
M E M O R A N D U M

DATE: June 13, 2006
TO: City Council Members
FROM: Russell Weeks
RE: Briefing: *Salt Lake City Downtown Transportation Master Plan*
CC: Cindy Gust-Jenson, Rocky Fluhart, Louis Zunguze, Ed Rutan, Tim Harpst, Alex Ikefuna, Doug Dansie, Janice Jardine

This memorandum pertains to a scheduled briefing about the *Salt Lake City Downtown Transportation Master Plan* and related items. Utah Transit Authority Development Consultant Alice Steiner, City Transportation Division Director, and City Planning Director are scheduled to brief the City Council at its work session June 15 about goals and objectives for the year-long *Salt Lake City Downtown Transportation Master Plan* study. The study is funded by UTA and the Salt Lake City Redevelopment Agency.

The briefing is a follow up to the May 17 breakfast of community leaders where the master plan was discussed. After the breakfast and an open house the goals and objectives were revised. The revisions were presented to the master plan's management and plan advisory committees on June 8. The committees adopted motions to support the revised goals and objectives.

The speakers who will brief the City Council have three aims. The first is to see if the City Council concurs with the goals and objectives that will be used for the study. The second is to ask the City Council to review six "guiding principles" that are part of the 1996 *Salt Lake City Transportation Master Plan* and nine City Council policy statements that the Council originally adopted at an October 29, 1994, retreat. The nine policy statements were adopted to use as a way to evaluate transportation projects affecting the City. The policy statements are included in the 1996 Master Plan and have been used to evaluate items such as the placement of freeway exit ramps at 400 South Street, a future high-occupancy-vehicle ramp at 100 South Street, and light rail decisions. The third aim is to discuss with the City Council how the *Downtown Transportation Master Plan* will mesh with "Downtown Rising" study that already is under way and updates to the *Salt Lake City Transportation Master Plan* and the 1995 *Salt Lake City Downtown Plan*. The latter is the adopted master plan for the downtown.

UTA and City divisions have forwarded four documents for your consideration:

- The revised goals and objectives for the *Salt Lake City Downtown Transportation Master Plan*.
- The six guiding principles of the 1996 *Salt Lake City Transportation Master Plan*.
- The nine City Council policy statements used to evaluate transportation projects.

- A list of meetings and activities involving the *City Downtown Transportation Master Plan* and the potential numbers of people information about the *Master Plan* may have reached.

It should be noted that the revised goals and objectives are close to the draft goals and objectives presented at the May 17 breakfast. The first goal has been broadened, but the objectives remain the same. The second, third and fourth goals and objectives are largely unchanged. The fifth goal now appears to be somewhat broadened and omits references to automobiles in the goal statement. However, the objectives remain largely the same. Two items have been added as objectives to the fifth goal:

- “Quality mobility options will be available to all.”
- “Bicycling and all other non-motorized activities will be viable and safe. (This objective originally appeared in draft versions under Goal No. 2.)

For comparison purposes, City Council staff has listed 25 goals from an April 27 meeting of the study’s management and plan advisory committees. The order listed is not a prioritized list, and the list is based on City Council staff notes of the April 27 meeting.

- The transportation system should be easy to use and easy to understand.
- The downtown should be a walkable community.
- The transportation system should be a truly multimodal plan that integrates modes of travel to create synergy.
- Transportation modes in a given right of way should support and be compatible with the land-use goals around the right of way.
- Salt Lake City should be a city that enables a person to get to it and travel within it without a car.
- If one lives downtown, one should not need a car to get around.
- The transportation system should operate 24 hours a day, seven days a week.
- The transportation system should eliminate dependency on automobiles and parking.
- The transportation system should encourage and enable downtown residential transit oriented development.
- Transit should be used as a development tool.
- Facilities that are regional draws and are high-density destinations should be located near high-density transit modes.
- Regional land uses should be located within walking distance of regional transit systems.
- Automobile traffic flowing through Salt Lake City should be channeled instead of dispersed through neighborhoods.
- People within the downtown study area should be able to park once to reach destinations within the downtown study area.
- Cruising for parking spaces should be minimized.
- On-street parking should be managed to assure short-term use.
- Transportation should be a means to an end, not an end in itself.
- The plan should establish mechanisms to manage the availability, visibility and accessibility of parking.
- Any improvements to the transportation infrastructure should be designed to minimize adverse effects on properties.

- The plan should ensure viable bicycle access to and bicycle circulation within the downtown.
- The transportation system should ensure traveler safety – perceived and actual – throughout the downtown.
- Transit should be used to link various activities and districts within the downtown.
- Downtown should be a regional transit transfer center that would include bus and light rail service.
- Transportation efforts should identify, build and operate a complete downtown light-rail transit network to optimize overall downtown system capacity.
- Identify a hierarchy of streets to achieve rational automobile circulation within the downtown.

Council staff also has listed the study goals that staff presented at the April 27 meeting after checking with City Council Members.

- Bus service for Salt Lake City residents should take them into and out of the downtown in a manner that is as reliable, frequent and timely as light-rail service.
- A circulator system for downtown should tie together existing commercial, civic, and residential areas with areas targeted for future development and growth.
- The downtown free-fare zone for light-rail and buses should extend to the limits of the area under study – Interstate 15, 700 East, North Temple and 900 South streets – as well as the 900 South Trax Station and Capitol Hill.
- A downtown bus staging area or consolidated transfer point should be the result of well-considered planning and should not conflict with or detract from the operation of downtown businesses or the value of downtown residences.
- A garage and parking lot for servicing, cleaning, and parking buses should be designed in a way that does not detract from other commercial, residential and civic redevelopment efforts in the downtown and the Gateway area described in the City's *Gateway Master Plan*.

SALT LAKE CITY DOWNTOWN TRANSPORTATION MASTER PLAN
Goals and Objectives
GET AROUND: SLC

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.

SALT LAKE CITY TRANSPORTATION MASTER PLAN GUIDING PRINCIPLES

These guiding principles provide the basis upon which present and future transportation issues will be evaluated and decisions made:

- Salt Lake City's transportation system will support and encourage the viability and quality of life of its residential and business neighborhoods.
- Salt Lake City will create a multi-modal transportation system. Dependence on the automobile as our primary mode of transportation will be reduced by emphasizing other modes. The transportation system will be designed to move people, not just automobiles.
- Salt Lake City will take a leading role in addressing regional land use issues affecting Salt Lake City and their link to transportation impacts along the Wasatch Front.
- Salt Lake City will consider the impact of various transportation modes on the environment and the community.
- Salt Lake City will develop funding mechanisms which are equitable and adequate to meet the capital and operational needs of the transportation system.
- Salt Lake City will educate citizens about transportation issues and impacts, and encourage public involvement in the decision-making processes.

City Council Transportation Policies **(from the 1996 Salt Lake City Transportation Master Plan)**

This master plan is also influenced by the transportation policies of the Salt Lake City Council which held a retreat on October 29, 1994 to determine how it should approach a variety of transportation issues facing the City in the next 25 years. The Council arrived at nine policy statements that make up the standard of balancing access to the City and preserving neighborhoods:

1. The Council considers neighborhoods, residential and commercial, as the building blocks of the community.
2. The Council encourages the preservation and enhancement of living environments, particularly the Downtown.
3. The Council discourages through traffic on streets other than arterial streets in residential neighborhoods.
4. The Council will focus on ways to transport people to their desired destinations, not on moving motorized vehicles at the expense of neighborhoods.
5. The Council will make and support transportation decisions that increase the quality of life in the City, not necessarily the quantity of development.
6. The Council supports the creation of a series of linkages (provisions and incentives) to foster appropriate growth in currently defined growth centers.
7. The Council supports more public-private partnerships in which all who benefit from capital improvements participate in funding those improvements.
8. The Council supports considering the impacts on neighborhoods on at least an equal basis with the impacts on transportation systems in the transportation master plan and related planning.
9. The Council supports giving all neighborhoods equal consideration in transportation decisions.

Salt Lake City Downtown Transportation Master Plan Public Involvement Activities

Date	Event	Approximate Audience
Tuesday, March 07, 2006	Downtown Alliance Trans Com (Chamber)	
Tuesday, April 04, 2006	Downtown Alliance Trans Com (Chamber)	
Tuesday, May 02, 2006	Downtown Alliance Trans Com (Chamber)	
Wednesday, May 10, 2006	Interview re Plan and Goals on KCPW	est. 10,000-15,000 (TSG)
Wednesday, May 17, 2006	DA Community Leaders Breakfast (WFB)	125
Wednesday, May 17, 2006	Open House (City Council Chambers)	20
Thursday, May 18, 2006	DesNews Article on Goals	Circulation 75,530
Thursday, May 18, 2006	SLC Tribune Article on Plan	Circulation 130,350
Wednesday, May 31, 2006	Plan presentation at Chamber Lunch (Alta Club)	65
Month of May	www.slctrans.com Website Hits	339
Thursday, June 01, 2006	Goals presentation to CC Chairs (C&C)	15
Being scheduled	SLCTV-May 17 SLC-DTP Open House	Unknown
Thursday, June 15, 2006	Goals presentation to SLC City Council	