Background
Background

JORDAN & SALTS LAKE CITY CANAL

The foundation work on the Salt Lake Temple was virtually completed, and soon would be ready for
the granite upper walls. The four-door triq from the
quarry with lime-laden wagons could not possibly
provide stone as quickly as it was needed. In expedite
measures, and since it was to be rushed the cost by those quarters,
the canal was designed on which the stone could be
delivered on barges. Though conceived as early as 1860,
the canal was long in coming, and a first venture, a
segment began in 1865 from Big Cottonwood Canyon to
Red Butte Canyon, was a failure.

A second canal, tapping the Jordan River in
the Narrows, called the Jordan and Salt Lake City Canal,
was started in 1864. Its terminus was at the fork of
City Creek Canyon creek, close to the present
intersection of State and North Temple Streets.

In 1873, the advent of the railroad being
extended north out of Salt Lake City into Utah Valley,
and beyond, together with a spur east of Sandy into
Little Cottonwood Canyon, the granite quarry,
provided an outlet and still less expensive way of
getting stone from the quarry to the temple block. The
use of the canal for handling stone was forgotten, for
providing irrigation water it was completed and is still
in use today. The canal may still be found from the
rain of the mountains to 5000 South and 1300 East
Street. From there it courses through the city north of
5000 South Street to a short-foot diameter culvert under a
sidewalk, no roadway, or street crossing between homes.
The culvert is located just west of this monument.

This canal now also functions as a
storm water overflow for Packy, Reclamation, and Red
Butte Canyon creeks. From North Temple and Main
Street, the water enters West, underground, until it
returns to the Jordan River again after its long course.

SPONSORED BY THE SALT LAKE CITY PUBLIC
UTILITIES DEPARTMENT IN HONOR OF THE CITY'S WATER PIONEERS.

Site No. 29
CANYON RIM CHAPTER, SONS OF UTAH PIONEERS
Dedicated Aug. 10, 1991
Background
Background
McClelland Trail
Phase I: 800 South to 2100 South
Under Construction

August 2016: Demolition and grading began
September 2016: Finish grading, irrigation and ADA ramps
October 2016: Paving, signage and landscaping
Timeline

Phase II - 2017: Sugar House Business District
Phase III - Date TBD: Sugar House to Brickyard
McClelland Trail - Phase II
Sugar House Circulation Plan

Sugar House Streetscape Guide
Complete Streets Classification
Transitional: McClelland & 1100 East (2100 South to I-80)

McClleland & 1100 East - Street Section & Treatment

McClleland Street - East Side

LEGEND
1- Accent Pavers
2- Sidewalk
3- Cycle Track
4- Traffic Lane
5- Tree Grate
6- Lacebark Elm Tree(s)

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Classification</th>
<th>Range/ Size/ Scale</th>
<th>Specification</th>
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<tbody>
<tr>
<td>Street Type</td>
<td>Mixed Village</td>
<td>Pedestrian</td>
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<tr>
<td>Parking strip width</td>
<td>Urban/ Res</td>
<td>0'-8'</td>
<td>Grate &amp; Staked</td>
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<td>Sidewalk width</td>
<td>Urban</td>
<td>5'-6'</td>
<td>Reinforced concrete</td>
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<td>Landscaping</td>
<td>Urban/ Real Park</td>
<td>Varies</td>
<td>Drought resistant</td>
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<td>Street trees</td>
<td>North/South</td>
<td>25' on center</td>
<td>Lacebark Elm</td>
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<tr>
<td>Street wall</td>
<td>Retail &amp; Lt. Indust.</td>
<td>Pedestrian</td>
<td>Segmented</td>
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<td>Lighting</td>
<td>Existing Historic</td>
<td>Pedestrian</td>
<td>SLC standard</td>
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</table>

* Salt Lake City Urban Forestry Guidelines
“McClelland Street will become a gateway between the Business District, Sugar House Streetcar, and Parley’s Trail.”

- 2012 Circulation Plan
McClelland Trail - Option 1

Two-way bike path
Example: Indianapolis Cultural Trail
McClelland Trail - Option 2

Two-way bike path
Example: Indianapolis Cultural Trail
McClelland Trail - Option 3

Shared Street Example

Bell Street, Seattle, WA
### Traffic Study - Impacts of Street Changes

**PM Peak Level of Service**

<table>
<thead>
<tr>
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<th>No Action</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
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<tr>
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<td>-Approved buildings  -No streetcar  -Two-way traffic on McClelland Street</td>
<td>-<strong>Streetcar</strong>  - McClelland Trail  - <strong>One-way</strong> traffic and diagonal parking on McClelland Street</td>
<td>-No streetcar  - McClelland Trail  - <strong>One-way</strong> traffic and diagonal parking on McClelland Street</td>
<td>-<strong>Streetcar</strong>  - No McClelland Trail  - Two-way traffic on McClelland Street</td>
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<tr>
<td>McClelland/ 2100 S</td>
<td>E</td>
<td>B</td>
<td>C</td>
<td>C</td>
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<tr>
<td>Highland/ 2100 South</td>
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<td>C</td>
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<td>McClelland/ Elm Street</td>
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<td>Highland/ Wilmington</td>
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<td>McClelland/ Sugarmont</td>
<td>A</td>
<td>B</td>
<td>A</td>
<td>B</td>
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<tr>
<td>Highland/ Sugarmont</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
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</table>
McClelland Trail
Cross-Section: Elm to Sugarmont

Adjacent to Sugarmont Apartments
Boulder Ventures may assist construction

*Facing North
McClelland Trail
One-way Option: 2100 South to Elm

One-way southbound
Angle parking on west side of street

*Facing North
McClelland Trail - Phase II

Next steps

1. Coordinate with Sugarmont Apartments
2. Present options for public input
3. Select preferred option
4. Finalize design and budget
Parley’s Trail
and the S-Line Streetcar Extension
Parley's Trail
Cross-Section Recommendation

*Facing East
McClelland Trail, Parley’s Trail, and Streetcar Alignment at Sugarmont Drive
McClelland Trail Phase III
Next Steps

1. Demonstrate quality and demand with Phases 1 and 2
2. Present options for public input
3. Select preferred option
4. Request funding for construction
Contact: UrbanTrails@slcgov.com 801-535-6134 colin.quinn-hurst@slcgov.com
This shows the trail thru Fairmont Park. The next page indicates the trail going around the east side of the park on the street.

Also, the connection to Parleys Trail is indicated on Sugarmont. Could Parleys Trail go thru Boulder Ventures property instead of on street at Highland Drive before heading west on Sugarmont?

Plan carefully for new Meacham med center project at Highland Drive and Wilmington. Parleys Trail crossing Highland Drive in the same proximity should be coordinated with the ultimate connection to McClelland Trail. Avoid Highland Drive section of Parleys Trail as shown and route through Boulder Ventures development.

Sidewalks must be wide. Can we do this? Remove on street parking. The parking study indicates under-utilization of existing parking lots. Make walking a more pleasant experience avoiding Parking maneuvers.

What happens to Boulder Ventures trail? ((Per their development plan). Route Parleys Trail thru Boulder Ventures Trail to Sugarmont?

Sign for no left turn for west bound 2100 south traffic at McClelland. Evaluate left turn from 2100 south for prohibition at rush hours.

Where is the hawk light located? Sugarmont and McClelland? See previous comment on Parleys Trail route to avoid Highland Drive.

Label Parleys Trail and McClelland Trail

24 parking spaces provided here. To mitigate air pollution and heavy traffic congestion, these should be avoided with off street parking (in lot) only. Option 1 becomes much more preferable.

Sugar House should make it a priority to provide off street parking and manage all lots in a consistent manner with adequate signage for motorist access. Improving walkability will make the Sugar House experience much more pleasant and offset the loss of on street parking.

I don't believe this option is practical with all the residential vehicles entering and exiting and other vehicles searching for parking for commercial purposes. (Dining/shopping)

Option 1 preferable.

One-way Option ok short term, but interferes with streetcar in the future.

Is this a view of Sugarmont looking west? If so, this is where Parleys trail would go through Boulder Ventures property to avoid Short segment on Highland Drive.
How does street car route affect Boulder Ventures? Also, impact from traffic on McCleland must be minimized as much as possible. Obviously, traffic signal system will be needed at McCleland and Sugarmont. A hawk light will not work for this crossing point.

Signalization required to control street car, vehicle and pedestrian movement.

Prohibit parking on street for safety reasons. Allowing parking in this vicinity restricts safety of the Sugarnont-McClelland intersection.