



McClelland Shared Street Phase 2a

Phases

1: McClelland Trail, 800 South to 2100 South

2a: Soft improvements to accomplish goals

2b: Further proliferation of 2a improvements

2c: Ultimate curbless or low curb shared street

3: McClelland Trail south of Fairmont Park



McClelland Shared Street Phase 2a



Example of Phase 2a soft improvements



McClelland Shared Street Phase 2c



Example of Phase 2c improvements



McClelland Shared Street Phase 2c



Example of Phase 2c improvements



McClelland Shared Street Phase 2a

Why?

“The most effective way to achieve many of the economic, safety, and livability goals of McClelland Street is to convert it from a traditional roadway to a shared street. Motorists will be driving slower, increasing exposure to businesses on the corridor. A calm shopping and living environment, and a gateway to Fairmont Park, are unique. McClelland Street is an ideal setting for a calm street where all users are equal.”



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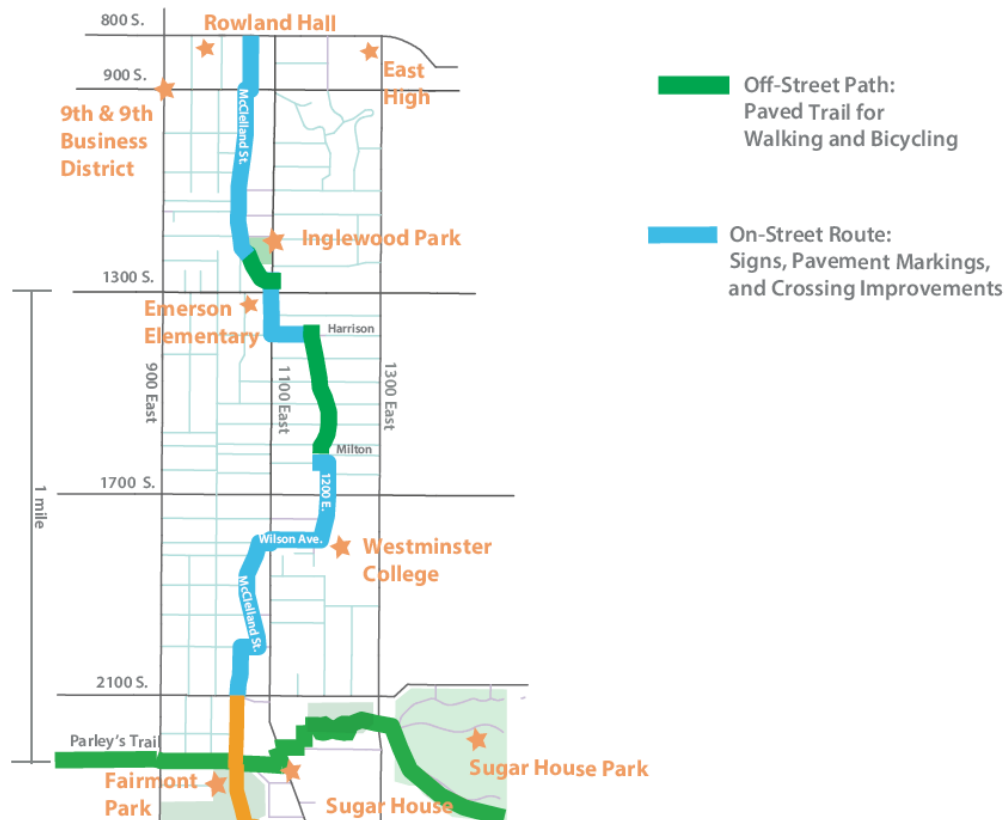
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McClelland Shared Street Phase 1

Phase I - 800 South to 2100 South Completed in 2016





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McClelland Shared Street Phase 1

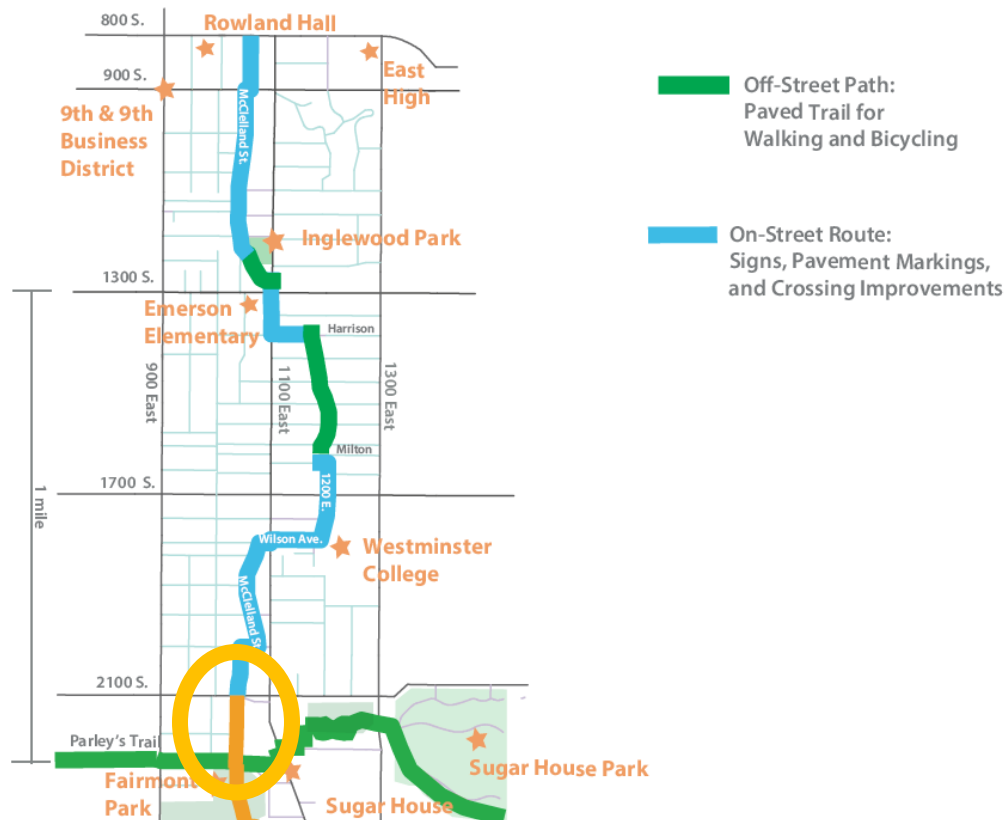
Phase I - 800 South to 2100 South
Completed in 2016





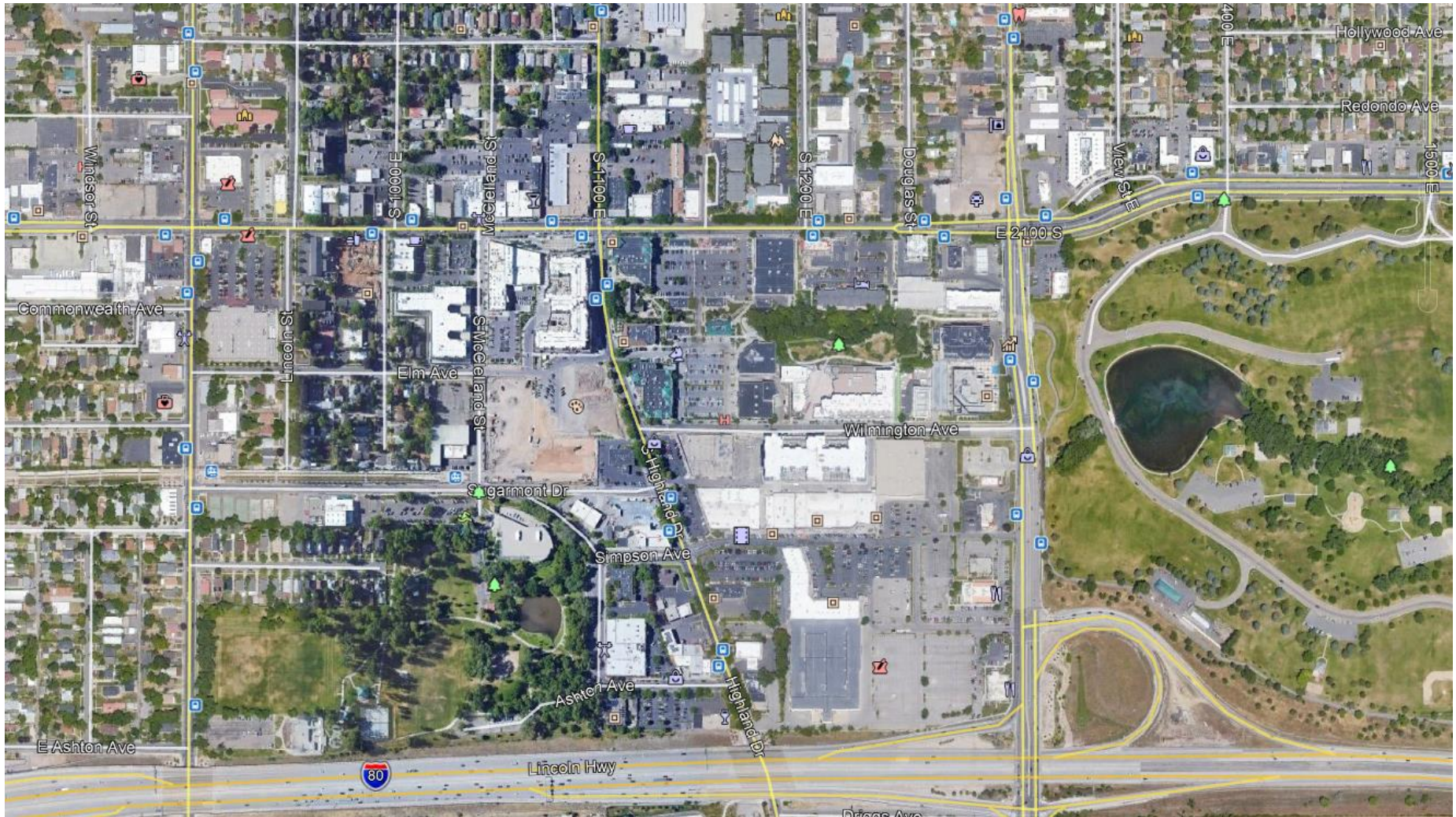
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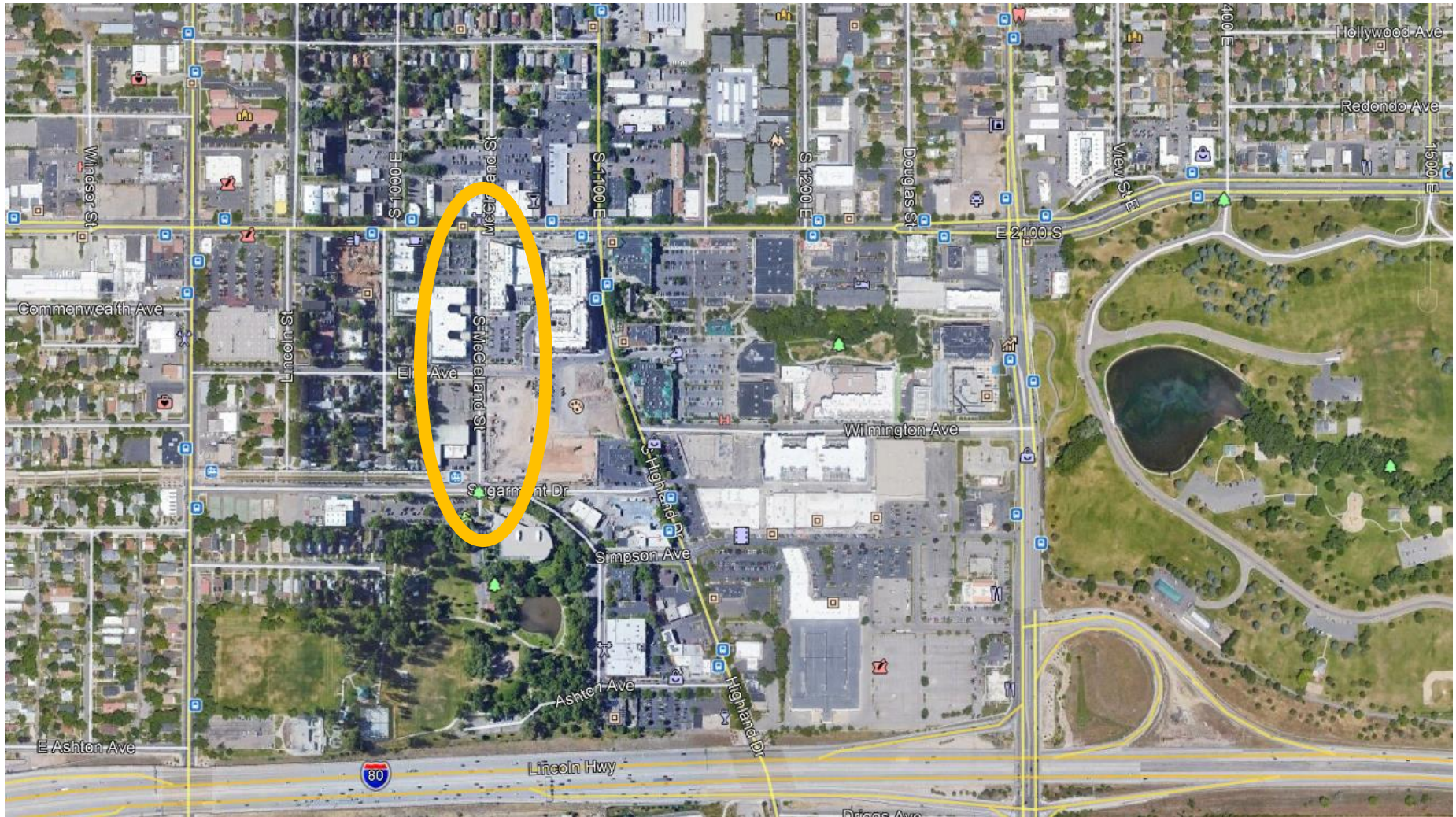


McClelland Shared Street Phase 2a





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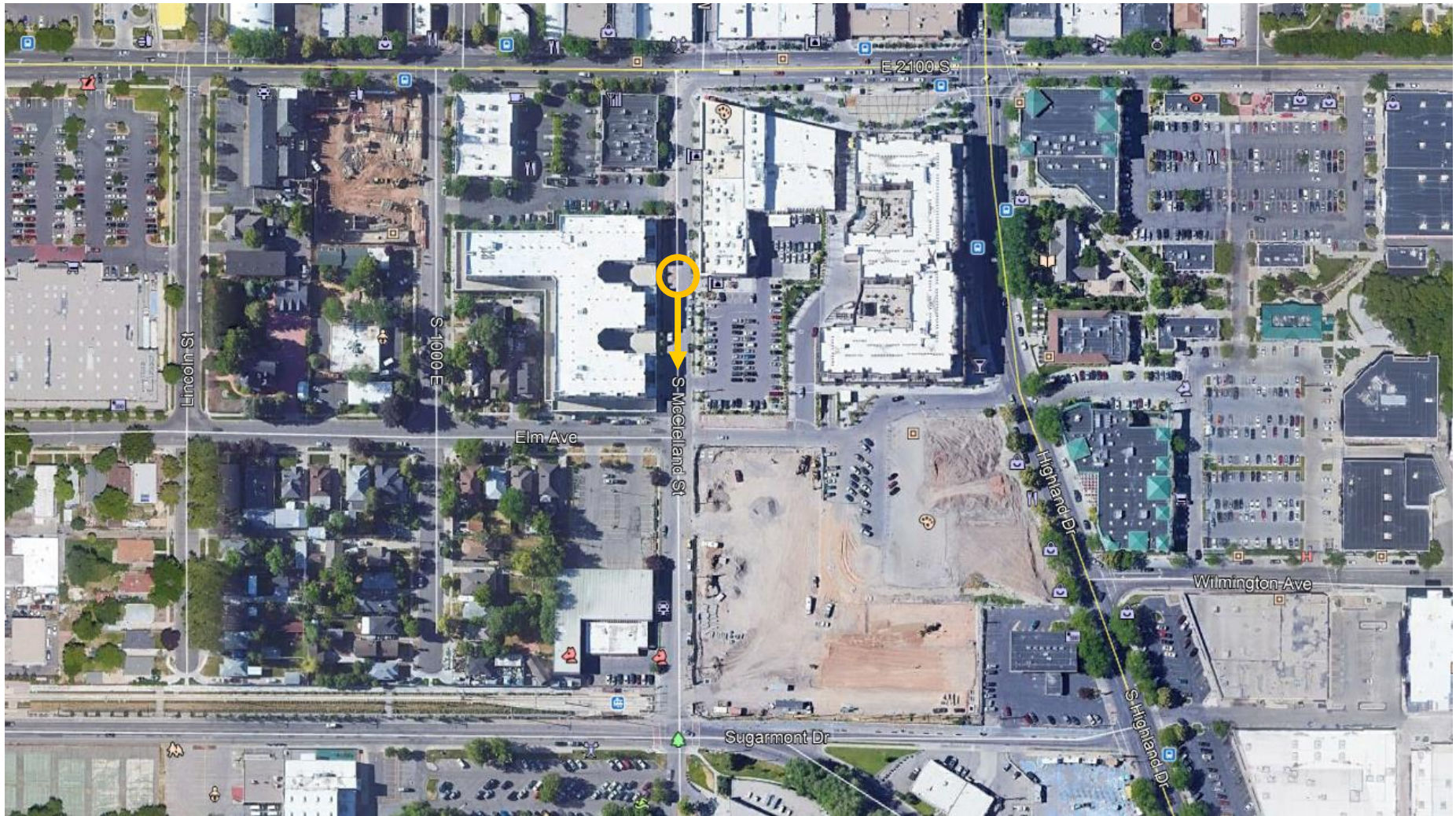


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Corridor Goals

1. Economic success
2. Vulnerable user comfort and safety
3. Placemaking & connectivity to nature
4. Parking
5. Circulation



McClelland Shared Street Phase 2a

Past Iterations and Ideas

1. Two-Way Separated Bike Lane (East Side)
2. Shared Use Path (East Side)
3. Shared Street



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McClelland Shared Street Phase 2a





McClelland Shared Street Phase 2c



Draft renderings from Concept Plan



McClelland Shared Street Phase 2c



Draft renderings from Concept Plan



McClelland Shared Street Phase 2a

Next Steps

- June 2020: Both phases' concept plans for public review
- Fall 2020: Final design
- 2021: Construction