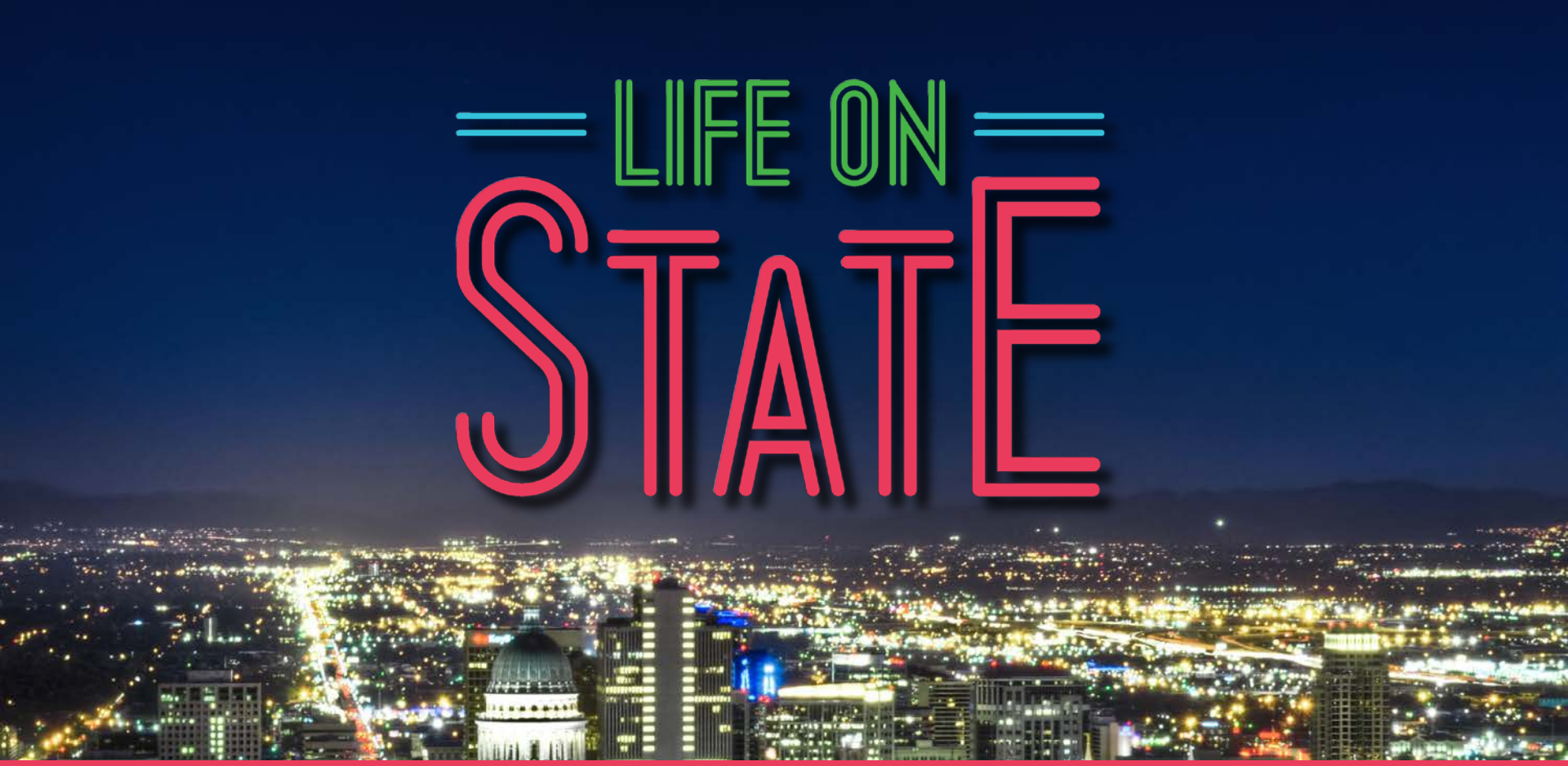


Existing Conditions Analysis

What you will find in this report

Images characterizing the historic and contemporary nature of the State Street corridor

Essential information related to land use and transportation, and the important connection between the two

Trends and observations of the State Street corridor as they relate to project goals

Maps displaying geographically significant patterns within the corridor

Conclusions and takeaways on how the information will be used to inform the project

How this report will inform the project

Baseline information

Baseline information helps provide an equal understanding for everyone involved in the planning process and a good starting point for discussion

Who are we planning for?

Understanding who currently lives, works and travels in the corridor helps define the goals and strategies of the plan

Opportunities and gaps

Understanding strengths and weaknesses in existing road, transit, trail networks helps identify future investment opportunities

Understanding trends

Understanding trends related to traffic safety, public security and the real estate market helps define strategies related to project outcomes

Where the data came from

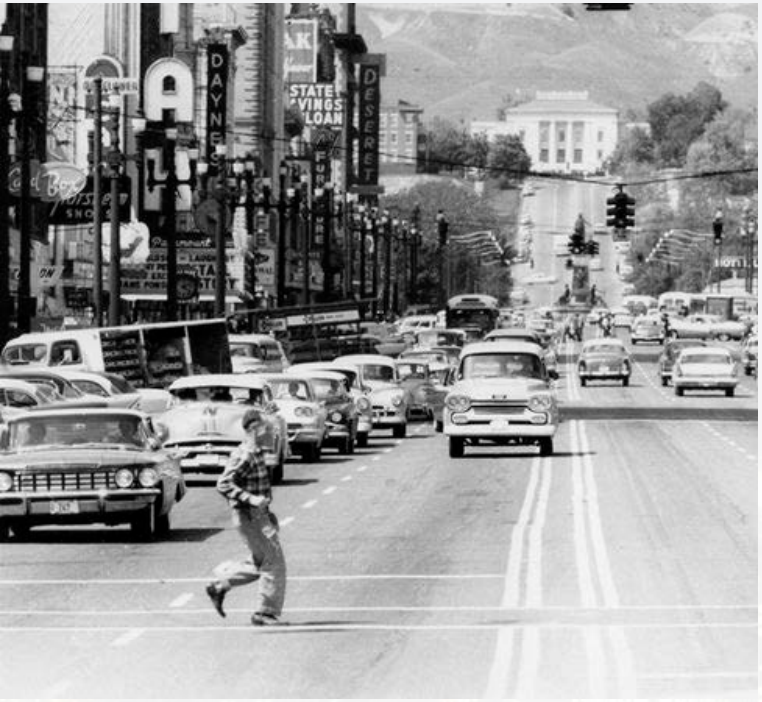
- U.S. Census
  - 2010 Decennial Census
  - 2014 Longitudinal Employer-Household Dynamics (LEHD)
  - 2011-15 American Community Survey (5-Year Estimate)
- UDOT Open Data
- Salt Lake City
  - Department of Community & Neighborhoods
  - Department of Transportation
  - Police Department
- South Salt Lake City GIS
- Salt Lake County Tax Assessor
- Wasatch Front Regional Council (WFRC)
- Utah Transit Authority (UTA)
- Utah Automated Geographic Reference Center (AGRC)

State Street Corridor in the Past

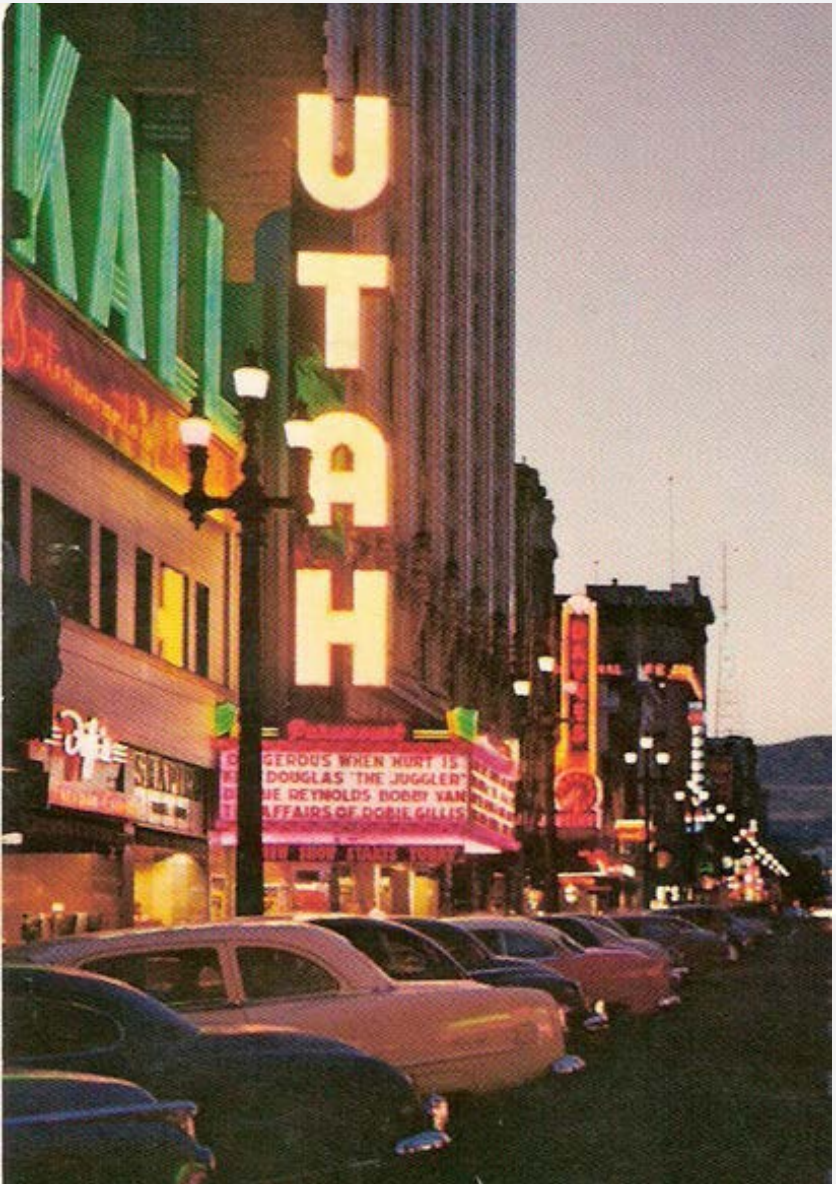
LIFE ON STATE

Early 1900s – Great Streets of Utah

1940s-50s – The rise of the automobile



The Salt Lake “Neonscape”



Flood of 1983 – State Street “River”

State Street Today

LIFE ON STATE

Major Institutions

Utah State Capitol


Salt Lake Community College


Salt Lake City & County Building

Major Institutions


South Salt Lake City Hall


Granite School District


Salt Lake County Government Center

Iconic destinations

International food and business

Regional Transit Connections

But…it has its issues, too

Demographics

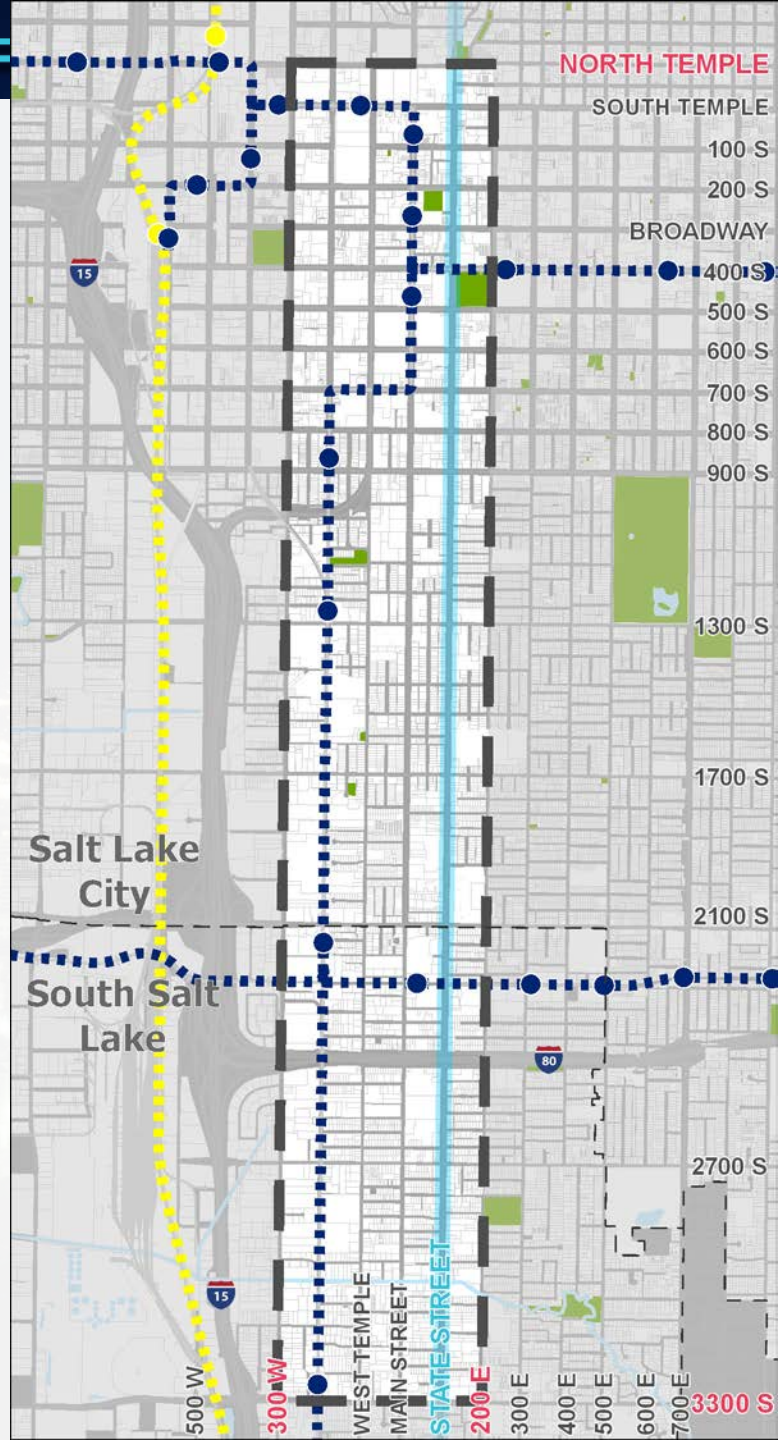
Study Area

4.95 miles of State Street

3.73 square miles

– 2,390 acres

- **People**: 13,869
- **Housing Units:** 7,775
- **Jobs:** 54,457
- **7-to-1** Jobs-Housing Balance
  - 2010 Census

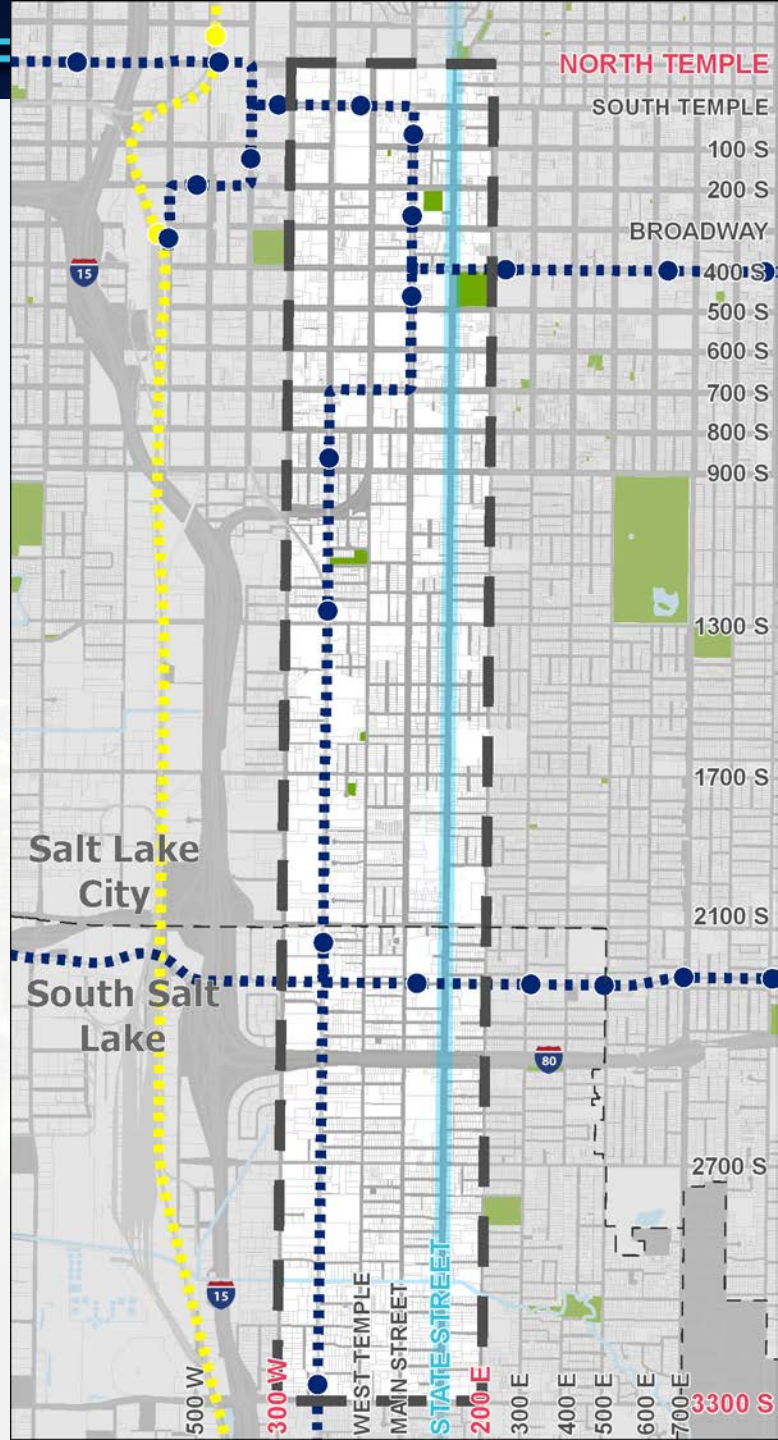


Projected growth by 2040

Expected by 2040:

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

- WFRC 2040 Growth Projections
  - **People:** 27,553
  - **Households:** 13,544
  - **Jobs:** 96,072



Transit Dependence

Federal Transit Administration

- Transit dependent populations are people or households that do not have equal access to private cars or other vehicles
- Transit dependence is defined by the Federal Transit Administration (FTA) as:
  - Persons living in a household owning ZERO vehicles
  - Persons living in a low-income household
  - Persons living with a disability
- Some transit agencies also define transit dependence as:
  - Persons over the age of 65 and under the legal driving age
  - Workers who use public transit or other means of travel to work

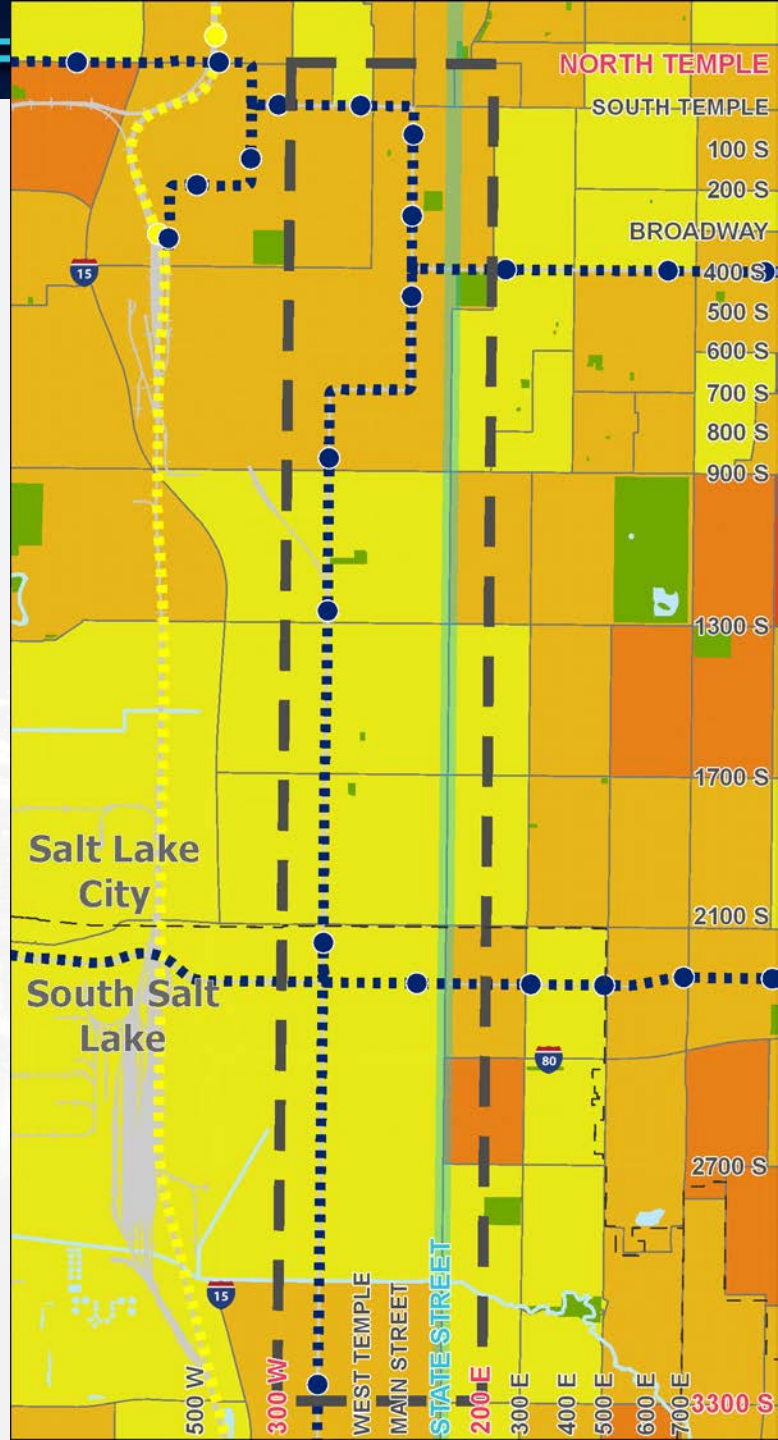
State Street is a low-income corridor

American Community Survey 2015

Study Area Median HH Income: $34,835

- SLC citywide: $47,243
- SSL citywide: $37,083

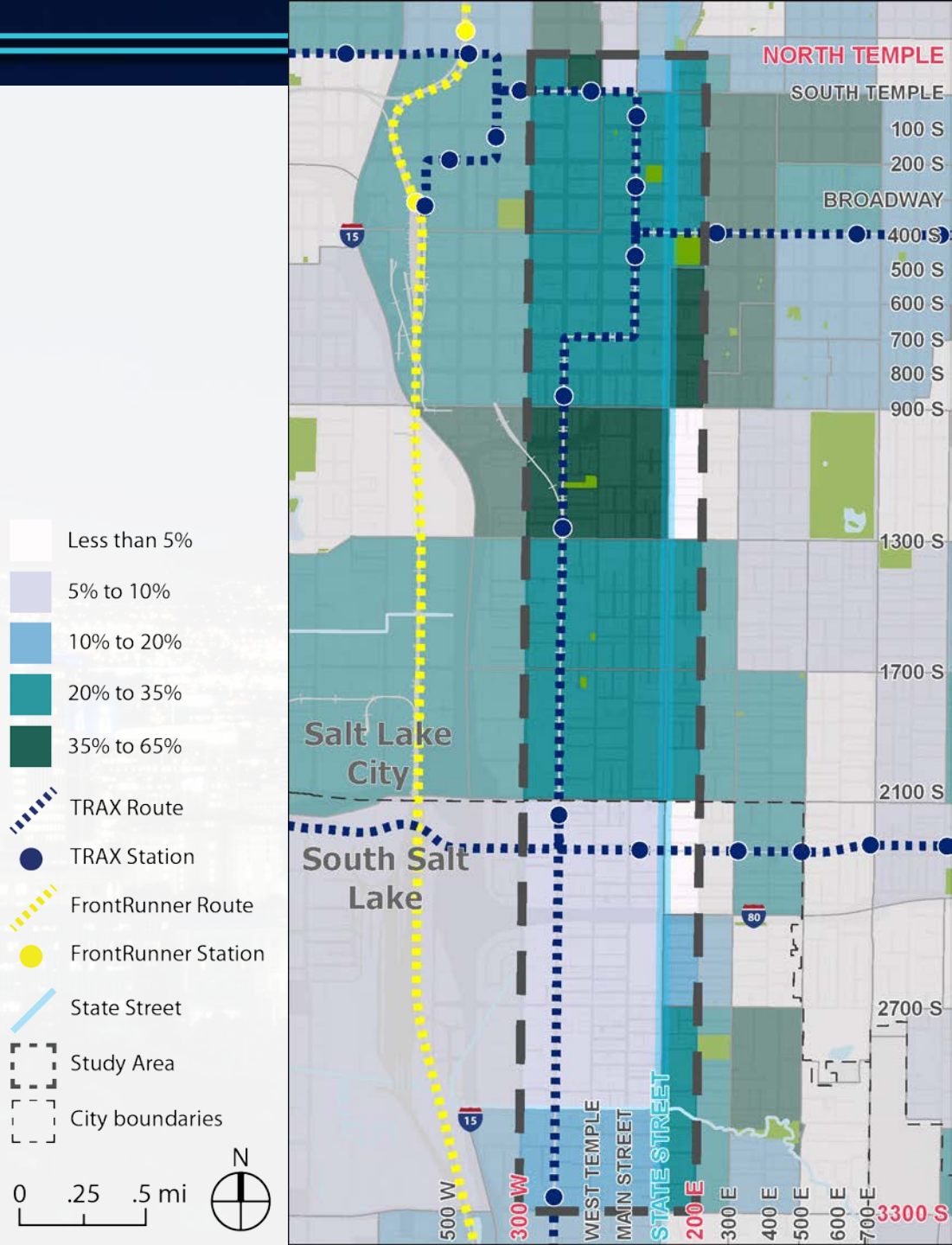
Lower income households benefit from transportation choices such as transit, walking and bicycling



Households with Zero Vehicles

American Community Survey 2015

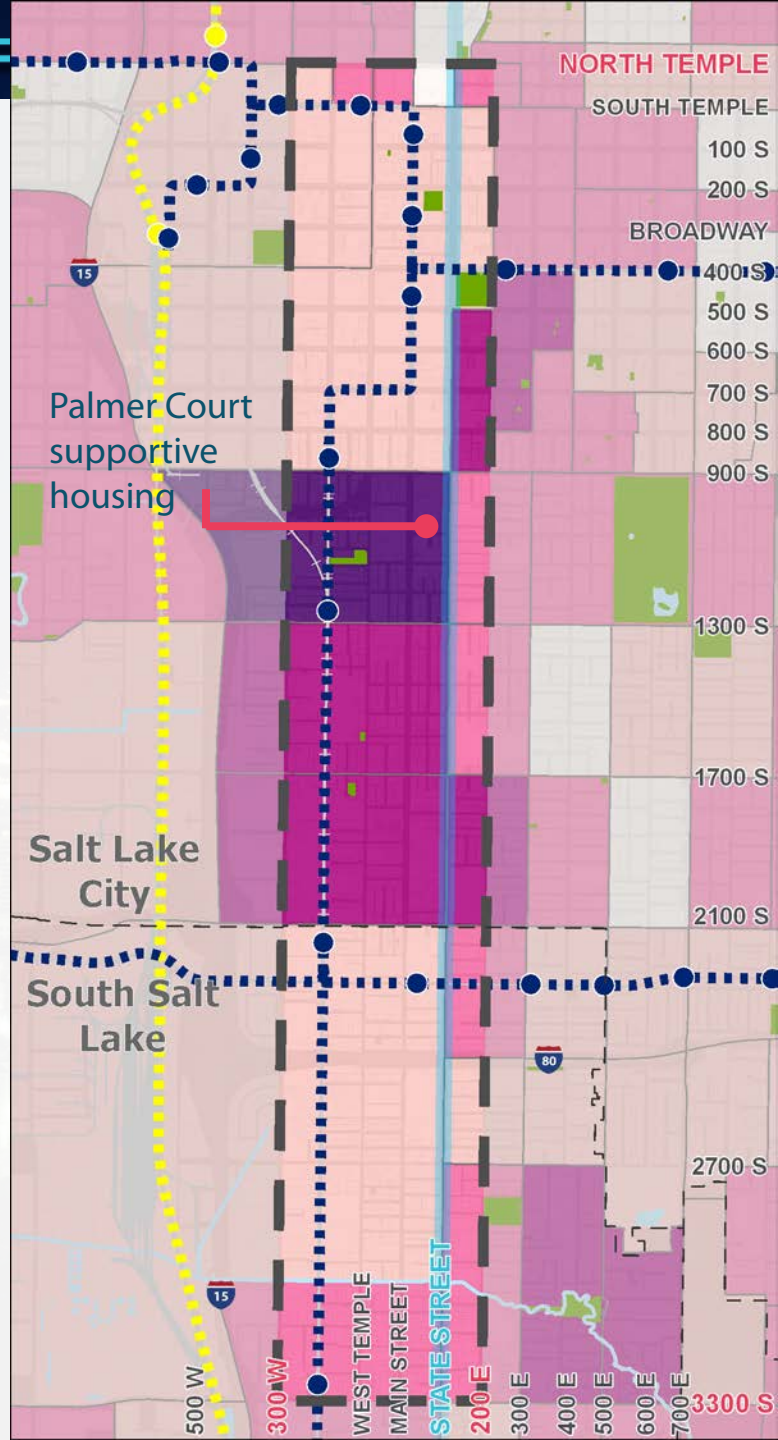
- 25% of households in the study area don't own a car
  - SLC citywide: 9%
  - SSL citywide: 13%
- Higher dependency on transit, biking and walking for transportation needs



Percent of Households with 1+ Disabled Person

American Community Survey 2015

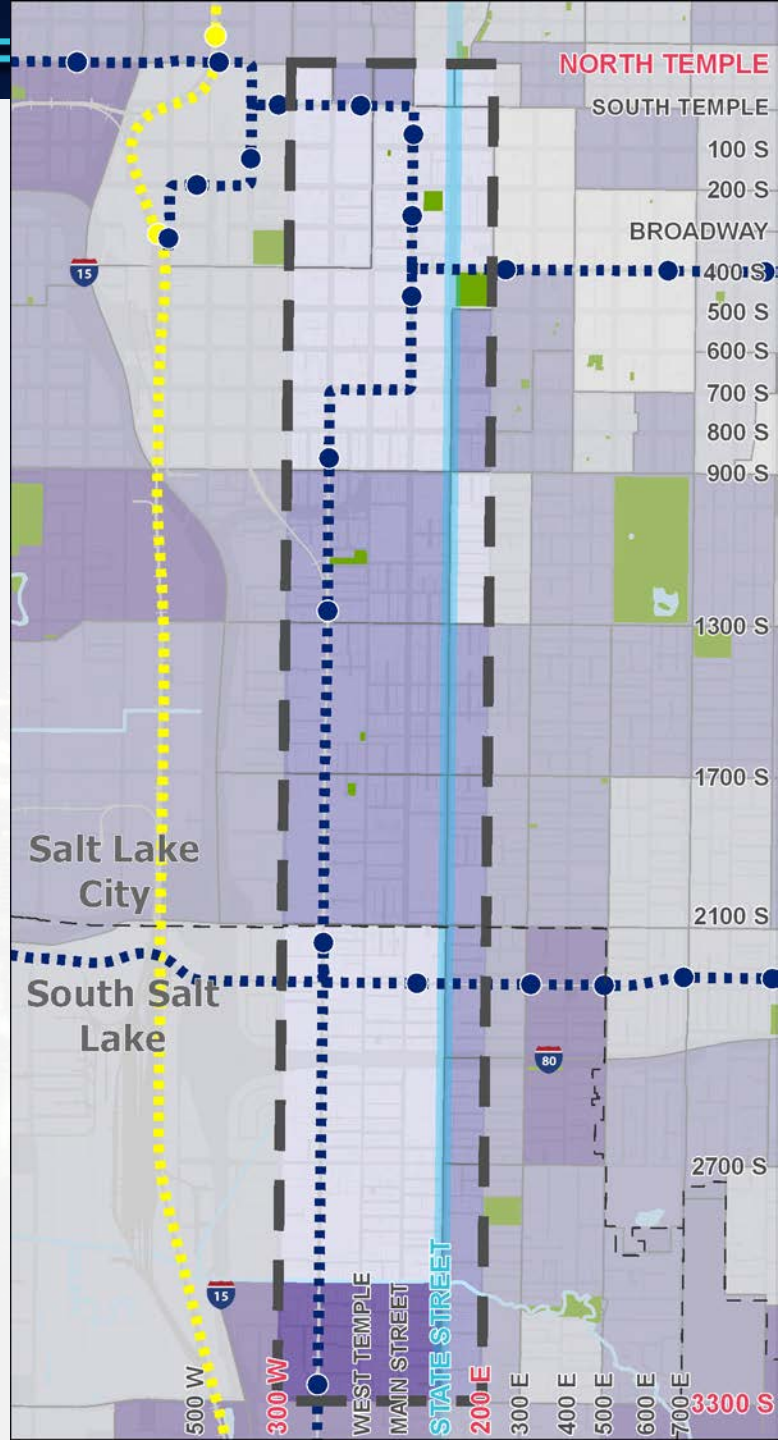
- 29% of households in the study area with at least 1 disabled person
  - SLC citywide: 20%
  - SSL citywide: 27%
- Need for mobility options such as transit and accessible connections



Population Over 65 or Under 17

American Community Survey 2015

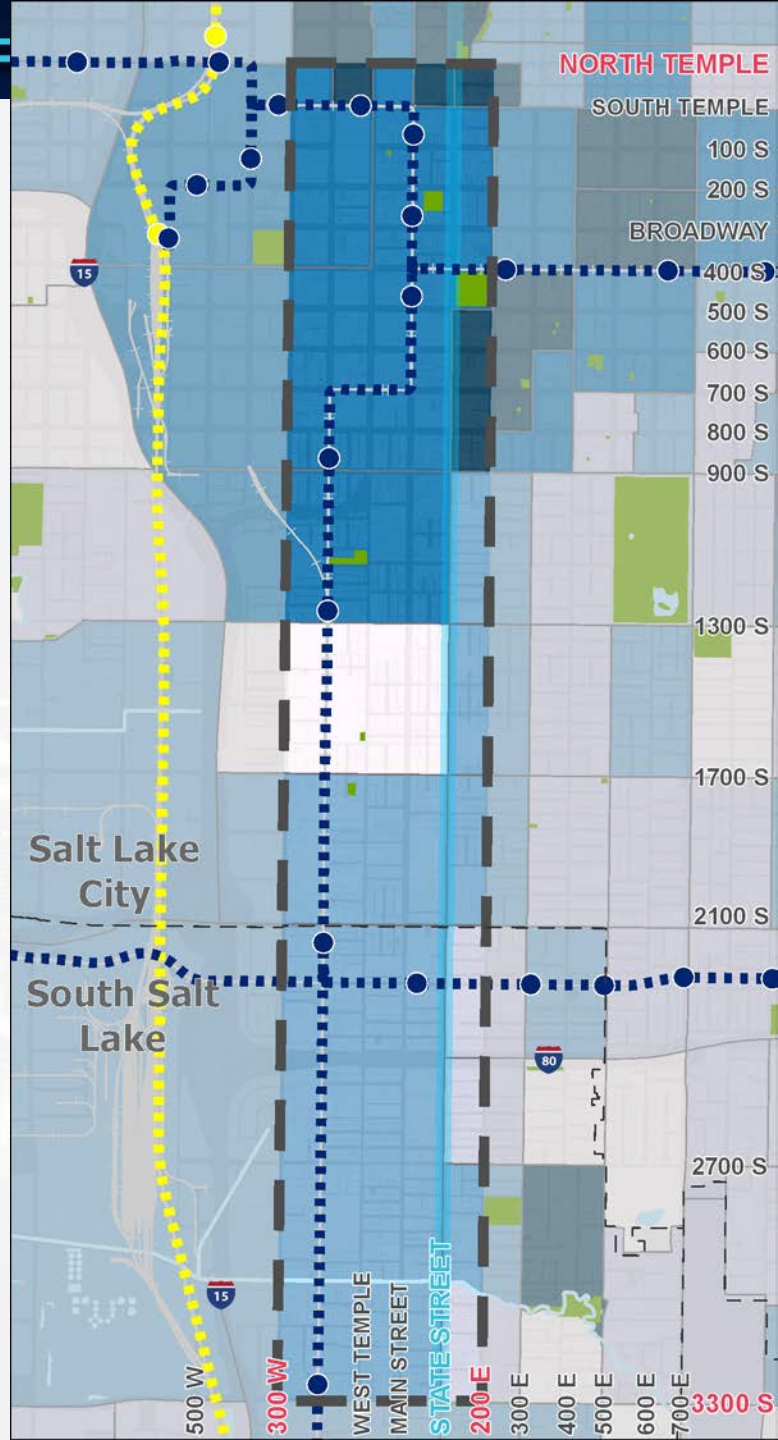
- 13% of **SLC and SSL's total population over 65 or under 17** is in the Study Area
- People in these age groups rely more heavily on transit, walking and biking



Commuters who Walk, Bike or take Public Transportation

American Community Survey 2015

- 24% of commuters in the study area walk, bike or take public transportation
  - SLC citywide: 13%
  - SSL citywide: 13%



Conclusions - Demographics

The population of the corridor is expected to double in the next 25 years

- This plan can impact how and where the corridor grows
- This plan can impact how the public roadways will accommodate this growth

Many that live in the corridor are low-income (<$35,000/year)

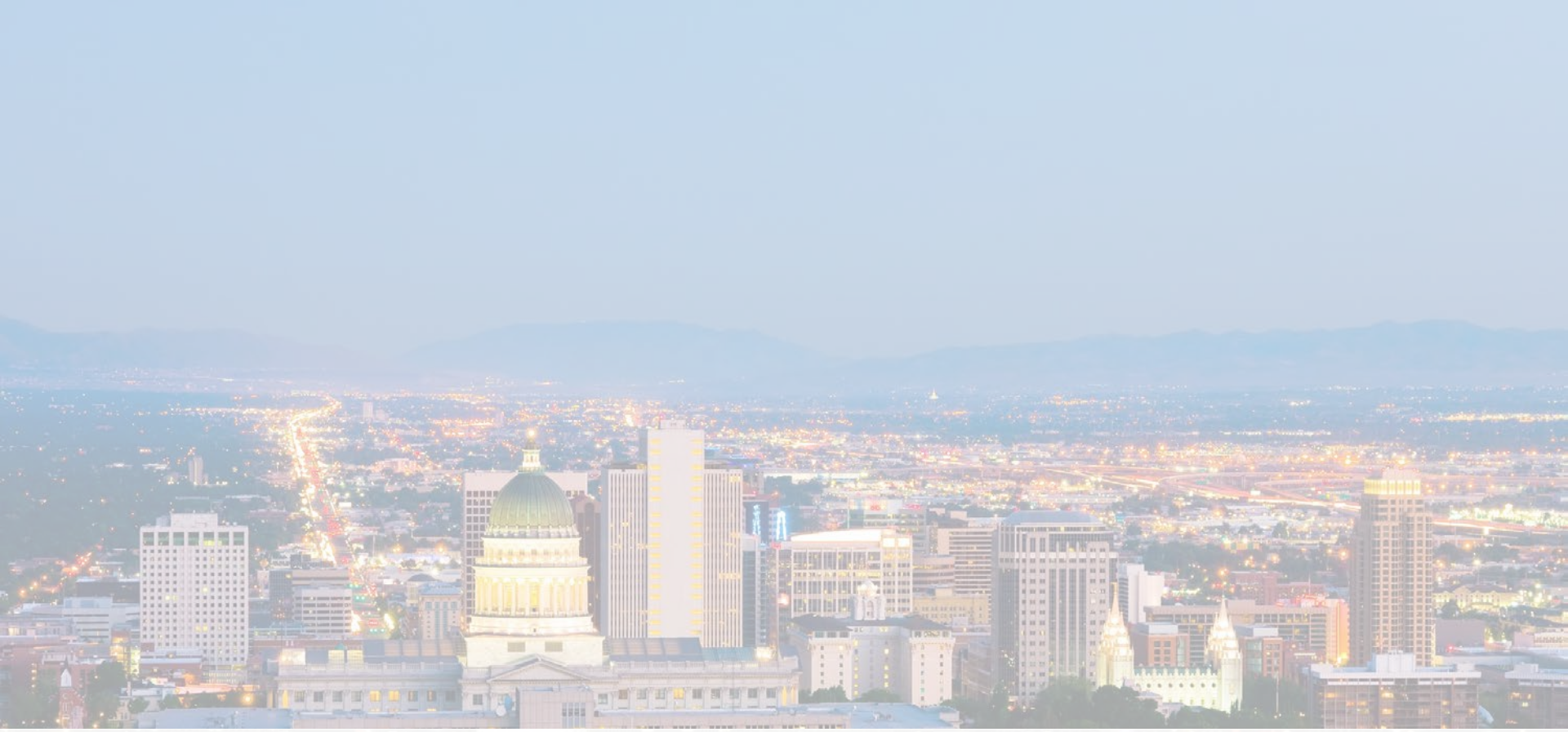
- This plan can impact policies on housing affordability and job access

There is a higher than average *transit dependent* population within the study area

- This plan can impact public investment into transit networks and transit supportive infrastructure

There is a higher than average population with reliance on alternative modes of transportation (walking, biking and transit)

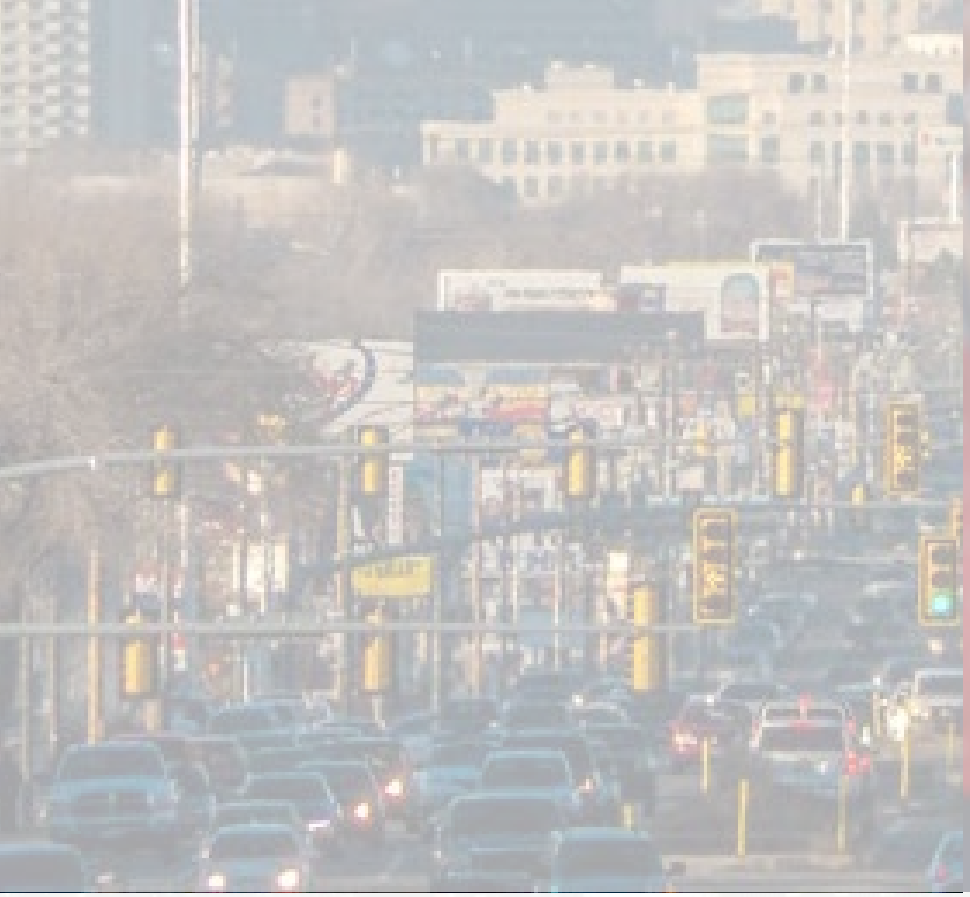
- This plan can impact public investment in pedestrian and bicycle infrastructure



Project Goals

Project Goals

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



Project Goal: Improve Safety & Security

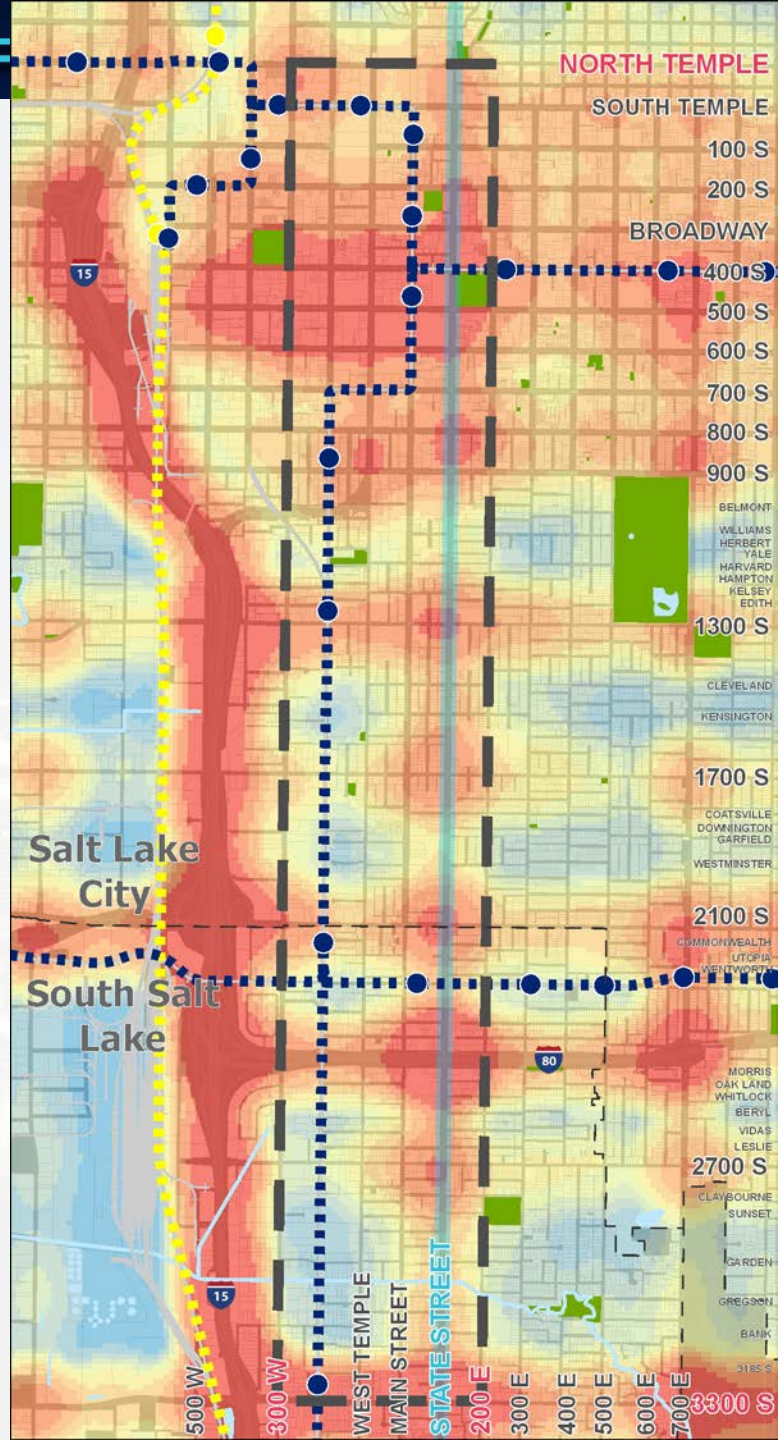
State Street Crashes

UDOT Crash Database – 2010 - 2016

Safety is a concern for pedestrians, bicyclists and drivers in the corridor

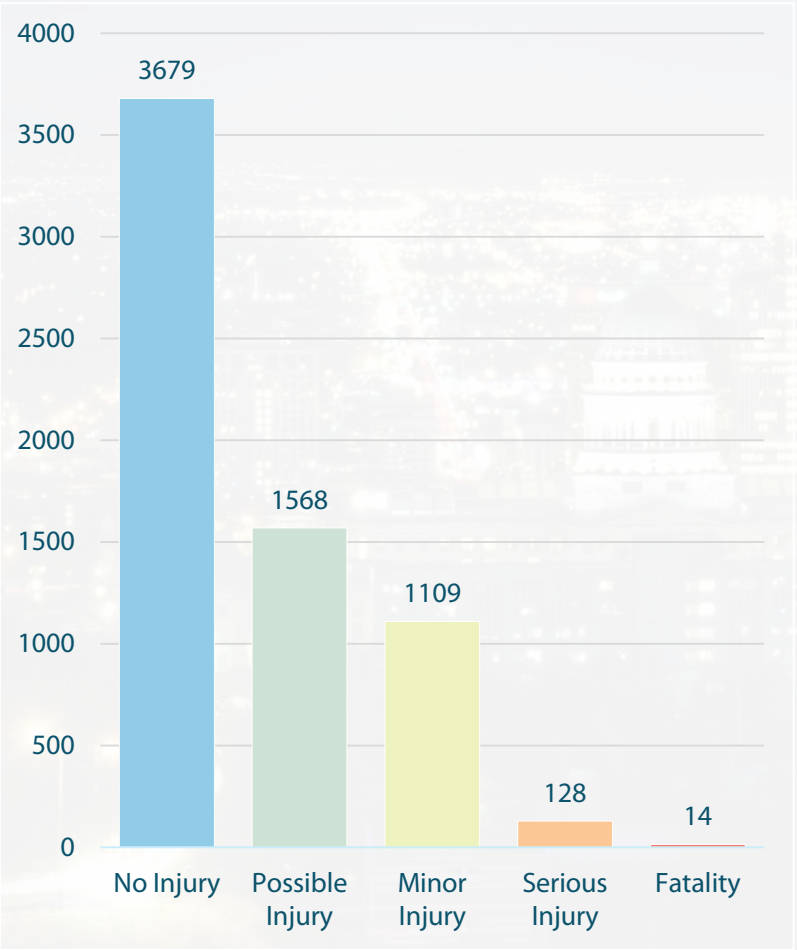
- 1,251 documented injuries in 7 years
- 14 fatalities
  - ***– 2 fatalities per year***

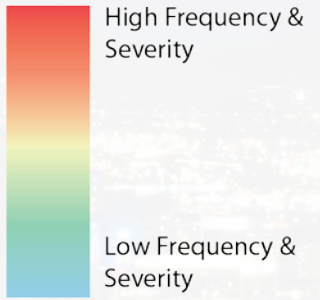
How can we make it safer to travel in the corridor?



State Street Crashes

UDOT Crash Database – 2010 - 2016





TRAX Route

TRAX Station

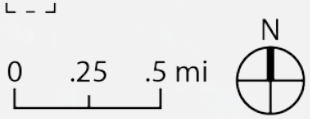
FrontRunner Route

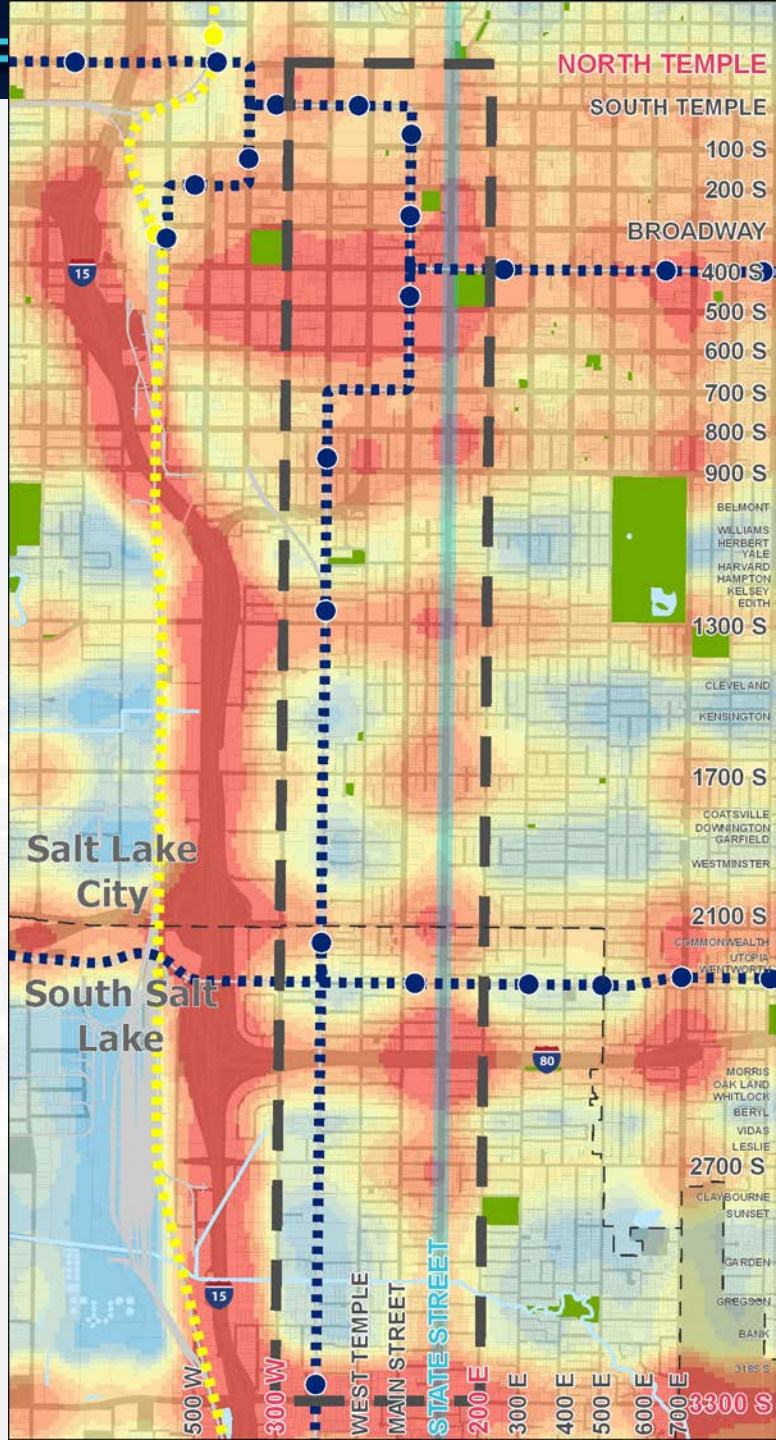
FrontRunner Station

State Street

Study Area

City boundaries



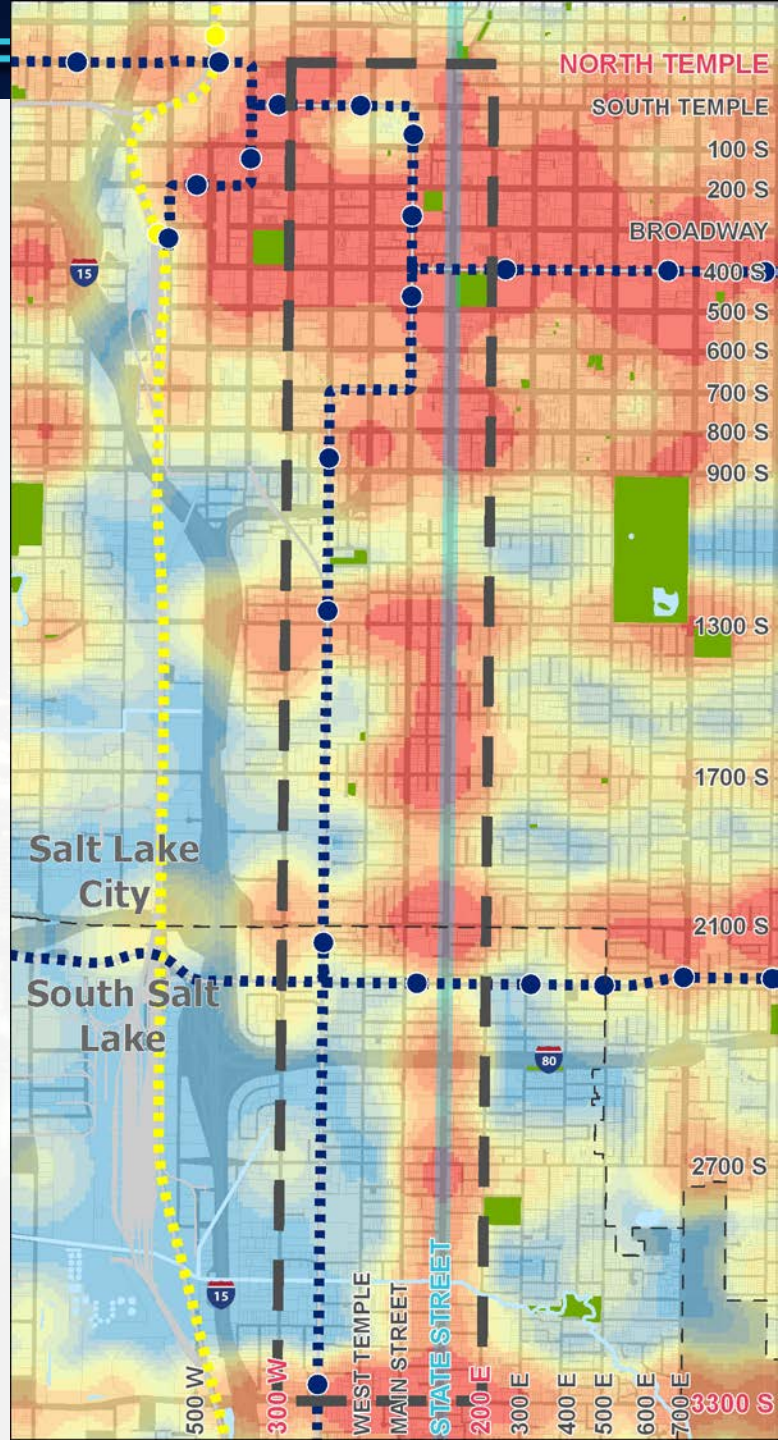


Crashes Involving Bikes or Pedestrians

UDOT Crash Database – 2010 - 2016

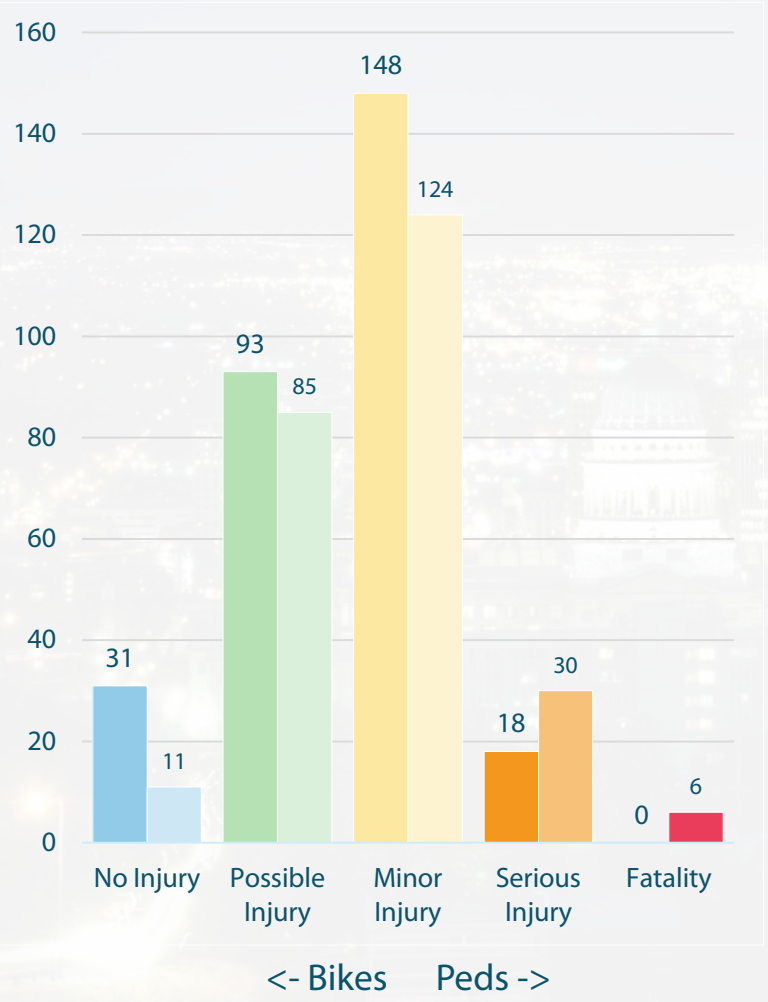
- **6 of the 14 fatalities involved pedestrians**
- ***Over 50 injuries per year***
- 326 documented bike & pedestrian related injuries in 7 years
- Many of these crashes happening at major intersections as well as in gaps between crossings

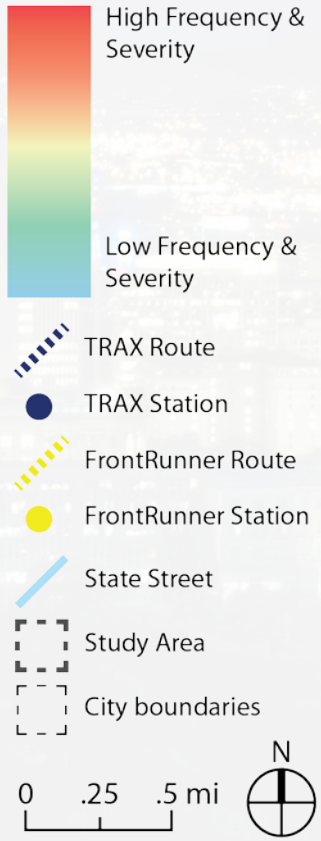
What improvements should be made to make State Street safer for bicyclists and pedestrians?

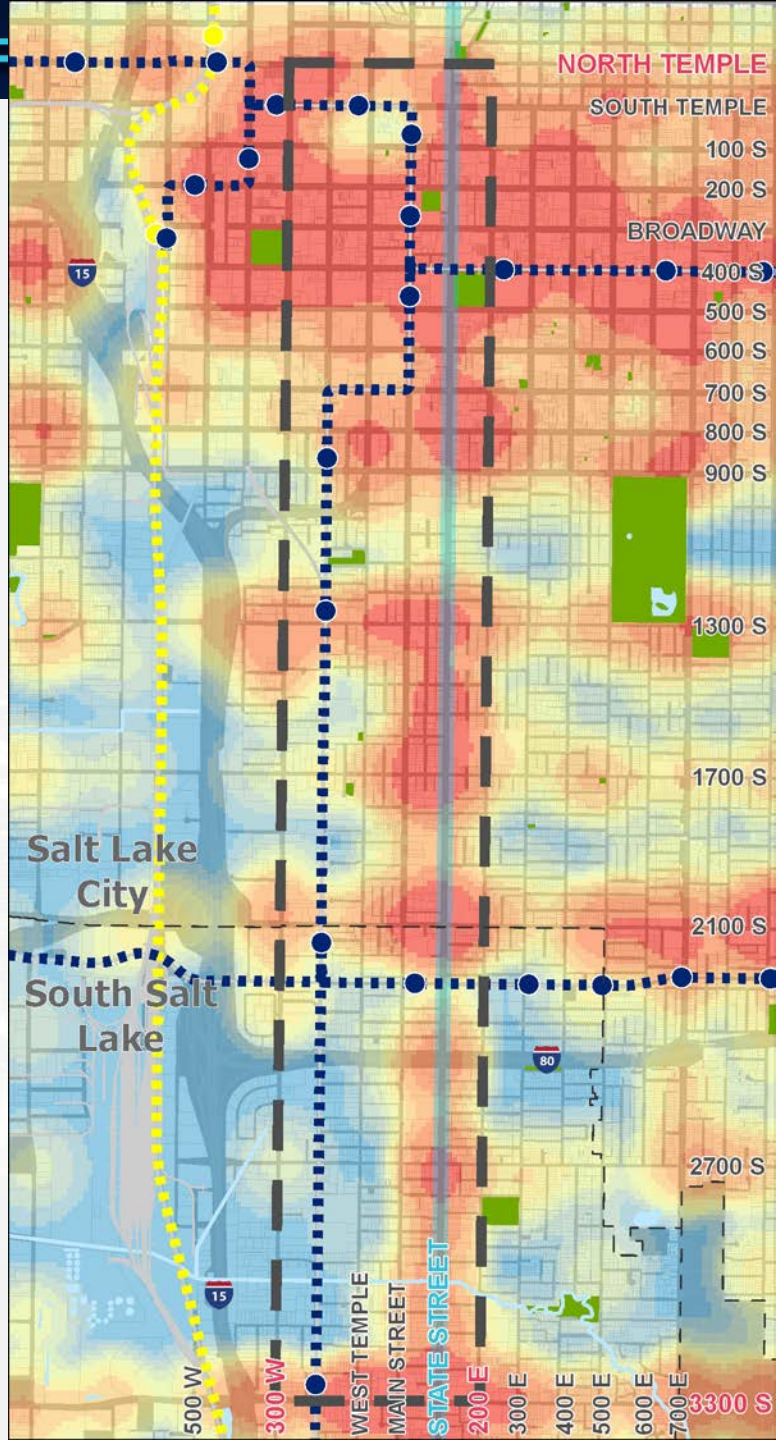


Crashes Involving Bikes or Pedestrians

UDOT Crash Database – 2010 - 2016



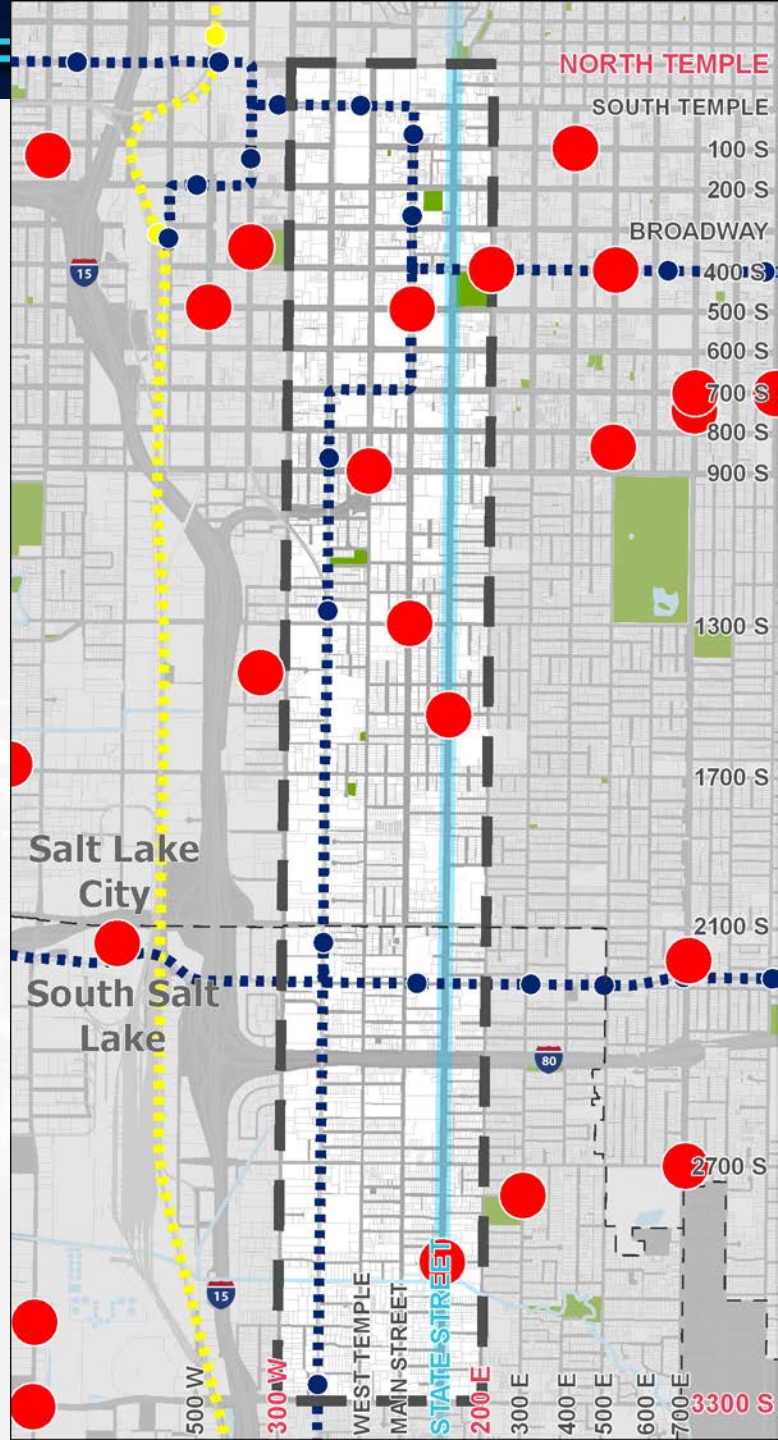




Fatalities Involving Bikes or Pedestrians

UDOT Crash Database – 2010-Present

- 6 of the total 14 fatalities involved pedestrians
- 326 documented bike & pedestrian related injuries in 7 years
- Fatalities not only on State Street

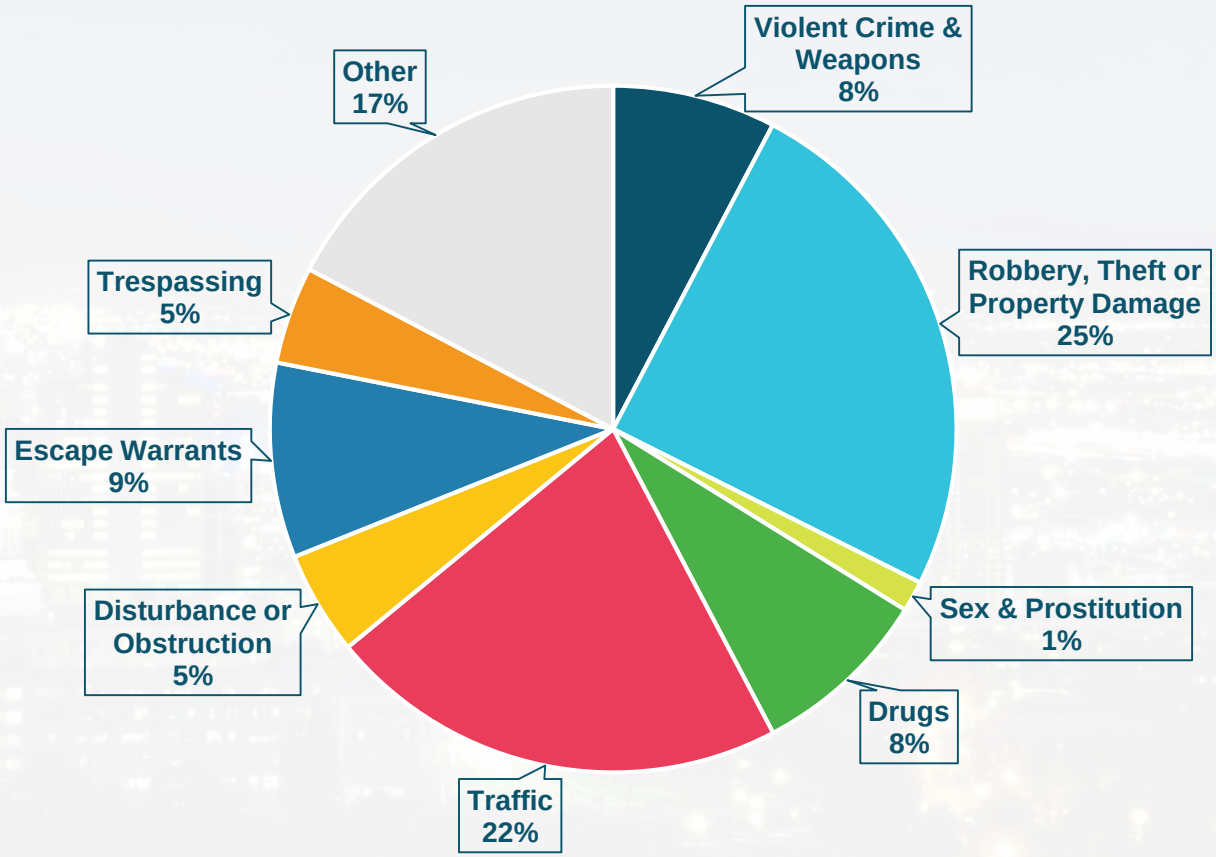


Crime (SLC only) on State Street – 2016

Salt Lake City Police Department – CompStat & Analysis Unit

Crime is a major concern in the State Street area

How can this project address crime & security in the corridor?

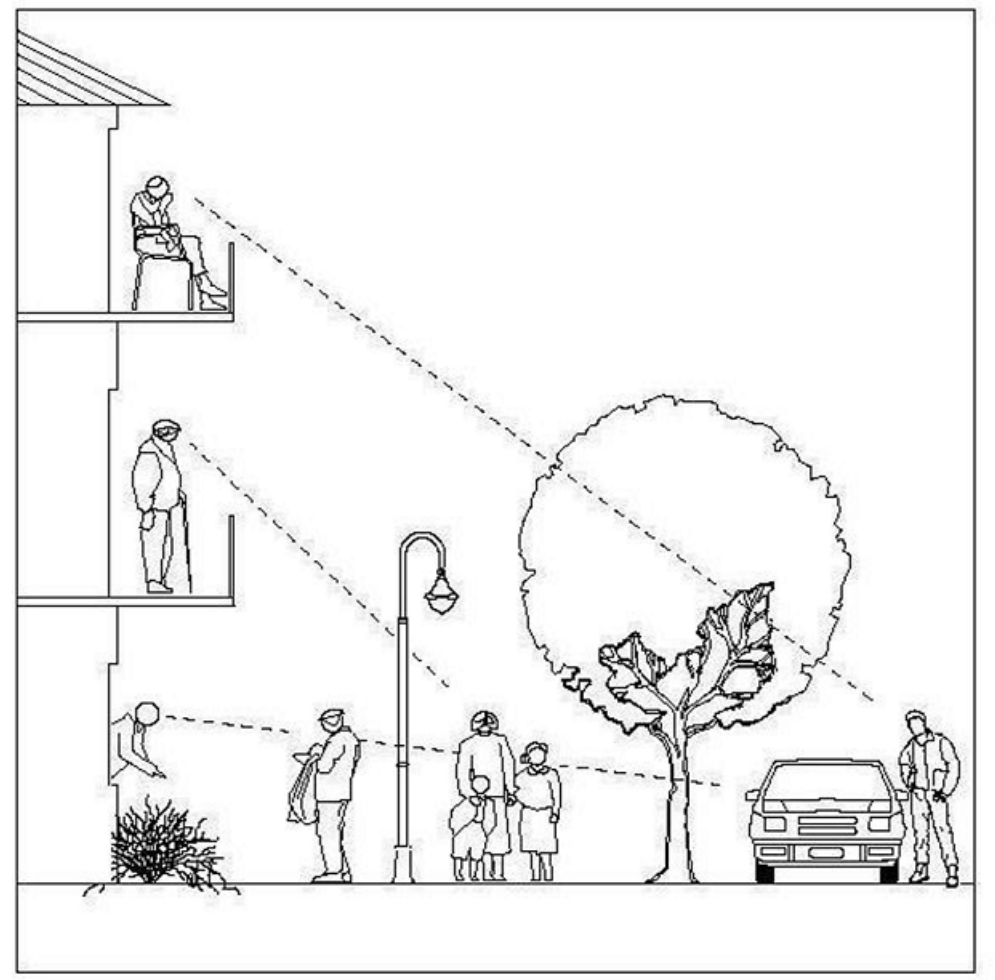


Crime Prevention Through Environmental Design (CPTED)

Prevent crime by designing a physical environment that positively influences human behavior

- Eyes on the street
- Higher quality public space
- Slower traffic
- Well maintained buildings

Note: This is not a design recommendation, but an example of one way this project can support efforts of crime prevention and enforcement



Conclusions – Safety & Security

Crashes are most prevalent along the E-W roads connecting to and from I-15, as well as the I-80/State Street interchange

- This plan can impact investment in safety improvements to mitigate traffic safety concerns in these areas

Crashes are more prevalent along State Street than other nearby N-S corridors (700 E)

- This plan can impact investment in safety improvements along the entirety of the State Street corridor

Pedestrians and bicyclists are involved in severe crashes along the corridor at a higher rate than other N-S corridors

- This plan can impact investment that makes bike and pedestrian travel safer in the corridor

Crime is a major concern in the State Street corridor

- This plan can impact the design and quality of new development, and public investment that advances CPTED principles

Improve Identity of Place

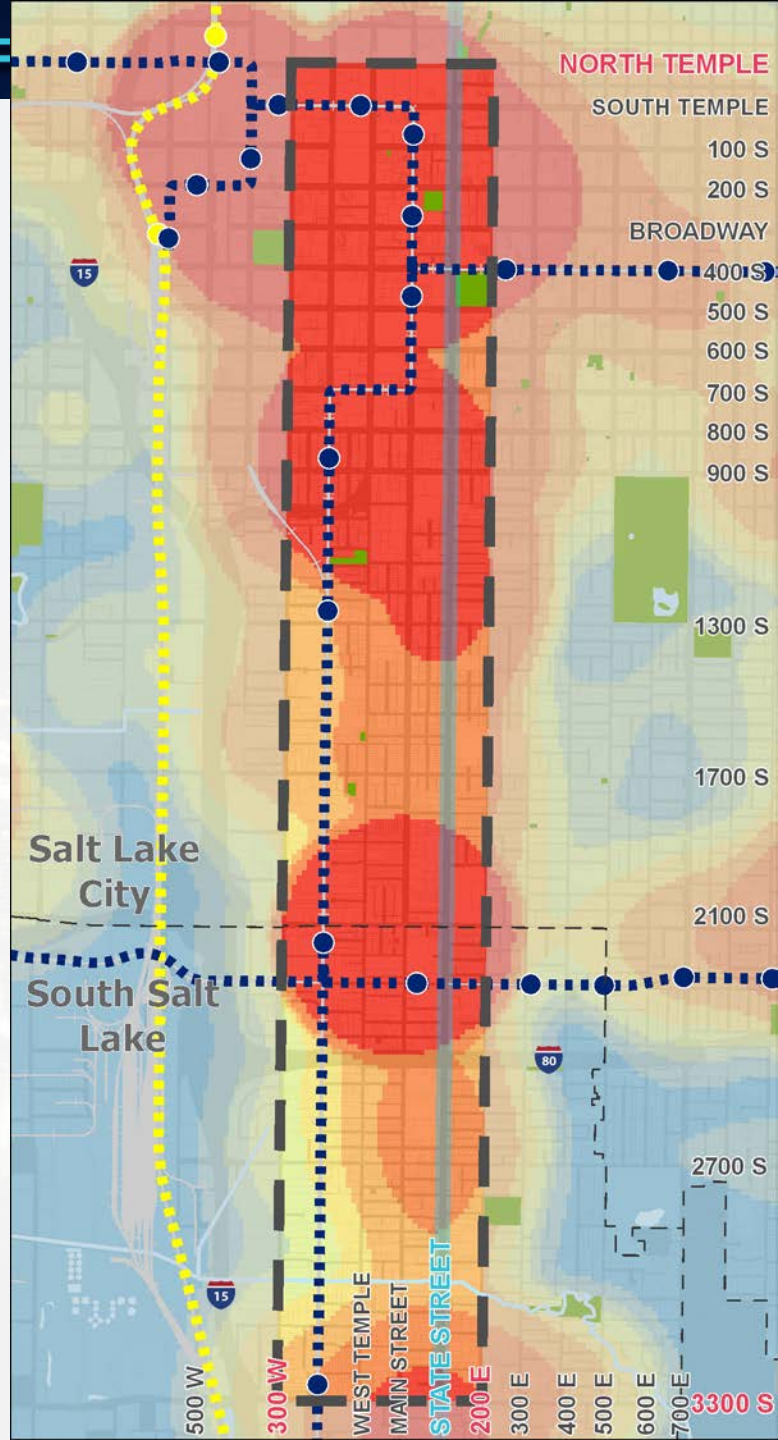
LIFE ON STATE

Lots of Retail on State Street Today, But Unique, Identifiable “Districts” are Limited

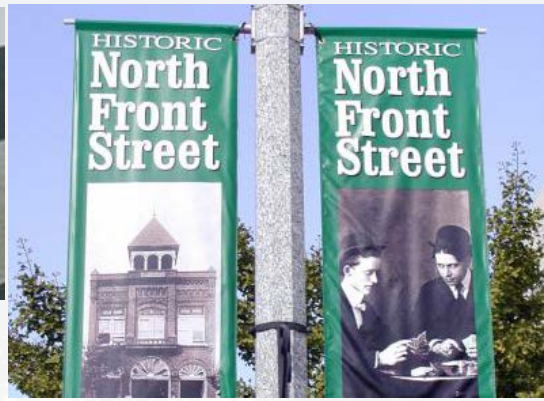
Retail Destinations

2016 Salt Lake County Tax Assessor Data

- Regional retail destinations throughout the corridor
- Retail density focused north of 1300 S
- Retail center in downtown South Salt Lake



Should State Street Have Unified Branding?



LIFE ON STATE

Conclusions – Improve Identity of Place

State Street already has an identity as a retail destination

HOWEVER

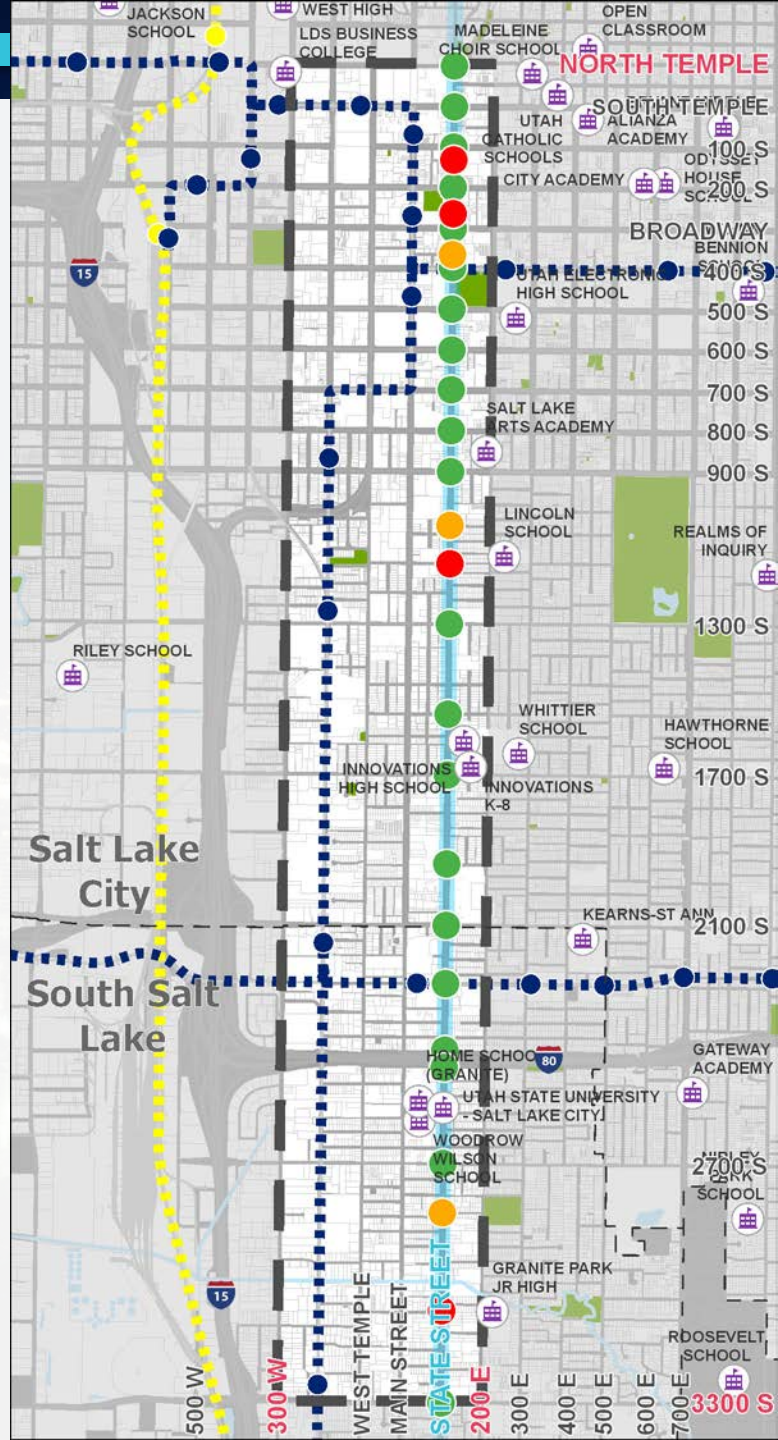
State Street's existing retail and businesses do not create a cohesive identity

- This plan can promote a more recognizable image/identity through new development and public investment, and the development of community supported design standards

Expand Connectivity

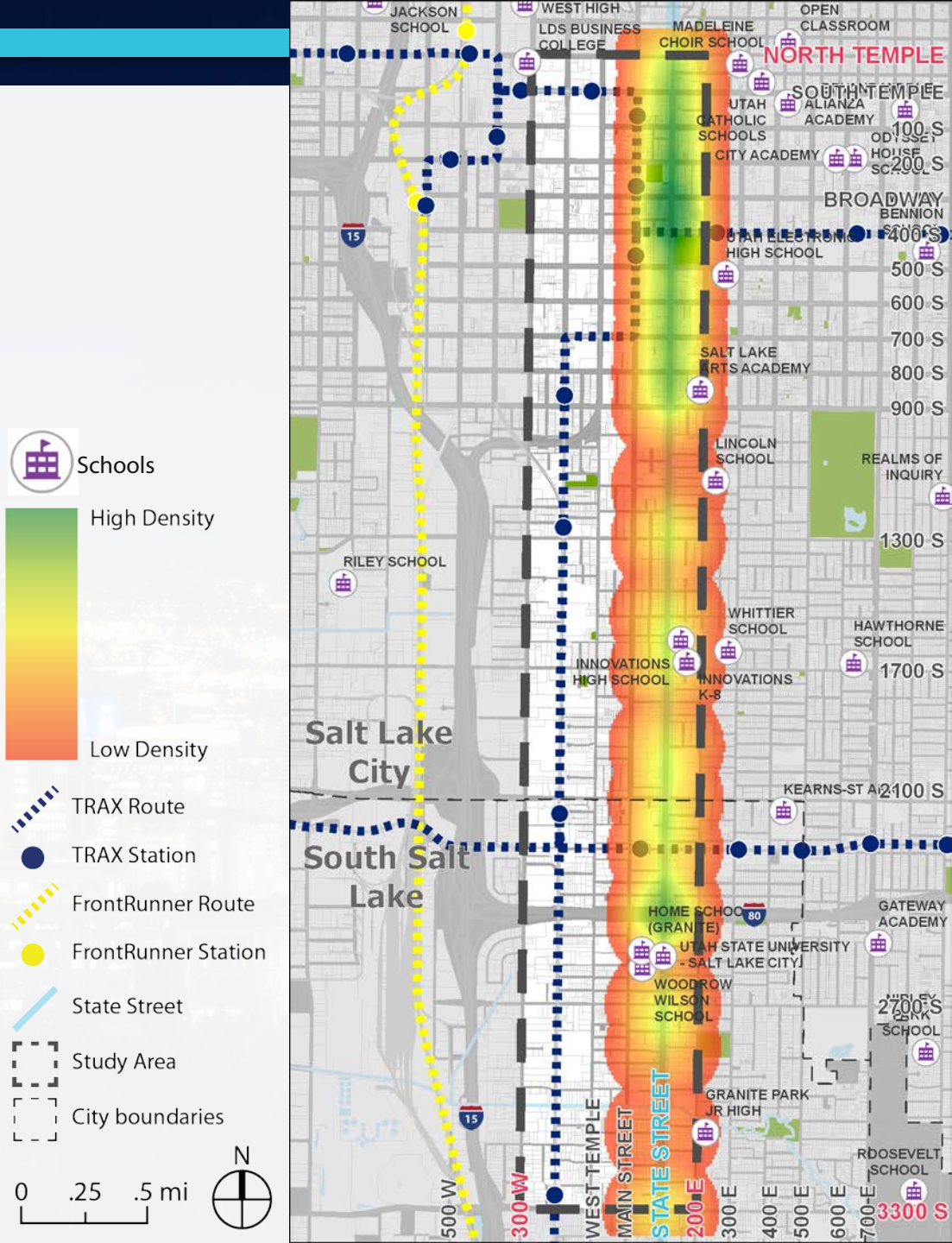
State Street Crossings

- Minimum quarter mile separation between crossings along most of corridor
- Frequency of crossings decreases south of 900 S

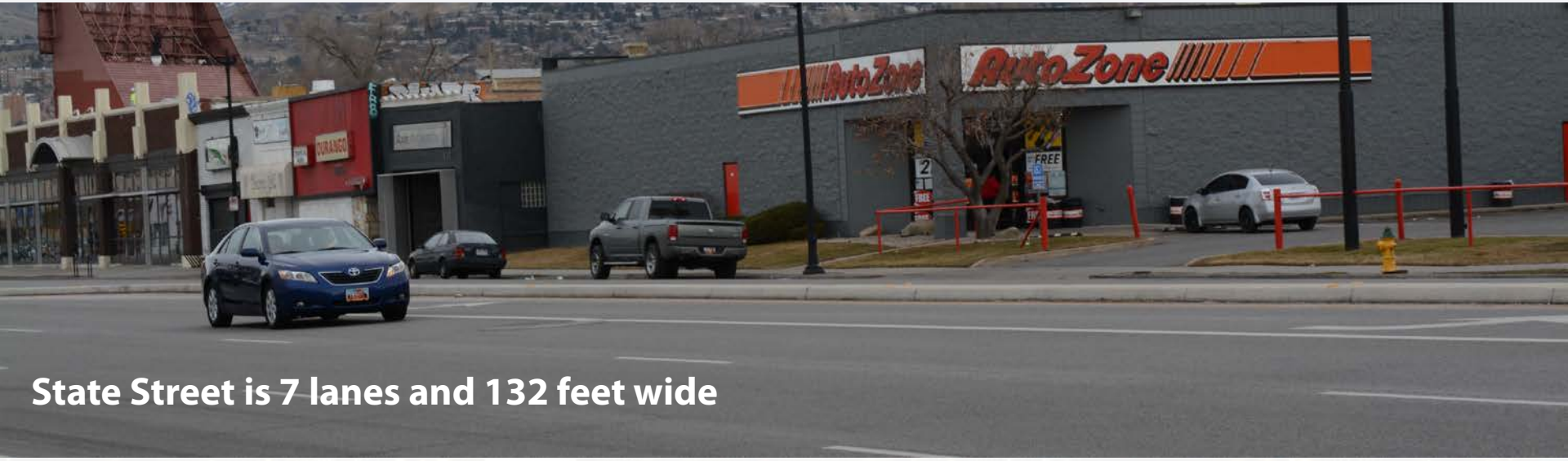


Long Segments Without Crossings

- Much of the corridor requires 10-15 minute walk to find protected crossing
  - Green – 1 minute
  - Yellow – 10 minutes
  - Red – 20 minutes
- Should there be more comfortable crossings?



Crossing State Street



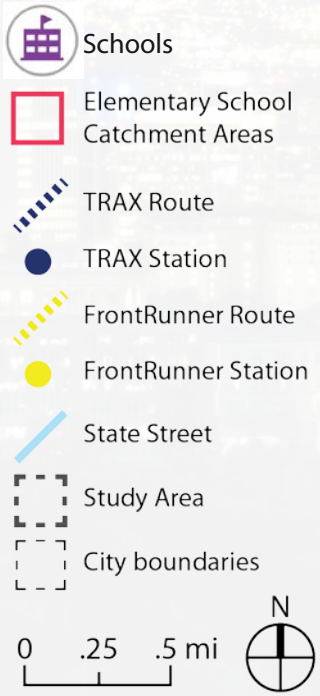
State Street is 7 lanes and 132 feet wide

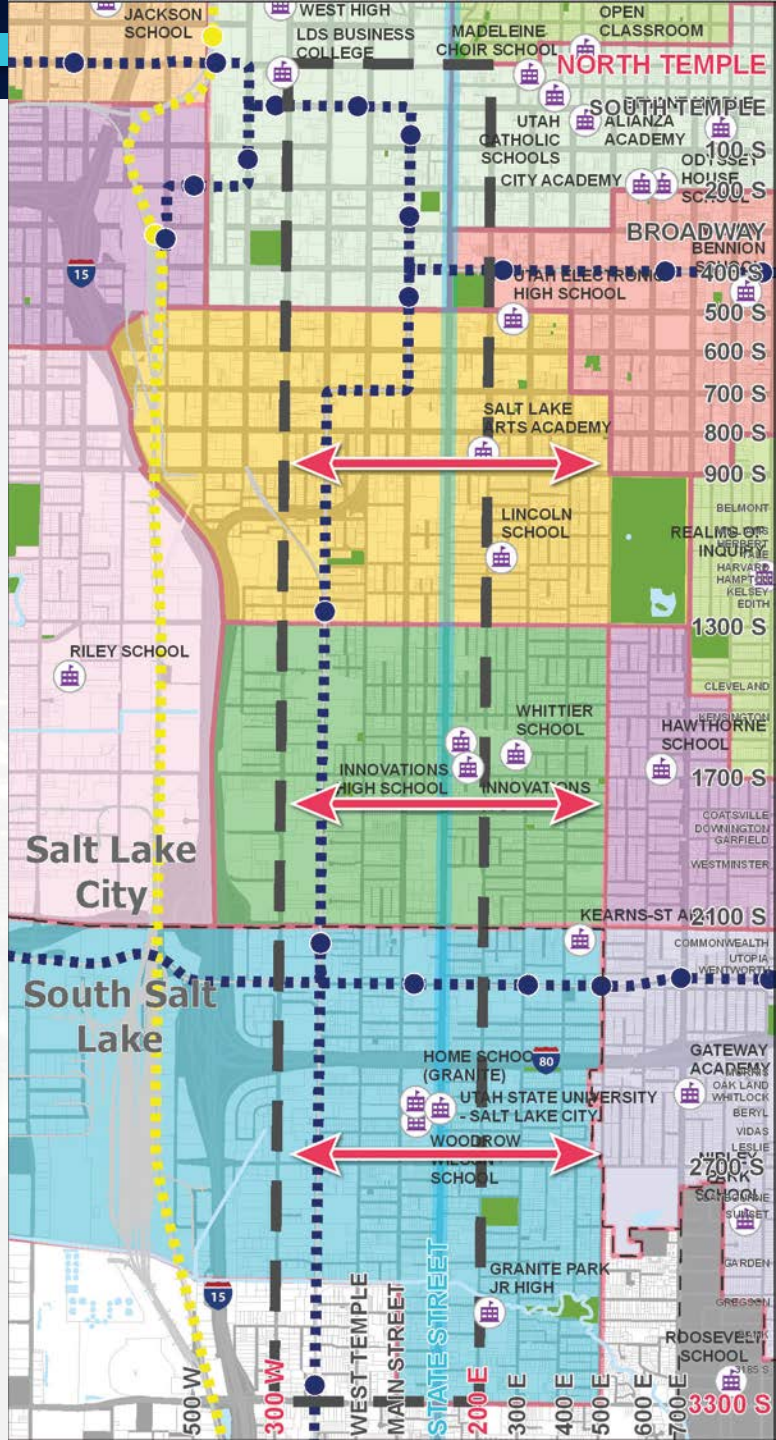
Only 3 midblock crossings with flashing beacon in study area

Walking to School

ONLY Elementary Schools Displayed

- All school catchment areas draw from BOTH sides of State Street
- Are students able to safely walk to and from school?

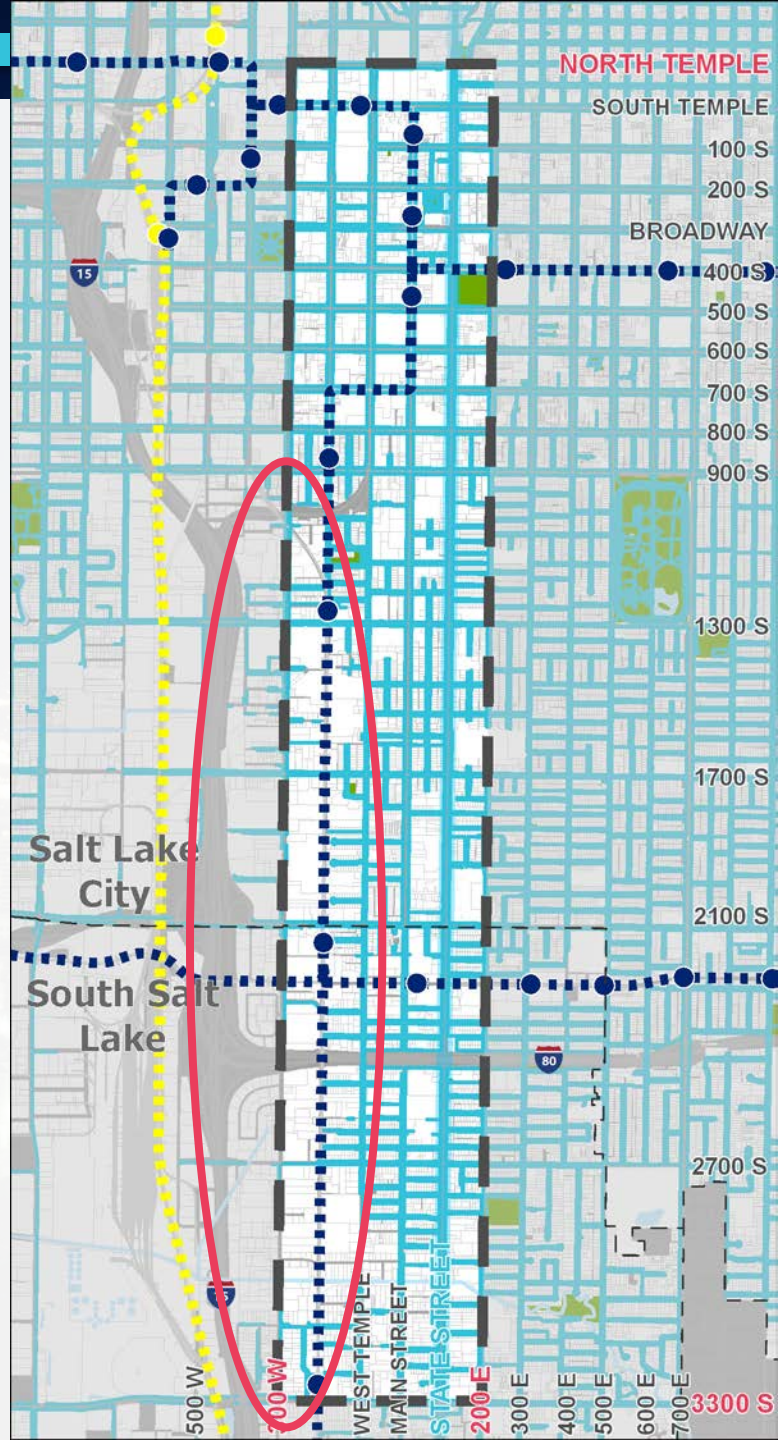




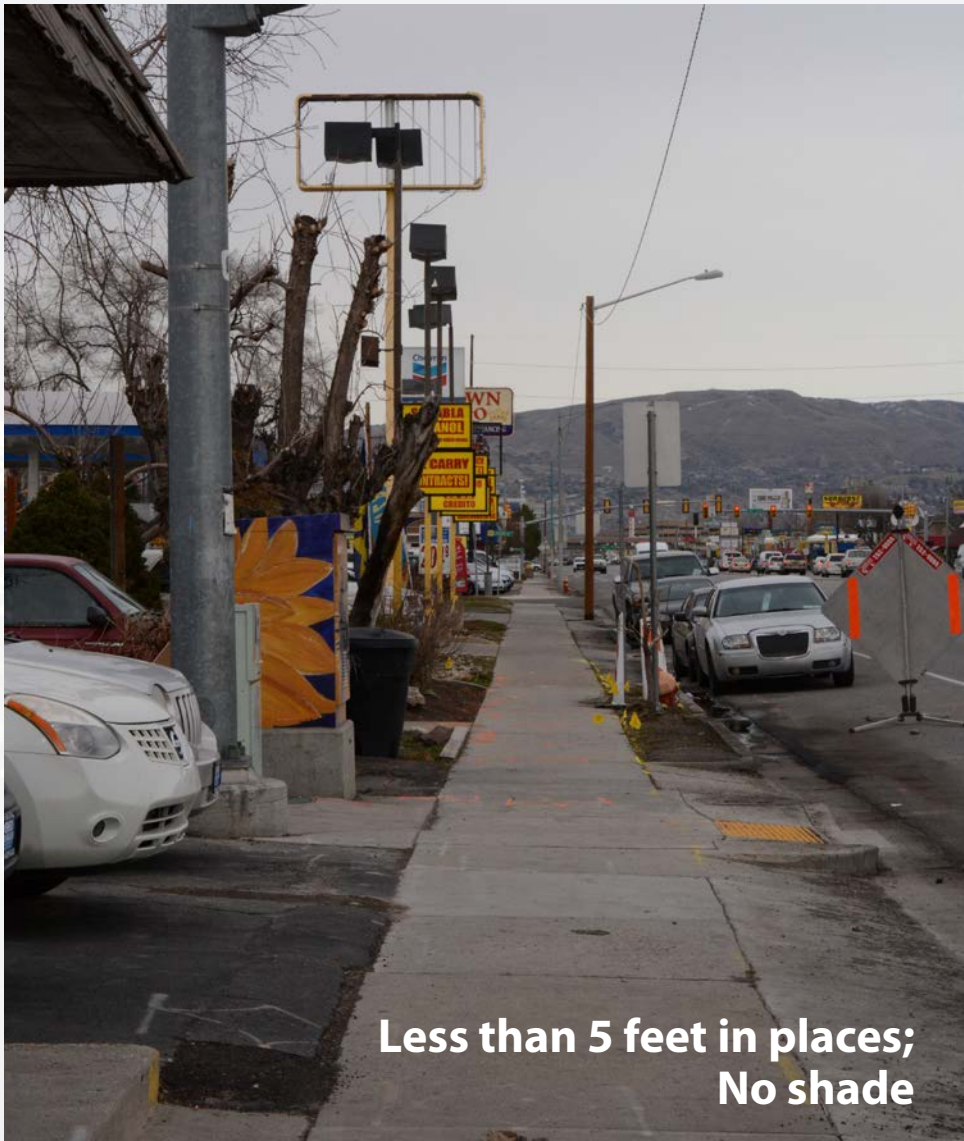
Sidewalks

Utah AGRC 2016

- Lack of sidewalk coverage west of Temple and south of 1300 S
- Very low sidewalk coverage around TRAX
- Very limited sidewalk connections across I-15
- Many sidewalks are too narrow or that do not provide adequate ADA facilities



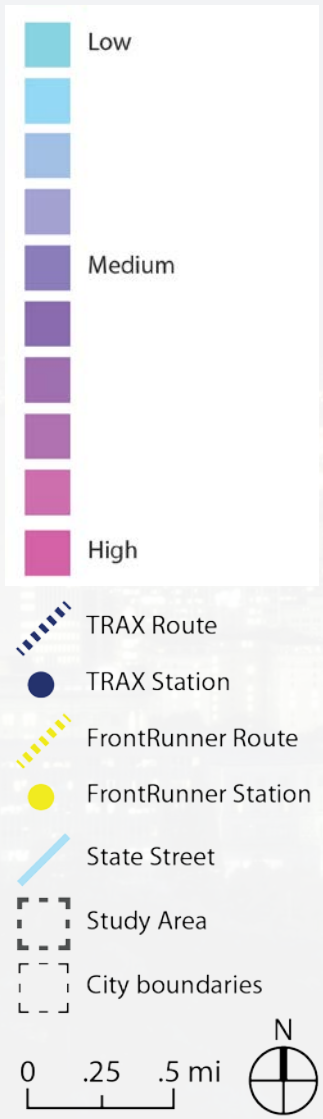
Sidewalk Quality Varies

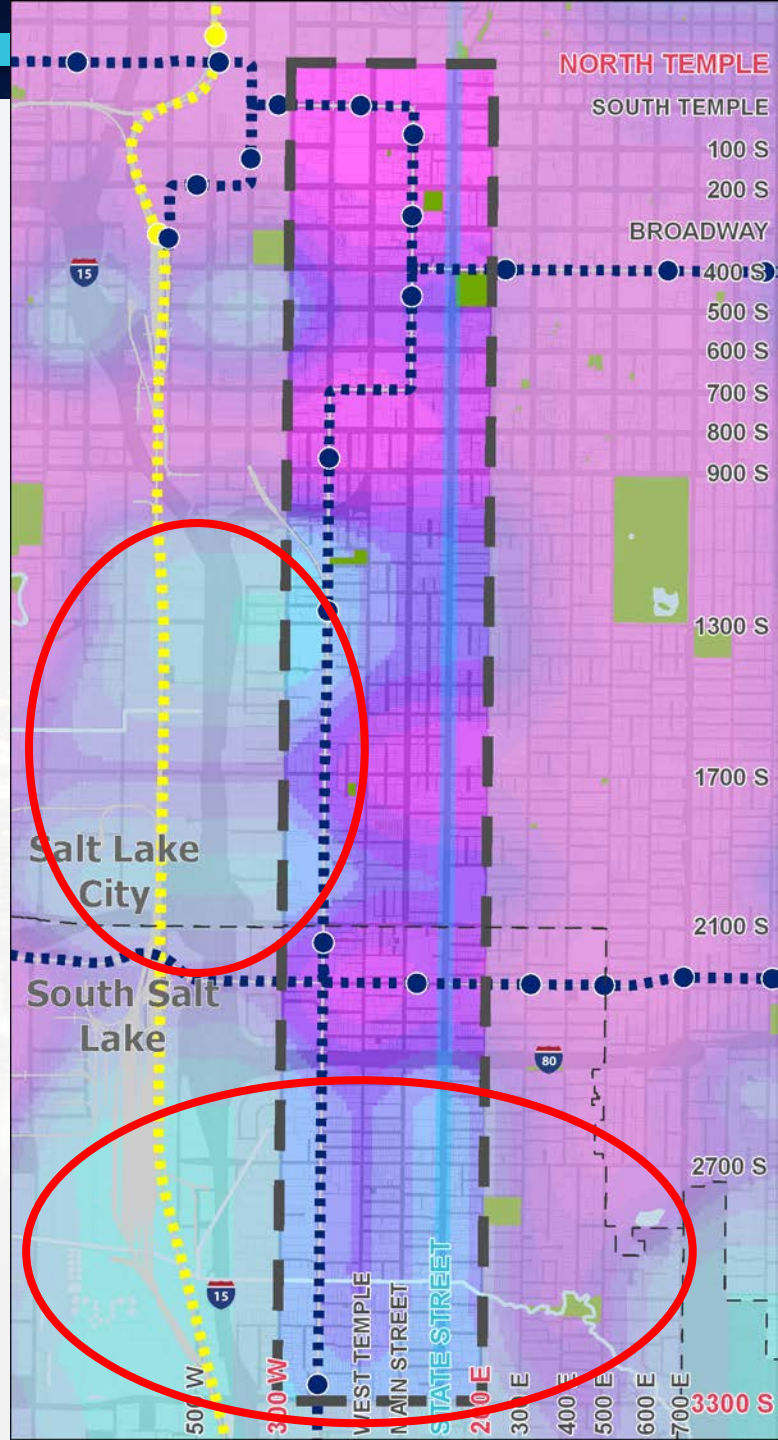


Bike and Trail Network Density

WFRC Regional Transportation Plan 2015 (RTP)

- Lack of bike facilities and trails south of I-80
- Freeway and train tracks present east-west barriers for trails
- 200 S, 300 S, 800 S, 1700 S and Parley's Trail (yet to be completed) are only major E-W connections

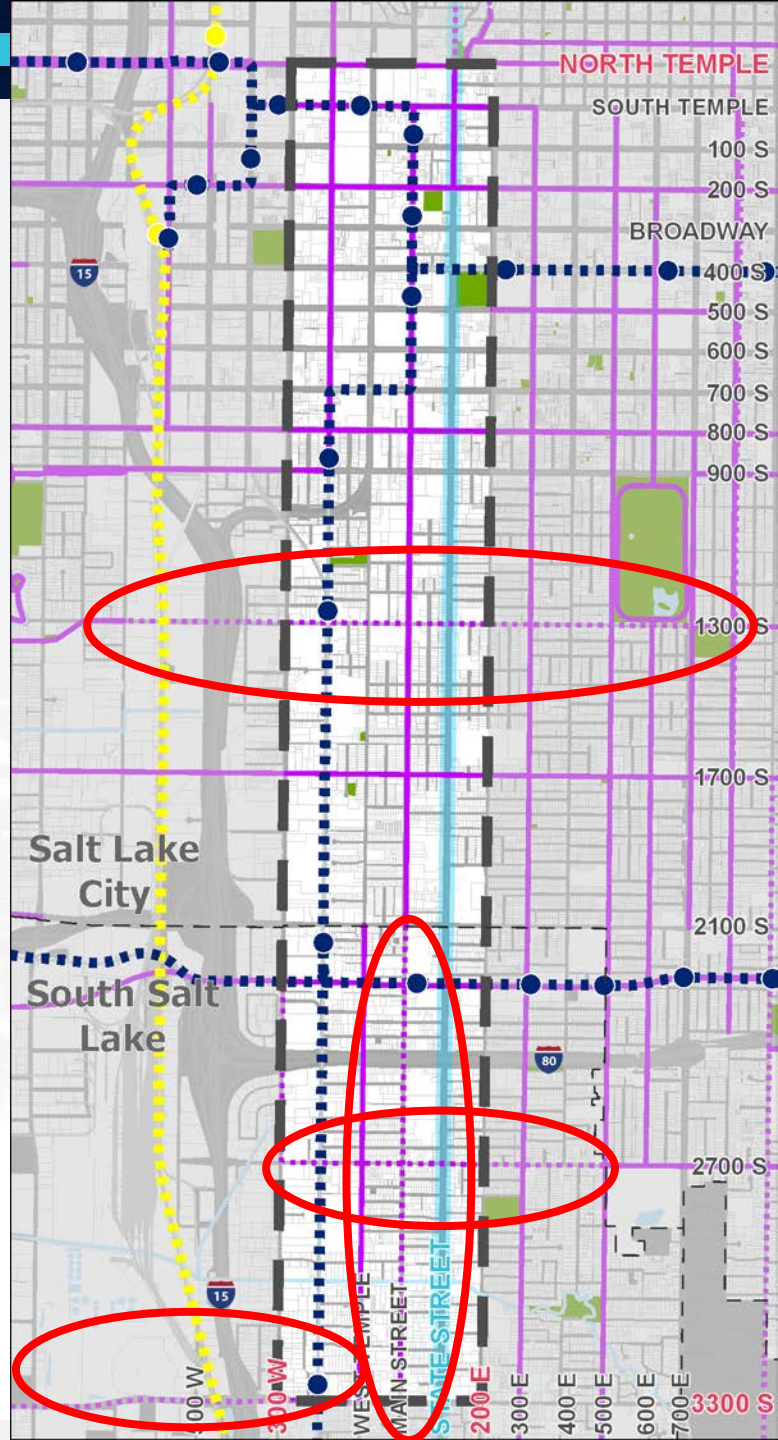




Bike and Trail Network

WFRC Regional Transportation Plan 2015 (RTP)

- Several new proposed bike and trail connections
- Opportunity to identify additional critical missing links



Conclusions – Expand Connectivity

There is a perceived lack of safe crossings on State Street

- This plan can impact investment into more comfortable and protected crossings and better bike or pedestrian facilities for E-W connections in the corridor

Sidewalks are present in most of the corridor, though there is a major gap along TRAX and in parts of SSL

- This plan can impact investment into new and improved sidewalks

Trails are present in much of the corridor, though major gaps exist in SSL and west of TRAX

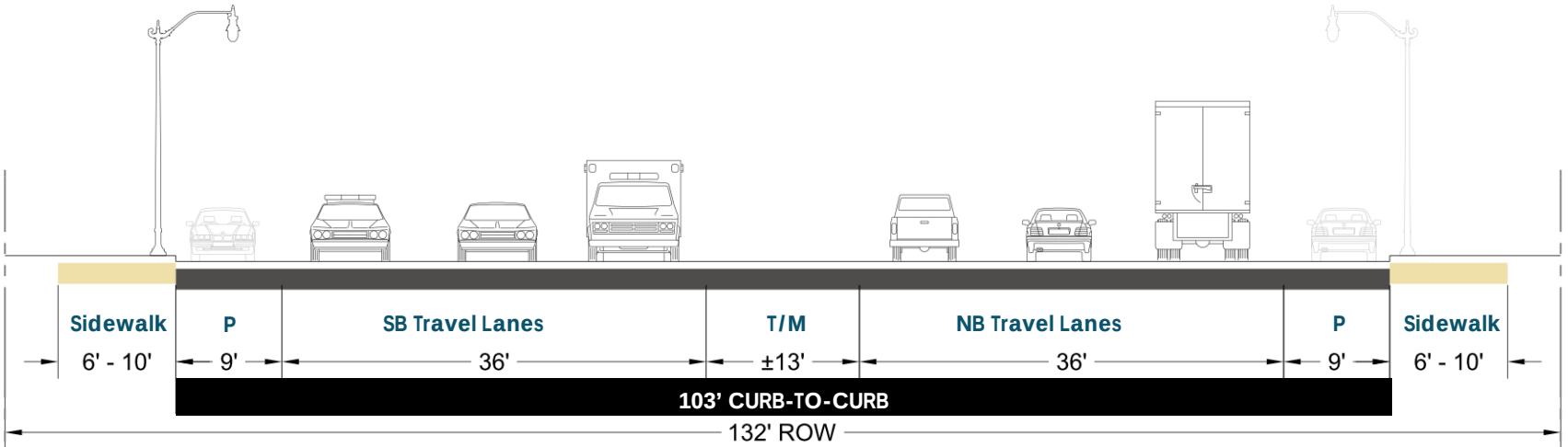
- This plan can impact investment into new or planned trail network enhancements

Optimize Mobility

State Street is a major road for vehicle travel

Nearly 80% of street is dedicated to auto uses today

With capacity for 57,000 daily vehicle trips

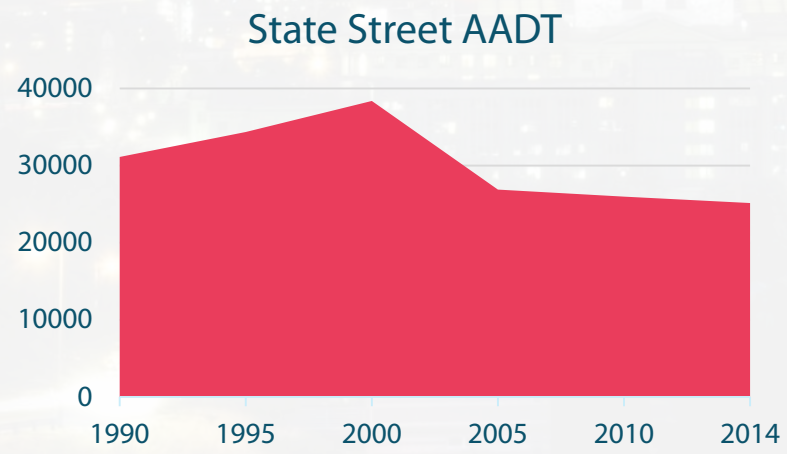


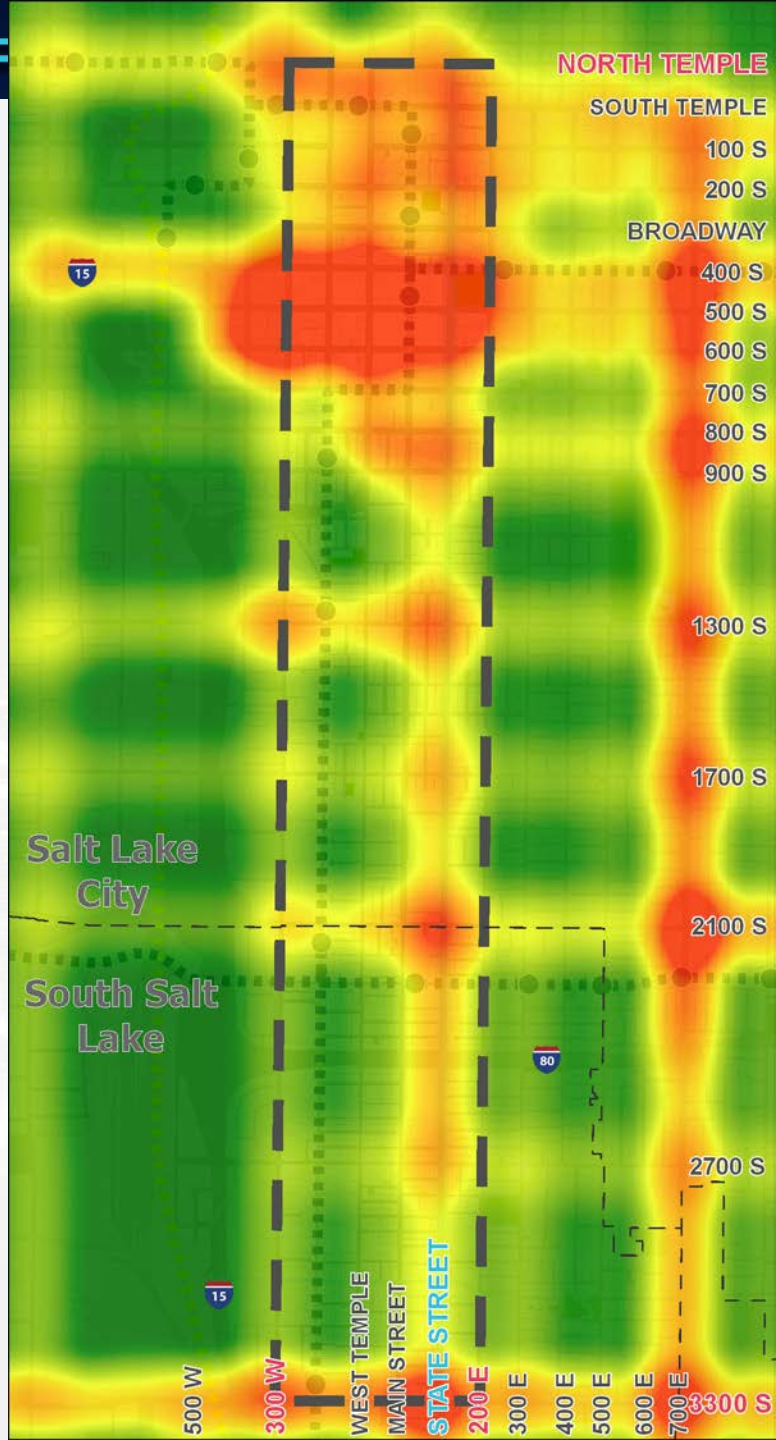
State Street traffic volume has been decreasing

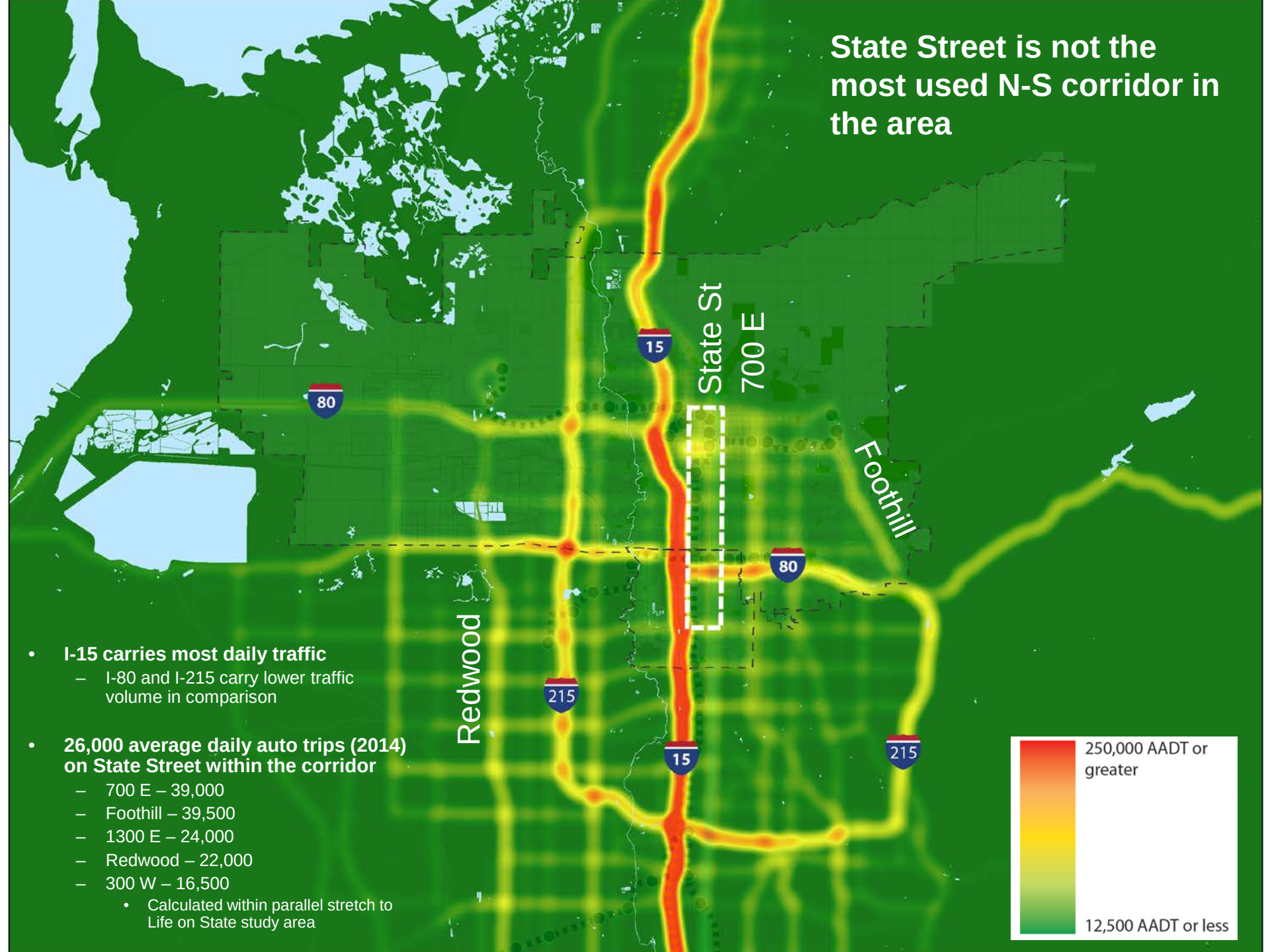
UDOT Average Annual Daily Traffic (AADT)

- **26,000 average daily auto trips in 2014** on State Street within the corridor

- How can State Street make the best use of it's right of way (ROW), today?





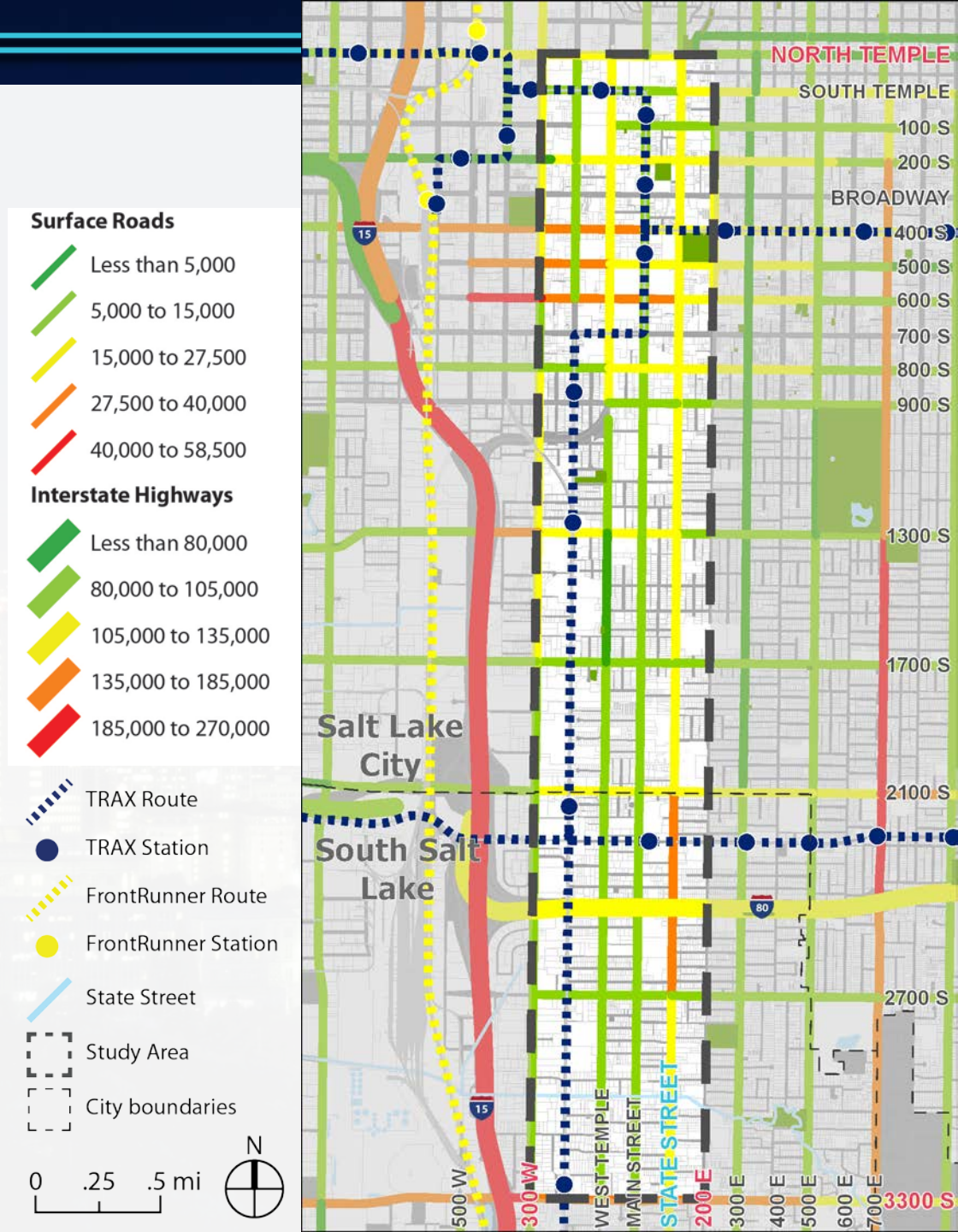


- **I-15 carries most daily traffic**
  - I-80 and I-215 carry lower traffic volume in comparison
- **26,000 average daily auto trips (2014) on State Street within the corridor**
  - 700 E – 39,000
  - Foothill – 39,500
  - 1300 E – 24,000
  - Redwood – 22,000
  - 300 W – 16,500
    - Calculated within parallel stretch to Life on State study area

Average Annual Daily Traffic (AADT) – 2014

UDOT Average Annual Daily Traffic (AADT)

26,000 average daily auto trips in 2014 on State Street within the corridor

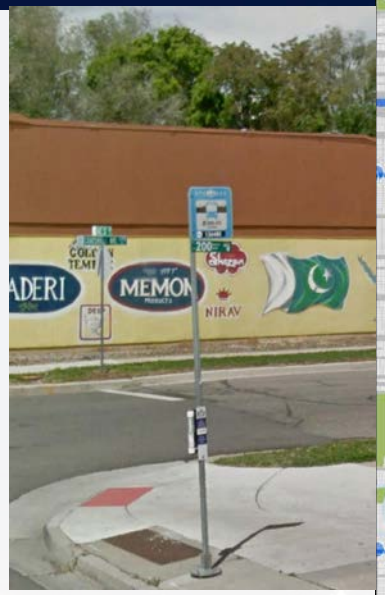


Transit System

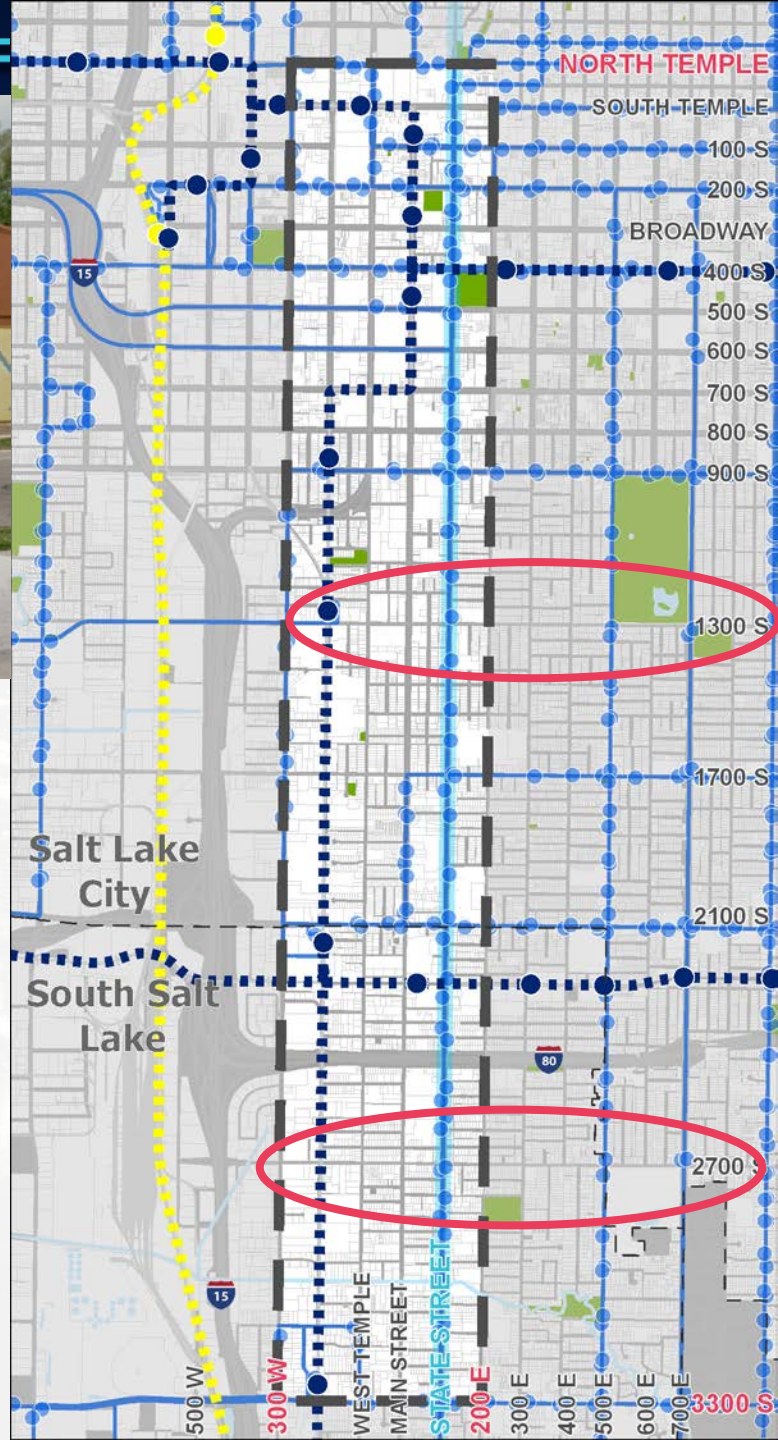
Utah AGRC 2016

- Strong North-South Transit
- More limited East-West connections south of 400 S
  - E-W gaps on 1300 and 2700 S

- How can the transit system be improved?
- How can transit stops be improved?

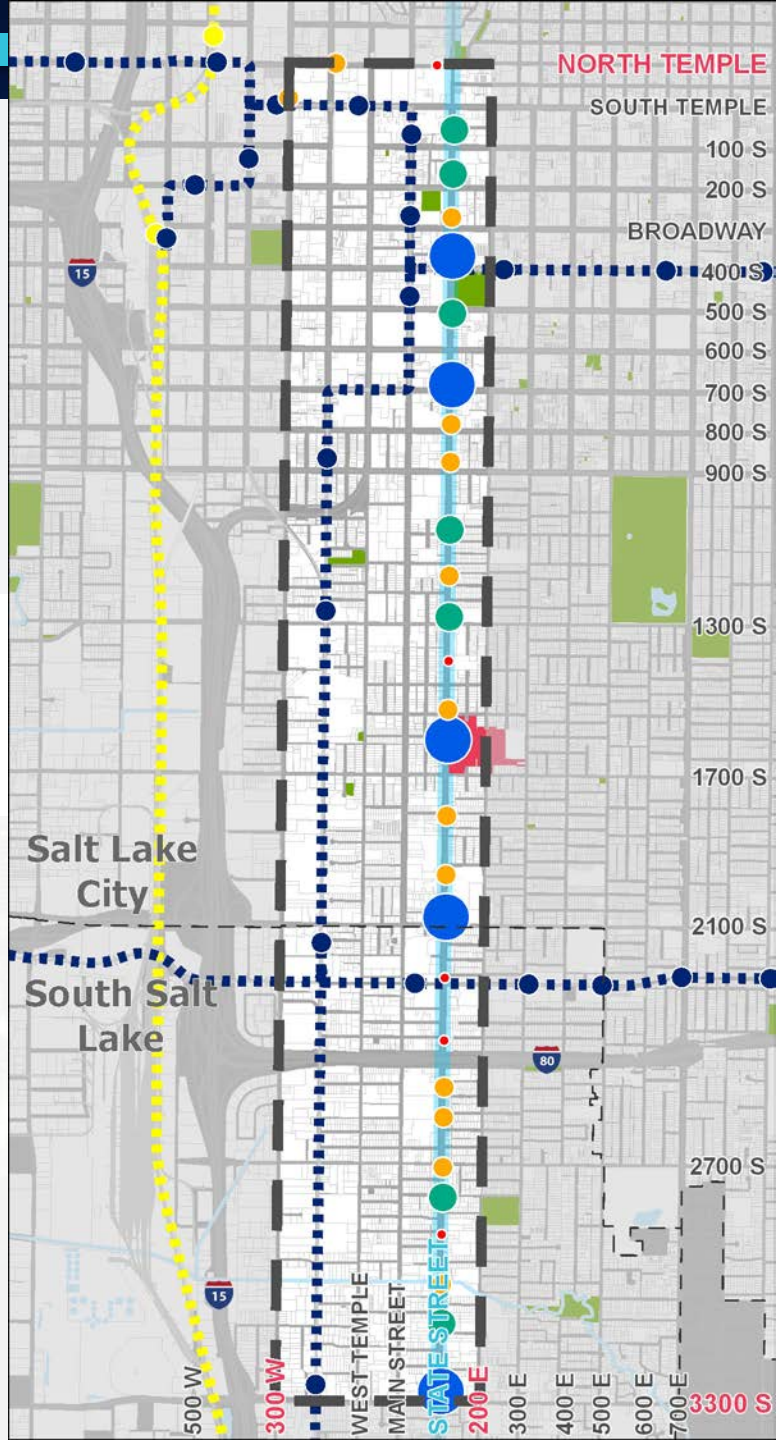


Bus stop at State & Coatsville



UTA Route 200 Northbound
Daily Ridership
UTA Database

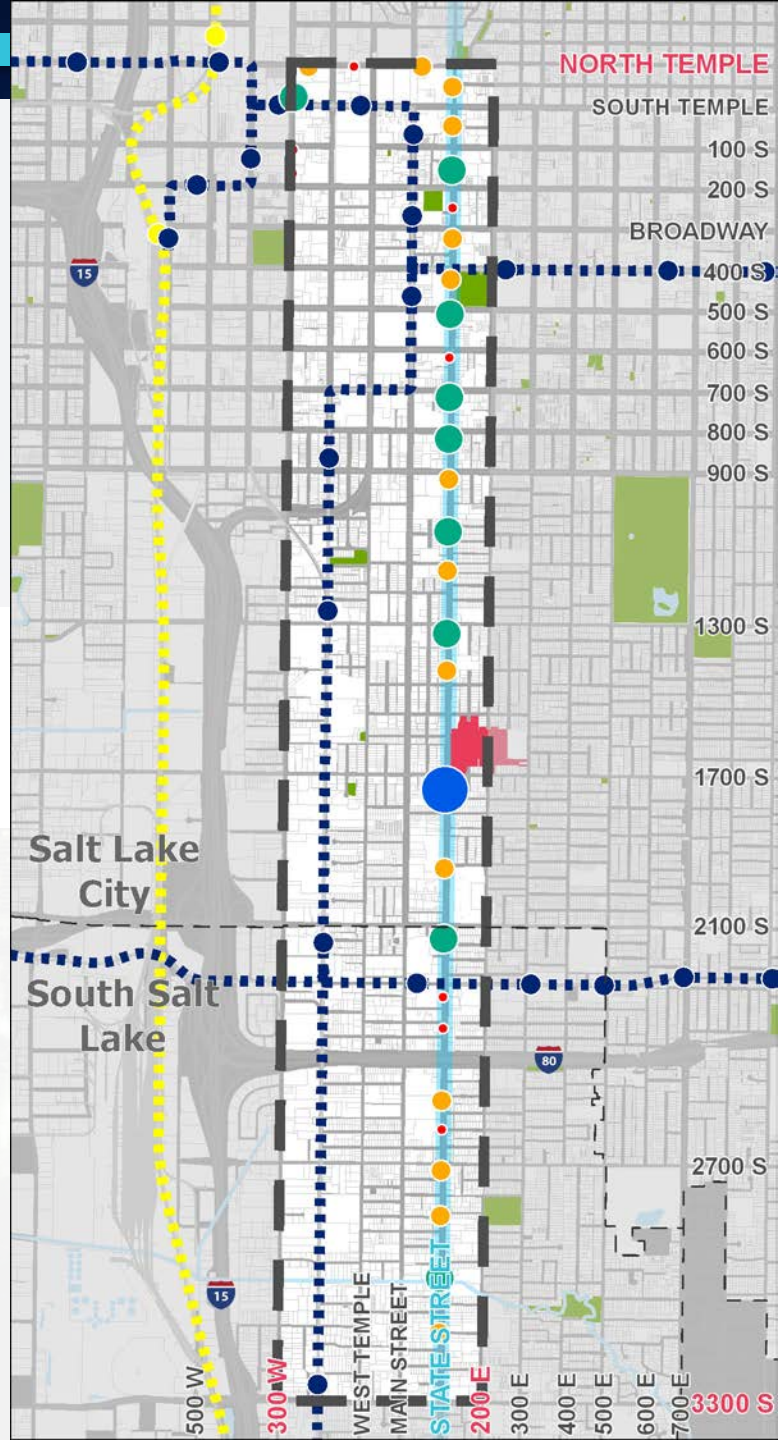
- Northbound riders stop and get on the bus most at SLCC, Washington Square and 700 S and 2100 S
- Nearby residents use State as major transit connection to downtown and to other regional transit lines



UTA Route 200 Southbound Daily Ridership

UTA Database

- SLCC South City Campus has the highest southbound ridership
- Fewer southbound transit trips begin or start within study area



Conclusions – Optimize Mobility

State Street is a major road for vehicle travel, and a major N-S traffic carrier

- This plan can impact the efficiency of traffic flows along the State Street corridor

State Street is not the highest volume N-S traffic corridor in the area

- This plan can impact potential roadway redesigns or repurpose State Street for other modes of travel

Transit coverage is good in much of the corridor, however there are major gaps in E-W transit connections

- This plan can impact the investments of future transit and support development that better utilizes existing transit in the area

There is a wide range of quality in transit facilities, with some being very low

- This plan can impact the investment into higher quality transit facilities (bus stops, signage, etc.)

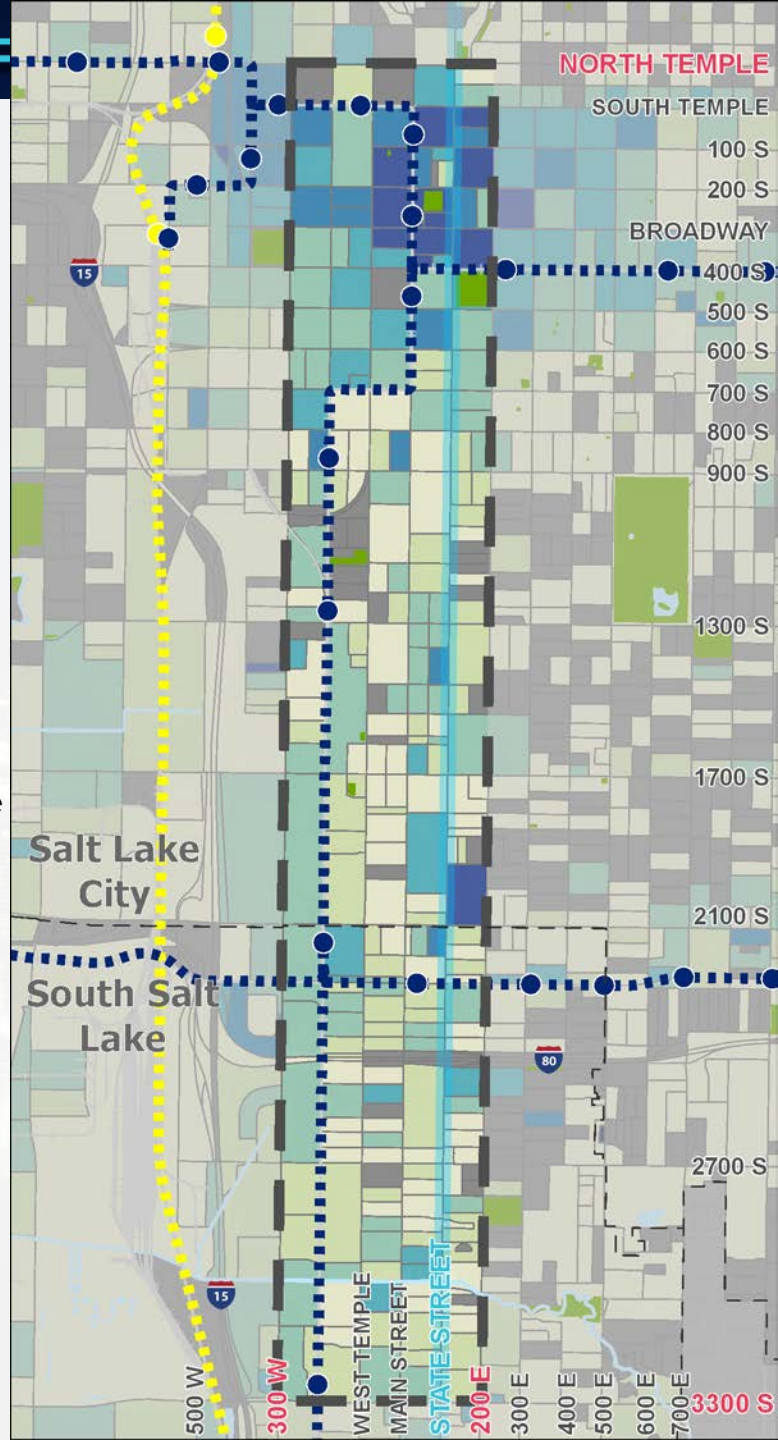
Drive Economic Prosperity

LIFE ON STATE

Employment driven by downtown SLC

54,457 Total Jobs
2014 LEHD, US Census

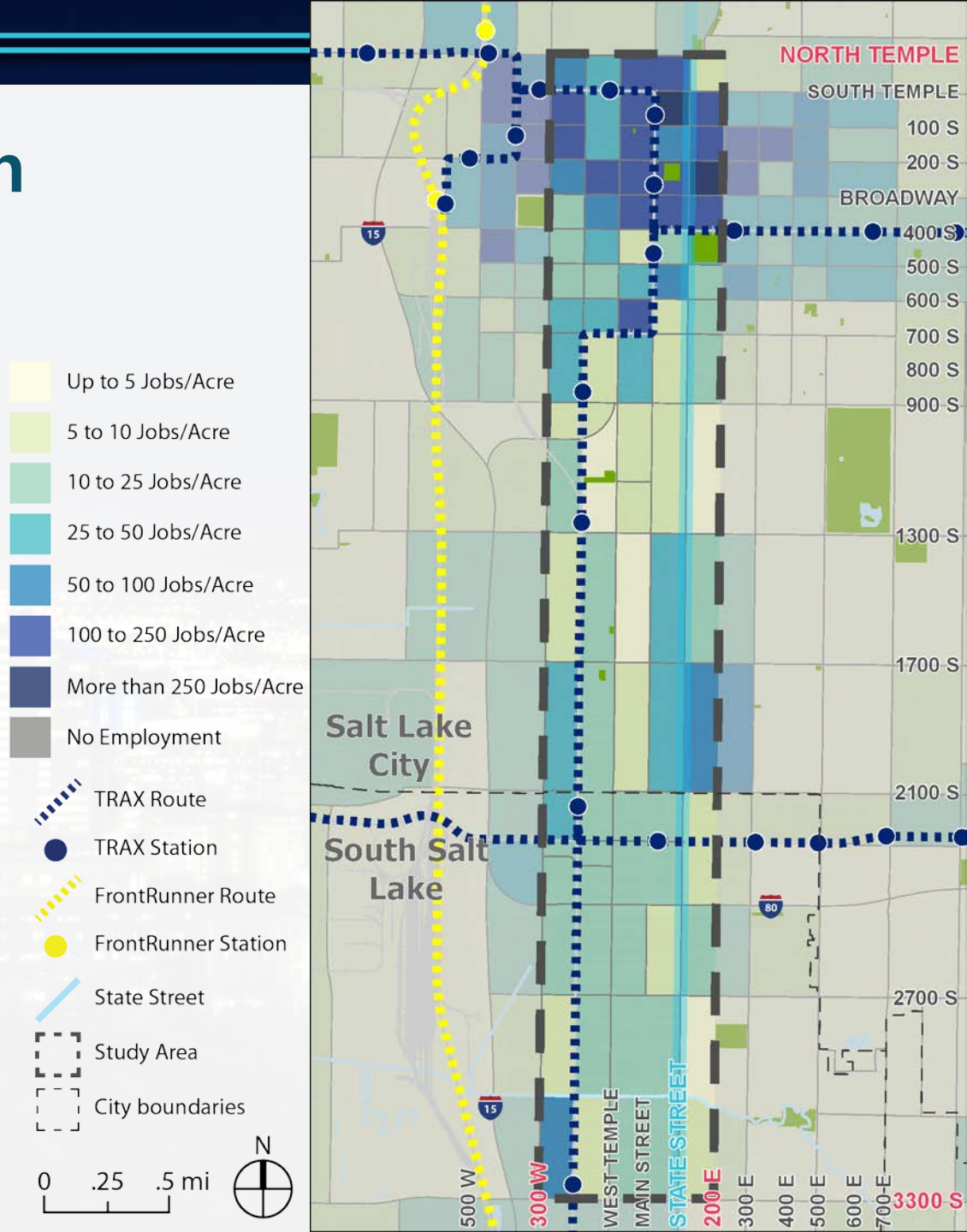
- Already a mixed use district: Horizontally mixed-use
- Densest employment at north end in CBD
- Lower intensity employment through rest of corridor



Employment driven by downtown SLC

54,457 Total Jobs
2014 LEHD

- **40,000 more jobs** expected by 2040 in the corridor
- How can we attract jobs to the rest of the corridor?

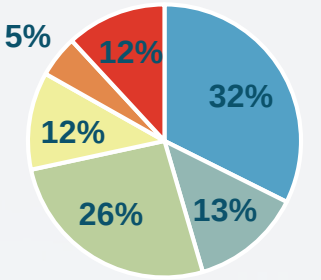


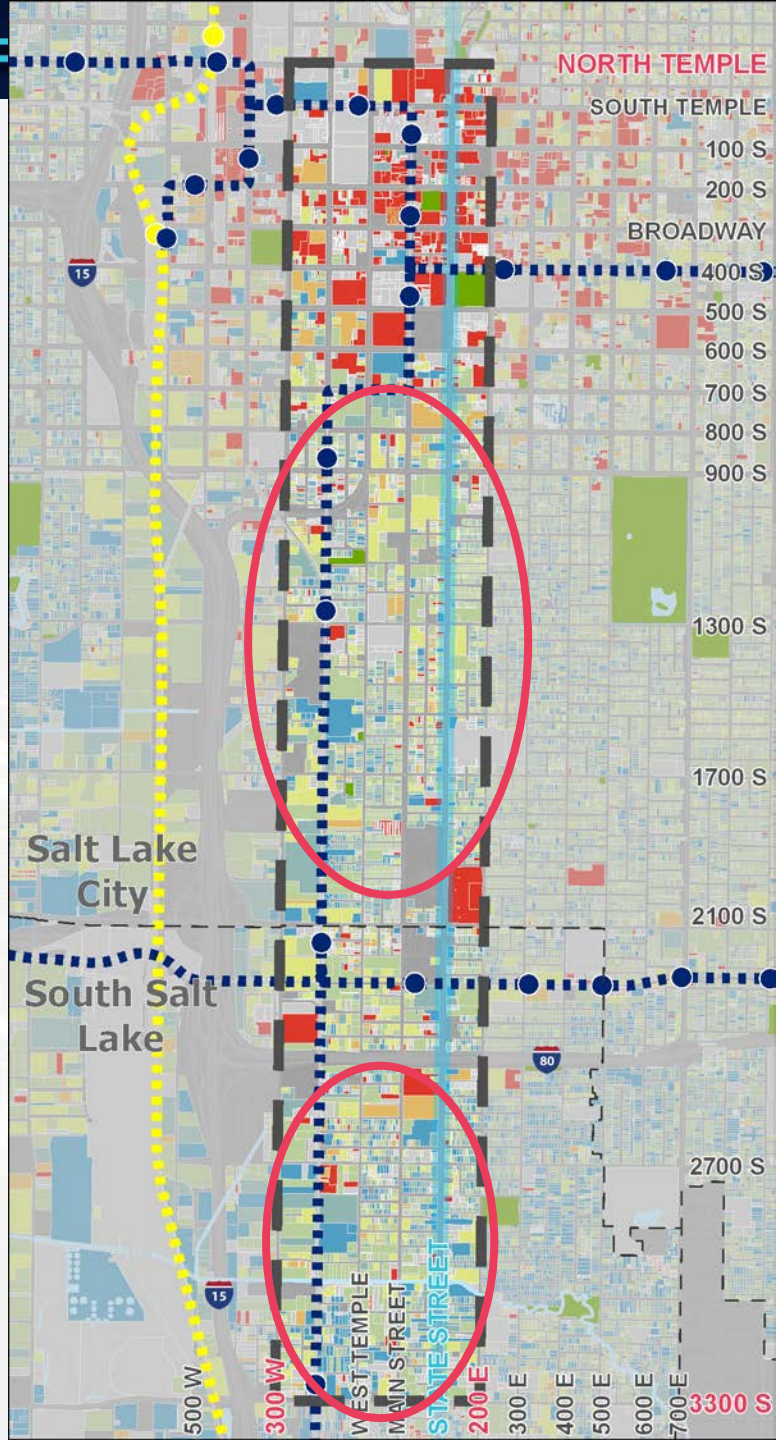
Building Intensity

2016 Salt Lake County Tax Assessor Data

Many sites are less than 25% covered with buildings

- Are there opportunities for better use of land?

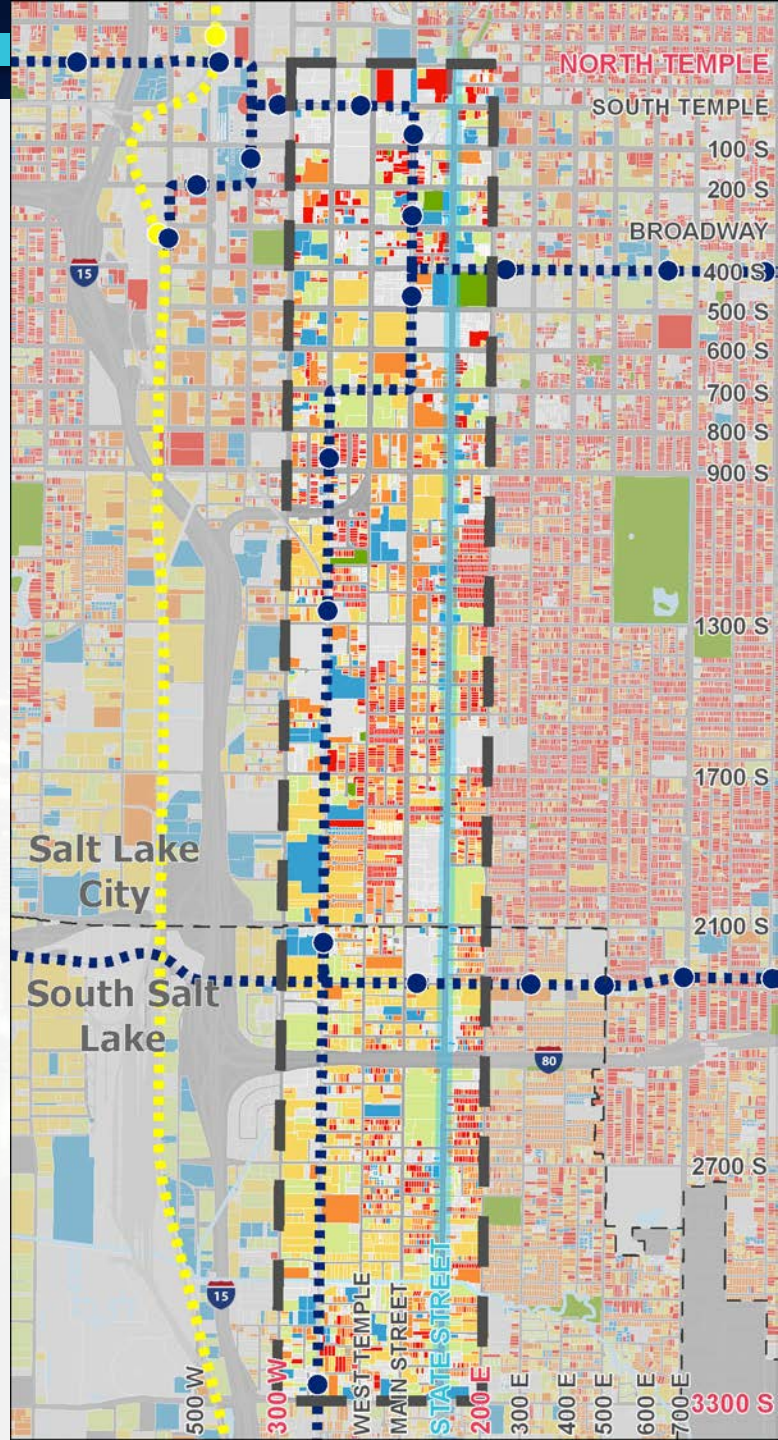




Many Older Buildings

2016 Salt Lake County Tax Assessor Data

- Older buildings provide character, but also have higher potential for redevelopment
  - Unless historic and/or renovated and leased
- Many early-to-mid 20th century buildings located between 800 S and 2100 S

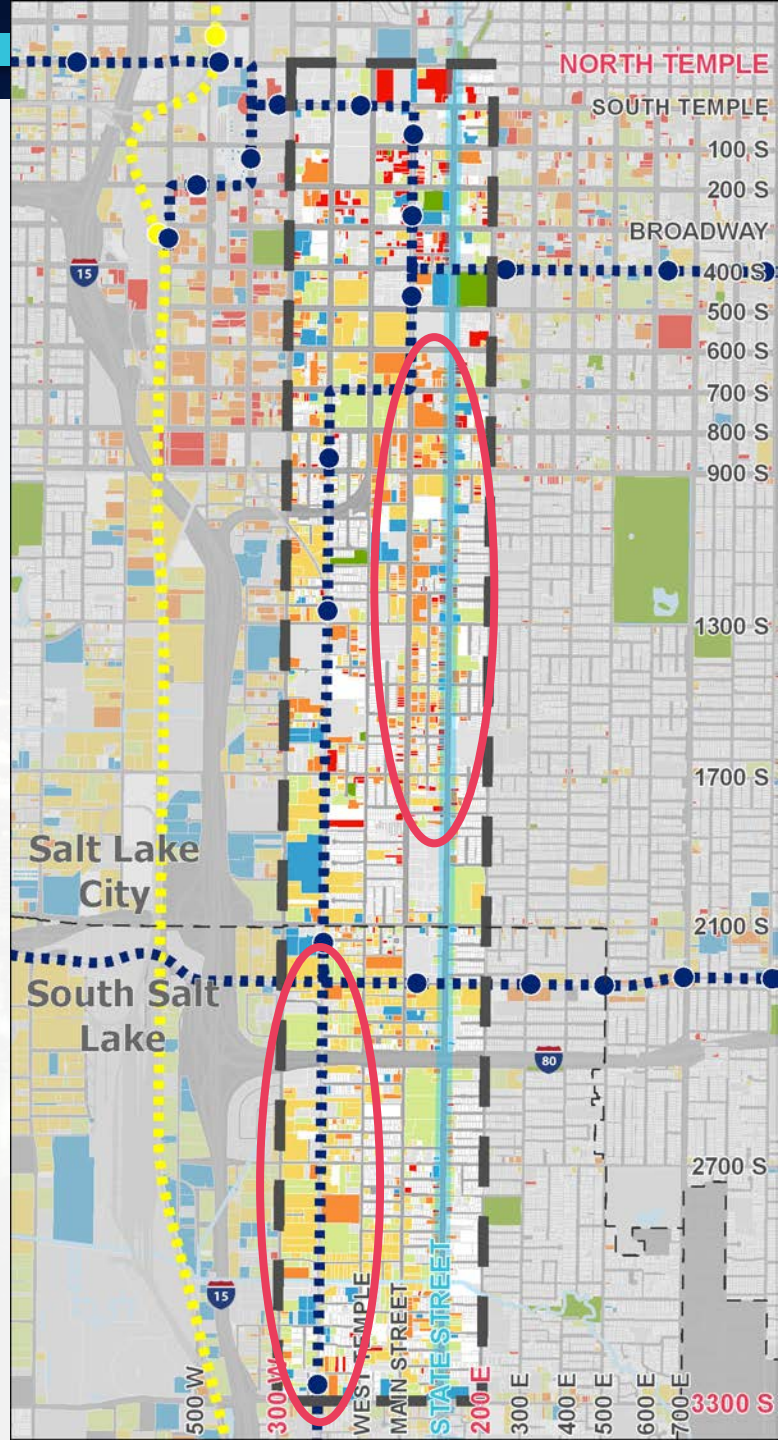


Older Commercial Buildings

2016 Salt Lake County Tax Assessor Data

- Many commercial buildings on State are more than 50 years old
- Old building stock in SSL west of State Street

How can and should these areas be redeveloped?

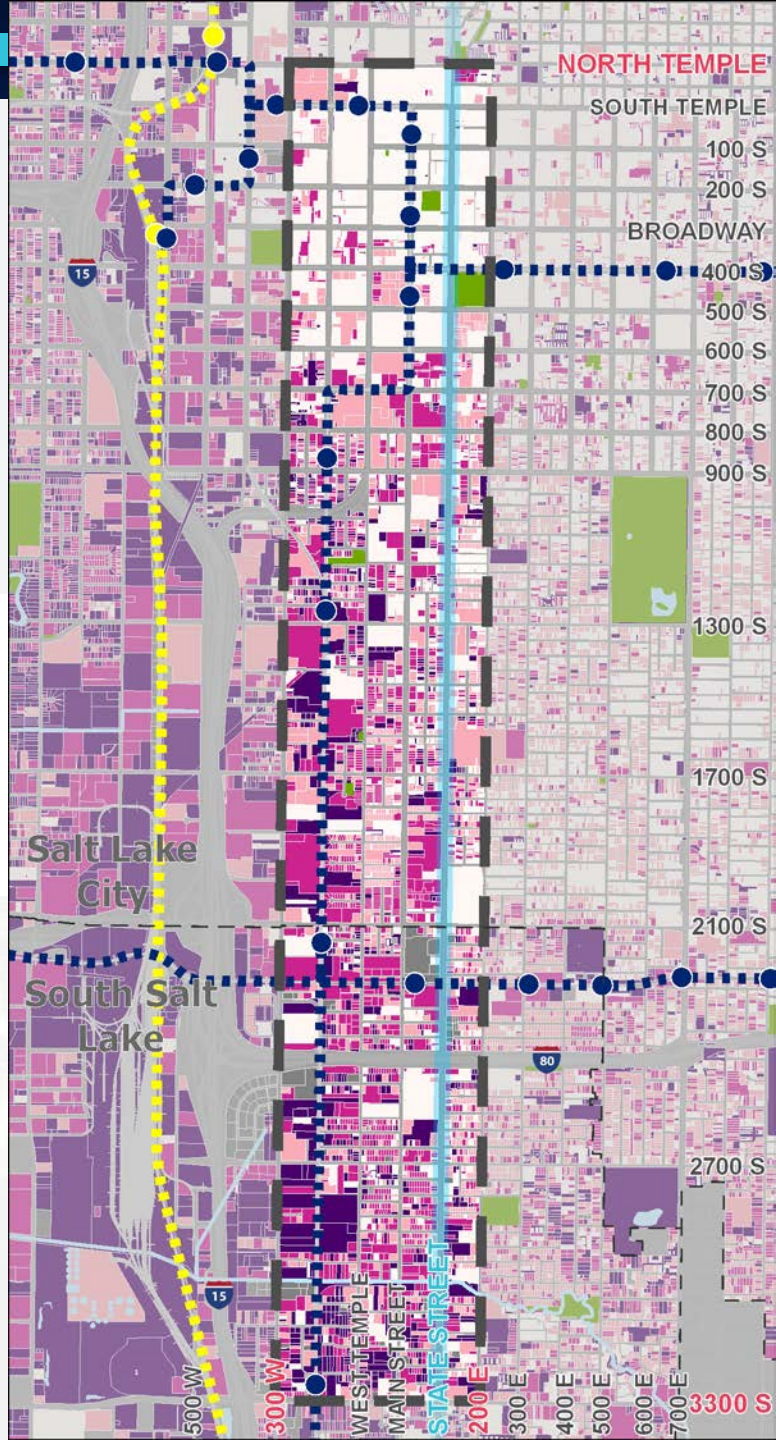


Total Value per Square Foot – Quartiles

2016 Salt Lake County Tax Assessor Data

- Concentrations of lower value as you move south through the corridor
- Low value surrounding transit stops are high opportunity areas for redevelopment

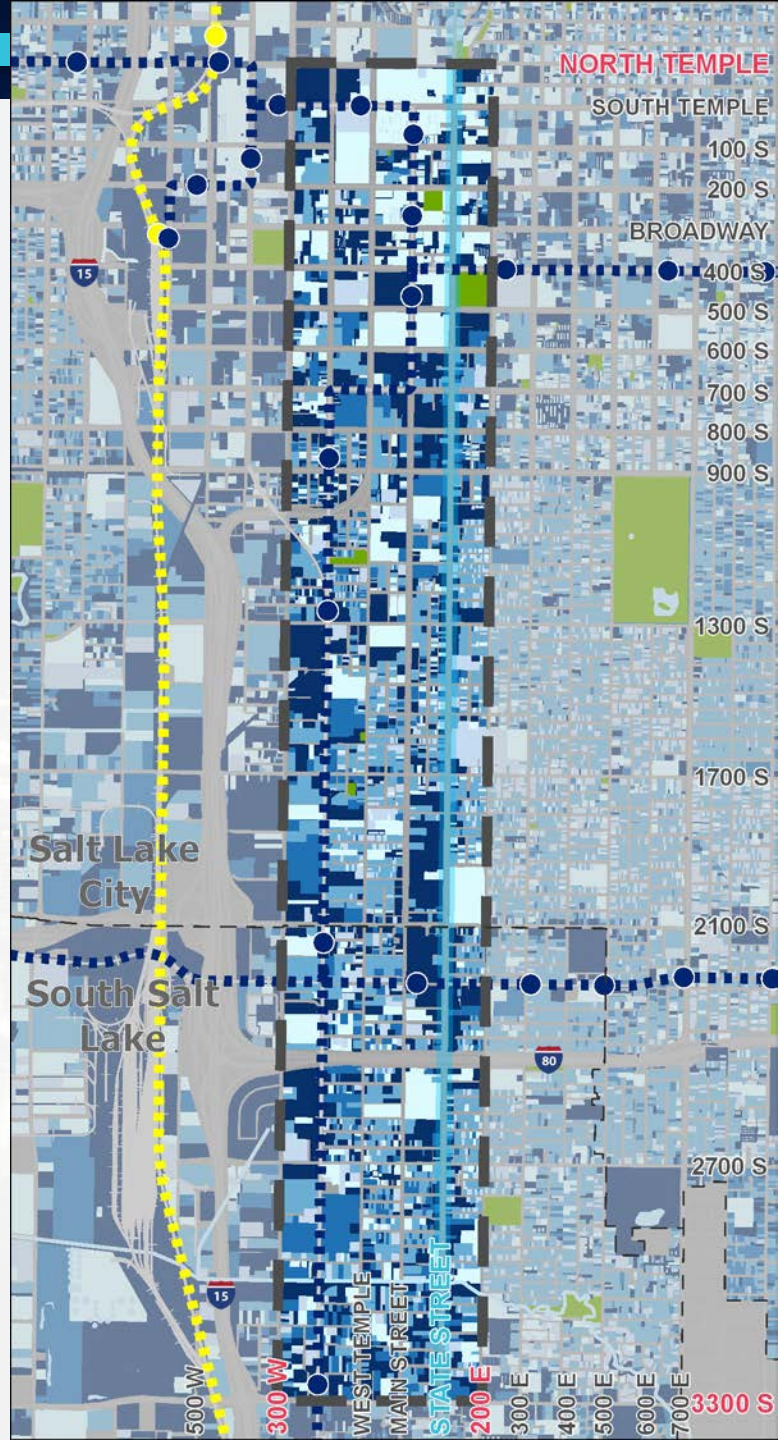
Land + Building Value / Lot Size



Improvement to Land Value Ratio

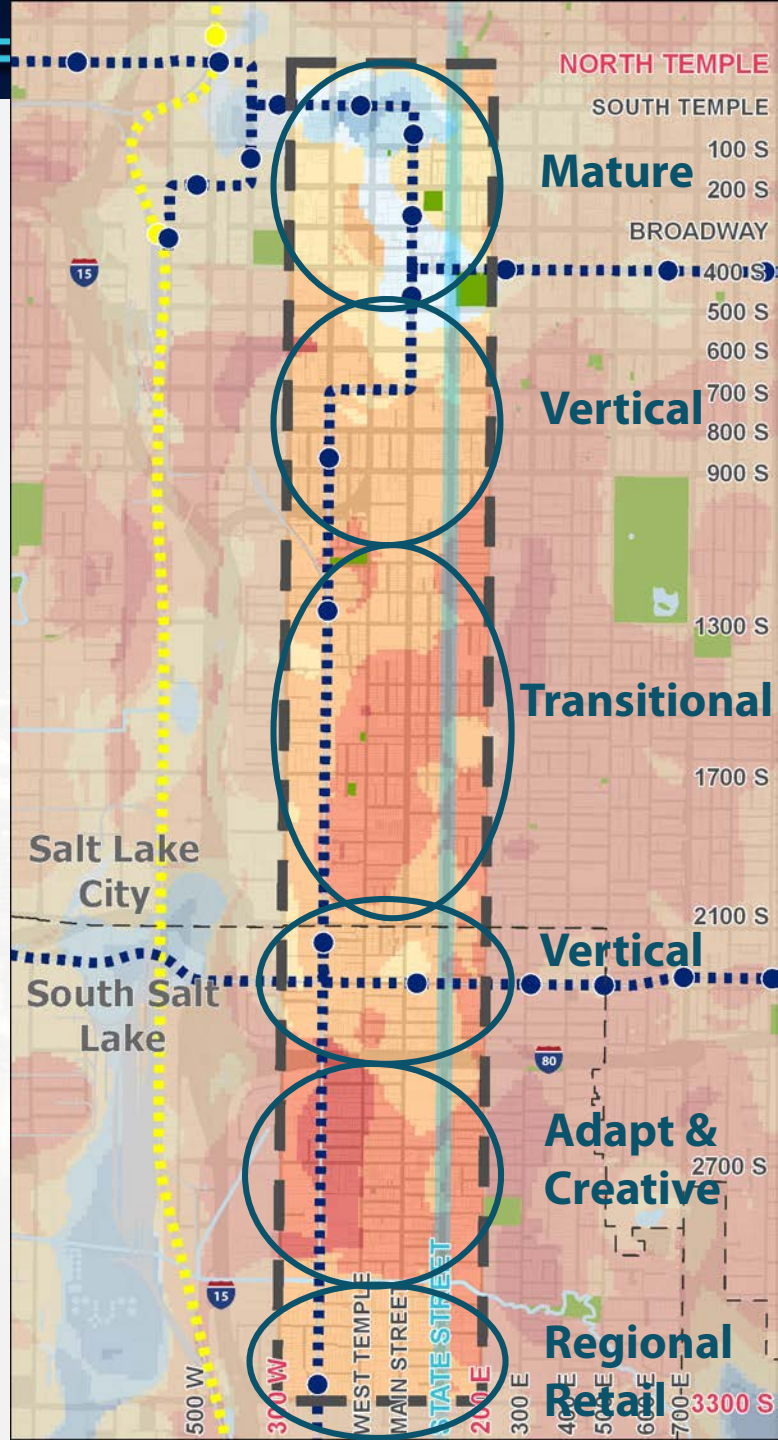
2016 Salt Lake County Tax Assessor Data

- Concentrations of lower value as you move south through the corridor
- Low value surrounding transit stops are high opportunity areas for redevelopment



Redevelopment Potential

- Redevelopment potential throughout the study area
  - Value / sqft
  - Land/Improvement value
  - Building age
  - Building intensity
- Areas in different “phases” of development
- How to leverage existing assets and shape the development of these different areas?



Conclusions – Drive Economic Prosperity

Employment is concentrated in downtown SLC, though additional jobs are expected throughout the corridor

- This plan can help attract new employers throughout the corridor by directing public investment and providing programs that promote local businesses

Much of the corridor has redevelopment potential due to low value, low building intensity and/or old building stock

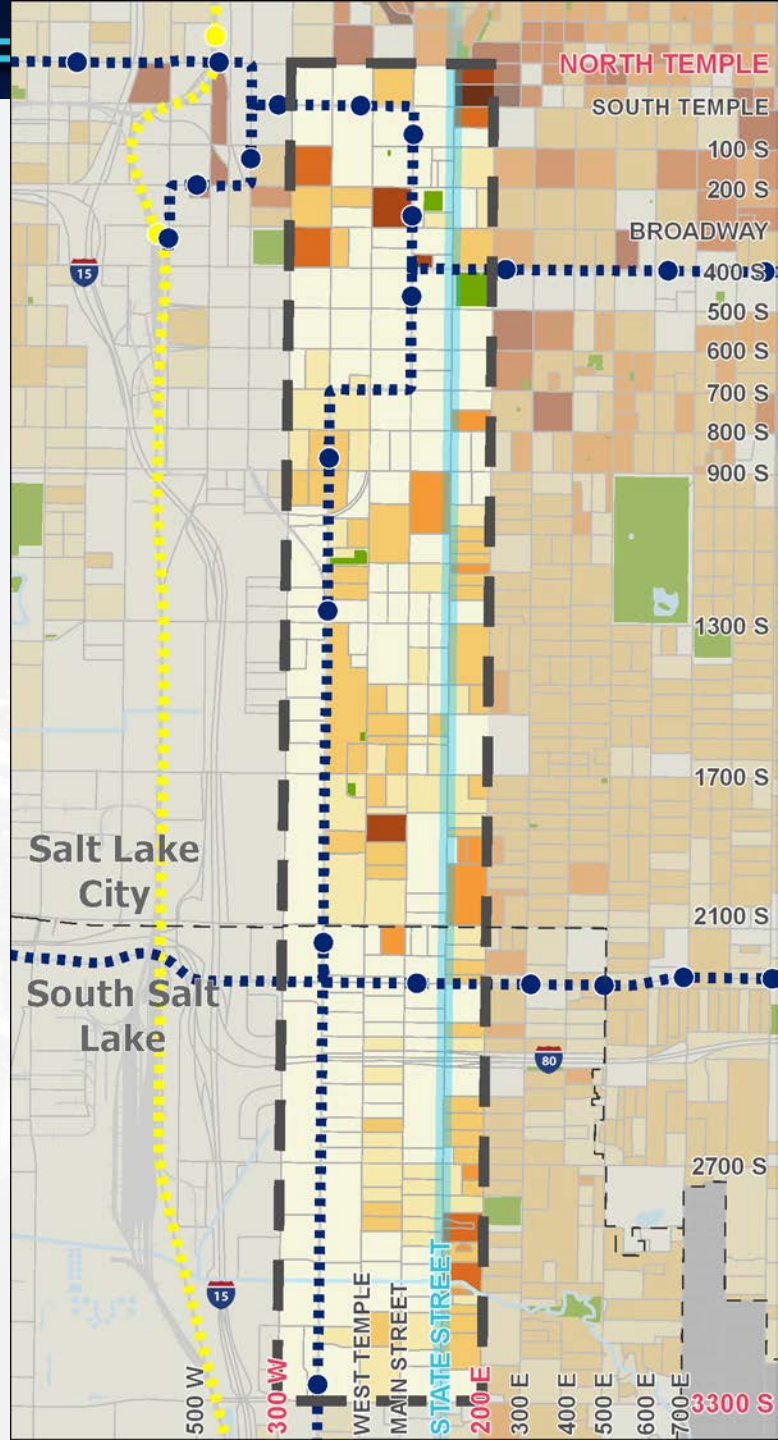
- This plan can impact new development through supportive public investments and development code revisions

Support Equitable Living Opportunities

Housing in the corridor

7,775 Total Housing Units
2010 Census

- Very low housing density
- Can existing transit be better utilized if more people lived here?
  - 15 housing units/acre is a standard “transit supportive” density
- How to attract more people to live in the corridor?



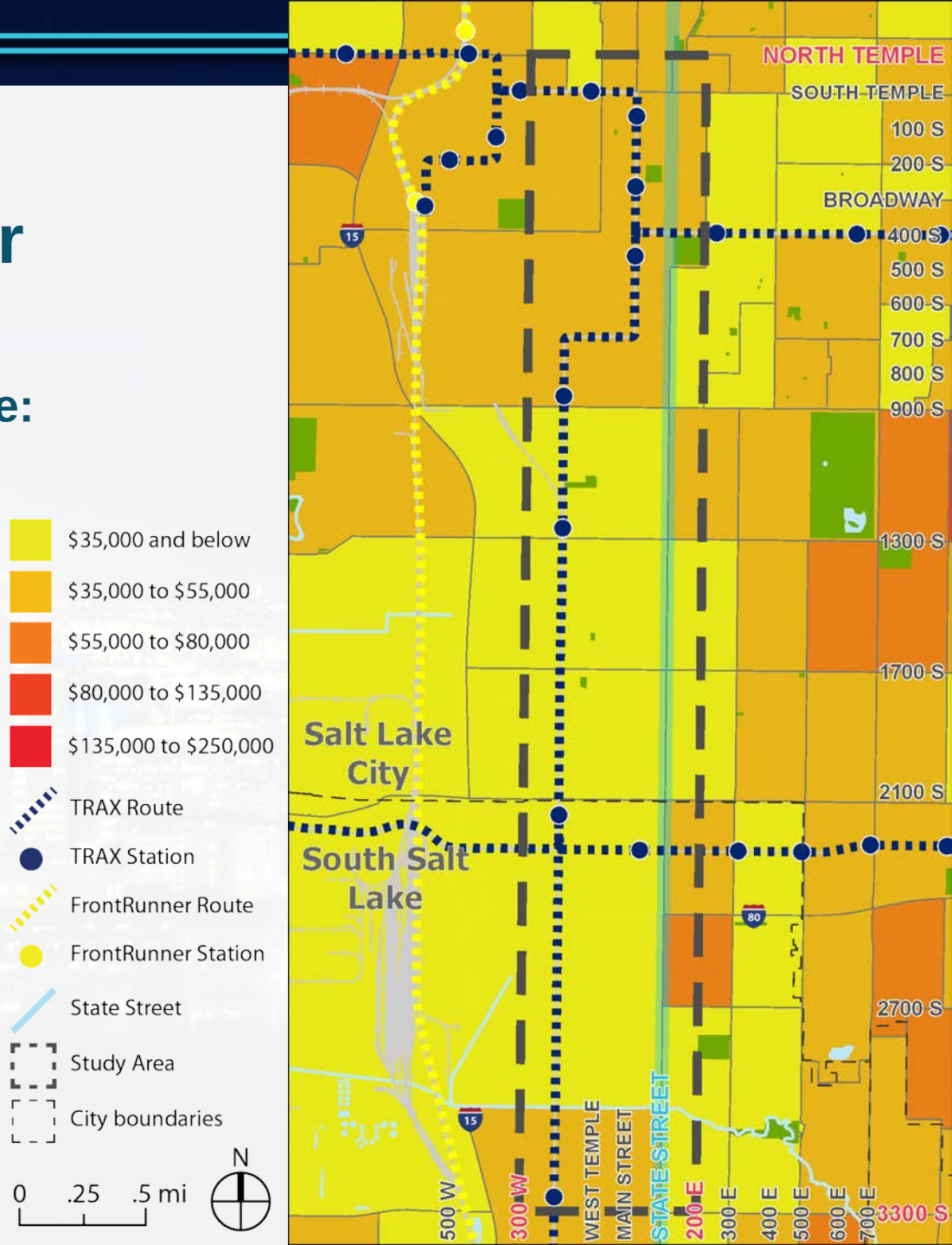
State Street is a low-income corridor

American Community Survey 2015

Study Area Median HH Income: $34,835

- SLC citywide: $47,243
- SSL citywide: $37,083

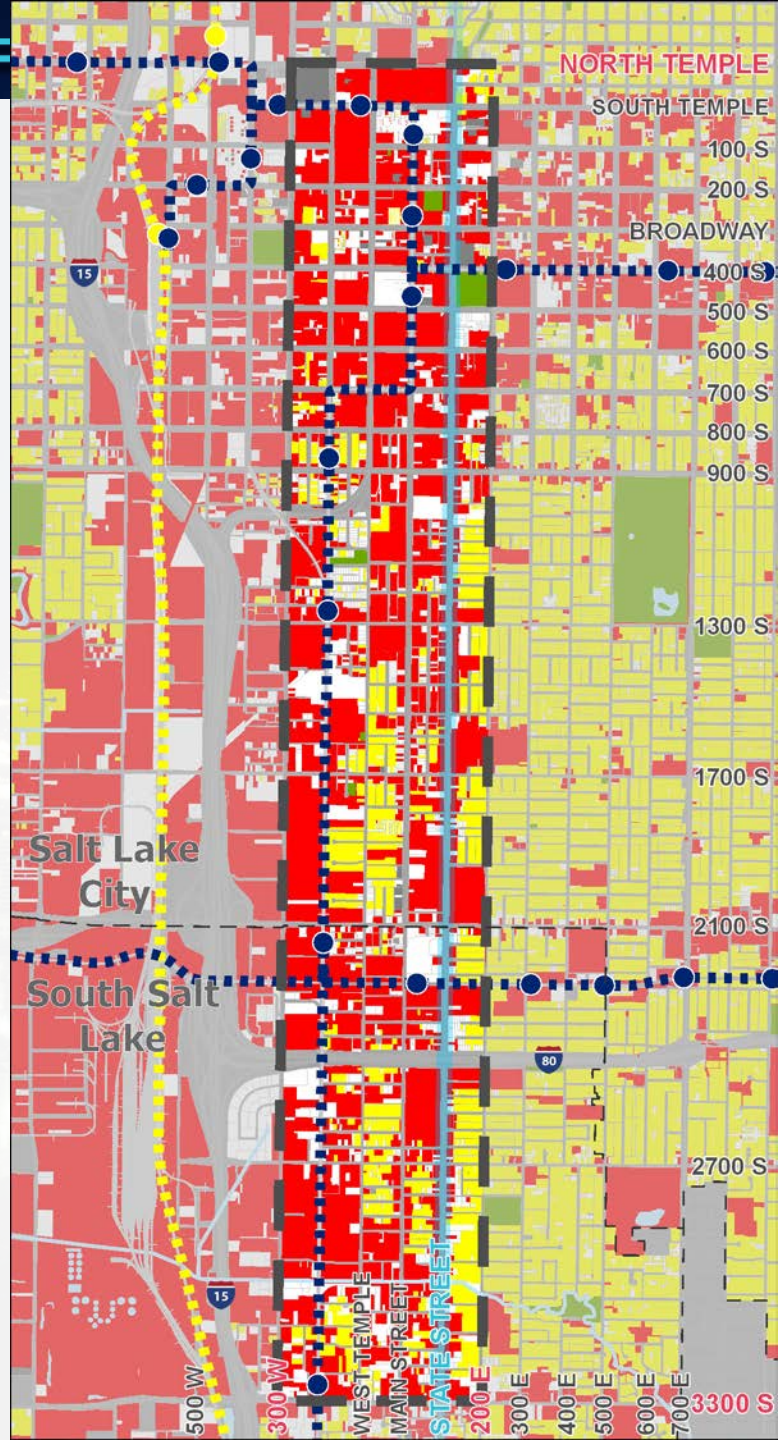
- How can we preserve affordability?



Already a Mixed-Use District

2016 Salt Lake County Tax Assessor Data

- Different uses next to each other
  - Not vertically mixed-use, but horizontally
- Retail uses adjacent to apartments and neighborhoods
- Can the corridor be enhanced to better support a mixed-use district?



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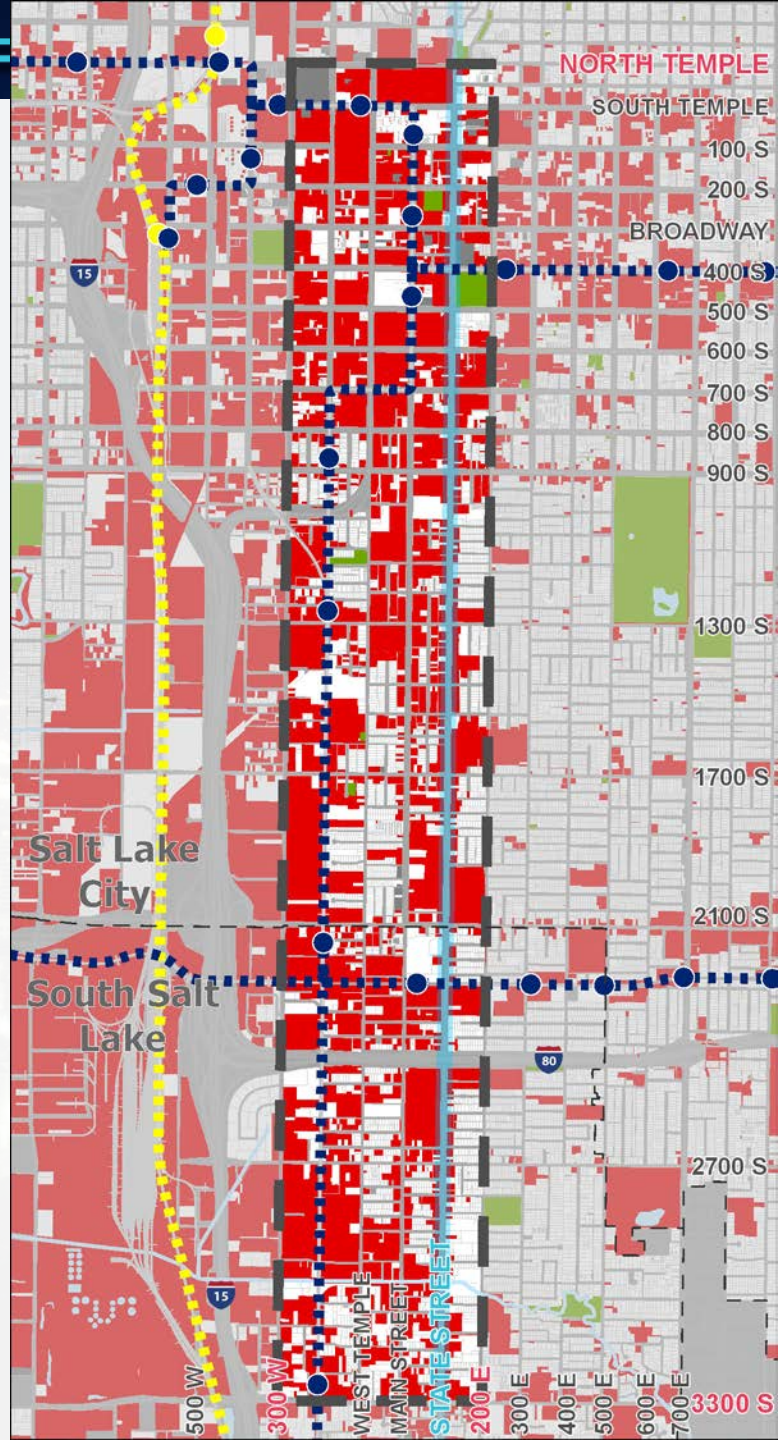

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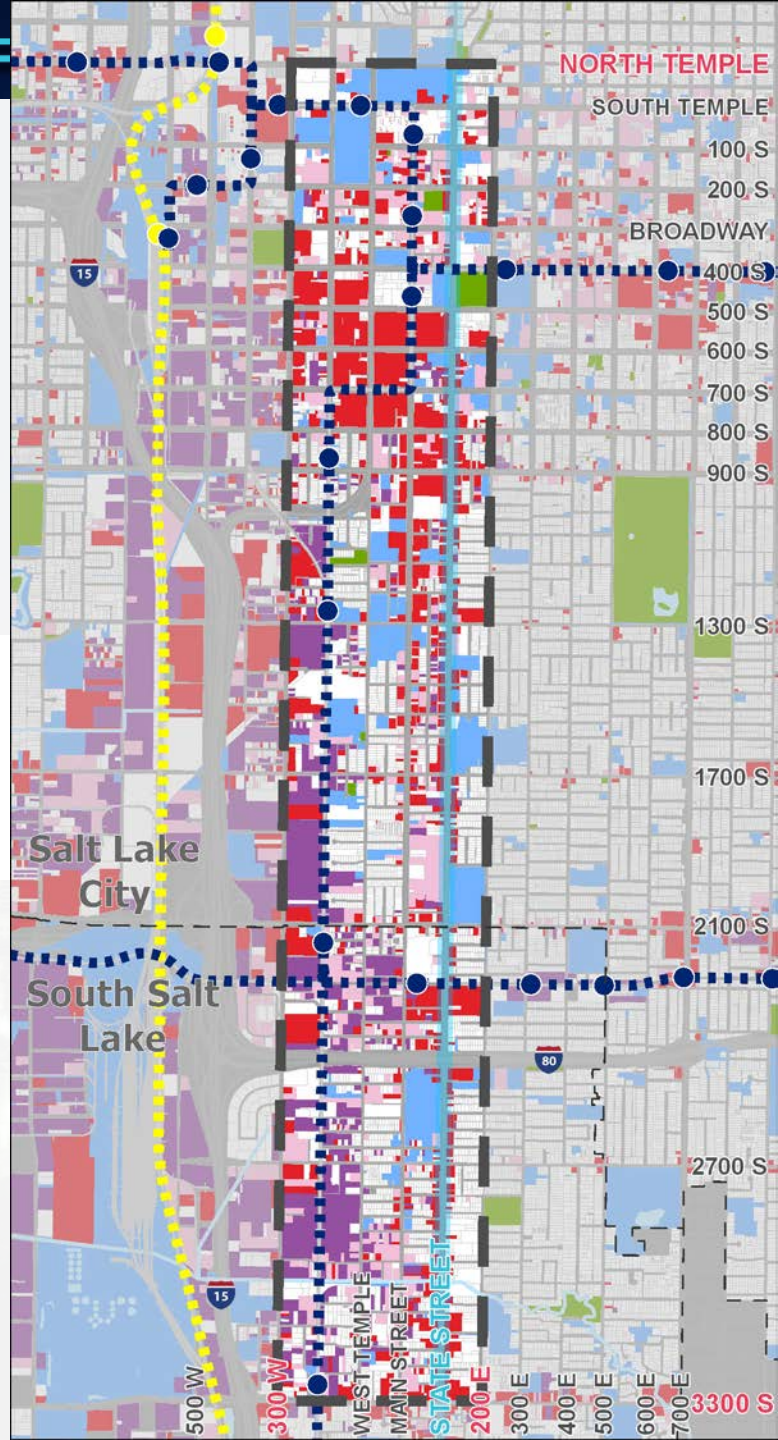

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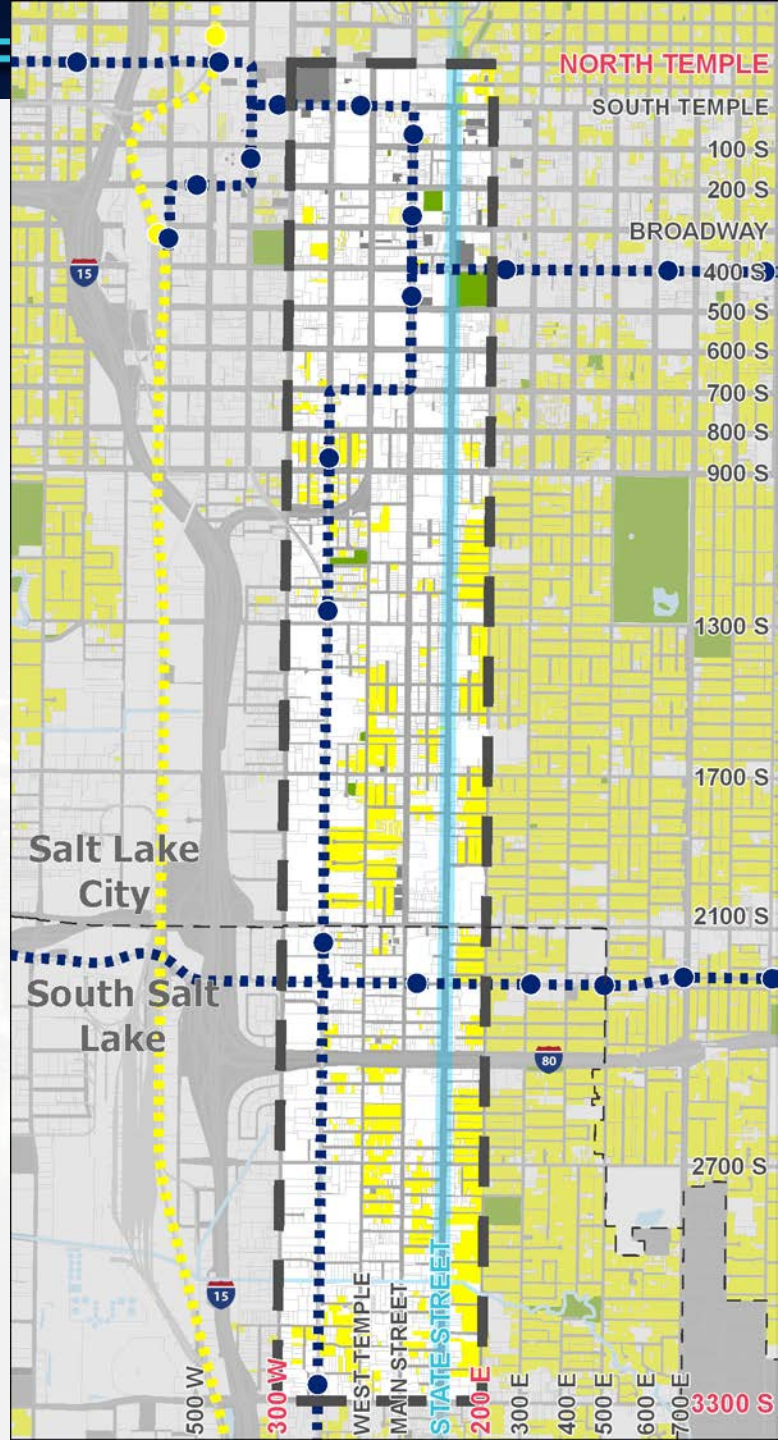

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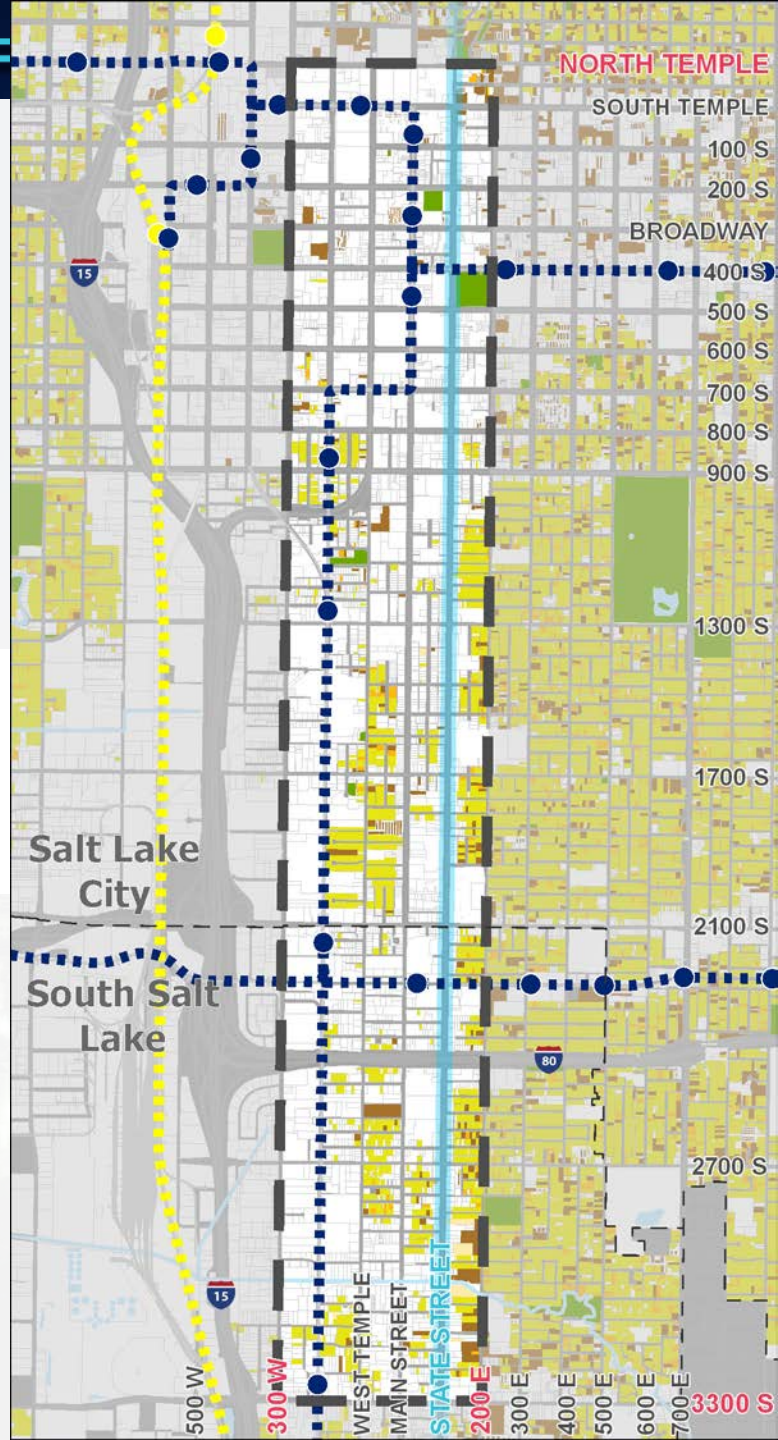


Conclusions – Support Equitable Living Opportunities

- Low number of housing units, particularly surrounding transit stops
  - This plan can impact the desirability for new housing development in the corridor, as well as ease development restrictions through development code revisions
- The corridor houses a significant number of low-income residents
  - This plan can address issues of affordability through policy recommendations and development code revisions

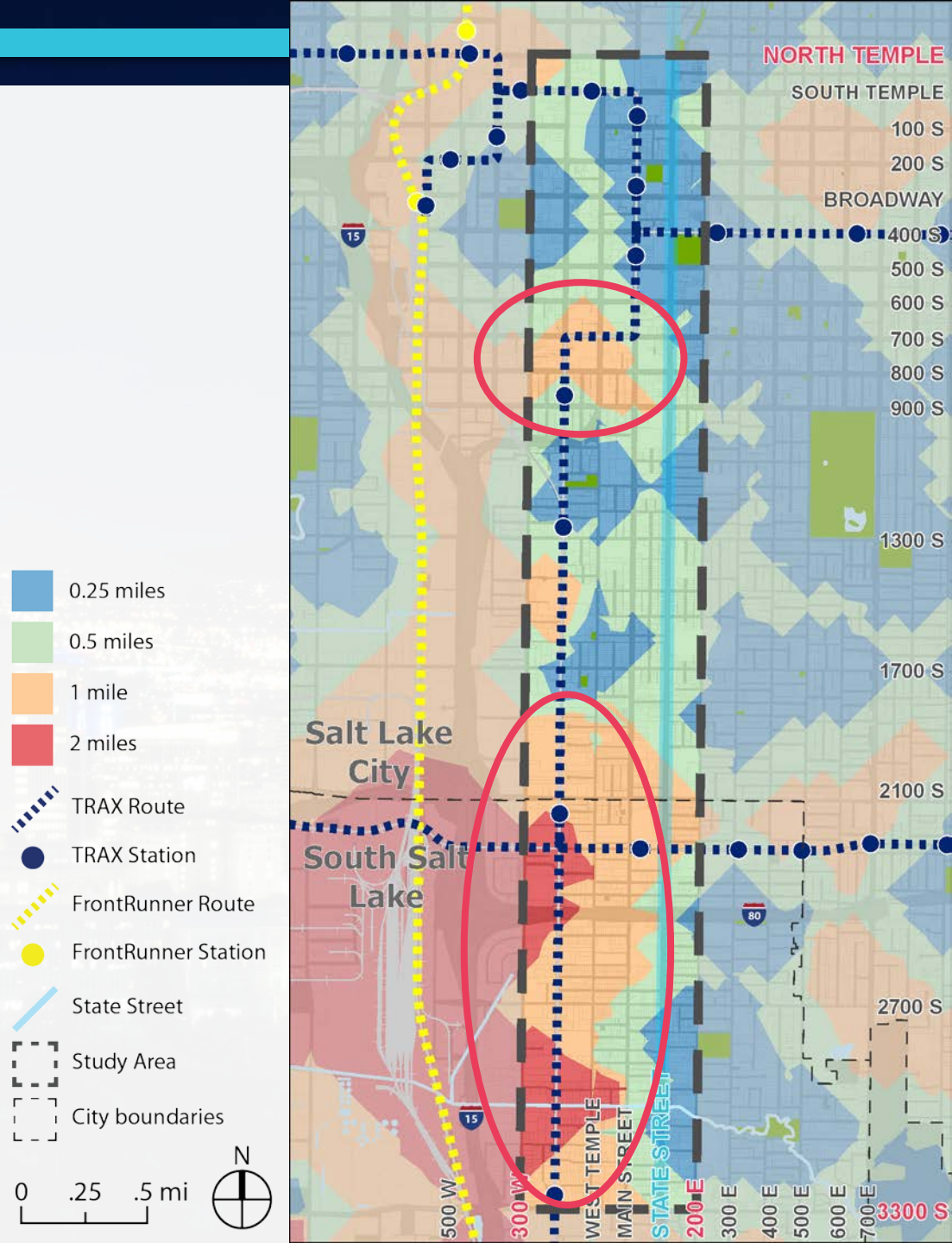
Encourage Healthy & Sustainable Design

Street Trees

- Majority of State Street has **NO trees**
  - Street trees and other green features provide beauty and can help instill pride in a place

Access to Open Space

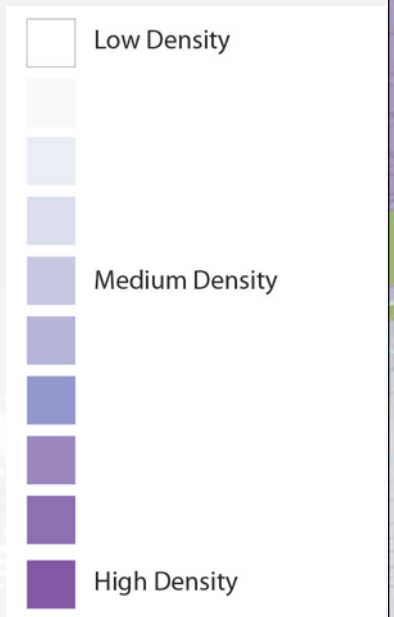
- Majority of Study Area is within half mile walk of a park or school with open space
  - Approximately 10 min walk
  - SLC and SSL want all residents to be within a quarter mile walk
- Lack of access to open space in downtown SSL and west of State Street
  - How can we expand access??

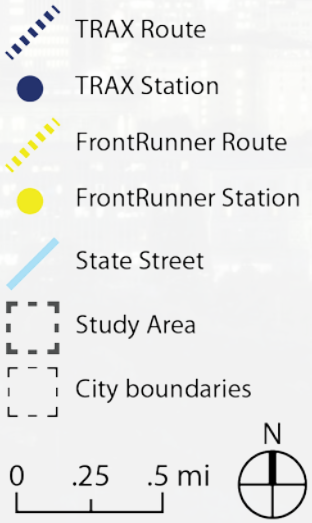


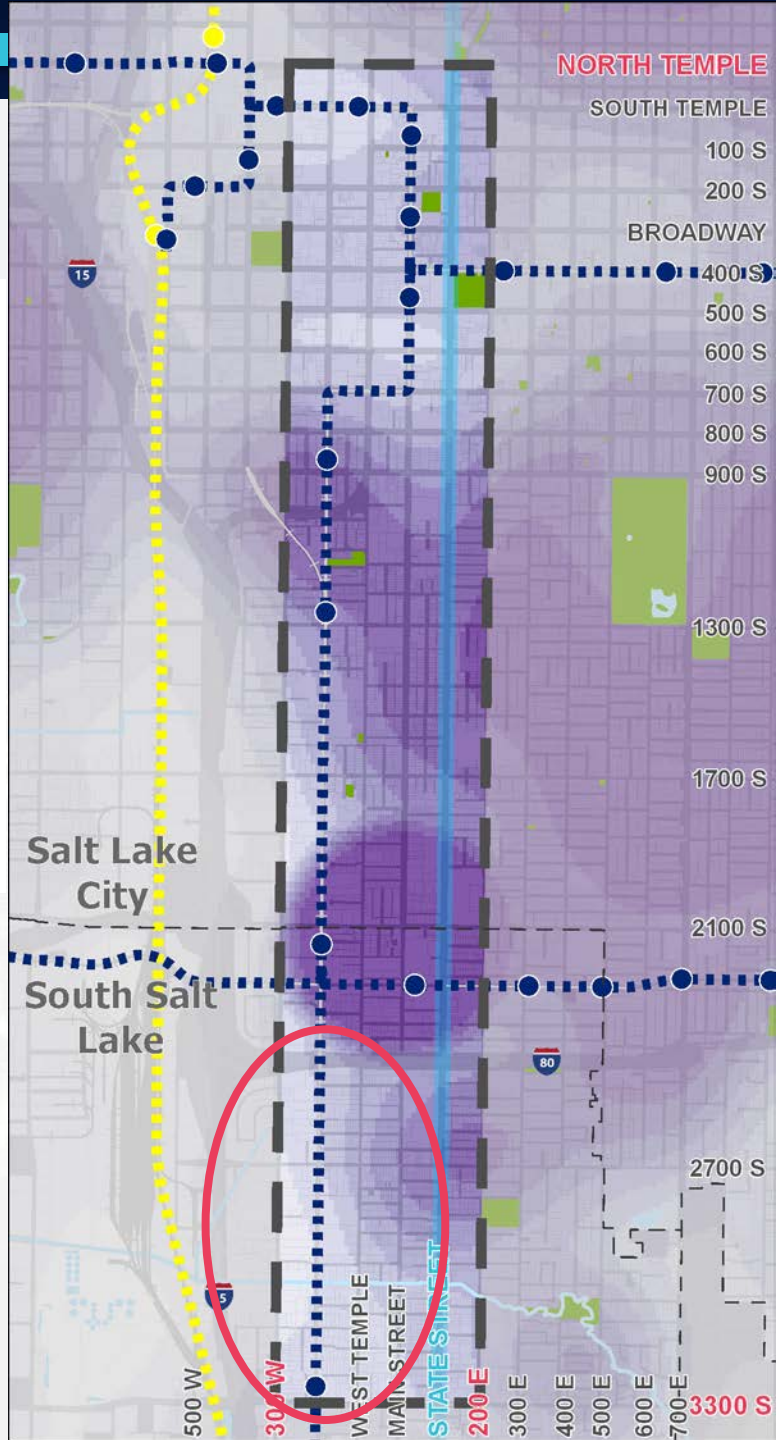
Block Density

2016 Salt Lake County Parcel Data

- Downtown SLC has lowest block density in the corridor
  - Does not count mid-block walkways/pedestrian only ways. Relationship to Plat of Zion.
- Downtown South Salt Lake and between 800 S and 1700 S have highest density
  - Most potential for increased walkability
- Block density impacts the number of options travelers have when choosing a path
  - It is often used as a proxy for walkability, as higher block density provides makes walking easier and more attractive



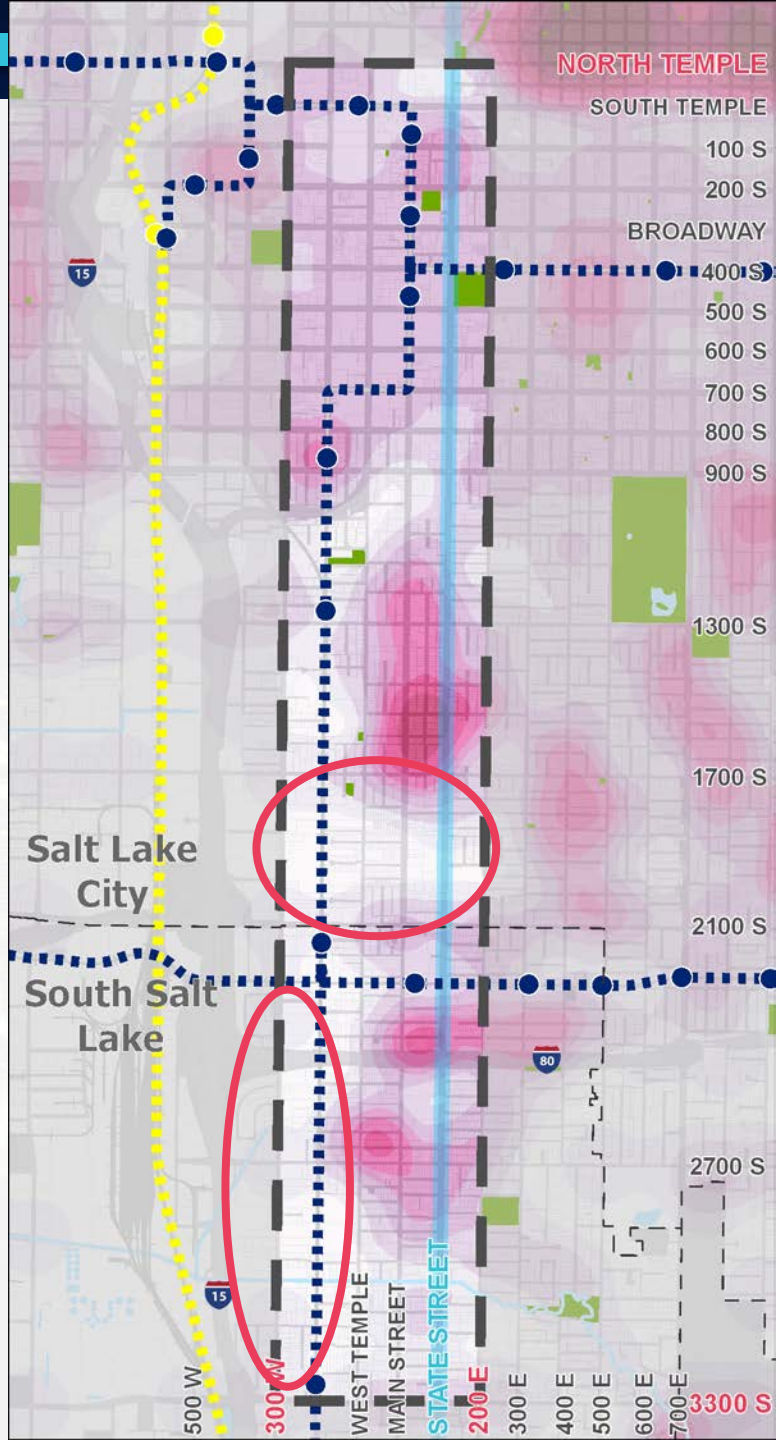




4-way Intersection Density

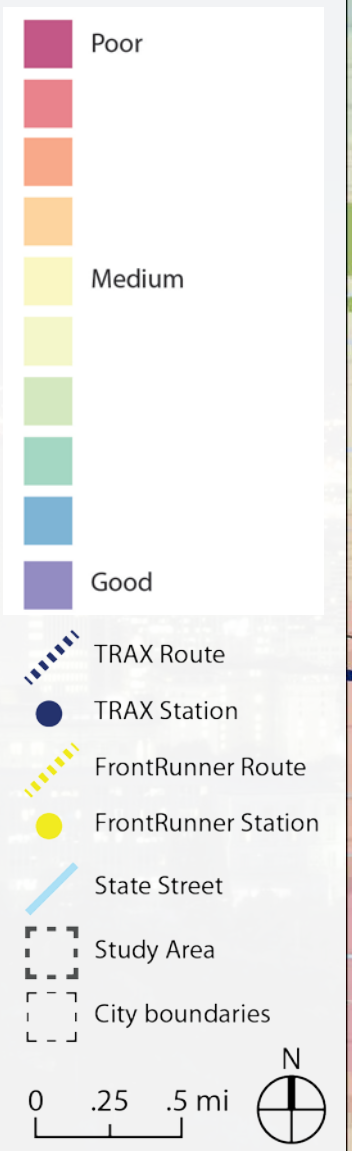
Utah AGRC 2016

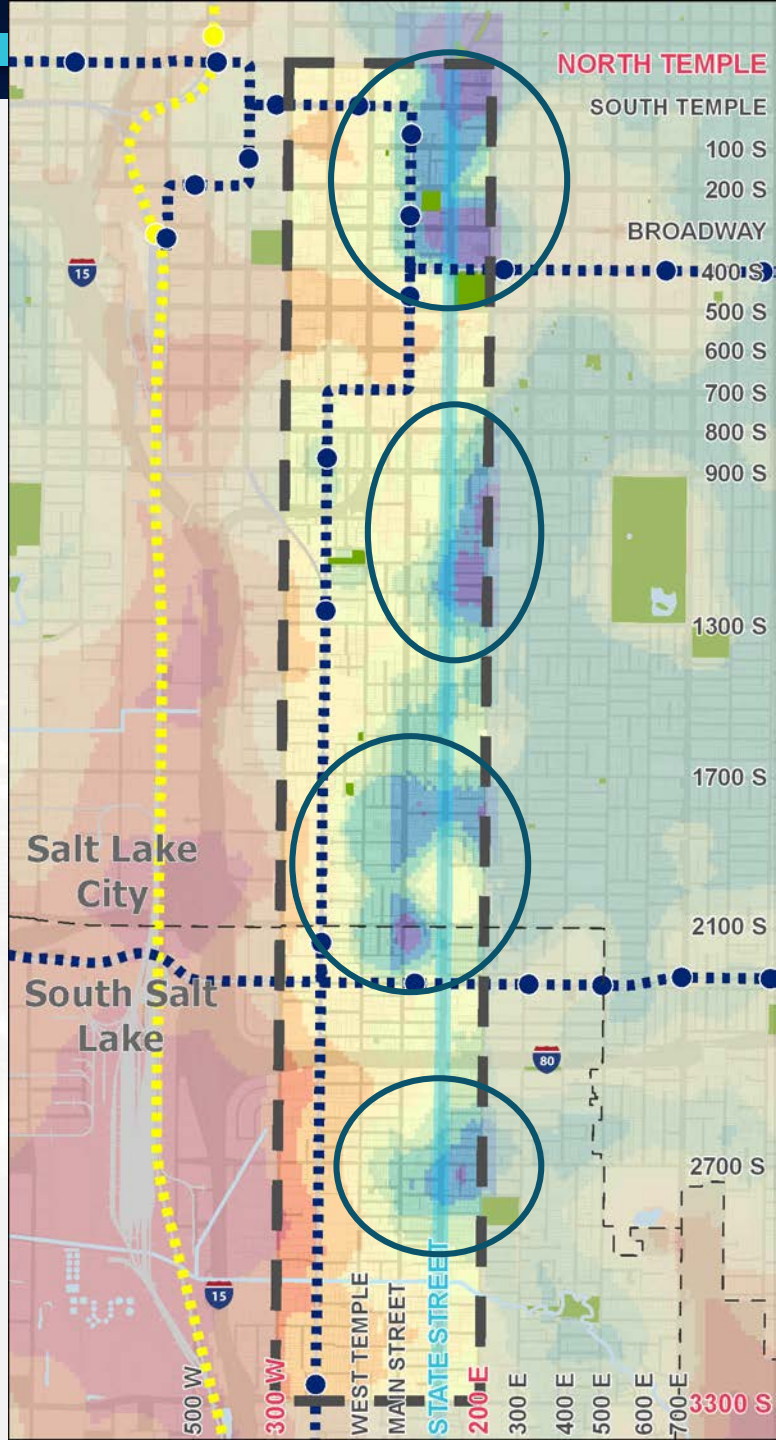
- Highest density along State St between 1300 and 1700 S – close to SLCC
  - However, very low crossing density
- Large block size in downtown leads to medium density
- Lowest intersection density along TRAX line
  - Opportunities for improved connectivity
- 4-way intersections provide opportunities for connections to multiple destinations, and are used as a proxy for walkability and connectivity
  - Corners are also good for development with walkable amenities



Urban Form Composite

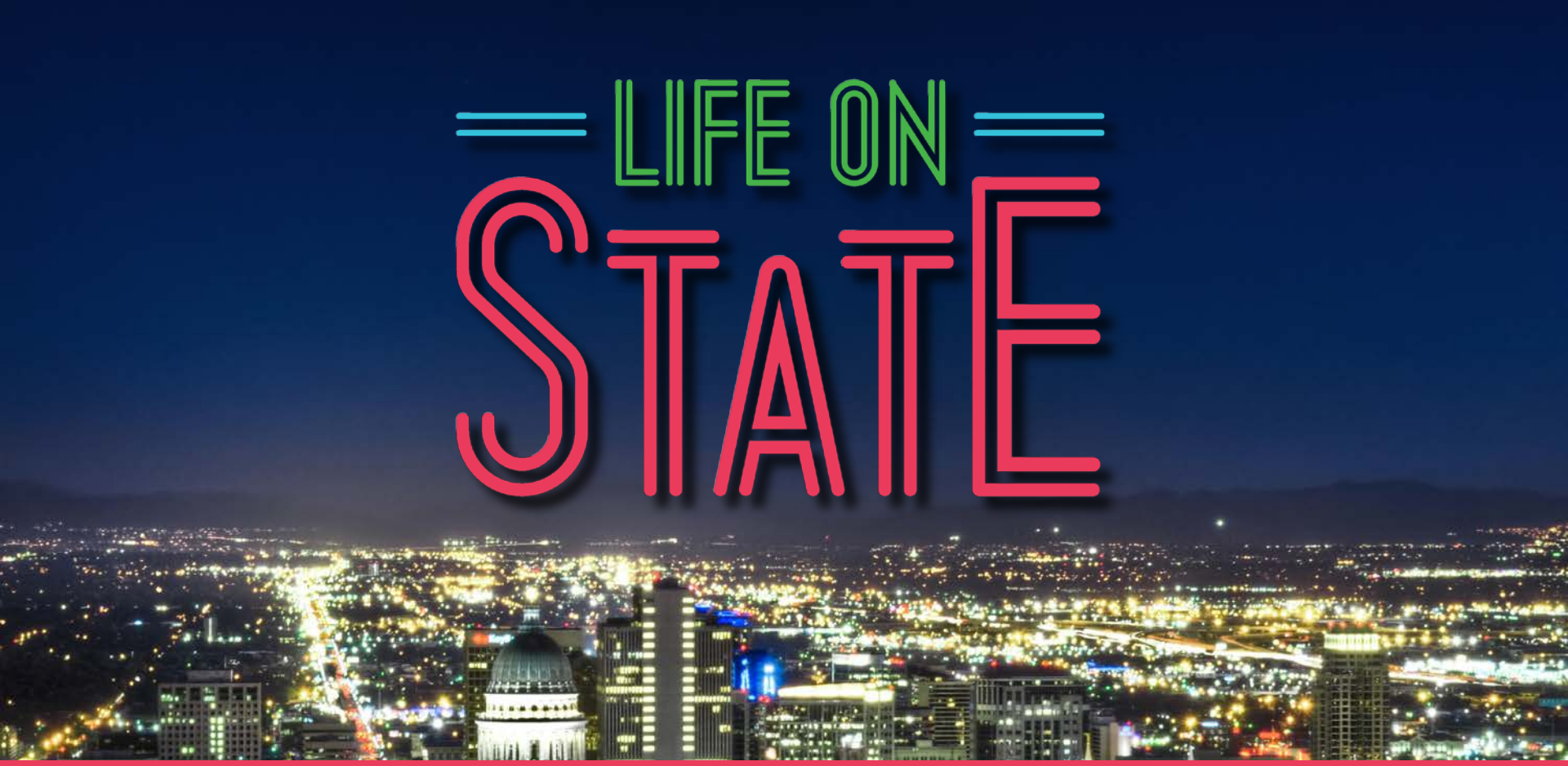
- 4 areas with relatively good urban form
  - Block density
  - Intersection density
  - Street crossings
  - Sidewalks
  - Bike and trail network
  - Proximity to transit
- Opportunity to enhance these areas further
  - Possible demonstration site locations
- How to improve the “in between” areas?





Conclusions – Encourage Healthy & Sustainable Design

- There is a lack of trees and other green features along State Street
  - This plan can impact development regulations and public investments that increase green space and street trees along the corridor
- There is good to moderate access to parks and open space in the corridor, though SSL and parts of SLC are lacking, and both cities have a goal of all residents being within a ¼ mile of a park
  - This plan can impact the location of new parks and open spaces, as well as make it easier to walk or bike to existing parks
- Areas of the corridor have high block and intersection density
  - This plan can help take advantage of the “good bones” in these areas, and further enhance them as walkable neighborhoods
  - This plan can support new development and public infrastructure investment that reduces the length of blocks and increases walkability, having a positive impact on public health



Existing Conditions Analysis