



# Sugar House Streetcar

Salt Lake City, UT

Utah Transit Authority

Top: The Sugar House Streetcar provides a link between existing transit modes. Photo by Robert Holman.  
Bottom: The Sugar House Greenway seeks to provide ample green space for the area. Rendering by the Utah Transit Authority.

The Sugar House Streetcar is a two-mile streetcar line and greenway that connects Salt Lake City's downtown to the existing TRAX light rail system.

## CONTEXT

- Completed in 2013.
- Western.
- Urban setting.
- \$55.5 million.



## TRANSIT SYSTEM CONNECTIONS

- The Sugar House Streetcar provides a link between a regional light rail system and an economic hub, enabling residents to access jobs and services. The project also spurred transit-oriented development in the area.

## WHAT WAS THE PROJECT DRIVER?

The Sugar House Streetcar project is the product of a planning, financing, and operations partnership between Salt Lake City, the City of South Salt Lake, and the Utah Transit Authority (UTA). The UTA conducted an alternative transit study in 2006, which determined that a streetcar built upon existing and unused UTA-owned right-of-way would best serve both cities' goals of **expanding access to transit**, improving mobility, and spurring economic development.

The UTA also completed a financial feasibility study in 2009, and an environmental assessment in 2010. In October 2010, the U.S. Department of Transportation awarded a Transportation Investment Generating Economic Recovery (TIGER) II grant for \$26 million to the

project. The total cost of the project was \$55.5 million, which includes the value of the land, construction, and vehicles already owned by UTA. The construction costs were \$37.2 million, which were paid for by the TIGER II grant and \$11.2 million in local matching funds.

The project partners conducted **stakeholder engagement** meetings and found the community overwhelmingly supported the creation of a greenway that included plazas, Parley's Trail, and extensive landscaping along the streetcar corridor from 500 East to McClelland Street.

Construction on the streetcar line and greenway began in April 2012, and was completed in December 2013. The greenway was constructed as a separate project.

#### HOW DID THIS CONNECT THE COMMUNITY?



*The greenway running along the streetcar tracks provides a Complete Streets experience for users. Photo by Robert Holman.*

The Streetcar provides a transit link between the Sugar House business district and the regional TRAX light rail system. The streetcar is a reliable and frequent transit service that allows residents to access a major economic center.

The project transformed the corridor into a memorable experience for residents through place-making, **Context Sensitive Solutions**, and **Complete Streets** design choices. The greenway activates the previously underutilized right-of-way, improving the quality of the public realm by providing trails and recreational opportunities and separating road traffic from pedestrians and bicyclists. The greenway also serves as a direct route from the business district to the Central Pointe TRAX station.

Previously, the corridor had many safety and accessibility concerns for pedestrians and bicyclists, and there were few public transit options. The streetcar and greenway project included new **transit user accommodations**, such as transit station shelters, lighting, public art exhibitions, and navigation and crossing signage.

#### WHAT WERE THE BENEFITS?



##### INVEST

The streetcar and greenway offer a safe, multiuse space that promotes walking, bicycling, and transit ridership. The project provides a direct connection to over 130 miles of existing and planned regional rail transit. UTA estimates that the streetcar will service 2,000-3,500 riders a day in 2030, depending on future land use changes. Having more residents live close to rapid transit is expected to reduce automobile dependency. With the increased number of transit options, gasoline usage is predicted to decrease by 1.1 million gallons, and an estimated 26,000 tons of carbon emissions will be prevented.

The project is also seen as a catalyst for future development in the area, as the increase in foot traffic has encouraged new businesses to open in the area. UTA predicts that the project will spur \$1.2 billion in transit-oriented development over the next 20 years.

For more information: <http://www.shstreetcar.com/>