



Salt Lake City Downtown Transportation Master Plan

Circulation Only

(for downloading convenience)

Bicycles, Pedestrians on larger file

Community Leader's Breakfast

September 20, 2006



Salt Lake Chamber
Utah's Business Leader™



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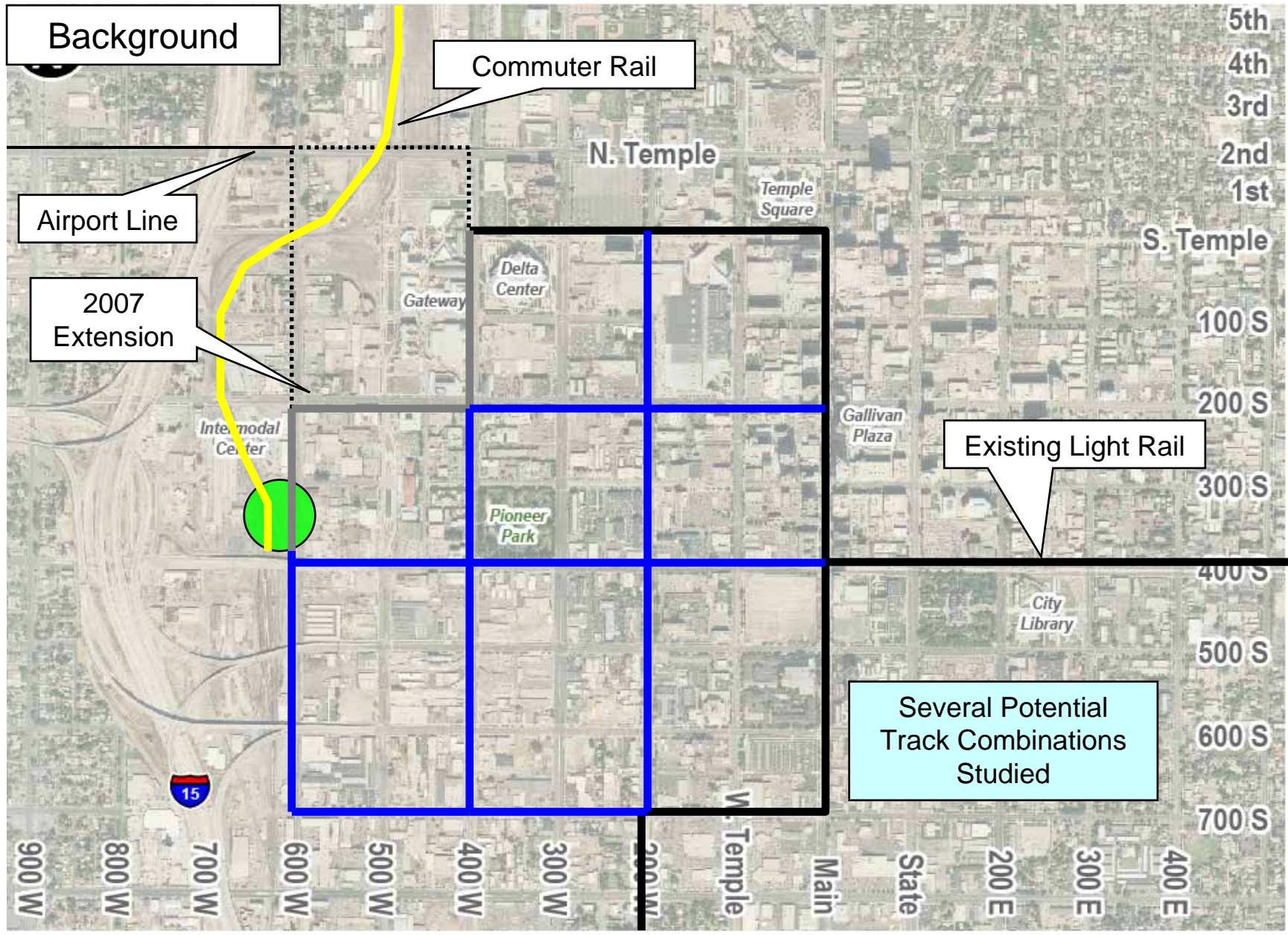
Rail and Bus Status



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Background

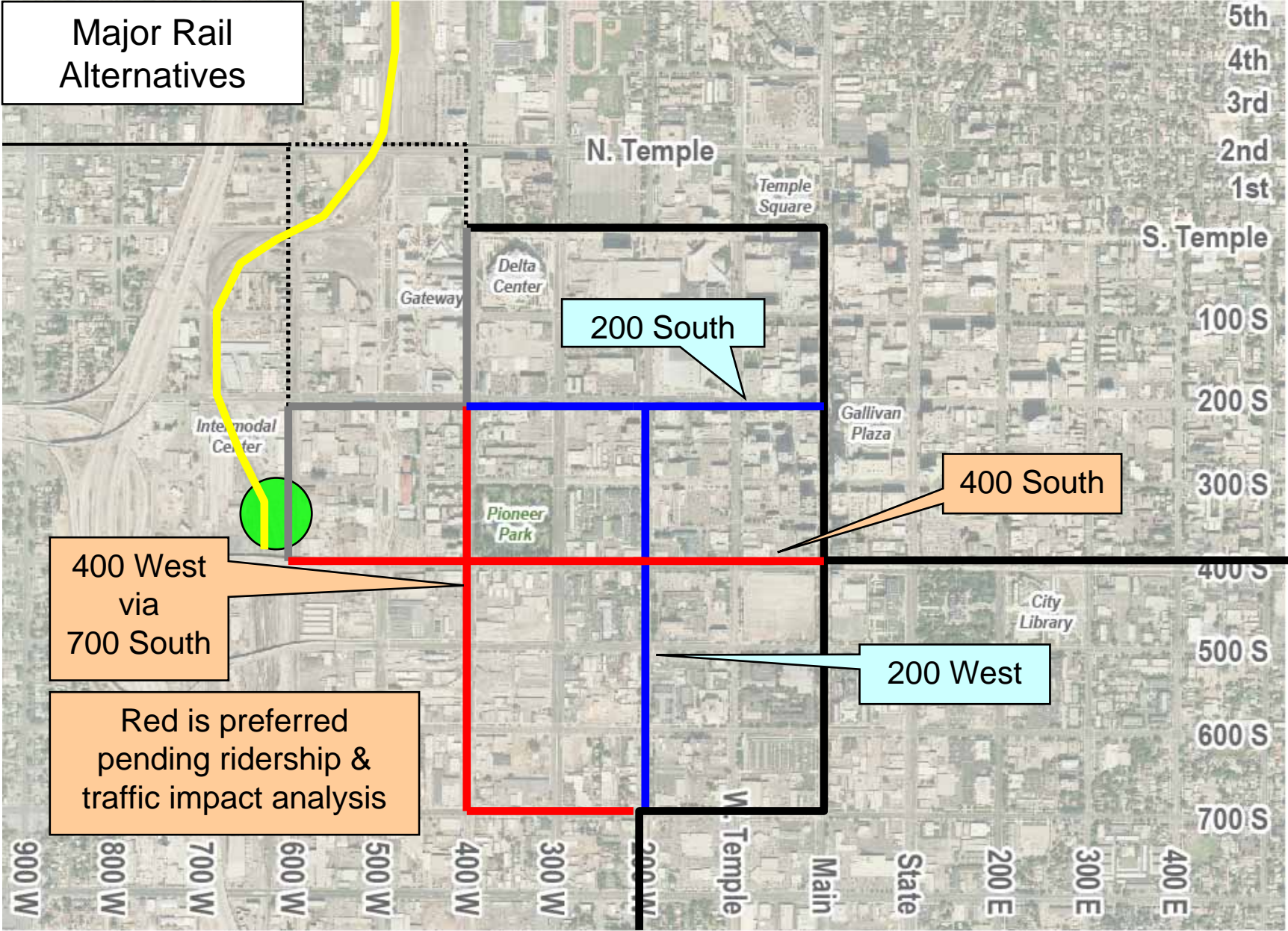
Commuter Rail

Airport Line

2007 Extension

Existing Light Rail

Several Potential Track Combinations Studied



Major Rail Alternatives

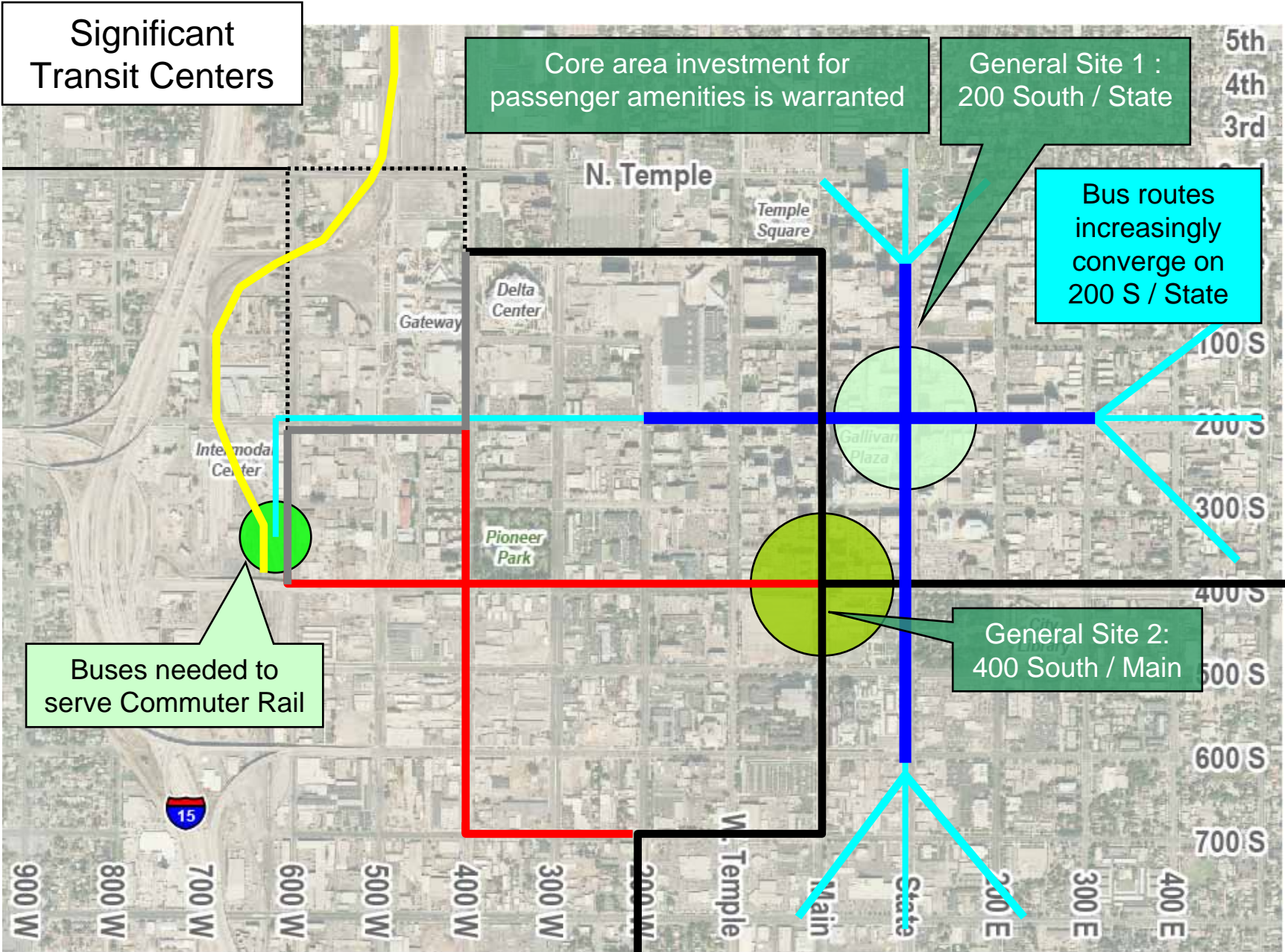
200 South

400 South

400 West via 700 South

Red is preferred pending ridership & traffic impact analysis

200 West



Significant
Transit Centers

Core area investment for
passenger amenities is warranted

General Site 1 :
200 South / State

Bus routes
increasingly
converge on
200 S / State

Buses needed to
serve Commuter Rail

General Site 2:
400 South / Main



Downtown Circulation



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Traits of Good Circulation



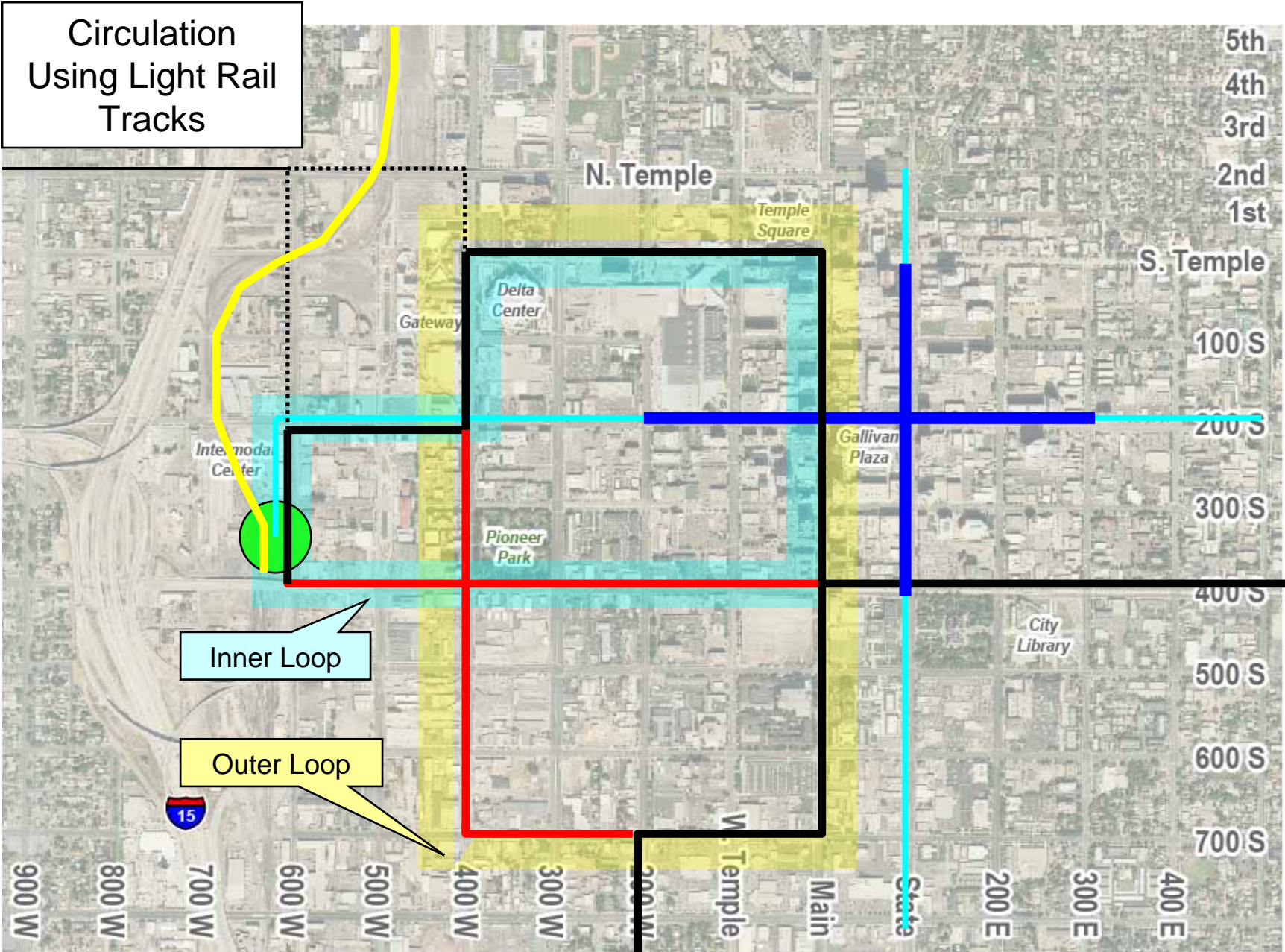
- Recognizable
- Frequent (3-5 minute service)
- Logical corridors
- Easy payment
 - Low cost or free fare



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Circulation
Using Light Rail
Tracks

Inner Loop

Outer Loop



Branded Bus Circulation



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Mixing Branded with Regular Service

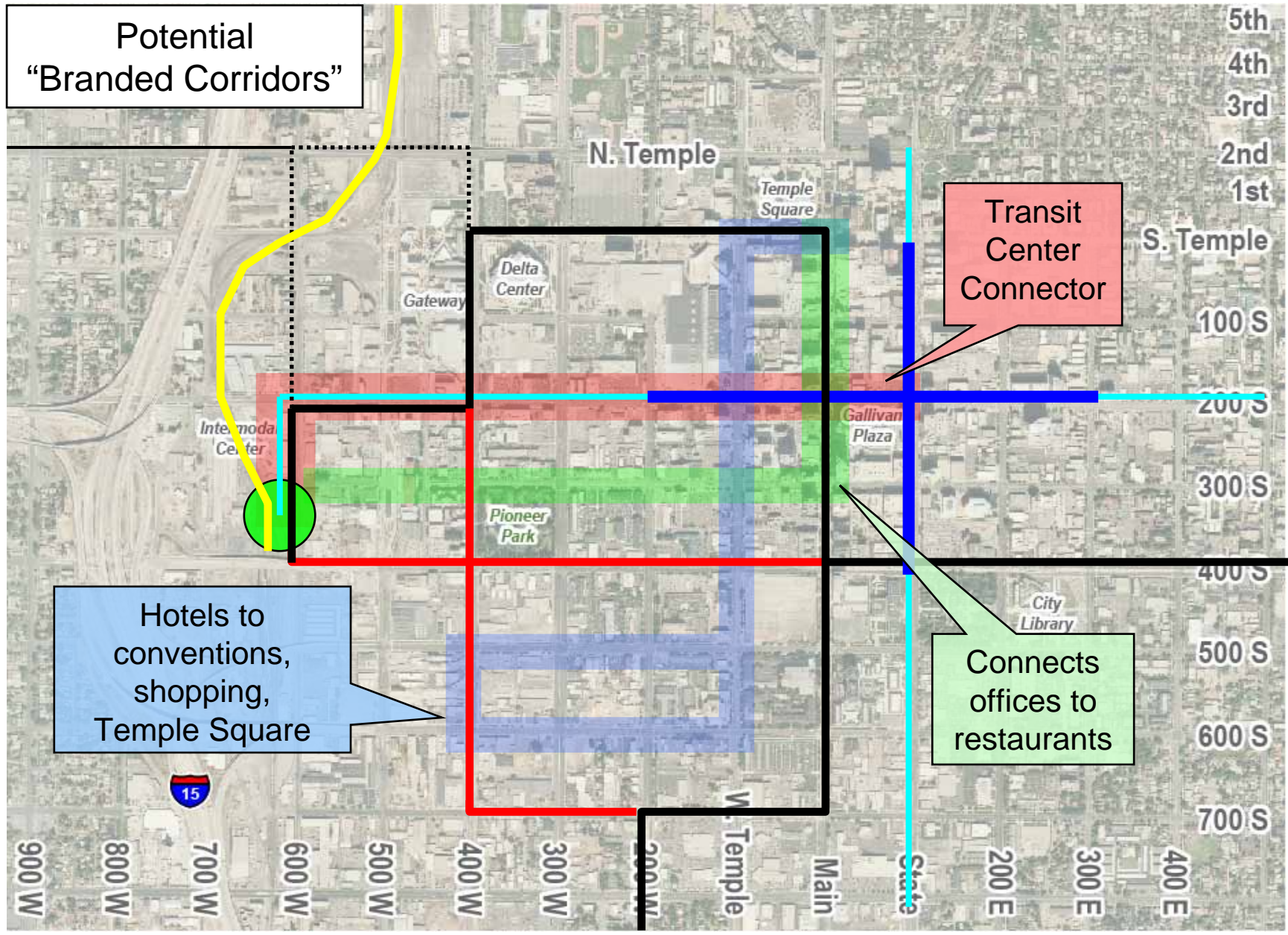


Branded vehicles serve only the “red corridor”

Regular routes turn on “red corridor” signs

Mixing achieves high frequency efficiently.





Potential
"Branded Corridors"

Transit
Center
Connector

Hotels to
conventions,
shopping,
Temple Square

Connects
offices to
restaurants



Downtown Fare Concepts

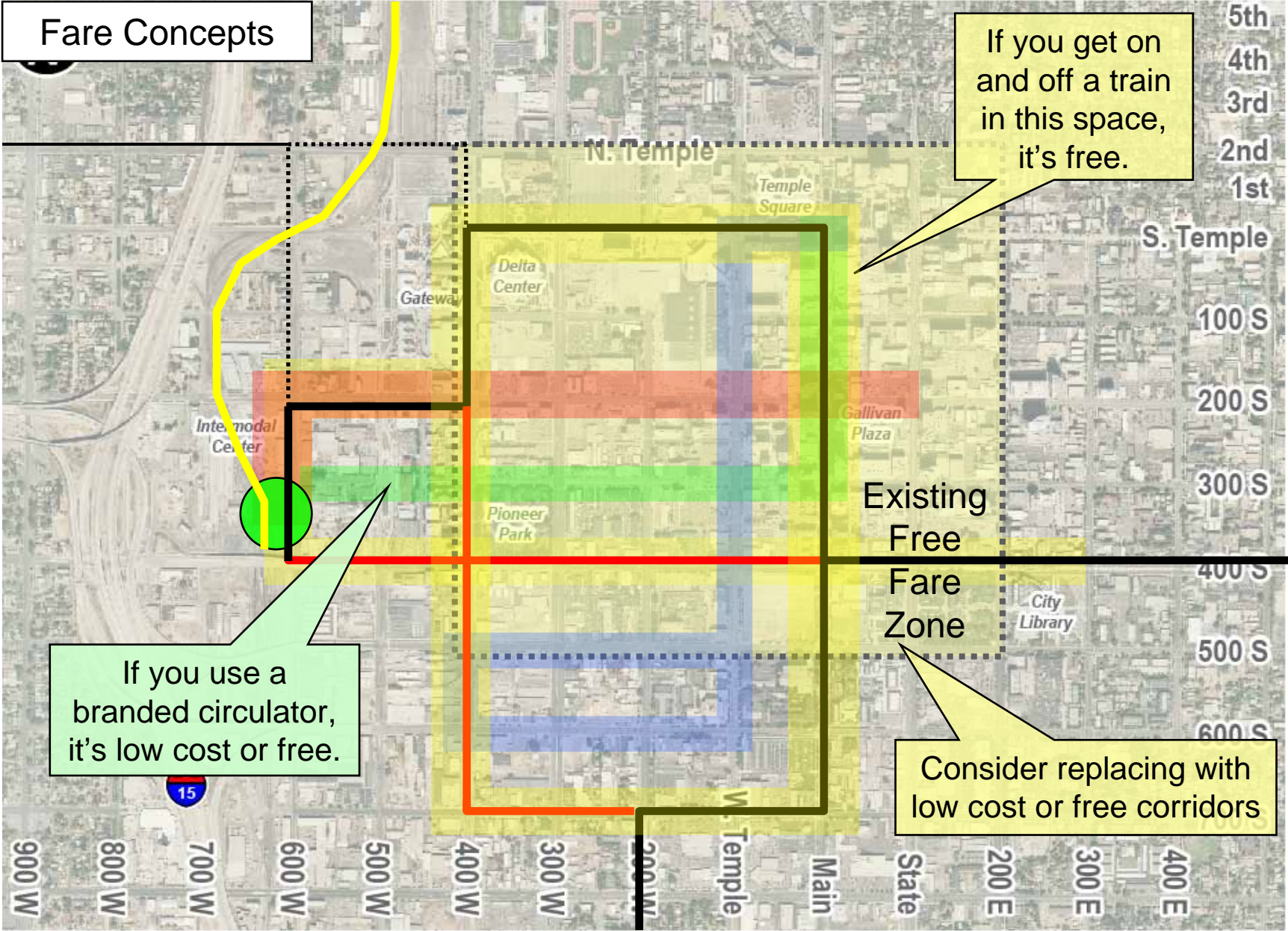


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Fare Concepts



If you get on and off a train in this space, it's free.

If you use a branded circulator, it's low cost or free.

Consider replacing with low cost or free corridors

Existing Free Fare Zone

Questions for Consideration



1. Which corridors need supplemental circulation?
2. What destinations should be included in a free or low fare area?

