



MEMORANDUM

TRANSPORTATION DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Joe Taylor, Transportation Planner, joe.taylor@slcgov.com , 385-4159-748

Date: 6, October 2022

Re: Transportation Master Plan update

PURPOSE:

The purpose of the briefing is to inform the Planning Commission and the public on the process of creating the updated Transportation Master Plan.

INTRODUCTION:

The following is an overview of the update of the Salt Lake City Transportation Master Plan. The plan aims to be a guiding document for use of Salt Lake City's Right of Way and a means to ensure that future developments in transportation technology benefit rather than harm the vibrancy of the City. The Memo will review past engagement, relay a current draft policy framework and pose several questions for discussion where they Planning Commission may be uniquely beneficial.

BACKGROUND:

The existing Salt Lake City Transportation Master Plan, a remarkably progressive document for its time, is more than 23 years old. The state of the practice of transportation planning, the transportation infrastructure, the preferences of the City and concern about air quality have changed significantly since 1996 when the original document was produced. Following the lead of Plan Salt Lake, the Transportation Master Plan seeks to create a shared vision for the future of transportation in Salt Lake City. Like Plan Salt Lake, The Transportation Master Plan will outline overarching "umbrella" transportation policy to be applied city wide.

PUBLIC PROCESS:

As the guiding document for use of the City's Right of Way for the foreseeable future, a robust public process is central to our work. After selecting a consultant team, the first order of business was the formation of a Community Advisory Council (CAC) that would direct the work of the project from engagement through forming policy. Nine community members were selected out of almost one hundred applicants. These individuals are community members that represent diverse networks that the Transportation Division has historically struggled to engage with as well as subject matter experts. Perhaps most importantly the CAC are paid for their time. This allows the project to demand more from them and widens the potential range of participants beyond those that simply have the free time. The CAC was fundamental in shaping the first two outreach efforts (discussed below) and has been essential in translating those efforts into policy.

After the formation of the CAC, the first public engagement focused exclusively on values, rather than any specific transportation policy or action. Due to the pandemic the team was forced to shift gears somewhat on how this was conducted. The online survey went ahead as planned and was met with robust response. However, the planned intercepts, food trucks and community events were scrapped. In their place in person engagement was conducted at pop up vaccine clinics in west side elementary schools. This had two distinct benefits. First it targeted those communities we have historically struggled to engage with. Second, a

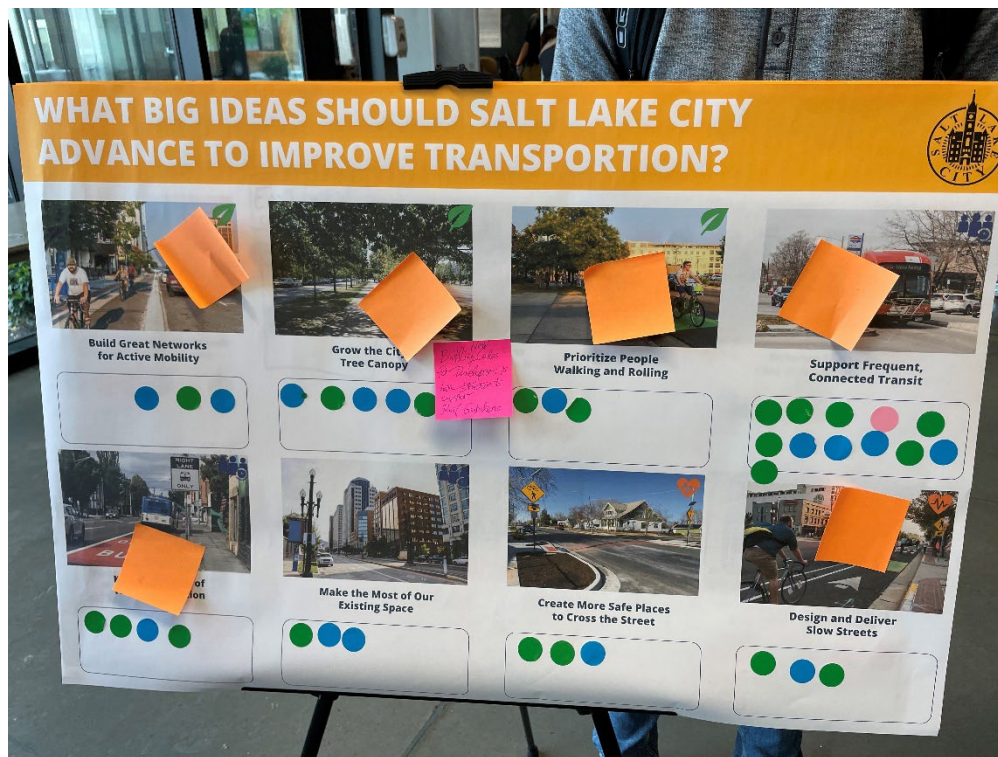
mandatory 15-minute waiting period provided an ideal format for participation in our exercise. The following values were deemed most important in delivering the highest and best use of the Right of Way in Salt Lake City.

- Air Quality and the Environment
- Reliability
- Safety from Harm
- Affordability



The CAC at work

Based on these results, the second round of engagement tested specific policy ideas rooted in advancing the values described above. In both online and in person formats, participants were asked to gauge their interest in a long list of potential policy ideas and demonstration projects. The online format included an interactive survey that detailed each idea as well as an opportunity to highlight specific pieces of infrastructure, either as a good or bad example.



One of several engagement boards, shown here at the Gail Miller Resource Center

Results of the second round of survey suggested policy be geared around 8 key moves. These key moves will be listed in the following section after the concepts that form the basis for the plan.

In addition to the second round of engagement the Community Advisory Council conducted a walking workshop specifically directed at the East West divide in Salt Lake City. This half day activity allowed CAC members to engage as a group with the rail and freeway infrastructure that separate Salt Lake City from a pedestrian perspective. In addition to being a great open forum for ideas at large, the event reinforced the idea that the east-west divide is the single largest transportation problem in the city. The impacts of the divide are not just a mobility challenge, but have on going psychological effect on those forced to deal with it regularly.

PLAN KEY CONCEPTS:

The key concepts of this Plan include:

- By and for the people that use the right of way in Salt Lake City
- A focus on the needs of people, rather than any vehicle they may use
- Safety is paramount
- Preparation for the future of transportation technology
- The East West divide is currently untenable
- Integration with Land Use planning is of paramount importance
- Equity should be fundamental to every transportation project



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The plan will focus on these concepts by adopting policy under the framework of the following DRAFT Key Moves.

- **Key Move 1:** Coordinate Planning, Budgeting, and Implementation to Achieve Our Vision
- **Key Move 2:** Optimize Community Benefits from Private Investments
- **Key Move 3:** Design to Protect Human Life and Prevent Collisions
- **Key Move 4:** Build Equity Through Community-Driven Planning and Investment
- **Key Move 5:** Reconnect Our City to Reverse Historic Inequities in Access to Opportunities
- **Key Move 6:** Promote Livable Neighborhoods and Sustainable Transportation
- **Key Move 7:** Provide Frequent Transit and More Affordable Transportation Choices
- **Key Move 8:** Deliver Great Networks to Support Active Mobility for All

DISCUSSION:

Transportation Staff requests discussion from the planning commission on the following topics.

- Are there specific policies or instances where transportation policy could better reenforce land use goals?
- Are there key metrics for tracking interaction between land use and transportation policy?
- Are there other key metrics you would like to see established in this document?

Next Steps:

Currently the project team is focused on drafting policy within the Key Move framework above that reflects the values expressed both by our engagement work and the adopted master plans that precede this document. Our team aims to have a draft plan for review by both our community partners, fellow city divisions and overseeing bodies in the coming months. Adoption will follow once this review is incorporated into the plan.