Streetcars in Salt Lake City: Changing the Urban Landscape

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UTA’s Regional Rail System
Salt Lake City’s Streetcar History

In July 1872 Brigham Young, took the first ride on the new mule-drawn streetcar as it started down Main Street.

By 1883 the Salt Lake Railroad Company had 41 cars, nine miles and 84 mules.

In 1889 the company electrified one line.

By 1919, the trolley network consisted of 22 distinct lines, offering service from Sugar House to North Salt Lake, and from the Jordan River to Fort Douglas.

In the midst of dramatic economic and political changes, the electric streetcar operated successfully in Salt Lake City from 1889 to 1945.
Historic Streetcar-Based Commercial Corners
Historic Streetcar-Based Commercial Corners
The Poplar Grove line will need approximately 3.42 miles of new track.
The Rose Park line will need approximately 3.62 miles of new track.
The Avenues line will need approximately 5.04 miles of new track.
The Zoo and Research Park line will need approximately 2.69 miles of new track.
The Sugar House line will need approximately 4.89 miles of new track.
The complete system requiring approximately 19.65 miles of new track.
NEED FOR THE PROJECT

• Relieve congestion on 2100 South
• Improve neighborhood transit service
• Accommodate a trail/ urban linear park
• Connect to the regional transit system
• Support community and economic development
• Sensitivity to residential areas
<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2030</th>
<th>% Change</th>
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<tbody>
<tr>
<td>Population</td>
<td>33,000</td>
<td>36,008</td>
<td>8%</td>
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<tr>
<td>Households</td>
<td>15,500</td>
<td>17,200</td>
<td>11%</td>
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<tr>
<td>Employment</td>
<td>14,100</td>
<td>54,400</td>
<td>31%</td>
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Source: WFRC, updated by Fehr & Peers
• **Transportation Choices**: Streetcar connects to regional system

• **Equitable, Affordable Housing**: Mixed-use developments with mix of housing stock

• **Economic Competitiveness**: Streetcar with accelerate and reinforce revitalization

• **Support Existing Communities**: Restoring streetcar will breathe life into Sugar House

• **Policies and Investment**: Cities supported monetarily & developers coordinated their plans with streetcar

• **Communities and Neighborhoods**: Project has community & neighborhood support
Sugar House Today
Sugar House Today
Existing Corridor
Existing Corridor
Sugar House
Tomorrow
Downtown Streetcar

-Supplement to Existing LRT Lines
-Key Functions:
  -Development Catalyst
  -Short-distance circulator
Downtown Streetcar

- Several Alignments Considered
- Likely to implement in phases based on:
  - Ridership
  - Infill opportunities
  - Large-scale redevelopment in Granary District
Downtown Streetcar

Urban Form Challenges
1. Current land uses in Granary: very industrial, huge parcels, lots of surface parking
Downtown Streetcar

Zoning in the streetcar study area

Recommended actions:

• Require ground-floor uses on more streets
• Create mid-block streets
• Implement parking maximums
• Eliminate required parking minimums
• Prohibit new surface parking lots in the core area.
• Provide bonuses or other incentives for redevelopment of existing surface parking lots.
Downtown Streetcar

Urban Form Challenges
2. Street Widths:
   - 132-foot right-of-way

400 West Street – Current
Downtown Streetcar

Urban Form Challenges

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400 West Street – Current
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Urban Form Challenges

3. Block Size:
- 10 Acres
- $660 \times 660 = 435,600$ sq. ft.
Downtown Streetcar

Urban Form Challenges

3. Block Size:
   - 10 Acres
   - 660 x 660 = 435,600 sq. ft.
Downtown Streetcar

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Downtown Streetcar

Four-Block Option

- 10 Acres
  - 660 x 660 = 435,600 sq. ft.

**Service Access**
- from 6-8am, pedestrian walk all other times

**Establish Wayfinding**
- for pedestrians with organic paths vs. vehicular grid

**Lengthen Gate Street**
- to establish connections and a pedestrian scale block

**800 South - Open Space Green Way**

**High-Speed Vehicle**

- tree-lined streets and paths provide a buffer from vehicular traffic and enhance the streetscape

- organic pedestrian and bike paths connect residential dwellings, retail, neighborhood services, and entertainment

- pathways and greenspaces create a well-defined, connected open-space corridor
Downtown Streetcar Nine-Block Option
Downtown Streetcar

Nine-Block Option
Downtown Streetcar

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HUB AREA
Hub District Today
RDA Ownership

- Serta Properties: 3.95 acres
- Wright Property: .31 acres
- Intermountain Furniture: 2.8 acres
- SDI Property: 1.62 acres
Vision

- Destination, mixed-use district
- Arts, residential, institutional uses
- Transit-rich and pedestrian
- Urban scale, but densities don’t compete with CBD
- Essential but not excess, parking
- Festival street at 300 S.
Urban Design Plan

2 block focus area
Mixed-use, 3-4 stories
Break up blocks into walkable, developable parcels
Maximize development
Parking decks on each block
Wide sidewalks--retail, active uses on 300 South
Left turn access to 300 S. from 500 W.
North Block

Woodbine and Eccles become mini-streets
Smaller parcel sizes
Primarily residential and arts—Art Space
450,000+ SF new development
498 shared space parking structure
Security Warehouse preserved
South Block

New streets create internal street network
Larger parcel opportunity for employment, institutions, residential
New development of 550,000 + SF
570 shared space parking structure
Streetcar Alignment Options
Streetcar Alignment Options
Streetcar Alignment Options
Questions?