CITY COUNCIL

MEMBERS:
LEANNE HUFF
COREY THOMAS
SHARLA BYNUM
NICK MITCHELL
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**South Salt Lake City Council**
**Work Meeting Agenda**

Public notice is hereby given that the **South Salt Lake City Council** will hold a Work Meeting on **Wednesday, October 15, 2025** in the City Council Chambers, 220 East Morris Avenue, Suite 200, commencing at **6:30 p.m.**, or as soon thereafter as possible.

**To watch the meeting live click the link below to join:**
https://zoom.us/j/93438486912

Watch recorded City Council meetings at: youtube.com/@SouthSaltLakeCity

Conducting: Council Chair Bynum

**Matters for Discussion**:

1. An Ordinance of the South Salt Lake City Council Amending the 2025-2026 Fiscal Year Budget — Crystal Makin
2. Discussion – Mobility Plan Update 2025: Amendment to the General Plan — Carl Osterberg
3. Discussion – A Proposed Street Name Change: Bugatti Avenue to Belhaven — Eliza Ungricht

**Adjourn**

Posted October 10, 2025

Those needing auxiliary communicative aids or other services for this meeting should contact Ariel Andrus at 801-483-6019, giving at least 24 hours' notice.

In accordance with State Statute and Council Policy, one or more Council Members may be connected electronically.

Have a question or concern? Call the connect line 801-464-6757 or email connect@sslc.gov

ORDINANCE NO. 2025-____

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING THE 2025-2026 FISCAL YEAR BUDGET

WHEREAS, the South Salt Lake City Council (the "Council") met in regular session on October 15, 2025, to consider, among other things, amending the budget for the 2025-2026 fiscal year; and

WHEREAS, the Council previously amended the budget for the 2025-2026 fiscal year after a public hearing held on August 13, 2025; and

WHEREAS, Utah Code § 10-6-127 enables the City to review the individual budgets of the funds set forth in the City's budget; and

WHEREAS, Utah Code § 10-6-128 allows the Council to adopt budget amendments by resolution or ordinance following a public hearing; and

WHEREAS, the Finance Director has prepared and filed with the City Recorder the proposed amendments, which are attached to this ordinance and incorporated by this reference, and has submitted the same to the Council for its review and for the public review; and

WHEREAS, the amendments to the budget were the proper subject at a duly noticed public hearing held on October 15, 2025, at which everyone in attendance was given the opportunity to be heard for or against, amending the budget for the 2025-2026 fiscal year; and

WHEREAS, the amendments conform to the requirements of the Utah Uniform Fiscal Procedures Act and the Council finds it has satisfied all legal requirements required to amend a budget and that the proposed budget amendment is in the best interest of the City;

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of South Salt Lake as follows:

**SECTION I: ADOPTION OF AMENDMENTS.** The budget amendments attached hereto as **EXHIBIT A** and incorporated herein by this reference are hereby adopted and incorporated into the budget for the City for the fiscal year commencing July 1, 2025 and ending June 30, 2026.

**SECTION II: PUBLICATION AND FILING.** Pursuant to Utah Code Ann. 10-6-118, a copy of the Budget for each fund within the Budget shall be certified by the Budget Officer and it is hereby directed that the Budget be filed with the State Auditor and in the Office of the City recorder and shall be available to the public in accordance with the law.

**SECTION III: SEVERANCE.** If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

**SECTION IV. EFFECTIVE DATE.** This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

(signatures appear on next page)

Dated this_____day of _____, 2025.

BY THE CITY COUNCIL:

_____
Sharla Bynum, Council Chair

ATTEST:

_____
Ariel Andrus, City Recorder

City Council Vote as Recorded:

| | |
|---|---|
| Bynum | _____ |
| deWolfe | _____ |
| Huff | _____ |
| Mitchell | _____ |
| Sanchez | _____ |
| Thomas | _____ |
| Williams | _____ |

Transmitted to the Mayor's office on this_____day of _____2025.

_____
Ariel Andrus, City Recorder

MAYOR'S ACTION:_____

Dated this_____day of_____, 2025.

_____
Cherie Wood, Mayor

ATTEST:

Ariel Andrus, City Recorder

# EXHIBIT A

## Amendments to the City of South Salt Lake Budget for the Fiscal Year 2025-2026

**FY 2025 Budget**
**Proposed Budget Amendments -October 2025**

**General Fund**

| Item | Department | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|---|
| **1** | Facilities | Permanent Salaries | 10-50-110-00 | $ 45,000 | | To update funding to match approved employee roster |
| | Facilities | Benefits | 10-50-150-00 | $ 15,000 | | To update funding to match approved employee roster |
| | Facilities | Sales Tax Revenue | 10-3130-000 | | $ 60,000 | To update funding to match approved employee roster |
| **2** | Facilities | City Property Grounds Maintenance | 10-50-660-00 | $ 11,000 | | To provide funding for grounds maintenance of various city properties |
| | Facilities | Sales Tax-City Option Revenue | 10-3135-000 | | $ 11,000 | To provide funding for grounds maintenance of various city properties |
| **3** | Public Works | Overtime | 10-61-140-00 | $ 25,000 | | To update funding for necessary Fleet overtime costs |
| | Public Works | Appropriation from Fund Balance | 10-3890-000 | | $ 25,000 | To update funding for necessary Fleet overtime costs |
| **4** | Transportation | Transfer to Transportation Utility Fund | 10-95-935-00 | $ 400,000 | | To fund additional cost of road project package |
| | General Fund | Appropriation from Fund Balance | 10-3890-000 | | $ 400,000 | To fund additional cost of road project package |
| **5** | City Council | Professional Fees | 10-43-310-00 | $ 50,000 | | To fund outside professional fees |
| | City Council | Appropriation from Fund Balance | 10-3890-000 | | $ 50,000 | To fund outside professional fees |

**FY 2025 Budget**
**Proposed Budget Amendments - October 2025**

**Public Safety Special Revenue Fund**

| Ref | Department | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|---|
| **1** | Police | Community Outreach | 20-51-269-00 | $ 5,000 | | To fund the Community Outreach Program |
| | Police | Miscellaneous Police Fees | 20-3436-000 | | 5,000 | To fund the Community Outreach Program |
| **2** | Homeless Strategies | Overtime | 20-52-140-00 | 50,000 | | To reallocate Fire HRO Overtime Cost |
| | Fire | Overtime | 20-57-140-00 | | 50,000 | To reallocate Fire HRO Overtime Cost |

**FY 2025 Budget**
**Proposed Budget Amendments - October 2025**

**Capital Fund**

| Ref | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|
| **1** | Fire Equipment | 40-80-757-00 | $ 13,000 | | To budget for backordered airbags |
| | Sales Tax | 40-3130-000 | | $ 13,000 | To budget for backordered airbags |
| **2** | Scott School Access Improvements | 40-80-722-00 | $ 144,000 | | To fund remaining cost of access improvements |
| | CDBG SL County Grants | 40-3387-000 | | $ 100,000 | To fund remaining cost of access improvements |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 44,000 | To fund remaining cost of access improvements |
| **3** | Scott School Site Architecture | 40-80-722-00 | $ 66,000 | | To Fund EDA Master Plan |
| | TRCC Grant-HSS | 40-3389-000 | | $ 33,000 | TRCC Grant to Fund EDA Master Plan |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 33,000 | To Fund EDA Master Plan |
| **4** | Animal Shelter Building | 40-80-726-00 | $ 50,000 | | Carryover for Dog Runs and Fencing |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 50,000 | Carryover for Dog Runs and Fencing |
| **5** | SSLCC Improvements | 40-80-727-00 | $ 120,000 | | To fund improvements to the auditorium and facility kitchen |
| | Approriation from Fund Balance | 40-3890-000 | | $ 120,000 | To fund improvements to the auditorium and facility kitchen |
| **6** | Police Station Improvements | 40-80-715-00 | $ 200,000 | | To fund parking lot resurface and fence replacement |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 200,000 | To fund parking lot resurface and fence replacement |
| **7** | 900 W Property | 40-80-737-00 | $ 175,000 | | To fund paving, security, fencing, and design for Storage Lot |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 175,000 | To fund paving, security, fencing, and design for Storage Lot |
| **8** | Bickley Park | 40-80-704-11 | $ 20,000 | | Carryover for Pickleball Court Construction |
| | Appropriation from Fund Balance | 40-3890-000 | | $ 20,000 | Carryover for Pickleball Court Construction |
| **9** | Mill Creek Trail | 40-80-704-14 | $ 40,000 | | Grant Funded design of 200-300 West Trail Segment |
| | UORP Grant Revenue | 40-3345-000 | | $ 40,000 | Grant Funded design of 200-300 West Trail Segment |

**Capital Fund**

| Ref | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|
| **10** | Urban Forestry | 40-80-705-01 | $ 23,000 | | To update budget to grant award amount |
| | State Forestry Grant | 40-3341-000 | | $ 23,000 | To update budget to grant award amount |
| **11** | Active Transportation Design | 40-80-705-02 | $ 500,000 | | Grant Funded Active Transportation Design Project |
| | CDBG SL County Grant | 40-3387-000 | | $ 500,000 | Grant Funded Active Transportation Design Project |

**FY 2025 Budget**
**Proposed Budget Amendments - October 2025**

**Stormwater Utility Fund**

| Ref | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|
| **1** | Professional Fees | 56-70-310-00 | $ 50,000 | | To fund the Master Plan update and Pump Station Design Costs |
| | Transfer from Fund Balance | 56-3511-000 | | 50,000 | To fund the Master Plan update and Pump Station Design Costs |
| **2** | Capital Projects | 56-80-760-00 | 165,000 | | To match budget to accepted bid-Pump Station Upgrades |
| | Transfer from Fund Balance | 56-3511-000 | | 165,000 | To match budget to accepted bid-Pump Station Upgrades |

**FY 2025 Budget**
**Proposed Budget Amendments -October 2025**

**Transportation Utility Fund**

| Ref | Description | Acct No | Uses: | Sources: | NOTES: |
|---|---|---|---|---|---|
| **1** | Road Projects | 57-80-743-00 | $ 400,000 | | To account for additional costs for road project package |
| | Transfer from General Fund | 57-3850-000 | | 400,000 | To account for additional costs for road project package |

# 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:

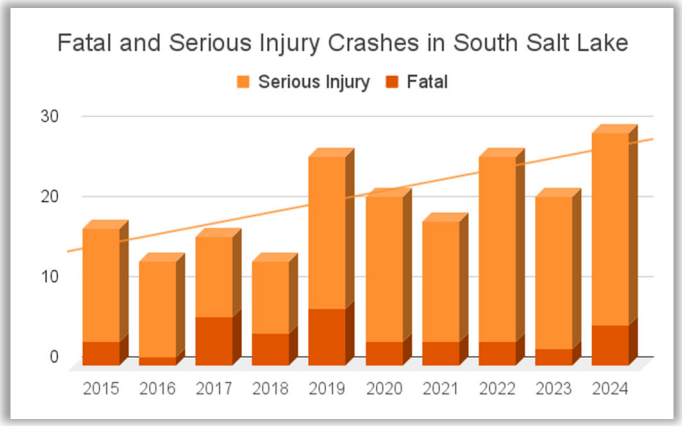
### 1. Traffic calming and road safety improvements are very high priorities for everyone.

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.



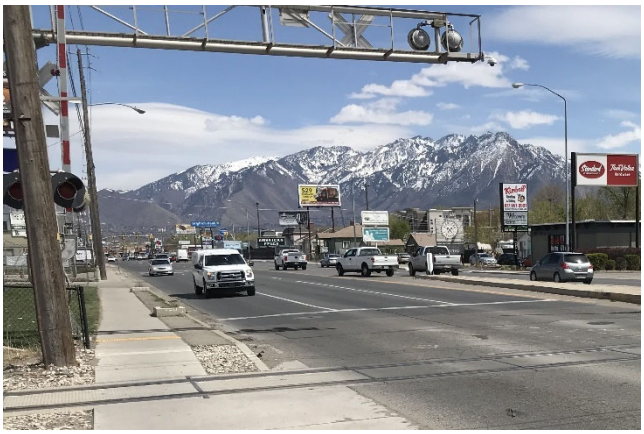
*Low cost traffic calming*

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.

## 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.

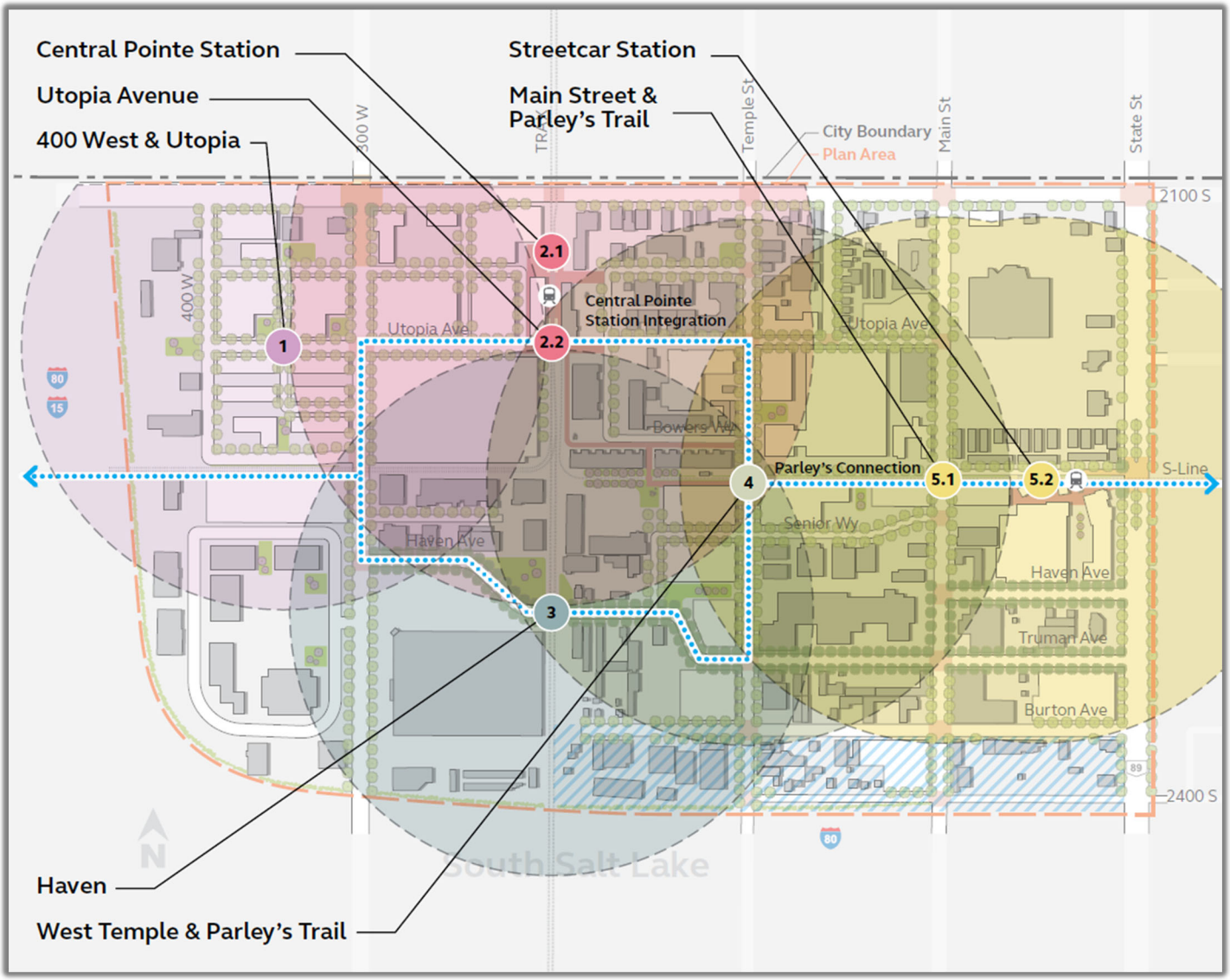
| Projects Underway | Projects to Kickstart |
|---|---|
| Adopt a citywide traffic safety plan and educate stakeholders about Vision Zero practices | Construct a comfortable and landscaped walking loop in Downtown South Salt Lake |
| Adopt a citywide traffic calming policy that encourages interventions 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.




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

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 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 developments, pushing growth out into the suburbs.



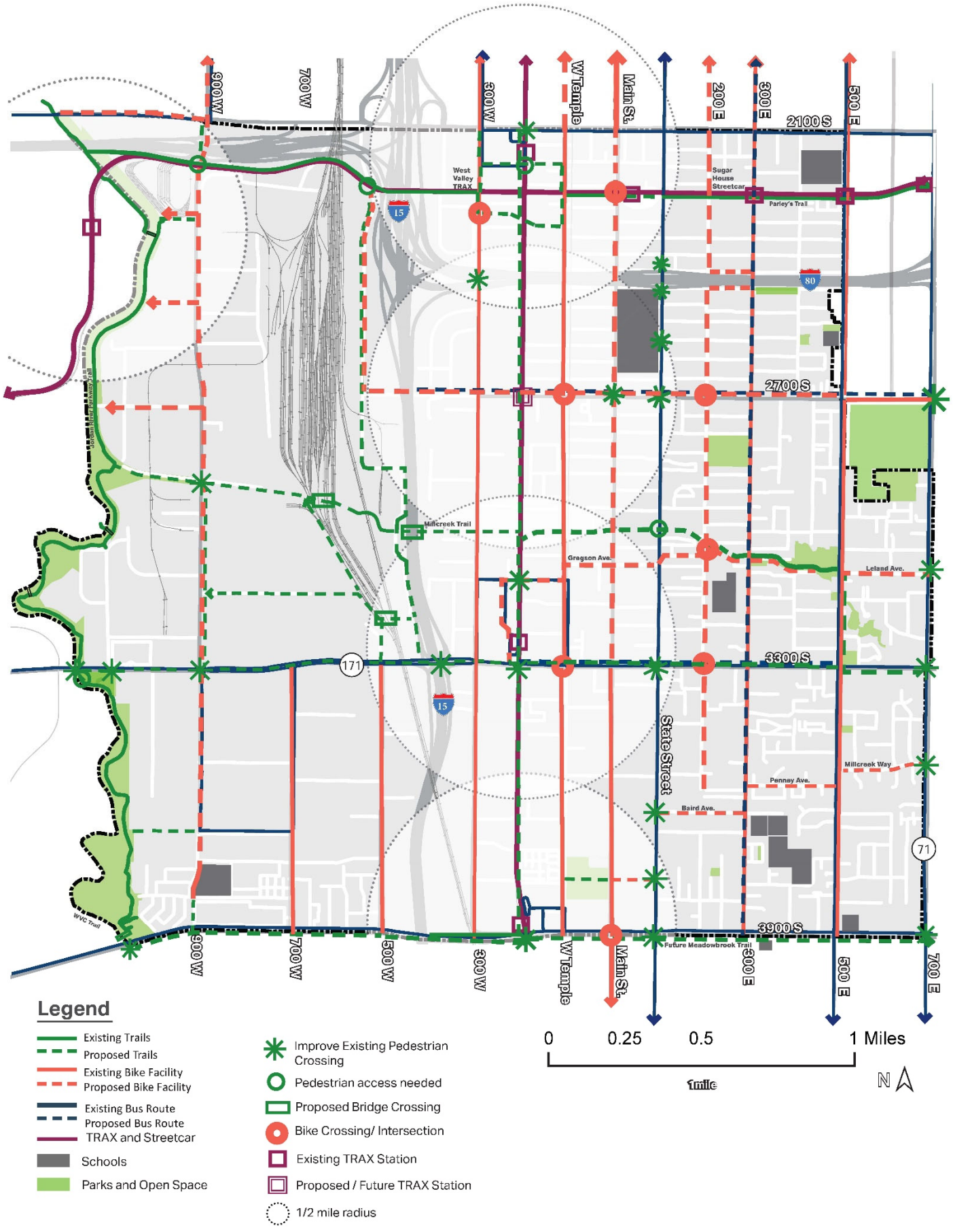
*Much of the Salt Lake Valley is characterized by single-story buildings with large setbacks and parking lots*

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.

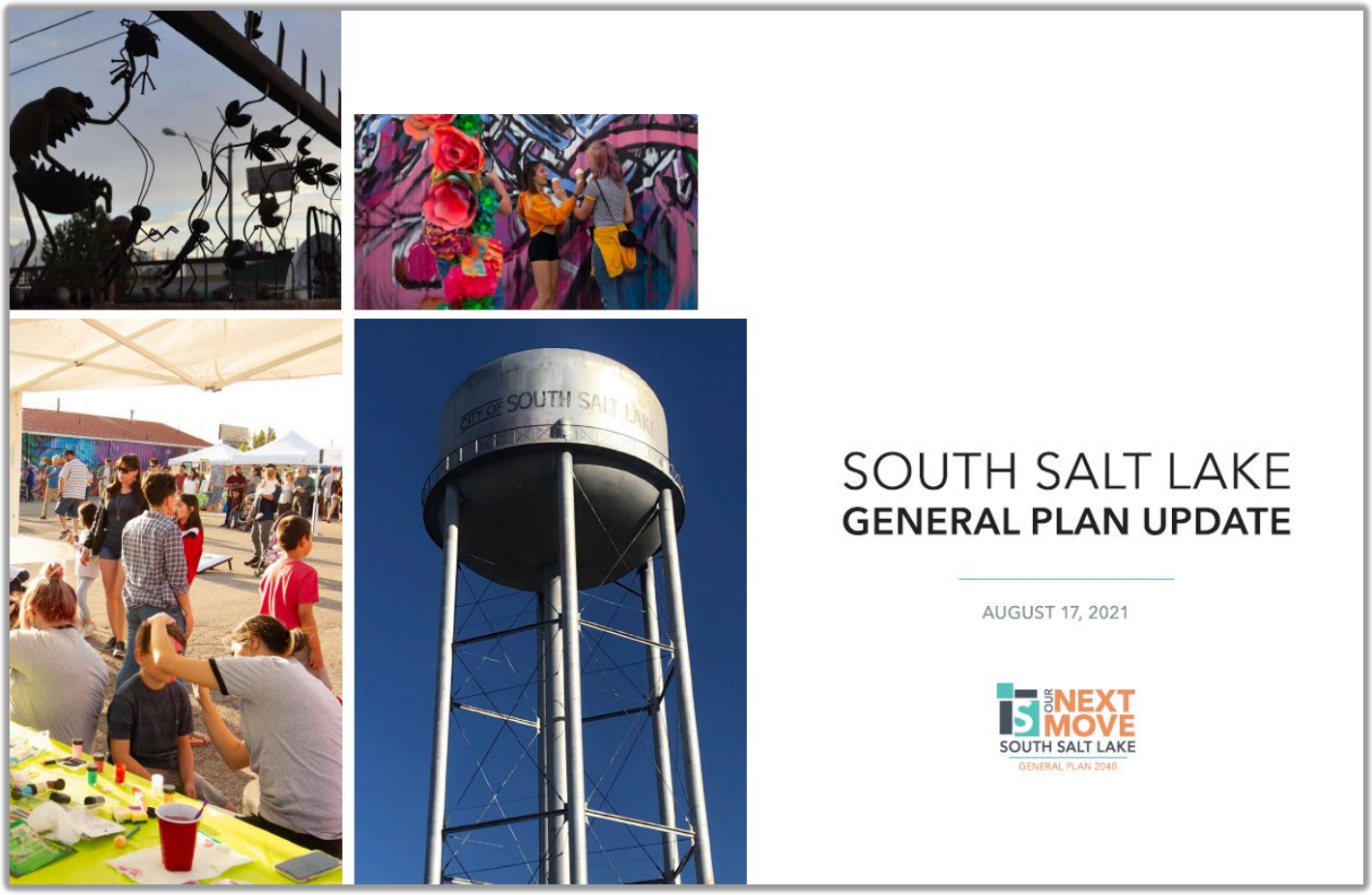
This map should be consulted whenever right-of-way or other city property is renovated, so that an opportunity for improvement is not missed. If incorporated early in the project, modernizing bicycle and pedestrian facilities can be cost-neutral, or even lower the total project cost. Other uses for this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


900 W
700 W
600 W
300 W
W Temple
Main St.
200 E
300 E
500 E
700 E
2100 S
2700 S
3300 S
3900 S
West Valley TRAX
Sugar House Streetcar
Parley's Trail
Millcreek Trail
Gregson Ave.
Leland Ave.
State Street
Millcreek Way
Penney Ave.
Baird Ave.
Future Meadowbrook Trail
WVC Trail
15
80
171
71
Legend
Existing Trails
Proposed Trails
Existing Bike Facility
Proposed Bike Facility
Existing Bus Route
Proposed Bus Route
TRAX and Streetcar
Schools
Parks and Open Space
Improve Existing Pedestrian Crossing
Pedestrian access needed
Proposed Bridge Crossing
Bike Crossing/ Intersection
Existing TRAX Station
Proposed / Future TRAX Station
1/2 mile radius
0
0.25
0.5
1 Miles
1mile
N

# 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.

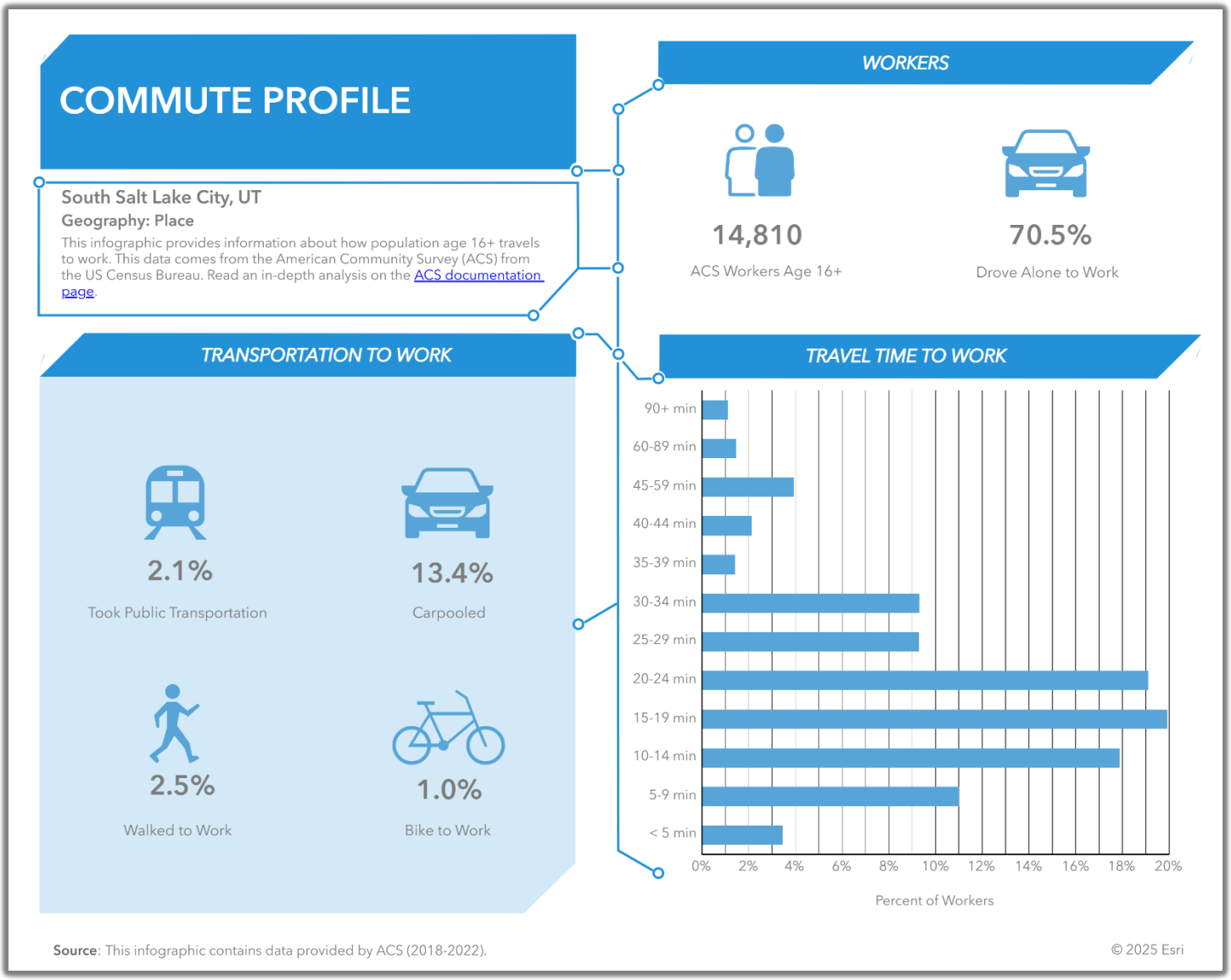
Other key takeaways are that walking accounts for nearly 10% of all trips in Salt Lake County, despite almost 37% of county households responding that they decided against walking or biking due to safety concerns. These findings have implications for where the priority of safety and alternative transportation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

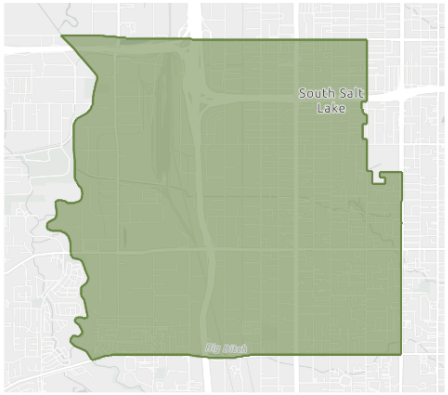
The software firm Esri, most known for its geographic information system (GIS), also compiles large quantities of useful data. Most of the data is based on the U.S. Census and American Community Survey, but Esri adds their own analyses and collected data for more usefulness. Paid Esri software services (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



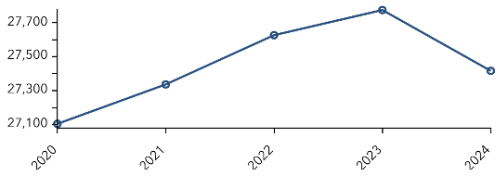

| 27,416 | 11,014 | 2.29 | 32.5 | $61,802 | $493,060 | 55 | 52 | 78 |
|---|---|---|---|---|---|---|---|---|
| Population | Households | Avg Size Household | Median Age | Median Household Income | Median Home Value | Wealth Index | Housing Affordability | Diversity Index |

MORTGAGE INDICATORS

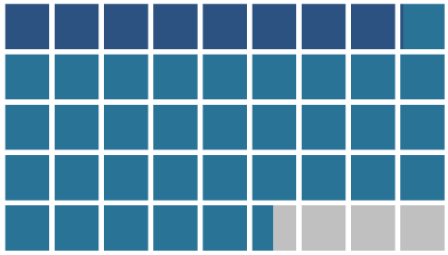
$8,769
Avg Spent on Mortgage & Basics

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

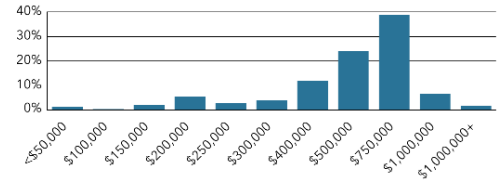
16.4%
Generation X: Born 1965 to 1980

39.6%
Millennial: Born 1981 to 1998

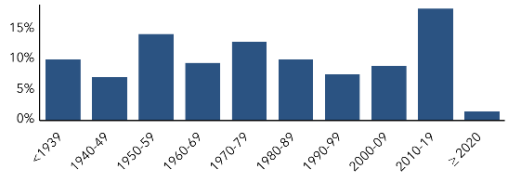
23.2%
Generation Z: Born 1999 to 2016

9.0%
Alpha: Born 2017 to Present

Home Value




Housing: Year Built

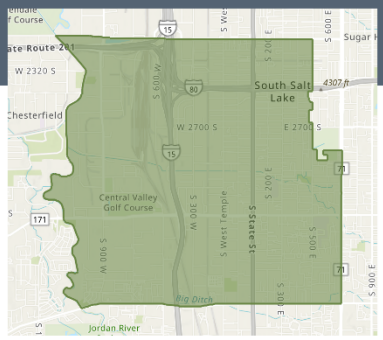



Source: This infographic contains data provided by Esri (2024, 2029), Esri-U.S. BLS (2024), ACS (2018-2022). © 2025 Esri

# 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

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

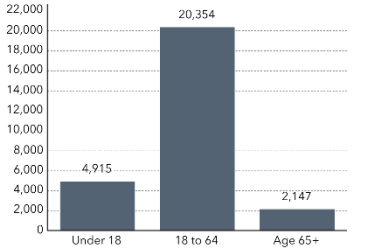
POPULATION AND BUSINESSES

45,671
Daytime Population

2,221
Total Businesses

31,902
Total Employees

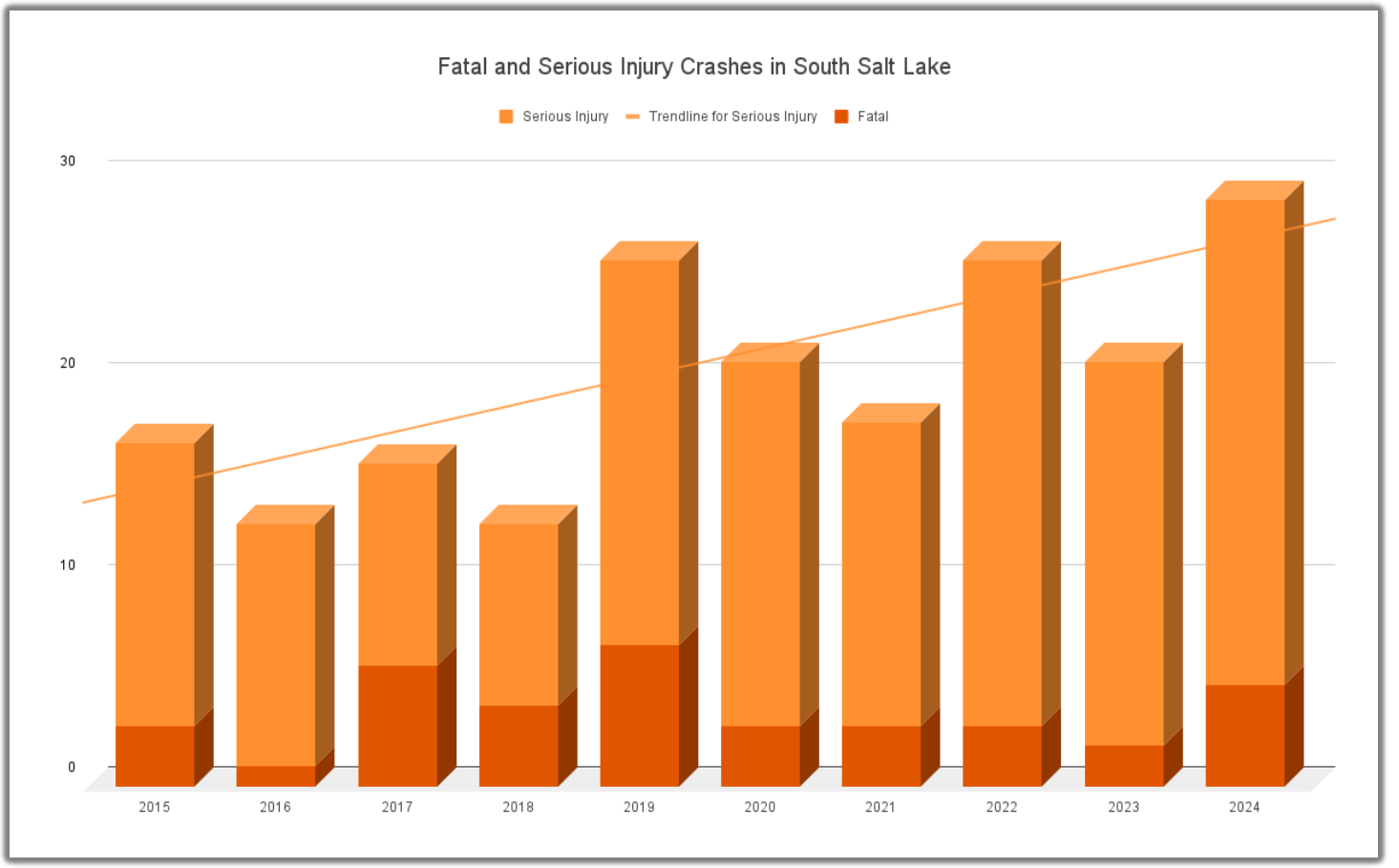
POPULATION BY AGE



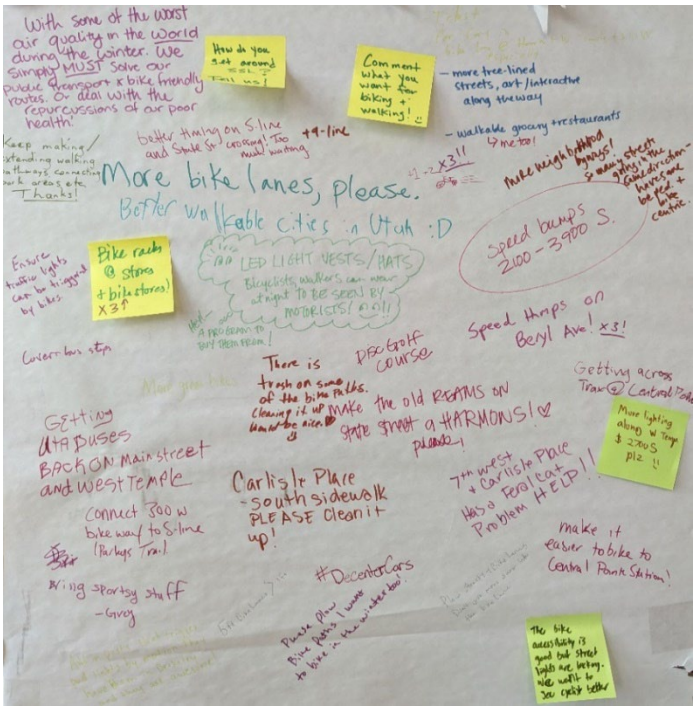

| Language Spoken (ACS) | Age 5-17 | 18-64 | Age 65+ | Total |
|---|---|---|---|---|
| English Only | 2,520 | 12,750 | 1,642 | 16,912 |
| Spanish | 1,169 | 4,175 | 211 | 5,555 |
| Spanish & English Well | 1,143 | 3,366 | 41 | 4,550 |
| Spanish & English Not Well | 26 | 693 | 165 | 884 |
| Spanish & No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

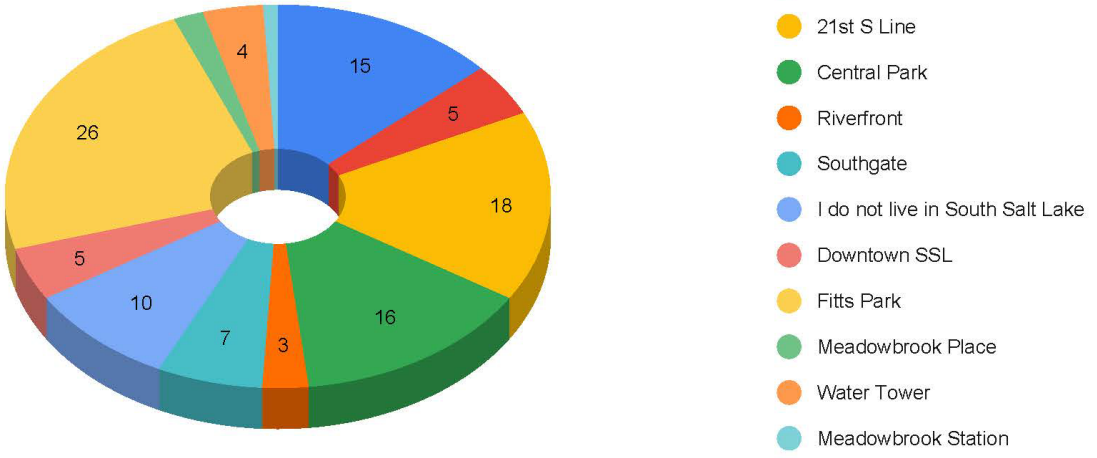
In addition to being analyzed in context, all comments received at the in-person events were fed into a wordcloud generator to highlight which words were used most frequently. The wordcloud below gives an idea of what themes and areas were most prevalent in the comments.



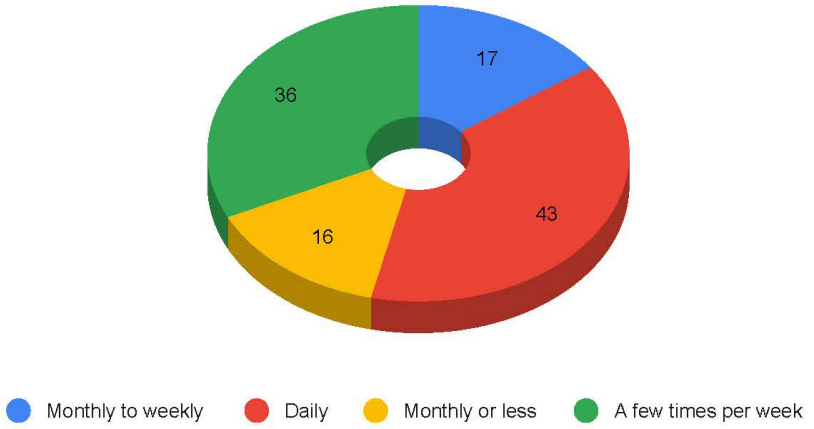

## Online Survey

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.

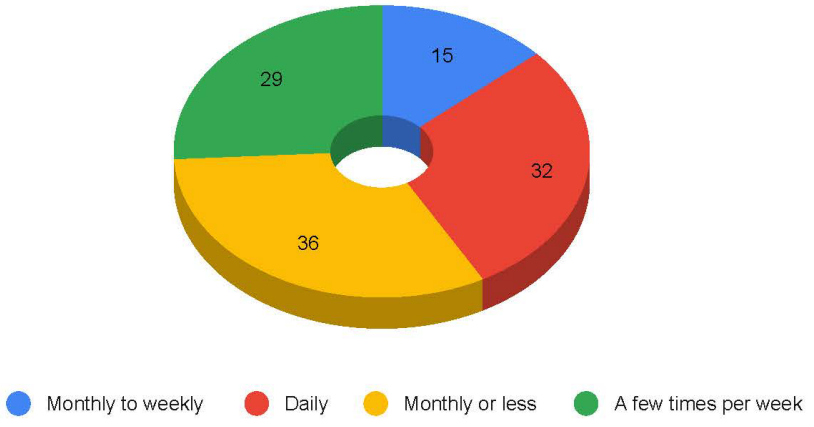
## Responses by Neighborhood




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

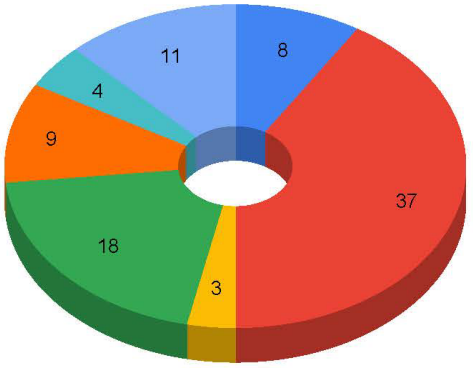



## How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for transportation?



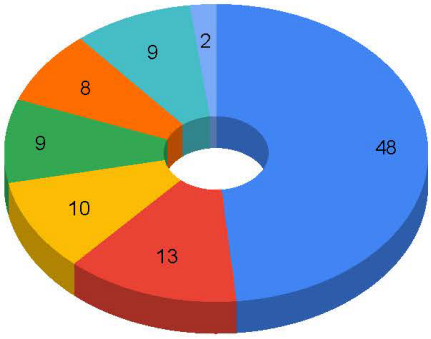
## What is the main reason you don't walk (including wheelchairs) more than you currently do?

- 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



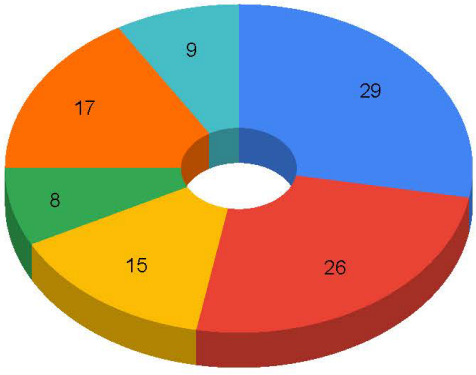

## What is the reason you don't bike (or use other forms of rolling like scooters, skateboards, etc) more than you currently do?

- 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.

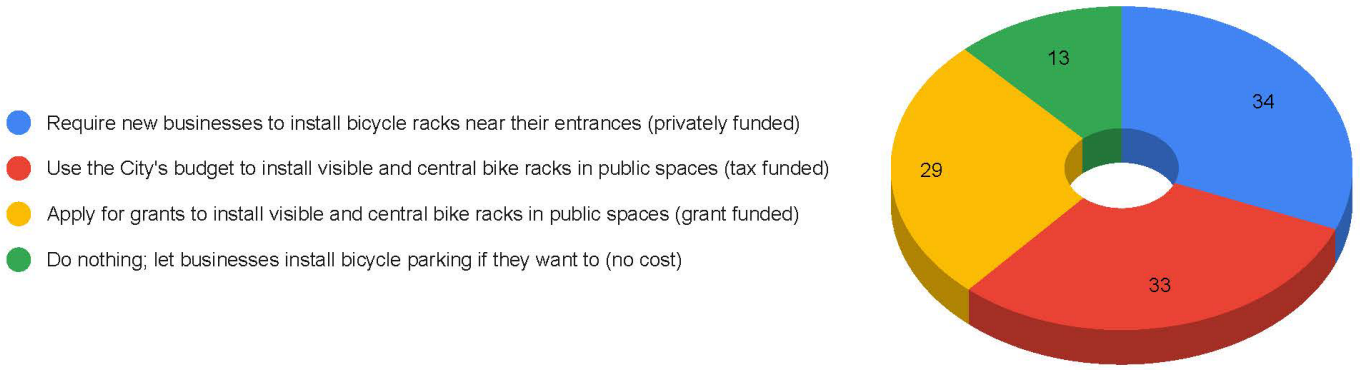



## What do you think would be the best next step to make our city more pedestrian friendly?

- 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?

