DESIGN DICTATES BEHAVIOR.

Whether someone chooses to walk, ride a bike, drive, or ride transit; where one lives; how fast one drives; how accessible jobs are; and where businesses choose to invest are determined by the built environment. However, the urban environment is not naturally-occurring. Our individual and collective habits and behaviors are the cumulative result of the past and ongoing political, engineering, planning, and design policies and decisions that are manifest in the design of everything around us.

People in Salt Lake City want streets that are safe for all users and are an asset to neighborhoods and the community at large. Smaller, safer, and slower streets are better for everyone. Moreover, the design of a street communicates to drivers the speed at which they should be traveling. Consider sections of 900 East and 2100 South in Salt Lake City: both have posted speed limits of 30 miles per hour, but the design of 900 East is more likely to encourage a slower travel speed than the design of 2100 South. The implementation of this Guide will result in communities that are safer, more comfortable, more resilient, less reliant on motor vehicles, and more focused on the needs of all people.

ELEVATING PEOPLE AND PLACE

People are the most important asset of any community. Indeed, without people, there is no community. According to the National Association of City Transportation Officials, streets often occupy roughly 80% of a city's developed public space. However, streets frequently lack safe spaces for people to walk, ride a bicycle, take transit, sit, dine, socialize, or otherwise participate in life outside of an automobile[1].

1. *National Association of City Transportation Officials Urban Street Design Guide, 2013*

I. INTRODUCTION

The Salt Lake City Street and Intersection Typologies Guide ("Guide") incorporates recommendations from Salt Lake City master plans, zoning ordinances, design guides, and policies that currently guide the design of the built environment. It also relies on best practices and research in transportation planning, urban design, and street life from around the world. This Guide proposes changes to the look and feel of streets in Salt Lake City to better align them with the community contexts that surround them.

These proposed changes may involve some tradeoffs. For instance, the Guide may recommend lane reductions on some streets. With fewer travel lanes, people may drive more slowly, may choose alternative routes, or may choose not to drive. The Guide may recommend repurposing some on-street parking to create more green spaces or places for people to sit. With less parking, people often opt to use different transportation options, to look more carefully for a spot, or to pay for more convenient parking. These behavioral changes often take time, and this Guide includes intentional designs, policies, and outcomes that can help make these changes a reality, based on the overarching goal of safer and more just communities.

The recommendations in this Guide reflect thousands of comments and requests made by City residents over several decades. For many years, people in Salt Lake City have asked for safer and slower streets, more transportation choices, and a better quality of life. This Guide recognizes these many years of public feedback, and acknowledges the changes and tradeoffs that will be necessary in order to achieve more livable streets. It should also be noted that there is currently no implementation schedule or budget.

BENEFITS OF PEOPLE-FRIENDLY STREETS

Creating people-friendly streets results in a wide range of economic, health, and community benefits. Streets designed for people can result in higher retail sales compared to less walkable areas. When people can easily and safely walk to everyday destinations and to transit, they have better access to job and education opportunities, which improves the overall economy. Redesigning streets to prioritize people can result in improved safety for people walking and bicycling by reducing vehicle speeds and the severity of crashes, and encouraging even more walking and bicycling, which improves social, physical, and mental health. Implementing the typology designs found in this Guide can help Salt Lake City achieve these positive outcomes.

PURPOSE

The Salt Lake City Street and Intersection Typologies Design Guide marries transportation and land use and refocuses the design of streets on people. The Guide creates new definitions and designs for 17 distinct kinds (or typologies) of streets, provided in Chapter 2, improving on traditional street classifications (such as "arterial" or "collector" streets). The Guide assigns a typology to each of the 8,400 public street segments within city limits (see Salt Lake City's Typologies webpage for a map of the typologies). Design guidance for safer intersections is included in Chapter 3.

The designs proposed in this Guide identify opportunities for reassigning the existing space within the city's rights-of-way and achieving the highest and best use of these critical public assets. For example, the space that is currently dedicated for parking or travel lanes could become wider park strips and healthier trees, transit stops, light rail and bus lanes, bicycle lanes and parking areas, wider sidewalks, seating areas, and other essential street features. Depending on land use, transportation needs, and public demand, some streets may be focused on sitting and staying, while others may prioritize moving people and goods. The goal is that all streets will include space for all people and all needs.

CONTEXT AND FUNCTION

All 17 street typologies are designed based on three critical criteria:

1. Land use (five generalized place types);
2. Transportation demand; and,
3. Five critical functions of every public right-of-way.

PLACE TYPES

Streets and intersections should look and function differently depending on whether they are downtown, near a neighborhood grocery store, or close to schools or homes. This approach is like "zoning for streets" — setting up the framework for the right street design in the right place, but not prescribing or requiring construction within a certain amount of time.

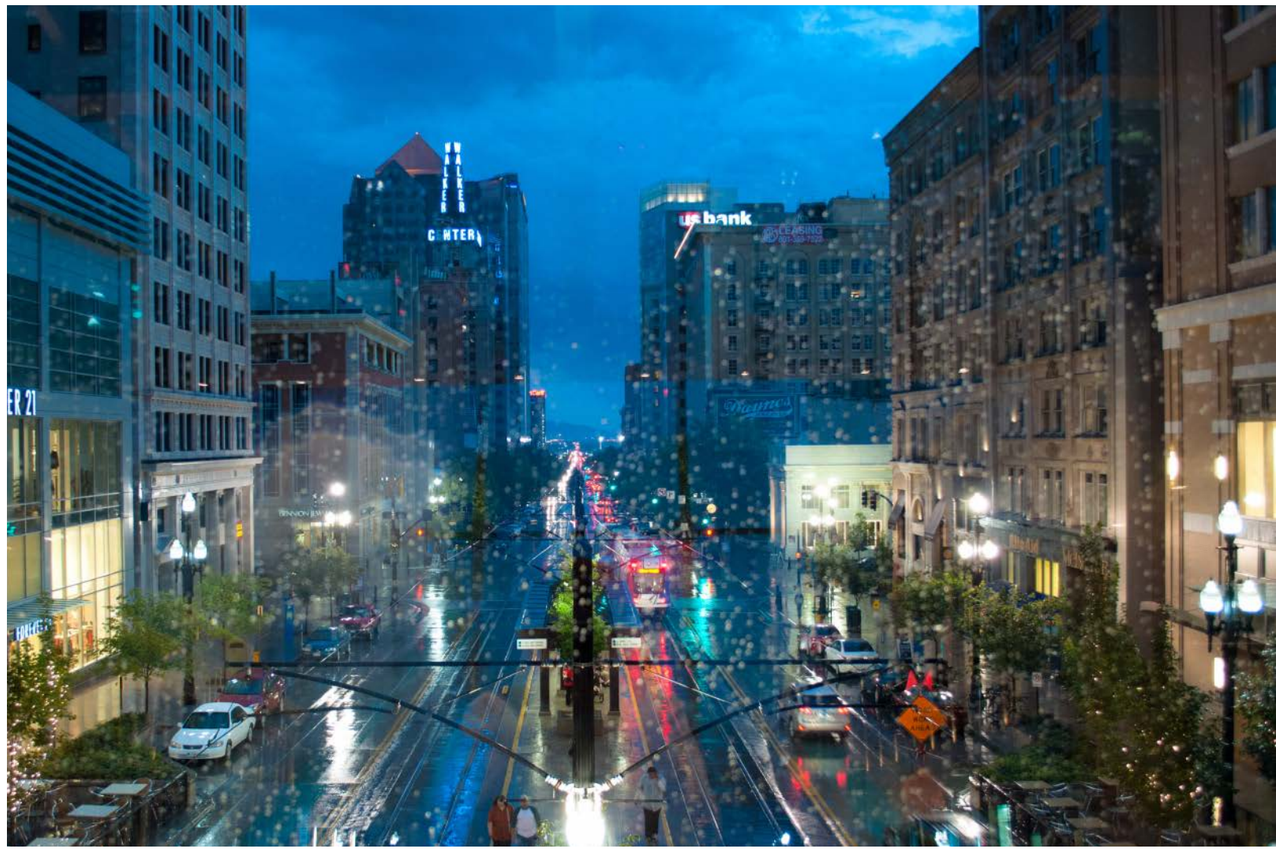
The place types described here are the foundations for the typologies. They are based on existing and proposed zoning, as well as community master plans. The place types were developed collaboratively by the project's Steering Committee, based on language developed by the Salt Lake City Planning Division.

DESTINATION DISTRICT

Destination districts, such as Downtown or the Sugar House Business District, attract people locally and from across the region. They are where jobs, homes, entertainment, restaurants, bars, and public spaces are often co-located in great abundance. They are also where people walk, bike, and ride transit most. The West Side Master Plan also identifies several new destination districts near Redwood Road that may grow in the future.

URBAN VILLAGE

Urban villages, such as the commercial core of the 9th & 9th area, are mixed-use, compact, walkable areas that meet most residents' typical needs. Land uses could include a mix of grocery stores, child care, medical offices, parks, hardware stores, and restaurants. Urban villages offer a high quality of life, are primarily local, and sometimes local and regional, attractions, serve as transportation crossroads, and are generally no more than a ten-minute walk from edge to center.

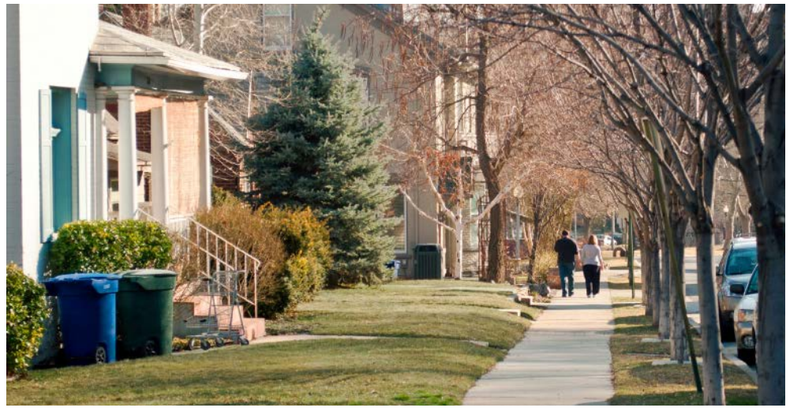


NEIGHBORHOOD

Neighborhoods are the most common place type in Salt Lake City. They are communities where people live, play, attend school, and socialize. Their predominant land uses are low or medium density homes. These areas typically do not meet all residents' daily needs. Small and local streets with frequent driveways are common. These place types were built over many decades and represent a range of architectural styles and development trends.

NEIGHBORHOOD NODE

Neighborhood nodes are small commercial areas within neighborhoods. They are typically focused at one intersection and may include coffee shops, a restaurant or two, a laundromat, and/or a small store, but not all daily needs. Many people reach them by walking and bicycling, and they provide a chance for socializing between neighbors. In Salt Lake City, examples include Oakley Street & 500 North, 1300 South & 1700 East, and 1700 South & 400 East.



INDUSTRIAL DISTRICTS AND BUSINESS PARKS

Industrial districts serve light and heavy industrial uses, typically on the west side of Salt Lake City. Business parks are primarily focused on white collar jobs and tend to be designed for people in cars rather than people walking or bicycling. They are both typically made up of large-footprint, low-lying buildings sited far away from the street, and located along major transportation corridors. These districts are frequently designed for access by large vehicles, with heavy traffic volumes during some hours of the day, and often lack infrastructure for people walking or bicycling. In some parts of the City, such as the Granary District or Research Park, these place types are gradually transitioning to urban villages or destination districts.


"YOUR DOW

TRANSPORTATION DEMAND

The typologies were designed and assigned according to the recommendations of existing transportation and land use plans, including the City's transit, walking, and bicycling master plans (see Chapter 7). The designs provide safe and comfortable space for all transportation modes so that there are real choices for every person, regardless of their age or ability.

The 17 typologies were loosely based on the traditional street classification framework of arterials (larger streets), collectors (medium-sized streets), and local (smaller streets). This ensures that an efficient transportation network of different street sizes and purposes is present. Larger streets, like the Thoroughfare typologies, tend to have fewer access points or driveways. Medium-sized streets, like Destination Streets, Urban Village Main Streets, and Neighborhood Corridors and Centers, serve people shopping, socializing, and moving through an area all at the same time. Smaller, local streets such as the Neighborhood Street typologies have more connections between the street and adjacent land uses, where people walking, bicycling, and driving may interact. This Guide's typologies were not applied to interstate highways, also known as freeways, because no properties are accessible directly from freeways. They are also designed solely to move as many people and vehicles as quickly as possible.

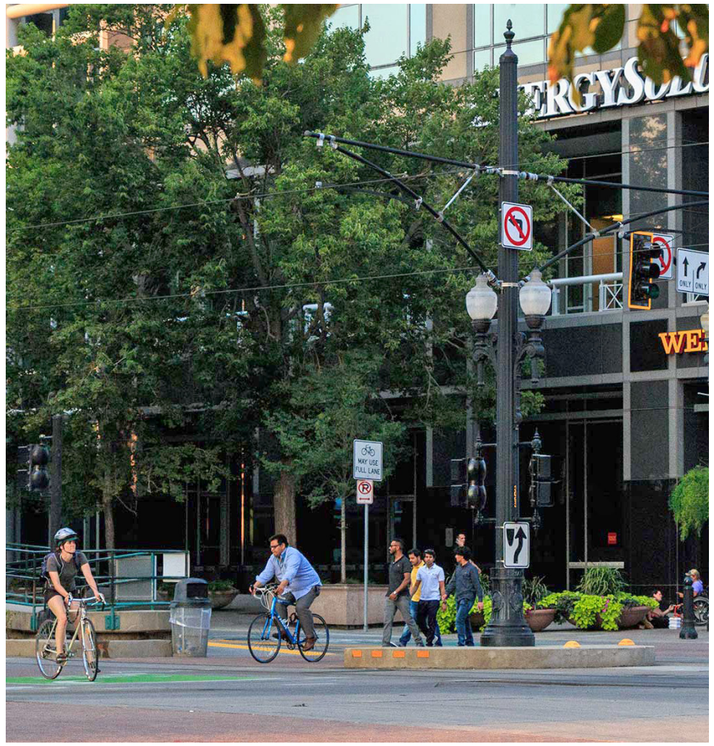
RIGHT-OF-WAY FUNCTIONS AND PRIORITIES

ALL STREETS, AS PUBLIC SPACES, SHOULD SERVE MANY FUNCTIONS.

In some places, the public right-of-way needs to prioritize vibrant and comfortable places for people to play, eat, and travel. In other places, the right-of-way may prioritize moving people and goods, whether that means people in buses and trains, people in their own cars, or goods and materials in freight vehicles. Each typology includes safe spaces intended to serve all five of the critical functions of the public right-of-way listed on these pages.

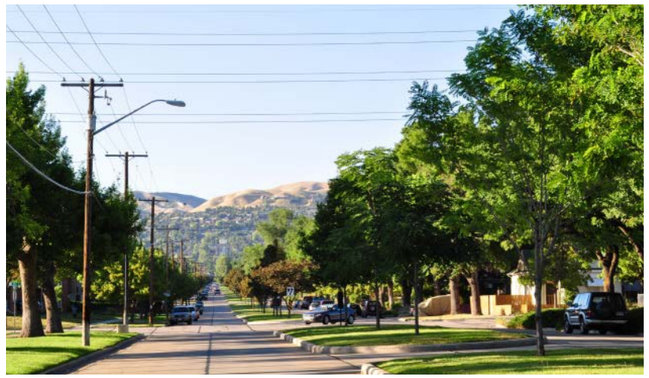
PERSON MOBILITY:

The movement of people walking, using mobility devices (wheelchairs, scooters, walkers, canes), and bicycling. When streets prioritize person mobility, they have more space dedicated to sidewalks, corners, bicycle lanes and trails, opportunities for crossing the street, and accessible routes. According to public surveys performed as this Guide was developed, this is the most important function of the public right-of-way.



GREENING:

Livability, shade, and environmental sustainability through street trees and vegetation. Streets that prioritize greening typically have more and wider landscaped park strips and medians, more street trees, planter boxes, and green stormwater infrastructure (which cleans water and reduces demand on the stormwater system).

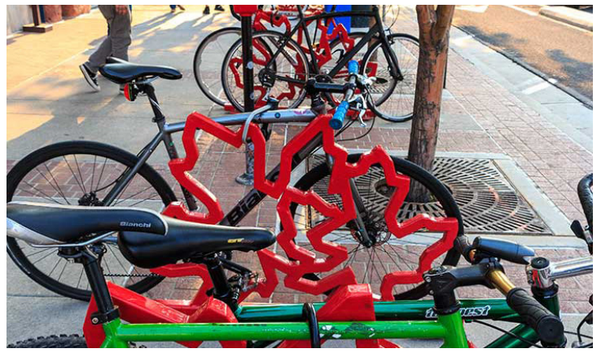


PLACEMAKING:

Creating places where people want to sit, stay, observe, participate, eat, drink, and other activities. Prioritizing placemaking focuses on activity and vibrancy. This approach redefines streets as places to be rather than just places to travel through. Features may include seating, tables, play spaces, food, and art.

CURBSIDE USES:

Spaces in the public right-of-way where people transition from moving to staying, and vice versa. This may include vehicle or bicycle parking, electric vehicle charging, bike share, bus stops, pick up and drop off zones, and freight delivery. Diverse curbside uses make the most out of right-of-way space typically dedicated only to storing motor vehicles.



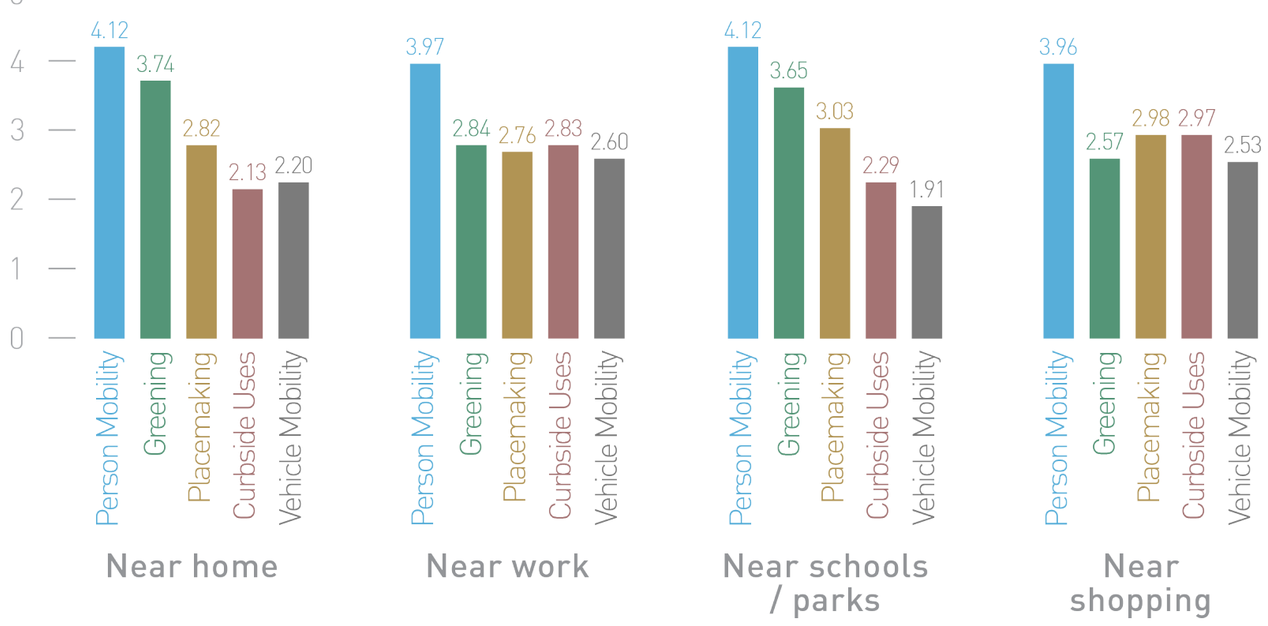
VEHICLE MOBILITY:

The movement of people and goods in vehicles, whether those vehicles are operated by a transit agency, private citizens, or delivery companies. Streets that prioritize vehicle mobility through space for travel lanes, bus lanes, light rail, and turn lanes should not sacrifice the safety of and utility for any other uses.

Some of these functions are higher priorities than others depending on the typology (and its place type and transportation demand). For example, in a Destination District that draws people from around the region (e.g., downtown Salt Lake City), people and businesses prioritize activities like sidewalk dining, people-watching, experiencing public art, and walking above driving quickly. It is a place to stay. Therefore, placemaking and person mobility are high priorities on streets in these districts. In contrast, an Industrial District is intended to serve land uses that require more freight and vehicle access, so vehicle mobility is a high priority in these areas.

Salt Lake City surveyed the public in mid-2019 to hear how they would prioritize the five right-of-way functions in different place types. A summary of which is provided on pages 82 and 83. The public prioritized person mobility above all other functions, across place types – near their homes, their place of work, shopping, or near schools or parks, person mobility was the highest priority. The chart below illustrates how the public prioritized each of the right-of-way functions based on place type (survey respondents could score each function on a score from 1 to 5, with 5 representing the highest priority and 1 representing the lowest).

Place Types' Street Function Priorities



GUIDE CONTENTS

The Guide contains the following information:

- The **Street Typology designs**, in Chapter 2
- **Recommendations for intersections**, in Chapter 3
- **General implementation recommendations**, in Chapter 4
- **Corridor implementation recommendations**, in Chapter 5
- An overview of the **typology development process**, in Chapter 6
- **Reference materials**, in Chapter 7
- **Acknowledgements**, in Chapter 8