

Sugar House Streetcar FAQs

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?

No change in zoning was anticipated in this study.

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.

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?

Information will be regularly updated at www.shstreetcar.com.