

Frequently Asked Questions

Salt Lake City Street & Intersection Typologies Design Guide



Why is the City doing this project?

The Design Guide refocuses the design of streets on people. Streets are critical community spaces. Smaller, safer, and slower streets are better for everyone.

What does the Design Guide do?

It is a reference manual, or book of ideas, with 15 new street types (called “typologies”). The typologies’ designs combine transportation and land use (zoning) needs, so that streets in neighborhoods, commercial districts, industrial areas, and downtowns fit their surroundings.

How much is this all going to cost and when will changes take place?

Because this is a reference manual only, there is no cost or schedule associated with adopting the Typologies Design Guide. The Guide does not lay out a plan for when a street should be redone. It is not a required or prescriptive approach for every street. Every street is different and needs different things. It is simply a book of ideas. As with current and past street projects, project planners, engineers, and decisionmakers will collect additional input and data before a street is reconstructed and/or redesigned.

Will there be parking only on one side of neighborhood streets?

Wider sidewalks and park strips are proposed in many of the typologies, including neighborhood streets. These proposed improvements contribute to safer walking conditions, healthier street trees, and shadier and calmer streets, but would come at the expense of some parking. The changes were included in response to public requests for better “person mobility” and “greening”. (A minimum of 20’ for traffic lanes is also required by the International Fire Code.) Recent input has indicated that some residents do not necessarily agree with that prioritization. Changes and more flexibility about parking will be added to the next round of materials.

Why does the Guide propose reducing the number of lanes on some major streets?

Some typologies prioritize street elements that the public told us were more important than others. These priorities include wider sidewalks, transit, bike lanes, places to sit and socialize, and healthier street trees.

Does this project propose more trains?

No. It provides design guidance for if a train exists or is proposed already in UTA or UDOT plans. See the disclaimer at the bottom of the several typologies that include trains.

When will be the next opportunity to provide input?

Comments can always be submitted to the project manager, Tom Millar (tom.millar@slc.gov, 801-535-6134)

The next formal opportunity will occur within the next six months or so. When the Planning Commission and City Council consider recommending and adopting the Street & Intersection Typologies Design Guide, public hearings will allow everyone to review the final proposed recommendations again, and intersection guidance and other support materials that will be compiled into a final document.

