



COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Ben Luedtke
Budget & Policy Analyst

DATE: November 10, 2022

RE: New Transportation Master Plan Check-in

Project Timeline:

1st Briefing: November 10, 2022

2nd Briefing: TBD

Note: future steps will include briefings, a public hearing, potential modification of the draft plan and a Council adoption vote

ISSUE AT-A-GLANCE

The Administration transmitted a status report on efforts to update the City's Transportation Master Plan. The Council adopted the last plan in 1996. It provides high-level transportation policy direction for the City which influences other plans, programs, budgets, projects, studies and more. The new plan is called *Connect SLC*. It covers all modes of transportation through the City instead of an auto-centric focus. This briefing is a chance for the Council to provide policy feedback, hear community priorities received through public engagement, and discuss the current recommendations and direction. Council feedback will be incorporated into development of a draft plan which is expected to be available next year.

The City has many plans that fit under the umbrella of the Transportation Master Plan such as the 2015 Bicycle and Pedestrian Master Plan, the 2017 Transit Master Plan, the recently completed Sugar House Local Link Study and many others. These more specific plans and studies include project recommendations that advance the City's Transportation Master Plan policies.

The Transportation Division worked with a Community Advisory Council throughout the process of developing the values, policy goals and priorities for the upcoming plan update. This included site visits and workshops such as experiencing the west-east divide firsthand for those unfamiliar with it. The top values based on public feedback which are being used to guide development of the Plan are: air quality and the environment, reliability, safety, affordability, ease of use, equity, and access to opportunities.

Goal of the briefing: Review the draft values and policy direction developed based on public engagement and provide feedback to be incorporated into the draft Transportation Master Plan update.

POLICY QUESTIONS

The below questions are meant to highlight Council Member priorities, areas of interest and potential topics for the briefing discussion.

1. West-East Divide – To what degree should addressing the east-west transportation problem be prioritized in the new Plan? See Additional Info section for a federal grant the City applied for to study potential solutions to this problem.
2. Performance Metrics – What policy goals could the Plan advance that should be evaluated? For example, reduced fatalities and crashes, shorter wait times for east-west travel, reducing at-grade

CITY COUNCIL OF SALT LAKE CITY

451 SOUTH STATE STREET, ROOM 304
P.O. BOX 145476, SALT LAKE CITY, UTAH 84114-5476

SLCCOUNCIL.COM

TEL 801-535-7600 FAX 801-535-7651



railroad and street crossings, improved air quality, less speeding, shifting trips away from vehicles to other transportation modes, etc.

3. Traffic Calming – How does the new Plan build upon the City’s new Livable Streets Program which redesigns the public right of way to implement traffic calming?
4. Alleyways – How should the Plan address alleyways? The City has considered some alleyways as being for mobility and transportation while others might be better suited for activation of other uses. See Additional Info section for details on City funding for alleyways. The Council may wish to ask the Administration if ongoing funding for alleyway maintenance will be recommended in future budgets.
5. Accessibility Standards – Does the City have an ordinance or policy designating ADA accessibility the basic standard for all transportation infrastructure investments? How would this be reflected in the new Plan?
6. Partnerships – To what extent do the City’s transportation policy goals depend upon support from railroad companies, the Utah Transit Authority, the Utah Department of Transportation, and other external partners?
7. Students and Schools – How does the City support students traveling to and from schools? Are there additional policies that could help such as the State’s Safe Routes to School program or feedback from the School District and parents that should be considered?
8. Keeping up with Technology – How should new and emerging transportation technologies be reflected in the plan such as super-fast electric vehicle charging stations, drones, self-driving vehicles, air taxis, delivery robots, etc.?
9. Education and Enforcement - Should public education and enforcement be part of the Plan? The Council Office has received public comments that bus stops, bike lanes and sidewalks are sometimes blocked by parked vehicles, vehicles idling, scooters, and obstructions to ADA ramps.

ADDITIONAL AND BACKGROUND INFORMATION

City Applied for Reconnecting Communities Pilot (RCP) Discretionary Federal Grant

The City was not awarded a federal RAISE grant and is awaiting response to the RCP application. The grant would fund the analysis & prioritization of solutions to the east-west divide through transportation infrastructure changes that encourage connectivity and community stabilization. Transportation is proposing to study the following intersections: north-south I-15 and rail corridor and east-west crossings (600 North, 200 South, 400 South, 800 South, 900 South/9-line Trail, 1300 South, 1700 South and 2100 South.)

Grant funding: \$1,970,000 from U.S. Dept. of Transportation

Match: \$1,770,000 – Sources: \$1,240,000 from Funding our Futures (BAM#4); UTA \$500,000; RDA/Arts Council; \$25,000, Public Utilities \$5,000

Alleyways Funding

In FY2021 the Council approved \$200,000 in one time money for a pilot program for alleyway maintenance and improvements. The funding was from the County Quarter Cent Sales Tax for Transportation. This funding was used to start a pilot program where selected alleys with support of adjacent residents received pavement rehabilitation treatments, vegetation was removed and amenities were added such as flowerbeds, art, and lighting. As part of FY2023 CIP the Council approved \$142,919 from the General Fund for alleyway improvements which could include continuing the pilot program. Previously, the City did not have dedicated funding for alleyway improvements. The limited available funding for public right of way projects was focused on street reconstructions, ADA accessibility improvements and ongoing maintenance.

ACRONYMS

ADA – Americans with Disabilities Act of 1990

BAM – Budget Amendment

RCP – Reconnecting Communities Pilot federal grant

RDA – Redevelopment Agency

TBD – To Be Determined

UTA – Utah Transit Authority