Salt Lake City
Transportation and Livability (or... How to Get Around without the Chevy!)

SALT LAKE CITY
Transportation Director
Robin Hutcheson, AICP

presentation
to

Rocky Mountain Land Use Institute
March 13, 2014
Salt Lake City named nation's best spot for new graduates

OUTSIDE ONLINE
SUNDAY, JUNE 30, 2013

THE BEST PLACES TO RAISE OUTDOOR KIDS: SALT LAKE CITY, UTAH

Salt Lake City ranks seventh on livability list

Website » Provo, Murray also ranked in top 100.

By TOM WHARTON | The Salt Lake Tribune
First Published Oct 14 2013 02:47 pm • Last Updated Oct 16 2013 06:12 pm
UTAH'S UNIFIED TRANSPORTATION PLAN 2011 - 2040

GREAT SALT LAKE

Map showing urban areas around Salt Lake City

Map with various infrastructural elements

Map highlighting key locations and transportation routes

Map illustrating the strategic planning for transportation development

Map showcasing the comprehensive approach to transportation management
Salt Lake City ranks in the top ten U.S. Cities for acute spikes in air pollution.
“The focus is to make Salt Lake City one of the greenest, most accessible, most inclusive and most economically viable...municipalities in the Country”
“Drive if you want to, but it shouldn’t be your only-or necessarily best – option in town.”
The Sustainability Dashboard
Measures our progress

Sustainable Salt Lake Plan 2015 reflects a broad and ambitious agenda to establish a path toward greater resiliency and vitality for our community.

Engage
Let us know your priorities and ideas for the future of Salt Lake City.

Explore
Take a closer look at what we’re doing to improve our community.
The Sustainability Dashboard

Cycling as Transportation

Bike Lane Miles

2015 Target: Increase bike lane miles by 50% to 260 miles, increase paved shared use trail miles by 25% to 33 miles.

Target: On track.

Bike Lanes
Lane-miles of marked (painted) on-road bikeways in Salt Lake City.

- 2010: 173
- 2011: 198
- 2012: 211
- 2015 (Goal): 260

© 2014, Salt Lake City Corporation
Welcome to the Salt Lake City Bicycle & Pedestrian Master Plan Update website. You will find helpful links and information here that you can use to contribute to the plan and to the future development of Salt Lake City as a great city for walking and bicycling.

News

Winter 2013/14 - In order to make the preliminary recommendations for the plan more easily accessible, we have put the most up-to-date versions here on the front page. These presentation materials are being provided as information only at this time. A draft copy of the entire master plan update will be available for comment in the future.
What We Heard from You

Bike facilities with more separation and buffers created by landscaping, parking, or paint had higher “Love it” (dark green) or “Like it” (light green) responses.

“I wish there were more cycle tracks and buffered bike lanes. I like the 300 East cycle track, too. I’m particularly interested in cycle tracks separated from traffic by vegetation.”

“I have concerns about the design of the 300 East cycle track, especially with regard to visibility and left turns.”
Creating a Protected Network
With cycle-tracks (protected bike lanes)
Creating a Network for All

Citywide Improvements

Bikeway Recommendations: Short Term (Within 10 yrs) DRAFT
Salt Lake City Bicycle & Pedestrian Master Plan Update

Existing Bikeways
Existing Multi-Use Paths

Proposed Bikeways
On-street Low Stress Bikeways
(Doubled Bike Lanes & Cycle Tracks)
Campus Paths
Shared Roadways & Bike Boulevards

All dotted facilities are non-City roads or projects

Map Produced: 10/22/2013
Financial Commitment
For Walking and Biking

CAPITAL FUNDING for WALKING AND BICYCLING – 2009-2014

$4,000,000
$3,500,000
$3,000,000
$2,500,000
$2,000,000
$1,500,000
$1,000,000
$500,000
$-

2009 2010 2011 2012 2013 2014
The Sustainability Dashboard
Improving our Transit Network

Streetcars

Metric: Number of neighborhood streetcars.
Starting Point: No streetcars in 2011.
2015 Target: Two streetcars -- Sugar House Streetcar operational and Downtown Streetcar funded and/or under construction.
Update: The Sugar House (S Line) streetcar will open for service on December 8, 2013. The Downtown Streetcar Alternatives Analysis has begun and is projected to wrap up in late 2014.
Target: On track.

Streetcar Miles
Number of streetcar miles in Salt Lake City.

---

Charts
Streetcar Miles
Photos

---

SLCgreen
Sustainable City Dashboard

<table>
<thead>
<tr>
<th>Air &amp; Climate</th>
<th>Energy</th>
<th>Recycling</th>
<th>Transportation</th>
<th>Open Space</th>
<th>Urban Forestry</th>
<th>Water</th>
<th>Arts &amp; Culture</th>
<th>Health &amp; Safety</th>
<th>Housing</th>
<th>Food &amp; Nutrition</th>
<th>Education</th>
</tr>
</thead>
</table>

---
The S-Line
A Return on Investment

<table>
<thead>
<tr>
<th>Public Investment</th>
<th>Streetcar</th>
<th>Greenway</th>
<th>Total Public</th>
<th>Private Investment</th>
<th>ROI</th>
<th>New Prop. Taxes Generated per Year</th>
<th>Payback in Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLC Funds</td>
<td>$6,180,000</td>
<td>$6,800,000</td>
<td>$12,980,000</td>
<td>$408,250,000</td>
<td>3045%</td>
<td>$1,286,133</td>
<td>10.09</td>
</tr>
<tr>
<td>ALL Local Funds</td>
<td>$11,180,000</td>
<td>$6,800,000</td>
<td>$17,980,000</td>
<td>$408,250,000</td>
<td>2171%</td>
<td>$4,434,942</td>
<td>4.05</td>
</tr>
<tr>
<td>ALL Public Funds</td>
<td>$55,000,000</td>
<td>$6,800,000</td>
<td>$61,800,000</td>
<td>$408,250,000</td>
<td>561%</td>
<td>$4,434,942</td>
<td>13.93</td>
</tr>
</tbody>
</table>

“We are integrating transit stops and connections that are walkable and attractive into our mixed-use development. We believe the benefits of the streetcar and our TOD will result in a new and remarkable mixed-use development for the neighborhood.”

—Todd Olsen, Dee’s Inc.
Increasing Light Rail Miles
While Implementing Complete Streets

Photosimulation Looking East Along North Temple
Existing Zoning TC-75 with Trax, Landscaped Median, and Bike Lanes
Increasing Light Rail Miles
And Customizing Zoning for TOD

Parcels in red represent the Core Area, where zoning will allow for an intense level of transit-oriented development.
Parcels in yellow represent the Transitional Area, where zoning will allow for mixed use and less intensive transit-oriented development.
Parcels in blue are part of Stable Areas, areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.
Increasing Light Rail Miles

Development is happening
Expanding the Transit Network
Future Projects Underway
Expanding the Transit Network
Future Projects Underway

Salt Lake City’s first ever Transit Master Plan

What do you want for transit in your community?
Expanding the Transit Network

the Hive Pass

Clean air proposal would let Salt Lake residents ride UTA for $30 a month

By Amy Joi O'Donoghue, Deseret News
Published: Friday, Oct. 4 2013 1:13 p.m. MDT
Updated: Friday, Oct. 4 2013 1:13 p.m. MDT

Quite a few attempts have been made to introduce a form of mass transit in Salt Lake City, but for various reasons the efforts have fallen short. Salt Lake City's own plan, the Hive Pass, is a new idea that could work if the city's elected officials support it.
Expanding the Transit Network
Connection to our Mountain Backyard

Mountain Transportation

Starting Point: Winter ski buses in service in 2011. City participating in studies to evaluate options for year-round transportation solutions.

2015 Target: Participate in the selection of a final alternative.

Update: An RFP (request for proposal) has been written for the Foothill–Parleys Gateway Plan – an implementation plan which will include the transit project and collaborate actively with UTA’s Mountain Transportation Project Manager – and is ready to advertise once the City-wide planning process has been finalized.

Target: On track.

Accessing the Wasatch
A comprehensive Mountain Transportation System could reduce environmental impact, bolster the economy and enhance tourism.
Expanding the Transit Network
Connection to our Mountain Backyard
Safety
Focus on Pedestrians
THANK YOU
Questions?