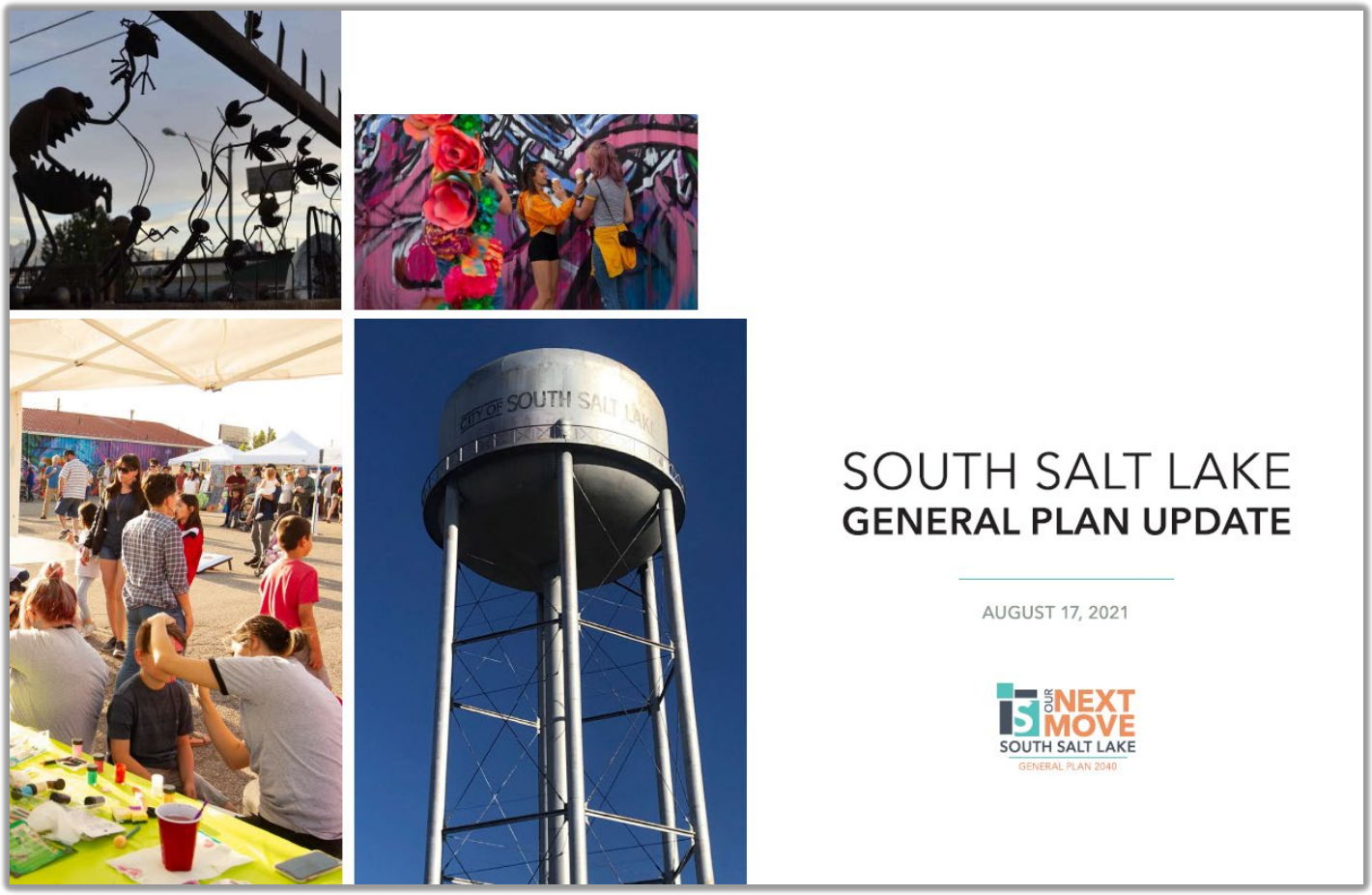
Appendix B: Plan Update Data Sources

Several sources of information were consulted to asses the relevance of the 2020 Mobility Plan. The sources, as well as the results of the public outreach efforts, are listed in this appendix.

General Plan Update (2021)



South Salt Lake updated its General Plan shortly after adopting the 2020 Mobility Plan. Contents of that plan, particularly the Transportation & Connectivity section (pgs. 49-62), were consulted in this plan update.

Comprehensive Safety Action Plan (2024)

In 2024, Wasatch Front Regional Council (WFRC) prepared a Comprehensive Safety Action Plan. The document assesses the safety of the transportation network within their service area, and recommends areas of improvement. As a Participating Jurisdiction within WFRC's service area, South Salt Lake is covered under this plan. Recommendations from the plan, as well as GIS storymaps of data for the plan, were used to assess and update the Mobility Plan. The Action Plan recommends specific safety enhancements in SSL which are incorporated into this update.

Utah Household Travel Survey (2023)

As part of the Utah Unified Transportation Plan, a large-scale survey was conducted statewide for several transportation and planning organizations throughout the State. The effort surveyed over 26,300 Utahns about many transportation topics such as the cost or location of parking, modes used, and travel preferences. The robust summary of data is the most comprehensive evidence we have about how people are getting around in Utah, and about how they would like to.

Date from the survey can be accessed online in the form of a .pdf report and via a data explorer app. The data explorer app, which can be queried to show results by survey question and by geographic area, was used to inform aspects of the plan update and to evaluate the existing plan.

One of the most noteworthy takeaways from the survey is that roughly half of all automobile trips in both Salt Lake County and the State of Utah are 3.5 miles or less, and 21% of automobile trips are less than 1.5 miles. This is important because these shorter distances are easy to substitute for less impactful modes, such as walking or biking.

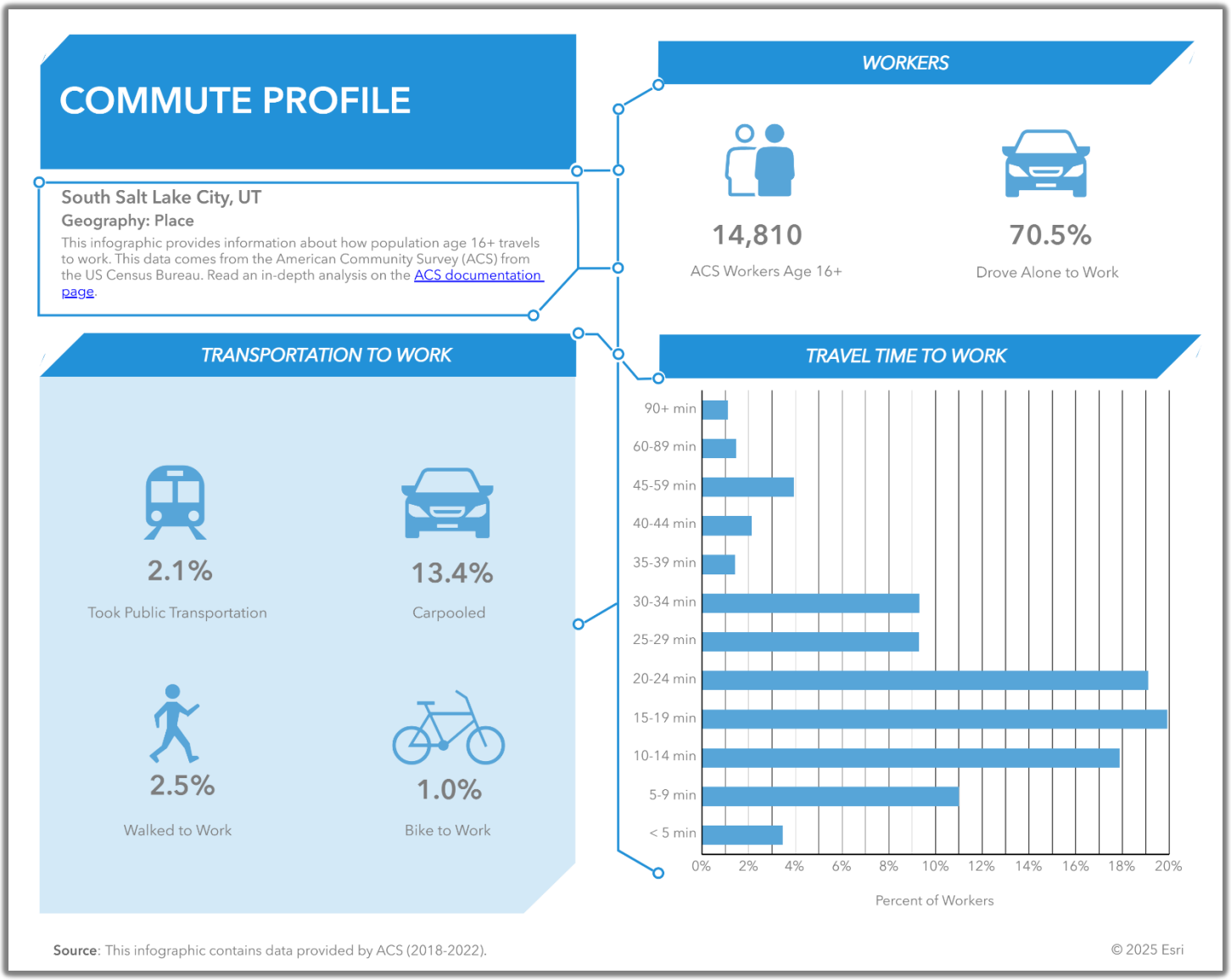
Other key takeaways are that walking accounts for nearly 10% of all trips in Salt Lake County, despite almost 37% of county households responding that they decided against walking or biking due to safety concerns. These findings have implications for where the priority of safety and alternative transportation fall in relation to automobile convenience.

Category	Mean	Median
Roadway maintenance projects	17.6	15
New and expanded roadways	14.3	10
Expand transit system's geographic coverage including on-demand transit service	12.8	10
Roadway safety and efficiency projects	12.2	10
Expand local, neighborhood network bike and pedestrian trails and pathways	9.3	7
Offer more frequent transit service	8.9	5
Eliminate transit fares to grow ridership	8.5	5
Neighborhood sidewalks and crosswalks	8.3	5
Expand regional network of bike and pedestrian trails and pathways	7.8	5

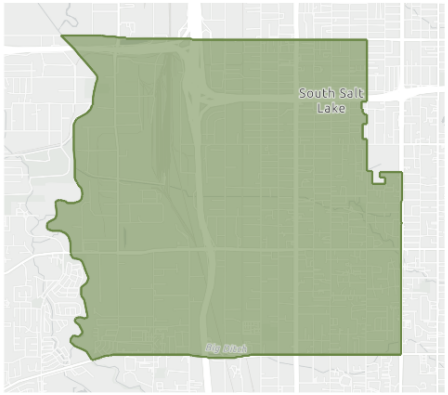
Monetarily, state residents responded that if they were able to choose how transportation funds were spent, 25.4% would go towards bicycle and pedestrian improvements, 44.1% would go towards roadway maintenance and improvements, and 30.2% would go towards transit improvements. This contrasts with South Salt Lake's current transportation budget, the vast majority of which goes towards roadway maintenance and construction.

Esri (2024) and U.S. Census Data (2020)

The software firm Esri, most known for its geographic information system (GIS), also compiles large quantities of useful data. Most of the data is based on the U.S. Census and American Community Survey, but Esri adds their own analyses and collected data for more usefulness. Paid Esri software services (which incorporate Census Data) were used to help inform the plan update. The data and tools within Esri can be used for complex analysis of South Salt Lake and surrounding areas. These analyses reveal things like demographic, commute, and employment trends in South Salt Lake. Analyses to inform this plan were tailored by location and contrasted over time to reveal trends. A sample of data represented with one of Esri's tools is shown below.



By the following graphic, staff and policymakers were surprised to learn that South Salt Lake's population overwhelmingly belongs to the Millennial and Z generations. This contrasts with some preconceptions, perhaps stemming from the demographics of the city's more outspoken residents.



Population Trends and Key Indicators

South Salt Lake City, UT
Geography: Place

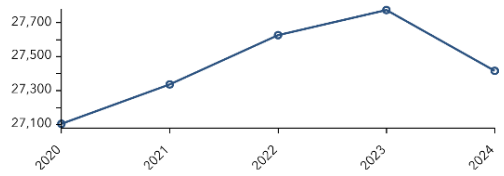
27,416	11,014	2.29	32.5	$61,802	$493,060	55	52	78
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

MORTGAGE INDICATORS

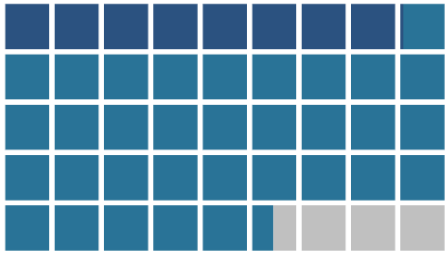
$8,769
Avg Spent on Mortgage & Basics

50.0%
Percent of Income for Mortgage

Historical Trends: Population



POPULATION BY AGE



Under 18 (17.9%) Ages 18 to 64 (74.3%)
Aged 65+ (7.8%)

POPULATION BY GENERATION

1.6%
Greatest Gen: Born 1945/Earlier

10.2%
Baby Boomer: Born 1946 to 1964

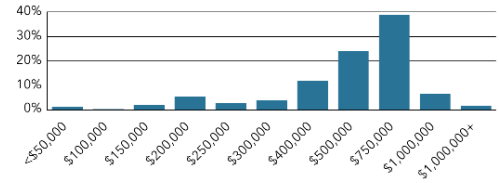
16.4%
Generation X: Born 1965 to 1980

39.6%
Millennial: Born 1981 to 1998

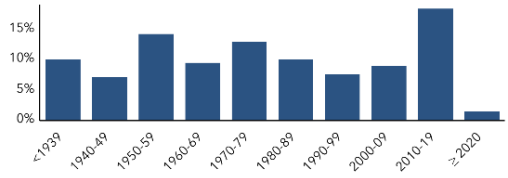
23.2%
Generation Z: Born 1999 to 2016

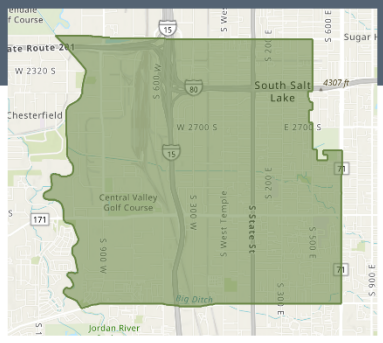
9.0%
Alpha: Born 2017 to Present

Home Value



Housing: Year Built





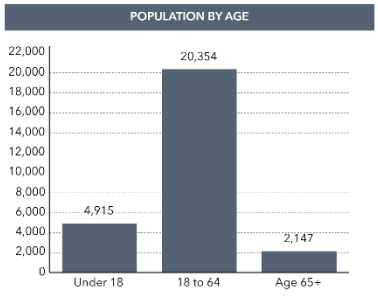
AT RISK POPULATION PROFILE

South Salt Lake City, UT

Geography: Place

27,416	11,014	2.29	32.5	$61,802	$493,060	55	52	78
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

POPULATION BY AGE



AT RISK POPULATION

2,523
Households With Disability

2,147
Population 65+

587
Households Without Vehicle

POVERTY AND LANGUAGE

12%
Households Below the Poverty Level

1,265
Households Below the Poverty Level

5
Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES

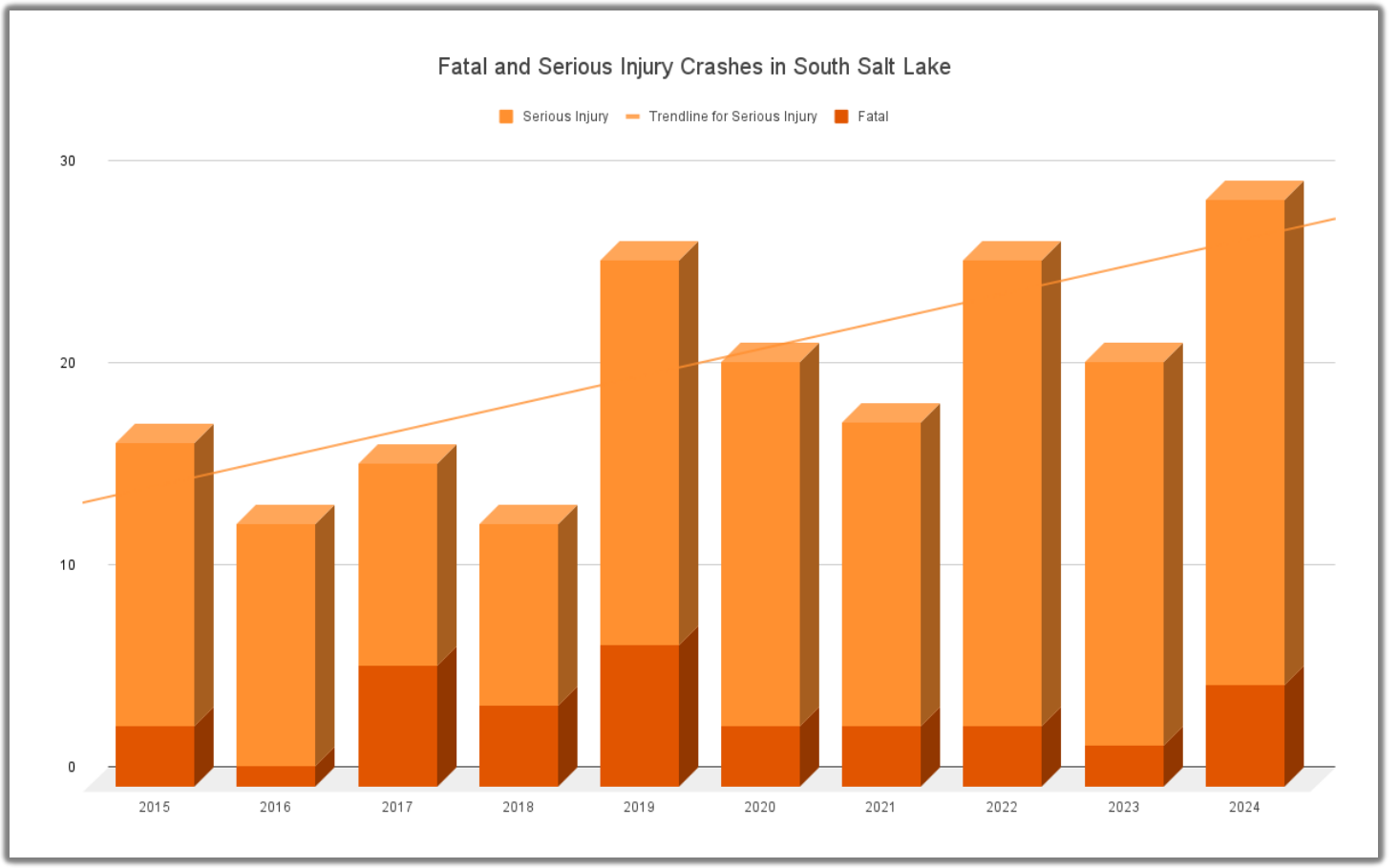
45,671
Daytime Population

2,221
Total Businesses

31,902
Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	2,520	12,750	1,642	16,912
Spanish	1,169	4,175	211	5,555
Spanish & English Well	1,143	3,366	41	4,550
Spanish & English Not Well	26	693	165	884
Spanish & No English	0	116	5	121
Indo-European	404	1,077	176	1,657
Indo-European & English Well	404	904	139	1,447
Indo-European & English Not Well	0	173	0	173
Indo-European & No English	0	0	37	37
Asian-Pacific Island	104	499	36	639
Asian-Pacific Isl & English Well	90	377	27	494
Asian-Pacific Isl & English Not Well	14	110	9	133
Asian-Pacific Isl & No English	0	12	0	12
Other Language	1	281	14	296
Other Language & English Well	1	261	0	262
Other Language & English Not Well	0	20	14	34
Other Language & No English	0	0	0	0

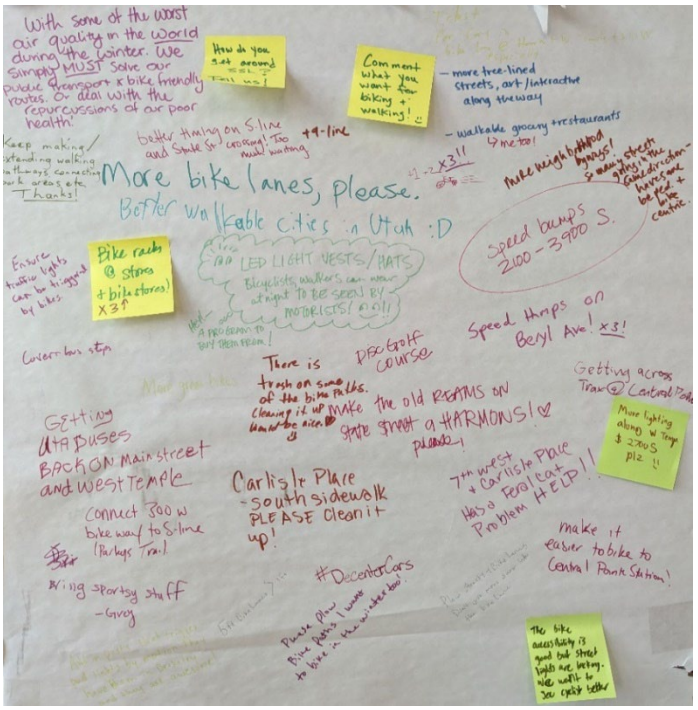
Statewide Safety Data (2010-Present)



The Utah Department of Transportation, through apparent partnerships with AASHTOWare and Numetric, maintains an online database of all reported crashes throughout the state of Utah. These crashes are organized in an interactive map and sortable by location, severity, mode of travel, contributing factors, etc. Graphs and charts can also be produced based on the data. These data were used to corroborate some of the theories in existing plans and heard during outreach efforts. Of course, data were sorted by locality to provide insights on the local transportation system only. Alarmingly, the data reveal that serious injury crashes continue to rise in South Salt Lake, even after adoption of the 2020 mobility Plan. It is worth noting that while these data do include the interstates (I-80 and I-15), the number of serious injuries and fatalities on the interstates is very low compared to the volume of vehicles they carry.

In-Person Outreach Events

Dedicated outreach booths for the mobility plan were set up at various public events during the summer and fall of 2024. These events included Monday with the Mayor, National Night Out, Celebrate South Salt Lake, and Craftoberfest. At the events, city staff were able to speak directly to residents in a candid atmosphere to hear their transportation concerns, needs, and expectations. Interactive exhibits such as maps and posterboards were available for eventgoers to provide feedback on. A sample of feedback from a posterboard is pictured. The most consistent themes from the feedback were requests for more bike lanes, sidewalk/bike lane maintenance, and traffic calming.

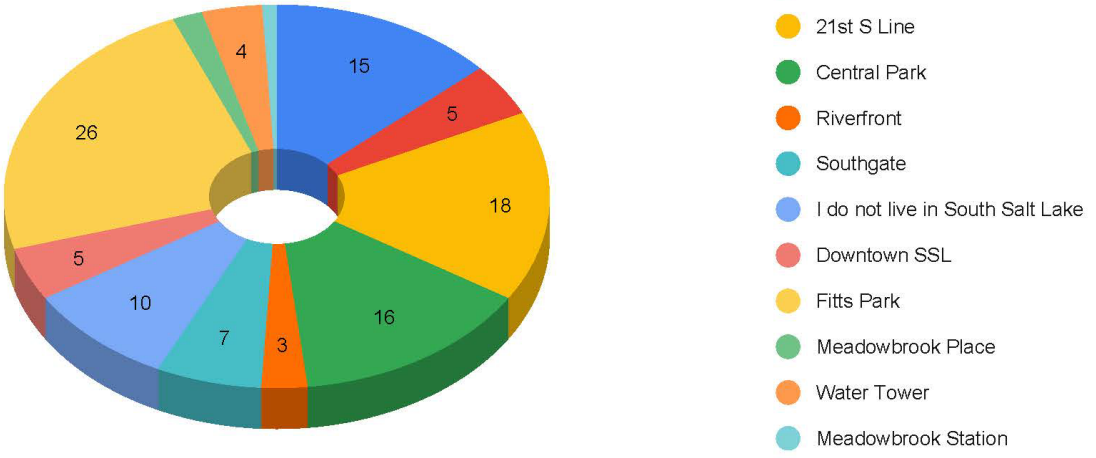


In addition to being analyzed in context, all comments received at the in-person events were fed into a wordcloud generator to highlight which words were used most frequently. The wordcloud below gives an idea of what themes and areas were most prevalent in the comments.

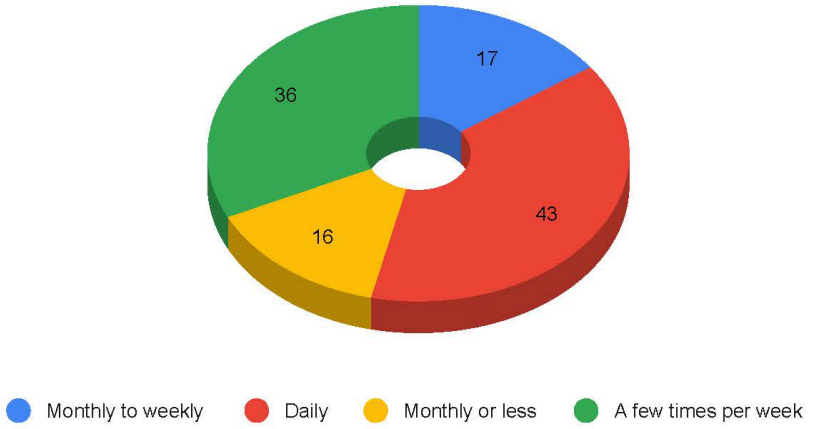
Online Survey

In addition to in-person outreach efforts, the city also conducted an online survey, with options to participate via quick-response (QR) code or by links delivered via email or webpages. In-person event attendees were also directed to the survey. Results are included in the following pages.

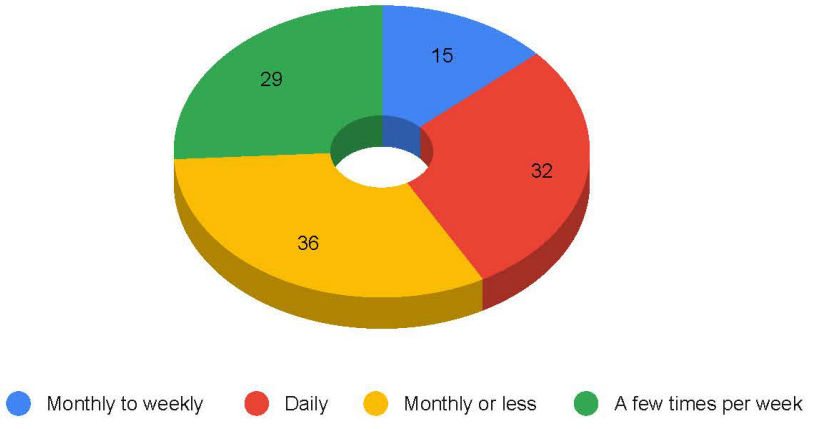
Responses by Neighborhood



How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for recreation?

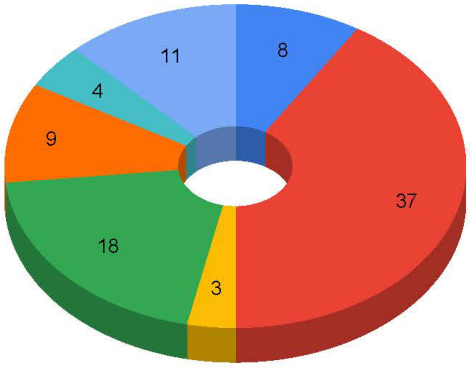


How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for transportation?



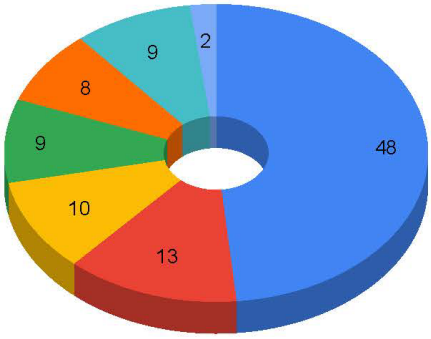
What is the main reason you don't walk (including wheelchairs) more than you currently do?

- I am not interested.
- There are not enough safe or comfortable routes to my destination.
- There may be a good route to my destination, but I do not know the way to go.
- The safe and comfortable routes I can use are not direct or convenient.
- The sidewalk or path is too uneven, including the ramps or crosswalks.
- The road or rail crossings along my route are dangerous or inconvenient.
- The weather is too hot



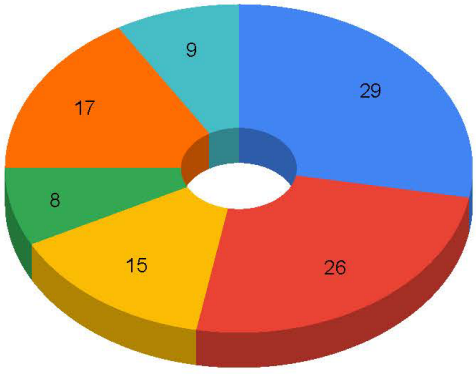
What is the reason you don't bike (or use other forms of rolling like scooters, skateboards, etc) more than you currently do?

- There are not enough safe or comfortable routes to my destination.
- The safe and comfortable routes I can use are not direct or efficient.
- The road or rail crossings along my routes are dangerous or inconvenient.
- The weather is too hot
- I am not interested.
- I cannot afford the equipment.
- There may be a good route to my destination, but I do not know the way to go.

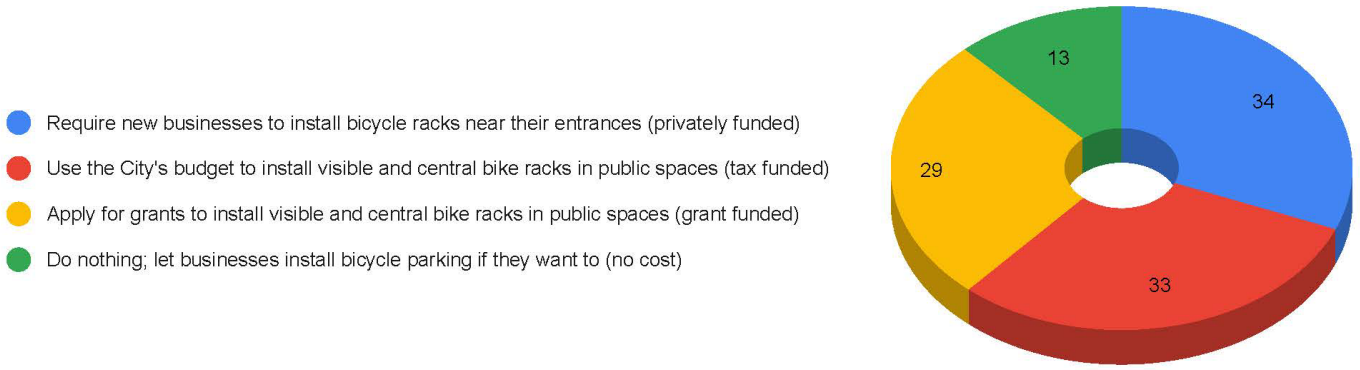


What do you think would be the best next step to make our city more pedestrian friendly?

- Install things to calm car traffic, like speed humps or curves in the road
- Install sidewalks where there currently are none.
- Improve the existing crosswalks (with flashing signs, handheld flags, or streetlights for example)
- More crosswalks
- Repair or upgrade existing sidewalks to improve accessibility
- Wider sidewalks



How do you think bicycle parking should be provided near businesses?



Which Three projects do you think should be the top priority for mobility in South Salt Lake?