

— LIFE ON —  
STATE



# LIFE ON STATE

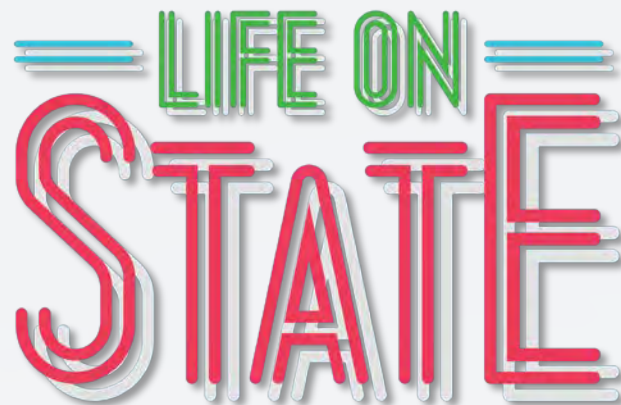


# Today's Agenda

- Update on Engagement
- Review State Street Design Concepts
- Understand Evaluation Process
- Discussion and Feedback
- Next Steps

## Project Goals

- Improve Safety & Security
- Improve Identity of Place
- Expand Connectivity
- Optimize Mobility
- Drive Economic Prosperity
- Support Equitable Living Opportunities
- Encourage Healthy & Sustainable Design



# Public Engagement Highlights



# Nearly 200 Participants



# 3 Interactive Activities



# 20 Workshop Maps





# 100 State Street Cross Sections



# Broad Support for Goals

## LIFE-THINK STATE GOALS

GOAL  
1

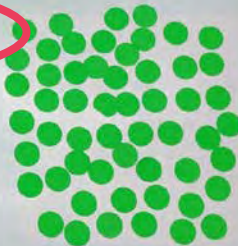
### IMPROVE SAFETY & SECURITY

Ensure State Street that is becoming, safe, and healthy by improving traffic safety for drivers, pedestrians, bicyclists and transit riders, as well as addressing crime prevention and security through urban design.



### IMPROVE IDENTITY OF PLACE

Enhance the unique sense of place and reinforce State Street's cultural significance in the region, encourages civic pride in the surrounding neighborhoods, and leads to economic success.



GOAL  
3

### EXPAND CONNECTIVITY

Expand opportunities to safely cross State Street, connect more people to more places in and around the area, and improve access to nearby schools, businesses and community services.



GOAL  
4

### OPTIMIZE MOBILITY

Improve economic parameters, reliability, and business along the State Street corridor by enhancing safe and comfortable travel for all modes of transportation.



GOAL  
5

### DRIVE ECONOMIC PROSPERITY

Examine opportunities for infrastructure improvements, regulatory changes and public-private partnerships that increase investment, job growth and promote a multi-faceted, internationally competitive corridor.



GOAL  
6

### SUPPORT EQUITABLE LIVING OPPORTUNITIES

Expand and attract new housing options along State Street for all life stages and incomes, and enable sustainable, urban living with improved access to local businesses and community services.



GOAL  
7

### ENCOURAGE HEALTHY & SUSTAINABLE DESIGN

Create a public realm and built environment that promotes healthy lifestyles and reduces the environmental impacts of new and existing development.



# Development Game Pieces

Housing  
Development

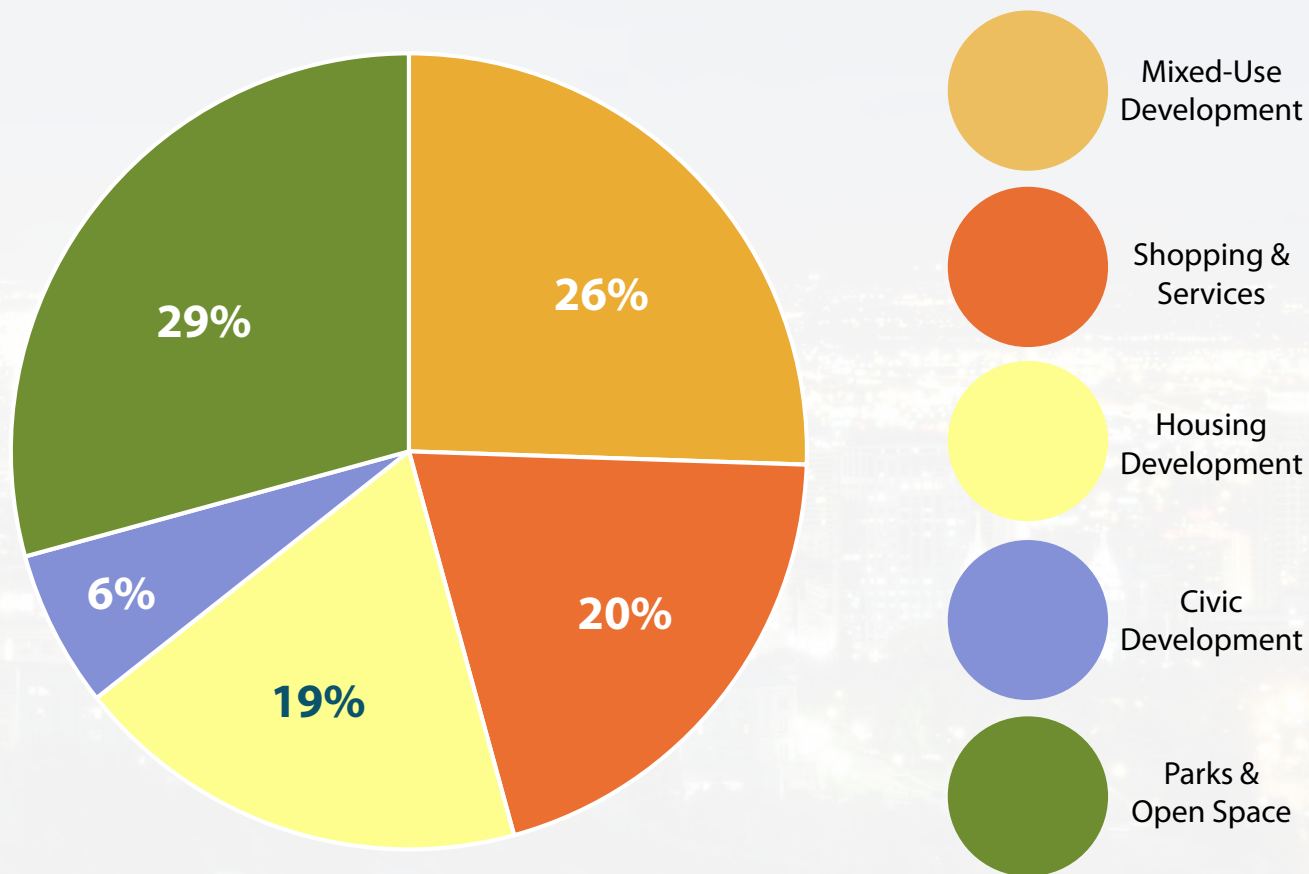
Parks &  
Open Space

Shopping &  
Services

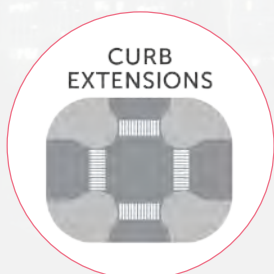
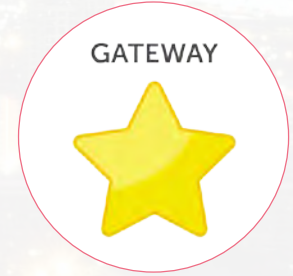
Civic  
Development

Mixed-Use  
Development

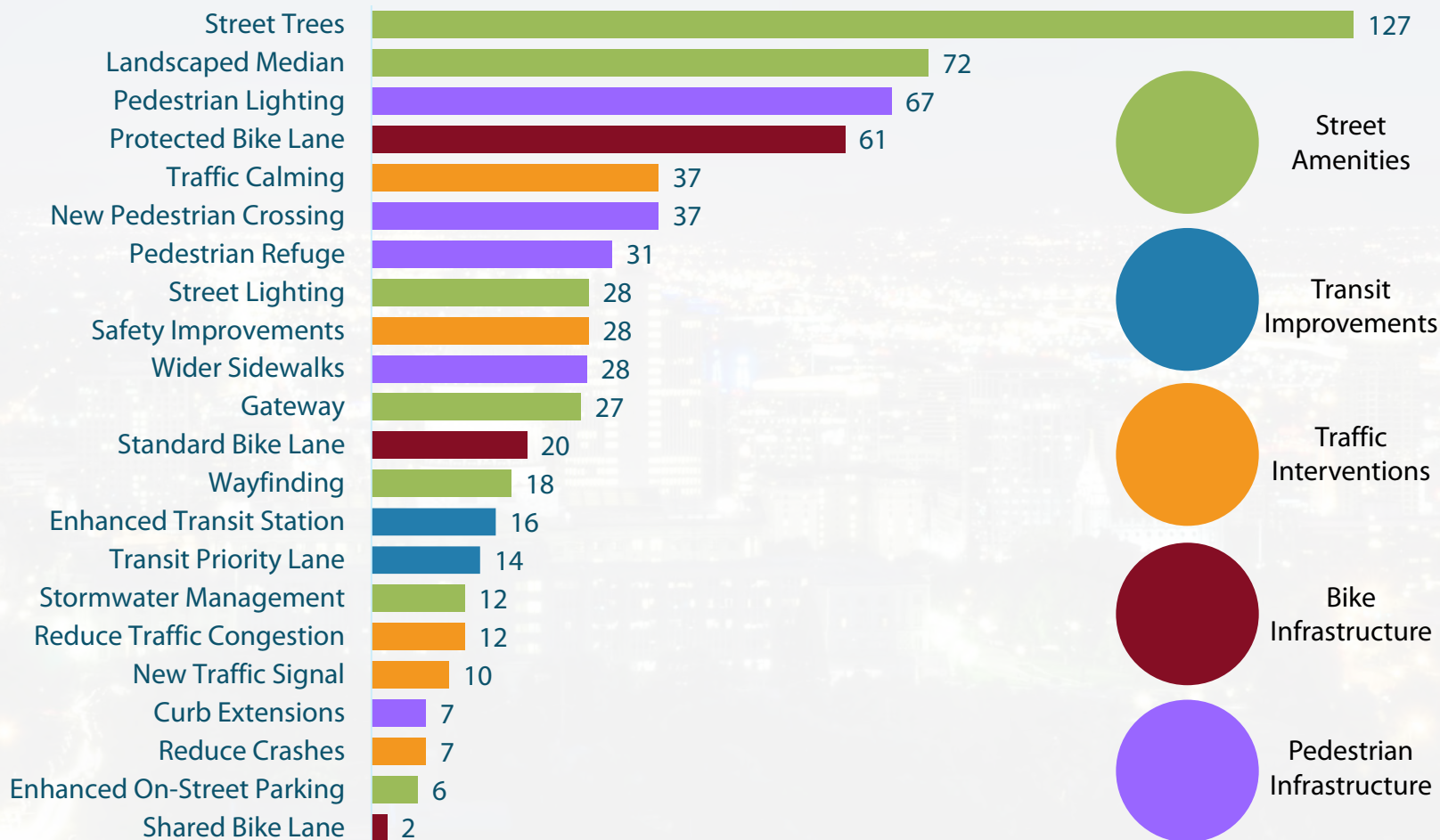
# 188 Total Development Game Pieces



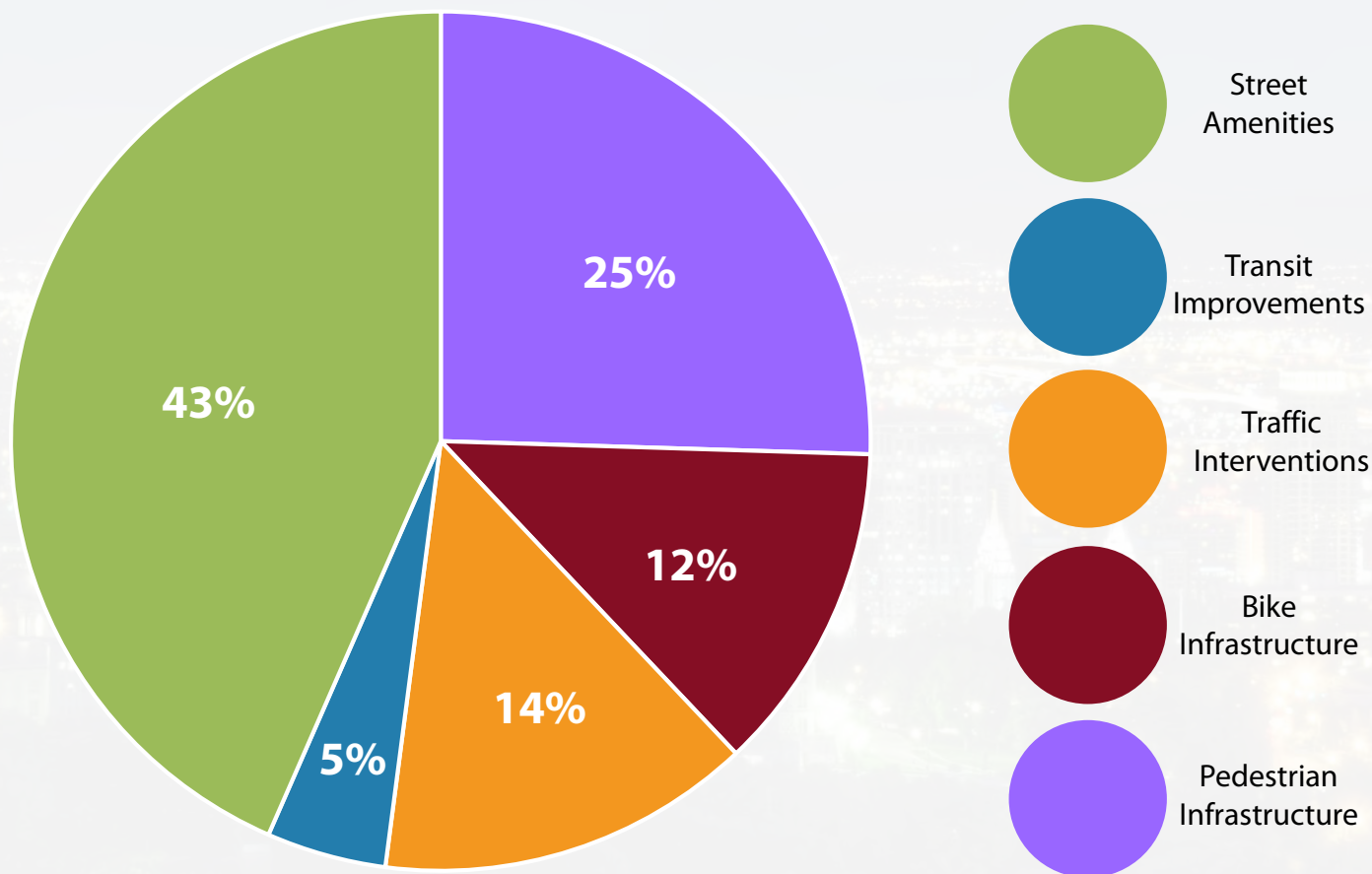
# Street Game Pieces



# 666 Total Street Game Pieces



# Transportation Game Pieces - Thematic Groupings



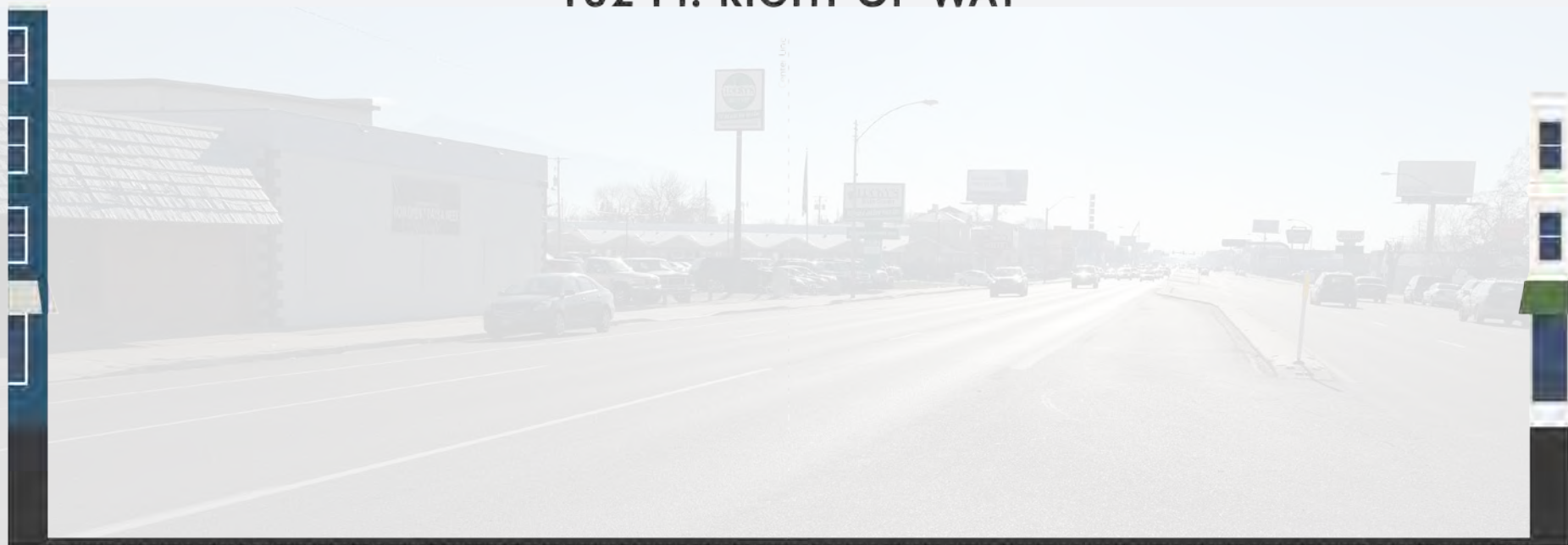
# Major Takeaways from the Mapping Exercise

- **More Green!**
  - Parks & Open Space, Street Trees, Landscaped Medians
- **Higher quality bike & ped infrastructure**
  - Protected Bike Lanes, Pedestrian Lighting, Pedestrian Refuges, New Crossings
- **Traffic calming measures & General Traffic Safety Important BUT congestion not a major concern**
  - Traffic Calming, Safety Improvements
- **Transit not a major priority**
  - HOWEVER, the cross section exercise conflicts with this finding



# What's your design for State Street?

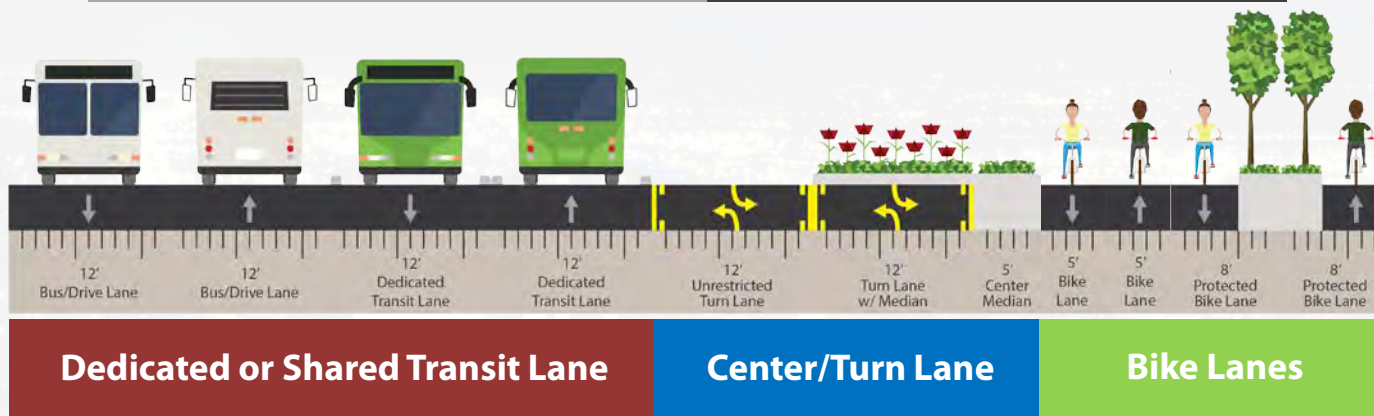
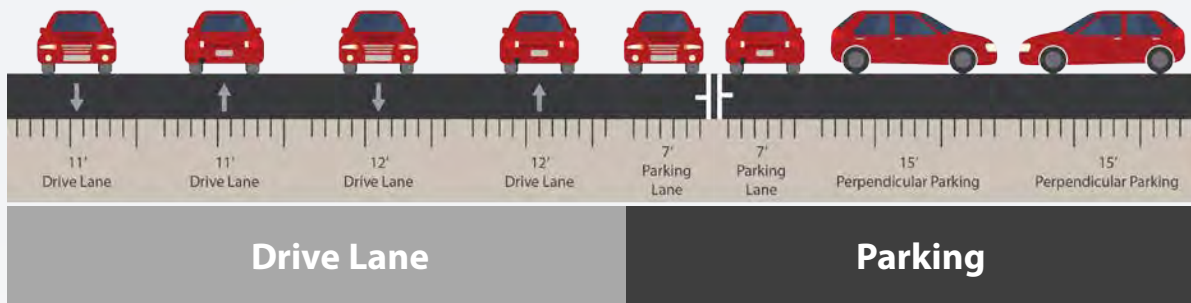
132 FT. RIGHT-OF-WAY



10 FEET

Where on State Street should this cross section be located? (Please use the back page to write additional comments.)

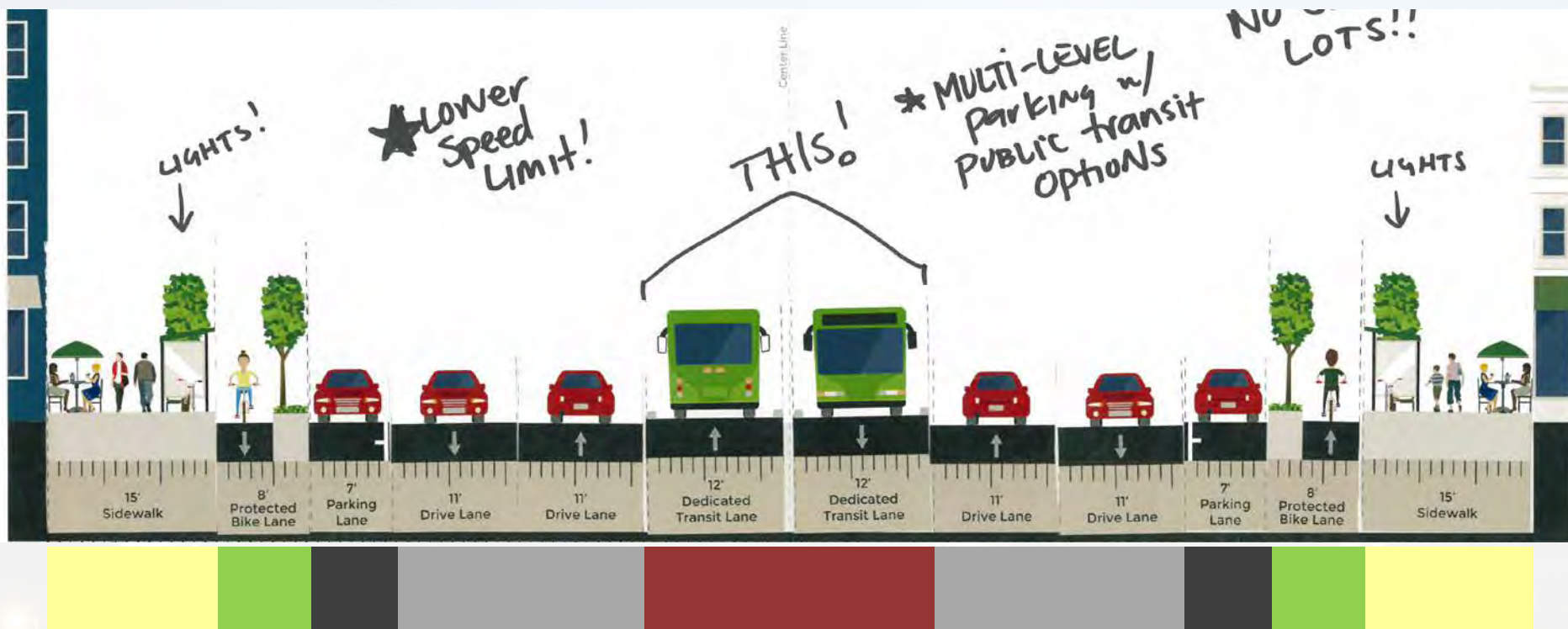
# What's your design for State Street?



## Pedestrian Amenities

# 99 total Cross Sections were completed by participants

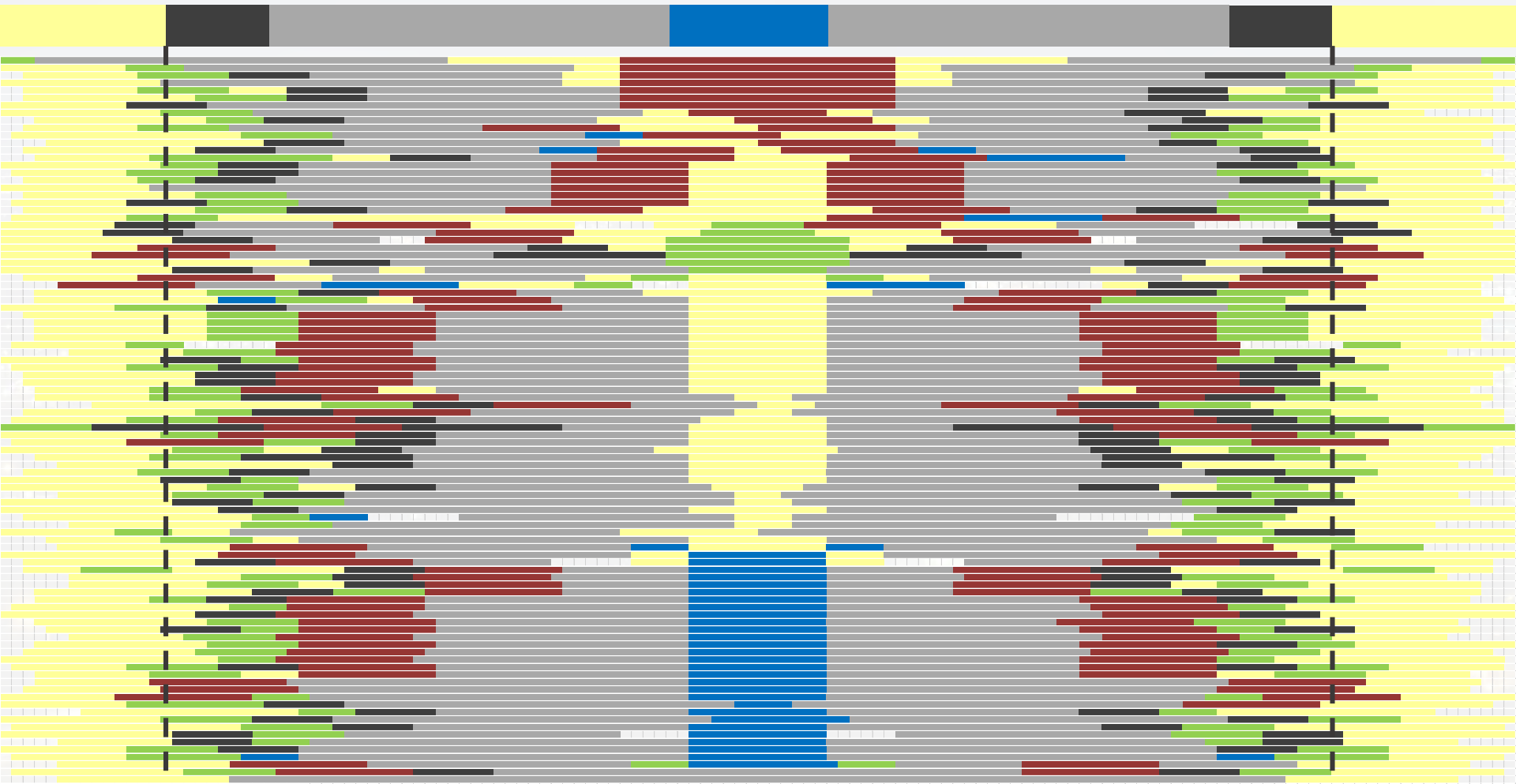
- Drive Lane
- Dedicated or Shared Transit Lane
- Center/Turn Lane
- Parking
- Pedestrian Amenities
- Bike Lanes



# 99 total Cross Sections were completed by participants

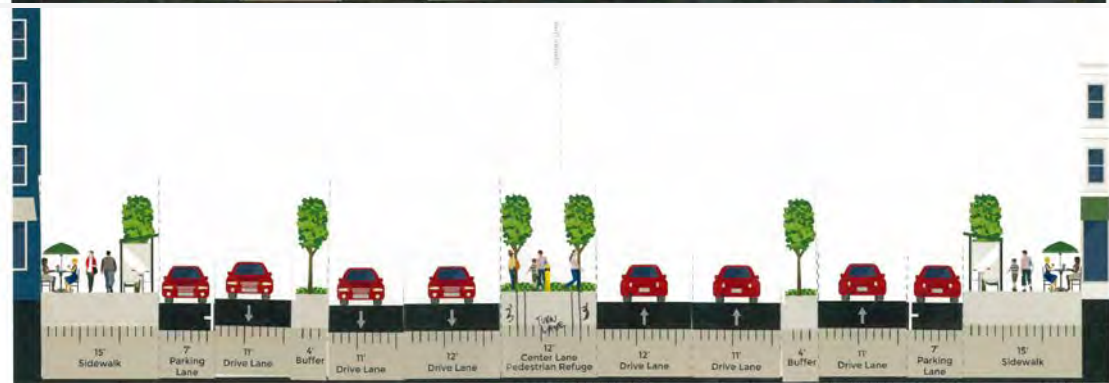
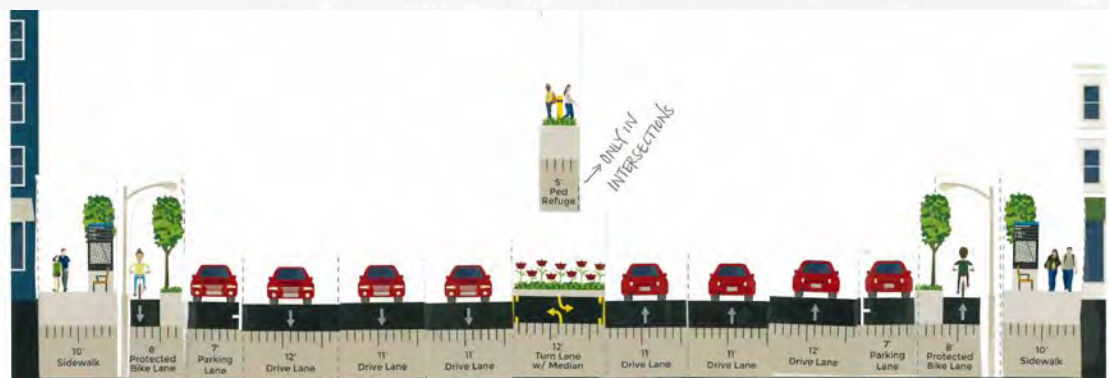
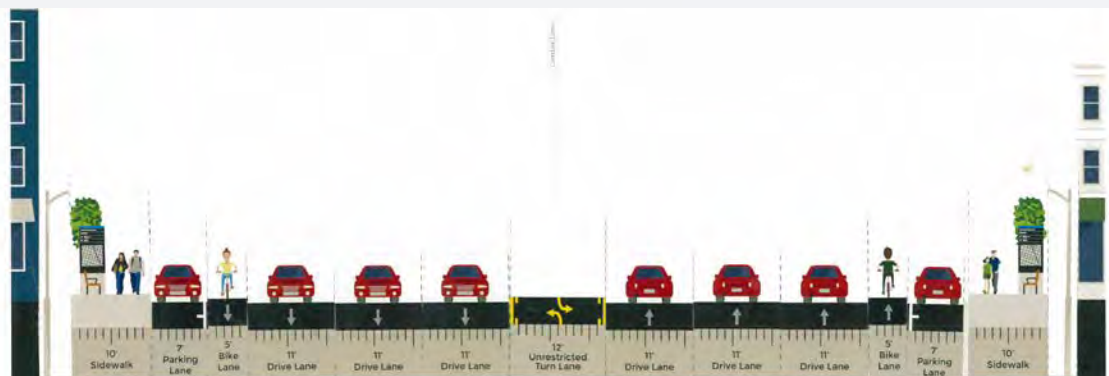
- Drive Lane
- Dedicated or Shared Transit Lane
- Center/Turn Lane
- Parking
- Pedestrian Amenities
- Bike Lanes

## EXISTING CROSS SECTION



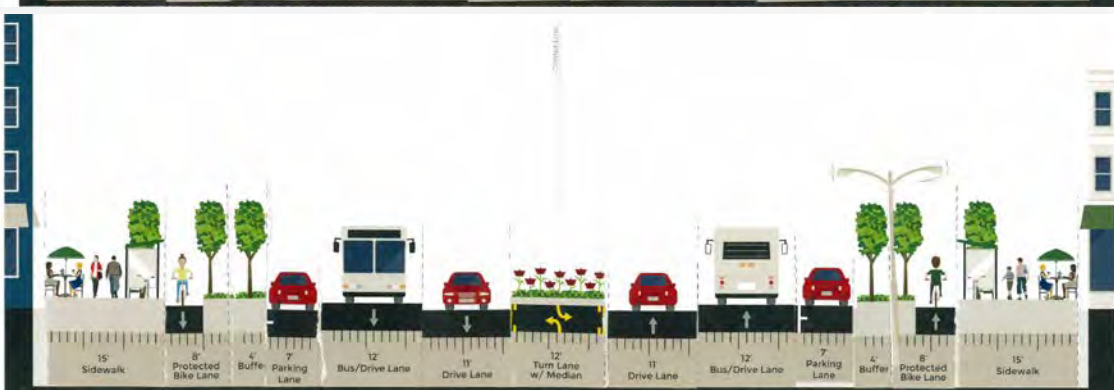
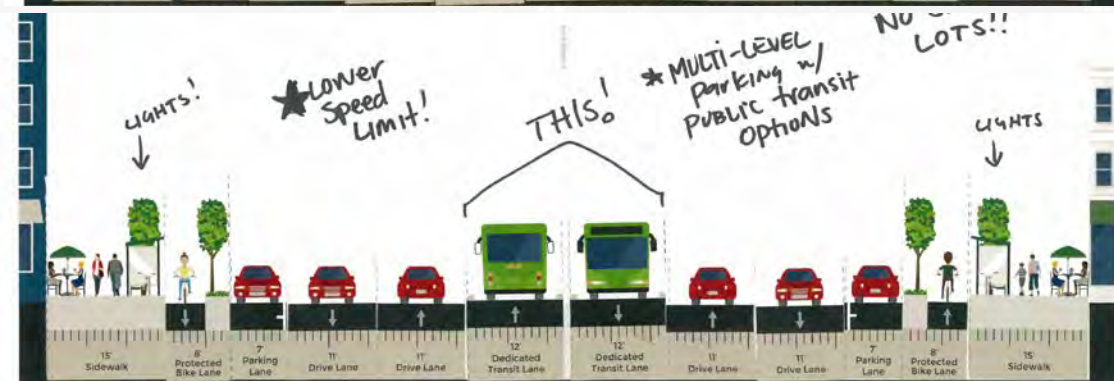
# Car Travel Lanes

- **22%** of participants **maintained** the current number of travel lanes (6)



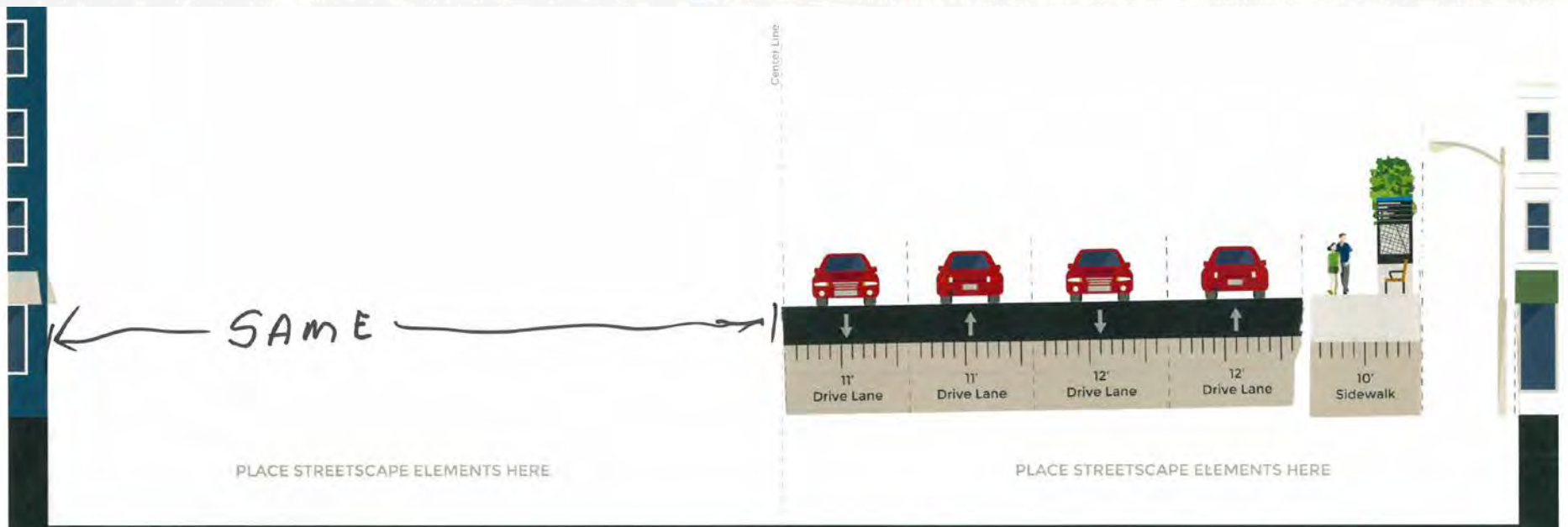
# Car Travel Lanes

- **77%** of participants **reduced** the current number of travel lanes (<6)



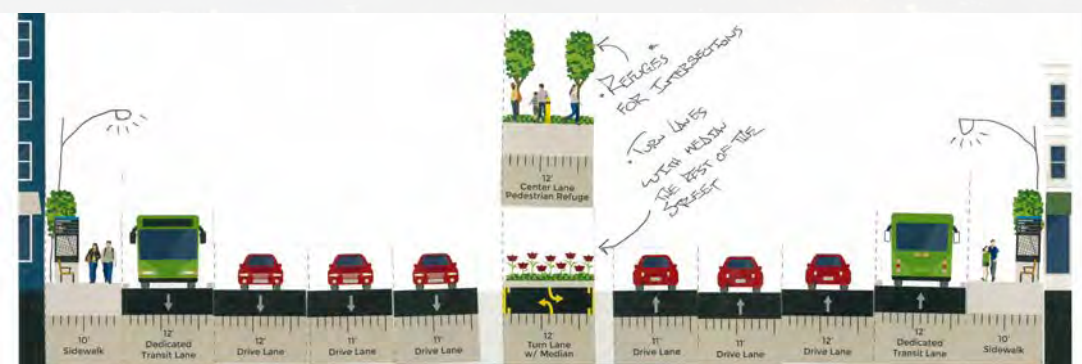
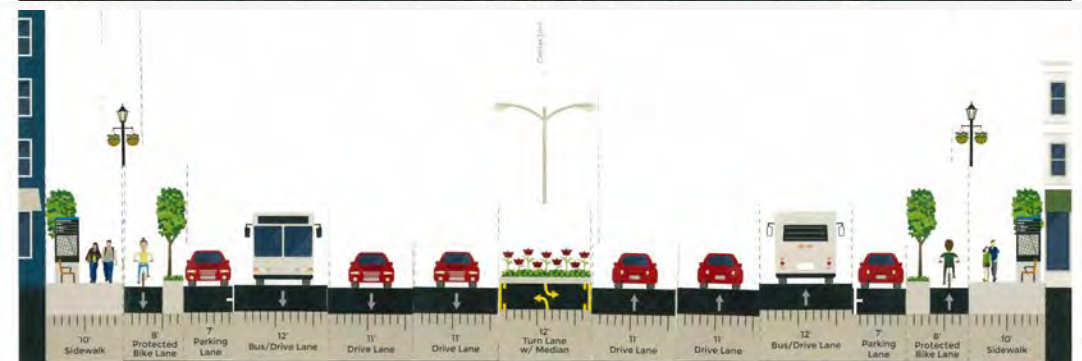
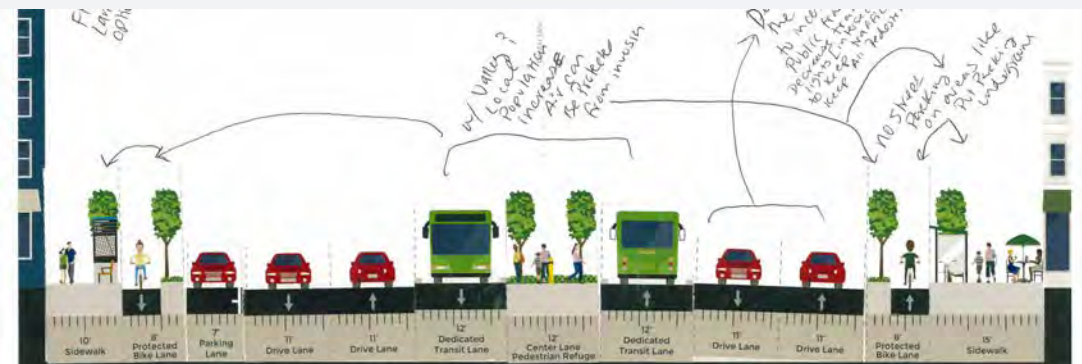
# Car Travel Lanes

- **Only 1% (1)** of participants **increased** the current number of travel lanes (>6)



# Bus Travel Lanes

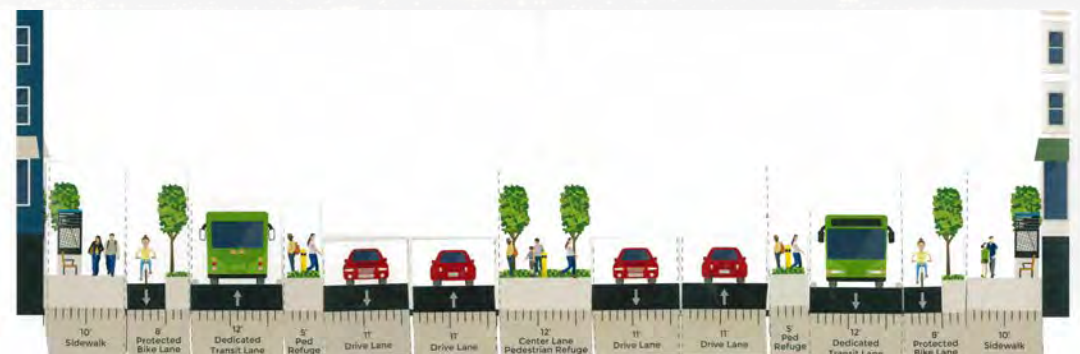
- **76%** of participants included dedicated transit lanes or transit/drive lanes





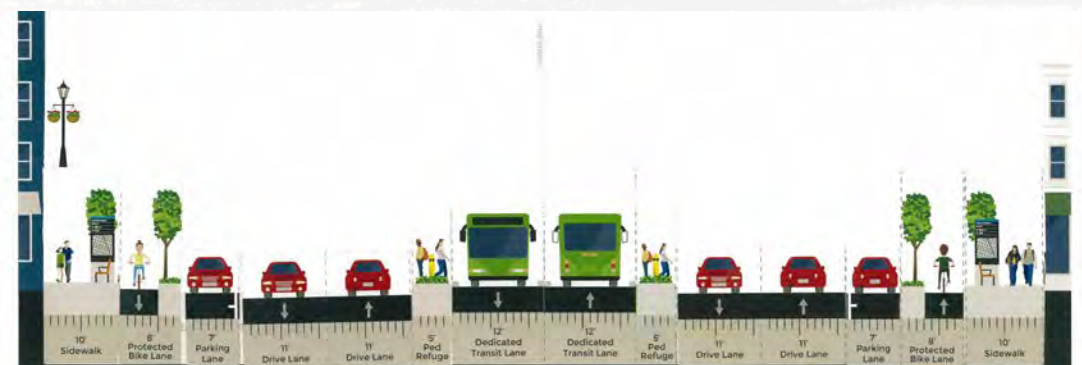
# Pedestrian Refuges

- **72%** of participants included a Center Lane Pedestrian Refuge and/or 5' Pedestrian Refuge



# Bike Lanes

- **86%** of participants included a 5' Bike Lane or 8' Protected Bike Lane



# Parking & Sidewalks

- **65%** of participants included parking of some sort

AND

- **49%** of participants expanded sidewalks to 15 feet or greater

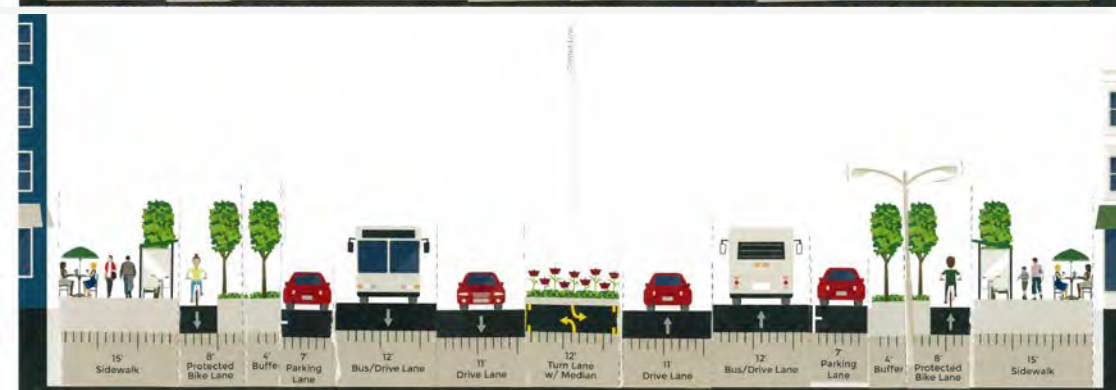
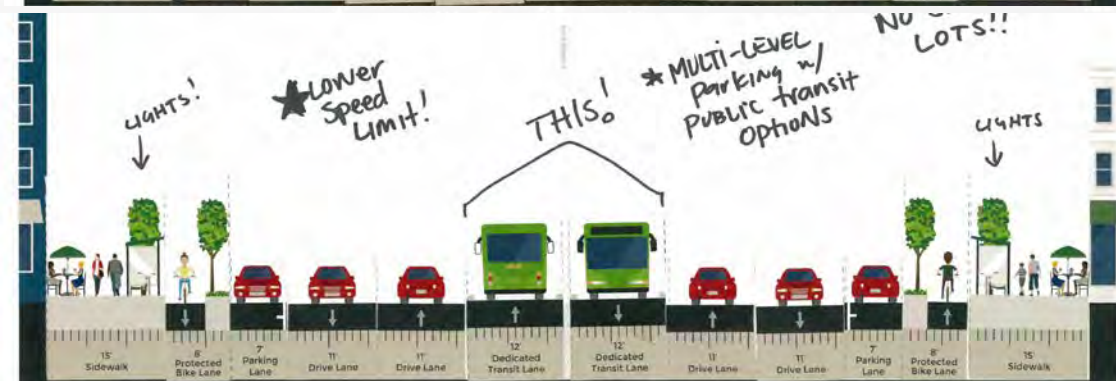


# Major Takeaways from the Cross Section Exercise

- **Reduce travel lanes to achieve other goals**
  - More than  $\frac{3}{4}$  of participants reduced lanes, while close to a quarter of participants maintained the current 6-lane cross section
- **More robust transit**
  - Dedicated Transit Lanes (center running or side) or transit/auto lanes
- **More frequent and protected crossings**
  - Pedestrian Refuges
- **Bike facilities**
- **Parking on State Street was a mixed bag**

# Cross Section Design Exercise: An Exercise in Trade-offs

- 77% reduced lanes
  - 22% maintained current number of lanes (6)
  - 1% increased lanes
- 86% added bike lanes
- 76% added transit lanes
- 72% added pedestrian refuge
- 65% kept street parking
- 49% expanded sidewalks to 15 feet or more



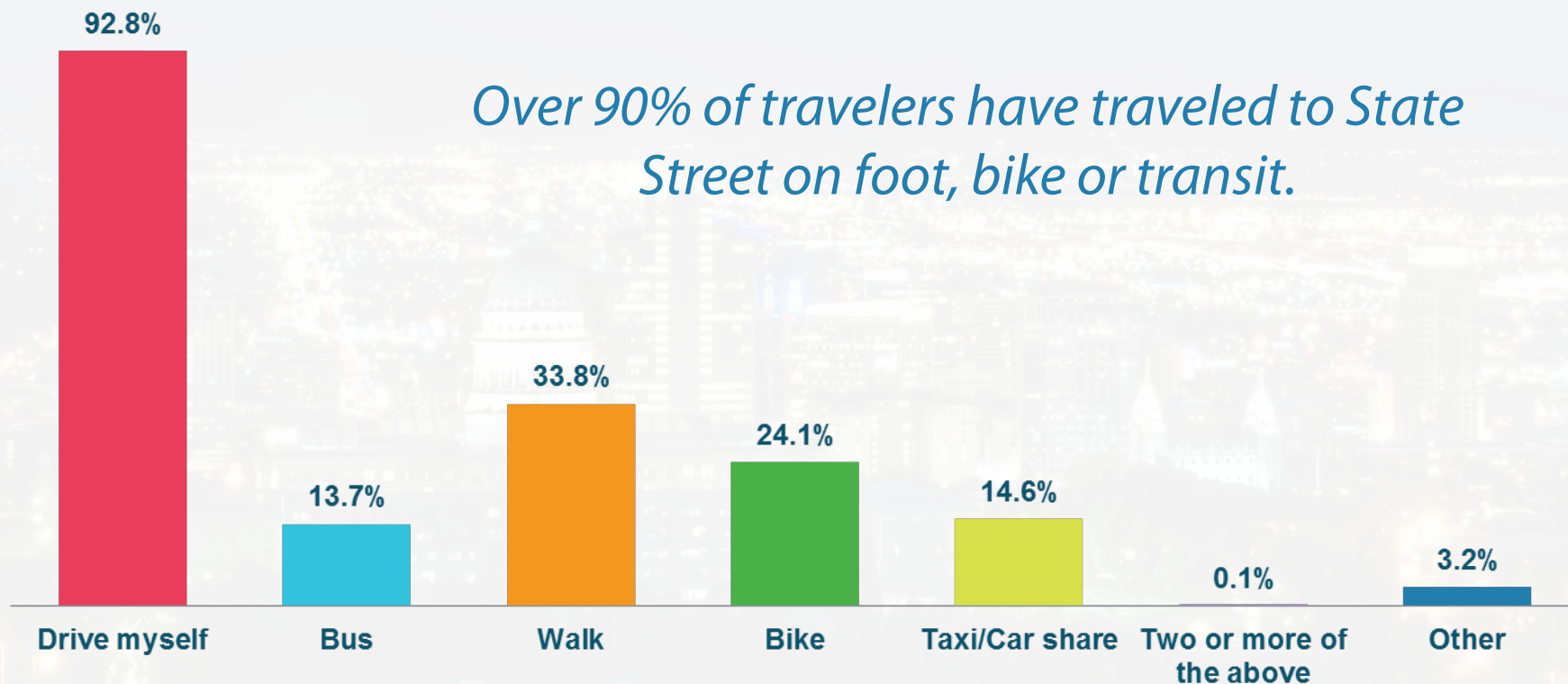
# Online Community Survey



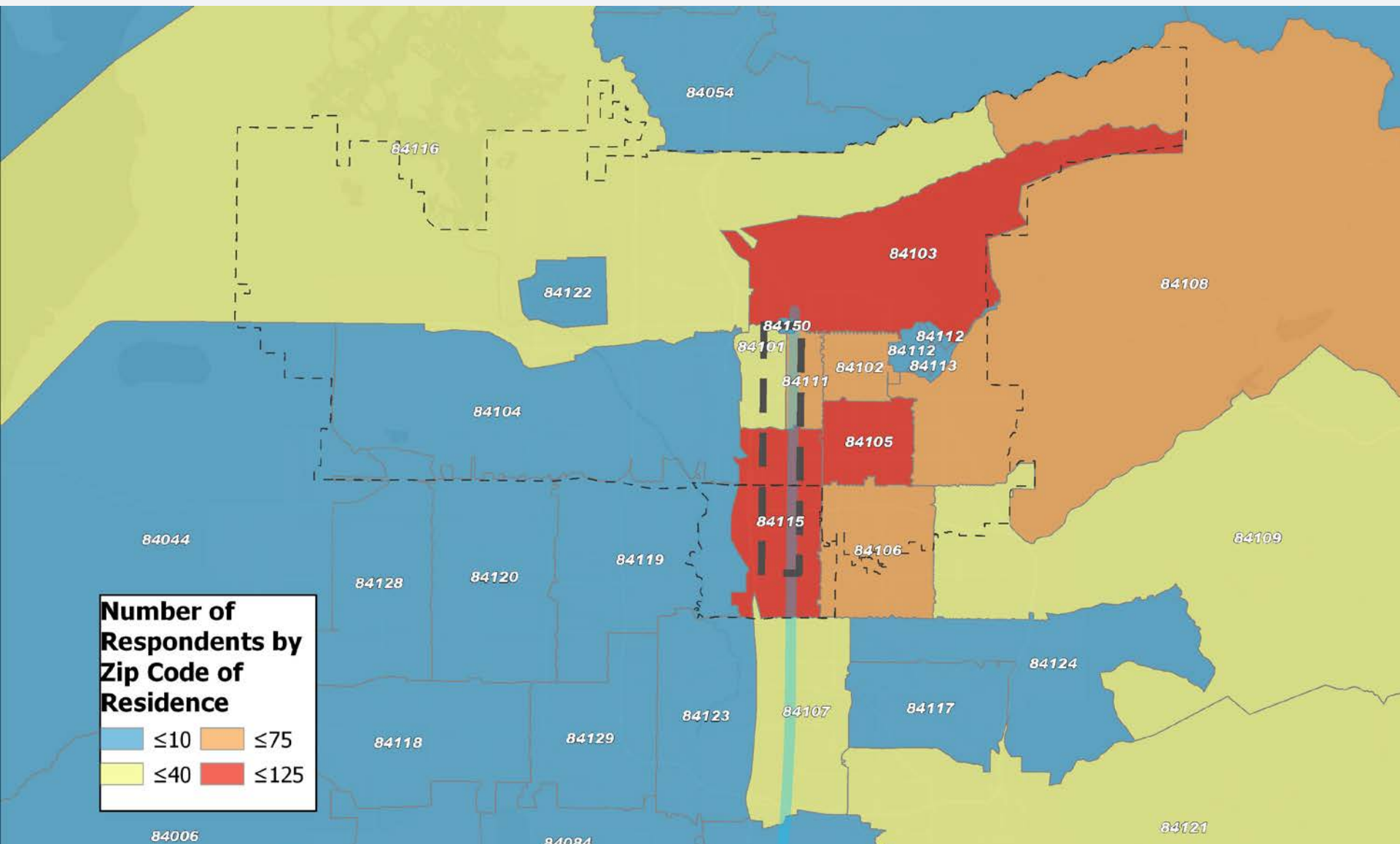
# How do you typically travel to, from, or along State Street?

*800 online survey respondents.*

*Over 90% of travelers have traveled to State Street on foot, bike or transit.*



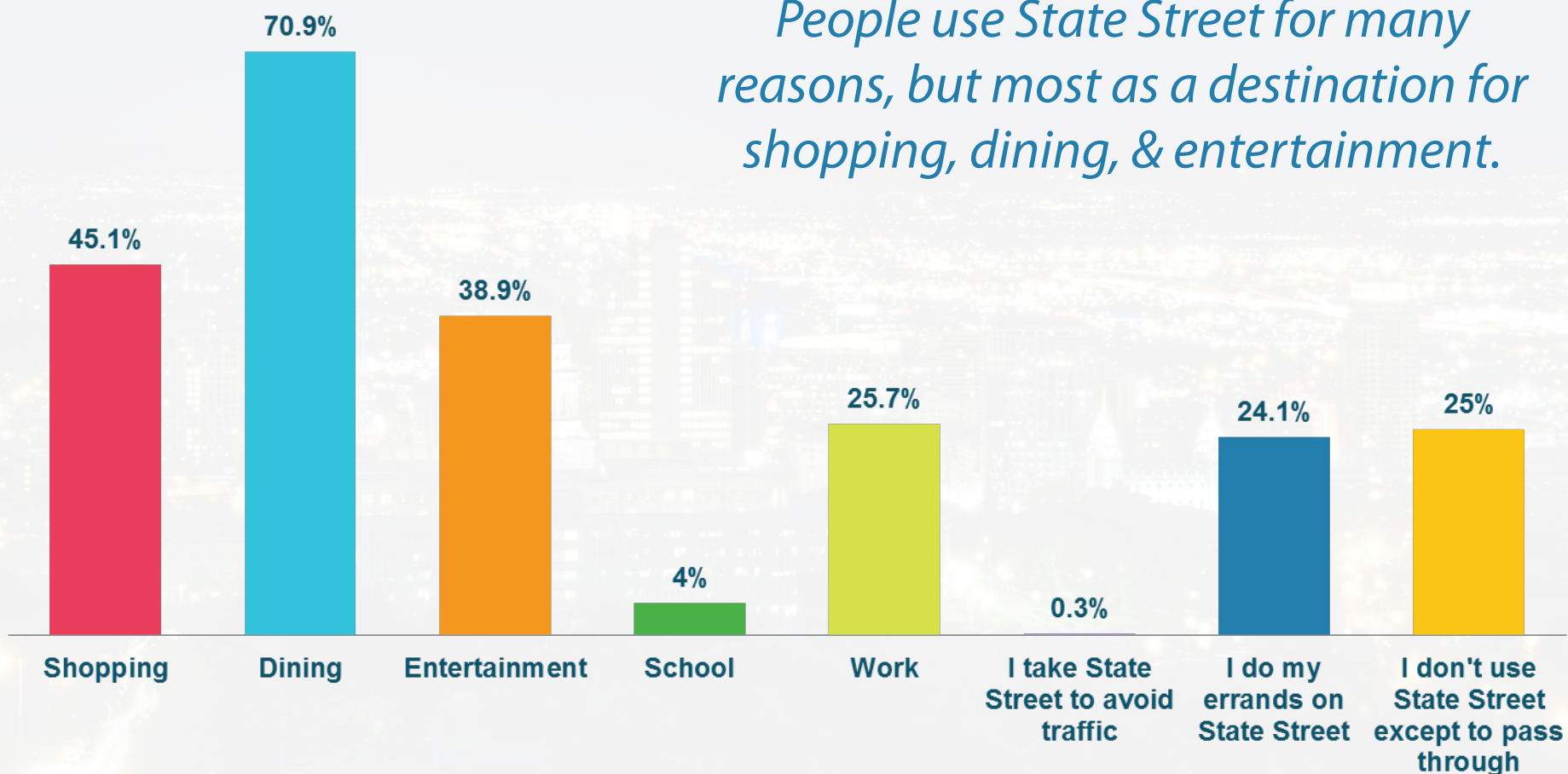
# Who are we hearing from? Online Survey Respondents by Zip Code





# How do you usually use State Street?

*People use State Street for many reasons, but most as a destination for shopping, dining, & entertainment.*

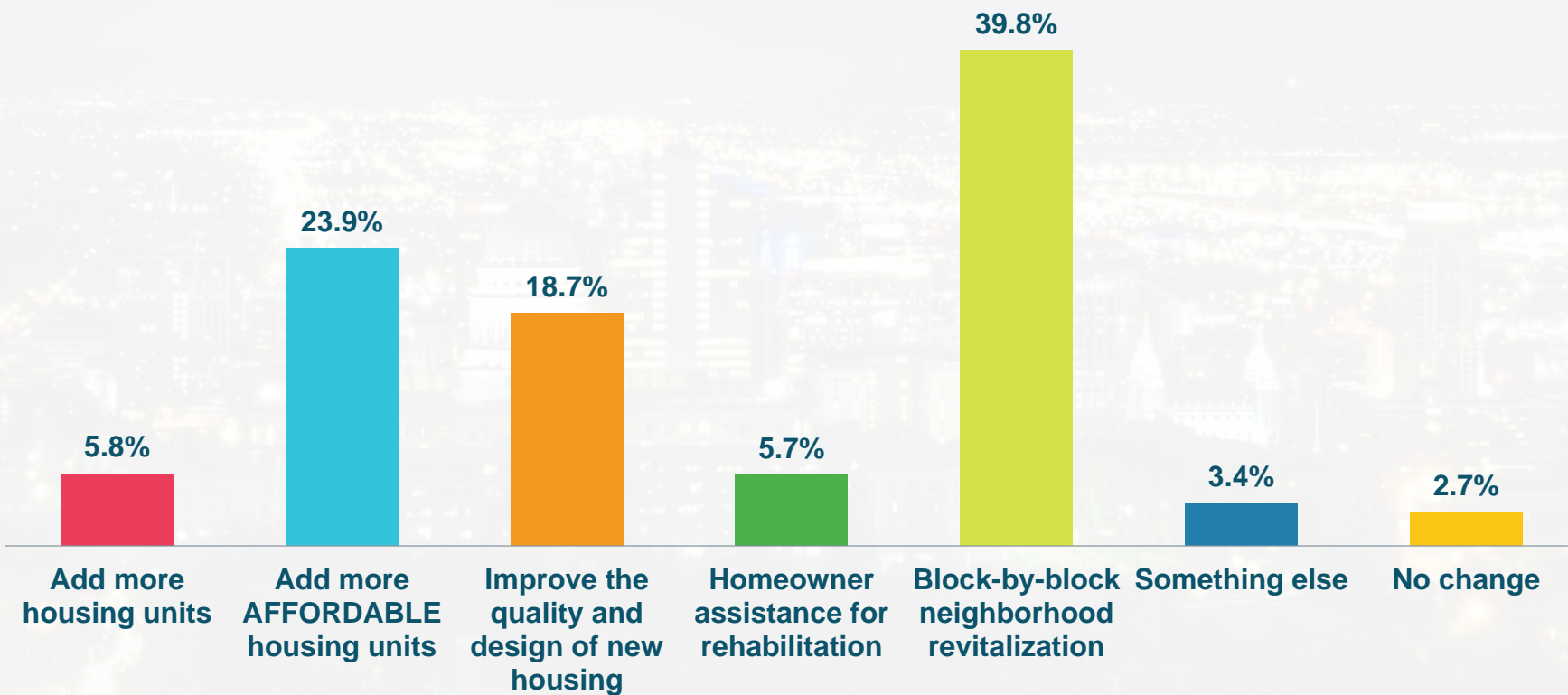


# If you could do just ONE THING for the corridor, what would be your TOP PRIORITY?

*Safety and greenery.*

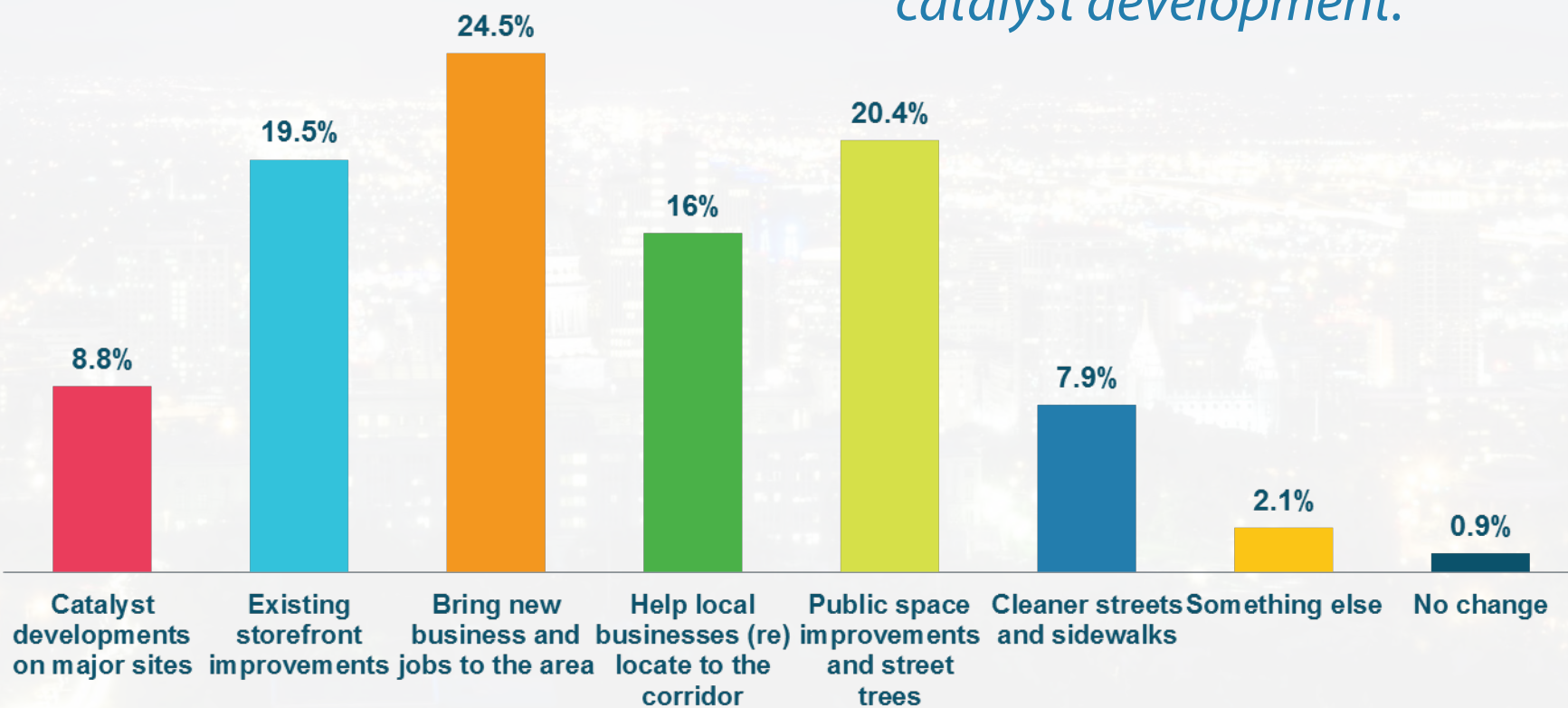


# What is your TOP PRIORITY for HOUSING?



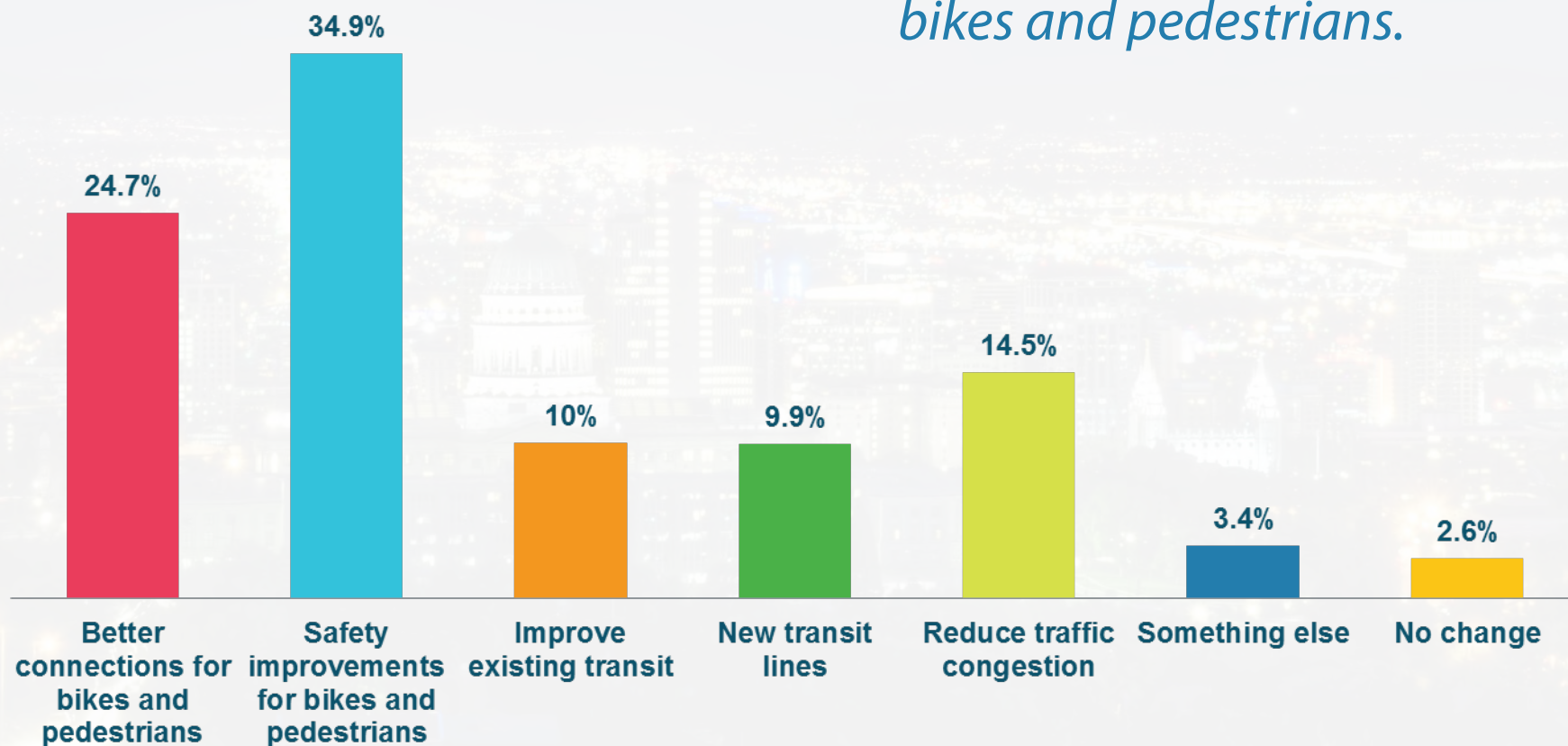
# What is your TOP PRIORITY for BUSINESS?

*New businesses, storefront improvements, public space & trees, catalyst development.*



# What is your TOP PRIORITY for MOBILITY?

*Safety and improved connections for bikes and pedestrians.*



# Defining State Street Subdistricts



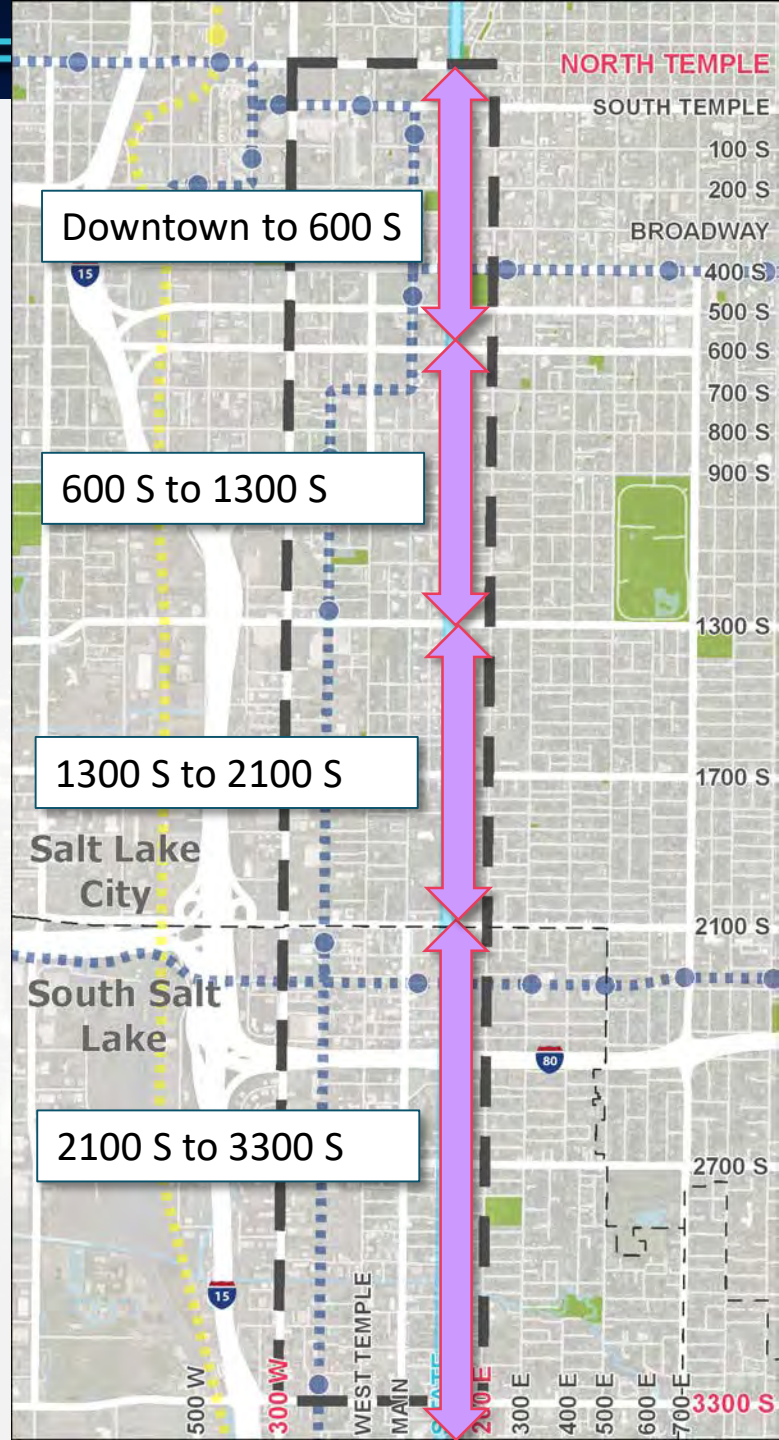
# What is State Street? Many Different Contexts

- Regional highway or local main street?
- Rapid transit corridor?
- One size-fits-all design or change with context?

For Example:

- Downtown to 600 S
- 600 S to 1300 S
- 1300 S to 2100 S
- 2100 S to 3300 S

*What Defines the Subdistricts?*

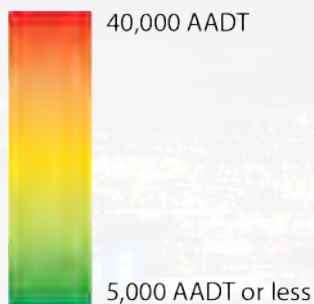
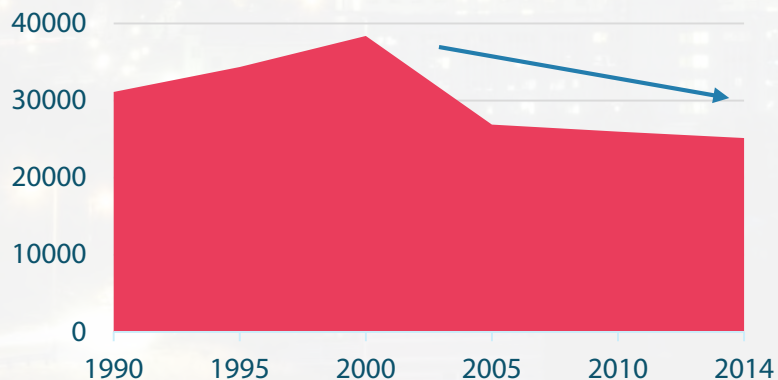


# State Street Traffic Volume

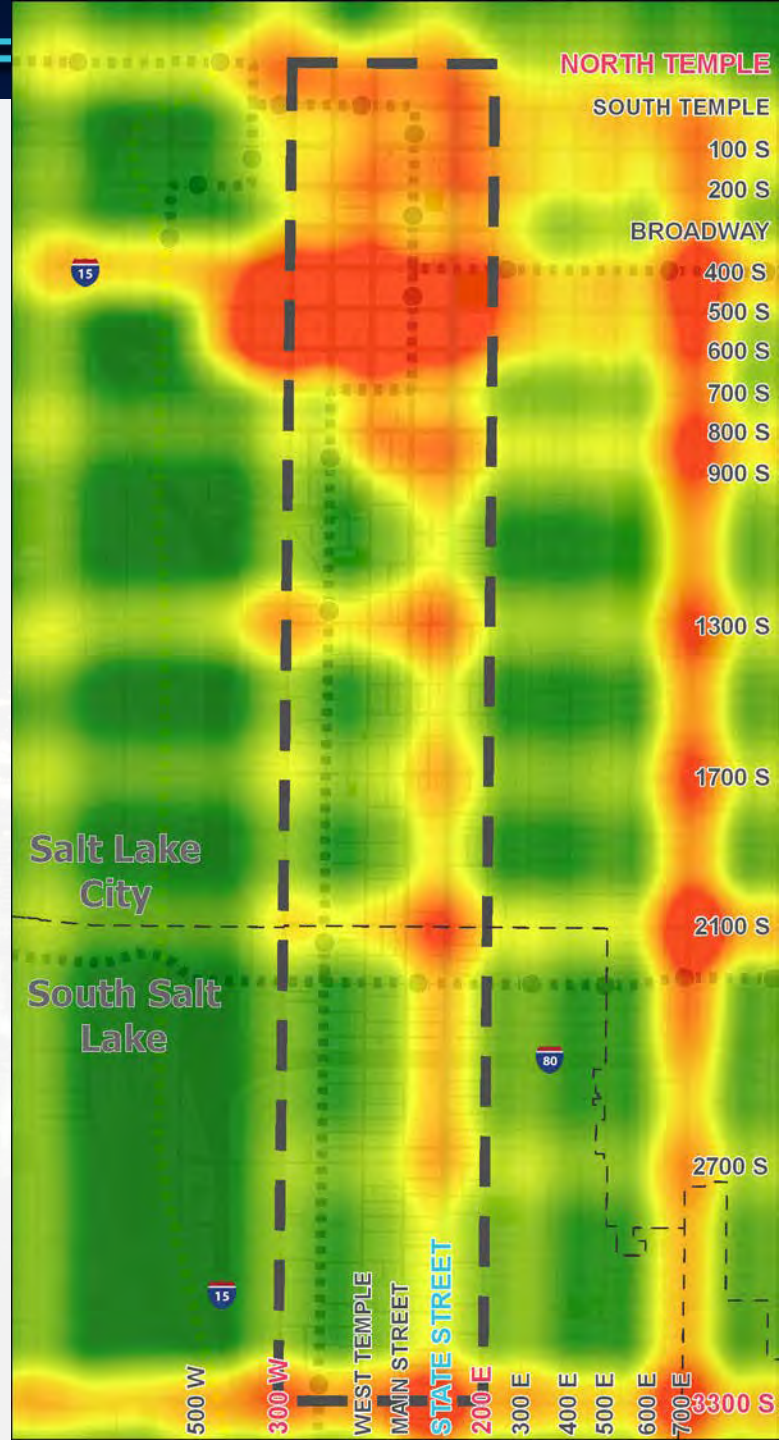
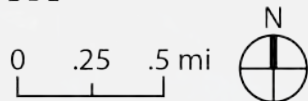
UDOT Average Annual Daily Traffic (AADT)

- **26,000 average daily auto trips in 2014** on State Street within the corridor
- 4 lane roads handle this avg. volume – examples around the state
- Varies by location so should road design vary too?

State Street AADT



- TRAX Route
- TRAX Station
- FrontRunner Route
- FrontRunner Station
- State Street
- Study Area
- City boundaries

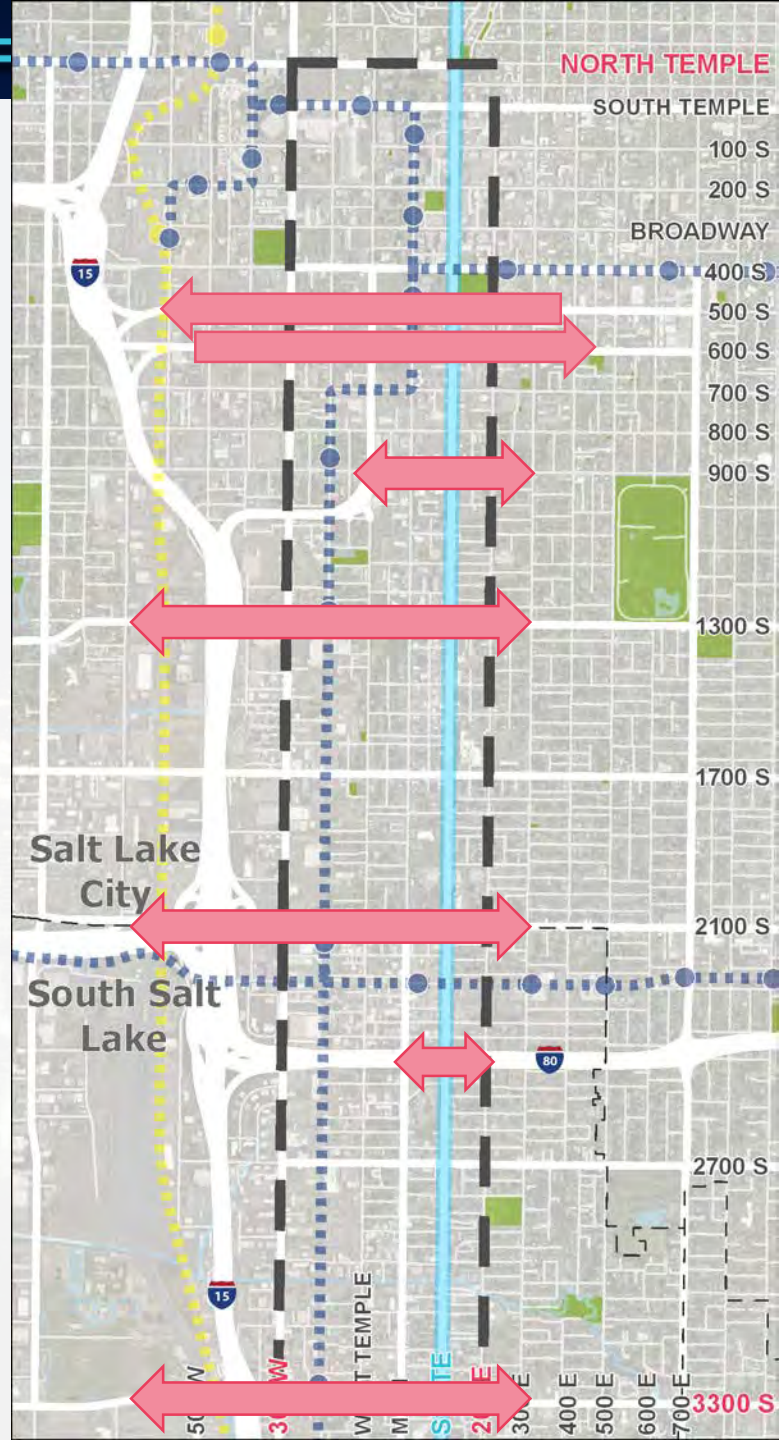




# East-West Freeway Access

Considerations for transition points between cross section concepts:

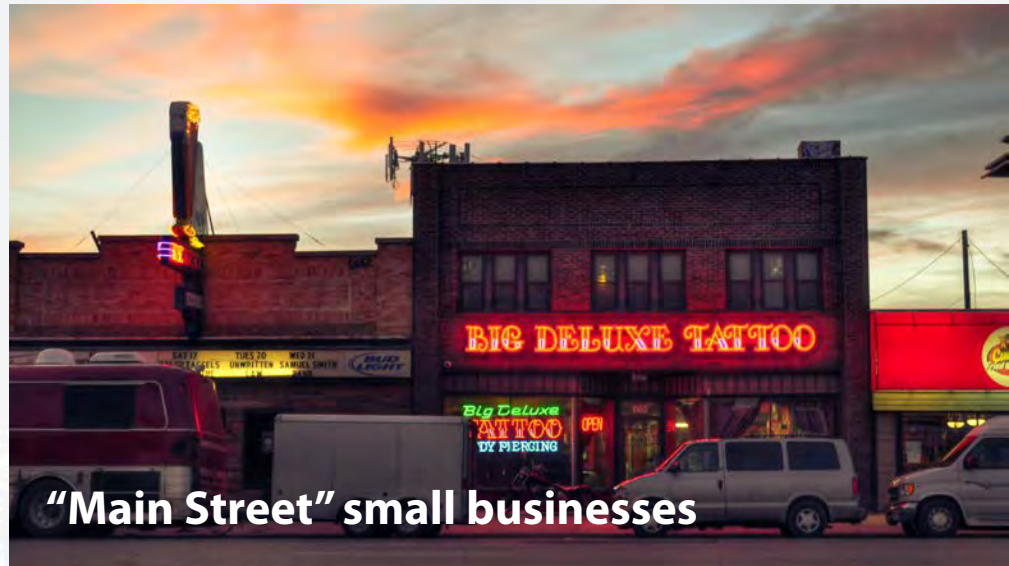
1. 500 S and 600 S
2. 900 S (off ramp & southbound)
3. 1300 S
4. 2100 S
5. I-80
6. 3300 S



# Varying Land Use Characteristics



Downtown SLC



"Main Street" small businesses



S-Line & Downtown SSL



Auto-centric

# Desired Land Use

- Office, retail and housing with easy access to transit
- Complete & connected communities
- Beautiful civic & public spaces
- Access & mobility for all travelers
- Housing choice
- Sustainable growth & development
- Prosperous and safe



**Reflected in recent planning efforts:** *Life on State Vision (2010), Plan Salt Lake (2015), SLC Downtown Plan (2016), SSL Downtown Master Plan (2015), etc.*

# Expected Growth

Projected to  
Double by 2040:

- 14,000 more people
- 10,000 more housing units
- 40,000 more jobs

*WFRC 2040 Growth Projections*



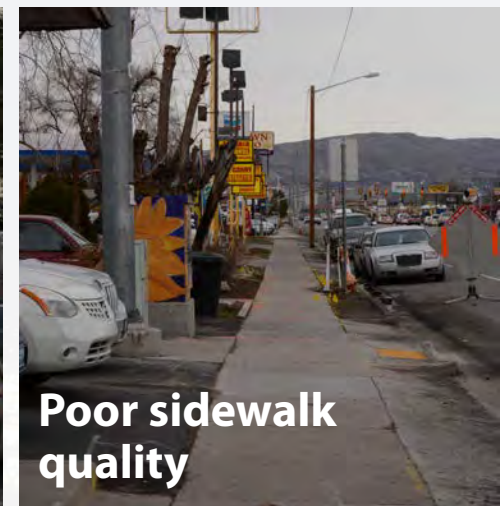
# Desired Vision is Challenging with Current Roadway Designs in Study Area



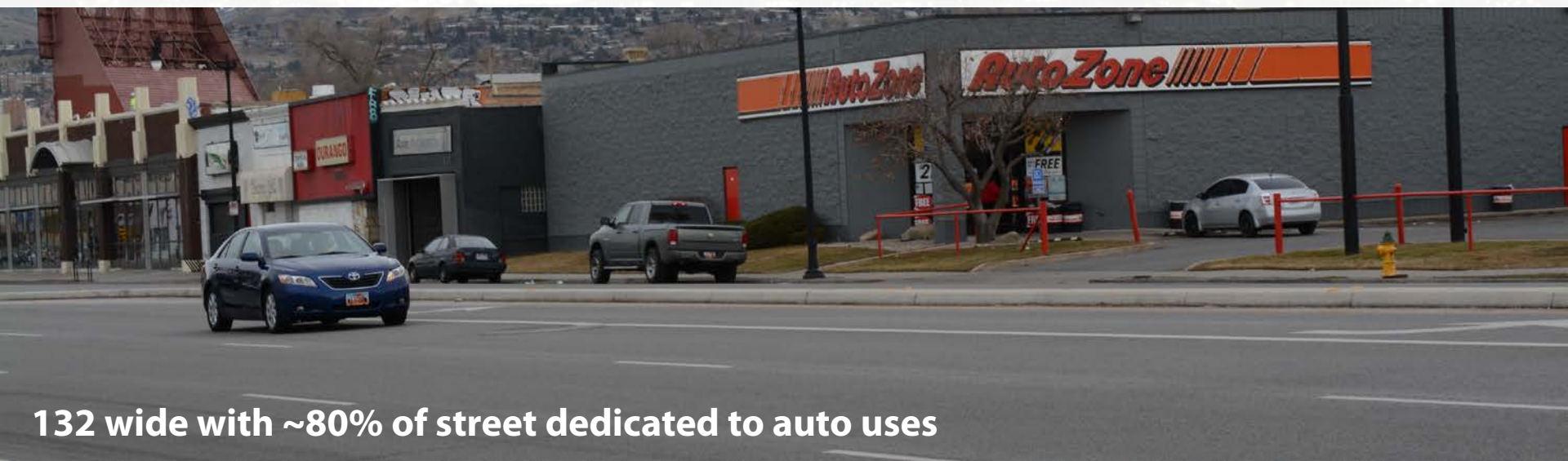
Very few street trees



Only 3 midblock crossings with flashing beacon in study area



Poor sidewalk quality

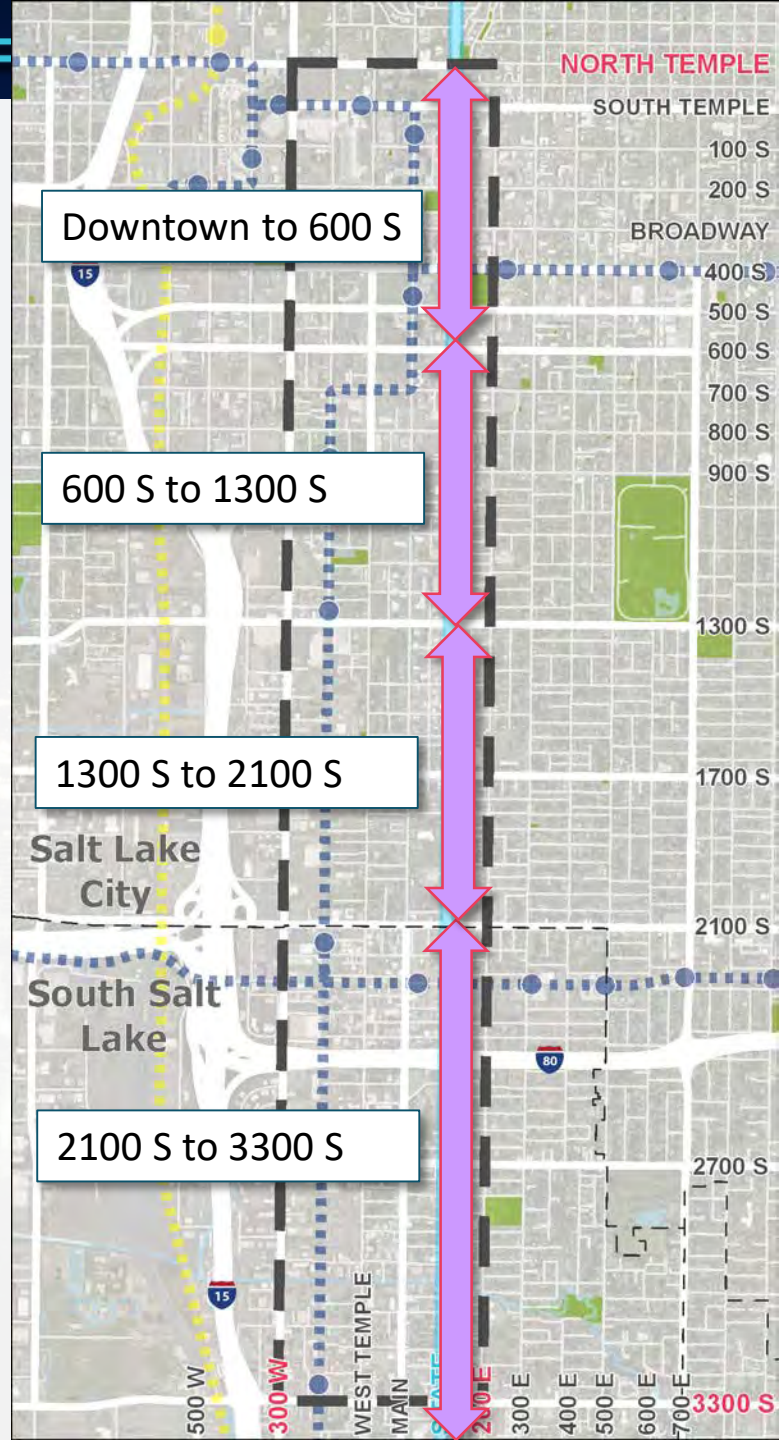


132 wide with ~80% of street dedicated to auto uses

# State Street Subdistrict Examples:

- Downtown to 600 S
- 600 S to 1300 S
- 1300 S to 2100 S
- 2100 S to 3300 S

*Any Thoughts or Questions?*



A nighttime cityscape with numerous lights from buildings and streets, creating a bokeh effect. The scene is viewed from an elevated perspective.

# Streetscape Concepts



# What is the RIGHT BALANCE along the State Street Corridor?

## Exercise in Trade-offs and Balance:

- Drive lanes?
- Rapid transit?
- Widened sidewalks?
- Landscaping and tree canopy?
- On-street parking?
- Bike lanes?
- Look for alternate routes?
- Change in peak hour congestion or diverted trips to other routes?



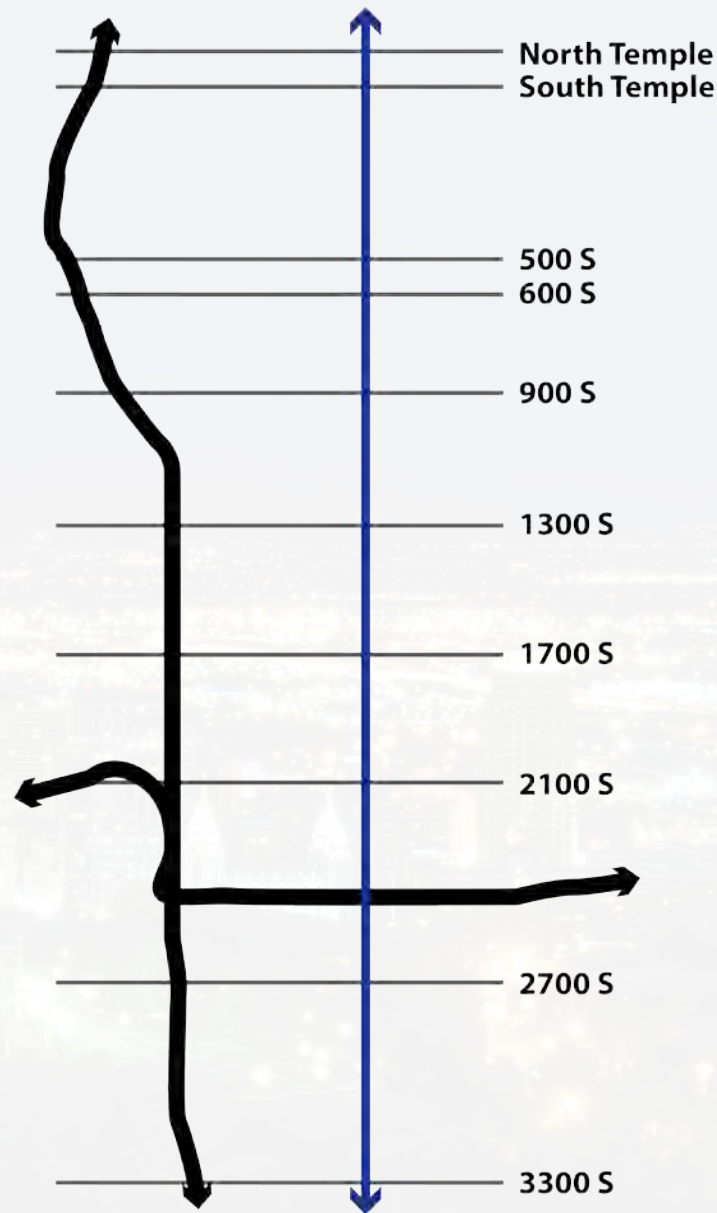
***What are Your Priorities within 132 Feet of Width?***



# Street Design Concepts

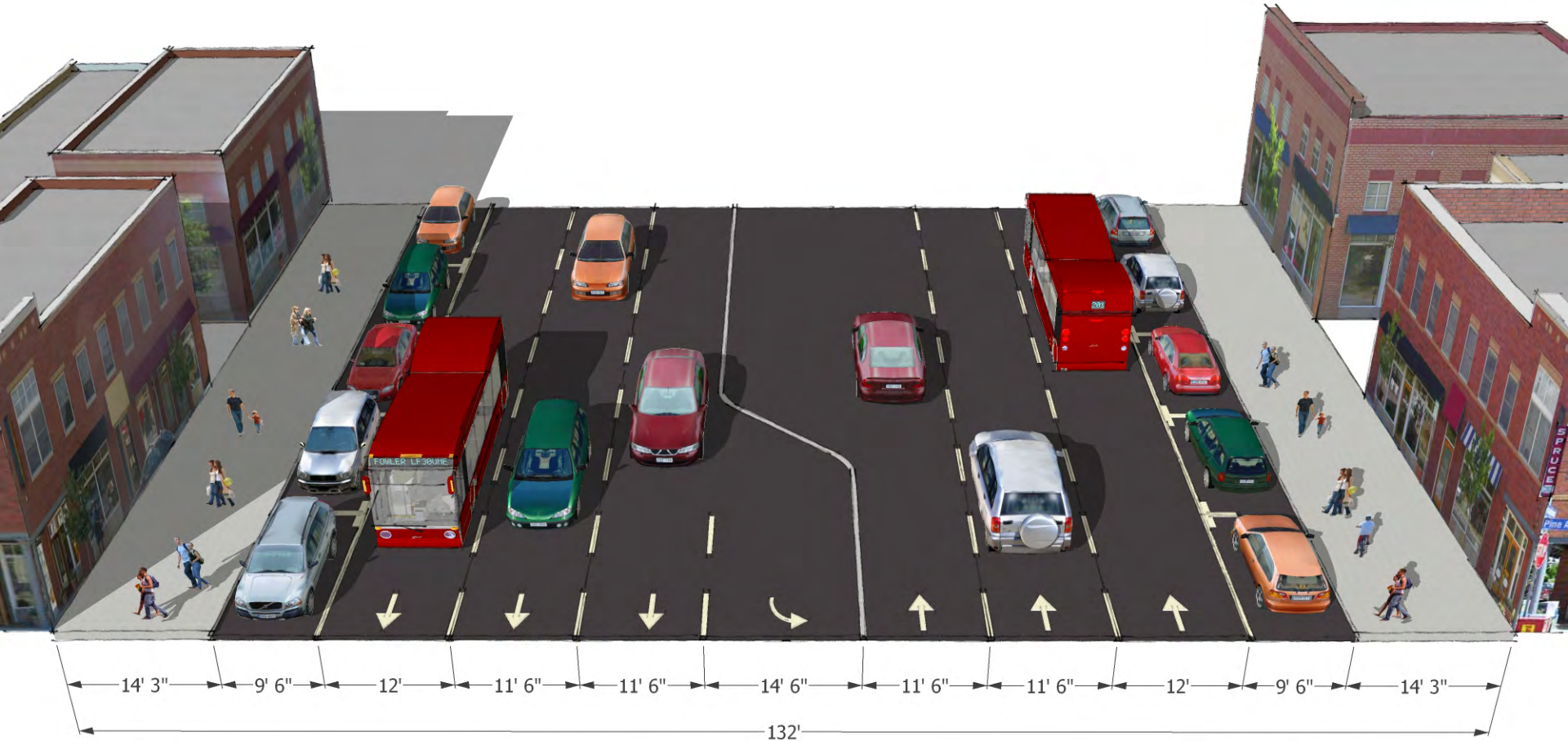
## Street Typologies

1. Minor Enhancements
  - Maintain 7-lane Cross Section with Aesthetic Enhancements
2. Side Running Transit
3. Center Running Transit
4. Boulevard



# Street Concepts

## Existing



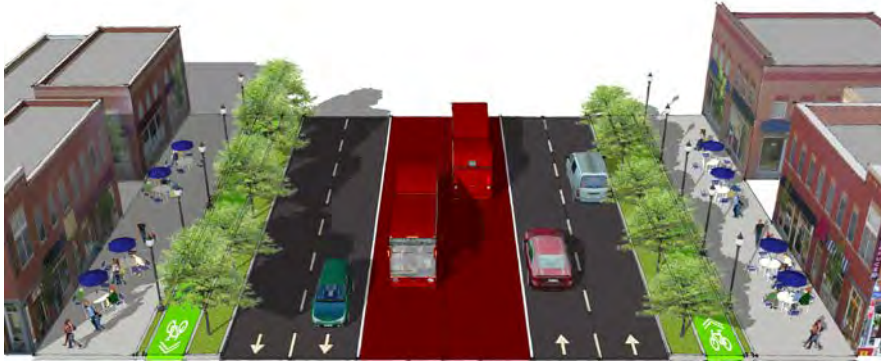
# Street Concepts: Examples of Types



1. Minor Enhancements



2. Side Running Transit

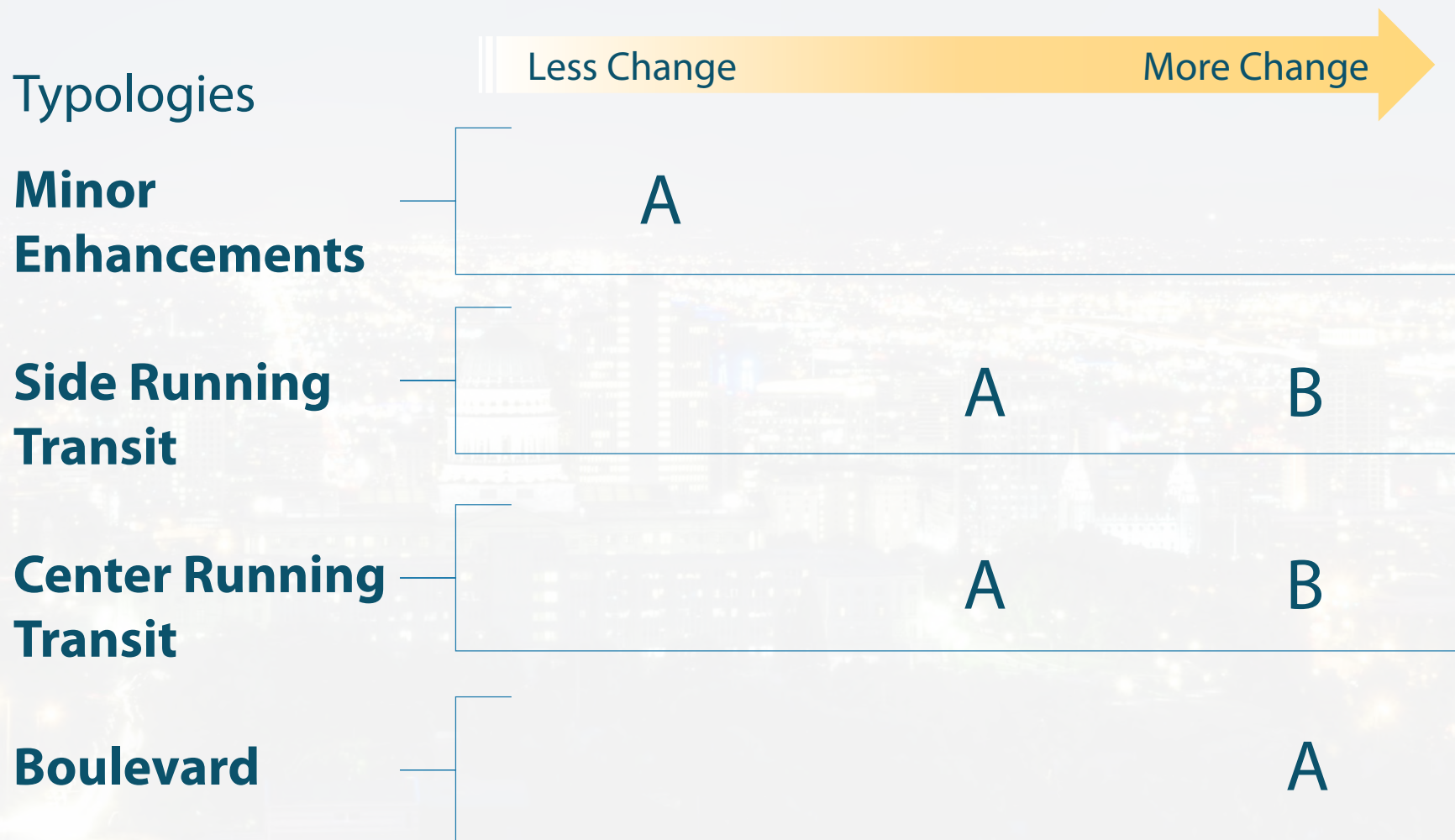


3. Center Running Transit



4. Boulevard

# Wide Range of Concepts to Evaluate

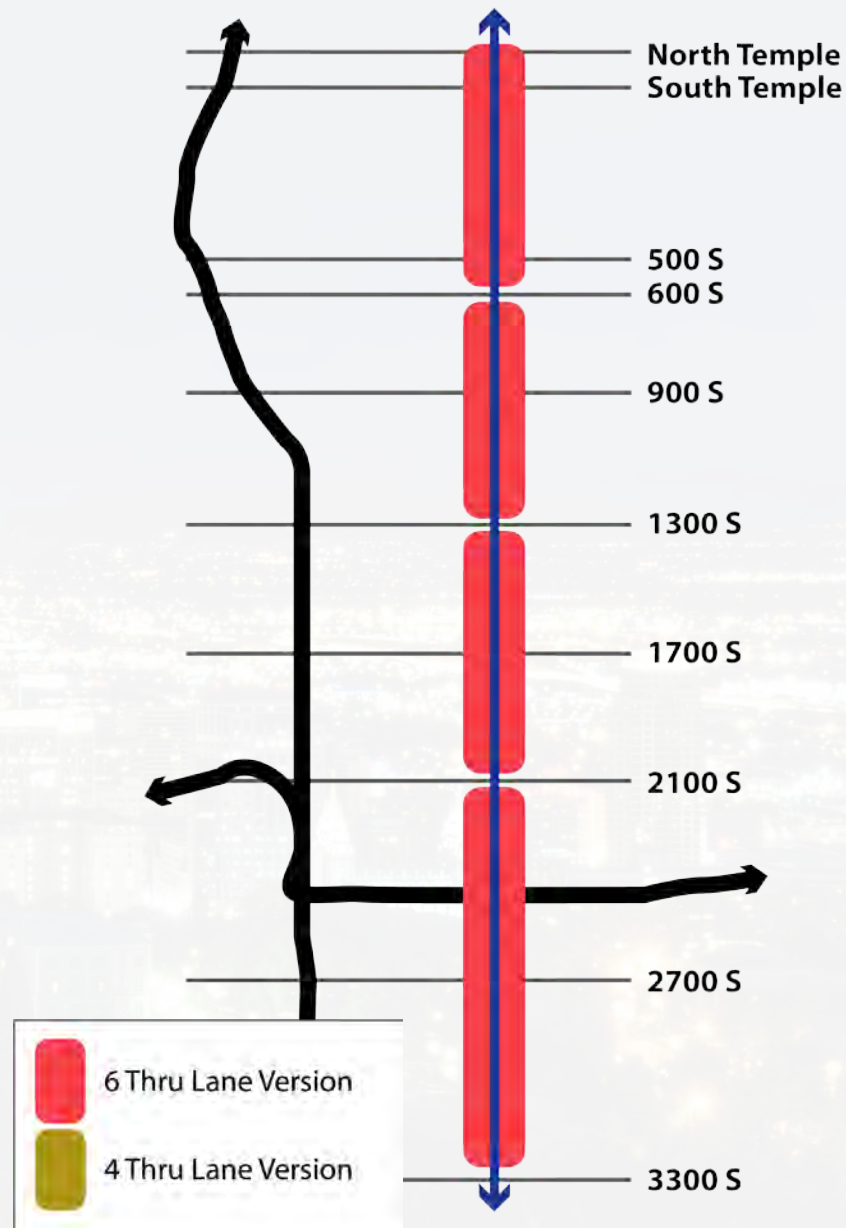


# Concept 1A: Minor Enhancements

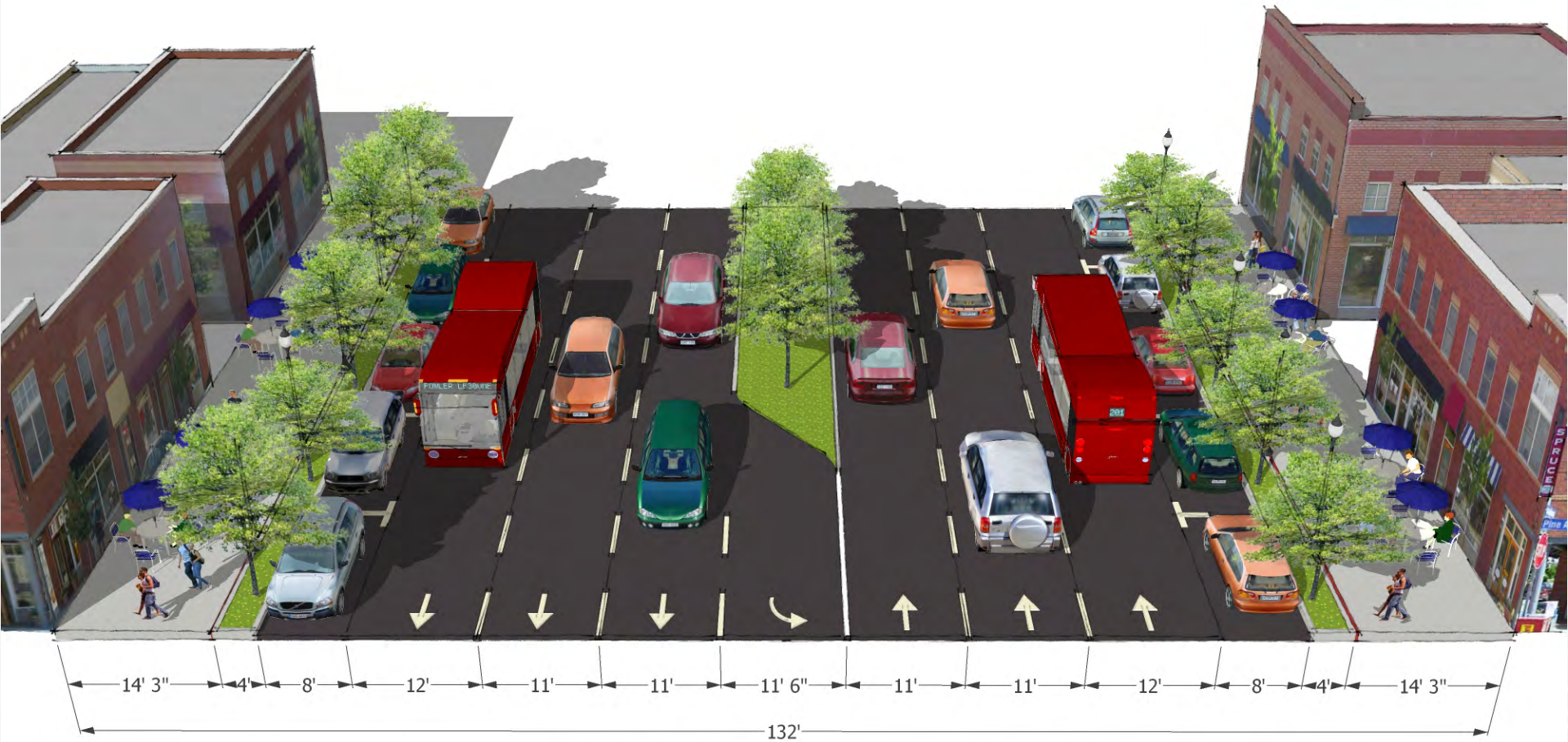
Limited Aesthetic & Safety Enhancements

## Key Elements

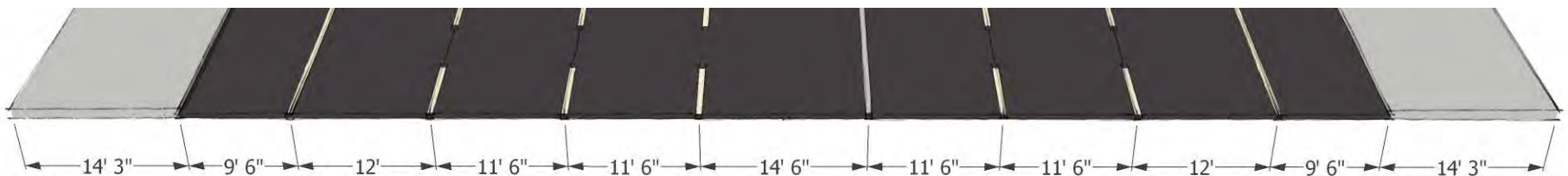
- Maintain 6 thru lanes & turn lane for entire study area
- No dedicated or priority transit lanes
- Add landscaped center medians and sidewalk planter strips with trees
- Increase midblock crossings



# Aesthetic Enhancements to Current Cross Section: No thru lane reduction, add landscaping

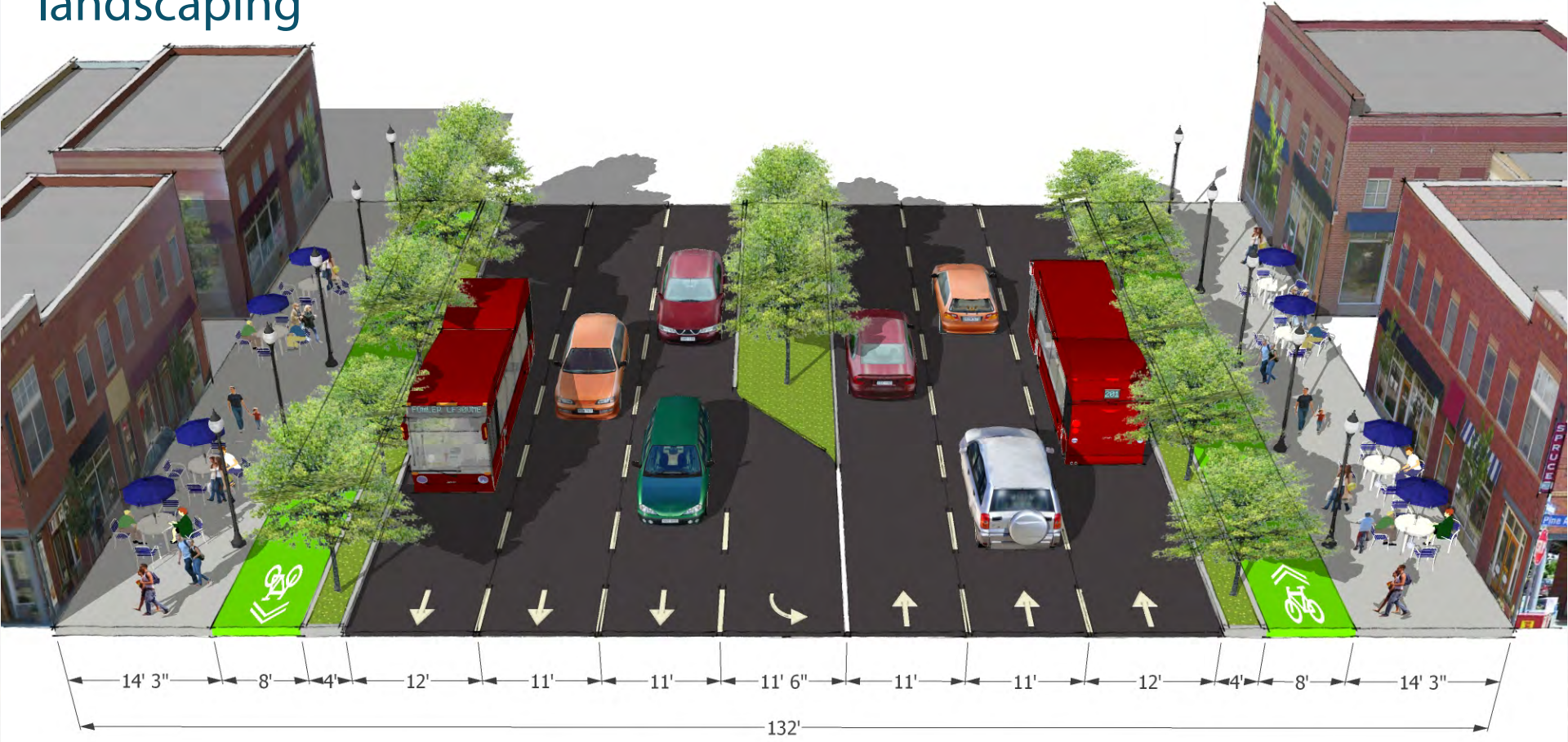


Existing:

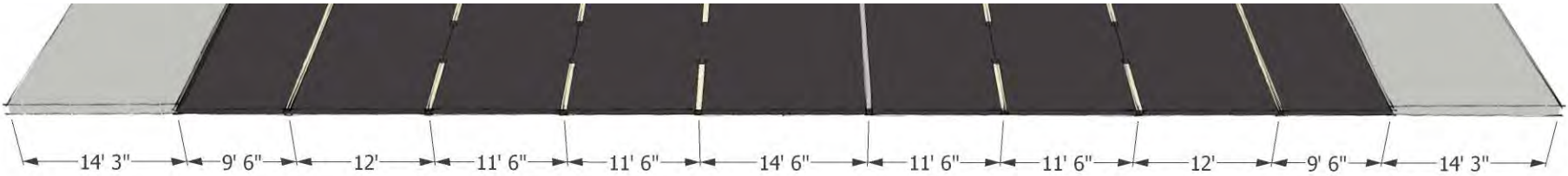


# Aesthetic Enhancements to Current Cross Section:

No thru lane reduction, remove parking, add bike lanes and landscaping



**Existing:**



# Local Case Study: State Street (Hwy 89) , Orem, UT

- ROW – 132 ft
- AADT 35,000 – 50,000
- Maintain thru lanes with added landscaping, and parking or bicycle infrastructure (in places)





# Local Case Study: State Street (Hwy 89) , Orem, UT

- ROW – 132 ft
- AADT 35,000 – 50,000
- Maintain thru lanes with added landscaping, and parking or bicycle infrastructure (in places)



# Local Case Study: St. George Blvd (Hwy 34) , St. George, UT

- ROW – 90 ft
- AADT ~28,000
- Maintain thru lanes with added landscaping, fewer thru lanes with higher AADT than State Street in study area



# Local Case Study: St. George Blvd (Hwy 34) , St. George, UT

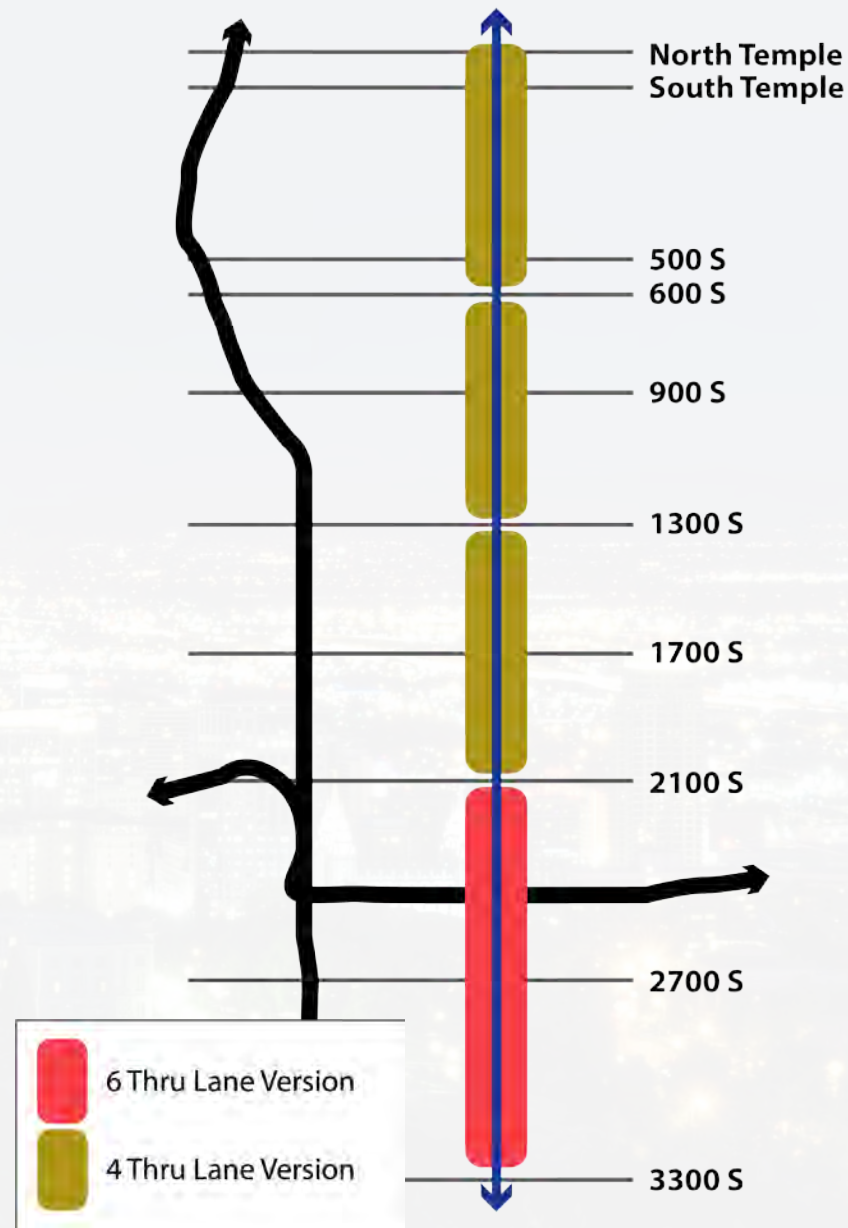
- ROW – 90 ft
- AADT ~28,000
- Maintain thru lanes with added landscaping, fewer thru lanes with higher AADT than State Street in study area



# Concept 2A: Side Running Transit

## Key Elements

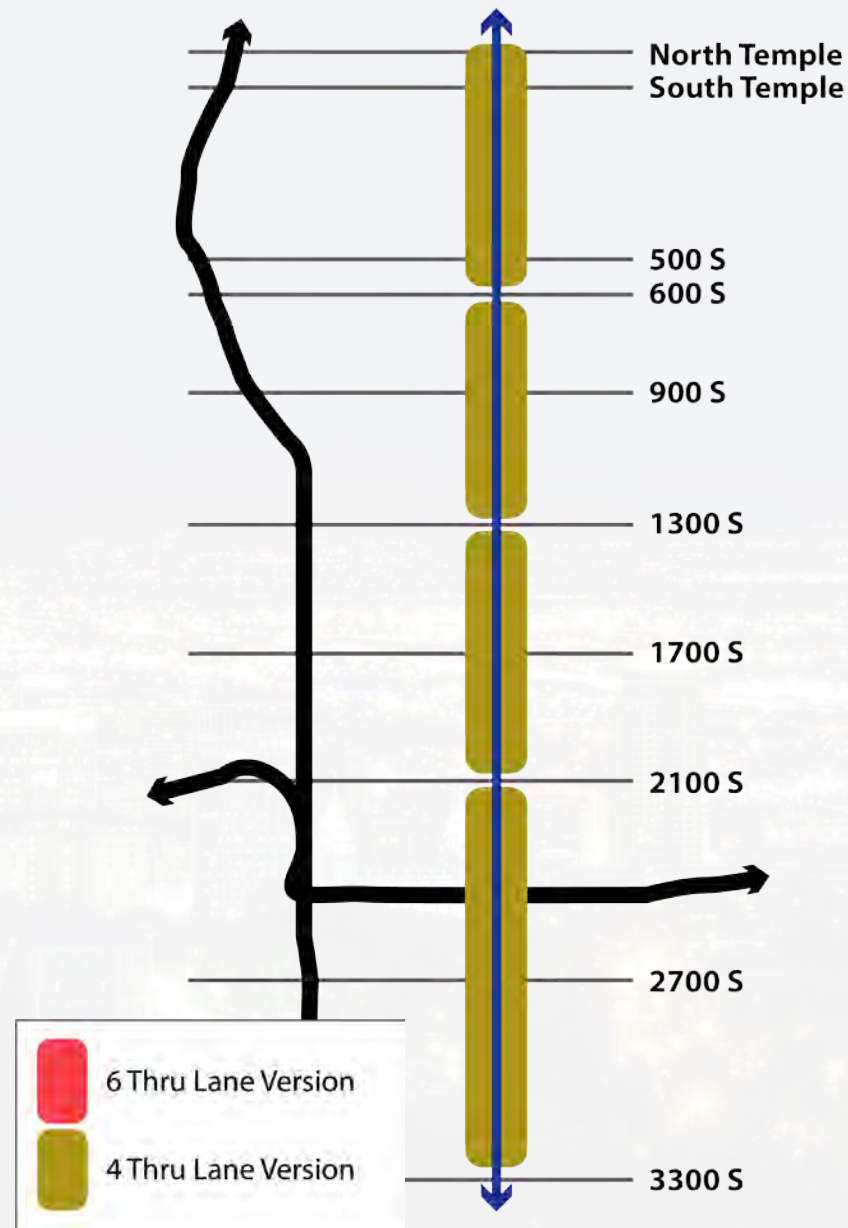
- 4 consistent thru lanes north of 2100 S
- Maintain 6 thru lanes south of 2100 S
- Add dedicated and/or priority transit lanes
- Add landscaped center medians and sidewalk planter strips with trees
- Increase midblock crossings
- Add *either* bike lanes or preserve on-street parking (depending on cross section option chosen)



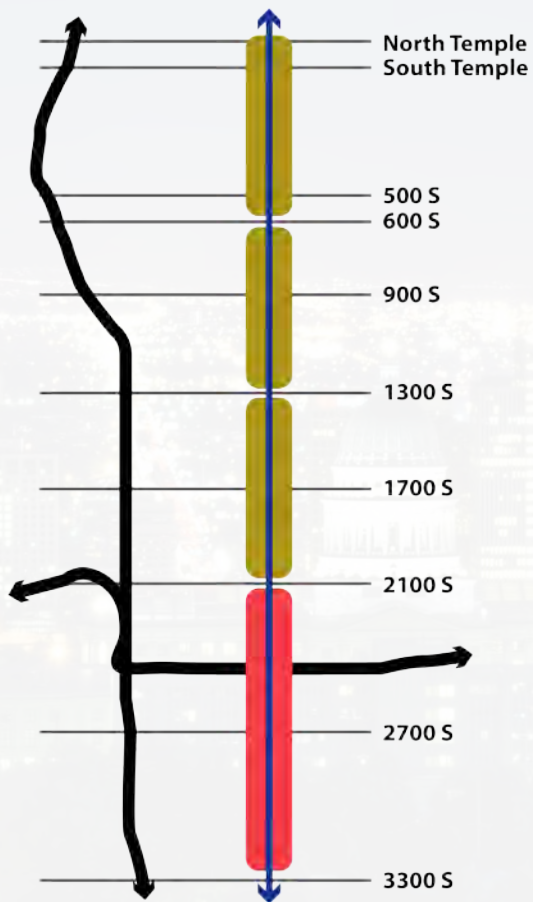
# Concept 2B: Side Running Transit

## Key Elements

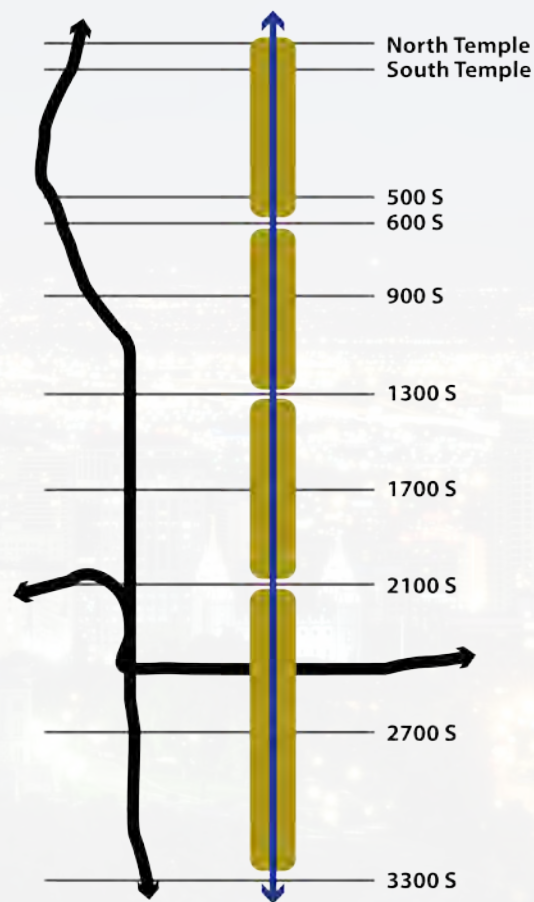
- 4 thru lanes for entire corridor
- Add dedicated and/or priority transit lanes
- Add landscaped center medians and sidewalk planter strips with trees
- Increase midblock crossings
- Add **either** bike lanes or preserve on-street parking (depending on cross section option chosen)



# Side Running Transit Concepts



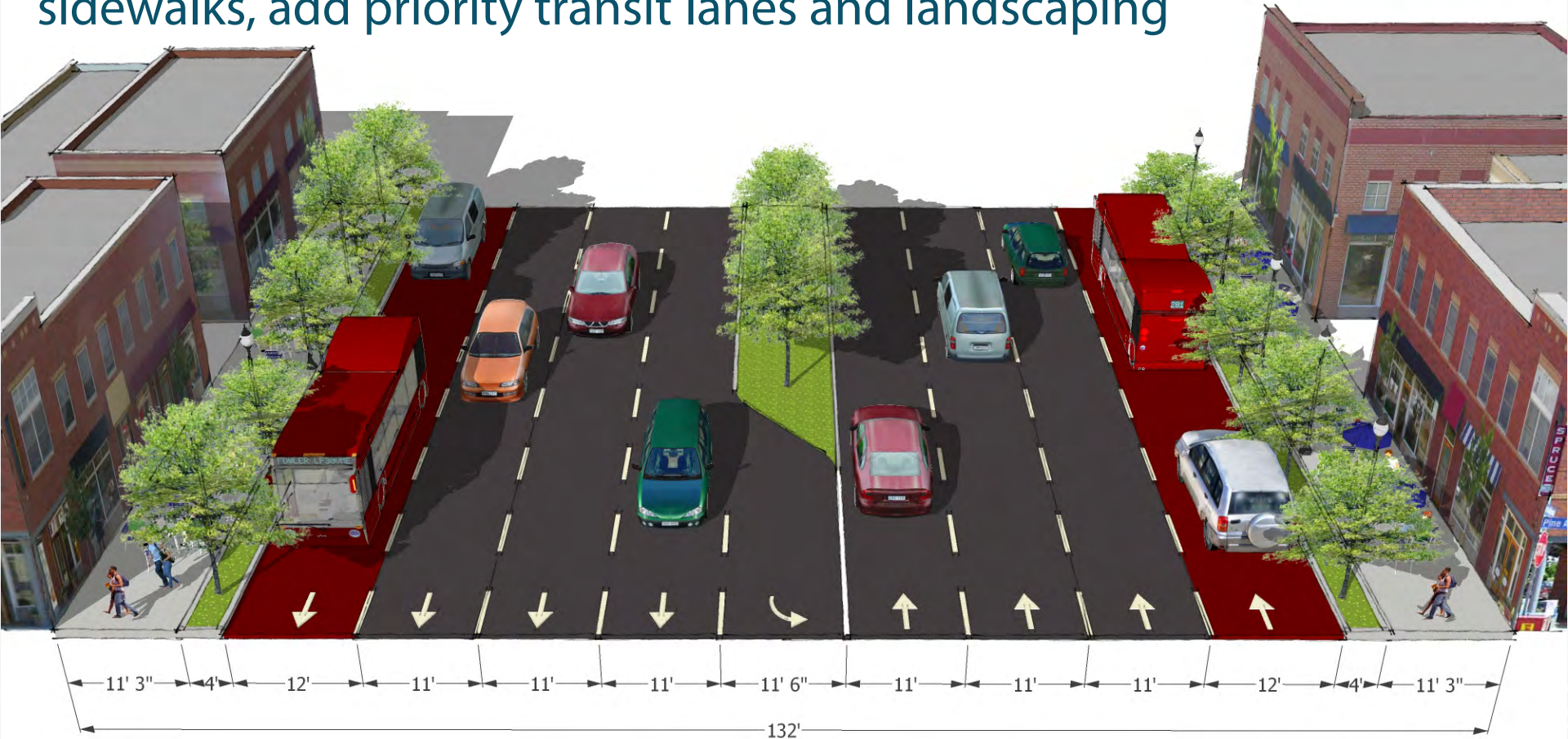
A



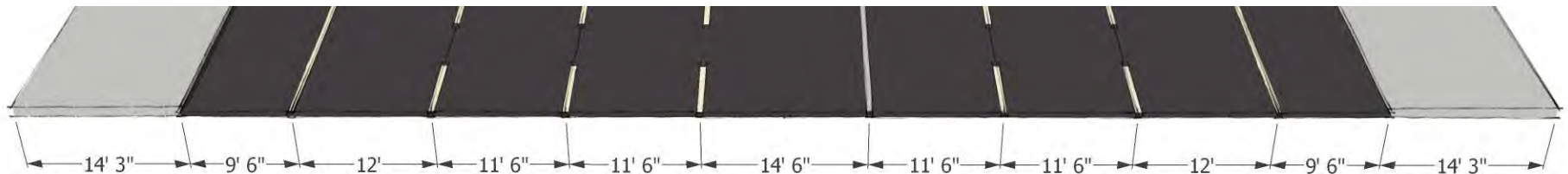
B

# 6 Thru Lane + Transit Priority Lanes

No thru lane reduction, remove on-street parking, narrow sidewalks, add priority transit lanes and landscaping

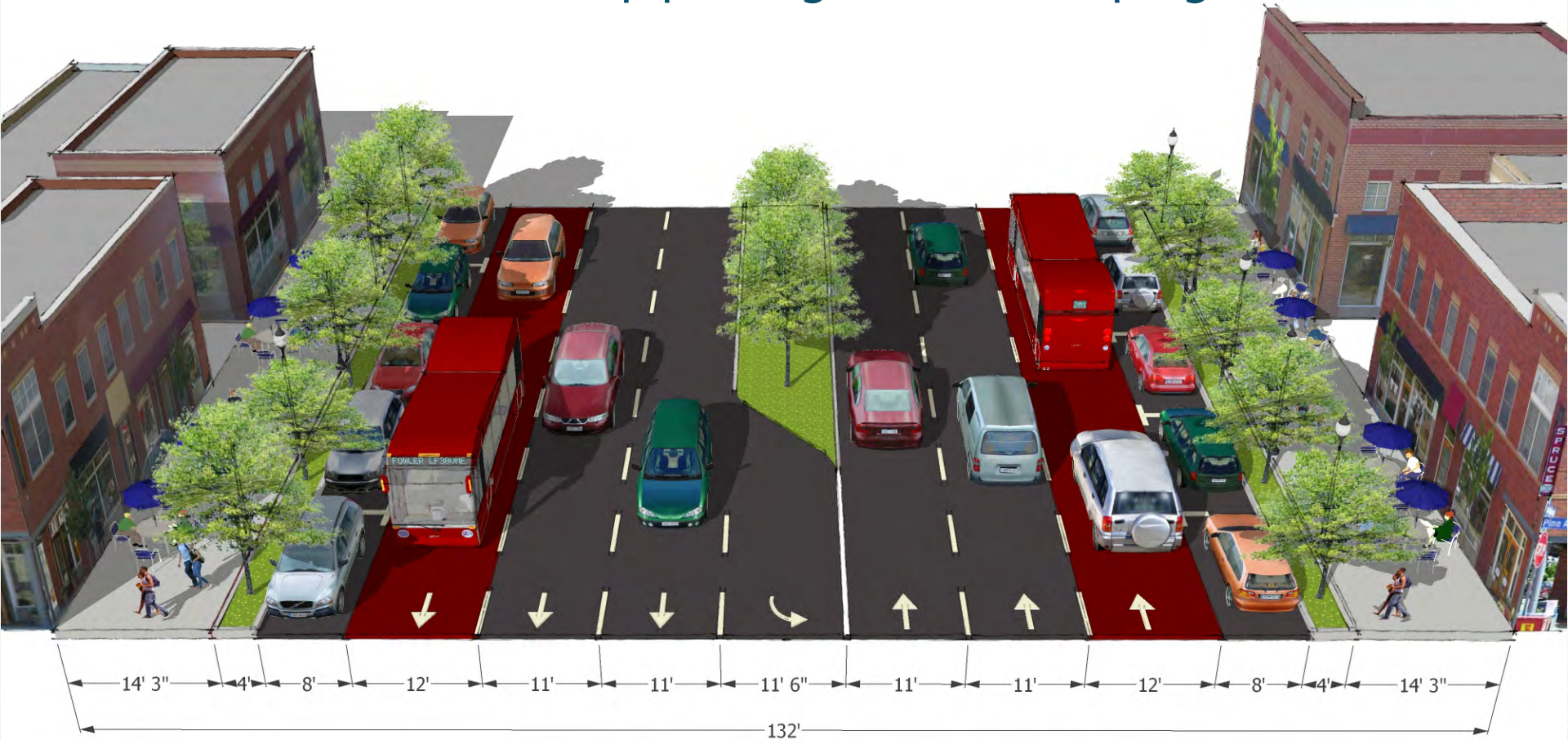


Existing:

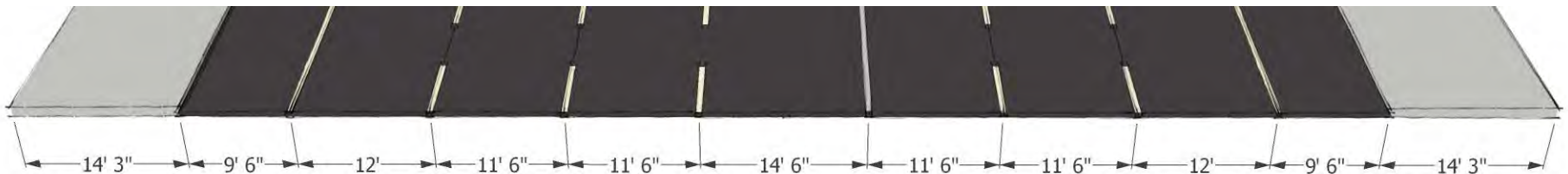


# 4 Thru Lane + Transit Priority Lanes

Reduce to 4 thru lanes, keep parking, add landscaping



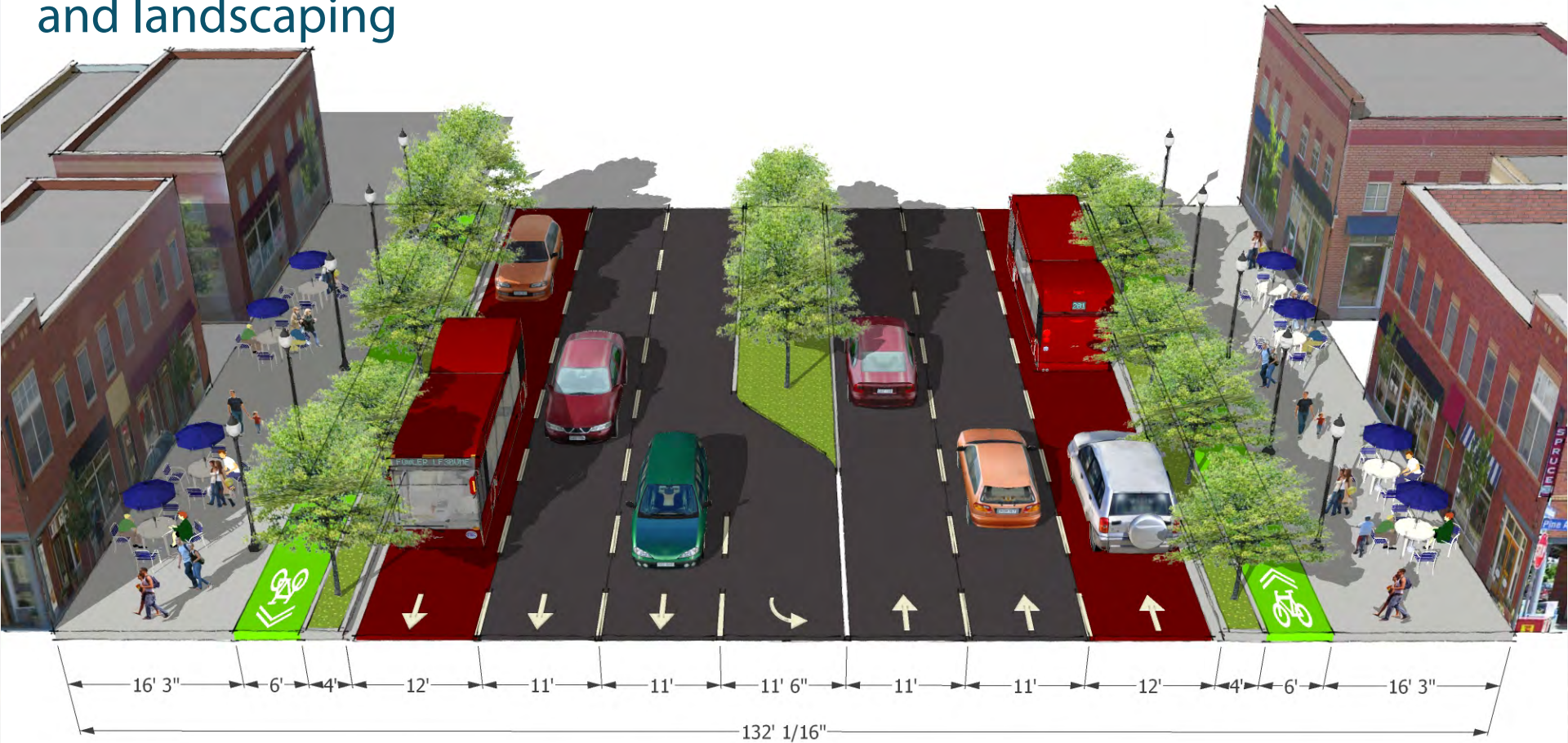
Existing:



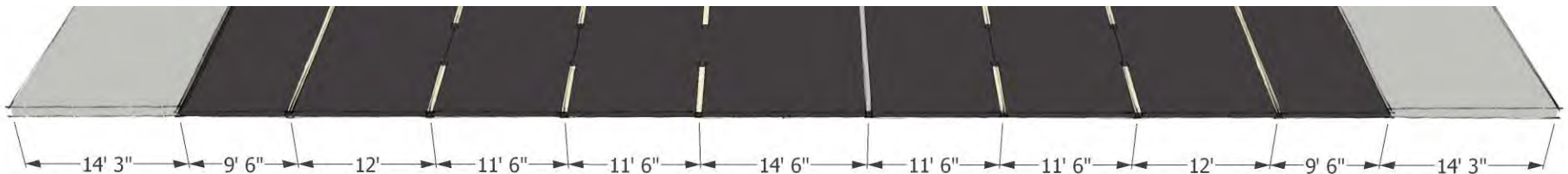


# 4 Thru Lane + Transit Priority Lanes

Reduce to 4 thru lanes, remove parking, add protected bikeway and landscaping

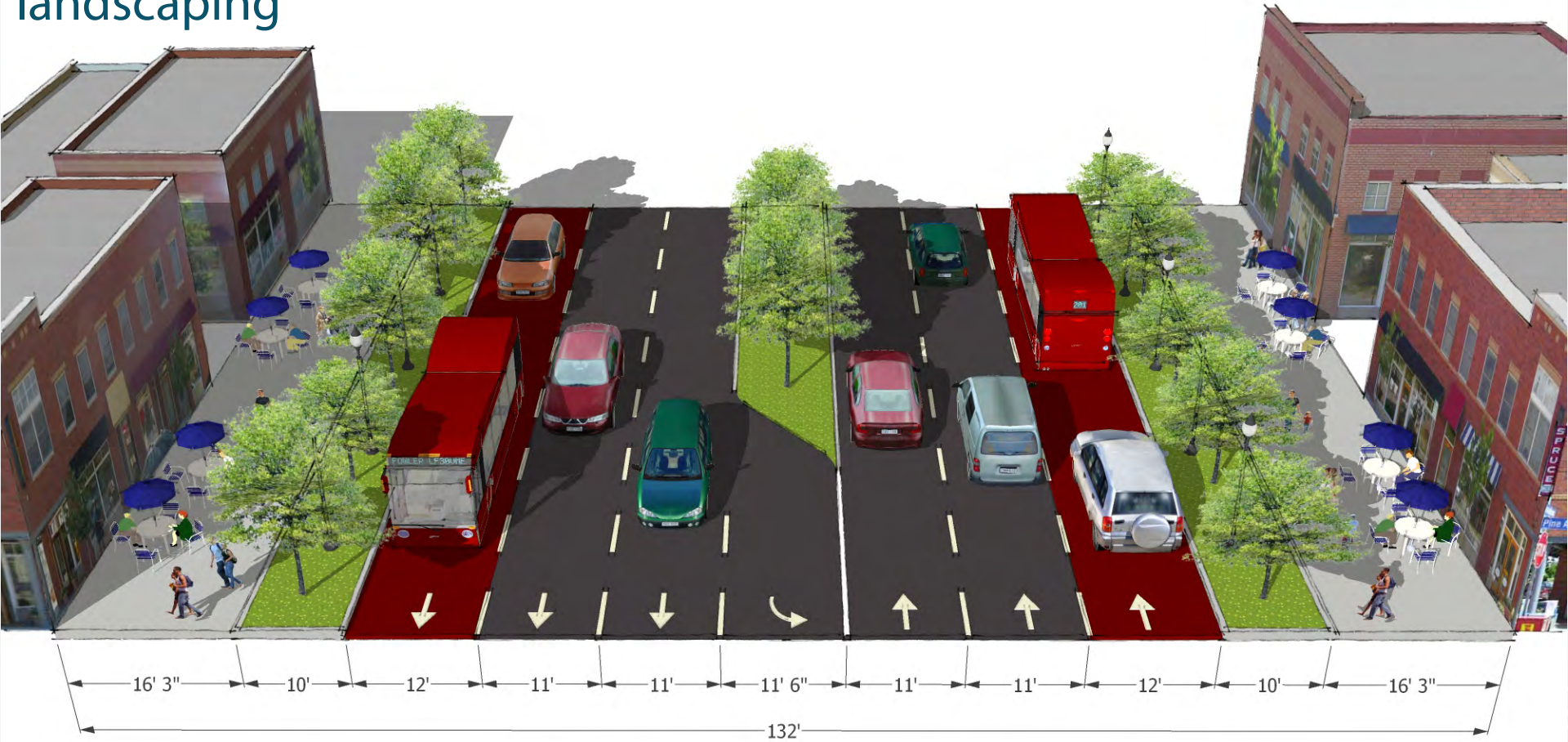


Existing:

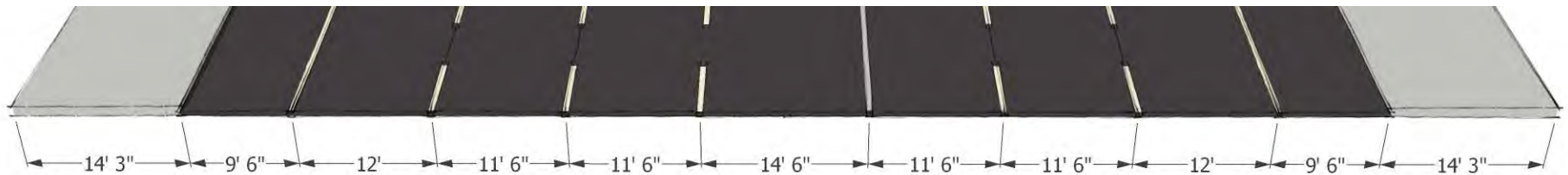


# 4 Thru Lane + Transit Priority Lanes

Reduce to 4 thru lanes, remove parking, expand sidewalk and landscaping



Existing:



# Local Case Study in 4 Thru Lanes Redesign: Washington Blvd (Hwy 89) , Ogden, UT

- ROW – 132 ft
- AADT – 28,015
- 7-lane road diet to 4-5 lane cross section with mid-block crossings, pedestrian refuges, landscaped medians and non-buffered cycling facilities



# Local Case Study in 4 Thru Lanes Redesign: Washington Blvd (Hwy 89) , Ogden, UT

- ROW – 132 ft
- AADT – 28,015
- Though this road did not go through a transformation or road diet, it is a good example of a 4-5 lane cross section with mid-block crossings, pedestrian refuges, landscaped medians and non-buffered cycling facilities



# Local Case Study in 4 Thru Lanes Redesign: Washington Blvd (Hwy 89) , Ogden, UT

- ROW – 132 ft
- AADT 2014 – 28,015
- Though this road did not go through a transformation or road diet, it is a good example of a 4-5 lane cross section with mid-block crossings, pedestrian refuges, landscaped medians and non-buffered cycling facilities



# National Case Study: Aurora Blvd (Hwy 99), Shoreline, WA

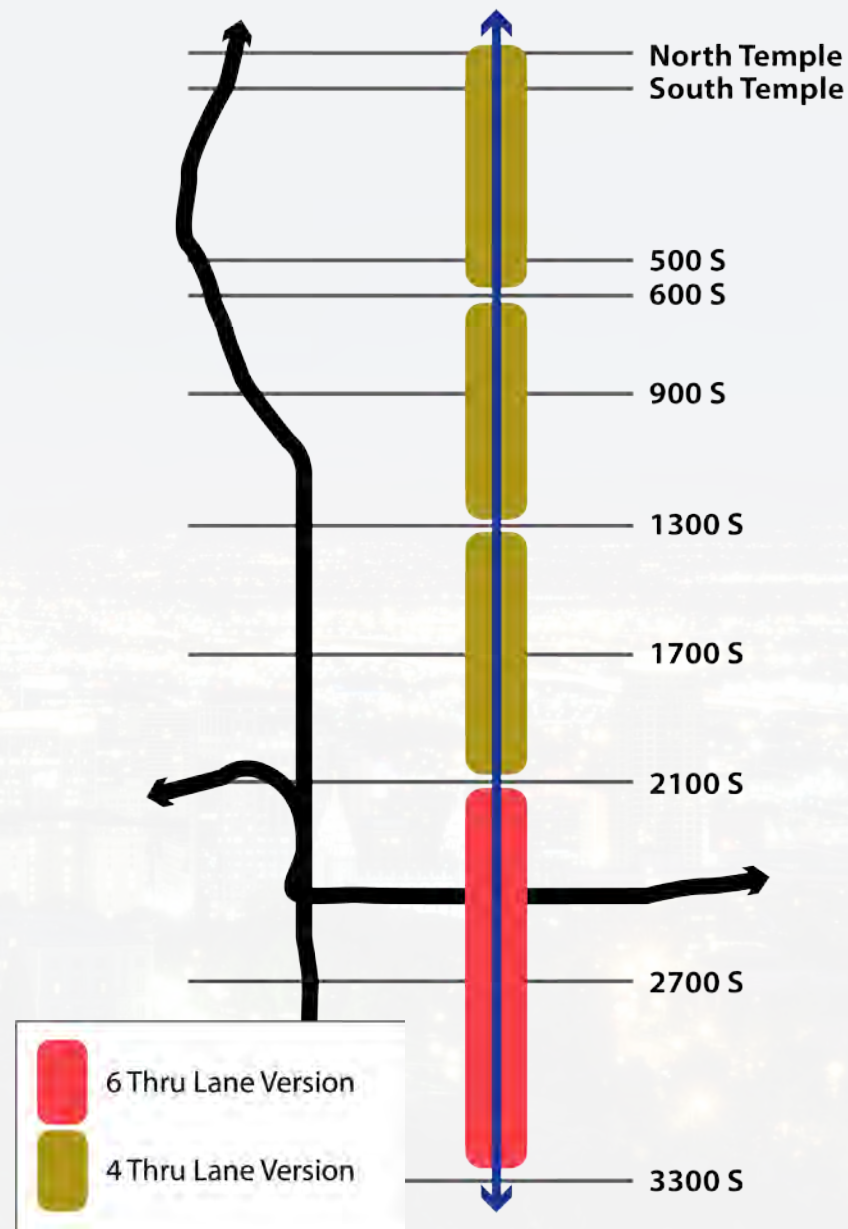
- ROW - ~120 ft
- AADT 2015 – 32,000
- Landscape medians; brick paved crossings; expanded pedestrian area/street trees; BAT lanes



# Concept 3A: Center Running Transit

## Key Elements

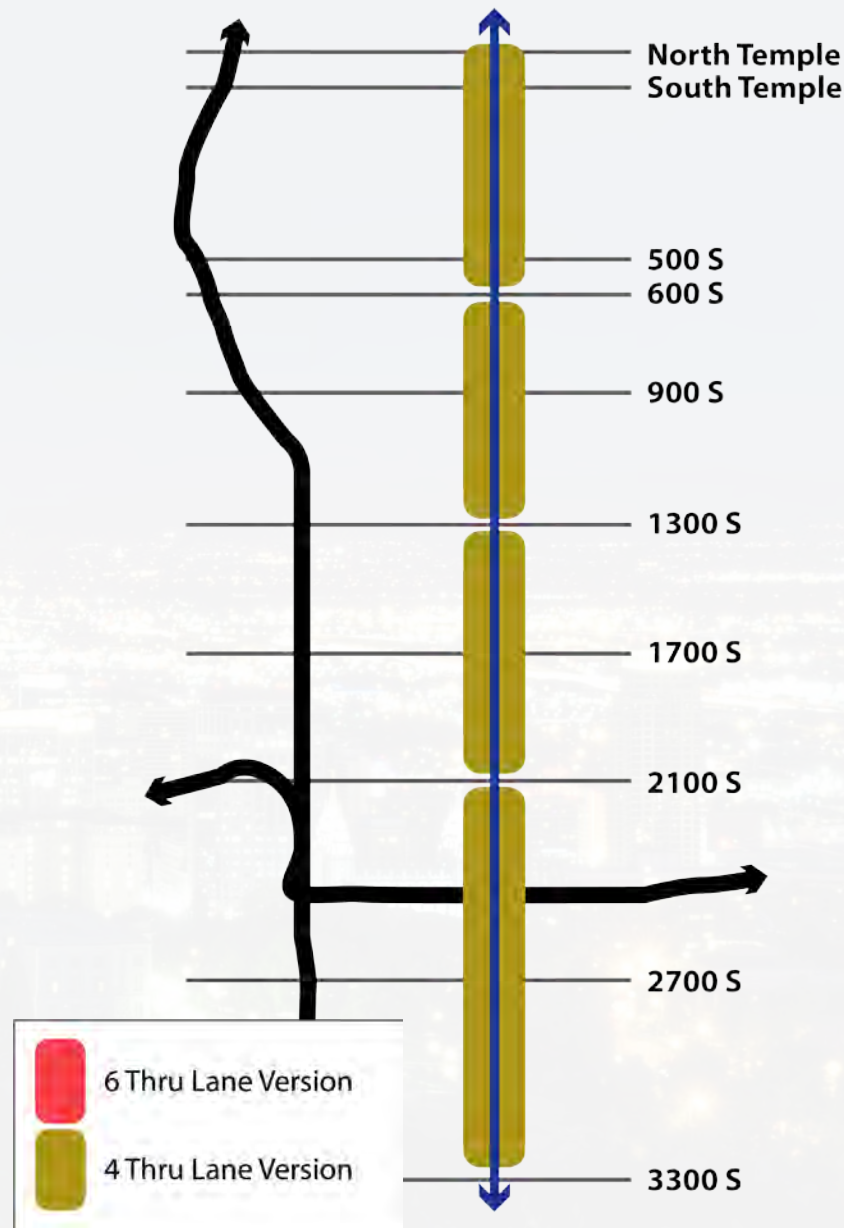
- 4 consistent thru lanes north of I-80
- Maintain 6 thru lanes south of I-80
- Add dedicated, center running transit lanes
- Add landscaped sidewalk planter strips with trees – *no center landscaped median due to transit*
- Increase midblock crossings – *utilize station platforms where possible*
- Add **either** bike lanes or preserve on-street parking (depending on cross section option chosen)



# Concept 3B: Center Running Transit

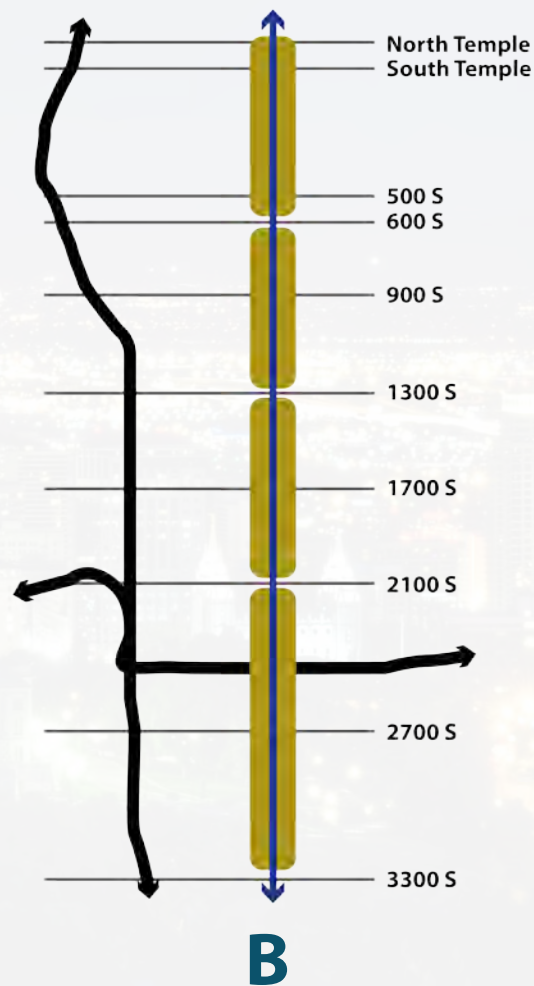
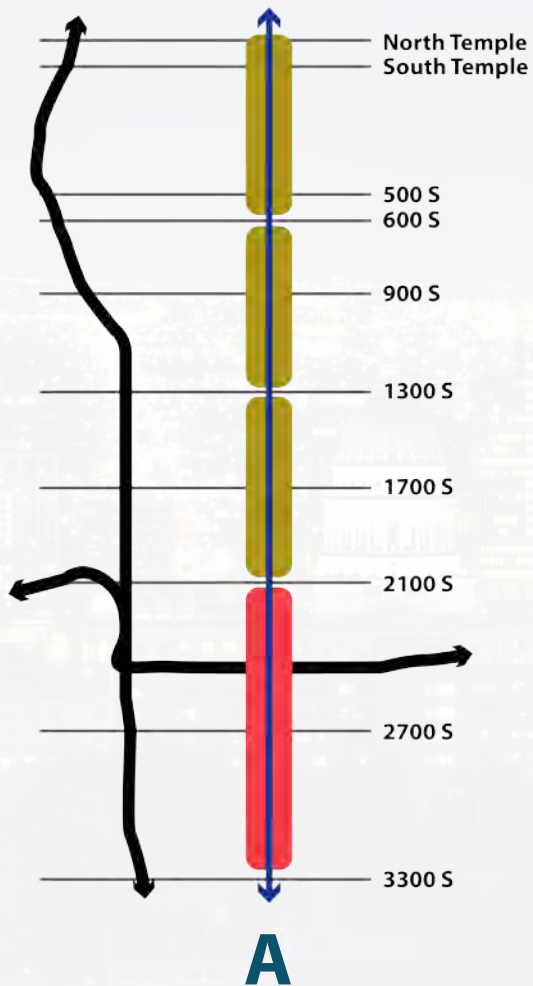
## Key Elements

- 4 thru lanes for entire corridor
- Add dedicated and/or priority transit lanes
- Add landscaped center medians and sidewalk planter strips with trees
- Increase midblock crossings
- Add **either** bike lanes or preserve on-street parking (depending on cross section option chosen)



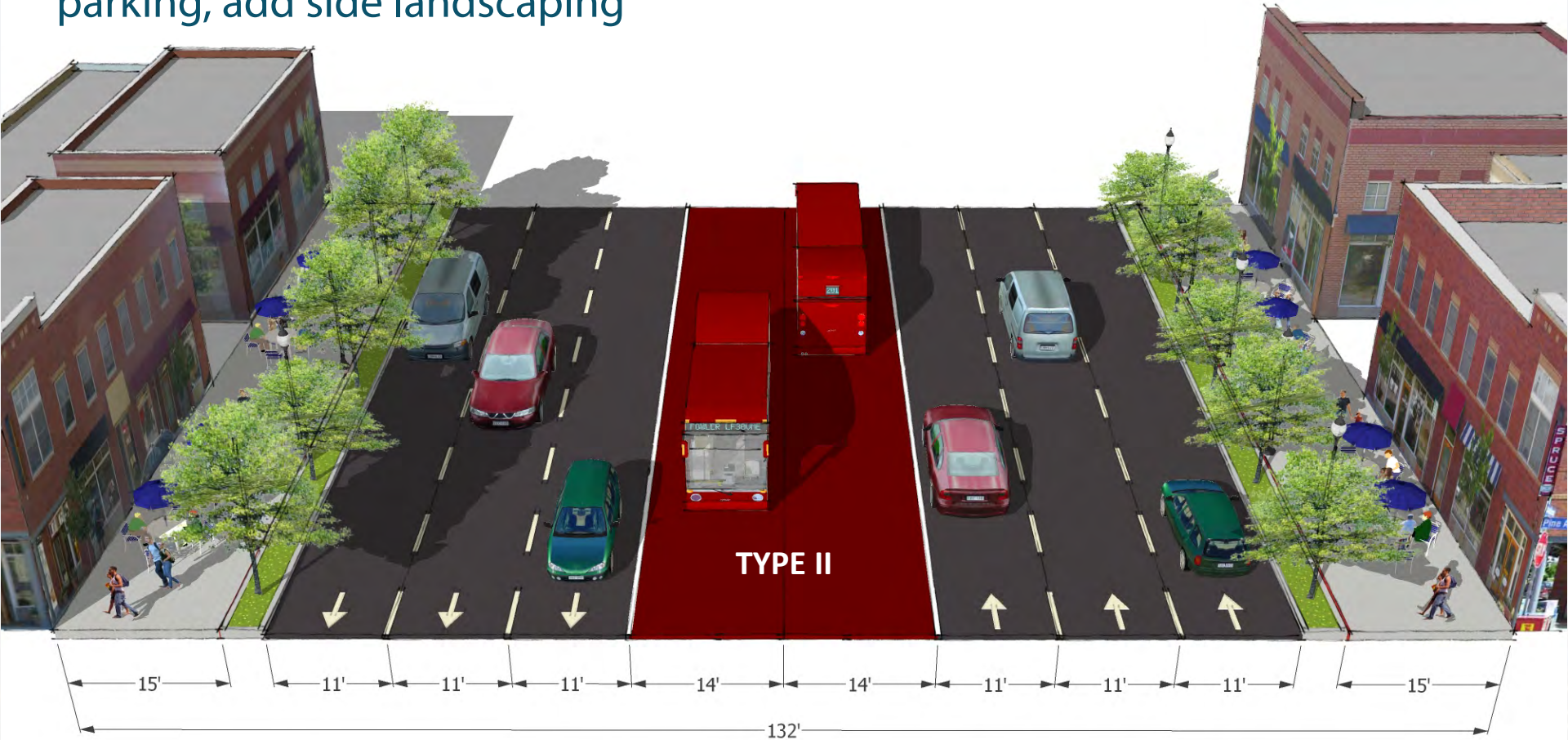


# All Center Running Transit Types

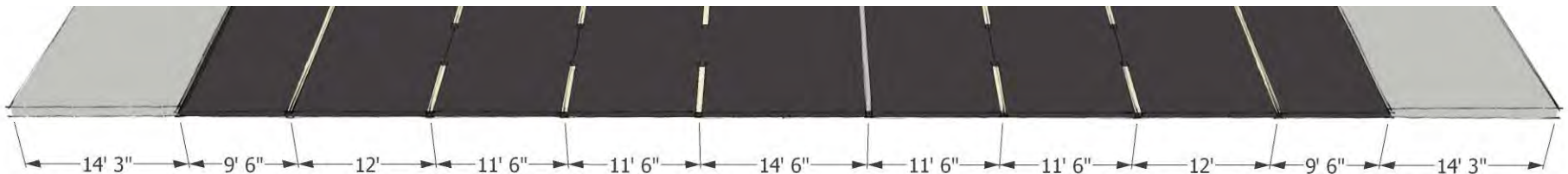


# 6 Thru Lanes + Center Transit

No thru lane reduction, remove center turn lane, remove on-street parking, add side landscaping

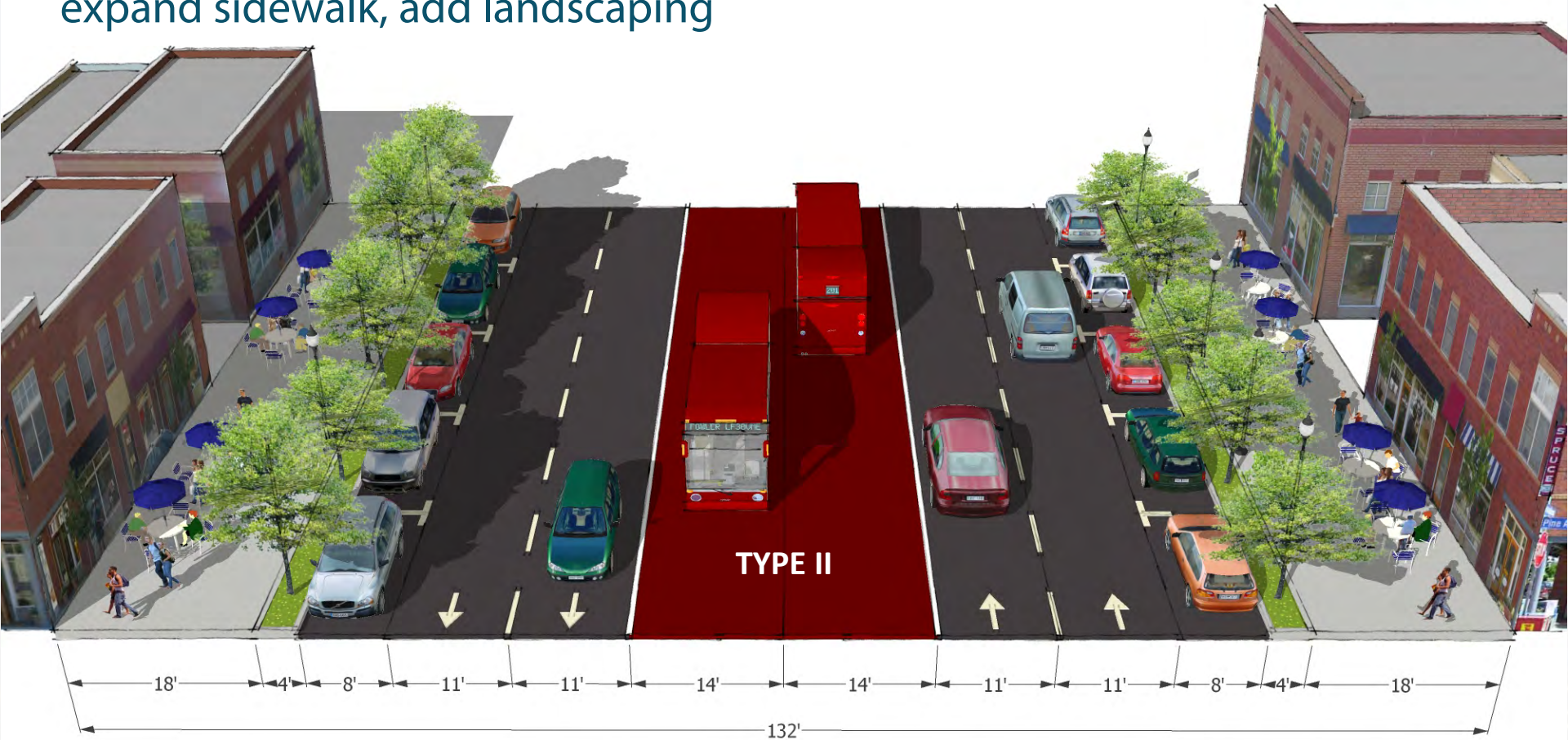


Existing:

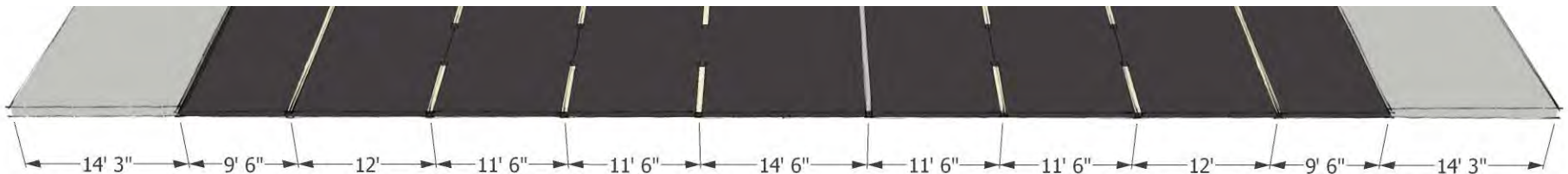


# 4 Thru Lanes + Center Transit

Reduce to 4 thru lanes, remove center turn lane, keep on-street parking, expand sidewalk, add landscaping

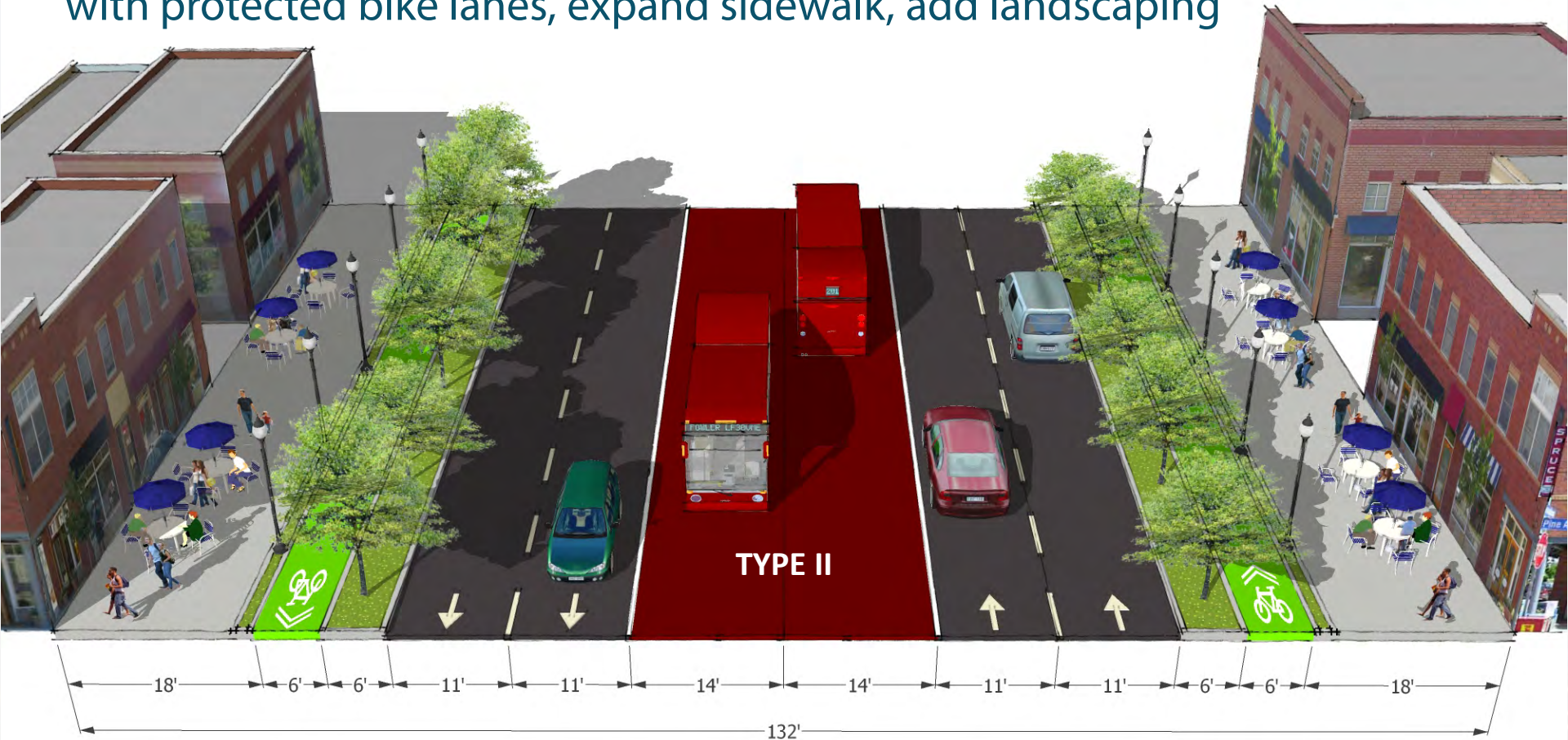


Existing:

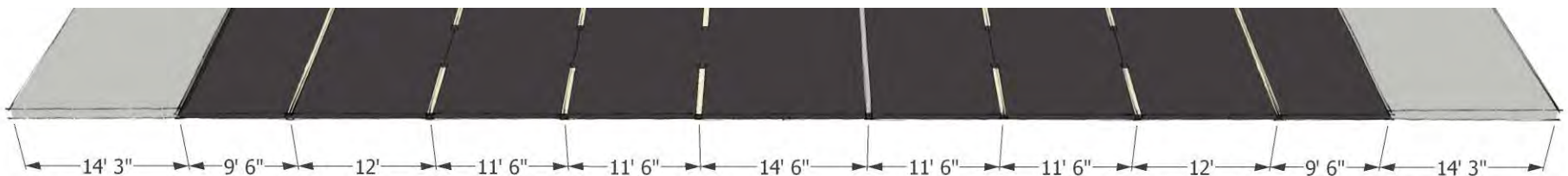


## 4 Thru Lanes + Center Transit

Reduce to 4 thru lanes, remove center turn lane, replace on-street parking with protected bike lanes, expand sidewalk, add landscaping

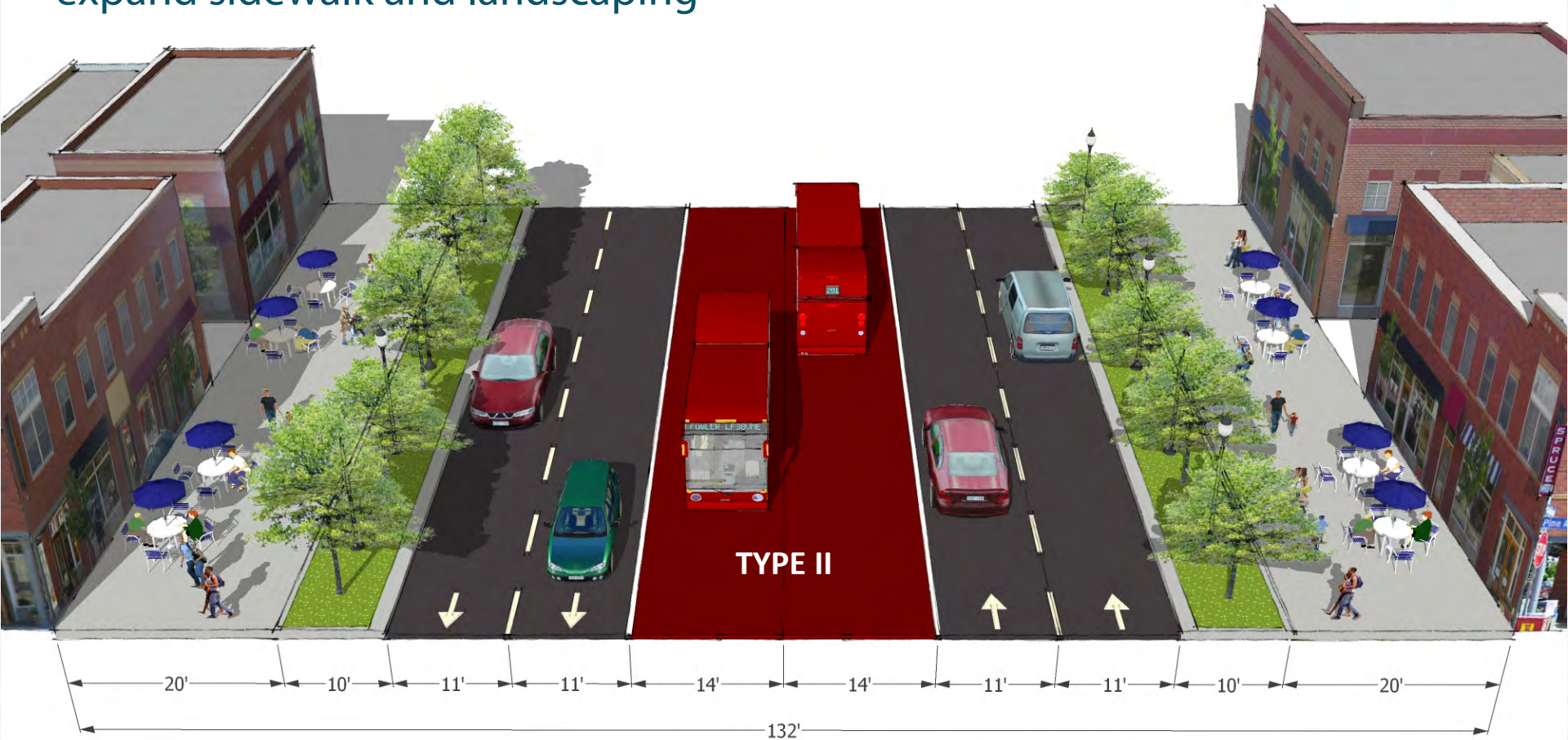


Existing:

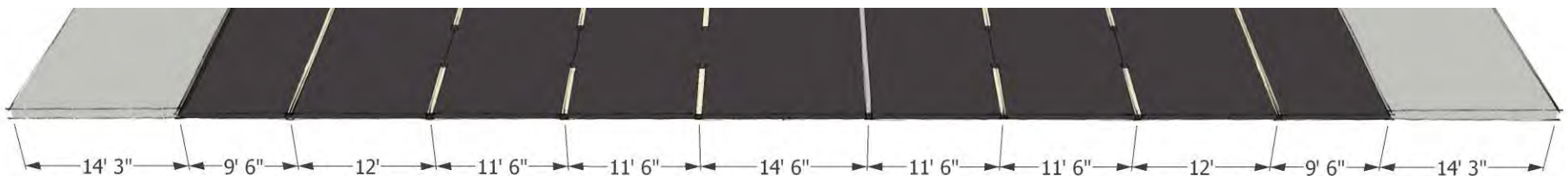


# 4 Thru Lanes + Center Transit

Reduce to 4 thru lanes, remove center turn lane, remove on-street parking, expand sidewalk and landscaping



Existing:



# Local Case Study in Center Transit: North Temple, SLC, UT

- ROW – 132 ft
- ~27,000 AADT – Stayed consistent through and since construction; AADT of adjacent E-W corridors 300 N and 400 S also remained consistent
- Center running transit line with bike lanes, expanded pedestrian areas, street trees and pavement treatments for improved safety and visibility; formerly UDOT road **HOWEVER** road underwent jurisdictional transfer to SLC prior to redesign



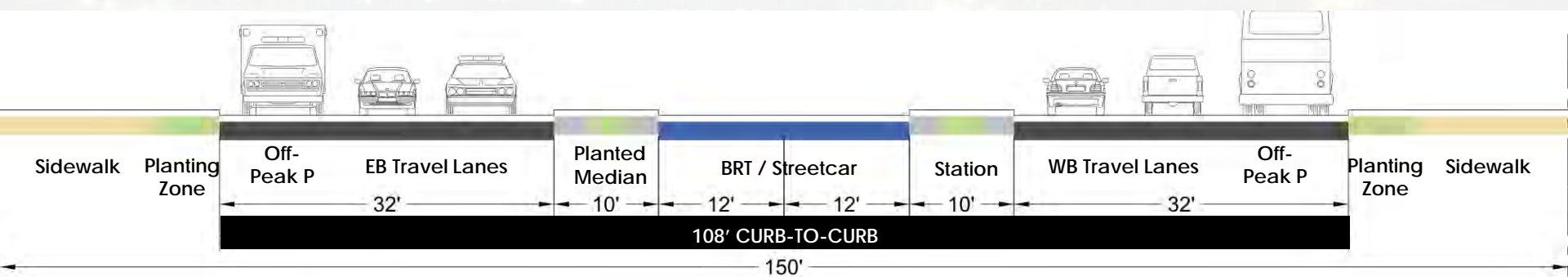
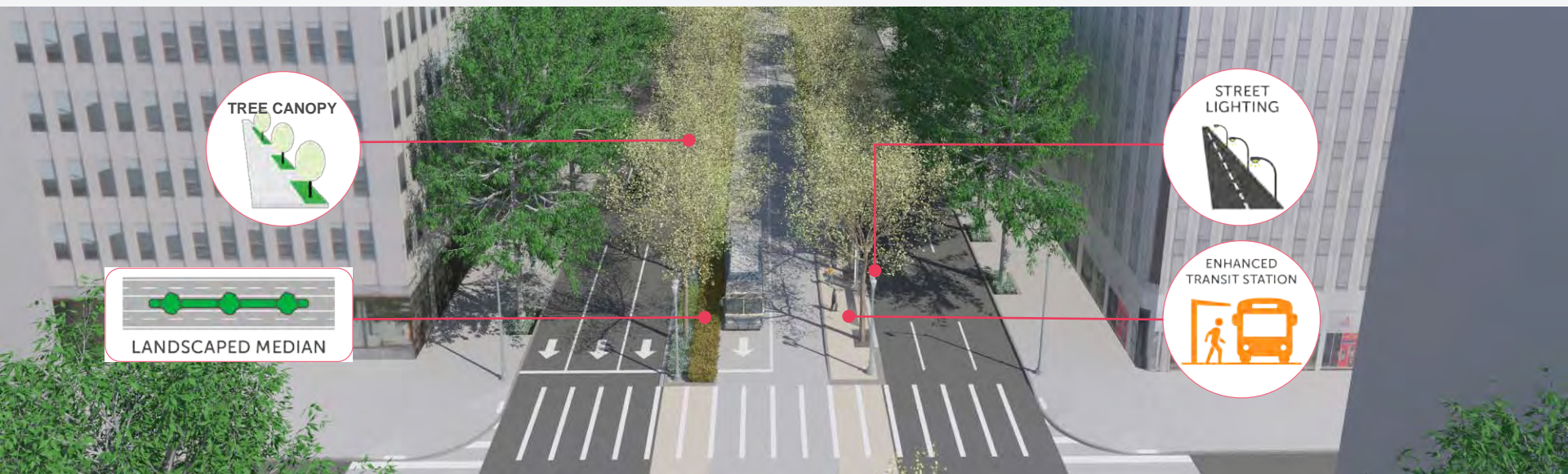
# Local Case Study in Center Transit: N University Ave (Hwy 189), Provo-Orem BRT Not Yet Complete

- ROW - ~120 ft
- AADT 2014 – 25,000-35,000 (varies by location)
- Center running BRT; 10 ft wide multi-use path (in places); pedestrian improvements; shoulders removed to provide for dedicated bus lane



# National Case Study in Center Transit: K Street, Washington, DC

- ROW - 150 ft
- AADT 2014 – Unknown
- Center running BRT; Planted median; Expanded sidewalks & street trees; off peak parking/travel lanes





# National Case Study in Center Transit: Euclid Ave, Cleveland, OH

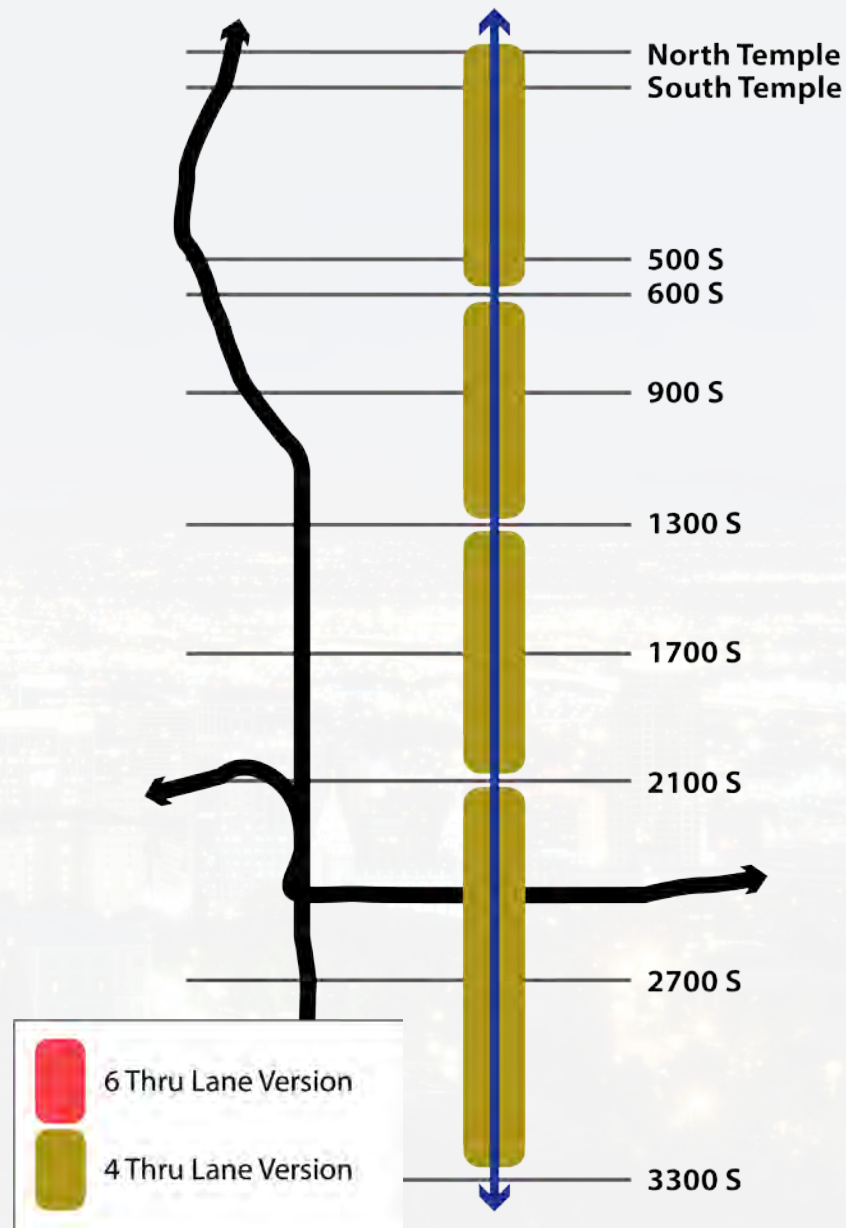
- ROW - ~100 ft
- AADT 2014 – 15,000-24,000 (varies by location)
- Center running BRT; 2 thru lanes, on-street parking, curb extensions
- >16,000 daily riders in 2014



# Concept 4A: Boulevard

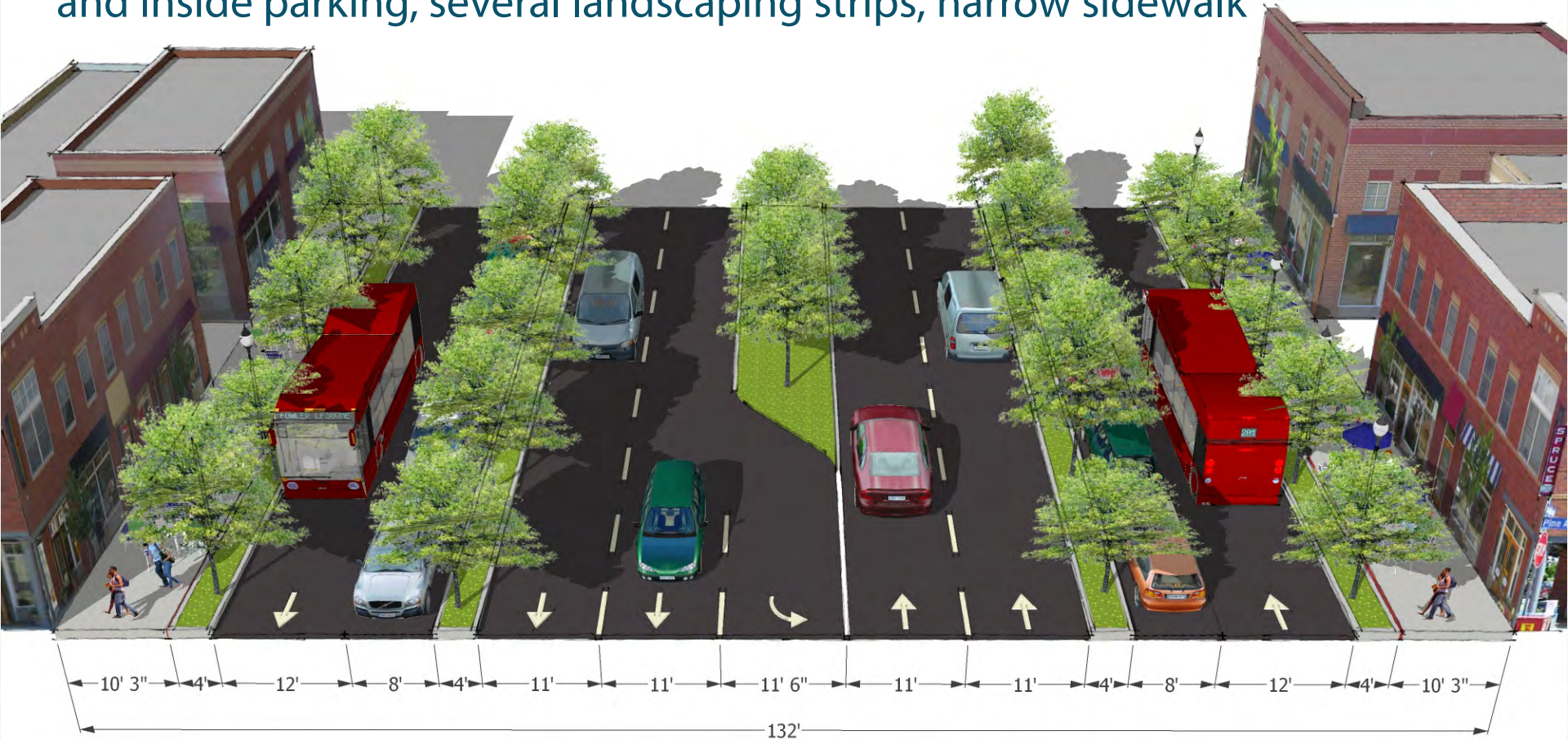
## Key Elements

- 4 thru lanes for entire corridor
- 2 outside slip lanes for local access, parking, transit and sharrow
- Add landscaped center medians and sidewalk planter strips with trees
- Increase midblock crossings
- Preserve on-street parking

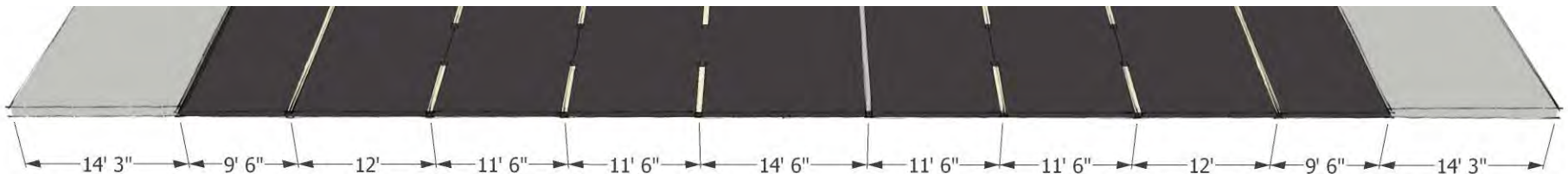


## Boulevard 1:

Reduce to 4 thru lanes, slower slip lanes with sharrows, transit access and inside parking, several landscaping strips, narrow sidewalk

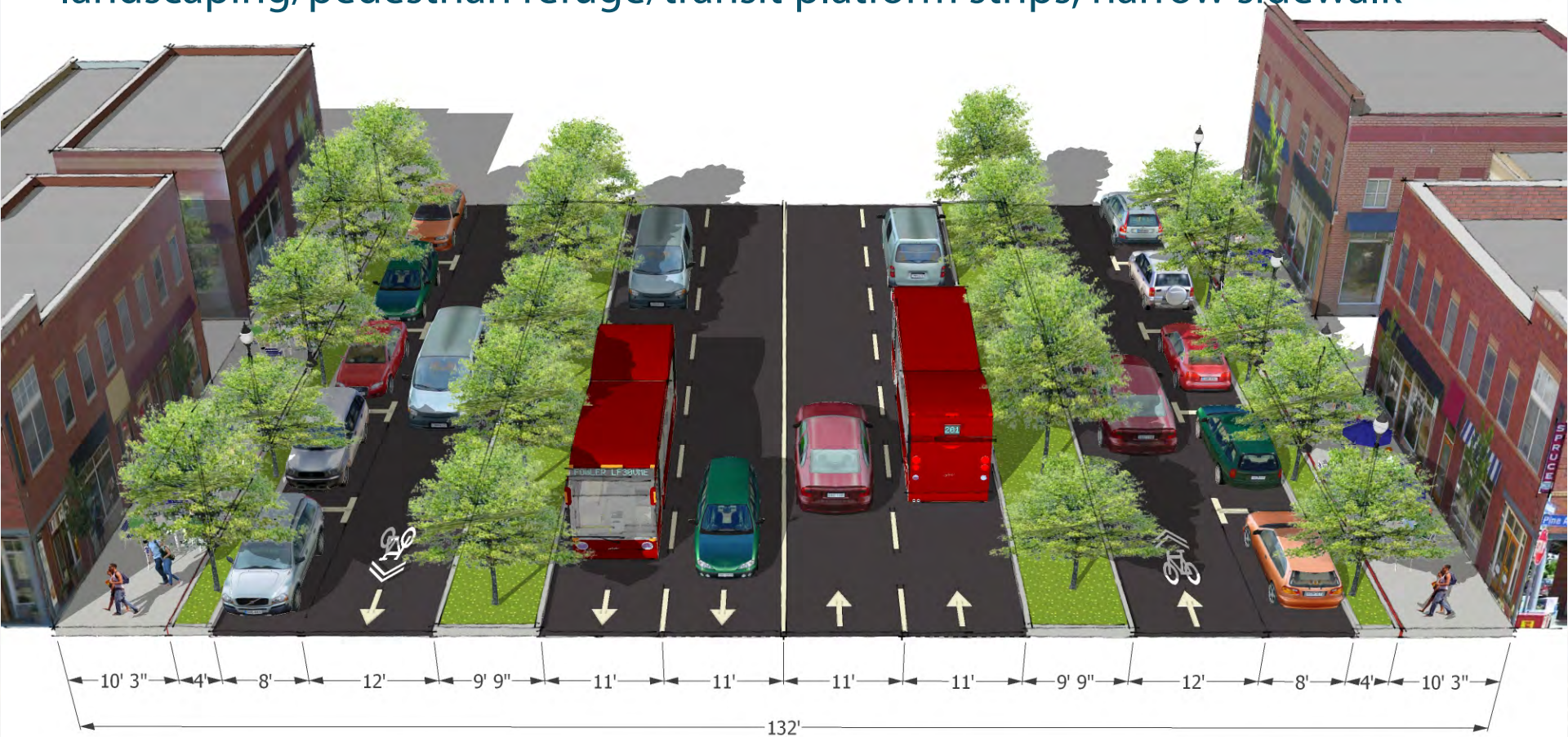


### Existing:

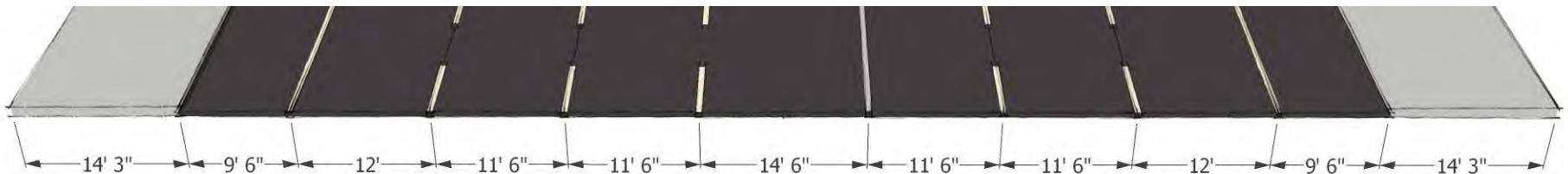


## Boulevard 2:

Reduce to 4 thru lanes, slower slip lanes with sharrows and parking, wide landscaping/pedestrian refuge/transit platform strips, narrow sidewalk



### Existing:

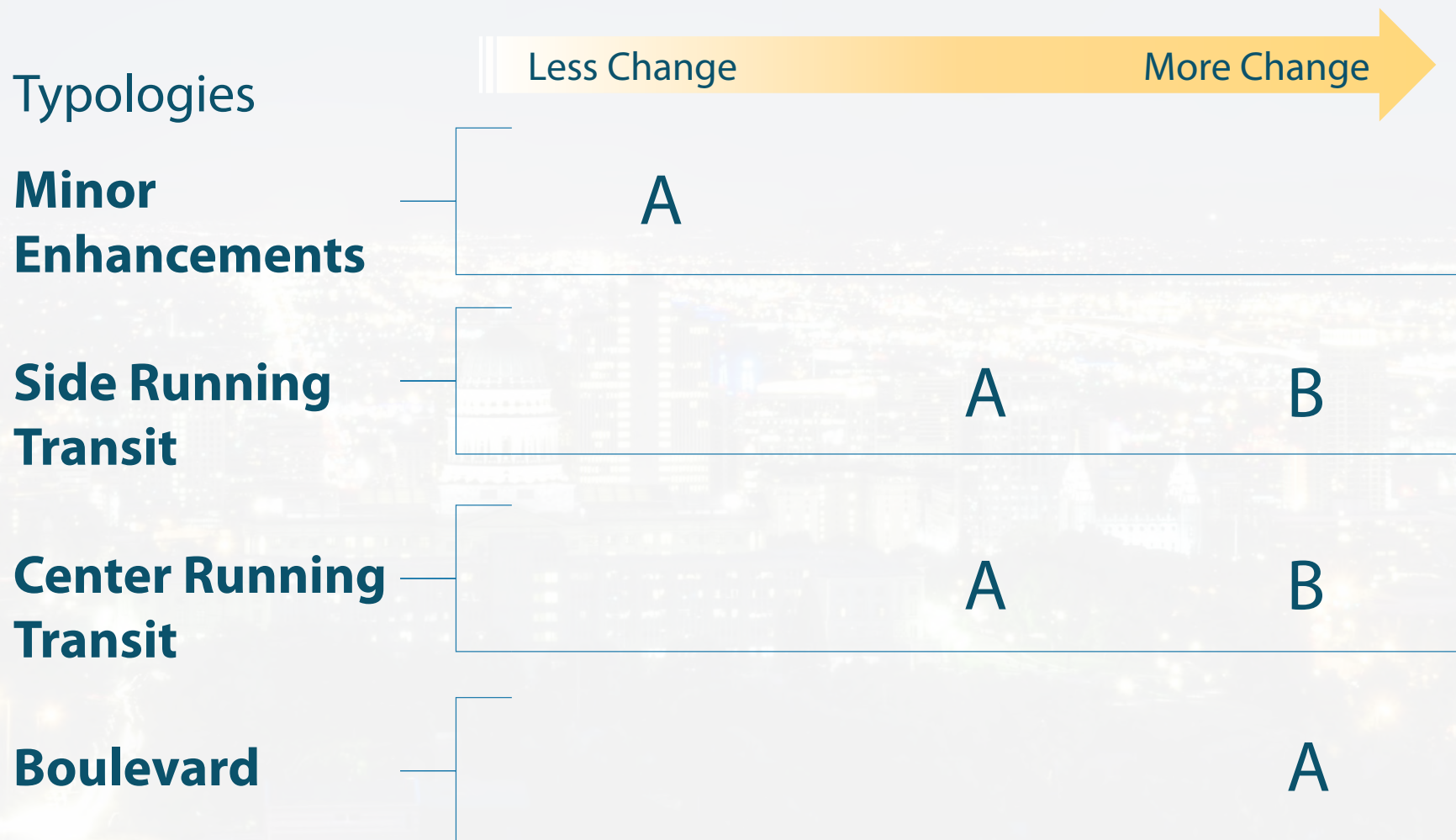


# NATIONAL CASE STUDY: OCTAVIA BLVD, SAN FRANCISCO, CA

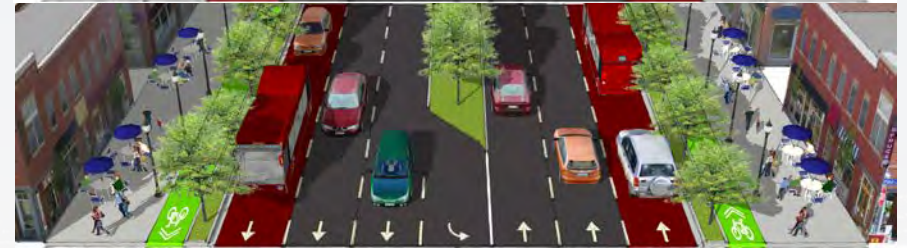
- ROW – 132 ft
- AADT 44,000
- Former freeway converted to boulevard with 4 thru lanes and 2 local access lanes; no major increases in congestion with “spillover” to alternate routes effectively managed through existing grid system



# Wide Range of Concepts to Be Evaluated

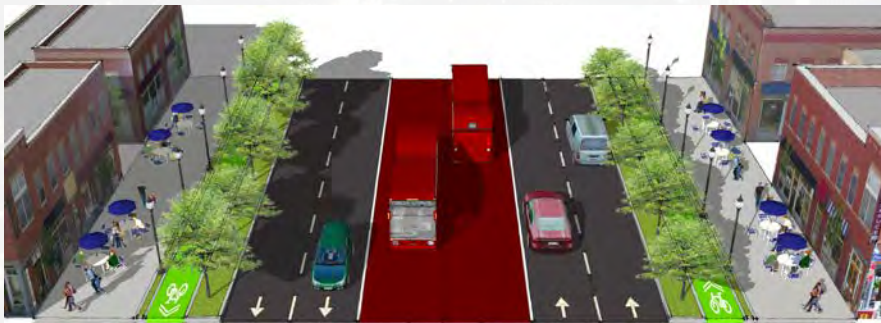


# Street Concepts: Examples of Types



1. Minor Enhancements

2. Side Running Transit



3. Center Running Transit

4. Boulevard

# Evaluation Process





# Evaluation Metrics Tied to Project Goals

## Improve Safety & Security

1. Change in injuries & fatalities
2. Change in transportation choices (mode split)

## Expand Connectivity

1. Change in number of safe crossings
2. Walking, biking and transit trips

## Optimize Mobility

1. Person throughput by mode
2. Change in transportation choices
3. Vehicle miles traveled
4. Volume/capacity ratio
5. Household transportation costs

## Encourage Healthy & Sustainable Design

1. Walk trips
2. Public health

# What's Next?

## Public Engagement

- Second online survey targeting commuters and regional audience
- Mini-workshops with major employers along the corridor
- Convening advisory group of local businesses/residents
- Second survey of street design alternatives
- Community events table
- Social media - #lifeonstate


***Have we gotten the outreach audiences right?***

# What's Next?

## May-June

- Scenario development and evaluation
- Demonstration Sites defined
- Concept Plan with Draft Action Plan completed
- Demonstration Site Plan development
- Advanced transportation modeling setup

**Early Summer: Next Executive Team Meeting**

A nighttime aerial view of a city, likely Austin, Texas, with the state capitol building prominently featured in the center. The city is illuminated with numerous lights, and a large, stylized neon sign is overlaid on the top half of the image. The sign reads "LIFE ON STATE" in a retro, neon font. "LIFE ON" is in green, and "STATE" is in red. The sign is flanked by horizontal lines.

== LIFE ON ==  
STATE

Questions?