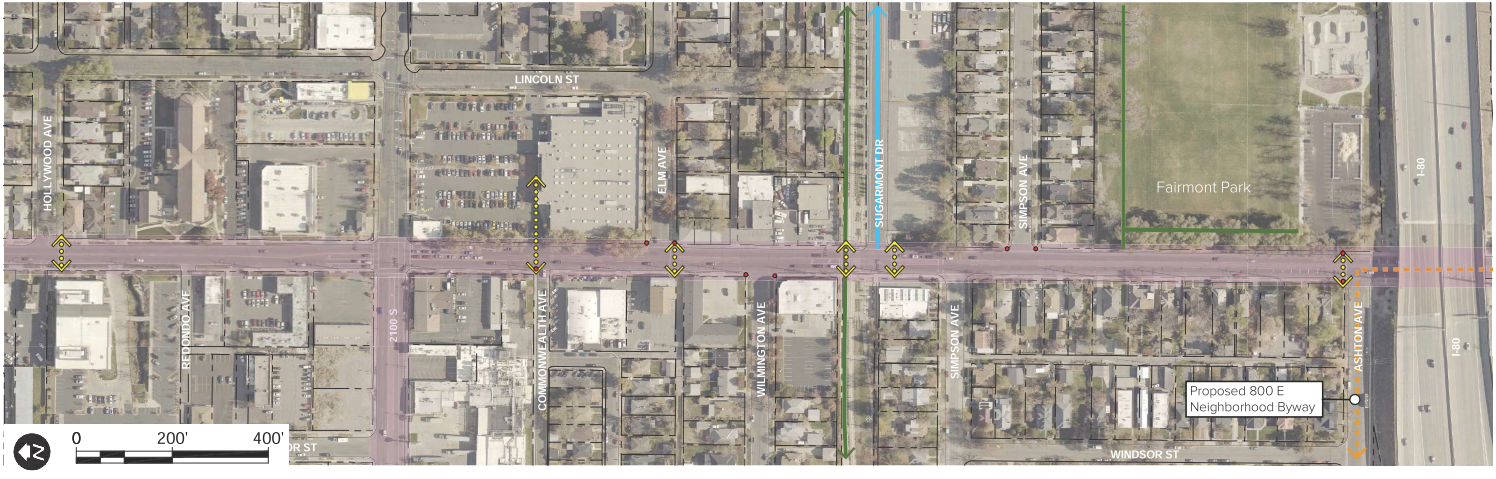


Figure 4: Bicyclist near 900 E & 2700S

Figure 5: Substandard pedestrian ramps are prevalent along 900 E

Legend

Existing | Proposed

- Shared Use Path
- Bike Lane
- Neighborhood Byway
- Corridor identified "For Future Study"
- Pedestrian Desire Lines
- Non-ADA compliant Pedestrian Ramp

HOLLYWOOD TO I-80: PRELIMINARY ALTERNATIVES

In support of adopted policies and plans including Salt Lake City's Complete Streets Policy, the Pedestrian and Bicycle Master Plan Update, and the Salt Lake City Transit Plan, this study considers a number of recommendations to improve 900 E for all roadway users.

CROSS-SECTION MODIFICATIONS

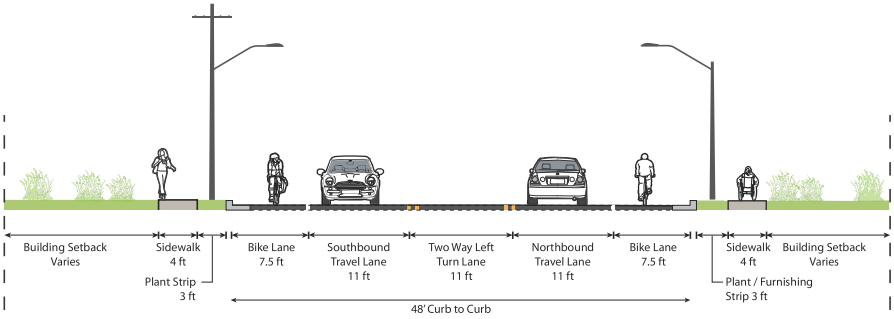
Potential changes to the roadway cross-section have been developed for segments south of 2100 S. A three lane cross-section (one travel lane in each direction with a two-way center turn lane) has been proposed between 2100 S and Sugarmont. This configuration responds to the Level of Service analysis completed in the traffic analysis. South of Sugarmont, a two-lane cross-section (one travel lane in each direction) is recommended due to the lesser volumes and reduced intersection density. Proposed cross-section options can be found on the following pages.

PEDESTRIAN IMPROVEMENTS

A number of pedestrian crossing improvements also been recommended to support pedestrian comfort, access, and first-last mile integration. Proposed pedestrian improvements are identified in Table 7.

Table 7: Proposed Pedestrian Crossing Improvements

Key	Location	Upgrade / New	Description
1	Hollywood Ave	Upgrade	Install curb extensions to shorten crossing distance
2	Elm Ave	Existing	Retain existing crosswalk
3	Sugarmont (Parley's Trail crossing)	Upgrade	Change signal operations so that the no right-turn blank-out sign activates when pedestrians are crossing 900 East near the S-line track, not just when a train crosses 900 East
4	Sugarmont (south leg)	Upgrade	Install median refuge in conjunction with new landscaped median to slow traffic northbound traffic entering the commercial core
5	Ashton Ave	Upgrade	Install curb extension to shorten crossing distance
6	Parkway Ave	New	Install curb extension to shorten crossing distance. Crossing serves Forest Dale Golf Course and Firestation #3.



SEGMENT A OPTION 1: RE-STRIPE

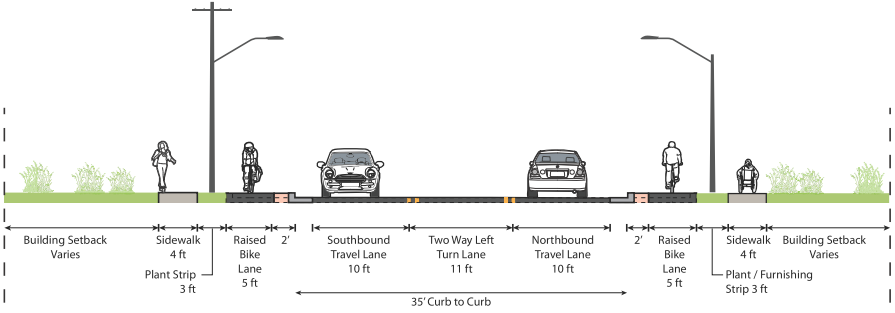
Option 1 includes converting the existing parking lane to a bike lane.

Benefits:

- Cost efficient

Challenges

- Does not provide a bicycle facility that usable by all ages and abilities
- Eliminates on-street parking through this section



SEGMENT A OPTION 2: RECONSTRUCT

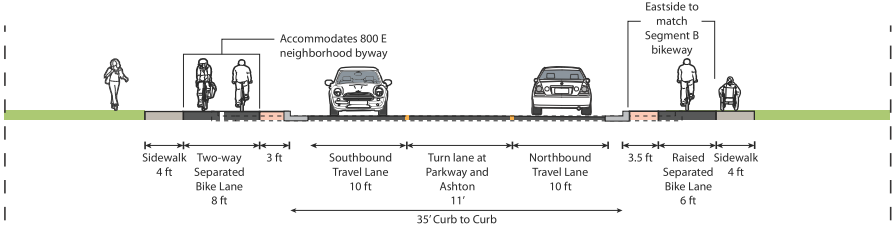
Option 2 includes narrowing the roadway and providing raised, separated bike lanes in both directions of 900 E.

Benefits:

- Provides a low-stress bikeway facility

Challenges

- Eliminates on-street parking through this section
- Moving curb and gutter is more costly than re-striping only versions



SEGMENT C: NEIGHBORHOOD BYWAY INTEGRATION

Segment C provides for the continuation of the planned 800 E neighborhood byway by providing a 2-way separated bike lane on the west side of 900 E from Ashton Ave to Parkway Ave. Segment C also allows bicyclists to northbound along 900 E via a raised separated bike lane on the east side of the road.

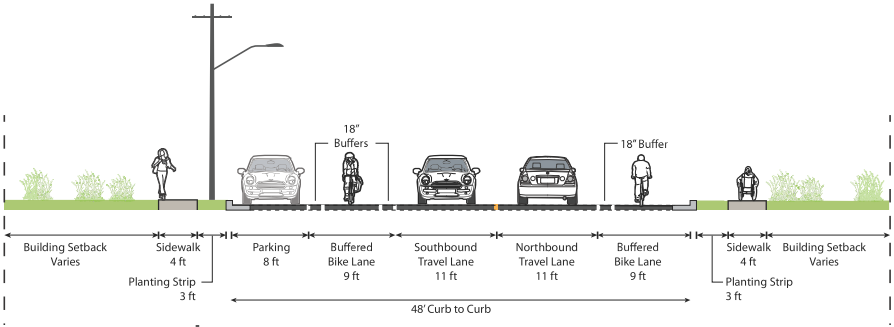
Benefits:

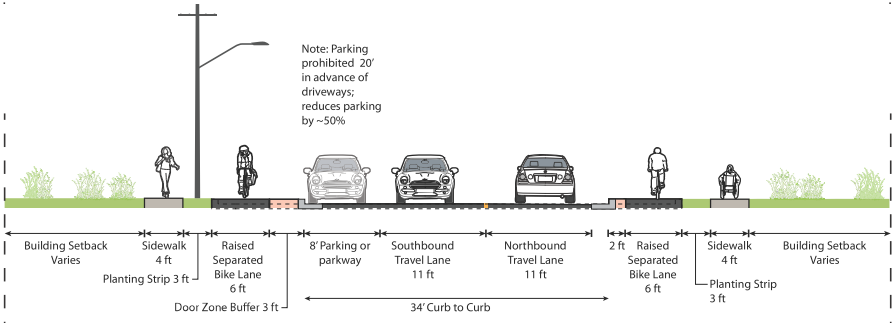
- Provides a low stress bikeway connection for the 800 E neighborhood byway

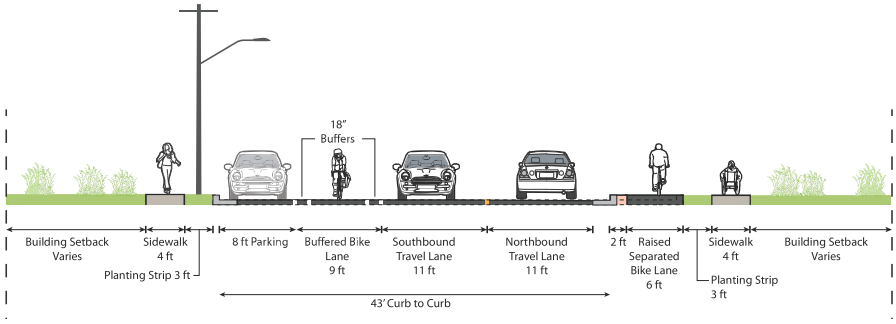
Challenges

- Moving curb and gutter is more costly than re-striping only versions
- Eliminates west-side on-street parking for residences between Ashton Ave and Parkway Ave

I-80 TO 2700 S: PRELIMINARY RECOMMENDATIONS







OPTION 1: RE-STRIPE

Option 1 includes re-striping the existing roadway to eliminate the center turn lane (except at key intersections) and provide buffered bike lanes in both directions of 900 E.

Benefits:

- Cost efficient
- Preserves the majority of on-street parking on the west side of the street

Challenges

- Buffered bike lanes may not serve all ages and abilities of people riding bicycles

OPTION 2: RECONSTRUCT

Option 2 includes narrowing the roadway and providing raised, separated bike lanes in both directions of 900 E. On-street parking would be provided on the west side in places where the are not visibility conflicts with the proposed separated bike lane.

Benefits:

- Provides a low-stress bikeway facility
- Narrowed roadway would likely help mitigate speeding issues

Challenges

- Reduces on-street parking on the west side of the street by about half.
- Moving curb and gutter is more costly than re-striping only versions

OPTION 3: HYBRID

Option 3 would include a hybrid of Options 1 and 2. A raised separated bike lane would be constructed in the northbound direction where parking demand and driveway crossings are limited. A buffered bike lane would be provided in the southbound direction.

Benefits:

- Preserves the majority of on-street parking along the west side of the street
- Provides a low-stress bikeway facility (in one direction)

Challenges

- Does not provide a low-stress bikeway in both directions
- Moving curb and gutter is more costly than re-striping only versions

PUBLIC ENGAGEMENT

OVERVIEW

Much of the success of this project relied on input from stakeholders and community members in order to gain an understanding of existing conditions and public needs. The planning process included a variety of public outreach methods through which the planning team strove to reach as many everyday users of the 900 East corridor as possible. Outreach methods included an online survey, stakeholder interviews, a walking tour of the corridor, and a public outreach event at Game Night Games, a local retailer. Nearly 75 residents and business owners attended these events or engaged in the online survey. Public input efforts were divided into gaining knowledge about the existing conditions and seeking input on proposed reconfiguration alternatives.

OUTREACH ACTIVITIES

Stakeholder Walking Tour

Over 1,200 postcards advertising a stakeholder walking tour were mailed to local residents and hand-delivered to businesses along the corridor. The walking tour sought to solicit on-site feedback while providing an initial introduction to the project. Sixteen participants attended the 900 East walking tour on Wednesday evening, October 16th. All but one of these participants were local residents that either lived directly on 900 East or on an adjacent street. One business owner attended. Participants walked the study area in small groups and filled out survey that solicited information on desired improvements along various segments of the corridor. The top three requested improvements for all segments of the corridor were:

- Improved bikeways,
- improved pedestrian crossings,
- and promotion of safe vehicle speeds along the corridor

Figure 6: Postcard publicizing the Stakeholder walking tour

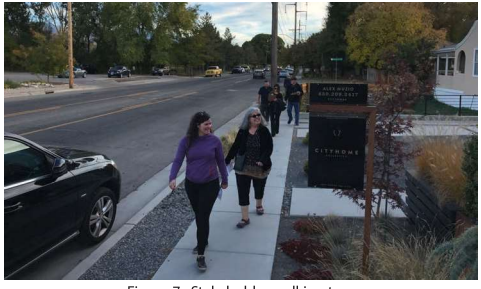
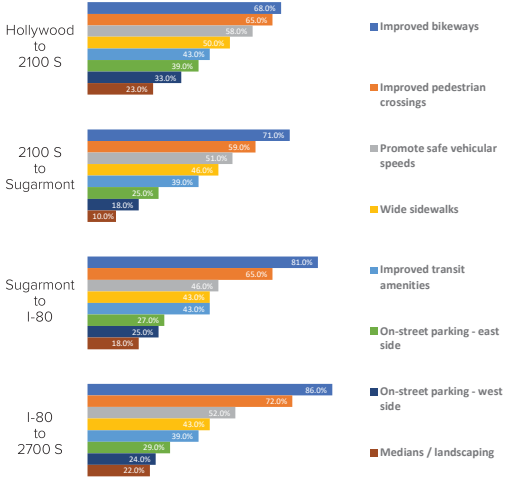


Figure 7: Stakeholder walking tour



Online Survey

The online survey was open for approximately 5 weeks through October leading up to the "Game Night" project meet-up in November and for two weeks after. 18 responses were gathered through the online survey effort. The survey was promoted through the city's social channels and through the project website on SLC.gov.

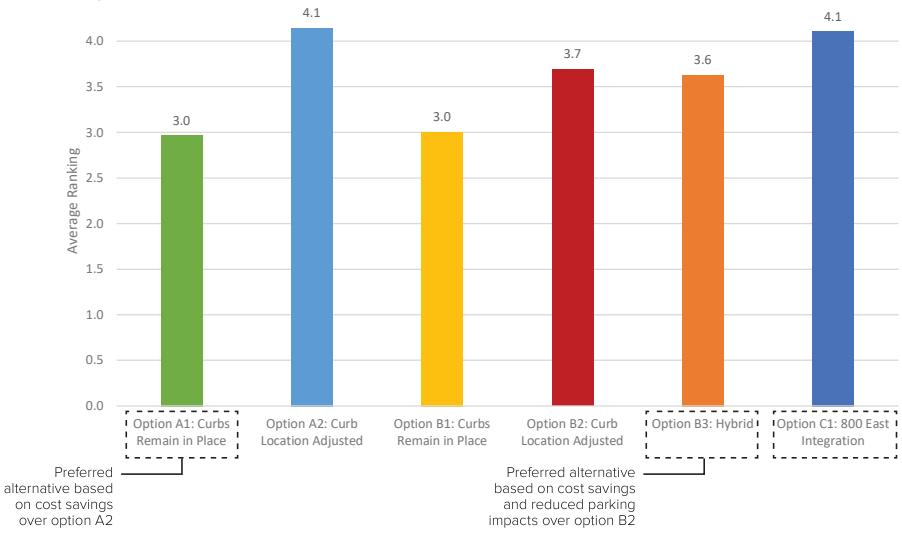
The survey asked information about priorities for various segments of the corridor, similar to the survey conducted during the Stakeholder Walking Tour. The survey also presented the various cross-section alternatives developed for the corridor and asked participants to rank cross sections from one to five. A score of five would indicate that the needs of all roadway users are accommodated while a score of one would indicate that the need of most roadway users are not met.

"Game Night" Project Meet-Up

The "Game Night" project meet-up event was held on Saturday afternoon, November 9th at Game Night Games. 1,200 postcards advertising the meeting were sent to local residents and businesses. Approximately thirty participants attended. Participants were asked to rank priorities for improved infrastructure along various segments of the corridor, and were asked to score various cross-section alternatives based on their ability to meet the needs of all roadway users. The results of the in-person "Game Night" Project Meet-Up and the online survey were compiled with the results shown below. Input on this activity was used to select preferred alternatives to advance to conceptual design.

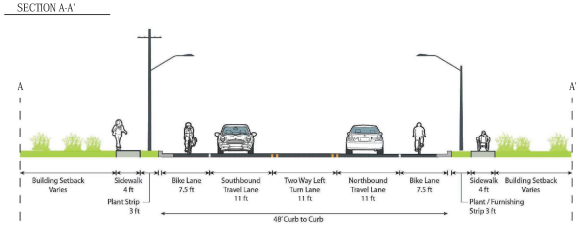
Sugar House Community Council Presentation

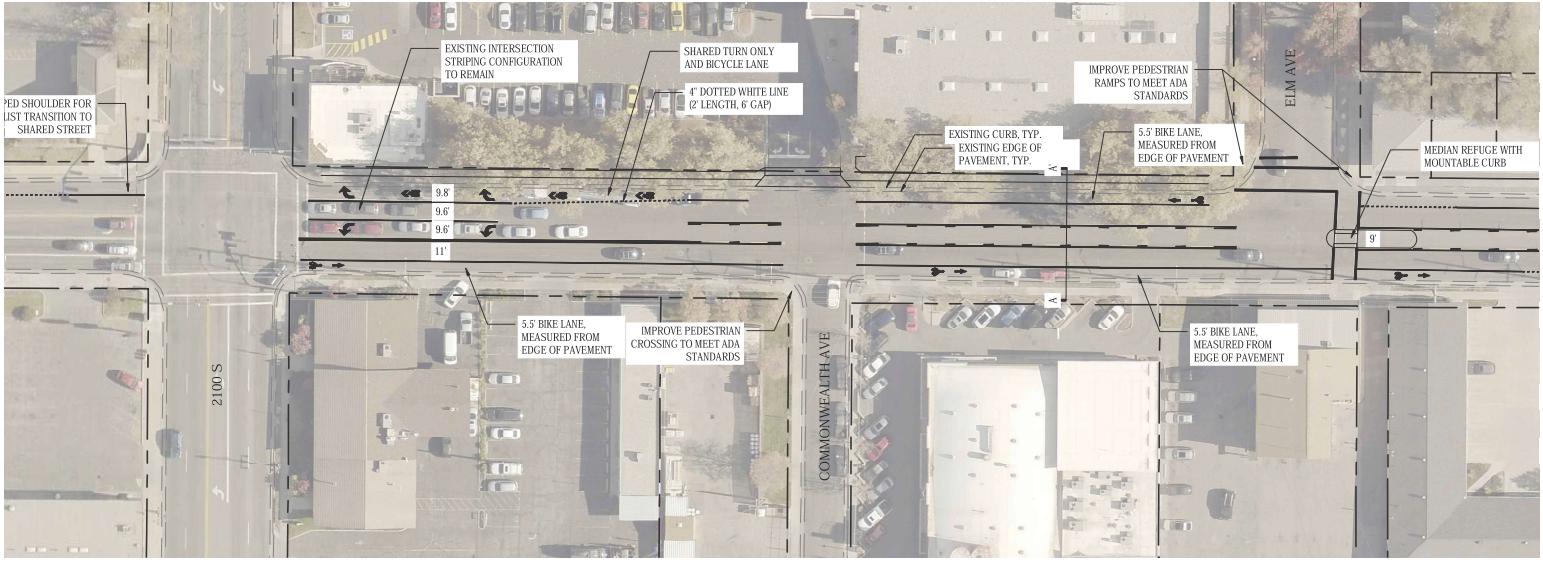
The Planning Team presented an overview of the project, results of the public input process, and preferred alternative to the Sugar House Community Council at their Dec. 4th meeting. Alta fielded comments from those in attendance about various components of the project including pros and cons related to buffered bike lanes vs. separated bike lanes and parking impacts.



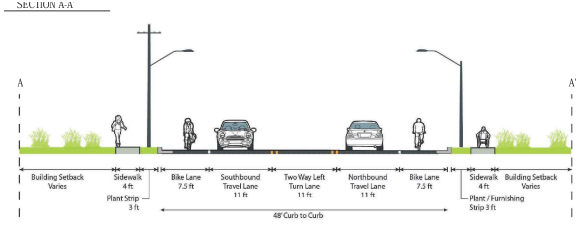
PREFERRED ALTERNATIVE

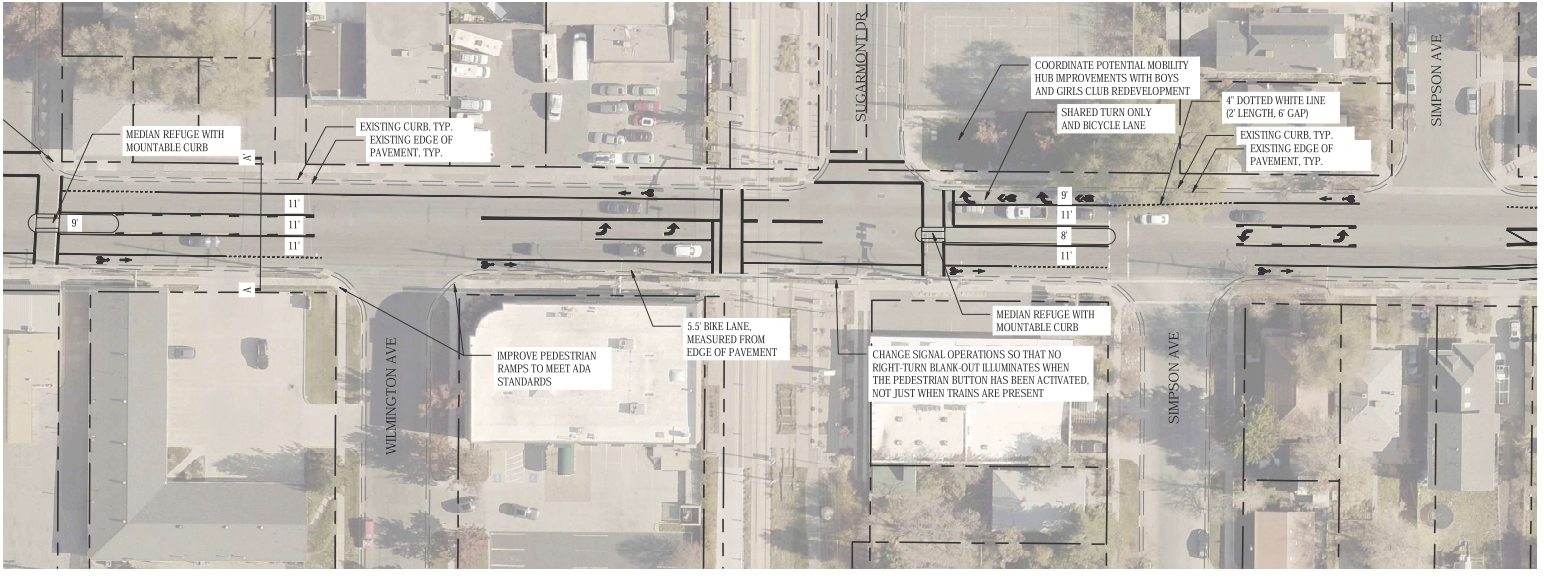
Hollywood Ave to 2100 S





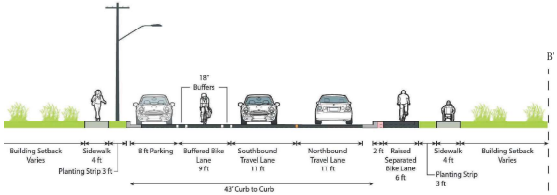
2100 S to Elm Ave



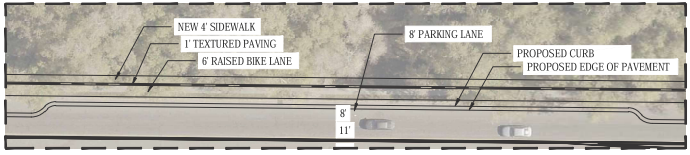


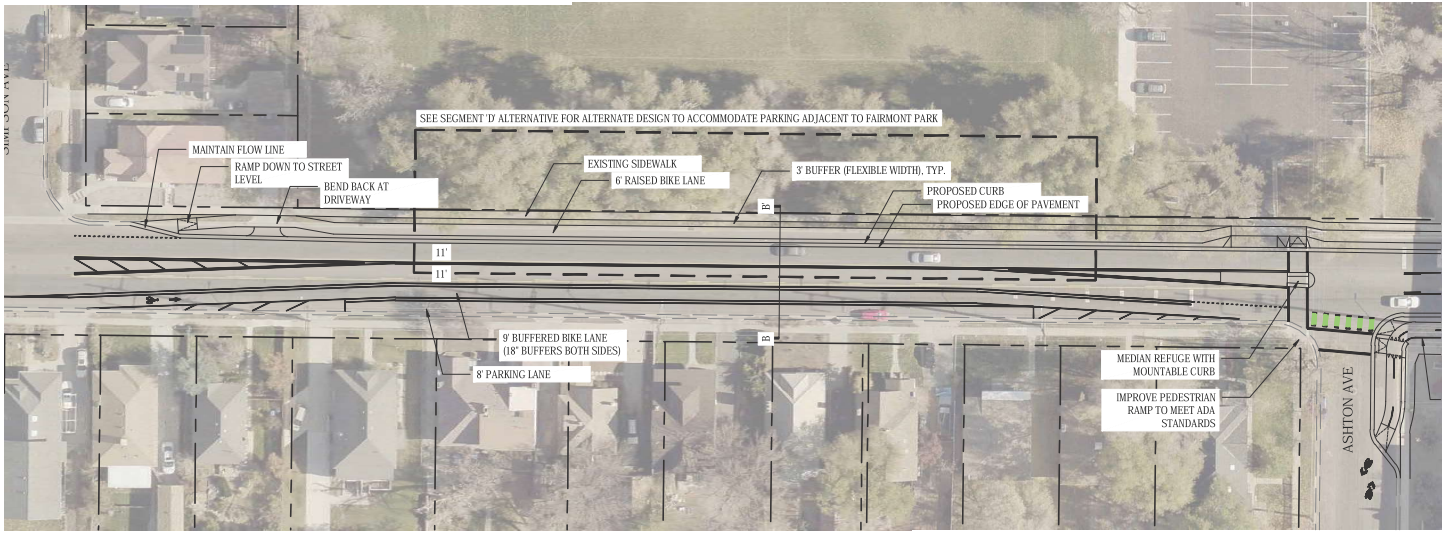
Elm Ave to Simpson Ave

ECTION B-B'



SEGMENT 'D' ALTERNATIVE ADJACENT TO FAIRMONT PARK (± 13 ON-STREET PARKING SPACES PROVIDED)

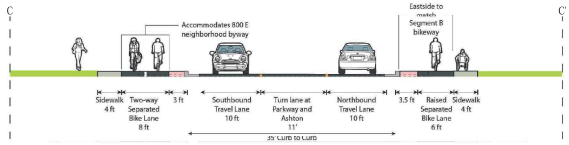


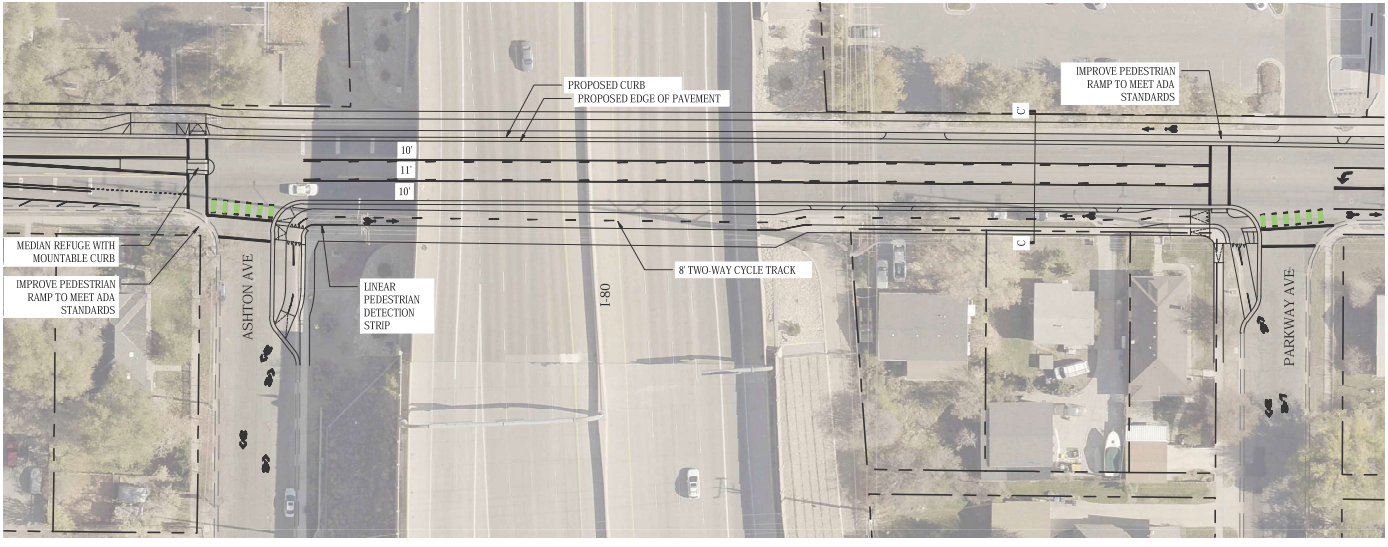


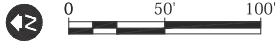
Simpson Ave to Ashton Ave

0 50' 100'

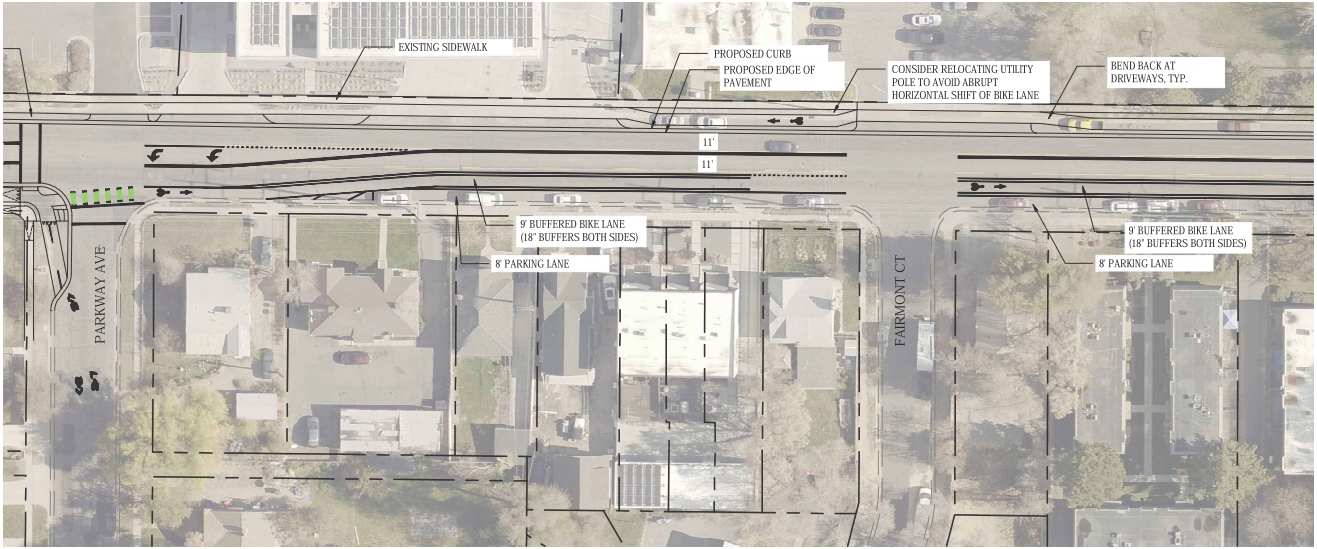
SECTION C-C'



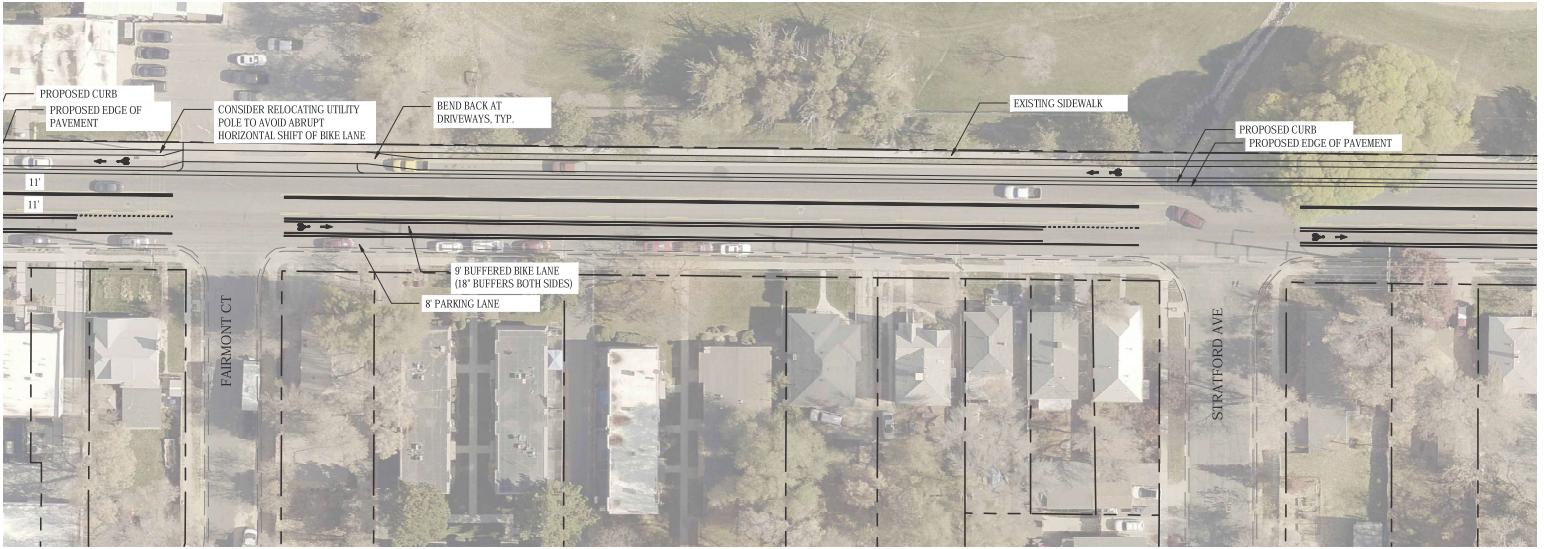




Ashton Ave to Parkway Ave

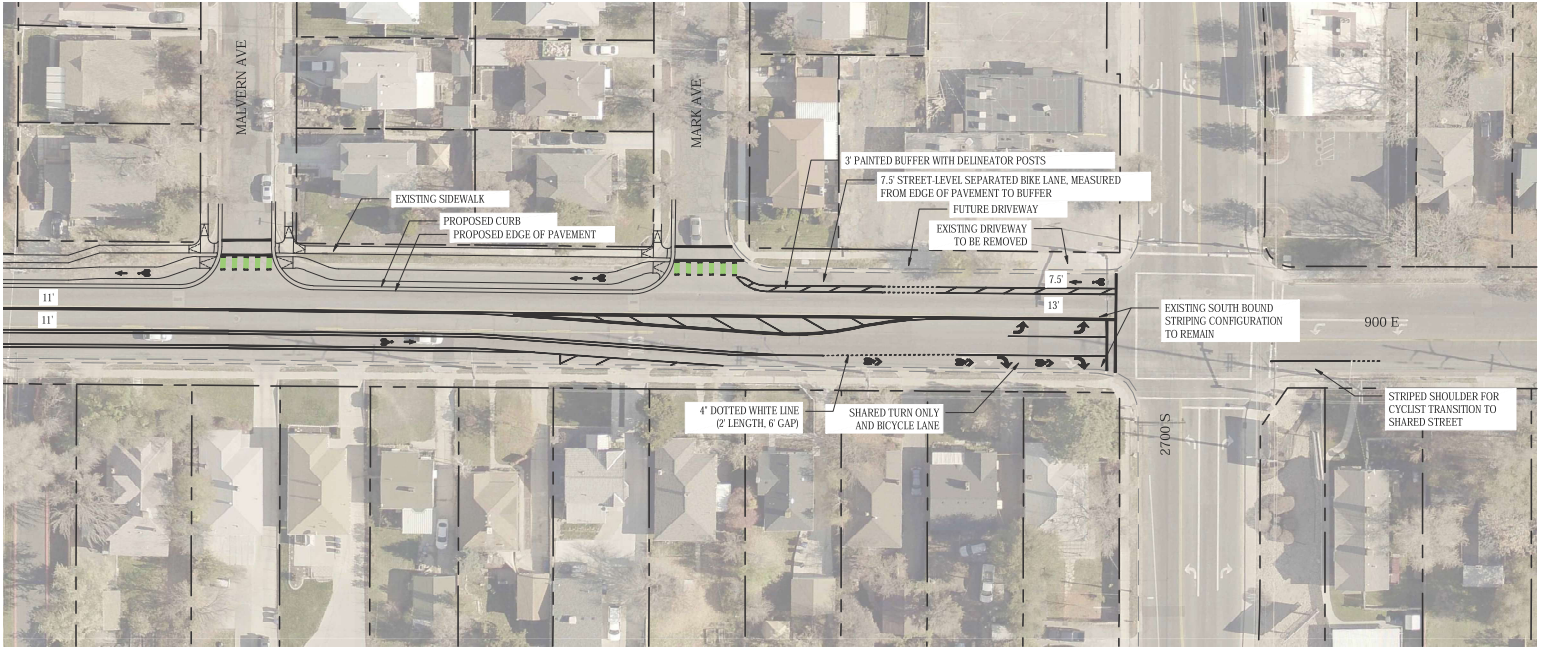


Parkway Ave to Fairmont Ct

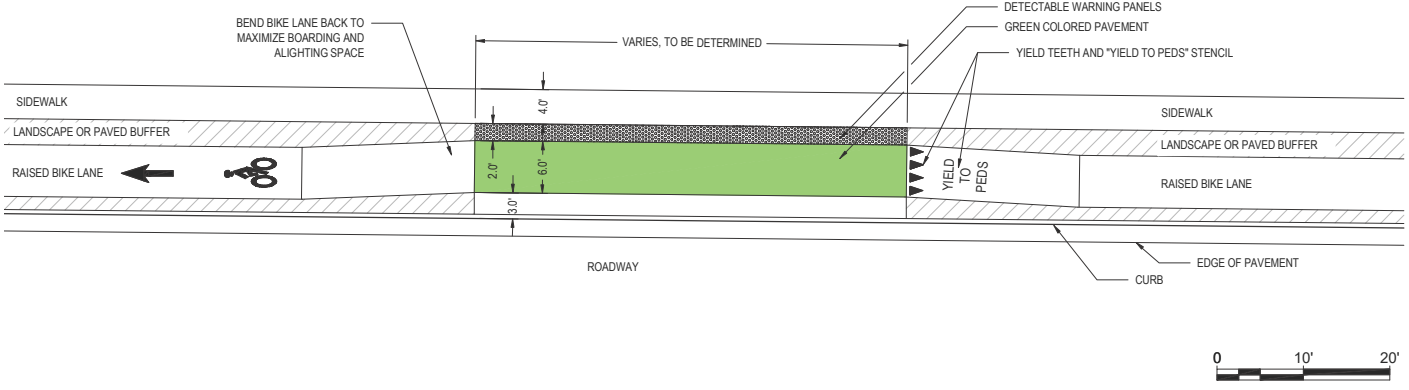


Fairmont Ct to Stratford Ave

Stratford Ave to Malvern Ave



Malvern Ave to 2700 S



Separated Bike Lane / Bus Stop Interface Typical Detail