

CHAPTER 3: TRANSPORTATION NETWORK

INTRODUCTION

Like many Wasatch Front cities with development patterns driven by the needs and possibilities of the automobile, Holladay is and will continue to be primarily dependent on driving. But recently the City has made significant steps toward providing other alternatives. The City's development of Holladay Village creates an attractive center of pedestrian activity within walking distance for many residents. The City has been active in developing bicycle routes throughout Holladay [and is pursuing further improvements in more than one way](#). The City of Holladay General Plan 2015 – 2030 develops a road map and provides tools to further improve transportation alternatives, while ensuring that vehicle access and mobility in Holladay function well. It ensures that streets are easy to navigate and uncongested while improving the City's public realm.

As required by Utah State Code this transportation and traffic circulation chapter includes the general location and extent of existing and proposed streets, mass transit, and other modes of transportation correlated with the population, [housing and employment](#) projections and the proposed land use [and housing](#) chapters of the general plan. [Transportation investment and infrastructure improvement and decisions should be consistent with the Regional Transportation Plan \(RTP\) as developed and adopted by the Wasatch Front Regional Council, the Metropolitan Planning Organization \(MPO\) for the Salt Lake valley.](#)

In particular, this chapter addresses both the ways in which Holladay residents, employees, and visitors get around the City – the transportation network – as well as the physical space in which they move – the streets and corridors. This chapter considers the safety, mobility, and access of all major transportation modes – vehicles, transit, bicycles, and walking. It also considers a wide variety of uses for Holladay streets, including for all transportation modes and as public space.

TRANSPORTATION NETWORK

The Transportation Network consists of four main elements; vehicles, transit, bicycles, and pedestrians. Each has specific demands and design considerations. Basic transportation planning considers conflicts that are likely to occur between different types of users and works toward creating a system that is safe and easy to use by all. Above all, future decisions regarding improvements to the existing transportation network should ensure the safety [and interconnectivity linkages to as many areas both inside and outside of the community as possible](#) for its users regardless of the mode they choose when accessing Holladay's streets [and trails](#). Also, these decisions must maintain and enhance, wherever possible, the mobility and regional access for all the network's users.

Following is a detailed look at the four elements of the City's Transportation Network. Along with each element is a list of specific goals for that element and some suggested implementation measures.

1 Additional street cross-sections and preferred objectives for those elements are found in the Updated
2 General Plan Study document, Appendix A of this General Plan.

5 **VEHICLE NETWORK**

6 As Holladay is primarily a residential community, the major element of the City's Transportation
7 Network is based on the Vehicle Network, which consists of the whole street system. For the purposes
8 of this General Plan, the existing roadways are grouped in following Functional Classes:

- 9 • *Freeway* – A divided major highway with full control of access and no at-grade crossings. These
10 are state-owned regional routes for longer trips and need to ensure capacity of a high number
11 of vehicles at high speeds.
- 12 • *Expressway* - A divided major highway with full control of access and at-grade crossings. These
13 are regional routes, not owned by the City, with higher traffic volumes and higher vehicle
14 speeds.
- 15 • *Major Arterial* – These routes serve as the principal network for through-traffic or traffic
16 traveling across town.
- 17 • *Minor Arterial* – Similar to a Major Arterial but have lower traffic volumes and operate at lower
18 speeds.
- 19 • *Collector* – This type of route is intended to collect traffic from local and residential collectors
20 and distribute them to Arterial routes.
- 21 • *Primary Residential* – These routes collect traffic from residential local routes and distribute
22 them to Collector, and Arterial routes. These routes are intended for low volume, inter-
23 neighborhood trips, and lower speed limits.
- 24 • *Secondary Residential* – Routes used primarily to provide direct access to residential,
25 commercial, and other abutting properties. These routes are intended for low-volume, short
26 trips, and lower speed limits.
- 27 • *Private driveways, lanes and roads. Non-publicly owned and maintained facilities used to*
28 *provide access to and from the overall transportation network of the city.*

30 In addition some of Holladay's streets have state highway and truck route designations. Holladay's
31 vehicle network also includes parking, though this need in Holladay is largely provided on private
32 property. Map 3.1 shows the General Plan Vehicle Network/Roadway Classifications.

34 The primary goals for the City's Vehicle Network are to:

- 35 1. Ensure the safety of all users;
- 36 2. Continue to build upon and maintain the existing infrastructure;
- 37 3. Mitigate and absorb traffic impact of new development; and
- 38 4. Reduce impediments to convenient use of main traffic corridors and discourage cut-through use
39 of local residential streets.-

41 The following implementation measures are suggested as a means of reaching those goals;

- 42 1. Establish and enforce speed limits based on the street type and traffic engineering analysis.
- 43 2. Develop school routing plans that minimize vehicle-pedestrian conflicts.
- 44 3. Wherever possible implement appropriate traffic calming measures.
- 45 4. Work with City businesses and institutions to explore non-traditional ways of reducing traffic
46 volumes, such as carpooling, biking, etc.

- 1 5. Work to balance traffic evenly over the network of arterial and collector streets and seek ways
- 2 to achieve optimal connectivity across the network.
- 3 6. Review and update where necessary the City's adopted "Standard Details for Public Works
- 4 Construction".
- 5 7. Require all private street construction conform to the City's adopted standards.
- 6 8. Require proposed developments to perform a Traffic Impact Study (TIS) when the proposed
- 7 development will generate more than 100 trips per hour during peak hours.
- 8 9. Require proposed developments to protect, preserve, and donate needed street width on
- 9 existing or future roadways.
- 10 10. Improve key intersections.
- 11 11. Continue to firmly advocate for full northbound ramps on I-215 at 4500 South as a major priority
- 12 for Holladay's vehicular network.
- 13 12. Advocate for I-215/6200 South interchange modifications to adequately serve future Gravel Pit
- 14 development in Cottonwood Heights.
- 15 13. Integrate urban design principals with the City's street specifications and targeted cross-sections
- 16 to create streetscapes that integrate:
- 17
 - accessibility of Citywide destinations for all modes of travel;
 - 18 • pedestrian scale; and
 - 19 • key scenic vistas views.

22 **MAJOR STREET CORRIDORS**

23
24 Specific major street corridors in the city have significant impact on the way citizens and visitors move
25 through Holladay, in their automobiles, as pedestrians or as other users. Mobility or lack thereof
26 directly affects the land uses along each street.

27
28 For the purposes of this General Plan, the following major street corridors or sections of those street
29 corridors have specific, identified objectives. These should be carefully considered when designing,
30 developing or redeveloping along these important streets especially as it relates to existing and future,
31 housing, education, employment, recreation and commerce.

34 **HIGHLAND DRIVE**

35 *Network Designations:*

- 36 • Major Arterial
- 37 • Truck Route
- 38 • Priority High-Capacity Transit Corridor
- 39 • Priority UTA bus route
- 40 • Local Bike Corridor
- 41 • Community Pedestrian Priority Corridor

43 *Target right-of-way:*

- 44 • 80 feet

46 *Objectives:*

- 1 • Build on recommendations of the Highland Drive Master Plan.
- 2 • Make walking safe for connection between neighborhoods, centers, and schools.
- 3 • Ensure that Highland Drive near the Cottonwood redevelopment site can handle projected
- 4 traffic created by new development.
- 5 • Designate Highland Drive as the City's preferred north-south BRT route.
- 6 • Consider a potential transit hub at Highland/6200 South/Van Winkle Expressway and at the
- 7 Cottonwood redevelopment site - in conjunction with north-south transit on Highland Drive and
- 8 in connection with a transit route on 2300 East to the University of Utah to connect the overall
- 9 network to this major activity node.
- 10 •
- 11 • Consider innovative way to allow bicyclists to ride safely on Highland Drive.
- 12 • Make crossings of bike routes safe for cyclists while maintaining traffic flow.
- 13 • Make Highland/6200 South/Van Winkle area safe and convenient, for cyclists to navigate.
- 14 • Make better use of the street cross section, especially the wide shoulders.
- 15 • Create a consistent streetscape that ties the corridor together.

17 **MURRAY HOLLADAY ROAD-East from Highland Drive to Holladay Village (Holladay Half)**

19 *Network Designations:*

- 20 • Minor Arterial
- 21 • Priority UTA bus route
- 22 • Local Bike Corridor
- 23 • Regional Transportation Bike Connector
- 24 • Community Pedestrian Priority Corridor

26 *Target right-of-way:*

- 27 • 80 feet

29 *Objectives:*

30 Connect Holladay Village and the Cottonwood redevelopment site for all modes, especially

31 pedestrians, cyclists and transit riders to connect the overall network to these major activity

32 nodes for housing, education, employment, recreation and commerce.

- 33 -
- 34 • De-emphasize vehicular traffic and encourage through traffic to use 4500 South.
- 35 • Make better use of the right-of-way, especially overly wide vehicle lanes.
- 36 • Standardize the cross section and right-of-way.
- 37 • Add streetscape improvements to create a walking experience known as the "Holladay Half-
- 38 mile."
- 39 • Consider on-street parking, especially if land use becomes more similar to Holladay Village.
- 40 • Consider addition of bike lanes.
- 41 • Improve transit stops.
- 42 • Consider possible special transit stop at Cottonwood redevelopment site – in conjunction with
- 43 north-south transit on Highland Drive and in connection with a transit route on 2300 East to the
- 44 University of Utah to connect the overall network to this major activity node for both housing
- 45 and employment.

46 • Utah.

1 •

2

3 **2300 EAST - North of Murray Holladay Road**

4

5 *Network Designations:*

6 • Minor Arterial

7 • Priority High-Capacity Transit Corridor

8 • Priority UTA bus route

9 • Local Bike Corridor

10 • Regional Transportation Bike Corridor

11 • Regional Recreation Bike Corridor

12 • Community Pedestrian Priority Corridor

13

14 *Target right-of-way:*

15 • 80 feet

16

17 *Objectives:*18 • Emphasize important multi-modal connection of several centers of activity in and around
19 Holladay - Holladay Village, Olympus High, and Millcreek Community Center.

20 • Make sidewalks consistent and, if possible, wider.

21 • Add streetscape improvements such as pedestrian-scale lighting and street trees.

22 • Try to place a high-frequency transit route (15 minute headway) from Holladay to the University

23 of Utah, whether local bus or bus rapid transit to facilitate access to housing, employment,
24 recreation, education and commerce nodes.

25 • Improve crossings of major streets such as 4500 South and 3900 South.

26

27

28 **HOLLADAY BOULEVARD –South of Holladay Village**

29

30 *Network Designations:*

31 • Minor Arterial

32 • Regional Transportation Bike Corridor

33 • Regional Recreation Bike Corridor

34 • Community Pedestrian Priority Corridor

35

36 *Target right-of-way:*

37 • 80 feet

38

39 *Objectives*

40 • Keep traffic volumes at current levels to encourage safety for bicyclists and pedestrians.

41 • Make Holladay Boulevard's intersection with 6200 South especially bike and pedestrian
42 supportive because it is so near freeway interchange.43 • Make Holladay Boulevard the City's signature bike corridor. Holladay Boulevard is important to
44 all types of riders – local riders of all abilities, regional commuters, and regional recreational
45 riders.

46 • Develop bike hubs in Holladay Village and at Knudsen's Corner.

- 1 • De-emphasize transit on this corridor.
- 2 • Create an ample, safe, and consistent pedestrian environment.
- 3 • Remove truck route designation.
- 4 • Design public realm streetscape that emphasizes existing “countryside” character but provides
- 5 consistent frame for street and supports transportation goals.
- 6
- 7

8 **6200 SOUTH (BIG COTTONWOOD ROAD)**

9

10 *Network Designations:*

- 11 • Minor Arterial
- 12 • Local Bike Corridor
- 13 • Regional Transportation Bike Corridor
- 14 • Regional Recreation Bike Corridor
- 15 • Community Pedestrian Priority Corridor
- 16

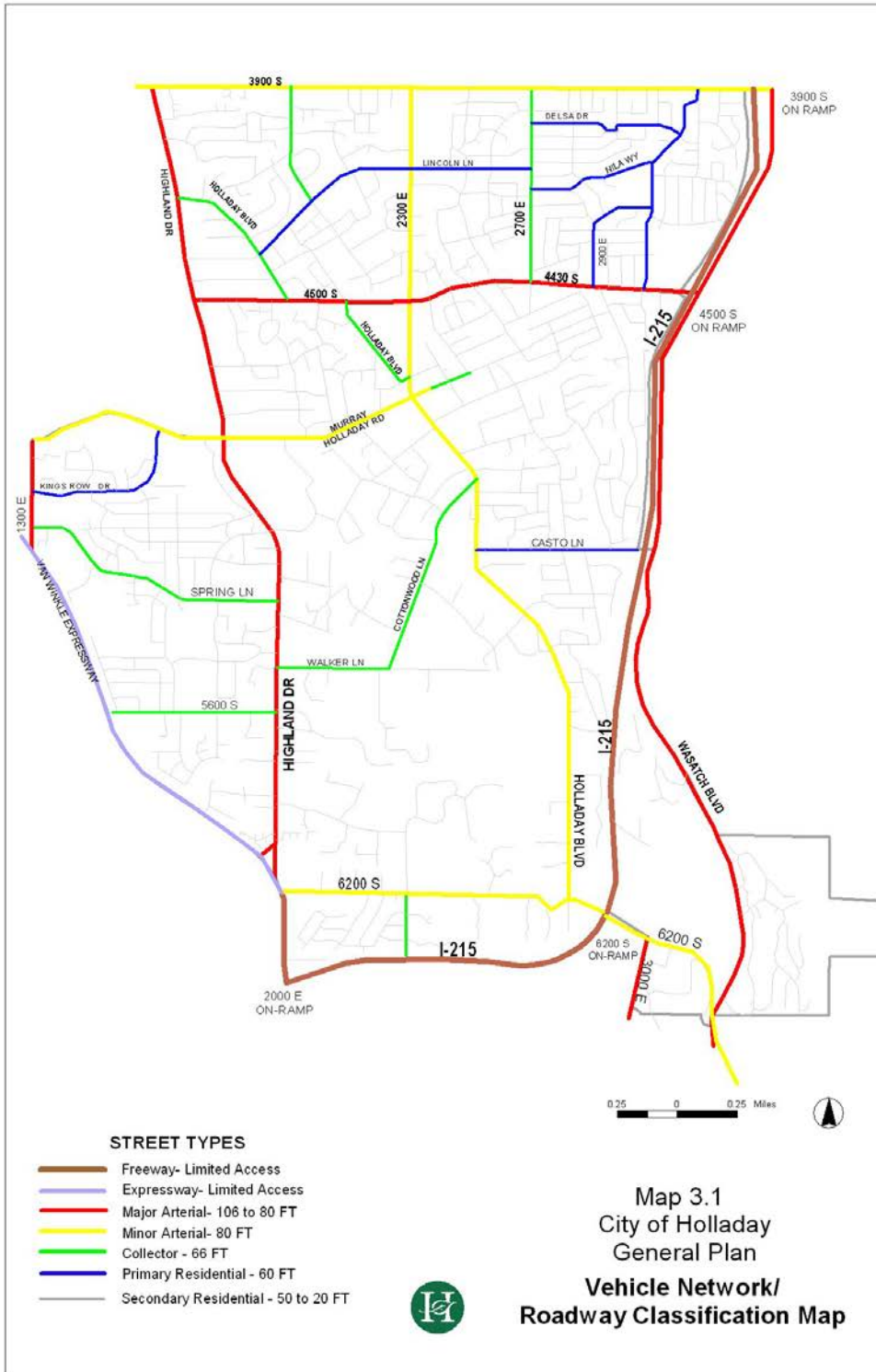
17 *Target right-of-way:*

- 18 • 80 feet
- 19

20 *Objectives:*

- 21 • Encourage bike/pedestrian connection to the Holladay Crossroads area, a future mixed-use
- 22 node that will provide housing, education, commerce and employment opportunities.-
- 23 • 6200 South is important to all types of cyclists and should be designed to accommodate local
- 24 riders of all abilities, regional commuters, and regional recreational riders.
- 25 • De-emphasize transit on this corridor.
- 26 • Create an ample, safe, and consistent pedestrian environment.
- 27 • Design a public realm streetscape (trees, landscaping, lighting, street furniture) that emphasizes
- 28 existing “countryside” character but provides consistent frame for street and supports the
- 29 overall transportation network goals.
- 30 • Become more urban when entering mixed-use area at Highland/6200 S.
- 31 • Consider potential to expand right-of-way to accommodate different modes.
- 32 • Part of the overall recreation corridor providing direct access to Knudsen Park.

1 Map 3.1: Vehicle Network/Roadway Classification Map



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1 TRANSIT NETWORK

2

3 The General Plan Transit Network is shown on Map 3.2. The planned transit network includes
4 established UTA routes, some routes planned to be cut, routes the City would like to see added, key
5 transit hubs, (those locations where at least three modes of transportation and an associated parking lot
6 are available to citizens), and the priority high-capacity bus rapid transit (BRT) routes.

7

8 Direct and convenient access to the wider region is crucial for the users of Holladay's Transit Network
9 due to the changing nature of certain mixed use districts within the city, at its edge in Millcreek and
10 Cottonwood Heights in particular, and to key employment sheds. With the future of gasoline-powered
11 vehicles in flux, the development of additional transit options is critical to the future success of the City's
12 residents, employees and visitors, especially canyons and mountain ~~mountain~~ visitors.

13

14 Therefore, any future development of the City's Transit Network should be based on the following goals;

15

- 16 1. Focus and concentrate transit service in areas where Holladay residents, employees and visitors
17 will ride it and where it provides essential connections to housing, education, employment,
18 recreation and commerce.
- 19 2. Work with UTA to ensure more direct transit access to key regional destinations/employment
20 centers for Holladay residents and to ensure direct access for employees and visitors to key
21 destinations in Holladay.
- 22 3. Advocate for Holladay's preferred future high-capacity transit line on Highland Drive.
- 23 4. Establish a reasonably direct, high frequency bus route running along 2300 East from Holladay
24 to the University of Utah.
- 25 5. Encourage Holladay Residents to use mass transit.

26

27 Some suggested implementation measures are:

28

- 29 1. Consider the adoption of an ordinance that requires developers of new commercial, office,
30 mixed-use, and large residential projects to address mass transit and other multi-modal services
31 in their design of parking facilities, street, and pedestrian accesses. Such measures could
32 include parking requirement reductions in lieu of programs that provide bus passes for
33 employees.
- 34 2. Continue to reconfigure streets and vehicular access, including parking, within activity centers to
35 support walking, bicycling and transit.
- 36 3. Work with UTA for the creation of a future north-south BRT line along Highland Drive, on
37 Wasatch Boulevard and a future associated east-west connection.

38

39 3.4. Work with UTA on the study of possible extension of light rail service on Highland Drive from the
40 north

41

42 4.5. Support the installation of transit hubs at those future locations shown on the Transit Network
43 map found in this chapter.

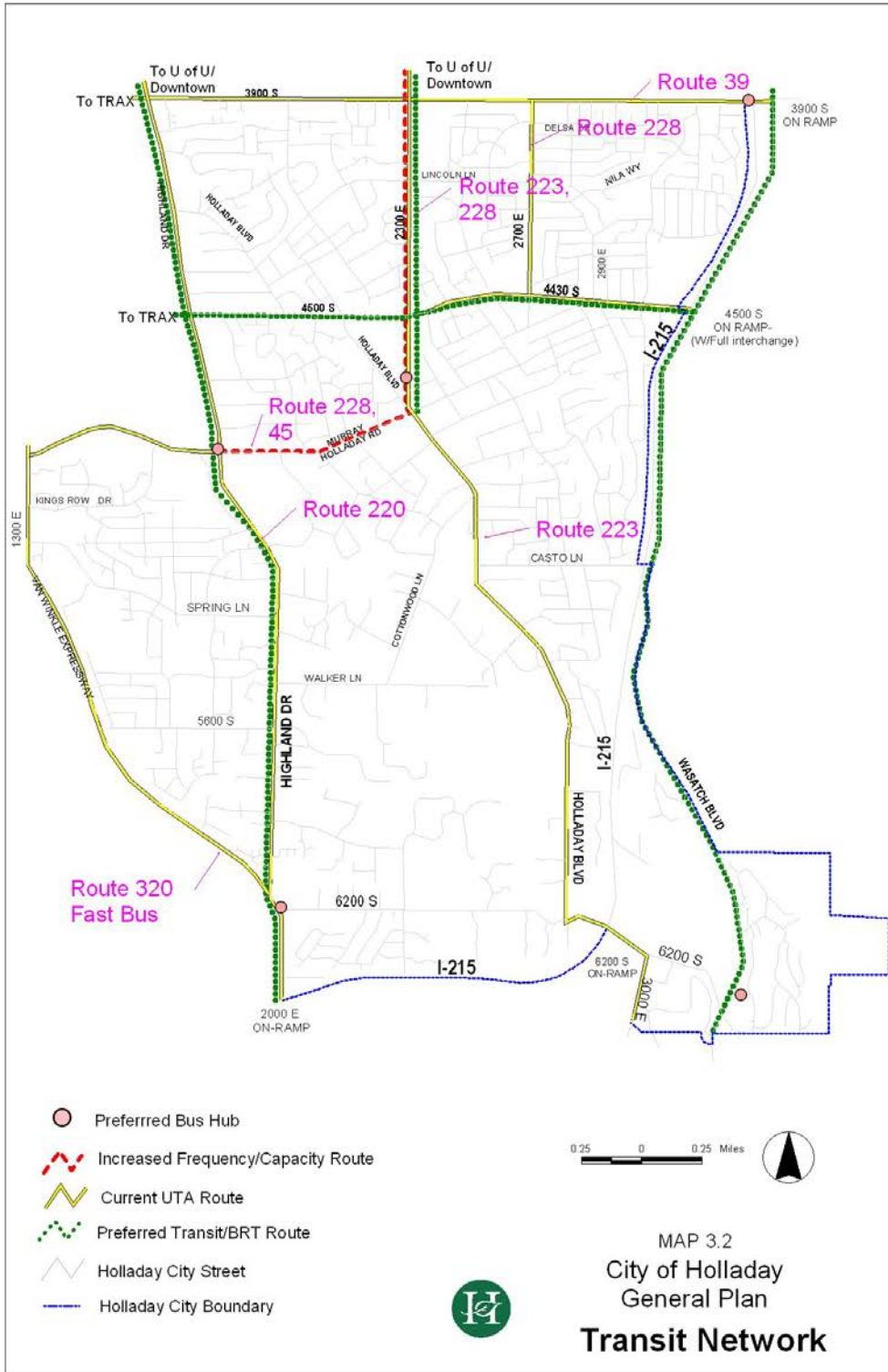
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1 Map 3.2 Transit Network



1 BICYCLE NETWORK

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3 The bicycle network consists of existing bicycle corridors and their associated facilities, bicycle
4 corridors/facilities planned for construction, and a series of proposed bicycle/pedestrian trails, including
5 an extension of the Bonneville Shoreline Trail.
6

7 The primary goal of this element of the Transportation Network is to develop Holladay's Bicycle Network
8 with the understanding that it serves different types of riders, those who are casual, recreational users
9 and those who are commuters. Holladay's Bicycle Network is part of the overall regional system of
10 bicycle routes that ensure a wider ridership than just Holladay's citizens.
11

12 The overall goals for this part of the City's transportation network are to:

- 13 1. Maintain and improve existing bicycle facilities and
- 14 2. Continue to look for opportunities to expand and improve the entire bikeway network.
15

16 Map 3.3 shows the General Plan Bicycle Network, including additional infrastructure such as bike hubs.
17

18 Bicycle corridor classifications vary in terms of scale of trip and the types of riders to which a corridor or
19 facility is oriented:

- 20 • **Regional Recreation Bike Corridors:** Key routes used by recreational cyclists at a regional level.
21 These routes must acknowledge high weekend peaks of use and consider providing amenities to
22 recreational cyclists, such as in Bike Hubs, locations where amenities for bikeway uses such as
23 secure parking and drinking facilities are provided.
- 24 • **Regional Transportation Bike Corridors:** Key routes in and out of Holladay connecting regional
25 employment, educational, and entertainment destinations. These routes must emphasize
26 mobility in and out of Holladay.
- 27 • **Local Bike Corridors:** Connects centers, schools, parks and other local destinations. These
28 facilities should be safe and comfortable for the broadest range of users.
29

30 These corridor types may be developed as:

- 31 • **Class I** - A non-motorized facility, paved or unpaved, physically separated from motorized
32 vehicular traffic by an open space or barrier.
- 33 • **Class II** - A portion of a roadway that is designated by striping, signing, and pavement markings
34 for the preferential or exclusive use of bicyclists.
- 35 • **Class III** - A segment of road designated by the jurisdiction having authority, with appropriate
36 directional and informational markers, but without striping, signing, and pavement markings for
37 the preferential or exclusive use of bicyclists.
38

39 EXISTING BIKE FACILITIES

40
41 The City is actively engaged in bicycle route and lane development with funding from Salt Lake County
42 and Wasatch Front Regional Council (WFRC) Transportation Alternatives Program (TAP). The funding has
43 provided numerous improvements to the existing bicycle network within the City and connections to
44 adjacent cities and the County. Existing bike facilities as of January of 2016 are listed below in Table 3.4.
45
46

1 TABLE 3.4: EXISTING BIKE FACILITIES

Existing Bike Routes Class II	Length
Holladay Boulevard/2300 E (HV)	0.5
Wasatch Boulevard	3
Total Bike Routes	3.5

2

Existing Bike Routes Class III	Length
Cottonwood Lane/Walker Lane to HD	1.4
Fardown/2300 E/6200 S (HD to HB)	1.5
3900 South - Highland to Wasatch	2.6
2700 East (3900 S to Wander to Holladay Blvd.)	2.6
2000 East/Holladay Blvd	1.4
Lincoln Lane (2000 E to 2700 E)	0.8
Murray-Holladay Rd (2300 E to Apple Blossom)	0.4
Wasatch Boulevard/Millrock Dr. to Knudsen Park	2.6
Holladay Boulevard	2.4
2300 East	1.2
Total Bike Routes	16.8

3

4

5 **PROPOSED BIKE FACILITIES**

6

7 There are nearly 17 miles of proposed bike routes which include the upgrading of some bikeways from
 8 Class III facilities to Class II facilities. These improvements will greatly improve bicycle circulation in the
 9 City. Because the City of Holladay is primarily built-out, incorporating bicycle facilities into existing
 10 roadways is the best option for future bicycle facility improvements. In 2019 the city joined with four
 11 other cities, Millcreek, Midvale, Cottonwood Heights and Murray, to study expansion of alternative
 12 transportation (AT) options for the “mid-valley”. As of October 2019, a consultant has been selected
 13 and an overall plan is expected to complete by mid-2021. This effort will eventually result in greater
 14 connectivity between this cluster of jurisdictions and to a greater valley-wide network of AT facilities.

15

16 Bicycle Hubs, those facilities that provide needed amenities to bikeway users including, bike parking
 17 and/or storage, route information, and other amenities such as bathrooms, food and drink are
 18 recommended at the following locations:

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26 **Implementation Measures**

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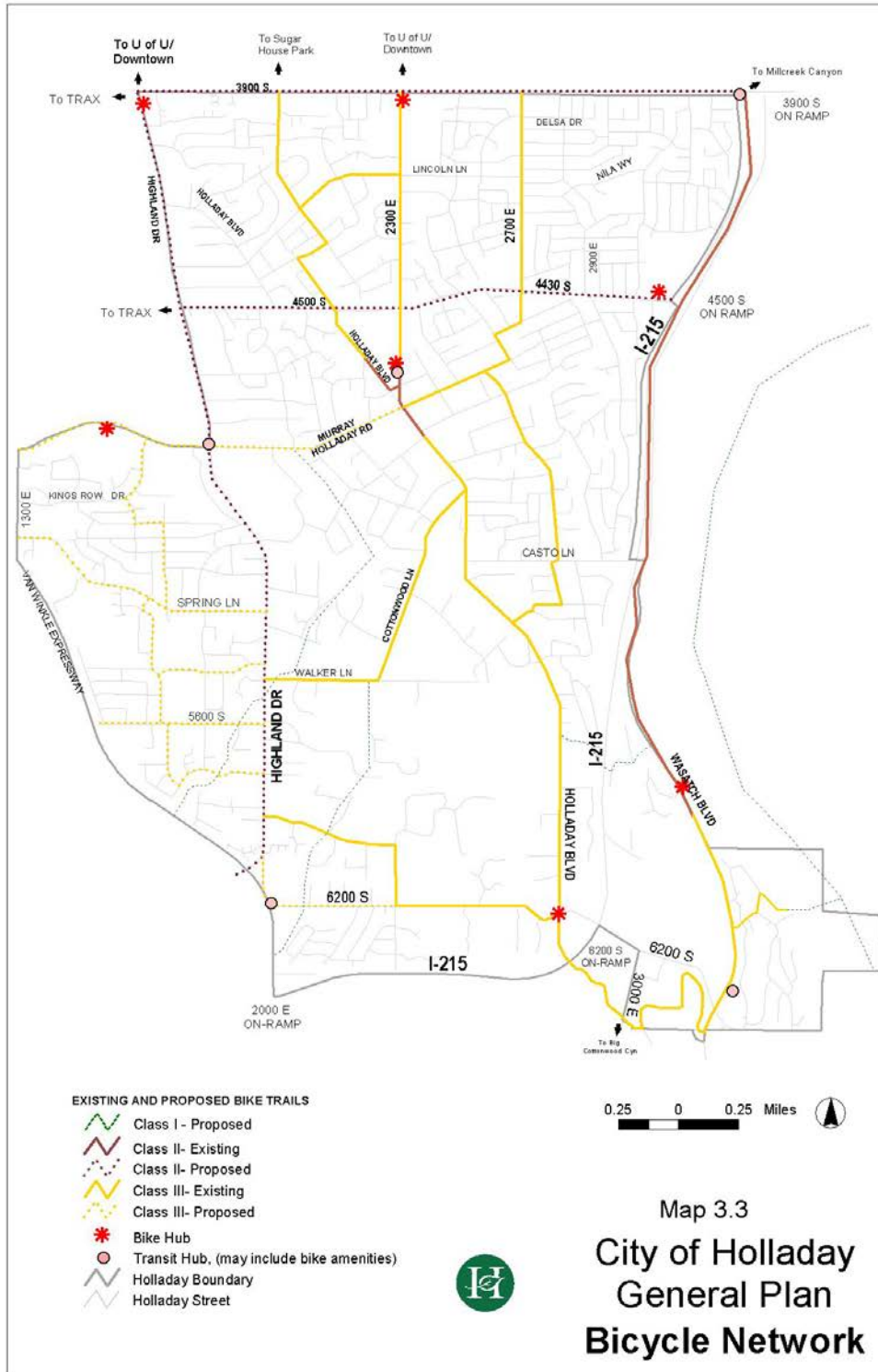
As previously stated, the overall goals for this part of the City's transportation network are to maintain and improve existing bicycle facilities and to continue to look for opportunities to expand and improve the entire bikeway network.

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This General Plan suggests the following implementation measures:

1. Continue to work with adjacent municipalities and Salt Lake County (UCATS) to connect to other jurisdictions’ bike networks.
2. Continue to pursue bike/pedestrian infrastructure funding through UTA, WFRC, and Salt Lake County, State of Utah, and other funds.
3. Make bikeway crossings of major streets safe, comfortable, and convenient.
4. Continue to develop Bike Hubs.
5. Install bike parking facilities on all City owned property wherever appropriate.
6. Encourage merchants to install bike parking facilities wherever the site accommodates this amenity.
7. Work with merchants and local chamber of commerce on awareness and attractiveness of inviting cyclists.
8. Investigate a possible link under I-215 to Wasatch Boulevard and the Bonneville Shoreline Trail and the Mt. Olympus Trailhead.
9. Upgrade bike facility classifications when and where possible.
10. Encourage education for bicyclists and motorists as to appropriate shared use of roadways.

1 Map 3.3: Bicycle Network



1 PEDESTRIAN NETWORK

2
3 The existing and planned pedestrian network, or pedestrian corridors, consists of sidewalks, streets, and
4 pedestrian crossings as well as proposed trails on canals. Holladay has several concentrations of
5 pedestrian destinations, with the pedestrian corridors that connect them to the wider pedestrian
6 network. The General Plan Pedestrian Network is shown on the Map 3.4.

7
8 The primary goal of the City's Pedestrian Network is to improve walkability and connectivity among
9 neighborhoods, schools, parks, places of worship, commercial centers, places of employment,
10 education, recreation, housing and other locally-oriented destinations and ensure the safety and
11 comfort of pedestrians throughout Holladay, especially along school routes and the city's busiest streets.

12
13 Another important consideration for the continued safety of Holladay's pedestrians is the development
14 of a citywide policy regarding the installation of new sidewalks. Historically, sidewalks have been
15 installed in a piecemeal fashion relying on new development to install these improvements. Any City
16 sidewalk policy should be based on:

- 17 • Mandatory installation of sidewalks to protect public safety, (a) along all safe walking routes to
18 the City's elementary schools and (b) along busy streets;
- 19 • Required installation of sidewalks as in-fill where sidewalks are present but incomplete, and;
- 20 • A determination of those specific neighborhoods where sidewalks are not present and are not
21 wanted or needed by the property owners.

22
23 A further important goal of the City's Pedestrian Network is to support the development of walkable
24 centers in important locations throughout the City. This goal requires the development of pedestrian
25 connections within and outside of those designated activity centers.

26 Holladay's Pedestrian Network is based on three types of Pedestrian Priority Corridors, which include:

- 27
28 • **Community Pedestrian Corridors:** These corridors are key routes important on a
29 community-wide basis because they serve regional or Citywide destinations; serve as the only
30 pedestrian connection linking neighborhoods and districts; or serve as regionally or Citywide
31 significant recreational walking routes. These should have a pedestrian design that:
 - 32 ○ Creates a consistent, safe, and comfortable pedestrian experience;
 - 33 ○ Accommodates moderate to large volumes of pedestrians;
 - 34 ○ Ensures highly visible and convenient crossings, especially of larger streets;
 - 35 ○ Contains pedestrian infrastructure and amenities such as pedestrian-scale lighting, street
36 furniture, and public art;
 - 37 ○ Integrates with the design of City-wide destinations; integrates key views; celebrates the
38 character of Holladay; orients pedestrians to citywide destinations by wayfinding signage
39 and other design aspects.
 - 40
41 • **Neighborhood Pedestrian Corridors:** These corridors are key routes important on a
42 neighborhood basis because they connect a neighborhood to a Community Pedestrian Corridor;
43 or connect residents to neighborhood destinations such as schools, churches, or parks. These
44 should have a pedestrian design that:
 - 45 ○ Creates a consistent, safe, and comfortable pedestrian experience, and
 - 46 ○ Ensures highly visible and convenient crossings, especially of larger streets.
- 47

- 1 • **Other Pedestrian Priority streets.** The following should also prioritize pedestrians in the
- 2 context of the street types of which they are a part:
- 3 ○ Streets within Pedestrian Centers;
- 4 ○ Streets within a half-mile walk-shed of [education, employment, commerce, recreation](#)
- 5 pedestrian centers;
- 6 ○ Streets designated as Safe Routes to School.

7

8 The City hopes to develop certain walkable trails that are not co-located on City Streets. Table 3.6

9 shows the existing and proposed pedestrian trails.

10

11 Table 3.6 Pedestrian Trails

Existing Trails	Length
Heugh's Canyon/BST	0.25
Total Trails	0.25
Proposed Trails*	Length
Holladay/Wasatch Blvd. Connector	0.5
East Jordan Canal	1.3
Jordan and Salt Lake Canal	2.7
Total Proposed Trails	4.5

12 *No trail along the Upper Canal

13

14

15 IMPLEMENTATION MEASURES

16

17 In order to reach all of the identified Pedestrian Network goals, this General Plan suggests the following

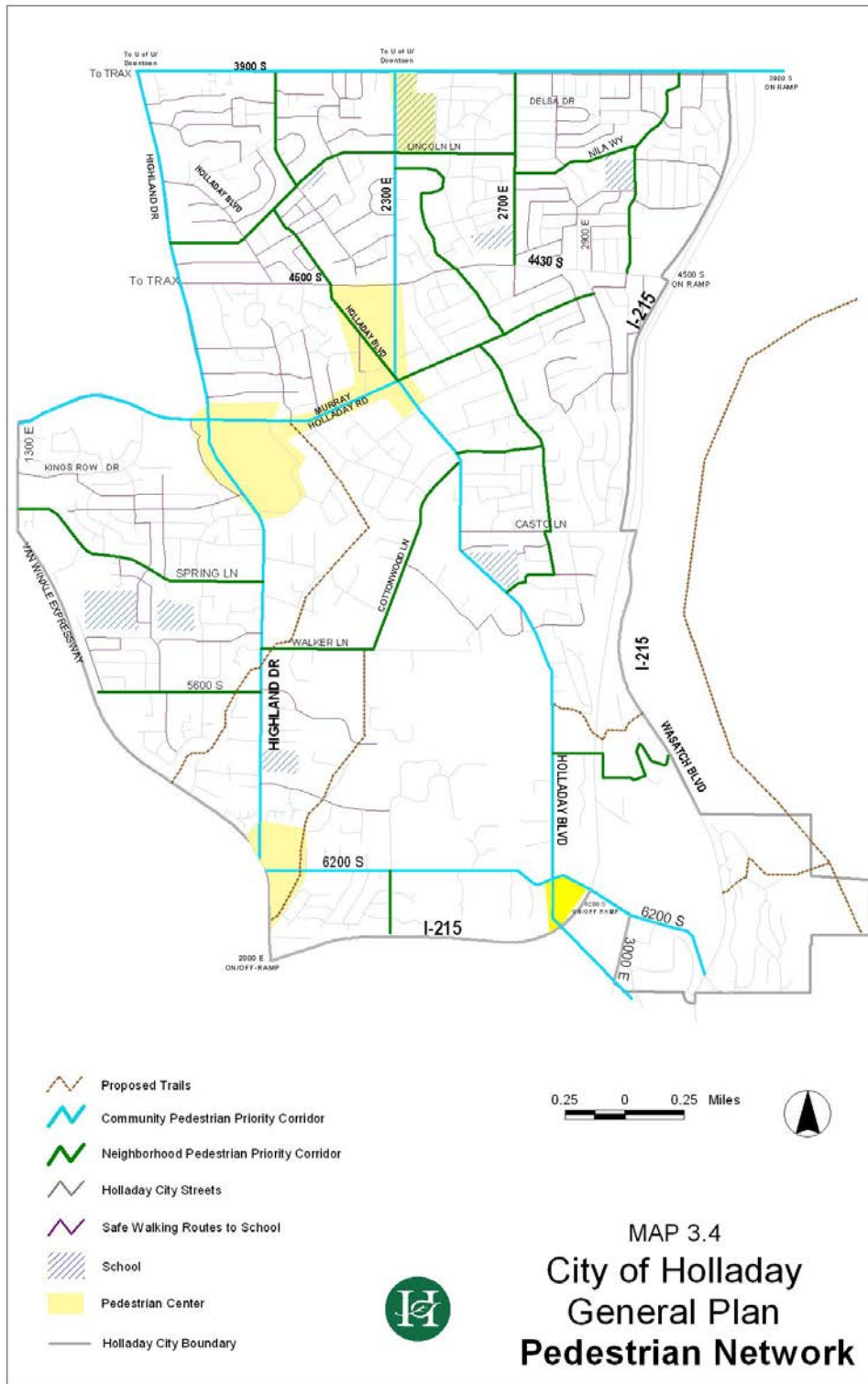
18 implementation measures:

- 19 1. Conduct a study to determine a City-wide policy for the location of sidewalk installations, safe
- 20 crossing features and other pedestrian treatments.
- 21
- 22 2. Require new development or redevelopment to implement street design for those identified
- 23 pedestrian corridors.
- 24
- 25 3. Maintain optimal walkway conditions for walking, wheelchairs, and strollers.
- 26
- 27 4. Review and upgrade where necessary the City's policy on the installation of sidewalks by private
- 28 development.
- 29
- 30 5. Create pedestrian connections through the neighborhoods to larger pedestrian corridors
- 31 wherever possible.
- 32
- 33 6. Improve safety, walkability and connectivity along Murray-Holladay Road between Highland
- 34 Drive and Holladay Village (the "Holladay Half-mile").
- 35
- 36 7. Improve connectivity to the [Holladay Village](#), Cottonwood redevelopment site, [Holladay](#)
- 37 [Crossroads](#) and [other its surrounding](#) commercial development to the adjacent neighborhoods.
- 38

- 1 8. Support and promote development of the proposed canal trails as a vital piece of the City's
2 pedestrian and recreational infrastructure. A canal trail feasibility study is currently (2019)
3 underway and is expected to be complete and ready for public input and review in 2020.
4
- 5 9. Prioritize reconfiguration of Highland-Van Winkle-6200 South street network for vehicles,
6 transit, bicycles and pedestrians as determined by a small area master plan.
7
- 8 10. Regularly review and maintain all current bike route and pedestrian route signage and upgrade
9 whenever necessary.
10
- 11 11. Develop strategies for canal trail access points such as safe street crossings and pedestrian route
12 signage.
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1 Map 3.4: Pedestrian Network
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