

WESTSIDE TRANSPORTATION EQUITY

The Westside Transportation Equity Study is intended to address a lack of transportation equity in Salt Lake City's Westside neighborhoods. It explores how well Salt Lake City and its partners - Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Wasatch Front Regional Council (WFRC), and others - are delivering quality transportation infrastructure and solutions to historically marginalized people, in a set of neighborhoods with the highest concentrations of minoritized populations in Salt Lake City and, in many cases, the Wasatch Front region and state of Utah. Ultimately, the study seeks to address how the City and its partners can improve its provision of the transportation network to those with key equity needs: those with lower incomes, limited English proficiency, disabilities, and limited access to automobiles; and minority groups, seniors, and youth. We ask how we can leverage the strengths of this diversity to create a quality transportation network for all.

KEY STUDY CONCLUSIONS

There are higher concentrations of most historically marginalized populations in the Westside versus in Salt Lake City as a whole.

While investment occurs in the Westside, lack of success of outreach to and collaboration with those with marginalized characteristics reduces ability to address needs.

Minoritized and marginalized communities lack trust of agencies providing transportation, reducing participation and equitable outcomes.

Engagement, Access, Options, and Community are the key goal areas for transportation equity in the Westside.

A full and fair engagement framework overcomes shortcomings such as differences, inequality, and constraints of projects.

Transparency, inclusion, and seeking to understand context are key aspects of equitable engagement.

Achieve equity goals by building partnerships with grassroots community organizations.

Build projects achieving equity goals but also seek to create long-term programs and initiatives.

WESTSIDE TRANSPORTATION EQUITY

WHAT IS EQUITY?

Characteristics of Westside neighborhoods

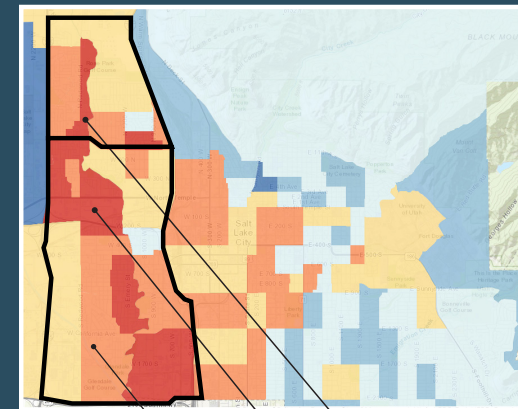
The concept of equity is based on diverse needs of people with different characteristics and in different circumstances. Equity means finding ways to get people with different needs what they need, and so identifying these specific characteristics and needs is critical.

The **Equity Index** is a screening tool developed to identify areas where higher concentrations of people with historically marginalized characteristics reside and to provide insight on where transportation equity needs are most significant. The index is based in American Community Survey 5-year estimates at the block group level. We analyzed Westside neighborhoods for the equity index for several categories:

Westside Neighborhoods	Equity Category							Average Equity Score
	Minority (Non-white, Non-Hispanic)	Living Below the Poverty Level	Speak English Less Than "Very Well"	Households Without a Vehicle	Age Over 65	Age Under 18	People with Disabilities	
Poplar Grove/ Glendale	60.1%	24.6%	10.1%	6.9%	8.3%	31.2%	22.5%	26.8
Fairpark/ Jordan Meadows	53.6%	29.7%	10.0%	10.8%	9.3%	29.2%	21.6%	26.3
Rose Park / Westpointe	51.7%	23.2%	11.3%	7.1%	9.0%	31.6%	24.1%	25.9
Westside Areas Average	55.1%	25.8%	10.5%	8.3%	8.9%	30.7%	22.7%	26.3
Salt Lake City	34.6%	17.9%	9.4%	4.1%	9.1%	19.6%	10.5%	20.8

The Westside study area is comprised of different neighborhoods. In every category, the Westside neighborhoods are home to greater concentrations of people who have been traditionally disenfranchised than elsewhere in Salt Lake City. The average equity scores are relatively similar among Westside neighborhoods, however, the average "equity score" among all census block groups in the city is significantly lower by comparison.

TOTAL EQUITY SCORE MAP



Notes

- Since there are seven (7) criteria, there is a MAX total score of 35.
- A score of 5 indicates a **higher** concentration of equity populations
- A score of 1 indicates a **lower** concentration of equity populations
- All scores are **unweighted** at this time.

Data Source
ACS 2018 5-Year Estimates (2014-2018)

City Total Score

Total Equity Score

- > 28 To 32
- > 24 To 28
- > 20 To 24
- > 15 To 20
- > 11 To 15
- 7 To 11

Glendale/ Poplar Grove

Highest share of minorities of any of the three areas. Southeast corner of the area has the highest equity score of any in the Westside.

Fairpark/ Jordan Meadows

Highest amount of poverty and no-vehicle households of the three Westside areas; concentrated in the west.

Rose Park/ Westpointe

High equity scores concentrated along Redwood Road and 600/700 North corridors. In general, lowest equity score in Westside.

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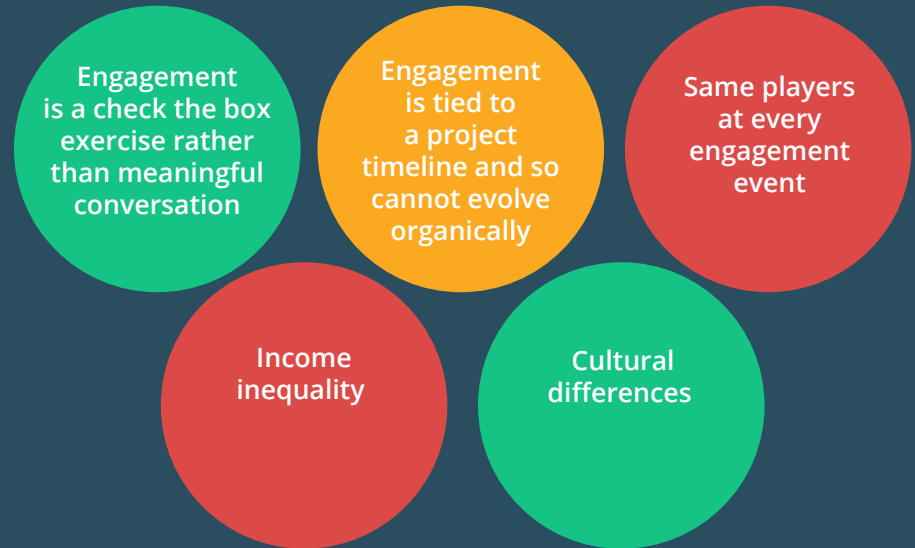
EQUITABLE ENGAGEMENT

A framework for full and fair civic engagement

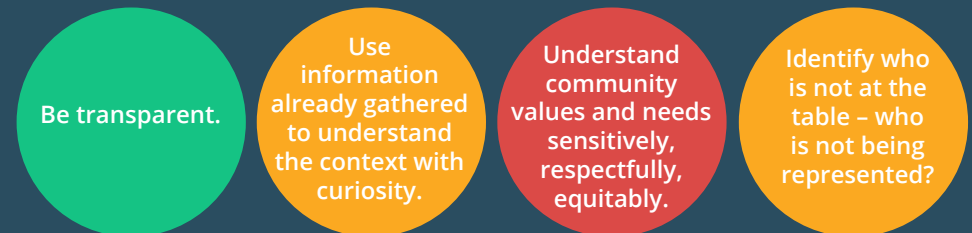
A reconsideration of community engagement and its relationship to the broader community is at the center of transportation equity in Westside neighborhoods. Salt Lake City conducts robust civic engagement processes on Westside transportation projects, but a clear lack of trust and relationships undermine these projects and engagement efforts. A new approach to engagement can build connections with people with marginalized characteristics through community-based organizations, agencies outside of the transportation field, and other means. We believe these connections can build new types of solutions from the ground up - a first step toward a paradigm shift.

Full and fair civic engagement requires institutional and structural change, which in turn requires resources to implement including time, money, skills, and effort. It requires local governments' will and expertise to change our policies, the way we do business, our habits, and a clear understanding of the many cultures in Salt Lake City.

OBSTACLES TO FULL & FAIR ENGAGEMENT



STRATEGIES TO OVERCOME OBSTACLES



WESTSIDE TRANSPORTATION EQUITY

WESTSIDE TRANSPORTATION EQUITY GOALS

A key part of increasing transportation equity in Westside neighborhoods is the development of a goal framework. This framework of four goal areas - each with 2 to 3 measurable goals - is intended to be a starting point that the City, community, and others can use to assess progress on transportation equity in the Westside neighborhoods, with the ability to change over time.

EQUITABLE ENGAGEMENT

Increase meaningful participation of marginalized communities in the transportation planning and decision-making process.

Clearly communicate the transportation network and options to those with marginalized characteristics.

EQUITABLE ACCESS

Increase access to jobs and education.

Reinforce access to basic goods, services, and neighborhood amenities.

Reduce transportation barriers to the city and region.

EQUITABLE OPTIONS

Improve non-SOV trip transportation options addressing equity-related needs.

Increase affordability.

EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

Invest fairly in transportation improvements for Westside relative to the rest of the city.

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RECOMMENDATIONS

Key opportunities for partnership and projects

Our recommendations for addressing transportation equity in Salt Lake City's Westside neighborhoods do include some traditional project ideas to increase access and options and to enhance community - but addressing equity will take a broader approach that emphasizes building long-term relationships and ongoing initiatives and programs. The recommendations fall into the following three categories:

PILOT ENGAGEMENT EFFORTS

Equitable engagement pilots are efforts to initiate new partnerships with community organizations through smaller collaborative projects. These pilots can begin the process of building trust, offering organizations and marginalized communities things they need rather than asking them for something, while producing a tangible result. Potential examples could include:

BYWAYS WITH FRESH EYES

Collaborate with community members on Neighborhood Byway corridors.

POPLAR STOPS

Collaborate with community on the placement and design of new 400 South bus stops.

COMMUNITY TRANSPORTATION PARTNERSHIP

Collaborate with an organization on providing local shuttle service.

PROJECT ENGAGEMENT ENHANCEMENT

Enhance Westside transportation projects with equity focused outreach.

PROJECTS

There are opportunities to prioritize and promote projects already planned that address equity-related needs - as well as some opportunities to pursue new projects that could address these needs. These project ideas were generated from the four-part Westside equity framework - Engagement, Access, Options, and Community.

PROJECTS TO PRIORITIZE AND PROMOTE

Projects already planned/programmed that address equity goals.

OPERATIONAL PROJECT IDEAS

Operations projects such as transit service, and ride sharing, that address equity goals.

CAPITAL PROJECT IDEAS

Ideas for new built projects that would address equity goals in the Westside.

INITIATIVES AND PROGRAMS

A major aspect of addressing equity in the future is 1) to maintain ongoing attention to transportation equity needs and 2) to break out of the orientation to projects that guides most transportation planning engagement. There is a variety of ways to fulfill this aspect - they vary in scale, method, and geography.

RELATIONSHIPS & OUTREACH

Build relationships with communities and organizations and with other city departments.

EQUITY RESOURCES

Designate resources for planners, organizations, and individuals to use to meet equity goals.

STAFF EFFORTS

Leverage and dedicate SLC Transportation staff to continually address and monitor equity goals.

CONVENE GROUPS

Convene community- or agency-based groups to do outreach, projects and programming.