

A stylized map with an orange background and white street outlines. A vertical green line on the left represents North Temple. A blue wavy line represents the Jordan River Parkway Trail. The text 'ACTIVE & PUBLIC TRANSPORTATION CONNECTIVITY BETWEEN' is centered in the upper half, and 'NORTH TEMPLE' is written vertically on the green line. 'JORDAN RIVER PARKWAY TRAIL' is written horizontally across the blue line.

ACTIVE & PUBLIC  
TRANSPORTATION  
CONNECTIVITY  
**BETWEEN**

NORTH TEMPLE

JORDAN RIVER PARKWAY TRAIL



“  
THE JORDAN  
RIVER TRAIL IS  
ACTUALLY  
AMAZING, FULL  
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THROUGH THE  
VALLEY.  
”

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# CONTENTS

<b>Executive Summary</b>	2
<b>Introduction</b>	4
<b>Methods</b>	5
<b>Getting to Know the West Side</b>	6
History of the West Side	6
Socioeconomics	7
Destinations	10
Biking	16
Walking	18
Transit	26
<b>Learning from Community Members</b>	30
Focus Groups	30
Community Survey	33
<b>Recommendations</b>	35
<b>Implementation</b>	38
<b>Conclusion</b>	40
<b>Works Cited</b>	41
<b>Works Referenced</b>	42

# Executive Summary

This report explores active transportation connections between the Jordan River Parkway Trail and the North Temple corridor. The end goal of this project is to identify positive examples of existing connections in the area, and to identify ways to improve in places that present opportunities for good transportation infrastructure, such as signage, trails, crosswalks, and transit.

In order to accomplish those goals, the class collected surveys from west side residents about their thoughts on topics such as neighborhood uses and possible changes to North Temple and the Jordan River Parkway Trail. Those survey results were combined with information collected from six focus groups comprised of approximately 18 residents of west side communities. The data from the surveys, focus groups, and additional best practices in active transportation planning were all combined to develop final recommendations for improving the connections and pathways between North Temple and the Jordan River Parkway Trail.

# Key Findings from Community Survey and Focus Groups

- The area along the Jordan River Parkway Trail has great potential and many assets, but additional amenities, restrooms, lighting, signage, and a general sense of safety, especially at night, would benefit the Parkway.
- North Temple has positive aspects, including having some active pedestrian space, restaurants, and multiple mode options for transportation.
- The North Temple/Jordan River Parkway Trail nexus has opportunities in safety and accessibility to some in the area, especially for those who do not have access to vehicles.
- There is no clear wayfinding from North Temple to the Jordan River Parkway Trail.

# Recommendations

- 1 Increase bathrooms, water fountains, and trash cans on the Jordan River Parkway Trail.
- 2 Increase signage at entrances and exits on the Jordan River Parkway Trail.
- 3 Increase entertainment on the North Temple Corridor/Jordan River Parkway Trail.
- 4 Increase safety on the North Temple Corridor/Jordan River Parkway Trail.
- 5 Increase accessibility on the North Temple Corridor/Jordan River Parkway Trail.
- 6 Increase destinations and connections on the North Temple Corridor.

In summary, there is an abundance of solid connections and good infrastructure already in place between the Jordan River Parkway Trail and North Temple, but there is also significant room for improvement. Neighborhood engagement and involvement in the implementation process will be critical for the area's long term success with regards to an improved active transportation infrastructure. This report provides possible solutions to improve the area, based on the ideas of neighborhood members.

# Introduction

The University of Utah offers a workshop course for both undergraduate and graduate students in the Department of City and Metropolitan Planning. The workshop course focus for Spring 2016 is the Westside Studio. The title of the project is “Active and Public Transportation Connectivity between North Temple and Jordan River Parkway Trail”, and explores the network of transportation routes available to the public. The purpose of this studio is to connect the west side neighborhoods with planning services. The Westside Studio has partnered with groups on the west side in order to map neighborhood assets, identify neighborhood needs, and develop and implement projects. This report explores various means of transportation, especially those that promote active and alternative transportation modes such as walking, bicycling, and public transportation.

By expanding pedestrian, bicyclist, and transit connections to green space and offering the most potential for Transit Oriented Development (TOD), this study address one of the most significant needs of the west side, especially since the area has lower incomes and higher proportions of minority populations than surrounding neighborhoods in Salt Lake City.

This project looks at the relationship between the regional bike and pedestrian path, the Jordan River Parkway Trail, and the light rail line, the TRAX Green Line, both of which run through west side neighborhoods. The studio analyzed the impact of these assets on the neighborhood by conducting surveys, created geographic information system (GIS) maps, as well as did a socioeconomic analysis of the area. The objective of this analysis is to understand where the west side can improve its existing transit and active transportation amenities. The project explores and documents ways the neighborhood can improve equity, as well as transportation connectivity. Hopefully, these findings will spark neighborhood action, both in the near term and for future generations of west side residents.

# Methods

Over the course of the semester, focus groups, user surveys, and asset mapping were used as primary methods of gathering data. By identifying assets within the neighborhood and gathering demographic, historical, social, and planning data from various online sources, Westside Studio was able to assess resources present in the neighborhood.

By holding focus groups, Westside Studio was able to gather in depth and personal information from people living in west side neighborhoods. This offered people who are knowledgeable about their neighborhood the chance to interact with others within their neighborhood and discuss local social, environmental, and economic planning issues.



*Early swimmers in the Jordan River Date Unknown*

Surveys were utilized to sample large numbers within the population get gather a more precise intel on what neighborhood members wanted to see improved upon and what assets they value within their neighborhood. While the survey was less in depth than the focus groups, more people were able to be sampled which allowed overall neighborhood desires to be found.



# Getting to Know the West Side

## History of the West Side

Salt Lake City's west side neighborhoods have a diverse history since the original land plan developed by Brigham Young in 1847. Originally planned to hold single family residences, local establishments, unique architecture, and neighborhood districts began to develop. The synthesis of these various aspects created a unique niche within the valley that has continued to grow and urbanize over time.

The connectivity between east and west Salt Lake is historically weak despite the transcontinental railroad that was built through it<sup>1</sup>. However, the development of a streetcar system in the late 1800s allowed movement across the valley, although there was unequal rail placement between the east and west sides.

The mid 20th century brought the rise of the automobile and the development of Interstate 80, Interstate 215, and Interstate 15. By the completion of the Interstate system in the 1970s, the west side neighborhoods had been effectively enclosed by a ring

of automobiles. The west side neighborhoods were cut off from the downtown area as well as important medical, educational, and everyday services that were rapidly growing along Salt Lake City's east side. The enclosure of the area with automobiles also contributed to the inversion and increased health and environmental problems in the west side neighborhoods.

The Utah State Legislature decided to do something about the Jordan River located west of the train tracks. Since the 1800s, Salt Lake residents had been using the Jordan River to send waste and sewage down to the Great Salt Lake, creating extremely unsanitary conditions within west side neighborhoods. In 1973, the State Legislature established the Provo Jordan River Parkway Authority with a \$3 million budget to enhance natural beauty of the river and local water quality and ecology<sup>2</sup>. By the time the parkway was finished, it connected more than 40 continuous miles of Salt Lake, Utah, and Davis counties through a paved trail system.

The introduction of the TRAX light rail system appeared in 2011. Local artwork, retail growth, and streetscape improvements have improved the connection of west side neighborhoods to eastern parts of the valley connecting cultural and economic systems.

# Socioeconomics

## Age, Gender and Crime

Demographics provide a snapshot of an area's population, looking at the socioeconomic characteristics of people in an area. According to the 2014 American Community Survey, the overall population of the North Temple census tracts studied was 32,764. Just under two thirds of the area is age 34 or younger. This indicates a truly youth focused area, which is something that should be heavily considered when thinking about active transportation options to connect the neighborhoods. Additionally, as just over 30 percent of the area is specifically age 17 or younger, it would probably be best to focus a large part of the transportation options on ones that are geared toward individuals who are less likely to own a car and more likely to walk, bike, skateboard, and take public transit. Twenty four percent of the area is age 35 to 54, interestingly. The remaining 15 percent of the population is 55 years or older, which is another age group that is important to consider. Both cars and some forms of active transportation are difficult for many seniors to utilize. According to ACS gender binary defined data, men made up just over half (54 percent) of the population, while women made up the remaining 46 percent of the area's population.

Unfortunately, many people unfamiliar with the west side neighborhoods often have misconceptions about the crime rates of the area. After researching the actual crime reports from January 1, 2016, to February 1, 2016, found on the Salt Lake City Police Department Crime Map, it was clear that the North Temple area actually had fewer crime incidents than

other neighborhoods in the city. For instance, the North Temple District had 111 incidents reported for the month of January. Meanwhile, the Downtown District had more than 300 incidents and the Ballpark and Liberty Wells District had 292 incidents, both numbers almost triple that of North Temple. However, it is important to consider the area population differences as well.<sup>3</sup>

## Race, Ethnicity, Language and Immigration

Race, ethnicity, and language play an important role in the social makeup of the North Temple district. The area is widely known for its Latino population, but the true picture is more nuanced. While it is true that over 50 percent of the population in the NOTE district, which includes the North Temple corridor west of Interstate 15, identify as Hispanic or Latino, the percentage of the population that identifies as anything except "White Alone" is much higher than other parts of the city. Non white minorities make up 40 percent of the district's total population—a significant number for Utah.

Another ingredient in the study area's demographic character is the number of neighborhood members who have immigrated to Utah from outside the United States. Based on 2013 estimates, 31 percent of people living in the neighborhood were born outside the country, most arriving between 1990 and 2010. Of those born outside the country, the majority—24 percent of the total population—are not citizens. A little more than half of all individuals over five years old speak a language other than English in their home. It is important for planners and neighborhood advocates to understand the vernacular of a neighborhood if they want its members to participate.<sup>4</sup> While Spanish (or some

variant) is the most common language after English, Asian, and Pacific Island language users make up a significant portion of the population.

Understanding these details will not only allow planners to understand what the NOTE District needs, but how to engage the people living there. Fully understanding and engaging the neighborhood takes more than simply knowing its racial demographics; it requires that planners understand how those demographics shape the lives of individuals living in the neighborhood.

## Income and Unemployment

The median household income for the west side neighborhoods is \$40,954, according to Social Explorer and the ACS 2013 5 year estimates, while the median income in the United States is \$51,939. Twenty five percent of households in west side neighborhoods are living in poverty; the majority of those living in poverty are married couples with children in the household (12.6 percent of the total west side population). In America, only about 14 percent of the total population lives in poverty.

The total unemployment rate is 12 percent for all populations in these neighborhoods. Black Alone or Native Hawaiian or Pacific Islander Alone have the highest unemployment rates, at 21 percent and 19 percent, respectively. Nationwide, the unemployment rate hovers around five percent, so this shows that the west side neighborhood has a much higher rate in unemployment than the nation.

Compared to the nation, the west side neighborhood populations have a lower median income, a higher poverty rate, and a higher unemployment rate.

## Transportation

When it comes to transportation, the residents of the 84116 zip code adhere to expectations of a semi urban, normal American area. While Salt Lake is not dense enough yet to necessitate an expansive and unfailingly reliant public transit system, huge improvements are not going unnoticed.

However, Salt Lake City and the surrounding areas are still waiting on a major paradigm shift—even though public transit is more visible/accessible than ever before. An exemplary display of a neighborhood that is still hesitant to utilize public transit is found with the boundaries of this focus/project area. Approximately 67 percent of residents in the designated census tracts commute in their own cars (independently) to work. The implementation of a more efficient alternative transportation system has the potential to reduce this dependence on the automobile.

Analyzing secondary data from the U.S. Census Bureau shows that usage of public transportation for work trip purposes is limited for most of the selected census blocks. Block Group 5, Census Tract 1005 had the highest share (13.9 percent) of public transport use, while surprisingly, five census blocks did not.

Travel time data reveals that a substantial percentage of workers had a travel time of 10 to 19 minutes to work. To put this another way, more than half of the workers go to workplaces that are within 19 minutes from their origin or home. It infers that a good share of workers live relatively close to their workplaces. It is possible to promote active transportation and transit as the modes for work trips.

Analyzing secondary data from the U.S. Census Bureau shows that usage of public transportation for work trip purposes is limited for

most of the selected census blocks. Block Group 5, Census Tract 1005 had the highest share (13.9 percent) of public transport use, while surprisingly, five census blocks did not indicate any worker taking the transit for work trips. Furthermore, the dependency on automobiles for work trips is quite apparent in the study census block. The lowest mode share of auto is in Block Group 5, Census Tract 1006, which is quite substantial. Active transportation, i.e., walking and biking, is mostly insignificant<sup>5</sup>.

## Health

Within the area of study, there are several health indicators. Health insurance coverage is one such measurement. Data gathered from the U.S. Census Bureau website contains information about health insurance coverage for the residents. Roughly 62 percent of the total population carries one or more types of health insurance, while 37 percent do not carry any type of health insurance (Types of Health Insurance Coverage). The following chart displays the differences in coverage among the age groups in this area. This is an important neighborhood characteristic because it can play a significant role in the health and quality of life of the residents.

In comparison to the greater Salt Lake Area, the west side neighborhoods have very few facilities, most of which are located along the boundaries of the project's study area. The west side neighborhoods boast six healthcare clinics, five senior living facilities, five dental offices, two dance centers, one recreation center, and one rehabilitation center.

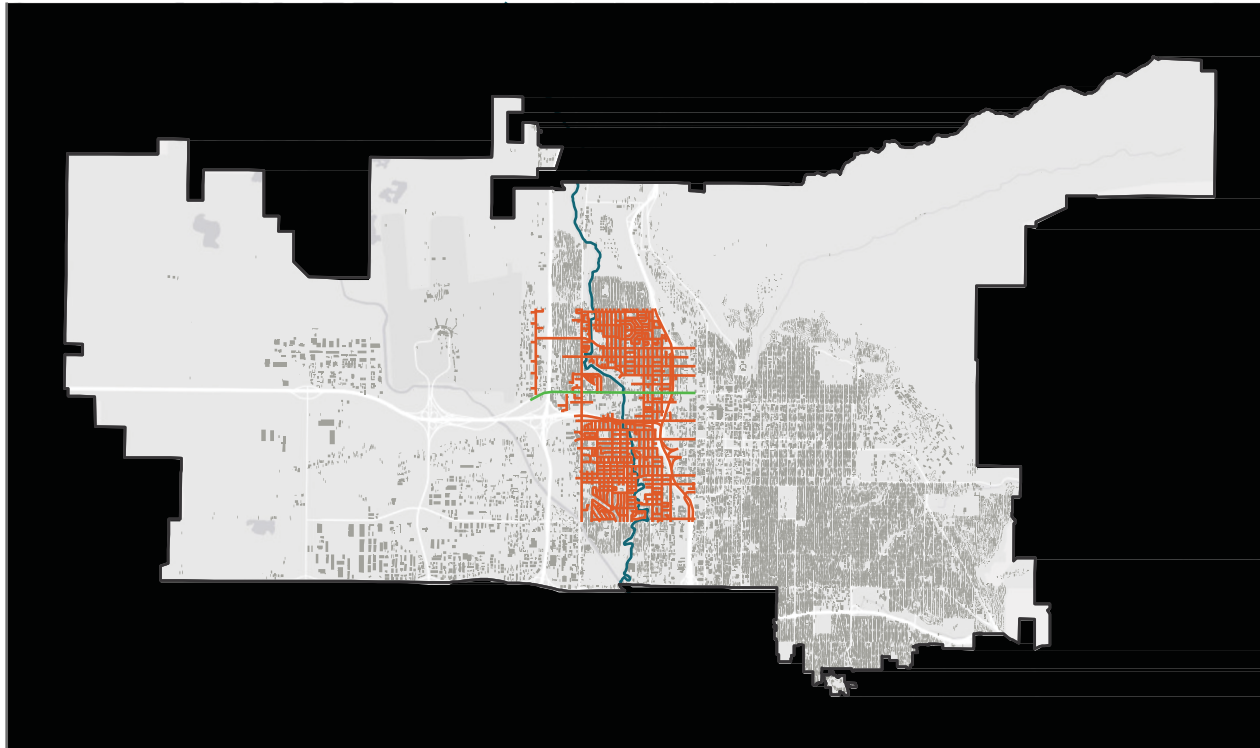
Another possible measurement of health within the neighborhood are obesity measures. People are considered obese when their Body Mass Index (BMI) exceeds thirty. The most current obesity rate for Salt Lake County is 25.5 percent, which

means a quarter of the adult population falls into this category. By providing opportunities within the neighborhood to engage in activity, we can fight this condition.<sup>6</sup>

## Housing

According to the 2013 ACS, housing for the North Temple corridor and the Jordan River Parkway Trail area show the majority of the housing units are owner occupied. There is also relatively low vacancy in the area. Affordable house prices and rent draws people to the west side neighborhoods. The highest concentration of residents live in units valued in the 100,000 to 149,999 dollar range, with the median house value at 135,746 dollars, compared to houses on the east side of Interstate 15 which can be double or triple the price.<sup>7</sup>

# Destinations



*Westside Studio Study Area*

The Rose Park and Poplar Grove neighborhoods from Interstate 15 to Redwood Road, and 900 South to 600 North provide an abundant number of services to the diverse neighborhood residing within the area. Linking the destinations are various transportation routes via bus and TRAX stops, bikeways, and pedestrian walks. These alternative transportation routes are vital in retaining the neighborhoods appeal and stability as well as connecting people to critical everyday destinations. With the improvement of transportation and signage along North Temple arises the possibility of increased use and accessibility.

## Groceries

The North Temple corridor offers great choices for both groceries and nonprofits destinations. They have about five groceries and 16 non profits. Three of the five groceries are ethnic and provide fresh, reasonably priced produce, meat, and ethnic packaged foods. The corridor has access to two Smith's at it its north and south end. Thus, the neighborhood enjoys reliable grocery services. However, for those who might have limited access to a car, attaining healthy groceries might be difficult due to the absence of small scale grocers and food options.

Few local grocers and grocery stores within three miles promotes the consumption of cheap unhealthy food from convenience stores and fast food locations. This food desert effect can be avoided with the implementation of more small scale food options.



*Anaya's Market*

## Nonprofits

In terms of neighborhood voluntary organizations and nonprofits the area also offers variety. The Salt Lake City Mission works to help the homeless neighborhood in the area. They gather food, clothing, and hygiene kits to provide the homeless. Volunteers can join them anytime to offer life skills, education, and any counseling assistance to the homeless while also collecting support for them. Located at the south end of the corridor, it faces an auto oriented neighborhood, which can be accessible via bus (route 217), as alternative modes. Bike and walk trips could take a while.

Some non profit organizations found in the area are Somali Bantu Community Interpretation Services, Utah Motorsports Foundation, Voluntary Improvement Program, Habitat for Humanity, Utah Friends of Paleontology, and Transient Services. These associations provide a range of social and other services. Unfortunately, many of these places lie within an auto driven neighborhood design with cul de sac network that have limited connectivity. Moreover, many of the buildings are setback from the street and have front parking which makes it unfriendly for pedestrians.

# Parks

The North Temple area has many excellent parks and several local libraries. Below is a review of some of the neighborhood's best destinations. Constitution Park is located at 300 North 1300 West and is a great destination as a park, but also contains many great destinations within it, including the Northwest Recreation Center, the Northwest Senior Center, and the Northwest Community Center.

Constitution Park is maintained by Salt Lake City and provides a number of amenities including pavilions for barbecuing, horseshoe courts, accommodations for basketball, tennis, soccer, volleyball, and picnic tables, playground, and its southwest side faces the Jordan River Parkway Trail. The park is very accessible and close to the Fairpark TRAX station, a part of Salt Lake City's light rail system, and has sidewalks and bike paths from TRAX to the park. There are also bus stops around the park.

If you continue northwest along the Jordan River Parkway Trail, you will get to Cottonwood Park, located at 1580 W. North Star Drive (300 North). This park is also maintained by Salt Lake



*Safe Place sign at Northwest Recreation Center;  
An Wottonwood Dog Park Entrance*

City and has ample amenities. A possible barrier to the dog park may be that it is not clearly marked and there is unofficial parking, limiting people's awareness of the area. Otherwise, its transportation options are a good conduit as it is easily accessible by TRAX via the Fairpark or Power Station stops and has connecting roads with sidewalks. There are also bus stops around the park making it hard to reach from North Temple.

The Utah State Fair Park is also a park of note in the area, located at as it holds large events throughout the year from indoor expositions to outdoor mega events. The excellent transportation options surrounding the Fairpark are a conduit to getting people there as the venue is very accessible from TRAX on North Temple via Fairpark Station with direct roads and sidewalks straight to the entrance gates. Part of the park's western border touches the Jordan River Parkway Trail as an excellent backdrop for events and a fun pedestrian access route. However, the area is fenced off and only open at select times, which can act as a barrier for the destination. Some other parks of note as strong destinations include the Rose Park and Post Street Tot Lots, Jordan Park with its International Peace Gardens, and the Fairpark Community Garden sponsored by Wasatch Gardens.



*Utah State Fairpark and Small Amphitheatre Area*

## Librarys

The area also has several great libraries. The Day Riverside Branch is located at 1575 West 1000 North, the Marmalade Branch is located at 280 West 500 North, and the Chapman Branch is located at 577 South 900 West. Each library is accessible by walking or bus transportation, which acts as a conduit for local residents to utilize their neighborhood resources. The below libraries show a bridge between the modern and the past. These structures could be seen as neighborhood landmarks.



*Chapman Branch Library*



*Marmalade Branch*

## Places of Worship

There is an abundant amount of religious institutions in the area from 600 North to 900 South, and from Interstate 15 to 1700 West. The area consists of various Christian churches as well as a mosque and Buddhist temple. Most of the religious institutions are within an easy travel distance in the neighborhoods. A total of 21 religious institutions exist within the corridor. This is critical when looking at how communities and social groups within neighborhoods interact and grow.

A majority of the intuitions are Christian based. Eight of the 21 institution are LDS churches, with various Catholic and Protestant churches scattered in the area. The neighborhood is also home to various 'cultural' churches. Various Latin American institutions are vibrant throughout the neighborhood. The Latin American Assembly of God Church and the Free Church of Tonga provide cultural epicenters within this neighborhood.



*Free Church of Tonga*





*Masjid Mosque on 1805 S Redwood Road*

Various non Christian institutions exist in the neighborhood as well. The Chua Tam Bao Buddhist Temple lays on the east side of the neighborhood bordering the interstate and 600 North. Masjid Mosque is located on 1805 South Redwood Road and the very southwest corner of the neighborhood.

Due to the high concentrations of institutions within the neighborhood, access to the facilities is rather easy. Transit via bike might only take a few minutes if you live within two miles of an institution, which is likely. The institutions are also centrally located within neighborhood blocks where members of that particular denomination is most populous.

Most of the institutions were also located near at least one bus stop, except for the LDS church locations which were most often tucked into neighborhood pockets with few transportation outlets. However, overall access to these important cultural nodes was rather efficient.

## Medical Facilities

There are five total medical locations within the area. They consist of mostly urgent care clinics with one hospital. Compared to the east side of Interstate 15, this is a very low number of facilities for an urban area, with little variety in medical services.

Present medical facilities are dispersed throughout the area in locations that might be difficult to access without a car. Because many of the public transportation options only run early into the night and not on weekends, trips to the emergency room might be difficult.

There are few medical services available. Those seeking vision, gynecology, and other serves would have to travel past downtown Salt Lake City to receive the care they need. These trips might be extremely inconvenient and even impossible without a car.



*FirstMed Medical Center on 441 South Redwood*

# Government Buildings

Government buildings provide a service to the citizens. These services are often things that people need to make their lives better. The government provides food services, medical services, housing help, employment services, emergency and protection services, to name a few. Having access to these services can be the difference between life and death in some cases. Quality of life for some members of society depends on their ability to use these services. It is important that these buildings can be reached by different modes. Not everyone owns a car and those who may rely on these services are less likely to have access to a car.

This neighborhood has six government office buildings. However, none of these buildings house services that people in the area likely need regularly. Without proximity to needed services, accessibility is greatly reduced. The area here does have good bus connectivity, but it is still time consuming to travel that way. It would be beneficial to have human services in the areas where they are needed.

# Schools

One of the most important things in a neighborhood are schools. The importance is not just for the children but for all the members of the neighborhood. Schools provide education which allows the children to grow into educated and productive members of society. For some families the school is a main source of food. In the summer, when school is not in session, some families have a difficult time getting enough to eat. Getting to school can sometimes be a challenge. For families that don't have access to a car and are beyond the school's bus route, walking or the public buses are the modes they use. Having a safe and accessible way to get to school is vital for success.

There are 10 schools in the neighborhood. All are elementary schools with the exception of a charter school. The schools are all accessible by walking; they also have a SNAP plan. A SNAP plan is a document that shows the kids the safest way to walk to school. This funnels the kids to locations where there are crosswalks, crossing guards, good sidewalks, and to signalized intersections. Besides the physical attributes of the walk path, it has the added benefit of safety in numbers. If there is a dedicated route to walk, then there will be more "eyes on the street" making it safer and more comfortable to walk.

There are no junior or high schools in the area. This means that not a single student in the neighborhood can walk to school for grades 6-12. All students must be driven, either by personal vehicle or a bus of some sort. These students are to attend West High School. West is on the east side of Interstate 15 at 241 North and 300 North.

In 2012 there were 23,759 students enrolled in the Salt Lake County school district. 58 percent of those were minority and 72 percent are considered economically disadvantaged. This is second to Ogden's 78 percent disadvantaged students with a total of 12,570 enrolled<sup>8</sup>. Given economic disadvantage and, perhaps, less vehicular access to school, children would benefit if schools were walking or biking distance from home. There may be a correlation between the distance to the school and difficulty getting there to the attendance and graduation rates. These factors could be contributing to the continuing economically disadvantaged population on the west side.

The west side neighborhoods consist of a vibrant number of services and neighborhood epicenters that are critical to the livelihood of the residents living there. Connected by various alternative transportation routes, parks, places of worship, and various other assets create a strong neighborhood web that promotes social, environmental, and economic services to the residents of the area. By locating and recognizing these assets, improvements in efficiency and quality can be made to create an overall stronger setting for the growing population of the west side neighborhood area.

## Biking

A city's bicycle infrastructure makes a huge difference in who chooses to bicycle, and how often they do so. Riders who are either "Strong and Fearless" or "Enthusied and Confident" are much more likely to bicycle even if a city does not have a robust bicycle infrastructure already in place. But as previously mentioned, 60 percent of individuals are interested in bicycling as a means of transportation, but they are often hesitant to do so. In order to address this group of individuals, cities have implemented a variety of bicycle lanes and other supporting infrastructure. A study done by the Portland State University's National Institute of Transportation and Communities (NITC) found that by adding a protected bike lane, bicycle traffic increased by an average of 75 percent in just one year.

In the Salt Lake City bike map, North Temple is classified as streets with low motor vehicle speed/volume, and the Jordan River Parkway Trail is classified as an off road trail. They are both high comfort bike routes. Roads connecting North Temple and the Jordan River Parkway are with bike lanes or without bike lanes and some have high traffic speed and volume.

## Current Assets and Needs Assessment

Bicycle handlebars have a stance of approximately two feet in width give or take a couple of inches for varying bicycle sizes. The four feet minimum for bicycle paths allows for cyclists to barely pass each other while keeping their handlebars in the preserved space. A buffer space between the bicycle path and adjacent paths may act as a temporary space for handlebars to overlap while the pedals of the bike have a narrower stance. This allows for cyclists of different abilities to safely pass others without becoming aggressive. With the combined version of pedestrian and bicycle pathways, the opportunity to safely pass and travel in groups is encouraged, increasing the likelihood of more pathway use and neighborhood awareness.

The Salt Lake City Pocket Bicycle Laws states that bicycles must not ride on sidewalks within a particular downtown area defined using specific streets as boundaries. Expectancy of higher pedestrian use is insinuated for the downtown area. It is important to provide a space for bicycles. Bicycle lanes adjacent to the streets are often four feet in width. Sidewalks for pedestrians have an accepted minimum among contractors to be three feet of unobstructed width or greater.

The need to protect bicycles and pedestrians may need a mold of these two figures into one width. Anywhere that does not have a preserved four foot bicycle path must allow a minimum of seven feet of sidewalk width for the pedestrian and the bicyclist. Implementation will likely lead to widths closer to eight feet due to standard lengths of lumber used in concrete forms. The contractors will likely save the labor costs by not trimming the last foot off the forms. A project along 200 West.

## Street Furniture

Street furniture such as benches, planters, or grating that surround trees for permeability must not obstruct the designated seven foot minimum. Increases in width due to these occurrences should be encouraged. Both bicyclists and pedestrians desire a sidewalk buffer generally three feet or greater for symmetry with the accepted pedestrian sidewalk or a physical barrier between cars and bicycles, between the path and the roadway. Street trees not only act as a buffer but provide shade to riders and pedestrians. Deterrence of such a buffer should be avoided where possible.

The buffer space will have a compounding effect as a grade transition between the roadway and the preserved pathway. Sidewalks that abut to the edge of roadways often have transition

slopes from driveways or other intersecting pathways that result in rapid slope distorting the even plane of a desired path.

Similar to the obnoxious experience of vehicle drivers as they of traverse rail tracks that cross a road at any odd angle or uneven surface as their vehicles bounce and shake beyond their control. The misplaced transitory space should be considered one of the obstructions to be eliminated from or improved along the preserved pedestrian and bicycle pathway. The same considerations when reverse engineered must be present even when the preserved bicycle path is the roadway separated from the pedestrian pathway. Unfortunately, paths surrounding bridges that cross the Jordan River experience reductions to in their buffers.

The North Temple Corridor and the Jordan River Parkway Trail are certainly assets to the NOTE District and surrounding neighborhood. The neighborhood already possesses a decent bike lane network. The number one improvement that could be made for this bike network is increasing the level of comfort for bike lanes in each corridor. Second, as the network comfort is improved more bike amenities should be provided for cyclists. Specifically, when accessing the Jordan River Parkway Trail curb cuts should be made on the south side of North Temple where the Jordan River crosses.

# Walking

Many factors influence a person's decision to walk versus driving to a destination. Research, conducted by Ewing and others, shows that density, diversity (mixture of uses), design, destination accessibility and distance to transit, have strong correlations with active transportation and transit use. The density of the west side is fairly low, with primarily detached single family houses. The mixture of uses is also minimal, although there are commercial nodes scattered across the west side, along with commercial corridors like North Temple and Redwood Road. The urban design of streets varies and is discussed more below.

Destination accessibility is fairly good, as parts of the west side are close to downtown Salt Lake City. Distance to transit, the simplest measure being the number of stops/stations within the area, would also rank high. However, that the quality of that transit service, such as frequency and span, is not taken into account.

North Temple has multiple landmarks, like the Fairgrounds, Red Iguana, and the light rail stations and catenary poles. In addition, there are some distinctive buildings, such as the Wiener Schnitzel, a laundromat that looks like a barn, as well as some historic architecture. There are some nice views of the mountains and downtown. However, most of the building designs are far from unique, consisting of retail chains that could be found anywhere.

Most of the surrounding residential housing seems to be built soon after World War II, which adds to its memorability.

## Human Scale

One factor is human scale which is when objects match the speed of a person walking. As the former major auto connection between destinations to the west and downtown Salt Lake City, North Temple is still scaled for drivers. The majority of buildings are only one or two stories tall, making the wide road feel wider. There are billboards and large signs for retail. Street furniture is sparse. However, there are signs, such as Red Iguana's, which are not overwhelmingly large. In addition, the newly redone sidewalk and some of the crosswalks have varying textures.

The residential streets are more human scaled, with short fences acting as street furniture, along with some smaller street widths. One drawback in some areas is lighting, as tall light fixtures are scaled for auto traffic, not pedestrians.



*Looking east along North Temple, billboards and other large signs are visible.*

## Transparency

Another factor is transparency which is the degree of permeability between the private and public realm of the street. The majority of the buildings on North Temple have windows and are oriented toward the street, allowing those inside to see what is happening on the sidewalk and vice versa.

The residential streets are similar, and may have increased transparency, due to the fact that on average, the housing is slightly closer to the street than the buildings are to North Temple.

## Enclosure

Enclosure is another factor which indicates how vertical elements define the street space. Street trees (even currently small ones), light fixtures, the light rail catenary poles, all contribute to a sense of enclosure on North Temple. Yet, most of the buildings are setback, with parking lots between them and the sidewalk. Gaps between buildings are also the norm, either due to parking or unused space, limiting the ability of the buildings to form a street wall. The ratio of the building heights (usually only one or two stories tall) to the wide road also diminish the clear definition of the street space.



*While some buildings are close to the sidewalk on North Temple, many have a parking lot in front, creating an uneven street wall.*

Some residential streets have tall, mature trees, with branches easily covering the sidewalk and part of the road. While the housing is by far single family, and detached, the houses are close together, forming more of street wall than the buildings on North Temple do. Still, street widths vary, and some are very large compared to the surrounding low density land uses.

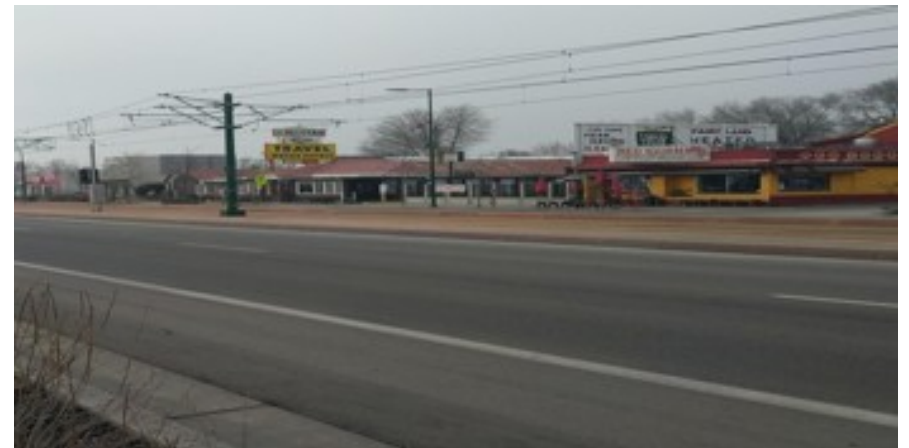


*Example of residential housing forming a continuous street wall.*

## Complexity

Complexity focuses on having a great street that engages all the senses, but the amount of variety should still remain coherent. A multitude of colors contributes to complexity. Unlike other parts of the light rail system, the cement bed holding the rails in the center of the street and the catenary poles are colored, the later having different colors around each stop. The freeway underpass at 700 West matches these colors, also defying the typical grey of transportation infrastructure. Landscaped buffers between the street and the sidewalk, with plants of varying heights/ characteristics, also makes the street more interesting to walk along. Unfortunately, while there is some architectural variety, most of the buildings are box like structures, with little or no adornment upon them.

The residential streets are actually more complex on average, as there is a greater variety of housing colors, and lawn or porch ornaments like wind chimes or banners. Still, there does not seem to be much variety in housing type or age.



*The red colored rail bed, green colored catenary poles, and Red Iguana's signage, all add to the complexity of North Temple.*

# Pedestrian Count and Observations

After observing the pedestrians along North Temple, some trends that are worthy of noting in this study. Most of the foot traffic was made up of people who were not in a hurry and often appeared to be lost or not headed in any particular direction. Some sauntered up and down the sidewalk begging for money and collecting any handouts they could. The corridor along the State Fair Park is particularly foreboding for pedestrians and based upon observation, few found it a comfortable place to spend any amount of time in.

The walking population did not appear to be walking for the sake of fulfilling daily needs or exercise. North Temple has an opportunity in its ability to form a sense of place for the pedestrians on the sidewalk and along the street. Presently, North Temple has relatively little foot traffic, and some sections are not suited for large crowds of pedestrians or for pedestrian oriented living.

# Pedestrian Infrastructure on North Temple

The pedestrian infrastructure on North Temple is modern and uniform for the most part. Wide, well maintained sidewalks, wide traffic buffers, visible traffic signals, and ADA compliant features are all advantageous pedestrian assets of this neighborhood. Along North Temple, there exists no zebra or ladder crossings, High Intensity Activated crosswalk beacons (HAWK), nor Crosswalk Flag locations. However, the area has shifted the pedestrian strategy to a more codified and uniform method of alerting drivers and pedestrians alike.

# Crosswalks

On North Temple, there are twelve marked crosswalks located within the two mile stretch of the study area. Eleven of these crossings have suitable pedestrian crossing markings and signals. These include highly visible, tactile paving to indicate boundaries; traffic control lights and crossing countdown beacons; yellow metal crosswalk signs and/or LED “Yield to pedestrians and bicycles” signage; painted LOOK pavement markers; traffic buffers approaching the crosswalks so automobiles stop before reaching the crosswalk.



*This intersection at 800 West, which experiences a high volume of traffic daily, has marked crosswalks, countdown beacons, LED “Yield to...” signage, traffic signals, buffers, and tactile paving with LOOK pavement markers.  
Source: Google Maps Street View.*





*This marked mid road pedestrian crosswalk at 1528 West (Trax Power Station), contains a variety of tactile paving to indicate the elevation changes. In addition, the presence of countdown beacons, a dedicated traffic signal, automobile buffers and LOOK pavement markers.  
Source: Google Maps Street View.*

Much work has gone into making North Temple accessible for all pedestrians. The quality of crossings on North Temple is one of its greatest assets, as the crosswalks all contain markings and eleven of the twelve contain one or more types of signals. This is important for walkability, especially when considering the area around North Temple, including Redwood Road and under I-80. These surrounding areas have not developed their crosswalks to be as pedestrian friendly as those located on North Temple. Many crosswalks in the surrounding areas are missing signals, are unmarked, not well maintained, and poorly lit, diminishing the overall walkability.

The area is pedestrian progressive and making great strides towards being one of the most walkable places in Salt Lake City. One way of continuing this positive development is to add a crosswalk at 1222 West North Temple to improve the accessibility

of the area, as well as the overall connectivity to the Jordan River Parkway Trail. Currently, pedestrians and cyclists walking the Jordan River Parkway Trail have to walk to the nearest crossing at 1100 West to cross North Temple. This crossing lands them in an industrial, unwelcoming section that is just east of the Jordan River Parkway Trail. This is one of the few remaining gaps in the Jordan River Parkway Trail, and a new pedestrian bridge just south of North Temple is forthcoming, with an expected completion date of 2018.



*The current pedestrian path for those following the Jordan River Parkway Trail.  
Source: Google Maps.*

A raised median area already exists in the middle of the road, and having a pedestrian bridge or HAWK beacons would increase both the visibility and accessibility of the Jordan River Parkway Trail.

# Pedestrian Countdown Timers



*Walk Signal  
Source: Michigan Department of  
Transportation*

Since 2000, North Temple has had pedestrian countdown timers installed at all major intersections. These benefit pedestrians by informing them how much time they have left to cross the street before the street light changes. Ideally, the pedestrian should be out of the intersection by the time the countdown begins. On North Temple, as with everywhere else these are installed, the amount of time for each timer changes depending on the time of day and the rate of traffic flow in the area. Sometimes, there is not much time between the flashing “walk” signal and the start of the countdown. For instance, the countdown timers located at the 900 West crosswalk gives three to five seconds of “walk” signal before starting the countdown timer, despite there being four lanes of traffic to cross.

## ADA Access

North Temple itself meets many of the Americans with Disabilities Act of 1990 (ADA) requirements for street and pedestrian access by providing a continuously accessible, and level, route with detectable crosswalk warnings, appropriate space allowances, and a variety of ramps.

One of the most important elements of an ADA compliant street are wide, unobstructed sidewalks that allow for the greatest access.



*20 foot wide sidewalks along North  
Temple (850 W).*



*5 foot wide sidewalks on Fairground  
property (1150 W).*

Along most of North Temple, the sidewalks are twenty feet wide. This is three times the minimum clearance requirement of five feet for pedestrians using mobility devices. Outside of the Fairgrounds, the sidewalk is only five feet wide. This meets the minimum standards, but observations show that these sidewalks are too narrow for most people to comfortably traverse single file, thus they avoid these sidewalks or walk in the road verge or road itself, putting themselves in danger.

Detectible pedestrian warnings exist all along North Temple for increased accessibility. These include marked crossings, accessible public transportation stations, and tactile paving. Truncated domes are raised areas closest to the street. While reminiscent of LEGO bricks, truncated domes serve a vital purpose to the area’s accessibility. These domes serve as distinguishing markers indicating the boundary between the sidewalk and the road, to aid pedestrians in negotiating the crossing. Tactile paving and truncated domes exist at every intersection to indicate sidewalk boundaries to the visually impaired. Beckoning tones present an opportunity for implementation for those who might need an audio signal as well.



*Truncated domes distinguish boundaries.  
Source: Koffler Sales, LLC.*



*Truncated domes adorn every intersection and crossing along North Temple. Highly visible, tactile paving is used to indicate elevation changes.*

Another important asset of North Temple is the frequent use of curb ramps. Mandated on all sidewalks by the ADA, curb ramps allow people using mobility devices to easily cross from the sidewalk to the road. The slope of curb ramps are all a consistent grade of 8.3 percent, with flared sides to allow a gentle change in elevation and prevent injuries to other pedestrians. Flared sides also provide places for people using mobility devices to rest, out

of the way of other pedestrians. North Temple has curb ramps on all intersections, as well as driveways and other points of ingress. The ramps located at intersections along North Temple are all marked with truncated domes and tactile paving patterns to indicate these changes.



*This accessible bus stop has a different paving pattern to indicate the bus loading area. Also in this image are the countdown beacons, the traffic signals, and the LED “Yield to...” signage.*

*Source: Google Maps Street View*



*The elevation change of the curb ramp is indicated by a different paving pattern. The orange marked crosswalk design is consistent throughout North Temple (1460 West). Portion of the curb protrudes into the road to assist visually impaired people to navigate the street.*

# Barriers and Conduits to Walking

There are various barriers within the west side neighborhoods which limit connectivity and inhibit pedestrian access. The mixture of these items can make it difficult for people to move throughout their neighborhood on foot or bike and create safety hazards. Some of the barriers found include: The North Temple bridge, empty buildings, large parking lots, Interstate 80, and limited crossing options.

Despite the barriers to pedestrian access along North Temple, trees, lighting, and local businesses are among the many amenities that promote pedestrian access along the corridor. Some local businesses of note to pedestrians along North Temple are Red Iguana, Nico's, Mestizo Coffeehouse, and T.J.'s Barber, and Style Shop.



Map of Walking Barriers and Promotions

# Transit

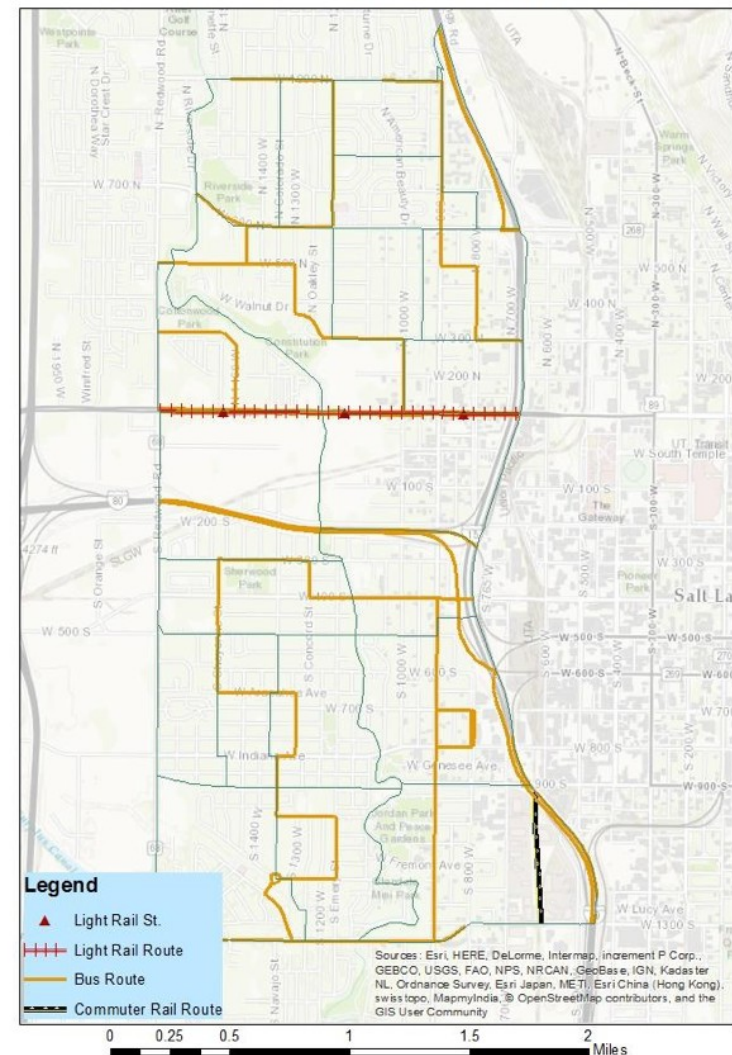
Land use planning has experienced a paradigm shift over the last few decades with its changing focus from low density leapfrog, segregated use development pattern from a more compact, mixed use, and clustered development pattern . Apart from environmental considerations, urban sprawl, growing individualism, social equity, and personal health issues, etc., also have come into consideration owing to the dependency on automobiles. In order to circumvent this ill, transit can act as a cure. An efficient transit system can connect segregated people, neighborhoods, and communities.

or this study, the transit situation in west side neighborhoods was investigated. These neighborhoods would benefit from better connectivity between North Temple and the Jordan River Parkway Trail. This study identifies some of the underlying bottlenecks of the existing transport system, which can be useful to deal with the issue of poor connectivity of the west side.

## Transit Service

The study area is served by bus, light rail, and commuter rails. The TRAX green line almost runs through the middle of the study area but, commuter rail serves only a small portion of that area.

**Transit Routes of the Study Area**

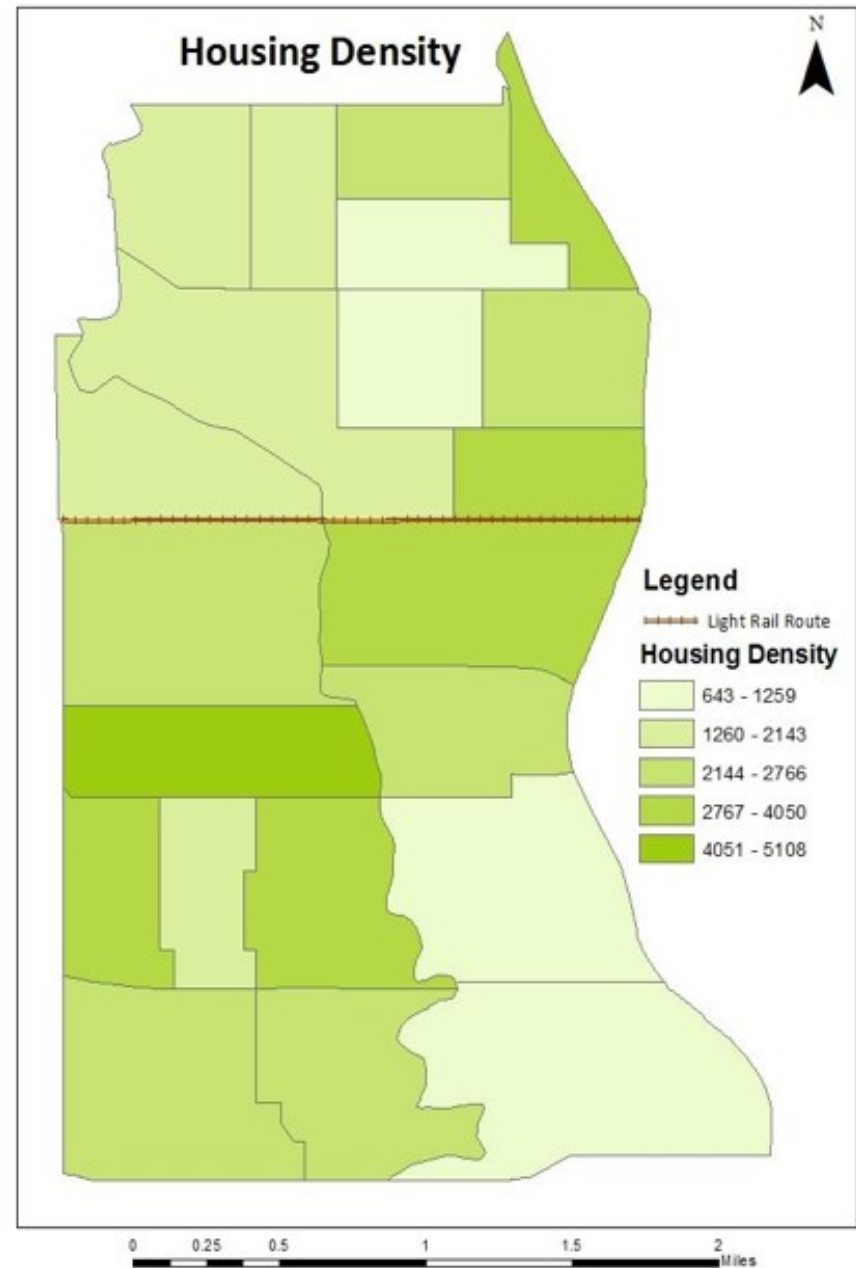


One of the key goals of transit is to provide appropriate connectivity to transit in order to create Transit Oriented Development in the region. Bus access for a quick and convenient transfer to the transit station has been an important consideration of UTA. The rationale is to make first mile and/or last mile of the trip more direct and convenient. However, bus access to the transit stations appears to be fairly poor in the study area. A major segment of riders has to walk a considerable distance to reach the Trax stations. Therefore, the existing transit system suffers from poor connectivity.

## Housing Density

In order to build a transit oriented neighborhood, dense neighborhoods are needed, both in terms of housing and population. A place with high residential density can generally be better served by transit than low density neighborhoods.

From the data gathered, the housing density surrounding the light rail route does not show any particular pattern. Some census blocks close to the route are moderately dense. The densest block is located away from the route. The blocks farthest from the trax line tend to have lower housing density. According to Peter Calthorpe, founding member of the Congress for New Urbanism (CNU), the minimum net density for urban livability is 10-15 units per acre. West side housing density is much lower compared to the urban livability standards.



# Transit Assessment

A regional goal in the Salt Lake Valley is to increase ridership in transit. Ridership has fluctuated in the past, but expanding infrastructure into Salt Lake seems to have helped the ridership expand with it. Because this neighborhood is a lower income area, there are greater chances for ridership due to the expense of owning an automobile and the opportunities for employment in downtown Salt Lake. For residents who do not own a car, their main transportation options are carpooling or riding transit.

## Transit Stations and Bus Stops

Many bus stops in the neighborhoods exhibit surrounding trash and debris. Clogged gutters, located at west side bus stops, can present difficulties getting from the grass/sidewalk to the street to order to board the bus. Rain causes pooling on the street around storm drains, making people walk around the puddle to access the bus. These factors can make stops along the west side unpleasant.



Street view of gutters

Studies show that more people utilize lit routes at night than unlit routes because of the comfortability and safety light provides. However, some of the most traveled routes along North Temple do not have any street lighting. Aesthetically, most bus stops were unappealing. Street lighting helps the look and feel of a stop and increases comfortability for people walking to or from a stop. More frequent stops will reduce walking distances for riders.

Amenities, along with infrastructure, for transit stops provide users convenience, safety, and comfort, while enhancing surrounding environmental conditions. Consistency among stop transit amenities can improve transit users' feeling and experiences. It can also encourage more residents of the west side to use transit and public transportation. Amenities include shelters, benches, advertisements, maps, schedules, newspapers, lighting, bike racks, trash cans, vending machines, restrooms, phones, parking, electronic messages, and information kiosks. Unfortunately, the west side bus stops generally have inadequate basic amenities. The bus stops along North Temple have an opportunity to cover and provide protection from weather.



Transit Station

Information kiosks, maps and schedules are provided and accessible in each Trax station, but bus stops in our study area rarely have them. Increased signage and information, in at least English and Spanish, helps inform a wider ridership base for the bus system.



*Transit Station Map*

Trax stations include trash bins, a basic amenity, at both entrances, improving the cleanliness of the surrounding environment. Providing trash cans at all west side bus stops could produce a similar effect.



*Trash can at TRAX station*

For residents on the west side who use bikes as their mode of transportation, bike racks can be found on the fronts of buses. Trax also accommodates bikes, designating specific areas for them.

Curb ramps at TRAX station entrances aid patrons in wheelchairs to easily board buses or Trax. These ramps are accessible in every intersection as well. This amenity provides convenience to wheelchair users and improves their their ability to safely cross streets and board public transit.



# Learning From Community Members

Through **focus groups** and **community surveys**, the Westside Studio gathered information from west side neighborhood residents. The ideas and opinions shared explore local social, environmental, and economic planning issues relative to the topics of bikeability, walkability, signage, and neighborhood events. Members expressed concerns about safety, lighting, and the homeless camps along the Jordan River Parkway Trail. There were also concerns about wayfinding and issues with knowing where the Trail connected with North Temple. Another big concern was the shortage of popular destinations along North Temple. Feedback from neighborhood members indicate entirely separate uses for North Temple and the Jordan River Parkway Trail. The following sections highlight findings from the focus groups and the community survey.

## Focus Groups

To better understand the use of “Active and Public Transportation Connectivity between North Temple and Jordan River Parkway Trail,” the studio focused on three areas: improving/enhancing bikeability and walkability, planning for signage and wayfinding along the river, and highlighting bikeability and walkability at events. The focus groups yielded useful information.

## Enhancing Bikeability and Walkability

The first topic area concentrated on improving and enhancing the bikeability and walkability along both the corridors. Questions about the user’s experience, destinations, and pathway features and were asked. Members within the groups talked about obstacles such as the freight train rail lines and gaps along the Jordan River Parkway Trail. There were concerns of safety due to the amount of traffic and speed of cars along North Temple. Adding to the perception of safety, the west side has a reputation for higher rates of crime. The number of homeless people along

both North Temple and the Jordan River Parkway Trail also increased feelings of apprehension concerning safety. Each of these factors were deterrents for pedestrians and bicyclists along both corridors.

Residents had other reasons for their scarcity of biking and walking along the study area. Some concerns were about the absence of destinations. Many participants felt North Temple, in particular, had few interesting places to go. Red Iguana seemed to be the major draw to the west side. Participants believed the addition of a local pub and a parallel to Liberty Park would increase the likelihood for both biking and walking along the corridors.

Other concerns involved the physical environment. The street furniture and landscaping does not necessarily contribute to the user pedestrian and bicyclist environment on either North Temple or the Jordan River Parkway Trail. Involving residents along both corridors can help create a more enjoyable atmosphere for trail users. One possible idea for the Jordan River Parkway Trail was for residents to embrace their backyards and incorporate them into the neighborhood dynamic of the trail. Another way is through signage. By implementing a signage system, neighborhood residents and visitors alike will find navigation amiable and increase the potential for active transportation.

## Inform Planning For Signage and Wayfinding Along the River

The second topic area concentrated on signage and wayfinding along the Jordan River Parkway Trail. Questions about resident's proximity, access to entrances, and utilization were asked. Many of the participants lived close to the Trail, however, some participants were unaware of the Trail's existence. The most commonly used entrances were located in neighborhoods. Not living in a neighborhood with immediate access to the Jordan River Parkway Trail hindered both knowledge and use. Many participants wanted to see the creation of better access points leading to public transportation along the Jordan River Parkway Trail. The implied feeling of the groups were that the Trail is only used for errands on the "west side of town." Only one person stated using it for commuting to and from work.

Users of the trail, both pedestrians and bicyclists, requested having noticeable signs placed at all entrances/exits along the Jordan River Parkway Trail. Wayfinding is difficult for those who are unfamiliar with the Trail and west side. One person phrased it like this, "If you don't know where you're going, you'll have to walk to whole trail to figure out how to get off of it." Knowing access points for connecting to public transportation options was also suggested. This could easily be accomplished by providing maps along the Trail. Doing so would help increase commuter utilization for both pedestrian and bicyclist. Currently there is no easy way to get to public transportation from the river.

Other questions were about physical signage. Participants wanted signs that displayed rules. For instance, they wanted to

see signs with rules about no camping and no motorized vehicles along the Jordan River Parkway Trail. There were also desires for educational signage about the flora and fauna. Creative signage would make the trail more fun and engaging for both youth and adults. Murals could add beauty in addition to wayfinding. Different signs could provide warnings against graffiti/vandalism and display graffiti hotline information. Modernizing the signage by using graffiti proof material would help combat vandalism. Suggestions included using material of stainless steel or brass and making high arched signs. Being able to navigate the Jordan River Parkway Trail with better signage and wayfinding would increase active transportation by residents.

## Explore Ways to Highlight Walkability and Bikeability at Events

The last topic area concentrated on ways to highlight walking and cycling at events. Questions about events and the use of bicycles were asked. Participants talked about different events along the Jordan River Parkway Trail such as the Get Into The River Festival, Tour de Brewtah, the Salt Lake City Bike Party and the SkateNow shops roller skating/rollerblading event. During conversations, it was discovered that what residents were really interested in, were the types of events that brought people to the river, trail, and neighborhood. Being able to walk or bike to an event was secondary to the event itself. Making the theme something that people already enjoy would help with enticing bikeability and walkability to the event. It would help highlight the usability of the Jordan River Parkway Trail and other benefits of the area to the neighborhood.

Residents often walk or bike to places such as the Sorenson Center, the Glendale Library and sometimes Uintah Brewing Company. One of the challenges to biking on the Trail is that it does not connect to the canyons. Providing a connection between the Trail and City Creek or Millcreek would help increase the trail's active transportation users. Doing so would complete the network of trail systems within the City. Keeping the trail in good repair is also key for attracting bike riders.

Another suggestion was made about attracting more youth to the Jordan River Parkway Trail. Providing places for sports along long the Trail is one way to accomplish this. Kids are highly likely to get to a sporting event, whether practice or a game, by walking or riding their bike. To go along with that, holding events for the youth to help clean up the trail would help with litter because they would become aware of the problem.

The neighborhood would also benefit from education on trail etiquette. Knowing how to properly interact with a variety of trail users can also help with increasing different modes of active transportation.

# Community Survey

The Jordan River Parkway Trail and the North Temple corridor are both important assets of the west side neighborhoods, but they could be improved. To evaluate these assets, residents were surveyed about their use of the Jordan River Parkway Trail, signage along the trail, and their use of the North Temple corridor. The goal was to see how respondents are currently utilizing active transportation, such as biking and walking, and connecting with other parts of the city. The Westside Studio conducted the survey between March 9th and March 16th, 2016. Westside Studio students collected survey responses from 292 residents of Salt Lake City west side neighborhoods.

This survey shed light on local residents' views of the most important and appreciated features of these two networks, but also indicated a number of limitations and liabilities associated with the two areas. Further analysis of survey responses illuminate the needs of the west side neighborhoods concerning connectivity and transportation in the west side.

The questions about signage along the river indicate that residents may like to see more physical signs on the Jordan River Parkway Trail, especially signs that mark entrances and exits, display maps of the trail, and provide trail markers. These kinds of signs could encourage residents to use the trail more frequently, especially considering that few respondents reported using the trail for anything other than recreational purposes. Trail markers and maps, along with well marked entrances and exits, would

make the trail more useful for other kinds of uses—such as commuting to work and connecting with North Temple.

For the questions concerning North Temple, the answers showed the majority of respondents reported accessing North Temple by automobile, indicating that this corridor is rarely used for pedestrian or alternative transportation activity. Despite the new TRAX line, just under half of the respondents reported “never” accessing North Temple or the Jordan River Parkway Trail by public transit. Clearly, North Temple has a long way to go if it is to become a walkable, multimodal corridor. However, there is much to be hopeful about. Connecting North Temple with the Jordan River Parkway Trail through strategic signage could be an effective way to encourage the recreational walkers along the trail to venture to North Temple, and the commuters along North Temple to visit the Jordan River Parkway Trail. Connectivity between these two neighborhood assets is an attainable goal.

# Community Survey Findings

## Jordan River Parkway Trail Findings

- Most neighborhood members accessed the Jordan River Parkway Trail by walking or biking.
- Recreational walking is the most popular activity along the trail.
- Trail usage time varies throughout the day with no particular heavy use time.
- Feeling unsafe is the biggest detractor to using the trail.
- Bathrooms, water fountains and trash cans were the most common enhancements desired.
- Litter and trash were the biggest environmental concerns.
- Most neighborhood members would support uncovering City Creek and restoring it.
- Most common signs desired were trail mapping including entrances and exits.
- Information about the trail should be posted on signs along the trail.
- Health, recreation, and exercise was the aspect that people like most about the trail.

The surveys provide some clear findings from the neighborhood regarding the Jordan River Parkway Trail and the North Temple corridor.

## North Temple Corridor Findings

- North Temple is used to access shopping more than any other reason.
- Driving is the primary way that most people access North Temple.
- Neighborhood members want to see more signs along North Temple.
- Having more entertainment options would encourage more walking, biking and transit use along North Temple.
- A common barrier for North Temple is the unpleasantness of walking and biking with so much automobile traffic close by.
- Transit along North Temple would be utilized more if it went to more locations and destinations.
- Safety is the number one concern when accessing North Temple.

# Recommendations

Through the focus group and user survey analysis, the following are some conclusions and recommendations as well as project ideas for implementation. The following recommendations are based on the most common user survey input and focus group recommendations.

## **Increase Bathrooms, Water Fountains And Trash Cans On The Jordan River Parkway Trail**

This recommendation had the highest percentage of user survey responses (51.6 percent respondents) concerning enhancements that people would like to see the most on the Jordan River Parkway Trail. Focus Group #4 brought up the idea of modernizing the area in an effort to deter people from destroying a nice place. Given the overwhelming response, it should be given a priority for future enhancements. Also, it is a relatively inexpensive addition to the area.

## **Increased Signage At Entrances And Exits On The Jordan River Parkway Trail**

According to the user survey results, 47.5 percent of respondents would like signage for entrances and exits on the Jordan River Parkway Trail. Although people were interested in many different types of signage (Trail Mapping had 45.4 percent of respondents), the signage for entrances and exits was the most popular. Just finding the Jordan River Parkway Trail from the North Temple corridor seems to be a challenge. A recommendation from Focus Group #1 was increased signage on the North Temple corridor for surrounding amenities, such as the Jordan River Parkway Trail.

Focusing on signage at entrances/exits and along the North Temple Corridor is recommended. Large signs along the North Temple Corridor that can be seen by pedestrians/cyclists and also by vehicle are recommended, given that 67.3 percent of respondents still drive to access North Temple according to the user survey. The signs need to be unique in appearance and not blend in with the normal traffic signs to indicate change. A large, arching gateway sign could offer this uniqueness and also add a sense of enclosure to give a feeling of safety and transition.

## **Entertainment on the North Temple Corridor/Jordan River Parkway Trail**

This recommendation had the highest percentage of user survey responses (51.6 percent respondents) concerning enhancements that people would like to see the most on the Jordan River

Parkway Trail. Focus Group #4 brought up the idea of modernizing the area in an effort to deter people from destroying a nice place. Given the overwhelming response, it should be given a priority for future enhancements. Also, it is a relatively inexpensive addition to the area.

## **Increased Safety**

A common theme in both the user survey and the focus group area was the perception of being unsafe. The majority of respondents to the user survey felt unsafe for personal safety considerations and unsafe due to limited lighting along the Jordan River Parkway Trail. An increase in lighting on the Jordan River Parkway Trail is recommended. This could assist in safety concerns, and it could also draw attention to the area and bring people in because of the visual reference. Having the light on the area guides people and is a wayfinding mechanism. However, care must be used to avoid light pollution for surrounding neighborhoods.

Lower level, solar lighting along the trail to mitigate these concerns is recommended. Also, increased electrical connections and anti theft/vandalism considerations for this lighting is recommended. In addition to increased lighting on the Jordan River Parkway Trail, increased lighting along the North Temple Corridor is recommended as well. Specifically to address personal safety concerns, increasing the frequency of officer patrols and emergency call box stations is recommended.

## **Accessibility**

Making the area a place for all is important to connect everyone in the neighborhood. The installation of ramps and rails to accommodate people in need of those services is a

recommendation. Signage, such as, braille and other languages (besides English) is also something to be considered.

## **Destinations and Connections**

The assets that are recommended to help energize the area's destinations are pubs, theatres, a fun center, more coffee shops, a mall, more grocery stores, more restaurants, some gyms, day care facilities, and gardens. Connecting missing trail sections and allowing access to destinations using the Jordan River Parkway Trail is also recommended.

The recommendations were further refined into an action plan that details costs, priorities, foremost goals met (with the highest priority starting at 1 and moving down), and time period. The below chart summarizes these activities:

<b>Table of Prioritized Recommendations for Possible Policy and Project Implementation</b>				
<b>Policy and Project Recommendations</b>	<b>Total Estimated Cost</b>	<b>Priority</b>	<b>Priority Rating</b>	<b>Time Period</b>
Restore and make permanent the North Temple (NOTE) District mural located at 780 West North Temple	\$425	High	1	Short Term
Wayfinding signage for the Jordan River Parkway Trail	\$800 to \$3,200	High	2	Long Term
A local event (concert, festival, etc.), that involves the Albert Fisher Mansion, with incentives for those who arrive via walking, cycling, or public transit	\$1,000 to \$5,000 (recoupable via admission fees)	High	3	Short Term
Improved upkeep, trail consistency, and maintenance of the Jordan River Parkway Trail, particularly trail paving and lighting	\$0 to \$800,000	Medium	2	Long Term
Improve the area's overall safety (e.g. homelessness, lighting, etc.)	Unknown, further research required.	Medium	3	Long Term
Creating more opportunities for recreation, dining, and entertainment along the North Temple Corridor	Unknown, further research required.	Medium	1	Long Term
Educational signs	\$800 to \$3,200	Low	2	Long Term
Modernizing and improving amenities along the Jordan River Parkway Trail	\$5,200 to \$160,000	Low	1	Short Term and Long Term



# Implementation

At the conclusion of the Westside Studio's research, two implementation projects were started. These projects were based on neighborhood input and are an endeavor to put neighborhood participation and feedback into action. The signage project works as a method to magnify usage of the Jordan River Parkway Trail. The mural project assists in placemaking through public art.

## Signage

Throughout the semester, this class has allowed us to learn about some of the assets and challenges surrounding the Jordan River Parkway Trail. Those who use the trail think it is a wonderful asset to westside neighborhoods, but note that many people (even those living right next to it) are unaware it even exists. Surveys and focus group discussions show that residents are concerned about safety issues. And lastly, navigating the trail can be difficult or confusing, as there are multiple offshoots from the main trail.

As a project for the Westside Studio, we propose improving wayfinding and awareness of the Jordan River Parkway Trail by designing, purchasing, and installing signs. These signs could include information about walking distances to nearby amenities, such as libraries or schools, mile markers, hard to find exits

and entrances to the trail, and which paths are the main trail and which are branches leading to dead ends. These signs will encourage more residents to regularly visit the trail. Increasing trail usage may alleviate concerns about safety, as walkers, bikers and runners would be less likely to be alone for long periods of time.

## Mural

This group has partnered with NeighborWorks and will pursue revitalizing and making permanent the current North Temple (NOTE) mural that can be found on 800 West and North Temple. It was a temporary mural to begin with, but it was always the goal of NeighborWorks to make a more permanent version of it. In partnership with NeighborWorks, the studio painted a permanent version of the mural. In the future, we would like additional murals added throughout the North Temple corridor connecting it to the Jordan River Parkway Trail. By making multiple installations of the designated NOTE mural, the studio hopes to instill a sense of cohesion and consistency throughout the neighborhood.

The mural and logo were originally chosen by a group of residents and businesses from the River District Business Alliance. As this is just a temporary mural, it is understandable why it is in a dilapidated state. In order to ensure it becomes a more recognized positive branding opportunity for the neighborhood, we will organize its completion into a permanent mural. We have partnered with a well known local mural artist, Zach Franzoni,

who has agreed to be our lead artist for the project and will assess what supplies we need, plan the design application, and oversee the artistic work so it is done professionally and beautifully.

# Conclusion

In summary, the westside neighborhood is a great and growing neighborhood. Our charge was to examine the connectivity between North Temple and the Jordan River Parkway Trail. This project has dove into that by both quantitative and qualitative analysis. We began by a quantitative background study of the communities strengths and potential areas of improvement. Our focus group and neighborhood surveys showed a perspective from westside residents, allowing us understand neighborhood needs. From this we were able to brainstorm two implementation projects that allow for both wayfinding and placemaking, with the signage and mural projects. These projects are a step in the right direction of bridging the connectivity of North Temple and the Jordan River Parkway Trail to increase use and quality of life for westside residents.

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