



# Sugar House Streetcar FAQs

## GET INVOLVED!

Here are three ways to let your voice be heard regarding the future of Sugar House Streetcar:

- [Open City Hall](#)
- Contact the [Salt Lake City Council](#)
- Attend the [Open Hearing](#) – April 23rd at 7pm, at the City and County Building, Room 315

## What is a streetcar?

A streetcar is a public vehicle that circulates people within a neighborhood throughout the day. Streetcars operate at slower speeds than light rail and stop more frequently. A streetcar:

- Runs on rails that are embedded in the street
- Travels at slow speed
- Makes frequent stops
- Utilizes smaller, single-car vehicles
- Provides neighborhood service
- Shares lane with auto traffic

## How is a streetcar different from light rail or a bus?

Most streetcars operate in a vehicle travel lane near the sidewalk. Light rail lines typically operate in a dedicated guideway in the middle of a street. The streetcar's slower speeds and frequent stops generate pedestrian traffic and encourage support of retail businesses. Streetcar routes endure while bus routes often change. The permanency of the tracks in the street has demonstrated the ability to attract investment in neighborhoods.

## What elements create a successful neighborhood streetcar service?

- Concentration of likely riders
- Concentration of multiple destinations that are used throughout the day
- Integration with surroundings
- Community support for a walkable, vibrant streetscape

## Why do we want streetcars in Salt Lake City?

- Streetcars support walkability
- Streetcars improve local mobility
- Streetcars create a sense of place and enhance connections between neighborhoods
- Streetcars enhance the economic vitality of communities
- Streetcars create opportunities for sustainable, mixed-use development

## Who wants streetcars in Salt Lake City?

In a recent Dan Jones survey, over 2/3 of Salt Lake City respondents strongly favored a streetcar network for Salt Lake City.

## When will the first streetcar be constructed in Salt Lake City?

The Phase 1 Sugar House Streetcar project will connect the TRAX station at 2100 South and 300 West to McClelland Street (1050 East). The project is under construction and will be open in December 2013.

## **What is the difference between Phase 1 and Phase 2?**

- Phase 1 refers to the streetcar section between TRAX on the west and McClelland Street on the East.
- Phase 2 refers to the extension of the streetcar beyond McClelland Street.

## **When did the Phase 2 study begin and how long did it take?**

A study was prepared over the course of 18 months. The purpose of the study was to determine the best way to extend the Phase 1 Streetcar, which is currently under construction. This study was based on an objective review of numerous alternatives and was conducted according to industry standards, using nationally recognized state-of-the-art practice methodologies.

## **What changes to existing, established neighborhoods were assumed in the analysis? Will properties along 1100 East be re-zoned as part of this project?**

No changes in zoning were anticipated in this study. The zoning now in place is compatible with a streetcar neighborhood.

## **How did people give input?**

The study included an extensive 10-month public engagement process. Over 200 people participated in three public open houses, four stakeholder workshops and numerous one-on-one meetings. Public meetings included community councils and the Sugar House merchants. Project team members also participated in community events.

## **What was the recommendation?**

The study recommended the streetcar line extend from McClelland to Highland Drive along Sugarmont, then head north to Monument Plaza and finally extend north on 1100 East to 1700 South to serve Westminster College. The recommendation reflects the results of both the technical analysis and the community input process.

## **Why was a north alignment recommended?**

The Locally Preferred Alternative (LPA), or recommended route, is based on the combination of the objective technical analysis and the public input received. Factors that favor the north alignment include:

- Higher ridership per mile
- Service to the center of the Sugar House Central Business District
- Service to the center of development activity
- Public opinion (residents and business owners)
- Service to Westminster College
- Support of developers
- Timing

## **Why are there three segments?**

Dividing the LPA into three segments allows the project to be built in manageable pieces if sufficient funding for the full alignment cannot be acquired all at one time.

## **When will Phase 2 be constructed?**

The timing of the construction depends largely on when funding can be acquired. Funding may be pursued once an alternative is adopted. When construction begins, the City will communicate early and often with Sugar House merchants and residents.

## **How will the streetcar extension affect my business?**

In other communities that have built a streetcar line, foot traffic and patronage for businesses have increased and the streetcar has contributed to a neighborhood's identity as a destination. We anticipate that in Salt Lake City the streetcar will have these same effects and will also absorb some of the growth in traffic and parking demand.

## **When is construction anticipated to start?**

The timing of construction is dependent upon finalizing a decision for the extension, design of the project and obtaining funding for both construction and operations. Thinking optimistically, the shorter segments of the extension could begin within a year or two, and longer distances could take more in the range of 5 to 10 years.

## **How long will the construction take?**

Once the alignment is chosen, design is completed and construction begins, the contractor typically breaks the work up into three phases including:

- Utility Phase – upgrading or moving utilities. This is the phase that can vary the most in duration and degree of disruption
- Track Construction Phase – likely 2 blocks in 3 weeks
- Finish Work Phase – completing work on paving, shelters and overhead catenary wire. This work is usually not intrusive and goes quickly

## **How will access to businesses be preserved during construction? Will sidewalks remain open?**

Yes. Various access maintenance measures could be implemented for 1100 East construction:

- **Temporarily** make 1100 East a one-way street, helping to reduce construction time in half
- Conduct majority of work at night (must be weighed against disruption to residents)
- Plate over trenches to preserve driveway and pedestrian access
- Coordinate public outreach with signage, campaigns, media
- Educate businesses about how to communicate with the public in order to avoid discouraging patrons from visiting Sugar House due to perceived barriers

## **How will on-street parking along 1100 East be impacted by the streetcar?**

Parking will be determined during the design phase. Streetcar stops can typically have a very small footprint, eliminating only one or two stalls but otherwise allowing for on-street parking to remain in place.

## **Will the streetcar increase traffic congestion?**

The streetcar is part of what will absorb anticipated growth in traffic that will occur over time (with or without the streetcar). Design of the project will focus on minimizing growth in congestion.

## **North Temple is a familiar local project that was recently completed. How does that project compare to the Sugar House Streetcar Phase 2 project?**

The North Temple project was a complete reconstruction of the street, including sidewalk replacement, changes to lane configurations and the addition of a full light rail line. Construction of the 1100 East streetcar is much less complex and could be as simple as cutting a slot in the street. A full reconstruct of the roadway is not planned.

## **Why is it important to make this decision now?**

Salt Lake City now has a unique window of opportunity to extend the streetcar in the near term. Also, some developers in the Sugar House Business District have put development expansion plans on hold in anticipation of a local commitment to the transit alignment. And reaching into the heart of Sugar House ensures the highest likelihood of success.

## **If the recommended alignment for Phase 2 is adopted, where will the streetcar go next?**

The City will be engaging the community in a study to determine the future transit/streetcar network, including future extensions of this line. Other alignments studied during this process may ultimately be great projects for future development.

## **When will the City prepare a Citywide plan for streetcars?**

The process for a Citywide plan will begin this summer and is expected to take 18 months. There will be numerous opportunities for the public to be involved.

## **Where can I get more information? How can I get involved?**

Information will be regularly updated at [www.shstreetcar.com](http://www.shstreetcar.com).