

PROJECTS

The Local Link Circulation Study analysis revealed several corridors and spots in need of capital improvements. These range from trail alignments with supporting infrastructure to the addition of bicycle lanes in gap areas to improved intersections for pedestrians and cyclists to the creation of complete streets.

Five priority projects are highlighted.



Corridor Improvement



Spot Improvement



1 Parley's Trail alignment through the Sugar House Business District should provide riders an enjoyable and intuitive experience.



2 Complete street improvements along 2700 South will fill a gap along a major east-west active transportation corridor.



3 Complete street improvements between Sugar House BD and Millcreek City Center for seamless AT connection between centers.



4 Improved active transportation along 3300 South can address a gap in infrastructure and improve safety in a dangerous environment.



5 Parley's Trail alignment through South Salt Lake Downtown can create a more direct and intuitive connection to Central Pointe TRAX station.



6 Complete street improvements along 2100 South may be considered to add additional connectivity along a major SH corridor.



7 Two-way bike lanes around Sugarhouse Park would allow easier navigation to and around SHBD across the Park.



8 Improved intersections at various complete street intersections.



PROGRAMS & POLICIES

Improving circulation and connectivity in the study area will require a variety of improvements. In addition to project or capital improvements, there must be programs and policies that support the new big ideas proposed.

Programs should be overarching, coordinated and span multiple jurisdictions. They will likely require dedicated staff and budgets for startup and maintenance.

Policies will require city ordinances to change or be created to enable the implementation of new ideas.

The eight program and policy recommendations highlighted on the right will help enhance the pedestrian and cycling environment and improve overall circulation in the study area.



1 Creative placemaking in Sugar House Business District, especially along Highland Drive, will improve walkability and vibrancy.



2 Green conflict markings on regionally significant bikeways can help highlight conflict zones and raise awareness of people on bicycles.



3 Comprehensive wayfinding and signage eases navigation, enriches our experience, enhances branding, and reinforces key destinations.



4 Additional bike parking throughout the study area will make it more accessible and inviting to cyclists.



5 Trail Oriented Development Guidelines that detail ways trails can activate and enrich urban environments.



6 Traffic calming policies can reintroduce City measures to help encourage slower speeds on roadways.



7 Develop mobility hubs at key locations where Frequent Transit Network (FTN) interfaces with major destinations or where FTN routes intersect.



1. **Creative Placemaking**
2. **Green Conflict Markings on Regionally-Significant Bikeways**
3. **Wayfinding & Signage**
4. **Bicycle Parking**
5. **Trail Oriented Development**
6. **Coordinated Traffic Calming Strategy**
7. **Micromobility Infrastructure and Mobility Hubs**

**More information about each recommendation can be found in the appendix*

Process Overview

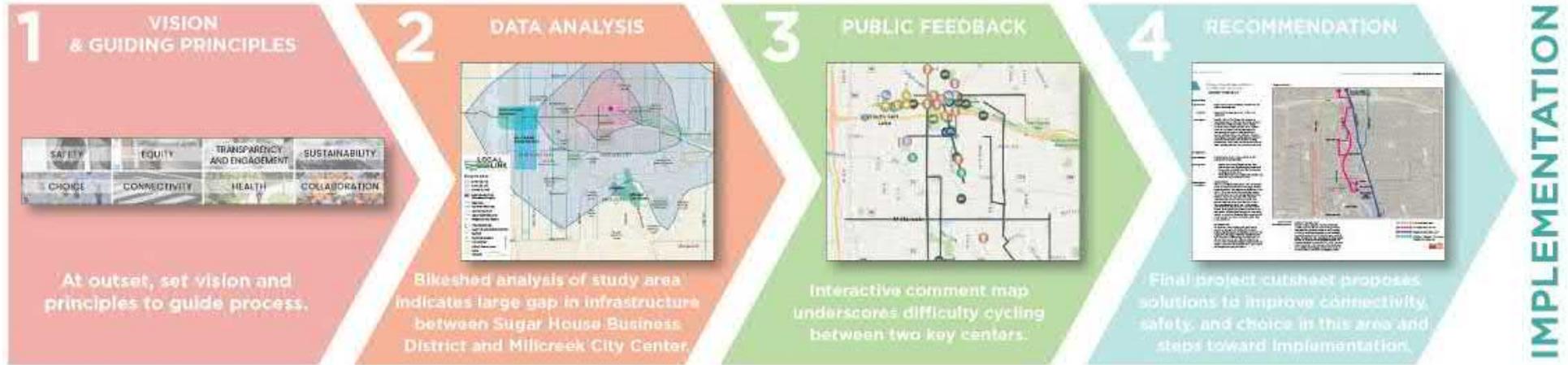
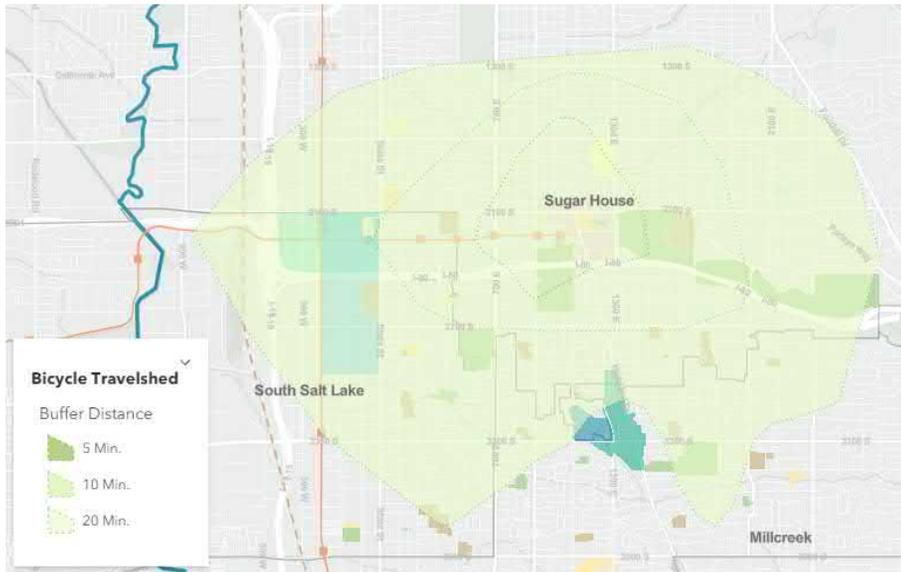
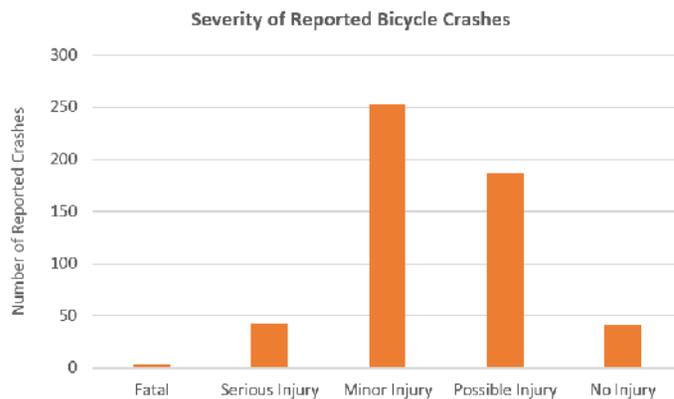


Figure 10. Office Bicycle Travelshed

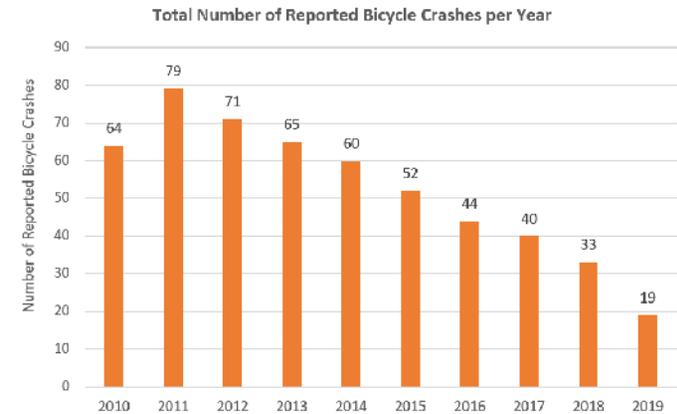


Bicycle Crashes

The planning team analyzed bicycle crashes between 2010 to 2019 by severity, location, year of occurrence, and daylight characteristics. Between 2010 and 2019, there were a total of 527 reported crashes involving bicycles. As shown in Figure 1, 3 of these crashes were fatal; 43 were reported as causing “serious injury;” 253 were reported as causing “minor injury;” 187 were reported as causing “possible injury;” and 41 were reported as causing “no injury.” The three fatal injuries occurred at the intersection of 2100 South and 1200 East, 3300 South and 1570 East, and 900 West and 3100 South.

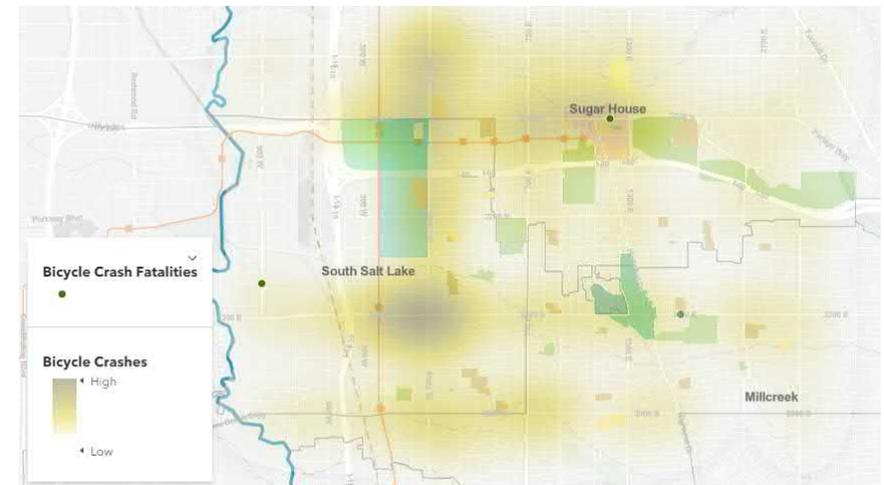


70% (366) bicycle crashes occurred at intersections, while 30% (161) occurred at non-intersections. Only two percent of crashes occurred at a bicycle or pedestrian path intersection. 30% (160) of bicycle crashes occurred on roadways with designated bicycle infrastructure, whereas 70% (367) occurred on roadways without designated bicycle infrastructure, pointing to the importance of developing safe and comfortable bicycle facilities. The majority of crashes occurred on the largest arterial roads such as State Street, 2100 South, and Highland Drive.



Reported bicycle crashes have decreased over time, with earlier years showing higher number of crashes than later years as shown in Figure 2. In 2011, 79 crashes were recorded. In 2019, only 19 crashes were recorded. Note that this could be due to incomplete crash reporting.

Figure 11. Bicycle Crashes



LOCAL LINK ALTERNATIVES ANALYSIS

March 2022



Executive Summary

Salt Lake City—in partnership with the City of South Salt Lake, Millcreek, Holladay City, Salt Lake County, and in consultation with Utah Transit Authority (UTA)—conducted a transit study to analyze transportation options between Sugar House and Millcreek with an extension into Holladay. The connections explored include routes along **1300 East** or **Highland Drive**, using enhanced bus, bus rapid transit (BRT), light rail, or streetcar transit options.

The study identified goals, needs, and existing conditions; developed and compared a range of transit modes and two routes by several screening criteria; and identified a locally preferred alignment and mode as well as next steps.

PROJECT PRIORITIES

Stakeholder meetings and brainstorming sessions were held at the beginning of the project to identify area needs and project priorities. Based on these meetings, several key needs and priorities emerged as a guide for the study, including reasonability, sustainability, choice, movement, connectivity, accessibility, adaptability, and safety.

EXISTING CONDITIONS

Current conditions were identified in the study area for each alignment including the existing roadway configuration, population and job projections, parcel density, land use types, key destinations, multimodal transportation networks, and safety issues. These conditions built a basis of understanding of the corridor conditions and needs, and laid the foundation for the development of alternatives and the screening process.

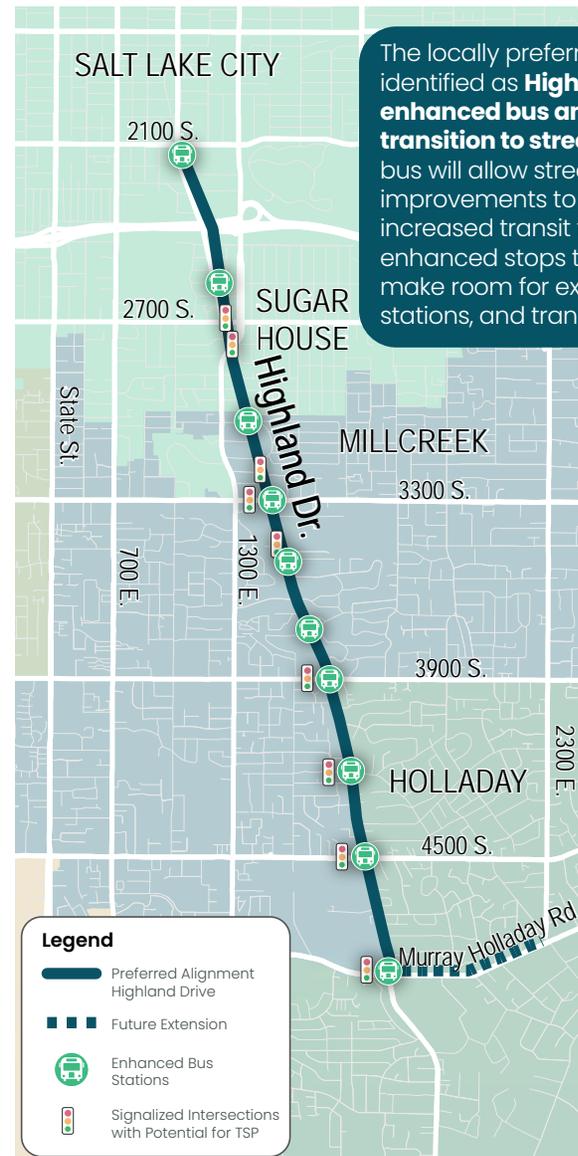
ALTERNATIVES DEVELOPMENT AND SCREENING

Based on the cities' goals, existing conditions, and needs, potential transit modes and routes were compared based on cost, projected ridership, engineering feasibility, right-of-way, and carbon emissions. These criteria were analyzed for each alignment (1300 East and Highland Drive) and for each mode, including light rail, BRT, streetcar, and enhanced bus.

LOCALLY PREFERRED ALTERNATIVE

Based on the evaluation conducted through the existing conditions analysis, alternatives screening, and stakeholder and community feedback, the locally preferred alternative was identified as **Highland Drive with enhanced bus and a long-term transition to streetcar** (Figure 1). Enhanced bus could include bus electrification and

FIGURE 1. LOCALLY PREFERRED ALTERNATIVE



will allow streetscape and transit improvements to begin, including increased transit frequency, and enhanced stops that begin to make room for expanded streetcar stations, and transit signal priority which uses signals to improve transit service travel speed and consistency.

PUBLIC INVOLVEMENT

Public involvement was completed in two phases—the first during existing conditions analysis to understand issues and needs and the second during the evaluation to gain an understanding of transit mode preference. The second round of engagement was re-opened based on community desire for more input and conversation. An in-person engagement event occurred at Yappy Hour, and much more feedback was submitted during this extended period of engagement. Each phase included online surveys and interactive mapping, and overall engaged nearly 2,000 community members. After both rounds of feedback, the public preferred the streetcar mode on Highland Drive.

NEXT STEPS

Although the streetcar is the long-term planned mode for Highland Drive, transit improvements are needed quickly to mitigate increased traffic and increased transit demand, and therefore enhanced bus was identified as a short-term solution. The streetcar alternative is more expensive and will require securing additional funding through a cost competitiveness process. Once funding is identified there will be a more extensive design process to implement.

This analysis results in a transit service that is different than what is currently on the Regional Transportation Plan (RTP). If the service requires enough capital investment that would increase eligibility for federal funds, a revision to the WFRC RTP would be needed. UTA will determine if an environmental study is needed for enhanced bus, and will determine the level of environmental document if one is needed. After this, funding for capital, operations, and maintenance costs will need to be identified for this project, and the environmental study and preliminary engineering can begin. These steps will lay the foundation for final design and construction and operation to follow. A key aspect of all these future phases will be a continuation of the public outreach that began during this study and will continue through construction.

This process will repeat for the next phase of improvements to implement the streetcar alternative.

OVERALL SCREENING RESULTS

When comparing criteria across all four modes:

- Enhanced bus would be the cheapest and easiest mode to implement, but lacks in ridership and carbon emissions reduction potential compared to other modes (see Figure 14).
- The other modes increase in cost and complexity significantly compared to the enhanced bus, with light rail being the most expensive and complex, streetcar being the next most expensive and complex, and BRT following as the third most expensive and complex.
- Light rail and BRT have the most significant right-of-way and property implications, while streetcar and enhanced bus have lowest right-of-way impacts
- As cost and complexity increase, so do positive factors such as ridership and carbon emissions reductions.

When comparing criteria across the two corridors:

- Highland Drive and 1300 East see similar results, although costs on Highland Drive are typically higher, as are the estimated number of property acquisitions (total take counts).
- Ridership projections on Highland Drive and 1300 East vary by mode, with Highland Drive seeing higher ridership potential with the light rail and BRT options, and 1300 East seeing higher ridership potential with the streetcar and enhanced bus mode alternatives.

FIGURE 14. OVERALL SCREENING RESULTS

	STREETCAR		LIGHT RAIL		BUS RAPID TRANSIT		ENHANCED BUS	
	1300 E	Highland	1300 E	Highland	1300 E	Highland	1300 E	Highland
 Low	\$225 M	\$236 M	\$284 M	\$328 M	\$119 M	\$159 M	\$11 M	\$11 M
	High	\$315 M	\$331 M	\$397 M	\$459 M	\$167 M	\$223 M	\$16 M
 2050 Avg. Weekday	700 - 1,250	850 - 1,300	1,300 - 1,600	1,200 - 1,500	700 - 1,450	800 - 1,400	850 - 1,200	700 - 1,200
 Access	Simple	Simple	Complex	Complex	Medium	Medium	Simple	Simple
 Utilities	Complex	Complex	Complex	Complex	Medium	Medium	Simple	Simple
 System Compatibility	Simple	Simple	Complex	Complex	Simple	Simple	Simple	Simple
 Residential Area (SF)	59,000	49,000	130,000	100,000	67,000	64,000	6,000	500
 Commercial Area (SF)	141,000	204,000	112,000	247,000	82,000	152,000	6,000	13,000
 Total Take Count	4 - 8	16 - 20	25 - 35	55 - 65	12 - 18	40 - 50	0	0
 25-Year Reduction (MT)	3,000 - 6,000		5,000 - 9,000		3,000 - 6,000		200 - 3,000	

6 Public Involvement

Public involvement for the Local Link project was conducted for both the circulation study and alternatives analysis.

The circulation study public outreach efforts were conducted to get a greater look into the existing conditions of the Sugar House Business District. Existing conditions focused on learning from locals about where and why they travel around the study area, which was crucial information for the transit alternatives analysis.

Public involvement efforts for the alternatives analysis included opportunities to review and evaluate the importance of recommended modes and routes for Highland Drive and 1300 East. The project story map was available to the public and updated over the course of the study, and two surveys were conducted.

During the first survey, information regarding the project was delivered through the project and partner websites, email blasts, Facebook live events, social media posts from the cities, community council meetings in Millcreek and Sugar House, stickers on trails, and stakeholder content packages. Email blasts were sent out three times during the initial transit study survey.

The second round of public input opportunities involved more city council meetings, reminder email blasts and social media posts, under-served population outreach, decals on routes, and the social event “Yappy Hour.” Yappy Hour was an event for dogs and their owners to enjoy live music, food, and beverages. During the event, the Local Link project team hosted a tent discussing the project details to the public, passing out surveys, and answering community questions.

The steering and stakeholder committees had separate opportunities to express preferences for the preferred route, transit mode, support for the Holladay extension, and screening criteria. The committees indicated notable support for Highland Drive as the preferred route with an extension to reach Holladay Village.

Public sentiment gathered during the public comment period favored streetcar followed by enhanced bus for mode and Highland Drive for the preferred route, with support for extending the route to reach Holladay Village. Public survey results also indicated ridership as the most important screening criterion followed by cost and air quality.

The public preferred the streetcar option on Highland Drive.



TIMELINE AND METHODS

During September and October of 2020, initial surveys for the alternatives analysis were sent out to the project area community by social media posts, live website meetings, email blasts, mail, stakeholder content packages, and meetings with Sugar House community council. The comment period for the transit alternatives lasted from March through April 2021.

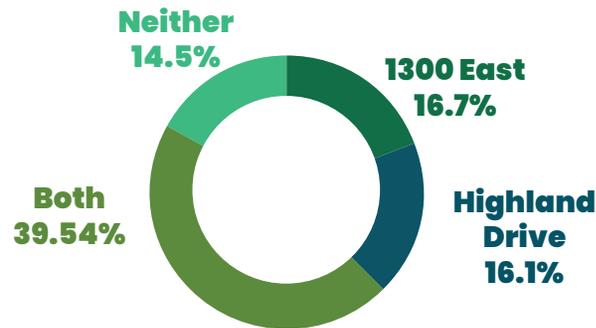


RESULTS FROM THE FIRST PUBLIC SURVEY

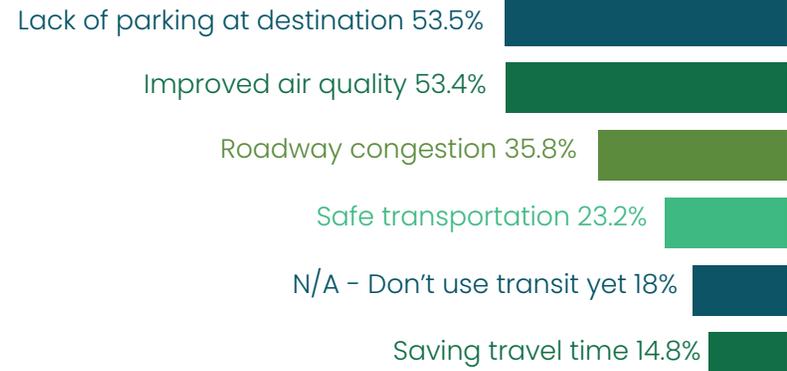
The public provided input on public transportation through two surveys conducted in **fall 2020** and the project alternatives in **spring 2021**. During the first survey, more than **600 public survey responses** were submitted with details regarding transit use, preferences, and important destinations within the study area. The majority of the population preferred to see both 1300 East and Highland Drive have transit improvements with the top destination for future travel as the Sugar House Business District. The top motivators for the public using transit instead of driving were lack of parking, improved air quality, and roadway congestion. The transit features were ranked from highest to lowest importance, with frequency as number one, which supports an enhanced bus system.



TRANSIT IMPROVEMENTS ARE PREFERRED ON BOTH 1300 EAST & HIGHLAND DRIVE



MOTIVATORS FOR USING TRANSIT INSTEAD OF DRIVING



TOP DESTINATIONS TO VISIT VIA TRANSPORTATION



MOST IMPORTANT FEATURES OF TRANSIT

- 1 Frequency
- 2 Access to Station
- 3 Reliability

RESULTS FROM THE SECOND PUBLIC SURVEY

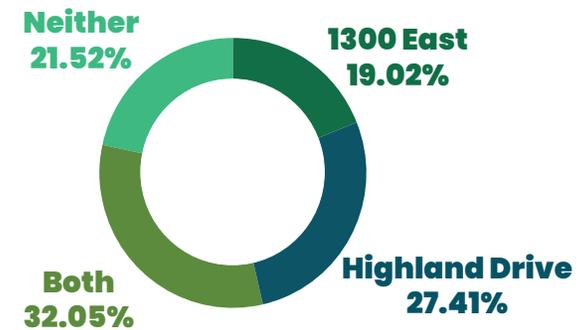
With more than **1,200 public survey responses**, the majority of the results were in favor of streetcar followed by BRT for mode and Highland Drive for the preferred route. The majority of the results also supported the extended route reaching Holladay Village.

The Yappy Hour event took place in July 2021, which provided an extra opportunity to show the project and meet with the community. The project team put together posters that show the differences between modes and visuals of the modes on streets similar to Highland Drive. Comment cards were available for the public to provide comments and questions.



Local Link project team members discussing the project priorities, goals, and future timeline with the local community.

BOTH 1300 EAST AND HIGHLAND DRIVE WERE PREFERRED FOR TRANSIT IMPROVEMENTS



STREETCAR WAS THE CLEAR PREFERRED MODE



WHEN ASKED WHICH SCREENING CRITERION WAS MOST IMPORTANT, THE COMMUNITY SAID RIDERSHIP



NEXT STEPS

The locally preferred alternative was presented to the project partner city councils in early 2022.

UTA will determine if an environmental study is needed for enhanced bus, and will determine the level of environmental document if one is needed. After this, funding will need to be identified for this project, which will lay the foundation for the environmental study and preliminary engineering. A key aspect of all these future phases will be a continuation of the public outreach that began during this study that will continue through construction.

Enhanced bus operations could be implemented in less than five years. Salt Lake City and Millcreek have active multimodal projects underway to improve bus stops along Highland Drive from Sugar House Business District to 3300 South. Enhanced bus service could be implemented once funding was prioritized for the increase in service along the locally preferred alternative and enhancements to bus stops from 3300 South to Holladay could be advanced as funding is available.

This process will repeat for the next phase of improvements to implement the streetcar alternative. While the steps are similar, the timeline to implement streetcar will be longer as the investment needed to construct and operate the streetcar alternative is substantially more. It is likely that a combination of local, state, and federal funding would be needed in order to fund the streetcar project. The Federal Transit Authority's Capital Investment Grants (CIG) program is a primary funding source for projects like the streetcar, but is competitive across transit projects for the entire country. Each project is given a rating based on numerous criteria including future project cost and ridership.

It is unlikely that the locally preferred alternative with streetcar would qualify for CIG federal funds based on current cost and ridership projections. Over time as land use continues to increase in density within Holladay, Millcreek, and the Sugar House Business District, and transit connections are strengthened with the implementation of enhanced bus, ridership is expected to increase and the pursuit of CIG funds for streetcar may become a viable option.

FIGURE 17. NEXT STEPS

