

Greater Millcreek / Sugar House Circulation Study & Transit AA

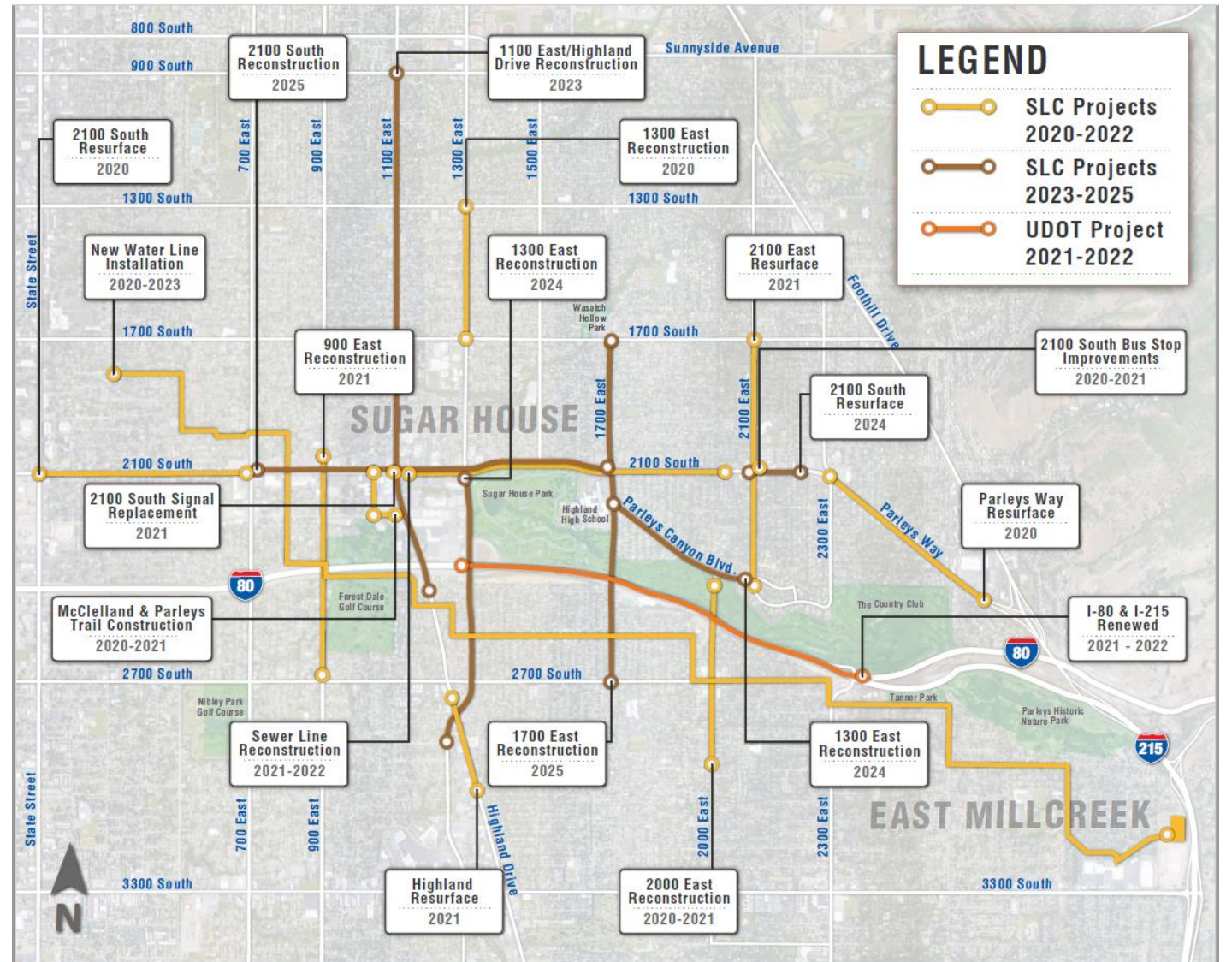
Project Update: June 2020

Local Links

~~Greater Millcreek / Sugar House
Circulation Study & Transit AA~~

Project Update: June 2020

Upcoming Project in Sugar House Area



2020

2021

2022

2023

2024

2025

Summer

Fall

Winter

Spring

Summer

Fall

Winter

Spring

Summer

Fall

Winter

Spring

Summer

Fall

Winter

Spring

Summer

Fall

Winter

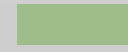
Spring

Summer

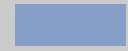
Fall

Winter

Legend



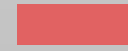
Planning- Development of Initial Concepts



Concept- Refinement of Initial Concept into Final Concept



Design- Development of Engineering Drawings & Bid Package



Construction- Execution of Plan

Study- Millcreek & Sugar House Circulation / Transit

Resurfacing- 2100 South: State to 700 E

Resurfacing- Parley's Way: 2300 East to I-80

Reconstruct - 2000 East: Parley's Canyon Blvd. to Southern City Limit

Reconstruct (+Stormwater) - 1300 East: 1300 South to 1700 South

New Trail - Parley's Trail @ McClelland (Sugarmont Apts)

Utility (Water Line)- From Wood Hollow Community thru Forest Dale Golf Course to Ashton Ave.

New Trail- McClelland Trail: 2100 South to Sugarmont

Bus Stop Improvements- 2100 South, 2100 East

Utility (Sewer) - 2100 South: Highland to Yuma

Reconstruct (+Stormwater, Water)- 900 East: Hollywood to 2700 South

Resurfacing- Highland Drive: Warnock to City Limits

Reconstruct (UDOT) - I-80: Freeway and Bridges -including 1300 E, 1700 E, 2000 E

Utility (Water Line)- Ashton Ave, 800 East

Reconstruct (+Stormwater, Water) - 1100 East / Highland Drive: 900 South to Warnock

Utility (Stormwater) - 1700 East: 1700 South to 2700 South

Reconstruct (+Water) - Ashton Ave, 1000 E, Lincoln Street, Meadow Lane, Gregson Ave, Simpson Ave

Reconstruct - 1300 East: 2100 South to City Boundary

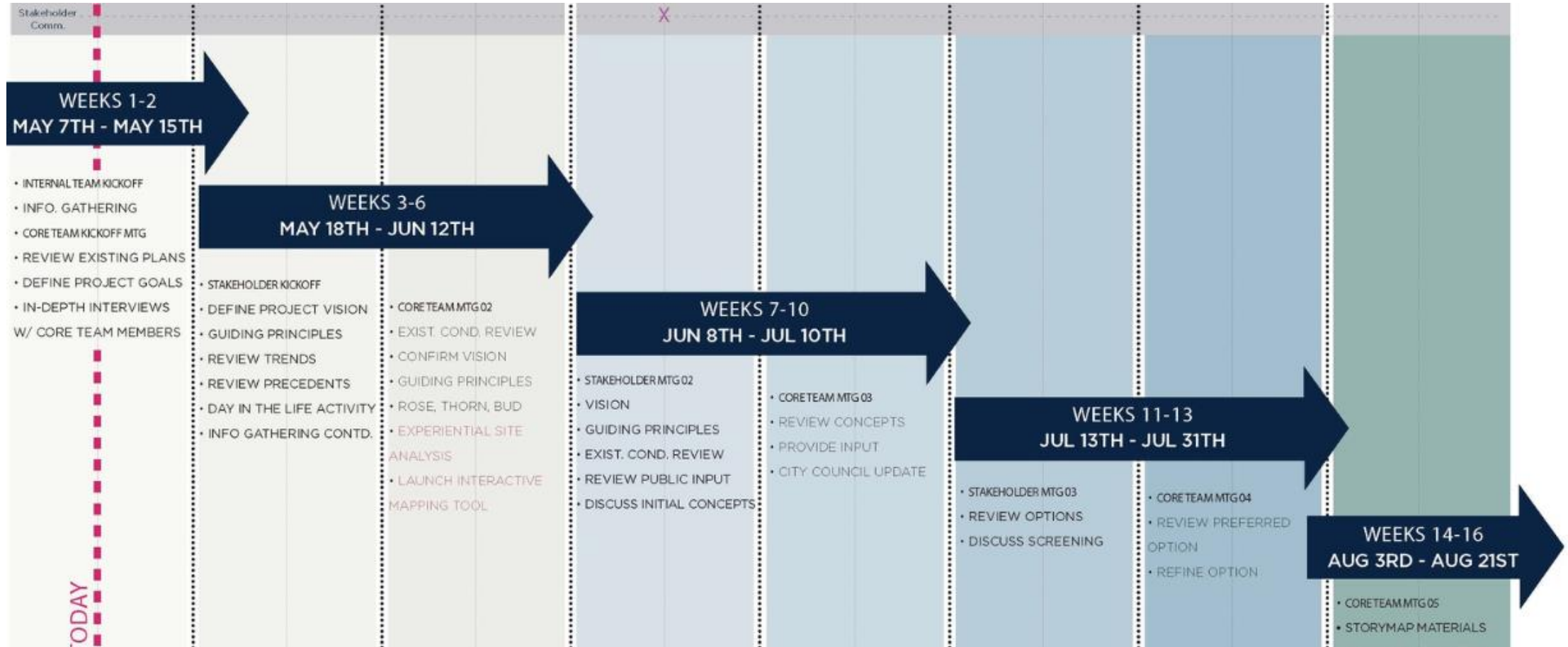
Planned Construction in Sugar House Neighborhood as of May 4, 2020

Reconstruct (+Water) - 2100 South: 700 East to 1700 East

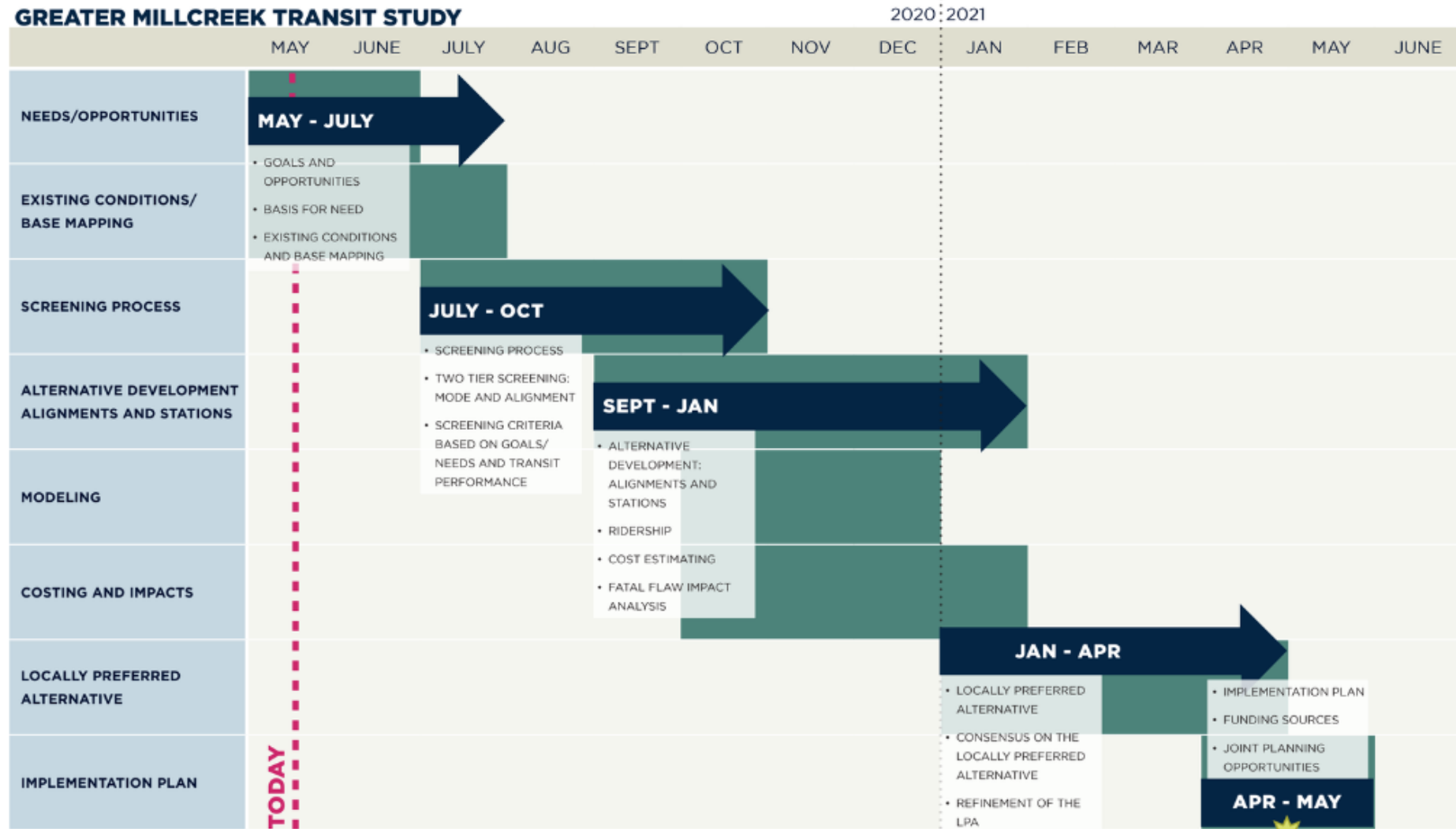
Reconstruct (+Water) - 1700 East: 1700 South to 2700 South

NOTE: Dates Approximate and Subject to Change

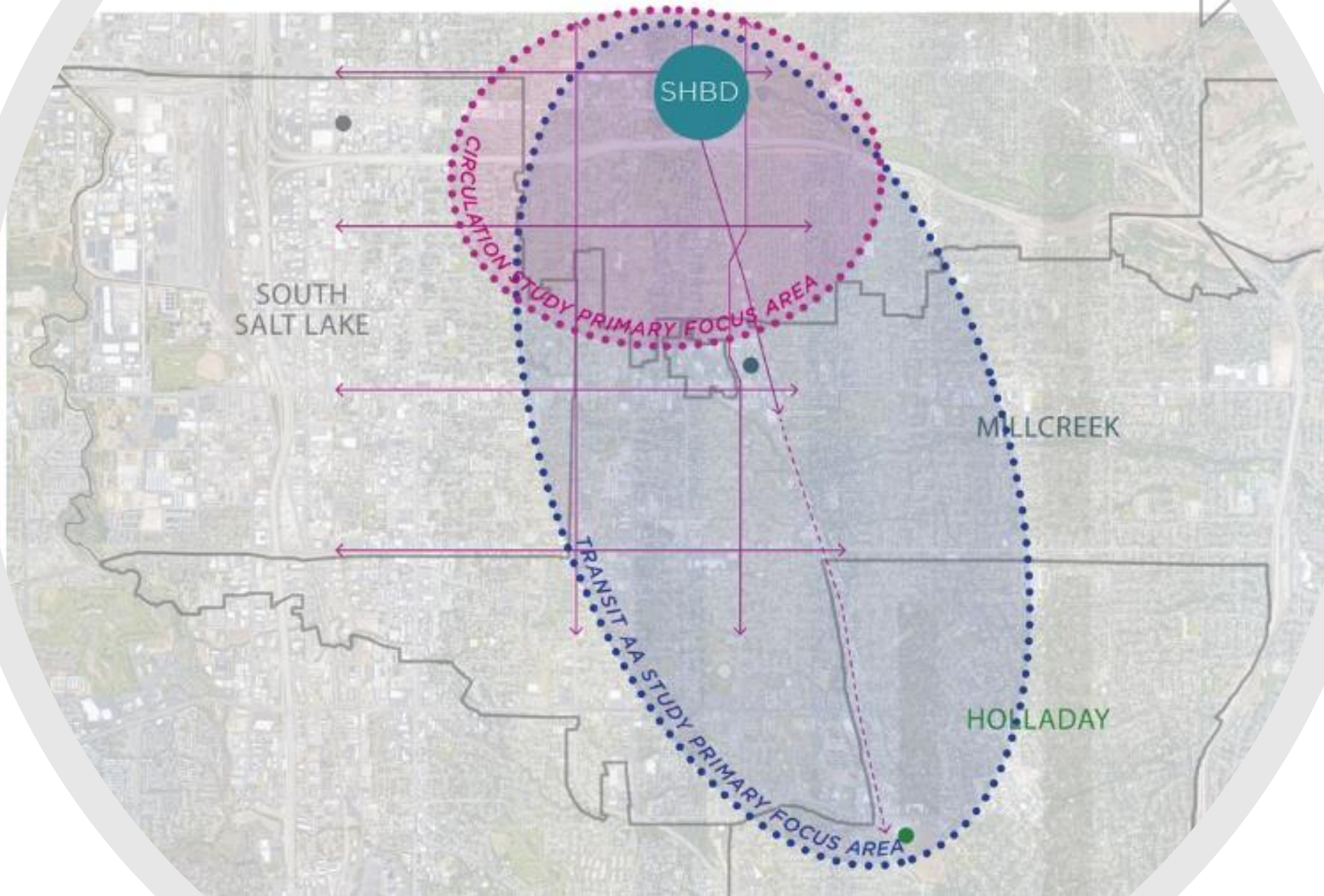
Circulation Study Schedule



Circulation Study Schedule



SALT LAKE CITY





McClelland Shared Street Phase 2a

Phases

1: McClelland Trail, 800 South to 2100 South

2a: Soft improvements to accomplish goals

2b: Further proliferation of 2a improvements

2c: Ultimate curbless or low curb shared street

3: McClelland Trail south of Fairmont Park



McClelland Shared Street Phase 2a



Example of Phase 2a soft improvements



McClelland Shared Street Phase 2c



Example of Phase 2c improvements



McClelland Shared Street Phase 2c



Example of Phase 2c improvements



McClelland Shared Street Phase 2a

Why?

“The most effective way to achieve many of the economic, safety, and livability goals of McClelland Street is to convert it from a traditional roadway to a shared street. Motorists will be driving slower, increasing exposure to businesses on the corridor. A calm shopping and living environment, and a gateway to Fairmont Park, are unique. McClelland Street is an ideal setting for a calm street where all users are equal.”



McClelland Shared Street Phase 2a

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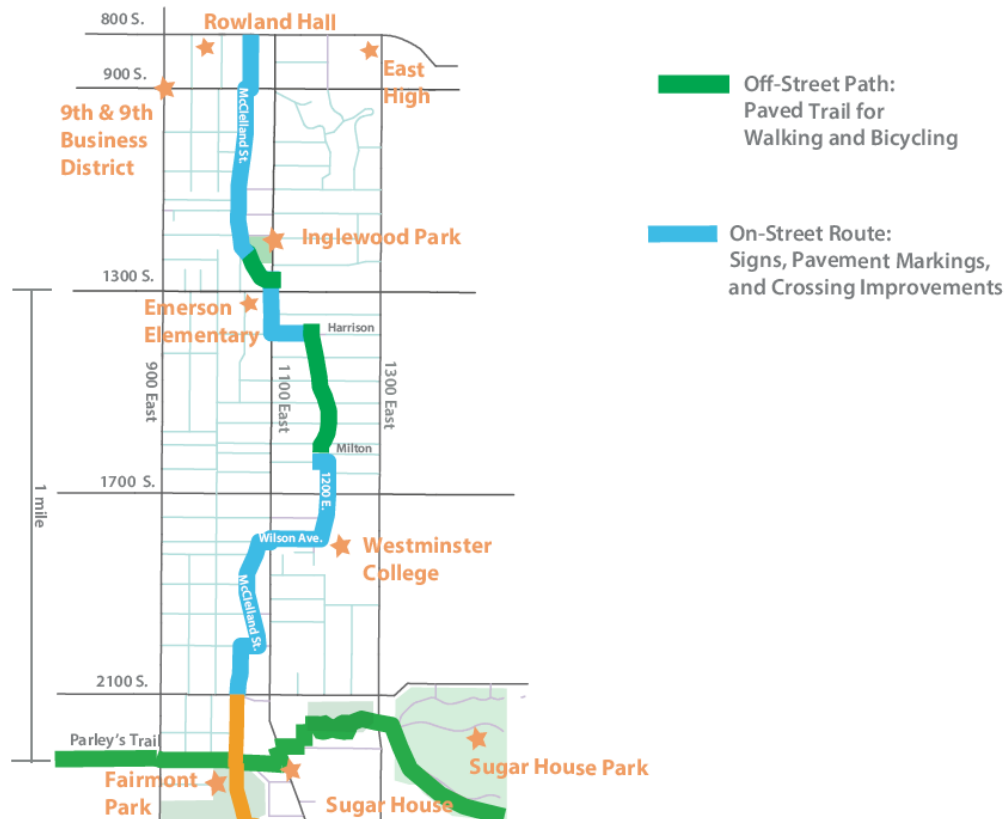
2c: Ultimate curbless or low curb shared street

3: McClelland Trail south of Fairmont Park



McClelland Shared Street Phase 1

Phase I - 800 South to 2100 South Completed in 2016





McClelland Shared Street Phase 1

Phase I - 800 South to 2100 South
Completed in 2016





McClelland Shared Street Phase 1

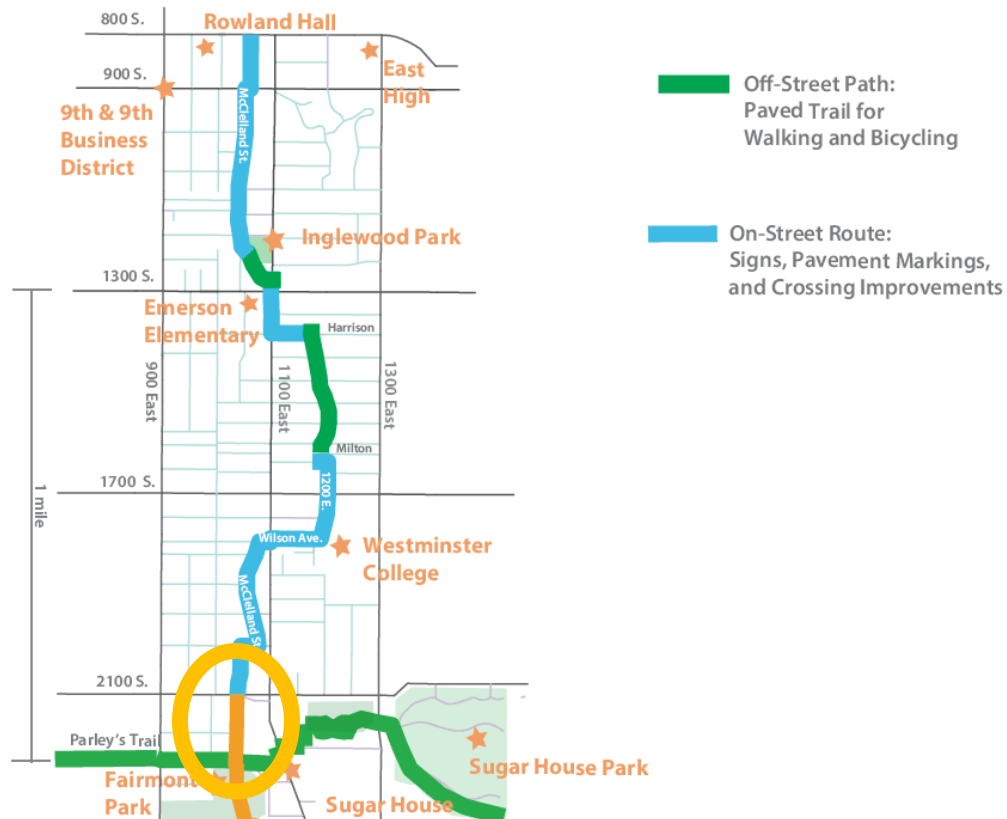
Phase I - 800 South to 2100 South
Completed in 2016





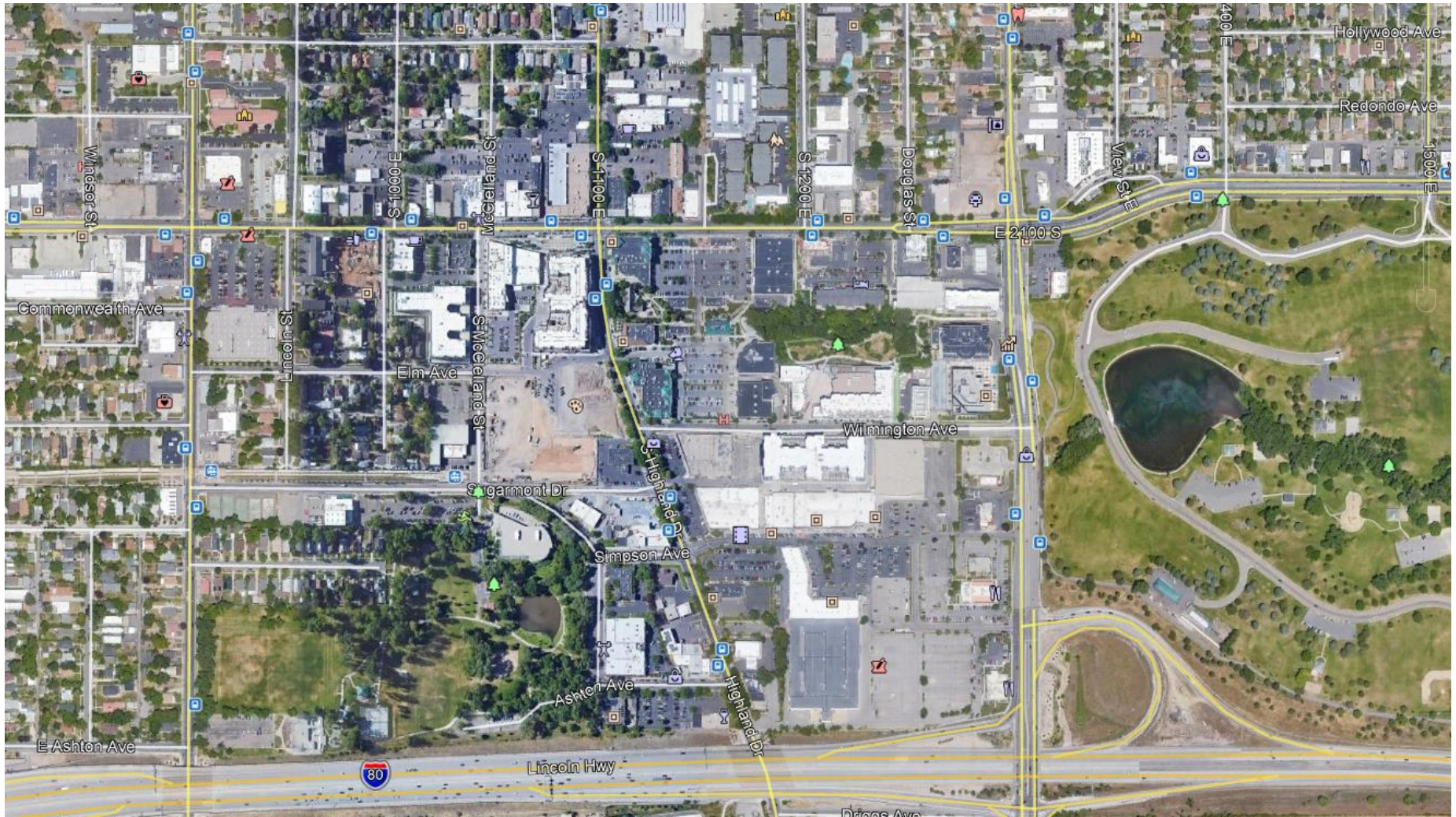
McClelland Shared Street Phase 1

Phase I - 800 South to 2100 South Completed in 2016



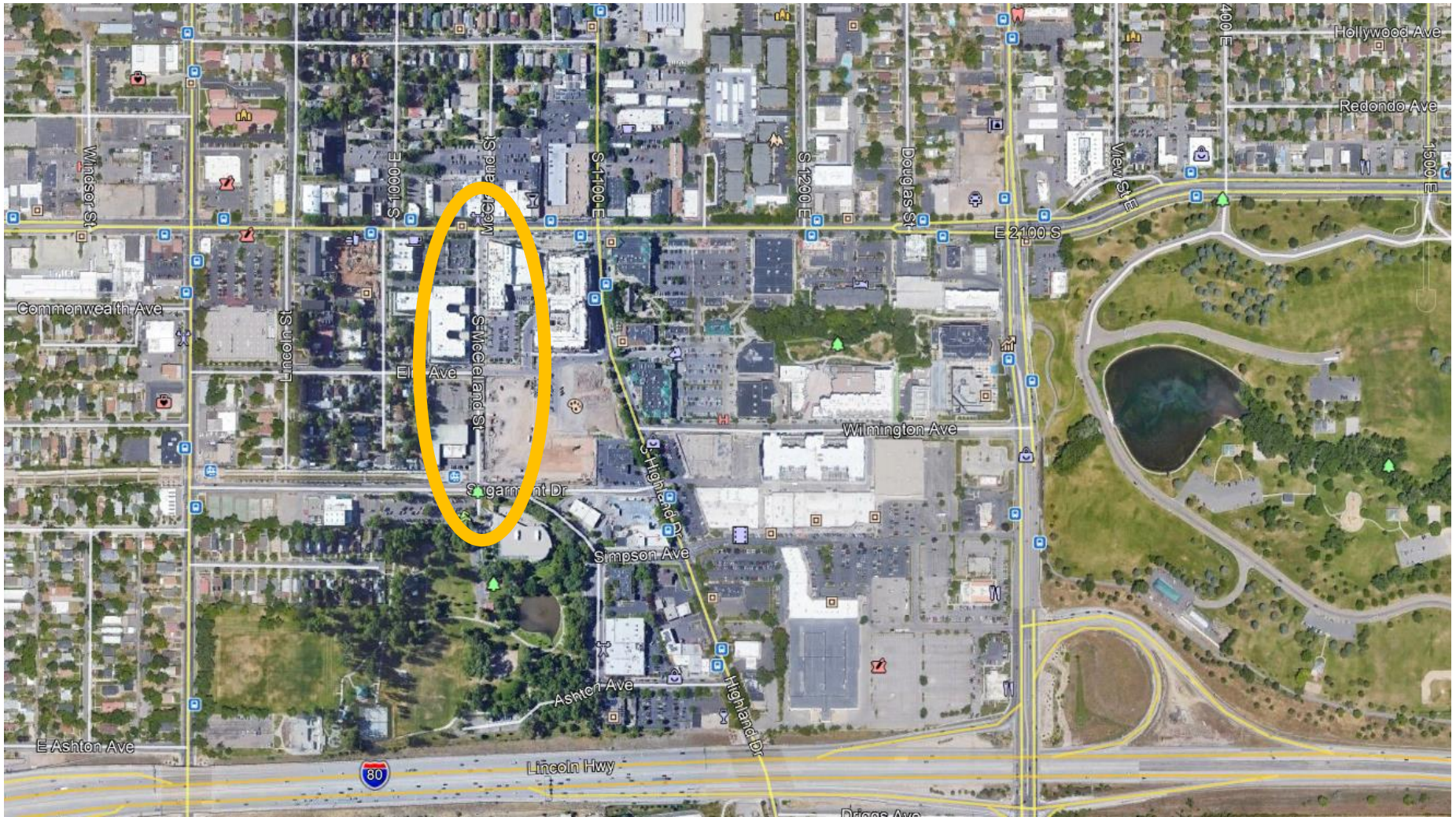


McClelland Shared Street Phase 2a





McClelland Shared Street Phase 2a



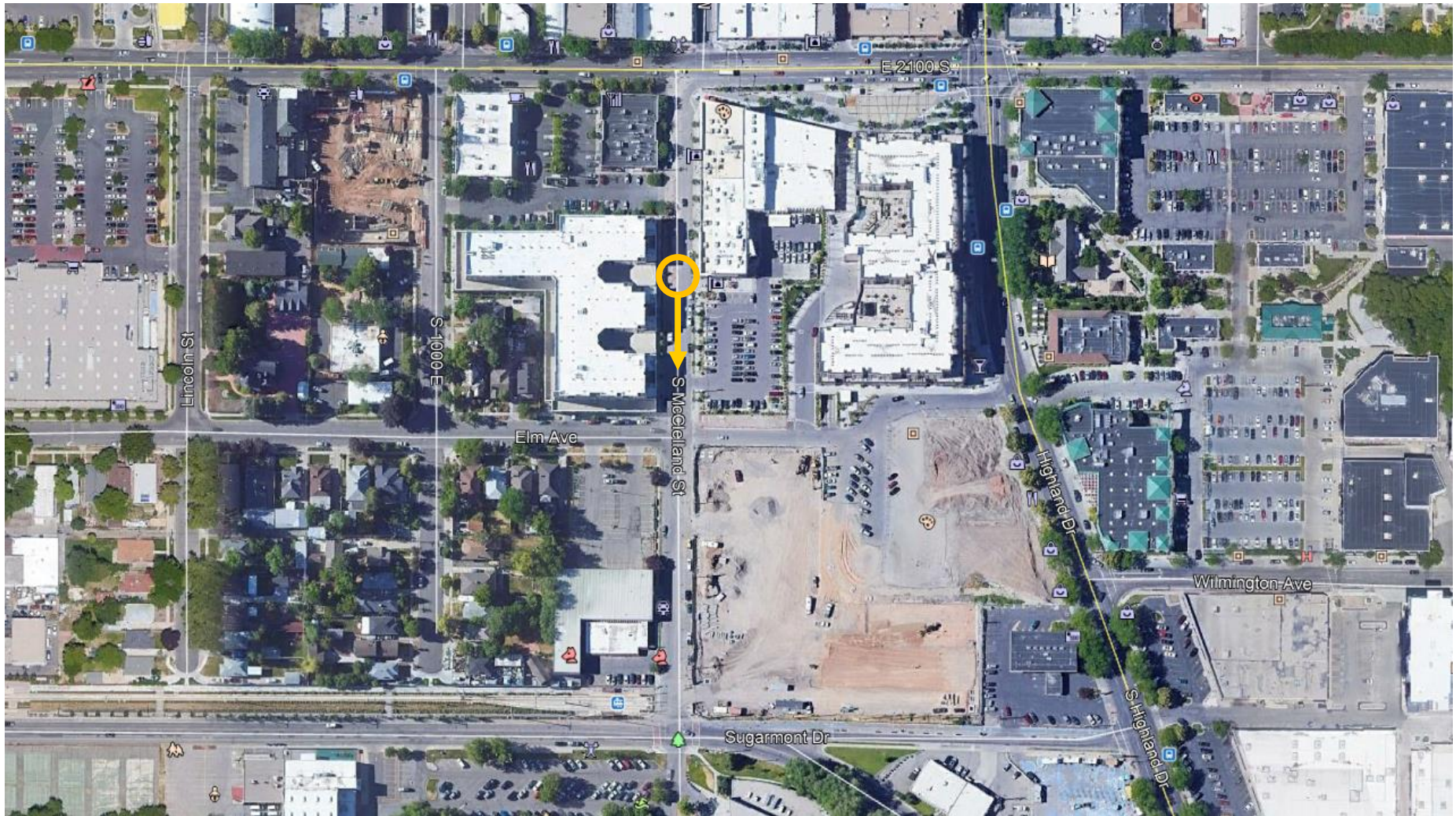


McClelland Shared Street Phase 2a





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McClelland Shared Street Phase 2a

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McClelland Shared Street Phase 2a

Corridor Goals

1. Economic success
2. Vulnerable user comfort and safety
3. Placemaking & connectivity to nature
4. Parking
5. Circulation



McClelland Shared Street Phase 2a

Past Iterations and Ideas

1. Two-Way Separated Bike Lane (East Side)
2. Shared Use Path (East Side)
3. Shared Street



McClelland Shared Street Phase 2a

Past Iterations and Ideas

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2. Shared Use Path (East Side)
3. **Shared Street**



McClelland Shared Street Phase 2a





McClelland Shared Street Phase 2c



Draft renderings from Concept Plan



McClelland Shared Street Phase 2c



Draft renderings from Concept Plan



McClelland Shared Street Phase 2a

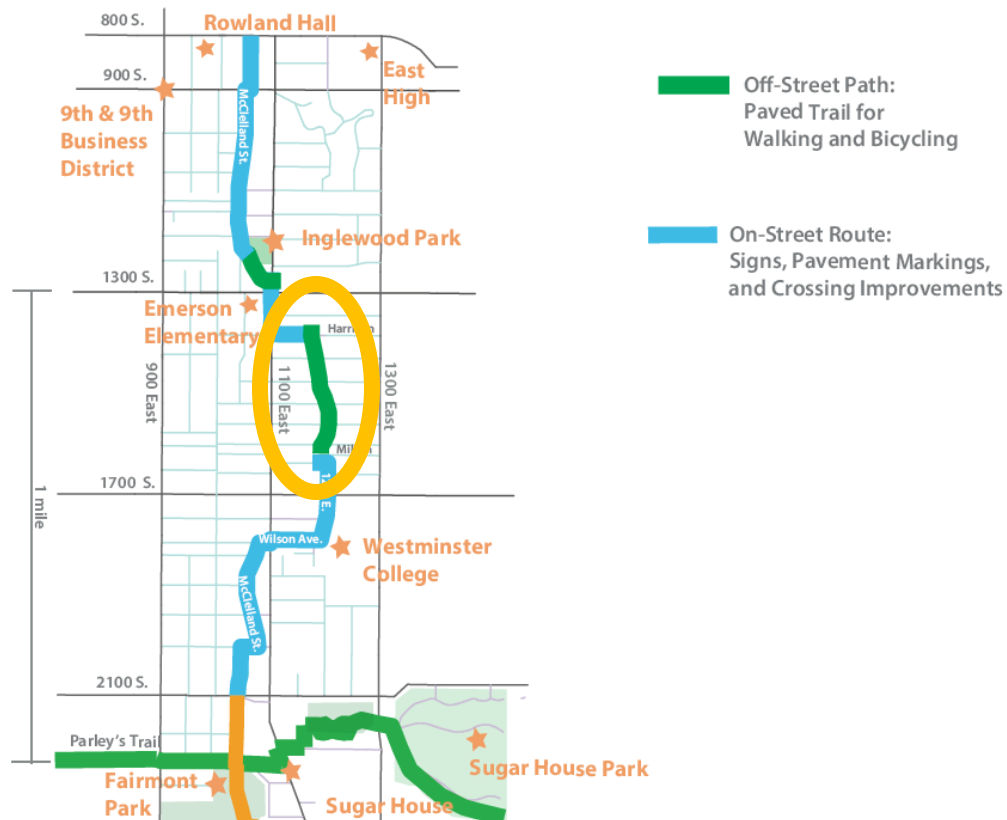
Next Steps

- June 2020: Both phases' concept plans for public review
- Fall 2020: Final design
- 2021: Construction



McClelland Trail & Neighborhood Street Livability Improvements

Phase I - 800 South to 2100 South Completed in 2016





McClelland Trail & Neighborhood Street Livability Improvements

Phase I - 800 South to 2100 South
Completed in 2016





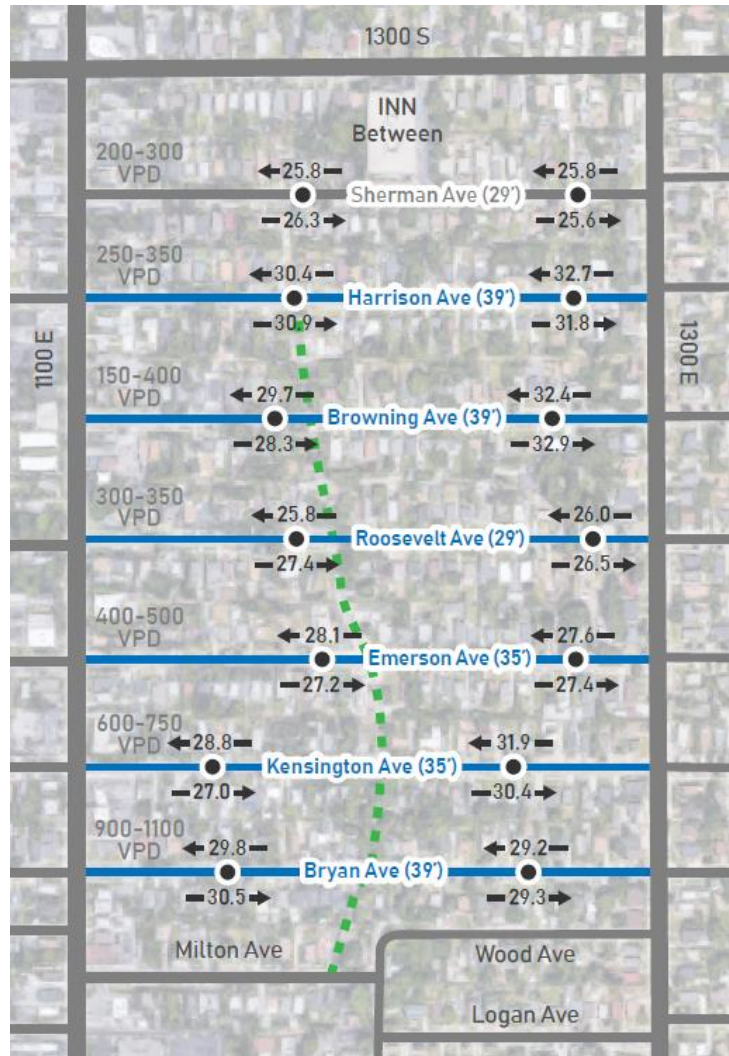
McClelland Trail & Neighborhood Street Livability Improvements

Why?

“Motorists drive at speeds that are excessive for the residential nature of the area (typical **speeds of 35 mph** in several of these 25 mph zones). This is due to the steep grade between 1100 East and 1300 East combined with forgiving widths of several of the avenues. In addition, the recent McClelland Trail improvements created a comfortable trail experience between avenues, but current crossing designs and high east-west vehicular speeds pose a significant **risk at the trail/avenue intersections.**”

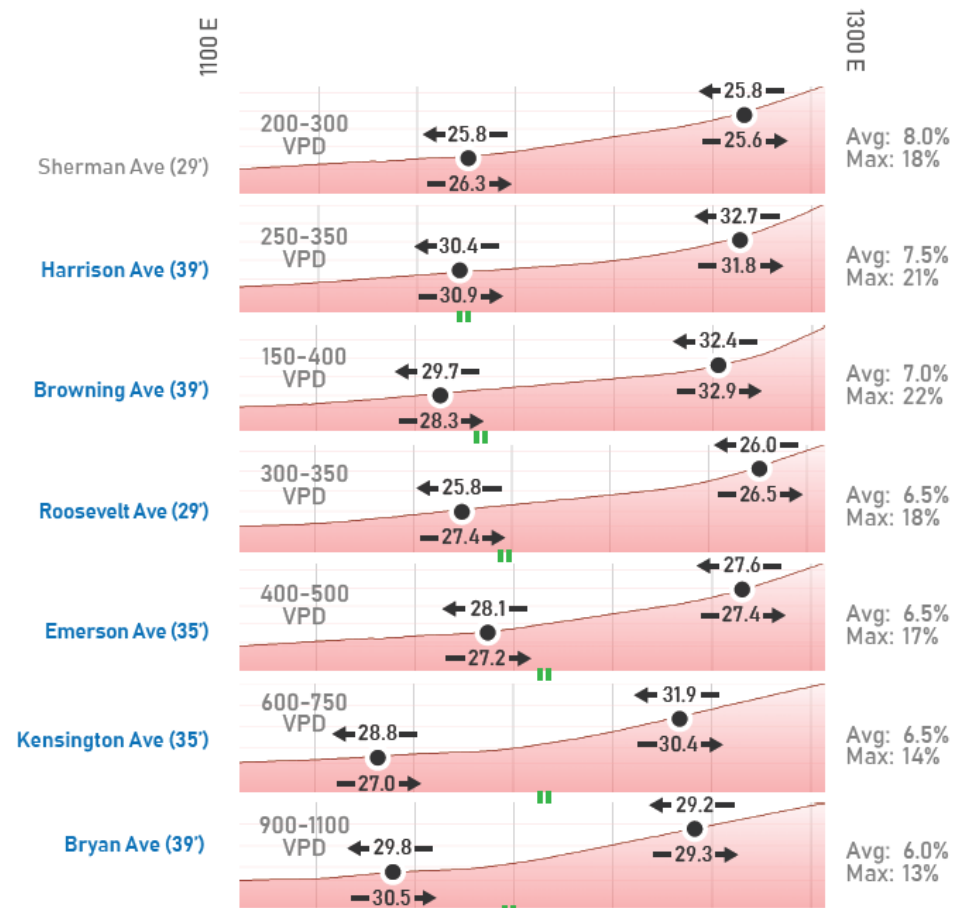
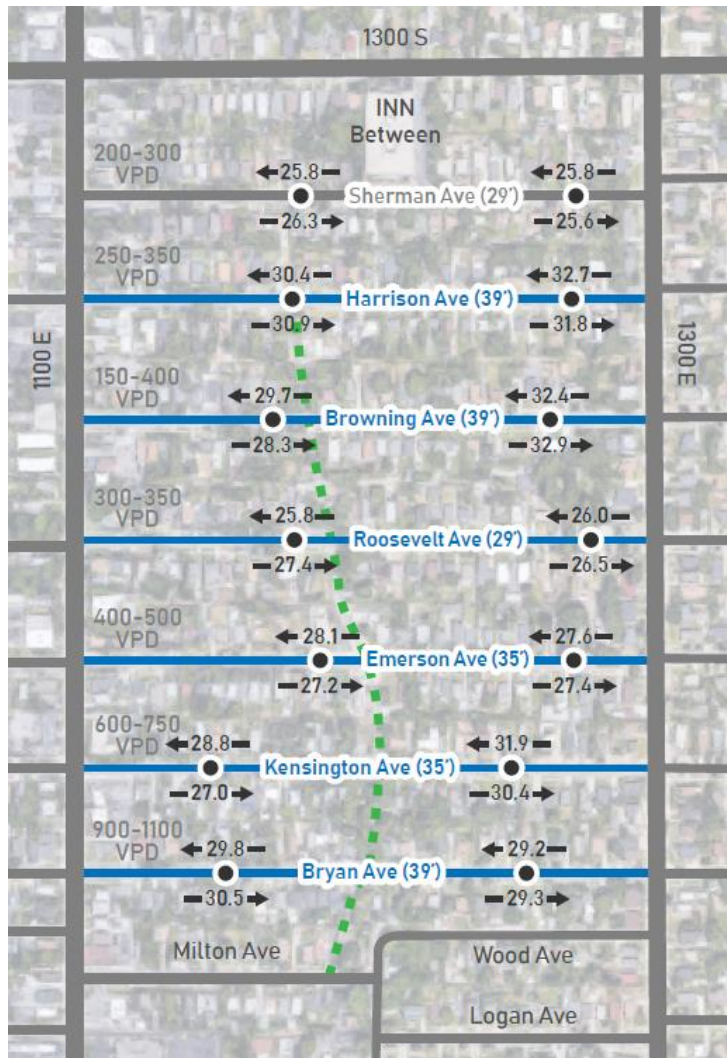


McClelland Trail & Neighborhood Street Livability Improvements



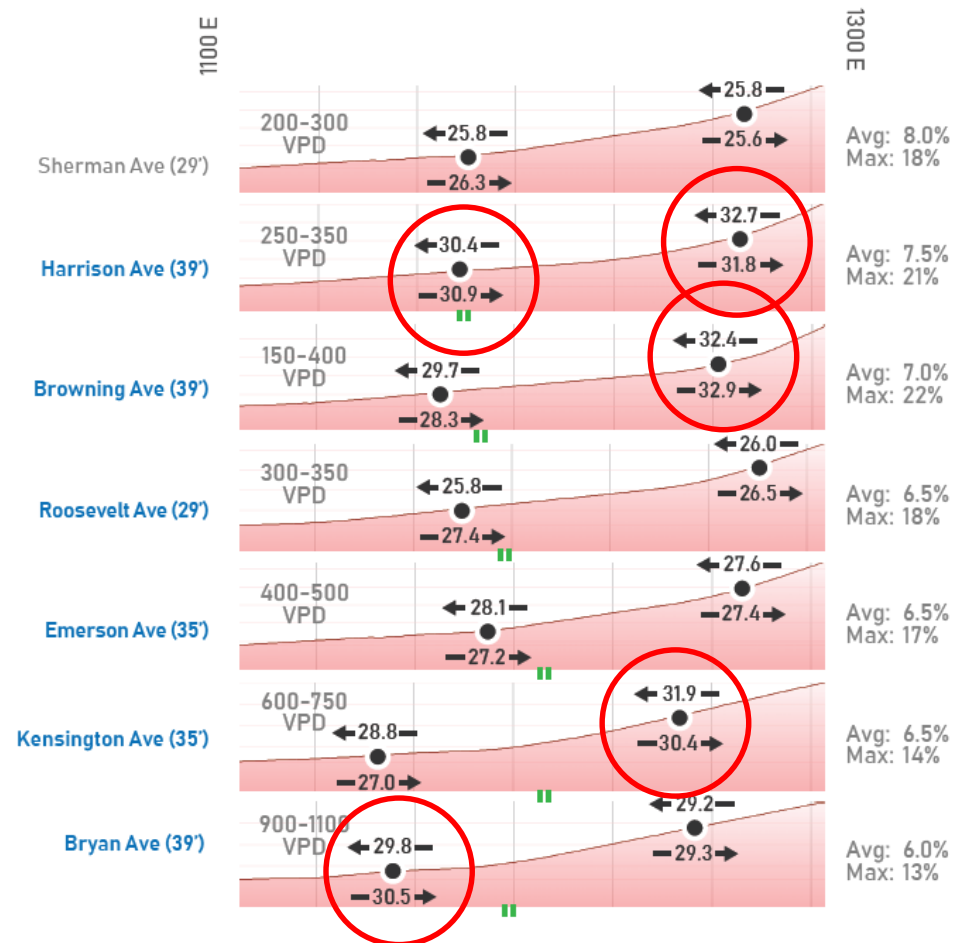
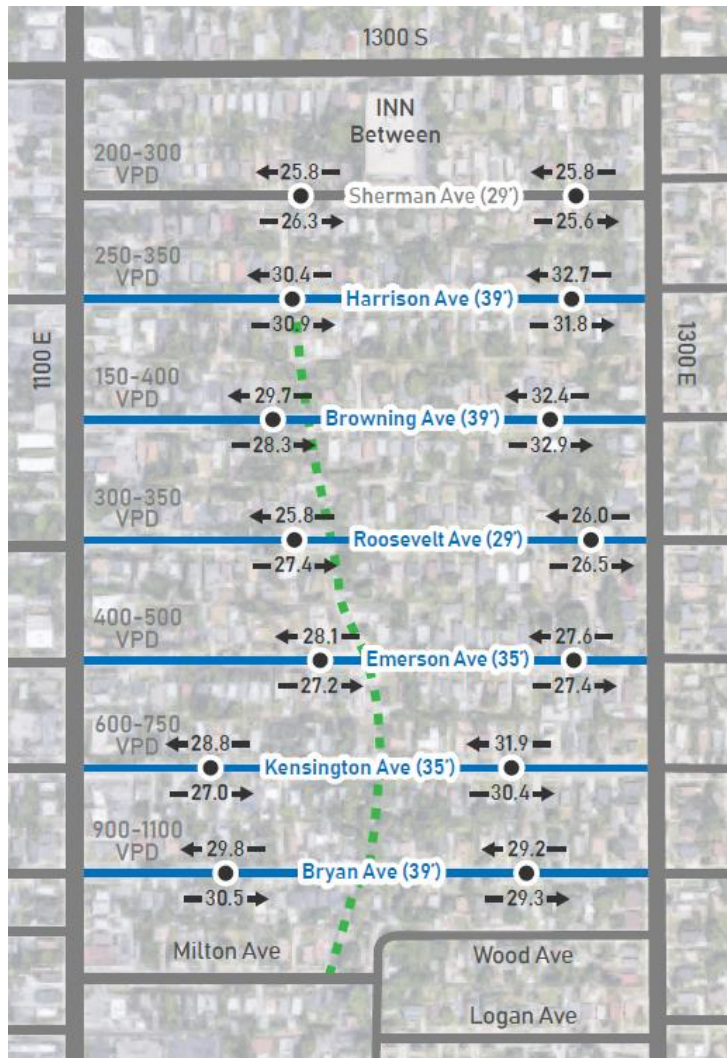


McClelland Trail & Neighborhood Street Livability Improvements



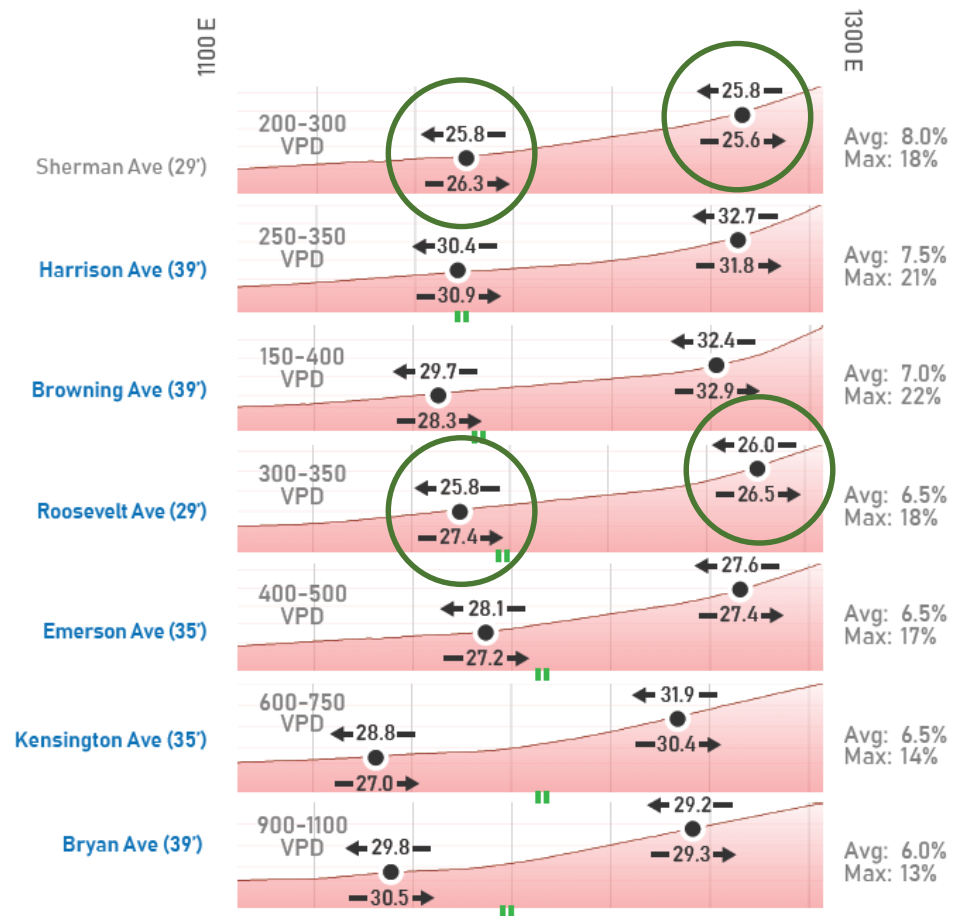
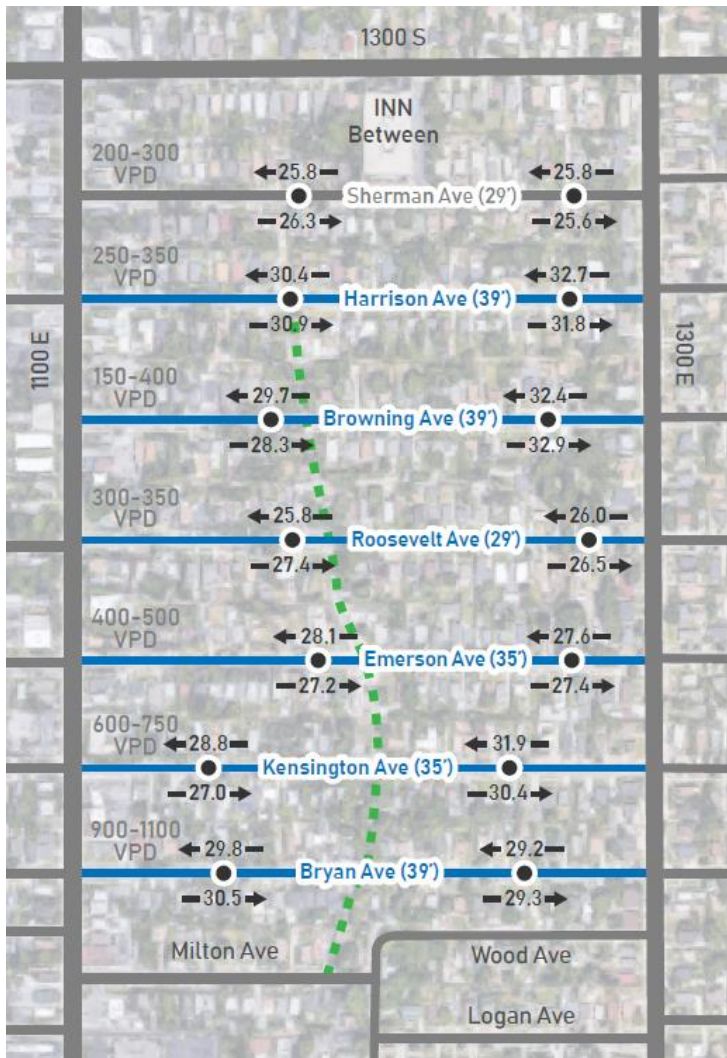


McClelland Trail & Neighborhood Street Livability Improvements





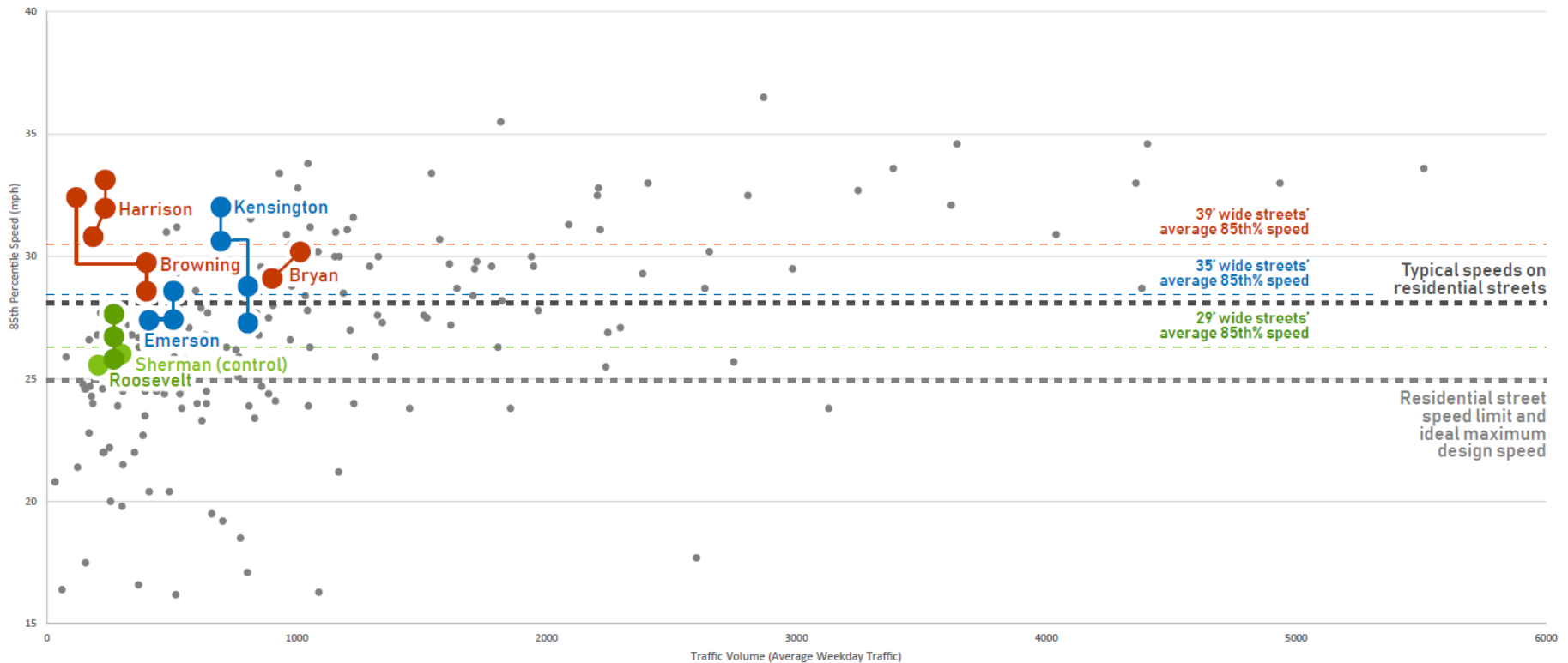
McClelland Trail & Neighborhood Street Livability Improvements





McClelland Trail & Neighborhood Street Livability Improvements

Traffic Volumes vs 85th Percentile Speed
Salt Lake City Local Roadways
25 mph Speed Limit, Two Lanes, 2010-2018 Data, 196 Data Points
and Averaged 2019 Data for the Six Project Avenues with One Control Added

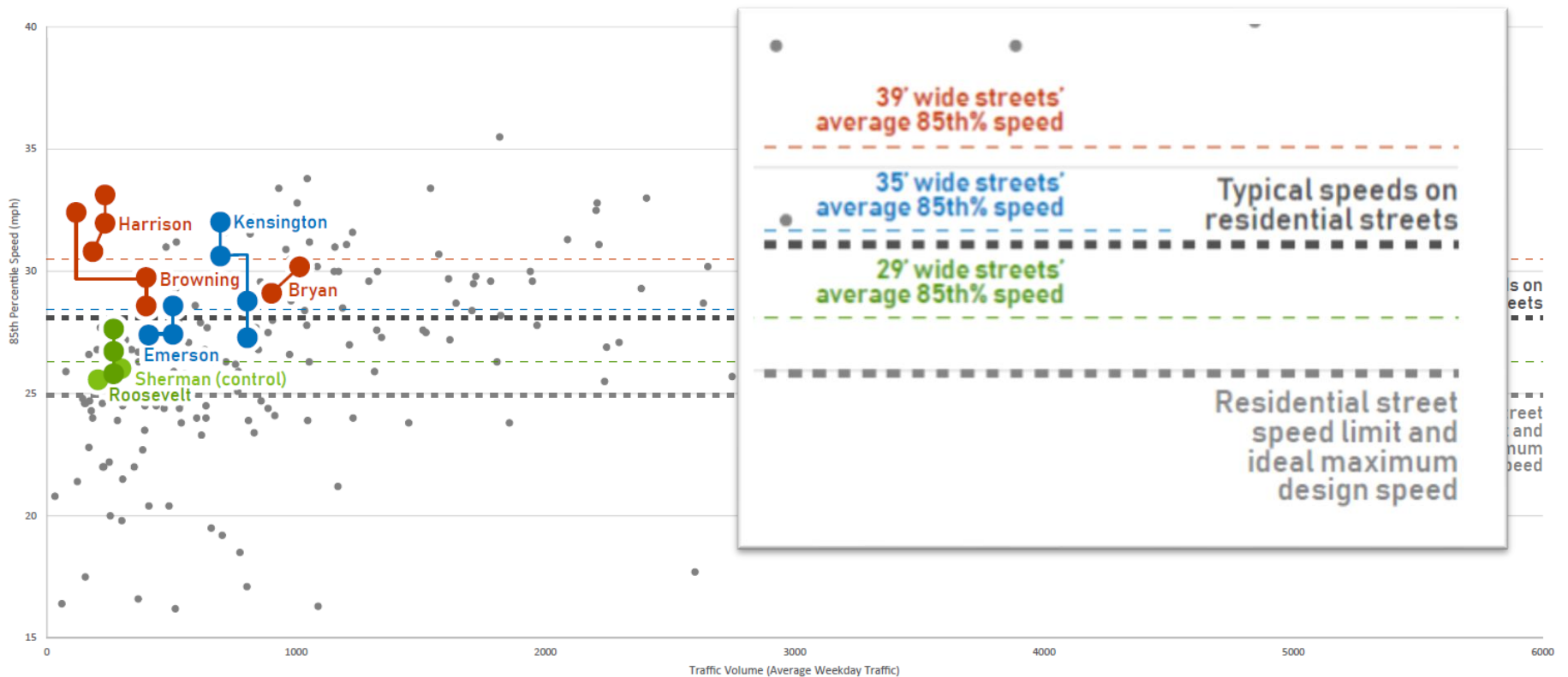


● Each small dot represents a local roadway in SLC, with data collected 2010 and 2018



McClelland Trail & Neighborhood Street Livability Improvements

Traffic Volumes vs 85th Percentile Speed
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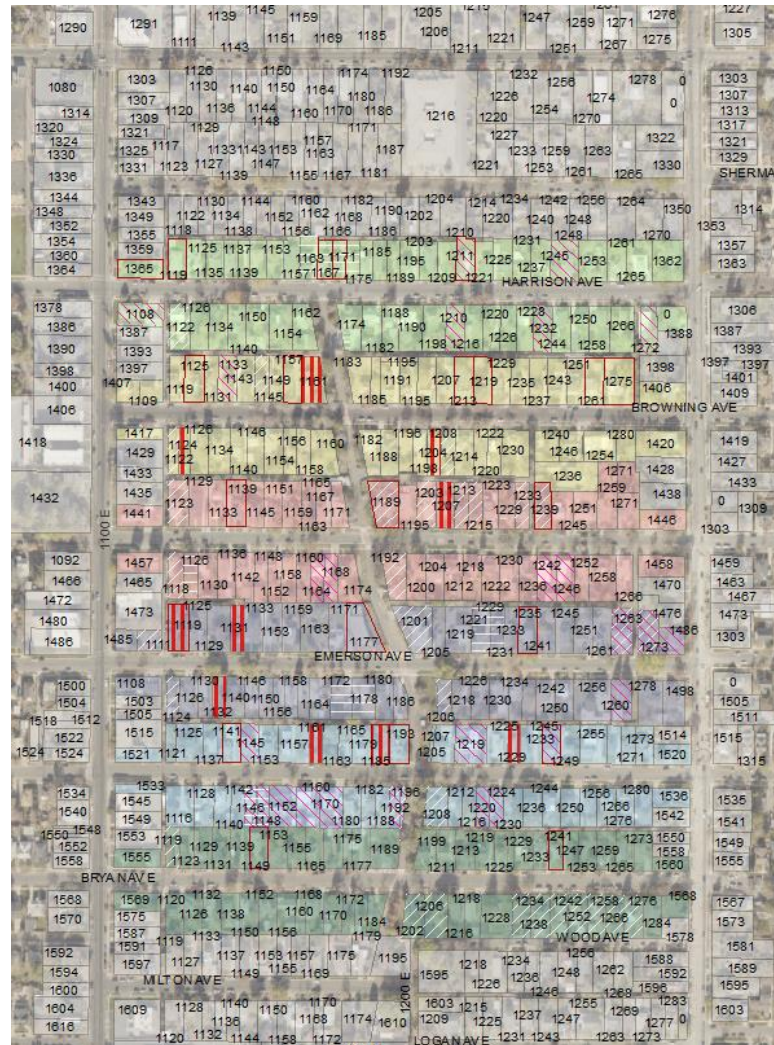


McClelland Trail & Neighborhood Street Livability Improvements

Street Captains x6



McClelland Trail & Neighborhood Street Livability Improvements





McClelland Trail & Neighborhood Street Livability Improvements





McClelland Trail & Neighborhood Street Livability Improvements

What?

“Local residents and business owners have two desired project outcomes, based on many hours of outreach, petitioning, and collecting letters of support:

- (1) increase the livability near homes and businesses by **slowing automobile traffic to below 25 mph**, the maximum ideal design speed;
- (2) **improve** the comfort of the **six at-grade McClelland Trail crossings** in the neighborhood.”



McClelland Trail & Neighborhood Street Livability Improvements



Example of improvements



McClelland Trail & Neighborhood Street Livability Improvements



Example of improvements



McClelland Trail & Neighborhood Street Livability Improvements



Example of improvements



McClelland Trail & Neighborhood Street Livability Improvements



Example of improvements



McClelland Trail & Neighborhood Street Livability Improvements



Example of
improvements



McClelland Trail & Neighborhood Street Livability Improvements

Next Steps

- Summer-Fall 2020: More outreach, design tests
- Fall-Winter 2020: Design
- 2021: Construction