



STAFF REPORT

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks
Public Policy Analyst

DATE: August 28, 2014 at 1:47 PM

**RE: UPDATE: DOWNTOWN STREETCAR
ALTERNATIVES ANALYSIS**

PROJECT TIMELINE:

Briefing: July 29, 2014

Set Date:

Public Hearing:

Potential Action: Late

Summer 2014

Council Sponsor: **Luke Garrott**

[VIEW ADMINISTRATION'S PROPOSAL](#)

ISSUE AT-A-GLANCE

Goal of the briefing: Update the City Council and respond to questions.

This item is an update on progress of the *Downtown Streetcar Alternatives Analysis*. The study may be ready for formal City Council consideration in the fall.

The update also includes a comparison of streetcars and buses and explores why downtown Salt Lake City might be a location where streetcars might boost downtown development.

POLICY QUESTIONS

1. What is the timeline to finish the alternatives analysis?
2. When the alternatives analysis is finished what is the procedure to review it before it is forwarded to the City Council?
3. What kind of public outreach has the Transportation Division conducted over the summer, and what are the results of the outreach?
4. The transmittal indicates that a rail line along 200 South Street was determined to be a route the public prefers, but 100 South Street was determined to be a route more preferred by stakeholders and developers. Why did the public prefer 200 South Street, but stakeholders and developers prefer 100



South Street? Who was included among the public, and who was included among the stakeholders and developers?

5. Would a streetcar extension on 400 West Street between 200 South Street and 900 South Street be built before the Utah Transit Authority connects the 400 South Street light rail line to the Central Station at 600 West Street?

ADDITIONAL & BACKGROUND INFORMATION

This is the second briefing on the status of the *Downtown Streetcar Alternatives Analysis*. As of this writing, recommendations about locally preferred alternatives soon may be ready to provide the City Council. It **should be noted that the transmittal says, “Additional public outreach is being conducted by City staff as part of overall Transportation Division summer events.”**¹ Once a locally preferred alternative is adopted, an environmental analysis will be done and tentatively finish by fall or winter.

Briefing material focuses on two items: Potential sites for locating streetcars so they work well with existing light-rail lines and bus services, and why downtown Salt Lake City is a place where streetcars might be valuable additions to existing transportation options.

According to the transmittal, places where streetcars might go are 100 South or 200 South streets. A potential initial double-track streetcar line starting at 100 South Street, going along West Temple Street to 200 South Street, and then westbound and eastbound on 200 South Street to 400 West Street where it would share the existing TRAX line to the Central Station on 600 West Street. The line ultimately would be augmented by streetcar sections running southbound on 400 West Street to 800 South or 900 South streets, a light rail section running westbound on 400 South Street from Main Street to the Central Station, and a shared streetcar/light rail segment on 700 South Street between 200 West and 400 West streets. Completion of the proposed future segments would create a series of loops within and around the Central Business District.²

According to the transmittal, the Administration still is weighing which streets to recommend for one of the streetcar segments, but appears to have decided on 900 South Street as an appropriate terminus for the 400 West Street line.

Comparing 100 South and 200 South streets, the transmittal says:

100 South is slightly stronger for ridership, environmental effects, and accommodation of bicycles. It is slightly weaker (than 200 South Street) for utility relocation, number of turns the streetcar must make, cost, and public preference.

200 South is slightly stronger for travel time, redevelopment, cost, and public preference, and slightly weaker for environmental effects, signal phasing TRAX connections, accommodation of bicycles, and stakeholder/developer preference.

Upon more detailed analysis of ridership potential, the team determined that 100 South would produce more daily riders than 200 South. 100 South is more productive because of better transfers, better overall transit coverage, and it is closer to a concentration of higher density and transit dependent housing, especially east of State Street.³

The transmittal also said, “**900 South is preferred over 800 South because it has better TRAX connections, supports the 9-Line, and better serves redevelopable parcels. It should be noted there may be more utility conflicts on 900 South than 800 South.**”⁴

In addition, the transmittal notes that transit connections through downtown to the University of Utah have high levels of ridership demand that are not met by the existing transit system.⁵ The alternatives analysis is part of a number of studies addressing the downtown’s future and Wasatch Front population growth to the year 2040.

The Utah Transit Authority’s year-old *Next Tier Program Final Report* says about downtown transit:

“A substantial portion of all transit trips being or end in downtown Salt Lake City and/or the University of Utah area – up to 70 percent in Salt Lake County, more than 50 percent in Davis County, almost 25

percent from Weber County, and almost 20 percent from Utah County. Although getting to downtown Salt Lake City is fairly convenient on TRAX and FrontRunner, getting to destinations within downtown on **transit is more challenging. ... Furthermore, TRAX lines** in downtown are oriented more toward north-south travel, and there is no direct east-west TRAX line across downtown. East-west transit connections are needed between the Salt Lake Intermodal Hub and destination in downtown Salt Lake City and the University of Utah.⁶

Moreover, 11 percent of all Salt Lake City trips are made within downtown limits, according to the Administration transmittal.⁷

At the same time, drafts of the *Salt Lake City Downtown Community Plan* say, “**The transformation of the downtown is essential to providing a premier center for urban living, commerce, and culture in Utah, and makes an essential contribution to our economic growth.**”⁸ A part of the plan says in the future streetcars will “**provide supplemental service with Downtown**” and will act as “**a local circulator**” linking districts within the plan.⁹ The plans appear to emphasize that developing light rail and streetcar systems are integral to future development of Salt Lake City.

The presentation attached to the transmittal titled *Streetcars in Salt Lake City* lists a number of reasons why streetcars might be an appropriate form of transportation to use. The list notes that:

- **Transit demand within Salt Lake City is highest between UTA’s Central Station and the downtown and the University of Utah.**
- Nationally, people ages 17 to 34 want to live in an urban core and drive less than previous generations. Salt Lake City has a high number of people in that age range.
- **The Wasatch Front’s population is predicted to double by the year 2040, and one of Salt Lake City’s goals is to focus growth in the downtown.**
- **Salt Lake City’s day population doubles, primarily in the downtown.**
- Streetcars attract more riders, than buses, move more people, are friendlier to a variety of users, are considered predictable, help promote development and redevelopment, and helps improve air quality.

In addition, the presentation contends that streetcars are cheaper long-term because capital **investment is offset by “significant operational savings,” hold more riders than buses, and last longer than** buses. It might be noted that the projected cost of a three-mile streetcar extension from 200 South Street to a **connection with lines to UTA’s Central Station is \$120 million. Operational costs are projected at \$1.2 million.**¹⁰

Finally, Salt Lake City’s adopted *Downtown in Motion* transportation and transit plan says:

The overwhelming preference heard at the Community Leaders Forum was for Scenario 1. Discussions with UTA, the Management Committee, and the Plan Advisory Committee resulted in Scenario 1 emerging as the preferred framework for the new Downtown TRAX expansion.

Scenario 1 results in two loops of track to provide rail circulation in Downtown with TRAX. It provides UTA with additional capacity and flexibility for regional service. As the Downtown land use intensifies and TRAX service increases to support it, the additional capacity and flexibility will result in very good rail circulation for Downtown visitors and residents.

Scenario 1 – New track along 400 South between Main Street and the Intermodal Hub at 600 West, and new track along 400 West/700 South connecting the existing TRAX at 700 South/200 West with TRAX at 200 South/400 West.

Downtown In Motion includes the following policies:

- Within Downtown, develop a comprehensive network of TRAX light rail lines to improve general transit access, increase transit capacity, and enhance intermodal connectivity.
- Construct new TRAX track on 400 South from the Intermodal Hub to Main Street, completing a loop around Downtown.
- Complete a lower loop around Downtown by constructing new TRAX track on 700 South to 400 West, and along 400 West from 700 South to 200 South.

- After regional use of the current and future TRAX tracks is accommodated, reserve use of excess capacity for rail shuttle and/or streetcars.
- Locate future TRAX stations about every other city block in order to ensure that any location downtown is no more than two blocks away from a TRAX station.
- Locate TRAX stations to minimize the walk distance between stations on intersecting lines.¹¹

Cc: Cindy Gust-Jenson, David Everitt, Eric Shaw, Robin Hutcheson, Wilf Sommerkorn, DJ Baxter, Mary De La Mare-Schaefer, Jennifer Bruno, Justin Belliveau, Molly Robinson, Nick Norris, Michael Maloy, Julianne Sabula, Nick Tarbet, Sean Murphy

File Location: Downtown, Streetcars, Transportation

¹ Shaw, Page 5.

² Transmittal Map, Page 6.

³ Shaw, Page 4.

⁴ Shaw, Page 5.

⁵ Shaw, Page 3.

⁶ *UTA Network Study Next Tier Program Final Report*, Utah Transit Authority, June 13, 2013, Page 4.

⁷ Shaw, Page 3.

⁸ Draft, *Salt Lake City Downtown Community Plan*, June 26, 2014, Page 1.

⁹ Draft, *Salt Lake City Downtown Community Plan*, June 26, 2014, Page 55.

¹⁰ *UTA Network Study Next Tier Program Final Report*, Utah Transit Authority, June 13, 2013, Page 60.

¹¹ *Downtown In Motion*, November 6, 2008, Pages 20 and 21.

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SALT LAKE CITY CORPORATION
DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

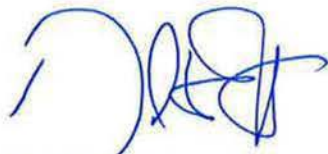
RALPH BECKER
MAYOR

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JUN 18 2014

CITY COUNCIL TRANSMITTAL

Salt Lake City Mayor



David Everitt, Chief of Staff

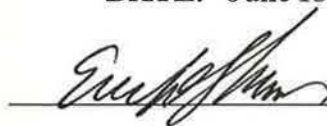
Date Received: 06/19/2014

Date sent to Council: 06/23/2014

TO: Salt Lake City Council
Kyle LaMalfa, Chair

DATE: June 18, 2014

FROM: Eric D. Shaw, CED Director



SUBJECT: Downtown Streetcar Alternatives Analysis / Streetcar Information

STAFF CONTACT: Robin Hutcheson, Transportation Director
(801) 535-6630, robin.hutcheson@slcgov.com

COUNCIL SPONSOR: Luke Garrot

DOCUMENT TYPE: Briefing - Information only

RECOMMENDATION: No action necessary

BACKGROUND/DISCUSSION:

The Transportation Division and the RDA, in collaboration with UTA, are making steady progress on the Downtown Streetcar Alternatives Analysis (AA). This study is the next step in the ongoing development of a streetcar project in Downtown Salt Lake City.

An overview of the timeline that brought us to this phase of study includes:

- 2010 RDA-funded Downtown Streetcar Feasibility Analysis
- 2010 FTA Alternatives Analysis Grant application submitted
- 2010 HUD Sustainable Communities Grant received to develop regional implementation tools for WC2040 Vision which includes two test sites selected for inclusion by SLC
- 2013 Consultant team selected for Downtown Streetcar AA
- 2014 Expiration of FTA AA Grant

This transmittal has been prepared to supplement the previous transmittal dated March 18, 2014, and located here:

<https://dotnet.slcgov.com/Mayor/MayorCouncilTransmittals/Documents/19w01.PDF>.

SCANNED TO: Mayor
SCANNED BY: Kaylin Adams
DATE: 6/19/2014

The March 18, 2014 transmittal included the following elements:

- Background and timeline
- Description of the purpose of the project
- Study area description
- Candidate corridors
- Results of the first level of screening
- Public process and what we heard

At the close of the most recent briefing, the City Council requested more general information about streetcars and how they differ from a bus. The attached presentation was prepared to help answer questions that were posed at that briefing.

The project team has completed work on the second level of technical screening. We received feedback that the project should reflect that the streetcar will connect other rail transportation options already in the Downtown, and will complete a circulator system. This is now reflected in the mapping of the project.

The following update items are contained in this transmittal:

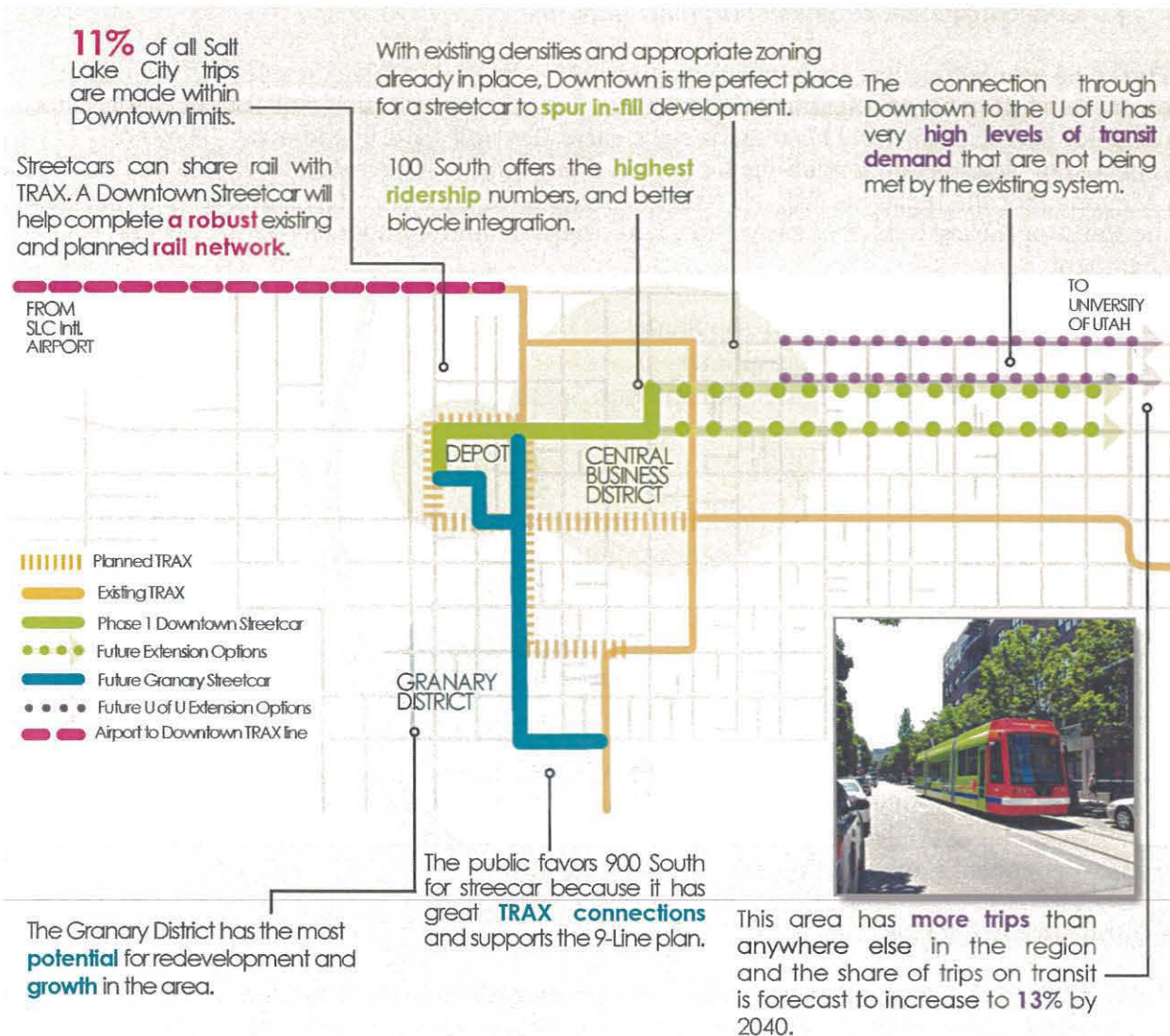
- Snapshot of the Project: Early June
- Summary of Level 2 Screening, Ongoing Work, and Next Steps
- Why Streetcar?: a response to Council questions

Analysis Snapshot Today

Streetcars provide circulation, accelerating & **expanding** the pedestrian **experience**.

DOWNTOWN STREETCAR PLANS & VISION

Streetcars **expand opportunities** to ride by working with bus, TRAX, and FrontRunner, to serve a variety of travel needs.



Summary of Level 2 Screening

Level 2 screening is a more detailed analysis of the level 1 alignments, and is an iterative process that becomes increasingly refined according to what is learned during the analysis. This process is nearing completion, and it considers the following factors:

- Environmental: socioeconomic groups impacted/served, historic/cultural resources affected, noise and vibration impacts, visual impacts
- Transit Planning and Operations: ridership, travel time, connections with the overall transit system
- Traffic: changes to traffic capacity, compatibility with existing/planned bicycle routes
- Economic Development: development capacity, developer perspectives, market potential
- Physical Constraints: parking impacts, utility conflicts
- Conceptual Cost Estimates: capital, operating

The Level 2 screening has been underway since May. When complete, results will include a recommendation for an alignment and phasing. The recommendation will also include greater detail for Refinements have been made since early May and are still underway. They are expected to yield recommendations for project phasing with the greatest level of detail articulated for the segments that are ready to progress in the nearer term. These findings report the status of the analysis as of early June, and compare three components of the overall alignment:

- East-West: 100 South and 200 South
- Central Station: multiple options
- Southern Terminus: 800 South and 900 South

Comparison of 100 and 200 South

100 South is slightly stronger for ridership, environmental effects, and accommodation of bicycles. It is slightly weaker for utility relocation, number of turns the streetcar must make, cost, and public preference.

200 South is slightly stronger for travel time, redevelopment, cost, and public preference, and slightly weaker for environmental effects, signal phasing, TRAX connections, accommodation of bicycles, and stakeholder/developer preference.

Upon more detailed analysis of ridership potential, the team determined that 100 South would produce more daily riders than 200 South. 100 South is more productive because of better transfers, better overall transit coverage, and it is closer to a concentration of higher density and transit-dependent housing, especially east of State Street.

Central Station Options

This area is the most complex to navigate because it is where the streetcar interfaces with existing and planned rail transit and because it must negotiate the Rio Grande building in order to come within reasonable walking distance and visual access of Central Station as was stated by the public and stakeholders during development of the Purpose and Need Statement for the project.

The project team has therefore identified the best of these options under current conditions in recognition that development of RDA and UTA owned properties in the area, as well as progress in planned light rail projects, will likely introduce new options by the time that portion of the project is ready to be built. An initial phase could utilize existing rail infrastructure, thereby reducing costs and leaving open a variety of options as later phases of the project develop.

Comparison of 800 and 900 South Terminus

900 South is preferred over 800 South because it has better TRAX connections, supports the 9-Line, and better serves redevelopable parcels. It should be noted there may be more utility conflicts on 900 South than 800 South.

Next Steps

Tasks currently underway include evaluation of potential project phasing, conceptual cost estimating, funding strategies, and economic development analysis. Additional public outreach is being conducted by City staff as part of overall Transportation Division outreach at summer events. There is still time to weigh in on the alternatives and participate in the process, which will be included in the refinement of the Level 2 Screening, recommendation of a preferred alternative, and environmental analysis. The schedule below shows upcoming milestones, at which updates will be provided.

Through Mid-June: Level 2 Screening

July: Recommendation of a Preferred Alternative

Summer: Public Open House #3

Fall/Winter: Environmental Analysis Completion

Much of the analysis and gathering of input for this project will also inform the upcoming Transit Master Plan effort, as downtown is vital to Salt Lake City's overall transportation demand, population growth, and job growth; and because downtown has been the subject of numerous former and ongoing studies. Furthermore, since announcing the upcoming Transit Master Plan, the public has begun to think about streetcar as part of a network and to understand it as something distinct from TRAX. This has generated feedback not only within the confines of the study area, but also about areas throughout the City.

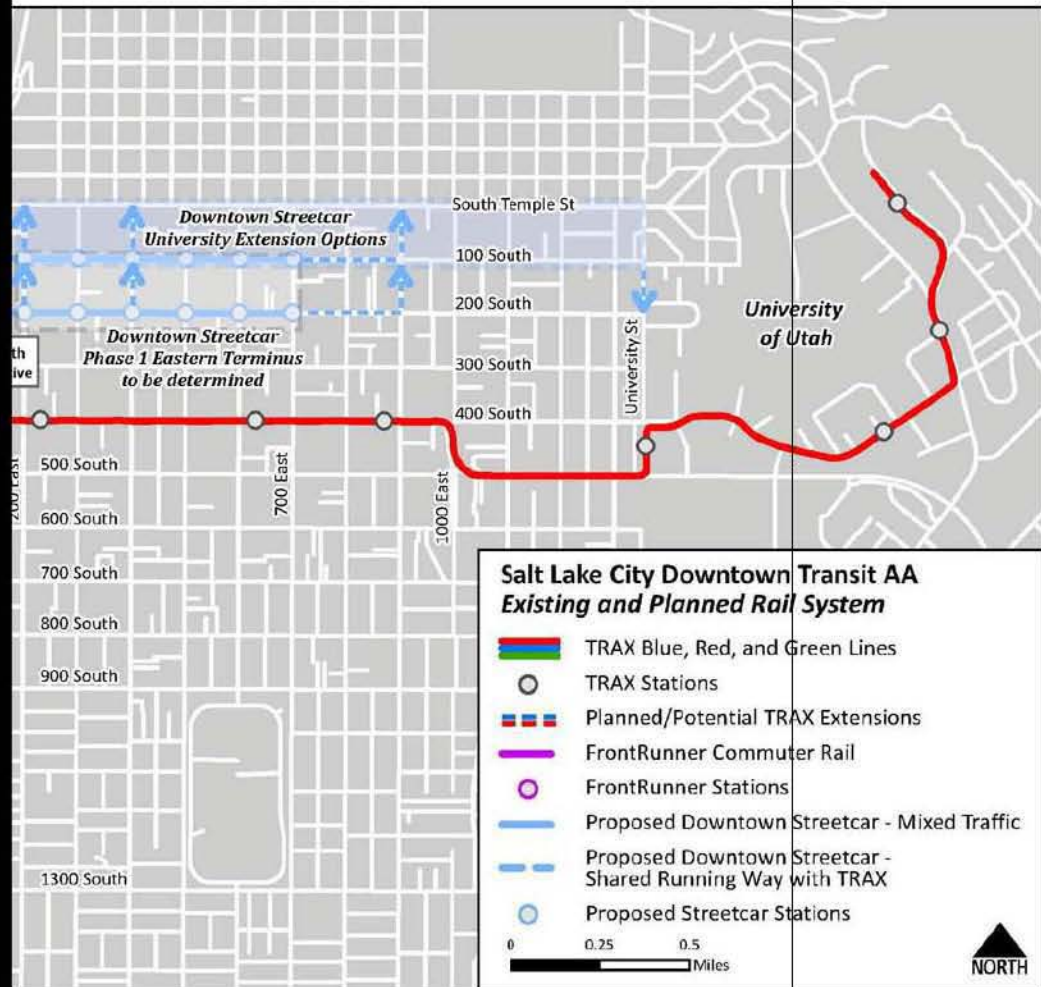
Other questions that this study seeks to answer, and that will provide foundational information for the Transit Master Plan, are:

- Interoperability with TRAX: what are the pros and cons?
- "Minimum Operable Segment": what is the smallest project we can build and achieve success?
- Core Capacity: where is Salt Lake City's rail system vulnerable?
- Utilities: what are the pros and cons of alignments parallel with major utilities?
- Funding: what are our best strategies?

Attachments

Attachment 1: Map of Alignments

Attachment 2: Presentation – Why Streetcars?





STREETCARS IN SALT LAKE CITY



Purpose

- Provide an update on the Downtown Streetcar Alternatives Analysis Process
- Provide context for how streetcar supports the City's vision
- Provide answers to questions you may receive from constituents

What is streetcar?



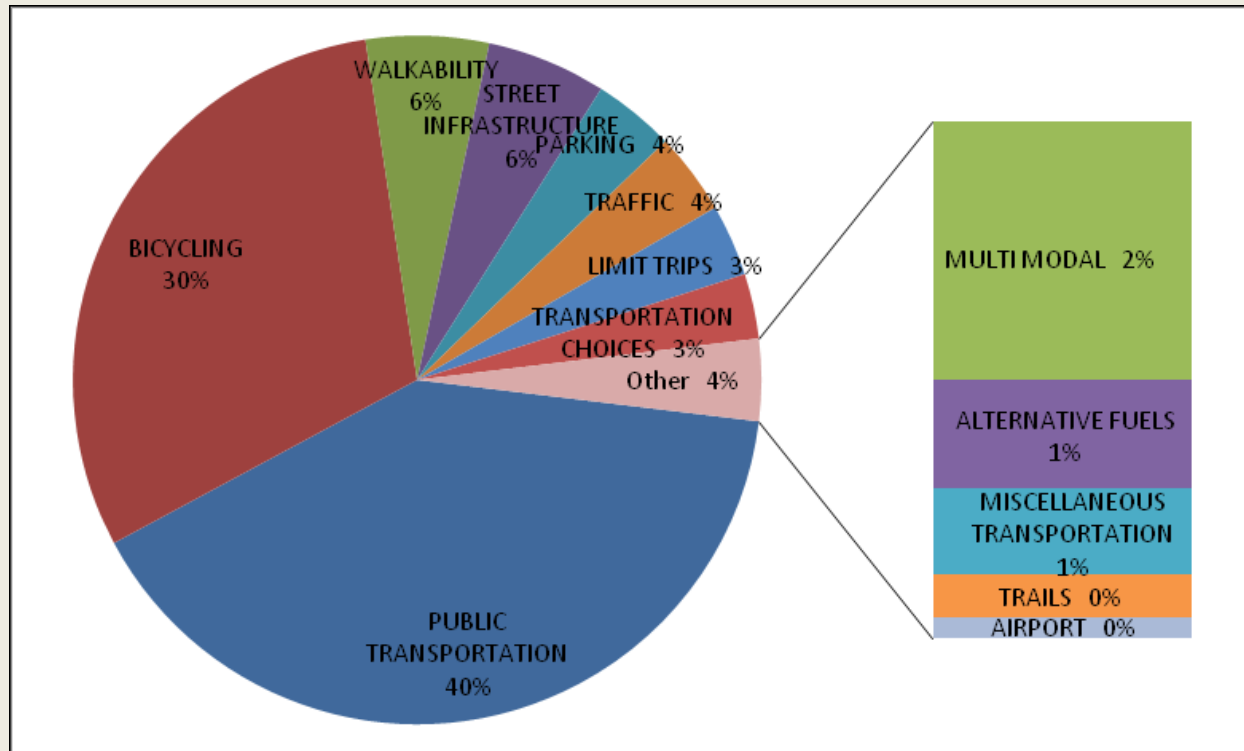
- A “pedestrian accelerator”
- Runs on rails embedded in the street
- Travels at slower speeds
- Makes frequent stops
- Can use smaller, single-car vehicles
- Provides neighborhood service
- Can share lanes with auto traffic
- Serves short trips throughout the day

Why Streetcar in Salt Lake City?

It supports SLC's plans and vision:

- Plan Salt Lake
- Salt Lake City Transportation Master Plan
- Downtown in Motion
- Downtown Streetcar Feasibility Study
- Downtown Master Plan
- Central City Master Plan
- Regional Transportation Plan
- Wasatch Choice for 2040

What do these plans have in common?



Consistently strong support for transit and walkable, vibrant land use focused particularly in Downtown from 1996 to the present



A Prosperous Future

- Millennials (17-35 year olds) are our future
- 77% want to live in an urban core
- They drive less: car ownership fell from 77 to 66% between 2007 and 2011
- SLC and San Diego tied for the city with the 2nd highest concentration of Millennials

Mobility: Now and In the Future

- The existing system is not meeting today's demand
- Demand is highest between Salt Lake Central Station, the CBD center, and the University of Utah
- Growth is substantial in Downtown now and will increase



Community Development



- More people living downtown is a major goal of the City
- Streetcar is a key draw for would-be downtown residents
- Economic development is a subset of community development
- Streetcar supports existing Downtown businesses and draws new ones

Placemaking

Based on experiences in other cities, streetcars can enhance vibrant street life and redevelopment when combined with other development activities



Why Streetcar?

Streetcars attract more riders

- In 2003 the City of Tacoma converted an existing bus line between the downtown Theater District and the Tacoma Dome station to Streetcar service. **Ridership increased by 500%.**
- When Seattle temporarily substituted buses for the streetcars on its Waterfront line, **ridership dropped to under 7%.**
- When Memphis surveyed its transit riders it found that **83% of those who rode their streetcar system didn't utilize any other form of public transit** - it was the Streetcar or nothing at all.
- Portland initially projected 2,800 daily riders when the city's first line opened in 2001; today, the system is carrying over 18,000 riders per day.

Why Streetcar?

Streetcars are cheaper long-term

While streetcars require a higher initial investment than buses, it is offset by significant operational savings

Since streetcars hold more riders they can move more people with fewer vehicles and operators

Streetcar vehicles last longer: the useful life of a bus is approximately 12 years, while streetcars typically last decades

Streetcars move more people

- Average buses can carry 60 passengers (but rarely do)
- Portland Streetcars carry 115 passengers, longer streetcar vehicles carry as many as 186 passengers (and often do)



Why Streetcar?

Streetcars are friendlier for a variety of users

Low-floor modern streetcars better accommodate people with:

- disabilities
- bicycles
- strollers
- young children
- roller bags or carts



Why Streetcar?



Streetcars are predictable

- The presence of rails make it clear where the streetcar is going
- Streetcars don't veer off the rails into parallel auto and bike lanes
- Streetcars cannot be detoured or rerouted
- Streetcars maintain a more reliable schedule
- Riders can easily find their way back if they miss their destination

Why Streetcar?

Rail is better for our air

- A TRB study compared pollutant emissions from LRT & BRT systems
- Included standard, hybrid, and CNG buses
- Rail emitted far fewer NOX, VOCs, and CO
- Even aging rail systems produce fewer Nox and VOCs than the best hybrid and CNG bus systems



Why Streetcar?

Streetcars have become a major tool in catalyzing redevelopment in many cities, including ours



Return on Investment

City	Year	Miles	Cost	\$Inv	ROI
Little Rock	2004	2.5	19.60	0.7b	3571%
Tacoma	2003	1.6	88.75	0.9b	1014%
Tampa	2003	2.3	56.00	1.0b	1785%
Portland	2001	4.8	54.60	2.3b	4212%



**SLCRDA**

Sugar House Streetcar and Greenway

Return on Investment

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



Open Space

The streetcar corridor's greenway will add an additional **5.76 acres** of public green space to the area's neighborhoods.

Summary of Streetcar-related Private Development

Construction of the streetcar accelerated or is partially responsible for the creation of **over 1,000 residential units** and nearly **2 million square feet** of redevelopment on seven sites (resulting in **\$400 million** in private investment) in the Sugar House Business District.

Private Investment Planned Within 0.5 Miles of Streetcar Terminus

Project	Address	Res. Units	Square Footage				Private Investment
			Res.	Retail	Office	TOTAL	
Liberty Village	2150 S. McClelland	171	134,000	1,200	-	135,200	\$23 million
SH Crossing	2130 S. 1100 East	211	207,000	56,000	-	263,000	\$53 million
Sugar House Apts.	1985 S. 1200 East	70	70,000	-	-	70,000	\$11 million
Westminster	2162 S. 1300 East	44*	67,000	8,500	15,000	90,500	\$28 million
Granite Furniture	1050 E. 2100 South	-	-	20,000	30,000	50,000	\$50 million
Wilmington I North	1201 E. Wilmington	112	100,000	50,000	30,000	180,000	\$35 million
Wilmington I South	1201 E. Wilmington	100	100,000	10,000	-	110,000	\$35 million
SH Center West	Simpson & Highland	250	200,000	95,000	80,000	375,000	\$85 million
SH Center East	Simpson & Highland	100	300,000	150,000	150,000	600,000	\$85 million
TOTAL		1,014	1,178,000	390,700	305,000	1,873,700	\$405 million

*Student housing units; equivalent to 164 beds



SLCRDA

More About Sugar House



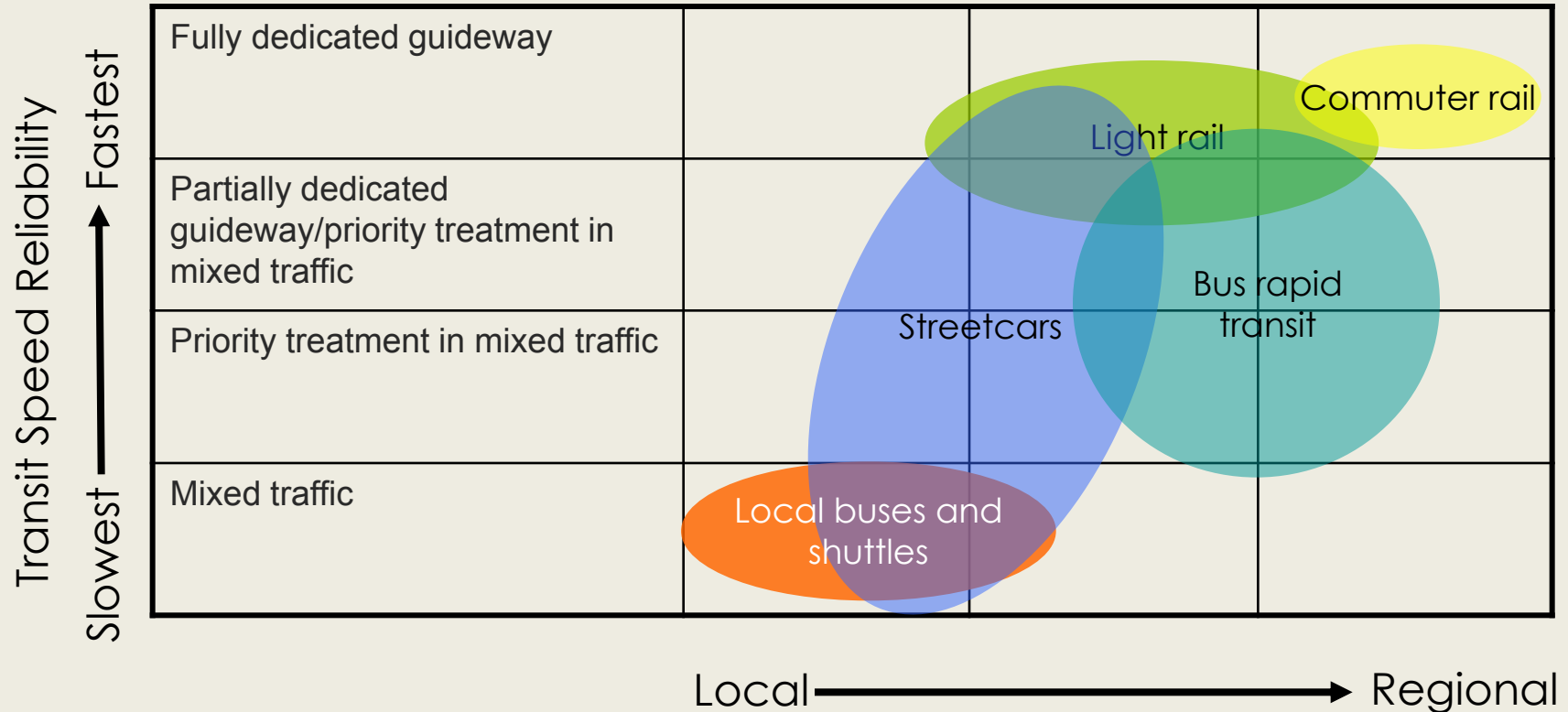
- It demonstrates local developers' responsiveness to streetcar
- But it's **different**:
 - It runs in a dedicated corridor
 - It currently runs through lower density residential instead of the urban core



- Image 1: How the extension might look in-street
- Image 2: How streetcar looks in Portland as a downtown neighborhood service integrated with urban context, bus stops, and traffic

Modes & Travel Markets:

Downtown Has the Broadest Range of Travel Needs in SLC



Streetcar is an ideal mode for expansion into other neighborhoods

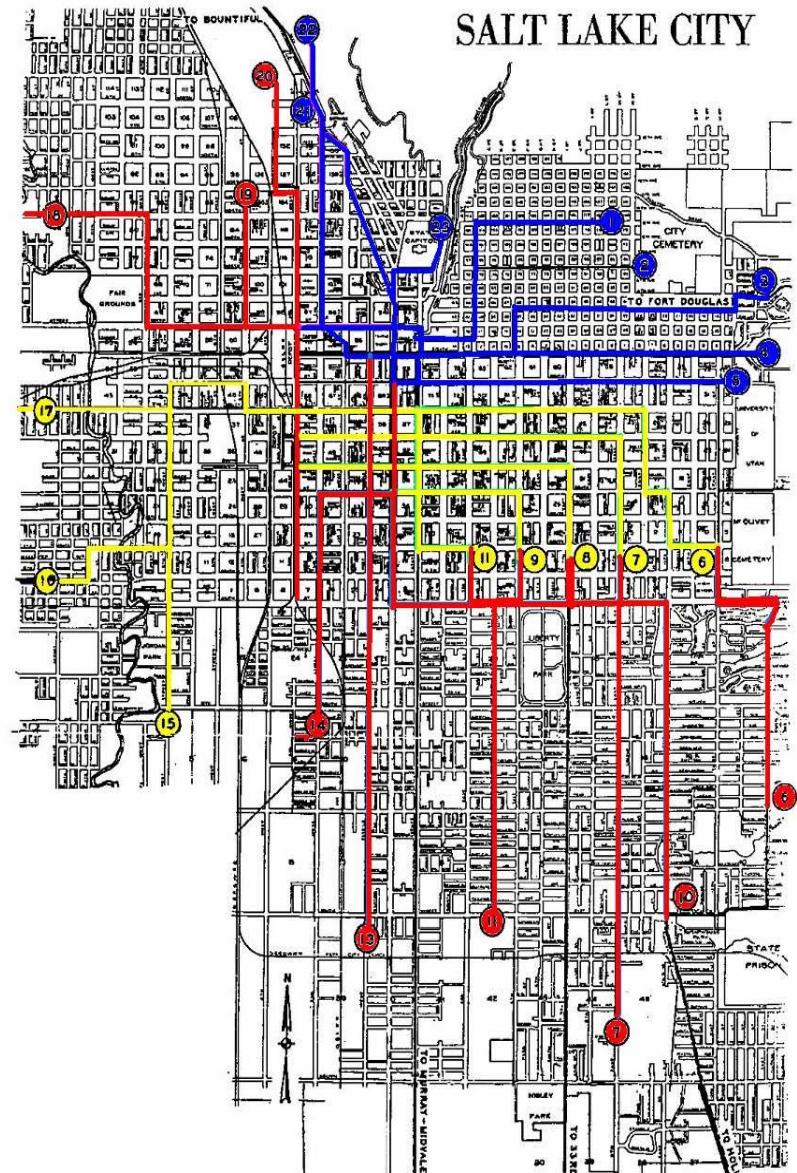
Who would a streetcar circulate within Downtown?

- Residents: for everyday trips
- Workers: for lunches, errands, meetings
- Novice riders
- ‘Choice riders’ who have other options
- Visitors, Event-goers, Shoppers & Tourists
- Commuters: for ‘first & last mile’

Don't we have enough rail Downtown?

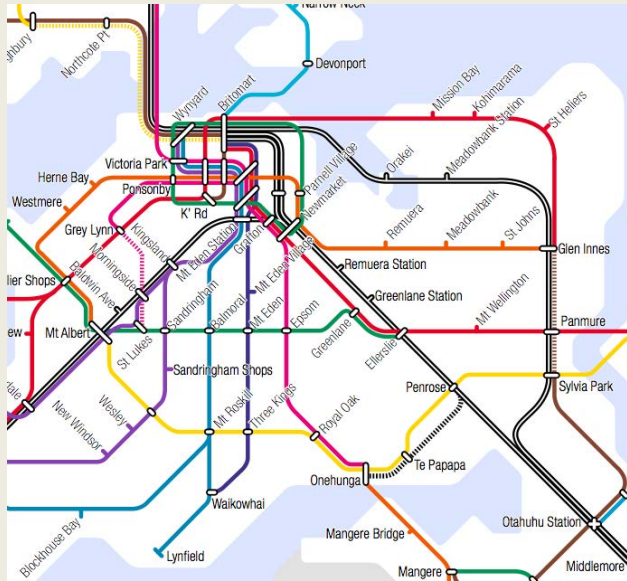
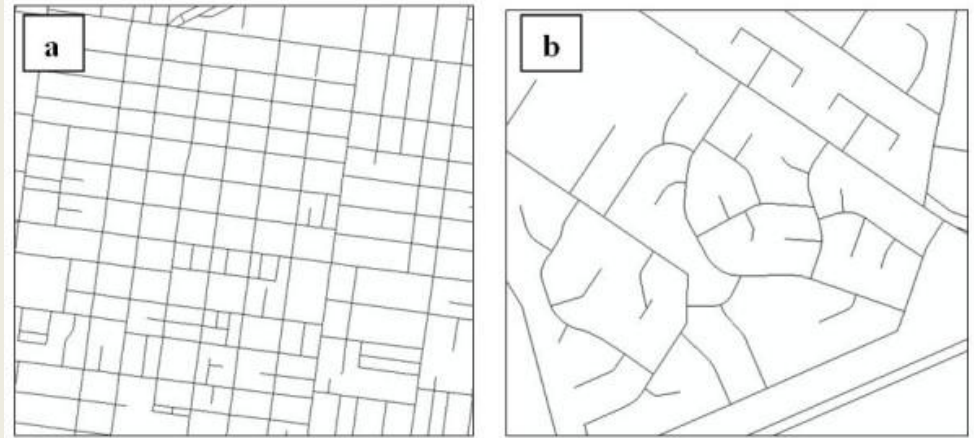
- Large blocks are made more walkable with multiple transit options
- Downtown trips are almost always less than 2 miles and are typically less than 1 mile
- $\frac{1}{4}$ mile, or 2 SLC blocks, is the standard for 'transit capture'
- If weather, cargo, or fatigue precludes walking, Downtown residents may choose to drive if it's a 2-block walk or more to transit
- Light rail is faster and can better serve a long-distance commuter
- Streetcar stops more frequently and can better distribute people within Downtown

Salt Lake City's Historic Streetcars Network



Streetcar is Part of a Network

- We have a network of streets
- A variety of large and small streets provides connectivity and a stronger sense of place
- Places with just a few widely spaced arterials limit both travel options and the quality of urban form



- We need a network of transit options
- A variety of modes provide connectivity
- The density of our historic streetcar network, especially in the City's core, is what made it work
- By combining commuter rail, light rail and bus with streetcar, we create a dense transit network that more people will use

Streetcar is Part of a Larger Strategy

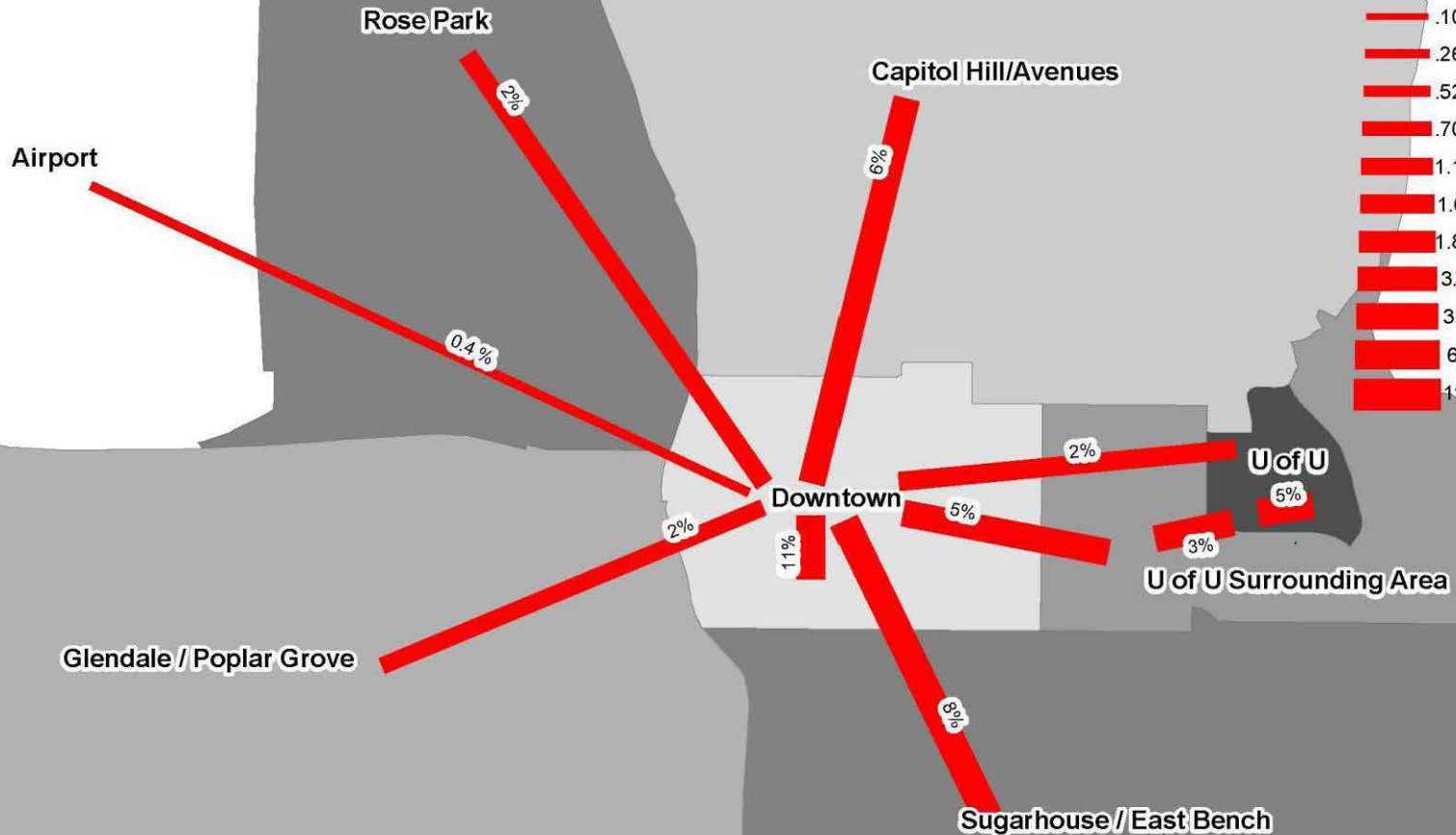
Just as we have seen with TRAX, streetcar doesn't achieve community goals alone. It must be part of a wider array of policies around topics such as:

- Transit Oriented Development
- Transit funding
- Bicycle & pedestrian priority
- Parking policy
- Zoning
- High quality public spaces – parks, sidewalks, plazas
- Commitment to high quality development increases benefits for public and private sectors



11% of SLC Trips are Within Downtown

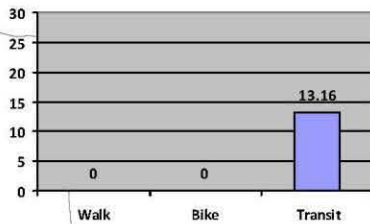
Percent of Trips in Salt Lake City by Origin/Destination



Trips are on Foot and Transit

Mode Share by District - Salt Lake City

Airport



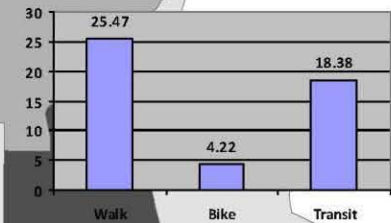
Rose Park



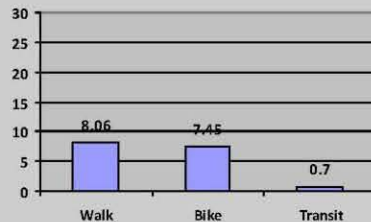
Capitol Hill/Avenues



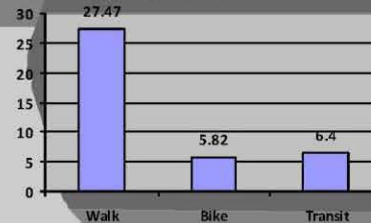
U of U



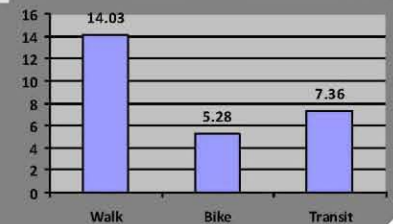
Glendale / Poplar Grove



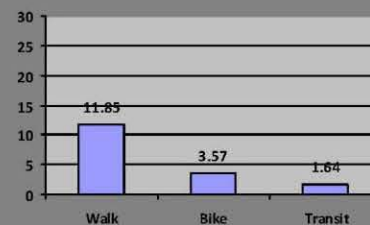
Downtown



U of U Surrounding Area



Sugarhouse / East Bench



UTA Network Study Results

About half of all transit trips begin or end in the Downtown/University Area

A 400 South TRAX extension, a downtown streetcar and increased bus service in the urban core are all among top investments to increase system ridership

Multiple transit modes work together to serve the largest variety of travel needs

Why is Downtown a Priority for Streetcar?

- Downtown is THE metropolitan center for our state and region
- Existing zoning can support streetcar
- Our highest density exists Downtown
- Our region's population will double by 2040: our plans focus growth in Downtown
- SLC's weekday population doubles, primarily in Downtown
- "Downtown needs the most complete suite of urban amenities to attract and support the kind of development we envision." – *Quote from developer interviews*

Process: Streetcar Takes Years to Implement

1. Refine alignment recommendations, including phasing: we are here
2. Recommend LPA
3. Develop concept cost estimates
4. Develop financial strategies
5. Conduct environmental for Phase 1
6. Request entry into Project Development
7. Identify local funding for Design & Construction
8. Apply for Federal Grants (it can take many attempts to succeed)
9. Construction
10. System Testing

Small Starts: Primary Federal Funding Program **Requirements**

- In order to qualify for funding, our project must compete nationally and prove its merits, including,
- Comparison with a “baseline alternative” – usually your “best bus” scenario
- Project Justification Rating based on:
 - Mobility improvements
 - Environmental benefits
 - Congestion relief
 - Economic development effects
 - Land use
 - Cost-effectiveness

Other Grant Opportunities

- TIGER: it requires 'project readiness' and has not been made a permanent program
- Current federal refocus on streetcar based on its ability to support BOTH development & mobility
- The S-Line would not exist without our federal partners

While we continue developing local funding strategies it is important to maintain our commitment and progress

Streetcar projects across the nation: We are in good company and we need active progress to remain competitive



Streetcar is a Quality of Life Investment

- Provides neighborhood mobility
- Supports an active pedestrian environment
- Shapes the form of development in ways that are consistent with SLC's community vision
- Is an important tool for placemaking

