

On Street: Signs and Symbols



Off Street: Paved Trail



On Street: Bike Path

McClelland Trail - Update


Transportation Advisory Board
October 3, 2016

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Background



Background




JORDAN & SALT LAKE CITY CANAL

The foundation work on the Salt Lake Temple was nearing completion and soon would be ready for the granite upper walls. The four-day trip from the quarry with men-drawn wagons could not possibly provide stone as quickly as it was needed. To expedite delivery, and also to reduce the cost by three quarters, a canal was proposed on which the stones could be delivered on barges. Though conceived as early as 1848, the canal was long in coming, and a first venture, a segment begun in 1868 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 forks of City Creek Canyon creek, close to the present intersection of State and North Temple Streets.

In 1875, the advent of the railroad being extended south out of Salt Lake City into Utah Valley, and beyond, together with a spur east out of Sandy into Little Cottonwood Canyon to the granite quarry, provided an easier and still less expensive way of getting stone from the quarry to the temple block. The use of the canal for hauling stone was forgotten; for providing irrigation water it was completed and is still in use today. The canal may still be found open from the point of the mountain to 3000 South and 1300 West Streets. From there it courses through the city north of 3000 South Street in a four foot diameter culvert under a sidewalk, or roadway, or snuggled between houses. The culvert is located just west of this monument.

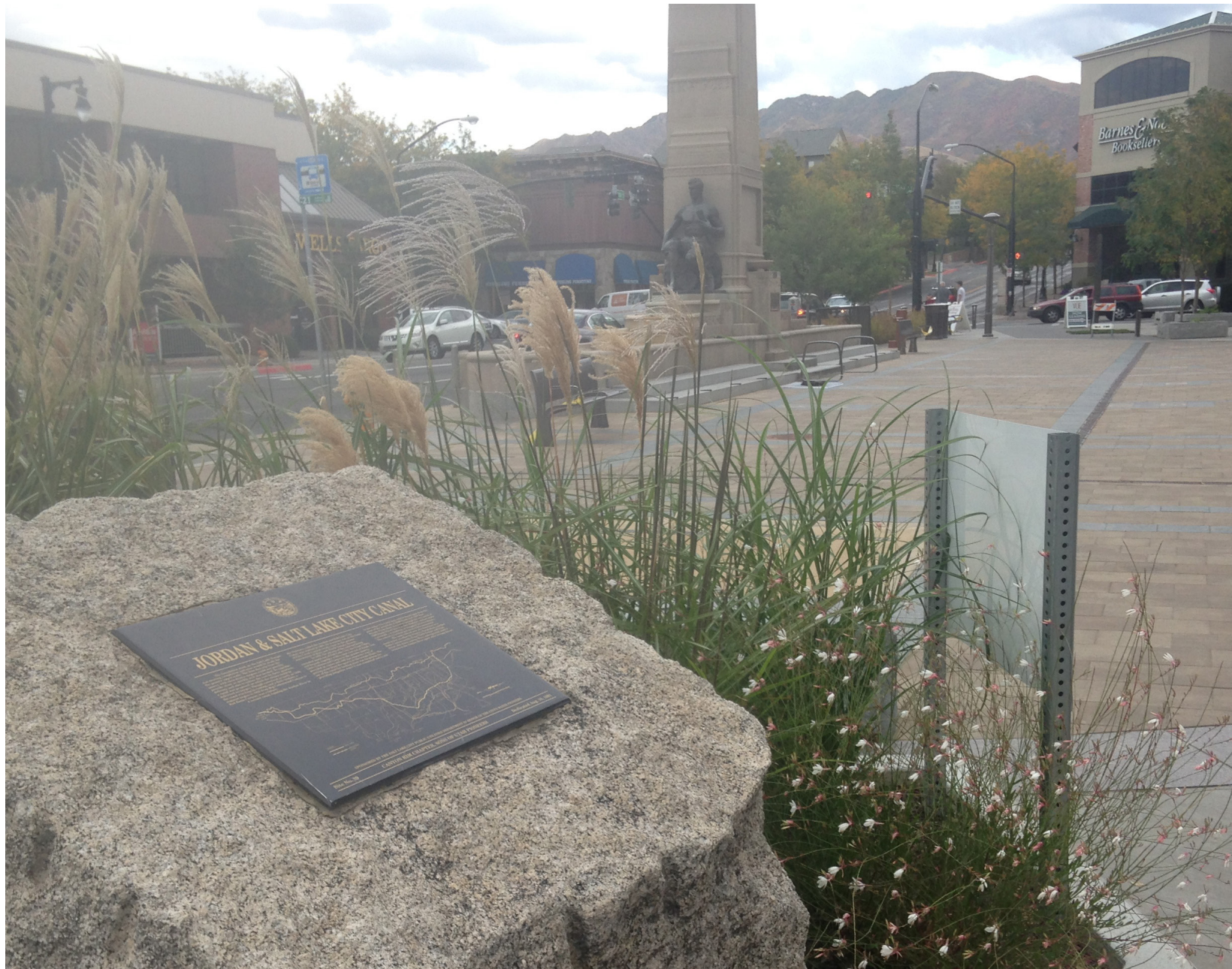
This same culvert now also functions as a storm water overflow for Farleys, Emigration, and Red Butte Canyon creeks. From North Temple and State Street, the water courses West, underground, until it returns to the Jordan River again after its long detour.



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

Site No. 39 CANYON RIM CHAPTER, SONS OF UTAH PIONEERS Dedicated Aug. 10, 1991

Background



Background



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McClelland Trail

Phase I: 800 South to 2100 South

Under Construction



August 2016: Demolition and grading began

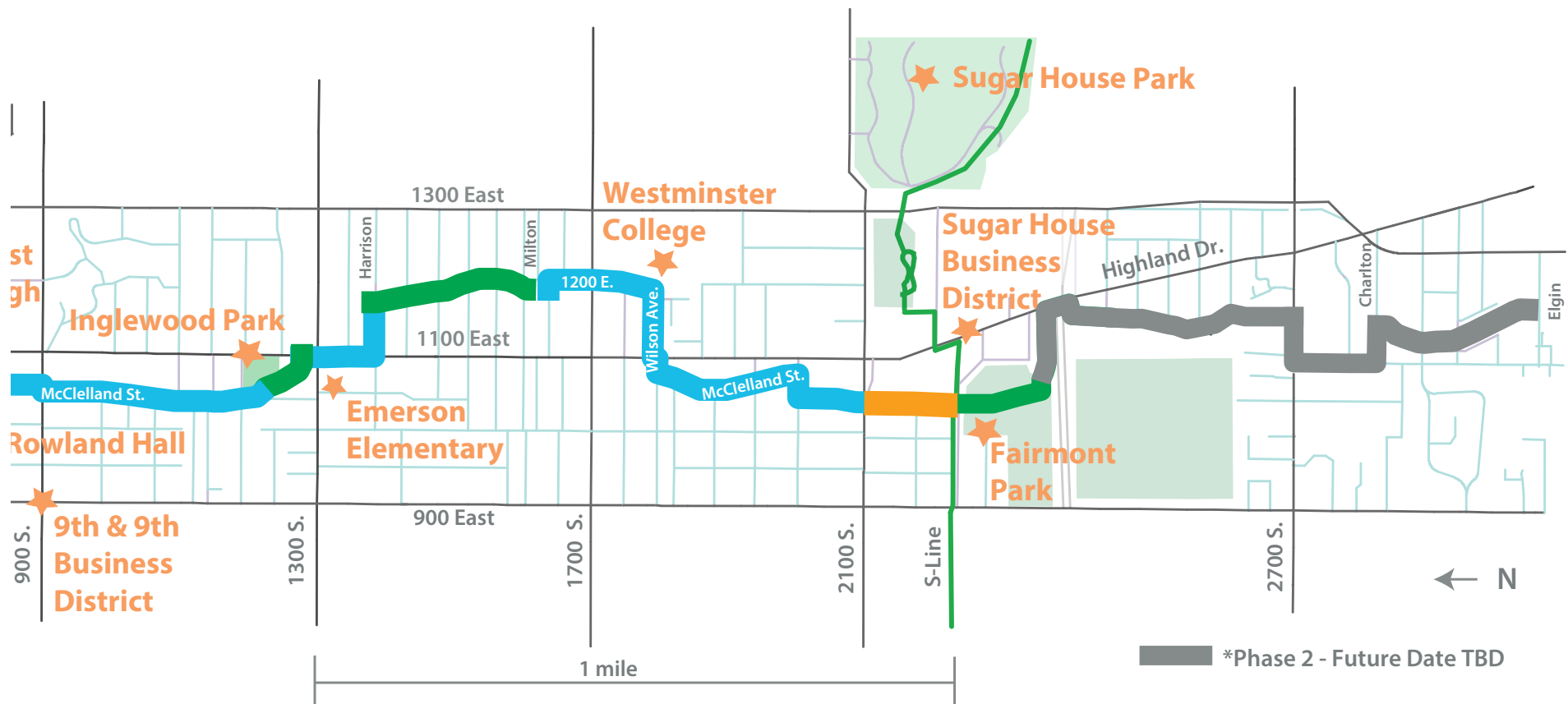
September 2016: Finish grading, irrigation and ADA ramps

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

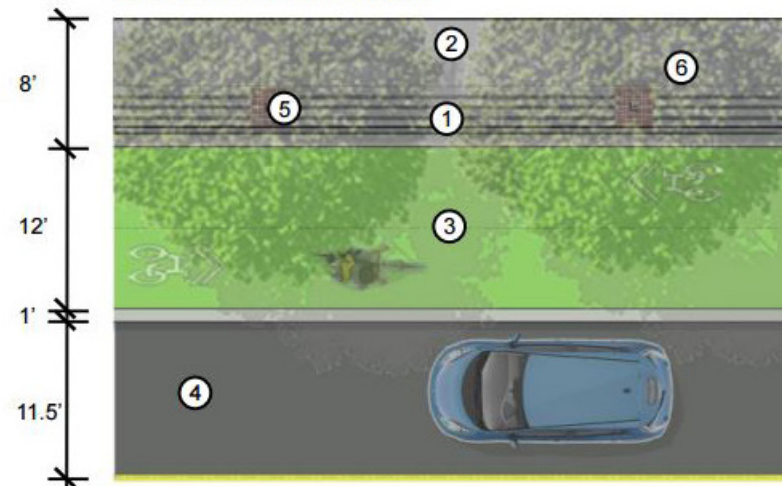
Sugar House Circulation Plan

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



McClelland & 1100 East - Street Section & Treatment

McClelland Street - East Side



LEGEND

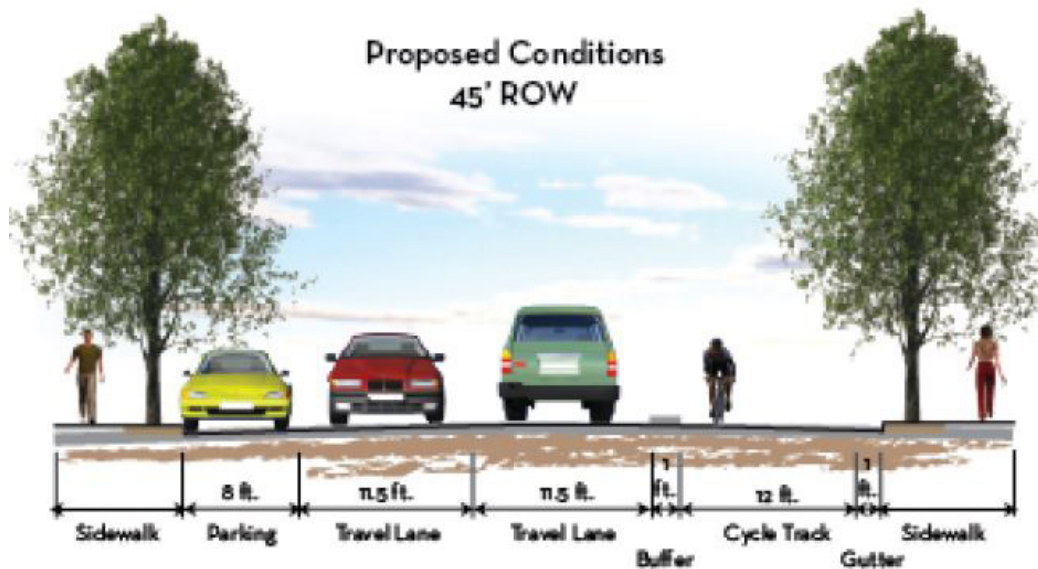
- 1- Accent Pavers
- 2- Sidewalk
- 3- Cycle Track
- 4- Traffic Lane
- 5- Tree Grate
- 6- Lacebark Elm Tree(s)

	Classification	Range/ Size/ Scale	Specification
Street Type	Mixed Village	Pedestrian	
Parking strip width	Urban/ Res	0'- 8'	Grate & Staked
Sidewalk width	Urban	5'-8'	Reinforced concrete
Landscaping	Urban/ Res/ Park	Varies	Drought resistant
Street trees	North/South	20' on center	Lacebark Elm
Street wall	Retail & Lt. Indust.	Pedestrian	Segmented
Lighting	Existing Historic	Pedestrian	SLC standard

Sugar House Circulation Plan Design Recommendations

“McClelland Street will become a gateway between the Business District, Sugar House Streetcar, and Parley’s Trail.”

- 2012 Circulation Plan



McClelland Trail - Option 1

McClelland Street - Option 1



8/22/16 - SLC Transportation Division



Existing



Two-way bike path
Example: Indianapolis Cultural Trail

McClelland Trail - Option 2

McClelland Street - Option 2



0 37.5 75 150 Feet
Trail
Pedestrian Space
HAWK Pedestrian & Bicycle Crossing
New Road

8/22/16 - SLC Transportation Division



Existing



Two-way bike path

Example: Indianapolis Cultural Trail

McClelland Trail - Option 3

McClelland Street - Option 3 - Shared Street

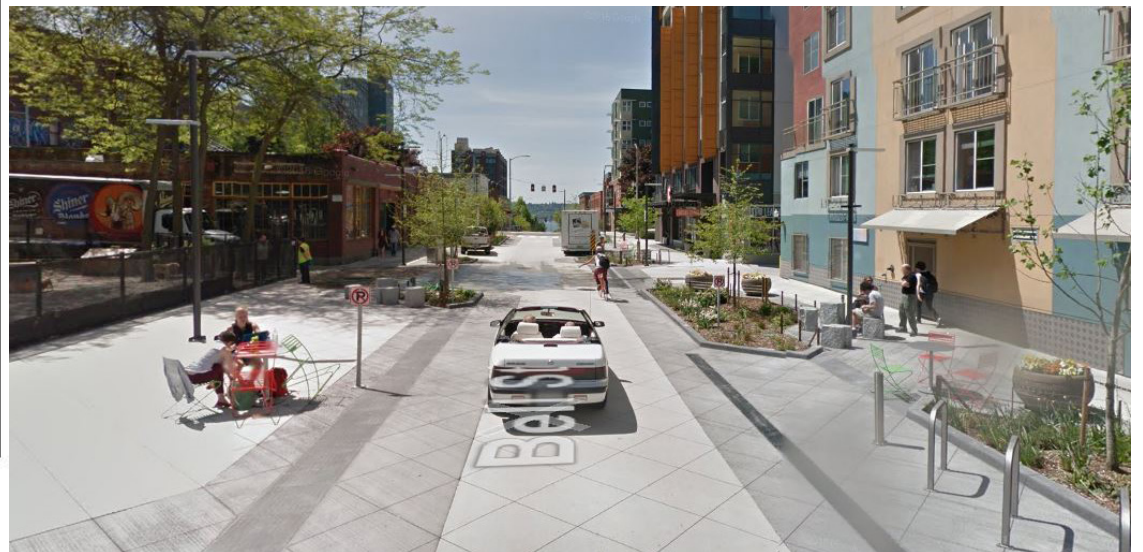


0 37.5 75 150 Feet
■ Planters
■ Pedestrian Space

8/22/16 - SLC Transportation Division



Shared Street Example



Bell Street, Seattle, WA

Traffic Study - Impacts of Street Changes

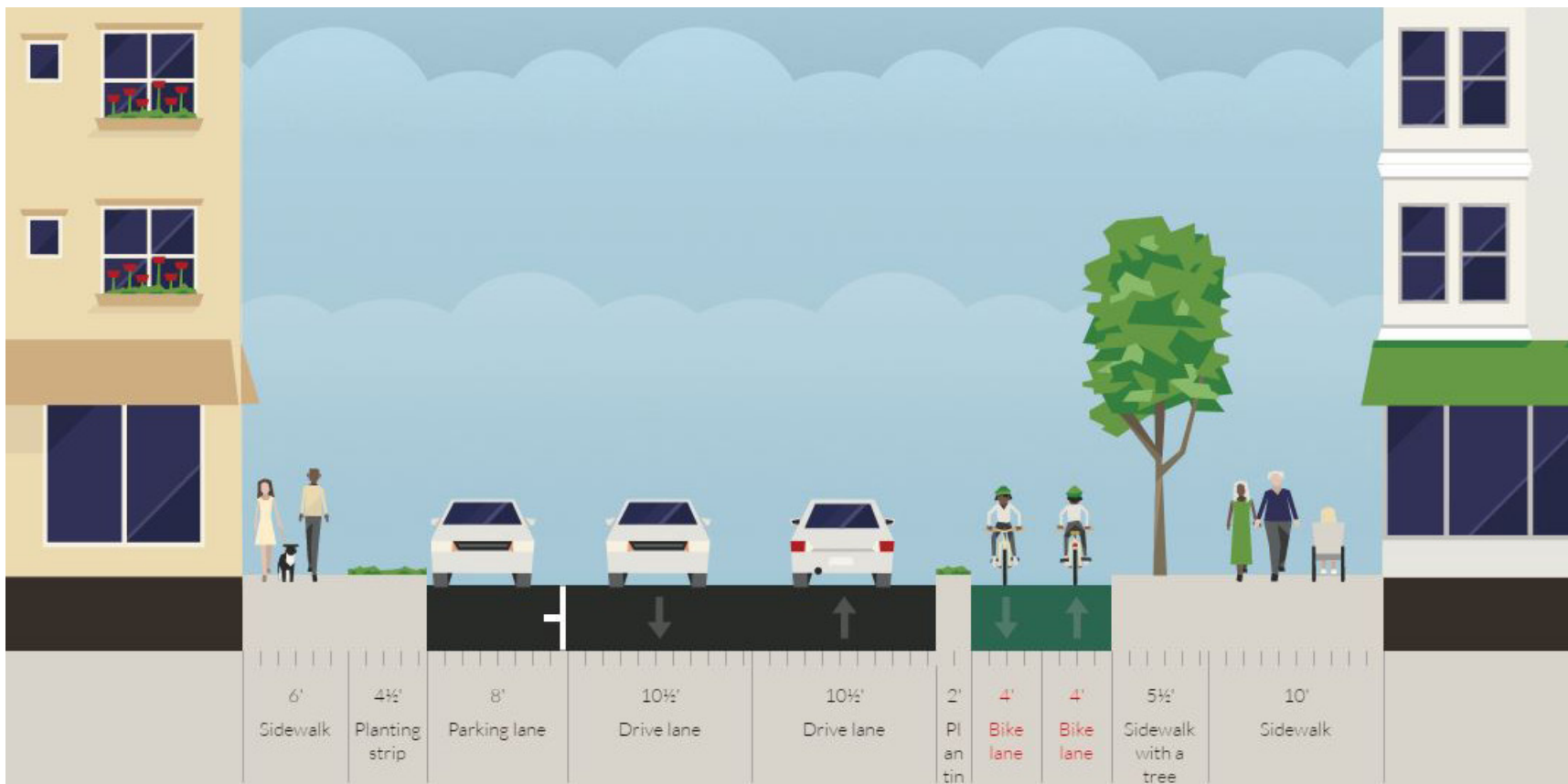
PM Peak Level of Service

	No Action -Approved buildings -No streetcar -Two-way traffic on McClelland Street	Option 1 - Streetcar - McClelland Trail - One-way traffic and diagonal parking on McClelland Street	Option 2 -No streetcar - McClelland Trail - One-way traffic and diagonal parking on McClelland Street	Option 3 - Streetcar - No McClelland Trail - Two-way traffic on McClelland Street
McClelland/ 2100 S	E	B	C	C
Highland/ 2100 South	C	C	C	C
McClelland/ Elm Street	B	A	B	B
Highland/ Wilmington	B	C	C	C
McClelland/ Sugarmont	A	B	A	B
Highland/ Sugarmont	B	B	C	B

McClelland Trail

Cross-Section: Elm to Sugarmont

Adjacent to Sugarmont Apartments
Boulder Ventures may assist construction

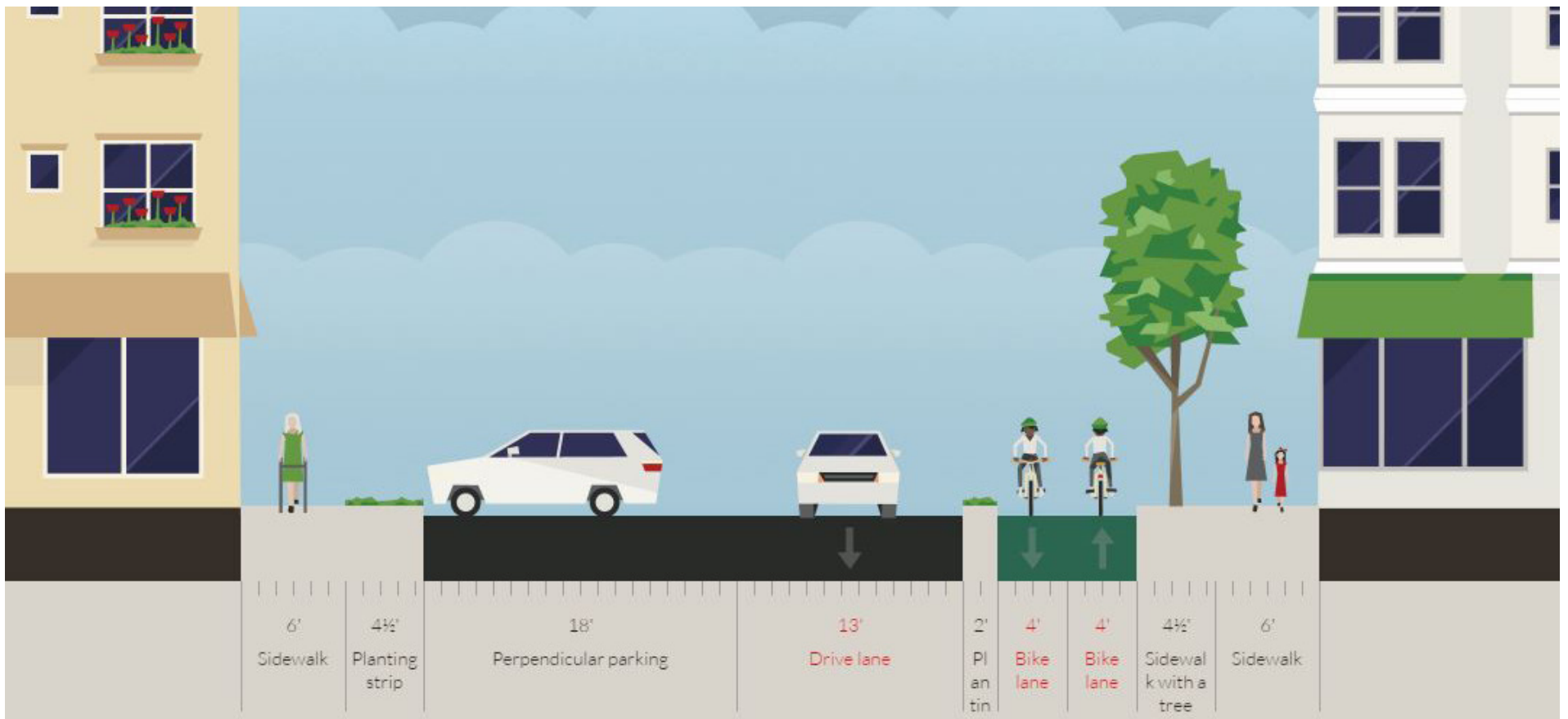


*Facing North

McClelland Trail

One-way Option: 2100 South to Elm

One-way southbound
Angle parking on west side of street



*Facing North

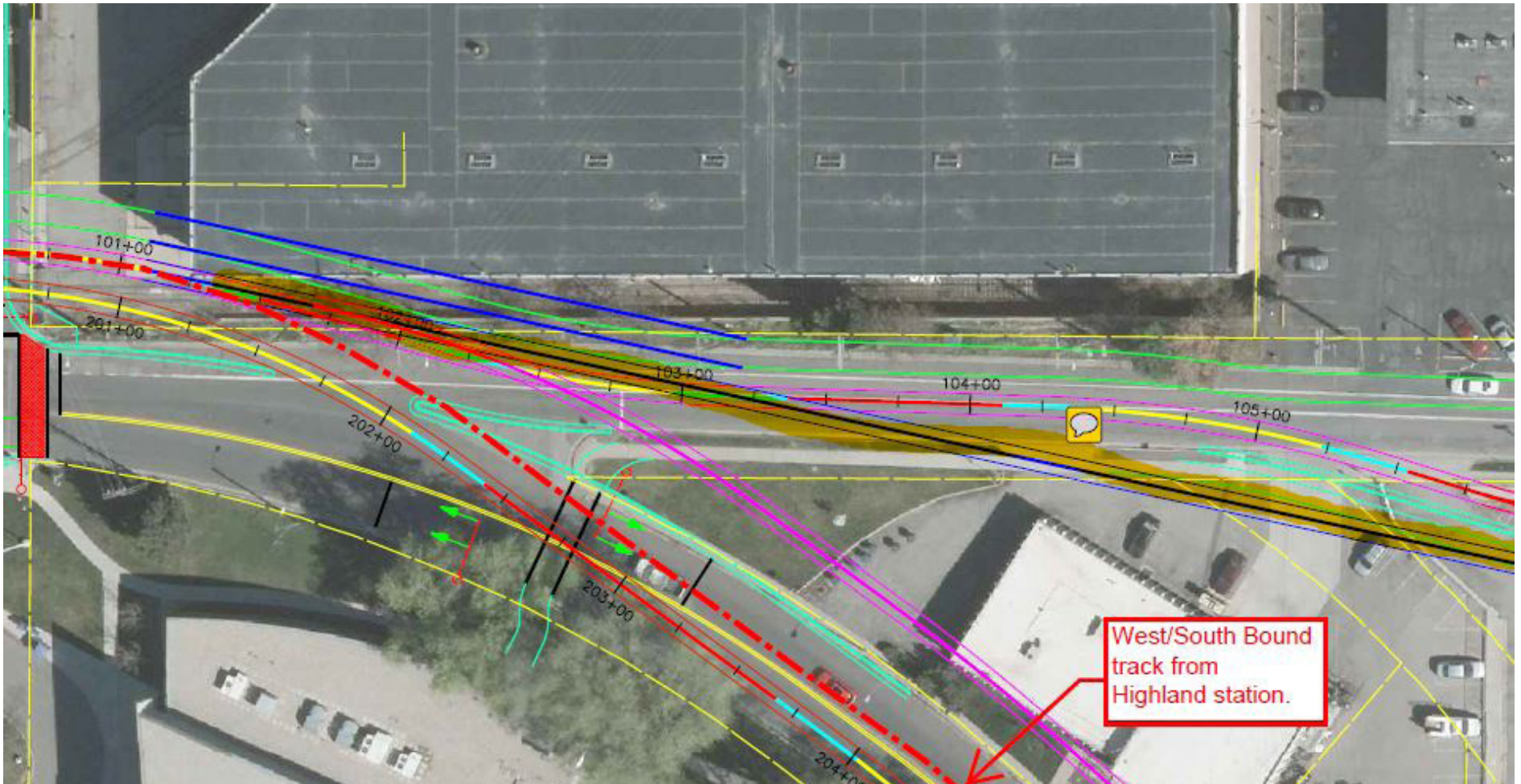
McClelland Trail - Phase II

Next steps

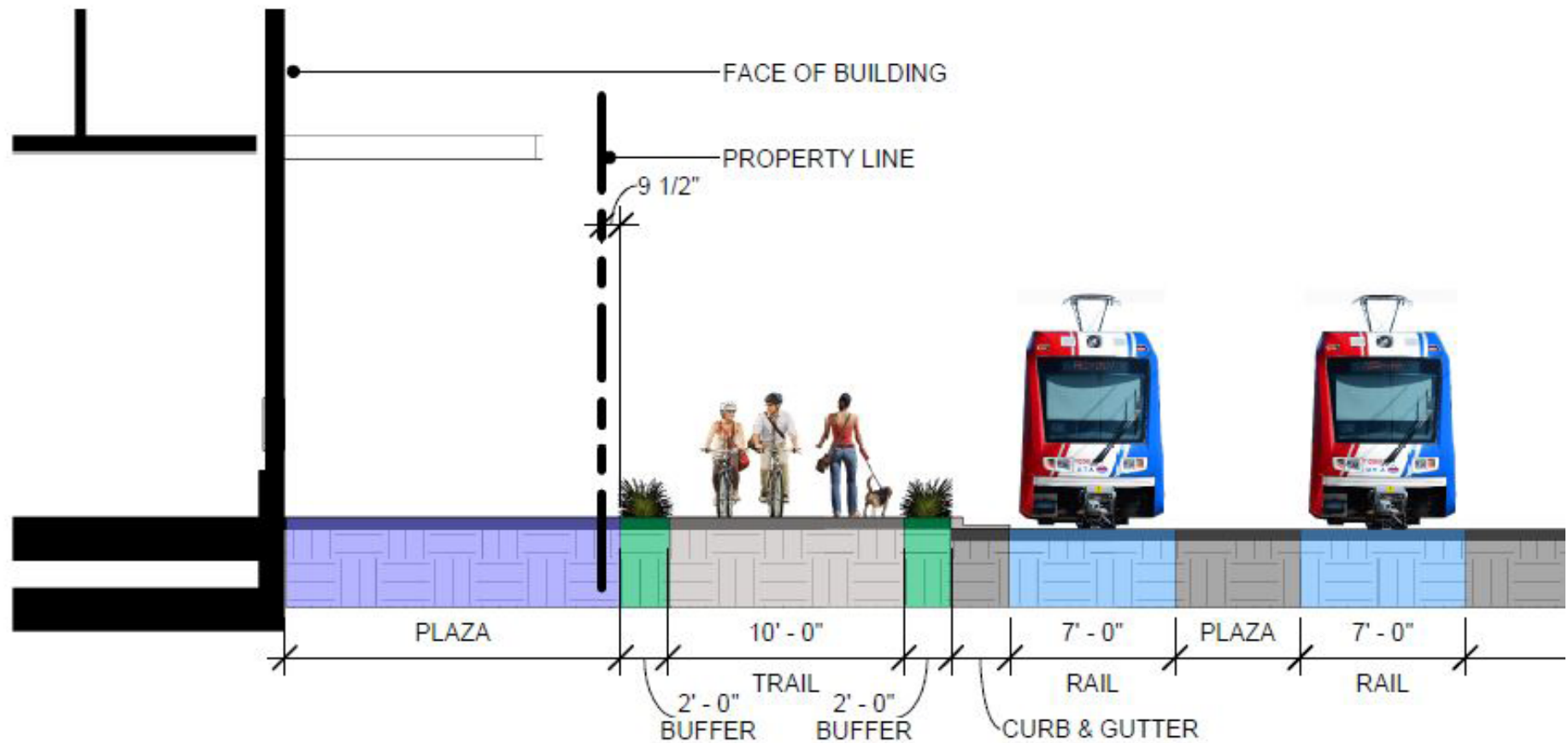
1. Coordinate with Sugarmont Apartments
2. Present options for public input
3. Select preferred option
4. Finalize design and budget



Parley's Trail and the S-Line Streetcar Extension



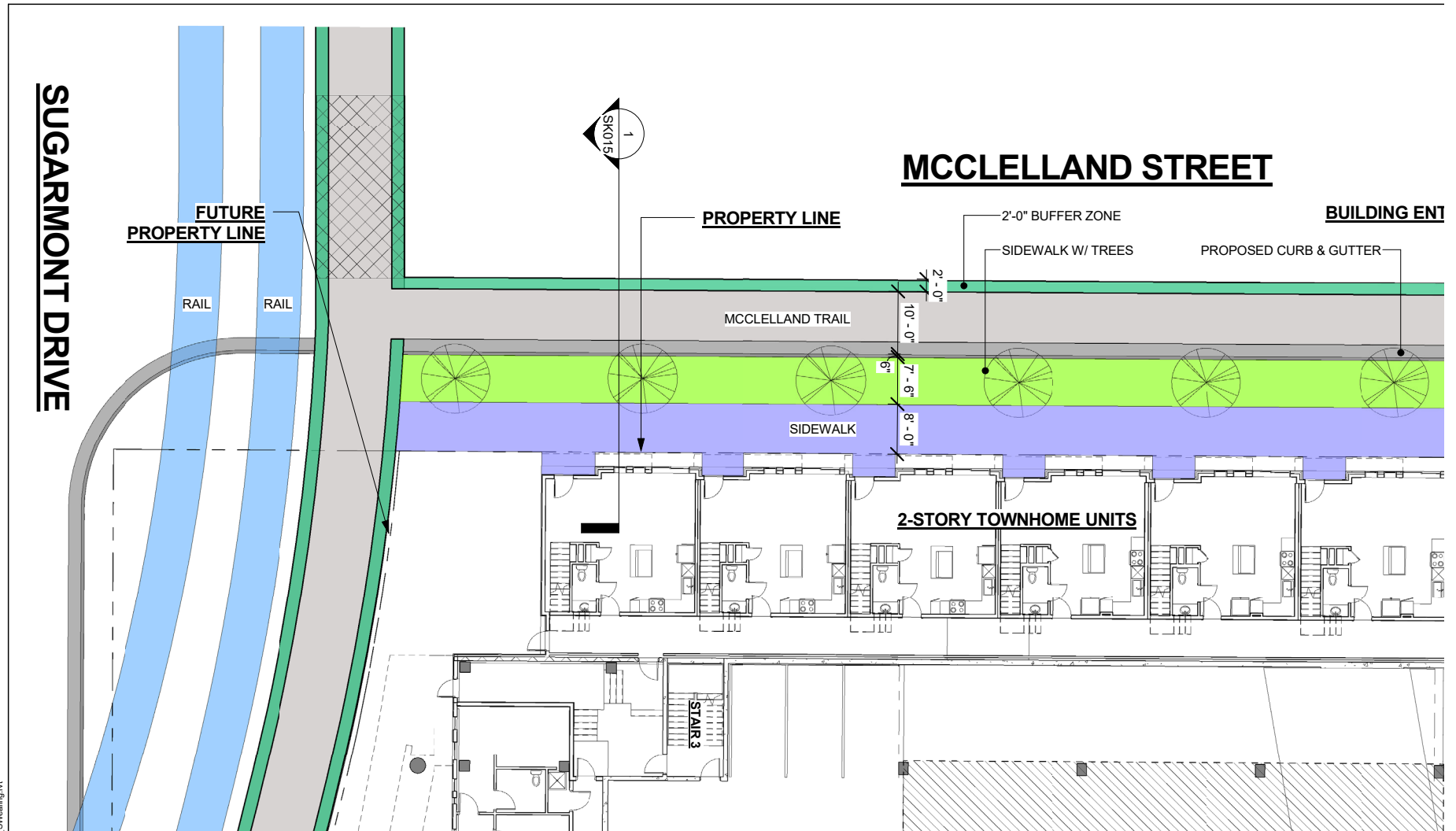
Parley's Trail Cross-Section Recommendation



UTA SECTION 3 - STREETCAR

*Facing East

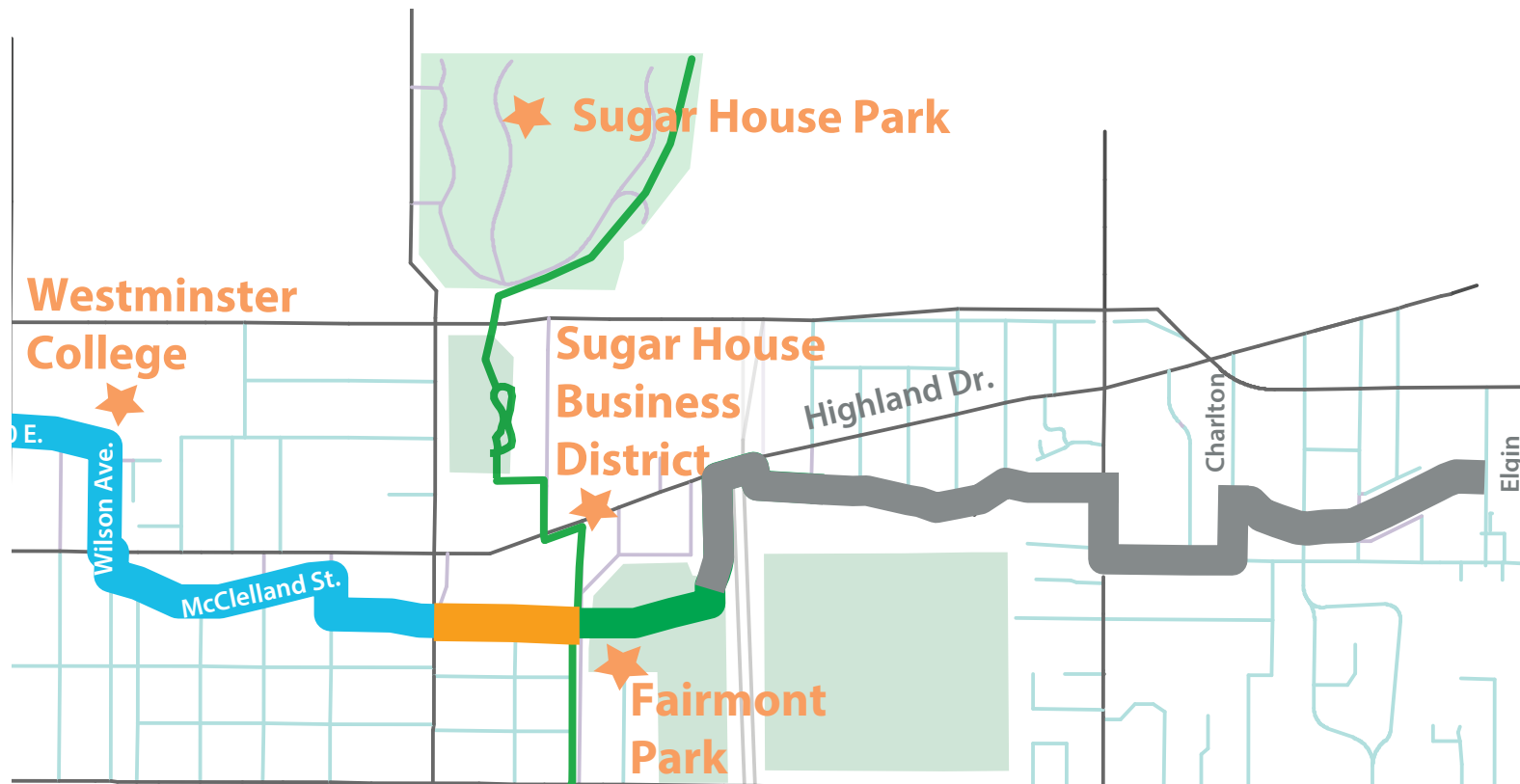
McClelland Trail, Parley's Trail, and Streetcar Alignment at Sugarmont Drive



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





McClelland
Trail



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