

DATE: July 12, 2011

ITEM: 7.C.

RE: JORDAN AND SALT LAKE CANAL TRAIL FEASIBILITY STUDY
DRAFT GRANITE BLOCK RECOMMENDATIONS

PROJECT AREA: Sugar House

PREPARED BY: Edward Butterfield

EXECUTIVE SUMMARY:

Fehr and Peers entered into a consulting agreement with the RDA to provide services for the completion an alternatives analysis study and land use analysis for the area adjacent to the Sugarmont Rail Corridor, a circulation and street amenities plan, and an affordable housing strategy. Based on the Board's direction, the first priority for Fehr and Peers to complete is the alignment options for the Jordan and Salt Lake Canal Trail through the Granite Block in Sugar House. Fehr and Peers is ready to provide preliminary recommendations on potential trail alignments for the Board's review. The final recommendations for the alignment the Jordan and Salt Lake Canal Trail will need to be considered for approved by the Salt Lake City Council as an amendment to the Sugar House Master Plan as part of a circulation plan for the Sugar House Business District. Attached is a technical memorandum from Fehr and Peers that includes:

- the overview of the alignment development process,
- recommendations for trail alignment in the Granite Block Area,
- a map showing proposed alignments, and
- a matrix of trail alignment advantages and disadvantages.

BACKGROUND:

The Request for Proposals (RFP) for a consultant to assist the RDA and the Community and Economic Development Department of Salt Lake City with an alternatives analysis study and land use analysis for the area adjacent to the Sugarmont Rail Corridor, a circulation and street amenities plan, and an affordable housing strategy was issued in January 2011. Three responses were received from: Fehr and Peers, Steer Davies Gleave, and WilburSmith. Based upon a review of the submitted materials and interviews, the selection committee recommended the selection of Fehr and Peers. The RDA Board approved entering into exclusive contract negotiations with Fehr and Peers at the March Board meeting.

ATTACHEMENTS:

- A. Fehr and Peers Jordan Salt Lake Canal Feasibility Study DRAFT Granite Block Recommendations



Technical Memorandum

Date: June 22, 2011
To: Edward Butterfield
From: Fehr & Peers
Subject: Jordan and Salt Lake Canal Trail Feasibility Study
DRAFT Granite Block Recommendations

This memorandum summarizes trail alignment options for the Jordan and Salt Lake Canal Trail through the Granite Block in Sugar House. This memorandum contains an overview of the alignment development process, and recommendations for trail alignments in the Granite Block area. A trail alignment map and matrix of trail alignment advantages and disadvantages is attached to this memorandum.

Assumptions

The purpose of the Jordan and Salt Lake Canal Trail Feasibility Study is to evaluate the possibilities for creating a bicycle and pedestrian trail following the canal easement in Salt Lake City. For the trail feasibility study, the geographic extent of the analysis is along the canal easement between 800 South and 3300 South. Building a trail along the canal easement could create an excellent north-south bicycle and pedestrian facility, which could connect to east-west trails such as the proposed Parley's Trail, as well as east-west bike facilities such as 800 South, 1700 South, and 2700 South. These links serve to enhance regional connectivity for cyclists and pedestrians in Salt Lake City.

Downtown Sugar House and the Granite Block sits roughly in the middle of the overall trail study corridor. Fehr & Peers prioritized development of trail alignments near the Granite Block, due to redevelopment timelines. Viable trail alignments in the Granite Block must connect coherently to alignments on either end of the Granite Block, in order to create a logical overall trail.

Process of Developing Alignments

Fehr & Peers began the process of developing trail alignment options for the Granite Block in May 2011. The process consisted of:

- Field work with representatives from Salt Lake City Transportation
- Field work and brainstorming charrette with project team staff from HDR and CRSA
- Discussion with Sugar House Phase 2 Steering Committee
- Discussion with Jordan and Salt Lake Canal Trail stakeholders committee

Through this process, the project team identified multiple alignment options for the Granite Block. The options identified for consideration include:

- Granite Block Interior, which bisects Meacham Management’s property south of 2100 South;
- McClelland Street, which follows McClelland Street between 2100 South and Ashton Avenue;
- Open Space Master Plan Alignment, which parallels 1100 East/Highland Drive;
- Simpson Avenue, a spur connecting McClelland Drive and Highland Drive;
- Ashton Avenue, a spur connecting McClelland Drive and Highland Drive;
- I-80 right-of-way, which connects Fairmont Park to Highland Drive in the I-80 right-of-way; and
- Brickyard Rail Corridor, following a former rail alignment between Sugarmont Avenue and Ashton Avenue

An alignments map and a matrix of advantages and disadvantages for each alignment is attached to this memorandum.

Recommended Alignment

Based on the analysis and research conducted for the Granite Block alignments, Fehr & Peers recommends pursuing McClelland Street as the primary route for the trail between I-80 and Hollywood Avenue.

McClelland Street has adequate public right-of-way width to accommodate a number of trail-type scenarios: bike lanes, buffered bike lanes, widened sidewalks, a separated pathway, or other conceptual designs. McClelland Street has lower traffic volumes than other north-south routes in this area, and trail users on McClelland Street can take advantage of an existing crosswalk with overhead flashers and crosswalk flags at 2100 South. Providing separated spaces for bicyclists and pedestrians along McClelland Street may also make the facility more attractive to regional commuters, who may wish to avoid conflicts with pedestrians, strollers, and pets. McClelland Street connects to the Fairmont Aquatic Center, Fairmont Park, and the to-be-constructed McClelland station for the Sugar House Streetcar. A trail alignment on McClelland Street adds “eyes on the street” to an area that would benefit from increased visibility. In the coming months, members of the project team can refine a proposed cross-section for a trail or bicycle/pedestrian facility on McClelland Street, and identify preferred crosswalk treatments at 2100 South.



Salt Lake City should pursue discussions with UDOT and FHWA to evaluate whether a trail connection in the I-80 right-of-way is feasible. This connection would allow trail users to avoid multiple vehicle conflicts, and connect directly to an off-street canal-easement pathway south of I-80. If this option proves infeasible, the Ashton Avenue spur may be the next best substitute for this connection.

Additional considerations for pedestrian circulation

While McClelland Street should be the primary route for the Jordan and Salt Lake Canal Trail in this area, allowing for connectivity across and through the Granite Block can enhance the pedestrian atmosphere in the area. The following concepts will be addressed during the Circulation Plan element as part of the Sugar House Phase 2 project:

- Create mini-blocks to maximize bicycle and pedestrian circulation
- Create strong bicycle and pedestrian links to neighboring streets such as Sugarmont, 2100 South, Highland Drive, Elm Street, and McClelland Street
- Create a pedestrian-oriented atmosphere in the interior of the blocks
- Limit truck access in the block's interior to minimize conflicts

DRAFT

**Jordan and Salt Lake Canal Trail
Granite Block Alignment Options for Discussion**

Description	Advantages	Disadvantages
Granite Block Interior	<ul style="list-style-type: none"> • Connects to center of Granite Block development • Opportunity to create urban, walkable environment within Granite Block and enhance development project • Potential to utilize existing easement agreements 	<ul style="list-style-type: none"> • Crossing location at 2100 South is not far enough from existing intersection; trail users would likely have to travel out-of-direction to cross at 1100 East signal • Alignment north of 2100 South places trail users in the middle of a busy parking lot, and on driveways and accesses into businesses • Impacts to Granite Block development • Requires access through private property
McClelland Street	<ul style="list-style-type: none"> • Adequate right-of-way to accommodate widened sidewalks and on-street bike lanes or buffered bike lanes • Utilizes existing crosswalk at 2100 South • Provides more direct routing to commuters • Adds bicycle and pedestrian traffic to an area that may benefit from greater visibility • Potential to establish off-street trail south of Sugarmont • Public right-of-way available 	<ul style="list-style-type: none"> • Limited opportunities for a separated bicycle and pedestrian facility • 2100 South crosswalk may require modifications for a HAWK beacon or full pedestrian signal • Potential elimination of on-street parking on McClelland south of 2100 South
Salt Lake City Open Space Master Plan Alignment – Highland Drive	<ul style="list-style-type: none"> • Adopted in Master Plan • Road diet on Highland may provide additional options for bike/trail facility • Connects to pedestrian-oriented environment along Highland • May be able to accommodate in public right-of-way 	<ul style="list-style-type: none"> • Highland Drive does not provide adequate space for separated bike trail or bike lane • Busy auto environment not ideal for cycling • More driveway accesses result in more conflicts for cyclists and pedestrians
Simpson Avenue	<ul style="list-style-type: none"> • Connects McClelland Street trail to canal alignment along west side of Highland Drive • Simpson Avenue is relatively low-traffic, minimal on-street parking • Public right-of-way available 	<ul style="list-style-type: none"> • Highland Drive connecting point is high-congestion, limited space for cyclists
Ashton Avenue	<ul style="list-style-type: none"> • Provides longer north-south link along McClelland, away from Highland Drive • Public right-of-way available 	<ul style="list-style-type: none"> • Ashton Avenue has more activity, on-street parking, busy location between 24-hour fitness and liquor store
I-80 right-of-way	<ul style="list-style-type: none"> • Could connect to potential off-street trail in Fairmont 	<ul style="list-style-type: none"> • May be challenging to obtain clearance from

	Park, follow McClelland south, and parallel I-80 alignment to 1100 East overpass.	FHWA within I-80 right-of-way
Brickyard Rail Corridor	<ul style="list-style-type: none"> • Creates mid-block off-street connection between Sugarmont and I-80 underpass • Utilizes historic Brickyard Rail corridor • Redevelopment of fire station block may create an opportunity to accommodate trail 	<ul style="list-style-type: none"> • Rail corridor appears to be mostly privately owned • Corridor already being used for parking in the Simpson-Ashton block • Corridor appears to be underneath liquor store on Ashton • Mid-block crossing location on Ashton may be challenging due to congested environment