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AGENDA
PLANNING COMMISSION MEETING
Thursday, July 10, 2025
South Salt Lake Council Chambers
220 East Morris Avenue

PLANNING COMMISSION WORK MEETING AT 6:00 P.M.

1. Meadowbrook & Millcreek Station Area Plan Update
2. Mobility Plan Update – [Link to Presentation](#)

PLANNING COMMISSION MEETING AT 7:00 P.M.

Pledge of Allegiance: Stacey Holscher
Approve Agenda: Jeremy Carter

STAFF BUSINESS – INFORMATION ITEMS

1. Online Trainings

PLANNING COMMISSION BUSINESS

Approval of the June 19, 2025 Planning Commission Minutes
ACTION ITEM

CONTINUING BUSINESS

None at this time

NEW BUSINESS

1. PUBLIC HEARING

The Planning Commission will consider the proposed Moderate Income Housing Plan Report incorporated in the General Plan appendix and forward a positive recommendation to the City Council.

ACTION ITEM

Applicant: South Salt Lake City

2. PUBLIC HEARING

The Planning Commission will consider the proposed amendments to Title 17 and forward a positive recommendation to the City Council to establish the City Facility Overlay District.

ACTION ITEM

Applicant: South Salt Lake City

3. PUBLIC HEARING

A petition to the Planning Commission for a recommendation to the South Salt Lake City Council for a zoning map amendment to include the City Facility Overlay District at the property located at 3219 South 900 West.

ACTION ITEM

Applicant: South Salt Lake City
Address: 3219 South 900 West

Join Zoom Webinar

<https://zoom.us/j/92209934084>

Webinar ID: 922 0993 4084

Planning Commission Work Meeting Minutes
Thursday, July 10, 2025
South Salt Lake Council Chambers
220 East Morris Avenue
Time: 6:00 PM

Commission Members Present:

Jeremy Carter, Chair
Chad Ewell
George Pechmann
Kathy Self
Mary Anna Southey
Suzanne Slifka

Staff Members Present:

Brianne Brass, Deputy City Attorney
Eliza Ungricht, Deputy Director
Spencer Cawley, Senior City Planner
Jed Shum, City Planner
Stephen Lyon, Senior RDA Project and Housing Manager
Carl Osterberg, Mobility Planner
Jonathan Weidenhamer, Community and Economic
Development Director

Online Attendees:

Chris Geddes, Design Workshop
Marianne Stuck, Design Workshop

Chair Jeremy Carter called the Planning Commission Work Meeting to order at 6:00 p.m.

PLANNING COMMISSION WORK MEETING

Deputy Director, Eliza Ungricht, reported that there are two items on the Work Meeting agenda. The first is the Meadowbrook and Millcreek Station Area Plan update. The consultants are attending the Work Meeting virtually. The second item on the agenda is the Mobility Plan update. Mobility Planner, Carl Osterberg, is present and will provide information to the Commission.

1. Meadowbrook & Millcreek Station Area Plan Update.

Chris Geddes from Design Workshop introduced himself to the Planning Commission and explained that he is joined by his colleague, Marianne Stuck. Mr. Geddes shared the Meadowbrook and Millcreek Station Area Plan presentation slides. He reviewed the agenda items:

- Introduction;
- What We Have Heard;
- Station Area Concepts;
- Upcoming Survey.

Mr. Geddes shared a project overview and explained that there are two Station Areas: Meadowbrook Station and Millcreek Station. There is a requirement from the State that there be Station Area Plans for areas within a half-mile radius of fixed guideway public transit stations. The reason these plans are being done at the same time is because there is an overlap between the Millcreek and Meadowbrook Stations. Mr. Geddes reviewed a map of the area and pointed out the two station locations. An image was shared of Millcreek Station from 3300 South looking east. A lot of the uses in this area have historically been industrial, though there are some small single-family neighborhoods to the north of the station. There has been some redevelopment in this Station Area with the multi-family building shown on the far left of the image presented.

As for Meadowbrook Station, it is a bit different. Mr. Geddes shared an image from 3900 South, which runs diagonally through the project. 3900 South is not a State Highway, so the intention is to look at opportunities to make that a more pedestrian-oriented street. He pointed out the station location, the bus turnaround, and the canopies with the Utah Transit Authority (“UTA”) parking lot. Some opportunity sites have been identified at each of the Station Areas. In this case, there is the potential benefit of the former Salt Lake Community College campus directly to the west of the station. That provides an opportunity for potential redevelopment. UTA is interested in looking at how it might be possible to repurpose its land to solve some of the housing issues.

Mr. Geddes reviewed the Project Statement with the Commission, which is as follows:

- Together, the Millcreek and Meadowbrook Station Areas represent one of the most culturally diverse neighborhoods in the Salt Lake Valley. This diversity is embodied through the populations of South Salt Lake and Millcreek, but also reflected in the character of neighborhoods, businesses, and amenities that define this combined project area. Millcreek and South Salt Lake City have a unique opportunity to create catalyst nodes for growth around the Millcreek and Meadowbrook Station Areas, creating new housing opportunities, rethinking the public realm, increasing walkability and transit connectivity, all while focusing on opportunity sites and implementation to prepare successful Station Area Plans.

Some of the goals of the project were outlined and include the following:

- Identify the economic potential of the area;
- Focus on catalytic projects that will trigger change;
- Explore a variety of housing opportunities and increase the availability and affordability of housing for various age groups;
- Promote sustainable environmental conditions;
- Improve safety around the stations;
- Increase transportation choices and connections; and
- Involve key stakeholders, which should include: UTA, UDOT, WFRC, Property Owners, Business Owners, and Residents.

Mr. Geddes shared the project timeline with the Commission. He explained that this is a fairly quick process. Wasatch Front Regional Council (“WFRC”) released funds for these two Station Area Plans this year and the State is requiring that all Station Area Plans be certified by the State

at the end of the calendar year. The process began back in March with some analysis and the process is currently about halfway done. There will be a survey released tomorrow and Design Workshop will present to the Planning Commission again in the next two months. Mr. Geddes noted that the next presentation will be focused on implementation and adoption of the plan.

There has been some outreach conducted already, which includes three in-person events. There was a launch event at the Mural Festival in early May and there were tabling events at the stations later on in May. The intention was to hear about the potential for these stations from the community. Mr. Geddes noted that the presentation slides include a diagram related to the feedback received. He pointed out the items that received the most feedback, such as safe and comfortable access to transit, creating a sense of place (gathering spaces, open spaces, events), enhanced pedestrian connections to nearby destinations (i.e. Main Street and Jordan River Trail), increased home ownership through affordable/attainable housing, and creating a vibrant community destination. Following the outreach, there was a Design Charrette held at Meadowbrook Station. The two-day charrette included key stakeholders, local property owners, developers, advocacy groups, and representatives from South Salt Lake City, Millcreek City, WFRC, and UTA. There was a discussion about the vision. Groups then worked with Lego bricks on large base maps to visualize how development could happen in these Station Areas.

Mr. Geddes reviewed the key takeaways from the Design Charrette for each of the Station Areas:

- Millcreek Station:
 - Housing: more affordable housing, senior housing, and opportunities for ownership;
 - Need for more parks and green areas;
 - Connections to the Jordan River Trail and planned Millcreek Trail;
 - 3300 South: barrier and challenging for pedestrian connections, safety, and overall area feel;
 - Need for more north-south connections to key amenities and nodes;
 - Potential larger retail fronting 3300 South;
 - Residential orienting inwards/incorporate parks; and
 - Bicycle and pedestrian connections to Chinatown.
- Meadowbrook Station:
 - Housing: important, but not the biggest need for this area;
 - Need for a small grocery store or bodegas;
 - Focus on the former Salt Lake Community College site;
 - Need for senior supporting services;
 - Potential for a Recreation Center;
 - Extending the separated bike path on the south side of 3900 South; and
 - Consider crossings over 3900 South and TRAX near the station.

Mr. Geddes reviewed the Station Area Concepts with the Planning Commission. He explained that all of the input received was considered during the creation of these concepts. The concepts will be included in the survey that will be released tomorrow and the survey will ask respondents to state what they like about each one. The first concept shared with the Commission was Millcreek Station Concept 1. The lighter yellow color represents areas for potential townhomes, the darker

yellow represents apartment-style buildings, and red represents commercial uses. In this concept, there are opportunities to provide some regional serving retail uses. In this case, the southern portion of the Station Area is looked at as a transit plaza to provide community space.

Millcreek Station Concept 2 was reviewed. Mr. Geddes noted that this concept is a little bit different and the north side of 3300 South leans into higher-density residential. There is more retail on the south side of 3300 South shown. UTA has been working with the Utah Department of Transportation (“UDOT”) to provide a pedestrian connection for increased safety.

Meadowbrook Station Concept 1 was presented to the Planning Commission. The South Salt Lake portion is on the left side and the Millcreek portion is on the right side. Mr. Geddes reported that there is an opportunity to redevelop some of the UTA land to meet the goals of House Bill (“H.B.”) 462. This concept envisions creating additional mixed-use development and building a shared parking structure alongside that with ground-floor retail. Mr. Geddes noted that there is already a goal in the Future Land Use Plan to have more housing on the Salt Lake Community College site. In this case, the intention is to look into opportunities for both rental and ownership with a large apartment building. There are some potential cottage communities shown, as well as senior housing and support facilities. He also reviewed the Millcreek portion of the concept.

Mr. Geddes presented Meadowbrook Station Concept 2, which has a very different look from the South Salt Lake side of the Station Area. There is still the use of the UTA parking lot as a potential development site, with more development to the north. In this case, the idea is to look at the opportunity to locate a Recreation Center on the Salt Lake Community College land. In Millcreek, the focus is on community-serving uses in the blue building that is shown on the concept plan.

Information about the survey was shared. Mr. Geddes explained that the different concepts will be provided and respondents will be asked what type of land uses are appropriate for each of the stations. Respondents will be asked to share what they like best about each of the concepts. Mr. Geddes reiterated that the survey will be released tomorrow and will be open until July 27, 2025.

Commissioner Suzanne Slifka asked whether the QR code is the only way residents can find the survey. Mr. Geddes reported that there will be a link on the website and there are also flyers and postcards. Commissioner Slifka shared comments about the Millcreek Station Concepts. Something that she knows from living around this area is that during rush hour, I-15 and 3300 South become congested. Development around that area would need to recognize that if vehicles are parked as part of additional residences, that could worsen the existing congestion issue. Mr. Geddes stated that the City has already planned for future density in this area with the TOD Overlay. The future transportation plans understand that additional residents will result in additional traffic. Mr. Osterberg confirmed that there will be transportation components, but the City is also working on transportation-related items. There are parking conversations happening.

Commissioner Slifka wanted to know if there was senior housing in either Millcreek Station Concept 1 or Millcreek Station Concept 2. Mr. Geddes clarified that there was not a dedicated senior component there primarily because there is uncertainty about whether the neighborhood is ready for that. If it starts to redevelop, it will likely respond to the market by developing for

younger residents. That is not to say that senior housing should not be included in this area. Commissioner Slifka asked about the Meadowbrook Station Concept 2 and if there was any senior housing included there. Mr. Geddes stated that it was not embedded in that one, but it could be a component. There is senior living as a land use selection for each of these stations, so if that is something that the survey respondents feel is important, that can be clearly communicated.

Commissioner Slifka asked about affordable housing. Mr. Geddes confirmed that there are affordable housing components. There is the Housing and Transit Reinvestment Zone (“HTRZ”) that cities can access if certain densities and a certain level of affordability are achieved. If the City wants to pursue that HTRZ funding, it can assist with parking and infrastructure costs.

Commissioner Chad Ewell had a question about the Millcreek Trail. He wanted to know if what is contemplated will fit in well with the trail in the future. Mr. Geddes reported that the Millcreek Trail is at the northern end of the plan. He offered to bring this question to the Fehr & Peers team so that there can be thought given to the opportunities to make that connection from the station to the trail. Chair Carter wanted to know more about the timeline. Mr. Geddes clarified that this is not defined by the State. In order for these plans to become projects, a lot of industrial uses have to transition to something else. These are likely not 10-year plans but would be closer to 15 to 20. Community and Economic Development Director, Jonathan Weidenhamer, explained that while the consultant is stating this is a longer-term plan, it still needs to be adopted into the General Plan.

Chair Carter expressed concerns about pedestrian traffic, especially in the Millcreek Station area. He noted that there are safety issues in the area already and he is concerned about adding congestion to an already congested intersection. There is I-15 traffic getting on and off and there are train arms that come down and stay down for several minutes. His concern about trying to incorporate the south side of that street with the north side of that street is that there will not be safe connectivity. While an elevated crossing could work, those cost more money and take up more space. He asked whether anyone has thought about the safety concerns for pedestrians to utilize and cross 3300 South. Mr. Geddes confirmed that thought has been given to the connections. The most desirable pedestrian connections will be east-west. He acknowledged that the current situation is not ideal and explained that there is a desire to improve pedestrian safety.

2. Mobility Plan Update.

Mr. Osterberg introduced himself to the Planning Commission and explained that he is the Mobility Planner for South Salt Lake City. He has been with the City for approximately one year and was tasked with looking at the Mobility Plan. Mr. Osterberg pointed out that the Mobility Plan is not as publicized as it could be, because it was adopted around the time of the COVID-19 pandemic. Part of his role has been to look at how many know about the Mobility Plan, how many are using the Mobility Plan, and how much has been done. Mr. Osterberg explained that he will not rewrite the entire Mobility Plan, as a lot of effort was put into it previously. There is a link included in the Meeting Materials Packet that takes Commissioners to the old version of the plan. He reiterated that the intention is not to replace, but to focus on addendums that add to what exists.

During the planning process, some of the existing plans and conditions were looked at. Between the previous adoption of the Mobility Plan and now, a lot of new regional plans have come out.

For example, the WFRC released a Comprehensive Safety Action Plan that looked at the safety of the roadways. That information has been useful. In addition, the Household Travel Survey for Utah was released in 2023. Mr. Osterberg shared a map that shows the existing conditions in the City, including bus stops, sidewalks, sidewalk gaps, trails, roadways, and so on. The map can be referred to for planning and zoning decisions.

Mr. Osterberg reported that there is more information now about what kinds of crashes types are happening and where. When the Mobility Plan was written in 2020, the data that was looked at was a little bit older. Now that there are five or six more years of data, it is possible to see that serious and fatal crashes have increased. That is one area where there will be a pivot from the old plan to recognize that crashes have actually risen quite a bit, so there is more work to do there.

There was a survey conducted, and most of the topics in the plan were supported. After looking at some of the topics, Mr. Osterberg noticed that not a lot of progress had been made since the Mobility Plan was released. The plan update highlights what can be prioritized. He shared a list with two sections: What's Been Making Progress and What Needs Attention. Based on discussions with Staff and resident feedback, the items on the What Needs Attention side are still priorities, so those can be elevated. Mr. Osterberg noted that a lot of the items on the list are safety-related. He reported that a safety-related grant has been received in order to hire a consultant to do a more granular version of what the WFRC did, which is to look at the roads and assess their safety. There is a consultant on board for that work already, who he thinks will start shortly.

Mr. Osterberg shared information about the HTRZ. It is a tool that can be used to prioritize more walkable and affordable housing options in the City, which is something where there has been good progress on. He further reviewed the items on the list and reported that UTA has improved bus stop accessibility. There is also a project to upgrade Main Street to be more bikeable and walkable. In addition, he reported that Community Development has received some funds to revise the Land Use and Development Code. The revisions will relate to housing and transportation.

Mr. Osterberg next reviewed the items included in the other section of the list, which has to do with what still needs attention. This includes wayfinding, winter maintenance of the sidewalks and trails, and curb management. He explained that curb management can include loading zones, handicap on-street parking stalls, bicycle racks in the street, and mail delivery spaces. Another item is Transportation Demand Management, which tries to incentivize other modes of travel, such as carpooling, bike shares, and alternatives that do not prioritize single-occupant vehicles.

Mr. Weidenhamer asked that information about WFRC be shared. Mr. Osterberg reported that WFRC is a Metropolitan Planning Organization ("MPO"). A lot of money that comes from the Federal and State governments has checks and balances that the MPO administers. WFRC is the pass-through entity for a lot of Federal funds, so the Federal government gives money to WFRC. Cities like South Salt Lake apply to WFRC and WFRC can make a decision about the funding. Mr. Osterberg explained that the WFRC also engages in region-wide planning efforts. Mr. Osterberg added that WFRC is not the only MPO, as there are a few others in Utah as well.

The WFRC Comprehensive Safety Action Plan map for South Salt Lake was shared. Many intersections and streets were studied. This was done through technology rather than visiting

different places and measuring, so there is some local knowledge that is missing. Analysis was run based on the traffic levels, how many vehicles were on the roads at different hours, how many crashes there were, and whether or not the crash data made sense based on the number of vehicles. There were a lot of streets flagged in South Salt Lake due to the crash numbers, which lets Staff know where areas of focus should be. One of the relevant takeaways was how many at-risk people are in the City, such as those with mobility limitations. Mr. Osterberg noted that there was also information about how people are getting around. Most people drive alone to work at approximately 70.5%. A relatively low number of people choose to walk or ride bicycles to work. The public transit numbers are higher in South Salt Lake than in most of Utah due to the number of stations. Additionally, the carpooling numbers are higher in South Salt Lake than in a lot of Utah.

Mr. Osterberg reported that public input was received. There were in-person conversations and there was a survey published. He shared an image of one of the booths that was set up where residents were able to scan the survey, write on boards, or speak to a member of Staff at the event. All of the comments were put into text and then a word cloud was generated. Most people wanted to see bicycle lanes, made comments about speed, or wanted more lighting. Mr. Osterberg noted that Commissioners can review the summarized responses to the survey questions.

The update planning process revealed a few strong takeaways, which include the following:

- There is strong community support for a safe and landscaped walking loop around South Salt Lake's downtown. This is a new idea since the original plan;
- Improving the quantity of micromobility/pedestrian routes is a higher priority than improving the quality of existing routes; and
- Traffic calming and road safety improvements are very high priorities for everyone.

Mr. Osterberg reviewed the next steps, which include the draft Mobility Plan Update, input from the Planning Commission, Mayor, and City Council, and adoption of the updated Mobility Plan. Appendix B is a lot of what has been reviewed during the Work Meeting and Appendix A is the guiding document for the next five years. He encouraged Commissioners to share comments.

It was noted that the Planning Commission Meeting is scheduled to start at 7:00 p.m. but it is possible to start the meeting slightly later in order to have a full discussion on the plan updates.

There is a section that talks about new ideas. These are based on what was heard during the public outreach that was conducted. Mr. Osterberg reported that this includes the following items:

- A comfortable walking loop in downtown South Salt Lake;
- Keeping the public informed of upcoming and ongoing projects; and
- Revise Land Development Codes.

Mr. Osterberg shared a map with the Planning Commission. It is a similar style to the map included in the current version of the Mobility Plan. He was able to change some items from Proposed to Existing and there are some new ideas included in this version. The dotted trail shown on the map was included in the previous version of the Mobility Plan. The idea is to have a trail that roughly

follows the creek. There is a consultant on board to design the next section. There are certain amounts of public and private land. If the public land is obtained, then it will be easier to speak with private landowners to work together on the remaining connections. What is envisioned is a multi-use trail. When sections are done, the intention is to also do some creek improvements.

Commissioner George Pechmann had a question about the crossing on 3300. He asked what UTA is planning to do there. Mr. Osterberg reported that a lot of the comments received were supportive of an elevated crossing, but those are expensive. Given that, crossing at the gate arms might be preferable, as traffic is already stopped and it does not impede the trains. UTA is not generally in favor of those scenarios, because it causes people to be close to the train. However, more of those are being allowed in the valley than before. On several plans, there is improved crossing indicated.

Commissioner Slifka asked how Commissioners can share comments with Staff. Mr. Osterberg reported that Commissioners can share feedback during the Work Meeting or reach out to him with comments following the meeting. Transportation or mobility questions not related to the plan can also be asked. Mr. Weidenhamer noted that Mr. Osterberg is leading the parking enforcement discussions and is part of the street light team. There is a lot happening behind the scenes.

Chair Carter mentioned 3300 and stated that there has been an issue with street lighting there. He knows that UDOT has a lot of control over that, but wondered what the City can do to encourage UDOT to focus more on pedestrian safety through appropriate lighting. Mr. Osterberg understands that UDOT is now trying to hand off the lighting to the cities, which is both positive and negative. While the City will now have more choices, the costs will fall on the City to cover. He has not spoken to UDOT about 3300 specifically, but State Street will see lighting improvements soon.

Mr. Weidenhamer noted that at the next City Council Meeting, the Council will consider a new Transportation Utility Fee. It is anticipated to generate approximately \$3.5 million per year. In addition to taking care of the roads, something that will be paid for with this new revenue stream is additional traffic calming measures in neighborhoods. Streetlights have been specifically carved out in that ordinance as something that will be paid for. The Mayor and City Council have created a significant new funding source that will be finalized in approximately two weeks. Commissioner Pechmann asked if that funding source would come from residents. Mr. Weidenhamer clarified that residents will be exempt and the business owners will pay the majority of the fees based on trips.

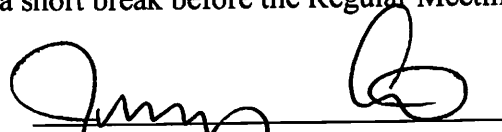
Chair Carter asked about roadside parking as it relates to Main Street. He explained that Main Street is not built to be a four-lane road, but it is one, and there are hazards for pedestrians, bicyclists, and vehicles. It is difficult to get across Main Street because there are vehicles against the curb that are still in the white line. He wanted to know how the City will address those types of situations. Mr. Osterberg hopes that some of the Main Street work will happen shortly. There are also discussions taking place related to parking enforcement. The State has rules in the book about parking that blocks the lane. That is not allowed, so enforcement is necessary. A one-page document has been created that outlines what some other cities are doing as far as enforcement.

Chair Carter knows that when there are large developments, road profiles are conducted. He wondered if that would be another option to determine whether the road fits the use. The City

could do a study that takes that approach on the existing roads. Mr. Osterberg reported that the Request for Proposals ("RFP") that went out and the proposal that was selected for the safety study mentioned earlier includes an update to the road cross-sections for safety reasons. He is also interested in looking at some of the roads in the City and changing those cross-sections.

Commissioner Mary Anna Southey noted that a comment was made earlier about traffic calming measures. She wondered which ones the City is focused on. Mr. Osterberg explained that because of the delays that have occurred, there are shorter-term solutions being explored. There is a narrower scope of traffic calming measures since Staff is dedicating whatever time possible to that work. One example is speed pillows, which are longer than speed bumps and have cutouts for emergency vehicle tires. There are also chicanes being explored as well as additional road striping.

The Work Meeting ended at 7:18 p.m. There was a short break before the Regular Meeting.



For the Planning Commission

Community Development



Meadowbrook & Millcreek Station Area Plans

South Salt Lake

Planning Commission Update | July 10, 2025

AGENDA

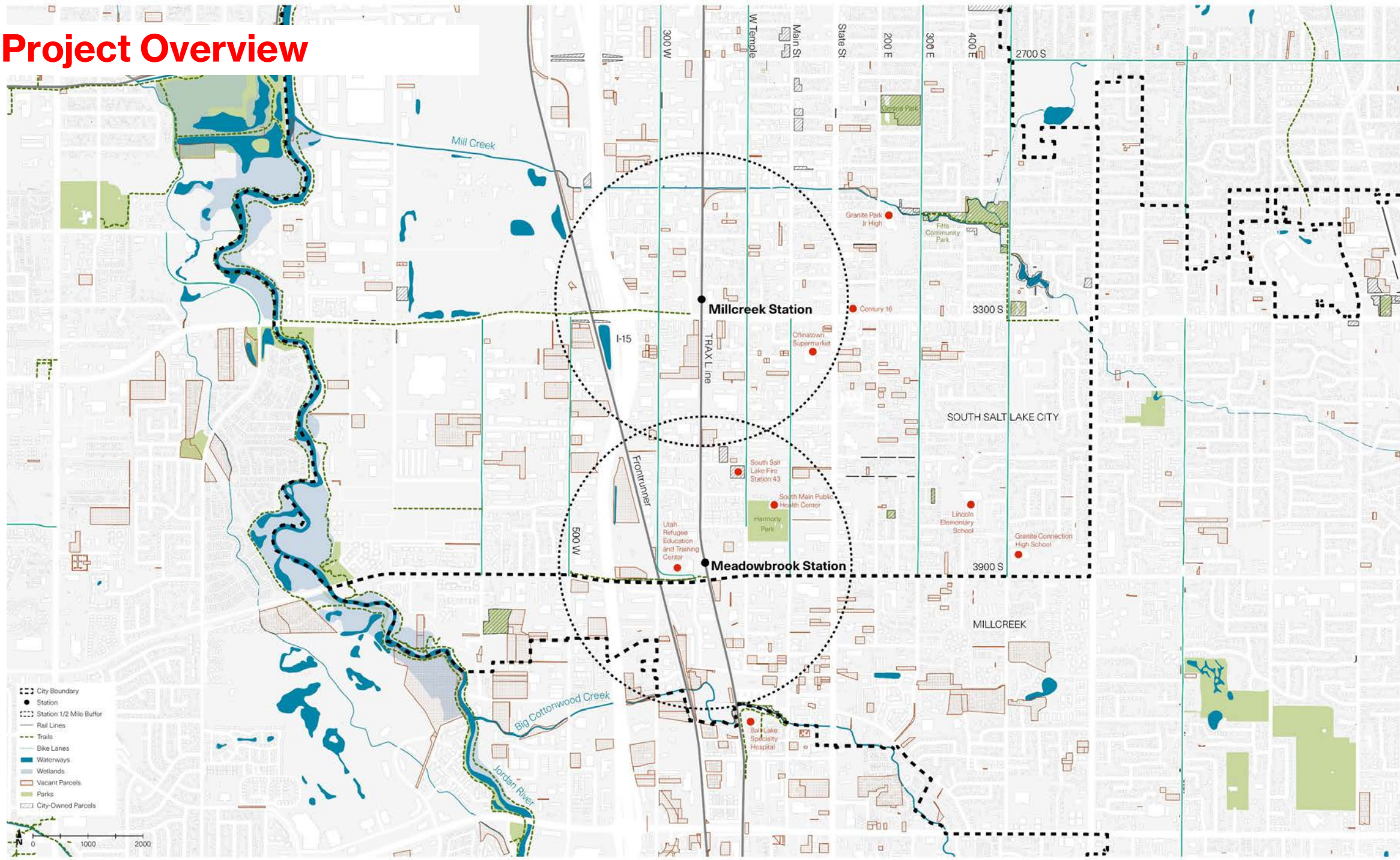
1. Introduction

2. What we Have Heard

3. Station Area Concepts

4. Upcoming Survey

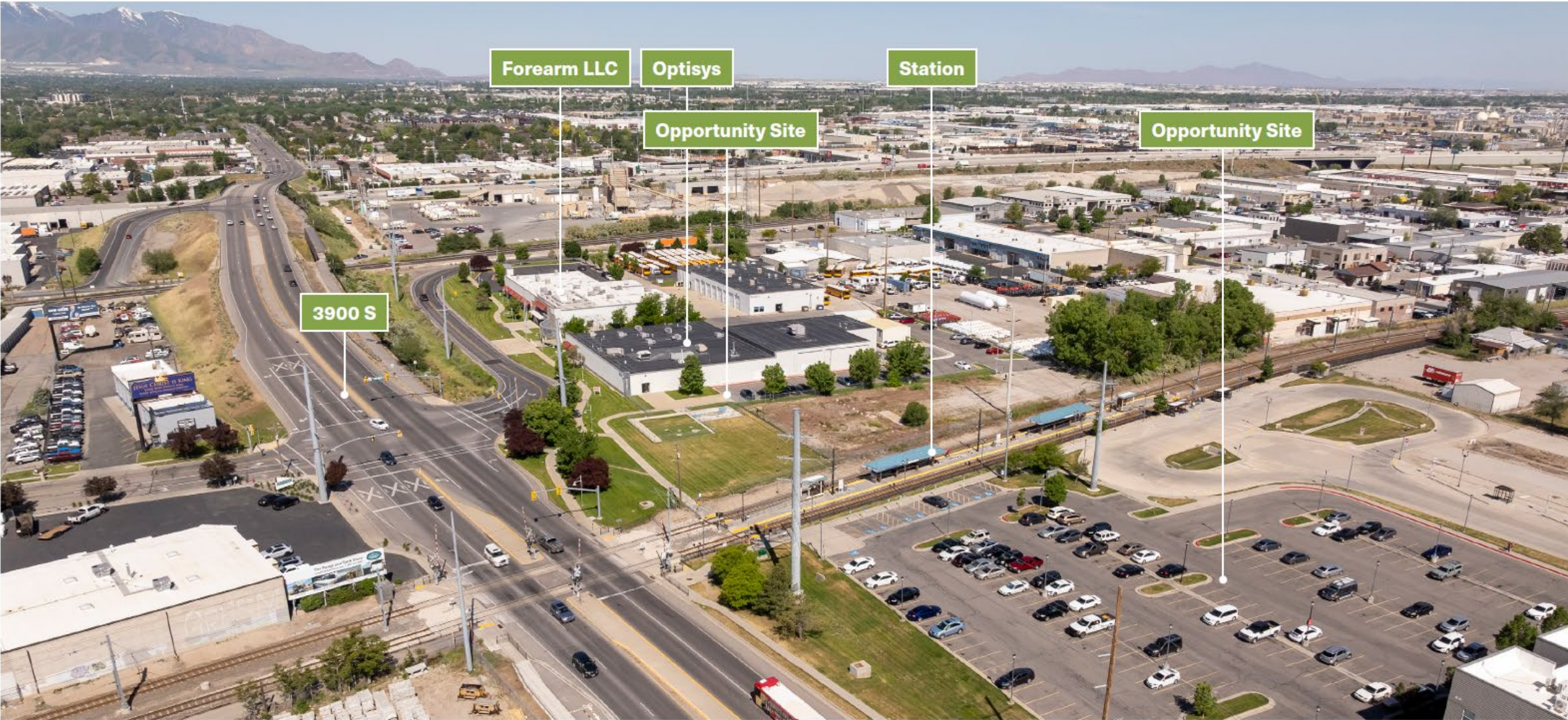
Project Overview



Millcreek Station



Meadowbrook Station



Project Statement

Together, the Millcreek and Meadowbrook Station Areas represent **one of the most culturally diverse neighborhoods in the Salt Lake Valley**. This diversity is embodied through the populations of South Salt Lake and Millcreek, but also reflected in the character of neighborhoods, businesses, and amenities that define this combined project area.

Millcreek and South Salt Lake City have a unique opportunity to **create catalyst nodes for growth around the Millcreek and Meadowbrook Station Areas**, creating new opportunities for housing, re-thinking the public realm, **increasing walkability and transit connectivity**, all while focusing on **opportunity sites** and implementation to prepare successful Station Area Plans.





Identify the **economic** potential of the area.



Focus on **catalytic projects** that will trigger change.



Explore a variety of **housing opportunities** and increase the availability and affordability of housing **for various age groups**.



Promote **sustainable environmental** conditions.



Improve **safety** around the stations



Increase **transportation choices** and connections.

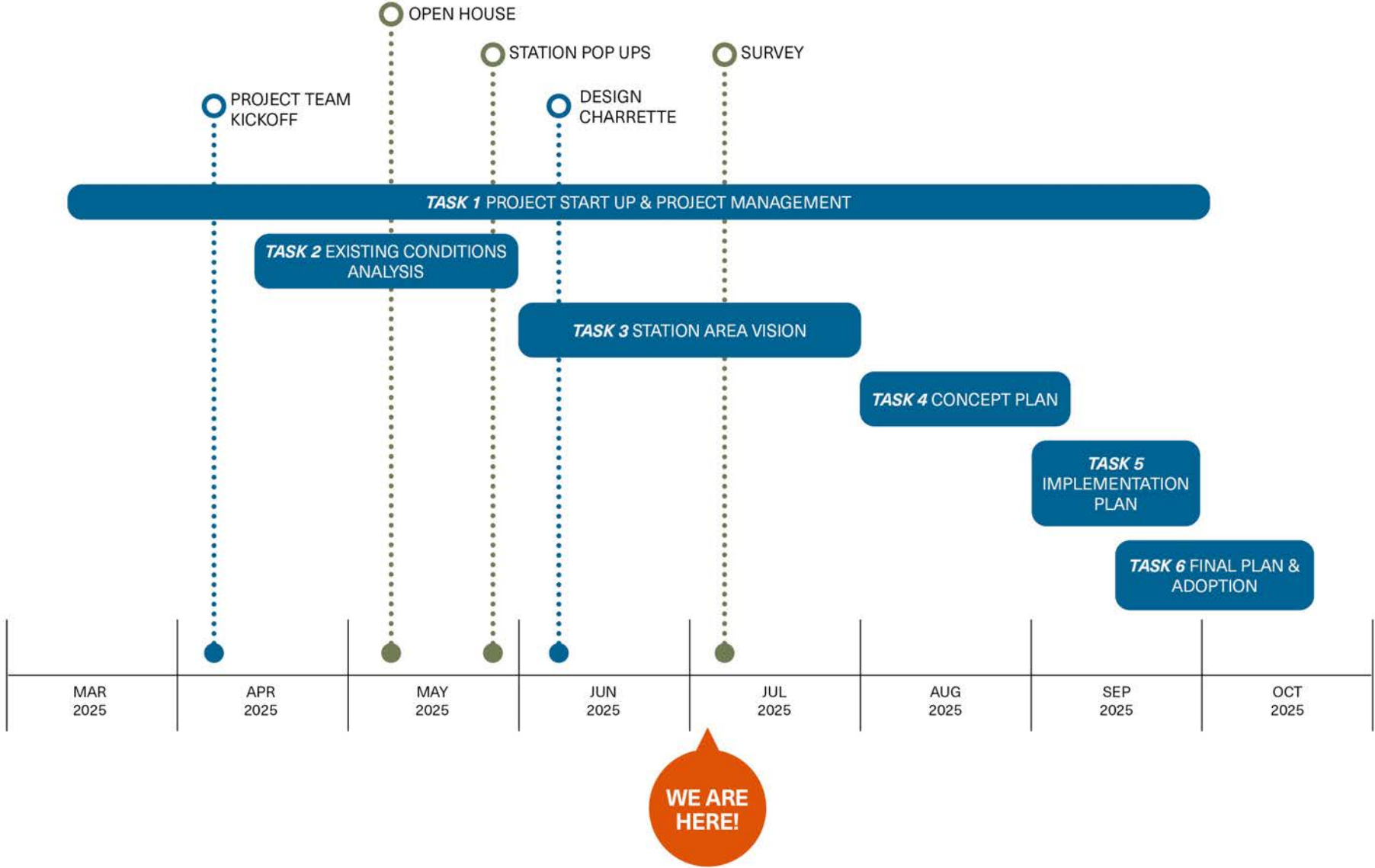


Involve **key Stakeholders** that should include: UTA, UDOT, WFRC, Property Owners, Business Owners, Residents.

Project Goals



Project Timeline



The background is a solid orange color. Overlaid on this are faint, light-colored sketches. These sketches include several interlocking gears of different sizes, some with teeth clearly defined. There are also lines that suggest a hand or a mechanical arm reaching across the frame. The overall aesthetic is technical and creative.

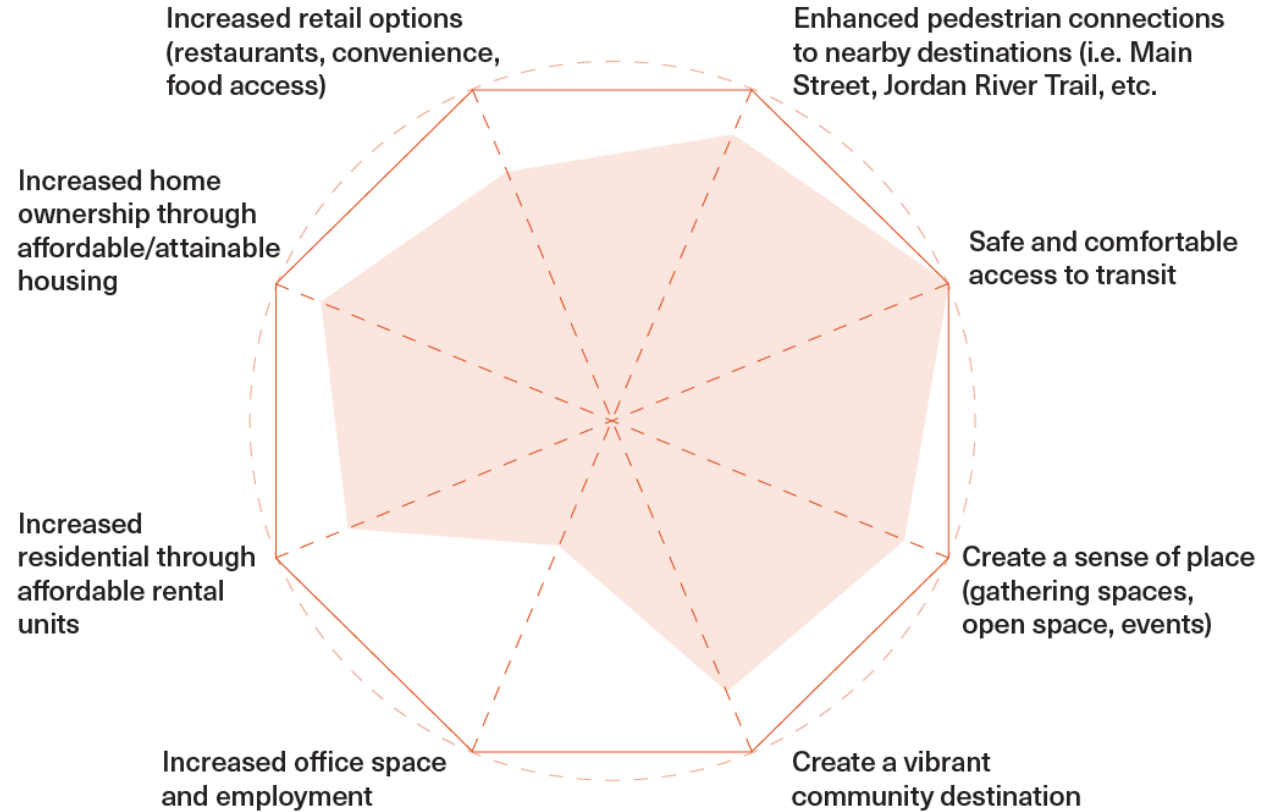
WHAT WE HAVE HEARD

Initial Engagement Summary

Pop-Up Event Summary

Planning Concepts

Overall rating of the level of importance (from "not important" to "very important")



90+ participants

Launch Event

May 10 @ SSL Mural Festival

Millcreek Table Event

May 20 @ Millcreek Station

Meadowbrook Table Event

May 22 @ Meadowbrook Station



Design Charrette

The Meadowbrook & Millcreek Station Area Plan project team hosted a **two-day Design Charrette** for key stakeholders, local property owners, developers, advocacy groups, and representatives from South Salt Lake City, Millcreek City, Wasatch Front Regional Council and UTA.

Groups worked with Legos on large base maps to scale to explore potential land uses and configurations, focusing on previously identified Opportunity Sites.



Design Charrette

Key Takeaways – Millcreek Station

- Housing: more affordable housing, senior housing, and opportunities for ownership
- Need for more parks and green areas
- Connections to the Jordan River Trail and planned Millcreek Trail
- 3300 S: barrier and challenging for pedestrian connections, safety, and overall area feel
- Need for more north-south connections to key amenities/ nodes
- Potential larger retail fronting 3300 S
- Residential orienting inwards/ incorporate parks
- Bike & pedestrian connections to Chinatown



Design Charrette

Key Takeaways – Meadowbrook Station

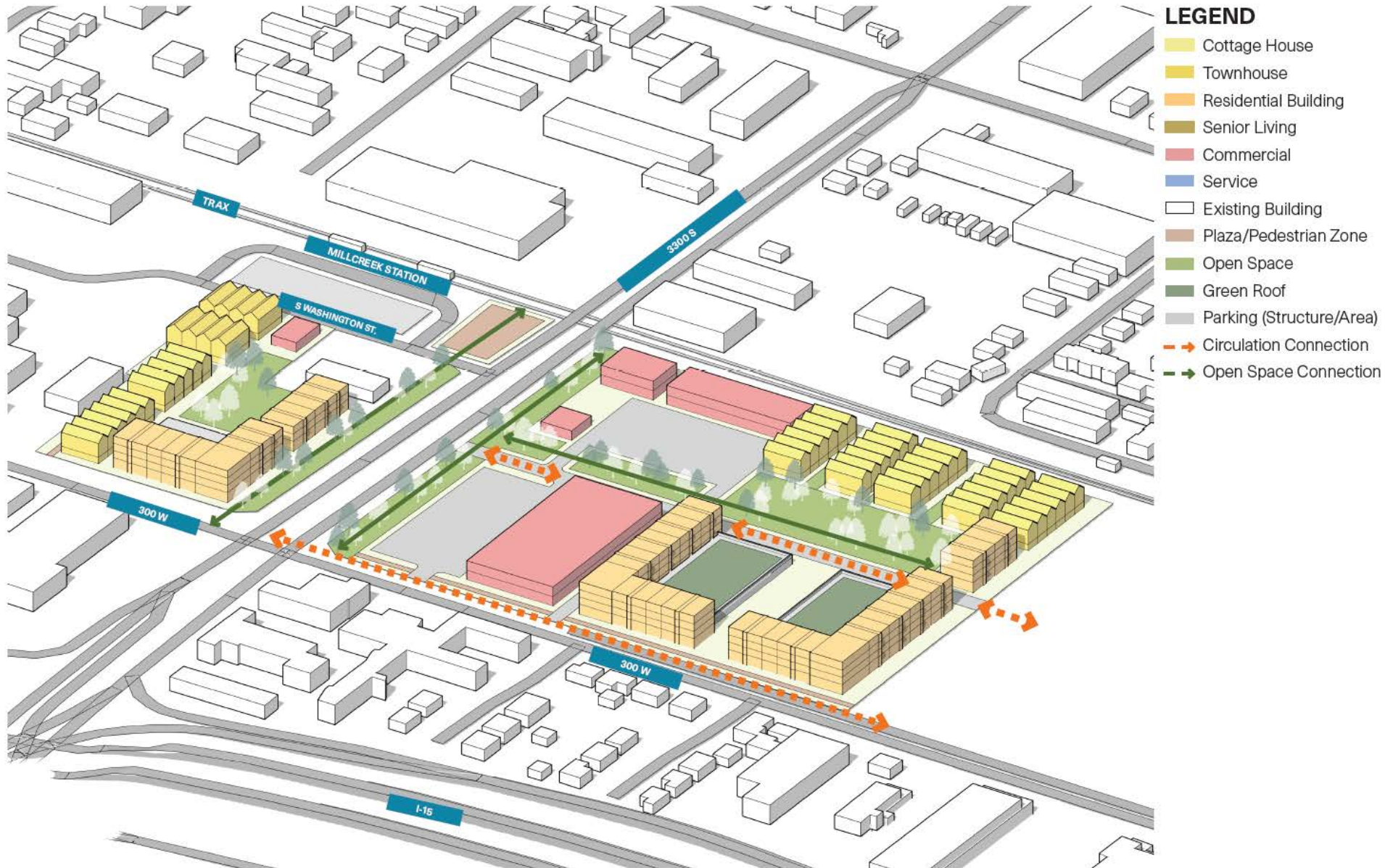
- Housing: important, but not the biggest need for this area.
- Need for a small grocery store or bodegas
- Focus on the former Salt Lake City Community College site.
- Need for senior supporting services.
- Potential for a recreation center.
- Extending the separated bike path on the south side of 3900 S.
- Consider crossings over 3900 S and TRAX near the station.



The background is a solid orange color with faint, light-colored architectural sketches overlaid. These sketches include various geometric shapes, lines, and patterns, suggesting a conceptual design for a station area. A white arrow points from the left edge towards the text.

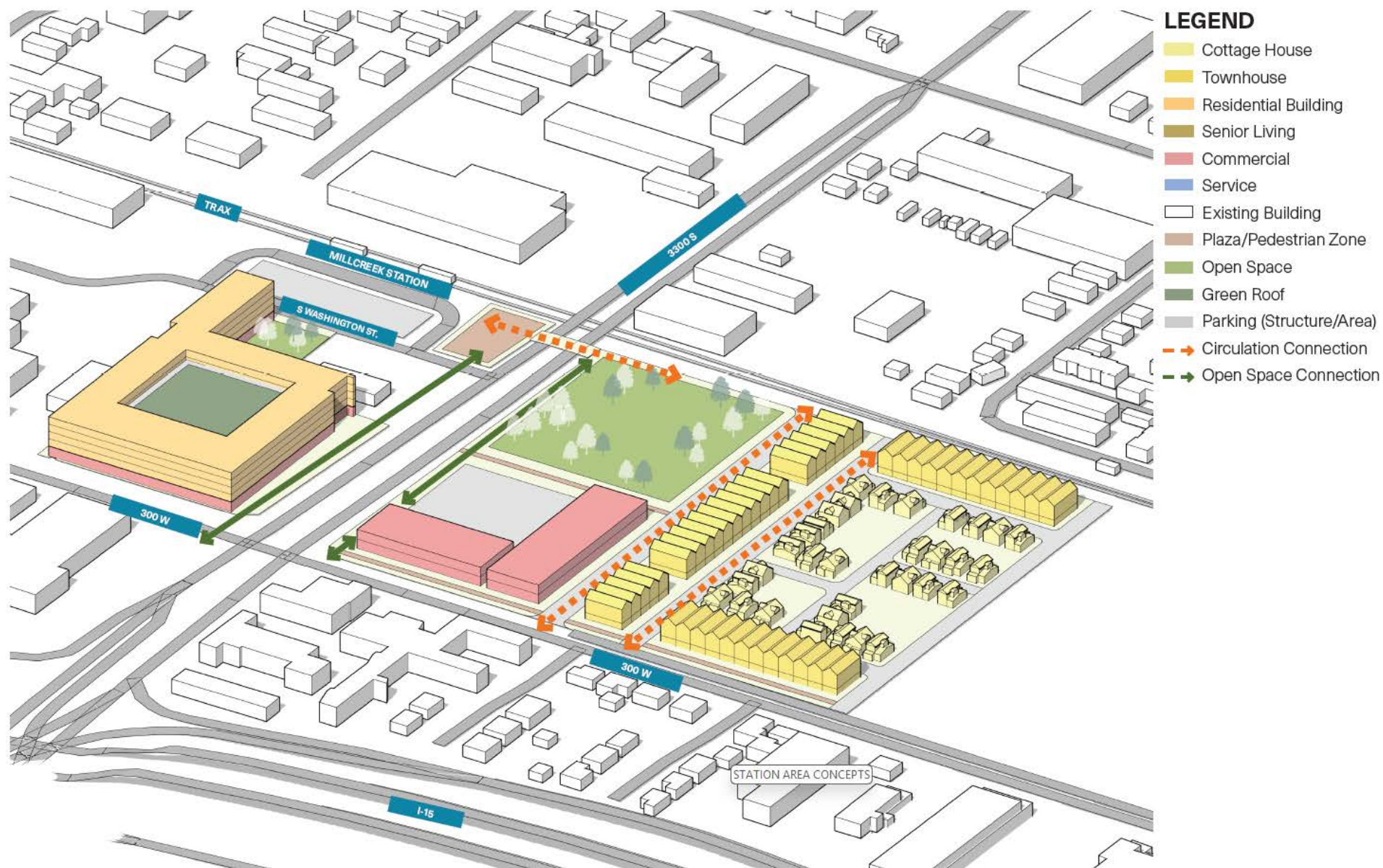
STATION AREA CONCEPTS

Millcreek Station Concept 1



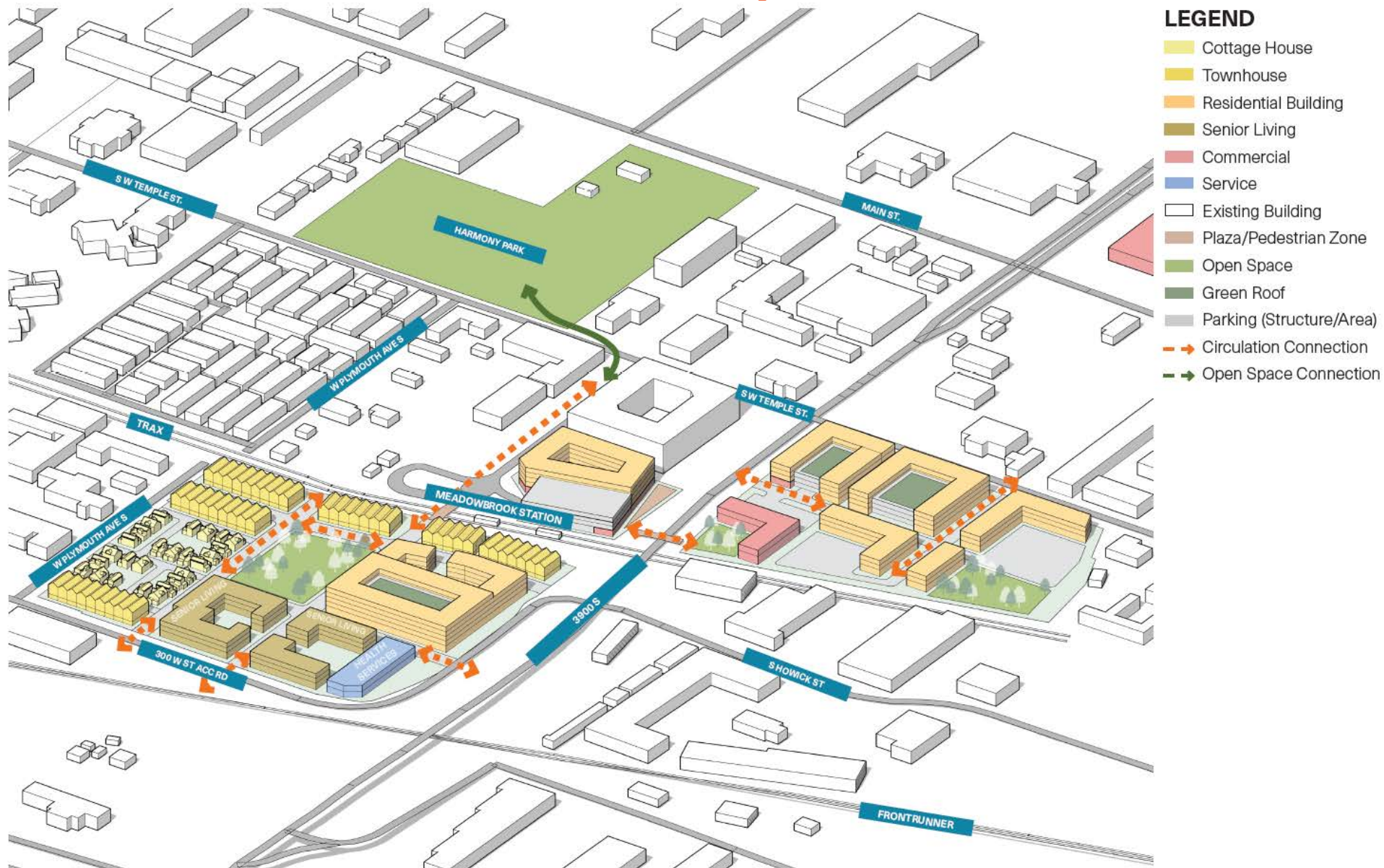
Being Updated

Millcreek Station Concept 2



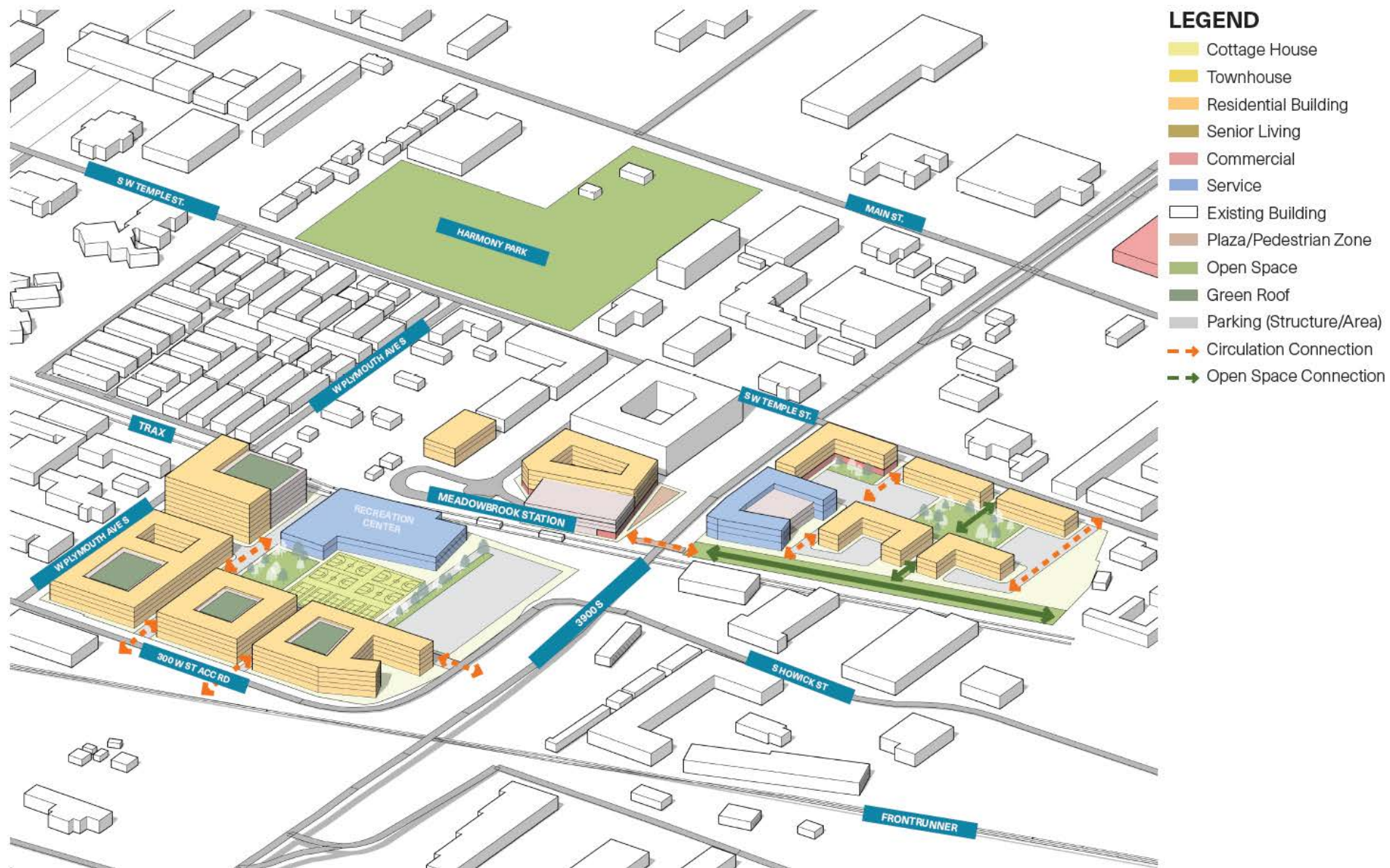
Being Updated

Meadowbrook Station Concept 1



Being Updated

Meadowbrook Station Concept 2



Being Updated

The background is a solid orange color. Overlaid on this are faint, light-colored pencil sketches of various musical instruments, including what appears to be a guitar, a drum set, and other stringed instruments. A white arrow points from the left edge towards the center, where the text is located.

UPCOMING SURVEY

Take [this survey](#) to help us reimagine these areas with more places to live, work, shop, and recreate with better ways to get around, and stronger community connections.

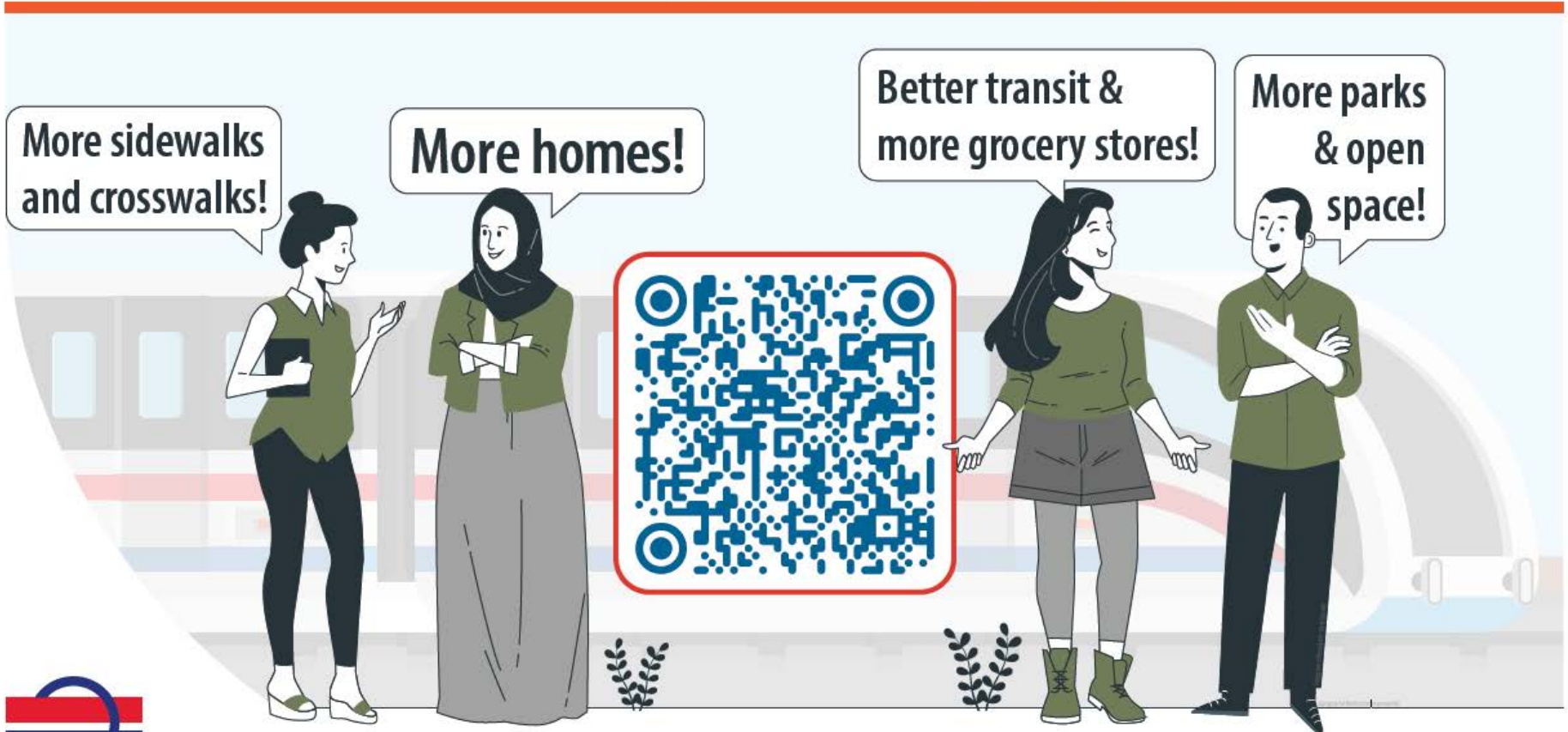
Think: safer sidewalks, bike paths, green spaces, more goods and services, housing and thoughtful development that works *for everyone*.



Tell us what the area around this TRAX Station needs!



Scan the QR code to take the survey before July 27



The background is a solid orange color. Overlaid on this is a faint, light-colored sketch of a spiral-bound notebook. The notebook is oriented diagonally from the top-left towards the bottom-right. It features a spiral binding on the left side. The pages of the notebook are covered with various hand-drawn doodles, including circles, loops, and scribbles. The text 'DESIGNWORKSHOP' is centered over the notebook, appearing in a white, bold, serif font.

DESIGNWORKSHOP



South Salt Lake Mobility Plan Update

South Salt Lake wrote its Strategic Mobility Plan at the beginning of 2020. A lot has happened since then.

July 3, 2025

Creating an Update

The South Salt Lake Mobility plan was written in 2020, and was intended to guide the next 10 years of transportation planning in the city.

At the halfway mark, it's a good time to take a break and think about what's been accomplished, what needs more work, and what priorities may have changed since 2020.

The purpose is not to repeal and replace the existing plan. Instead, the update will be a progress check in - added as appendices to the existing plan.

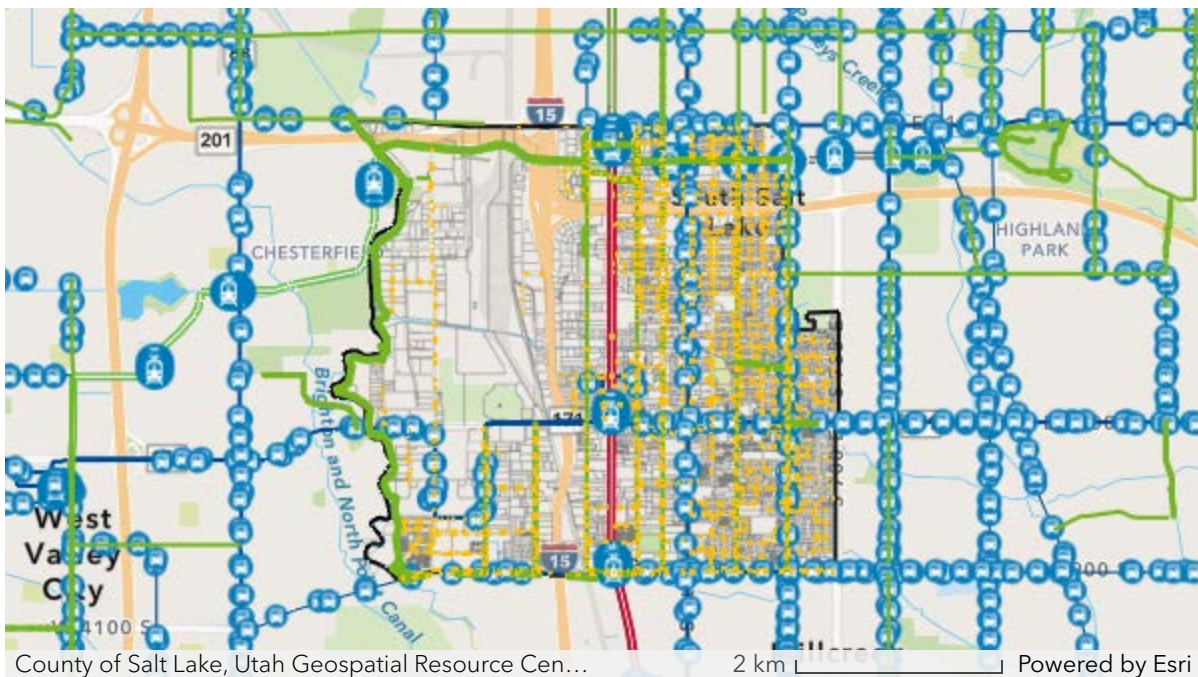
Existing Plans & Conditions

In addition to the plans that existed in 2020, the City has since adopted a new [General Plan \(2020\)](#), is covered by [WFRC's Comprehensive Safety Action Plan \(2024\)](#) and is drafting both a new Parks Plan and Downtown Station Area Plan. Other new resources have emerged that shed new light on our City's transportation, such as the [Utah Household Travel Survey \(2023\)](#) and the 2020 Census.



SOUTH SALT LAKE
STRATEGIC MOBILITY PLAN

Existing Conditions



South Salt Lake Mobility Map

Fatal Crashes and Serious Injuries Rising

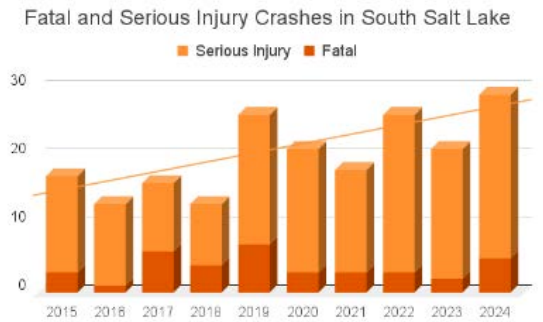
When the 2020 Plan was being written, data for 2019 had not yet been released. From those older data, it looked as though

serious crashes might be decreasing.

Today however, we know that serious crashes have continued to rise since the plan's adoption.

Existing 2020 Mobility Plan

Progress has already been made on several goals of the 2020 plan. Other goals have not been met and will need prioritization to be completed before the 10-year life of the plan.



What's Been Making Progress	What Needs Attention
<p>Adopt a plan and educate about Vision Zero (SS4A)</p> <p>Adopt a traffic calming policy (SS4A)</p> <p>Redesign our standard streets to be safe for all users (SS4A)</p> <p>Incentivize development near transit, mixed uses, and higher densities (HTRZ)</p> <p>Improve accessibility of bus stops (UTA)</p> <p>Connect a trail from Carlisle Park Ln to 3900S</p> <p>Main St. road diet and bike route</p> <p>Improve bike route on W Temple (RAISE)</p> <p>Revise Land Development Code</p>	<p>Break up large blocks with streets or multimodal connections</p> <p>Enact Transportation Demand Management (TDM) strategies</p> <p>Curb Management strategies/policies</p> <p>Prioritize construction detours for multimodal users</p> <p>Install wayfinding on active transportation routes</p> <p>Maintain trails, sidewalks, etc. equally to roads</p> <p>Continually inform the public of ongoing and upcoming projects</p> <p>Reform parking requirements</p>

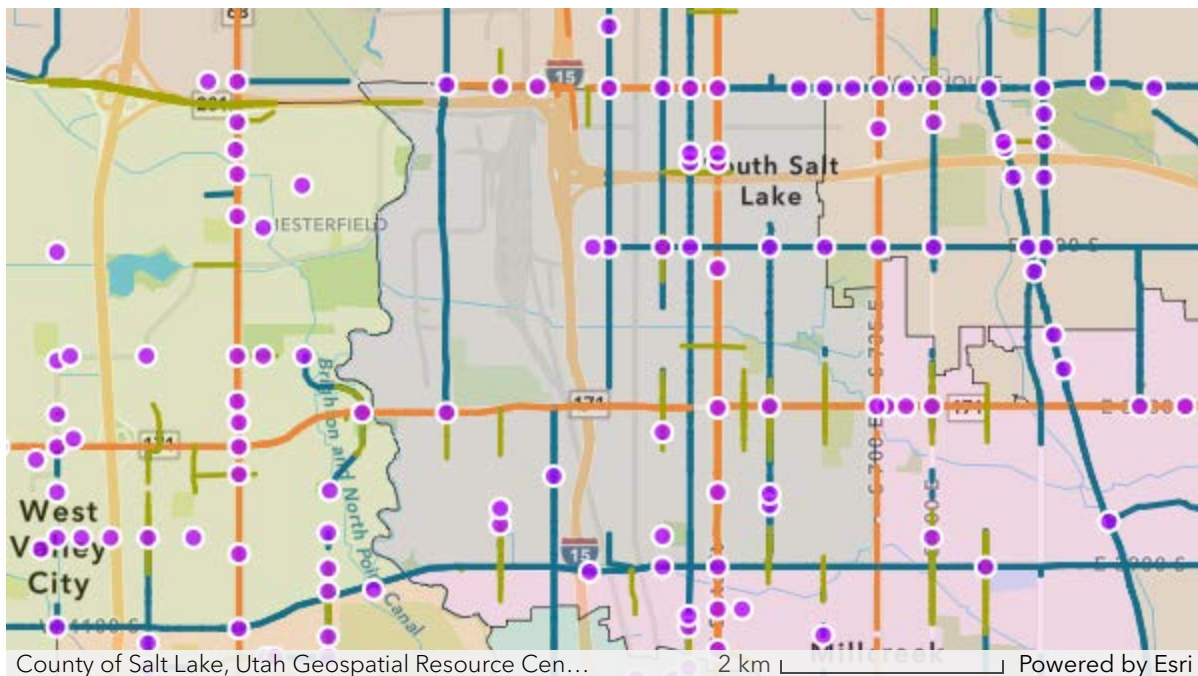
WFRC Comprehensive Safety Action Plan

In 2023-24, WFRC and their consulting partners used multiple methods of assessing the safety of each roadway along the Wasatch Front. The results are shown in the map below.

Critical Crash Rates (CCRs) compare the amount of crashes in a location to what we might expect based on national averages for that roadway type. Critical Crash Rates (CCR's) above 1.0 are considered to be in need of safety improvements.

A Crash Profile Risk Assessment was performed by WFRC to tell if a roadway has characteristics that often contribute to crashes in our region. Scores of 20+ indicate a need for safety improvements.

UsRAP ratings are an internationally accepted way of measuring the safety of a roadway based on its physical characteristics. A score of 3 is recommended as the minimum score for a roadway to be considered adequately safe.



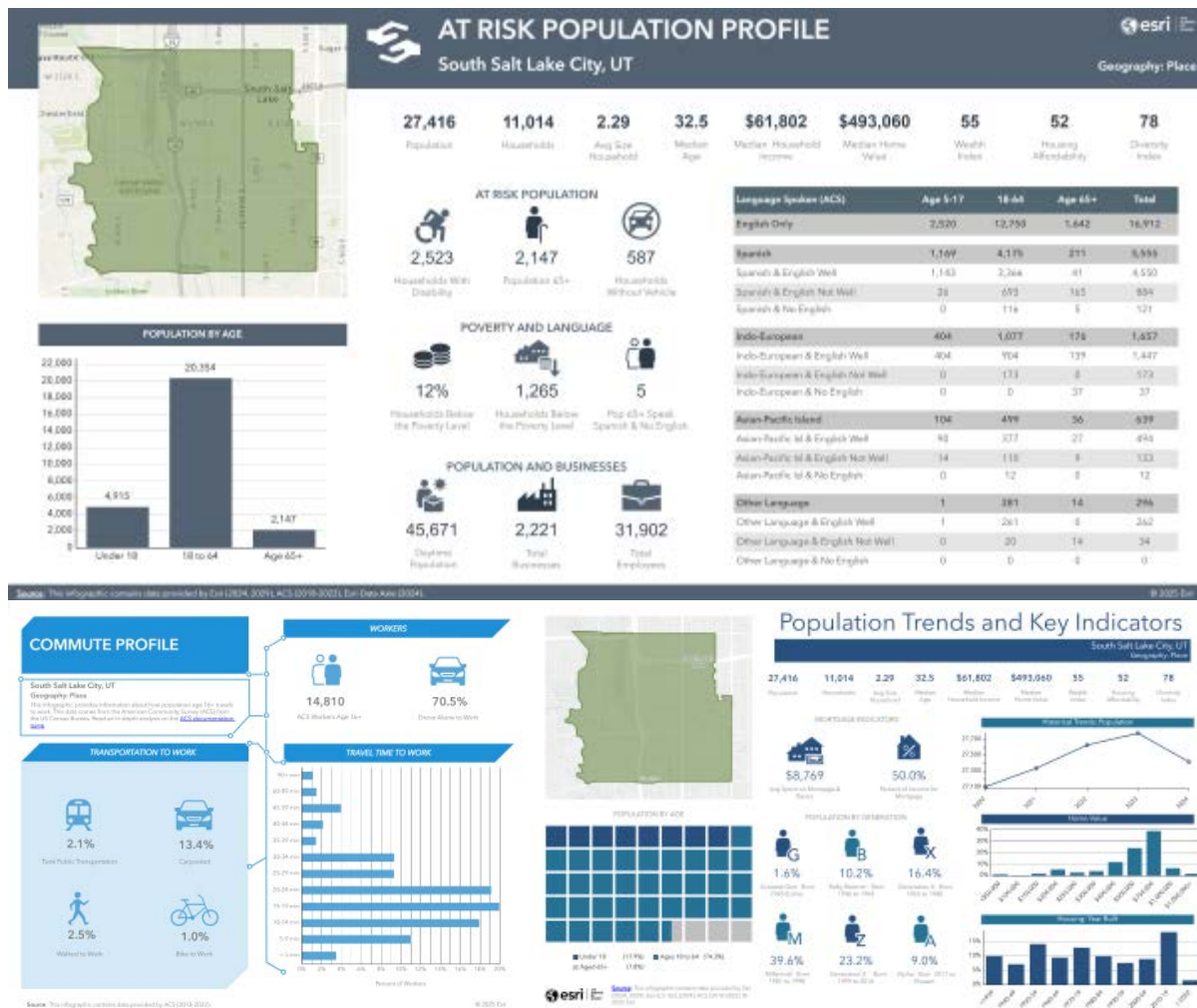
Map of safety ratings from WFRC's Comprehensive Safety Action Plan research.

WFRC reached several conclusions based on their research, which included several specific street improvements in South Salt

Lake. They also recommended adoption of Vision Zero policies and safer street standards.

Esri and Census Data

In the age of big data and artificial intelligence, it is faster and easier to find accurate transportation data. Many sources were used to inform the plan update including Esri and the new, 2020 U.S. Census.



Public Input

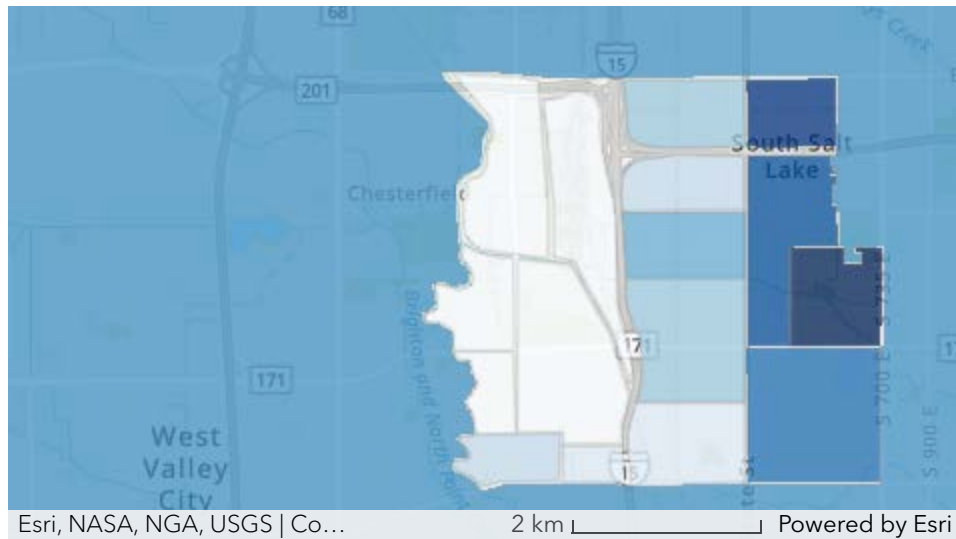
Dedicated outreach booths for the mobility plan were set up at various public events. These included:

-

Wordcloud

[illegible]

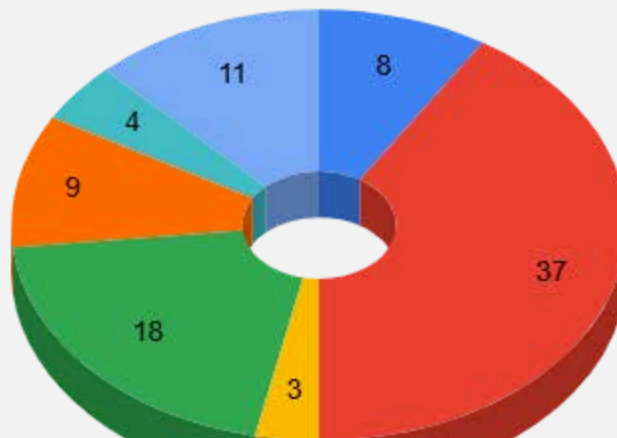
Online Mobility Survey



Map of Survey Responses by Neighborhood

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

- 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



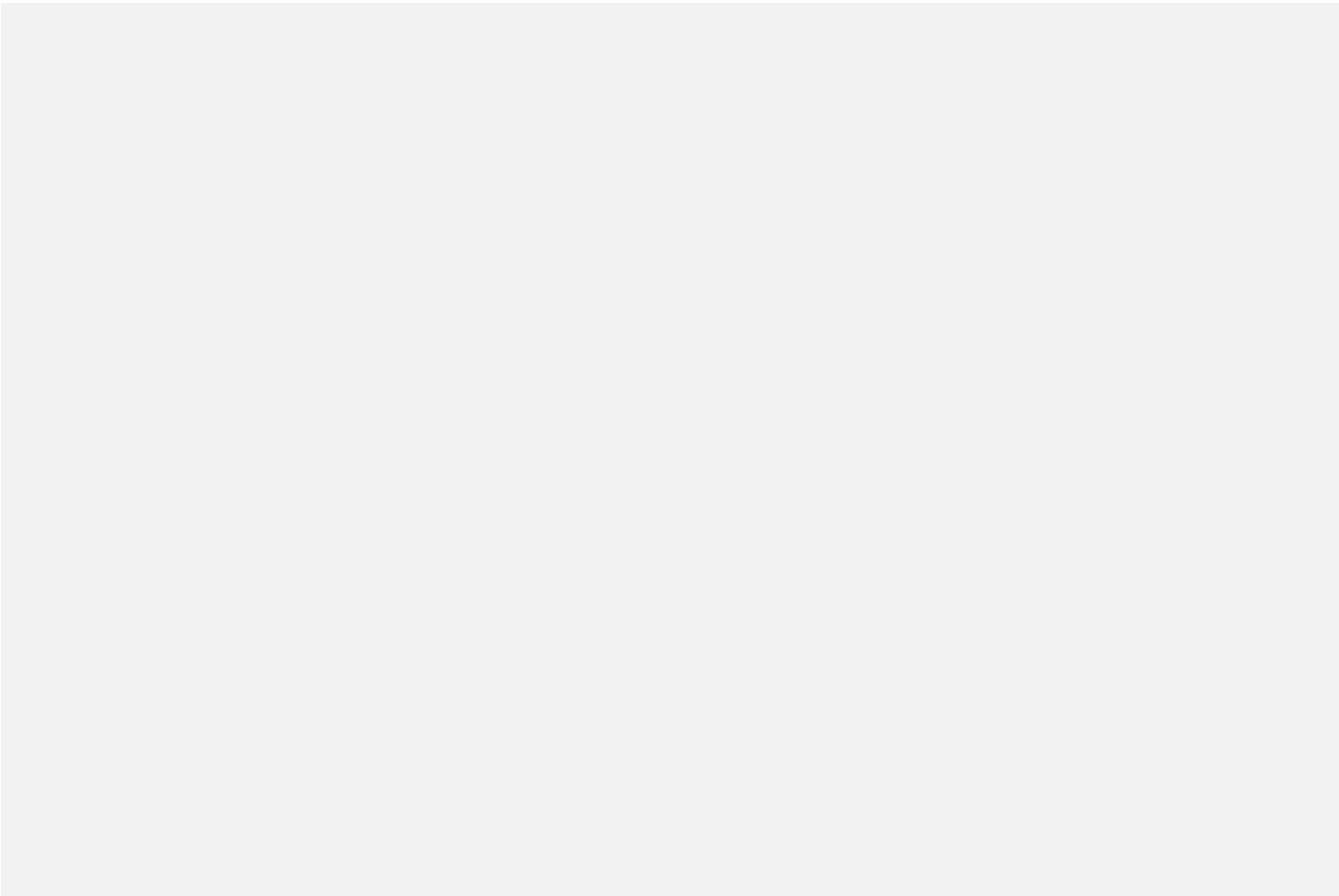
By far, residents responded that the main reason for not walking more is that there are too few quality routes to walk along.

Hot weather was also a major factor in choosing not to walk, indicating a need for shade trees or canopies along pedestrian routes.



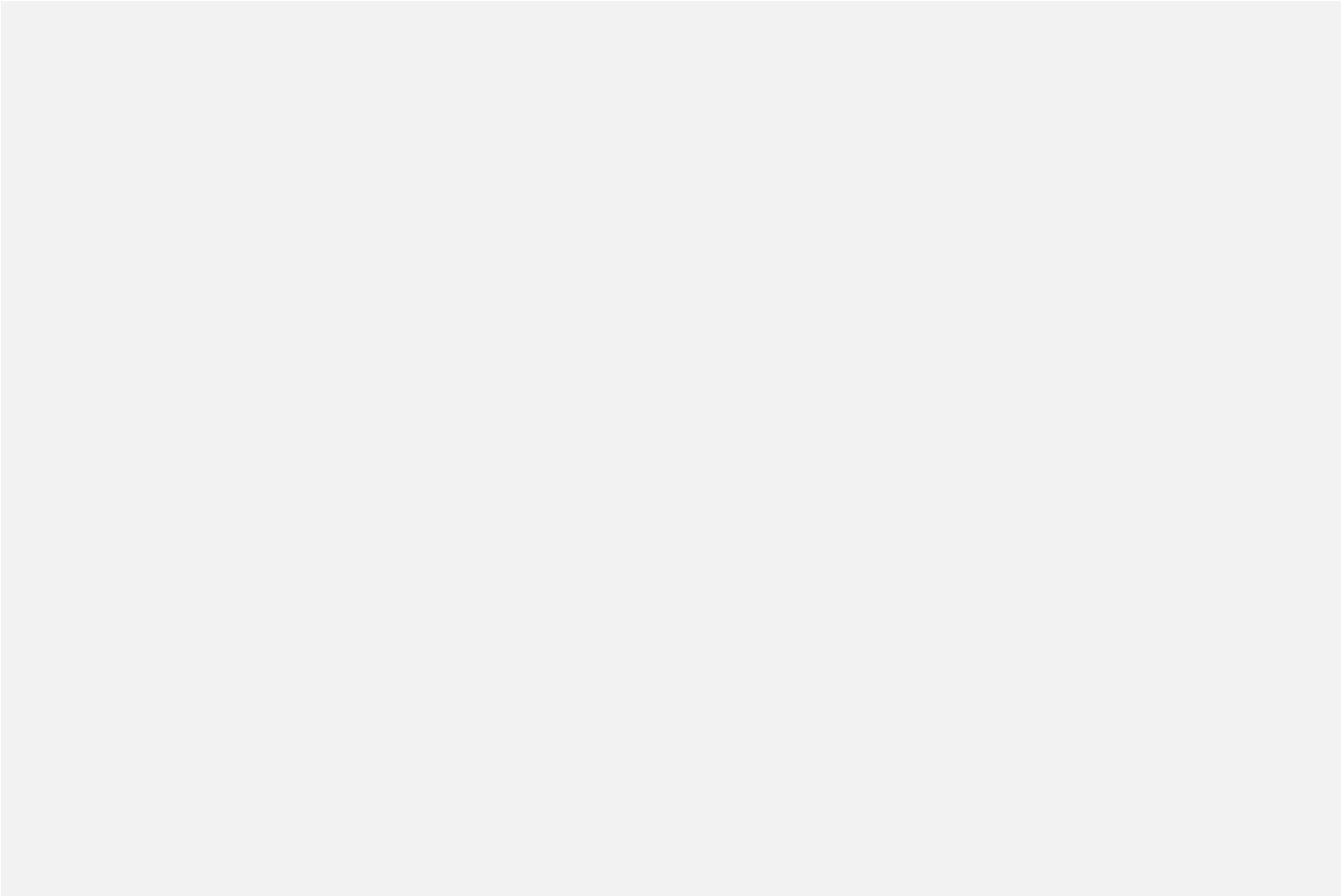
For biking, the efficiency and shade of a route was less important than for walking.

This is not surprising considering cyclists move significantly faster than pedestrians, so they are less sensitive to detours than pedestrians.



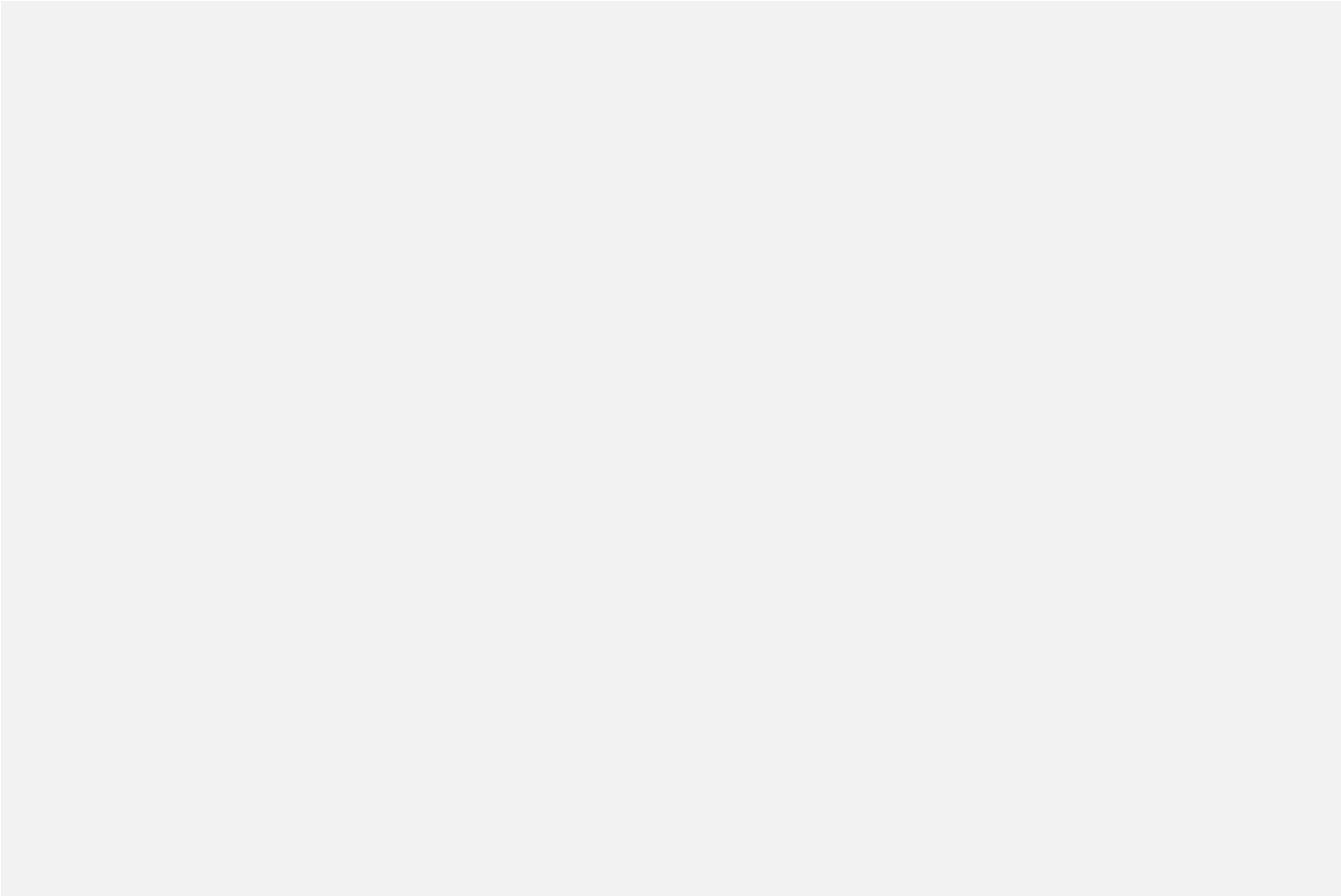
This question asked the public which of the "Catalytic Projects" in the 2020 Mobility Plan should be the top priority, with a few projects added.

Interestingly, a walking loop downtown emerged as the clear winner, despite not being in the 2020 plan. A trail on 500E was also popular.



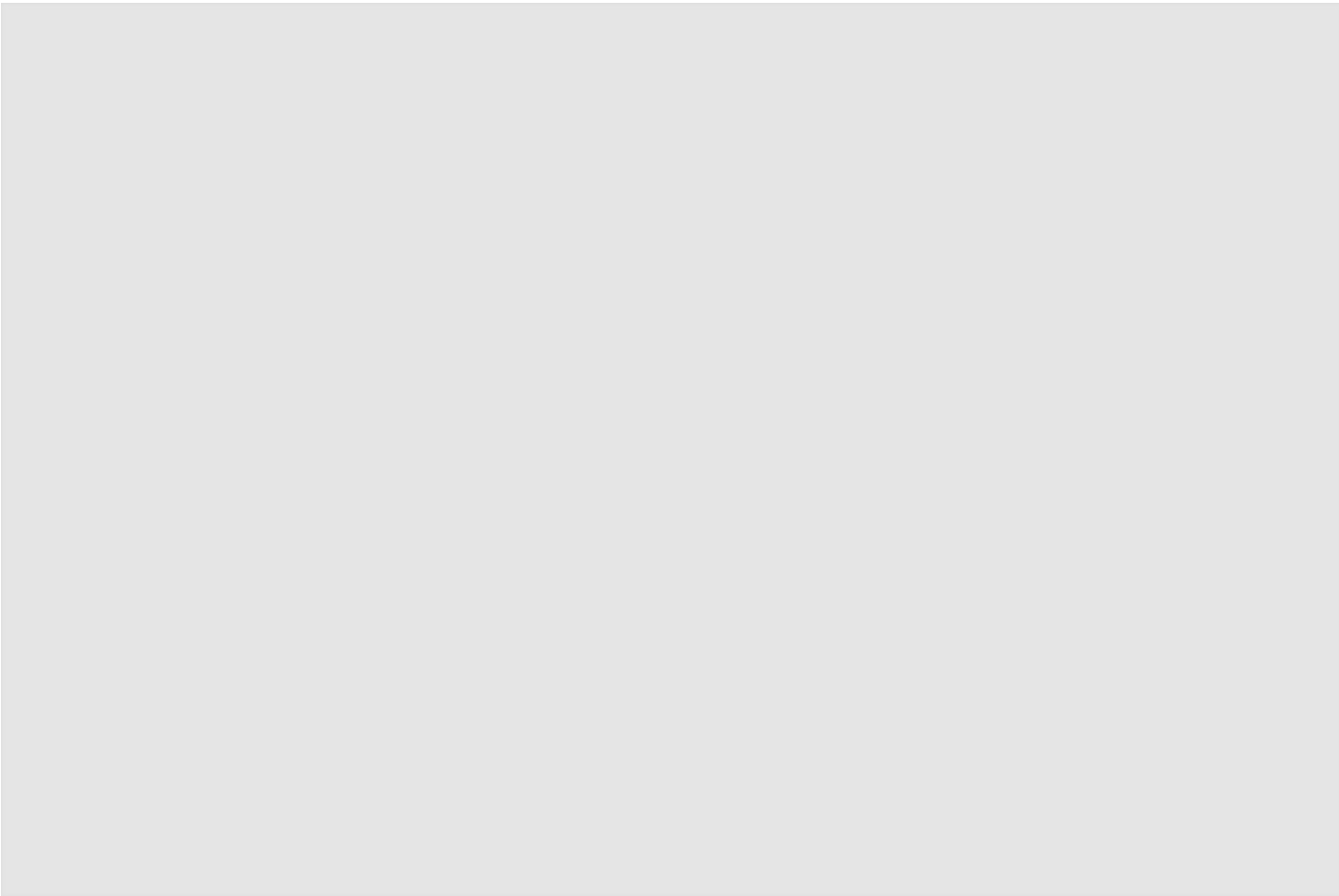
Unsurprisingly, traffic calming was a very popular choice to make the city more pedestrian friendly.

This was followed closely by connecting gaps in the sidewalk network.



The topic of installing bike racks appears frequently in the 2020 mobility plan and public outreach, but *how* they should be installed was not made clear.

Unfortunately, one option was not clearly superior in the survey results. What is clear, is that doing nothing is not a popular option.



Survey respondents were also given the opportunity to submit miscellaneous comments.

This wordcloud gives an impression of the most common themes in the comments.

Not surprisingly, many words such as 'Bike', 'Lanes', and 'More' were also common in the in-person outreach.



Takeaways & Next Steps

The update planning process revealed a few strong takeaways, such as:

- There is strong community support for a safe and landscaped walking loop around SSL's Downtown. This is a new idea since the original plan.

- Improving the *quantity* of micromobility/pedestrian routes is a higher priority than improving the *quality* of existing routes.
- Traffic calming and road safety improvements are very high priorities for everyone.

Next Steps



Draft Update

A draft Mobility Plan Update has been created based on all information collected thus far. The draft is viewable as **Appendix A** (the plan itself) and **Appendix B** (supporting evidence and sources).

Council Input

Staff will meet with the Planning Commission, Mayor, and Councilmembers to discuss the draft update and suggest changes.

Adoption

A public hearing will be held to update and amend the existing mobility plan.



Appendix A: 2025 Plan Update

Revising plans over the course of their life is critical to their continued success. This appendix does just that, and gives recommendations to make the second half of the plan's life as (or more) successful than the first.

Relationship to 2020 Mobility Plan

This update is not intended to replace any of the directives in the 2020 mobility plan. Instead, it is intended only to add some projects and priorities that have emerged since the 2020 plan was adopted.

Outreach & Data



Outreach booth at Craftoberfest 2024

During summer and fall of 2024, city staff heard from residents and stakeholders about how South Salt Lake's transportation system is working for them and how it can be improved. Outreach was done in person at city events as well as online.

In addition to hearing from the public, staff compared the plan's original goals with what has been done in the last 5 years. This, combined with the latest safety and demographic data, were used to elevate some projects in priority over the next five years. The data used for this plan update are available in Appendix B.

Key themes for the future:

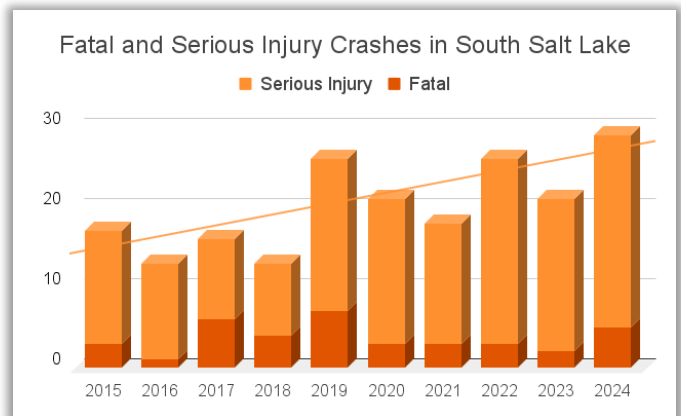
1. Traffic calming and road safety improvements are very high priorities for everyone.

Unfortunately, serious injuries and traffic fatalities continue to rise in South Salt Lake. The City receives many speed and traffic related complaints from residents, and neighboring cities have made great strides towards reducing serious crashes. Because of this, the priority of traffic calming and safety is at an all-time high.

Finishing and implementing the City's Vision Zero and Traffic Calming Policies are imperative to resident health and well-being.



An example of a sidewalk fit for a walking loop



Serious crashes continue to rise

2. There is strong community support for a safe and landscaped walking loop around SSL's Downtown

This is a new concept since the 2020 plan, but was strongly supported by the public in outreach efforts for this update. The suggestion would serve both a transportation and recreational purpose for residents. This loop would likely involve very wide sidewalks, quality landscaping, shade trees, and public art. Wherever necessary, bicycle facilities should be separated from the pedestrian realm for comfort and safety.

3. Improving the *quantity* of mobility routes is more important to our residents than improving the *quality* of existing routes.

As costs of infrastructure continue to rise, this could translate into more quick-build solutions to maximize where our residents can travel comfortably, rather than focusing on a few premium corridors. Quick-build solutions might involve traffic paint, flexible plastic posts, planter boxes, and other inexpensive solutions.

These low-cost solutions could be used to address a number of the other priorities in this plan, such as calming traffic, creating neighborhood byways, or improving cycling and pedestrian routes. Over time, the most successful of these can be made permanent.

Similarly, some streets require only minimal upgrades to turn them into a comfortable corridor. For example, missing sidewalk sections and poor lighting were very common issues discovered during public outreach. Improving these does not require rebuilding an entire street, but it can make a big difference on the street's usability.



Low cost traffic calming

4. Safe and comfortable East-West Connections are sorely needed in South Salt Lake.



3300 South, the only continuous East-West street through the center of the city

Residents expressed frustration with their ability to navigate the city from East to West, with and without an automobile. Other than Parley's Trail on the North end of the city, no safe, continuous connections exist across town. Myriad rail lines, I15, and State Street all present major barriers to mobility. High priority projects to bridge this divide are:

- Expanding Central Pointe TRAX Station to be accessible from the East side of the tracks
- Mill Creek Trail: a safe, comfortable trail along Mill Creek from the Jordan River to 700E
- A Neighborhood Byway on Gregson Avenue
- A safer crossing of State Street near Woodrow Wilson Elementary
- A continuous complete street from 300W to State Street in South Salt Lake's Downtown

5. Decisions and policies must adapt to changing standards.

The Covid-19 Pandemic accelerated shifts that have been in the making for many years. Travel preferences, behavior, and values are markedly different for younger generations than those who built today's transportation system. Additionally, recent peer reviewed studies throw into question many industry standards previously taken as fact.

As preferences and practices rapidly change, professionals and decision makers must base new decisions on recent evidence. This may include vehicle, pedestrian, and bicyclist counts; peer reviewed studies; and guidance from professional organizations such as the Federal Highway Administration (FHWA), the American Planning Association (APA), the American Association of State Highway Transportation Officials (AASHTO), or the National Association of City Transportation Officials (NACTO).

Some policies likely to be affected by new evidence are land use and parking codes. In addition to raising the costs of goods and housing, many legacy zoning and parking requirements effectively mandate low density, sprawling development patterns at the expense of mobility. Modernizing South Salt Lake's land use and parking regulations has the potential to improve mobility more than any grants or infrastructure improvements can.

Five-Year Plan Priorities

With limited resources to achieve the goals of the 2020 Mobility Plan, effort should be concentrated on the highest priority items. The following table contains unfinished goals from that plan (some consolidated), and are roughly placed in order of urgency. Items on the left have seen measurable progress since 2020. Items on the right have not. Of course, the actual order in which these should be accomplished will vary by funding, season, staff capacity, and other factors. So, the order of this table should be used as a decision-making tool, not a requirement.

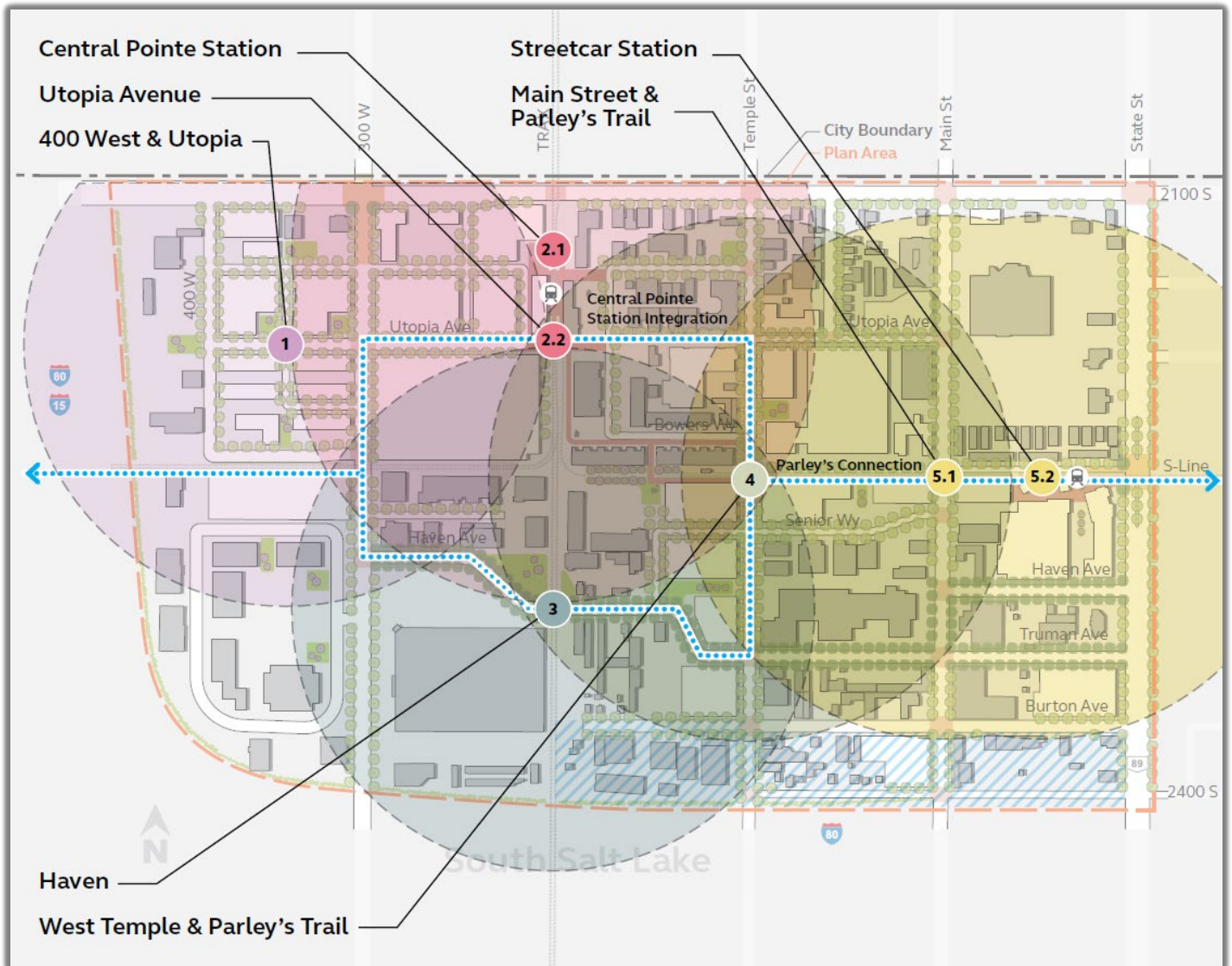
Projects Underway	Projects to Kickstart
Adopt a citywide traffic safety plan and educate stakeholders about Vision Zero practices	Construct a comfortable and landscaped walking loop in Downtown South Salt Lake
Adopt a citywide traffic calming policy that encourages interventions and calming measures	Advance construction detour practices to prioritize multimodal users
Redesign standard street cross sections to promote safe speeds and walkable communities	Continually inform the public of upcoming and ongoing projects
Reconfigure Main Street to accommodate all modes and match current travel patterns	Reform parking requirements to legalize less automobile-oriented developments
Construct a multimodal trail along Mill Creek	Revise Land Development Code to promote denser, multimodal-friendly neighborhoods
Incentivize development of mixed uses and higher densities near transit	Elevate the priority of plowing and repairing damage to trails, sidewalks, etc. equally to streets
Improve the accessibility of transit stops	Provide wayfinding on active transportation routes in South Salt Lake
Reconfigure West Temple Street to increase safety and accommodate all modes	Implement curb management strategies and policies such as loading zones, parklets, bike parking, etc.
Connect a multimodal trail from Carlisle Park Ln to 3900S	Enact Transportation Demand Management (TDM) strategies

New Ideas

While most of the projects and policies in the matrix above were featured in the 2020 Mobility Plan, a few concepts have emerged only in the last five years. The paragraphs below provide more context and background information for the new ideas.

A Comfortable Walking Loop in Downtown South Salt Lake

Since the adoption of the Mobility Plan in 2020, the idea of an urban walking loop, or linear park has been gaining steam. Inspired partly by the success of Parley's Trail, partly by Salt Lake City's Green Loop concept, and partly by original community ideals, this loop would serve a recreation need for the growing number of residents and visitors our downtown sees daily. At present, the city does not own enough property in the downtown to create a traditional park space. Instead, residents and other stakeholders have encouraged the city to consider providing recreational opportunities that rely on road rights-of-way, small parcels, and private developments. Rather than sport courts or open fields, the downtown loop would feature things like quality landscaping, shade trees, walking/cycling space, and outdoor seating. Of course, a safe and inviting loop of this nature would also be a backbone of the multimodal transportation system, connecting important locations such as State Street, transit stations, housing, and other commercial nodes.



A potential alignment of the downtown loop, as shown in the 2025 Downtown Station Area Plan

Keeping the public informed of upcoming and ongoing projects

A number of recent construction projects in the last five years, both within and without South Salt Lake, have highlighted the need to involve the public early and often. Too frequently, those impacted by construction detours, or the new layout of a project in the right-of-way report that they were not given advanced notice or an opportunity to provide feedback.

Going forward, the city should make a concerted effort to inform residents, businesses, and other stakeholders. When possible, opportunity to provide meaningful feedback should also be provided. Due to South Salt Lake's diverse resident base, special effort may need to be made to meet residents where they are at, or to consider alternative information delivery strategies. For some residents or businesses, door-to-door canvassing may be the best way to reach them.

Mailers,

A webpage, or social media may work best for others. The method and level of effort will depend greatly on the project and the impacted parties, but the concept remains the same: people want to know what's happening, and they want their



Unexpected closures or delays can have big consequences for residents and travelers

voice to be heard.

Revise Land Development Codes

The connection between land use and transportation has received more focus and publicity in recent years, and for good reason. The land uses on either side and either end of the street dictate who (or what) uses that street for transportation. Conversely, the character of a street has a huge impact on what land uses can succeed there. For example, a shipping distribution center wouldn't do very well on a tiny lane too narrow for trucks. Likewise, a small café with outdoor dining might have a hard time attracting customers next to a major highway. But the connection goes deeper than this.

By segregating land uses into highly specific zones, many land use codes mandate large distances between homes, workplaces, and stores. Distances between places are further increased by minimum lot sizes, required parking lots, setback requirements, and other density limitations. Highly specific zones make it very unlikely that a parcel will be available for purchase in the same location as the demand for that development type. This raises the cost of urban



Much of the Salt Lake Valley is characterized by single-story buildings with large setbacks and parking lots

developments, pushing growth out into the suburbs.

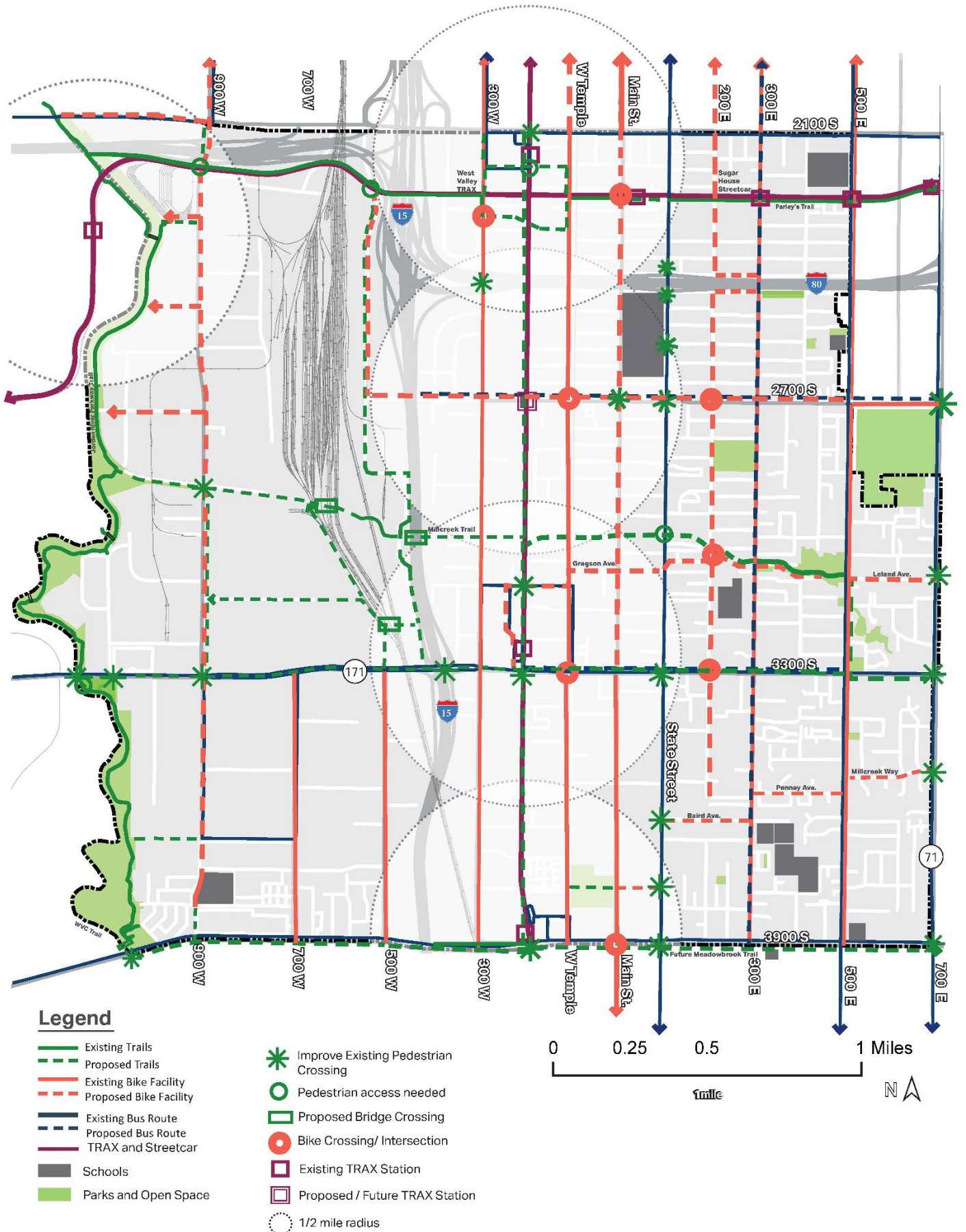
These sprawling development requirements increase the distance people need to travel, making healthy and sustainable transportation modes impractical. They also increase the amount of roads, utilities, and other services per taxpayer, and increase the traffic using those roads and services. To reverse this trend, the city should consider amending land use codes to legalize more workplaces and stores near homes. Fewer zoning districts, more allowed uses per district, smaller setbacks, smaller minimum lots, and lower parking requirements can all encourage more mobility-friendly development.

Updated Future Mobility Map

The public outreach for this plan update provided the public an excellent opportunity to tell the city what parts of the maps they were excited about, what they were not, and what needed to be added. Feedback was compiled and used to inform the following map. Existing conditions and planned improvements were also brought up to date in this version of the mobility map.

This map should be consulted whenever right-of-way or other city property is renovated, so that an opportunity for improvement is not missed. If incorporated early in the project, modernizing bicycle and pedestrian facilities can be cost-neutral, or even lower the total project cost. Other uses for this map are to assist the City's capital improvements

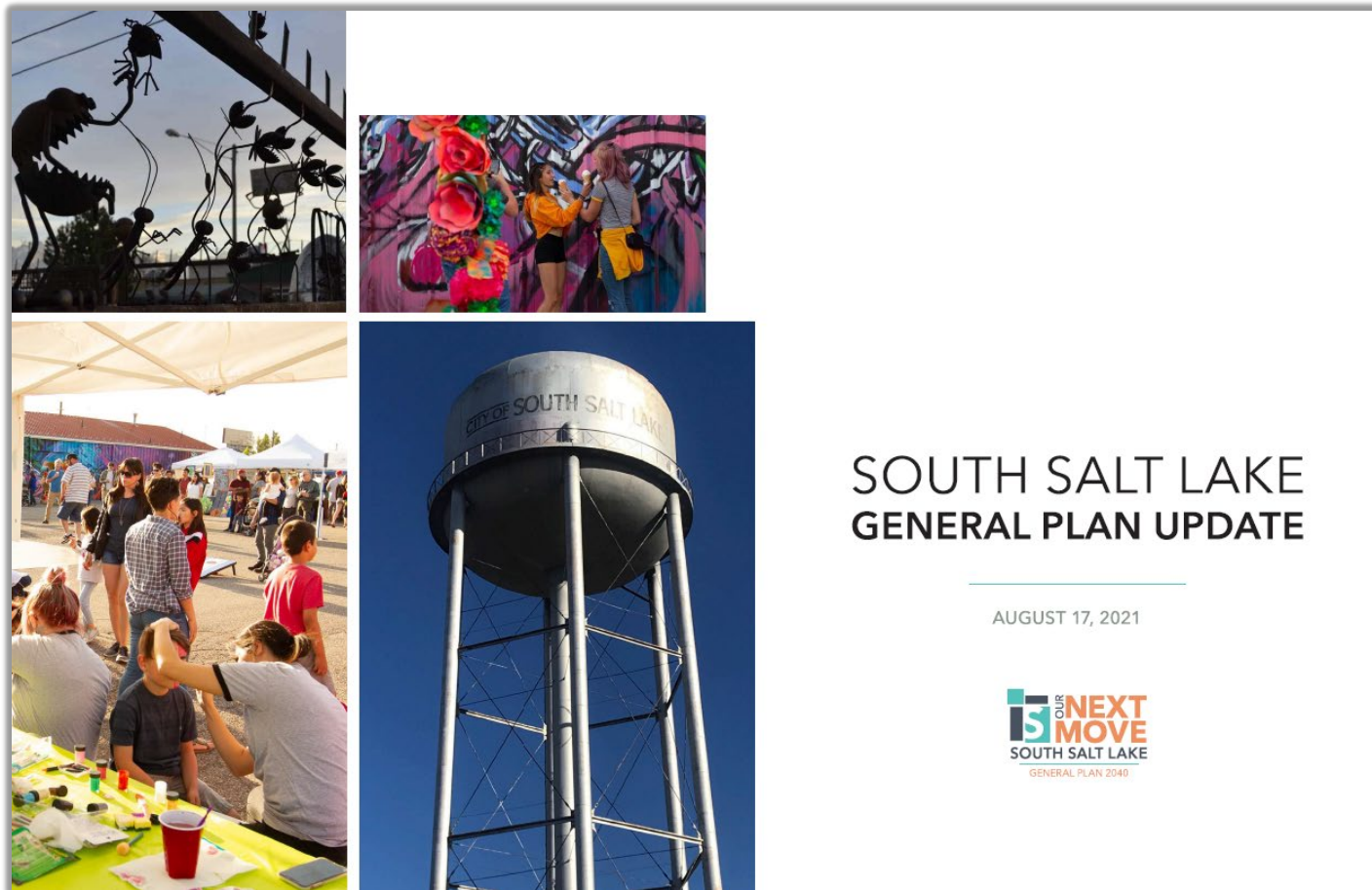
planning, informing the public and development community of future conditions, and to assist other government agencies with adjacent or multijurisdictional planning efforts.



Appendix B: Plan Update Data Sources

Several sources of information were consulted to assess 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.

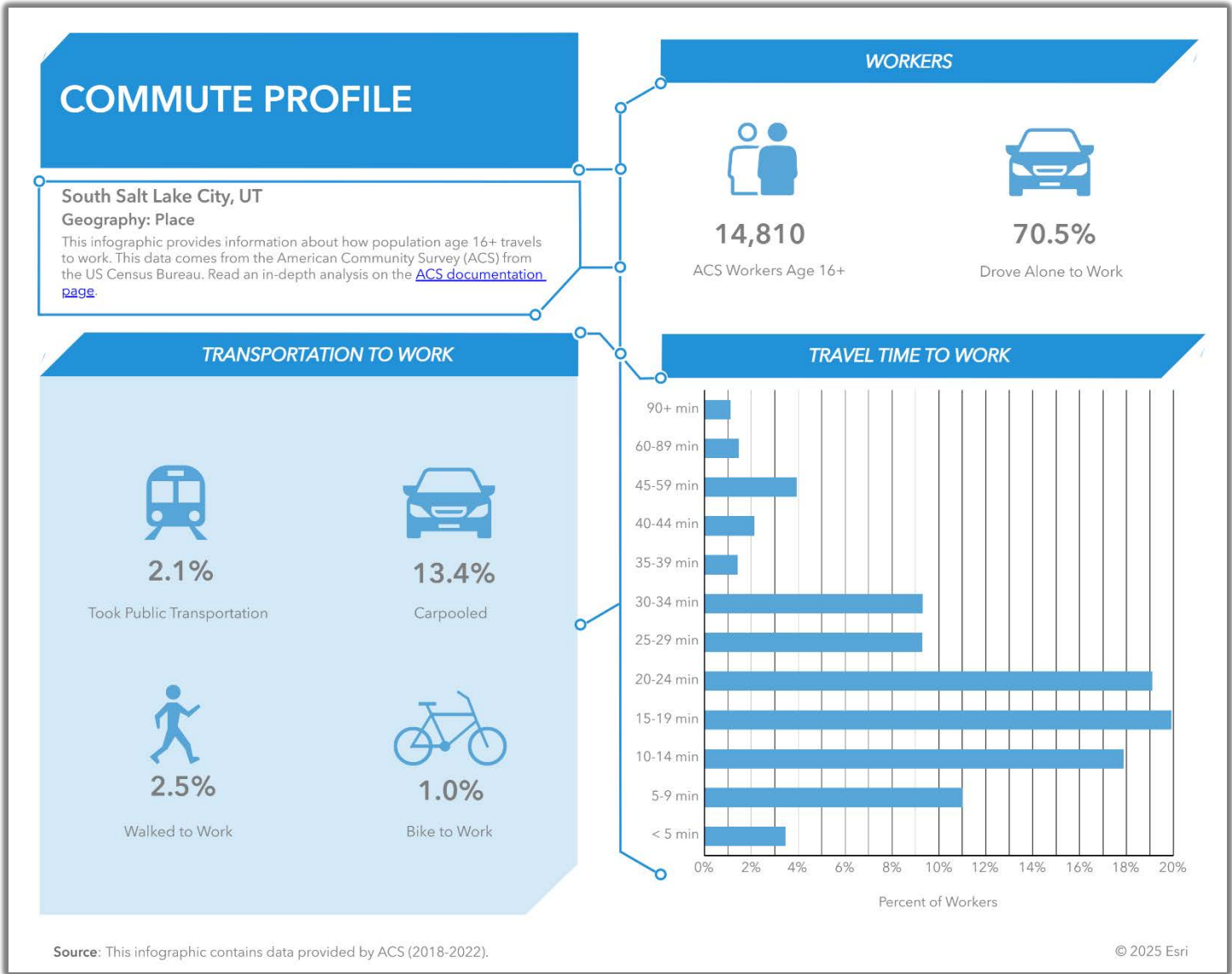
Other key takeaways are that walking accounts for nearly 10% of all trips in Salt Lake County, despite almost 37% of county households responding that they decided against walking or biking due to safety concerns. These findings have implications for where the priority of safety and alternative transportation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

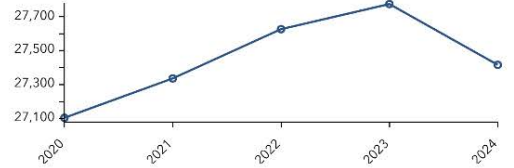
South Salt Lake City, UT
Geography: Place

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

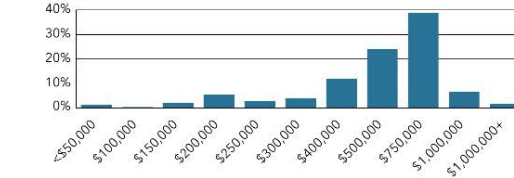
MORTGAGE INDICATORS



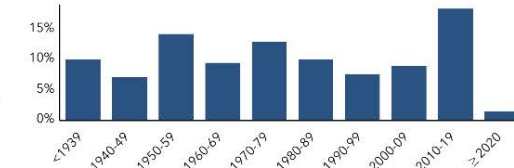
Historical Trends: Population



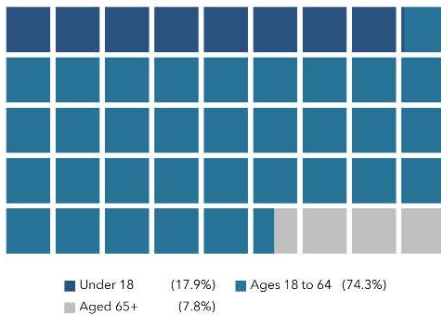
Home Value



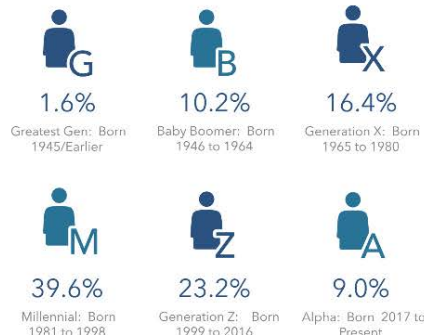
Housing: Year Built



POPULATION BY AGE



POPULATION BY GENERATION



Source: This infographic contains data provided by Esri (2024, 2029), Esri-U.S. BLS (2024), ACS (2018-2022), © 2025 Esri



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

AT RISK POPULATION



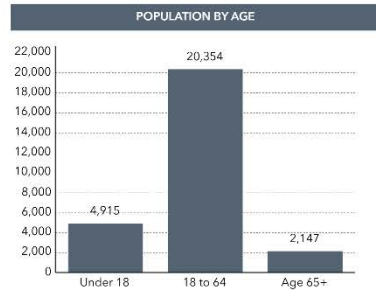
POVERTY AND LANGUAGE



POPULATION AND BUSINESSES



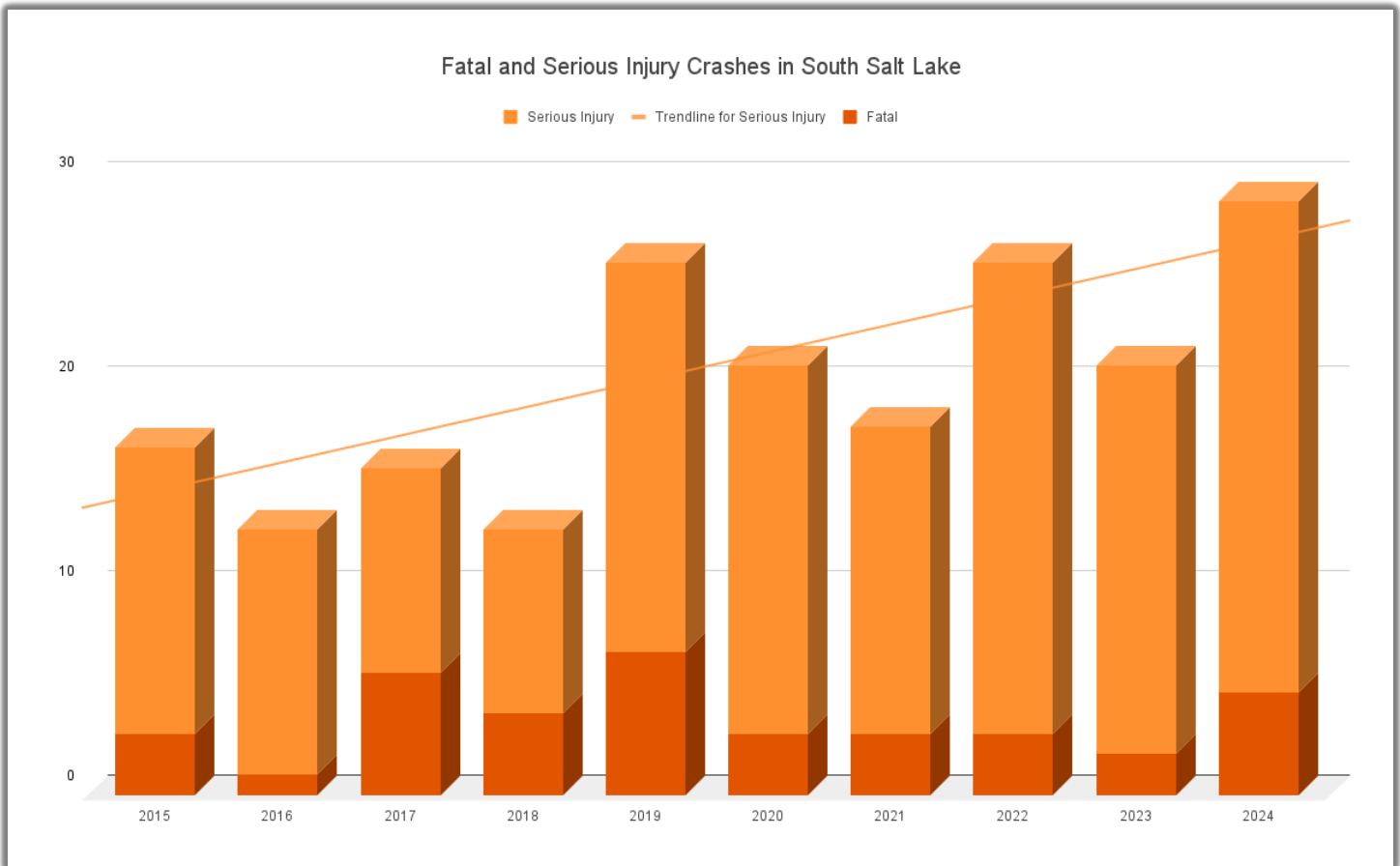
Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	2,520	12,750	1,642	16,912
Spanish	1,169	4,175	211	5,555
Spanish & English Well	1,143	3,366	41	4,550
Spanish & English Not Well	26	693	165	884
Spanish & No English	0	116	5	121
Indo-European	404	1,077	176	1,657
Indo-European & English Well	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



Source: This infographic contains data provided by Esri (2024, 2029), ACS (2018-2022), Esri-Data Axle (2024).

© 2025 Esri

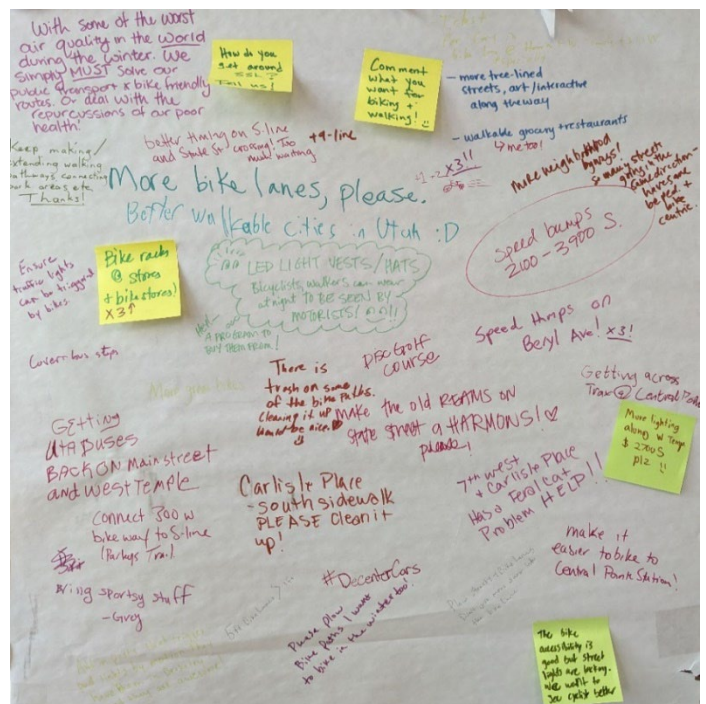
Statewide Safety Data (2010-Present)



The Utah Department of Transportation, through apparent partnerships with AASHTOWare and Numeric, 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. Alarming, 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.



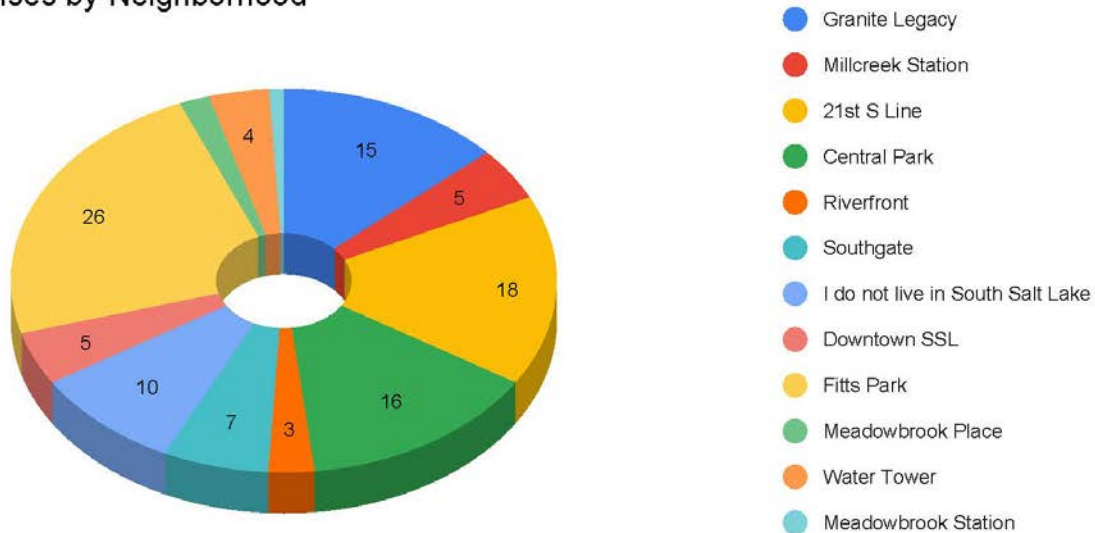
In addition to being analyzed in context, all comments received at the in-person events were fed into a wordcloud generator to highlight which words were used most frequently. The wordcloud below gives an idea of what themes and areas were most prevalent in the comments.



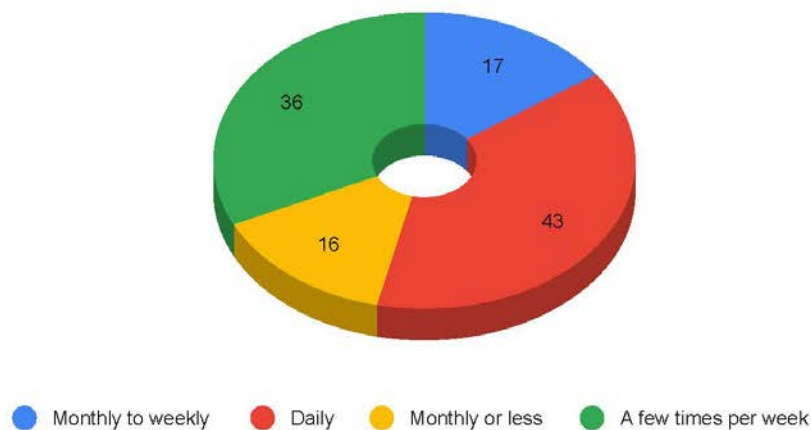
Online Survey

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.

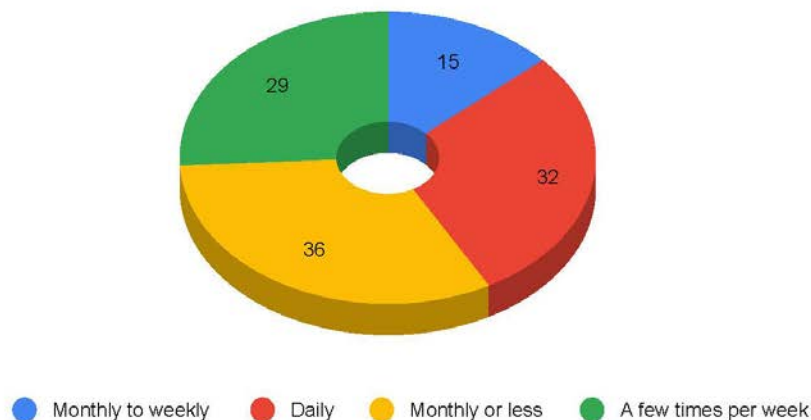
Responses by Neighborhood



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

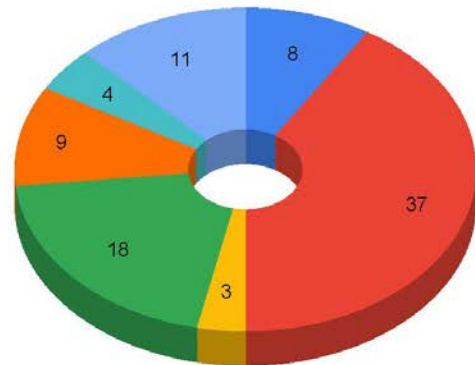


How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for transportation?



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



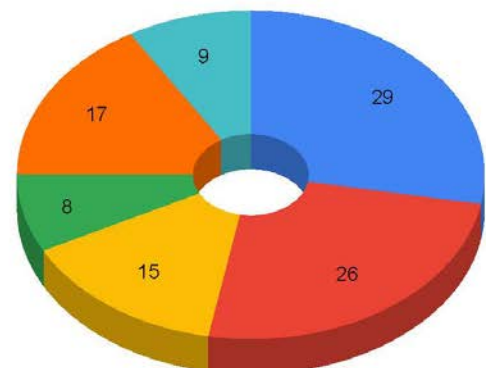
What is the reason you don't bike (or use other forms of rolling like scooters, skateboards, etc) more than you currently do?

- 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.



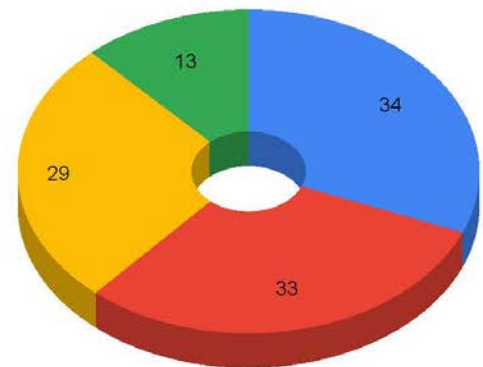
What do you think would be the best next step to make our city more pedestrian friendly?

- 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?

- Require new businesses to install bicycle racks near their entrances (privately funded)
- Use the City's budget to install visible and central bike racks in public spaces (tax funded)
- Apply for grants to install visible and central bike racks in public spaces (grant funded)
- Do nothing; let businesses install bicycle parking if they want to (no cost)



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

