WESTSIDE GREENWAYS

Jordan River
Community Connections
ACKNOWLEDGMENTS

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Neighborhood Partners:
  University Neighborhood Partners
  Neighborworks Salt Lake
  Salt Lake City Corporation

Thank you to:
  Riley Elementary School
  Westside Leadership Institute
  West side small business survey participants
  Whole Foods
# Table of Contents

## Introduction
- The Westside Studio 1
- Study Area 2
- Process & Research Methods 4
- Document Roadmap 7

## Background
- History 9
- Demographics 10
- Ecology 12
- Land Use & Zoning 13
- Transportation 14

## Success Stories
- Case Studies Introduction 17
- James River and Kanawha Canal 18
- South Bronx Greenway 20
- Woonasquatucket River 22

## Greenway Network
- Introduction 25
- Existing/Emerging Centers & Paths 26
- Proposed Greenway Network 28
- Envisioning the Greenway Network 30

## Focus Area: California Corners
- Introduction & Vision 33
- California Corners 34
- California Avenue & 900 West 36

## Conclusion
- Next Steps 40
- Concluding Remarks 40

## Appendices
- Key Terms & Concepts 41
“The vast possibilities of our great future will become realities only if we make ourselves responsible for that future.”

-GIFFORD PINCHOT
Jane Jacobs, in her 1961 classic work, *The Death and Life of Great American Cities*, writes, “Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” This document represents an effort by University of Utah graduate students, working in partnership with community organizations and Westside residents in particular, to put forward a future framework for the neighborhoods surrounding the Jordan River in Salt Lake City. A neighborhood that thrives with a burgeoning business community, exceptional multicultural diversity and direct access to unique natural surroundings, Salt Lake City’s Westside neighborhoods are also confronted with unique challenges. The recommendations found in the following pages meaningfully incorporate public outreach efforts, as well as the insights of the study team itself, with a particular focus on two critical components of development in the study area: the strengthening of greenway connections between residential and commercial centers and the Jordan River and the implementation of a vision for a vibrant community center along the California Avenue corridor. In short, this document attempts to embrace and capitalize on the many assets of the neighborhood today and foresees a future community whose path is paved, to borrow from Jacobs, by every member of the community.

The Westside Greenways study area includes a 2.7-mile stretch of the Jordan River, which runs from Utah Lake to the Great Salt Lake. It is on the northeastern side of the Salt Lake Valley.
The study area boundaries are Interstate 15 on the east, State Route 201 on the south, Redwood Road on the west, and North Temple Street on the north. Poplar Grove and Glendale are the dominant neighborhoods in the area.
INTRODUCTION

Sherry Arnstein, author of the landmark analysis “A Ladder of Citizen Participation,” once concluded: “The idea of citizen participation is a little like eating spinach: no one is against it in principle because it is good for you.”¹ Recognizing the intrinsic value and vital necessity of full and open public participation in helping to craft a community master plan (as well as the many benefits of spinach), the study team worked to implement processes in which Westside community members could voice ideas and visions for their neighborhood in an open and candid manner. The study team focused outreach and research efforts on a few main components:

1. Research of successful public participation methods and processes, including Nan Ellin’s innovative VIDA approach² and Envision Utah’s past scenario visioning efforts
2. Research of relevant previous community outreach documents including Envision Utah’s “Blueprint Jordan River” as well as past literature from NeighborWorks and Salt Lake City Corp.
3. The design and implementation of its own participation efforts focused on two important community demographic groups: youths and business owners
4. Mapping and coding of information relevant to the ecology and transportation infrastructure of the region as well as the identification and mapping of existing and emerging centers, where pockets of activity and community assets on the Westside are concentrated


PROCESS & RESEARCH METHODS

RIVERNESCA
Salt Lake City Meets the Jordan River

The First Annual Mayor’s Symposium
hosted by
Mayor Ralph Becker of Salt Lake City & the College of Architecture + Planning at the University of Utah
RiverScape: Salt Lake City Meets the Jordan River

Preferred Transportation Investments

- More Bus Service: 20%
- Light Rail: 10%
- Better Road-Maintenance: 20%
- More Bicycle lanes: 10%
- Bike Path/Ped. Pkgs: 7%
- Separate Bike/Ped. Paths: 7%
- Sidewalks for Business: 7%
- More Car Parking: 12%
5. Attending lectures by experts in hydrology and environmental planning.

Conscious of the importance of young people in shaping the future of Salt Lake City’s Westside, the study group crafted an innovative series of exercises specifically to engage youth in the planning process. In preparation, the team consulted with experts in youth cognitive development and public participation processes including Bruce Appleyard, a University of Utah faculty member and an expert in youth cognitive mapping exercises and Nate Friedman, coordinator of Youth Continuing Education Programming at the University. On March 8, 2011, the study team engaged the public directly in community visioning with an event at Riley Elementary School. Young people and their parents participated in four core exercises centered on visual modeling, aerial mapping, free drawing and a visual preference survey focused on recreation types, community building and the potential use of spaces surrounding the Jordan River.

Attentive to the Westside’s vibrant business community and the critical role business owners play in community affairs, the study team actively solicited the sentiments of the business community in the study area. Study team members settled on a written survey as a primary research method and developed 166 survey questions gauging neighborhood outlook, goals and visions for the future. This compilation was then carefully culled down to 12 core questions in an effort to balance comprehensiveness with efficiency. As one study team member explained, “The challenge was to elicit as much information as
we could, while recognizing the acute time constraints business owners are constantly under.”

The community values gathered from the research included feedback consisting of:

- Desire for stronger connections to the river
- Valuing places for families to be outside together that especially include river access
- Better pedestrian infrastructure
- Desire for open space
- Business promotion
- Expanded recreation opportunities
- Future uses of 900 West as a main neighborhood street

The study team incorporated public feedback into this document and the recommendations therein. As another member of the study team concluded, “More than any other component, the report is a synthesis of all the feedback we heard from the Westside community.”
The ensuing pages of this report will explore the study area’s history, ecology, transportation patterns and current land use and zoning requirements. This research was undertaken in an effort to gain a greater understanding of the community and to ensure that proposals developed by the study team were consistent with the traditions and needs of the neighborhood. Three case studies--successful waterfront revitalization efforts in other parts of the country--will be explored in an effort to offer practical guidance to Salt Lake City as the city works to better integrate the Jordan River into the Westside community.

The report then puts forward the study team’s recommendations for the Jordan River Greenway corridor. The recommendations are broken into two main areas of analyses. First, a community-wide greenway network linking the Jordan River with the Westside community is presented. The recommendations encapsulate a network of automobile-free connections oriented chiefly towards pedestrians and cyclists, as well as on-street corridors providing access to these greenway connections. Further, the proposal includes linkages that are spaced approximately one-half mile apart (the approximate distance in which most people are willing to walk), utilize existing infrastructure in the study area, and include improvements to promote livability and preserve the area’s environmental qualities.

The study team also evaluates and offers recommendations for one specific area of the Jordan River Parkway, a corridor along California Avenue and 900 West. Dubbed “California Corners,” the proposal envisions a pedestrian and cycling connection linking 900 West to the riverfront itself, accentuated by the ‘daylighting’ of Emigration Creek and the addition of mixed-use development at the confluence of the waterways. Additionally, this document presents a re-oriented California Avenue designed to better accommodate cyclists and pedestrians and reduce automobile speeds, and proposes the development of a neighborhood center along land just west of the point in which California Avenue crosses the river.

The report concludes with final recommendations for stakeholders, city officials and community members.
“Somewhere, something incredible is waiting to be known.”

-ALBERT SZENT-GYORGYI
From the arrival of the Mormon pioneers in the Salt Lake Valley in 1847 to the current time, the Jordan River has always served a strong and valuable role in the culture and economy of the region. Early settlers to the valley used the river as a vital lifeline both as a public drinking supply and as a source to irrigate farmland. The river was even utilized as a supply route on which to ferry granite blocks during the construction of the Salt Lake City Temple in the city’s early days. Residents also took advantage of the river as a recreational outlet for swimming and sunbathing during hot summer days. In the twentieth century, the river’s role in the region changed dramatically as it became a prominent waste disposal outlet for industry. From 1952 onward, Salt Lake County and the U.S. Army Corps of Engineers constructed a number of artificial channels and diversion dams altering the river’s natural path. Up until the early 1970s, area slaughterhouses, packing plants, industrial mills, and laundries used the river as a dumping ground with virtually no environmental oversight or regulation. These developments significantly degraded the natural state and environmental quality of the river and surrounding lands. Finally, in 1973, the Utah State Legislature established the Provo-Jordan River Parkway Authority in an effort to enhance the natural ecology of the river and to establish a framework for its preservation and cleanup. In more recent years, Salt Lake City and other partners have worked to intensify those efforts and showcase the river as a unique and critical natural landmark in the valley.
DEMOGRAPHICS

Demographic information compiled from the study area provides a glimpse into a community that is both complex and multi-faceted. The ethnic diversity of the neighborhood—over 40 percent of residents are of Hispanic origin—may be of little surprise to residents well acquainted with the Westside, but other demographic characteristics hold surprises. A full one-third of residents in the study area are under the age of 18, and 29 percent of households are made up of families with children—both indicators are significantly higher than the rates for Salt Lake City as a whole. While the community is rich in families and young people, some challenges are also evident in Census data.

Nearly 16 percent of all residents age 25 and over have reached an educational attainment of less than ninth grade—a figure that is disproportionately high, particularly when viewed in relation to rates for Salt Lake City and Salt Lake County. Moreover, household income rates remain significantly lower than outlying communities.

With more than 22,000 residents calling the study area home, the expansion of educational opportunities for residents and promotion of a strong environment for families will only gain greater importance in coming years.
The Jordan River is home to over 34 different types of invertebrates and hosts more than 200 migratory birds. It is part of the Western Hemispheric Flyway, and is an invaluable ecological resource. The topography of the area is consistent with the valley floor, with minimal grade changes, creating potential floodplains.¹

Enhancing the existing ecology will be essential, as healthy natural areas often provide a foundation for future community opportunities. Water quality poses a major issue, affecting vegetation, wildlife and community health near the river. Influenced by groundwater runoff and the inflow of streams from the Wasatch Front, the Jordan River faces multiple sources of water pollution. Mitigating pollution could provide a pivotal step in improving the health and attractiveness of the Jordan River.

Additionally, the portion of the Jordan River extending through this neighborhood enjoys many opportunities for streambank restoration. With steep banks risking erosion during times of run-off, reducing the grade of streambanks and restoring native vegetation can enhance wildlife habitat and help to absorb elevated water levels.

Addressing water quality and undertaking habitat restoration can help in providing a healthy corridor for the community. These steps can enhance scenic character, recreational opportunities and healthy environments for vegetation, wildlife and residents.

Regulating land use into zones has long been the tool used by cities to designate permitted uses within an area. The map above shows the 2009 land use zoning within the area. The three urban zone categories that dominate this area are mainly residential, commercial, and industrial. There are additional special use districts within the area such as public space, open lands, Gateway, and the new Transit Corridor along North Temple.
The ways in which people move breathe life into an area. Ease of pedestrian movement, in particular, enhances and strengthens the livability of a neighborhood. Before developing ideas for a new greenway network, the study team analyzed the existing transportation network. Connections and linkages within the community were studied using GIS and community mapping exercises with data retrieved from the Utah GIS Portal and the Salt Lake City Corporation Transportation Division. This process included mapping local bus routes, existing shared-use paths, transit stop locations, walkability buffers around transit stops, daily traffic counts, biking and pedestrian numbers, average speeds of automobiles on roads, existing speed limits, the current road classification, and the connectivity of the roadway network. All these variables were synthesized to understand the study area’s current patterns of mobility in the context of existing community centers and destinations.
Using methods described by Emily Talen in *Urban Design Reclaimed*, this analysis identified walkability ranges around neighborhood destinations, as well as linkages, barriers, and blockages.

Linkages include walking paths, bridges, bike routes (shown on the adjacent page) and complete streets that accommodate pedestrians and people on bicycles as well as motor vehicles. Barriers include wide roadways with high traffic volumes and speeds (as seen in the maps on this page), train tracks without crossings, and sections of the Jordan River without crossings. Blockages included cul-de-sacs, dead-end alleys and t-intersections lacking nearby through-streets (shown in the final map, on this page). This process clarified the strengths and weaknesses of the West Side’s existing transportation network, and identified opportunities for improving the network through greenway connections.

“If there is magic on this planet, it is contained in water.”

-LORAN EISELY
CASE STUDIES INTRODUCTION

A canal transformed from a derelict series of puddles into a vibrant waterfront in just two short years. A greenway project which vastly improved pedestrian access and open space along a waterfront in America’s largest and most densely populated city. A riverfront revitalization so comprehensive that an urban river evolved from a polluted shame to the pride of a city. Waterfront revitalization projects in three cities--Richmond, Virginia, the Bronx of New York, and Providence, Rhode Island--offer Jordan River advocates in Salt Lake City powerful and enduring examples of efforts which successfully showcase urban waterways as centerpieces of urban redevelopment efforts, critical links in park and open space corridors, and magnets for pedestrian activity and public gatherings. These three successful projects, described in the following pages, were researched by members of the study team in an effort to provide the Westside hope and practical guidance concerning efforts to better integrate the Jordan River into their community.
JAMES RIVER & KANAWHA CANAL

The James River and Kanawha Canal in Richmond, Virginia, was devised by President George Washington as a trade route linking the Atlantic Coast with the Ohio River Valley. Recognizing that the nation’s westward expansion was imminent, Washington felt that the canal would secure Virginia as a center of trade and commerce. Unfortunately, the waterway was only partially completed and the emergence of the railroad quickly made canal transportation a dated and inefficient endeavor. The City of Richmond largely turned its back on the canal in the following decades and by the 1990s, the waterway had degenerated to such a point that it was reduced in many sections to simply a scattering of large puddles. The canal’s dramatic revitalization through downtown Richmond offers the Westside of Salt Lake City hope and inspiration as the community works to better showcase the Jordan River.

• In the 1990s, Richmond made plans to upgrade its sewer and sanitation systems to meet federal standards. The city utilized this opportunity, taking advantage of federal funding, to combine sewer overflow lines into the canal bed and revitalize the canal area into a more vibrant, pedestrian friendly atmosphere.

• The Canal Walk project was designed to integrate with the city’s existing street network and masterfully negotiated the presence of a towering transportation infrastructure, including three elevated rail lines and nearly a dozen different expressway lanes and interchanges. Pedestrian access was designed as a hallmark of the project in an effort to mirror the successes of other vibrant riverfronts, particularly San Antonio’s famous Riverwalk.

• The project succeeded in better integrating the adjacent downtown neighborhoods into the canal area, drawing pedestrian traffic into the district and utilizing the canal waterfront as a foundation for economic development, particularly through new mixed-use development and the adaptive re-use of historic structures. The project also utilized the presence of towering highway overpasses as an asset, highlighting the structures as a canvas for urban art and a showcase of gritty urbanity.

• By masterfully negotiating existing built constraints (and even utilizing them as assets), by leveraging a myriad of funding opportunities, and by successfully and dramatically transforming its canal-front in a very short period of time, the James River and Kanawha Canal revitalization can serve as an important case study for Jordan River advocates in Salt Lake City.
SUCCESS STORIES

SOUTH BRONX GREENWAY

Greenway goals:

- Improve access to the waterfront, provide much-needed recreational opportunities, improve transportation safety, and enhance the network of bike and pedestrian paths on the South Bronx peninsula while providing opportunities for compatible economic development.
- When completed, the Greenway will link existing and new parks through a network of waterfront and on-street routes. It will encompass 1.5 miles of waterfront greenway, 8.5 miles of inland green streets, and nearly 12 acres of new waterfront open space throughout Hunts Point and Port Morris. It will create new connections to and along the waterfront, and also serve as a model for how and why sustainable infrastructure can be successfully accomplished within a challenged community.

Five guiding principles:

1. Support Safe Connections: Includes the selection of greenstreets that are not designated truck routes and that have the capacity for traffic calming and pedestrian safety measures, and the creation of a continuous, safe bicycle and pedestrian pathway along the waterfront.
2. Foster Community Economic Development: Includes the promotion of employment opportunities directly related to the Greenway and the provision of open space amenities near businesses to offer recreational opportunities and foster worker retention.
3. Improve Environmental Quality: Includes the restoration and creation of new ecosystems within the upland and shoreline to reverse environmental degradation and improve upland, riparian, and aquatic habitats.
4. Promote Urban Health: Includes the enhancement of routes with amenities and landscapes that contribute to the enjoyment of the outdoors and invite social interaction.
5. Encourage Long-Term Stewardship: Includes the development of a landscape management strategy that ensures the maintenance of the Greenway and builds social capital through education and local participation in the future of the Greenway’s implementation.
The Woonasquatucket River Greenway project (WRGP) revival area was about a 4-mile stretch of land. Fred Lippitt started the WRGP in 1993 after noticing how impoverished the river and surrounding area was. He decided something needed to be done if the city wanted to benefit from having an asset such as the river. Along with various neighborhood communities, environmental groups, and city and state officials, partnerships were formed and the WRGP was underway.

**APPLICABLE ELEMENTS:**

- The community was highly involved
- There were various community partners from both public and private organizations
- The community and partners were united and came up with goals for the WRGP
- They developed a plan to accomplish their goals
- The community and partners were able to get various grants from a variety of different places to help fund the project
- They revitalized an area that was considered blighted, and too dangerous for employment and recreation
THE FRED LIPPET WOONASQUATUCKET RIVER GREENWAY BIKE PATH
“When one tugs at a single thing in nature, he finds it attached to the rest of the world.”

-JOHN MUIR
In the classic planning text *The Image of the City*, Kevin Lynch identified five elements that create navigable and memorable cities. These elements are: paths, edges, nodes, landmarks, and districts. While each feature manifests in a variety of shapes and forms, Lynch demonstrated that legible, well-used places are orderly, but also varied and unique. This studio examined each of the five features within the study area, and found that enhancing these elements would support the neighborhood as a comfortable, legible and active community.

Two features, nodes and paths, were chosen for special attention due to their significance within the area. Defined as “strategic spots…into which an observer can enter,” nodes include junctions and specific concentrations of character or use. This studio expanded the concept to include larger scales and groupings of activities, referring to these locations as centers. In this context, centers represent areas of inherent interest to the community, characterized by high levels of activity, multiple landmarks, major nodes and multiple uses, such as parks, businesses, schools and community-oriented organizations.

Paths, the second feature chosen for further assessment, facilitate movement, form boundaries and connect centers. This assessment focuses on the ability of paths to connect centers within the Westside community. The existing and emerging centers and paths are shown in a map on the following page.

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EXISTING AND EMERGING CENTERS & PATHS

Existing centers and paths were defined by analyzing existing data and by conducting community outreach. Regarding existing data, the study team utilized geographic information about the location and walkability for current neighborhood assets such as schools, businesses, parks, libraries, community centers, and residential centers. Subsequent analysis identified locations with high concentrations of these assets, as well as the proximity of these locations to residential areas. Following this initial identification of centers, the study team conducted two major public outreach efforts: a community event at Riley Elementary School’s Family Night, and a survey of small businesses in the West Side. These efforts aimed to acquire a large sampling of opinions from neighborhood residents and business owners, comparing the initial assessment with the responses of those invested personally and financially in the area. Results identified the locations used most heavily by respondents, and the destinations of highest value to residents and business owners. By overlaying these locations with the initial assessment, the study team confirmed the locations of existing centers within the community.

Existing paths were identified by mapping current shared paths (car-free walking and biking paths), existing bike lanes, and existing shared roadways (roadways with amenities for walking and biking as well as driving). These routes were then compared with the community outreach results. In this step, the children of Riley Elementary School offered vital insight, as they drew and discussed routes they used most frequently and explained their route choices. This conversation ultimately guided the study team’s choice of California Avenue and 900 West as a primary focus area, due to the large number of school children using the California Avenue corridor as a walking route to and from school.

Emerging paths were derived from future trails, shared paths, shared roadways and bike routes proposed by Salt Lake City. These were then compared to the responses from community involvement efforts, which identified the connections residents and business owners would like to see in the future. Many business owners indicated a desire for connection with the Jordan River Parkway and neighboring businesses. A number of the future connections proposed by Salt Lake City Corporation, such as the 900 South Rail Trail Corridor and the City Creek Trail (shown in the adjacent map) address these same goals.

In conjunction with initial assessment of assets and results of public outreach, the comparison of connections desired by residents and connections proposed by the Salt Lake City Corporation led to identification of the proposed Greenway Network, discussed on the following page.
EXISTING AND EMERGING CENTERS & PATHS

Emerging Centers and Paths

Centers
1. 9th South / 9th West
2. California / Jordan River
3. Redwood Road
4. North Temple

Existing Centers
- The Gateway
- Jordan River Trail
- Fairpark
- The Gateway
- Fisher Mansion
- Heartland Apartments
- Dual Immersion Academy and Latino Supermercado
- Sorenson Center, Riley Elementary, and Head Start
- Navajo Street & California Ave.
- UNP, Jordan Park and International Peace Gardens
- Raging Waters & Glendale Park

Paths
- Proposed Walk/Bike Routes
- Car-Free Bike/Walk Path (Existing)
- Road w/ Sidewalks and Bike Lanes (Existing)
- Bike Shared Roadway w/ Sidewalks (Existing)

Source: Salt Lake City Corporation / Westside Studio
POTENTIAL GREENWAY NETWORK

Based on existing community assets, proposals by Salt Lake City, and feedback from the community, the existing and emerging centers and paths were refined to envision a Westside greenway network. By definition, greenways are corridors of land and water designed and managed for multiple purposes, including community enhancement, recreation, scenery protection, natural conservation and social equity, aiming to sustain both natural and social aspects of the land (Ahern, 1996; Hellmund & Somers Smith, 2006). Given this understanding, the greenway concept outlined here emphasizes community connections that support social health and natural corridors that support healthy environments for waterways, vegetation, wildlife and people. This greenway network vision does not represent a final proposal, but offers just one idea for a future neighborhood network, providing a starting point for further discussion among stakeholders in the Westside community.

In general, this concept emphasizes car-free walking and biking paths, regular spacing of east-west connections, natural corridors and linkages between major community centers. Primary route selection criteria included: connection to the Jordan River, connection between centers, presence of natural features, and presence of existing or proposed enhancements for pedestrians and bicyclists.

This network provides a route within walking distance of any point in the neighborhood. In general, people will walk approximately one half-mile to reach a destination. On this basis, the greenway routes in this concept are spaced in roughly half-mile increments. The emphasized centers are similarly spaced, aiming to facilitate walking trips between destinations. The specific paths and centers identified in this greenway concept are discussed below, and illustrated in the maps in the following pages.

Centers emphasized in this network include: the 9th and 9th West intersection, the 4th South and 9th West intersection, The Gateway commercial center, the North Temple corridor, and the corridor along California Avenue near 9th West, referred to here as “California Corners.” These centers were selected based on proximity to the Jordan River, concentration of community assets identified in initial data gathering and identification as major destinations and activity centers in community outreach efforts.

The greenway paths themselves focus on existing and proposed car-free walking and biking paths (also referred to as shared-use paths), all of which emphasize natural characteristics such as proximity to creeks and vegetation. Existing paths include the Jordan River Parkway Trail and a small portion of the Surplus Canal. Future paths include: the 900 South Rail Trail between 700 West and Redwood Road (to be constructed this year, pending approval of funding); the City Creek Trail connection between the Jordan River Parkway and Downtown Salt Lake City (design, construction and funding currently unidentified); the Surplus Canal trail (construction date to be determined); and the final piece of the Jordan River Parkway between North Temple and 200 West (currently in the design phase). In addition to natural features, these paths connect the Jordan River to each of the emphasized centers.

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POTENTIAL GREENWAY NETWORK

Westside Greenways
- Car-Free Walking & Biking Path
- Street w/Sidewalks/Bike Lanes
- Bike Shared Streets w/Sidewalks
- Bus Routes
- Centers

Example Cross-sections:
- Car-Free Walking & Biking Path
- Street with Sidewalks/Bike Lanes
- Bike Shared Streets with Sidewalks
Beyond these core greenway paths, a series of on-street routes were identified, also based on connectivity to the Jordan River and linkage between centers. On-street routes include: 700 West, 900 West, 1000 West, North Temple, 400 South, California Avenue, and 1700 South.

The route of 700 West was selected due to its current function as a quiet walking and biking route through the eastern portion of the neighborhood. This street provides a comfortable alternative to 900 West, as well as a north-south connection to the proposed 900 South Rail Trail. 900 West was selected due to its central role in the neighborhood, providing access to schools, retail, community organizations and parks. Currently, residents associate fear and frustration with this corridor. While the street provides an efficient and direct route, high levels of traffic and low levels of walkability create apprehension among residents. With significant upgrades to support pedestrians and bicycles, this thoroughfare could transform into a major community connection, parallel to the Jordan River.

Similar to 700 West, 1000 West provides a lower-traffic alternative to 900 West, and offers complete bicycle and pedestrian facilities. This route will continue to offer a primary connection between the 9th and 9th West intersection and North Temple.

Major east-west routes were selected based on existing and proposed improvements, proximity to shared-use paths, and access to residential areas. North Temple is currently being redeveloped as a model complete street within the City, offering bicycle and pedestrian facilities, high-end transit and commercial opportunities. Where it crosses the Jordan River, 900 West and 1000 West, this corridor promises to provide a key connection with the greenway network. California Avenue is also undergoing significant reconfiguration to accommodate pedestrians and bicyclists, adding a new bike lane and reducing travel lanes for cars. 400 South and 1700 South currently function as bike routes and provide sidewalks, and will continue to receive upgrades for walkability and bikeability. Together, the east-west corridors of North Temple, 400 South, California Avenue and 1700 South provide walkable access to the greenway network, as they are spaced in roughly half-mile increments throughout the West Side.

With the exception of 900 West, all on-street greenway routes are scheduled to receive improved walking and biking facilities. To function fully as greenway connections, however, these streets would also incorporate “green street” upgrades. Potential features include enhanced parking strips, swales and permeable pavement for managing storm water that directly impacts the water quality of the Jordan River. Such improvements would benefit waterways, vegetation, wildlife and residents, improving the Westside’s overall health and livability.

Taken together, these centers and paths form one concept of a potential greenway network for the West Side. As noted before, the greenway concept described in this document does not represent a final proposal, but illustrates just one idea of a neighborhood network. Ultimately, the network presented here offers a starting point for further discussion among residents, business owners, public officials and community leaders within the Westside of Salt Lake City.
“Intricate minglings of different uses in cities are not a form of chaos. On the contrary, they represent a complex and highly developed form of order.”

-JANE JACOBS
INTRODUCTION & VISION

The study team focused on two major areas in which to center its visioning efforts; the California Avenue corridor and the lands surrounding the confluence of Emigration Creek with the Jordan River. The decision to target these two areas reflects both the sentiments of community members (as conveyed to the study team) and a practical environmental assessment by the study team, identifying locations where efforts might yield the most benefit. In making recommendations for these locations, the study team sought to honor five core principles, including:

**Neighborhood Preservation:** Avoid whenever possible the displacement of existing occupied residences and businesses while promoting historic preservation in the community.

**A Focus on Environmental Stewardship:** Present plans that promote sustainability and do no harm to the overall environmental health of the area.

**Embrace Multicultural Diversity:** The community’s ethnically diverse character differentiates it from much of the region and is a clear neighborhood asset. Just like Miami’s Little Havana and San Francisco’s Chinatown, Salt Lake City should promote the unique cultural and ethnic influences that make the Westside a unique place.

**A Family Friendly Community:** Promote the family-oriented values of the Westside. The study area has a significantly higher proportion of family households with children than the city as a whole, accounting for over 29 percent of all households. The study team envisioned physical environments that would embrace families and children.

**Foster Small Business:** The Westside benefits enormously from the contributions of its strong local business community. The study team has worked to envision a physical place in which the foundations of the small businesses are cultivated and strengthened.

*Photo: In its present state, California Avenue is a relatively high-speed arterial, with very limited pedestrian amenities, very few crosswalks and no buffer space separating vehicular traffic from the sidewalks.*
The study team immediately recognized the area surrounding the California Avenue corridor running between 900 West and approximately 1250 West as a place of significant potential. This stretch of California Avenue often buzzes with activity; Norteno and Mariachi music often emanates from nearby residences, and consistent streams of pedestrians utilize the thoroughfare day and night. California Avenue also runs through and alongside a unique, though underutilized, section of the Jordan River Parkway. Moreover, the street is anchored by several critical community assets, including Riley Elementary School, the Sorenson Community Center, Glendale Middle School and Mountainview Elementary School as well as a number of neighborhood retailers, eateries and several large churches.

As an arterial roadway featuring community centers, neighborhood restaurants, retail outlets and a strong basic relationship to the Jordan River corridor, California Avenue appears likely to emerge as a natural neighborhood center. Unfortunately, in its current state, the thoroughfare fails to meet that standard. The design of the roadway, which accommodates four lanes of traffic as well as unmarked parking strips, appears to promote high speeds. There are no bicycle lanes, no buffers of green space between the traffic lanes, comparatively narrow sidewalks and few traffic lights to slow the flow of automotive traffic. During visits to the neighborhood, virtually all bicyclists were observed to travel on the sidewalk itself—likely a product of the roadway’s seemingly unsafe character—forcing pedestrians and cyclists to jockey for room along a fairly small sidewalk space. Residents along the street clearly recognize this roadway atmosphere; most homeowners have erected gates and fences and even soundproofing measures to insulate themselves from this busy street in which automobiles clearly dominate.

While California Avenue passes directly over the Jordan River, the roadway seems somewhat isolated from the river itself. High fences keep pedestrians from enjoying the river as they cross the California Avenue bridge, while four small, publicly-owned parcels at the junction of the River and the roadway remain sorely under-utilized and devoid of activity.

West of the River, a few small neighborhood restaurants and retail outlets share space alongside churches, Mountainview Elementary School and a parcel planned to accommodate a future branch of the Salt Lake City Library. Unfortunately, a number of lots remain vacant. One strip of land along Concord Street, just south of California Avenue, features three contiguous abandoned homes and two empty lots. Together these vacant lots and abandoned properties create an inaccurate visual image of the Westside, failing to portray the active, diverse and family-oriented character of the community.

**Corridor Vision**

The study team foresees California Avenue as a vibrant pedestrian-friendly thoroughfare that accommodates cyclists, automobiles and pedestrians in a balanced manner. Recognizing the importance of the roadway as a route for children walking and cycling to school (three public schools are located in close proximity on California Avenue), the study team saw an opportunity to capitalize on the street’s multiple community-oriented features. The team proposes that the corridor would best serve residents if automobile travel speeds were reduced (both through the
narrowing of the street and installation of traffic calming features in strategic areas) and pedestrian facilities expanded. This redesign of the roadway would not only benefit schoolchildren but road travelers of all modes, as it would provide a pleasant traveling experience via car, bike or foot. Moreover it would help facilitate pedestrian access to the Jordan River and support the emergence of a pedestrian-friendly mixed-use neighborhood center west of the river, where a variety of retail outlets are currently centered. The study team recommends the promotion of urban mixed-use development along this section of the roadway, both to develop an identifiable neighborhood center and to redevelop vacant land within the district.

The four publicly-owned lots surrounding the Jordan River should be converted into park space that draws pedestrians along the riverfront. Such green spaces should be well-lit and properly maintained, providing accommodations to consistently attract visitors. During community involvement efforts, members of the public (and particularly young people) recommended an interactive fountain for the neighborhood; the study team felt this area would serve as an ideal location for such a facility. Riverbank grades should be reconfigured so that pedestrians can access the river with ease for recreational purposes. Safeguards to prevent young people from falling into the river would likely be necessary.
California Avenue and 900 West

Only a few hundred yards northwest of the point where 900 West meets California Avenue, Emigration Creek joins the Jordan River. However, it is unlikely that many visitors or even residents of the community are aware of this confluence. Emigration Creek is shepherded to the Jordan River via an underground viaduct, while the confluence along 900 West is bordered by an auto-body shop and a derelict (and apparently abandoned) residential property. Pedestrian access to the site from 900 West is virtually non-existent.

Site Vision

Marking the start of a vast expanse of desert, the Salt Lake Valley is a fairly dry region with few rivers or other freshwater waterways, particularly when viewed in relation to other American metropolitan areas. Emigration Creek holds significant historic and cultural importance in the region as the route in which the original Mormon pioneers entered the valley. As such, this waterway should enjoy a stronger visual presence in Salt Lake City. The point at which the Creek reaches the Jordan River is an ideal area for focus, as it offers the only visual corridor between the River and 900 West. Enhancing this location can potentially strengthen the neighborhood’s connection to the River itself.

A new park would connect the River to 900 West, highlighting the confluence of Emigration Creek with the Jordan River.

A bridge would provide a neighborhood walking route parallel to California Avenue, and connect with additional amenities across the River.
GREENWAY NETWORK

FOCUS AREA: CALIFORNIA AVENUE

PROGRAM GOALS
- Preserve and ensure the security, tranquility, and sanctity of the area
- Promote the religious, historic, cultural, and social attributes of the area
- Celebrate the rich history and significance of the area
- Enhance existing facilities with restoration and expansion
- Nurture environmental features and protect the natural beauty
- Create a plan that enables certain parcels to be developed for economic return
- Provide for expanded program need to enhance spiritual and emotional needs
- Develop a plan that is implementable and phaseable in a reasonable time frame
- Produce a plan that is sustainable and enduring and is economically feasible

GREENWAY
- Establish a linking green belt throughout the site
- Nurture a broader assimilation and enhancing landscape across the corridor
- Provide a safe and inviting environment for myriad activities
- Establish a well-lit corridor
- Promote interpretive signage for educational purposes regarding riverine corridors

OPEN SPACE
- Establish a communal green space for active and passive recreation for a wide audience
- Create a safe river access and facilitate river use

TRANSPORTATION
- Decrease auto dominate presence
- Create pedestrian friendly travel

OPEN SPACE
- Establish a river access point and facilitate use
- Create a usable green space for recreation
- Acknowledge river

ENHANCE EXISTING FACILITIES WITH RESTORATION AND EXPANSION

COMMERCIAL
- Promote continuous capital
- Enhance scenic value
- Formulate an integration of working use with a pleasing aesthetic value

PROGRAM ELEMENTS
- Create and design for the diverse cultures that are present in the area.
- Find a linking element to unify corridor
- Enhance interaction and activity
- Design and plan for those objectives

VISUAL
- Appearance of abandoned house decreases corridor appeal
- Potential site for usable green space

EAST MEETS WEST
- Link both sides of river via bridge

Address
950 West 1300 South
Address is approximate

Choose a layout:
Street view only  Street view and map

© 2011 Google
You can enter notes here.
Print
Enhancements along the Jordan River near California Avenue could include a new pedestrian crossing and park corridor near 900 West (at right in the lower image), a landscaped pocket park (at top and on the far left of the bottom image), as well as additional community-oriented amenities on both sides of the River.
1. **“Daylight”** Emigration Creek (remove the underwater viaduct and returning the creek to a more natural state), at least from the point at which the waterway crosses under 900 West to the point at which it joins the Jordan River (a distance of only a few hundred feet).

2. **Reimagine** the area surrounding and including the auto-body shop on 900 West into a mixed-use structure, one that is both contextual with the neighborhood and draws pedestrian traffic. One idea, supported by the study team, envisions a restaurant sharing space with a community-based organization (preferably one focused on utilizing the recreational nature of the Jordan River), with residences located above the main floors.

3. **Redevelop** the vacant and dilapidated residential structure just north of the auto-body facility into a park strip showcasing the Emigration Creek and creating a visual corridor between 900 West and the Jordan River. Construct a pedestrian bridge linking the new parkland along 900 West with the existing Jordan River Greenway path.

4. **Revitalize** the greenway path connecting the confluence of the Jordan River and Emigration Creek with the point where the greenway meets California Avenue in an effort to integrate the two areas of revitalization into a single rejuvenated corridor.

As a whole, these enhancements can add vitality and activity to a key area of Salt Lake City. The daylighting of Emigration Creek could showcase a unique natural feature in the valley, establish a vital visual corridor linking 900 West with the Jordan River Parkway, and lay a strong foundation and centerpiece for adjacent mixed-use development. Moreover, by linking this center with California Avenue, the neighborhood will enjoy an enhanced corridor of park space and new development that the entire community can use as a springboard for enhancing scenic, recreational, residential and cultural qualities.
NEXT STEPS

POLICY
- Use the greenway network model when reassessing street design and repair
- Prioritize connectivity to the River in future infrastructure design and programming

DESIGN
- Advocate human-scale design
- Adopt design standards
- Promote “urban forest” streetscaping on greenway network connections
- Focus art projects and aesthetic improvements in targeted centers and along prioritized paths

COMMUNITY
- Establish a policy of engaging residents and businesses in all steps of the process
- Promote “adopt a river” events and stewardship programs
- Promote a running / biking event or race along the River
- Embrace both formal and informal uses of the River
- Prioritize family-oriented uses

EDUCATION & COMMUNICATION
- Incorporate greenway centers into entrepreneurship and educational efforts (i.e. WLI)
- Increase interactive / educational signage on the Jordan River Parkway Trail
- Establish branding and way-finding (“California Corners”)
- Provide mileage markers on the Jordan River Parkway Trail for sports enthusiasts

INVESTMENT
- Establish a community foundation for philanthropic interests
- Create a capital improvement priority list
- Develop a comprehensive funding strategy / plan
- Assemble a list of parcels for possible economic and civic development

CONCLUDING REMARKS

It is the sincere hope of the study team that the recommendations incorporated in this report offer substantive help and guidance to community residents, organizations and city officials as Salt Lake City and the Westside work to better incorporate the Jordan River into this community. The proposals envisioned in the previous pages will surely necessitate considerable efforts and expenditures, but perhaps the community’s decision to act, to envision a riverfront of greater value and substance in this city, signified the greatest accomplishment in the effort to revitalize the Jordan River Parkway. As Amelia Earhardt once opined, “The most difficult thing is the decision to act, the rest is merely tenacity. The fears are paper tigers. You can do anything you decide to do... and the procedure, the process, is its own reward.”
APPENDIX--KEY TERMS

Abandonment: As used by railroad companies means to cease operation on a line, or to terminate the line itself. In some instances termination includes the removal of the rails and ties for use in other areas or for sale as scrap.

Access Points: Designated areas and passageways other than a trailhead that allow the public to reach a trail.

Access, Public: The right of passage, established by law, over another’s property. Can be created by an easement dedicated or reserved for public access. Legal public access exists on public land, public waters, public rights-of-way, and public easements.

Accessible (Wheelchair Accessible, Handicap Accessible, Disabled Access): A term used to describe a site, building, facility, or trail that complies with the Americans with Disabilities Act (ADA) Accessibility Guidelines and can be approached, entered, and used by physically disabled people.

Adopt-A-Trail: A program in which individuals, groups, or businesses “adopt” trails, providing volunteer work parties at periodic intervals to help maintain those trails. Though no special trail privileges are granted, the trail manager generally acknowledges that a trail has been “adopted” by erecting signs that indicate the trail is part of an Adopt-A-Trail program and include the name of the adopter.

Advocacy: The process of influencing, defending, promoting, and/or sustaining a cause, ideal, or proposal to bring about desired changes.

Aesthetics: Relates to the pleasurable characteristics of a physical environment as perceived through the five senses of sight, sound, smell, taste, and touch.

Bank (Stream Bank): The part of the soil next to a stream, lake, or body of water where the soil elevation adjacent to the water is higher than the water level.

Barrier: A structure installed to protect an environmentally sensitive area. A barrier can be hard (fence); live (planted); a combination of both.

Committee, Permanent/Standing: They can provide a type of “institutional memory” and an ongoing pool of resources for bringing issues and ideas to the attention of staff and decision-makers. They are not only involved in planning but also in implementing projects.

Committee, Technical Advisory: These are usually staff committees that include representatives of departments involved in planning and implementing trail or greenway programs.

Connectivity: The ability to create functionally contiguous blocks of land or water through linkage of similar native landscapes; the linking of trails, greenways, and communities.

Connectors: Paths or on-road routes in heavily built environments that provide key connections between or within trail or greenway corridors; these have little, if any, ecological benefits.

Conservation: Controlled use and protection of natural resources. The process or means of achieving recovery of variable populations.

Cooperative Agreement: A negotiated agreement between an agency and one or more parties. Such agreements usually involve funds passing to the non-agency partner.

Demographic: Related to the vital statistics of human populations (size, density, growth, distribution, etc.) and the effect of these on social and economic conditions.

Ecosystem: A system formed by the interaction of living organisms, including people, with their environment. An ecosystem can be of any size, such as a log, pond, field, forest, or the earth’s biosphere.

Encroachment: Unauthorized use of trail or greenway right-of-way or easements as for signs, fences, buildings, etc.

Feasibility Study: A study to determine the suitability of a proposed action, such as establishment of trails or greenways in a given area.

Floodplain(s): Flat, occasionally flooded areas, bordering streams, rivers, or other bodies of water, susceptible to changes in the surface level of the water. Floodplains are formed of fluvial sediments and are periodically flooded and modified when streams overflow. Stream channels meander within unconfined floodplains, alternately creating and isolating habitats.
Greenway Network: An interconnected network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas; greenways, parks and other conservation lands; working farms, ranches and forests; and wilderness and other open spaces that support native species, maintain natural ecological processes, sustain air and water resources and contribute to the health and quality of life for communities and people.

Greenbelt: A series of connected open spaces that may follow natural features such as ravines, creeks, or streams. May surround cities and serve to conserve and direct urban and suburban growth.

Greenspace: Natural areas, open spaces, trails, and greenways that function for both wildlife and people.

Greenway: A linear open space established along a natural corridor, such as a river, stream, ridgeline, rail-trail, canal, or other route for conservation, recreation, or alternative transportation purposes. Greenways can connect parks, nature preserves, cultural facilities, and historic sites with business and residential areas.

Groundwater: Water that infiltrates through the ground surface and accumulates in underground water bodies in porous rock or gravels.

Guideline(s): A statement and/or illustration describing a recommendation or principle for a preferred development technique or a course of action. Guidelines are not mandatory actions.

Habitat: A place that supports a plant or animal population because it supplies that organism’s basic requirements of food, water, shelter, living space, and security.

Infrastructure: The facilities, utilities, and transportation systems (road or trail) needed to meet public and administrative needs.

Intermodal: Connections between modes of transportation, such as automobile, transit, bicycle, or walking.

Interpretive Center: A facility where opportunities are provided for people to forge emotional and intellectual connections between their interests and the meanings that arise from learning about the resource. The facility may or may not be staffed, and can range in scale from a kiosk to a complex of buildings and natural sites, but always provides information about the natural and cultural resources.

Land, Private: Land owned by a farmer, corporation, or individual (private landowner).

Land, Public: Federal, state, or municipal land in trust for the governed populace (public landowner).

Land Use: The way a section or parcel of land is used. Examples of land uses include industrial, agricultural, and residential.

Landmark: Any monument or material mark or fixed object used to designate the location of a land boundary on the ground. Any prominent object on land which can be used in determining a location or a direction.

Landscape: The sum total of the characteristics that distinguish a certain kind of area on the earth’s surface and give it a distinguishing pattern in contrast to other kinds of areas. Any one kind of soil is said to have a characteristic natural landscape, and under different uses it has one or more characteristic cultural landscapes.

Liability (Liable): In law, a broad term including almost every type of duty, obligation, debt, responsibility, or hazard arising by way of contract, tort, or statute. To say a landowner or person is “liable” for an injury or wrongful act is to indicate that they are the person responsible for compensating for the injury or wrongful act.

Linkage(s): Connections that enable trails and greenway systems to function and multiply the utility of existing components by connecting them together like beads on a string.

Maintenance: Repair, improvements, or other work that is carried out on or near a trail to keep a trail in its originally constructed serviceable condition or to improve the safety and sustainability of the site. Usually limited to minor repair or improvements that do not significantly change the trail location, width, surface, or structures.

Management: Include the over-all policy, planning, design, inventorying, mapping, construction, and maintenance of trail or greenway segment or site development, as well as the operational aspects of administration.
**Marker, Trail:** An appropriate and distinctive symbol with the name of the trail imprinted on plastic or metal triangles or diamonds and used to mark a trail route.

**Mitigate (Mitigation):** Actions undertaken to avoid, minimize, reduce, eliminate, or rectify the adverse impact from a management practice or the impact from trail users.

**Monument:** A physical structure, such as an iron post, marked stone, or tree in place, which marks the location of a corner point established by a Cadastral Survey. Objects, to be ranked as monuments, should have certain physical properties such as visibility, durability, and stability, and they must define location without resorting to measurements.

**Nature Center:** A facility that brings environments and people together under the guidance of trained professionals to experience and develop relationships with nature. A nature center serves its community and fosters sustainable connections between people and their environment.

**Objective(s):** Specific action(s) within a plan that if attained, will assure progress in the direction of established goals.

**Open Space:** Areas of natural quality, either publicly or privately owned, designated for protection of natural resources, nature-oriented outdoor recreation, or trail-related activities. In urban settings areas of land not covered by structures, driveways, or parking lots.

**Outfall:** The mouth or outlet of a river, stream, lake, drain, or sewer.

**Overpass:** A crossing of two highways or a highway and a trail or railroad at different levels where clearance for traffic on the lower level is obtained by elevating the higher level.

**Overuse:** A condition in which (during the course of a season/year) degradation of the physical environment makes the resource no longer suitable or attractive for recreation use.

**Parkway:** A broad roadway bordered with (and often divided by) plantings of trees, shrubs, and grass.

**Partner:** One of two or more parties working jointly toward shared goals.

**Partnership(s) (Collaborative Partnership):** Arrangement(s) between two or more parties who have agreed to work cooperatively toward shared and/or compatible objectives and in which there is: shared authority and responsibility (for the delivery of programs and services, in carrying out a given action, or in policy development); joint investment of resources (time, work, funding, material, expertise, information); shared liability or risk-taking; and ideally, mutual benefits.

**Path (Pathway):** This is a temporary or permanent area that is normally dirt or gravel, although some paths are asphalt or concrete. A path typically indicates the common route taken by pedestrians between two locations.

**Path, Desire (Pathways of Desire):** What hikers or walkers have worn thin through finding a better way, or a shortcut, to a desired place. Many planning agencies make use of such patterns when designing a public space.

**Pedestrian:** Any person traveling by foot, or any mobility-impaired person using a wheelchair, whether manually operated or motorized.

**Point(s) of Interest:** Ecological, historic, cultural, and recreational features or sites that may contribute to the quality of a trail user’s experience.

**Policy:** Specific guidance or means to achieve a goal.

**Preservation:** An approach to management with the goal of preventing the loss of natural ecosystem components and processes and cultural resources of historic value. Maintaining an area or structure intact or unchanged.

**Quality-of-Life:** Term used to embrace many facets of life and community (culture, density, climate, etc.). Recreation, park, open space, and trail opportunities play an important role in a community’s quality-of-life.

**Rail-Trail (Rail-to-Trail):** A multi-purpose, public path or trail (paved or natural) created along an inactive railroad corridor.
Rail-with-Trail: Any shared-use path that is located on or directly adjacent to an active railroad or fixed route transit corridor.

Railbank(in)g: Retaining a railroad for future railroad uses after service has been discontinued. The National Trails System Act, Sec. 8d, provides for interim public use of the corridor, allowing the establishment of recreational trails.

Runoff: Water (not absorbed by the soil) that flows over the land surface and ultimately reaches streams.

Scale: The proportionate size relationship between an object and the surroundings in which the object is placed. The relationship of the length between two points as shown on a map and the distance between the same two points on the Earth.

Scenery: The aggregate of features that give character to a landscape.

Sensitive site: Any site that may easily suffer environmental damage or damage to cultural resources of historic value.

Smart Growth: Growth management policies and programs to support and encourage growth in existing communities, and in communities with infrastructure and other services that can accommodate that additional growth, while limiting development in agricultural and other areas.

Special Events Use: Group activities or events of an exclusive nature taking place on recreation site or trails.

Sponsor: Organization or government agency that will sign agreements and contracts and be responsible for a trail or greenway project.

Stakeholder(s): Group or individual who can affect, or is affected by, the achievement of the organization’s mission; examples include managers, employees, policy makers, suppliers, vendors, citizens, and community groups.

Stewardship: Taking responsibility for the well-being of land and water resources and doing something to restore or protect that well-being. It usually involves cooperation among people with different interests and sharing of decision-making. It is generally voluntary. It is oriented towards assessment, protection, and rehabilitation of trails and greenways as well as sustainable use of renewable resources.

Sustainable (Sustainability): Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Terminus: Either the beginning or end of a trail.

Traffic Signal, HAWK Pedestrian Flasher: The High intensity Activated Cross WalK (HAWK) is activated when pedestrian presses a button. A flashing yellow light warns motorists that a pedestrian is present. The signal then changes to solid yellow, alerting drivers to prepare to stop. The signal then turns solid red and shows the pedestrian a walk symbol. The signal then begins flashing red and the pedestrian is shown a flashing don’t walk with a countdown timer.

Trail: A designated route on land or water with public access for recreation or transportation purposes such as walking, jogging, motorcycling, hiking, bicycling, ATVing, horseback riding, mountain biking, canoeing, kayaking, and backpacking.

Trail, Access: Any trail that connects the main trail to a town, road, or another trail or trail system.

Transportation Enhancement: Projects that include: providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; preserving historic transportation sites; acquiring scenic easements; mitigating the negative impacts of a project on a community by providing additional benefits; and other nonmotorized projects.

Underpass: An underground tunnel or passage enabling trail users to cross under a road or railway.
Urban: Places within boundaries set by state and local officials with moderate to high population densities, and with the majority of land developed as residences, stores, offices, and roads.

User Fee: Any charge for use of services, facilities, trails, or areas. Examples include trail use fees, entrance fees, parking fees, shelter fees, or voluntary donations.

Utility: Public utilities (electric, telephone, fiber optic, water and sewage, and gas companies) and utility-like facilities (pipelines, roads, levees, canals)

Vegetation, Native: Indigenous species that are normally found as part of a particular ecosystem; a species that was present in a defined area prior to European settlement.

Tier Wall: A structure used to prevent soil from slumping, sliding, or falling; usually made of log, stone, bags, block, or pavement. Often used to provide stability and strength to the edge of a trail or stream bank.

Zoning (Laws): Specifying use or restrictions on land. Zoning can effectively protect trail corridors from development adjacent to the trail that might block views, destroy sensitive habitat, create traffic problems, and generally diminish a trail experience.¹
