



TRANSIT IN SALT LAKE CITY

Robin Hutcheson, Transportation Director

October 26, 2012



SALT LAKE CITY

- 180,000 residents in a valley of approximately 2 million.
- Mix of urban and suburban landscapes
- The job center for the region – our population nearly doubles every day.
- Travel patterns – morning and evening commute
- Geographically constrained region





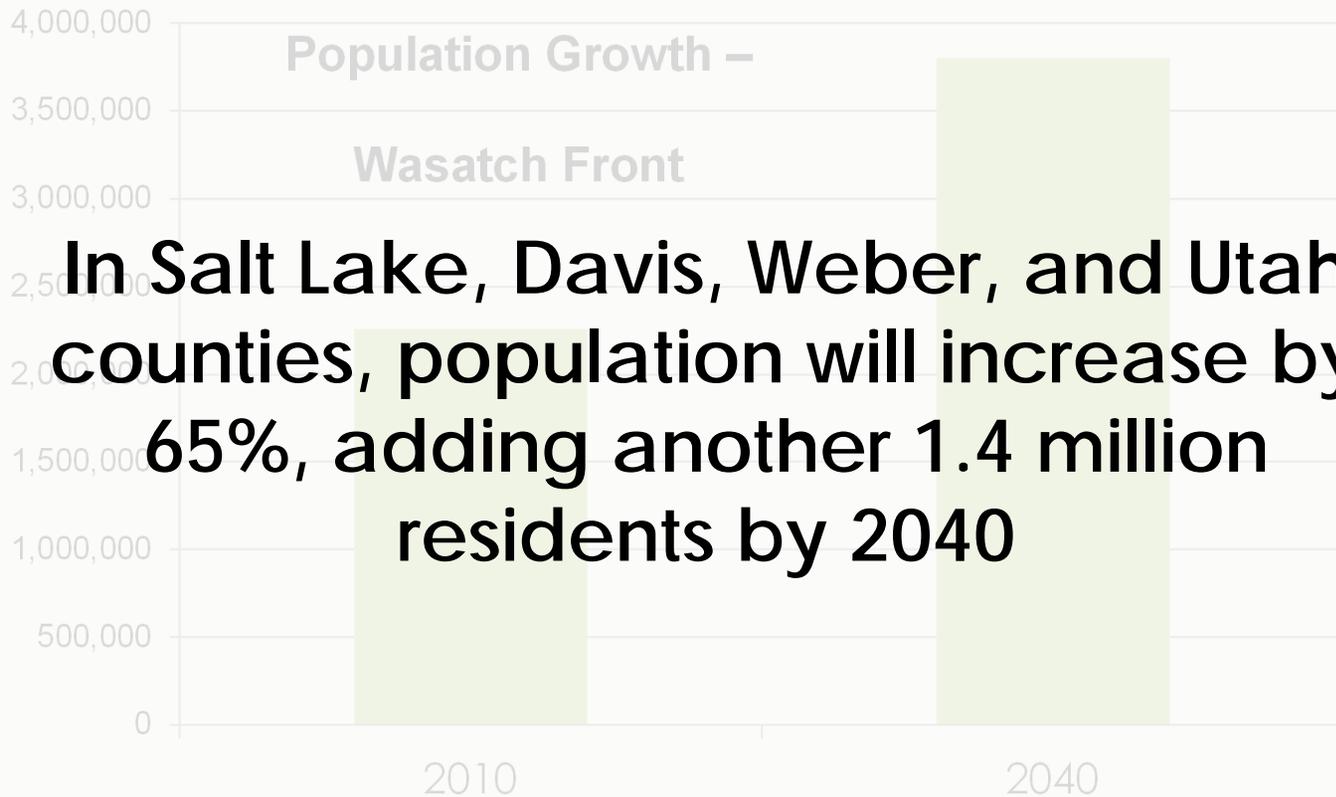




Benefits and
challenges
of our unique
geography

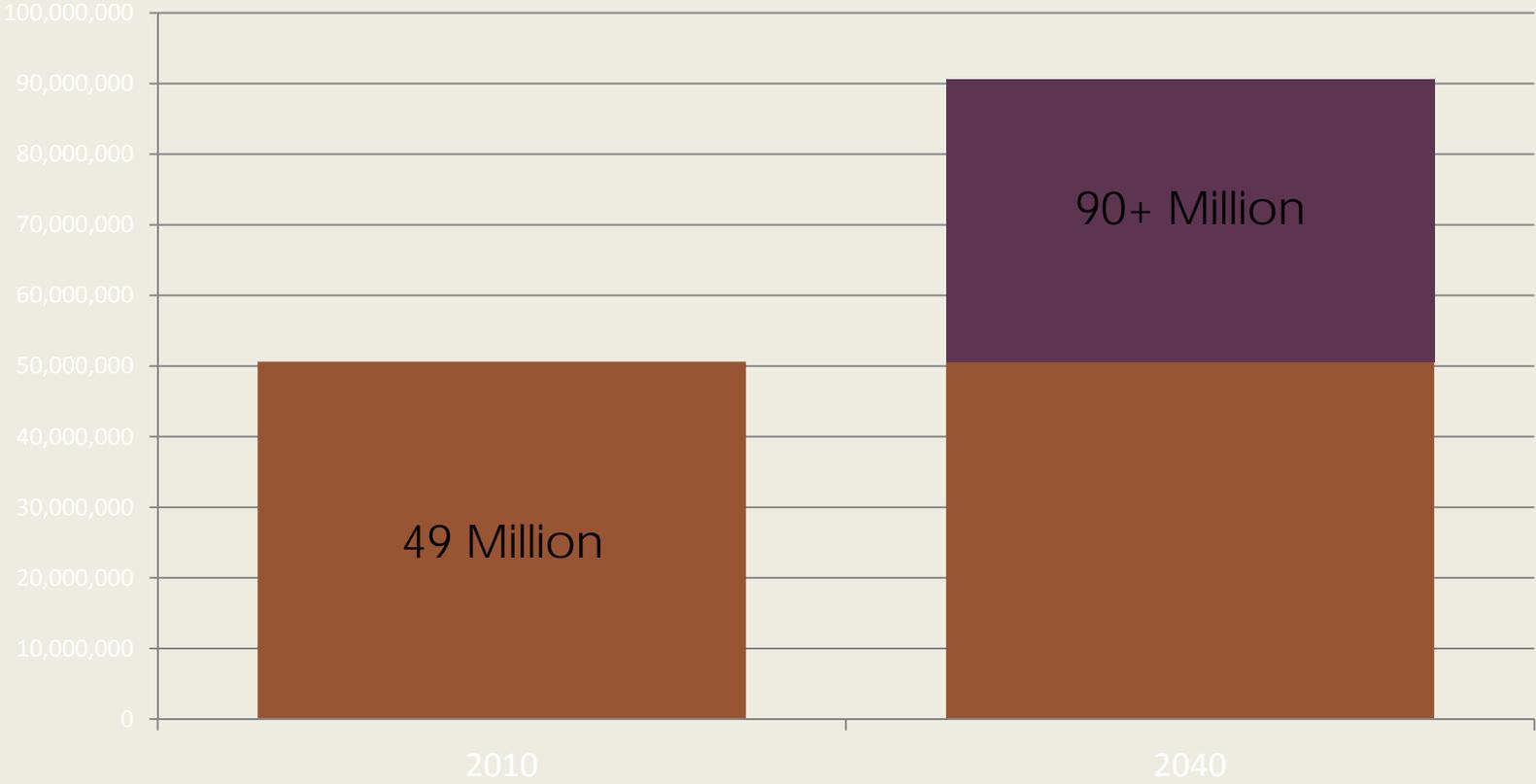


Growth is coming...



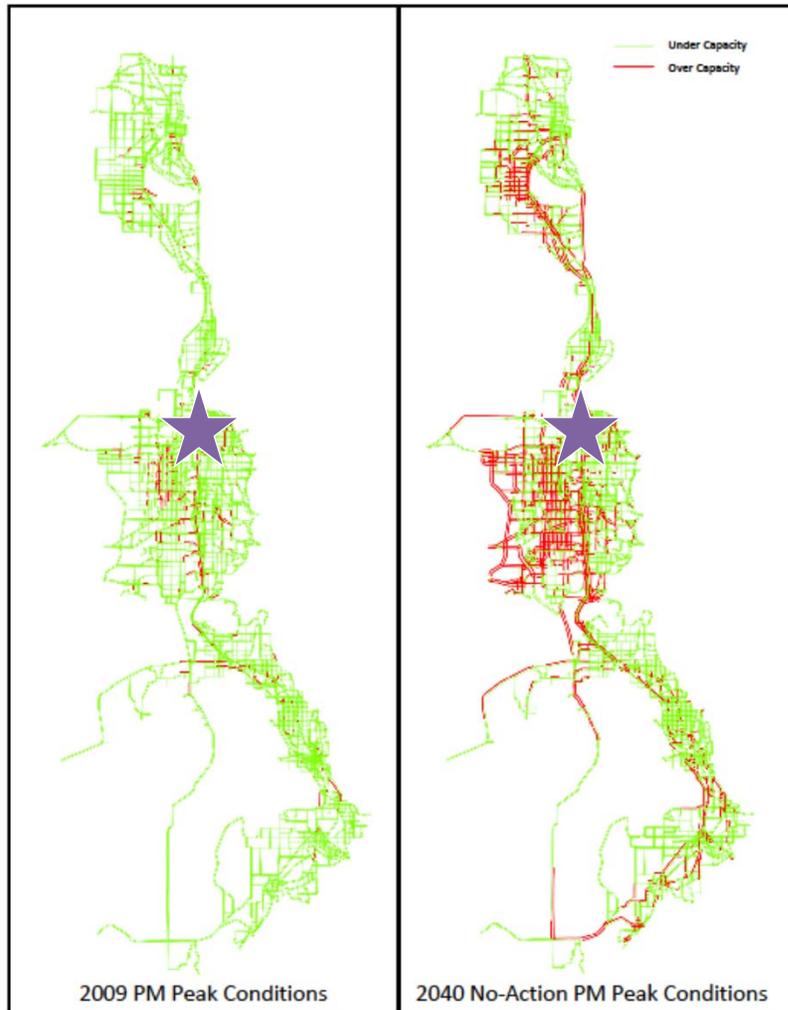
In Salt Lake, Davis, Weber, and Utah counties, population will increase by 65%, adding another 1.4 million residents by 2040

Miles driven daily will almost double by 2040

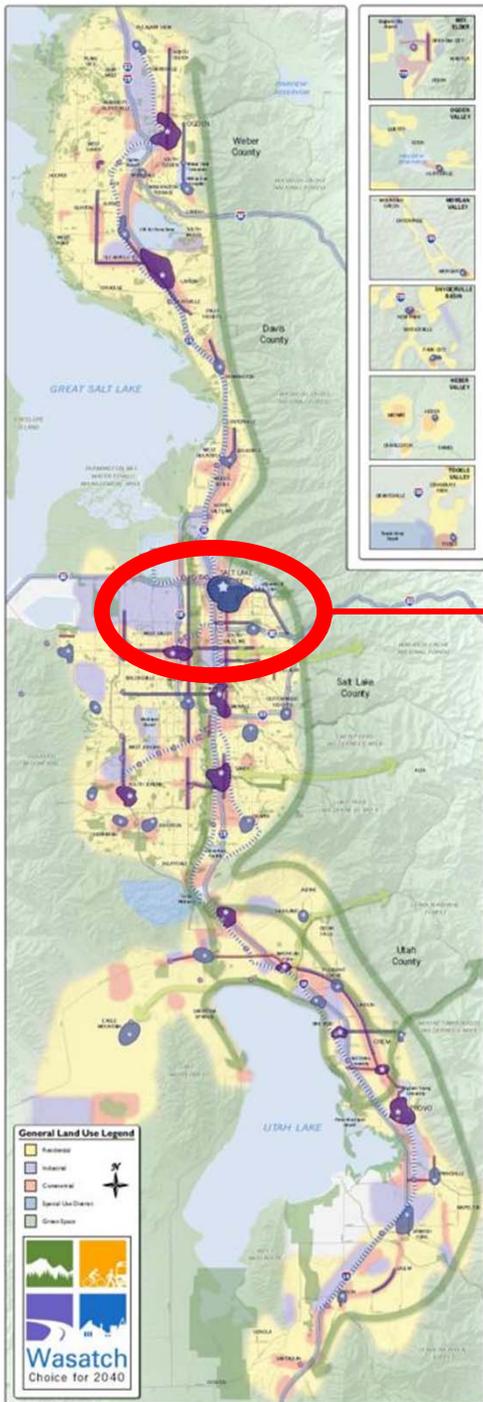


WFRC and MAG

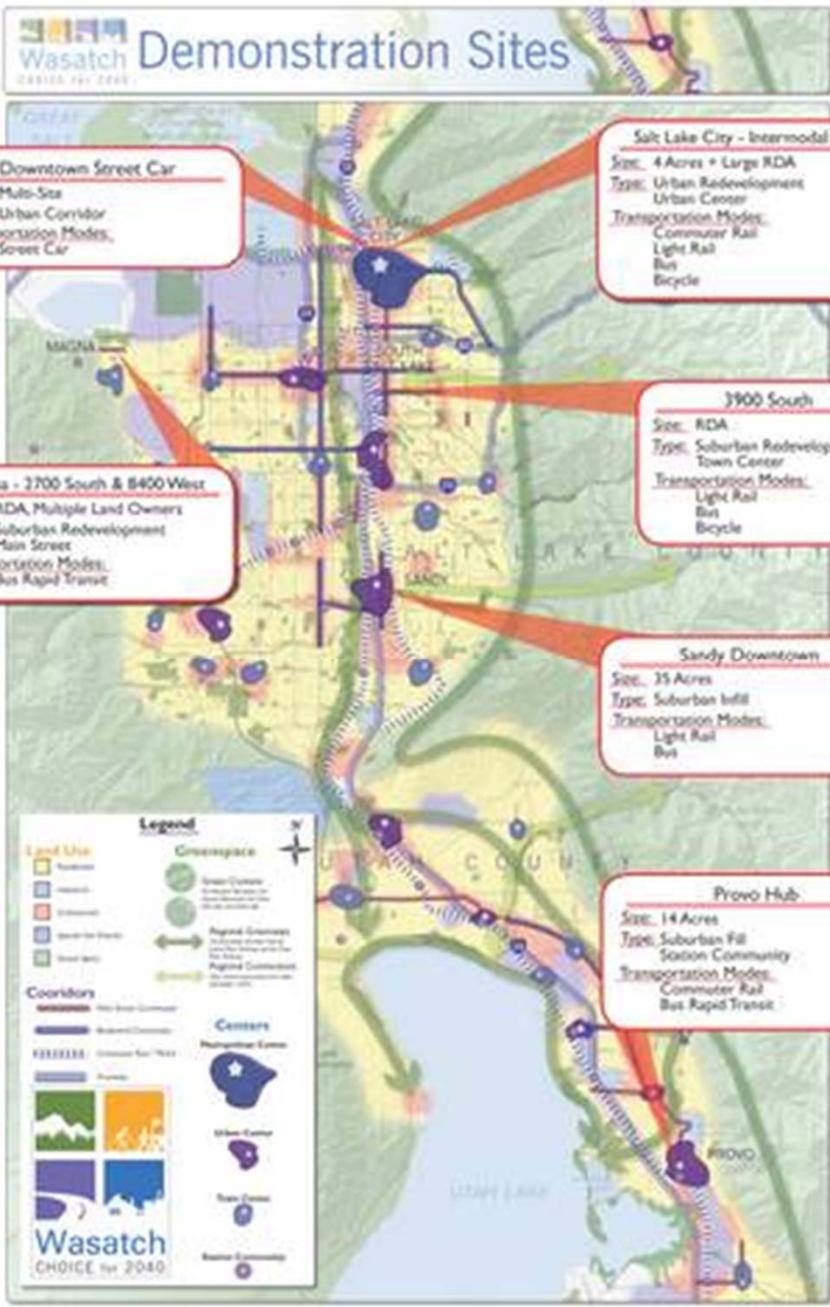
Wasatch Front Congestion Comparison



***You can't build
your way out of
congestion***



Salt Lake City is the regional metropolitan center.

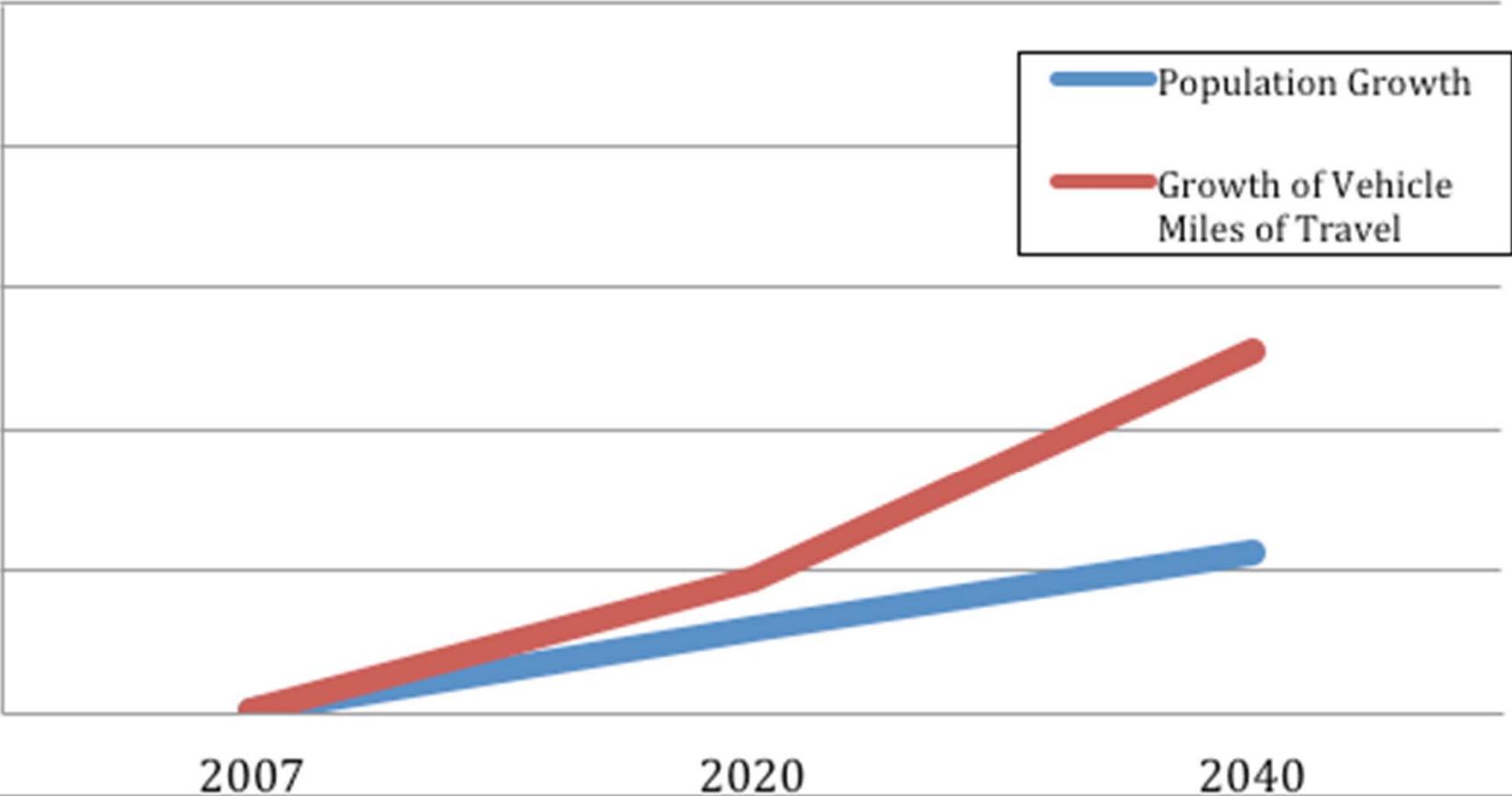


Demonstration Sites



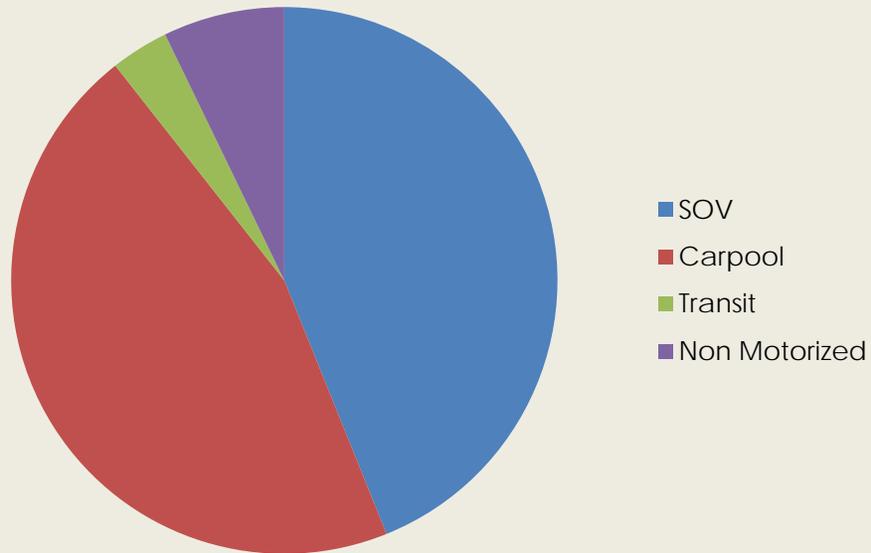
Salt Lake City is the destination for the UTA 2015 program

Growth of Population and Trips in Salt Lake City (numbers have been normalized to show trends)

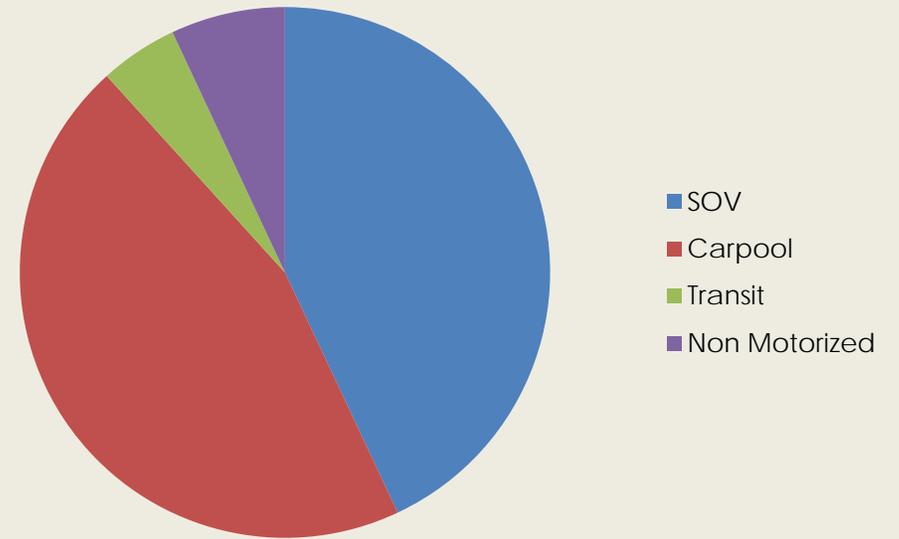


Distribution of Trips

2007



2020



Livability in Salt Lake City means...

1. Resilient economy
2. **Salt Lake City in Motion**
3. A wise energy future and quality environment
4. Innovation and celebration of education
5. A commitment to equality and opportunity
6. Enhancing the artistic and cultural life



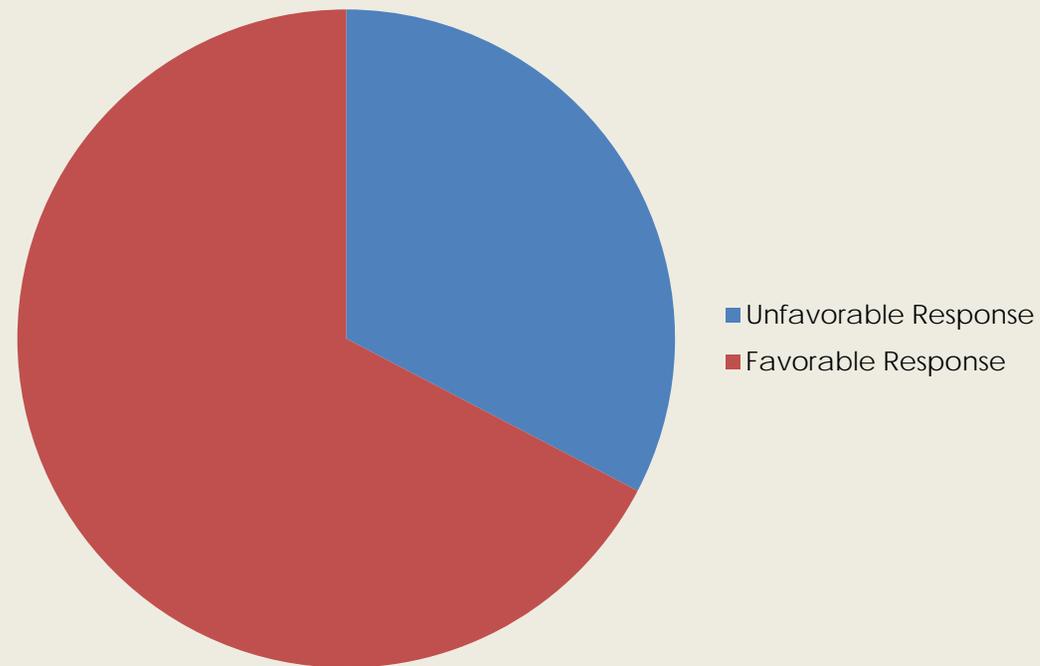
Salt Lake City in Motion

“Drive if you want to , but it shouldn't be your only- or necessarily best – option in town.”



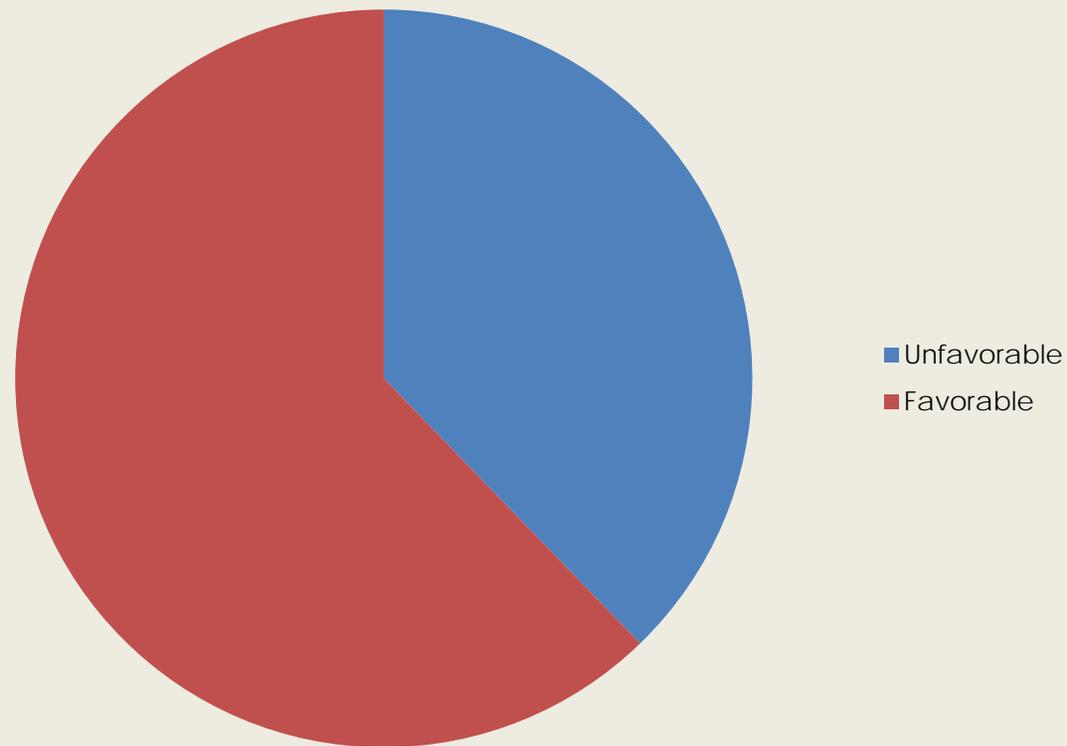
What do we want?

Would you be willing to raise taxes for trails and pedestrian amenities?



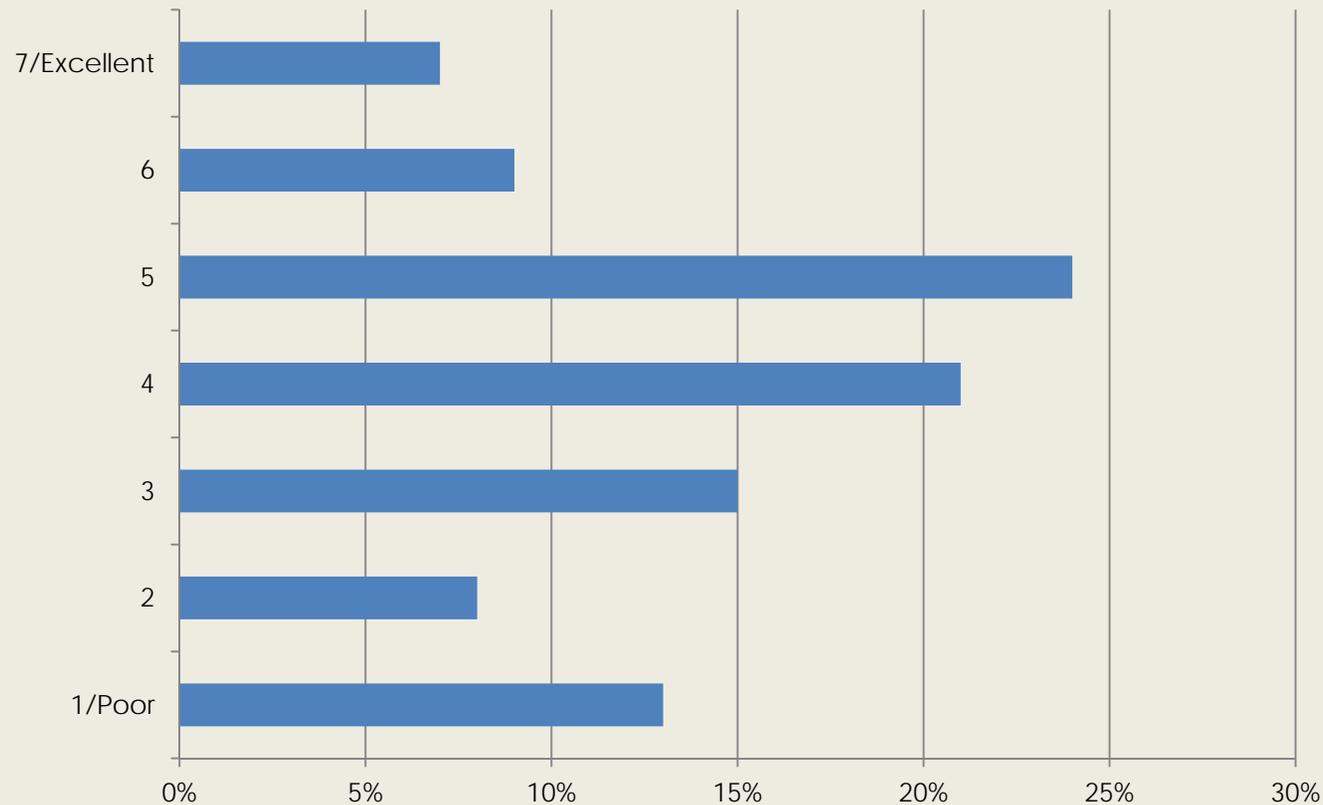
What do we want?

Would you be willing to raise taxes for a modern streetcar network in Salt Lake City?



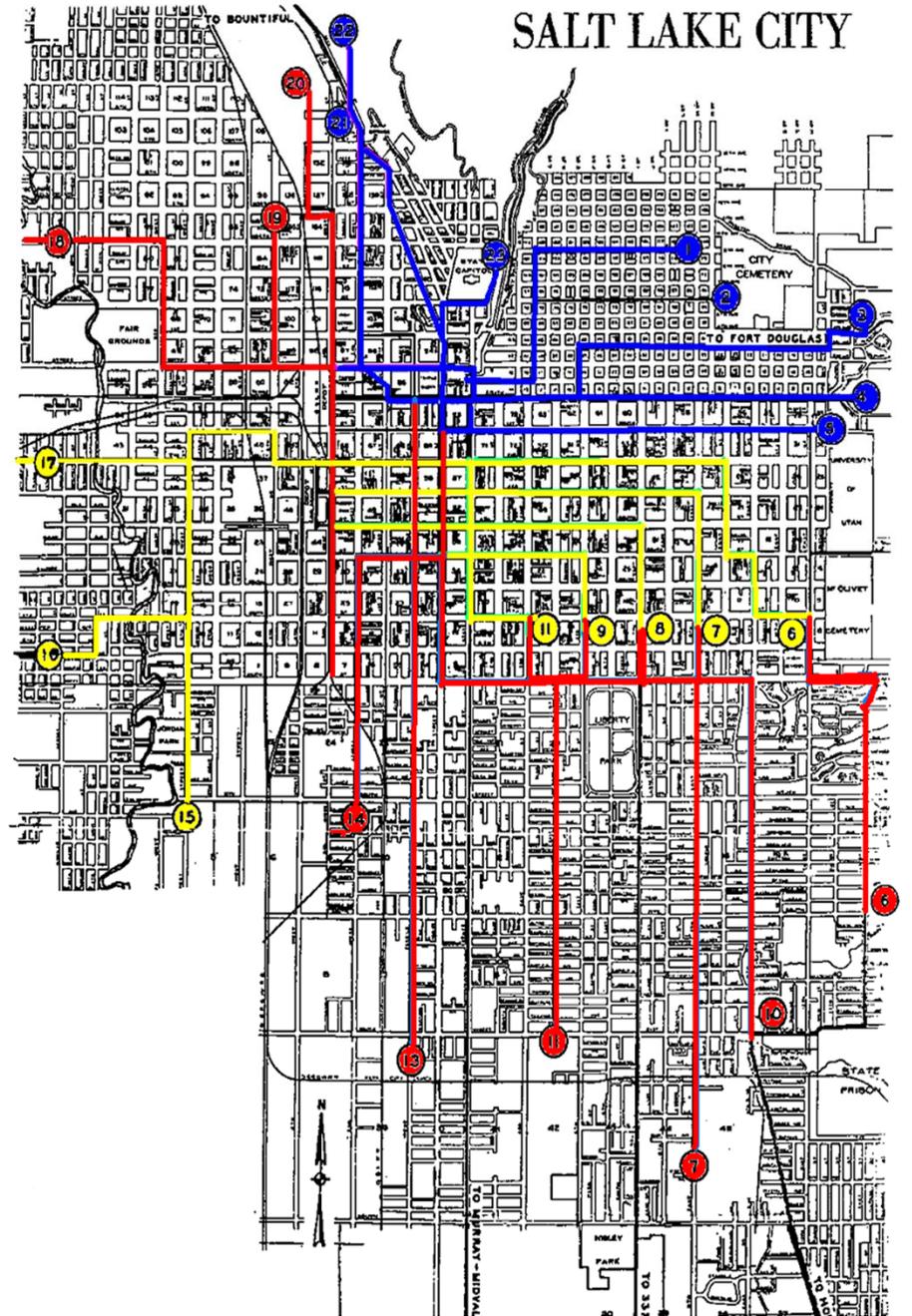
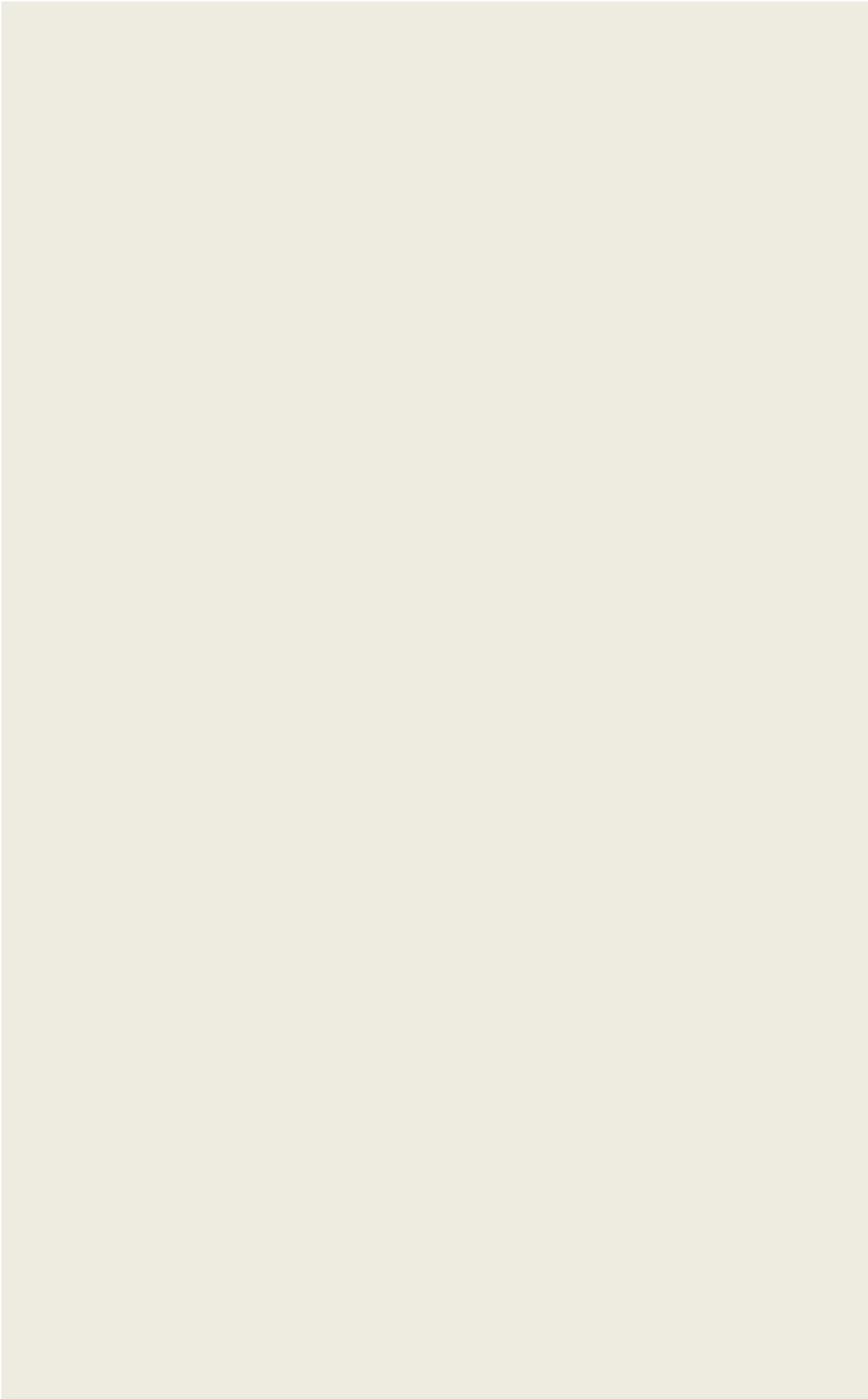
What do we want?

How are we doing on the air pollution problem?



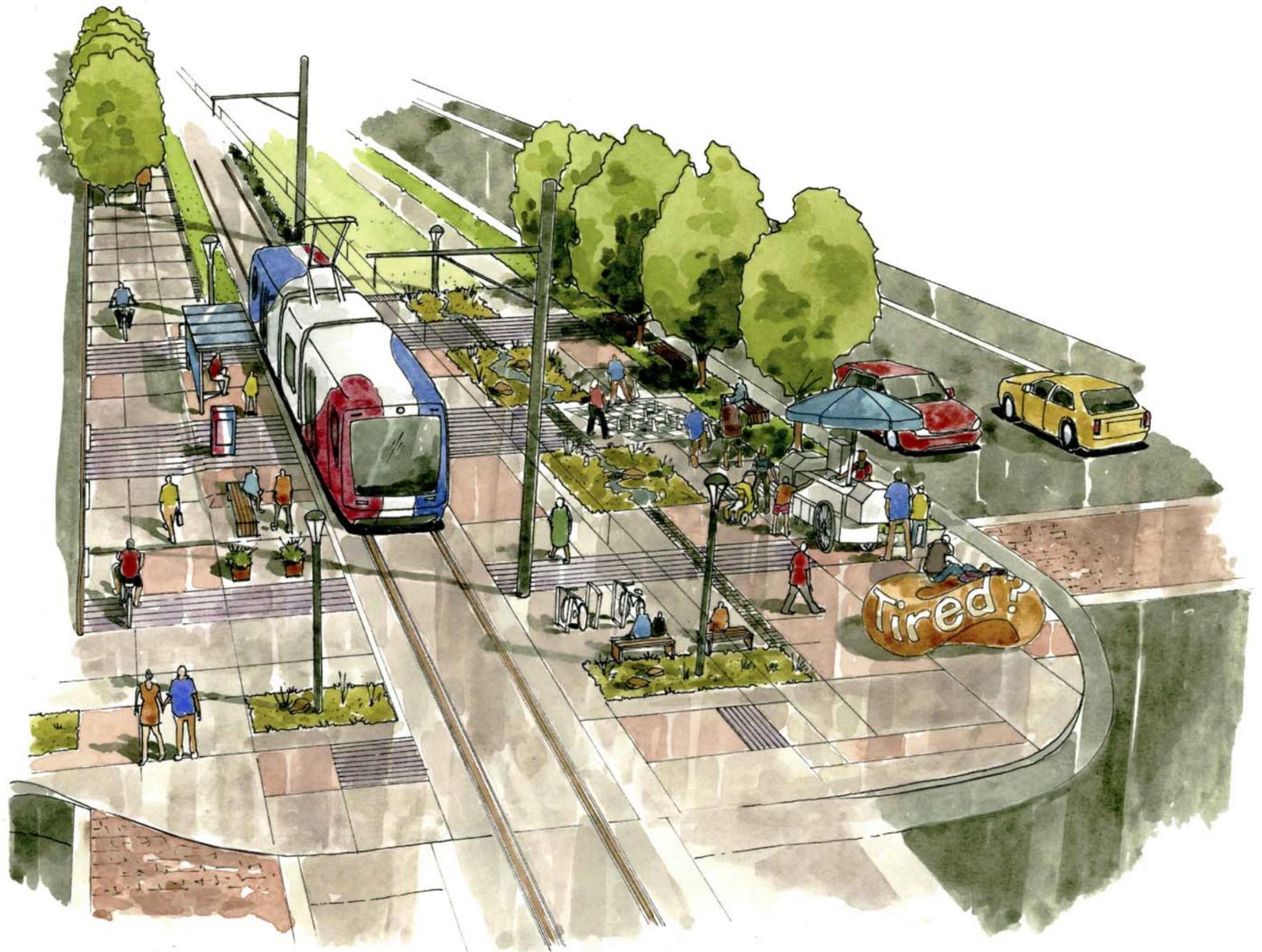
Salt Lake City in Motion

Develop a neighborhood transit system
with a streetcar network as its backbone





Sugar House Streetcar











Downtown Streetcar



Continue to dramatically increase
bikeways and safety measures for all users



NOT THIS!















Improve pedestrian safety, and pedestrian safety measures



800 West

Pizza Hut
THE BIG DINNER BOX
JUST
\$19.99
CALL 363.6300

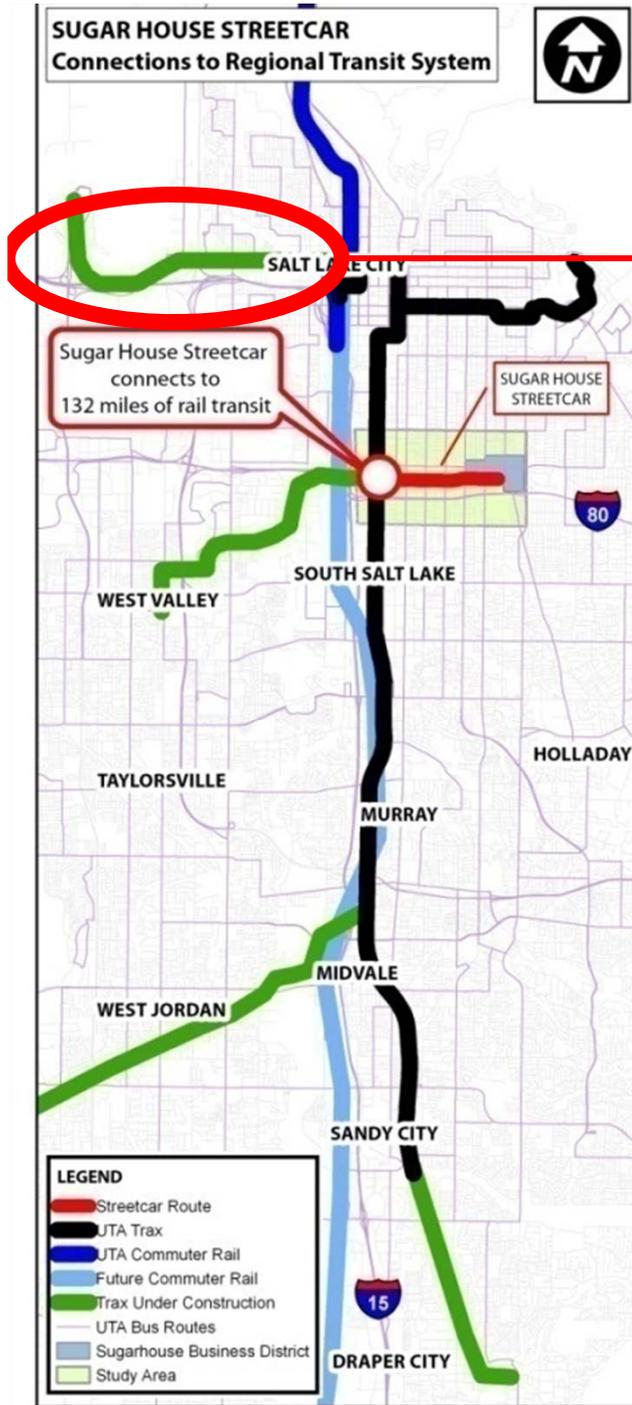
way
N



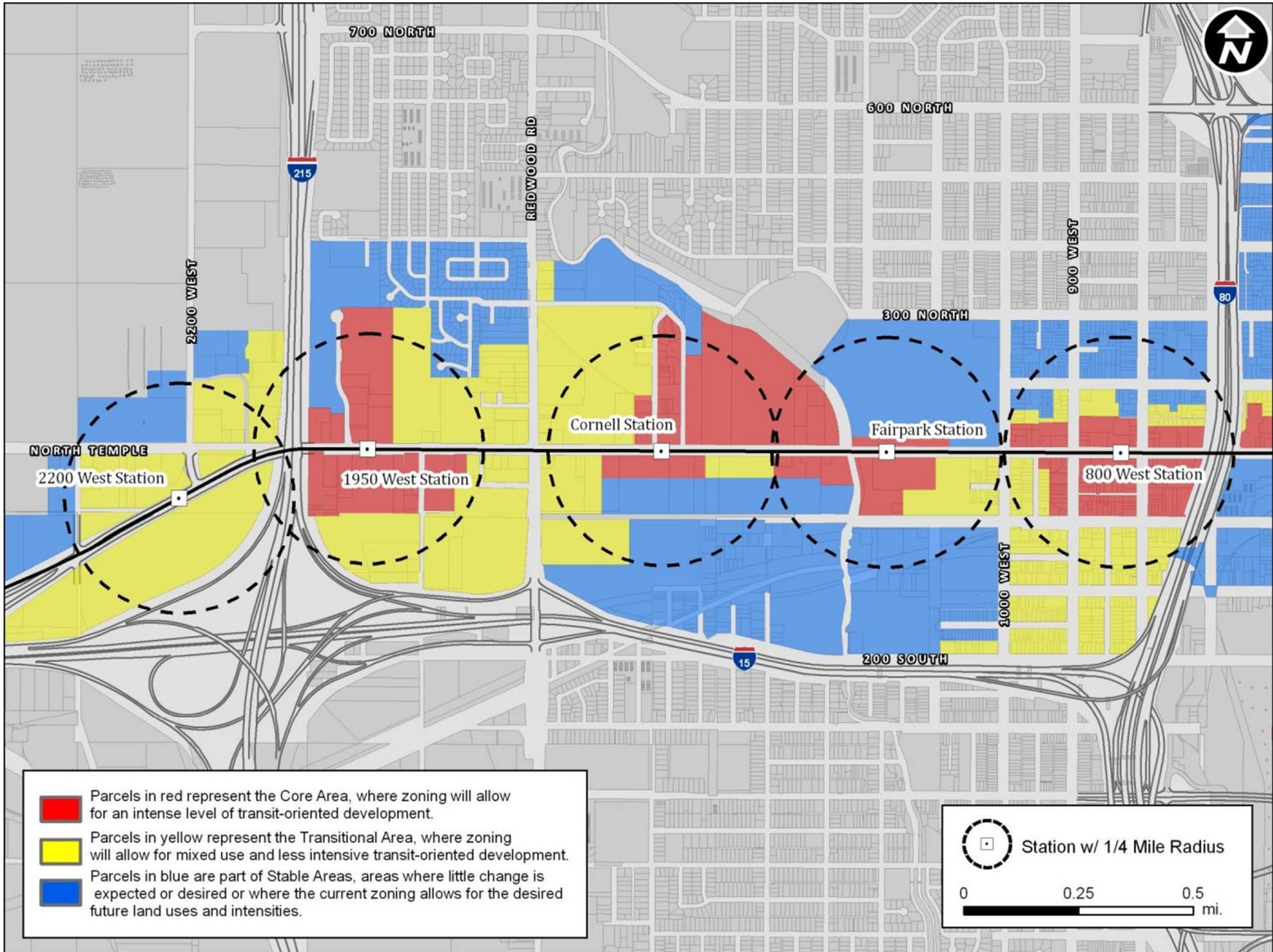




Transit-ready Assembling the Pieces



Airport Line
North Temple Boulevard



- 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.


Station w/ 1/4 Mile Radius


0 0.25 0.5
mi.



REDEVELOPMENT AGENCY
OF SALT LAKE CITY



REDEVELOPMENT AGENCY
OF SALT LAKE CITY



REDEVELOPMENT AGENCY
OF SALT LAKE CITY

ning TC-150: Enhanced
scape and Pedestrian-Oriented Building Design







TRANSIT READY

- Partnerships
- City policies directed at alternative modes
- Investment in the infrastructure for transit, and delivery of passengers to transit
- Progressive zoning
- Developer interest



An aerial photograph of a city, likely Salt Lake City, Utah. The foreground shows a dense urban area with various buildings, including a prominent white building with a large green dome, which is the Utah State Capitol. The city extends to the base of a range of large, rugged mountains covered in snow. The sky is blue with some light clouds. The text "THANK YOU" is overlaid in the center of the image.

THANK YOU

