PLANNING COMMISSION STAFF REPORT

MEETING DATE:	November 06, 2025
PROJECT NUMBER:	GP25-0002
REQUEST:	A resolution of the City of South Salt Lake Planning Commission to forward a recommendation to the City Council to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.
APPLICANTS:	South Salt Lake City

PROJECT INFORMATION:

SYNOPSIS:

Staff is proposing an amendment to the South Salt Lake General Plan 2040 to comply with state requirements to develop a water use and preservation element that is integrated with land use planning and development. The proposed Water Resource Element update to the South Salt Lake General Plan is required by SB 110 (Utah Code 10-9a-403), passed in 2022. SB 110 requires this update to include:

- The effect of permitted development on water demand and infrastructure,
- Methods for reducing water demand and per capita consumption for existing development,
- Methods for reducing water demand and per capita consumption for future development
- Opportunities to modify operations to eliminate or reduce conditions that waste water.

This updated Water Resource Element seeks to provide detailed information on the status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively.

The proposed amendment also includes the incorporation of the City's Mobility Plan into the General Plan. Along with incorporation of the Mobility Plan into the General plan there is a a 2025 amendment to the City's Mobility Plan. This portion of the amendment accomplishes two things:

1. Corrects an error in the initial adoption of the Mobility Plan (see below)
2. Updates the previous Mobility Plan with current data and recommended policies/practices consistent with the latest City objectives and public outreach.

The Planning Commission is the recommending body for amendments to the General Plan, and the City Council is the land use authority for amendments to the General Plan.

In the Water Resource Element portion of the update, South Salt Lake is required to include the following: The effect of permitted development on water demand and infrastructure, methods for reducing water demand and per capita consumption for existing development, methods for reducing water demand and per capita consumption for future development, and opportunities to modify operations to eliminate or reduce conditions that waste water.

This updated Water Resource Element seeks to provide detailed information on the status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively. The recommendations included in this appendix are based on demand data, growth projections, standards from DDW (State of Utah Division of Drinking Water), city zoning ordinances, known planned developments, and standard engineering practices. This update to the Water Resource Element in the General Plan Appendix integrates water and land use planning, outlines the current and projected water budgets as well as strategies for water conservation. This Water Resource Element

of the General Plan has been developed to meet the letter and intent of the State's requirements and to secure a sustainable water future for SSLC.

In the Mobility Plan Update, the proposal will better address the Transportation and Circulation Element of the General Plan, which is a required component by Utah law. It is believed that the On the Move Mobility Plan was intended to be incorporated into the general plan in 2021, but by mistake the official action taken in 2021 was to "adopt the General Plan . . . as the South Salt Lake City Strategic Mobility Plan." This is believed to be an error. A goal of this update is to correct that error and to strengthen the General Plan with a more robust transportation element.

A second goal of the Mobility Plan portion of the update is to modernize and improve the On the Move Mobility Plan, which was written in 2020. The update features three appendices:

H. This appendix will contain the original On the Move Mobility Plan, unchanged from the final document produced in 2020.
I. This appendix is for both the General Plan and the On the Move Mobility Plan. The appendix reinforces and prioritizes concepts from the original Mobility Plan, and introduces new concepts borne from city initiatives and public outreach.
J. This Appendix is for both the Mobility and General Plans, and is comprised of data and additional information to support the concepts in Appendix I.

PROPOSED WATER RESOURCE STRATEGIES AND IMPLEMENTATION ELEMENTS:

Section 1: Effect of permitted development on water demand and infrastructure.

Summary:

- Status of City water infrastructure and water demand.
- Projected water demand from future developments.
- Deficit of current water supply and future demand.

Section 2: Methods for reducing water demand and per capita consumption for existing development.

Summary:

- Identified main sources of water waste and inefficient water usage.
- Addressed the City's water conservation goals.
- Water-conservation methods implemented by the City.
- Identified municipal code sections that address water efficient irrigation and water-wise landscaping.

Section 3: Methods for reducing water demand and per capita consumption for future development.

Summary:

- Comparison between projected future water demand at full build-out and planned water supply at full build-out.
- Plans and methods for acquiring additional water supply.
- Recommended actions to help ensure sufficient water source capacity.

Section 4: Opportunities to modify operations to eliminate or reduce conditions that waste water.

Summary:

- Additional water conservation measures for future implementation.
- Explore partnership between the City and water agencies for further and more efficient water conservation efforts.
- Improve coordination between water conservation and land use planning to promote sustainable growth.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

PLANNING COMMISSION AUTHORITY:

17.11.010. Establishment and Duties of Planning Commission.

K. Responsibilities.

A. The Planning Commission makes recommendations to the **City Council** for:

a. The general plan and **amendments to the general plan;**
b. The Land Use Map, and amendments to the Land Use Map;
c. Amendments to land use ordinances;
d. Proposed Application processes and the delegation of power under the land use ordinance.

PLANNING COMMISSION OPTIONS:

Option 1: Approval

Move to forward a recommendation of approval to the City Council for a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

Option 2: Denial

Move to forward a recommendation to the City Council to deny a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

Option 3: Continuance

Move to table the recommendation to the City Council for a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

ATTACHMENTS:

1. Draft South Salt Lake General Plan 2040 Appendix G. Water Resource Element
2. Draft South Salt Lake General Plan 2040 Appendix H. On the Move Mobility Plan
3. Draft South Salt Lake General Plan 2040 Appendix I. Mobility Plan 2025 Update
4. Draft South Salt Lake General Plan 2040 Appendix J. Mobility Plan 2025 Update Supporting Documentation

General Plan 2040 Appendix G: Water Resource Element 2025

Overview

Utah statute requires that the City of South Salt Lake General Plan include a Water Resource Element that addresses:

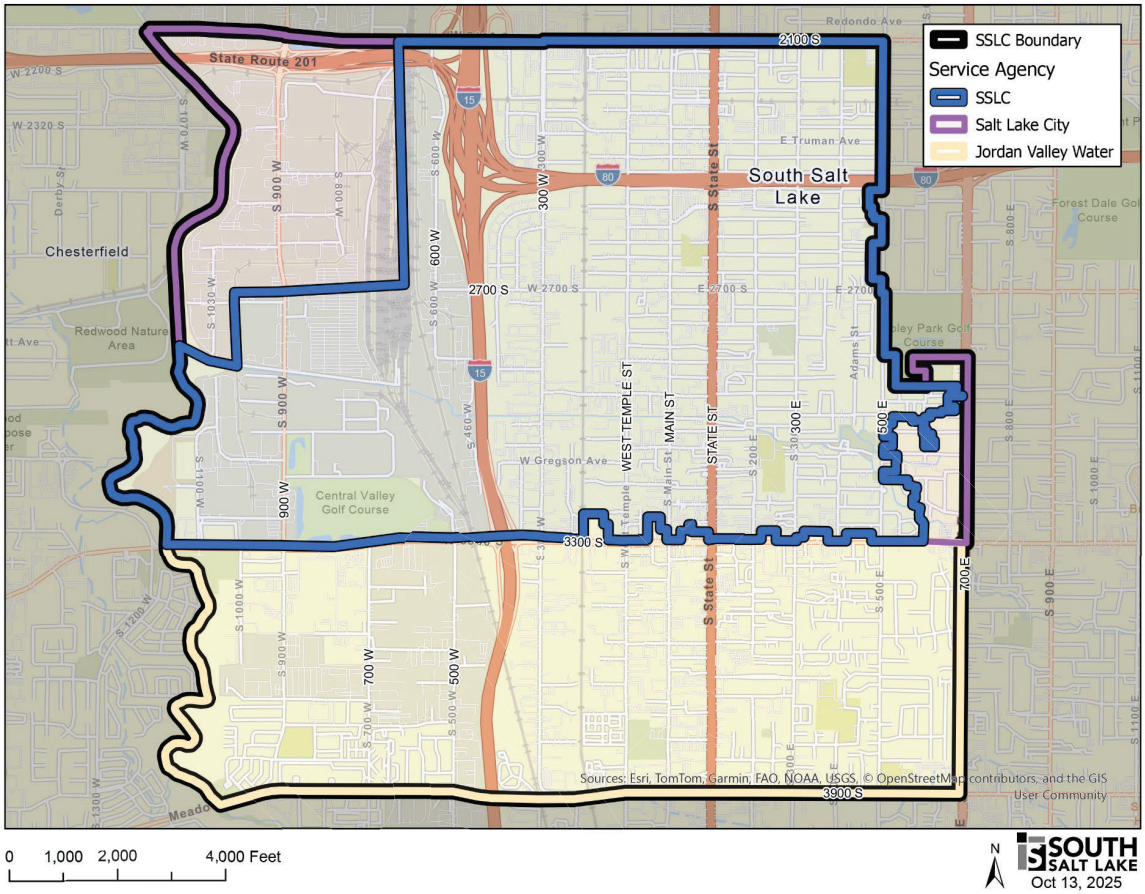
1) Effect of permitted development on water demand and infrastructure.
2) Methods for reducing water demand and per capita consumption for existing development.
3) Methods for reducing water demand and per capita consumption for future development.
4) Opportunities to modify operations to eliminate or reduce conditions that waste water.

The Utah State Legislature adopted SB 110 (Utah Code 10-9a-403), passed in 2022, which requires the City of South Salt Lake (SSLC) to develop a water use and preservation element that is integrated with the land use planning and development within the South Salt City General Plan. This update to the Water Resource Element in the General Plan Appendix integrates water and land use planning, outlines the current and projected water budgets as well as strategies for water conservation. This Water Resource Element of the General Plan has been developed to meet the letter and intent of the State's requirements and to secure a sustainable water future for SSLC.

This updated Water Resource Element seeks to provide detailed information on the current status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively. The recommendations included in this appendix are based on demand data, growth projections, standards from DDW (State of Utah Division of Drinking Water), city zoning ordinances, known planned developments, and standard engineering practices. The city's water system comprises a variety of components, including wells, booster pumps, storage facilities, valves, and pipes. The water system must be capable of responding to daily and seasonal variations in demand while concurrently providing adequate capacity for firefighting and other emergency needs. Both present and future needs were evaluated in this general plan water resource element update. Present water needs were calculated according to the DDW minimum sizing requirements and compared

with actual water use obtained from billing record data and system flow records. Future water needs were estimated by identifying locations where redevelopment is expected.

SSLC Water Service Agencies



The City was incorporated in 1938, with desire for water and sewer services as some of the primary motivations to incorporate the City. Since its incorporation, the City has evolved into a diverse mix of single-family and multi-family residences, commercial and business areas, and light industrial zones. According to the U.S. Census Bureau, the population for the City is estimated to be 26,003 as of July 1, 2022 (U.S. Census Bureau, 2022).

The city faces two major challenges: an aging water distribution system and declining well capacity. In order to meet expected future demands, the City must address these issues. Many of the system's pipes have been in use for over 50 years and nearing the end of their useful life, resulting in frequent water quality complaints. The City's water supply comes from both local wells and Jordan Valley Water Conservancy District (JVWCD). However, with well production decreasing and water demand increasing, the City has been forced to increase dependence on JVWCD water, which is significantly more expensive than City well water. The City also maintains two connections with Salt Lake City, but this source is

generally avoided due to even higher costs. The JVWCD currently allocates 1,020 acre-feet of water annually to SSLC through a contractual agreement. However, existing limitations within JVWCD's infrastructure necessitate a future strategy for the City to develop independent water sources to meet projected demands.

Effect of permitted development on water demand and infrastructure

One of the main purposes of the Water Resource Element update is to identify the current water demand and project the future water needs of the City.

To estimate future water needs, the City projected population growth in SSLC is used to forecast water usage demand trends. The growth projections for the City were evaluated as part of this master planning effort. Historic and projected population through 2060 are shown in the graph below.The Water Resource Element update primarily aims to determine current and future water demands for the City.

To achieve this, the City projected population growth within SSLC to forecast water usage trends. Figure 1 illustrates both historical and projected population growth through 2060, which was evaluated as part of this master planning effort.

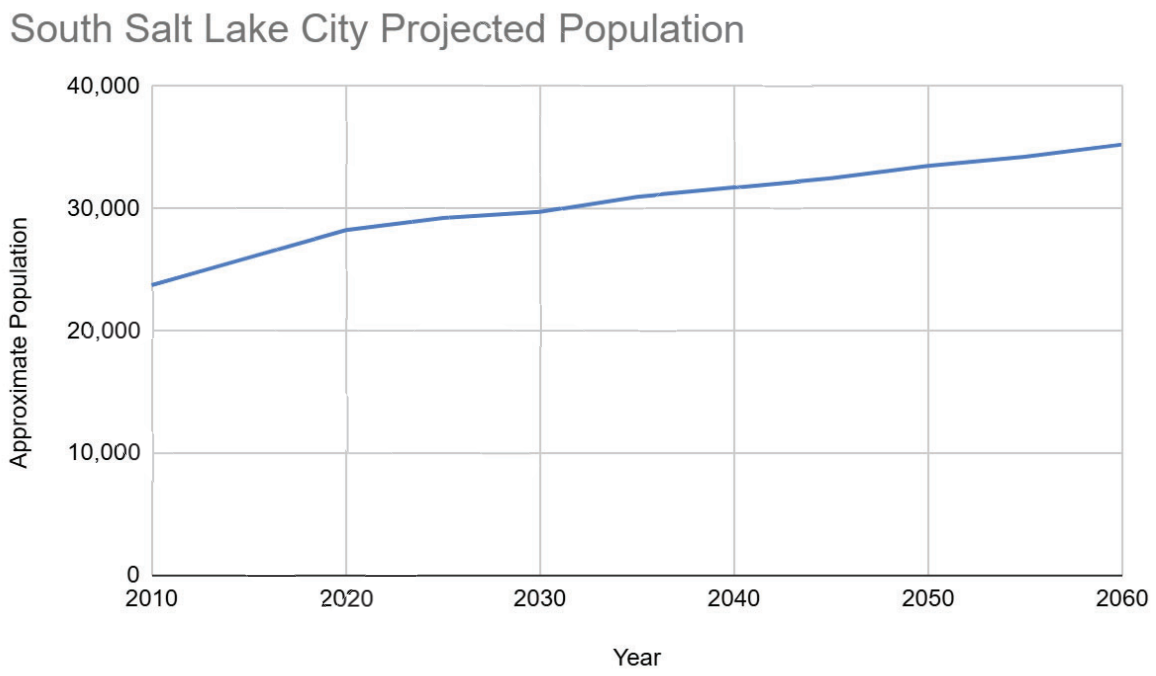


Figure 1

SSLC anticipates continued population growth, particularly as its Downtown and Transit-Oriented Development (TOD) areas continue to transform into high-density residential hubs. This steady increase is projected due to the city's proximity to public transit and its adherence to municipal code guidelines that encourage high-density, mixed-use

developments around transit hubs in the City. These developments aim to create attractive communities, increase the tax base, and boost ridership on the existing public transit system.

Table 1 presents the projected Equivalent Residential Connection (ERC) count for 2032, 2042, and at build-out. This ERC table is crucial for comparing with the City's reliable water supply to evaluate future water demand. It is important to note that "reliable water supply" does not refer to total water rights or the ability to purchase water. The City will continuously monitor and compare its ERC with the growth in water demand to ensure a sufficient water supply as the population increases.

Table 1 ERC Growth Projection	
Year:	Projected ERCs:
2022	5,848
2032	7,747
2042	9,461
Built-out	16,440

The following paragraphs outline the water rights owned by the City along with the corresponding water sources. A summary of the City's water rights tied to existing wells is shown in Table 2. At the same time, Table 2 can help identify the current water supply and availability through identifying the existing available capacity and total associated water rights in gallons per minute (gpm).

Table 2 Summary of SSL Wells		
Source:	Existing Available Capacity:	Total of associated Water Rights (GPM):
300 E Well	725	2,126

700 E Well	1,200	1,842
Davis Well	2,900	2,944
Total:	4,825	6,912

In addition to the existing wells, the City also maintains four connections with JVWCD, listed in Table 3.

Table 3 Summary of JVWCD Connections

Source	Meter Size (inches)	Flow Capacity (gpm)	Annual Contract (ac-ft)
300 East	6	700	1,020
State St	6	700	
300 West	8	1,300	
900 West	10	1,500	
Total:	-	4,200	1,020

Peak day demand, defined as the highest water usage day of the year, is crucial for determining the necessary source flow capacity for current and future conditions. This demand is primarily characterized by the diurnal demand curve and the average peak day demand. Table 4 summarizes the existing peak day demand. As peak day demand is projected to increase, the City must enhance its peak day capabilities to avoid a water supply deficit.

Table 4 Existing Peak Day Demand

ERCs	Level of Service (gpd/ERC)	Existing Peak Day Requirement (gpm)	Existing Supply (gpm)	Surplus (+) or Deficit (-)
5,484	1,364	5,195	5,425	+230

Water utilities are required to meet the average yearly demand, which is the average volume of water consumed annually. Table 5 summarizes the City's current average yearly demand. With a surplus of 7,554 ac-ft/yr, the City's water supply is adequate to meet immediate needs from new developments, including all approved projects. The City aims to foster an efficient relationship between water demand growth and new developments, supported by water conservation efforts.

Table 5 Existing Average Yearly Demand				
ERCs	Level of Service (ac-ft/ERC)	Existing Requirement (ac-ft/yr)	Existing Supply (ac-ft)	Surplus (+) or Deficit (-)
5,484	0.597	3,274	10,828	+7554

Section 1 details South Salt Lake City's current and projected water demand, particularly in relation to permitted development and population growth, including the city's reliance on local wells and the JVWCD. The section also provides data on existing water supply, including well capacities and JVWCD connections, and analyzes current peak and average yearly demands, identifying a surplus in average yearly supply but a deficit in peak day capacity at build-out. Addressing these shortfalls and promoting efficient water use for existing developments are critical for the city's sustainable water future.

1) Methods for reducing water demand and per capita consumption for existing development.

The City of South Salt Lake has identified several issues that require attention, according to its Water Conservation Plan. The primary concern is potential water waste resulting from inefficient indoor and outdoor water usage and system-wide losses of water. To achieve statewide water preservation goals, the City has pinpointed the following specific concerns:

- Many pipes in the drinking water distribution system are old or undersized and may be leaking. A pipe replacement program addresses these issues periodically.
- Comparison of the water supplied to the distribution system and the monthly meter readings has revealed water that is unaccounted for.
- Potential for further indoor and outdoor conservation efforts still exists.

South Salt Lake has achieved significant progress in water conservation, decreasing per capita water use by 21% since 2000. The City is committed to ongoing efforts to conserve water resources, aiming to meet or surpass the original statewide conservation targets. The City has identified goals in this General Plan Water Element to address the identified problems and to promote conservation.

- The City will continue to implement the water conservation measures.
- The City's water rate structure has been amended to better promote conservation. The City will consider additional rate modifications to encourage wise water use.
- The City will determine potential causes for unaccounted drinking water and attempt to reduce this water loss.
- The City will continue its pipe replacement program, replacing leaking pipelines as budget allows.

Existing Conservation Measures:

The City of South Salt Lake is currently implementing, and will continue to implement, the following water conservation measures.

1. Promotion of individual water conservation measures to City residents through the City's website, the annual Water Quality Report, bill stuffers, the City's "On the Move" monthly newsletter, and a booth during the City's annual "Celebrate South Salt Lake" community event.

2. The City of South Salt Lake continues to welcome creative and innovative ideas and strategies to conserve water and minimize water waste.

3. Actively promoted conservation measures by the City include the following:

    a. Ways to save water indoors:
        i. Check all faucets, pipes, and toilets for leaks.
        ii. Install water-saving showerheads and low-flush toilets.
        iii. Take shorter showers.
        iv. Never use your toilet as an ashtray or wastebasket.
        v. Turn off the water while brushing your teeth or shaving.
        vi. Defrost frozen food in the refrigerator.
        vii. Rinse vegetables in a full sink or pan of water.
        viii. Fully load your dishwasher. Rinse dishes in a full sink or pan of water.
        ix. Wash full loads of clothes.
    b. Ways to save water outdoors:
        i. Don't over-water landscaping.
        ii. Limit watering of plants during the afternoon and and early evening.
        iii. Adjust sprinklers so that they don't water the sidewalk or street.
        iv. Don't water on cool, rainy, or windy days.
        v. Equip all hoses with shutoff nozzles.
        vi. Use drip irrigation systems for all areas except for turf grass.
        vii. Plant drought-tolerant or low–water use plants and grasses.
        viii. Use shrubs and ground cover to reduce the amount of grass.
        ix. Place mulch around plants to reduce evaporation and discourage weeds.
        x. Set your mower blades one notch higher, since longer grass means less evaporation.
        xi. Use a pool cover to cut down on water evaporation.
        xii. Use a bucket instead of a hose to wash your car.
        xiii. Use a broom rather than a hose to clean sidewalks, driveways, loading docks, and parking lots.
    c. The City directs citizens to the Slow the Flow website (www.slowtheflow.org) for additional conservation ideas.

d. The City directs citizens to the Center for Water-Efficient Landscaping at Utah State University (http://cwel.usu.edu/) for information on efficient landscape irrigation. A Landscape Handbook with water-wise landscaping information is accessible on the City's website. The handbook addresses irrigation techniques, lists recommended water-efficient plants, and outside water-conservation resources.
e. The City has adopted the International Plumbing Code (IPC) which requires installation of water-saving fixtures in new construction (City Code 15.08.050). Maximum flow rates as defined by IPC 604.4 are as follows:
    i. Shower head: 2.5 gpm at 80 psi
    ii. Sink faucet: 2.2 gpm at 60 psi
    iii. Toilet: 1.6 gal per flush
f. The City adopted a new water rate structure effective June 11, 2025. This new rate structure increases every year to encourage water-wise usage. Previous to this change, the rates were slightly increased in the summer of 2024. The 2025 rate increase is shown below in Table 6.

Table 6 Culinary Water - Minimum Monthly Fee

Meter Size	2025-2026	**2025-2027**	**2025-2028**	**2025-2029**	**2025-2030**
0.75” Meter	$15.00	$18.00	$21.60	$22.79	$24.04
1” Meter	$25.05	$30.06	$36.07	$38.06	$40.15
1.5” Meter	$49.95	$59.94	$71.93	$75.89	$80.05
2” Meter	$79.95	$95.94	$115.13	$121.47	$128.13
3” Meter	$150.00	$180.00	$216.00	$227.90	$240.40
4” Meter	$250.05	$300.06	$360.07	$379.91	$400.75
6” Meter	$499.95	$599.94	$719.93	$759.59	$801.25
8” Meter	$799.95	$959.94	$1,151.93	$1,215.39	$1,282.05

4. The City has implemented a program to replace outdated galvanized steel water services with new copper ones. Approximately 75% of these services have been replaced to date, with the City committed to continuing this replacement as leaks are detected and as budget permits. This initiative, particularly the replacement of galvanized pipes in City parks, has led to an estimated 15% reduction in water consumption.
5. Existing City Code 13.52.050, provides for emergency limitation of water use when necessary.
    a. Mayor's proclamation of water use limitation. In times of scarcity of water or whenever it shall be deemed necessary by the City Council, the Mayor shall, by proclamation, limit the use of water to such extent as may be necessary for the public good. Providing, however, that such restrictions and limitations are not discriminatory and are made on a reasonable basis. It is unlawful for any person by himself, family, servants or agents to violate any such proclamation, and in addition to any other penalties which may be imposed, the water shall be turned off and not turned on again until the payment set by resolution of the City Council for each violation has been made.
6. Existing City Code 13.56.070, prohibits the wasting of water. "Waste prohibited. It is unlawful for any water user to waste water, or to allow tanks, air conditioning units or similar equipment to leak or overflow, or to wastefully run water from hydrants, faucets or stops, or through basins, water closets, urinals, sinks or other apparatus, or to use the water for purposes other than those for which he has paid or to use water in violation of the rules and regulations for controlling the water supply and the provisions of this chapter."
7. Existing City Code 13.56.180, puts restrictions on outside water use times. "Outside water use time restrictions. The outside use of water for irrigation is not permitted between the hours of 10:00 a.m. and 6:00 p.m. unless otherwise directed in writing by the Public Works Director or specific water provider."
8. Existing City Code 17.06.300.D.2.g, regulates irrigation systems for new landscape areas. "Irrigation. Permanent irrigation systems are required wherever Landscaping is required by this Chapter. Irrigation systems shall meet the standards below.
    a. All irrigation shall be appropriate for the designated plant material to achieve the highest water efficiency. Drip irrigation or bubblers shall be used except in Turf Grass areas. Drip irrigation systems shall be equipped with a pressure regulator, filter, flush-end assembly, and any other appropriate components.
    b. Each irrigation valve shall irrigate landscaping with similar site, slope, and soil conditions, and plant materials with similar watering needs. Turf Grass

and planting areas shall be irrigated on separate irrigation valves. In addition, drip emitters and sprinklers shall be placed on separate irrigation valves."

2) Methods for reducing water demand and per capita consumption for future development.

As the city undergoes redevelopment, water demand is projected to rise. This will involve either converting open spaces or redeveloping existing properties to higher densities. Similar to current needs, future water source requirements were assessed based on both peak-day and average annual demand. "Build-out water demand" refers to the water volume required for developments currently under construction or in the application phase once they are completed and receive utility services.

Table 7 indicates that the City's build-out water source requirements project a total peak day demand of 15,572 gallons per minute (gpm). To support maximum development density, an additional 10,147 gpm of water sources are needed. This water deficit can be addressed through various strategies, including water conservation efforts, reactivating unused or abandoned wells, or developing new wells. Additionally, the land use coordination goals detailed in this appendix will help mitigate the water shortage by promoting water-efficient development patterns and uses through the alignment of municipal land use code with water efficiency objectives.

Table 7 Build-Out Peak Day Demand

ERCs:	Level Of Service (gdp/ERC):	Build-Out Requirement (gpm):	Existing Supply (gpm):	Surplus (+) or Deficit (-):
16,440	1,364	15,5720	5,425	-10,147

The build-out yearly demand for the City's drinking water system is summarized in Table 8. The build-out annual demand is expected to be met by the annual available groundwater rights.

Table 8 Build-Out Average Yearly Demand				
ERCs:	Level Of Service (ac-ft/ERC):	Build-Out Requirement (ac-ft/yr):	Existing Supply (ac-ft):	Surplus (+) or Deficit (-):
16,440	0.597	9,816	10,828	+1,012

To ensure system resilience, drinking water systems should maintain enough source capacity to meet demand even if a major source is unavailable. No single source should be indispensable. Therefore, redundancy evaluations must assume the largest source is out of service.

The Davis Well, with a capacity of 2,900 gpm, is currently the largest source. While the City presently has a surplus physical capacity of 230 gpm, the unavailability of the Davis Well would result in a 2,670 gpm deficiency. In such a scenario, the City might need to utilize existing JVWCD connections to supplement the system's capacity.

Under the build-out scenario, even with all current sources operating at full capacity, there is insufficient capacity. To meet build-out demands with full source redundancy, the City would need to meet a projected demand of 15,572 gpm without relying on the Davis Well.

To support future developments, the City requires additional water supply through alternative sources and expanded infrastructure. The City aims to obtain all its JVWCD (JVWCD) water via one of the four existing connections to mitigate water quality issues and lower peak-day demand charges. An analysis indicated that upgrading the 300 East connection to maintain a constant flow rate of 600 gpm is necessary. It is recommended that the City establish a constant flow rate from JVWCD through this upgraded connection, while utilizing its wells and storage tanks to meet peak-day capacity.

Hansen, Allen & Luce, Inc. (HAL) performed a well-siting study for the City in 2022. As a result of the study, the following actions have been taken and recommendations have been developed:

- The City has acquired the property and purchased the 150 West Price Avenue property and has begun planning for a new well.
- As stated in the well-siting study, it is recommended that the City pursue the Harmony Park well site as the second location for a future well.

- An alternative to constructing a new well is redeveloping an existing, unused well. The best choice for this is the Bolinder Well, as redeveloping the existing well, tank, and booster station will support future growth in the city's downtown area.

Extensive water conservation is recommended for SSLC for the following reasons:

- DDW periodically reviews water use data and issues minimum sizing requirements based on actual water use data. If sustained water conservation can be demonstrated, the City's sizing requirements may be reduced, which would allow the City to extend the capacity of existing sources and storage tanks and delay or eliminate the need for future capital projects.
- Water conservation results in better drought-preparedness and emergency preparedness.
- Water conservation can enhance the City's positive image and promote a culture of conservation among residents. Water conservation may create a positive image for the City and a culture of conservation among residents.

The following recommended actions help ensure sufficient source capacity for current and future customers:

- Regularly update and continuously implement the City's Drinking Water Source Protection plans.
- Take all necessary actions to protect existing water rights.
- Regularly clean and maintain wells to prevent their capacity from diminishing ensure the capacity does not diminish over time. Well cleaning is recommended whenever pumps are removed for maintenance or replacement – typically at intervals of 5–15 years.

South Salt Lake City's commitment to water sustainability is evident in its multi-pronged approach, encompassing both immediate and long-term strategies. From public awareness campaigns and adjustments to water rate structures to significant infrastructure investments and the integration of water-wise policies into future development, the City is actively working to secure a resilient water future. These efforts highlight a holistic vision where conservation, efficient infrastructure, and strategic planning converge to meet the challenges of increasing demand and changing environmental conditions.

3) Opportunities to modify operations to eliminate or reduce conditions that waste water.

South Salt Lake City anticipates increased water demand due to ongoing redevelopment. The city is proactively developing a comprehensive strategy to ensure a sustainable water supply for future growth. This includes a clear plan to address projected capacity deficits, promote water conservation, and mitigate the impact of a potential loss of a major water source, ensuring readiness to meet peak day demand at full build-out.

South Salt Lake is proactively addressing its future water needs through a multi-faceted approach. This includes significant infrastructure investments, such as acquiring land for a new well, identifying a second potential well site, redeveloping the Bolinder Well, and upgrading its connection to the JVWCD.

Beyond infrastructure, the City is strongly committed to aggressive water conservation. This commitment is demonstrated through educational initiatives, strategic rate structuring, partnership with JVWCD and updates to city codes, all aimed at managing demand effectively. These efforts are designed to extend the capacity of existing water systems and cultivate a resilient, drought-prepared water culture within the community.

In essence, South Salt Lake is not merely reacting to future water demands but is actively preparing for them. By combining capital projects, strategic partnerships, and community-wide conservation efforts, the City is positioning itself to support continued development and ensure long-term prosperity.

The City of South Salt Lake proposes to implement the following additional Water Conservation measures:

- The City will consider purchasing leak detection equipment and performing a leak detection survey. This survey would be followed by the implementation of the ongoing pipeline replacement program for leaking pipelines.
- The City is currently developing a commercial landscape ordinance to encourage water conservation under Title 17 of the SSLC Municipal Code, which includes the following:
    - Drought Tolerant Species. Climatic conditions in Salt Lake County are generally arid, and the selection of plant species suited to dry conditions is allowed and appropriate. The State of Utah has compiled a list of “WaterWise” plants which can be accessed at http://www.waterwiseplants.utah.gov. Drought tolerant plants shall be from transplants and not seeded on site.

    - Water Conservation. Landscape design pursuant to the requirements of this chapter should be done with water conservation in mind because of population growth, limited available water and the climatic limitations of Salt Lake County. While irrigation systems are required for certain landscaping and may be desirable for other applications, all irrigation systems shall be designed for efficient use of water.

- The City will consider reevaluating its water rate structure to further promote water conservation.
- The City will continue its program to replace old galvanized steel water services with copper water services.
- The City will continue to monitor overall system water loss and institute measures to address unaccounted water.

South Salt Lake City's commitment to water sustainability is evident in its multi-pronged approach, encompassing both immediate and long-term strategies. From public awareness campaigns and adjustments to water rate structures to significant infrastructure investments and the integration of water-wise policies into future development, the City is actively working to secure a resilient water future. These efforts highlight a holistic vision where conservation, efficient infrastructure, and strategic planning converge to meet the challenges of increasing demand and changing environmental conditions.

Continued partnership with the JVWCD is crucial for the City of South Salt Lake's water future and long-term water resource management strategy. This collaboration is essential to effectively address increasing water demand from new development and expansion. It involves coordinated planning for infrastructure upgrades (e.g., new pipelines, storage facilities) and ensuring the city's water rights and usage align with regional supply capabilities. This ongoing coordination provides access to a larger, more resilient water network, mitigating risks from localized supply issues and ensuring a stable and sufficient supply for current residents and future growth.

The City of South Salt Lake recognizes the vital connection between land use development, future planning, and water usage. To foster sustainable growth, the City is committed to strengthening collaboration between its Community Development and Water Departments. This integrated strategy ensures that new developments align with the city's long-term water availability. By sharing and analyzing data on proposed developments and their projected water demands, the city can make informed decisions regarding zoning, density, and infrastructure.

Prioritizing and targeting uses with naturally lower water consumption is a crucial strategy for the City of South Salt Lake, especially given its water supply challenges. This proactive coordination prevents potential water shortages, ensuring that new residential, commercial, and industrial projects are both economically viable and environmentally sustainable. SSLC will continue to encourage water-efficient land uses, such as mixed-use and high-density residential developments. This initiative will be supported by current and future water-efficient landscaping and irrigation codes.

South Salt Lake (SSLC) is dedicated to advancing water conservation through the implementation and promotion of water-efficient landscaping. The city's current efforts include providing water-efficient landscape guidance via the City Landscaping handbook, which helps residents identify suitable local species of trees, shrubs, and other plants. Additionally, SSLC already has water-efficient irrigation codes that consider plant material, needs, soil type, and slope steepness.

To further these initiatives, SSLC will develop educational programs and continue to update land use ordinances as needed. A key goal is the continuous adoption of innovative water-saving measures and the integration of water-wise, streetscape-preserving landscaping requirements for all new and existing developments. This ensures that conservation is prioritized from the outset in future residential, commercial, and public spaces. By mandating drought-tolerant plants, efficient irrigation systems like drip lines, and reduced turf areas, the City aims to significantly decrease overall water consumption and establish a new benchmark for sustainable development.

The City of South Salt Lake, in close coordination with the statewide water preservation program, will continue to explore and adapt efficient ways to save water. The city will continue to explore and adopt new technologies, best practices, and educational programs that are proven to reduce water consumption and demand. This partnership ensures that South Salt Lake City remains at the forefront of water conservation, continually improving its approach to manage this essential resource for both current residents and future generations.

SOUTH SALT LAKE
STRATEGIC MOBILITY PLAN

SOUTH SALT LAKE
CITY ON THE
MOVE

Acknowledgements

Mayor
Cherie Wood

City Council

Ray deWolfe

Natalie Pinkley

LeAnne Huff

Corey Thomas

Sharla Bynum

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Table of Contents

1. Introduction

Redefining Mobility for SSL

South Salt Lake (SSL) is conveniently located in the center of Salt Lake County and has many transportation options including the confluence of I-15 and I-80, three TRAX light rail stations, the Sugarhouse Streetcar, trails, roads, and a network of on-street bike lanes. Over the past several years, SSL has made great strides in implementing transportation improvements within the community. To continue developing a transportation system that can sustain the long-term needs of SSL, the city needs to develop a strategy to guide mobility investments within the community.

This SSL Strategic Mobility Plan is a citywide plan to that provides goals and strategies focused on making it easier for residents and visitors to travel to, through, and from the city. The plan guides transportation policies and investments for the next 10 years and provides a framework of catalytic projects to jumpstart mobility investments. This integrated, multimodal strategy will help the city approach mobility investments in a balanced manner that will improve the community and increase travel options.

How to use this plan

This plan outlines a comprehensive framework for meeting the transportation needs of the SSL community. It defines a guiding vision for transportation and identifies goals and policies that will facilitate decision-making related to transportation infrastructure within the community. The framework will guide the community towards a balanced and efficient transportation system that can support economic vitality and sustain a high quality of life.

This plan offers policies and strategies for the community's roadway, bicycle, pedestrian, transit, and freight networks for the next 10-years to address transportation needs. This plan provides guidance on infrastructure improvements and will inform strategy for securing grant funding for transportation projects.

This plan should be used in conjunction with other planning documents that are applicable to the SSL community, including the city's general plan, the regional transportation plan, and transit plans, to holistically meets the needs of residents and visitors.

The plan is comprised of two main elements:

- **Goals:** Each section contains guiding goals that define what it would look like for a specific component of the transportation network to move towards the community's vision for transportation. The goals describe what the community hopes to achieve with each component of the transportation system over the next 10-years. By achieving all the goals defined in the plan, the community should achieve its vision for transportation.

- **Policies:** With each goal, policies describe specific strategies the community can use to achieve the goal. These policies are actionable strategies that are intended to guide decision making.

Multimodal infrastructure improvements can create dedicated space for everyone.

Plan Vision Statement

Provide an integrated mobility system that is safe, accessible and inclusive for all and promotes a thriving economy, supports healthy communities and enhances quality of life.

This guiding vision sets the direction for transportation improvements in the SSL community. It is a critical part of the planning process as it describes what the community wants their transportation system to look like in the next 10-years. It identifies community priorities and ultimately guides the rest of the planning process.

The project team collaborated closely with project stakeholders to develop the vision for the plan. This was done by developing an advisory committee consisting of key stakeholders that represent the interests of the community. Throughout the planning process, the advisory committee has provided input and guided the development of the plan. A public meeting was also held to give members of the community an opportunity to express what they would like to see happen with their transportation system over the next 10-years. The input from the advisory committee and the public helped to form the vision statement of the plan.

This vision puts SSL on track to create a safe, equitable transportation system that supports the economy, the health of the residents, and the quality of life within the area.

Relationship to Other Plans

An initial process in the development of this Strategic Mobility plan was to understand the planning work and mobility recommendations completed in previous SSL or partner efforts. This section outlines which plans were reviewed and influenced the development of this plan.

General Plan (2009)

In 2009, the city adopted a General Plan to guide the growth, development, health, general welfare and safety of the city. Through the course of this planning process the city council and planning commission set goals and objectives for seven planning elements. These elements were community values, land use, transportation, economic sustainability, parks and recreation, community facilities, and housing. The transportation chapter of this plan contains a robust discussion of 2009 existing conditions, historical growth patterns and the path forward the city aspired to follow with regards to the transportation system. While many of these figures and traffic counts are now outdated, the four goals that were established during this planning process for the transportation network are still applicable today. These four goals are listed below and were accompanied by objectives and policies in the full-length report. Over 10 years later provided an opportunity for reflection as many of the future transit, bicycle and pedestrian facilities that were proposed in 2009 in this plan have now been constructed.

- **Goal 1:** Maximize efficiency of existing roadways in South Salt Lake.
- **Goal 2:** Ensure that vehicles travel at safe speeds through residential neighborhoods.
- **Goal 3:** Develop walking and bicycling as mode choices for residents of all abilities, ages, and income levels.
- **Goal 4:** Enhance the transit options available to South Salt Lake residents.

Downtown Master Plan (2015)

In 2015 an ambitious vision for downtown SSL was created in the Downtown Masterplan . Creating a downtown center where people want to be, that can serve as a gathering place, and, most importantly to this plan, is centered around quality multimodal transportation options is key to supporting growth that will not be hindered by congestion and delays. Creating a city center – and other community centers will re-structure the city around people and around quality transportation options which allow all residents to have neighborhoods where they can prosper.

In addition to the downtown core the plan lays out citywide goals for streets and public spaces including:.

- Build safe, walkable neighborhoods.
- Build complete streets that serve cars, transit, bikes and pedestrians.
- Create memorable corridors through the city.
- Create gateways that improve the city's image.
- Break down blocks with roads and pedestrian ways for additional frontage and redevelopment opportunities.
- Support all transportation modes to make urban living more affordable and convenient.
- Maximize transit use and access and build new ridership.
- Design streets to also control stormwater, use trees to shade pavement and cleanse air, and increase walking.

Parks, Open Space, Trails, and Community Centers Master Plan (2015)

The Parks, Open Space, Trails and Community Centers Masterplan identifies the importance of trails, park space and community centers for promoting health and community vibrancy as well as a transportation asset. The plan sets a goal that all residents will live within ¼ mile of a public park, 1 mile of open space, ¼ mile of a trail and within ½ mile of a bike route. The five main goals to bring more accessible and usable park space to the residents of SSL include:

- Goal 1. Expand parks to meet population growth by adding them into new development area.
- Goal 2. Build parks in areas that do not a park within 1/4 mile to fill gaps in service.
- Goal 3. Expand the overall quantity of parks to reach a higher level of service per capita.
- Goal 4. Add amenities to existing facilities.
- Goal 5. Improve the quality and function of facilities.

Additional plans reviewed and incorporated into this plan include:

- Mill Creek Trail Feasibility Study (2009)
- South Salt Lake Small Area Plan (2009)
- City of South Salt Lake General Plan (2009)
- WFRC Utah Travel Study (2013)
- East Streetcar Master Plan (2014)
- Parks, Open Space, Trails and Community Centers Master Plan (2015)
- Downtown South Salt Lake Master Plan (2015)
- Granite Area/Riverfront Sidewalk Master Plan (2016)
- Utah Street Connectivity Guide (2017)
- Life on State Implementation Plan (2018)
- WFRC access to opportunities (2019)

Kids ride the Jordan River Parkway Trail

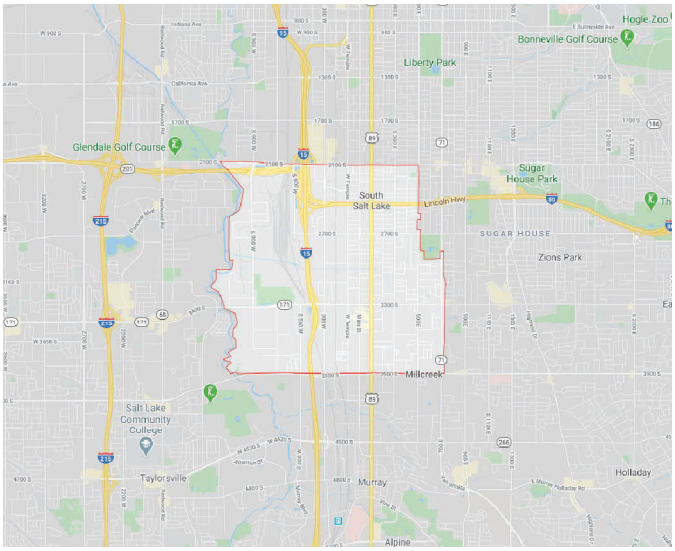
2. State of the System

Who we are

SSL was created in September of 1938 by an official resolution passed by Salt Lake County. In the 82 years that have followed, the city has grown to be an integral part of the fabric of the Salt Lake City metropolitan area. The city is driven by three promises that represent the highest hopes for the SSL residents. Transportation and mobility play a key part in each of these three promises.

The three promises are:

1. Every child has the opportunity to attend and to graduate from college
2. Every resident has a safe, clean home and neighborhood
3. Everyone has the opportunity to be healthy and to prosper



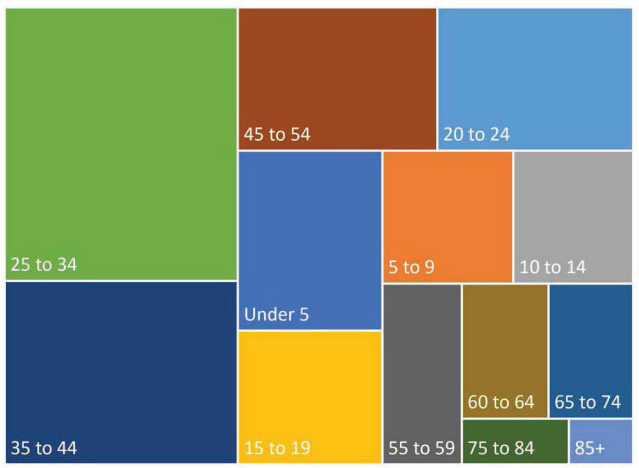
City of South Salt Lake regional context (place holder map)

SSL is part of a larger urban/suburban fabric, and regional collaboration is vital to improving connectivity with this larger urban region.

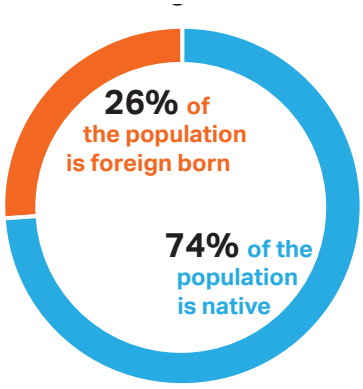
Demographics

SSL is home to 24,860 residents. The median age of residents is 31 which is 7 years younger than Salt Lake County and the state of Utah. SSL residents are more racially diverse than the county and state, and this rich heritage can be celebrated and built upon as the city grows into the future. The median household income in SSL is $42,749 – this is below that of the county and state where median incomes both hover around $71,000. The poverty rate in SSL is 21.8% compared to roughly 10% in the Salt Lake County and Utah. The employment rate, however, is on par with the other two regions.

Median Age

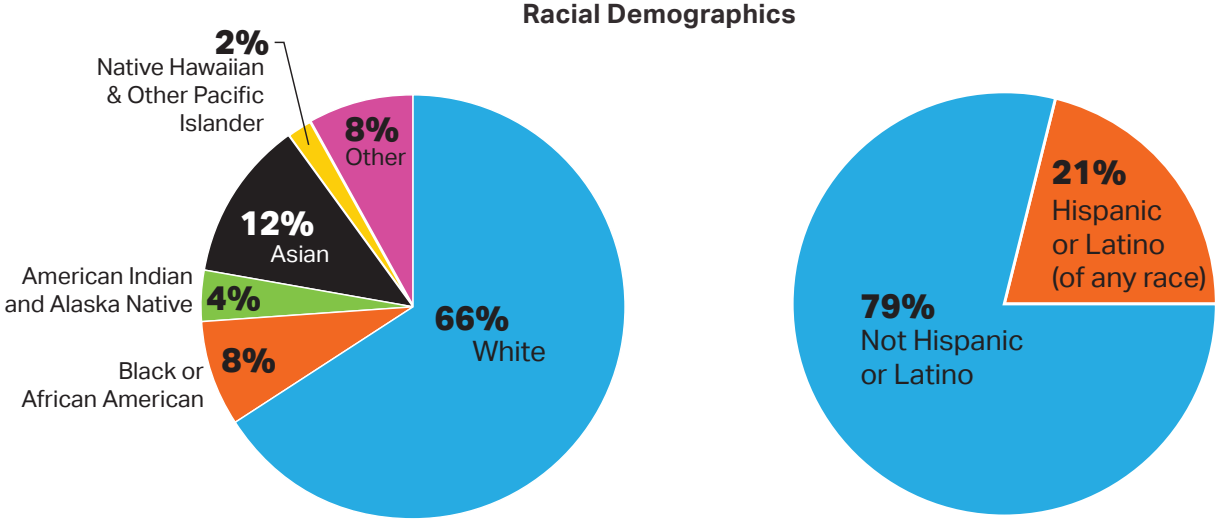


Native and Foreign Born Residents

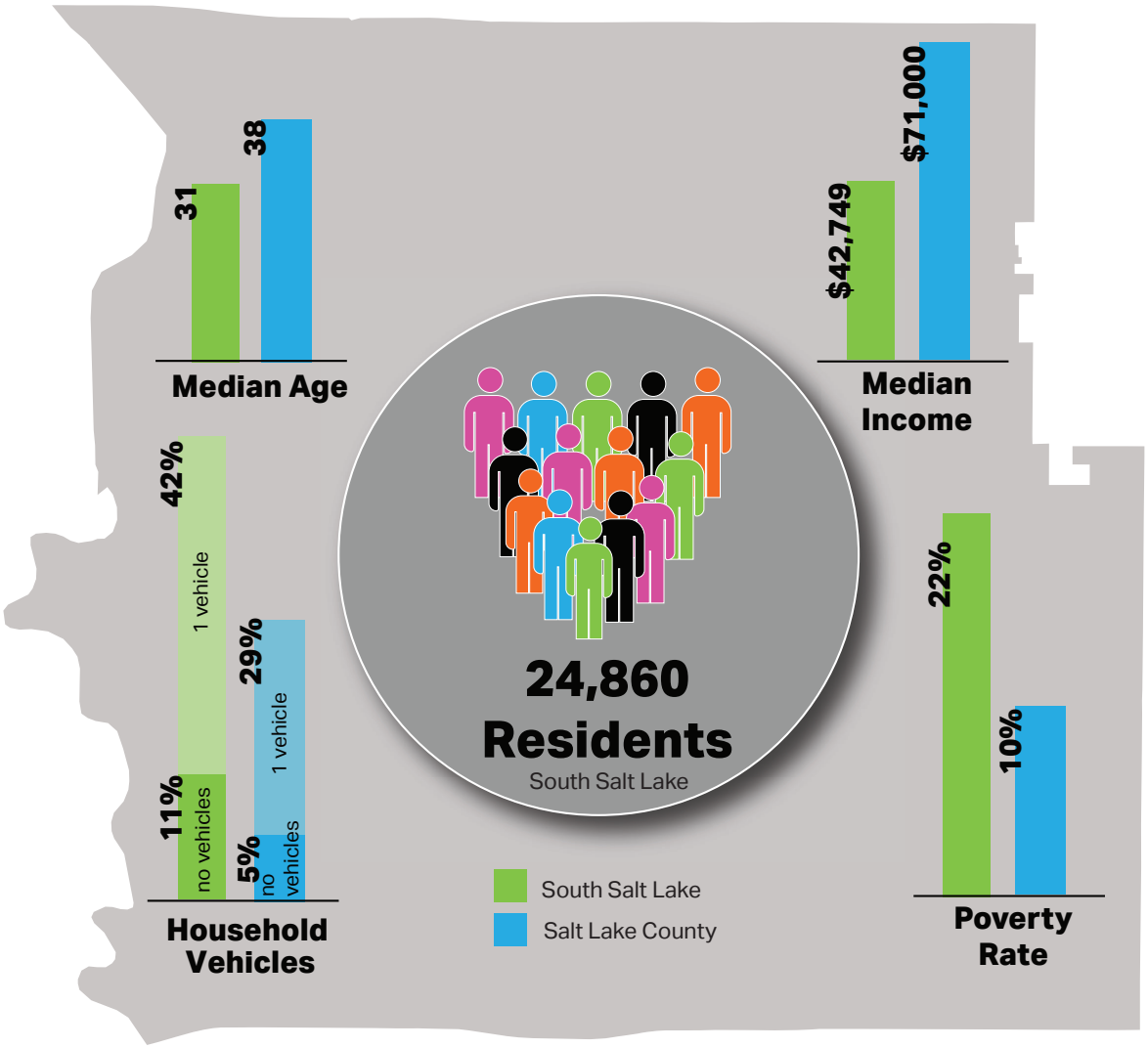


Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Racial Demographics



Community Snapshot

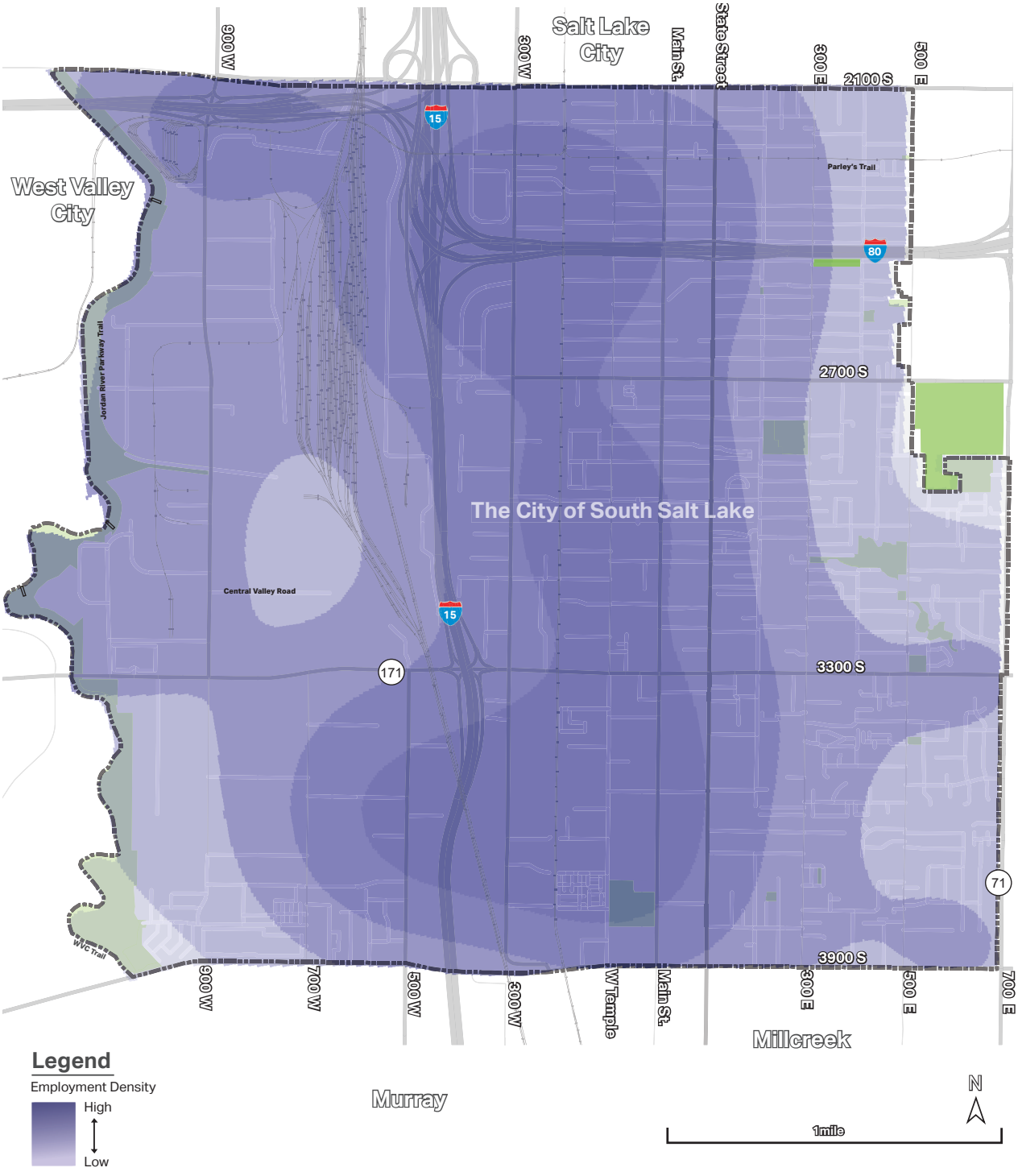


Source: data.census.gov: ACS Data 2018
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Economics and Employment

There are 34,111 jobs in SSL that are primarily clustered in a north-south corridor between I-15 on the west side and State Street on the east side. Half of the jobs in the city are manufacturing, retail and wholesale trade, and construction.

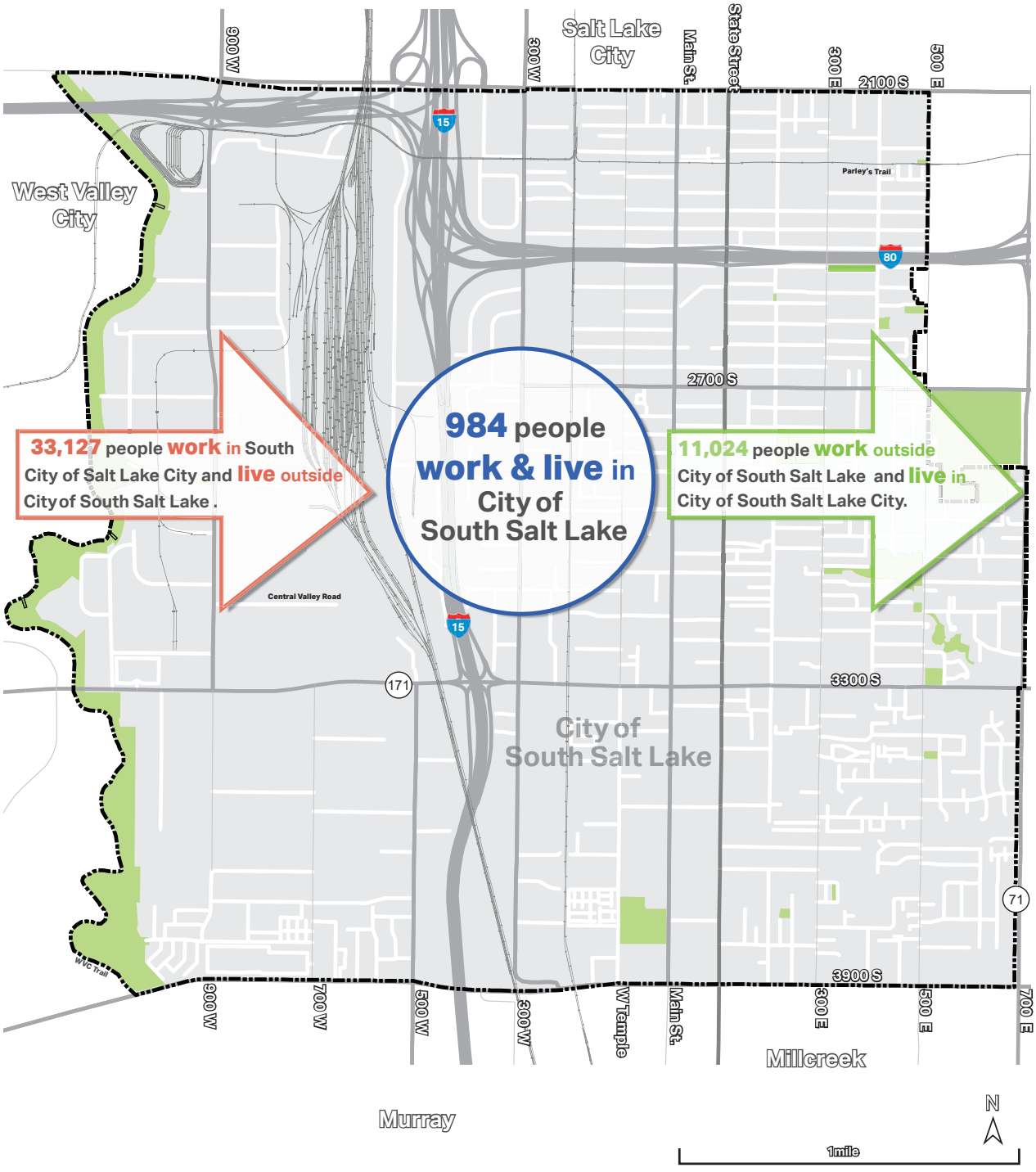
Job Density in 2017



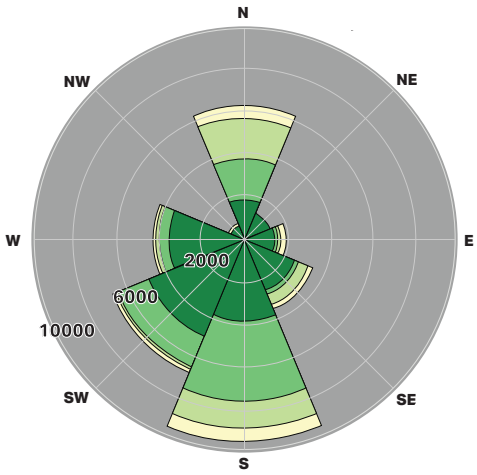
Each day, 33,127 workers travel to SSL from other areas with the region to work, 11,027 SSL residents leave the city for jobs in other locations, and a little less than 1,000 employees live and work in SSL.

The other 11,027 workers who live in SSL and do not commute internally leave the city and head to various destinations. The predominant pattern of this movement is north-south. The majority of commuters are heading to Salt Lake City to the north and various cities to the south.

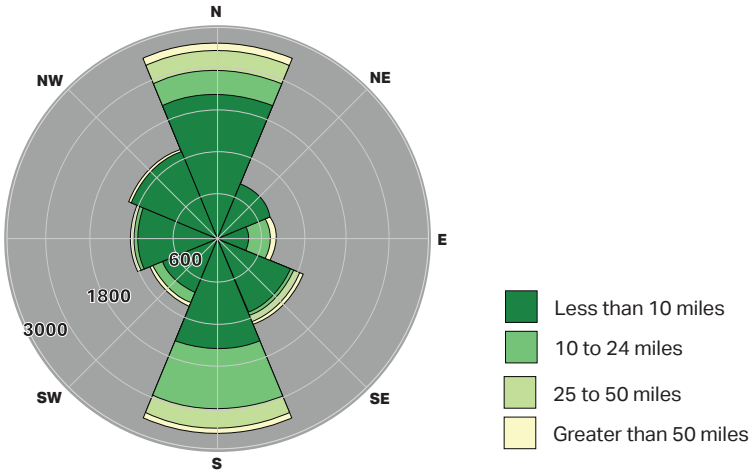
Commute Flow and Outflow



Distance and Direction to work for SSL workers living outside of SSL



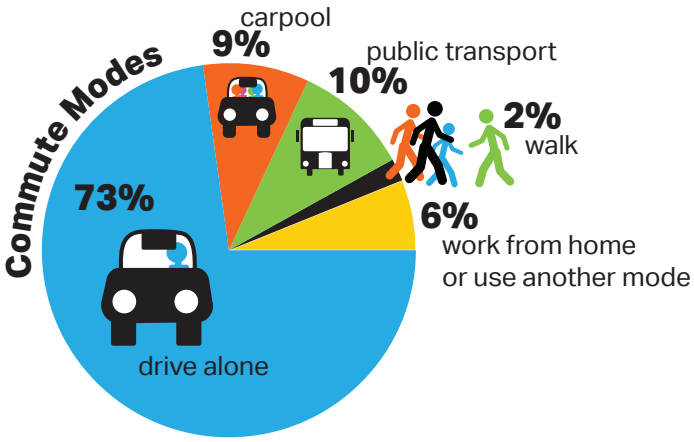
Distance and Direction to work for SSL residents work



Commute Modes

Seventy-three percent of these commuters use single-occupant vehicles which is on par with the county and state. Only 18% of commute trips do not take place in some form of car, truck, or van. As SSL continues to grow, it will be important to leverage access to transit corridors. Increasing the attractiveness of multimodal transportation will be vital to the continued growth of the city while keeping the three promises made to the residents in mind.

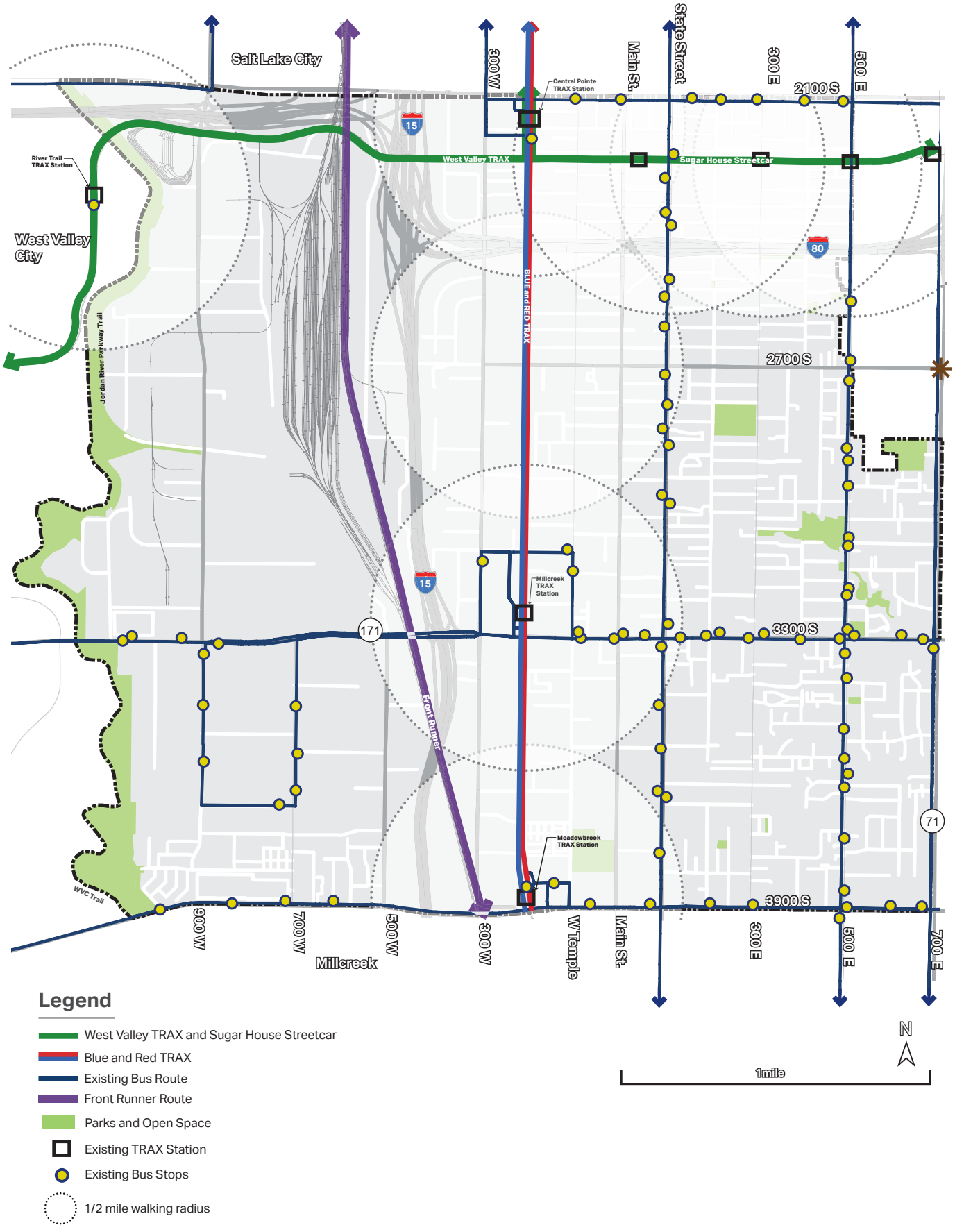
Commute Modes in South Salt Lake City



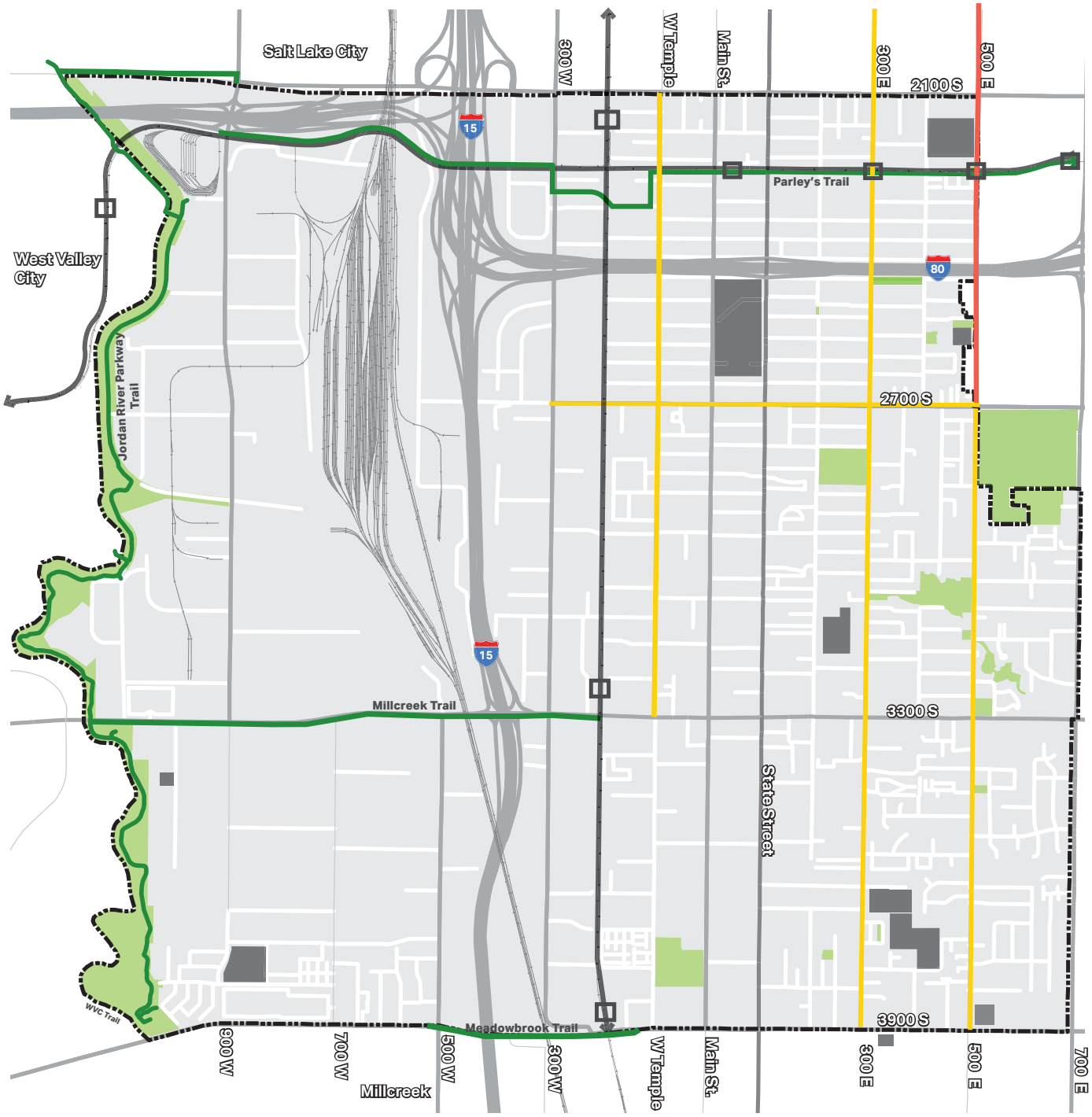
Existing Transportation Network

Unique aspects of SSL's transportation networks include its industrial hub and significant rail infrastructure; access to three freeways; numerous transit options including TRAX, S-Line, and fixed-route bus; great north/south connectivity; and access to the Jordan River Trail. The magnitude of multimodal access to SSL and its close proximity to Salt Lake City are advantages that can promote mixed-use development, transit-oriented development (TOD), and all types of commercial development. Some of what makes SSL's existing transportation system efficient — such as I-15, heavy rail and transit, and the Jordan River —also creates barriers, particularly for east/west connectivity. Understanding the existing network helps find the starting point for identifying new access and connectivity to meet SSL's transportation vision. The existing transit network, bike and trails network, and freight network are shown on the following pages.

Existing Transit Network



Existing Bike and Trails Network



Existing Freight Network

3. Mobility Networks

Effective transportation systems integrate infrastructure that meets the needs of several different modes while supporting the rest of the built environment. Guided by the plan's vision, this section lays out goals and policies that will serve as the framework for transportation-related decisions within the city. This section covers all facets of transportation and is broken into the following sub-sections:

A **Safety:** Programs and infrastructure considerations that can reduce crashes serious injuries, and death.

B **Access and Demand:** Strategies for land use, programmatically managing traffic, and parking.

C **Physical Mobility Network Enhancement:** Strategies to effectively build a balanced, multimodal transportation network.

D **Health and Environment:** Transportation considerations related to public health and minimizing impacts to the environment.

E **Community Focused:** Strategies to create an equitable, affordable and accessible community.

The goals and policies in this section are intended to help SSL build an inclusive transportation system that meets the long-term needs of the community.


PRE-OWNED
CARS
CHRYSLER
DODGE
Jeep
RAM
SALT LAKE VALLEY
Ritz
CLASSIC
DISCOUNT
TIRE
APARTMENT
HOMES
Ritz
CLASSIC
New Apartment Ho
NOW LEASIN
DISCOUNT
TIRE

A

SAFETY

Safety

A safe transportation network is foundational to creating a human-centric city where everyone has safe and convenient access to employment, educational, recreational and social opportunities.

Clearly marked crosswalks allow pedestrians and wheelchairs users to cross streets safely

A1 Safety

Goal A1.1

Prioritize the protection of human life over all else in the planning, design, and operation of SSL's transportation network

Policies

A1.1.1 Formulate a Vision Zero policy to work towards lower speeds and safer bike and pedestrian facilities.

A1.1.2 Educate city staff on Vision Zero principles and policies and promote a safety culture

Goal A1.2

Integrate safe design principles into the built environment

Policies

A1.2.1 Embrace technologies that make mobility safer

A1.2.2 Minimize potential conflicts between transportation network users

A1.2.3 Improve the visibility of all transportation users by pursuing lighting improvements, unobstructed sightlines, and clear pathway

Goal A1.1 Prioritize the protection of human life over all else in the planning, design, and operation of SSL's transportation network

A1.1.1 Formulate a Vision Zero policy to work towards lower speeds and safer bike and pedestrian facilities.

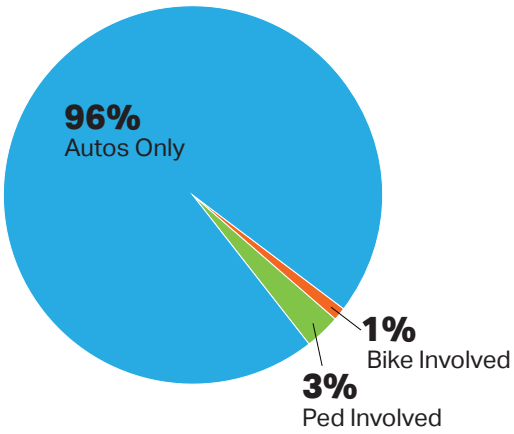
Vision Zero is a program that strives to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has been successful across Europe and is now gaining momentum in major American cities. Conducting an evaluation of crash data density can help the city develop a High Injury Network (HIN) which shows corridors where high numbers of fatalities and severe injured have occurred. This can help to focus limited resources on the most problematic areas. Usually, a relatively small percentage of the street network accounts for a disproportionately higher portion of traffic deaths and serious injuries. Identifying these areas will allow the city to make investments in areas that will be the most effective at improving safety within the community.

Marked crosswalks for pedestrians and bus riders

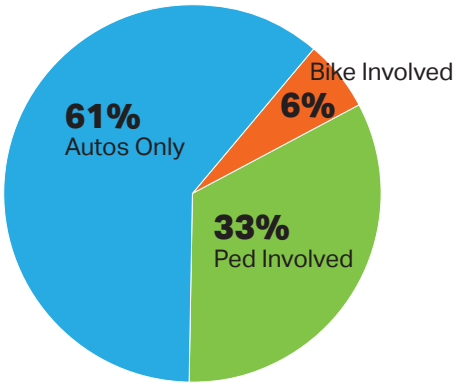
A1.1.2 Educate city staff on Vision Zero principles and policies and promote a safety culture

Vision Zero is a new philosophy for managing transportation, and may result in changes to how safety and transportation improvements are approached. As SSL considers establishing a Vision Zero program and adopting associated policies, city staff and city leaders will play a critical role in the success of the program. Education on the effectiveness of Vision Zero and the importance of a safety culture will be critical to success.

Proportion of All Crashes, by Mode

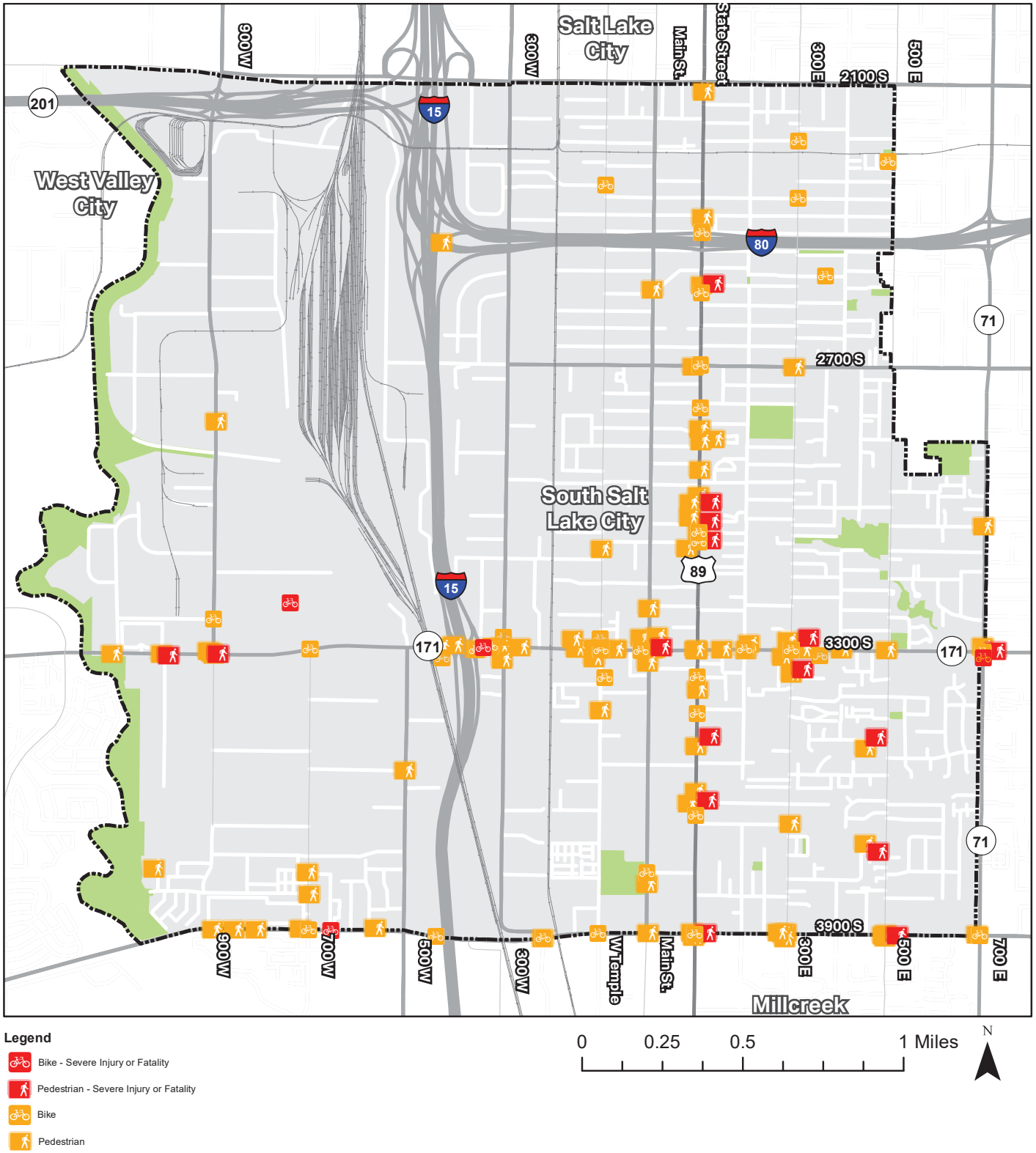


Proportion of All Serious Injury/Fatal Crashes, by Mode



Crash Map

On average, three people lose their lives on SSL streets each year, and nine people suffer severe injuries. This map shows crashes involving pedestrians and bicyclists - the most vulnerable users of the transportation system. Crashes which included severe injuries or fatalities are highlighted in red.



Goal A1.2 Integrate safe design principles into the built environment.

A1.2.1 Embrace technologies that make mobility safer

Transportation technologies are anticipated to change mobility habits and improve safety. Keeping an open and critical mind toward evaluation the and implementation of specific technologies will be important especially as the timeline and outcome of emerging technologies is unknown.
As trends toward smart mobility are evolving, there is potential to increase safety, decrease congestion, reduce pollution, and enable autonomous driving. Specific areas of innovation that could increase safety include smart traffic signal control technologies, standards for micromobility, curbside management standards for ridehailing, automated vehicle safety , detection of bicycles and pedestrians at crossings, and traffic management center systems improvements.

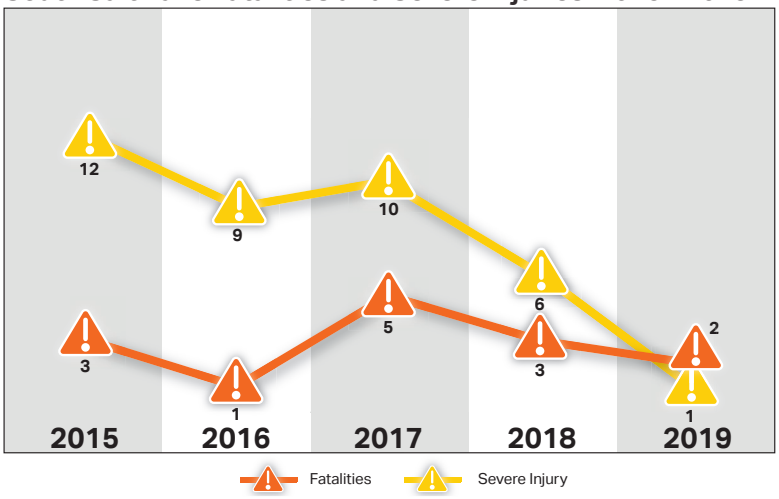
A1.2.2 Minimize potential conflicts between transportation network users

Crashes can be prevented through street design that clearly communicates priorities and provides structure for safe, predictable behavior for all users. A good multimodal network can encourage safe behaviors that prevent crashes before they occur. Evaluating speed limits on different roadway types, providing dedicated space for each mode, and providing adequately spaced crossings for pedestrians so they are not forced to cross mid-block to reach destinations are all methods of design that can be used to minimize potential conflicts between users. Focusing these efforts at high crash locations can have a big impact on increasing safety.

A1.2.3 Improve the visibility of all transportation users by pursuing lighting improvements, unobstructed sightlines, and clear pathways

If people can be seen and see other road users while using the transportation network, they will be safer. Lighting and sightlines are two of the main factors that contribute to improved visibility on streets. Twenty-five percent of the crashes in SSL occurred at a night or during dark conditions. Improving lighting at high crash locations would increase visibility and can prevent future crashes. Planning and designing streets and intersections to have clear and unobstructed sightlines improves visibility as well. Design solutions such as bulb outs can help to improve visibility of vulnerable users and also decrease crossing distances.

South Salt Lake Fatalities and Severe Injuries: 2015 - 2019



*2019 number only includes Q1

B

ACCESS AND DEMAND

Access and Demand

A safe transportation network is foundational to creating a human-centric city where everyone has safe and convenient access to employment, educational, recreational and social opportunities.

This section addresses land use, parking and curbside management, and transportation demand management (TDM). As SSL continues to grow, it is important to set a framework for creating a transportation system that can support future economic development. While growth and economic development offers a lot of benefits, it also comes with increased traffic and a greater demand for parking. To balance these impacts, the section provides goals and policies for growth and dealing with increased demand on the transportation network.

Managing demand is about providing travelers with travel choices to improve travel reliability. TRAX station shown.

B1 Land Use

Land use plays an important role in creating an efficient, multimodal transportation system. Land use influences where people live, where they work, where they go for essential items and services, and where they go for entertainment and recreation. Because land use has such a strong influence over creating a community that can support several different modes of transportation, it is critical to consider the land use patterns of the SSL community and understand where growth is anticipated to effectively integrate multimodal transportation.

Goal B1.1

Encourage efficient land use and infrastructure improvements to increase walking, biking and transit usage

Policies

B1.1.1 Create connected places with a mix of land uses and densities that encourage travel choices

B1.1.2 Promote first/last mile walk and bike strategies

B1.1.3 Improve crossings on major arterials such as State Street

B1.1.4 Enhance wayfinding on bicycle routes to major destinations

Goal B1.2

Encourage employment and housing density near transit stations and transit rich corridors

Policies

B1.2.1 Offer incentives for employers to locate near public transportation

B1.2.2 Mandate that with new development or redevelopment there should be contribution to a safe transportation network through site design and access management

Goal B1.3

Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities

Policies

B1.3.1 Connect new development with safe transit, sidewalk, bicycle, and trail connections to offset vehicular demand generated by development

B1.3.2 Make streets great places with welcoming public spaces and ground floor uses

B1.3.3 Plan and promote transit supportive densities along transit

B1.3.4 Prioritize redevelopment areas around transit oriented development

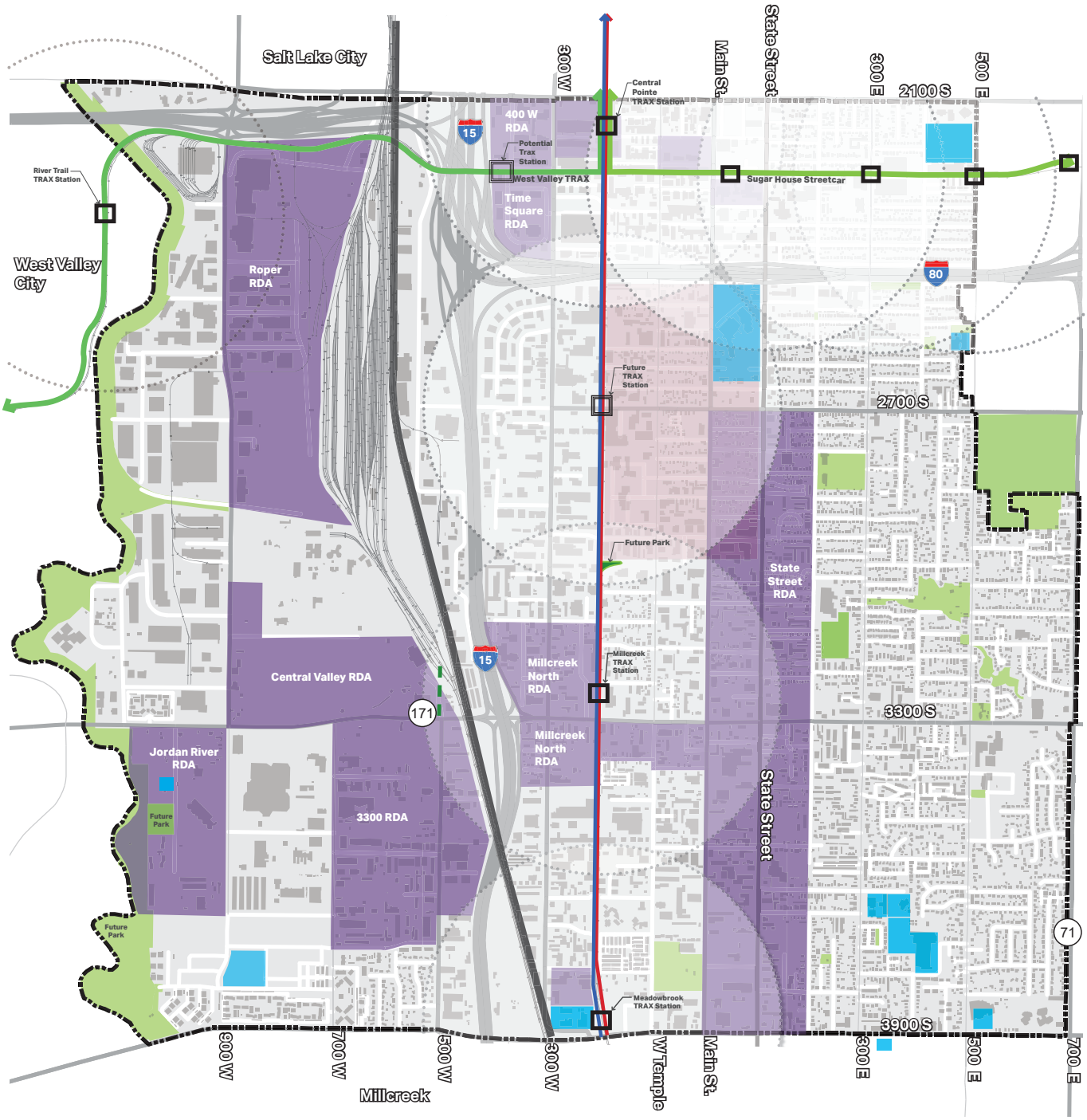
Goal B1.4

Reduce construction impacts to bike and pedestrian mobility

Policy

B1.4.1 Require developers to make provisions for pedestrian and bicycle access and detours during construction

Land Use



Legend

- Schools
- Redevelopment Area
- Creative Industry Zone
- Parks and Open Space
- TRAX Blue Line
- TRAX Red Line
- TRAX Green Line
- Sugar House Street Car
- UTA Commuter Rail
- Existing TRAX Station
- Proposed/ Future TRAX Station
- 1/2 mile radius

N

1mile

Goal B1.1 Encourage efficient land use and infrastructure improvements to increase walking, biking and transit usage

B1.1.1 Create connected places with a mix of land uses and densities that encourage travel choices

Dense areas with a mix of land uses facilitates travel choices by minimizing the distance people need to travel to reach their destinations. Having a concentrated activity center makes it more convenient for people to walk and bike places because it connects people to the places they need to go without necessitating people to travel far distances. It is much easier to walk and bike as modes of transportation when destinations are closer together as opposed to land uses being spread out and separate from each other. Transit also benefits from dense, mixed-use land uses because it makes transit operations more efficient. Ultimately, dense areas with a mix of land use make it more feasible for people to utilize walking, bicycling, and transit as modes of transportation.

Build residential options near transit and trails

B1.1.2 Promote first/last mile walk and bike strategies

For areas within the community with lower density land patterns, it can be more difficult for people to access transit. Transit works the best when it can connect dense activity centers and is typically less efficient in serving low density areas. Limited transit options in some of these low density areas can make it harder for people to access transit. To increase transit access, the community can invest in first/last mile solutions which are designed to help people access transit by providing comfortable and convenient ways to complete the beginning and end of their trip. Examples of solutions the community could implement include investing in high-quality sidewalks and bike lanes to creating a more comfortable environment for walking and biking, implementing bike- and scooter-share programs and providing neighborhood circulator service.

B1.1.3 Improve crossings on major arterials such as State Street

Land use patterns impact the block sizes within communities. Generally, smaller block sizes are more conducive to pedestrians and bicyclists because they provide more opportunities to cross the street. In areas with large block sizes, there are fewer crossings which may cause pedestrians to attempt to cross the street at illegal locations which presents safety concerns. To make SSSL more pedestrian - and bicycle-friendly, opportunities to increase safe crossing opportunities on arterial roads should be explored. Pedestrian and bicycle crossings can range from a crosswalk to a signalized crossing. Typically, on arterial roadways, it is safest in install a signalized, pedestrian-activated crossing such as a Pedestrian Hybrid Beacon.

State Street

B1.1.4 Enhance wayfinding on bicycle routes to major destinations

Some streets in SSL are more comfortable for bicyclists than others. These streets are typically roads that have lower speed limits and a lower volume of vehicles per day than major roadways. Streets that meet these characteristics may be designated as a bicycle route to let bicyclists know that this a safe route for them to take to reach their destinations. One factor in bicycle comfort is intuitive navigation of a safe and comfortable route to destinations. Bicycle wayfinding signage shows bicyclists where major destinations in the community are and points to comfortable routes to reach them.

"I can't cross State Street safely"

- Resident of City of South Salt Lake

Goal B1.2 Encourage employment and housing density near transit stations and transit rich corridors

B1.2.1 Offer incentives for employers to locate near public transportation

To create dense employment centers near public transportation, employers need to view the locations near the transit stations as an attractive place to do business. Many employers want to be located where they think their employees will want to work. As a result, it is important to educate employers about why being near transit makes them a desirable place to work for potential employees. For example, transit offers employees a less expensive transportation option to get to work compared to driving a car. In addition to educating employers on the benefits that transit can have for their employees, the city can offer incentives to employers to locate their businesses near transit. These incentive programs may include tax breaks and reduced parking requirements for their business.

Employers play an important role in creating the incentives and infrastructure to encourage employees to use sustainable transport.

B1.2.2 Mandate that with new development or redevelopment there should be contribution to a safe transportation network through site design and access management

Private developers play a large role in building the community's street network. As a result, it is important that all new developments and redevelopment projects incorporate safe transportation infrastructure into their site design. Most developments will be required to construct sidewalks as part of their plan. Depending on the scope of the development, the developer may be required to incorporate other types of transportation infrastructure into their design, including but not limited to roadway lanes, traffic signals, mid-block pedestrian crossings, ADA ramps, medians, and bicycle facilities. Developers should coordinate with the city to determine what infrastructure they will be required to construct and what standards they will need to comply with.

Goal B1.3

Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities

B1.3.1 Connect new development with safe transit, sidewalk, bicycle, and trail connections to offset vehicular demand generated by development

Designing new developments with safe connections to transit, sidewalks, bicycle facilities, and trails can encourage more people to use alternative modes of transportation by making transit, walking, and biking more comfortable and convenient. Developer site plans should consider including seamless sidewalk connections to nearby transit stops and to the community's sidewalk network. For bicyclists, developers can include bike racks and dedicated bicycle facilities that connect to nearby trails, bike lanes, and bike routes. Creating convenient connections to other modes of transportation can encourage the residents, employees, and/or customers of the new development to walk, bike, or take transit instead of driving a vehicle. As a result, the developer can minimize the additional traffic their new development will impose on the community.

Convenient and safe pedestrian and bicycle infrastructure lead to different mode choices.

B1.3.2 Make streets great places with welcoming public spaces and ground floor uses

Private development plays an important role in creating a welcoming streetscape for pedestrians. While designing the site plan for their development, developers should consider placing parking towards the back of the building, having the ground floor be a retailor or restaurant use, and incorporating public art and amenities towards the streetscape. Incorporating these elements into a site plan will create a more inviting environment for pedestrians and contribute to the street's character.

B1.3.3 Plan and promote transit supportive densities along transit

Transit is the most effective when it serves dense population and employment centers. To create activity centers that facilitate efficient transit service, dense developments near transit stations will increase the concentration of population and employment . SSL will consider incentive programs to promote developers to construct dense developments near transit, including offering a parking reduction for dense development that are constructed within a quarter-mile of a transit station.

Increasing the level of density around transit service makes the service more viable

B1.3.4 Prioritize redevelopment areas around transit oriented development

To promote transit-oriented communities, redevelopment sites near transit stations should be prioritized over other areas. Redeveloping land near transit stations can make areas close to transit more attractive for residents and employers by offering community attractions such as restaurants, parks, retail centers, and other desirable amenities. The community may provide incentives for redevelopment around transit by streamlining the site plan approval process, giving tax breaks, and offering parking reductions.

Goal B1.4 Reduce construction impacts to bike and pedestrian mobility

B1.4.1 Require developers to make provisions for pedestrian and bicycle access and detours during construction

When private developers are constructing a new development, it is common for work to be conducted within the public right-of-way. The construction may impact bicyclists and pedestrians if the work includes closing a sidewalk or bike lane. It is important for developers to either maintain access for pedestrian and bicyclists on the existing facility or provide a detour. When providing a detour, it is important to ensure the temporary route will be safe for the bicyclists and pedestrians and maintain connectivity to the greater bicycle and pedestrian infrastructure network within the community.

B2. Parking and Curb Management

It is estimated that the average car is parked more than 90 percent of the time. As a result, parking is an essential component of the transportation system. However, providing parking has implications on land use within the city and can take away from the character of streetscapes if it is not implemented in a strategic way. Additionally, with the rise of Transportation Networking Companies (TNC) like Uber and Lyft and automated vehicles, curbspace that can be used for pick-up and drop-off is growing in importance within the transportation system. The complexities related to parking and the growing need for curbspace necessitates a comprehensive strategy to balance meeting current parking demands with preparing for the future.

Goal B2.1

Manage parking to create more open parking spaces

Policies

B2.1.1 Alleviate congestion and opportunities for conflict by directing parking to strategic locations

B2.1.2 Incentivize shared parking [define, two different uses/times]

B2.1.3 Implement paid parking

B2.1.4 Develop real-time information on space location and availability

B2.1.5 Increase the availability of managed on-street parking

B2.1.6 Add EV charging to most desirable locations to develop a citywide charging infrastructure network

Goal B2.2

Maximize existing parking supply before building new parking spaces

Policies

B2.2.1 Consider parking maximums to avoid overbuilding parking supply

B2.2.2 Emphasize and provide technical support to developers regarding removal of parking minimums

Goal B2.3

Maximize curb space usage

Policies

B2.3.1 Dynamic management of curb space

B2.3.2 Introduce flexible pick-up and drop off zones

Goal B2.1 Manage parking to create more open parking spaces

B2.1.1 Alleviate congestion and opportunities for conflict by directing parking to strategic locations

The location of parking can impact the safety and efficiency of SSL's road network. For destinations that have a high-volume of people who need to park at the same time, there will be a lot of people who will need to turn into the parking facility. If the location of the parking lot is not strategically placed, the cars waiting to turn into the parking lot can cause traffic congestion to build up on the roads adjacent to the parking structure. The design and location of the parking facility may also introduce conflict points that can cause traffic accidents. Additionally, the location of parking can impact the character of the community depending on its placement. To minimize these concerns, the city can implement the following strategies to find appropriate locations of parking:

- Locate the entries and exits to parking facilities on roadways with lower volumes of traffic where applicable
- Adjust parking policies to allow developers to locate parking off-site and/or bundle parking with other nearby developments
- Recommend developers locate parking lots behind buildings instead of in the front
- Incorporate turn-lanes at the entrance of parking facilities to minimize delay on roadways
- Minimize conflict points by creating intuitive circulation pattern throughout the parking facility
- Use access control measures to prevent people from making unsafe turns into and out of parking facilities

B2.1.2 Incentivize shared parking

Shared parking is a strategy where multiple developments and/or businesses can share one parking facility. Several land uses will only need parking for a portion of the day on specific days of the week. Offices, for example, typically need parking Monday through Friday from 8am-5pm. Outside of these hours, office parking lots tend to be relatively empty. Entertainment land uses like restaurants and movie theaters tend to be busier at nights and on weekends. As a result, if there is an office near a movie theater, it may be feasible for the two businesses to share the parking lot because the peak demand for parking for each of the businesses occurs when the other business does not have parking demand. Shared parking is an effective way to maximize the utilization of parking spaces while minimizing the amount of real estate is dedicated to parking.

B2.1.3 Implement paid parking

Free, readily available parking can increase the demand of parking at destinations because it makes driving an easy and convenient option. As a result, people who may have taken transit or another mode of transportation to avoid having to find parking or pay for parking may choose to drive causing the demand for parking to increase. Implementing paid parking can make people reconsider how they choose to travel because it adds an extra expense to driving. People who do not want to pay for parking may take another mode of transportation which decreases the demand on parking and makes it easier for people who do choose to drive to find a parking spot.

Solitude implements paid parking to encourage carpooling. Source : Rick Egan, The Salt Lake City Tribune)

To encourage carpooling, Solitude Mountain Resort began a simple paid parking structure:

- $20 for cars with 2 or less occupants
- $10 for cars with 3 occupants
- $5 for cars with 4 or more occupants

B2.1.4 Develop real-time information on space location and availability

Providing real-time information on parking space and location availability can greatly streamline the process of finding a parking space for residents, employees, and visitors. There are several different ways to track and communicate real-time parking space availability. Some strategies may include:

- Using security cameras to monitor space availability
- Installing sensors that track space availability
- Creating an app that tell people where available spaces are located
- Posting dynamic signs in parking facilities that say how many spaces are available

B2.1.5 Increase the availability of managed on-street parking

On-street parking can improve the comfort of the streetscape for pedestrians by providing a buffer between the sidewalk and the street. It is important to manage on-street parking demand and ensure street parked cars are parked where they are supposed to be. Strategies to manage on-street parking may include:

- Implement parking meters that require people to pay for the time they use the parking space to balance the demand for parking
- Clearly mark where on-street parking is allowed in order to prevent cars from parking in areas that may block driveways or bus stops
- Impose limitations for the amount of time a car can remain parked in a spots to allow spaces to turn over and allow other people to use the space

A family feed the parking meter in Salt Lake City .

"We need more green bikes and more electric car charging stations. "

- Resident of City of South Salt Lake

B2.1.6 Add EV charging to most desirable locations to develop a citywide charging infrastructure network

Over the past several years, electric vehicles have become more popular. This trend is expected to continue creating the need to implement charging infrastructure across the city. The city can use the following strategies to increase the number of charging stations in SSL:

- Require developers to include EV charging stations when they construct parking facilities
- Partnering with companies such as ChargePoint and EVgo to install charging stations
- Work with local utility companies to ensure the city's power grid can support the charging facilities

Goal B2.2 Maximize existing parking supply before building new parking spaces

B2.2.1 Consider parking maximums to avoid overbuilding parking supply

Historically, jurisdictions across the nation have implemented parking minimums as part of requirements for developers. However, over the past several years, cities have reported issues with having too many underutilized parking spaces that are using valuable real estate. To prevent an oversupply of parking in SSL, the city can implement a parking maximum standard that would limit the amount of new parking spaces constructed to only what is absolutely needed for the development. This would increase the utilization of each parking space by decreasing the overall supply of parking in the long-term.

B2.2.2 Emphasize and provide technical support to developers regarding removal of parking minimums

Transitioning away from parking minimums will require coordination with the development community to ensure they understand the new requirements and the change in philosophy. The city can offer technical support to developers on the new parking policies to help them know what is expected from their site plans and other development documents. Some strategies that city could use to inform developers of the updated parking policies include:

- Creating a fact sheet about the new parking policies
- Having meetings with major developers in SSL to go over the new policies
- Provide contact information for staff members who can answer questions about the new policies

Goal B2.3 Maximize curb space usage

B2.3.1 Dynamic management of curb space

To balance pick-up/drop-off with transit vehicles, on-street parking, and deliveries, the city could implement a system that can dynamically manage curb space based on the needs and demands of certain users. Dynamic management would designate certain portions of the curb to certain uses depending on the time of the day and current needs for curb space. Managing curb space could include implementing signs that communicate that the curb is designated for a particular use during a certain time of the day. There are also emerging technologies that use sensors to change the use of the curb based on the real-time demand. Usually, the sensors are connected to dynamic sign and/or colored lights that let people know what the curb is currently designated for.

B2.3.2 Introduce flexible pick up and drop off zones

TNCs and automated vehicles need areas to pick up and drop off passengers. With limited curb space available, it is important for areas to be designated for picking up and dropping off passengers. To maximize the curb space, the city can allow flexible pick up and drop off areas that allow certain parts of the curb to be designated as a pick up and drop off zone for a specific event where a lot of people are anticipated to use TNCs. Events where flexible pick up and drop off zones may be applicable include sporting events and concerts. Flexible pick up and drop off zones can also be implemented on a reoccurring basis. For example, in entertainment districts that have a vibrant night life that specifically happens on the weekend, flexible pick up and drop off zones may be needed every weekend to serve the area.

B3. Transportation Demand and Management Program

Transportation Demand Management (TDM) is an approach to reducing traffic congestion by implementing strategies that encourage people to change their travel behaviors to reduce their impact on the transportation network. TDM solutions offer a low-cost alternative to capital capacity improvements by deploying strategies that encourage people to change their mode of transportation and/or shift the time that they choose to travel. Typically, TDM is used to address reoccurring, peak-hour congestion.

Single-occupancy vehicles contribute the most to peak hour congestion compared to other modes of transportation because they use more space per person on the roadway than alternative modes. As a result, TDM strives to limit the number of single-occupancy vehicles to maximize the capacity of the roadway and reduce congestion. To accomplish this, the recommended TDM policies implement incentives for people to choose to take transit, bike, walk, or carpool as opposed to a single-occupant vehicle. The policies also consider the implementation of disincentives for using a single-occupancy vehicle, such as auto-related taxes and congestion pricing.

In addition to encouraging a modal shift from single-occupancy vehicles, TDM strategies can also encourage people to travel during off peak periods. Shifting the time people are travelling from the peak-period to the off-peak period can have further benefits to congestion reduction by removing vehicles from peak-periods.

Goal B3.1

Encourage people to make modal decisions other than single occupancy vehicles

Policies

B3.1.1 Coordinate with WFRC, UDOT, and UTA on regional Demand Management Strategies

B3.1.2 Promote transit, biking, and walking as an alternative to driving

B3.1.3 Promote employers to incentivize biking to work

B3.1.4 Implement citywide strategies to increase use of all transportation options and manage congestion

B3.1.5 Lead by example in offering, promoting, and implementing mobility options for City employees

Goal B3.1 Encourage people to make modal decisions other than single occupancy vehicles and encourage people to shift the times they travel to off-peak hours.

B3.1.1 Coordinate with WFRC, UDOT, and UTA on regional Demand Management Strategies including:

- **Rideshare promotion:** Ridesharing is a service where a passenger travels in a private vehicle driven by its owner, typically arranged by a smartphone app or website. Popular examples of ridesharing services include Uber and Lyft.
- **Carsharing promotion:** Carsharing is a model of car rental that allows people to use vehicles for a short amount of time. Carsharing can be a good solution for people who do not own a car to have access to a personal vehicle when they need it. Promoting carsharing may encourage people to give up their personal vehicle and take other modes for most day-to-day trips and use carsharing when they need a vehicle.
- **Staggered and flexible work hours:** Encouraging employers to allow employees to work flexible hours can allow employees to choose to make their commute to work during off-peak periods. As a result, staggered and flexible hours can alleviate congestion during peak-periods.
- **Telecommuting:** Employers allowing employees to telecommute can eliminate their employee's need to commute to work. By eliminating the commute, telecommuting reduces congestion during peak-periods.
- **Growth planning:** Working with agencies to strategically focus growth in certain areas can promote more walkable communities in the long-term. Promoting walkability makes it more feasible and convent to use alternative modes of transportation.
- **Transit improvements:** Transit improvements, such as adding amenities to stop and increasing frequency, can make it more comfortable and convenient to take transit. As a result, more people are willing to shift from their car to transit for their commutes.
- **HOV lanes:** HOV lanes are where an agency will designate an exclusive lane on a congested roadway to vehicles that are carrying two or more people. HOV lanes are typically only applicable during peak-periods but could be in effect all day. This strategy incentivizes people to carpool by allowing them to avoid the traffic in the general-purpose lanes.
- **Park and ride lots:** Park and ride lots are parking lots that are adjacent to a transit center that give people a place to park their cars while they transfer to transit. Park and rides are an effective first mile/last mile solution for people who do not live close to a transit station but want to ride transit for the majority of their trip.
- **Active transportation:** Active transportation is forms of transportation that requires some level of physical activity, such as walking or biking. Creating a comfortable environment for these modes, including providing bike lanes, sidewalks, and landscaping, can encourage more people to choose to use active modes of transportation.
- **Employer commute programs:** Employer commute programs are where employers provide incentives to their employees to use alternative modes of transportation. The programs can take many different forms, but common strategies include employers providing a free or discounted transit pass to employees, offering a vanpool program, and having regular drawings where employees who use alternative modes of transportation can put their name in to win prizes.

- **Congestion pricing:** Congestion pricing charges motorists for using roads during peak-traffic hours. There are different ways of implementing congestion pricing. For example, on roads that are tolled, the price of using the road may be higher during peak-periods versus off-peak periods. Alternatively, users can be charged for driving in a specific area within the city during peak-hours. Congestion pricing encourages people to either use a different mode of transportation or change the time they choose to drive.

- **Parking management:** Parking management charges motorists for parking their car. Parking management systems may include discounts or designate spaces for high-occupancy vehicles. Adding to the cost of driving can incentivize people to consider taking other modes of transportation.

- **Auto-related taxes/fees:** Auto-related taxes and fees increase the cost of driving which can incentivize people to consider taking other modes of transportation. The revenue from the taxes/fees can be used to fund transportation improvements.

B3.1.2 Promote transit, biking, and walking as an alternative to driving

Single-occupancy vehicles contribute to traffic congestion more than any mode. To effectively alleviate congestion, other modes of transportation, such as taking transit, walking, and biking, need to be comfortable and convenient. Strategies to make these modes attractive include:

Transit

- Increase the frequency of transit service
- Enhance transit stations by providing passenger amenities
- Provide First Mile/Last Mile solutions, including enhancing active transportation infrastructure, bike shares, scooter shares, and ridesharing
- Improve travel time reliability through technology and infrastructure treatments
- Provide an ecoPass program

Walking

- Construct wide sidewalks
- Incorporate pedestrian amenities and landscaping into the streetscape
- Encourage human-scale buildings and developments
- Create walkable communities by encouraging a combination of commercial and residential land uses in a concentrated area

Biking

- Provide high-quality bicycle facilities, including protected bike lanes and off-road trails
- Incorporate bike parking at destinations

B3.1.3 Promote carpooling

Carpooling is an effective way to maximize roadway capacity by moving more people in a single vehicle. There are several ways to promote carpooling. Some transit agencies or companies offer a van pooling program where multiple employees from the same company who live relatively in the same area can commute together in a van. Other examples of ways to promote carpooling may include HOV lanes and incentives offered by certain companies.

B3.1.4 Promote employers to incentivize biking to work

Employers plan an important role in encouraging their employees to bike to work. By providing secure bike parking, lockers, and showers for employees, employers can make biking to work more convenient for employees. Additional incentives may include participating in Bike to Work Week programs and doing prize drawings for employees who choose to bike to work.

B3.1.5 Implement citywide strategies to increase use of all transportation options and manage congestion

Improving multimodal infrastructure and strategically planning how cities grow is a crucial aspect of making walking, biking, and transit viable options for people. The city will strive to provide high-quality sidewalks, bike lanes, and transit amenities to improve the comfort of taking alternative modes of transportation. Additionally, implementing land use policies that encourage growth to occur in activity centers will promote walkability within the city.

Providing carpool only parking is a way to promote carpooling

Safe biking amenities encourges people to bike to work

B4. Shared Mobility

Shared mobility often has different meanings depending on context or understanding. This plan refers to shared mobility as the use of transportation resources shared by multiple users either concurrently or sequentially. Shared mobility solutions can be categorized into:

1. Dockless or Docked Bike/Scooter Share Programs such as GREENbike
2. Carsharing programs such as Zipcar or Car2go
3. Ridesharing/Ridehailing such as Taxi's, Uber and Lyft - Transportation Network Companies (TNCs)
4. Public Transportation
5. Microtransit/Shuttles

Some of these technologies have been around for a while and some are emerging. They offer a lower impact, affordable, and fun way for people to get around SSL. Policies that encourage responsible development of shared mobility networks and encourage collaboration will help to shape overall mobility options available in SSL.

Dockless electric scooters offer an fun and affordable way to get around

Zipcar application allows members to search for and reserve cars and vans in their neighborhood.

Goal B4.1

Encourage expanded shared mobility solutions

Policies

B4.1.1 Prioritize innovation through pilots and experimentation, as well as design, regulatory, and policy initiatives

B4.1.2 Improve curb management strategies to include access for shared mobility options

B4.1.3 Allow and encourage micro mobility solutions that supports non-driving modes

B4.1.4 Increase GREENbike and dockless bike share locations by developing partnerships with local businesses

B4.1.5 Create parking minimum/zoning incentives for employers providing shuttles to transit

B4.1.6 Include Shared Mobility provisions into the building and land use codes

B4.1.7 Support creation of mobility hubs

Goal B4.2

Provide equitable shared mobility options in high need areas

Policies

B4.2.1 Focus Shared Mobility Pilot Programs on areas underserved by existing transit options

B4.2.2 Implement Shared Mobility in low and moderate income neighborhoods

B4.2.3 Evaluate demographics of shared mobility provider data to ensure shared mobility benefits are accessible in an equitable way

Goal B4.1 Encourage expanded shared mobility

B4.1.1 Prioritize innovation through pilots and experimentation, as well as design, regulatory, and policy initiatives

Shared mobility is evolving and no one company or location has it completely figured out. New solutions should be explored through pilot programs to allow for a regulated and sanctioned evaluation of the effectiveness of particular solutions.

B4.1.2 Improve curb management strategies to include access for shared mobility options

A variety of transportation uses all complete for curb space in urban environments. Shared mobility solutions are not different. Dockless bike and scooter providers struggle to find designated sidewalk space and carshare providers can struggle to find on street locations for their vehicles to be parked. Curb management strategies should account for existing shared mobility options and be flexible enough to account for future mobility changes.

B4.1.3 Allow and encourage micro mobility that supports non-driving modes

Micro mobility refers to short distance transport and may offer a solution to some of the problems with urban. Compared with other transportation options, it offers lower operations costs, fast times, and low emissions. Scooters and ebikes especially are changing the way people move around cities. Salt Lake City has been creating an ordinance based on public comments, lessons learned, and best practices from around the country. Regional partnership on these lessons learned will help SSL allow and encourage micro mobility in a way that is consistent with neighboring jurisdictions such as Salt Lake City.

"I like the extra effort being given by the city to mobility!"

- Resident of City of South Salt Lake

B4.1.4 Increase GREENbike and dockless bike share locations by developing partnerships with local businesses

Bike-share such as GREENbike and scooter-share programs have gained popularity in recent years. Dockless programs are a form these programs where the bike or scooter do not need to be brought back to a specific location but rather can be left around the community by users. While the dockless programs provide flexibility, the ability for people to leave the scooters and bikes anywhere they want can create problems if people choose to leave them in areas where they may cause a hazard. To minimize these issues, the city should implement more designated parking areas for dockless bikes and scooters to ensure they are out of the way for other users and do not cause hazards.

Designated parking and pick-up zones can promote responsible riding and parking, improving safety for everyone.

B4.1.5 Create parking minimum/zoning incentives for employers providing shuttles to transit

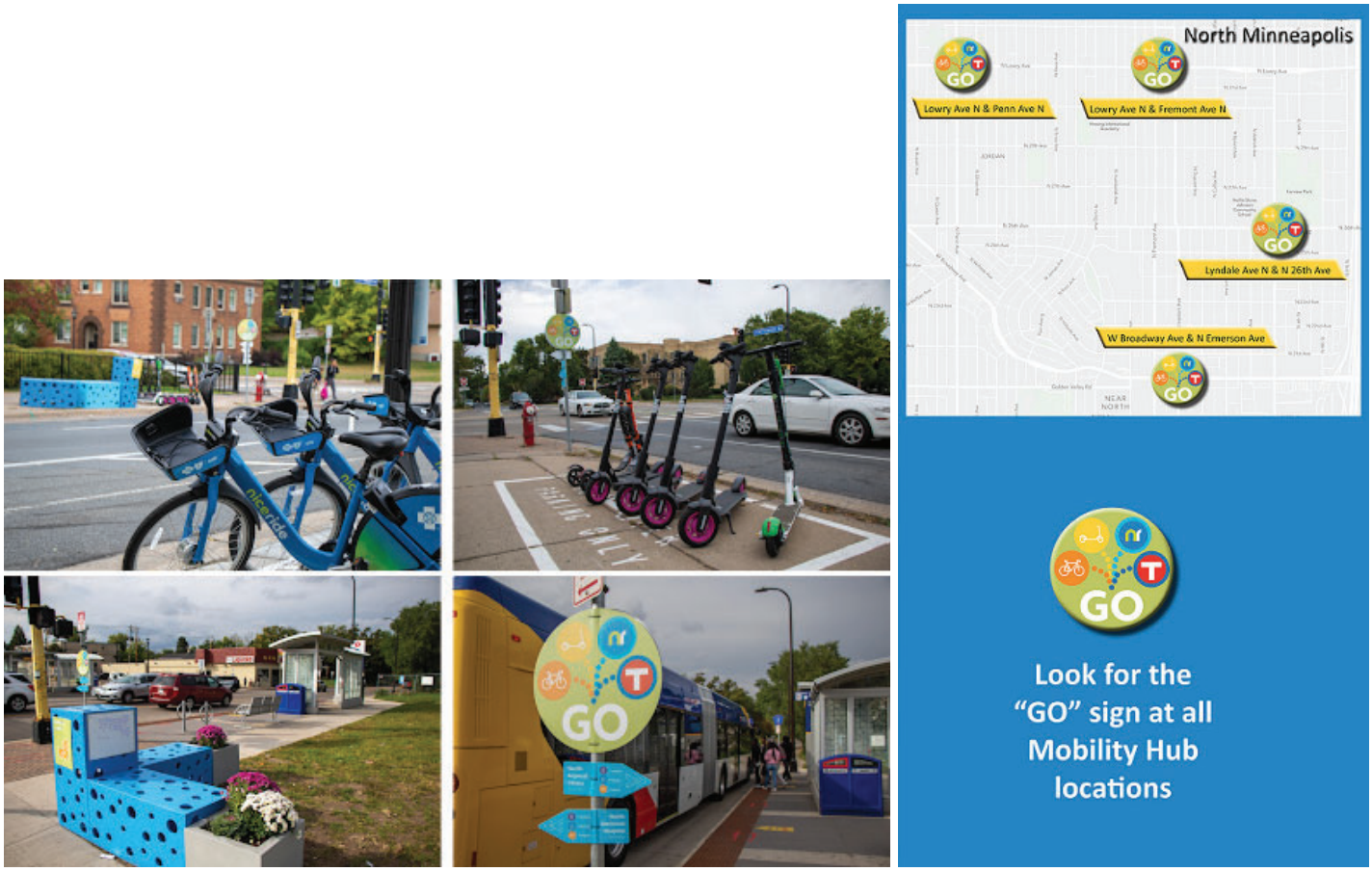
Employers that provide a shuttle to transit are providing ways for their employees to commute without using personal vehicles. As such, various incentives should be offered to companies that are successfully changing the commuting habits of their employees. Potential benefits to offer employers could be decreased parking requirements or zoning incentives.

B4.1.6 Include Shared Mobility provisions into the building and land use codes

To make shared mobility successful, the city should evaluate how shared mobility relates to building and land use policies. Shared mobility offers a way for people to use a bike, scooter, or car without having to own it. As a result, shared mobility can provide a viable option for people to use different modes of transportation to reduce vehicle use and parking needs. This change influences land use as people are more likely to use shared bikes and scooters in dense activity centers than they are in low-density areas. The context of the land use in the area should be considered to determine where shared mobility would be the most appropriate.

B4.1.7 Support creation of mobility hubs

Mobility hubs optimize connectivity by bringing together the options to walk, bike, take transit, and access shared mobility. The hubs integrate a suite of mobility services, amenities, and supporting technologies to better connect high-frequency transit to an individual's origin and destination. Mobility hubs are intended to help people get to and from transit by providing a variety of options to access the transit stop. SSL should create mobility hubs to make transit more accessible for the community. Creating a mobility hub may include enhancing the bicycle and pedestrian infrastructure around transit stops, creating amenities for pedestrians, supporting mobility sharing programs in the area, and implementing technology improvements.



Mobility hubs in Minneapolis provide convenient, low or no carbon transportation options. Source: MInneapolis Public Works .

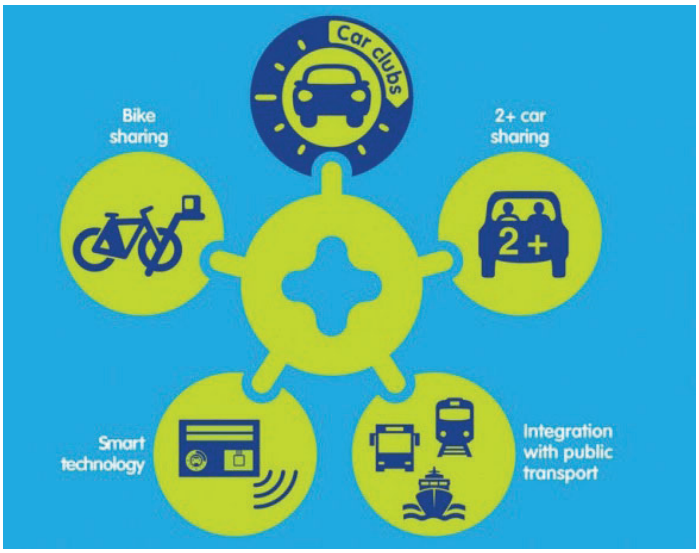
Goal B4.2 Provide equitable shared mobility options in high need areas

B4.2.1 Focus Shared Mobility Pilot Programs on areas underserved by existing transit options

When considering a new shared mobility pilot program location, weight should be given to areas of SSL that are underserved by existing transit options as people who live and work in those areas do not have as many existing transportation options available to them.

B4.2.2 Implement Shared Mobility in low and moderate income neighborhoods

Low and moderate income communities often have limited transportation options available and stand to benefit the most from implementation of shared mobility improvements. Much of the growth in shared mobility services has not reached these disadvantaged communities, and shared mobility can be especially valuable for those that do not have access to a vehicle or other transportation options.



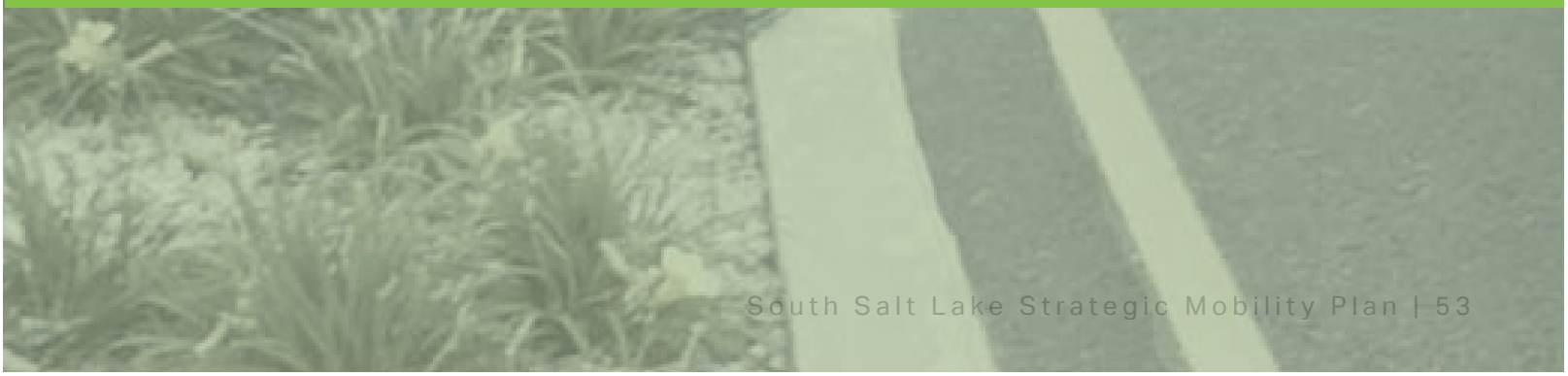
Source: https://www.sharedmobility.news/planning-shared-mobility-conference-new-york/

B4.2.3 Evaluate demographics of shared mobility provider data to ensure shared mobility benefits are accessible in an equitable way

To make shared mobility successful, the city should evaluate how shared mobility relates to TDM and Land Use policies. Share mobility offers a way for people to use a bike, scooter, or car without having to own it. As a result, shared mobility can provide a viable option for people to use different modes of transportation which support TDM practices. Shared mobility also influences land use. People are more likely to use shared bikes and scooters in dense activity centers than they are in low-density areas. The city should consider the context of the land use in the area to determine where shared mobility would be the most appropriate in the community.

For shared mobility solutions that are in place, evaluating the usage and impact on transportation choices can help to inform future mobility investments. A key data item that should be included in that analysis is an evaluation of demographics to evaluate if shared mobility is benefiting SSL in an equitable way.

C PHYSICAL MOBILITY & NETWORK ENHANCEMENTS



Physical Mobility & Network Enhancements

A safe transportation network is foundational to creating a human-centric city where everyone has safe and convenient access to employment, educational, recreational and social opportunities.

To continue to improve the transportation network in SSL, it is important to develop strategies for improving the transportation network. Physical infrastructure improvements and enhancements fill in gaps within the transportation network and ensure the infrastructure in the community is well-maintained and will meet the community's long-term needs. This section discusses strategies for improving connectivity within the city and enhancing the overall transportation system.

TRAX station - image is a placeholder

C2. Roadway and Sidewalks

Building a complete streets network that consists of multiple context-appropriate multimodal transportation networks is a key part of regenerative urban form. Streets should be designed with every end user in mind, not just vehicles. Priority should be given to active transportation methods as they are the most sustainable and support the densest populations.

By implementing 11 key policies, SSL can create a better built environment. Our streets can be revitalized into places that will be used by the populace for years to come. With landscaping that is productive and sheltering, bike lanes and pedestrian paths that calm traffic and beautify the city, and appropriate technology that creates new jobs and keeps the city safe and up-to-date, the community can support a robust, multimodal transportation network. Each improvement made to the city should integrate with other improvements. Like an ecosystem, nothing serves just a single purpose. Instead, the components work symbiotically to improve the city.

Goal C1.1

Build a complete streets network consisting of context appropriate layered multimodal transportation networks

Policies

C1.1.1 Follow Complete Streets Policy

C1.1.2 Implement Road Diets on Roads with Excess Capacity

C1.1.3 Improve Signal Timing Systems and Update Regularly

C1.1.4 Prioritize Investment in Safer Walking Routes to Schools

C1.1.5 Encourage New Bike racks and Bike Parking Locations

C1.1.6 Maintain Bicycle and Pedestrian Connections During Construction

C1.1.7 Provide More on Street Bike Lanes and Protected Bike Lanes

C1.1.8 Complete the Pedestrian Network

C1.1.9 Enhance Pedestrian and Bike Safety at intersections

C1.1.10 Consider Land Use Context with Street Improvements

C1.1.11 Provide Wayfinding on Pedestrian and Bicycle Routes

Goal C1.1 Build a complete streets network consisting of context appropriate layered multimodal transportation networks

C1.1.1 Follow Complete Streets Policy

Implementing the other policies listed for this goal contribute to following the Complete Streets Policy. How effective the Complete Streets Policy is can be measured by how many "complete" features a street has based on its context. This policy should be used as a criteria and certificate source, similar to LEED. Streets may become "Complete Certified." Each street will need to be evaluated by its context. That is, a larger street like 700 E will have different criteria than a smaller street like 300 E.

C1.1.2 Implement Road Diets on Roads with Excess Capacity

Roads with excess width or capacity can be reformed to meet the growing needs for a balanced road network. By adjusting the allocation of space on roadways, the city can accommodate different types of users without widening the roadway. The road can be updated to include protected bike lanes, wider sidewalks, park strips, and landscaping.

Parklets can increase street functionality and green space without widening.

C1.1.3 Improve Signal Timing Systems and Update Regularly

The transportation system could be revamped to remotely-programable traffic signals which should be timed to minimize stopping and delay on the corridor. To streamline updates, the city could update Signal poles to enable the city to make remote changes to the signal settings. The city could also explore new technologies as they emerge to continue to improve the management of the community's roadways.

C1.1.4 Prioritize Investment in Safer Walking Routes to Schools

Improvements to pedestrian connectivity, improved crossings, and new signage all contribute to safer school routes. Safe Routes to School Programs is a USDOT approach that promotes creating safe environments for children to walk and bike to school. New crossing locations near schools could be implemented to improve safety. Additionally, adding sidewalks and bike routes to schools can create an efficient and safe environment. Each crossing should have a crossing guard and additional markers. In some areas, raised crosswalks or intersections can be created to slow cars further.

Diagonal crossings improve pedestrian route safety and efficiency by minimizing the time spent at and within intersections

C1.1.5 Encourage new bike racks and bike parking locations

Bike parking where people live and work is important to making biking a realistic transportation option. Bike parking also needs to be provided at other popular destination such as parks, schools, retail establishments, and restaurants. SSL should create a minimum bike parking requirement for all land uses and allow reclaiming on-street parking for bike parking. Developers and businesses could be incentivized to provide premium bike parking such as covered or indoor parking.

Bike parking is essential for businesses.

C1.1.6 Maintain Bicycle and Pedestrian Connections During Construction Roadway

Temporary ADA-compliant connections should be created for pedestrian and bicycle paths during construction. Vehicle traffic lanes should be closed before bike-ped routes are impacted.
We are used to seeing blockages or closures of shoulders and sidewalks during construction. Cars are still moved, but people are expected to change their commutes drastically, often with little warning. Instead, keeping cycling paths and sidewalks open during construction should be a priority. Transit lanes or lane widths should be the first to go. Sidewalks should be the last component of a road that is interfered with. When construction is beginning, temporary bike-ped access and signage should be set up. These temporary paths should also accommodate ADA. These connections allow people to maintain their routes, and they show the population that active transportation is being considered ahead of vehicles.

Bike lanes and sidewalks areoften blocked by construction activity.

Instead, keeping cycling paths and sidewalks open during construction should be a priority. Transit lanes or lane widths should be the first to go. Sidewalks should be the last component of a road that is interfered with. When construction is beginning, temporary bike-ped access and signage should be set up. These temporary paths should also accommodate ADA. These connections allow people to maintain their routes, and they show the population that active transportation is being considered ahead of vehicles.

Temporary ADA-compliant connections should be created for pedestrian and bicycle paths during construction.

C1.1.7 Provide More on Street Bike Lanes and Protected Bike Lanes

Protecting bike lanes does not need to be costly or ugly. Multiple local examples show the benefits these elements create. Along 200 W, from 400 S to 300 S, small concrete planting boxes, reflective poles, paint, and intermittent curbs are used to great effect. Cars park outside the bike lanes, protecting them. Cost effective solutions such as this are highly effective. However, if it is taken to the next level it can be truly beautiful and multifunctional.

In SLC, 200 W was reconfigured with protected bike lanes using simple materials

There is a great example of a boulevard in Ogden that has implemented this policy. The lanes are much safer and more attractive. The myriad curbs and planters add curvilinearity to streets they are a part of. This, coupled with narrower transit lanes, leads to slower, more attentive drivers.

Landscaped barriers are used for protected bike lanes.

These protective planters are beautiful and enhance the visual aesthetics of the community The landscaping can be used to treat polluted roadway runoff. This alleviates stress on our gutters and sewer lines and makes use of what would otherwise be waste. Plants consume the water and nutrients, the pollutants are filtered, and excess water is returned to the earth instead of being whisked away by impermeable concrete. The city begins to act like an ecosystem

C1.1.8 Complete the Pedestrian Network

Enhancing and completing the pedestrian network will help to achieve Vision Zero Safety goals. Right-of-way should be bought, or easements acquired between large lots or buildings. In these spaces, small pathways should be created for pedestrians. These are safe paths that integrate with current bike-ped routes, enabling shorter trips. These spaces can also be landscaped and filled with art or signage. They do not need to be miserable fenced off sidewalks, but can instead be beautiful spaces within the property. This makes acquiring easements easier as the land owner will not be losing value. Imagine a beautiful hiking path rather than a sidewalk.

Example of a Complete Street

C1.1.9 Enhance Pedestrian and Bike Safety at Intersections

Using standards and design elements that prioritize pedestrians and cyclists are key to enhancing intersection safety. Improvements to pedestrian and cyclist safety at intersections comes from prioritizing their needs over the needs of cars. This can be done with bulb-outs, landscaping, signaling, bike lane crossings, raised crosswalks, and a myriad of other things. However, a simple solution that does not require additional right-of-way is the Dutch Intersection (shown below).

Protected intersections improve pedestrian and cyclist safety

C1.1.10 Consider Land Use Context with Street Improvements

No improvement project can be sustainable and integrated without considering land use context. Doing so improves nearly all aspects of the urban form, while reintegrating the city with the ecosystem it was built in.
This should always be done with any new project. A building, park, or infrastructure project cannot be separated from the land that it is built on. We are dependent on the location. Its soil; its wind and sun patterns; its microclimates. These should be considered when designing efficient systems. People waiting for the bus should be protected from winter winds and from the summer sun. Plants should be placed such that they can thrive while giving us beauty, pollution control, carbon sequestration, water infiltration, and shade. Art and context themes should be prevalent on wayfinding signs, benches, building facades, bus and train stops, and on the streets themselves. The landscape, to any extent possible, should be recreated to mimic what was once there. Native plants should be used to improve how biophilic the city is. These techniques help integrate our cities within their greater bioregion, and bringing life back into them.

C1.1.11 Provide Wayfinding on Pedestrian and Bicycle Routes

Huge advances are possible when it comes to wayfinding and city informatics. Physical signage blended with dynamic screens and AR will carry our cities into the future. Google maps is beginning to implement AR for pedestrian navigation. If cities and local organizations partner with companies, convenient human-scale navigation can be possible. This form of wayfinding requires no additions to roadways. That said, the process can be improved. Physical maps can have QR codes that quickly inform the user of their location and what is nearby.

Google Maps now has AR navigation functionality with directional arrows and street names that float in real-space.

The University of Utah has many wayfinding pillars on its campus.

However, not everything should be digitized. Beautiful physical signage for pedestrians is a must. Navigation signs on the highway happen every couple of seconds for motorists. Similarly, advertisements are everywhere. And yet our cities are difficult to use and explore for someone without a phone or directions. Something as simple as the wayfinding maps at the University of Utah could be implemented on street corners.

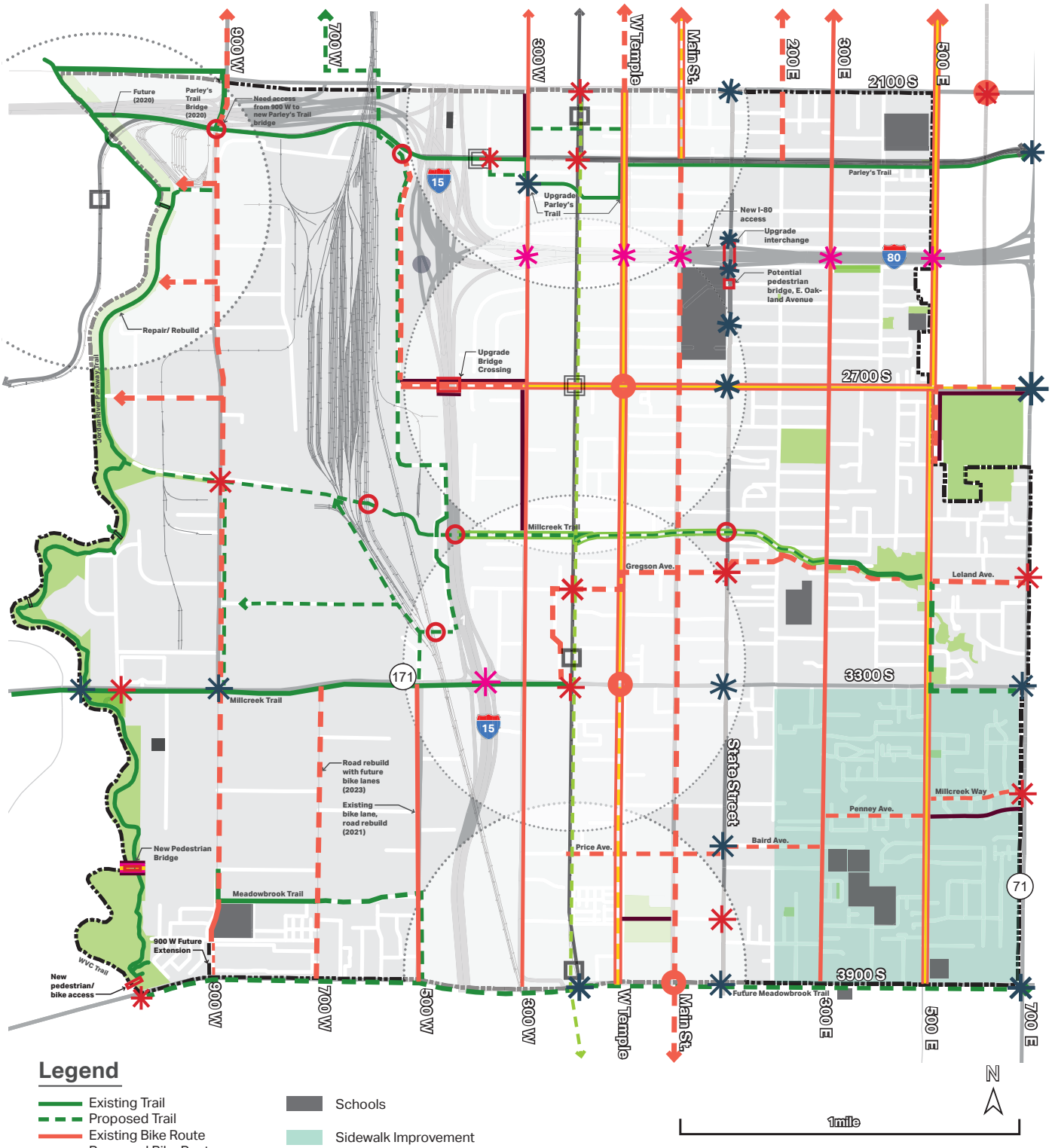
Destination based bicycle wayfinding signage improves bicycle navigation

Clear, easy to read signs should be created for use at bike speed/height. These can also have memorable bike route names (think ski route names), artwork, or colors that interlace their primary function with the context around them. A small-scale version of this has been done with bike routes leading to the University of Utah. Designing like this integrates and brings importance to bike routes, just like traditional vehicle routes.

In a similar, but very different vein of urban wayfinding: Digital signage should be used. These screens can be updated with construction information as well as key city updates: The time and date, the weather forecast, the temperature, Amber alerts and suspects, new people in political office, Holiday information, local events, and other new developments. These dynamic signs help at-risk populations obtain key information for their well-being. For example, the forecast is something that is taken for granted by the general populace, but is more challenging to obtain for those facing homelessness. The public will benefit from city updates, police alerts, and perhaps the convenience of not pulling out their phone.

The signs can be funded by the ads shown on them. The signs should be solar powered and equipped with a small battery to minimize costs and allow them to run through some of the night.

Existing and Proposed Bike and Pedestrian Network



Legend

- Existing Trail
- Proposed Trail
- Existing Bike Route
- Proposed Bike Route
- TRAX and Streetcar
- Proposed Greenway/Trail
- Future Bike Route
- Proposed high comfort bike route on existing bike lane
- Proposed high comfort bike route on proposed bike lane
- Sidewalk and bicycle facility improvements
- Schools
- Sidewalk Improvement or add new sidewalk
- Parks and Open Space
- Improve Existing Pedestrian Crossing
- Proposed Pedestrian Crossing
- Increase ped/bike safety/comfort at highway underpass crossings
- Pedestrian access needed
- 1/2 mile radius
- Existing TRAX Station
- Proposed / Future TRAX Station
- Bike Crossing/ Intersection
- Proposed Bridge Crossing

C2. Trails

SSL is home to several of the region's major urban trails including the South Jordan Parkway Trail, Parley's Trail, Millcreek Trail, and the Meadowbrook Trail. These trails provide residents with a great amenity for outdoor recreation as well as off street bicycle and pedestrian transportation access. While 65% of residents live within ¼ mile of a trail, the trails do not always connect to create a comprehensive and complete trail network. Several key north/south and east/west trail connections are not complete, and barriers such as interstates and rail yards limit connectivity. Building out trail networks can be challenging due to site constraints and funding challenges, but with a priority of improving and constructing new trails SSL can become a more connected city.

Existing and Proposed Trails Network

Legend

- TRAX and Streetcar
- Existing Trail
- Proposed Trail
- Proposed Greenway/Trail
- Pedestrian and bicycle improvements
- Parks and Open Space
- Schools
- Sidewalk Improvement Zone
- Improve Existing Pedestrian Crossings
- Proposed Pedestrian Crossings
- Increase ped/bike safety/comfort at highway underpass crossings
- Pedestrian access/bridge needed
- Proposed Bridge Crossing
- 1/2 mile radius
- Existing TRAX/Streetcar Station
- Proposed/ Future TRAX Station

Goal C2.1

Provide a system of connected trails for all users

Policies

C2.1.1 Expand the urban trail system to connect to more natural features and neighborhoods

C2.1.2 Build accessible trails for people with of all abilities including seniors, young children, and people with disabilities

C2.1.3 Increase safety and comfort by considering trail amenities such as lighting, benches, and crosswalks

C2.1.4 Prioritize trail projects that fill a missing connection between existing trails

Goal C2.2

Recognize the urban trail system as a key component of the transportation network

Policies

C2.2.1 Maintain trails equally to other parts of the transportation system.

C2.2.2 Coordinate trail improvements regionally especially close to where they leave SSL

C2.2.3 Connect and transition the trail network to existing on street bicycle routes to create a complete bicycle network

Goal C2.1 Build a system of safe and connected trails for all users

C2.1.1 Expand trails to connect to more natural features and neighborhoods

Natural locations for trails often follow rivers and drainages, and these locations often have fewer conflicts with roadways due to grade separations. Expanding trails into these areas can help create more connections to natural features as well as the neighborhoods that surround them.

C2.1.2 Build accessible trails for people with of all abilities including seniors, young children, and people with disabilities.

All new trail construction should focus on meeting local design guidelines and ADA standards to support usage by people of all abilities. Access improvements to trails near schools and senior centers should focus on more intuitive usage with wayfinding signage and accessible connections..

C2.1.3 Increase safety and comfort by considering trail amenities such as lighting, benches, and crosswalks

Amenities along a trail can increase comfort of recreational users and can increase safety of all users. Amenity improvements should be considered in all new trail construction and strategically added as improvements to existing trails that have deficiencies.

Parley's multi use trail offer users amenities such as benches

C2.1.4 Prioritize trail projects that fill a missing connection between existing trails

Constructing a missing link between two trails can greatly increase overall trail connectivity with a smaller investment. These missing links often have on street connections that allow people using the trail to navigate through these areas, but upgrading the connections to a standard trail can greatly improve the trail. Leveraging future developments to strategically help fund the build outs and identifying critical missing links will help to complete the trail network.

Goal C2.2 Recognize the trail system as a key component of the transportation network

C2.2.1 Maintain trails equally to other parts of the transportation system.

Often trails are viewed as only a recreational outlet, but for many they are a transportation connection for commutes and other trip purposes. Providing winter maintenance during snow events is vital to these users as the alternative is often using a street that is less suited to bicycles or having no transportation alternatives.

C2.2.2 Coordinate trail improvements regionally especially close to where they leave SSL

Many of the trails located in SSL are part of a greater regional network of trails that serve a great asset to the region. These connections are possible through regional collaboration, and planned future trails have the potential to serve SSL and the greater region as well. Any trail improvement project that is being considered in SSL should be coordinated with WFRC and adjacent municipalities to coordinate planning decisions.

C2.2.3 Connect and transition the trail network to existing on street bicycle routes to create a complete bicycle network

Trails are an important off-street low stress bicycle connection, but they do not go to all locations of the city and may not be the most direct connections. An on-street bicycle network can complement a trail network by expanding the locations bicyclists can travel. Existing on street bike lanes are not as comfortable to ride as trails, and some bicyclists will not use them. Future SSL investments in protected bike lanes will provide a similar level of comfort to bicyclists, and connections between the trail system and the protected bike lane network will be critical.

C3. Transit

Transit is an affordable transportation option that is a critical part of creating an equitable transportation system. The Utah Transit Authority provides public transit along the Wasatch Front, including several types of service within SSL including:

- **TRAX (Light-rail Transit):** TRAX provides high capacity, high speed, electrified trains, often on exclusive right-of-way. TRAX includes three lines, all of which traverse SSL providing direct access from SSL to downtown Salt Lake City, the airport, the University of Utah, West Valley City, Daybreak, Sandy, and Draper. There are currently three TRAX stations in SSL including Central Pointe Station (2100 South), Millcreek Station (3300 South), and Meadowbrook Station (3900 South). TRAX operates on 15-minute headways during peak periods.

- **S-Line (Street Car):** In addition to TRAX, UTA also operates a streetcar line, also referred to as the Sugar House Streetcar, that travels from Central Pointe Station to Sugar House along an east/west corridor approximately halfway between 2100 South and I-80. Five of the S-Line's seven stations are located within SSL. The S-Line also operates on 15-minute peak headways.

- **Bus Service:** UTA operates fixed-route local bus service on several key arterials within SSL including 2100 South, 3300 South, 3900 South, State Street, 500 East and 700 East. Headways vary on these routes. Bus stops are located at regular intervals along each route.

- **Paratransit:** UTA provides paratransit service—curb-to-curb transportation between home, work, appointments and community destinations—for riders with physical, cognitive, or visual disabilities wo aren't able to independently use UTA's fixed route transit.

Other UTA transit systems include bus-rapid transit (BRT) and FrontRunner (commuter rail). While FrontRunner does traverse SSL, there are no stations within the city limits. BRT has been implemented in Utah County and another line is currently in final design in Weber County. Other applications are likely to be provide elsewhere within UTA's service areas.

To support transit ridership, cities need to be designed in a way that promotes pedestrian accessibility and concentrates different land uses in key activity centers. Additionally, increasing the frequency of transit service and improving travel time reliability can further attract riders.

Goal C3.1

Prioritize bus service

Policies

C3.1.1 Advocate for implementing transit priority treatments such as improving the speed and reliability of service. Coordinate with UTA

Goal C3.2

Improve the transit user experience

Policies

C3.2.1 Coordinate with UTA to upgrade bus stops with more transit user friendly amenities (shelters, benches, public art, shade)

C3.2.2 Increase transit priority treatments at intersections such as transit signal priority and synchronization, queue jump lanes, peak-hour transit only lanes, and all-day transit-only lanes.

Goal C3.3

Improve first mile/ last mile access to public transportation

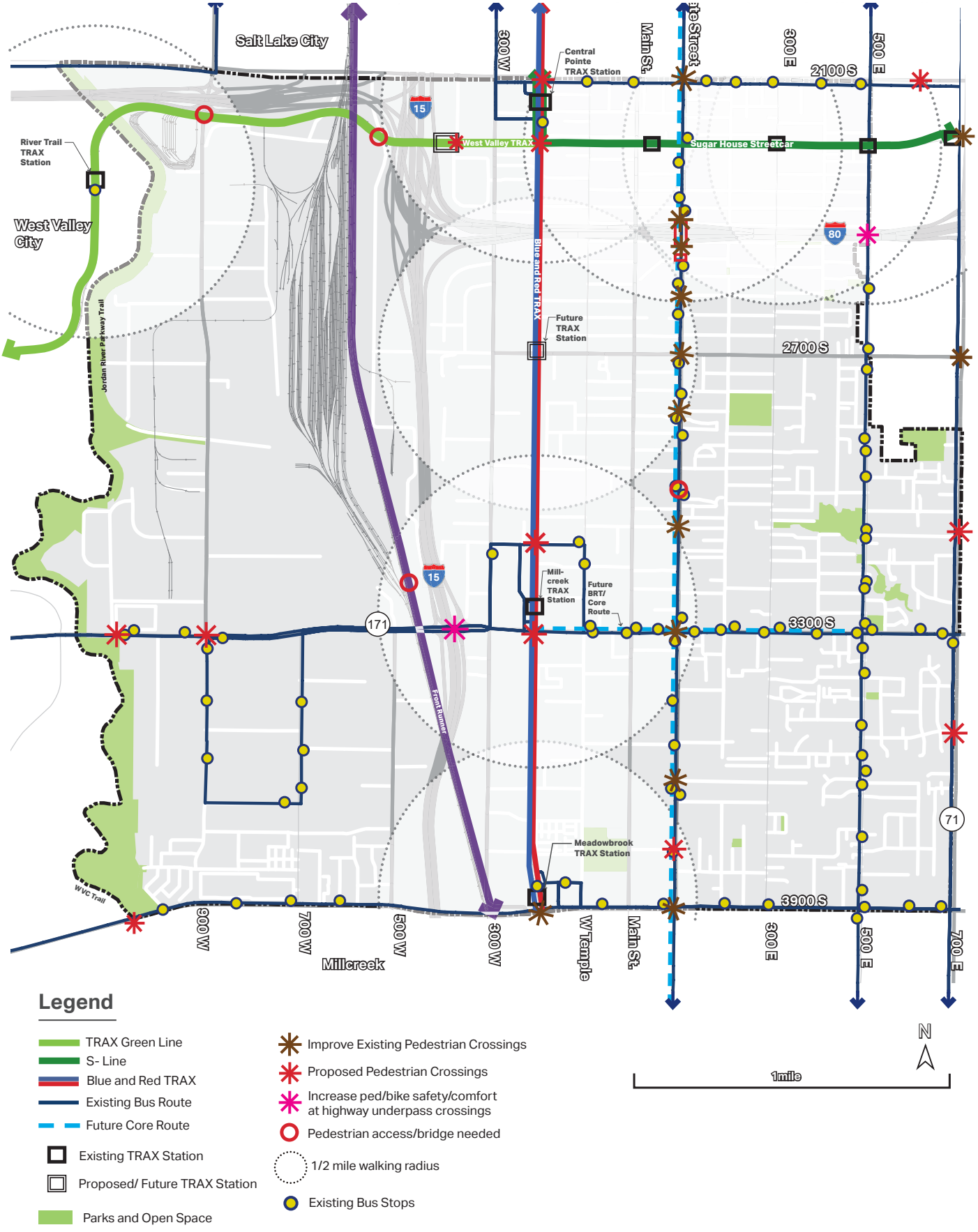
Policies

C3.3.1 Provide transit riders with as many travel options as possible to access stops, and stations, from walking and bicycling, to scooting or driving..

C3.3.2 Improve local public transportation service throughout SSL in some of its lower density neighborhoods

C3.3.3 Prioritize bicycle and pedestrian improvements in areas within 1 mile of rail stations

Future Transit Build Out



Goal C3.1 Prioritize bus service

C3.1.1 Advocate for implementing transit priority treatments such as improving the speed and reliability of service. Coordinate with UTA

Advocating for transit priority treatments will improve the travel time reliability and speed of transit service in the area. Infrastructure transit priority measures may include bus only lanes. There are variations of how bus only lanes can be implemented, including:

- **Dedicated Guideway**: A bus only lane that is exclusively used for transit vehicles during all times of the day. The bus only lane may be physically separated from general traffic lanes to prevent other vehicles from using the lanes.
- **Peak-Only Bus Only Lanes:** A bus only lane that is only in effect during peak-traffic hours. During other hours, the bus lane can be used by general traffic.
- **Shared Bus-Bike Lanes:** A bus only lane is shared with bicyclists. Shared Bus-Bike Lanes are not considered high-quality bike facilities and should be used in situations with limited right-of-way.
- **Business Access and Transit (BAT) Lanes:** A bus lane that allows right turning vehicles to enter the lane to gain access to businesses. BAT lanes only work as side-running bus only lanes.

Bus only lanes allow buses to operate more efficiently because it prevents the bus from being caught in the traffic in the general-purpose lanes. As a result, bus only lanes can be a highly effective solution for improving travel time reliability and speed. A lower cost transit prioritization method may include transit signal priority (TSP). TSP allows buses to request priority at intersections to minimize the amount of time transit vehicles spend waiting at traffic signals. By allowing buses to prolong green lights or shorten the red cycle of traffic signals, TSP is an effective way to improve the quality of transit service and improve the speed and travel time reliability. Queue jumps, a form of transit infrastructure that gives the bus an area to pull into at intersections and get a transit only signal that allow the bus to pull in front of traffic, can be used in conjunction with TSP to get further benefits. The city should coordinate with UTA to determine where transit priority treatments are appropriate.

Goal C3.2 Improve the transit user experience

C3.2.1 Coordinate with UTA to upgrade bus stops with more transit user friendly amenities (shelters, benches, public art, shade)

Amenities are an important part of creating a comfortable environment for transit riders. Incorporating shelters, benches, public art, and shade at transit stops can make the experience of waiting for the bus more pleasant for riders. Additional amenities, such as bike racks, trash receptacles, lighting, and real-time arrival signs, can further enhance rider experience.

UTA bus stop

C3.2.2 Increase transit priority treatments at intersections such as transit signal priority and synchronization, queue jump lanes, peak-hour transit only lanes, and all-day transit-only lanes.

First mile/last mile access to public transportation refers to how people get to and from transit stops. Because transit functions the most efficiently when it serves major activity centers, people who live or work outside of those centers need ways to get from their origin to the transit stop. Examples of strategies that can provide first mile/last mile access to public transportation include park and rides, bike sharing programs, scooter sharing programs, ridesharing, and neighborhood circulators.

Goal C3.3 Improve first mile/last mile access to public transportation

C3.3.1 Provide transit riders with as many travel options as possible to access stops, and stations, from walking and bicycling, to scooting or driving.

Giving people travel options can make accessing transit more convenient. Part of making these modes of transportation accessible is investing in sidewalks, bike lanes, and off-road paths to create a comfortable environment for using these modes. Other strategies can include offering a bike share and/or scooter share program which gives people easy access to these modes. Additionally, providing secure bike parking at transit stations and/or incorporating bike racks on transit vehicles makes it easier for people to use their personal bike to access transit.

Ridesharing and driving are also effective ways to access transit. Ridesharing can allow people to take a car to a transit station and get dropped off; however, it is important that the ridesharing vehicles do not conflict with transit operations. To prevent conflicts, transit stations can designate an area specific to ridesharing pick up and drop off. People can also choose to drive their personal vehicles to access transit. At major transit stations, parking lots can be built to allow people to park their cars while people ride transit for the majority of their trip.

Park and ride parking garage

Neighborhood circulator in Tempe, Arizona (this is a place holder image) .

C3.3.2 Improve local public transportation service SSL in some of its lower density neighborhoods

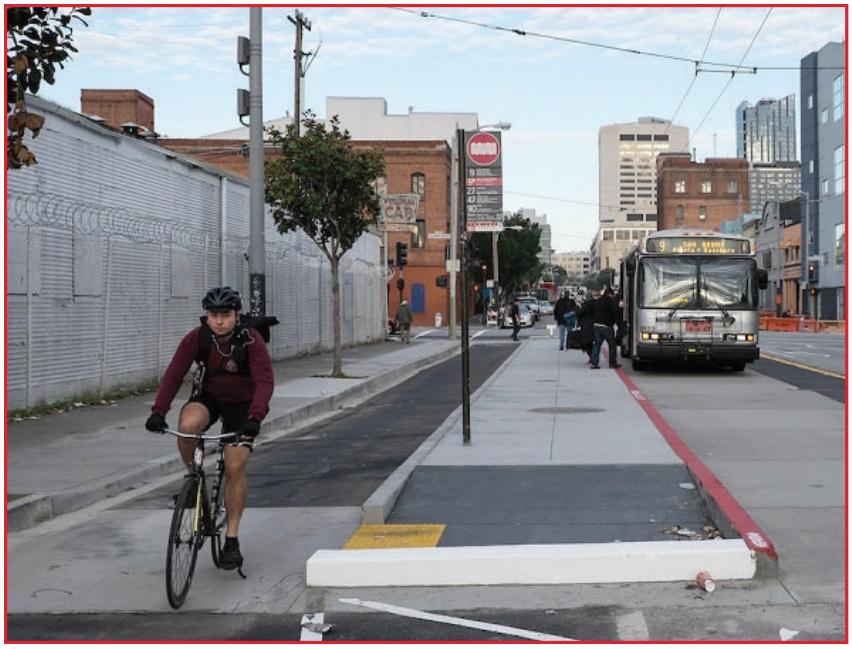
Neighborhood circulators can provide lower density areas with transit service that can allow people to access the greater transit network. Circulators can either be fixed-route or operate on a demand-responsive basis. Additionally, circulators can require riders to pay a fare or the service can be fare-free. Offering local public transportation options gives people a viable way to access other transit services.

C3.3.3 Improve local public transportation service throughout SSL in some of its lower density neighborhoods

Promoting bicycle and pedestrian improvements near rail stations makes it more comfortable for people to access transit and their destinations. Because high-capacity transit service, like rail systems, serve regional activity centers, they do not provide door-to-door service. As a result, almost all the transit riders will need to either walk or bike to reach their destinations. Focusing high-quality bicycle and pedestrian facilities near rail stations will create a comfortable environment for people to access transit.

C3.3.4 Prioritize bicycle and pedestrian improvements in areas within 1 mile of rail stations

Promoting bicycle and pedestrian improvements near rail stations makes it more comfortable for people to access transit and their destinations. Because high-capacity transit service, like rail systems, serve regional activity centers, they do not provide door-to-door service. As a result, almost all the transit riders will need to either walk or bike to reach their destinations. Focusing high-quality bicycle and pedestrian facilities near rail stations will create a comfortable environment for people to access transit.



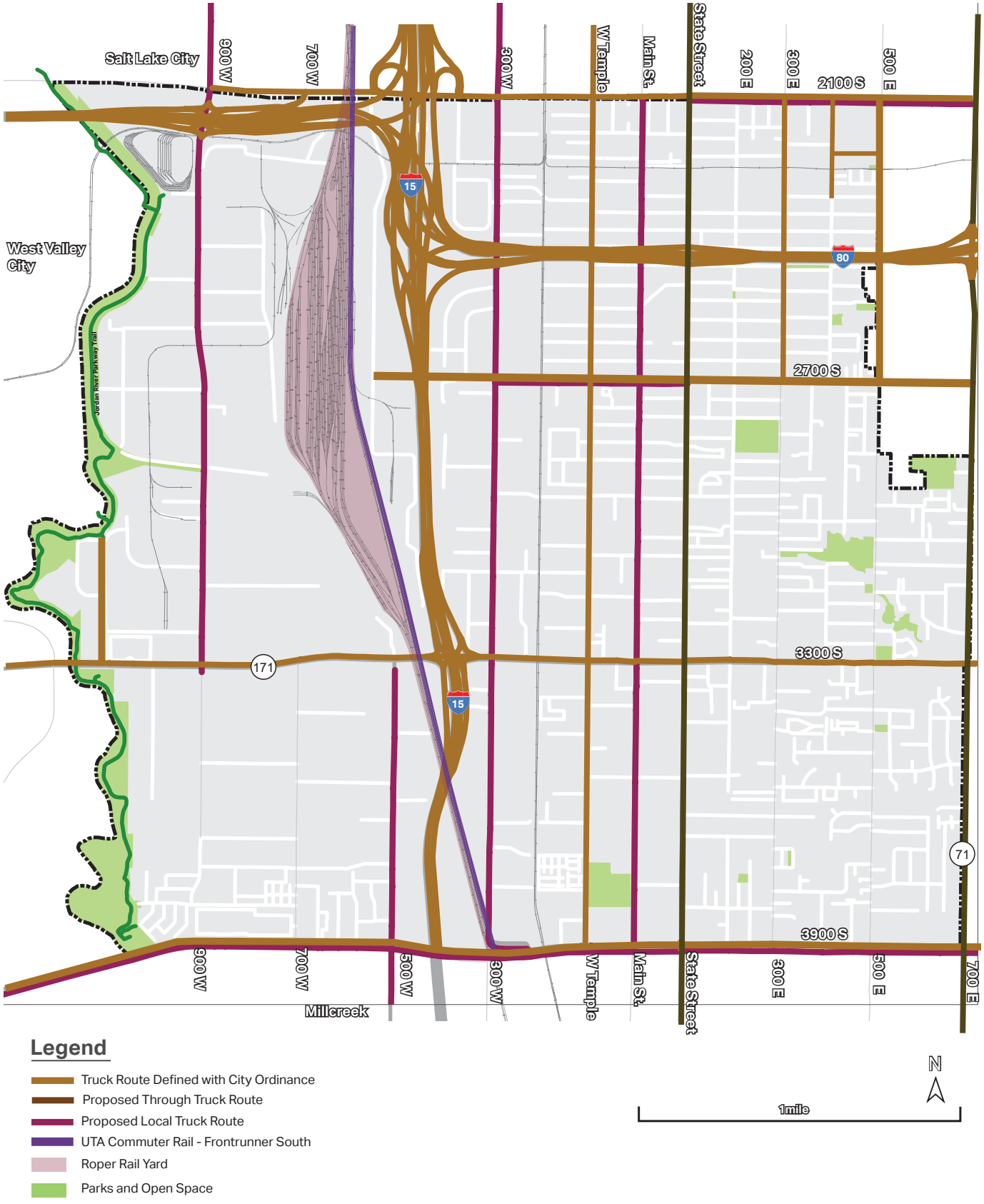
C4. Freight

The effective and efficient movement of goods supports commercial and industrial activities that are vital to the economy of SSL. At the confluence of I-15 and I-80, SSL is an attractive location for industry due to easy and central truck access. A thoughtfully designed and implemented plan for a freight network will meet industrial needs while simultaneously preserving livability and great places to live and do business.

SSL is home to Roper yard which serves as a rail hub for industrial economic activity. The yard serves an important purpose, but it also acts as a barrier between eastern and western parts of the city for vehicles, bicyclists, and pedestrians. Maintaining railroad connections while considering intersecting bike and pedestrian connectivity will be important towards the health of the city.

As SSL continues to grow it is will be vital to consider freight needs as part of a growth strategy especially as advances in technology may change the way freight is transported in the future. A freight mobility plan will define a balanced network that functions well for trucks, trains, and other users.

Existing and Proposed Freight Network



Goal C4.1

Utilize a multimodal system approach that allows for effective and efficient freight movements that are not at the detriment of other transportation users

Policies

C4.1.1 Consider all transportation users when considering freight investments

C4.1.2 Ensure complete streets policies allow for truck movement especially near industrial locations

C4.1.3 Create Curb management solutions that allow for delivery access and loading areas

C4.1.4 Provide equal protection of health from hazardous conditions

C4.1.5 Reduce local delivery truck traffic with consolidated pickup locations for deliveries

C4.1.6 Establish a sustainable freight network

Goal C4.2

Increase enforcement of existing and planned freight networks

Policies

C4.2.1 Clearly sign defined truck routes and enforce non-compliance

C4.2.2 Utilize limited access highways for through trucks

C4.2.3 Coordinate with other agencies to ensure continuity of freight networks across city borders

Goal C4.3

Reduce environmental and health impacts of the freight transportation system

Policies

C4.3.1 Expand current idling restrictions

C4.3.2 Embrace new and emerging carbon-neutral or zero emission freight delivery technologies

Goal C4.1 Utilize a multimodal system approach that allows for effective and efficient freight movements that are not at the detriment of other transportation users

C4.1.1 Consider all transportation users when considering freight investments

The benefits of freight and the consequences of externalities are often concentrated near major transportation nodes and corridors. To goal should be to meet the industrial needs while reducing negative impacts on other transportation modes. Urban areas are unduly placed at risk by freight and package delivery, and all modes should be accommodated in these environments.

C4.1.2 Ensure complete streets policies allow for truck movement especially near industrial locations

Complete streets improvements are intended to decrease crossing distances for pedestrians, add safety improvements to bike routes, and generally make streets safer for all users. While decreasing lane widths and turning radii may achieve this goals, area with heavy truck activity should be designed to allow for trucks. Complete streets improvements may slow down trucks but they should not eliminate the ability for trucks to navigate the roads.

C4.1.3 Create Curb management solutions that allow for delivery access and loading areas

Managing curb space to accommodate freight demand can be achieved by incorporating standards for new developments to include loading docks for certain land uses and provide curb space for loading.to be available for deliveries all or part of the time.

Cities are focusing more on curbside management as demand for space at the curb has soared. Source: Marvin Joseph/The Washington Post

C4.1.4 Provide equal protection of health from hazardous conditions

Freight strategies should meet the Environmental Protection Agency (EPA) definition of Environmental Justice as "… the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

C4.1.5 Reduce local delivery truck traffic with consolidated pickup locations for deliveries

Consolidated pickup locations can reduce the amount of local truck traffic specifically in residential neighborhoods. A successful example of a strategy to incorporate is the development of pick up boxes for online purchases to reduce home deliveries.

Amazon lockers proovide the pick up option instead of deliveries.

C4.1.6 Establish a sustainable freight network

The current SSL truck route ordinance (adopted in 2019) established a network of truck routes to facilitate the movement of goods to and from major industrial and commercial corridors. Key freight corridors should link industrial locations such as distribution centers, manufacturing locations, and markets. An efficient freight and truck network should not come at the expense of decreased or substandard mobility options for other people. Understanding and defining the primary needs for freight networks within the framework of other modes can help to develop a holistic layered network that may share portions of routes but will largely be separated as much as possible. Varying needs can be met with decreased conflict with separation of heavy freight activity and heavy bicycle activity and other vulnerable users.

Signage to designate truck routes...(Source:New York City Department of Transportation).

Goal C4.2 Increase enforcement of existing and planned freight networks

C4.2.1 Clearly sign defined truck

Clearly signing truck routes at roadway junctions can increase compliance of truckers utilizing the defined truck route networks. Trucks that are not utilizing defined trucks should either be originating or arriving at a nearby location, and SSL could increase number of tickets given to truckers cutting through neighborhoods using streets that are not part of the truck route network.

C4.2.2 Utilize limited access highways for through trucks

The primary highways that should be used for through trucks are limited access highways such as I-80 and I-15. These roads already have heavy truck usage and should be encouraged as the best way to for trucks to navigate through SSL.

Interstate 15

C4.2.3 Coordinate with other agencies to ensure continuity of freight networks across city borders

Coordination with UDOT and adjacent municipalities on the regional freight network is important to make sure defined truck routes have continuity between municipalities.

Goal C4.3 Reduce environmental and health impacts of the freight transportation system

C4.3.1 Expand current idling restrictions

Clearly signing truck routes at roadway junctions can increase compliance of truckers utilizing the defined truck route networks. Trucks that are not utilizing defined trucks should either be originating or arriving at a nearby location, and SSL could increase number of tickets given to truckers cutting through neighborhoods using streets that are not part of the truck route network.

C4.3.2 Embrace new and emerging carbon-neutral or zero emission freight delivery technologies

Vehicle innovation can improve existing freight vehicles and delivery within and through congested areas. The status quo is not a pathway to the future.

D

HEALTH & ENVIRONMENT

Health and Environment

A safe transportation network is foundational to creating a human-centric city where everyone has safe and convenient access to employment, educational, recreational and social opportunities.

The transportation System helps shape how cities are designed and operate. . It can have a significant role- both positive and negative, on public health and the environment. It is known that activities such as biking and walking, or "active transportation," are beneficial to people's health because they not only aid in preventing weight gain, but also help prevent and lower the risks of certain diseases such as diabetes and heart disease. Therefore, when thinking about the design of communities, it is important to keep in mind to accommodate and encourage non-motorized transportation. This can be done through complete streets policies and land use strategies that improve the pedestrian and bicycle network so that people can get to their destinations without having to use a motorized vehicle. The reduction of distances between key destinations and providing safe pedestrian facilities might also encourage more people to bike or walk to shops, work, or other services. Transportation agencies and their partners can also create opportunities for people to exercise and to include physical activity into their daily routine by improving public transportation. There is a higher level of activity by the users of public transportation due to the multi-modal trip nature. Most people usually walk to a bus stop or station. Locating businesses, shops, services and even residential near public transportation services can increase the use of public transportation, increasing the opportunities for people to exercise, helping the health of the community.

Transportation is a source of pollution and can also impact the health of the environment. It generates soil, water, and air pollutants contaminating the air and water creating negative health outcomes for people. Air pollution can cause asthma and other respiratory illnesses, heart disease, and cancer. Improving SSL's air can be achieved through establishing policies, designing our communities supportive of those who walk, bike, and use public transportation. Improving access to different types of transportation modes and reducing the reliance on fossil fuels will contribute in protecting the health of our communities.

D1. Public Health

Goal D1.1

Increase physical activity by shifting mode share to active transportation

Policies

D1.1.1 Provide infrastructure and programming to encourage active lifestyle and healthy living

D1.1.2 Design and develop safe multimodal transportation options that offer opportunities for physical activity, access to health care, and healthy food,

Goal D1.1 Increase physical activity by shifting mode share to active transportation

D1.1.1 Provide infrastructure and facilities to encourage active lifestyle and healthy living

Building new and improving existing sidewalks, trails, bike facilities, traffic calming devices, and expanding public transportation services can make it easier to increase daily physical activity. Raising the comfort level and safety of active modes can encourage more people to walk and bike. Active lifestyles can help prevent and manage diseases. It is important to focus on the underserved SSL communities due to them generally being disproportionately affected by adverse health conditions and inadequate active transportation infrastructure.

"I think adding more bike lanes and more bus routes would help residents."

- Resident of City of South Salt Lake

Kids on bikes in City of South Salt Lake

D1.1.2 Design and develop safe multimodal transportation options that offer opportunities for physical activity, access to health care, and healthy food

Transportation can increase the access to more oppportunities. Providing multiple choices for travel can provide the community with more options to meet their needs such as accessing a grocery store, childcare, jobs, doctor's office, a park, a trail, or a shopping center. As SSL grows , new projects should seek to help increase access to amenities by various modes of travel other than by car. Having options such as safe sidewalks, bicycle lanes, and trails connected to a rich mix of amenities, and housing options increases the physical activity iin peoples life, making communities healthier and more affordable.

D2. Air, Water, and Climate

Goal D2.1

Improve air quality by decreasing transportation related emissions.

Policies

D2.1.1 Reduce Vehicle Miles Traveled by improving mobility options

Goal D2.2

Decrease water pollution with better street design

Policies

D2.2.1 Design streets and sidewalks with better drainage function to manage stormwater, flooding, and erosion

D2.2.2 Increase pervious surface areas to help infiltration of water into the ground

Goal D2.1 Improve air quality by decreasing transportation related emission.

D2.1.1 Reduce Vehicle Miles Traveled by improving mobility options

Air quality has been a persistent problem for the last few decades. Much of these problems can be attributed in part by the increase in vehicle miles traveled (VMT) . Research has found a link between air pollution and health problems and therefore led the Environmental Protection Agency (EPA) to put in place lower thresholds for acceptable levels of air pollution. Transportation has negative impacts on the environment since it contributes more than 25 percent of the nation's greenhouse gas (GHG) emissions. Reducing per capita VMT will help SSL contribute toward air quality, climate change, and congestion reduction goals. In addition, transportation investments and mixed use compact development patterns can reduce carbon intensity by bringing activity centers closer together, by providing better transit, biking and walking connections, and by encouraging carpooling. Shorter travel distance and fewer vehicle trips mean lower CO2 emissions per capita.

Complete Streets offer various mobility options

Quality pedestrian and bicycle facilities are important to integrate with new development

Allocating funding to transit, bicycle facilities, and pedestrian facilities can reduce VMT by replacing vehicle trips with other modes. Walking and biking increase with quality infrastructure improvements and programs.

Establishing a complete streets policy requiring pedestrian and bicycle facilities to be built or rebuilt with any roadway investment will provide more options for travelers

Goal D2.2 Decrease water pollution with better street design

D2.2.1 Design streets and sidewalks with better drainage function to manage stormwater, flooding, and erosion

Streets move traffic, but they also serve an important environmental role. Impervious areas on streets generate stormwaters runoff, water pollution, flooding and erosion. The design of the street affects how the stormwater runoff and water pollution is able to flow through the city and properly managed to avoid carrying pollutants into the Jordan River and other waterways.
Streets should be designed to manage stormwater run off as well as with appealing landscaped areas. Soil and vegetation can help capture, slow , and infiltrate stormwater runoff. The landscape design in and around streets not only provides environmental benefits, but also beautifies the streetscape, adds greenery to urban areas, and enhances pedestrian and bicycle facilities. As existing streets and infrastructure are reconstructed and new streets are built, opportunities to use innovative stormwater management emerge. Green Streets are an innovative design concept that can transform streets into attractive and functional streets.

Stormwater management in the median underground bioretention.

D2.2.2 Increase pervious surface areas to help infiltration of water into the ground

Impermeable areas decrease infiltration and groundwater recharge. They also increase stormwater runoff. This untreated runoff containing oils, debris, sediment, and chemicals , enters waterways such as rivers and creeks, This degrades water quality and may alter the aquatic habitat and affect organisms living there. It also affects the ground water. Much of these impacts can be mitigated by making changes on the local level when streets are reconstructed or new roads are built. For example, the use of permeable asphalt or concrete allows water to infiltrate and produce almost no runoff. Although it might not be feasible to install every road with permeable asphalt, it can be incorporated into existing driveways, parking lots, walkways, and other areas of the right-of-way. Other strategies to increasing pervious surfaces includes installing grass swales and berms (bioswales) and raingardens to route water to desired areas and retain water in appropriately designated areas.

D3. Land and Ecology

Goal D3.1

Increase tree canopy and landscaping to provide a more comfortable walking and biking environment

Policies

D3.1.1 Include shade trees as part of mobility improvements

D3.2.1 Maximize landscaped buffers between vehicles and sidewalks

Goal D3.1 Increase tree canopy to provide a more comfortable walking and biking environment

D3.1.1 Include shade trees as part of mobility improvements

Incorporating trees as part of mobility improvements provides a number of benefits. Trees can make streets safer, provide shade and aesthetics, support wildlife habitat, and reduce urban heat island effect. Recent research has found that trees planted within the rights-of-way of urban streets can positively contribute to perceptions of safety and walkability. Trees serve an important element during a pedestrian's walking or a bicyclist's cycling experience by protecting vulnerable users from roadway traffic and providing other benefits. A dense tree canopy provides a cooler sidewalk climate on warmer days, and this is especially beneficial to older populations and those that don't own a car.

Existing tree advocacy organizations such as TreeUtah and streetscape redevelopment projects involving state agencies and local municipalities in SSL could collaborate with inter-agency and interdepartmental collaboration on programs such as Safe Routes To School and Complete Streets.

D3.1.2 Maximize landscape buffers between vehicles and sidewalks

Larger buffers between moving traffic and pedestrian and bicycle facilities increase safety and comfort to sidewalk and trail users. On sidewalk and trail improvements the median width should be maximized and also landscaped to improve aesthetics, increase impermeable surface, and decrease the urban heat island effect

Tree canopies provide needed shade.

Tree cover enhances school children's walk.

E

COMMUNITY FOCUSED

Community Focused

A safe transportation network is foundational to creating a human-centric city where everyone has safe and convenient access to employment, educational, recreational and social opportunities.

Transportation plays an important role in creating an equitable, affordable, and accessible community. Providing a variety of transportation options is essential to meeting the needs of everyone in the community, including people with different abilities, in different age groups, with different income levels, and different cultural backgrounds. Transportation connects people to different opportunities, such as jobs, educational institutions, medical facilities, and grocery stores, making it one of the greatest potential barriers or equalizers within a community.

Transportation is a barrier when it only serves a specific portion of the community's population and does not accommodate the needs of everyone in the community. For example, in a community where the only feasible form of transportation to key destinations is taking your car, transportation may be too expensive for different income levels or inaccessible to people with disabilities and are unable to drive. If a transportation system denies certain people within the community access to their needs, then the community will not be able to move towards becoming a more equitable and inclusive place where all its residents have opportunities to access what they need to live a fulfilling and happy life.

On the other side, transportation can be one of the greatest equalizers in a community. For example, in a community that has several different high-quality transportation options that are catered to the needs of the entire community and does not exclude anyone because of their ability, age, income level or cultural background, everyone within the community should be able to access the same opportunities, services, and goods. As a result, the community would become more accessible for everyone's different needs and transportation would not be a barrier for why people are unable to fulfill their needs. Focusing on creating an equitable, affordable, and accessible transportation system will help everyone within the community be able to get to where they need to go to have equal opportunities in life.

Mobility options should accommodate the needs of everyone in the community.

E1. Equity

Transportation can be one of the greatest equalizers in society. The SSL community strives to create a community that will meet the needs of all its residents and will provide equal opportunities within the community to all its residents. To move towards a more equitable transportation system, the community will ensure there are transportation options that meet the needs of all the residents in the community, including residents with different levels of ability, in different age groups, with different income levels, and different cultural backgrounds. A critical part of moving towards a more equitable community is providing a variety of modes within the community that can meet the needs of different people.

Another aspect of creating equity within the community is to ensure that certain areas in the community are not better served than others by transportation infrastructure and services. Throughout history people with certain demographic characteristics were underserved in terms of access to transportation options and infrastructure. Moving forward the community of SSL will take equity into consideration to make sure these historically underrepresented get the transportation infrastructure they need to access opportunities within the community. The community will also ensure that funding is allocated fairly and everyone within the community has a voice in decisions about transportation infrastructure and funding.

Goal E1.1

Improve mobility services for all residents (including people with disabilities, seniors, and limited English proficiency)

Policy

E1.1.1 Partner with various modes of service providers for more and varied solutions (new and emerging mobility solutions like on-demand ride-share, neighborhood circulators)

E1.1.2 Ensure voices of the historically underserved are represented.

Goal E1.2

Implement projects equitably throughout the city

Policies

E1.2.1 Partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities

E1.2.2 Ensure the City informs and involves community based organizations and all concerned residents in the planning and monitoring process of new and ongoing transportation policies and programs. Emphasize the fair distribution of resources as well as equitable outcomes.

E1.2.3 Increase the mobility funding allocated to areas that are historically underserved.

Goal E1.1 Improve mobility services for all residents (including people with disabilities, seniors, and limited English proficiency)

E1.1.1 Partner with various modes of service providers for more and varied solutions (new and emerging mobility solutions like on-demand ride-share, neighborhood circulators)

To create an equitable transportation system that accommodates people with disabilities and people over the age of 65, it is important to ensure the transportation system has a variety of mobility options to meet everyone in the community's needs. For people with disabilities and seniors, driving a car might not be a feasible and/or safe mode of transportation. As a result, it is essential that the community offers other modes of transportation that provide high-quality service to allow everyone in the community to access opportunities and services.

Forming partnerships with both public and private service providers can ensure there are a variety of transportation options that can meet the needs of people with different transportation needs within the community. On the public side, the Utah Transit Authority (UTA) provides paratransit services for people with disabilities and/or over the age of 65. Paratransit services are usually scheduled in advance and provide door-to-door service for essential trips like medical appointments and trips to the grocery store.

In addition to the traditional paratransit service model, the community should consider some of the new and emerging mobility solutions, including on-demand ride-share and neighborhood circulators. On-demand ride-share services are usually operated by a private Transportation Network Company (TNC). Under this type of service, the passenger will typically request a ride through an app. The app will then pair the passenger with a driver near by who will pick up the passenger and drive them directly to their destination. Circulators, on the other hand, can be either privately or publicly operated. Neighborhood circulators provide service either along a fixed-route or on a flexible-route within a specific community. The purpose of circulators is usually either to provide connectivity within a certain activity center and/or connect people to the larger transit network. Both of these up-and-coming mobility solutions provide viable, high-quality transportation options for people with disabilities and seniors. By exploring partnerships to offer these mobility solutions, the community will move towards a more equitable transportation system.

UTA paratransit service

E1.1.2 Ensure voices of the historically underserved are represented.

Public involvement is a critical aspect of moving towards an equitable community. Effective public involvement should give everyone in the community a chance to participate in the process and give input on what they would like to see happen with transportation in their community. For communities that have been historically underserved in terms of transportation infrastructure and services, it is especially important that people from those communities are able to have their voices heard. Government agencies can implement certain measures to make sure everyone can participate, including:

- Offering public involvement materials in different languages, including braille
- Having interpreters at in-person public meetings
- Incorporating multiple ways for people to give input (i.e., offering an online survey, having an in-person meeting, leaving comment cards at a local senior center)
- For in-person public meetings, choose a location that is easily accessible for most of the community. If there is not one location that would work for everyone impacted, consider holding multiple meetings to ensure everyone gets the opportunity to participate.
- Schedule the meeting at a day and time that does not conflict with any religious holidays, community events, or other events that may inhibit certain people from attending.

Holding public meetings at easily accessible locations can increase communiy participation

By using these guidelines when conducting public involvement, the community can ensure the public process is equitable, and everyone in the community has an equal chance to participate.

Goal E1.2 Implement projects equitably throughout the city

E1.2.1 Partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities

Through fostering public and private partnerships, the community can improve mobility in underserved communities. On the public side, partnerships with other transportation agencies, such as UTA and the Wasatch Regional Council, can help the community provide transportation service and ensure investments are made within the underrepresented areas within the SSL community. As the transit provider, UTA plans where transit service is provided within the region. UTA will be a critical partner in improving the transit service that is provided in underserved parts of the community. Other transportation planning organizations like the Wasatch Regional Council determine funding allocations for the region. Coordinating with the Wasatch Regional Council and other partners can help the community ensure that funding is being allocated fairly and that investments are being made within historically underserved communities.

The private sector plays an important role in developing the community's transportation network. The community can partner with developers and other private stakeholders to encourage transportation improvements and public space improvements in underserved communities. For redevelopment and development projects within an area with underserved populations, the community can work with the private sector to develop site plans that incorporate high-quality transportation facilities as well as place making elements to enhance the sense of place and comfort of the community for various modes of transportation.

E1.2.2 Ensure the City informs and involves community based organizations and all concerned residents in the planning and monitoring process of new and ongoing transportation policies and programs. Emphasize the fair distribution of resources as well as equitable outcomes.

Public involvement is a critical part of the transportation planning process. During public involvement periods of a project, members of the community get the opportunity to provide comments about what they like and do not like about a certain project as well as other input, such as what they would like to see happen within their community pertaining to transportation and noting where their priorities are in terms of transportation as a whole. To ensure the entire community gets a chance to give input on how they would like to see their transportation system evolve, it is important to involve community-based organizations and all concerned residents within the community. Every person within the community should have an equal opportunity to participate, and government agencies should take actions to ensure materials are able to be understood by everyone in the community. Actions to ensure equitable public involvement include offering materials in multiple languages, having interpreters at public meetings, and offering braille versions of materials. Through ensuring everyone in the community has an equal opportunity to give input on transportation policies and programs, the community can ensure funding and projects are allocated equitably.

E1.2.3 Increase the mobility funding allocated to areas that are historically underserved.

Throughout history, equity issues in communities have caused certain areas to receive less funding for transportation infrastructure and services. To correct these equity issues, the community needs to ensure that historically underserved communities receive more mobility funding to improve transportation infrastructure and services in those areas. When allocating funding for transportation, the city should consider where the historically underserved populations are locates, what their needs are, and strive to allocate more funding overall for those areas. The community can develop infrastructure prioritization criteria that includes equity factors, including whether or not a project is in a historically underserved area, to ensure those factors are being taken into account when funding is being allocated.

E2. Affordability

For most households, transportation is usually the second largest expense after housing. The more transportation costs, the larger the financial strain households within the community can face. By lowering the amount households spend on transportation, the residents within the community can make the money they have go further, reduce financial stress, and improve quality of life. To minimize transportation costs within the community, the city can strive to provide affordable mobility options and reduce the share of household income spent on transportation.

Goal E2.1

Provide affordable mobility options for everyone.

Policy

E2.1.1 Pursue more affordable/lower cost public transportation options

E2.1.2 Proactively address local resident displacement influenced by transportation infra-structure

Projects

E2.1.3 Ensure the land development code utilizes density bonus programs to help create and maintain affordable housing near transit

Goal E2.2

Reduce the share of household income spent on transportation.

Policies

E2.2.1 Improve (or proactively) address displacement and how transportation infrastructure projects may affect local residents

E2.2.2 Carpools and vanpools.

Goal E2.1 Provide affordable mobility options for everyone.

E2.1.1 Pursue more affordable/lower cost public transportation options

The community can offer lower cost transportation options, such as transit, biking, and walking. To make these viable options of transportation, the community should focus on improving the comfort and convenience of using these forms of transportation. Examples of this may include increasing transit service frequency, including amenities at transit stations, adding bike lanes throughout the communities, and creating attractive streetscapes with wide sidewalks. Offering these lower-cost transportation options will allow people to minimize the amount of money they are spending on transportation.

Simple improvements can expand mobility options with minimal capital investment.

E2.1.2 Proactively address local resident displacement influenced by transportation infrastructure Projects

Transportation infrastructure projects largely influence how land develops. For large infrastructure projects, after construction, land close to the infrastructure improvement may be seen as more attractive to developers than it was before the project. As a result, developers may redevelop the area and displace some of the populations who lived there before who can no longer afford the area. It is important for the community to be cognizant that this type of displacement can occur and negatively impact residents. To minimize these impacts as much as possible, the community may consider adopting policies that minimizes displacement and encourages affordability in the area.

E2.1.3 Ensure the land development code utilizes density bonus programs to help create and maintain affordable housing near transit

To maintain affordable housing along transit, the community should consider offering a density bonus program that will incentivize developers to maintain affordable housing along transit. Allowing developers to build denser developments means they can build more units on one plot of land which can allow them to charge future residents a lower rent than if they had a less dense building. Having more units on one parcel increases the share of units that are paying rent to help the developer earn their return on investment.

Goal E2.2 Reduce the share of household income spent on transportation.

E2.2.1 Improve access to less expensive mobility options such as public transportation, walking, and biking

Public transportation, carpooling, walking, and biking are transportation options that can help reduce the cost of transportation compared to owning a car. For these options to be feasible for most households, it is important that these modes are comfortable, convenient, and accessible. Ways the community can improve these modes include increasing transit service frequency, including amenities at transit stations, adding bike lanes throughout the communities, and creating attractive streetscapes with wide sidewalks.

E2.2.2 Encourage carpools and van pools.

Carpooling, van pooling, and ride-matching can help reduce the cost of transportation by having more people split the cost of the trip. Carpooling is any car that carries more than one person to a common destination. Van pool programs are usually either offered through the local transit agency of through an employer. Van pools typically carry larger amounts of people than carpools because they use a larger vehicle. Ride-matching can take different forms. It could be done through a transportation networking company like Uber or Lyft which have apps that offer the options to pool rides with other passengers. Ride-matching can also be done through a website or forum where people post where they want to go, and people who share a common destination respond and offer a ride.

A Utah Transit Authority vanpool vehicle.

E3. Accessibility

Accessibility determines where people are able to go using different modes. Accessibility if closely related to the equity of the community. Ideally, all residents within the community would be able to access every destination they need to with any mode they wanted no matter their ability level or age. To improve inclusivity and accessibility, the community should strive to increase the comfort of different modes of transportation, ensure that all areas of the community have access to high-quality multimodal transportation options, and encourage safe design practices of pedestrian facilities.

Goal E3.1

Increase the comfort and safety of all pedestrians, including those with disabilities, seniors, and children.

Policy

E3.1.1 Provide accessible ADA compliant sidewalks and curb ramps at all intersections

Goal E3.2

Ensure that all neighborhoods have access to high quality multimodal transportation options

Policy

E3.2.1 Complete missing sidewalks

Goal E3.1 Increase the comfort and safety of all pedestrians, including those with disabilities, seniors, and children.

E3.1.1 Provide accessible ADA compliant sidewalks and curb ramps at all intersections

The Americans with Disabilities Act is a law that protects the rights of people with disabilities. In the law, it is required that public facilities are compliant with the standards defined by the United States Department of Justice Civil Rights Division. To be in compliance with this law, the community should update existing pedestrian infrastructure that is currently not compliant and mandate that all new infrastructure must be compliant with ADA standards.

Safe ADA compliant crosswalk

Goal E3.2 Ensure that all neighborhoods have access to high quality multimodal transportation options

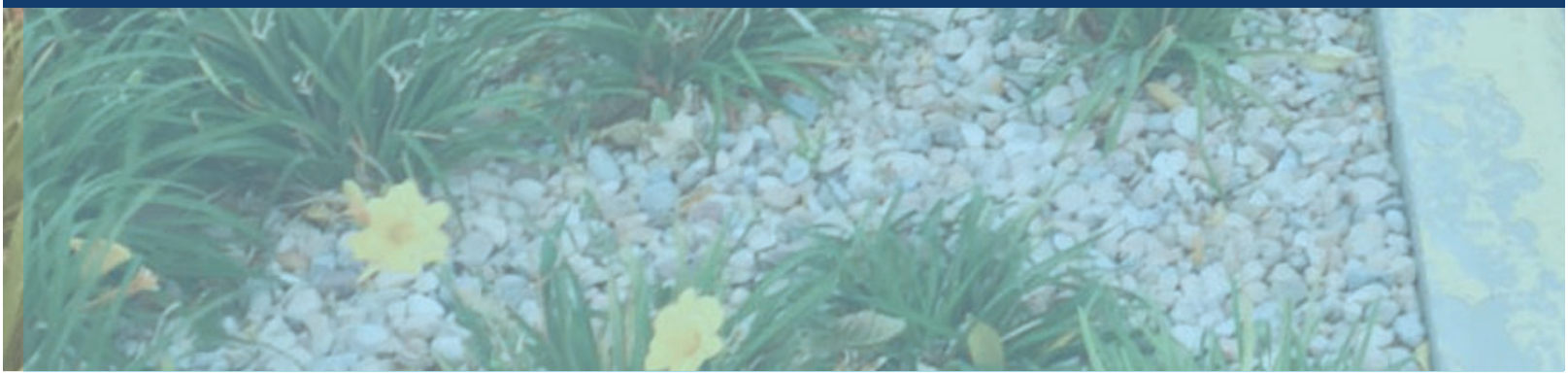
E3.2.1 Prioritize completing missing sidewalks

A complete, continuous sidewalk network can greatly improve accessibility within the community. By continuing to fill in gaps in the sidewalk network, the community can ensure that there is a comfortable environment for pedestrians to walk to their destinations. Additionally, for sidewalks to be safe for all residents in the community, it needs to be as level as possible with minimal cracks and unevenness that could cause people to trip and/or fall. Wide, level sidewalks create the safest environment for all residents, no matter their ability level. Other considerations for pedestrian facilities include adding textured materials near street crossings so people know when they are entering the street and including pedestrian signals that have audio that let people know when it is safe to cross. Sidewalks should also be well-maintained and kept free of hazards.

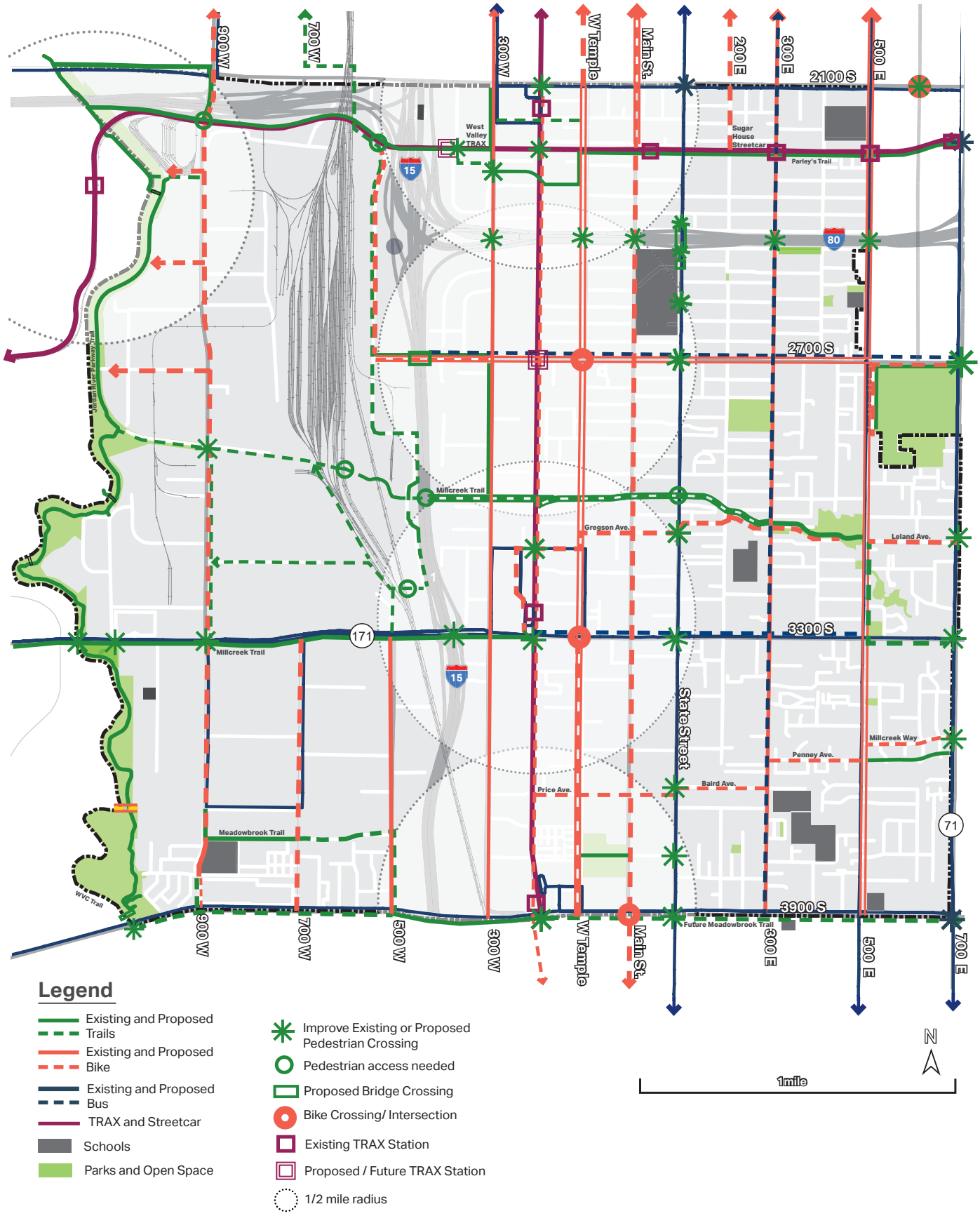
Discontinuous sidewalk in City of South Salt Lake

F

CATALYTIC PROJECTS



Existing and Proposed Mobility Networks



4. Catalytic Projects

Catalytic projects include capital projects, programs, or maintenance activities that could demonstrate to the public, key stakeholder, and decision makers how SSL's s vision can be reached and potentially generate excitement for additional projects in the city's plan. These projects have no particular priority and could be constructed by way of a variety of different funding sources or opportunities. While this list only includes a small portion of the envisioned transportation network, it represents a variety of geographically dispersed projects that could significantly improve alternative modes of transportation and supplement existing street infrastructure. The map below shows several catalytic projects identified for consideration of near-term funding and support. Descriptions are provided below.

	Project	Description	Cost
1	900 West Trail (3800 S to 3900 S)	Trail connection on 900 West between 3800 South and 3900 South	$
2	Bike Facility on 900 West (3300 S to 3800 S)	Bike facility on 900 West connecting 3300 South to 3900 South	$$
3	Bike/Ped Facility on 900 West (2100 S to 3900 S)	Bike/ped facility on 900 West between 2100 South and 3900 South	$$$
4	Downtown High Comfort Route	High-comfort bike facility on Main Street/West Temps between 2100 South and I-80	$$$
5	Millcreek and Meadow Brook TRAX Station Pedestrian Crossing Upgrades	Create a pedestrian crossing across 3900 South adjacent to Meadow Brook Station and across 3300 South adjacent to Millcreek Station	$
6	Sidewalk Master Plan Implementation	3300 South to 3900 South, 200 East to 700 East sidewalk and drainage improvements	$$$
7	2700 South/State Street Improvements	Improve pedestrian safety at 2700 South/State Street (school crosswalk)	$
8	500 East Bike Facility	Improve pedestrian/bike safety for trail crossing at Baird/State Street	$$
9	500 East Bike Facility	Create high-comfort bike facility on 500 East from 2700 South to 2100 South	$$$
10	Neighborhood Bikeway on Gregson Avenue	Neighborhood bikeway on Gregson Avenue between 200 West and State Street	$
11	Life on State	Support upcoming planned projects	
12	Millcreek TRAX (3300 South) First/Last Mile	First/last mile improvements around Millcreek station.	$$

1. **900 West Trail (3800 S to 3900 S):** This project includes creating a new trail that would connect 900 West near 3800 South to 3900 South. This areas has an existing park, so no new ROW would be required. This trial would provide a much needed connection between the 3900 South (which connects to the Jordan River Parkway) and the west side of SSL. The project should be relatively low cost project.

2. **Bike Facility on 900 West (3300 S to 3800 S):** This project would provide bike lanes on 900 West between 3800 South and 3300 South. Most of this portion of 900 West has available shoulders. In conjunction with the trail connection to the south, this project would create a continuous bicycle route for much of SSL's west side. This project could have moderate costs given some ROW may be required in some areas.

3. **Bike/Ped Facility on 900 West (2100 S to 3300 S):** This project would provide bicycle or pedestrian facilities along 900 West from 3300 South up to 2100 South. This long portion of roadway currently has no sidewalk or shoulders. Although this is an industrial area, there is a need for bike/ped accommodations for the many thousands of employees that work in this area some of which rely on transit and biking to get to work. This project will have significant cost as ROW will be required for the entire length of the project. Other than the Jordan River Trail, this would be the only north/south ped/bike facility in SSL west of I-15.

4. **Downtown High Comfort Route:** This project will create a high-comfort bike route in SSL's downtown area, primarily on West Temple. The connection to Salt Lake City will occur at Main Street, so an east/west portion will also be required (potentially on Parley's Trail). The high-comfort bike route would likely include some form of protected bike lanes. This project is the first step in creating a high-comfort bike lane parallel to State Street. This project could be expensive as it will require new infrastructure and potentially some new ROW.

5. **Millcreek and Meadow Brook TRAX Station Pedestrian Crossing Upgrades:** These projects would add signalized pedestrian crossing across 3300 South and 3900 South directly adjacent to the TRAX lines to provide access to/from the station with nearby land uses. This has been done in other areas such as 10600 South in Sandy. These crossing would provide a safe crossing location. Without them, pedestrians are more likely to jaywalk or just avoid the trip altogether as most people don't want to walk out-of-direction to existing signalized intersections. These projects are anticipated to be relatively low-cost projects.

6. **Sidewalk Master Plan Implementation:** This project would include implementing the SSL Sidewalk Master Plan which covers the southeast corner of SSL (3300 South to 3900 South, 200 East to 700 East sidewalk). The homes in this area were constructed before sidewalk was regularly required. While some streets have some coverage, many streets don't have sidewalks on either side. This project will likely be very expensive as stormwater improvements will need to be made along with the sidewalks. However, this project could easily be phased with completing one section at a time.

7. **2700 South/State Street Improvements:** This is a signalized intersection on State Street which includes a School Pedestrian Crosswalk on the south leg. Crossing guards have indicated that this intersection is very dangerous, so this project would look for options to improve pedestrian safety. This project is anticipated to implement relatively low-cost improvements.

8. **Baird/State Street Improvements:** There is a park to the west and a school to the east of this crossing location. This project would improve pedestrian/bike crossing at this location as well as a trail connecting these two pedestrian generators. This project could have moderate costs as some ROW may be required.

9. **500 East Bike Facility:** This project will create a high-comfort bike route connecting SSL's east side with Salt Lake City on 500 East. The high-comfort bike route would likely include some form of protected bike lanes. This project will utilize an existing crossing underneath I-80. This project could be expensive as it will require new infrastructure and potentially some new ROW as on-street parking currently exits along the corridor.

10. **Neighborhood Bikeway on Gregson Avenue:** This project would create a neighborhood bikeway on Gregson Avenue and other nearby streets. Neighborhood bikeways take advantage of low-volume, low-speed streets to create on-road bikeways by using signing, pavement markings, and potentially some traffic calming features. This project is anticipated to be relatively low cost as minimal new infrastructure would be required.

11. **Support Life on State Street Design:** TBD

12. **Millcreek TRAX (3300 South) First/Last Mile:** This project would make first/last mile improvements around the existing Millcreek TRAX station, particularly missing and damaged sidewalk. This project could have moderate expense as some ROW and significant infrastructure may be required.

Appendix I: 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 J.

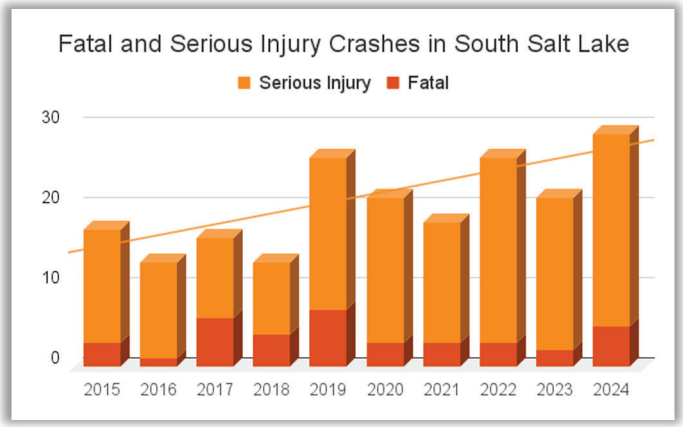
Key themes for the future:

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.

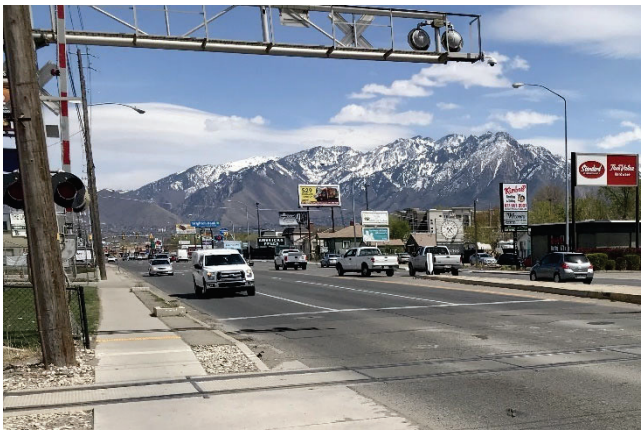
Low cost traffic calming

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.

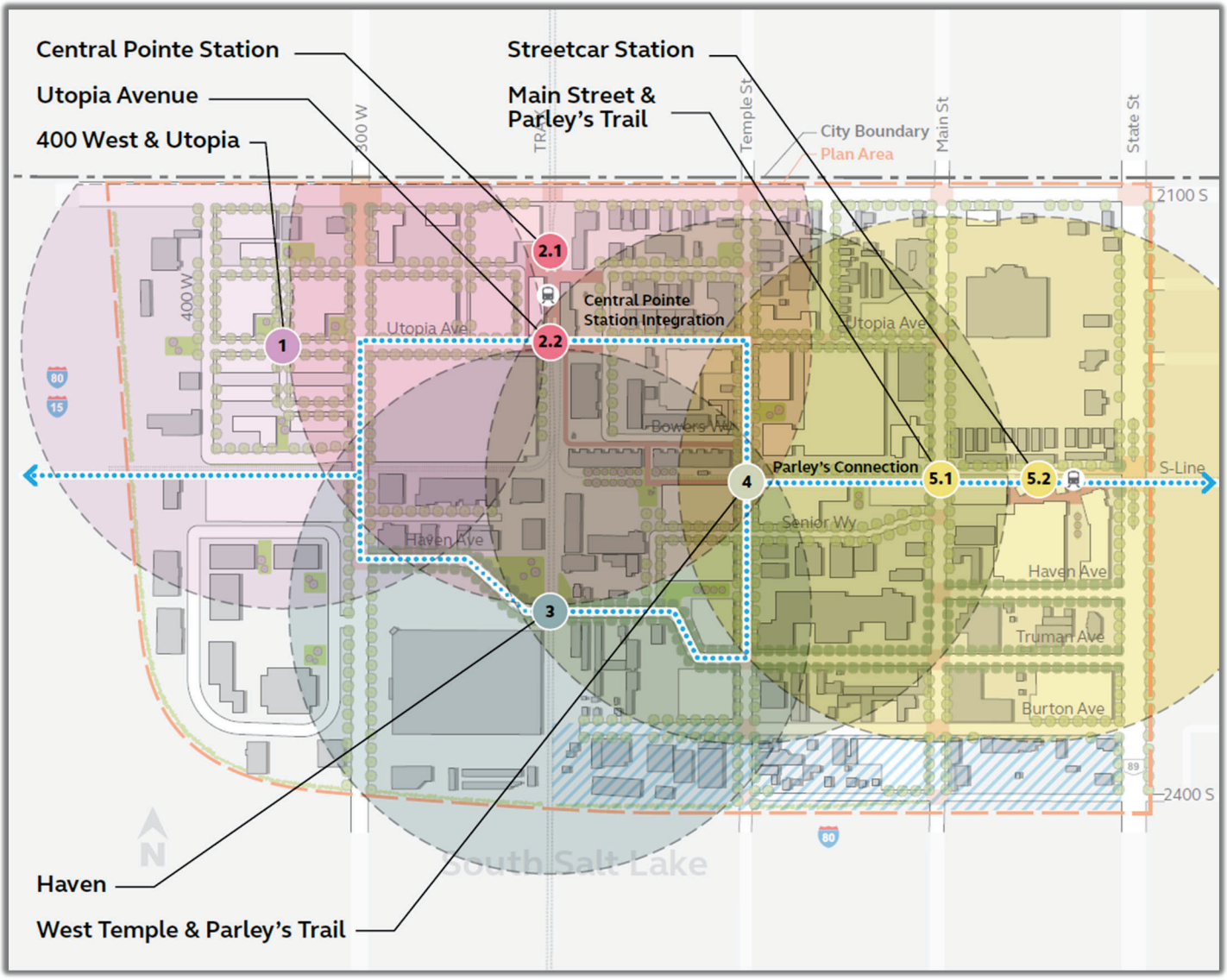
Projects Underway	Projects to Kickstart
Adopt a citywide traffic safety plan and educate stakeholders about Vision Zero practices	Construct a comfortable and landscaped walking loop in Downtown South Salt Lake
Adopt a citywide traffic calming policy that encourages interventions and calming measures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

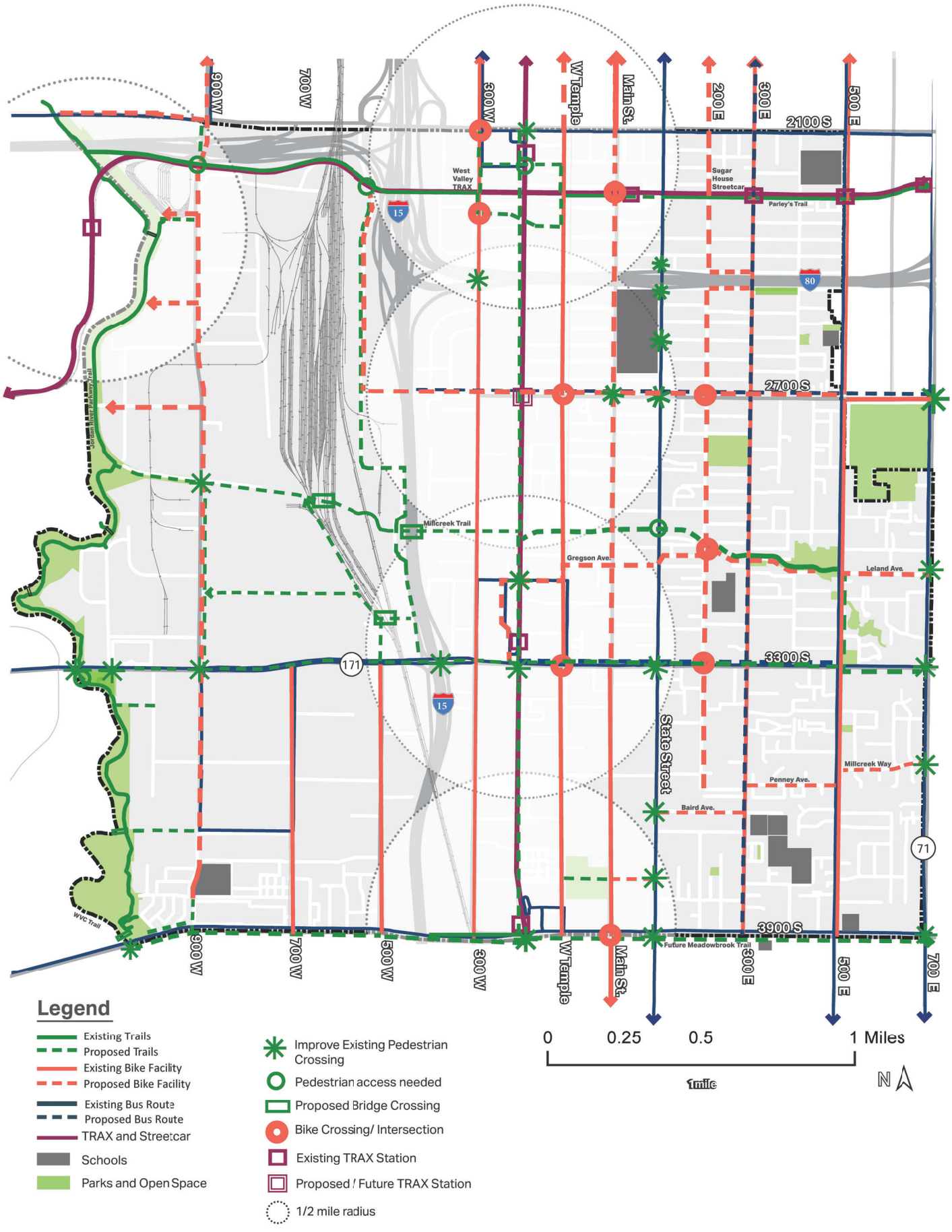
Much of the Salt Lake Valley is characterized by single-story buildings with large setbacks and parking lots

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.

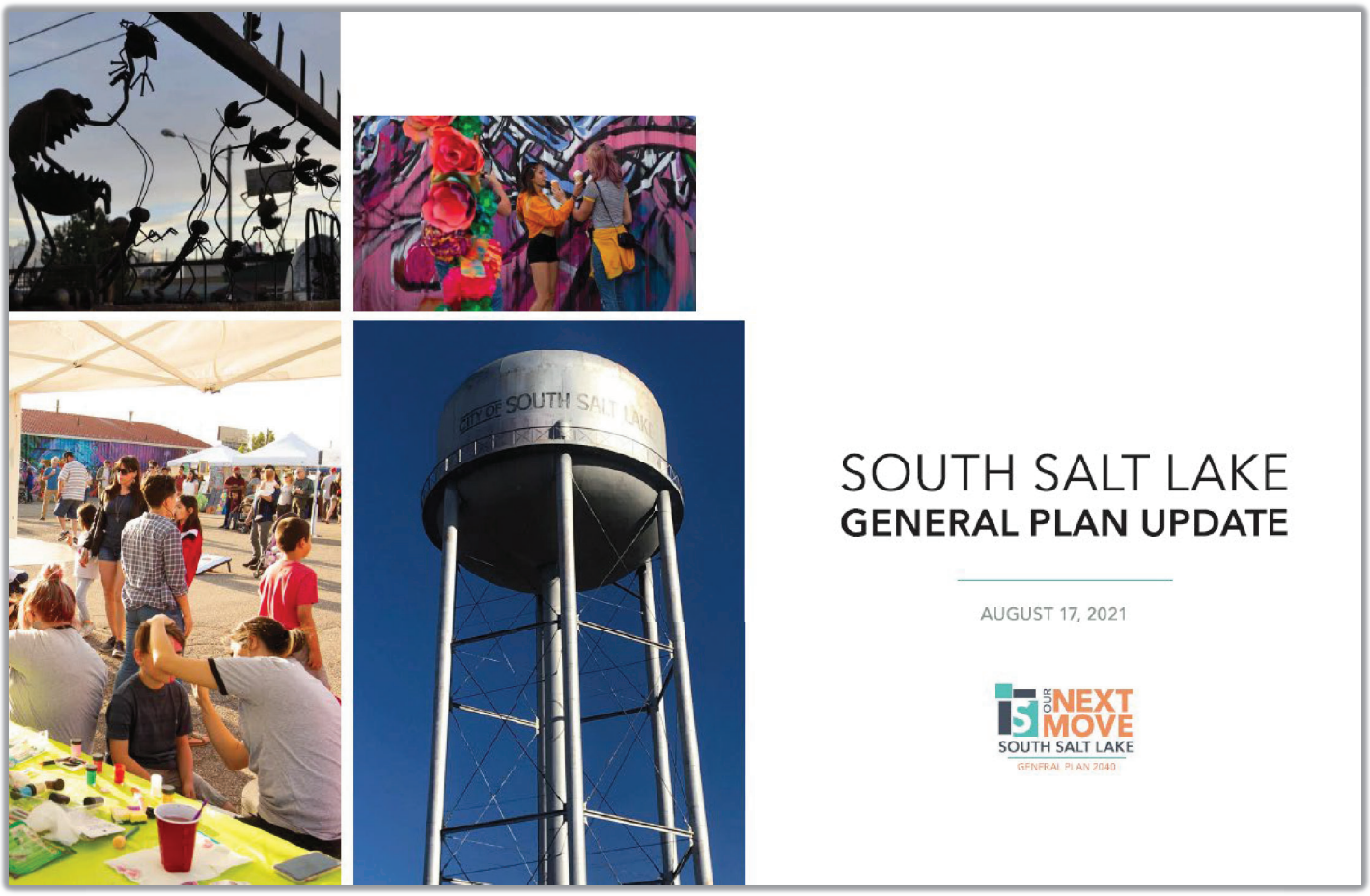
This map should be consulted whenever right-of-way or other city property is renovated, so that an opportunity for improvement is not missed. If incorporated early in the project, modernizing bicycle and pedestrian facilities can be cost-neutral, or even lower the total project cost. Other uses for this 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
300 W
W Temple
Main St.
200 E
300 E
500 E
2100 S
West Valley TRAX
Sugar House Streetcar
Parley's Trail
15
80
2700 S
Jordan River Parkway Trail
Millcreek Trail
Gregson Ave.
Leland Ave.
171
3300 S
State Street
Millcreek Way
Penney Ave.
Baird Ave.
71
WVC Trail
3900 S
Future Meadowbrook Trail
700 E
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 J: 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.

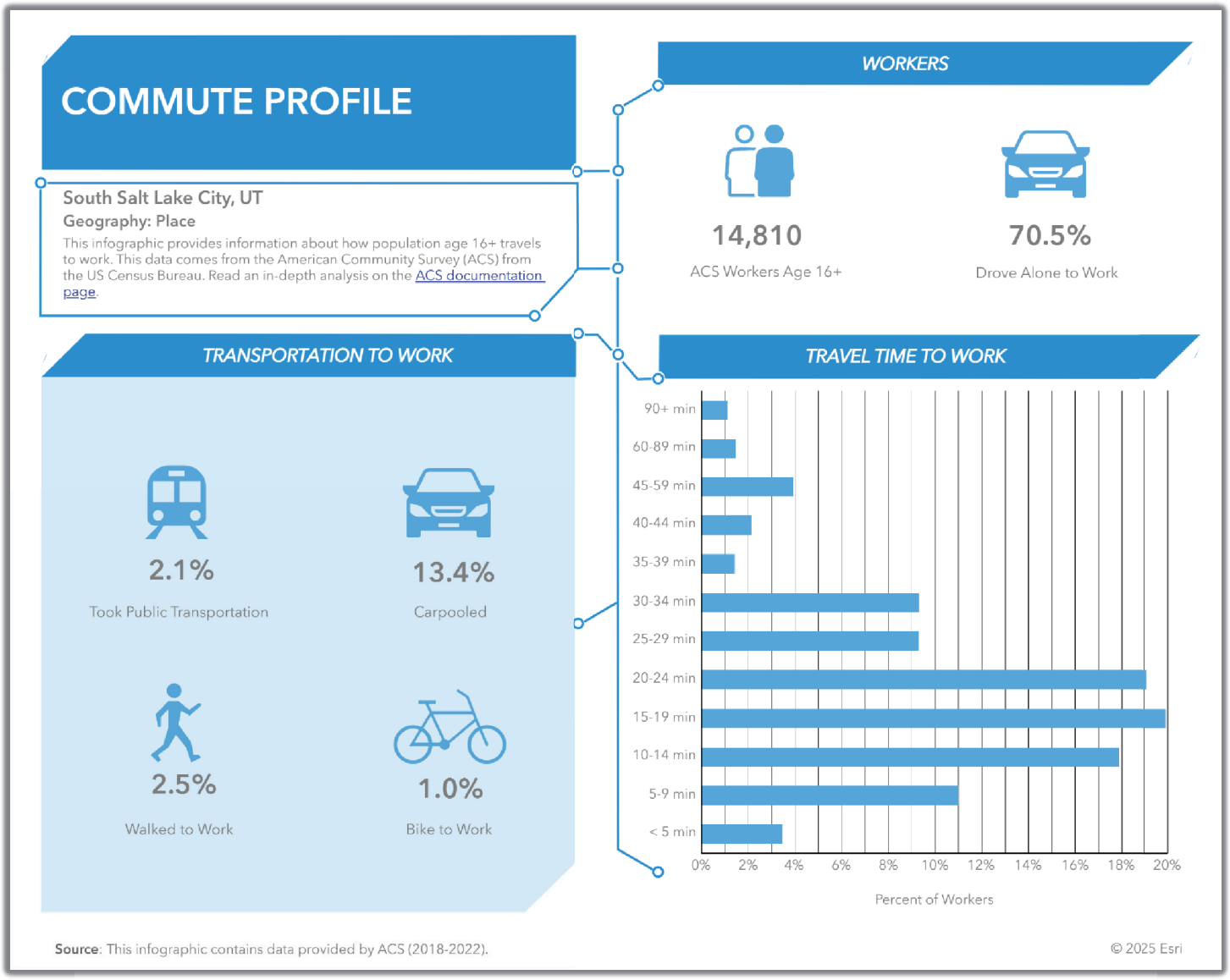
Other key takeaways are that walking accounts for nearly 10% of all trips in Salt Lake County, despite almost 37% of county households responding that they decided against walking or biking due to safety concerns. These findings have implications for where the priority of safety and alternative transportation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

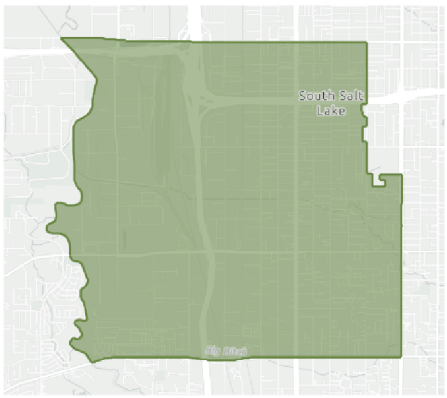
The software firm Esri, most known for its geographic information system (GIS), also compiles large quantities of useful data. Most of the data is based on the U.S. Census and American Community Survey, but Esri adds their own analyses and collected data for more usefulness. Paid Esri software services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



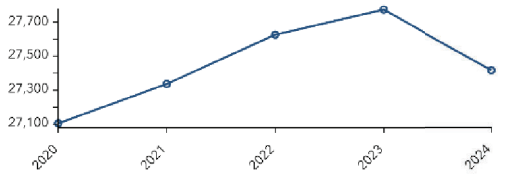
27,416	11,014	2.29	32.5	$61,802	$493,060	55	52	78
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

MORTGAGE INDICATORS

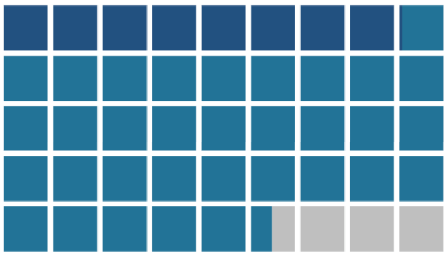
$8,769
Avg Spent on Mortgage & Basics

50.0%
Percent of Income for Mortgage

Historical Trends: Population



POPULATION BY AGE



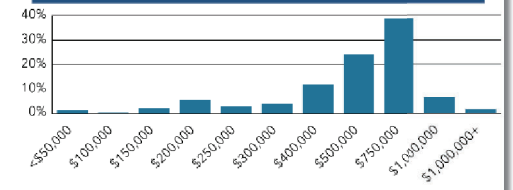
Under 18 (17.9%) Ages 18 to 64 (74.3%)
Aged 65+ (7.8%)

POPULATION BY GENERATION

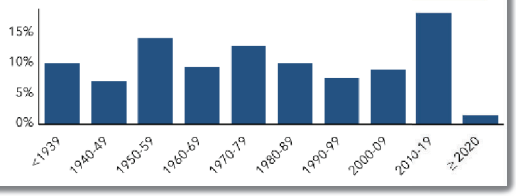
1.6%	10.2%	16.4%
Greatest Gen: Born 1945/Earlier	Baby Boomer: Born 1946 to 1964	Generation X: Born 1965 to 1980

39.6%	23.2%	9.0%
Millennial: Born 1981 to 1998	Generation Z: Born 1999 to 2016	Alpha: Born 2017 to Present

Home Value



Housing: Year Built

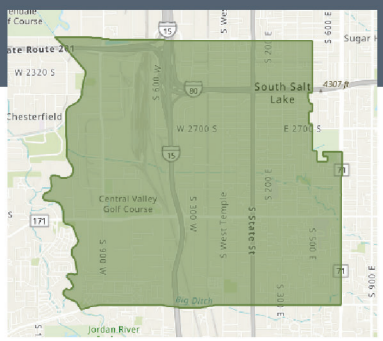


AT RISK POPULATION PROFILE

South Salt Lake City, UT

esri | THE SCIENCE OF WHERE

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	2,147	587
Households With Disability	Population 65+	Households Without Vehicle

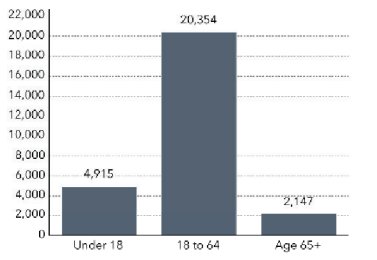
POVERTY AND LANGUAGE

12%	1,265	5
Households Below the Poverty Level	Households Below the Poverty Level	Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES

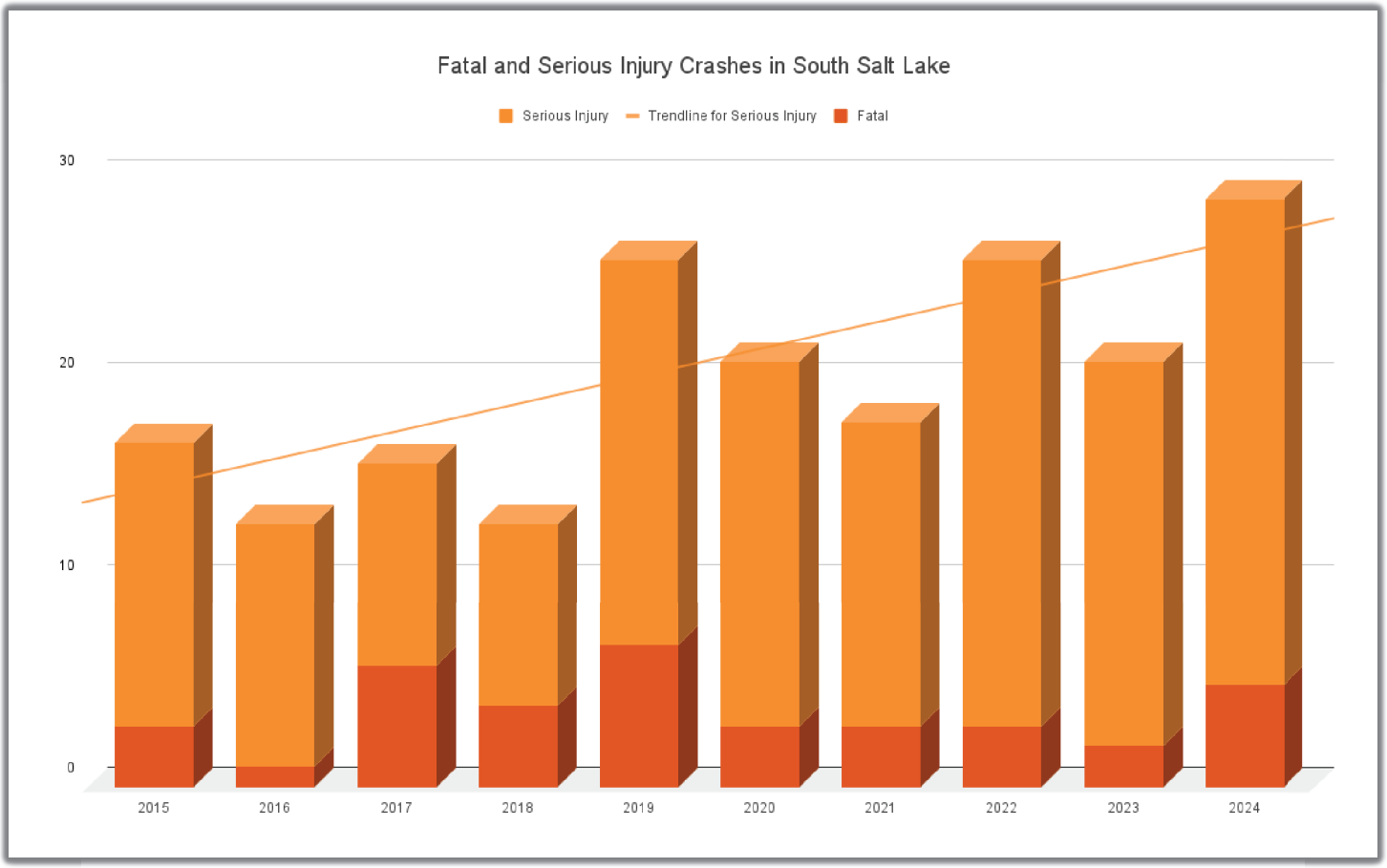
45,671	2,221	31,902
Daytime Population	Total Businesses	Total Employees

POPULATION BY AGE

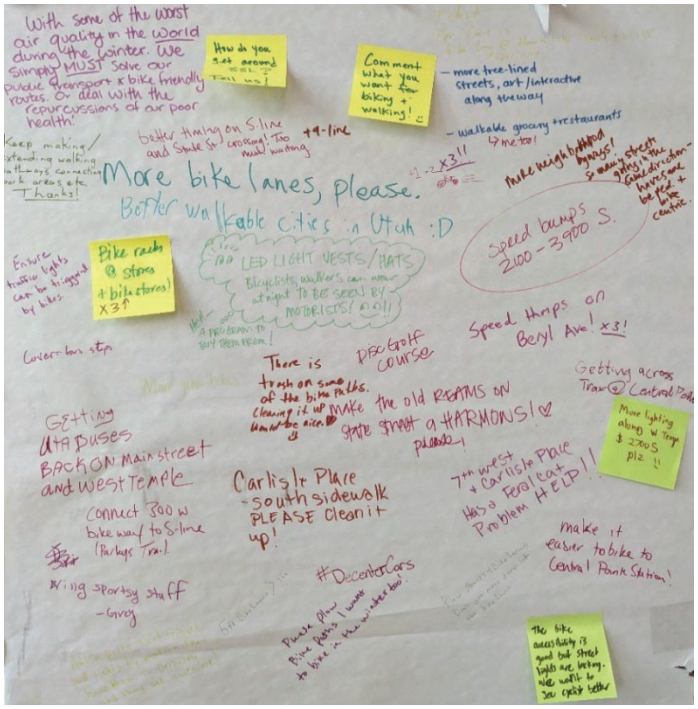


Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	2,520	12,750	1,642	16,912
Spanish	1,169	4,175	211	5,555
Spanish & English Well	1,143	3,366	41	4,550
Spanish & English Not Well	26	693	165	884
Spanish & No English	0	116	5	121
Indo-European	404	1,077	176	1,657
Indo-European & English Well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

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

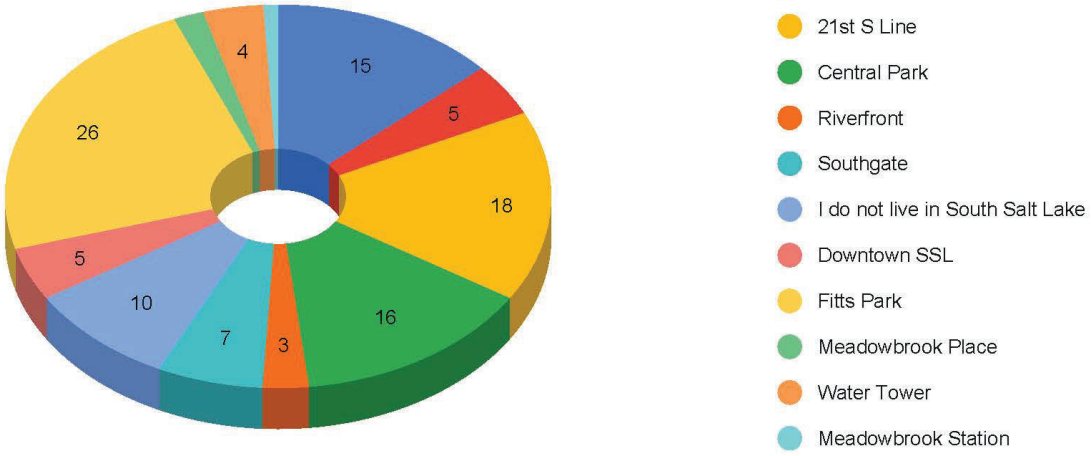
Dedicated outreach booths for the mobility plan were set up at various public events during the summer and fall of 2024. These events included Monday with the Mayor, National Night Out, Celebrate South Salt Lake, and Craftoberfest. At the events, city staff were able to speak directly to residents in 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.

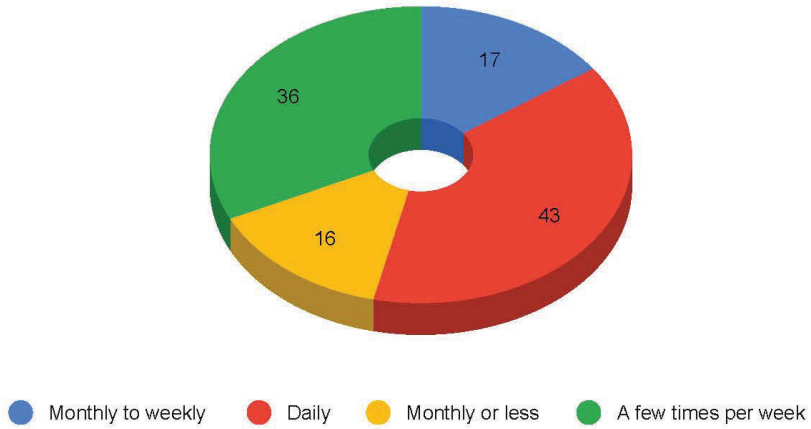
Online Survey

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.

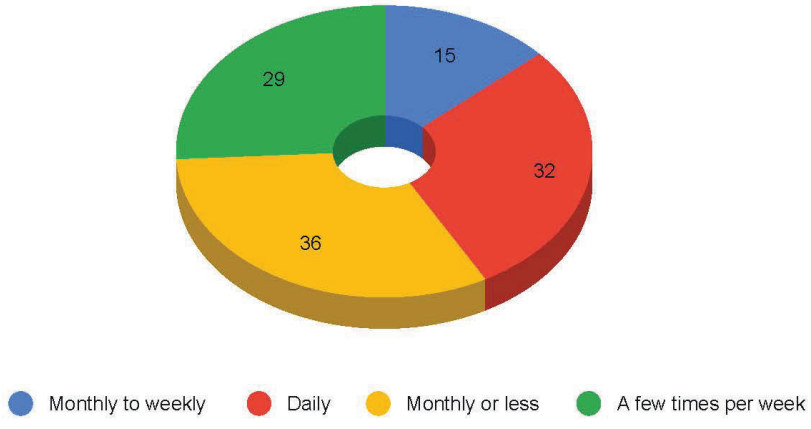
Responses by Neighborhood



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

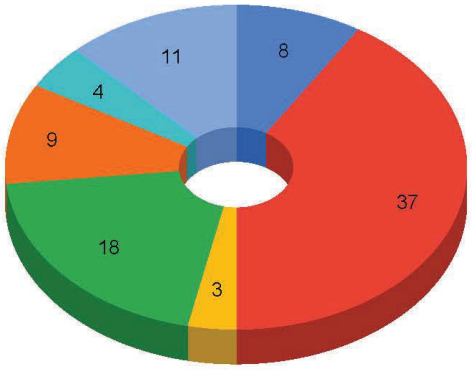


How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for transportation?



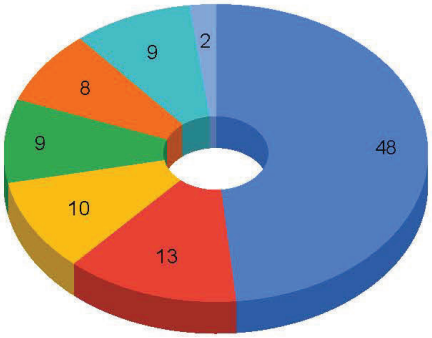
What is the main reason you don't walk (including wheelchairs) more than you currently do?

- 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



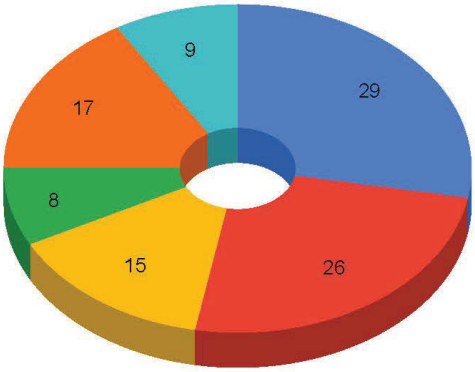
What is the reason you don't bike (or use other forms of rolling like scooters, skateboards, etc) more than you currently do?

- 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?