

## **Streetcar Visioning Issues**

**05.19.11**

This is a summary the notes from the workshop and comments from participants and facilitators. It is intended to guide the vision and design process by focusing the issues to discuss and potential solutions. These are in no particular order.

### **1. Safety / Comfort**

- Concern that it is a safe and clean corridor.
- Lighting often proposed as a solution.
- Concern for children next to streetcar – fence proposed as a solution
- Prevent noise impacts
- Neighborhood east of 900, adjacent to Fairmont Park very concerned about impact
- Feel safe at night/blue light safety phone

### **2. Green space**

- Support for idea of the streetcar corridor being a “linear park” because of the Parley’s Trail and potential to add landscaping adjacent to it.
- Pocket parks or green space along corridor
- Community Garden
- Need trees
- Xeriscape

### **3. Character**

- Keep character of Sugar House and reflecting historic themes in the corridor
- Make Central Point reflect this history or be completely new and unique
- Add pedestrian amenities
- Small scale / human scale
- No ballast
- use brick in key areas
- Billboard is a problem
- No large parking lots
- Incorporate art and culture into the design and the stations – make it a part of the experience, not just an add-on (example: Dallas transit line – each station has different character that helps with identity and wayfinding
- Fun and friendly
- Need to consider the name of the streetcar line – will it remain “Sugar House streetcar” or can it be named like the rest of the system (Red Line, etc). Silver Line is appropriate here.

### **4. Redevelopment**

- Need to convert industrial areas to be more appealing
- Focus on the arts and culture aspect to make it a destination
- Desire for more retailers
- Desire for local businesses (buy local)
- Need jobs and help people get to jobs with this transit
- Higher density residential

- Charter school
- Restaurants
- Reuse existing building
- Have the development face the corridor
- Preserve the established residential
- Break up the larger blocks
- Convenience retail – coffee and newspaper by station
- Hotels in Sugar House CBD
- 3 or 4 stories and more more compact
- incentives for improvements to back of single family houses

## **5. Catalytic sites**

- Central Pointe is very catalytic and full of opportunities
- State St/Bowling Alley-huge parking areas
- Entryway to SSL on West side of State: Entry statement to SSL and Vice Versa
- 300 E. (Zellerbach/Kimball)
- 400 E. (open space area)
- 600 East to 500 East to North side of corridor, mixed-use project.
- 900 East – tennis courts
- Granite block
- Former DI property (on Highland)
- Backs” of property

## **6. Stations**

- Central Pointe – ideas to realign it along/within a street to activate the neighborhood
- State St – general consensus to keep it on the west side
- West Temple – possibility of additional stop here
- 300 East – neighborhood character
- 500 East – neighborhood character
- 700 East – idea to relocate it on the west side of the street – supported by the property owners
- 900 East – idea to relocate it further west, closer to 800 East.
- Sugar House – idea to bring it to Highland Dr. or to Sugar House Park (1300 East). Could be at the old DI site. Or near Sprague Library.
- Put stops close to high density residential
- Build in capacity for future stations

## **7. Ridership / transit**

- Concern for getting ridership numbers up
- Interest in keeping fares low, or special deals for neighbors
- Idea to have graduated fares – fee based on distance travelled – believe it would increase ridership
- Plan for future expansion
- Frequent service
- Needs to be easily accessible from adjacent streets
- Run it late so people can go to downtown events
- Get it built!

- Connect to students

### **8. Trail**

- Is a very important component
- Divided on whether major crossings (State and 700) should be elevated or at grade.
- What about dogs / pets on the trail?
- Make corridor between State and Main a “pedestrian street”

### **9. Bicycling**

- Support bike access to TRAX and streetcar
- Need bike lockers
- Family oriented trail, not a commuter trail
- Bike lanes on 2100 S. – make it less car oriented
- More urban character – not like Jordan River Pkwy

### **10. Walkability**

- Walkable neighborhood is essential
- Extend and widen sidewalks
- Need good crossings across 2100 S. and Highland, in addition to State and 700 East. Mid-block crossings would be good
- Safe crossings - hawk crossing signals

### **11. Access**

- Need access to garages on corridor

### **12. Parking**

- Concern that people will park in neighborhood areas since no lots are provided
- May need park and ride on 700 East – could DI provide?
- Shared parking
- Concern for parking at Fairmont Pool and Boys + Girls Club