

# SALT LAKE CITY DOWNTOWN TRANSPORTATION MASTER PLAN DRAFT RECOMMENDATIONS FOR COMMENT

January 31, 2007

## GOALS

(Approved June 8, 2006)

**Goal No. 1 – Serving Downtown:** *Downtown transportation will be supportive of and compatible with Salt Lake City's vision of downtown and downtown land uses, activities and businesses.*

Study Objectives:

Serving downtown means the transportation system will:

- Support a high quality of life for residents and visitors.
- Promote sustainable, quality growth.
- Encourage and optimize transit-oriented development.
- Support regional commerce downtown, including office, retail and leisure land uses.

**Goal No. 2 – Pedestrian Friendly:** *Downtown Salt Lake City will be pedestrian friendly, where walking is the primary mode of transportation.*

Study Objectives:

Pedestrian friendly means:

- Transportation within downtown will not require an automobile.
- People who live downtown will be able to do so without the need to own a car.
- New pedestrian routes will make walking distances shorter, safer, and more appealing.
- Regional transit systems will serve regional land uses with walk access.

**Goal No. 3 – Easy to Use:** *All forms of downtown transportation will be easy to use and understand.*

Study Objectives:

Easy to use means the transportation system will:

- Be accessible, predictable, seamless and connected.
- Integrate all travel modes to create synergy.
- Serve people's needs 24/7.
- Strive to ensure both the perceived and actual safety of the traveler.
- Be communicated through easy to understand information.

**Goal No. 4 – Enhanced Transit Accessibility and Mobility:** *All transit resources available in downtown will be used to enhance regional accessibility to downtown and mobility within downtown.*

Study Objectives:

Enhanced transit accessibility and mobility means:

- The transit system will provide optimum accessibility and capacity.
- Activity nodes or districts downtown will be connected with public transit, including the potential of a dedicated circulator system.
- Efficient transfers among various transit modes, including the potential of a transit center downtown.

**Goal No. 5 – Balanced Modes:** *Salt Lake City will creatively address congestion and enhance mobility in ways that are compatible with the other goals and objectives for downtown.*

Study Objectives:

Balanced modes means:

- Quality mobility options will be available to all.
- Bicycling and all other non-motorized modes will be viable and safe.
- There will be a hierarchy of streets to efficiently move vehicular traffic into and through downtown, minimizing adverse impact on other modes or land uses.
- Automobile drivers will be able to "park once" and get around downtown using other modes of transportation.

- The availability, visibility and accessibility of parking will be managed to achieve efficiency and other downtown goals.
- On-street parking will be managed to encourage short-term use to support retail and other short-stay activities.

## **REGIONAL RAIL TRANSPORTATION**

### Definitions:

*TRAX:* The existing and future electric light rail service located on the City streets.

*Commuter Rail:* The diesel rail passenger train service which will eventually connect Brigham City to Payson and come into Downtown at the Intermodal Hub. The first phase of commuter rail is under construction and will be operational in 2008.

*Intermodal Hub:* The new train station located on 600 West Street between 200 and 300 South. Several transportation modes are available from the Hub, including UTA bus, Greyhound bus, Amtrak rail service, taxis, dedicated bicycle routes, TRAX in 2008, and commuter rail in 2008.

### General 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.
- Complete lower loop by constructing new TRAX track on 700 South, 400 West and 400 South to Intermodal Hub.
- After regional use of the current and future TRAX tracks is accommodated, reserve use of excess capacity for rail shuttle and/or streetcars.
- Reserve possibility of track and station on 400 West between 200 South and 400 South.
- Locate future TRAX stations generally in every other city block to have all of downtown be no more than 2 blocks from a TRAX station.
- Locate TRAX stations to minimize the walk distance between stations on intersecting lines.

### Short Term Recommendations: 2007 – 2010

- Adopt the recommended alignment for new TRAX track in Downtown and the Extended Downtown on the Major Street Plan and in the appropriate phase of the Wasatch Front Regional Council Regional Transportation Plan so that other planning activities may continue with confidence.
- Obtain stakeholder agreement that new track will be required in downtown by approximately 2015.
- Conduct follow-on project development steps including refining ridership estimates, developing operating plans and preparing conceptual designs to ensure the new track can be completed when required.
- Identify sources of capital funding to allow construction of new track in downtown by approximately 2015.

- Medium Term Recommendations: 2010 – 2020

- Continue project development activities, including environmental analysis, refined operating plans and design.
- Construct new recommended TRAX track.

- Study additional streetcar access to Downtown from surrounding neighborhoods not served directly by TRAX (see also Shuttle).

#### Long Term Recommendations: 2020 – 2030

- Investigate additional system capacity improvements based on actual and planned development.
- Identify rail elements and issues to incorporate into an update of the Downtown Transportation Master Plan.

## **REGIONAL BUS TRANSPORTATION**

### Definitions

*Bus Passenger Center:* A space in the first floor of a building used for passenger service needs, such as schedule information, bus arrival or departure information, purchasing transit passes, waiting areas, news vendors, food and beverage vendors, and restrooms. It may also include bike lockers and a bicycle retail store.

*Branded Bus Corridor:* Several blocks of a street where a number of bus routes come together to provide frequent service. Each bus displays a sign “branding” it as part of the service. Each stop has a sign showing the downtown portion of the route or the “corridors” the buses with the branding are guaranteed to go.

### General Policies

- Continue State Street and 200 South as the main corridors for bus service in Downtown.
- Bus service will be provided on other streets to provide appropriate transit coverage in concert with light rail and shuttles.
- Bus stops Downtown will be comfortable and attractive spaces. Major bus stops will have schedule and next bus arrival information.
- Develop a Bus Passenger Center at 200 South and State Street.
  - Bus operations will be on-street.
  - The Passenger Center will have weather protected waiting areas, system-wide schedule information, real time bus arrival and/or departure displays, vendors, restrooms and bike lockers.
- Organize bus system Downtown to support “Branded Corridors” for circulation within Downtown, as discussed in Shuttle Element (see below). Branded Bus Corridors should be created on State Street and 200 South Street and such other corridors where there is sufficiently frequent bus service.

### Short Term Recommendations: 2007 – 2010

- Support implementation of UTA’s August 2007 bus plan which is consistent with this master plan.
- Develop strategy for a multi-story, shared-use building with a ground floor Bus Passenger Center.
- Pursue acquisition or protection of property located at 200 South and State Street to ensure Bus Passenger Center is included in future use.
- Begin improving visibility, traveler information, comfort and amenities at all bus stops Downtown.

- Implement Branded Bus Corridors using UTA regional bus service.

#### Medium Term Recommendations: 2010 – 2020

- Analyze potential for peak period or full-time dedicated bus lanes on 200 South and State Street.
- Complete improvements to visibility, traveler information, comfort and amenities at all bus stops Downtown.
- Construct additional bus bays and parking at the Intermodal Hub.
- Complete Bus Passenger Center.

#### Long Term Recommendations: 2020 – 2030

- Adjust bus services in Downtown in response to existing and planned development.
- Identify bus elements and issues to incorporate into an update of the Downtown Transportation Master Plan.

## **SHUTTLE TRANSPORTATION**

### Definitions

*Circulation:* Movement via transportation modes within a defined area. Similar to the circulatory system in the human body.

*Shuttle:* A transportation system used for short trips within a defined area, usually on specialized, easily identifiable vehicles and clearly identified routes.

*Branded Bus Corridor:* Several blocks of a street where a number of bus routes come together to provide frequent service. Each bus displays a sign “branding” it as part of the service. Each stop has a sign showing the downtown portion of the route or the “corridors” the buses with the branding are guaranteed to go.

### General Policies

- Local transit service within Downtown will serve the needs of four key patron types: Regional Bus, TRAX and commuter rail patrons; employees; visitors; and residents living in Downtown and surrounding areas.
- Retain a transit Free Fare Zone in Downtown and expand to include the Library Station.
- Implement transit circulation Downtown with a combination of these three components:
  - Existing TRAX service;
  - Branded Bus Corridors;
  - Downtown shuttle service.
- TRAX operating plans provide an important component of downtown circulation that will increase as additional TRAX lines from Salt Lake County are added.
- Organize the bus system Downtown to support Branded Bus Corridors to provide Downtown circulation. Branded Bus Corridors should be created on State Street and 200 South Street and such other corridors where there is sufficiently frequent bus service.
- Explore the potential for a Downtown shuttle service to augment the circulation provided by TRAX and Branded Bus Corridors.

### Short Term Recommendations: 2007 – 2010

- Negotiate revised Free Fare Zone agreements.

- Explore the routes, cost and funding potential for a dedicated Downtown Bus Shuttle service to connect key activity centers such as the 300 South restaurant district, the Salt Palace, City Creek Center, Temple Square, Gateway, Energy Solutions Arena and hotels. The shuttle service should:
  - Operate at five to ten minute headways;
  - Use small, modern buses with uniquely painted exteriors.
  - Have an operating and funding plan agreed to by Downtown stakeholders.
- Implement Branded Bus Corridors concurrent with the Fall 2007 Salt Lake County bus system service changes.
  - Stops shall have “You Are Here” signs and maps showing the Branded Bus Corridors.
  - Give priority to Branded Bus Corridor stops for bus stop enhancements.
- Until completion of the TRAX Airport Extension, provide shuttle bus service at 15-minute headways linking the airport, the Intermodal Hub, and the hotels along 500 South and 600 South Streets.

#### Medium Term Recommendations: 2010 – 2020

- Increased light rail frequencies will increase the use of TRAX for Downtown circulation.
- Evaluate frequencies and need for shuttle service with improved TRAX service.
- Complete Branded Corridor enhancements not achieved earlier.
- Downtown circulation, including streetcar from nearby neighborhoods, should have priority for use of excess track capacity on the TRAX track.
- Study additional streetcar access to Downtown from surrounding neighborhoods not served directly by TRAX.

#### Long Term Recommendations: 2020 – 2030:

- Adjust operating plans as necessary to serve existing and planned development.
- Identify circulation elements and issues to incorporate into an update of the Downtown Transportation Master Plan.

## **PEDESTRIAN AND BICYCLIST**

### Definitions

*Grid streets:* The north/south and east/west streets with 132’ rights-of-way servicing the perimeters of the 10-acre city blocks.

*Mid-block streets:* The smaller streets, typically 66’ wide, within the large blocks.

*Mid-block walkways:* Walkways within blocks that are either publicly owned or reserved for public use. Some mid-block walkways exist through buildings.

*Mid-block crosswalks:* Striped walkways in the street that indicate pedestrians have a right to cross the street at this location. Some mid-block crosswalks have traffic signals.

*Dedicated bike lanes:* On-street lanes reserved for use of bicyclists.

*Travel lanes shared by bikes and autos:* On-street auto lanes with special coloration to show legal right of bicyclists to travel in auto lane.

*Bicycle paths adjacent to the sidewalk:* A portion of the existing or widened sidewalk, on the curb side, to be used by slow moving bicycles.

## General Policies

- Walking is recognized as the primary mode of travel in Downtown.
- A supportive environment for commuter and recreational bicyclists of all skill levels will be created in Downtown.
- Land use development policies in Downtown will be pedestrian, bicyclist and transit supportive.
- All grid streets are recognized as the “backbone” of the pedestrian and bicyclist network Downtown. A 20-foot minimum “sidewalk realm” will be protected on all grid streets.
- All grid sidewalks will have a common high standard of urban design, based on established City standards.
- All grid street crosswalks will be fully accessible to pedestrians (including the disabled) and designed to mitigate the effects of street width, weather, and signal cycles.
- A network of off-grid pedestrian circulation will be established throughout Downtown, through the blocks and crossing grid streets at mid-block crossings.
- Mid-block streets will support shared use by vehicles, bicyclists, and pedestrians.
- Bicyclists are welcome on all public rights-of-way.
  - Downtown will have a network of dedicated bike lanes.
  - All other grid streets Downtown will have travel lanes shared by bikes and autos.
  - Downtown will have a network of bicycle paths adjacent to the sidewalk.
  - Bicycles shall be permitted on sidewalks.
  - Downtown bicycles shall be permitted on all mid-block vehicular and pedestrian rights-of-way.
- Amenities to encourage bicycle use, including lockers and bike racks in visible locations, will be provided throughout Downtown.

## Short Term Recommendations: 2007 – 2010

- Integrate Downtown Transportation Master Plan recommendations with City’s urban design standards.
- Plan locations of new urban design features, monuments, and gateways throughout Downtown. Elements could include public art, distinct crosswalks pavements, gateway monuments, and wayfinding features (see also Pedestrian and Bicyclist Element). Prioritize streets for detailed design and implementation.
- Color pavement for dedicated bike lanes within Downtown.
- Develop standards for shared bicycle-auto lanes.
- Begin implementation of shared bicycle-auto lanes, starting with missing bike lane link on 200 South Street between Main and State Streets.
- Develop standards and plan for bike paths adjacent to sidewalks including links to shared path network.
- Complete model bike path adjacent to the sidewalk on one block face.
- Complete mid-block crosswalks on most grid streets Downtown.
- Develop, adopt and maintain mid-block walkway plan and map for Downtown.
- Begin acquisitions of missing links in mid-block walkways in two first priority corridors—North/south blocks between State Street and West Temple Street; East/west blocks between 200 South and 300 South.
- Develop standards and prototypes to augment the downtown wayfinding system including locational information at each corner of each intersection, walking tour directional information embedded in the sidewalks, and signs indicating where mid-block walkways lead.

- Prepare right of way design for 200 South within Downtown.
- Complete all needed mid-block crossings east of 500 West and north of 400 South.

#### Medium Term: 2010 – 2020

- Make urban design improvements on priority streets within Downtown.
- Early in term, construct a demonstration section of on-sidewalk bike path.
- Later in term, construct additional on-sidewalk bike paths.
- Complete all designated auto/bike shared travel lanes Downtown.
- Complete permanent mid-block crossings between all blocks east of 400 West and north of 400 South .
- Achieve significant progress in implementing through-block pedestrian linkages in all blocks north of 400 South.
- Complete upgrading of urban design and pedestrian amenities on all grid streets north of 400 South.

#### Long Term: 2020 – 2030

- Extend pedestrian and bicycle amenities to areas surrounding Downtown.
- Identify pedestrian and bicyclist elements and issues to incorporate into an update of the Downtown Transportation Master Plan.

## **PARKING**

#### Definitions:

*Short-term parking:* Parking for six hours or less, paid for by the hour within Downtown.

*Long-term parking:* Parking for commuters and residents that is used frequently for long periods of time during a month, paid for by the day, the month, or included with a lease or purchase of commercial or residential space.

*Park Once:* Parking in a single space during a visit to Downtown. Trips between Downtown destinations are accomplished by walking or transit.

#### General Policies

- It is recognized that Downtown parking consists of two distinct parking markets: short-term and long-term.
- Improve the visitors' experience of short-term parking Downtown by providing needed information to drivers as they approach Downtown and while on the street, and encouraging better use of on-street parking.
- Improve parking availability and efficient use of publicly offered parking spaces by establishing a parking management group to coordinate consistent operating policies for short-term parking.
- Parking strategies will be used to encourage Downtown visitors to 'park once' when using short-term, off-street parking.
- Downtown zoning will reflect the City's desire to provide adequate short-term parking.
- Zoning for Downtown will prohibit new or expanded surface parking lots. The City will work with owners to structure existing surface parking lots.
- On-street parking will continue to be metered with new meters added to un-metered areas to match the parking demand.

### Short Term Recommendations: 2007 – 2010

- Establish and staff a parking management group that will oversee the implementation of the parking policies and recommendations in this portion of the Downtown Transportation Master Plan.
- Develop parking management incentives and strategies to offer to parking owners and operators. Negotiate agreements with parking owners and operators.
  - 1<sup>st</sup> priority: Library and Salt Palace.
  - 2<sup>nd</sup> priority: Major private parking providers.
  - 3<sup>rd</sup> priority: RDA subsidized parking.
  - 4<sup>th</sup> priority: Smaller private parking providers.
  - 5<sup>th</sup> priority: Lease of parking spaces from private parking providers.
- Develop and require by ordinance consistent parking operating requirements, including:
  - Clearly identifying entrances and parking availability at off-street public parking facilities.
  - Posting hourly and daily rates and hours of operation at parking entrances that are clearly visible from the street.
  - Requiring public parking to be located at ground-level and on adjacent floors.
  - Providing annual reports showing statistics for parking use and rates.
- Identify and offer inclusion in an electronic, real-time parking availability system. Post signs at the major entrances to Downtown indicating parking availability in parking facilities within the system.
- Encourage turnover of on-street parking by working with parking owners and operators to price off-street short-term parking at or below on-street parking rates.
- Identify types of meters that take a greater variety of payment media and begin to replace existing meters. Add new style of meters to unmetered areas of Downtown as warranted by parking demand.
- Adjust hours of meter operation to encourage short-term visitor use of on-street parking during the day and evenings. Suggested hours are 9:00 a.m. to 8:00 p.m.
- Prepare implementation budget. Evaluate benefit of providing free on-street parking during the Christmas shopping season versus using funding to implement other programs.
- Develop and distribute maps that clearly indicate the location of off-street parking, how the parking is accessed, the cost of parking and the hours of operation.
- Enhance universal parking validation system.
- Revise parking requirements in the City's Downtown zoning codes:
  - Establish short-term parking requirements based upon lot area which can be met by building on-site; securing off-site; or making a payment to the City's parking fund.
  - Forbid new surface parking.
  - Allow a greater variety of commercial uses on the first floor frontage of parking structures.
- Survey public perception of Downtown parking on a regular basis.

### Medium Term Recommendations: 2010 – 2020

- Negotiate with additional parking owners and operators to expand the number of short-term parking facilities with parking operating agreements.
- Evaluate parking requirements in the Downtown zoning codes.
- Continue to add parking meters as downtown expands and on-street parking demand increases.

- Continue to replace meters with meters that take a greater variety of payment media.
- Modify parking meter rates in concert with agreements re off-street parking and the health of the Downtown economy.
- Continue to implement electronic, real-time parking availability signs for facilities with agreements re off-street parking.
- Evaluate market response to long-term parking needs and adequacy of parking provided.
- Evaluate adequacy of short-term public parking throughout the day and evening.
- Survey public perception of Downtown parking on a regular basis.
- Evaluate need and funding options for publicly owned, short-term parking. Construct if needed.

#### Long Term Recommendations: 2020 – 2030

- Recognizing changes in modal split and traffic congestion Downtown, propose parking strategies and adjustments to incorporate into an update of the Downtown Transportation Master Plan.
- Adjust parking agreements as necessary to maintain an adequate supply of short-term, off-street parking and turnover of on-street parking.

## **STREETS**

#### Definitions:

*Grid streets:* The north/south and east/west streets with 132' rights-of-way servicing the perimeters of the 10-acre city blocks.

*Mid-block streets:* The smaller streets, typically 66' wide, within the large blocks.

#### General Policies

- It is recognized that as Downtown grows and travel choices expand, use of all modes will grow with non-auto trips increasing at a higher rate.
- Streets will be operated to maintain a reasonable level of service for autos, pedestrians, bicyclists, transit and deliveries.
- Design elements, monuments, and gateways will identify the major entry points to Downtown to emphasize the greater concentration of people, activities, and vehicles.
- As Downtown streets are rebuilt, the City will follow the Complete Streets Policy of designing streets for all users.
- Detailed street design will consider both the classification of the street and the adjacent, planned land-uses.
- There are four street classifications within Downtown and Extended Downtown:
  - Grid Arterial – Predominantly regional auto access to and through Downtown.
  - Grid Multi-modal – A portion of the right-of-way is dedicated to transit use.
  - Grid Collector – Local access and lower volume vehicular traffic.
  - Mid-block Local – Minor circulation within city blocks.
- All grid streets are divided into three “realms” and the functions of each are protected throughout the downtown planning area (see also Pedestrian and Bicyclist Element):
  - Traffic Realm – Motor vehicles and public transit.
  - Curbside Realm – Bicyclists, parking and loading, transit stops.

- Sidewalk Realm – Pedestrians and bicyclists, “sidewalk café” land uses, property access.
- Mid-block Local streets will support shared-use by vehicles, cyclists, and pedestrians.

Short Term Recommendations: 2007 – 2010

- Adjust traffic signal timing Downtown to support a 25 miles per hour progression.
- Work with UTA to develop transit operating plans which minimize the impacts to other modes, while maximizing transit coverage.
- Work with adjacent landowners to construct missing street improvements on grid streets and to expand the network of mid-block streets.

Medium Term Recommendations: 2010 – 2020

- Work with UDOT and UTA to develop TRAX extension on 400 South to minimize impacts on traffic entering and departing Downtown (see also Rail Element).
- Analyze potential for peak period or full-time dedicated bus lanes on 200 South and State Street.
- If appropriate, develop 200 South as a multi-modal street between 200 East and 600 West (see also Bus and Pedestrian and Bicyclist Elements).
- If appropriate, develop State Street as a multi-modal street between North Temple and 600 South.
- Enhance the function of West Temple as a local access street by considering pedestrian amenities and landscaping.
- Develop on-sidewalk bike paths along planned downtown network (see also Pedestrian and Bicyclist Element).
- Work with adjacent landowners to construct missing street improvements on grid streets and to expand the network of mid-block streets.

Long Term Recommendations: 2020 – 2030

- Make urban design improvements on all remaining streets Downtown.
- Identify streets elements and issues to incorporate into an update of the Downtown Transportation Master Plan.
- Work with UDOT to evaluate the adequacy of highway ingress and egress to Downtown.
- Work with adjacent landowners to construct missing street improvements on grid street and to expand the network of mid-block streets.

###