



# SLC *West* *East* CONNECTIONS

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*Existing and Future Conditions*

January 6, 2026

# Existing and Future Conditions

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# 1. Introduction

Salt Lake City’s Westside neighborhoods are physically separated from the Eastside of Salt Lake City, including downtown, by Interstate 15 (I-15) and several major railroad tracks, including the Union Pacific Railroad and FrontRunner regional rail. These barriers present a daily challenge for people who need to cross to the Eastside. Westside residents are affected daily by parked and slow-moving freight trains, leaving crossings blocked for extended periods, and higher-speed passenger trains, which clear crossings quickly but operate at a much higher frequency. These conditions cause delays, longer travel times, and safety concerns for all users. Roadway overpasses of the rail tracks and I-15 that provided uninterrupted connections are limited to just a few major streets, and several of these have freeway on-ramps that make travel more challenging for people walking, rolling, and cycling.

In recent years, Salt Lake City has taken [steps to begin addressing the divide](#)<sup>1</sup>, as well as implementing several other [Westside projects](#)<sup>2</sup>. While these efforts can improve access across the divide, a holistic approach is needed to create a unified plan for reconnecting the Westside to better meet community needs.

## Salt Lake City West–East Connections Study (WE Connect)

Salt Lake City began a transportation study funded by the US Department of Transportation’s (USDOT) *Reconnecting Communities Pilot Program*<sup>3</sup>, to identify and prioritize solutions that improve west–east connectivity across the divide. The planning effort will:

- Analyze transportation needs across all modes, including driving, walking, biking, and transit.
- Engage directly with residents and stakeholders to define the problem and co-create solutions.
- Recommend infrastructure improvements that reflect community priorities and lived experiences.

### Study Area

The study area comprises several Westside neighborhoods, illustrated in **Figure 1**. The study area is roughly bounded by I-215, 2100 North, 2100 South, and 300 West. I-15 and the railroad corridor run through the study area. The study area includes the following Westside Salt Lake City neighborhoods: Rose Park, Westpointe, Jordan Meadows, Fairpark, Poplar Grove, and Glendale. In addition, the Marmalade, Granary, and Ballpark neighborhoods located east of I-15 are also considered to the extent that they impact connectivity to the Westside.

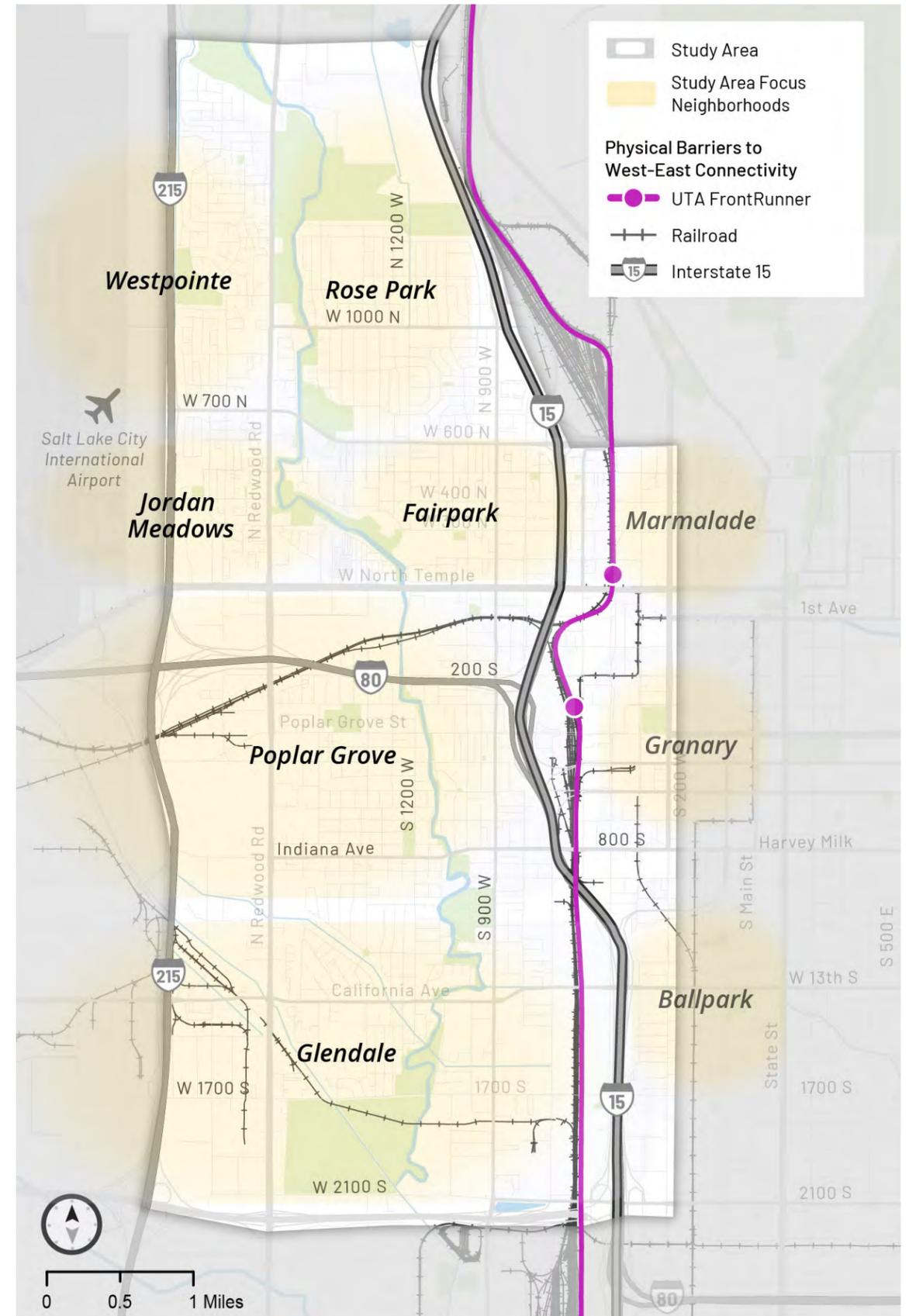


Figure 1. WE Connect Study Area

<sup>1</sup> *Fighting the Freight Train Crisis*, SLC, <https://storymaps.arcgis.com/stories/7a6c29ee38a64400ab66ce917fbc2c6>

<sup>2</sup> *Westside Neighborhoods Transportation Projects*, SLC, <https://www.slc.gov/transportation/2022/09/10/westside-projects/>

<sup>3</sup> *Reconnecting Communities Pilot Program*, <https://www.transportation.gov/reconnecting>

## Previously Completed WE Connect Documents

### Foundation Report

The *WE Connect Foundation Report*<sup>4</sup> highlights the impacts of major infrastructure barriers such as I-15 and the railroad. The *Foundations Report* is a snapshot of key trends shaping Salt Lake City and its Westside. It highlights current conditions based on previously completed plans, studies, and available data sets. Some of the information in the *Foundations Report* is explored in more detail in this *WE Connect Existing and Future Conditions* report.

### Problem Statement

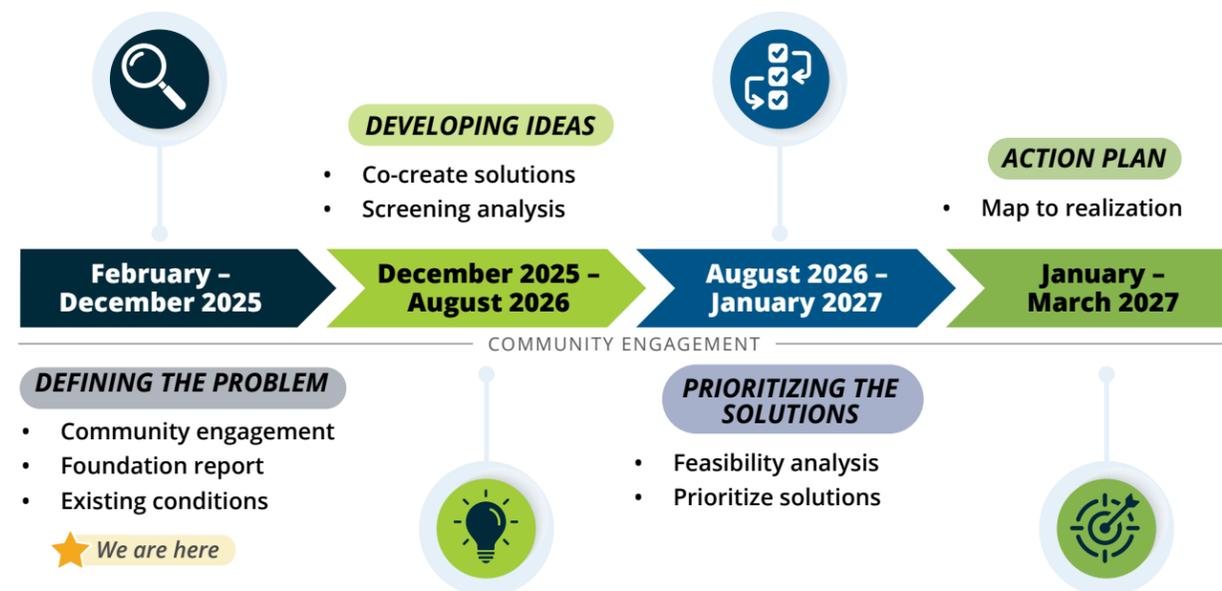
The *WE Connect Problem Statement*<sup>5</sup> was developed through community engagement, including a May 2025 public event, stakeholder meetings, a survey of over 1,000 participants, contributions from the Community Advisory Board (CAB) and Technical Advisory Committee (TAC), previous plans and studies, and the *WE Connect Foundation Report*<sup>4</sup>. The problem statement guided the development of project goals and objectives. It will also support the identification, screening, and prioritization of potential solutions.

### Goals and Objectives

*WE Connect Goals and Objectives*<sup>6</sup> were prepared to address the challenges identified in the problem statement. Goals and objectives are organized around four planning themes defined through the WE Connect Study process: Travel Choice, Health and Wellness, Access to Opportunity, and Community Vibrancy, as outlined in **Figure 2**, to the right.

## WE Connect Study Planning Process

**Figure 3**, below outlines the planning process and upcoming WE Connect Study tasks. Community members will play a lead role in all phases of the 2-year study.



**Figure 3.** WE Connect Project Schedule



**Figure 2.** WE Connect Planning Themes

<sup>4</sup> <https://www.slc.gov/transportation/wp-content/uploads/sites/11/2025/09/WEConnect-Foundations-Report.pdf>

<sup>5</sup> <https://www.slc.gov/transportation/wp-content/uploads/sites/11/2025/09/WEConnect-Problem-Statement.pdf>

<sup>6</sup> <https://www.slc.gov/transportation/wp-content/uploads/sites/11/2025/11/WEConnect-Goals-and-Objectives-110325.pdf>

## Existing and Future Conditions Report

The *WE Connect Problem Statement* and the *WE Connect Goals and Objectives* direct the data collection and summary efforts of this *Existing and Future Conditions* report. The *Existing and Future Conditions* report serves as a foundation for developing and screening future solutions that address both the immediate and long-term goals of the community.

This *Existing and Future Conditions* report details mobility, safety, and related community conditions on the Westside, documenting the effects of the west–east divide. It also identifies how these conditions are likely to change over time. The planning themes illustrated in **Figure 2** serve as an organizing framework for the report.

The report summarizes the City's current assets and the root causes of challenges described in the problem statement. A gap analysis of the built environment helps to understand what is missing or in need of improvement, laying the groundwork for potential solutions that will guide future decision making.

### Major Findings



#### Travel Choices

- ♦ **Barriers:** I-15 and rail lines limit west–east movement; few grade-separated crossings exist.
- ♦ **Congestion and Reliability:** Some corridors (e.g., 900 West, 800 South, 1700 South) experience frequent delays due to rail blockages; delays are unpredictable and impact all travel modes.
- ♦ **Transit:** While frequent transit service exists on some corridors, gaps remain, especially in the northern and southern Westside neighborhoods. Utah Transit Authority (UTA) does not operate bus routes over at-grade rail crossings due to unpredictability. Planned improvements in the UTA Long Range Transportation Plan (LRTP) will expand service and frequency by 2050.
- ♦ **Active Transportation:** Most streets are low-stress for walking/biking, but key crossings are uncomfortable or unreliable. Few low-stress west–east connections exist, especially south of 900 South.
- ♦ **Freight:** Truck and freight movement is concentrated on grade-separated routes, with increasing volumes expected as the region grows.
- ♦ **Vehicle Safety:** Redwood Road and 900 West are crash hotspots; intersection safety is a major concern.



#### Health and Wellness

- ♦ **Air Quality and Pollution:** Westside neighborhoods are exposed to higher levels of air pollution.
- ♦ **Healthcare Access:** Limited health care facilities exist west of I-15; residents travel farther for care. A new hospital in West Valley City (opening 2028–2029) will improve access. One in four Westside residents lack health insurance.
- ♦ **Personal Security:** Perceived safety is lower in the Westside neighborhoods, especially for walking and using trails. Lighting issues and crime concerns persist.
- ♦ **Initiatives:** Programs like Utah Department of Environmental Quality WestSide AirSense<sup>7</sup> aim to improve data gathering on Westside air quality and health.



#### Access to Opportunity

- ♦ **Education:** While there is significant coverage for elementary and secondary education on the Westside, there is no public high school or university. With the exception of one charter school, all students in the 9th grade or above must cross the divide to go to school.
- ♦ **Employment:** Jobs are concentrated in transportation, warehousing, and manufacturing, but most of these jobs are not held by Westside residents causing them to commute elsewhere. Westside unemployment is higher than city and state averages.
- ♦ **Commercial Real Estate:** High demand and rising rents may challenge small businesses.
- ♦ **Growth and Development:** Major development projects (Power District, Utah Inland Port, Homeless Services Campus, RE:IMAGINE Downtown SLC, and Rio Grande District) will increase demand for improved connections and services.
- ♦ **Initiatives:** Workforce development and regional transportation plans target improved access to jobs and services on the Westside.



#### Community Vibrancy

- ♦ **Housing:** The Westside has more single-family homes and higher ownership rates, but less housing diversity. Many residents are cost-burdened despite lower prices.
- ♦ **Amenities:** Parks, schools, libraries, and grocery stores are unevenly distributed; some neighborhoods lack easy access to daily needs.
- ♦ **Food Access:** While some full-service grocery stores and supermarkets are located along major transit corridors, the majority are concentrated east of I-15. A third of residents live in low-food-access areas.
- ♦ **Walkshed Analysis:** Most residents live within walking distance of multiple amenities, but gaps remain in Glendale, Rose Park, and industrial areas.

#### IN SUMMARY:



**Salt Lake City's Westside faces significant physical, social, and economic barriers to connectivity and opportunity. The Existing and Future Conditions report provides a comprehensive analysis of current challenges and future needs, laying the groundwork for targeted investments and opportunities to create a more connected, healthy, and vibrant Westside community.**

<sup>7</sup> <https://deq.utah.gov/air-quality/westside-air-sense>

# 2

## Travel Choices

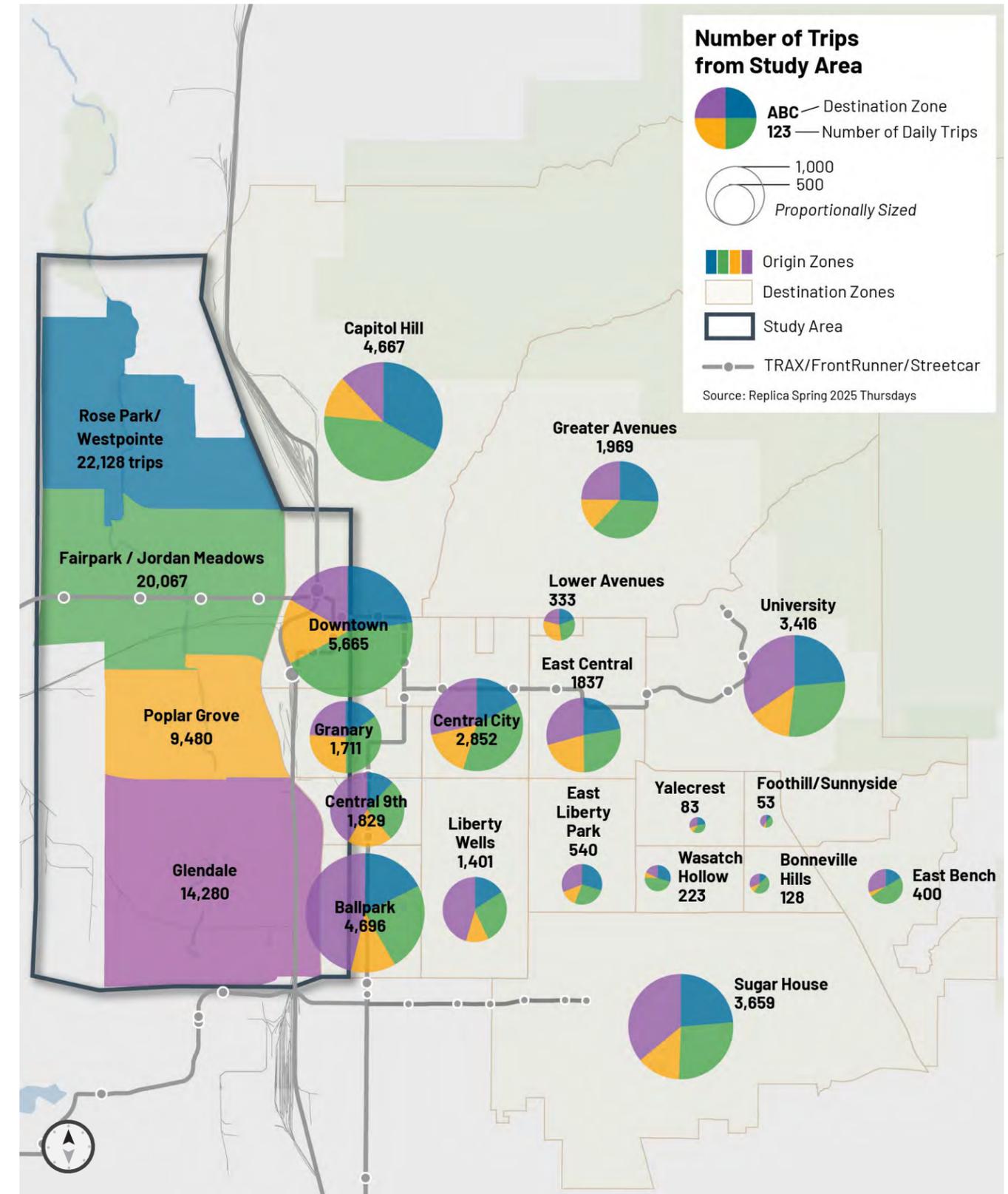
## 2. Travel Choices

This section provides an overview of the existing transportation networks in the study area, including transit, active transportation, and roadway infrastructure. Together, these elements form the baseline conditions for understanding where gaps, barriers, and opportunities exist.

### Travel Patterns

Travel pattern data shows that each day, thousands of Westside residents make trips across the west-east divide to reach destinations on the city's Eastside. Places like Ballpark, Downtown, and Capitol Hill are major destinations for these Westside residents.

**Figure 4** outlines the major weekday travel flows from west to east, broken down by neighborhood. The pie charts show the top destinations east of I-15 and the rail corridor for Westside residents: Downtown, Ballpark, Capitol Hill, University of Utah, and Sugarhouse. Each color in the pie chart correlates to the neighborhood where the trip originated. Improving the walking, biking, rolling, and transit connections to these destinations could lead to quicker and safer trips across the divide, enhancing the overall travel experience for those making these trips.



**Figure 4.** Typical Weekday Trips to the Eastside

Source: Replica Data

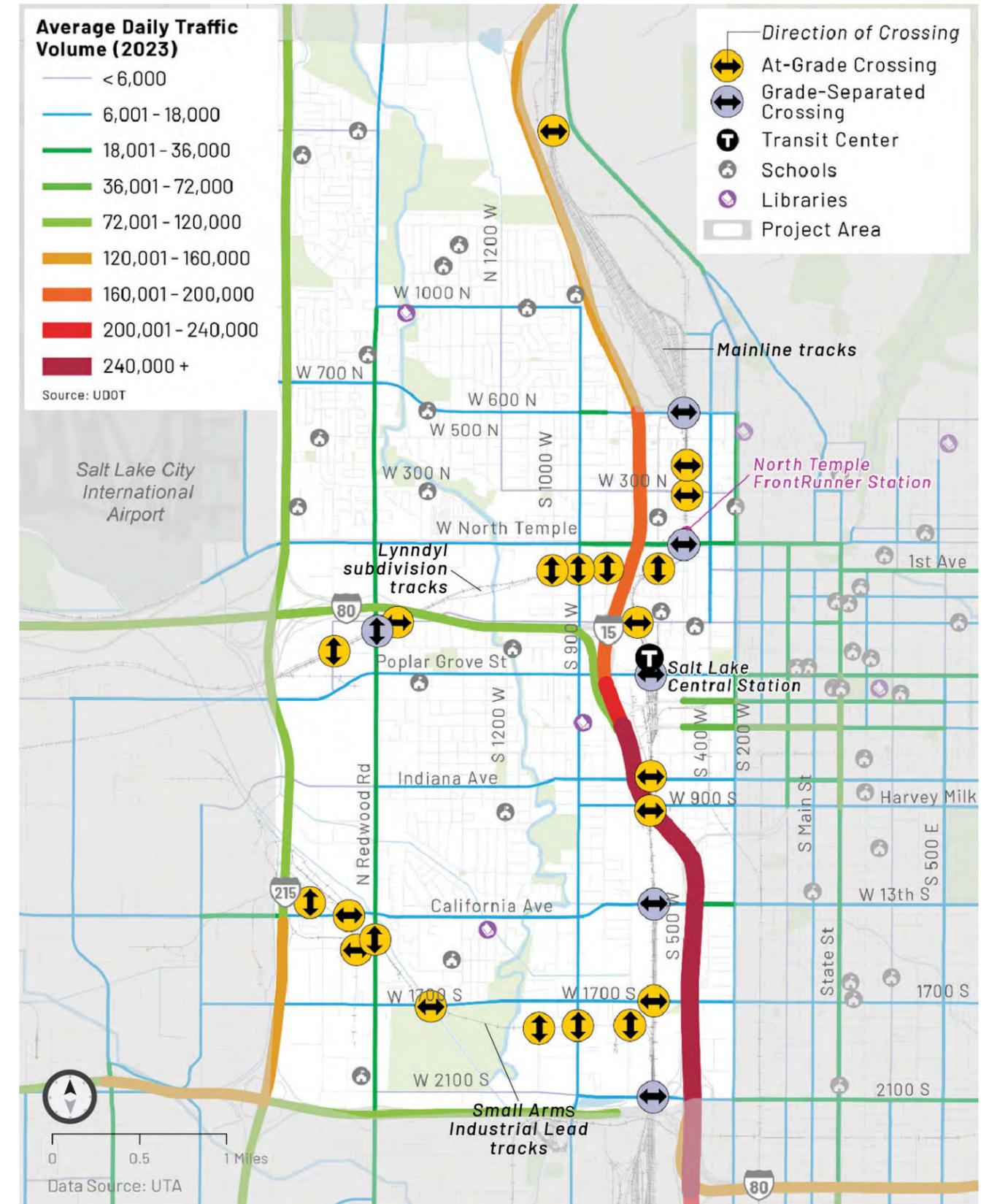
## Street Network

**Figure 5** illustrates key information about the Westside roadway network, including average daily traffic volumes and the location of at-grade and grade-separated railroad crossings.

**The busiest west–east crossing in the study area is on North Temple, which has a grade-separated crossing over the railroad tracks.** Though local and collector streets see lower traffic volumes, many of these streets have at-grade railroad crossings where people experience delays when crossing gates are down—extending travel times for those driving across the divide.

Several roadway improvement projects are underway in the study area. This includes construction on 600 North/700 North between 800 West and Redwood Road that will repair the road, add bike lanes, and stripe crosswalks for improved pedestrian safety.

Additionally, in 2026, the Jordan River Bridge on 700 North will be replaced. While the bridge is closed for construction, the closest west–east streets between Redwood Road and I-15 will be 500 North and 1000 North.



**Figure 5.** Roadway Network and Traffic Volumes

## Railroad/Street Crossings

**Figure 5** shows the location of **27 street crossings of active rail tracks** in the study area. These crossings cover three main sets of rail tracks, the Mainline, the Lynndyl Subdivision, and the Small Arms Industrial Lead. **The Mainline tracks—used by both freight trains and the FrontRunner regional rail—are the most active and represent the biggest barrier to west–east travel. These tracks divide Westside neighborhoods from downtown Salt Lake City and the Eastside.**

### Mainline At-Grade Rail Crossings

Of the Mainline/FrontRunner crossings, 8 out of 13 are at-grade for vehicles:

- ◆ 1800 North (west–east crossing)
- ◆ 400 North (west–east crossing)
- ◆ 300 North (west–east crossing; pedestrian overpass)
- ◆ 600 West (north–south crossing)
- ◆ 200 South (west–east crossing)
- ◆ 800 South (west–east crossing)
- ◆ 900 South (west–east crossing)
- ◆ 1700 South (west–east crossing)

### Mainline Grade-Separated Rail Crossings

Five crossings provide grade-separated crossings of Mainline rail tracks and FrontRunner and allow for west–east travel unimpeded by railroad blockages:

- ◆ 600 North (west–east crossing)
- ◆ North Temple (west–east crossing)
- ◆ Poplar Grove (west–east crossing)
- ◆ 1300 South (west–east crossing)
- ◆ 2100 South (west–east crossing)

The Lynndyl Subdivision tracks and Small Arms Industrial Lead tracks run primarily west-east creating barriers to north-south travel in the study area. These railroad lines are labeled in **Figure 5**.

### Lynndyl Subdivision At-Grade Rail Crossings

The Lynndyl Subdivision railway only carries freight traffic but is still active and includes high-delay crossing locations. The Lynndyl Subdivision has six crossings, five of which are at-grade.

- ◆ North Orange Street (north–south crossing)
- ◆ 200 South (west–east crossing)
- ◆ 800 West (north–south crossing)
- ◆ 900 West (north–south crossing)
- ◆ 1000 West (north–south crossing)

### Lynndyl Subdivision Grade-Separated Rail Crossing

The only grade-separated crossing of the Lynndyl Subdivision railway is a north–south crossing on Redwood Road.

### Small Arms Industrial Lead At-Grade Rail Crossings

The Union Pacific Railroad Small Arms Industrial Lead line is found in the southwest corner of the study area, branching off from the Mainline tracks just south of 1700 South and paralleling the Surplus Canal. These tracks are less active than the Mainline tracks or Lynndyl Subdivision, and all crossings are at-grade. These are found at:

- ◆ Wallace Road
- ◆ 1300 South
- ◆ Redwood Road
- ◆ 1500 South
- ◆ 1700 South
- ◆ 1045 South
- ◆ 900 West
- ◆ 700 West

## Street Connectivity

Between 2300 North and 2100 South, a distance of almost 7 miles, there are ten west–east streets with overpasses or underpasses that cross I-15. **These grade separated interstate crossings are unevenly distributed.**

**Figure 6, Figure 7, and Figure 8** illustrate street connectivity for the northern, middle, and southern sections of the study area respectively. The information on the maps includes rail crossings, I-15 crossings, the distance between I-15 crossings, freeway access points, and locations where pedestrian and bicycle infrastructure conflicts with interstate access and egress points. The maps also provide information about the modes of transportation that are accommodated on each west–east corridor as it approaches I-15.

### Street Connectivity: North

North of 600 North, where land east of I-15 is largely occupied by large-scale industrial uses, there are no continuous west–east corridors crossing the interstate (**Figure 6**). Traffic can access both northbound and southbound I-15 at 1000 North and 600 North.

The 1000 North interchange will be reconstructed as part of the upcoming I-15 reconstruction project. More information is available in the *UDOT I-15 Farmington to Salt Lake City EIS: Final Alternatives October 2024*<sup>8</sup>. In addition, 1000 North will be extended east to connect to Warm Springs Road located east of I-15. The 600 North interchange is a single-point urban interchange (SPUI) that is challenging for pedestrians and bicycles with numerous conflict points. **The interchange will be reconstructed as a tight diamond interchange as part of the upcoming I-15 reconstruction project.** This will improve comfort and safety of pedestrians and people riding bicycles through this interchange.

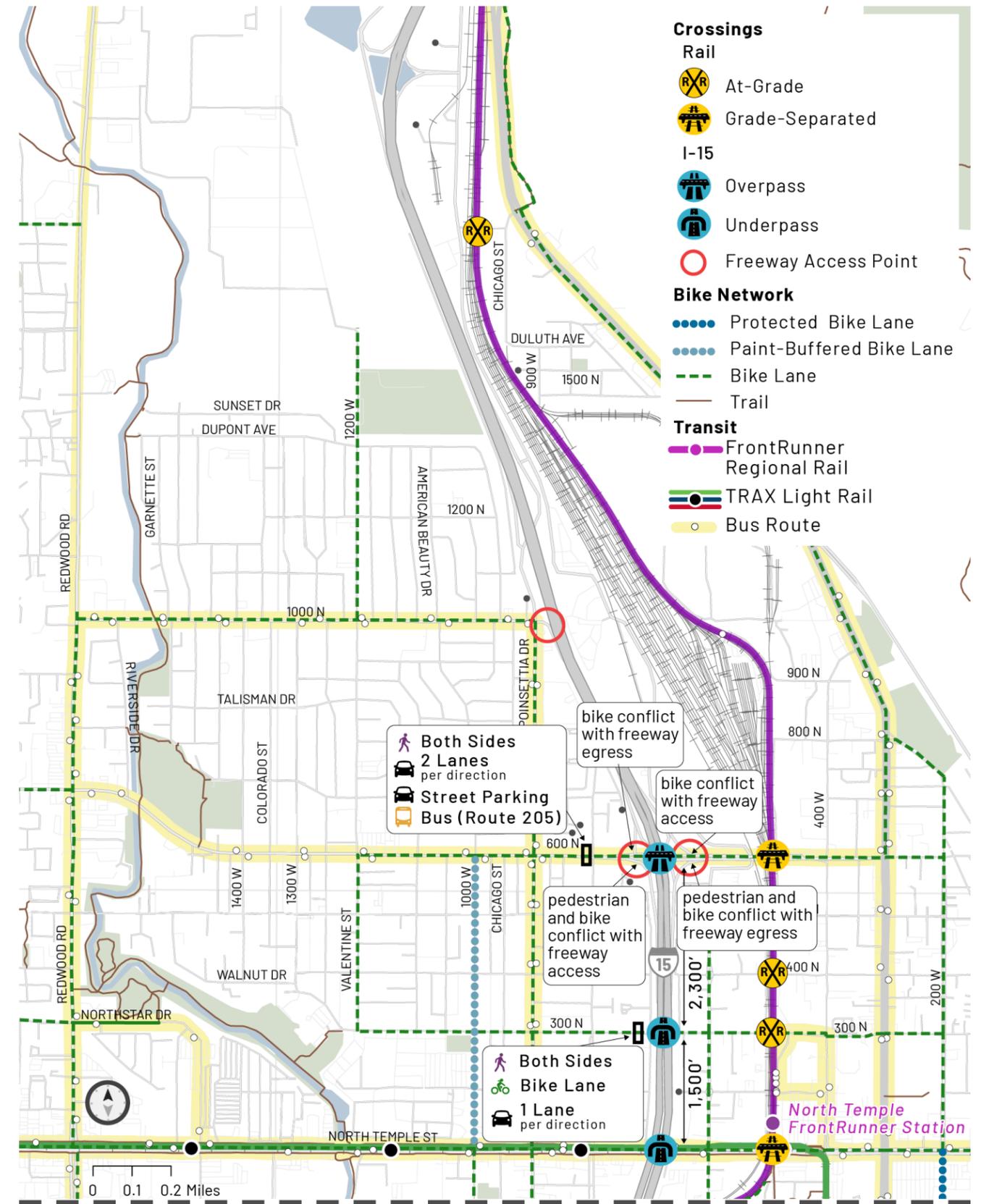


Figure 6. Street Connectivity: North

<sup>8</sup> UDOT I-15 Farmington to Salt Lake City EIS: Final Alternatives October 2024, <https://i15eis.udot.utah.gov/>

### Street Connectivity: Central

In the central section of the study area between North Temple and 800 South, crossings are irregularly spaced, ranging from 650 feet apart to over 3,000 feet apart (**Figure 7**). For comparison, a typical Salt Lake City block is approximately 660 feet wide—meaning the smallest gap is still nearly one block wide, while the largest gap is nearly 4.5 blocks.

At 400 South, traffic can enter and exit the interstate northbound and southbound. There are pedestrian conflicts at this location where traffic crosses a pedestrian crosswalk to enter the interstate going northbound and where traffic exits the interstate going southbound.

A project to build a multi-use trail along the south side of 400 South from 900 West to 200 West—including the viaduct bridge over the railroad tracks, is under construction. The project will preserve vehicle capacity while adding a safe, dedicated space for people walking, biking, and rolling. The project includes sidewalk and pedestrian ramp improvements, new striping, a physical barrier separating the trail from traffic, and minor median adjustments. Most construction is complete, as of December 2025, with remaining work focused on the 300 West signal, art fence, and minor details. The bikeway will open after these tasks are finished, and green paint will be applied in spring 2026 when temperatures allow. The trail will connect to bike lanes on 900 West, 300 West, and 200 West, and link to public spaces like Pioneer Park. The project is a partnership between UDOT and Salt Lake City.

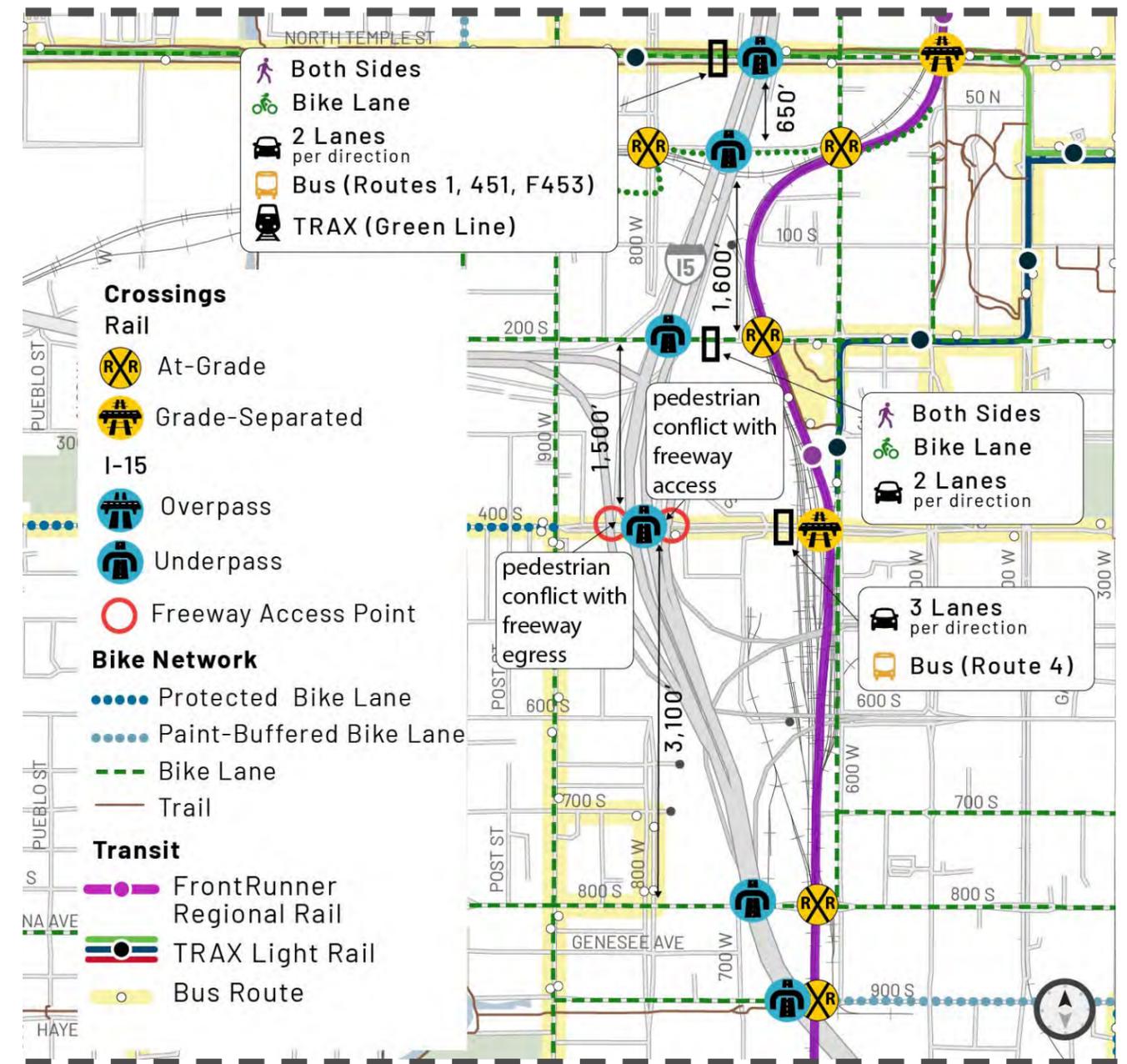


Figure 7. Street Connectivity: Central

**Street Connectivity: South**

**Figure 8** shows the southern section of the study area where crossings are widely spaced—3,000 feet apart, or nearly 4.5 blocks—with the exception of the 800-foot spacing between 900 South and 800 South. There are two freeway access points in the section:

- ♦ At **1300 South**, freeway entrance and exit ramps cross pedestrian crosswalks, and bike sharrows on the segment of the road approaching the interstate from the west create a mixing zone for bicycles and cars entering and exiting the interstate.
- ♦ At **2100 South**, there are potential pedestrian conflicts at the entrance ramp for I-15 northbound and the exit ramp of I-15 southbound.

Between crossings, the street network is disconnected. **Many west–east streets terminate at north–south streets that run parallel, the interstate.** On the eastern edges of Rose Park, Fairpark, and Poplar Grove neighborhoods, residential uses directly abut the interstate, with some homes located less than 60 feet from the interstate.

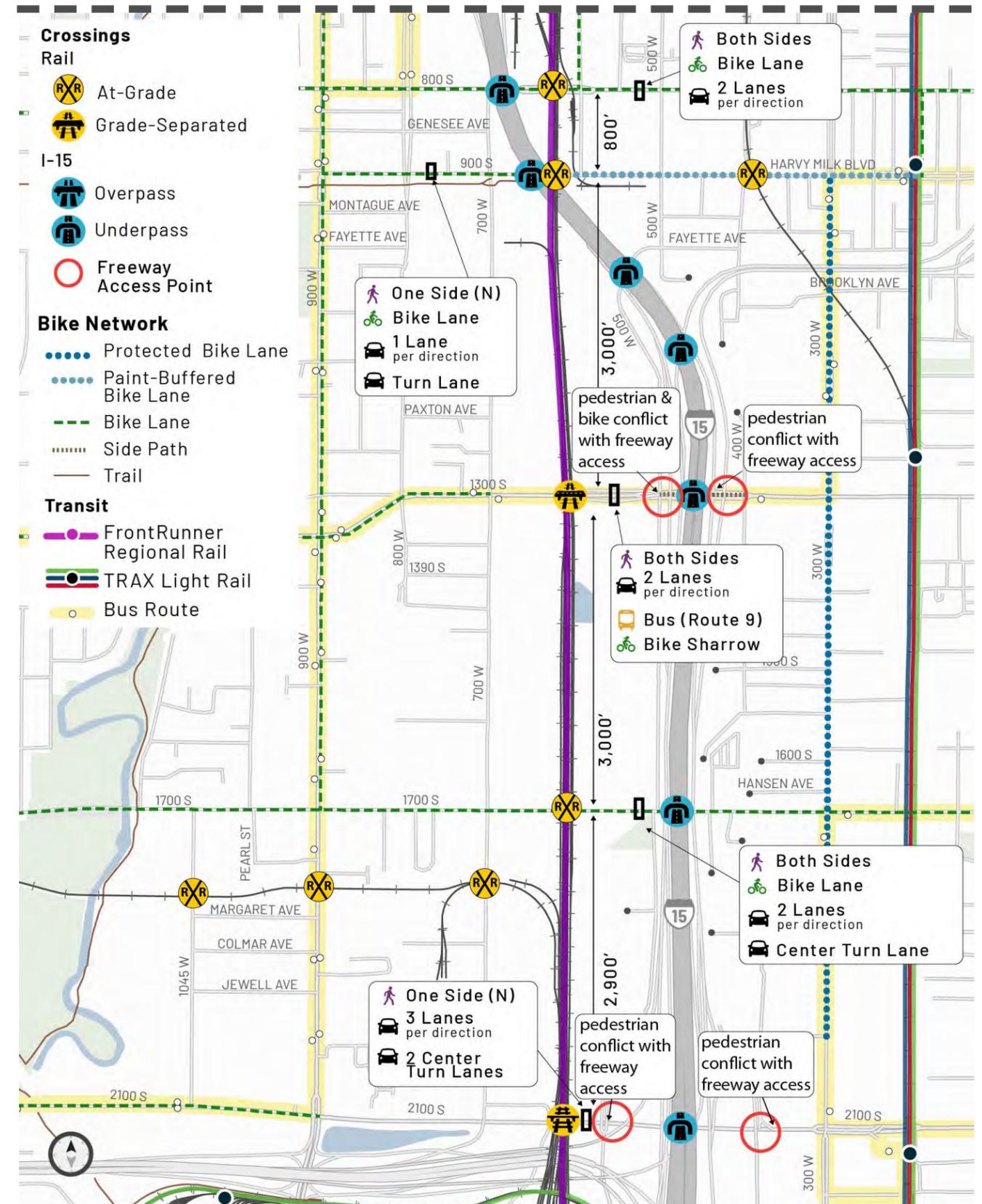


Figure 8. Street Connectivity: South

## Vehicle Traffic and At-Grade Railroad Crossings

**Figure 9** shows congestion in the study area during the afternoon peak period, measured as volume/capacity (v/c) ratios.

The v/c ratios are used to compare a road's traffic counts with the road's maximum carrying capacity. When a roadway approaches a rating of 1.0, drivers are likely to experience some level of traffic congestion; ratios over 1.0 are normal on urban streets.

**Most streets in the study area are not congested and, in fact, have more capacity than needed based on the level of demand.** However, several of the streets with at-grade railroad crossings experience congestion during peak periods:

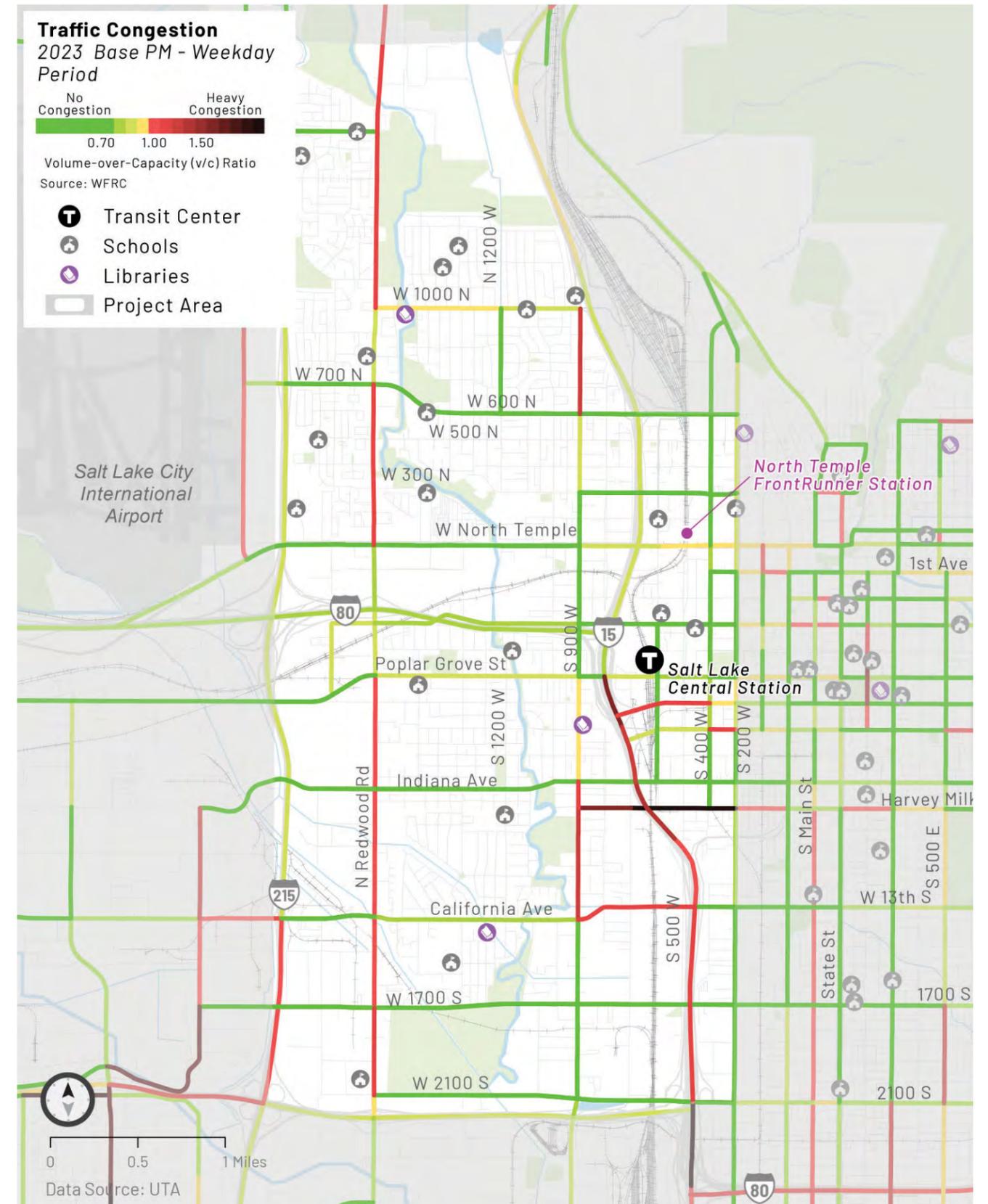
The heaviest congestion is found on **900 South**, which has an at-grade crossing of the FrontRunner and Mainline freight tracks with an average of 77 blockages and 141 minutes of delay per day.

**1300 South**, which has the second heaviest congestion of the west-east corridors in the study area, has a grade-separated crossing of the FrontRunner and Mainline tracks.

**Redwood Road** has a grade-separated crossing north of Poplar Grove, where congestion is low, and an at-grade crossing south of **California Avenue**, where congestion is high.

Segments of **900 West**, which has an at-grade crossing of the Lynndyl Subdivision with an average of 28 blockages and 90 minutes of delay per day, experience peak-hour congestion.

More detail on at-grade rail crossing delay is provided in **Figure 11** and **Figure 12**.



**Figure 9.** Traffic Volume, 2023

### 2050 Projected Traffic Volumes

**Table 1** outlines the annual average daily traffic (AADT) volumes in the study area for 2023 and projected in 2050 with their corresponding locations shown in **Figure 10**.

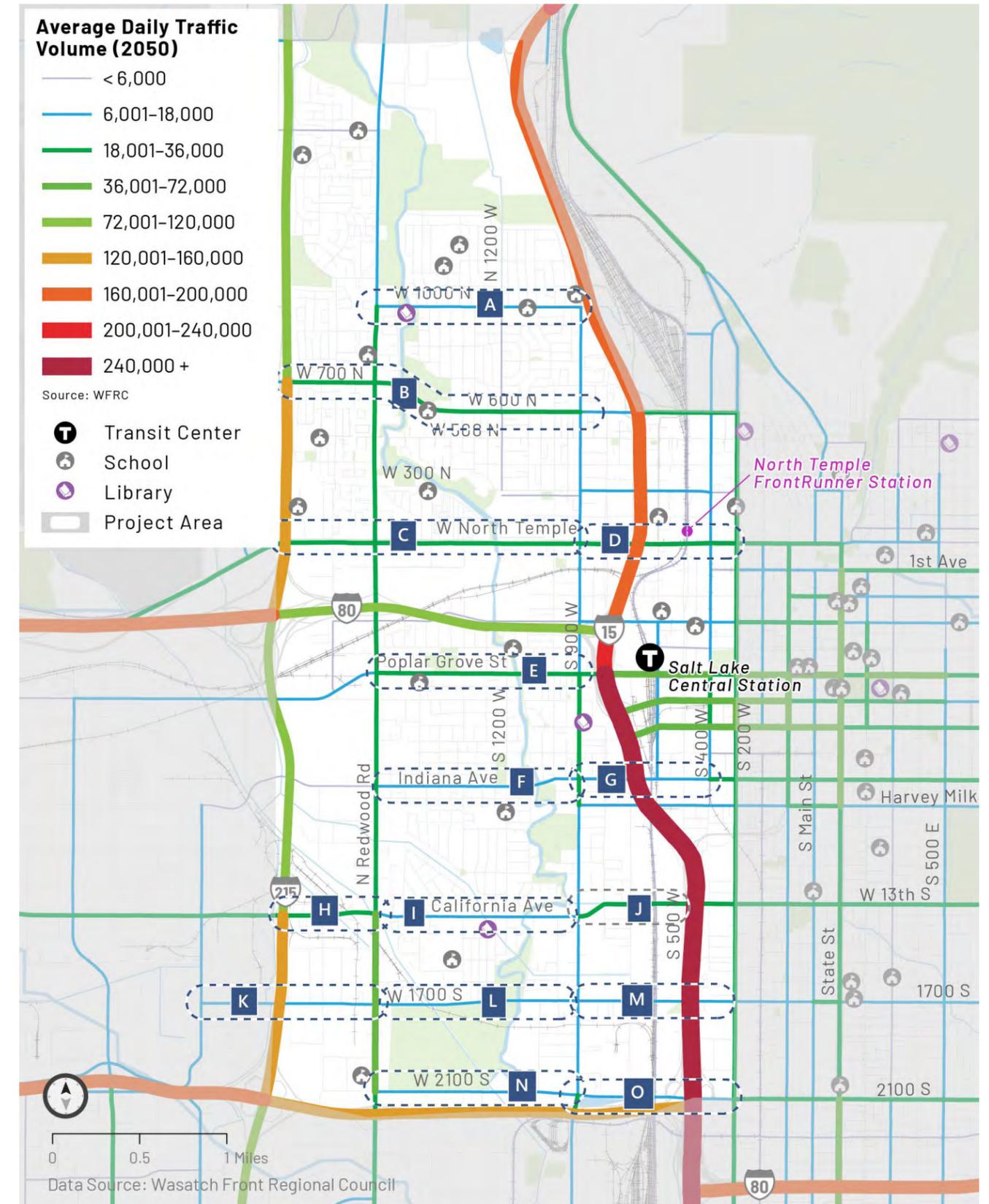
Compared to 2023 traffic counts shown in **Figure 9**, Wasatch Front Regional Council (WFRC) 2050 projections show substantially increased traffic volumes on west–east surface corridors both with grade-separated crossings and at-grade crossings by 2050:

- ♦ Traffic on **800 South**, which has a high-delay at-grade crossing, is projected to increase by 75% (7,500 vehicles/day) by 2050.
- ♦ Traffic on **1700 South**, which has a high-delay at-grade crossing, is projected to increase by 41% (4,500 vehicles/day).
- ♦ Traffic on **600 North**, which has a grade-separated crossing, is projected to increase by 18% (3,000 vehicles/day).
- ♦ Traffic on **2100 South**, which has a grade-separated crossing, is projected to increase by 37% (4,000 vehicles/day).
- ♦ Traffic on **North Temple**, which has a grade-separated crossing, is projected to increase by 27% (7,000 vehicles/day) at the railroad crossing and by 89% (8,000 vehicles) on the segment that spans most of the Westside.

**The two locations with the highest projected increase in traffic also have high-delay at-grade rail crossings.** 800 South has an at-grade crossing with an average of 2 hours and 21 minutes of daily delay, and 1700 South has an at-grade crossing with an average of 4 hours and 49 minutes of daily delay. This highlights the need for grade separation at these locations.

**Table 1.** 2023 and Future Traffic Volumes Table

ID	STREET	2023 AADT	2025 AADT	INCREASE
A	W 1000 North	11,000	12,250	+1,250 (+11%)
B	W 700/600 North	17,000	20,000	+3,000 (+18%)
C	W North Temple Road	13,500	25,500	+8,000 (+89%)
D	W North Temple Road	26,000	33,000	+7,000 (+27%)
E	Poplar Grove Street	15,000	18,500	+3,500 (+24%)
F	Indiana Avenue	7,500	12,000	+4,500 (+60%)
G	Indiana Avenue	10,000	17,500	+7,500 (+75%)
H	California Avenue	18,000	19,00	+1,000 (+5%)
I	California Avenue	10,000	12,500	+2,500 (+25%)
J	California Avenue	10,000	17,500	+7,500 (+75%)
K	W 1700 South	8,000	9,400	+1,400 (+18%)
L	W 1700 South	12,000	16,000	+4,000 (+43%)
M	W 1700 South	11,000	15,500	+4,500 (+41%)
N	W 2100 South	5,200	6,700	+1,500 (+29%)
O	W 2100 South	11,000	15,000	+4,000 (+37%)



**Figure 10.** Future Traffic Volume (2050 Projections)

## Travel Reliability

Getting across the Westside is not just about distance, it's about reliability. During study engagement, Westside residents expressed frustration with the persistent impact rail crossings have on their ability to travel reliably between their neighborhoods and the rest of Salt Lake City. Physical barriers—including the freight rail corridor, unpredictable train activity, and I-15—restrict west–east connectivity and limit reliable travel options for people walking, biking, rolling, or using transit. **These barriers contribute to longer, less predictable trips and constrain access to jobs, services, and destinations citywide.**

Salt Lake City's street network follows a standard grid layout with long, 660-foot blocks. While the grid system typically supports easy navigation, travel reliability is disrupted by the Mainline rail tracks that bisect the city—and to a lesser degree, the Lynndyl Subdivision line that runs west–east through the Westside. Both rail lines have several highly active at-grade crossings. These tracks improve regional freight flow but create significant delays for vehicles, bicycles, and pedestrians at these crossings.

### At-Grade Rail Crossings

This section examines how rail gate closures and other divide-related barriers affect travel times and consistency across different modes of transportation. The video data collected and summarized in **Figure 12** provides a clearer picture of where reliability issues are most acute and how they impact the everyday travel experience for Westside residents.

- ♦ The observed crossings had an average of **67 blockages per day**, with an average of **2 hours and 40 minutes of cumulative gate-down** time per day.
- ♦ **Blockages vary considerably in length**—FrontRunner blockages last for only 1 minute, while freight train delays can last for hours.
- ♦ During long blockages, **long queues of vehicles, pedestrians, and bicyclists can accumulate**. Vehicles are prone to abandon the queue and seek alternate routes, but pedestrians and bicyclists may not be able to reroute easily because of the spacing between grade-separated crossings.
- ♦ **Long wait times can foster unsafe situations**. Pedestrians sometimes cross trains stalled on the tracks by climbing under or between rail cars. In the early stages of engagement, public input reported that drivers become frustrated about blockages and drive aggressively and unsafely when rerouting.
- ♦ In the community survey, some drivers reported that they'd like to bike or walk more but don't because they need to be able to reroute when trains block their paths.



### Blockages and Queues

The study team collected video data across three weekdays from 5:00 AM to 12:00 AM in May 2025 at nine at-grade rail crossings in the study area, these crossings are detailed in **Figure 11**. This data illustrates the extent to which the crossings disrupt local mobility. **Figure 12** presents the findings on delay at each crossing, outlining the average daily number of blockages, the average total daily blockage time, the maximum observed queues by mode, and the maximum observed number of vehicles that turn around or reroute as a result of blockages. **Summarized below, the data presented is for both directions of travel at each crossing location.**

- ♦ The north–south crossing on **600 West (crossing #2 in Figure 11)** has the highest number of **daily blockages**, peak hour blockages, and the highest cumulative blockage time. During the 3-day data collection period, **600 West** was blocked for an average of over 8 hours each day.
- ♦ **300 North (crossing #1 in Figure 11)** and **1700 South (crossing #9 in Figure 11)**, west–east crossings, also have frequent blockages and high total blockage time, with both approaching **nearly 5 hours of total blockage time per day**.
- ♦ **200 South (crossing #6 in Figure 11)** has frequent blockages but has a **comparatively low total blockage time**, with each blockage lasting an average of 1 minute and 44 seconds.
- ♦ During the PM peak period from 3:00 PM to 6:00 PM, **900 West (crossing # 4 in Figure 11)** experiences the longest average vehicle queues, with **approximately 24 vehicles lined up for each of the 16 average blockages**.

While the data collected reveals some patterns about at-grade crossings in the study area, the blockages are impossible for the community to predict and plan travel around because the freight trains do not operate on a published schedule. **The unpredictable train delays lead to feelings of frustration and uncertainty, as expressed by participants in the study’s community survey and kick-off event.**

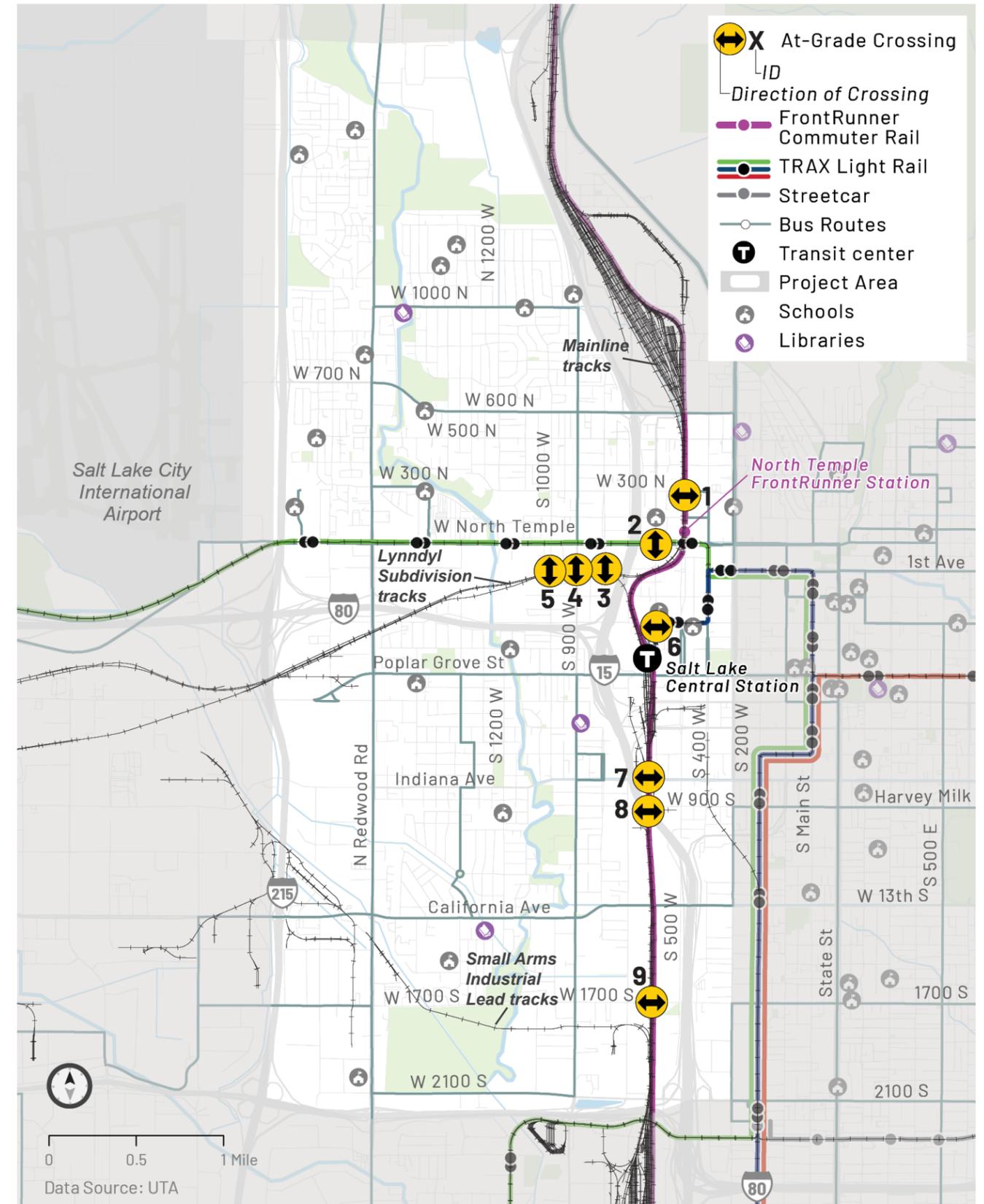


Figure 11. At-Grade Crossings in Study Area

Location	Avg daily # of blockages (5 AM–12 AM)	Avg # of blockages, PM peak (3–6 PM)	Avg daily total blockage time (minutes, 5 AM–12 AM)	Avg queue length, PM peak, (3–6 PM)	Max observed queue length (5 AM–12 AM)	Max observed vehicle reroutes (5 AM–12 AM)
1  300 N	96	13	293	5	19  3 4	44
2  600 W	110	19	503	5	32  7 6	54
3  800 W	21	4	97	3	7  13	3
4  900 W	28	16	90	24	35  23	14
5  1000 W	29	4	128	No crossing	No crossing	No crossing
6  200 S	92	4	159	4	28  3 7	13
7  800 S	77	14	141	7	33  23	20
8  900 S	77	15	141	3	23  2 12	6
9  1700 S	78	16	289	13	53  2 27	73

Blockages Minutes Vehicles Pedestrians Bicycles

Figure 12. At-Grade Rail Crossing Blockages and Queues

### Salt Lake Garfield and Western Railway Yard Relocation and Capacity Expansion

Blockages and long queues at north-south at-grade rail crossings in the study area are primarily caused by the interchange of two major US railroads, Union Pacific and the Burlington Northern Santa Fe (BNSF) Railway, with the Salt Lake Garfield and Western (SLGW). When SLGW receives and sends freight cars, north-south running streets, primarily **1000 West, 900 West, and 800 West, can be blocked intermittently for up to an hour or more due to switching** movements across six tracks to pull and place cars at the interchange. Video data in **Figure 12** showed **600 West** had the highest number of daily blockages, while **900 West** experienced the longest average vehicle queues. At 600 West, one observed blockage resulted in 14 hours of gate downtime—an outlier, but a clear indicator of the significant impact train switching has on traffic in the area.

In 2018, UDOT was awarded a \$13.65 million dollar federal Infrastructure for Rebuilding America (INFRA) Grant to relocate its current interchange, at roughly 900/1000 West, to a new West Interchange, shown in **Figure 13**. SLGW is contributing at least another \$10 million, and likely significantly more, to this project based on final costs. The existing East Yard Interchange has a capacity of 65 car lengths across five tracks, with Tracks 2–6 used for interchange. The relocated West Interchange will transfer freight rail movements out of the SLGW East Yard near the Utah State Fairgrounds, **reducing delays related to Union Pacific and BNSF interchange with SLGW at six downtown Salt Lake City railroad crossings by about 90%.**

**While not eliminating delays entirely, the pending INFRA grant obligated in 2021 will significantly shorten intersection blockage times,** improving travel for residents and commuters. According to UDOT, the project is expected to generate \$13.1 million in travel time savings (discounted at 7%) over 20 years for Salt Lake City vehicle users. In addition, the project will increase SLGW unit train capacity, benefiting overall freight movement in the region. The project is anticipated to begin construction in 2026.

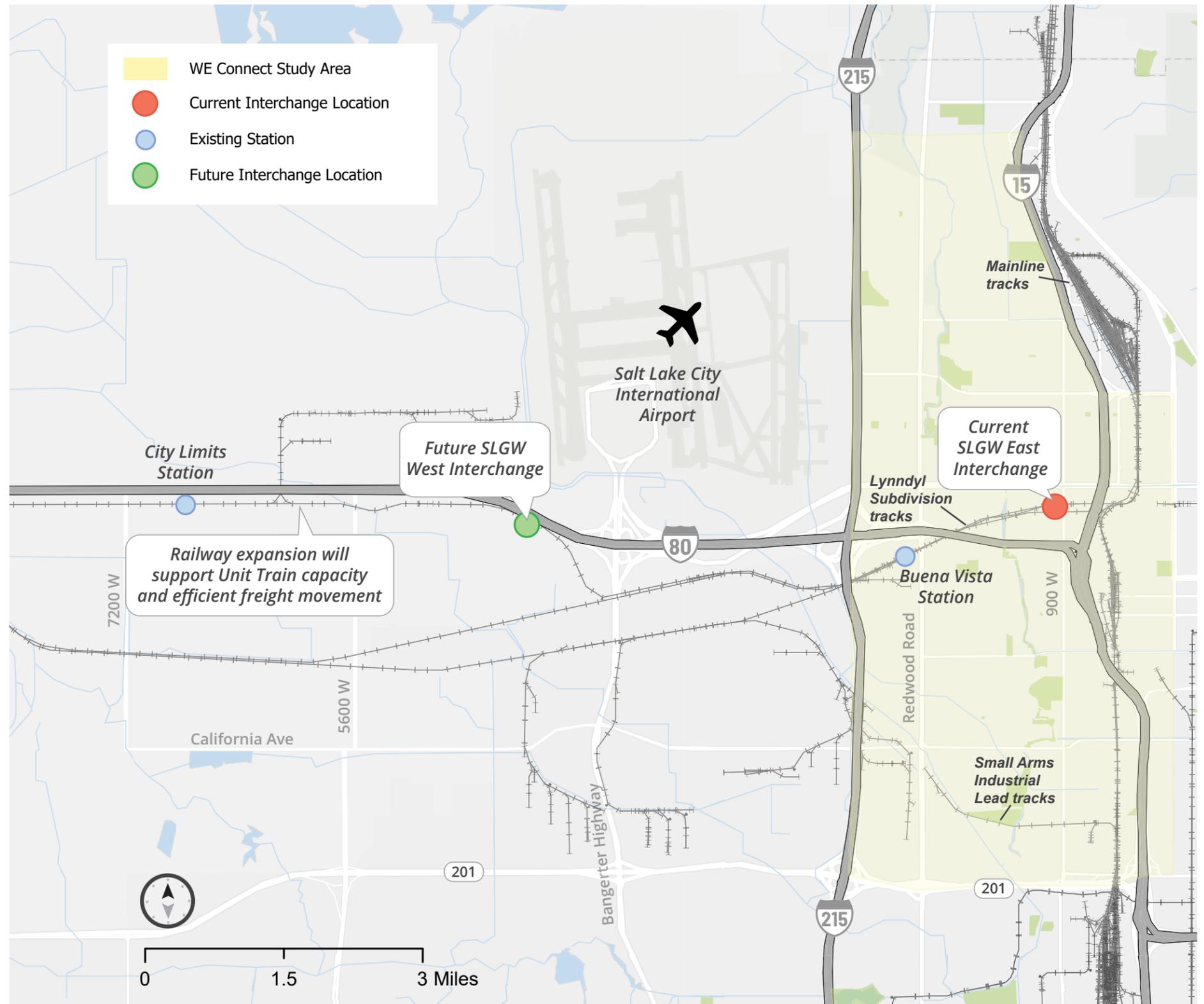


Figure 13. SLGW Interchange Yard Relocation Map

## Public Transit

Public transit plays a vital role in shaping the accessibility and economic vitality of Salt Lake City, helping all residents have access to opportunity and the ability to thrive. While UTA and Salt Lake City have been working to make frequent, reliable service available to all, gaps in the network remain.

The study area is served by a variety of transit types operating at different frequencies and different service spans, which are outlined in **Table 2**.

**Table 2.** Service Span and Headways by Route Type

ROUTE TYPE	PEAK HEADWAYS	SERVICE SPAN
<b>FRONTRUNNER</b>	Weekdays: 30 minutes Saturday: 60 minutes Sunday: no service	Weekdays: 5 AM–10 PM Saturday: 8 AM–12 AM Sunday: no service
<b>TRAX LIGHT RAIL</b>	Weekdays: 15 minutes Saturday: 15 minutes Sunday: 30 minutes	Weekdays: 4 AM–12 AM Saturday: 4 AM–12 AM Sunday: 5 AM–12 AM
<b>FREQUENT BUS</b>	Weekdays: 15 minutes Weekdays: 30 minutes Saturday: 15 minutes Sunday: 30 minutes	Weekdays: 7 AM–7 PM Weekdays: 4 AM–7 AM; 7 PM–12 AM Saturday: 9 AM–11 PM Sunday: 6 AM–9 PM
<b>LOCAL BUS</b>	Weekdays: 30 or 60 minutes Saturday: 60 minutes Sunday: no service	Weekdays: 6 AM–9 PM Saturday: 6 AM–9 PM Sunday: no service
<b>LIMITED BUS</b>	Weekdays*: 30 or 60 minutes Saturday*: 60 minutes Sunday: no service	Weekdays: 6 AM–9 AM Saturday: 6 AM–9 AM Sunday: no service

\*Weekday and Saturday service varies based on route

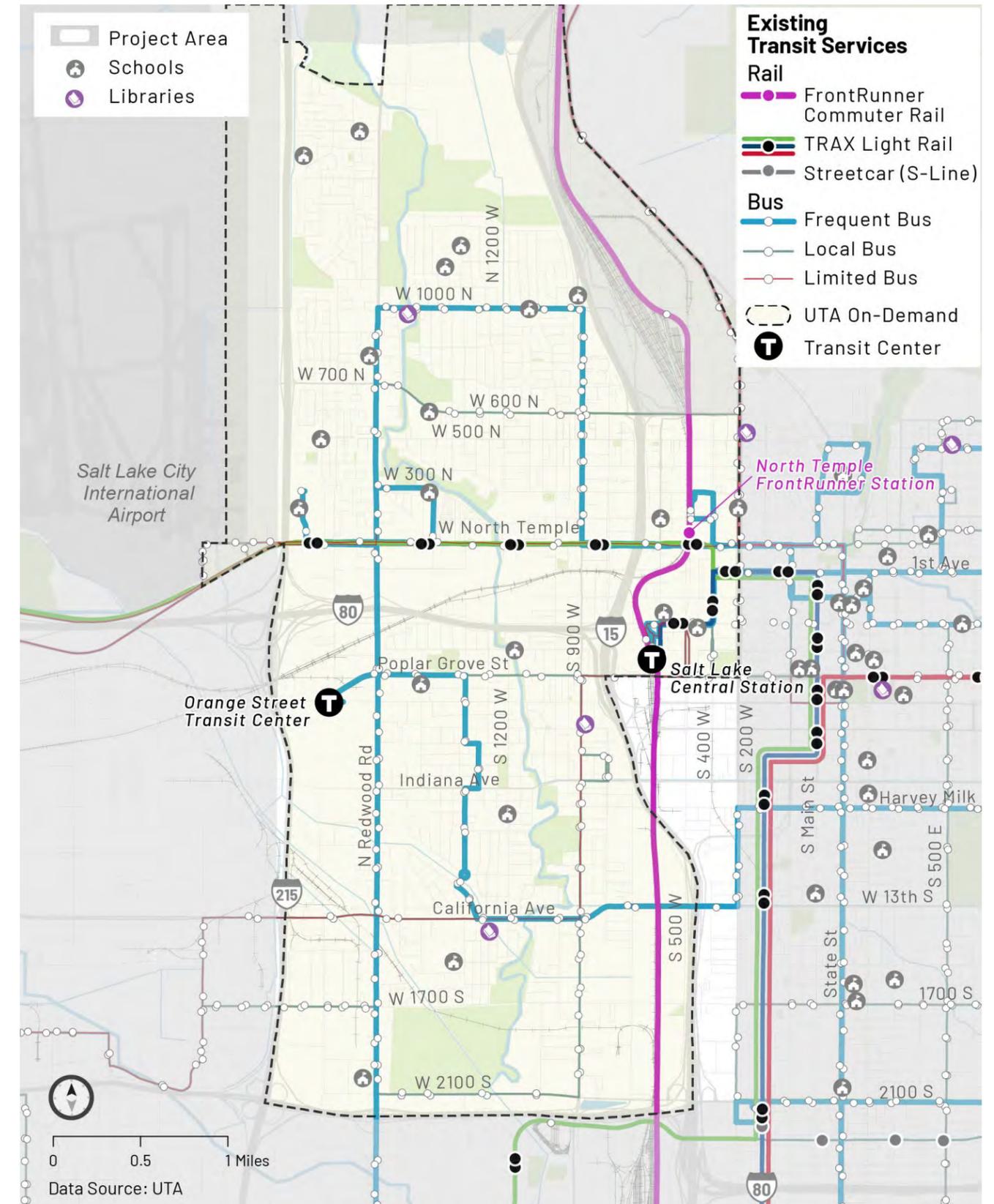
### Existing Transit Network

**Figure 14** shows the existing transit network in the study area. Access points into the Westside neighborhoods via transit are limited, **because freight rail and regional rail crossing blockages can lead to unpredictable delays, UTA does not operate bus routes over at-grade rail crossings.** This means that sections of the study area are not within walking distance of frequent transit.

Bus routes that travel to and from the Westside operate only on corridors with grade-separated crossings (600 North, North Temple, Poplar Grove Street, and 1300 South). Only two of these—North Temple and 1300 South—have frequent transit routes with service that runs every 15 minutes.

In addition to the fixed-route transit, the Westside is also served by UTA On Demand, which is a corner-to-corner, demand-responsive service operating in the Westside and four other parts of UTA’s service area that are under served by fixed-route transit.

Salt Lake City and UTA have made substantial progress in improving transit access to and within the Westside by introducing UTA On Demand service to connect riders to other transit network services and adding new frequent-service routes. However, continued efforts are needed to close remaining gaps and ensure reliable access for all neighborhoods.



**Figure 14.** Existing Transit Network

### Frequent Service Network

The frequency map in **Figure 15** shows areas of the Westside where customers are within a 1/4 mile (approximately 10-minute walk) of a transit service with a frequency of 15 minutes or better. While most of the Westside has access to frequent transit, there are significant portions of the study area that do not. **These include:**

- ♦ The northern section of the study area (north of 1300 North)
- ♦ The northwestern section of Fairpark (north of the Jordan River)
- ♦ The east side of Poplar Grove (just west of I-15)
- ♦ The southeastern portion of the Glendale neighborhood (just west of I-15)

The frequent transit map, to the right, represents peak hour service only. On weekends and in the evenings, service levels fluctuate, which reduces access to frequent transit service. This can pose challenges for residents with non-typical working hours. Moreover, even in the parts the study area that do have access to frequent transit within a 10-minute walk during peak periods, frequent west-east service is limited.

**The TRAX Green Line is the only frequent service transit line that provides direct west-east service from Redwood Road to the neighborhoods east of I-15.** The two frequent bus routes that cross I-15 and the railroad tracks—Route 1 on North Temple and Route 9 on 1300 South—take circuitous routes that deviate north and south before crossing. **Therefore, even for residents who live within a quarter mile of frequent transit service, bus trips might be too long to be a viable transportation option.**

**Gaps in frequent west to east bus service are more prominent in the southern portions of Salt Lake City due to limited grade separation.** A future grade-separated crossing on 900 South, a corridor identified as a priority for frequent service in the *Salt Lake City Transit Master Plan*<sup>9</sup>, would prevent buses from having to detour to 1300 South and allow more evenly spaced west-east lines.

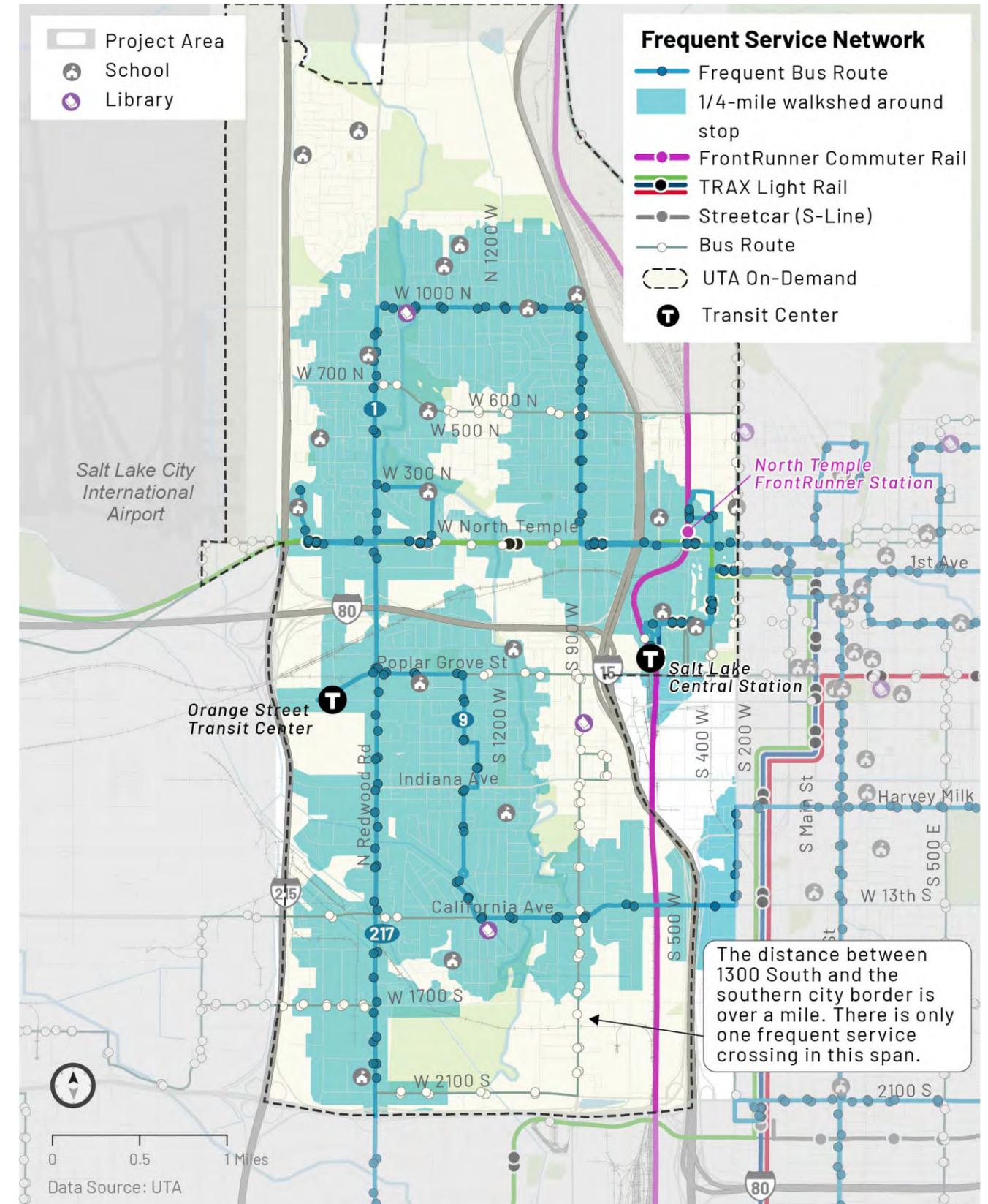


Figure 15. Frequent Service Network

<sup>9</sup> Salt Lake City, 2017 Transit Master Plan, [https://www.slcdocs.com/transportation/Plans/SLC\\_TMP\\_FULL\\_FINAL.pdf](https://www.slcdocs.com/transportation/Plans/SLC_TMP_FULL_FINAL.pdf)

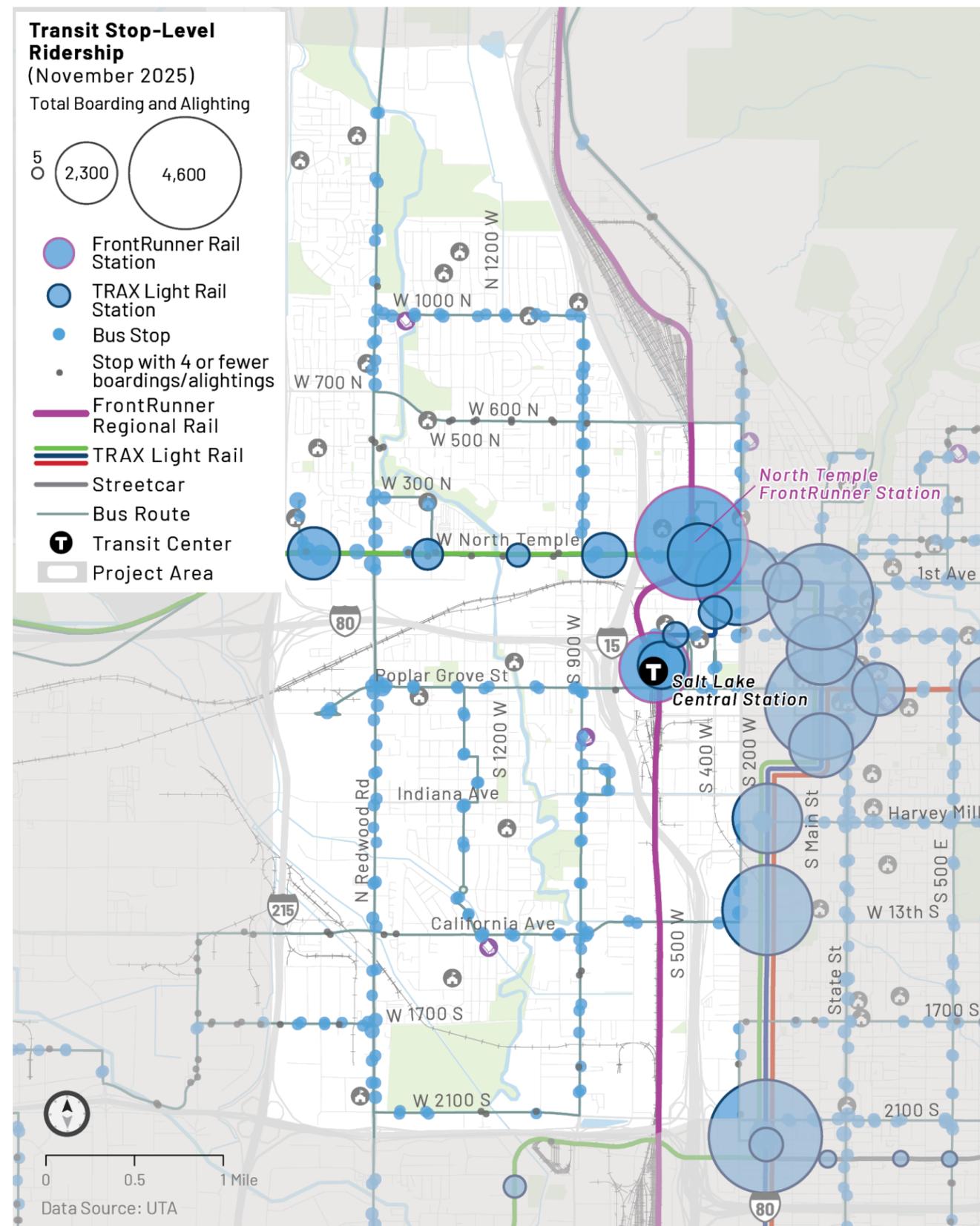
### Boardings and Alightings

**Figure 16** shows the total transit boarding and alighting by stop. In the study area, ridership is highest along North Temple, the alignment of the TRAX Green Line. Ridership on bus lines is distributed relatively evenly across the routes in the study area, with **higher concentrations of riders where bus lines intersect, such as at the intersection of Redwood Road and Poplar Grove Street and of Redwood Road and 1700 South.**

The highest ridership stops are at the FrontRunner stations just east of the study area—North Temple Station and Salt Lake Central Station. Despite their proximity to the Westside, both transit stations are challenging to access from the Westside due to rail crossings and limited pedestrian facilities.

The top study area locations for stop activity include:

- ◆ North Temple Station (FrontRunner), 2293 boardings and 2399 alightings
- ◆ Salt Lake Central Station (FrontRunner) 1225 boardings, 1448 alightings
- ◆ North Temple Bridge/Guadalupe (TRAX Green), 1149 boardings and 1175 alightings
- ◆ 1940 W North Temple Station, 944 boardings and 911 alightings
- ◆ Salt Lake Central Station (TRAX Blue), 1026 boardings and 602 alightings



**Figure 16.** Boardings and Alightings by Transit Stop

## Transit Stop Amenities

Figure 17 shows the distribution of three key transit stop amenities—shelters, lighting, and benches—across the 196 transit stops in the study area. Nearly 22% of stops in the study area have neither benches nor lighting, and 85% have no shelter. Nearly 37% of stops have lighting but no benches.

Street-specific observations include the following:

On Redwood Road, a major north-south corridor with frequent service, transit amenities and access are limited. Over **50% of stops lack benches and lighting**, and **nearly 85% of transit stops on Redwood Road lack shelters**.

Most stops on Poplar Grove Street **lack shelters**. Some also **lack benches**.

Most stops on 1700 South have **no amenities (lighting, benches, or shelters)**.

Some stops on North Temple have **no amenities (lighting, benches, or shelters)**.

UTA's *Bus Stop Master Plan (BSMP)*<sup>10</sup> sets amenity levels based on ridership thresholds, with higher ridership stops qualifying for shelters, benches, trashcans, lighting, and other features. Lower ridership stops typically receive only basic features like a sign and timetable case. Although it is not Salt Lake City's direct responsibility to illuminate bus stops or provide amenities, the City has previously funded amenities at stops below UTA's thresholds to improve equity and rider experience.

<sup>10</sup> UTA BSMP, <https://www.rideuta.com/Current-Projects/Bus-Stop-Improvement-Efforts>

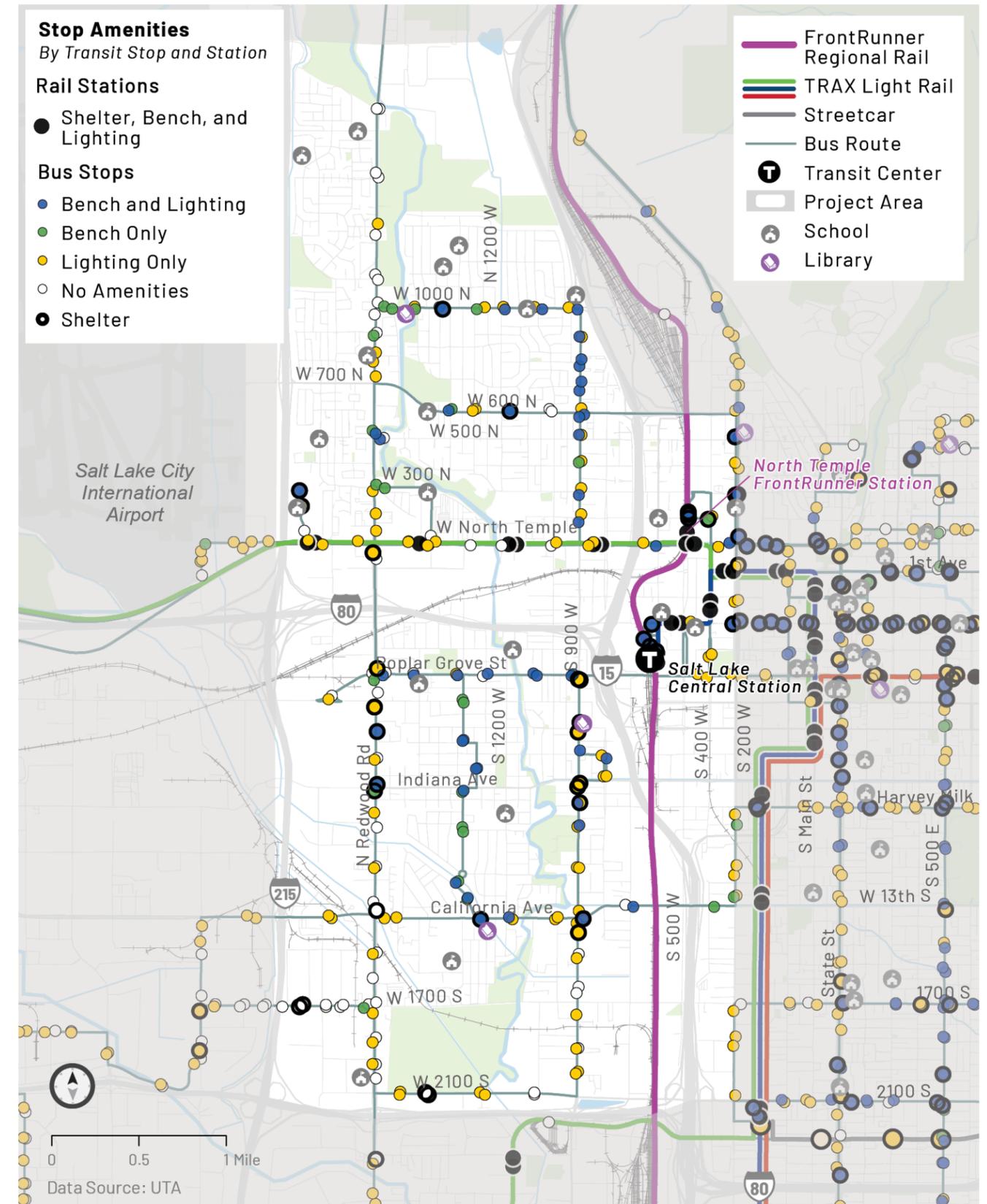


Figure 17. Benches, Lighting, and Shelters by Transit Stop

## Americans with Disabilities Act (ADA) Compliance and Sidewalk Availability

Figure 18 shows transit stops that have an ADA-compliant 5-foot-by-8-foot landing pad at the transit stop and have complete sidewalks within a quarter mile of the stop. Most stops in the study area have sidewalks, but 26% of stops do not have landing pads at the transit stop.

UTA has achieved considerable progress in upgrading landing pads; however, certain areas continue to exhibit accessibility gaps:

Nearly **70%** of stops on Redwood Road **do not have ADA-compliant landing pads.**

Some stops on California Avenue **lack ADA-compliant landing pads.** Sidewalks are missing on some sections of Poplar Grove.

Most stops on 1700 South **lack ADA-compliant landing pads.**

A few stops on North Temple **lack ADA-compliant landing pads.**

Salt Lake City established a goal to, “provide safe and comfortable transit access and waiting experience” in its *Transit Master Plan*<sup>9</sup>. Key outcomes of this goal include expanding bicycle and pedestrian access to transit, enhancing the transit waiting experience, and improving the universal accessibility of stops and stations.

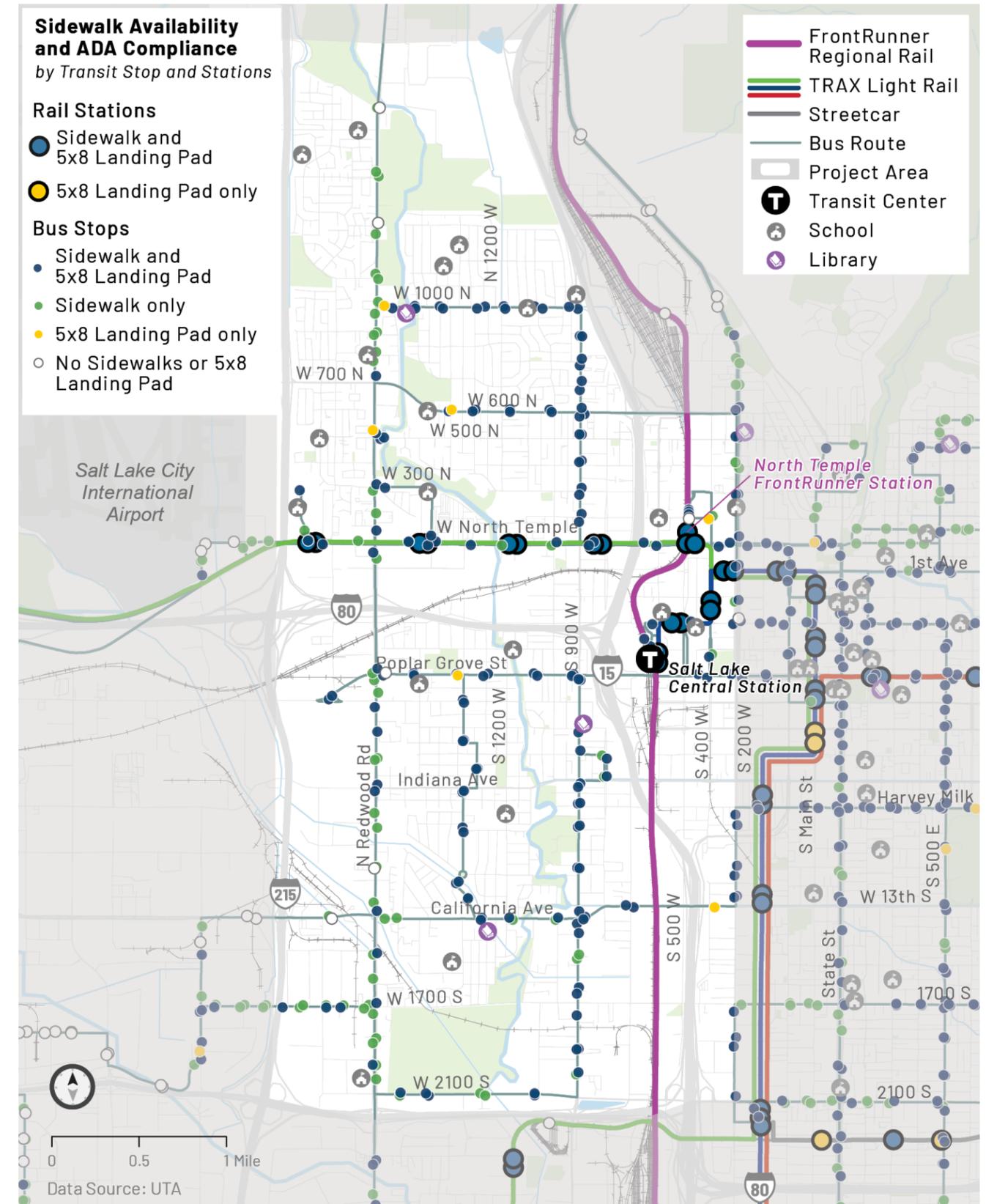


Figure 18. ADA Compliance and Sidewalk Completeness by Transit Stop

## Future Transit Network

UTA has identified planned improvements to the transit system within the study area within *UTA Moves 2050*. **Figure 19** illustrates the cost-constrained 2050 transit network as outlined in UTA's LRTP\*.

**This network represents three phases of planned improvements to the overall network:**

- ◆ Phase 1 (2023–2032) will expand FrontRunner service to 7 days a week, implement new Rapid Bus and Enhanced Bus lines, add on-demand zones, and expand Sunday service on all routes.
- ◆ Phase 2 (2033–2042) will implement a new TRAX line, continue improvements to the FrontRunner, and make bus corridor upgrades.
- ◆ Phase 3 (2043–2050) will further expand the new TRAX line, add frequent bus service, and local routes.

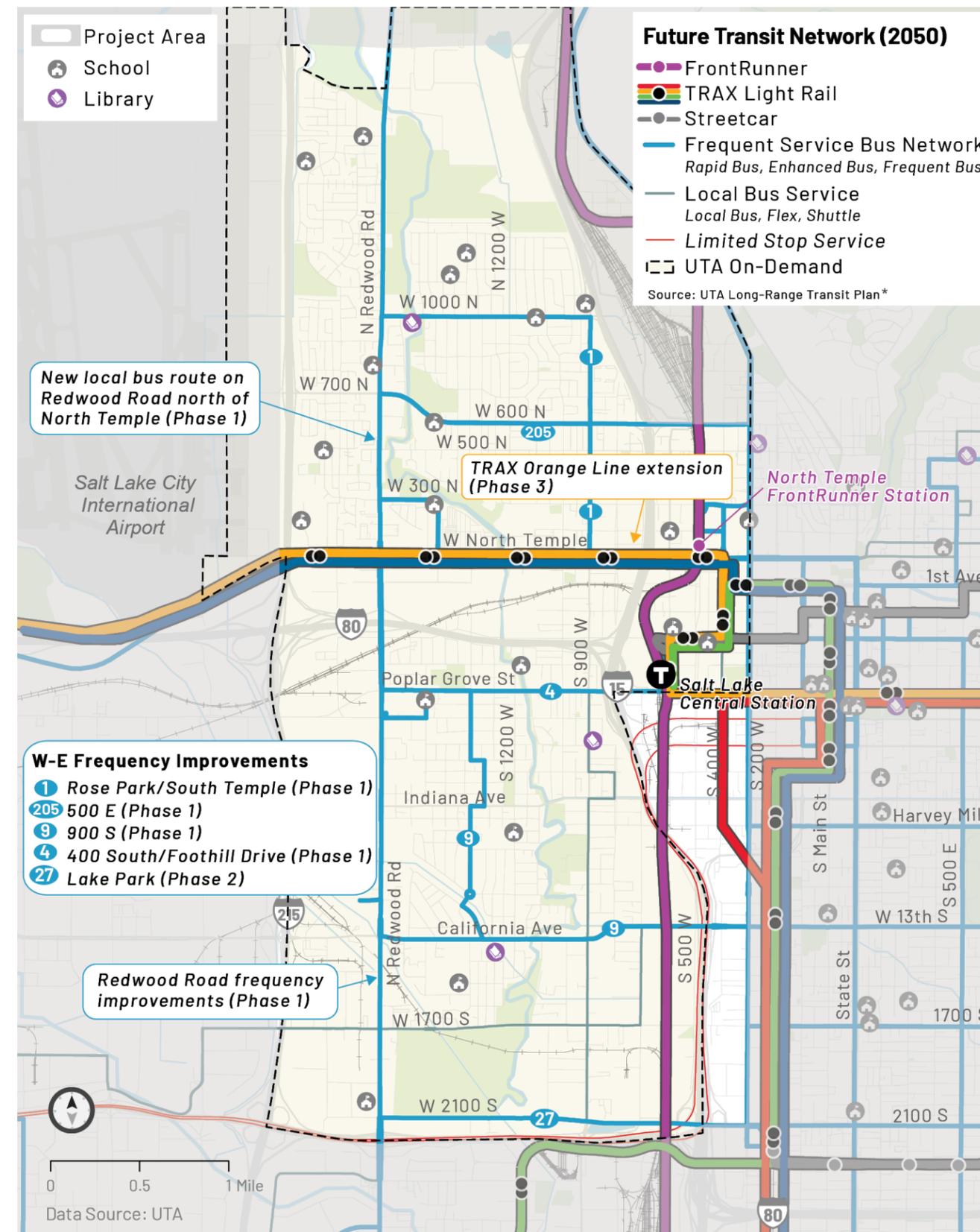
**Several transit improvements are planned in the study area:**

- ◆ In Phase 1:
  - A new local bus route will be implemented on Redwood Road north of North Temple, connecting into Davis County.
  - UTA will improve bus frequency on Redwood Road.
  - UTA plans to improve frequency on several west–east bus lines that serve the Westside:
    - ◆ Route 1: Rose Park/South Temple
    - ◆ Route 205: 500 East (Travels on 600 North in study area)
    - ◆ Route 9: 900 South
    - ◆ Route 4: 400 South/Foothill Drive (Travels on Poplar Grove Street in study area.)
    - ◆ Together, these frequency updates will create four frequent bus routes running from Redwood Road to the neighborhoods east of I-15, without north or south deviations—**up from zero today.**
- ◆ In Phase 2 and 3:
  - The TRAX Orange Line will extend from the University of Utah to the Salt Lake City International Airport. The first phase of the project, from the University of Utah to Salt Lake Central Station will take place in Phase 2. The extension from Salt Lake Central Station, to the airport will take place in Phase 3.

Bus frequency improvements on 600 North, Poplar Grove, and 2100 South will eliminate many of the gaps in frequent transit coverage identified in **Figure 15**, and the new local transit service on Redwood Road north of 1000 North will introduce transit service to an area that currently does not have fixed-route service.

The Orange Line through the Westside will improve convenient access to destinations like the Salt Lake City International Airport, the University of Utah, Research Park, and Rice-Eccles Stadium. Along North Temple where the Green Line currently runs and the Orange Line will be implemented, light rail frequency will be doubled. Westside residents will have access to direct light rail service to the University of Utah and Research Park.

\*The transit network shown in **Figure 19** reflects UTA's LRTP as of its latest update. Planned improvements and network configurations are subject to change based on funding availability, policy decisions, and future planning efforts. This representation is for planning purposes only and does not guarantee implementation of all elements depicted.



**Figure 19.** Fiscally Constrained 2050 Transit Network

## Active Transportation

**Figure 20** shows active transportation (bicycle and pedestrian) facilities, crossings, and gaps across the study area. High-comfort options—like protected bike lanes and paved trails—make riding accessible for all ages and abilities.

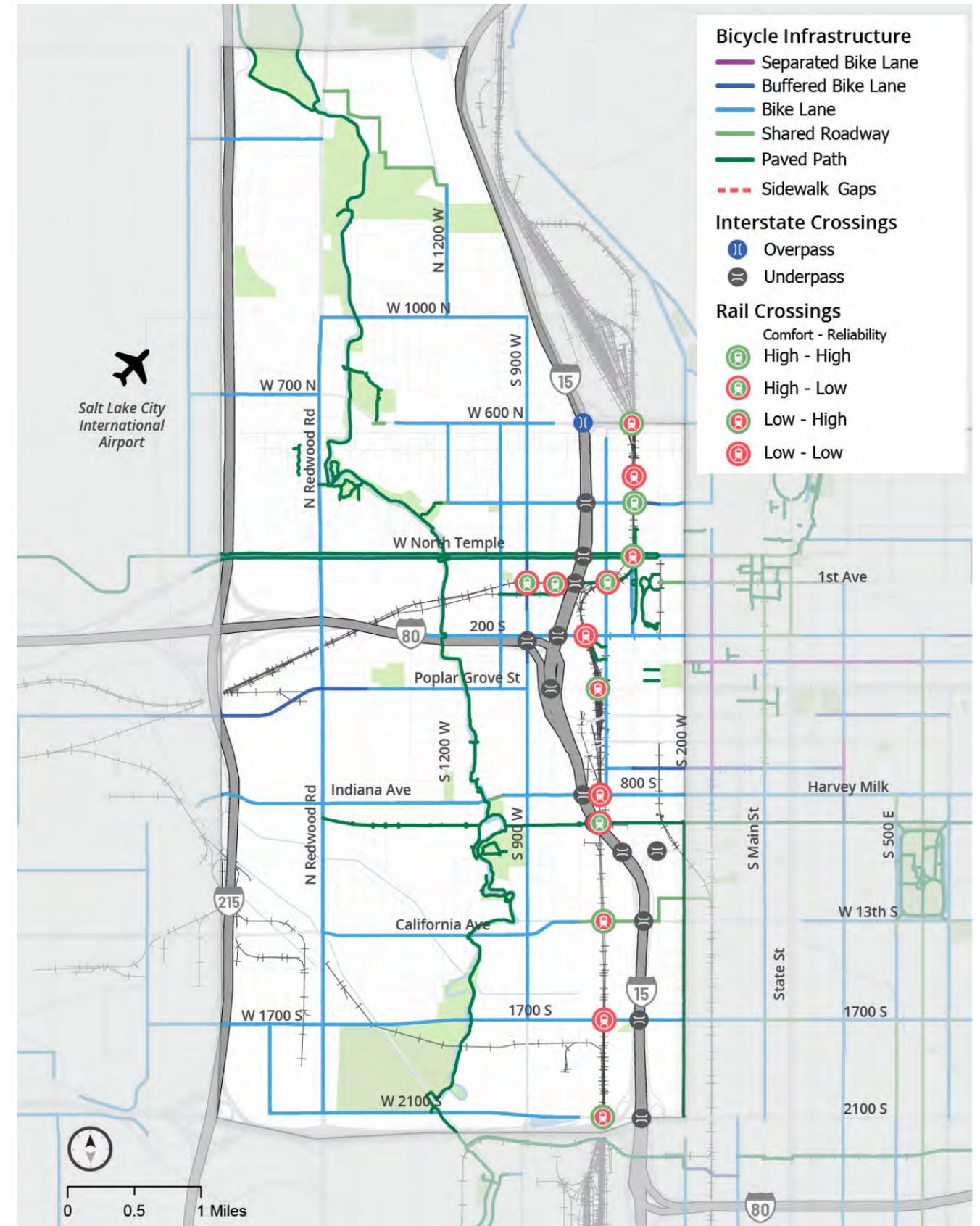
The 9 Line Trail and Folsom Trail stand out as key connections across the rail lines and under I-15. Painted bike lanes exist on corridors such as 300 North, North Temple, 200 South, 700 South, 800 South, and 1700 South, but offer lower comfort and safety.

Missing sidewalks, narrow viaducts, and poorly lit underpasses (notably at 600 North, 400 South, and 2100 South) create inaccessible conditions, especially for people with mobility needs. Long, steep viaducts and the absence of ADA features like curb ramps can make some routes unusable.

**Rail crossings are a major obstacle. Stopped or slow-moving trains frequently block access, leading to long waits, risky and illegal crossings, or detours to distant viaducts.**

As **Figure 20** shows, high-comfort routes like the 9 Line and Folsom Trails are unreliable due to at-grade rail crossings, while viaducts like North Temple, 400 South, and 1300 South provide reliable but uncomfortable options. The pedestrian bridge at 300 North is the only crossing that offers both comfort and reliability.

I-15, I-80, and their respective interchanges further limit connectivity. Crossings—both overpasses and underpasses—are shown on **Figure 20**. While crossings are more frequent near downtown, they become sparse to the north and south, reducing access between neighborhoods.



**Figure 20.** Existing Active Transportation Network

## Bicycle Level of Traffic Stress (BLTS) Analysis

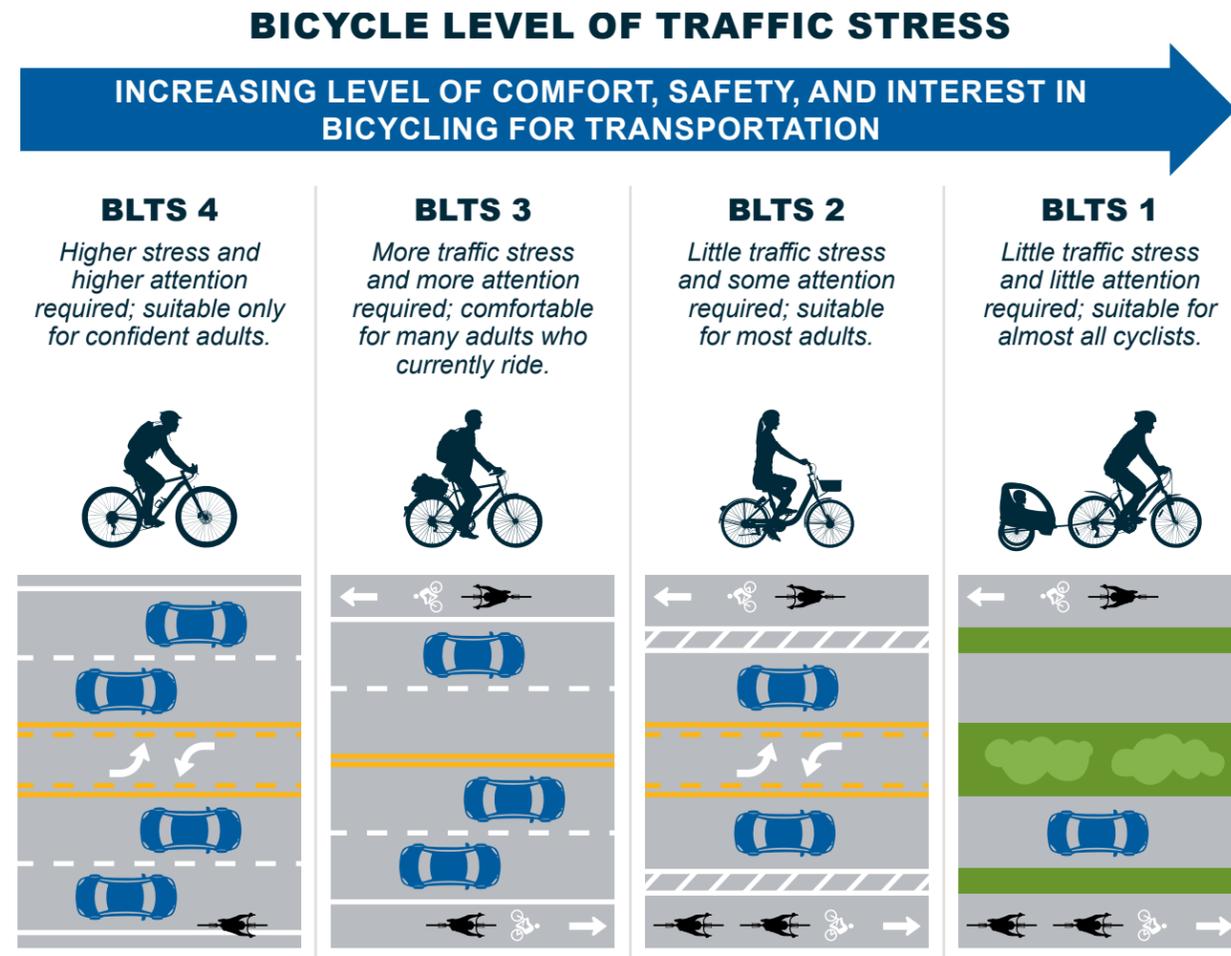
The bicycle level of traffic stress (BLTS) analysis estimates the level of comfort for people biking on a given roadway segment. The BLTS analysis identifies where gaps or deficiencies in a bike network exist and provides a measure of how likely different types of riders are to use the facility based on their ability and comfort level. **Figure 21** illustrates the spectrum of which scores are suitable for different population groups and what their designs might look like.

BLTS is determined by characteristics of a given roadway segment that affect a bicyclist’s perception of safety and comfort, including posted speed limit, number of travel lanes, and the presence and character of bicycle lanes.

**The combination of these criteria classifies a road segment into one of four levels of traffic stress:**

- ♦ **BLTS 1** represents roadways where bicyclists of all ages and abilities would feel comfortable riding. These roadways are generally characterized by low volumes, low speeds, no more than two travel lanes, and traffic control measures at intersections. These roadways may have bicycle facilities; separated shared-use paths for bicycles also fall into this category.
- ♦ **BLTS 2** represents slightly less comfortable roadways, typically comfortable for the “Interested but Concerned”<sup>11</sup> populations. This is where most adults would feel comfortable riding.
- ♦ **BLTS 3** represents moderately uncomfortable roadways, where confident and experienced cyclists usually feel comfortable riding but most riders experience increasing levels of stress.
- ♦ **BLTS 4** represents high-stress roadways where only the “Strong and Fearless”<sup>10</sup> bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The results of the BLTS analysis identify existing areas that are low stress for many bicyclists, as well as the degree to which roadways must be improved in order to provide a comfortable experience for riders of all ages and abilities. Additionally, scenario testing can be used to determine how a roadway or a route’s level of stress may change with improvements.



**Figure 21.** Bicycle Level of Traffic Stress by Street Type  
Source: Adapted from Mineta Transportation Institute, 2021

<sup>11</sup> Low Stress Bicycling Network Connectivity, Mineta Transportation Institute, Report 11-19, May 2012

### Findings

Overall, the study area is a relatively low-stress place to walk or bike (excluding interstates and ramps):

- ◆ 85% (~230 miles) of street centerline miles are **BLTS 1 or 2**
- ◆ 15% (~39 miles) are **BLTS 3 or 4**

In the study area, higher stress streets tend to be major roadways with many lanes, higher speed limits and daily traffic volumes, and limited bicycle facilities. These roadways are not concentrated but bisect the study area at regular intervals, including:

- |             |              |                |            |
|-------------|--------------|----------------|------------|
| ◆ 600 North | ◆ 800 South  | ◆ 2100 South   | ◆ 400 West |
| ◆ 200 South | ◆ 1300 South | ◆ Redwood Road | ◆ 300 West |
| ◆ 400 South | ◆ 1700 South | ◆ 100 West     |            |

However, key west-east crossings of the interstate and rail, including 600 North, North Temple, 200 South, 400 South, 800 South, 1300 South, 1700 South, and 2100 South, are BLTS 3 or 4—meaning they are uncomfortable for most cyclists. This is especially important south of 900 South where there are no low-stress crossings within the study area boundary of 2100 South for nearly 2.5 miles.

Lower-stress streets are typically neighborhood roads with fewer lanes, lower speed limits, and dedicated low-stress bicycle facilities. In the study area, there are relatively few low-stress (BLTS 1) west-east connections: 300 North, Folsom Trail/South Temple, 9 Line Trail/900 South, and Fayette Avenue. Each of these routes have high-quality protected bike lanes, separated trails, or are a small neighborhood street.

### First-Last Mile Transit Connections and BLTS

Low-stress bicycle facilities play a critical role in strengthening first-mile last-mile connections to transit by making it more comfortable and safer for people to access transit options without relying on a personal vehicle.

Figure 22 shows the five TRAX stations in the study area:

- ◆ Jackson/Euclid Station (North Temple) and North Temple Bridge/Guadalupe Station (North Temple)
  - Both stations on North Temple are surrounded by BLTS 4 facilities, making them uncomfortable to access for all but the most “Strong and Fearless” 11 cyclists.
- ◆ Planetarium Station (400 West) and Old Greektown Station (200 South)
  - Planetarium and Old Greektown are surrounded by BLTS 3 facilities—uncomfortable for most riders.
- ◆ Salt Lake Central Station (600 West).
  - Salt Lake Central is the only station in the study area with BLTS 1 access, offering comfortable conditions for all ages and abilities.

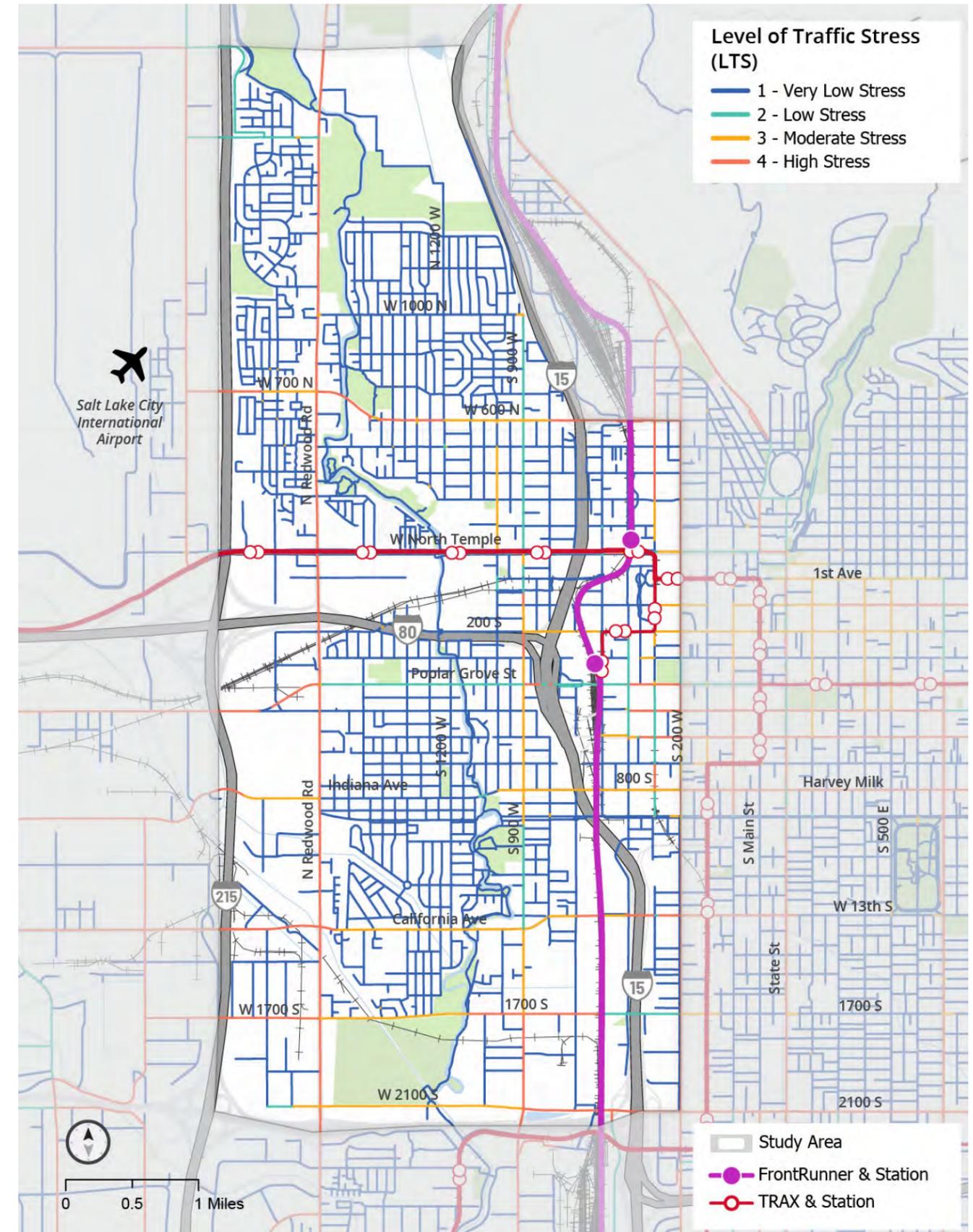


Figure 22. BLTS Existing Network and Transit

## Connected Islands Analysis

Connected islands refer to cohesive zones where cyclists can navigate through a network of streets characterized by low stress and minimal interaction with vehicular traffic (BLTS 1 or 2). These include most residential streets and collectors or arterials that have suitable facilities separating people biking from vehicle traffic.

The connected island analysis highlights areas where a person biking can travel on a network of low-stress streets without encountering a high-stress barrier, streets with BLTS 3 or 4. Larger connected islands mean that a person can access a larger area via bike on a continuous low-stress network.

### Findings

Analyses were done for the BLTS 1+2 network, BLTS 1 network, and BLTS 1 with unreliable rail crossings as barriers and results are compared below.

- ◆ In both the BLTS 1+2 (**Figure 23**) and BLTS 1 (**Figure 24**) connected islands analyses, a single, large island comprises most of the study area.
- ◆ In the BLTS 1 analysis (**Figure 24**), there are sizable islands—greater than 3 miles of BLTS 1 streets—to the northwest and southwest corners of the study area, and smaller islands (less than 3 miles of BLTS 1 streets) scattered throughout.
- ◆ The BLTS 1+2 analysis (**Figure 23**) absorbs the larger island in the northwest of the study area along with some of the smaller islands elsewhere. In comparison, the average island size in the BLTS 1 analysis was about 7 miles of connected streets, while in the BLTS 1+2 analysis it increased to 12 miles.

The connected islands analysis accounts for low-stress street connectivity only and does not consider other factors affecting access to destinations. While there may be a connection linking areas together, the trip length required to make that connection is not considered. For example, in the BLTS 1 analysis, **there are only two connections—Jordan River Trail and the 800 West/North Temple signalized intersection—along the 4-mile length of North Temple linking north-south.** This means that any low-stress trips would add significant (and often prohibitive) distance. Similarly, there are only four west-east connections in both the BLTS 1 and BLTS 1+2 analyses across I-15 and the rail corridor along the 10-mile length of the study area, which are mostly grouped in the center. This means traveling much longer distances to find a low-stress connection.

The barrier of unreliable rail crossings further bisect the connected islands along the rail corridor (**Figure 25**). The four existing BLTS 1 west-east connections are inhibited by these unreliable crossings, as a train blockage could eliminate any low-stress connection no matter the detour length. **With these barriers, the largest connected island is broken into four separate islands: three small and one large.**

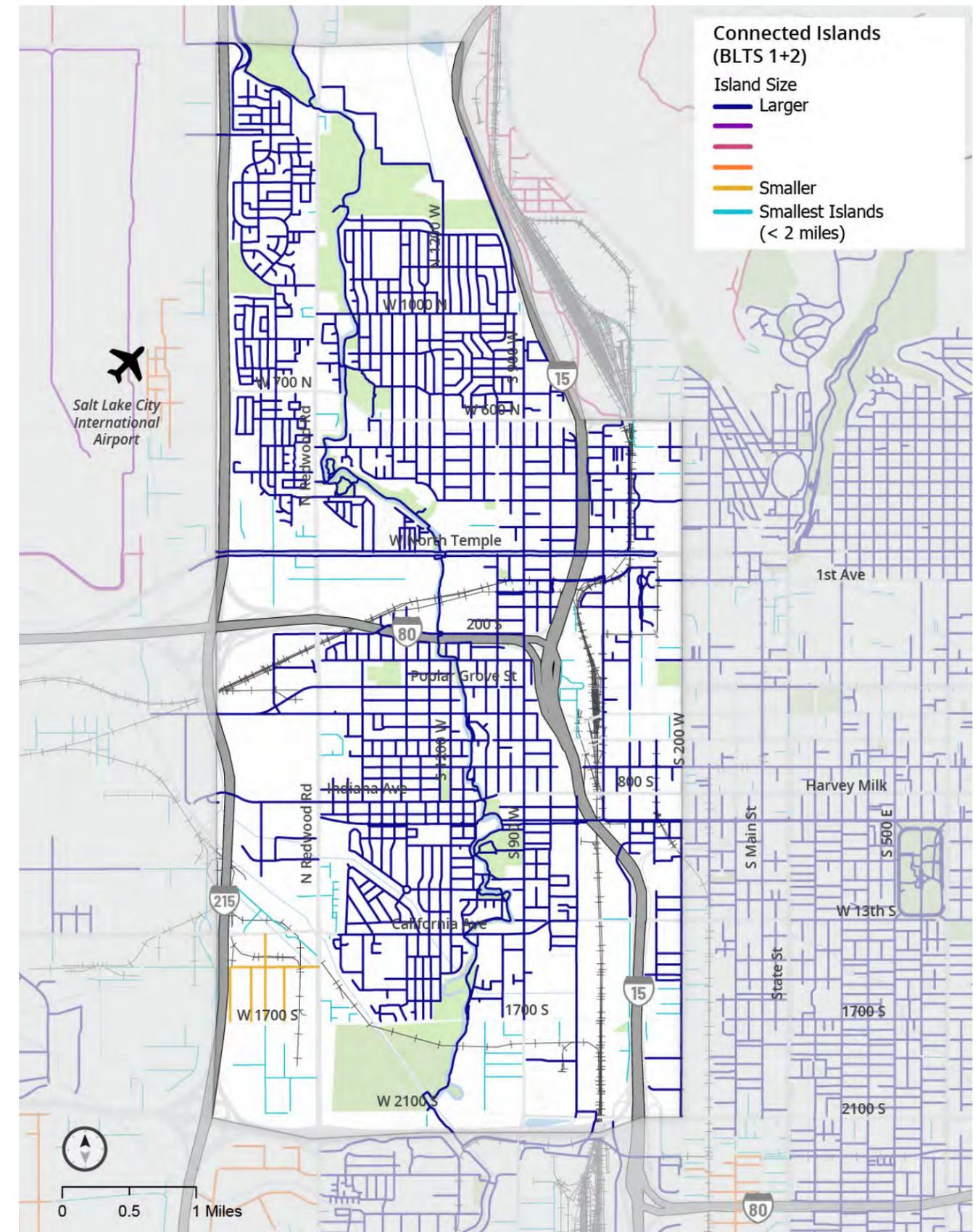


Figure 23. Connected Island Analysis – BLTS 1 and 2

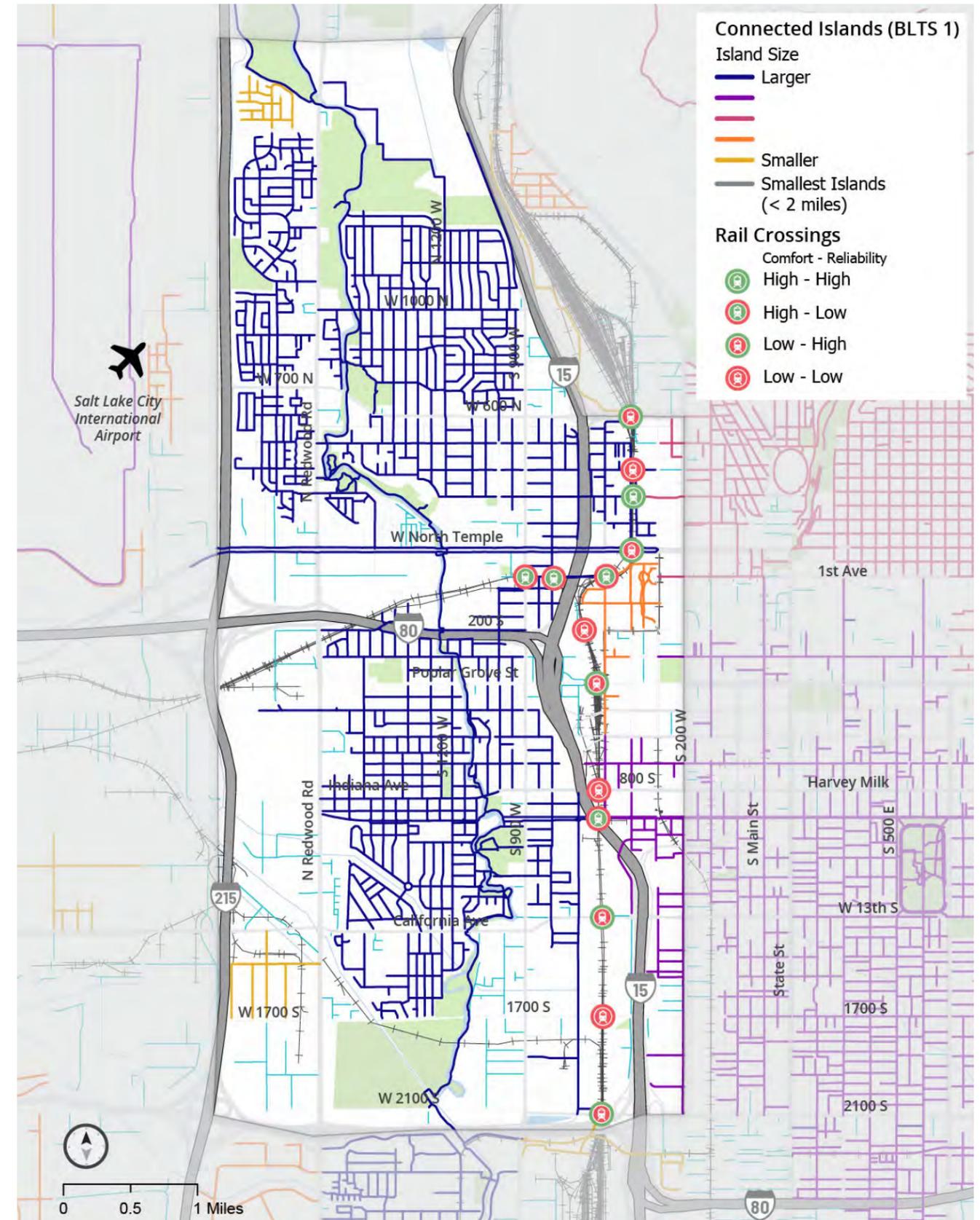
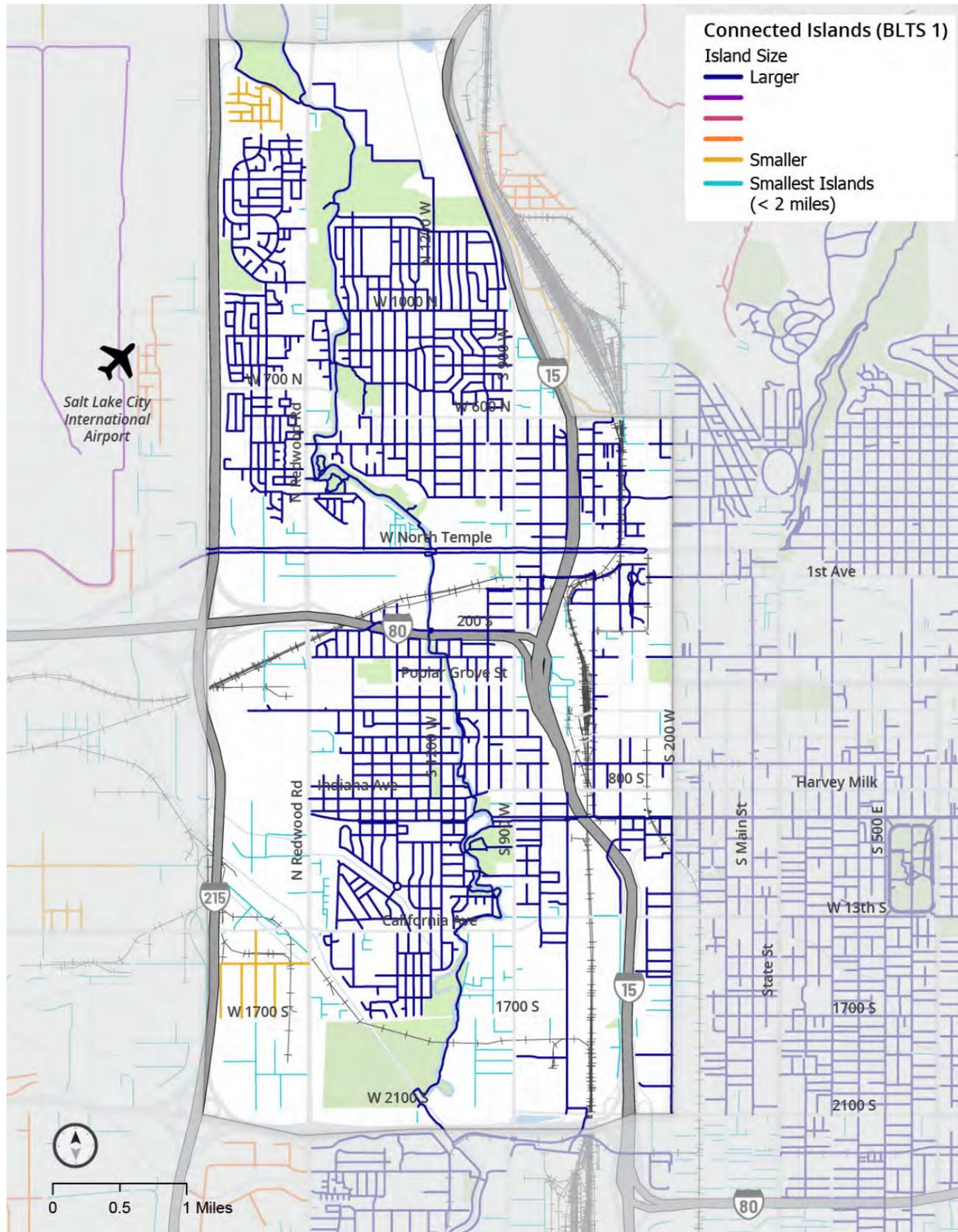


Figure 24. Connected Island Analysis – BLTS 1 Only

Figure 25. Connected Island Analysis – BLTS 1 and Railroad Crossings

**Existing and Latent Travel**

To analyze new crossings of the interstate and rail corridor barriers for active transportation users, the latent crossing potential was estimated based on an evaluation of short trips that could be shifted from driving to walking, biking, or rolling. This analysis evaluates proximity, trip distances, and perpendicularity of trip flows to estimate latent crossing demand along the west-east barriers for theoretical crossings spaced at regular intervals. **Figure 26** provides a high-level overview of the mode shift analysis methodology.

**How do we Determine Latent Crossing Potential?**

Read on to learn about the steps we take to identify corridors with high active crossing potential.



**START & END**

FEWER TRIPS MORE TRIPS

When people go somewhere, they **start their trip at one location (such as home) and end at another (such as the grocery store)**. Using start and end locations for many people's trips, we can understand travel patterns throughout the region. We use these travel patterns to identify which roads may be most suitable for a crossing.

**PROXIMITY**

We want to know how many people are traveling **within a close proximity** of our corridor. Trips closer in to the study corridor can be given more influence on mode shift potential scores than those further away.

**PERPENDICULARITY**

We want to know how many people are traveling in a direction that **directly crosses our corridor**. For example, if our corridor runs north-south, we want to include trips where people cross and are also traveling east-west.

**TRIP DISTANCE**

We want to know if the **distance people are traveling would be well-served by a bicycle or pedestrian facility**. Typically, the distances considered will be far less than 10 miles, with more weight given to trips less than 3 miles. Crossing potential scores for walking and biking would be determined by their feasible travel distances, respectively.



**THE RESULT**

CROSSING POTENTIAL

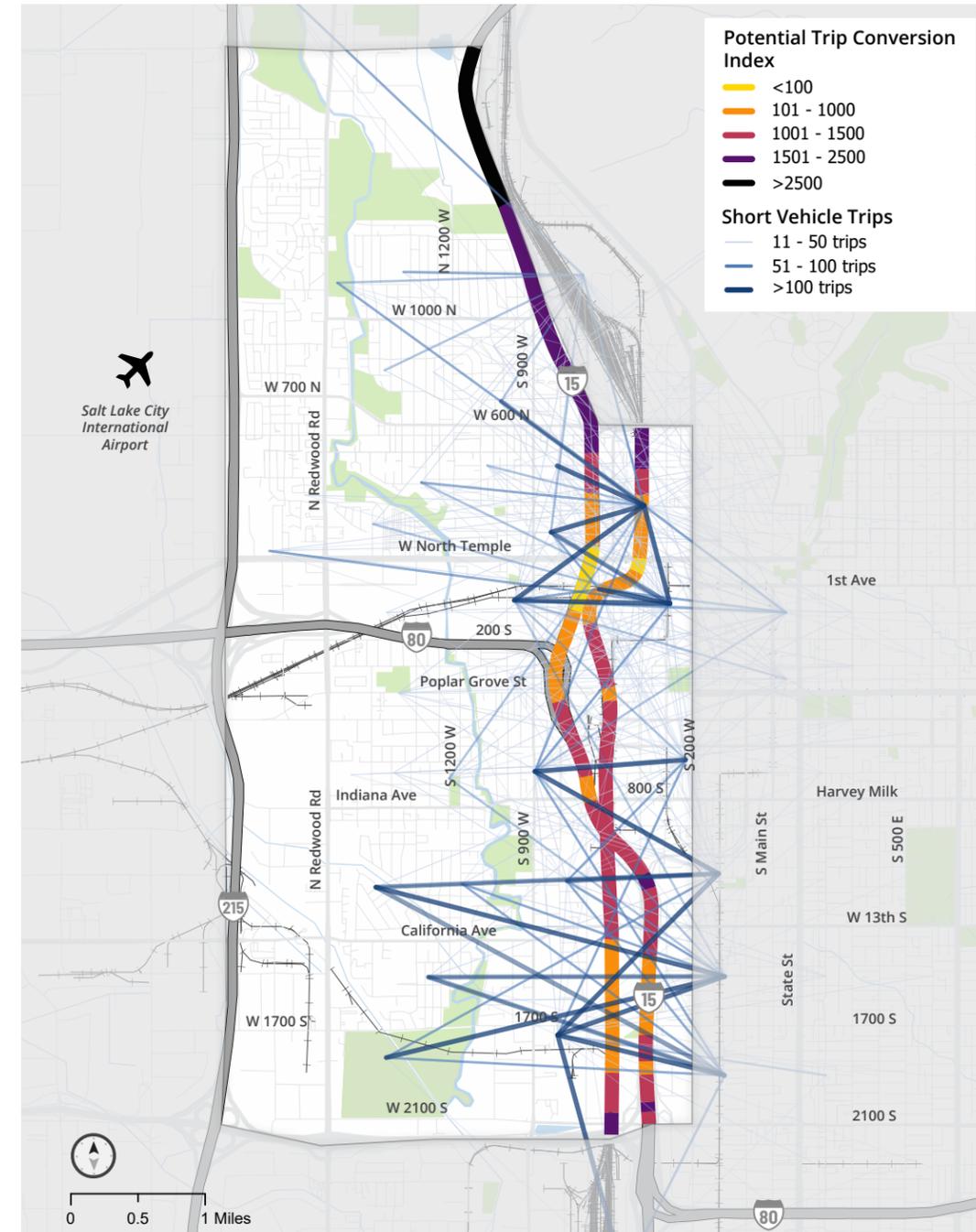
Finally, **we add it all up!** We include trips that are near the corridor, going directly across it, and are the appropriate distance to get a total crossing demand score for our corridor. When we analyze all corridors in our network, we can see which corridors have more crossing potential. These corridors are better options for improved crossings across the facility under study.

**Figure 26.** Crossing Potential Analysis Explainer

To examine existing trips crossing the barriers, vehicle trips under 3 miles were highlighted because of their potential to shift to active modes. Origin-destination (OD) data is visualized in **Figure 27**, showing general travel patterns within the study area. There are high numbers of active transportation trips crossing the barriers around South Temple/Arena Station and around 1700 South. **The highest volumes of existing short vehicle trips are in the southern part of the study area near 1700 South, with additional high volumes near South Temple/Arena Station and around 700 South.**

**Findings**

Crossing potential is estimated at regular increments along the interstate and rail corridor barriers for the whole study area. **The highest potential for converting trips crossing the barriers from driving to active transportation is centered near the middle of the study area, around North Temple, and in the south end of the study area around 1700 South.** While the Folsom Trail and South Temple already provide low-stress facilities around North Temple, these crossings can be unreliable due to rail crossings that are frequently blocked. The 1700 South crossing is high stress. In addition, there is strong latent demand potential at the 200 South, 400 South, and 800 South crossings, which are also high stress. This analysis should be viewed as a high-level estimate of crossing potential and as a comparative tool rather than a forecast of actual trips that could shift to active transportation trips.



**Figure 27.** Modeled Active Flows that Cross the Railroad Tracks – I-15 Corridor

## Freight and Goods Delivery

Freight and goods movement plays a vital role in the Westside’s transportation network, supporting both local industrial activity and the broader city economy. Truck traffic, industrial land uses, and delivery access points actively shape daily street operations—often competing for space with residents, visitors, and other travel modes.

This section outlines current truck volumes, the role of industrial activity in generating freight demand, and the patterns of goods delivery within the study area. It also considers future needs, aiming to accommodate freight mobility and last-mile delivery while balancing the safety, livability, and evolving land use in the Westside.

Due to its central location and the density of railroad routes, the Wasatch Front Region is an important hub of freight movement in the US, often referred to as “the Crossroads of the West.” In addition to the Union Pacific freight rail corridor that forms the eastern border of the Westside neighborhood, the study area is home to several important truck routes. In fact, the value and weight of freight traffic carried by trucks outweighs that carried by freight rail, with 54% of the total weight and 64% of the total value of goods moving throughout the Wasatch Front Region carried on trucks.<sup>12</sup>

**Figure 28** illustrates the locations of freight routes and daily truck\* volumes on Utah’s state-owned roads within the study area. The map also highlights freight centers—key sites that generate substantial freight movement across multiple modes, including rail, truck, pipeline, and aviation—as well as areas zoned for heavy and light industrial manufacturing.

The Primary Highway Freight System (PHFS) is made up of the most critical interstate highway portions of the US freight system. Within the study area, this includes I-15, I-80, and portions of I-215. These routes support the highest levels of truck traffic, with some sections carrying more than 20,000 trucks per day.

Part of I-215 is classified as a non-PHFS interstate—secondary to the PHFS system—but it still provides important continuity for the interstate freight network overall. Critical Urban Freight Corridors (CUFCs) are defined by the *Utah Freight Plan*<sup>13</sup> as “public roads in urbanized areas which provide access and connection to the primary highway freight system and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.”<sup>13</sup> Within the study area, these routes are classified as CUFCs:

- ◆ Redwood Road
- ◆ 500 South
- ◆ West 1300 South
- ◆ West 2100 South

Truck volumes on CUFCs vary. Some—like Redwood Road—carry up to 5,000 trucks per day, while others—like Poplar Grove, California Avenue, and 900 West—carry fewer than 500.

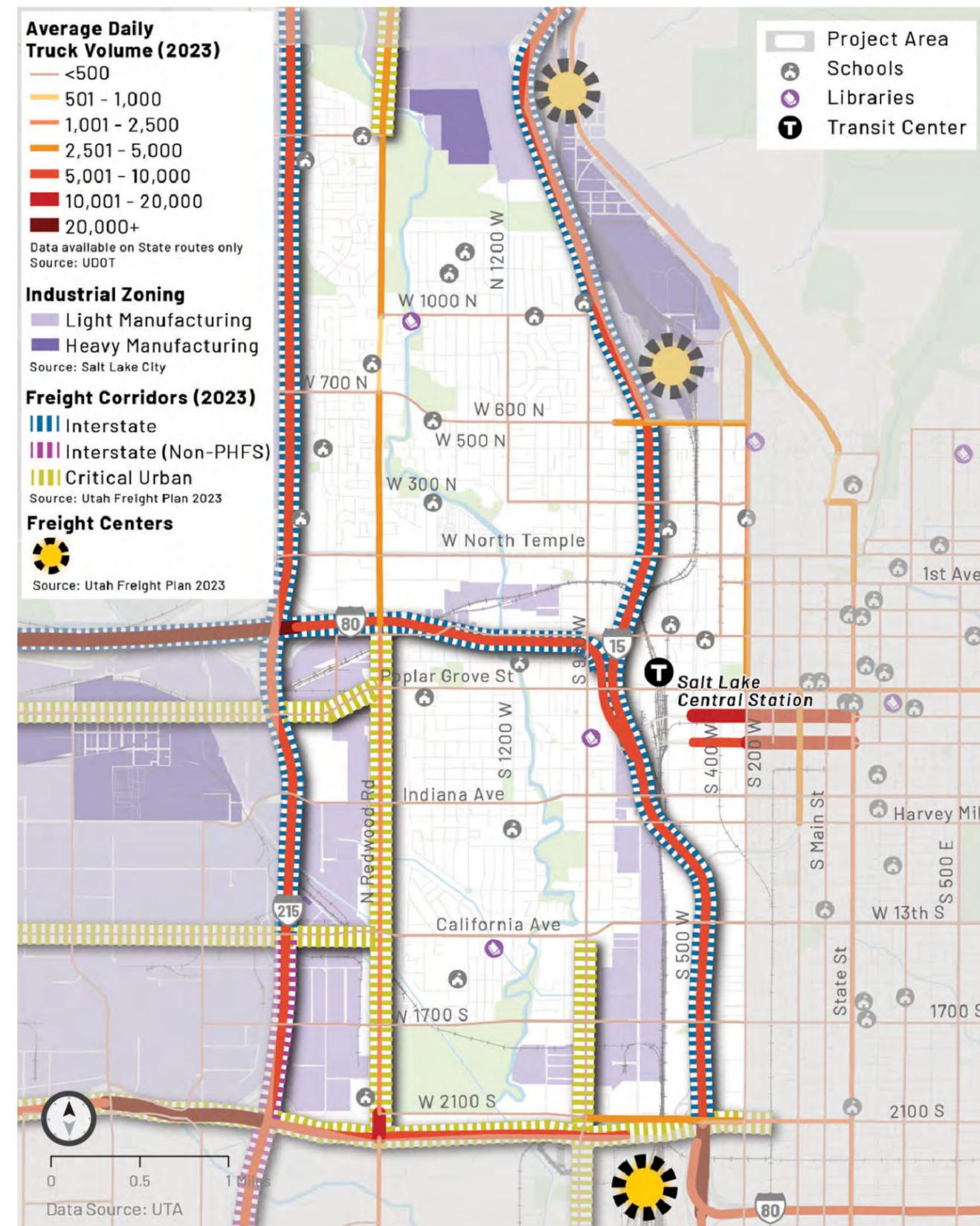
Notably, truck volumes are low on west–east roads in the study area. The west–east roads with the highest truck volumes at the point where the road crosses the railroad tracks are 600 North and 2100 South, which both have grade-separated crossings. At-grade crossings with frequent, unpredictable blockages are not conducive to the efficient movement of goods. Unlike personal vehicles, trucks are generally too large to turn around when rail crossing gates are down.

The limited number of viable routes condenses truck traffic onto grade-separated routes that are also preferred by drivers, emergency vehicles, pedestrians, and cyclists. Freight volumes are expected to increase as the Wasatch Front’s population grows, land use patterns change, and demand for online retail increases. The Utah Department of Transportation (UDOT) projects that the value of freight in the state will grow 98% by 2050 compared to 2017.<sup>13</sup> As freight volumes moving through Salt Lake City increase, the importance of ensuring safe and efficient pathways for freight also grows.

<sup>12</sup> Wasatch Front Regional Council [Regional Transportation Plan \(2023\)](#)

<sup>13</sup> Utah Freight Plan, 2023, [Utah\\_Freight\\_Plan\\_2023\\_FINAL.pdf](#)

\*Trucks include single-unit trucks (FHWA vehicle axle classifications 4-7) and combination-unit trucks (FHWA vehicle axle classifications (8-13))



**Figure 28.** Freight Routes, Freight Centers, Truck Volumes, and Manufacturing

## Roadway Safety

Safety is a critical component of transportation planning, directly impacting the daily lives of residents, workers, and visitors. This section summarizes crash trends and collision hot spots within the study area, highlighting where safety improvements are most urgently needed.

### High Risk Roadways

WFRC completed a Comprehensive Safety Action Plan (CSAP) in April 2024. The CSAP created a High-Risk Traffic Safety Network that identifies specific road segments or intersections that have a high likelihood of crashes, serious injuries, or fatalities. Identified segments and intersections are flagged for proactive safety improvements.

The High-Risk Safety Network shown in **Figure 29** identifies areas with the most significant transportation safety concerns as outlined in the CSAP. Within the study area, key corridors included Redwood Road and 600 North.

While improving west-east connections is the primary objective of this study, operational safety on north-south arterials such as Redwood Road is a prerequisite for achieving system-wide connectivity. Without safe and reliable access along these corridors, residents cannot effectively navigate across the divide.

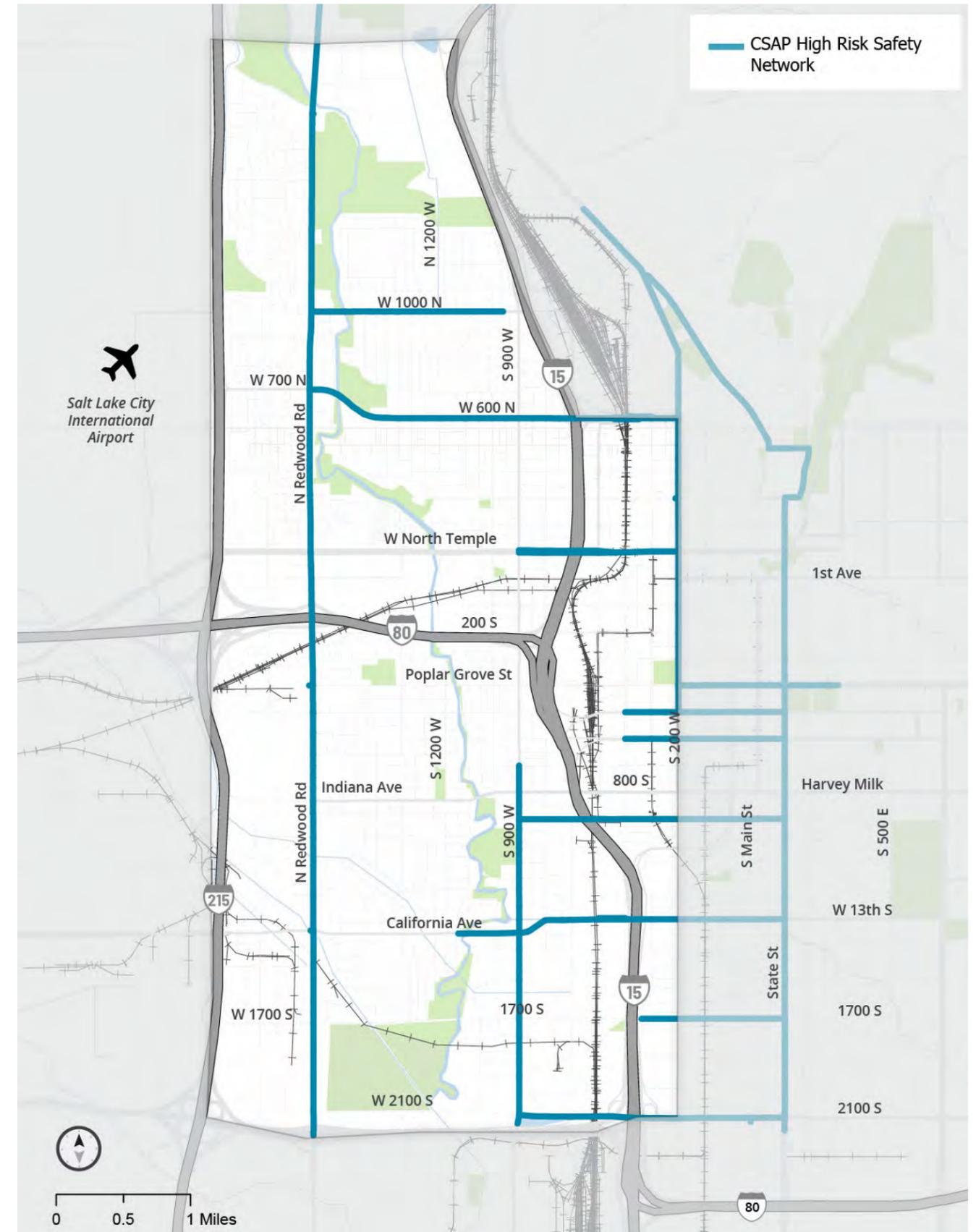


Figure 29. CSAP High Risk Safety Network

### Collision Hot Spots

The 2023 Connect SLC Citywide Transportation Plan<sup>14</sup> revealed that over 70% of serious crashes take place on just 10% of streets—many of them in Westside neighborhoods.

Analysis of more recent crash data shows that between 2020 and 2024 there were 3,801 vehicle crashes within the study area. More than half resulted in property damage only, with no reported injuries. These crashes typically occurred on roadways with higher functional classification—routes that carry larger volumes of traffic, typically at higher speeds. **Figure 30** displays crash density in the study area, highlighting the locations with the highest concentrations of incidents.<sup>15</sup>

**On the Westside, approximately 1 in every 5 crashes occur on Redwood Road**

Within the study area, approximately 1 in every 5 crashes and 1 in every 4 fatal and serious injury crashes occurred on Redwood Road, which is the principal arterial running north-south through the city. Another 13% of crashes occurred along 900 West, the other major north-south connection. Both roadways are undivided with multiple lanes connecting residential and commercial areas.

West-east minor arterials and collectors in the study area generally experience fewer crashes than north-south routes. Among the west-east corridors, California Avenue stands out with approximately 320 crashes over the 5-year period, making

it the highest crash corridor in that direction and accounting for about 10% of all crashes in the area. Still, this total is still roughly half the number of crashes recorded on Redwood Road, the corridor with the most incidents overall.

Most crashes in the city occur at intersections. Of the most severe crashes—those resulting in a fatality or serious injury—approximately 57% were at an intersection.

**The five intersections with the most crashes are:**

- ◆ North Temple & Redwood Road
- ◆ 500 South & 500 West
- ◆ I-80 Westbound Ramp & Redwood Road
- ◆ I-80 Eastbound Ramp & Redwood Road
- ◆ California Avenue & Redwood Road

All but one of the intersections with the highest number of crashes are located along Redwood Road. Intersection-related crashes often involve left-turns, rear-end collisions, and other angle crashes.

**Approximately 27% of all crashes involved a left-turning vehicle, most of which were making a left turn from a north-south roadway.**<sup>15</sup>

<sup>14</sup> 2023 Connect SLC Citywide Transportation Plan, <https://www.slc.gov/transportation/plans-studies/tmp/>

<sup>15</sup> UDOT Crash Database, Numerics

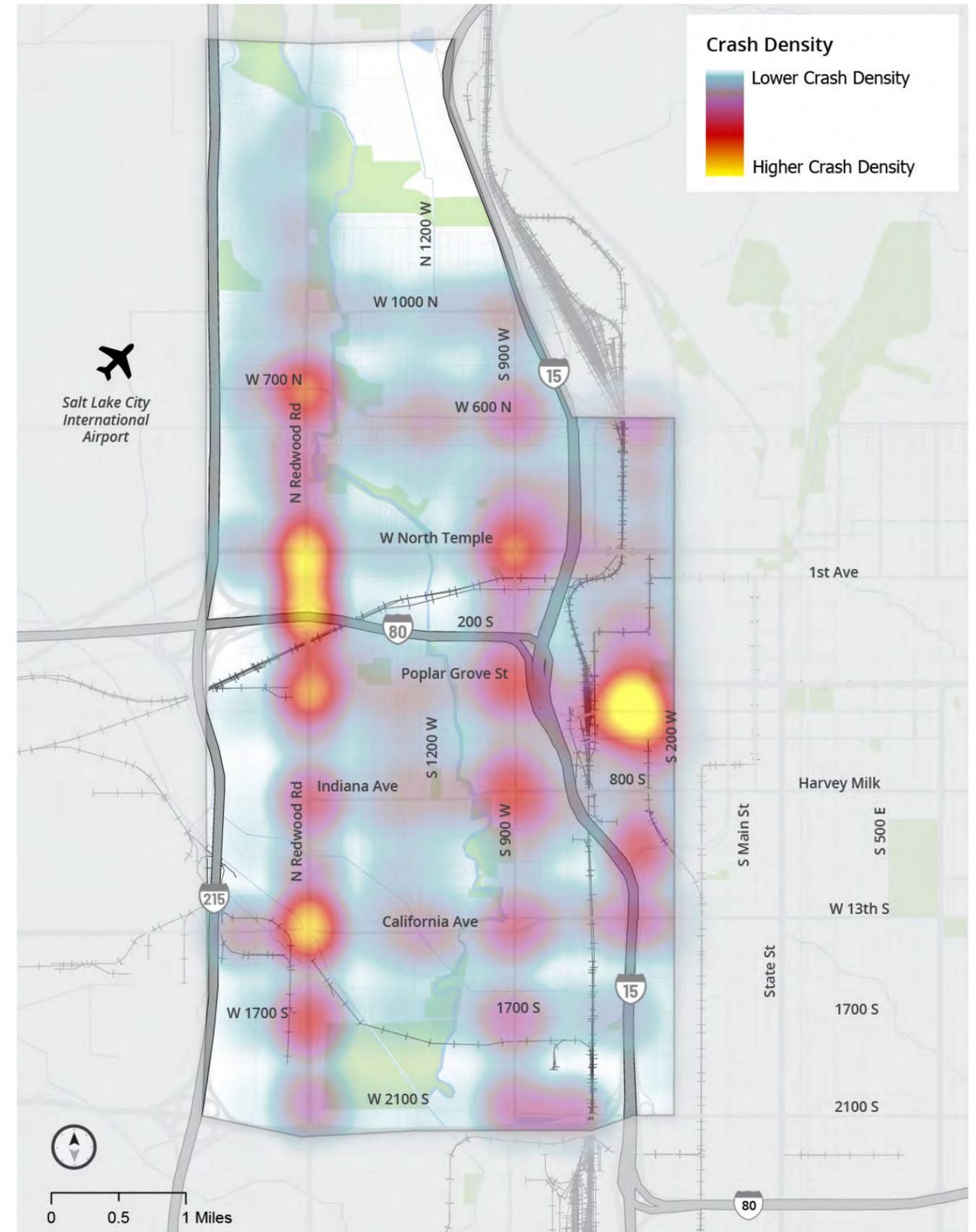
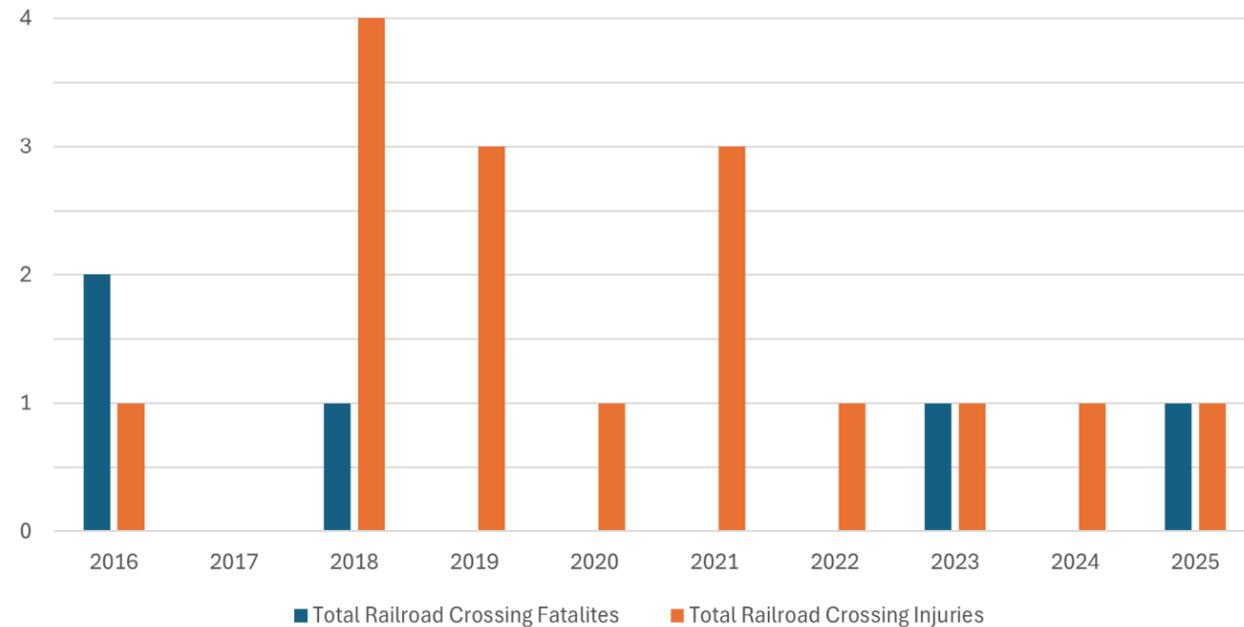


Figure 30. Study Area Crash Density (2020–2024)

## Railroad Crossing Safety

Community engagement highlighted concerns about discomfort and safety when crossing rail lines. Over the last 10 years, there have been several instances of fatalities and injuries at railroad crossings in the study area (**Figure 31**).<sup>16</sup>



**Figure 31.** Railroad Crossing Fatalities, 2016-2025

A review of available crash data and crash reports shows **five fatalities involving trains in the study area since 2016:**

- ◆ North Temple & 600 West, vehicle (2016)
- ◆ 900 South east of 700 West, vehicle (2016)
- ◆ 900 South east of 600 West, bicyclist (2018)
- ◆ 900 South & 640 West, bicyclist (2023)
- ◆ 700 West north of Layton Avenue, vehicle (2025)

A review of available crash data and crash reports shows **16 injuries involving trains in the study area since 2016:**

- ◆ 1700 South - 3 injuries (vehicle)
- ◆ 1300 South - 1 injury (pedestrian)
- ◆ 900 South - 4 injuries (3 vehicle, 1 pedestrian)
- ◆ 800 South - 1 injury (bicyclist)
- ◆ 200 South - 1 injury (vehicle)
- ◆ 700 West - 1 injury (vehicle)
- ◆ 600 West - 1 injury (pedestrian)
- ◆ 900 West - 5 injuries (vehicle)<sup>16</sup>

<sup>16</sup> UDOT [Highway-Rail Info Map](#); and Federal Railroad Administration (FRA) Accident Reports, [Office of Safety Analysis](#)

## Existing Plans and Ongoing Initiatives

Salt Lake City and Salt Lake County have undertaken several initiatives to enhance access to essential services and destinations by strengthening travel options, improving safety, and reducing disruptions. These include:

- ◆ **Westside Transportation Projects:** The Salt Lake City Transportation Division works with Westside communities to design and implement transportation projects such as neighborhood byways, pedestrian safety improvements, crosswalk improvements, corridor improvements, and more. Some of their recent projects include:
  - 400 South Viaduct Trail (in progress)
  - 300 North Reconstruction
  - 600 North/700 North Reconstruction (in progress)
  - 1700 South Corridor
- ◆ **Salt Lake City Capital Improvement Program (CIP):** Each fiscal year, money is set aside for the CIP, a multi-year planning program of capital expenditures needed to replace or expand the City’s public infrastructure. Capital improvements involve the design, construction, purchase, or rehabilitation of the City’s infrastructure including buildings, parks, streets, sidewalks, bridges, transportation features, traffic signals, and other physical structures. Funded projects in the Fiscal Year 2026 CIP within the study area include:
  - 700 North Repaving and Enhancements
  - Rose Park Lane Beautification, Trail, and Safety Improvements
  - Glendale Traffic Calming
- ◆ **Active Transportation Implementation Plan (ATIP):** A regional bike route network plan that, once completed, will include a total network of 679 miles. Salt Lake County has committed \$800,000 annually for active transportation projects, including routes on the Westside. Key corridor updates planned for the study area include:
  - North Temple (multi-use path)
  - 600 North (buffered bike lane)
  - 400 South (buffered bike lane)
  - 300 North (buffered bike lane)
  - 1700 South (buffered bike lane)
  - 900 West (buffered bike lane)

A full review of related transportation research studies and planning efforts is detailed in the Appendix A: Literature Review.

# Travel Choices: Issues, Gaps, and Opportunities Summary

## Blockage Delay Time at At-Grade Railroad Crossings

- 1 Seven crossings see blockage times over 2 hours of more: **1000 West, 200 South, 800 South, 900 South, 1700 South, 300 North, and 600 West**
- 2 Three crossings experience 40 or more vehicles rerouting due to blockage per day: **300 North, 600 West, 1700 South**
- 3 **600 West** experienced the longest single instance of blockage, with one outlier wait time of over 13 hours
- 4 Three crossings experience a daily average of 90 blockages or more: **200 South, 300 North, 600 West**

## Projected Traffic Volume Growth on West-East Corridors (2023-2050)

- 1 **North Temple** is projected to see the highest increase in daily traffic volume at 89%
- 2 Segments of **Indiana Avenue** are also projected to see high traffic volume increases- up to 75%
- 3 **1700 South** experiences the most reroutes due to freight blockages, and will see traffic volumes increase by over 40%

## Top 5 High Crash Locations

- 1 North Temple & Redwood Road
- 2 500 South & 500 West
- 3 I-80 Westbound Ramp & Redwood Road
- 4 I-80 Eastbound Ramp & Redwood Road
- 5 California Avenue & Redwood Road

## Gaps in Access to Frequent Transit

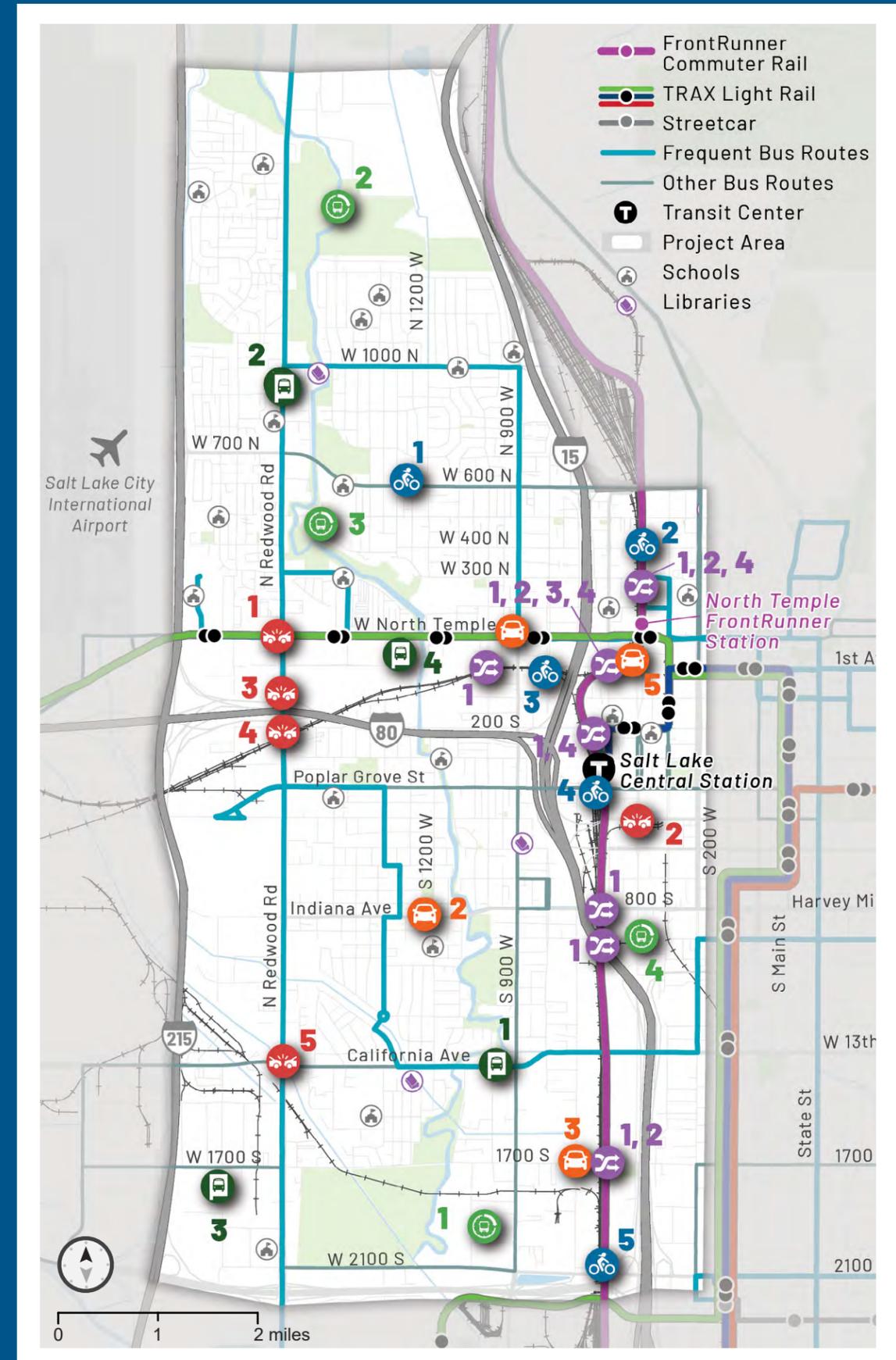
- 1 No frequent transit access in the section of the study area **south of W 1700 South and east of the Jordan River**
- 2 No transit access north of **1300 North**
- 3 Gaps in frequent service coverage in **northwestern Fairpark**
- 4 Gaps in frequent transit coverage around at-grade crossing on **800 South**

## Transit Stop Amenities Gaps

- 1 Several stops on **California Avenue** lack ADA-compliant landing pads
- 2 Several stops on **Redwood Road** lack ADA-compliant landing pads, benches, and shelters
- 3 Most stops on **1700 South** have no amenities (lighting, benches, shelters, or ADA landing pads)
- 4 Some stops on **North Temple** have no amenities (lighting, benches, shelters, or landing pads)

## Bike and Pedestrian Infrastructure Gaps at Crossings

- 1 **600 North** is missing a bicycle facility and a north-side sidewalk at both the rail and interstate crossing
- 2 **400 North** is missing a bicycle facility at the rail crossing
- 3 **800 West** is missing a bicycle facility at the rail crossing
- 4 **400 South** is missing a bicycle facility and south-side sidewalk at both the rail and interstate crossings
- 5 **2100 South** is missing a bicycle facility and sidewalks at both the interstate and rail crossings



# 3

## Health and Wellness

### 3. Health and Wellness

Transportation infrastructure and services affect health, air quality, access to health services, and personal security. Westside communities in Salt Lake City are disproportionately affected by air pollution. Combined with limited access to healthcare, these conditions reduce quality of life and worsen existing health disparities. This section examines the health and wellness challenges linked to transportation infrastructure.

#### Health Indicators and Impacts on Wellness

The [Utah Healthy Places Index \(HPI\)](#)<sup>17</sup> evaluates how neighborhood conditions influence community health, ranking census tracts relative to one another. The HPI Score incorporates 22 health indicators, such as housing, transportation, healthcare access, and clean environment. Census tracts with a lower HPI represent the least healthy conditions in the state. **Most of the study area falls within this lowest quartile**, shown below in **Figure 32**.<sup>15</sup> This indicates that Westside residents overall face greater challenges to health and well-being compared to many other Salt Lake City neighborhoods.

Several indicators for the study area rank in the lowest percentile, particularly those related to transportation and clean environment. The HPI considers traffic volume, noting that congestion can discourage walking and biking, increase noise, and elevate exposure to vehicle emissions. Clean environment indicators measure pollutants from vehicles—such as tailpipe emissions, tires, and brakes—as well as nearby industrial sources like power plants and construction sites.

The study area’s low rankings for both indicators highlight the impacts of living near major transportation corridors and close to industrial facilities. These conditions contribute to poor air quality, which in turn increases the risk of serious health issues such as cardiovascular disease, chronic lung conditions, asthma, impaired pulmonary function, adverse birth outcomes, and premature death.

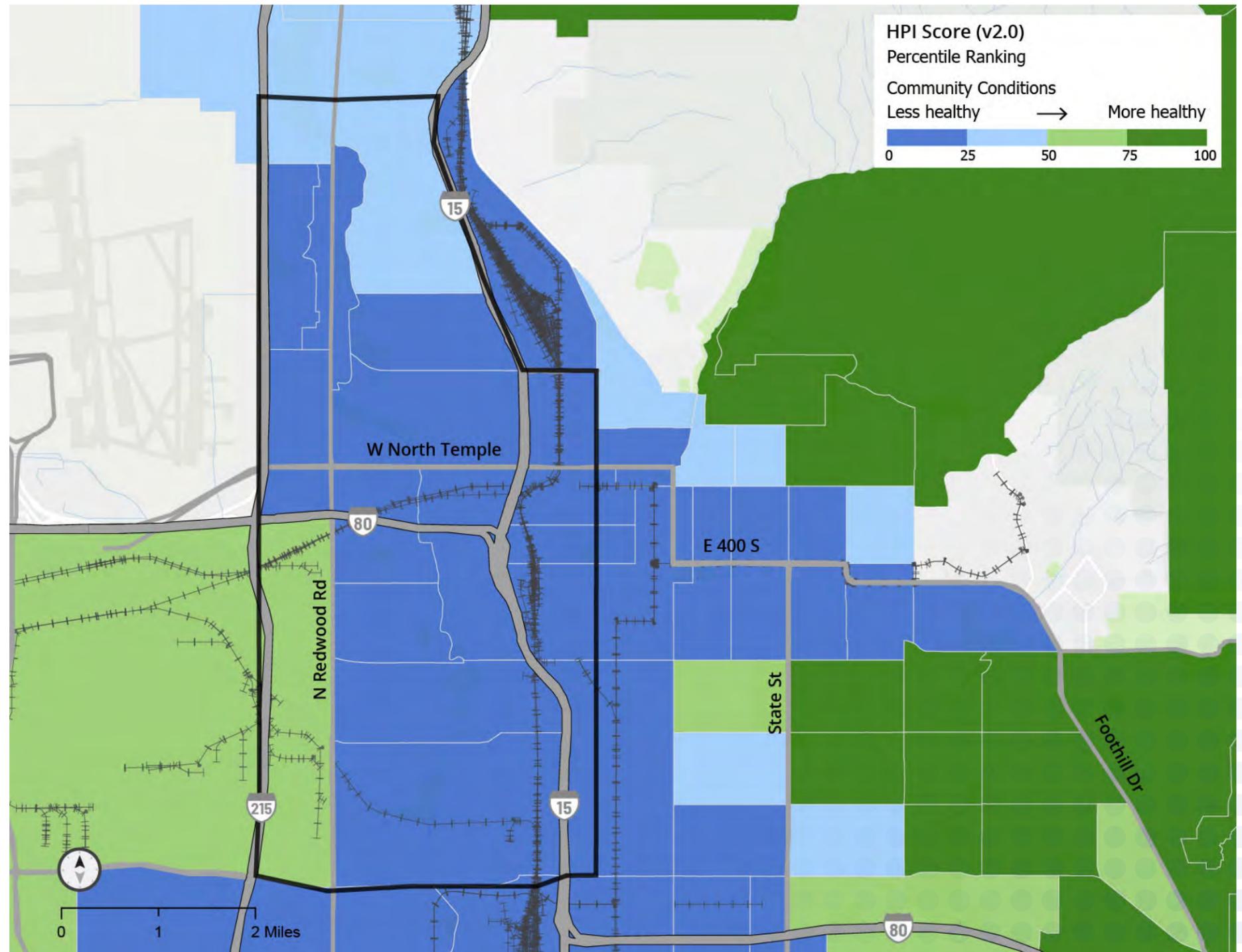


Figure 32. Utah HPI Map, Salt Lake City Area

<sup>17</sup> Damicis A, Mai T, Bodenreider C, et al. Utah Healthy Places Index 2.0. Public Health Alliance of Southern California and Utah Department of Health & Human Services; 2024. Technical report. Accessed [October 10, 2025]. <https://files.healthyplacesindex.org/UT-HPI-2-Technical-Report.zip>

## Environmental Pollution

### Traffic Proximity Index

The Environmental Protection Agency (EPA) Traffic Proximity and Volume Environmental Justice Index measures potential exposure to traffic-related health risks. The Traffic Proximity Index is calculated by taking the AADT for all roads within a 500 meter radius and dividing it by the average distance from the center points of the census tract. **Figure 33** shows traffic proximity for census blocks located partially or entirely within Salt Lake City.<sup>18</sup>

The Westside includes several residential neighborhoods such as Rose Park, Fairpark, Glendale, Westpointe, and Poplar Grove. While the centers of these neighborhoods are farther from major state and interstate highways and tend to have lower traffic proximity scores, the area as a whole is surrounded by intersecting highways and busy corridors. This means that most Westside residents live relatively close to high-traffic roadways, which may increase their exposure to traffic-related air pollution.

In fact, **13 of the 16 Salt Lake City census tracts in the 96th percentile or above for traffic proximity are located on the Westside.**<sup>18</sup> By comparison, Eastside communities are more sheltered from interstate and state routes; therefore, fewer residents are exposed to traffic-related pollutants. These conditions widen health gaps across the region. Families in impacted areas carry a disproportionate burden of preventable illness and injury while lacking the same opportunities for safe, active, and healthy lifestyles as residents in less traffic-burdened neighborhoods. Addressing these inequities through reconnection strategies is essential to improving both safety and long-term public health in Salt Lake City.

**13 of the 16 Salt Lake City census tracts in the 96th percentile or above for traffic proximity are located on the Westside.**

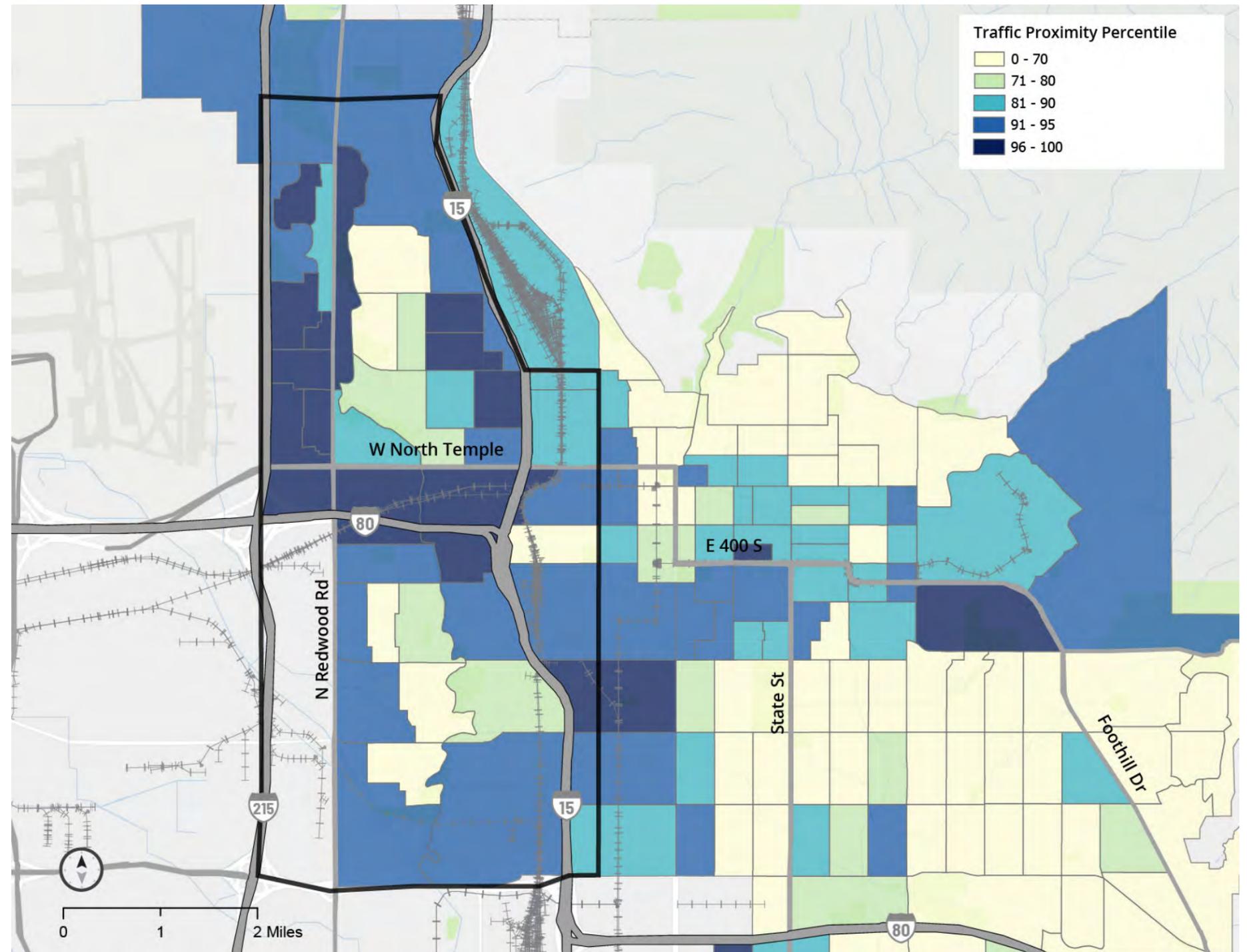


Figure 33. Salt Lake City Traffic Proximity

<sup>18</sup> Enhanced Health Indicators, [Utah DEQ Environmental Interactive Map](#)

**Air Quality**

Studies draw a strong relationship between poor air quality and adverse health effects. Evidence points to increased morbidity and mortality from both short-term and long-term exposure to poor air quality.<sup>19</sup> Of particular concern are “air pollutants emitted by traffic, which include black carbon (BC), volatile organic compounds (VOCs), particulate matter (PM), and so on, among which ultrafine particle (UFP) may be the most dangerous”.<sup>20</sup>

Salt Lake City’s location in a narrow mountain valley between the Wasatch and Oquirrh mountains presents unique air quality challenges due to its topography.<sup>21</sup> Wintertime inversion events trap pollutants, leading to elevated pollution levels, largely due to vehicular emissions.<sup>22</sup>

**Particulate Matter 2.5 and Ozone**

A key indicator of air quality is annual exposure to fine particulate matter (PM2.5), tiny inhalable particles linked to serious health risks. Although Salt Lake County reached attainment in 2019, it does not meet the stricter annual PM2.5 standard based on 2020–2022 air monitoring data.<sup>23</sup> Ground level ozone is formed by chemical reactions between nitrogen oxides (NOx) and VOCs. Sources of these pollutants include vehicles, power plants, and refineries. Even low levels of exposure to ozone can cause difficulty breathing, inflamed and damaged airways, lung disease, and asthma attacks.<sup>24</sup>

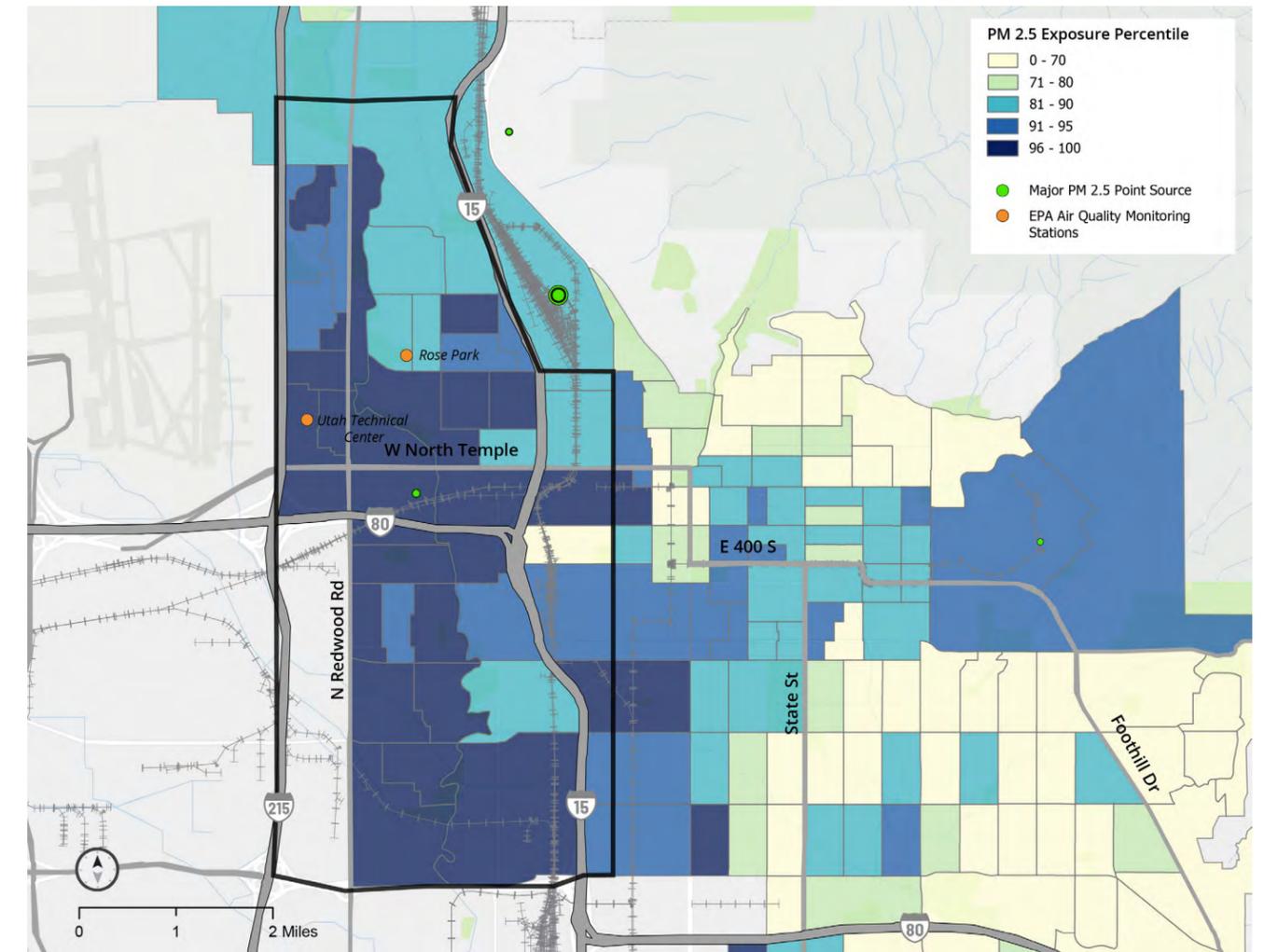
There are two EPA air quality monitoring sites on the Westside: the Rose Park Station and the Utah Tech Center Station, shown in **Figure 34**. The Rose Park Station is located in a single-family residential neighborhood next to a city park. The Utah Tech Center station is located in a mixed-use district, one block from I-215. Despite the differences in land use, PM2.5 and ozone concentrations were similar at both sites when averaged over 3 years. **Table 3** summarizes the pollutant concentrations at these sites and their attainment status.

**Table 3.** Air Quality, EPA Westside Monitoring Stations

STATION	POLLUTANT	AVERAGE THREE-YEAR VALUE (2022-2024)	NAAQS ATTAINMENT STANDARD	STATUS
ROSE PARK	PM2.5	30.1 micrograms per cubic meter (ug/m <sup>3</sup> ) (98th percentile)	35 ug/m <sup>3</sup>	In attainment
	Ozone	0.074 Parts Per Million (ppm) (Fourth highest maximum)	0.070 ppm	Out of attainment
UTAH TECH CENTER	PM2.5	29.7 ug/m <sup>3</sup> (98th percentile)	35 ug/m <sup>3</sup>	In attainment
	Ozone	0.071 ppm (Fourth highest Maximum)	0.070	Out of attainment

The similarity in PM2.5 and ozone concentrations between the Rose Park and Utah Tech Center stations suggests air quality impacts are relatively consistent across different land uses on the Westside. This indicates that residents throughout the Westside, whether in residential neighborhoods or mixed-use areas closer to major highways, experience comparable exposure to these pollutants.

**Salt Lake City has 26 census tracts in the 96th percentile or higher for PM2.5 exposure. Of those, 24 are located on the Westside—meaning 92% of the city’s areas with the poorest air quality are concentrated there.** All of the Westside census tracts are in the 81st percentile or higher for PM2.5 exposure nationally, as seen in **Figure 34**.<sup>16</sup> This highlights the significant pollution burden on these communities.



**Figure 34.** Salt Lake City PM2.5 Exposure

<sup>19</sup> *Effects of air pollution on health: A mapping review of systematic reviews and meta-analyses.* 2021

<sup>20</sup> Lan, X., et al., 2024. *High exposure of ultrafine particles at Guangzhou bus stops and the impact of urban layout.* ELSEVIER, Urban Climate 53. <https://doi.org/10.1016/j.uclim.2023.101777>

<sup>21</sup> Mitchell, L., 2022. *The history of air quality in Utah: a narrative review.*

<sup>22</sup> Mendenhall, K. J., 2018. *Assessing Variation in Air Quality Perception: A Case Study in Utah*

<sup>23</sup> EPA, 2024. *EPA finalizes stronger standards for harmful soot pollution, significantly increasing health and clean air protections for families, workers, and communities.*

<sup>24</sup> US EPA, *Ground-level Ozone Basics | US EPA*

**Asthma Rates**

Studies demonstrate that proximity to arterials and interstates worsens respiratory and cardiovascular health outcomes and contributes to higher rates of asthma and other chronic conditions, particularly among children and older adults.<sup>25</sup>

Healthy Salt Lake’s Community Health Dashboard<sup>26</sup> data shows that the zip codes encompassing the Westside have some of the highest asthma burdens in Utah.

**Diesel Exhaust Emissions**

Diesel exhaust emissions from freight rail and trucking comprise significantly high amounts of particulate matter and its precursor pollutants, which can cause respiratory and cardiovascular problems and premature deaths. Combustion of diesel fuel also results in emissions of greenhouse gases (GHG), NOx, air toxins, and carbon monoxide.<sup>27</sup> **Figure 35** shows that the Westside communities of Fairpark, Glendale, and Poplar Grove have the highest concentrations of diesel PM, likely due to their proximity to major freeways and Salt Lake City’s central rail corridor. Of the Salt Lake City census tracts in the 96th percentile or above for Diesel PM exposure, 27 out of 33, or 81%, are located on the Westside.<sup>28</sup>

**Of the Salt Lake City census tracts in the 96th percentile or above for Diesel PM exposure, 27 out of 33, or 81%, are located on the Westside.**

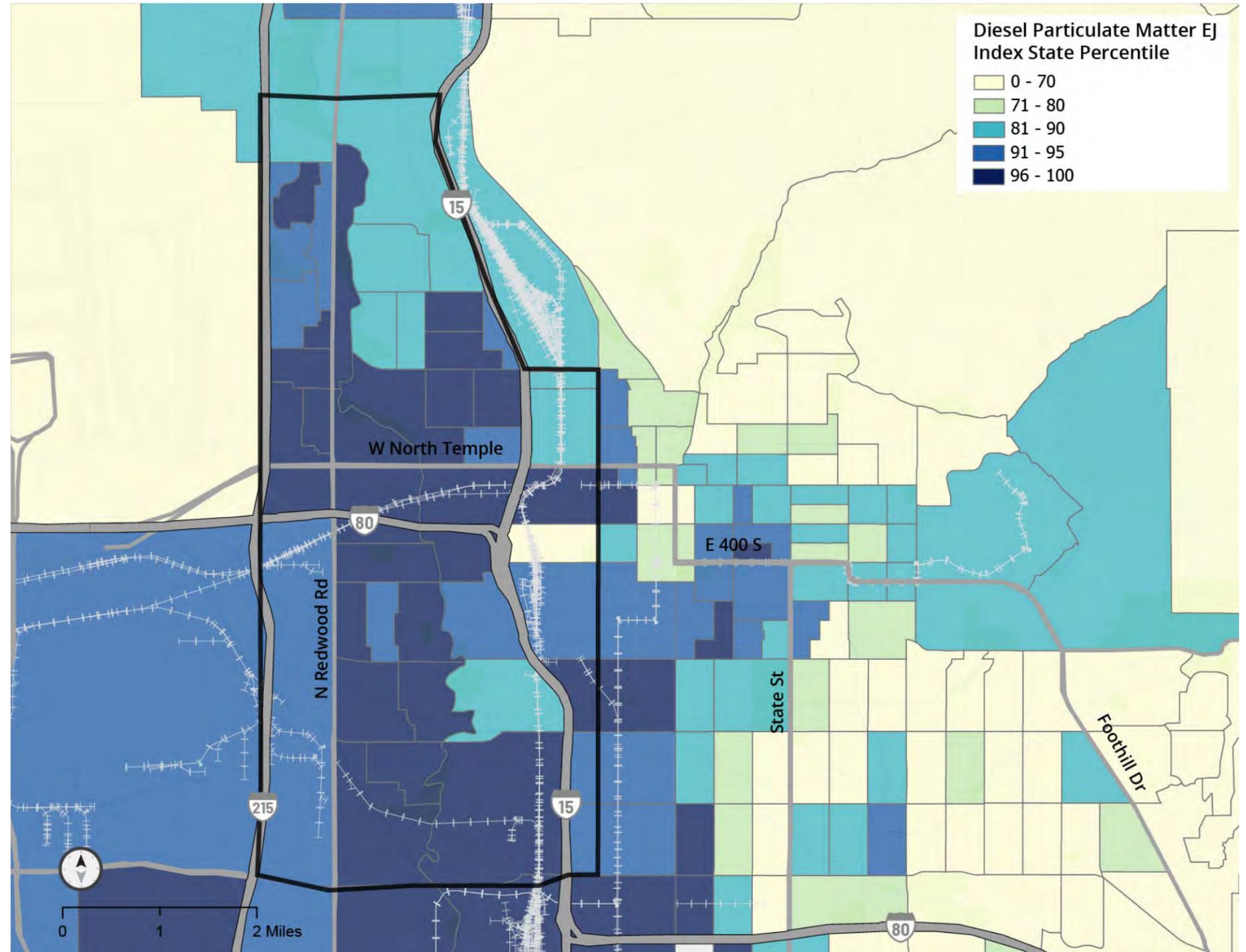


Figure 35. Diesel PM Index, Salt Lake City Area

<sup>25</sup> Environmental Research, Volume 174, July 2019. *Prenatal and early life exposures to ambient air pollution and development*

<sup>26</sup> Healthy Salt Lake, Community Health Dashboards, Accessed December 2025. <https://www.healthysaltlake.org/indicators>

<sup>27</sup> Pan et al., 2019: *The air quality and health impacts of projected long-haul truck and rail freight transportation in the United States in 2050* - ScienceDirect

<sup>28</sup> Westside Neighborhood Air Quality Assessment *Westside Neighborhoods – Environmental Justice and Air Quality Assessment*

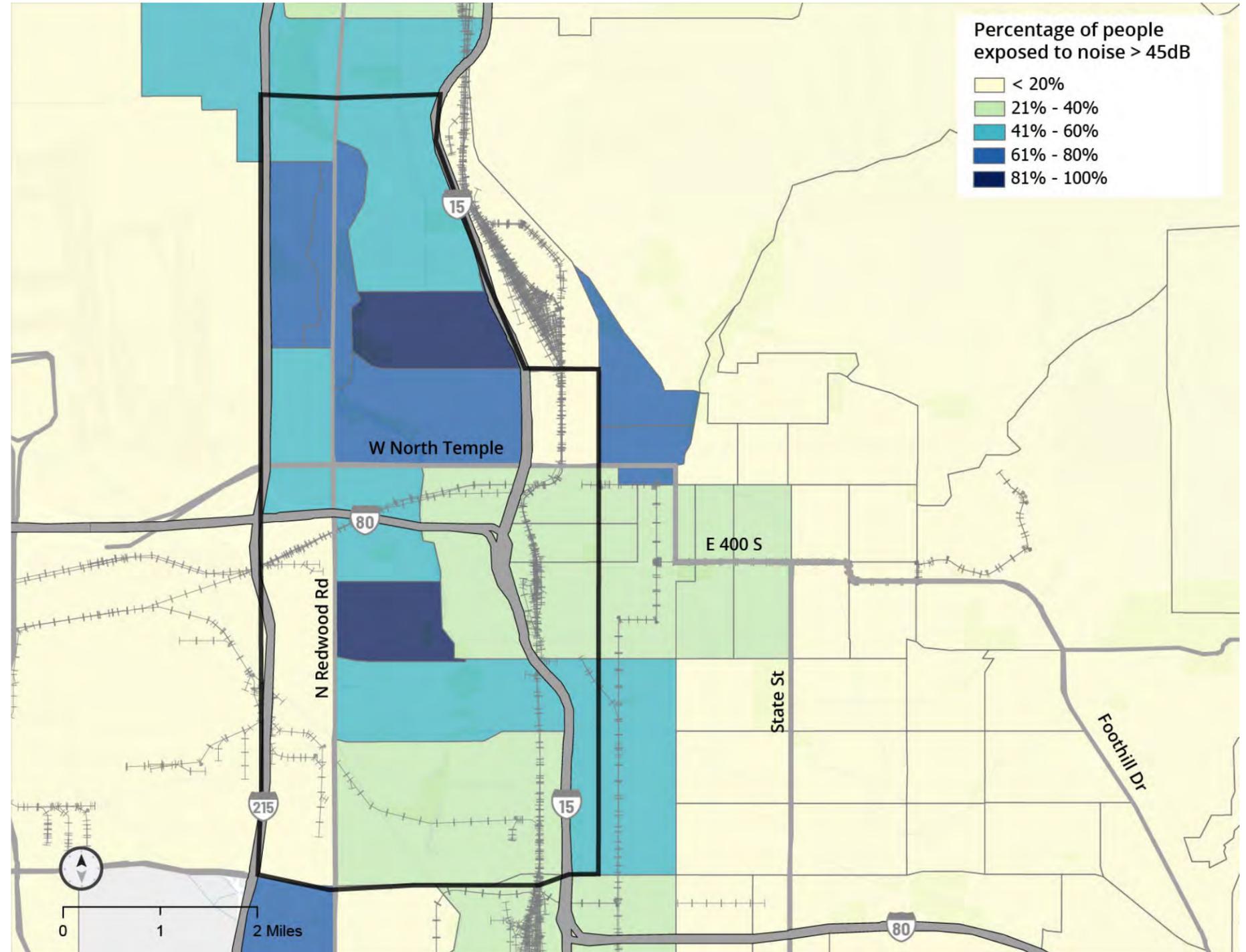
**Noise Pollution**

Noise pollution also disproportionately affects Westside communities. Long-term exposure to environmental noise has been linked to increased risks of heart disease, hypertension, sleep disturbances, stress, and impaired cognitive development in children. Noise levels above 55 decibels (dB) can trigger adverse health effects, particularly in areas with consistent nighttime noise. The World Health Organization recommends reducing noise levels produced by road traffic below 53 dB during the day and 45 dB at night.<sup>29</sup>

The [National Transportation Noise Exposure Map](#), developed by the Bureau of Transportation Statistics (BTS), models transportation-related noise levels from road, rail, and aviation sources across the United States. It provides a national overview of potential exposure and supports planning and policy decisions related to transportation noise. Transportation noise disproportionately affects certain communities and supports health impact assessments.

**Figure 36** shows that Westside residents experience higher noise levels compared to Eastside residents. In fact, **6 of the 8 Salt Lake City census tracts with 61% or more people exposed to noise 45dB or greater are located on the Westside.**

**6 of the 8 Salt Lake City census tracts with 61% or more people exposed to noise 45dB or greater are located on the Westside.**



**Figure 36.** Salt Lake City Noise Pollution Exposure Map

Source: [National Transportation Noise Exposure Map](#)

<sup>29</sup> US EPA, [World Health Organization: Ground-level Ozone Basics](#) | US EPA

## Access to Healthcare

Access to healthcare is a cornerstone of community well-being, yet many Salt Lake City Westside residents face barriers to accessing timely and equitable care as shown in **Figure 37**. Limited availability of hospital beds, specialty services, and affordable clinics west of I-15 forces residents to travel longer distances for essential treatments.

### Westside Healthcare Facilities

Despite the Westside community having higher rates of adverse health conditions, there are limited healthcare facilities on the Westside. Several other healthcare related findings include:

- ♦ Access to inpatient hospital care is limited on the Westside. Approximately 10% of Salt Lake County’s inpatient hospital beds are located west of I-15.<sup>30</sup> Salt Lake County extends beyond the boundaries of our study area, so even the 10% of available beds may not be accessible to residents of Westside neighborhoods.
- ♦ The closure of the Health Clinic of Utah in April 2023—located adjacent to the Utah Refugee Center in the Rose Park Neighborhood—has increased barriers to affordable healthcare for Westside residents. The clinic primarily served low-income and refugee populations, and its absence has left a critical gap in accessible services for communities already facing systemic health disparities.<sup>31</sup>
- ♦ The West High School Clinic provides pediatric, dental, and mental health services for Salt Lake City School District students. These services are helpful, but are only available during school hours and limited to high school students.<sup>32</sup>

### Healthcare Facilities Planned and Future Improvements

Although located outside the study area, a new University of Utah hospital campus in West Valley City is currently under construction, with phased openings anticipated in 2028–2029. It will include an emergency department, specialty clinics, and inpatient beds. This additional facility will positively impact access to healthcare for the Westside neighborhoods by providing services and facilities that are closer to many Westside neighborhoods than those in eastern Salt Lake City. Services that will be included in the new campus include women’s health, pediatrics, urgent care, internal medicine, specialties, and support services.<sup>33</sup> This facility is expected to reduce travel burdens and improve emergency response time, leading to better health outcomes for Westside residents.

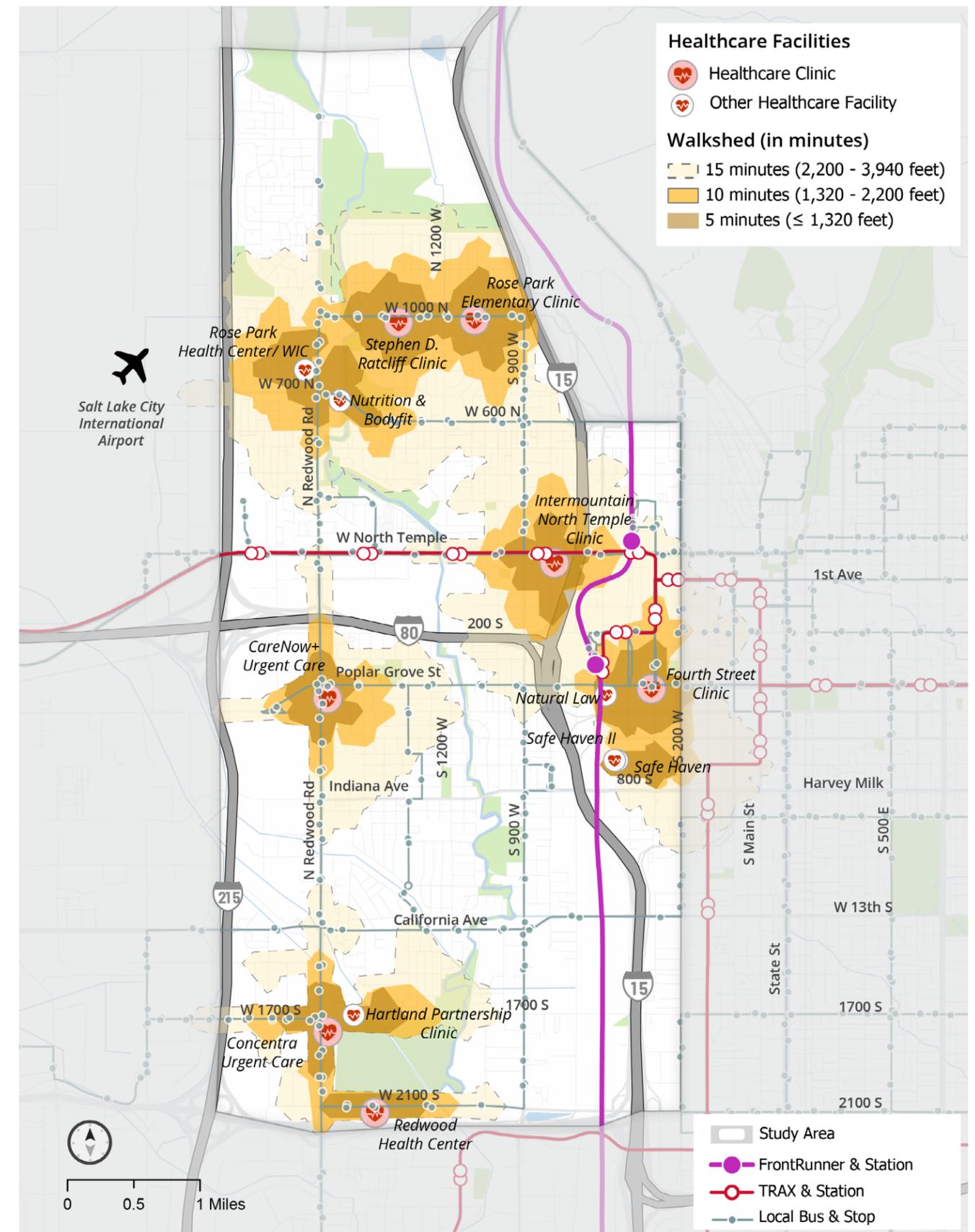


Figure 37. Access to Healthcare Facilities

<sup>30</sup> [Making a Lasting Impact in West Valley | University of Utah Health | University of Utah Health](#)

<sup>31</sup> [Salt Lake City clinic serving low-income and refugee communities to close, Axios](#)

<sup>32</sup> [Salt Lake City students can now see doctors, psychologists at West High, Utah’s first high school-based clinic, The Salt Lake Tribune](#)

<sup>33</sup> [U. launches construction of its first off-campus hospital, with help from the ‘most impactful’ Eccles gift ever, The Salt Lake Tribune](#)

### Emergency Vehicle Access

Access to timely emergency medical services (EMS) is a vital component of medical care. Physical barriers created by at-grade railroad crossings can hinder rapid access to life-saving services. A study conducted by TRAINFO found that 13.2% of emergency vehicles traversing an at-grade rail crossing during their study period experienced delays due to train blockages. These findings underscore the systemic risk that at-grade crossings pose to emergency response systems.<sup>34</sup>

Based on interviews held during this study with stakeholders, emergency responders shared that they typically avoid at-grade railroad crossings due to the risk of delays from passing or stopped trains. Operation Lifesaver and the Federal Railroad Administration (FRA) also advise emergency personnel to pre-plan routes that bypass at-grade crossings whenever possible, especially in areas with frequent train traffic.<sup>35</sup>

Even with the presence of major transportation corridors, data provided by the Salt Lake City Fire Department (SLCFD) does not show significant differences in response times between the east and west sides of the city, as seen in **Figure 38**. This is because the department has long accounted for rail and freeway infrastructure when positioning stations and response vehicles, ensuring resources are available on both sides of I-15 and adding additional units as call volumes warrant. While the freeway does not pose a major barrier—thanks to overpasses and underpasses—the rail lines have required operational adjustments. Slow-moving freight trains can delay responses by 5 to 10 minutes, so SLCFD deploys extra units from both sides of the tracks for addresses near crossings to mitigate these delays. Overall, increased call volumes have impacted both sides of the city equally, with the downtown area experiencing the greatest growth.

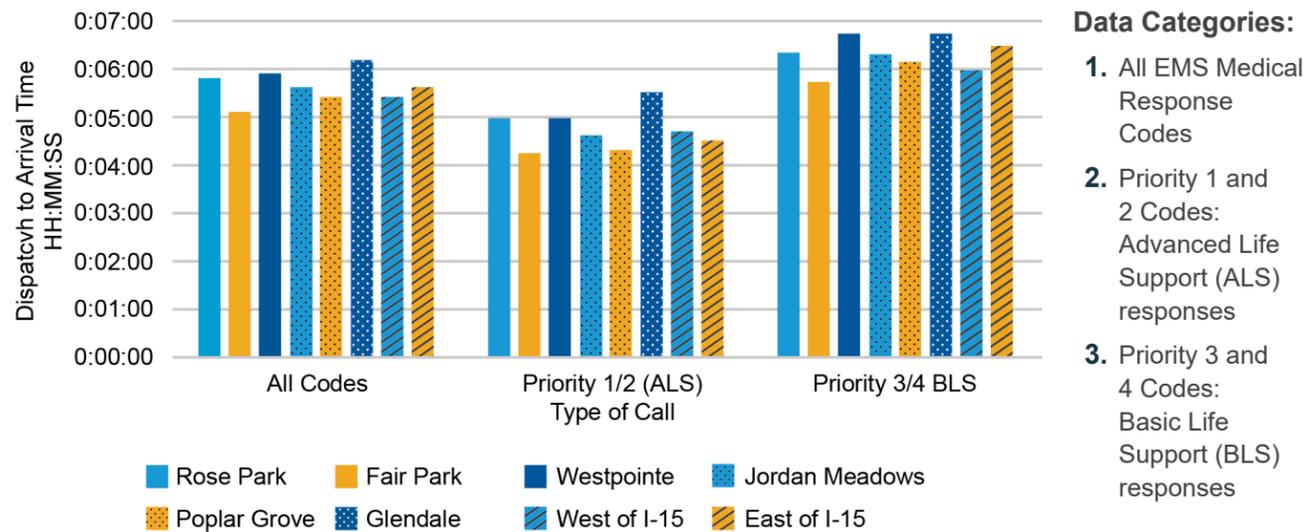


Figure 38. Average EMS Response Times

<sup>34</sup> Carson K. Leung. 2026. Database and Expert Systems Applications. Database and Expert Systems Applications, [www.tandfonline.com/doi/full/10.1080/03081060.2025.2480692#abstract](https://doi.org/10.1080/03081060.2025.2480692#abstract)

<sup>35</sup> Operation Lifesaver, Key Tips for Emergency Responders, [chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://oli.org/sites/default/files/2020-04/Key-Safety-Tips-for-Emergency-Responders.pdf](https://chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://oli.org/sites/default/files/2020-04/Key-Safety-Tips-for-Emergency-Responders.pdf)

<sup>36</sup> Maryam Ghaffari Dolama, Bryan Wodi, Neil Ternowetsky, Jonathan D. Regehr & Carson Leung (25 Mar 2025): [Quantifying emergency response system risk caused by grade crossing blockages, Transportation Planning and Technology](https://doi.org/10.1080/03081060.2025.2480692#abstract)

### Access to Health Insurance

Access to health care is a fundamental component of individual and community well-being. Research shows that having health insurance significantly improves health outcomes by enabling timely access to preventive services, chronic disease management, and urgent care. A randomized study published by the NIHCM Foundation found the mortality rate among previously uninsured 45 to 64-year-olds was lower for those who enrolled in health insurance. This resulted in about one fewer death per 1,587 individuals.<sup>37</sup>

**Figure 39** illustrates the percentage of adults aged 19 to 64 who are currently insured across the Westside study area.<sup>37</sup> When data from all tracts in the Westside are combined, only **74%** of adults in this age group have health insurance. This rate is notably low, placing the Westside in the bottom **6.2%** of all Utah tracts in terms of coverage. In other words, **over one in four adults in the Westside area lack insurance**, which can lead to delayed care, higher medical costs, and poorer health outcomes.<sup>37</sup>

This disparity highlights the urgent need for expanded access to affordable insurance. Improving coverage rates could have a transformative impact on public health, economic stability, and quality of life for residents.

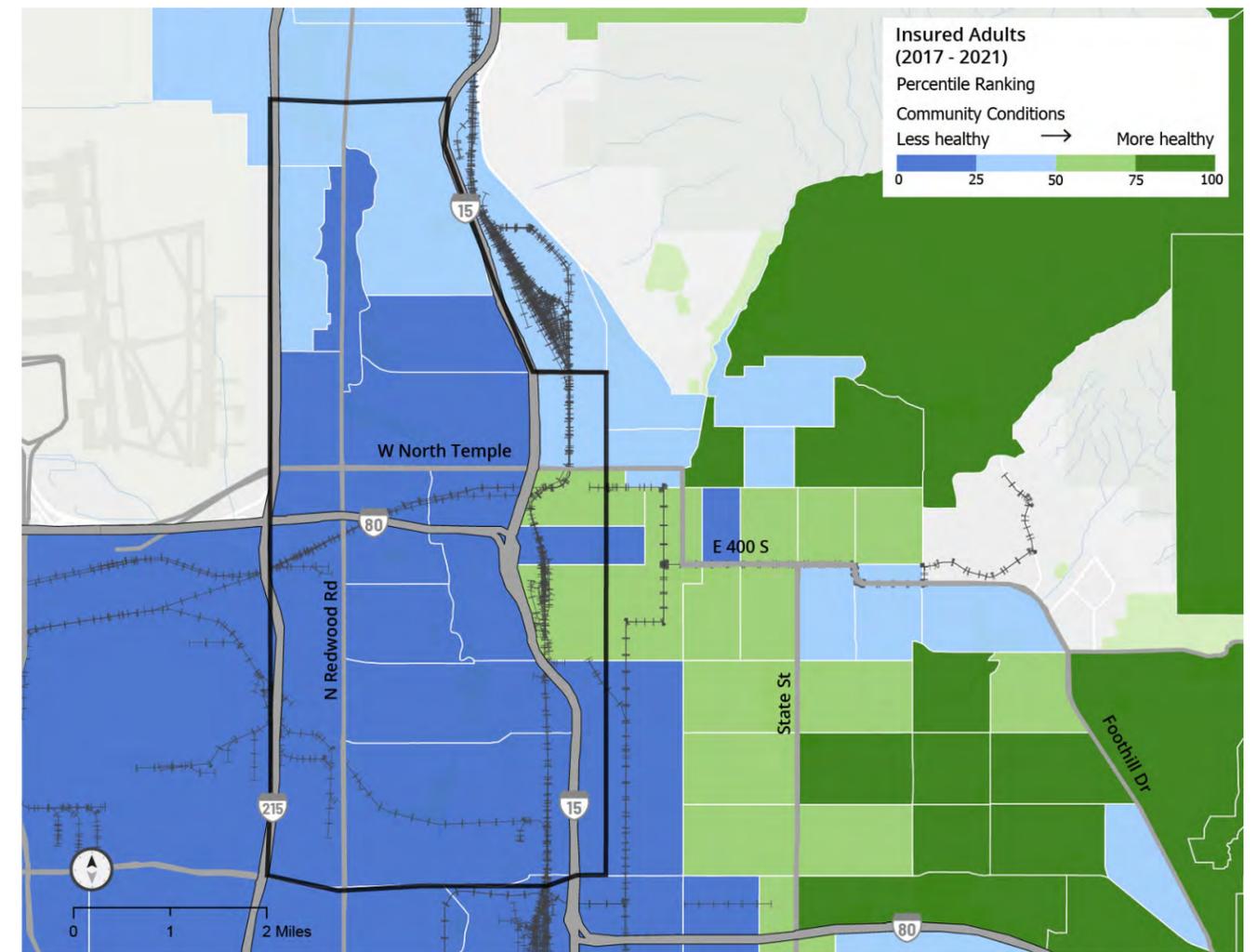


Figure 39. Insured Adults, 2017-2021

<sup>37</sup> Damiris A, Mai T, Bodenreider C, et al. Utah Healthy Places Index 2.0. Public Health Alliance of Southern California and Utah Department of Health & Human Services; 2024. Technical report. Accessed [October 10, 2025]. <https://files.healthypacesindex.org/UT-HPI-2-Technical-Report.zip>

## Personal Security

Personal security refers to the feeling of safety an individual experiences within their environment. For people using transit, walking, biking, rolling, or spending time in public spaces, this sense of security plays a crucial role in shaping their overall experience.<sup>38</sup>

### Public Transit

UTA initiatives, such as the Transit Ambassadors program and the *Customer Experience (CX) Action Plan*<sup>39</sup>, reflect a commitment to improving rider safety and satisfaction. In the CX Action Plan, 61% of UTA customers who responded to a survey ranked safety within their top three priorities while using transit. Some safety priorities cited for these customers include:

- 1 Not having any dangerous or uncomfortable encounters with people
- 2 Having safe and conscientious vehicle operators who obey traffic laws
- 3 Being able to safely board, ride, and disembark vehicles (e.g. paved pathway to a bus, operator securing wheelchairs, handrail access)
- 4 Knowing what safety options are available if needed (e.g. emergency call boxes, text/call hotlines)<sup>39</sup>

### Active Transportation

A feeling of safety—or lack of it—also influences how and whether people use active transportation facilities. Community feedback and research highlight the importance of addressing perceived safety concerns, especially among marginalized groups.

Survey data indicates that Westside residents are significantly more likely to report feeling only “somewhat safe” walking in their neighborhoods during the day, whereas the majority of east-bench residents report feeling “very safe.”<sup>40</sup> According to the *Salt Lake City Parks and Public Lands Needs Assessment*, the Jordan River Trail is perceived as the least safe recreational location in the city among residents. Its safety rating is nearly half that of the Bonneville Shoreline Trail on the Eastside.<sup>41</sup> Additionally, surveys and focus groups conducted as part of a study on the Jordan River Trail and North Temple corridor revealed widespread negative perceptions of safety. According to the report, 32% of respondents identified “feeling unsafe” as the most significant impediment to using the Jordan River Trail. Respondents were also asked what would encourage them to walk, bike, roll, or take transit on North Temple. While 24% cited safety improvements as a motivating factor, 41% described North Temple as ‘unpleasant,’ highlighting a need for enhancements.<sup>42</sup>

The Salt Lake City Public Safety Action Plan identified the North Temple/Jordan River Trail and Ballpark areas as priority areas for focused intervention. This designation is based on crime data indicating higher levels of illegal drug use, possession, and distribution in these locations compared to other parts of the city.<sup>43</sup>

<sup>38</sup> Survey feedback from Salt Lake Tribune readers, 2022, <https://www.sltrib.com/news/2022/04/09/heres-why-some-utahns-say/>  
<sup>39</sup> UTA CX Action Plan, 2025, [https://www.rideuta.com/-/media/Files/About-UTA/Reports/2025/2025\\_Customer\\_Experience\\_Action\\_Plan\\_Web.pdf](https://www.rideuta.com/-/media/Files/About-UTA/Reports/2025/2025_Customer_Experience_Action_Plan_Web.pdf)  
<sup>40</sup> *Feel safe in Salt Lake City? That depends on where you live*  
<sup>41</sup> *Salt Lake City Parks and Public Lands Needs Assessment*, 2019, <https://www.slcdocs.com/parks/SLCPLNeedsAssessment.pdf>  
<sup>42</sup> García, I., & Khan, S. S. A. (n.d.). *Active transportation and perceptions of safety*. Retrieved from [https://ppms.trec.pdx.edu/media/project\\_files/Active\\_Transportation\\_and\\_Perceptions\\_of\\_Safety\\_A\\_Case\\_Study\\_of.pdf](https://ppms.trec.pdx.edu/media/project_files/Active_Transportation_and_Perceptions_of_Safety_A_Case_Study_of.pdf)  
<sup>43</sup> Salt Lake City Police, 2025, *Public Safety Plan Dashboard*  
<sup>44</sup> *Salt Lake City’s 2021 Street Lighting Master Plan*  
<sup>45</sup> *Light pollution affects human health | DarkSky International*

## Street Lighting

Poor lighting can contribute to a sense of insecurity, especially in areas already affected by fast or heavy traffic, litter, or damaged sidewalks. Underpasses in particular often evoke concern due to their enclosed nature and limited visibility. In contrast, older lights with poor shielding create excessive glare that can lead to temporary blinding and disorientation.

The *Salt Lake City’s 2021 Street Lighting Master Plan*<sup>44</sup> inventories existing street lighting conditions and neighborhood design standards to identify gaps and develop context-sensitive standards to improve comfort and feelings of personal safety while decreasing light pollution. The plan highlights that current **lighting standards in Westside neighborhood community plans are vague or incomplete** and offers recommendations to strengthen them. This guidance is especially important given that bright residential nighttime lighting has been linked to reduced sleep duration, poor sleep quality, daytime fatigue, impaired functioning, and increased risk of obesity.<sup>45</sup>

During plan development, an existing streetlight survey was conducted at seventeen sites across the city. The survey team categorized site conditions by four levels of acceptability: excellent, good, moderate, and poor. **Table 4** provides a summary of each acceptability level.

**Table 4.** Lighting Acceptability Rating

LEVEL OF ACCEPTABILITY	SUMMARY
EXCELLENT	Sufficient and appropriate lighting, adequate vertical illumination, and uniform lighting free of direct glare.
ACCEPTABLE	Lighting feels comfortable with light level lower than recommended practice. Lack of glare and shadowing from surrounding landscaping and surface brightness creates a comfortable nighttime environment.
MODERATE	Not enough light on the roadway or on sidewalk. The color of the light may be inconsistent and source may be glary, resulting in an uncomfortable space. Some sites were shadowed due to trees and inappropriately spaced lighting.
POOR	Light sources are spaced too far apart to provide adequate light levels and uniformity. Sites include residential areas without sufficient light, industrial sites, and arterial roads with malfunctioning lights.

Six of the 17 survey sites were in the Westside study area. Light conditions varied widely, even within the same neighborhood and across short distances. **Table 5** summarizes the survey results.

**Table 5.** Westside Lighting Acceptability Ratings

SITE #	SITE NAME	STREET CLASSIFICATION	EXISTING LIGHTING
1	Sterling & American Beauty Drive	Local/Residential	Excellent
2	Riverside Park & 600 North	Arterial/Park	Acceptable
3	Redwood Road & South Temple	Collector/Industrial	Poor
4	700 South & Post Street	Local/Residential	Poor
5	900 West & Dalton Avenue	Arterial/Residential	Acceptable
6	Glendale Drive & Navajo Street	Collector/Residential/Commercial	Moderate

At sites 3 and 4, participants said they felt uncomfortable at night and could not identify faces and colors, with the existing lighting. At sites 2, 5, and 6, participants said the lighting was patchy and the existing light sources had too much glare. These areas, along with the underpasses along I-15, underscore locations that need targeted lighting improvements to enhance safety and visibility.

## Existing Plans and Ongoing Initiatives

Several planning efforts and initiatives have already been implemented within Salt Lake City to support the health and wellness of its citizens. The following outlines a snapshot of these ongoing initiatives.

### Salt Lake City Air Quality Initiatives and Policies

- ♦ **Salt Lake City E-Bike Incentive Pilot Program:** In 2024, Salt Lake City launched a pilot e-bike incentive program with a \$200,000 budget. The program was wildly popular. The City received 2,225 applications and awarded 277 vouchers. Nearly half of the vouchers went to low-income applicants, defined as people making 60% or less of the area median income (AMI). Although the City chose not to renew the program for fiscal year 2026, Mayor Mendenhall has expressed interest in reviving the program in future years. E-bike incentive programs have proven effective in reducing emissions, travel costs, and promoting physical activity. For example, researchers at the University of British Columbia surveyed over 1,000 participants in [BC's Electric Bike Rebate Program](#). Participants increased their e-bike use by 40 kilometers per week, resulting in an annual reduction of 1,000 tons of carbon dioxide.
- ♦ **Idle Free Ordinance:** Salt Lake City passed an idle-free ordinance in 2011, prohibiting unnecessary vehicle idling for over 2 minutes within city limits. This ordinance was updated in 2021 to include a warning system, allowing one warning before issuing a fine.
- ♦ **City Fleet Electrification:** In 2021, Salt Lake City adopted an Electrified Transportation Resolution, setting goals to expand its internal fleet of electric vehicles, advance charging infrastructure, and work with external partners to electrify public transit. As of January 2024, the City operated 404 alternative-fueled vehicles, including 54 all-electric models, and plans to convert more of its fleet in the coming years.
- ♦ **Green Sticker Program:** The US EPA certifies top-performing vehicles under its SmartWay Elite designation, reserved for those that achieve the highest scores for both greenhouse gas and smog-forming emissions. In alignment with this standard, Salt Lake City Ordinance 12.56.205 allows qualifying green vehicles to obtain a special parking permit that allows free parking at City parking meters for up to the posted maximum time limit.

### Utah Clean Air (UCAIR) Programs

- ♦ **Leaf Blower Exchange:** Gasoline-powered yard tools emit eight tons of VOCs daily along the Wasatch Front, more than the combined emissions from all five Salt Lake-area oil refineries. Together, the UCAIR and Union Pacific select 450 applicants annually for their leaf blower exchange. Selected applicants can swap out their gasoline-powered leaf blower for an electric leaf blower.

### UTA Led Efforts

- ♦ **E-Bus Fleet Expansion:** UTA began electrifying its fleet in 2016 by deploying battery-powered electric buses. As of December 2024, approximately 8% of UTA's bus fleet was electric. [UTA's Zero Emission Bus Transition Plan](#) set a target of 50% alternatively fueled vehicles by 2040.
- ♦ **Transit Ambassadors:** UTA Transit Ambassadors are a team of trained staff working along the TRAX Blue Line to enhance rider experience. Their mission centers on providing safety, inclusivity, and support—especially for passengers facing hardship such as homelessness or those with limited access to resources. Ambassadors provide real-time assistance, offer information, and connect riders to essential services like shelter, food, and justice programs, helping ensure that public transit remains a safe and welcoming option for all.
- ♦ **CX Action Plan:** The CX Action Plan is a strategic initiative by UTA to better understand and improve the rider experience across the entire transit journey. This includes prioritizing comfort, safety, cleanliness, and staff presence from riders' first steps to their ultimate destination.

### Heal Utah Led Efforts

- ♦ **Electric Bus Air Quality Monitoring:** Heal Utah, in partnership with Salt Lake County, the University of Utah, UTA, and Salt Lake City, received a \$200,000 EPA grant to install air quality monitors on electric buses traveling through Salt Lake City's Westside. These monitors were deployed in 2024 and currently operate on routes 1, 2, 209, and 509. The University of Utah Atmospheric Sciences Program provides access to real-time e-bus and UTA TRAX air quality observations, along with fixed-site monitors operated by the Utah Division of Air Quality (UDAQ) via their website. These observations are critical to determine the intensity and spatial variability of pollutants in Westside neighborhoods.

### Other Programs and Planning Efforts

- ♦ **EPA Clean Heavy-Duty Vehicles Grant Program:** In December 2024, UDAQ was awarded \$60 million through the EPA's Clean Heavy-Duty Vehicles Program to support the purchase of 171 zero-emission vehicles. The funding is split between UDAQ's Vocational Vehicles and School Bus programs. This initiative aims to accelerate the adoption and deployment of eligible Class 6 and Class 7<sup>46</sup> zero-emission vehicles, with a focus on serving disadvantaged communities and areas that do not meet federal air quality standards.
- ♦ **Utah Department of Environmental Quality Westside AirSense:** Salt Lake City has partnered with FRIENDS of Great Salt Lake, Utah Clean Cities, the University of Utah, the Salt Lake County Health Department, and the Department of Health and Human Services to deploy 36 PM2.5 low-cost AirU sensors in Westside neighborhoods, with a focus on areas of concern identified through community engagement activities. Throughout the project, residents can sign up for Westside neighborhood air quality updates on the AirSense website. This project is scheduled to be completed in May 2026.

<sup>46</sup> Alternative Fuels Data Center, [Vehicle Weight Classes and Categories](#)

# Health and Wellness: Issues, Gaps, and Opportunities Summary

## Environmental Pollution

Most of the study area falls within this lowest quartile on the Utah HPI. Westside communities in Salt Lake City are disproportionately affected by the heavy surrounding traffic, which exposes residents to harmful air pollution, excessive noise, and safety risks.

- 1 Westside residents are surrounded by highly trafficked roads, state routes, and the interstate. **13 of the 16** Salt Lake City census tracts in the 96th percentile or above for **traffic proximity are located on the Westside.**
- 2 Of the Salt Lake City census tracts in the 96th percentile or above for **PM2.5 Exposure, 92% are located on the Westside.** Additionally, both EPA air quality monitoring stations on the Westside are out of attainment for Ozone.
- 3 Of the Salt Lake City census tracts in the 96th percentile or above for **Diesel Particulate Matter Exposure, 81% are located on the Westside.**
- 4 **6 of the 8** Salt Lake City census tracts with 61% or more people **exposed to noise 45dB or greater are located on the Westside.**

## Access to Healthcare

Limited healthcare access on Salt Lake City's Westside contributes to significant health disparities. Only 10% of inpatient hospital beds in Salt Lake County are located west of I-15, forcing residents to travel long distances—over 12 million miles annually—for care.

- 1 SLCFD has to account for delays caused by slow freight trains by deploying extra EMS units on both sides of railroad crossings to maintain response times.
- 2 Nearly **1 in 4** adults on the Westside **lack health insurance.**
- 3 Although there are several clinics on the Westside, there are currently **no hospitals.**

## Personal Security

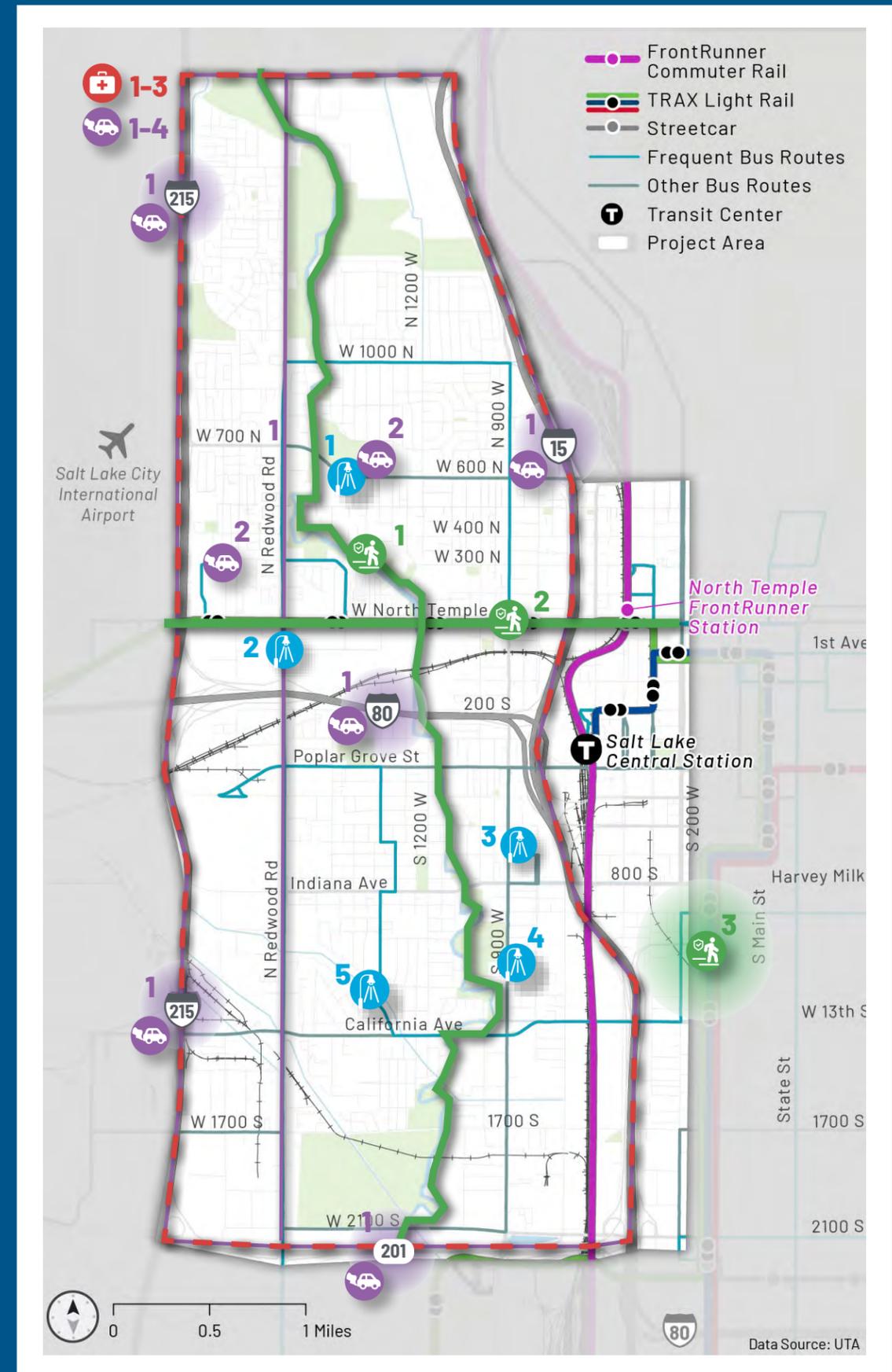
Personal security, the feeling of safety in one's environment, is key to how people experience and move around public spaces. Survey data shows Westside residents are significantly more likely to report feeling only somewhat safe walking in their neighborhoods during the day.

- 1 The **Jordan River Trail** is perceived as the least safe recreational location in the city among residents. It's safety rating is nearly half that of the Bonneville Shoreline Trail.
- 2 Survey respondents described walking or biking on **North Temple** as 'unpleasant,' with 24% indicating that safety improvements would encourage them to walk, bike, roll, or use transit in the area.
- 3 Salt Lake City Public Safety Action Plan identified **Ballpark** as a priority areas for focused crime intervention.

## Street Lighting

Adequate street lighting plays an important role in a sense of personal security. During a street lighting survey conducted across the city, only one of the six Westside sites was considered "excellent".

- 1 At **Riverside Park/600 North**, street lighting conditions are considered **"acceptable"**. Participants said the lighting was patchy and the existing light sources had too much glare.
- 2 At **Redwood Road & South Temple**, street lighting conditions are considered **"poor"**. Participants said they felt uncomfortable at night and could not identify faces and colors.
- 3 At **700 South & Post Street**, street lighting conditions are considered **"poor"**. Participants said they felt uncomfortable at night and could not identify faces and colors.
- 4 At **900 West & Dalton Avenue**, street lighting conditions are considered **"acceptable"**. Participants said the lighting was patchy and the existing light sources had too much glare.
- 5 At **Glendale Drive & Navajo Street**, street lighting conditions are considered **"moderate"**. Participants said the lighting was patchy and the existing light sources had too much glare.



# 4

## Access to Opportunity

# 4. Access to Opportunity

Access to opportunity is shaped by the strength of the local economy and residents' ability to reach employment, businesses, and services. On the Westside, limited transit, rail crossings, and missing active transportation links restrict mobility. This section explores how educational facilities, employment, future development, and policies shape access for Westside residents.

## Access to Educational Facilities

About 47% of Salt Lake City's in-district students (K-12) live west of I-15.<sup>47</sup> Elementary schools are generally well distributed across Westside neighborhoods, but there are only two middle schools within the study area (Glendale and Northwest) and no traditional public high schools west of the divide.

Due to Salt Lake City's west-east drawn school boundaries, seen in **Figure 40**, most Westside residents south of North Temple attend East High School or Highland High School, both of which are approximately 3 miles east of the west-east divide.

West High School is the most centrally located, providing the shortest commute for high school students within the study area; however, it is still east of I-15 and Salt Lake City's central rail corridor, requiring students to cross significant physical barriers to attend school and participate in extracurricular activities (**Figure 41**). This not only creates challenges for daily access but also limits the ability of the high school to serve as a cultural anchor for Westside families. High schools often function as gathering spaces, event centers, and symbols of regional identity.

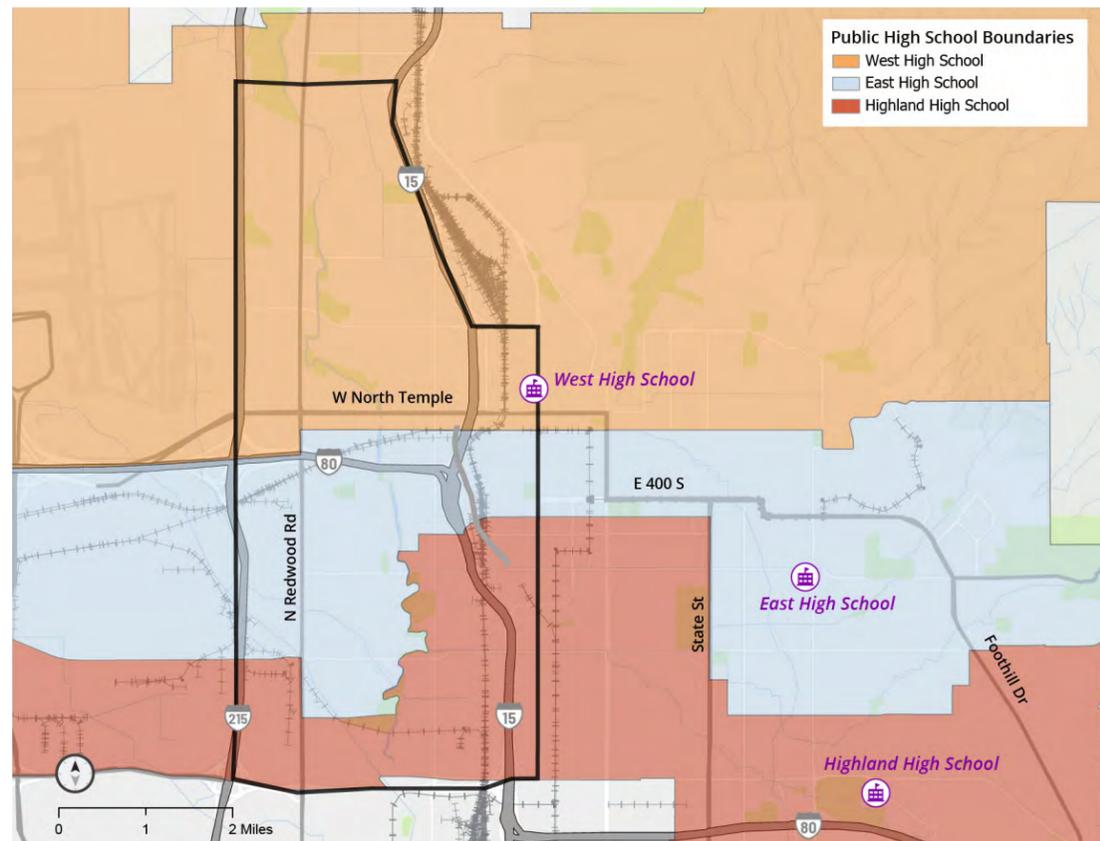


Figure 40. Salt Lake City School District High School Boundaries

<sup>47</sup> Salt Lake City School District may nix idea for new west-side high school after land search, 2024, <https://www.ksl.com/article/51022781/salt-lake-city-school-district-may-nix-idea-for-new-west-side-high-school-after-land-search>

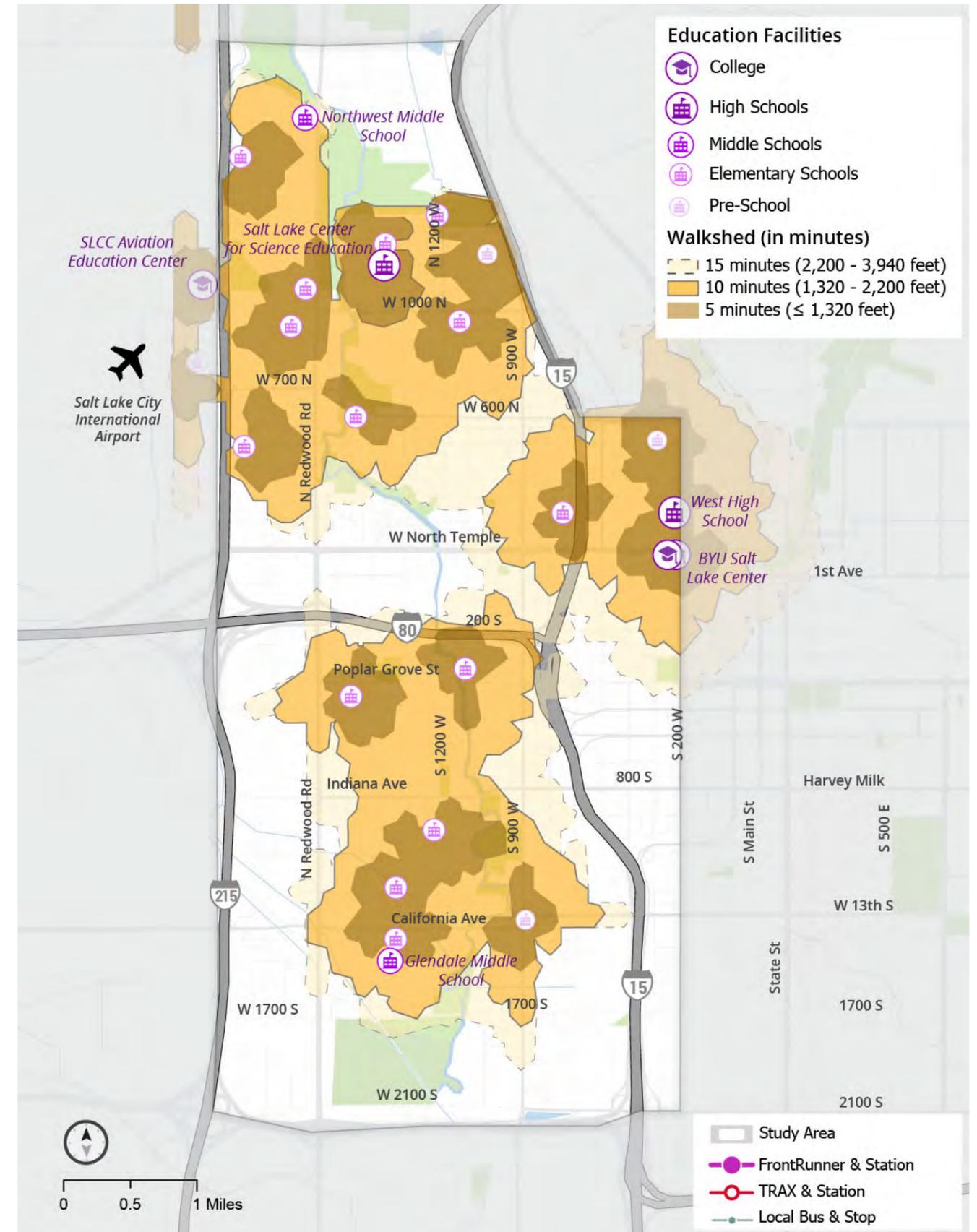


Figure 41. Educational Facilities Walkshed

**Table 6** summarizes the distance and travel times via transit and cycling to each of the Salt Lake City public high schools from central locations in each neighborhood located within their district boundary.

Salt Lake City School District provides district-sponsored transit passes to all students in grades 7-12 living more than 2 miles from their boundary school. UTA bus route 9 provides convenient access to East High School; however, students enrolled in Highland High must transfer buses, resulting in longer, more inconsistent travel times. These travel challenges mean many families and students must rely on cars to reach schools, particularly high schoolers who are too young to drive but too far from school to walk or bike.

**Table 6.** Transportation Access for Westside Students in the Highland and East High School Districts

HIGH SCHOOL	DISTRICT NEIGHBORHOOD	DISTANCE FROM SCHOOL	AVERAGE TRAVEL TIME VIA TRANSIT	AVERAGE TRAVEL TIME VIA BIKE
EAST HIGH SCHOOL	Glendale Library	4.8 miles	32 minutes	33 minutes
	Poplar Grove Sherwood Park	5.5 miles	43 minutes	29 minutes
HIGHLAND HIGH SCHOOL	Glendale: Soren Multi-Cultural Center	5.1 miles	51 minutes	35 minutes
	Poplar Grove: 700 South Apartments	6 miles	67 minutes	40 minutes
WEST HIGH SCHOOL	Rose Park: Rose Park Field	2.7 miles	29 minutes	14 minutes
	Fairpark: Utah State Fairpark	1.5 miles	26 minutes	7 minutes
	Jordan Meadows: Meadows Community Park	3 miles	47 minutes	16 minutes
	Westpointe: Westpointe Park	3.7 miles	47 minutes	20 minutes

The Salt Lake City School District conducted a feasibility study in 2024 to explore building a new high school west of I-15. However, declining high school enrollment (a projected 700 student decline by 2034) and difficulties acquiring property led the district to pause its efforts. A bond proposal to fund improvements at West and Highland High Schools was later approved by Salt Lake City voters in November 2024.<sup>48</sup> The school district unveiled design plans for West High School in September 2025, which include new academic buildings and a new athletic complex connected to the old, historic academic building via a sky bridge<sup>49</sup>. **While these near-term investments in existing high schools do not address the accessibility challenges faced by Westside students, the City has indicated that it plans to revisit the idea of building a new high school in the area in the future.**

<sup>48</sup> [Salt Lake City School District issues first of \\$730M school improvement bonds | KSL.com](#)

<sup>49</sup> [West High School redesign: See renderings, floor plans, construction timeline](#)

## Employment Centers

**Table 7** compares the distribution of jobs located in the Westside with the industries in which Westside residents are employed. Jobs in this area are concentrated in transportation and warehousing, public administration, and manufacturing. Manufacturing is the only sector where local job supply and residential employment are balanced, making it a key industry for Westside residents. Other common employers for Westside residents include retail, healthcare, and transportation and warehousing. Wages vary across industries, with professional services, management, and wholesale trade offering the highest average wages, while service-oriented industries provide wages below the city’s median household income of \$68,585.

**Table 7.** Employment by Industry in the Westside vs. Jobs Held by Residents

INDUSTRY	% OF JOBS IN WESTSIDE	% JOBS HELD BY WESTSIDE RESIDENTS	JOBS-TO-RESIDENT RATIO	ANNUAL AVERAGE WAGES*
TRANSPORTATION AND WAREHOUSING	19%	9%	2.6	\$70,577
PUBLIC ADMINISTRATION	17%	3%	6.2	\$79,993
MANUFACTURING	11%	11%	1.2	\$80,383
CONSTRUCTION	9%	8%	1.4	\$78,570
RETAIL TRADE	8%	10%	1.0	\$49,848
WHOLESALE TRADE	7%	4%	2.1	\$97,389
ADMIN & SUPPORT/ WASTE MANAGEMENT AND REMEDIATION	6%	8%	0.9	\$62,409
HEALTHCARE AND SOCIAL ASSISTANCE	4%	10%	0.5	\$64,501
MANAGEMENT OF COMPANIES AND ENTERPRISES	4%	2%	2.8	\$121,862
EDUCATIONAL SERVICES	3%	7%	0.6	\$53,426
ACCOMMODATION AND FOOD SERVICES	3%	8%	0.5	\$28,147
OTHER SERVICES (EXCLUDING PUBLIC ADMINISTRATION)	2%	2%	1.1	\$54,070
PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	2%	8%	0.3	\$119,573
REAL ESTATE AND RENTAL AND LEASING	1%	2%	1.2	\$79,209
ARTS, ENTERTAINMENT, AND RECREATION	1%	1%	0.8	\$51,094
FINANCE AND INSURANCE	1%	5%	0.2	\$111,923
INFORMATION	1%	2%	0.3	\$124,691

\* Wages for most sectors are only based on private sector employees. Public Administration wages are for state employees (who comprise the largest share of government workers on the Westside). Educational Services wages are for private sector and local government employees (state employees often work at postsecondary institutions which are not found on the Westside).

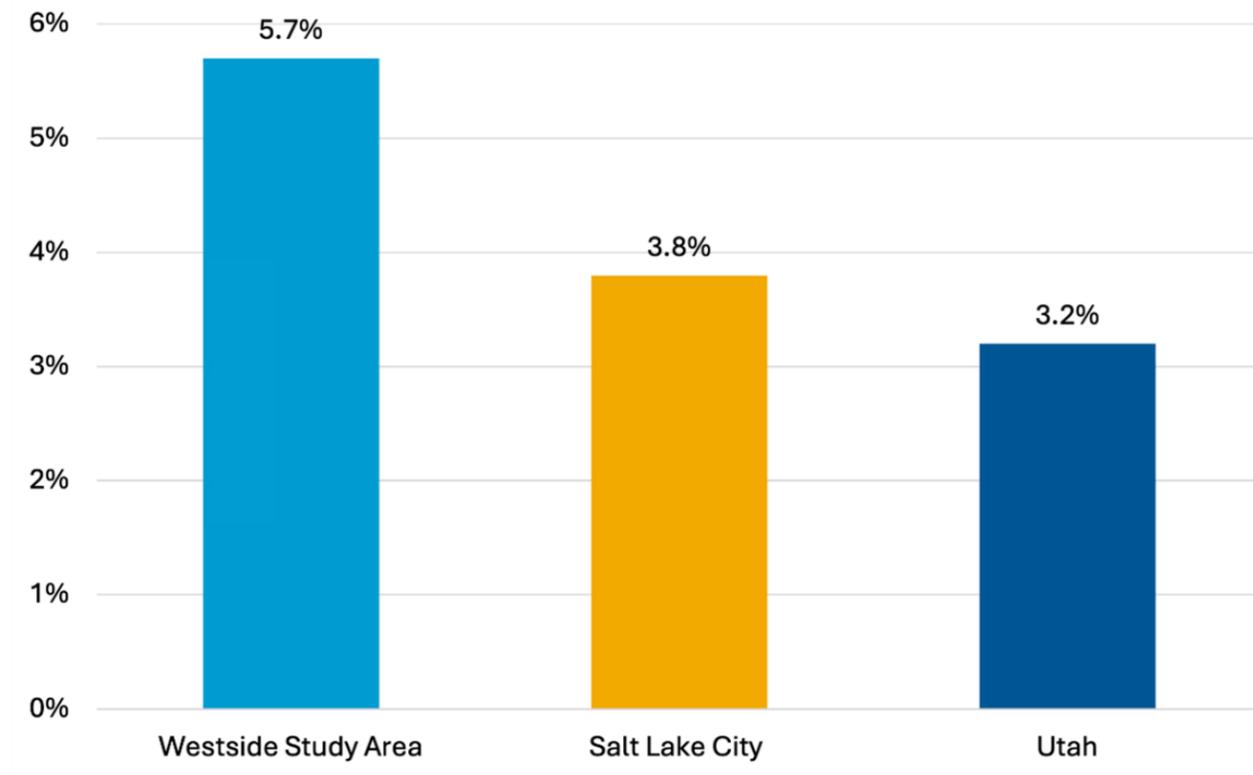
Source: EConorthwest analysis of US Census Bureau, Longitudinal Employer-Household Dynamics.

Industrial land uses are among the most prominent commercial uses in the study area, totaling over 12.8 million square feet—about 10% of Salt Lake City’s total commercial space. These uses are primarily clustered along major highways, including I-215, I-80, I-15, and SR-201.

**Despite the concentration of jobs in these corridors, only 13% of Westside residents also work within the study area.** The majority commute elsewhere for employment, primarily in the hospitality, education, healthcare, and retail sectors. Many of these daily destinations are located outside Salt Lake City and Davis Counties altogether, with West Valley City also serving as a frequent work location. **This pattern reflects broader connectivity challenges and contributes to longer commutes for transit-reliant residents, half of whom spend more than 25 minutes traveling to work, compared to just 20% of those who drive.**

## Employment Trends

The Westside has a disproportionate share of unemployed residents. As of 2025, the Westside had an average unemployment rate of 5.7%, compared to 3.8% in Salt Lake City and 3.2% statewide as illustrated in **Figure 42**.



**Figure 42.** Unemployment Rate, Westside, Salt Lake City, and Utah, 2025

Source: ECOnorthwest analysis of ESRI Business Analyst data.

The largest private sector employers in the Westside include utility, hospitality, manufacturing, and distribution companies (see **Table 8**). Although there are a few retail hubs in the Westside along Redwood Road at 700 North, North Temple and California Avenue, and along North Temple, small local businesses, including restaurants, salons, and auto repair, are scattered across the Westside. Small businesses provide important services to Westside residents and workers but offer fewer opportunities for local employment.

**Table 8.** Largest Private Employers in the Westside, 2025

BUSINESS NAME	INDUSTRY	EMPLOYEES
UTAH DEPARTMENT OF HEALTH AND HUMAN SERVICES	Government	1,094
UTAH DEPARTMENT OF NATURAL RESOURCES	Government	855
SALT LAKE CITY SCHOOL DISTRICT*	Educational Services	193
ROCKY MOUNTAIN POWER	Utility	191
ENVIROTECH MOLDED PRODUCTS INC	Plastics Manufacturing	85
MCDONALDS*	Eating and Drinking	75
MIDTOWN MANOR CARE CENTER	Health Services	60
RED IGUANA*	Eating and Drinking	58
ECONO LODGE DOWNTOWN	Hospitality	39
UTAH POWER CREDIT UNION	Finance	30
HYDRAULICS INTERNATIONAL	Wholesale Distribution	26
UTAH DRIVER LICENSE DIVISION	Government	20
UTAH STATE FAIR CORPORATION	Amusement and Recreation Services	20

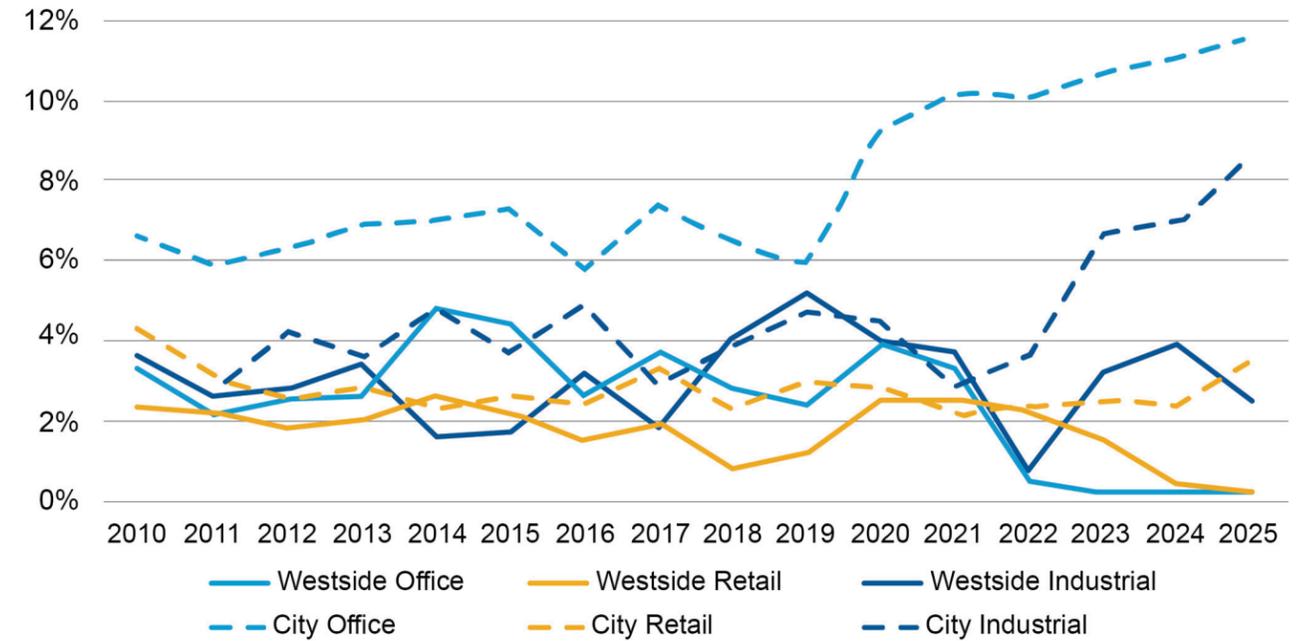
\* Employee and/or sales figures are for multiple locations within the study area. This data reflects what is available in ESRI Business Analyst for the Westside, which is missing information for known businesses, such as large grocery stores.

Source: ECOnorthwest analysis of ESRI Business Analyst data.

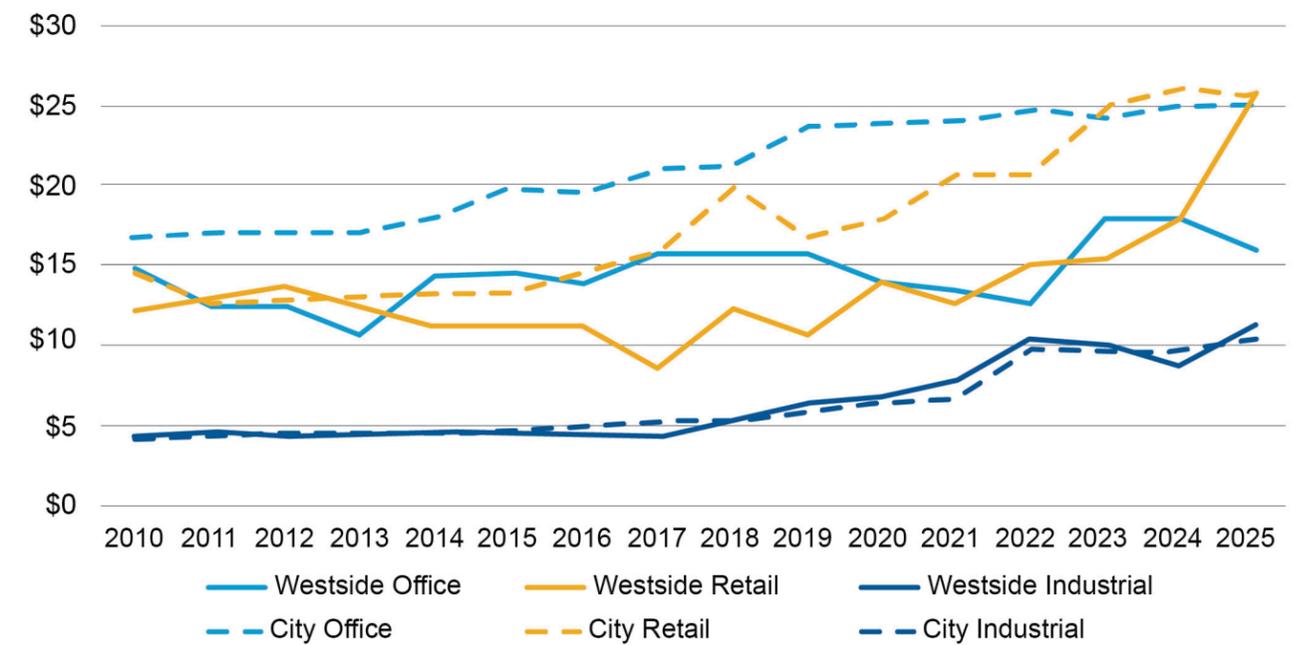
## Commercial Real Estate

While industrial uses dominate commercial real estate in the Westside, office and retail uses are also present. Occupancy rates across all property types are high, especially when compared to citywide rates—as shown in **Figure 43**—indicating demand for additional commercial space in the area. The extremely low vacancy rate for office buildings likely reflects the stability of public sector offices in the Westside. Historically, this demand may have been driven by lower rents compared to other areas of the city, as shown in **Figure 44**. However, since 2024, industrial and retail rents in the Westside have increased to match or exceed the citywide average. This increase may pose challenges for existing small retail and service businesses, as well as for new local businesses seeking space in the neighborhood.

*There is high demand for commercial real estate in the Westside*



**Figure 43.** Commercial Vacancy Rates: 2010–2025  
Source: ECOnorthwest analysis of CoStar data.



**Figure 44.** Commercial Rents Per Square Foot, 2010–2025  
Source: ECOnorthwest analysis of CoStar data.



## Future Growth and Development

Growth in Salt Lake City and across the Wasatch Front is driven by two key forces: large-scale redevelopment projects and the rise of new population centers forming both within and beyond city limits. These growth patterns will play a critical role in identifying where improved connections are most needed on the Westside.

**The Power District** redevelopment along North Temple is among the most significant planned urban development projects in Salt Lake City. Backed by up to \$900 million in public investments, the 100-acre, mixed-use development will include office and residential components with active ground-floor uses, entertainment, and commercial spaces. Public benefits include open space commitments and affordable housing. Given the scale of the project, it will place new demand on city services and infrastructure, and will require improved west-east connections for pedestrians, bicycles, and transit across I-15 and the rail corridors. The *Power District Transportation Study*,<sup>50</sup> completed in 2025, recommends projects to better connect the Power District to the adjacent community. These include railroad overpasses or under crossings, and transit, trail, and roadway improvements. Most applicable to WE Connect is a recommendation to grade-separate 200 South at 600 West. This proposed project will enable high frequency transit on 200 South to extend into the Westside.

**The Utah Inland Port Northwest Quadrant** area is emerging as a major industrial and logistics hub. The Utah Inland Port Authority (UIPA) area encompasses 1600 acres, mostly located west of Salt Lake City International Airport along the I-80 corridor (**Figure 45**). Within this area, UIPA is transforming a 770-acre former landfill into a site for advanced manufacturing, warehousing, and distribution. A portion of the Inland Port is located between I-215 and the airport, just west of the WE Connect study area. As facilities expand, freight activity will increase and truck traffic will grow. Safe and efficient truck routing will be needed to connect the port to regional highways and rail lines while protecting nearby neighborhoods from congestion, safety risks, and environmental impacts.

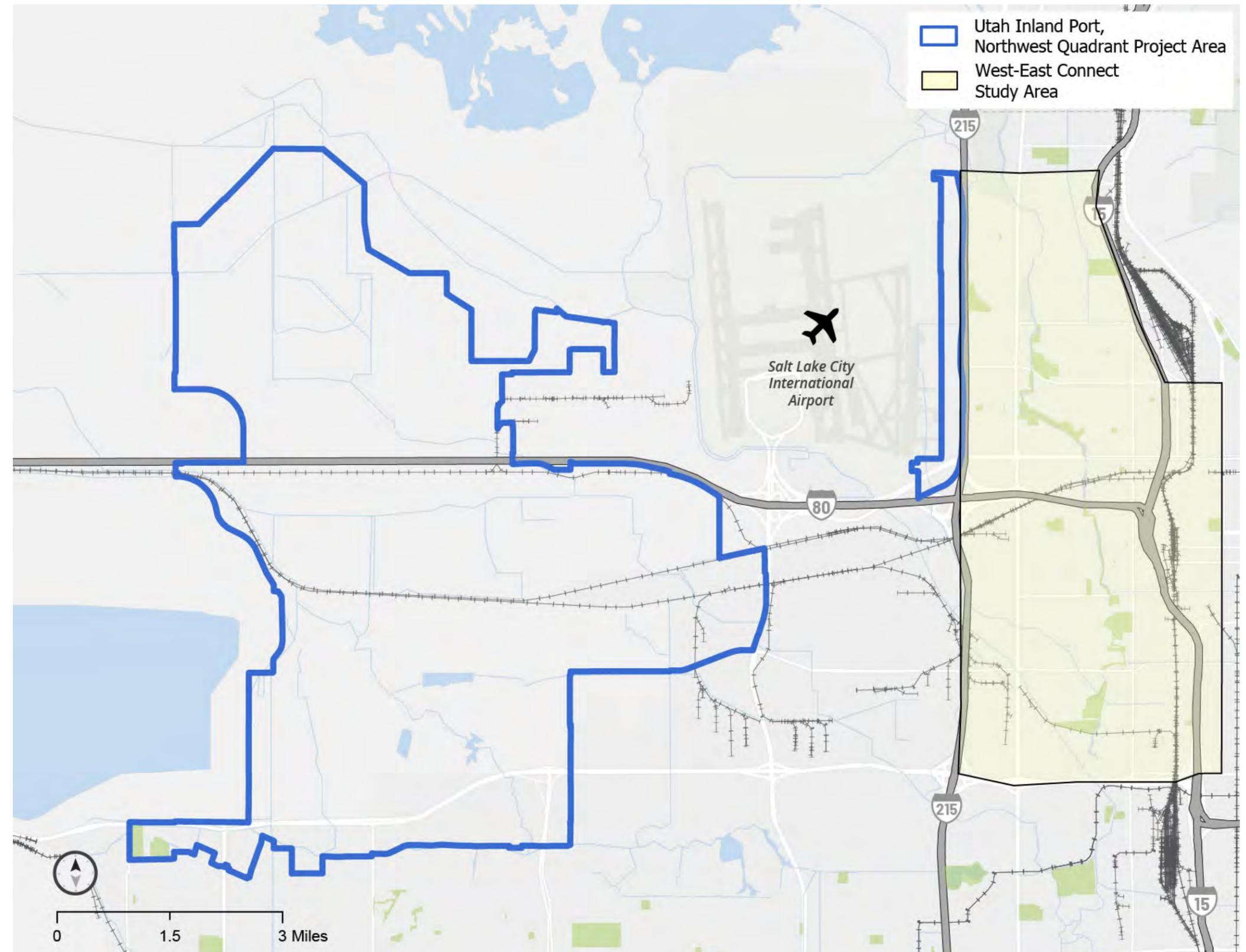
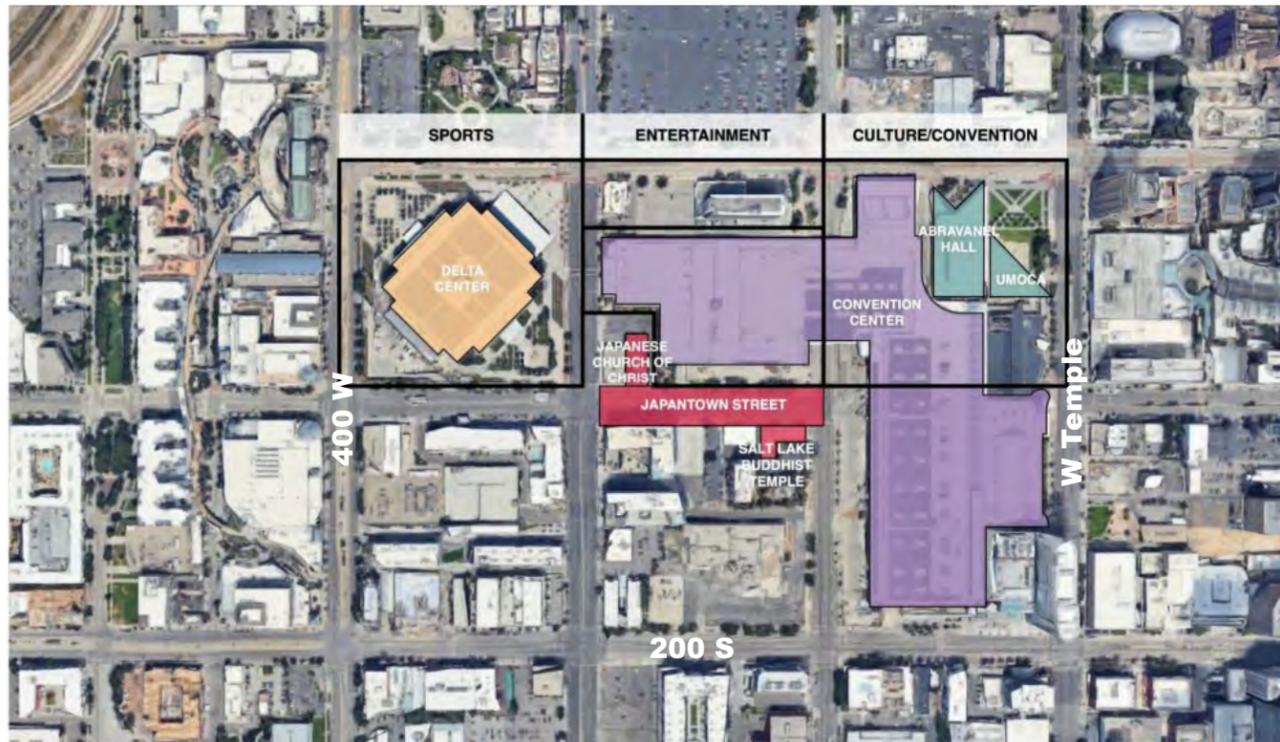


Figure 45. Utah Inland Port, Northwest Quadrant Study Area

<sup>50</sup> WFRC, *Power District*, 2025, <https://wfrc.utah.gov/studies/powerdistricttransportation/>

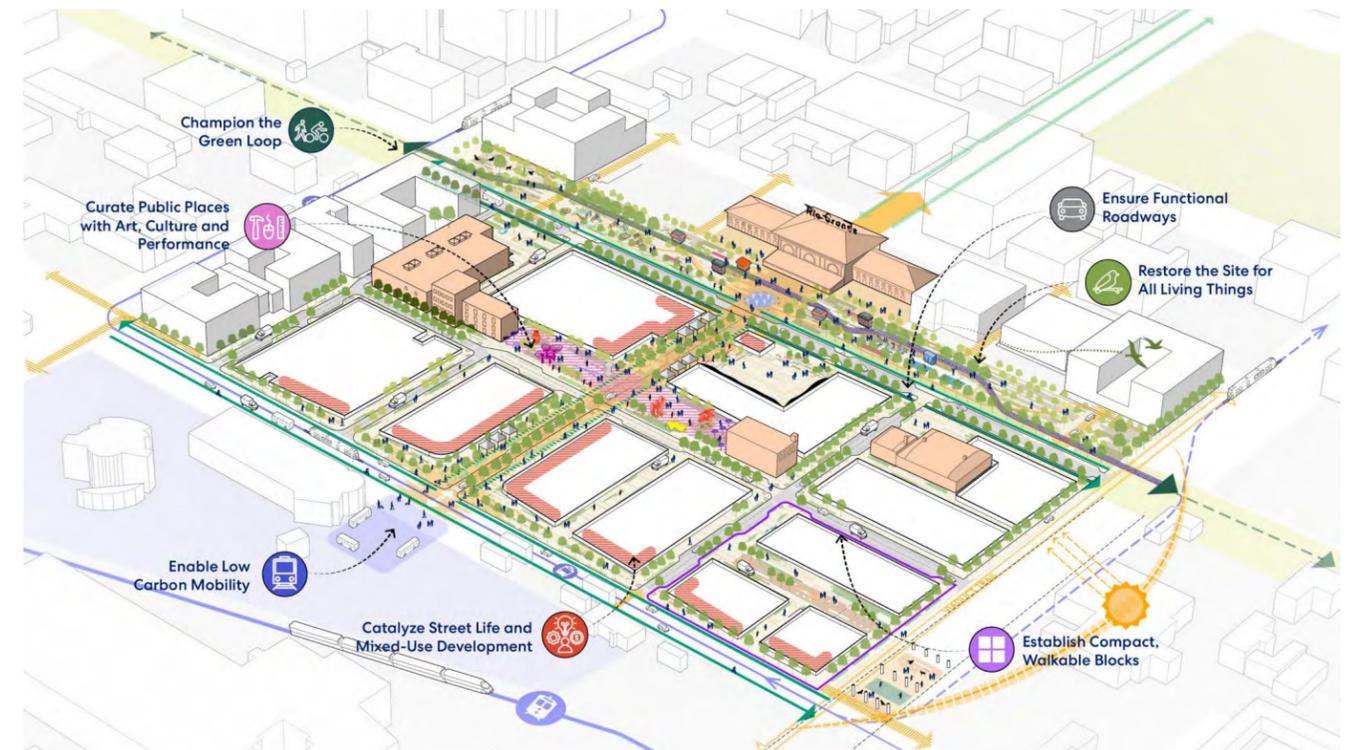
**RE:IMAGINE Downtown SLC** is a collaborative effort led by Smith Entertainment Group (SEG), Salt Lake City, and Salt Lake County to transform Salt Lake City’s downtown into a vibrant Sports, Entertainment, Culture, and Convention District, anchored by the Delta Center and Salt Palace (**Figure 46**). The district extends from 400 West to West Temple and will include The Gateway, Delta Center, Japantown, Abravanel Hall, and Salt Palace. Demolition is expected to begin in February 2027, with the final project phase scheduled to be completed by the 2034 Winter Olympics.

The initiative emphasizes walkability, inclusivity, and cultural preservation—especially through the revitalization of historic Japantown—and aims to generate long-term economic and community benefits. Crucially, it also strengthens the need for connections to Salt Lake City’s Westside through pedestrian infrastructure and complementary developments like the Power District, helping unify the city’s urban core with its diverse surrounding neighborhoods.<sup>51</sup>



**Figure 46.** RE:IMAGINE Downtown SLC Preliminary Programming Plan  
 Source: RE:IMAGINE Downtown SLC, Plans, <https://reimaginedowntownslc.com/plans/>

**The Rio Grande District Vision and Implementation Plan** is a multi-year planning and engagement process led by Salt Lake City’s Community Reinvestment Agency (SLCCRA). It outlines a long-term development road map and vision for the new Rio Grande District in west-downtown Salt Lake City, within the bounds of 200-400 South and 500-600 West. Anchored by the historic Rio Grande Depot, the plan envisions a vibrant, transit-oriented district that blends art, community wellness, economic growth, and inclusive urban design, as seen in **Figure 47**. The plan proposes new grade-separated connections, curbsless streets, and integration with the Green Loop, a proposed 5.5-mile urban trail that will link neighborhoods across the city. The Rio Grande District’s revitalization has the potential to serve as a downtown destination and transportation hub for Westside residents. However, the plan also acknowledges that physical barriers—including I-15 and at-grade railroad crossings—currently limit west-east mobility and the potential for Westside residents to easily enjoy its benefits.<sup>52</sup>



**Figure 47.** Rio Grande District Mixed-Use Transit-Oriented Downtown District Diagram  
 Source: Rio Grande District, Perkins+Will Diagram

<sup>51</sup> RE:IMAGINE Downtown SLC, 2025, <https://reimaginedowntownslc.com/updates/>

<sup>52</sup> SLCCRA, 2024, [Rio Grande District Vision and Implementation Plan](#)

The **Utah Office of Homeless Services** announced a new campus to be constructed at 2520 North/ 2200 West in the Northpoint area of Salt Lake City, as shown in **Figures 48 and 49**. The 16-acre site will be developed as a comprehensive facility with 1,300 beds for people experiencing homelessness. The facility is expected to open in 2027. The campus is located just outside the WE Connect study area. Additional public transit or shuttle service connectivity through the study area to the facility is anticipated to be important for the facility's success.



**Figure 48.** Location of Planned Homeless Services Campus, Salt Lake City

Source: <https://homelesscampus.utah.gov/>



**Figure 49.** Depiction of Planned Homeless Services Campus, Salt Lake City

Source: <https://homelesscampus.utah.gov/>

Population growth also influences travel patterns. Westside neighborhoods such as Jordan Meadows, Poplar Grove, and Fairpark are projected to add the largest number of new households, driven by recent and planned multifamily construction along North Temple and Redwood Road, as well as younger renter households seeking affordable transit-accessible options. Between 2020 and 2025, these neighborhoods collectively added roughly 350 units, with more projects under entitlement near TRAX and frequent service corridors. In contrast, Rose Park and Glendale show modest population decline and contain some of the highest shares of older housing and cost-burdened renters, with more than 45% of renter households spending over 30% of their income on housing, further highlighting the need for investments and stability strategies.

**With transformative development projects and population change on the horizon, the existing transportation network will need to expand to accommodate the projected growth and operational demands.** These developments will significantly increase multimodal travel, freight movements, and connectivity needs across the Westside. Incremental fixes will not meet this challenge. Planning must anticipate the city of 2050 and beyond, delivering a resilient, integrated network that supports future land use, economic activity, and equitable access.

## Existing Plans and Ongoing Initiatives

The following plans and initiatives establish a foundation for improving access to economic opportunities. They emphasize the importance of connecting residents to jobs, aligning economic investment, and the importance of local-scale improvements that complement regional strategies. These policies and initiatives fall into two main categories:

1. Connecting existing opportunities within and beyond the study area.
2. Creating new opportunities within the study area.

Salt Lake City's efforts to connect residents to jobs, services, and economic opportunities reflect decades of policy decisions and ongoing initiatives that shape where investments are made and how they serve communities. Across Salt Lake City and the broader region, existing plans and programs work together to address historic barriers, target resources to disadvantaged neighborhoods, and align transportation and economic development efforts. The following initiatives represent the foundation for advancing access to opportunity on the Westside.

- ◆ **Salt Lake City Economic Development:** The City's Department of Economic Development offers workforce development programs that support job seekers through resume assistance, job search coaching, training referrals, and access to childcare and other supportive resources. These services are particularly impactful for Westside residents, many of whom face barriers such as lower educational attainment and limited transit access to job centers. By bridging local talent with high-growth employers in sectors like healthcare, manufacturing, and logistics, these programs directly connect Westside job seekers to pathways for long-term stability.
- ◆ **NeighborWorks Salt Lake/Westside-Focused Program:** NeighborWorks Salt Lake operates CareerWorks, a workforce and adult training initiative based in Westside neighborhoods, offering programs in medical fields, trades, and pre-apprenticeship preparation. These programs help local residents gain the skills needed to access living-wage, in-demand jobs without having to leave their community. Many participants live in Glendale, Poplar Grove, and Rose Park, where educational attainment levels and workforce participation are lower than the city average.
- ◆ **2023-2050 Wasatch Front Regional Council Regional Transportation Plan:** This plan identifies access to opportunities as one of four regional goals. It also calls for transportation investments that allow residents to reach jobs and services affordably and within a reasonable time, prioritizes improvements for disadvantaged communities, expands the Frequent Service Network, strengthens active transportation corridors, and links land use planning with transportation investments. Below is a list of planned investments along key transportation corridors on the Westside:
  - **600 North:** Improved bus service (multiple routes) and protected bike lane installation
  - **North Temple:** New bus routes, improved bus service on existing routes, TRAX line reconfiguration, and a new mobility hub at Redwood Road
  - **400 South:** Improved bus service
  - **Redwood Road:** Improved bus service (multiple routes)
  - **Navajo Street:** Improved bus service
  - **California Street:** Improved bus service
  - **1700 South:** Improved bus service
  - **Canal Trail:** Shared-use path

- ◆ **Wasatch Choice Vision:** The Wasatch Choice Vision provides a regional framework for coordinated land use and transportation planning, with access to opportunities as a central principle shaping growth and investment decisions. It emphasizes providing more transportation choices, supporting diverse housing near transit and essential services, as well as enhancing community centers and public spaces that connect the community to jobs and amenities. Below is a list of Wasatch Choice community centers located in the Westside:
  - **North Temple Power District** (urban center)
  - **Salt Lake City Northwest Quadrant** (urban center)
  - **900 West** (city center)
    - ◆ **Glendale** (neighborhood center)
    - ◆ **Rose Park** (neighborhood center)
- ◆ **North Temple Economic Action Plan:** This plan provides a consolidated framework for updates to North Temple Street, one of the Westside's most critical corridors. North Temple serves as both a gateway between downtown and the airport and as a local main street. It emphasizes the integration of economic development, housing, mobility, and public space improvements to expand opportunity while addressing displacement risks. Building on prior planning efforts and policies, the plan supports local businesses, expands mobility choices, and integrates equity goals into corridor investment.
- ◆ **Small Area Plans (Westside and Rose Park):** These plans establish a foundation for equitable access across Westside neighborhoods and highlight the historic isolation caused by rail and freeway barriers, the need for better multimodal connections, and the importance of creating mixed-use nodes and local-serving businesses in the area. Additionally, they call for increased investment to link residents to jobs and daily services more directly, reinforcing the role of neighborhood-scale planning in advancing opportunities for the Westside.

*A comprehensive overview of related research studies and planning efforts is detailed in Appendix A: Literature Review.*



# Access to Opportunity: Issues, Gaps, and Opportunities

## Employment Patterns

The overall employment base in the Westside is anchored by transportation and warehousing, and public administration. The major employers table, to the right, highlights the private side of the economy.

- Only 13% of Westside residents also work within the study area.
- At 5.7%, the Westside unemployment rate exceeds Salt Lake City (3.8%) and Utah statewide (3.2%).
- Small businesses play a key service role but have limited job impact. They provide daily goods and services for residents and workers, but do not significantly expand local employment opportunities.

MAP KEY	BUSINESS	ESTIMATED NUMBER OF EMPLOYEES
1	Utah Department of Health and Human Services	1,094
2	Utah Department of Natural Resources	855
3	Salt Lake City School District*	193
4	Rocky Mountain Power	191
5	Envirotech Molded Products Inc	85
6	McDonalds*	75
7	Midtown Manor Care Center	60
8	Red Iguana*	58
9	Econo Lodge Downtown	39
10	Utah Power Credit Union	30
11	Hydraulics International	26
12	Utah Driver License Division	20
13	Utah State Fair Corporation	20

\*Employee figures are for multiple locations within the study area.

## Commercial Real Estate

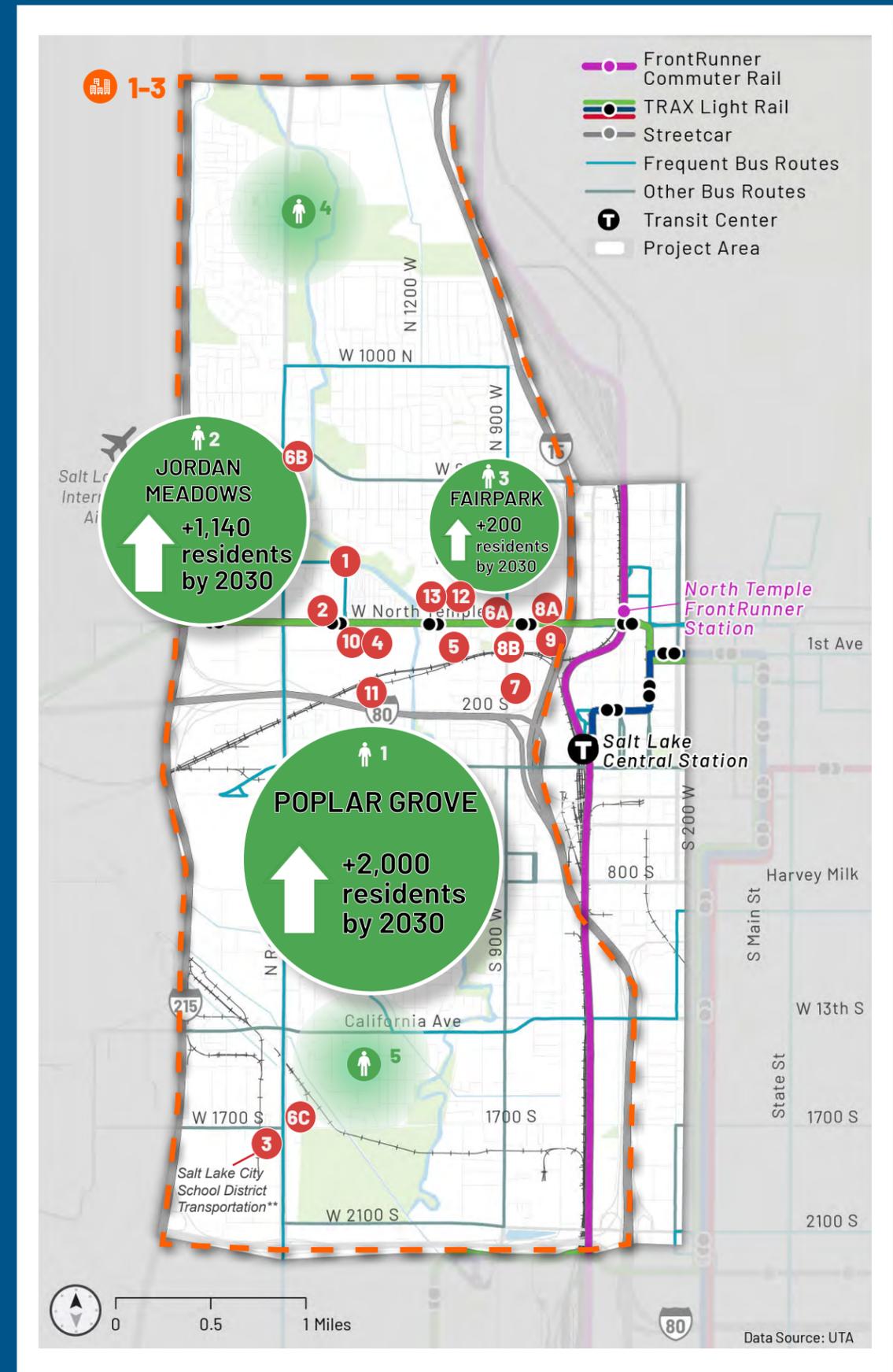
Industrial uses make up the majority of Westside commercial real estate, but office and retail spaces also play an important role. High occupancy across all sectors points to strong demand for additional commercial options.

- Office stability is anchored by public tenants, keeping vacancies extremely low compared to the city overall.
- Rents have risen sharply since 2024. Industrial and retail rates now match or exceed citywide averages.
- Small businesses face mounting pressure as rising retail rents limit opportunities for both existing shops and new local-serving businesses and workers, but do not significantly expand local employment opportunities.

## Population & Neighborhood Growth

Growth on the Westside is uneven. Jordan Meadows, Poplar Grove, and Fairpark are projected to add residents and households, while Rose Park and Glendale are expected to decline. This shift highlights where new transit and services will be most needed, and where reinvestment is critical to sustain community opportunity.

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li><b>Poplar Grove:</b> +2,000 residents (+14.0%) by 2030; +900 households (+18%), strong corridor growth reinforces the need for safe walking/rolling to the Frequent Service Network.</li> <li><b>Jordan Meadows:</b> +1,140 residents (+14.6%) by 2030; +670 households (+21%) demand will intensify along North Temple and Redwood transit corridors.</li> </ol> | <ol style="list-style-type: none"> <li><b>Fairpark:</b> +200 residents (+3.0%) by 2030; +180 households (+6.8%), growth near the Power District/TRAX highlights the need for last-mile and crossing improvements.</li> <li><b>Rose Park:</b> -419 residents (-4.3%) by 2030; -69 households (-2%) reinvestments and services are needed to stabilize.</li> <li><b>Glendale:</b> -261 residents (-2.5%) by 2030; -41 households (-1%) target strategies are needed to address access gaps south of Surplus Canal.</li> </ol> |
|--|---|



\*\*For locations of all Westside Salt Lake City School District schools, see Figure 42, Educational Facilities Walkshed

# Access to Opportunity: Issues, Gaps, and Opportunities

## Future Growth and Development

Large-scale development projects will bring new jobs, housing, and visitors, but also create pressure on already limited west-east connections.



### 1 Power District

The Power District redevelopment will transform 100 acres along North Temple with housing, entertainment, and commercial space, increasing demand for west-east connections.



### 2 Utah Inland Port

The Utah Inland Port is emerging as a major industrial and logistics hub, adding freight traffic and neighborhood impacts as it expands.



### 3 RE:IMAGINE Downtown SLC

RE:IMAGINE Downtown SLC is a collaborative effort to transform the downtown core into a dynamic Sports, Entertainment, Culture, and Convention District. It will draw more visitors and strengthen the regional entertainment core, increasing reliance on transit connections to the Westside.



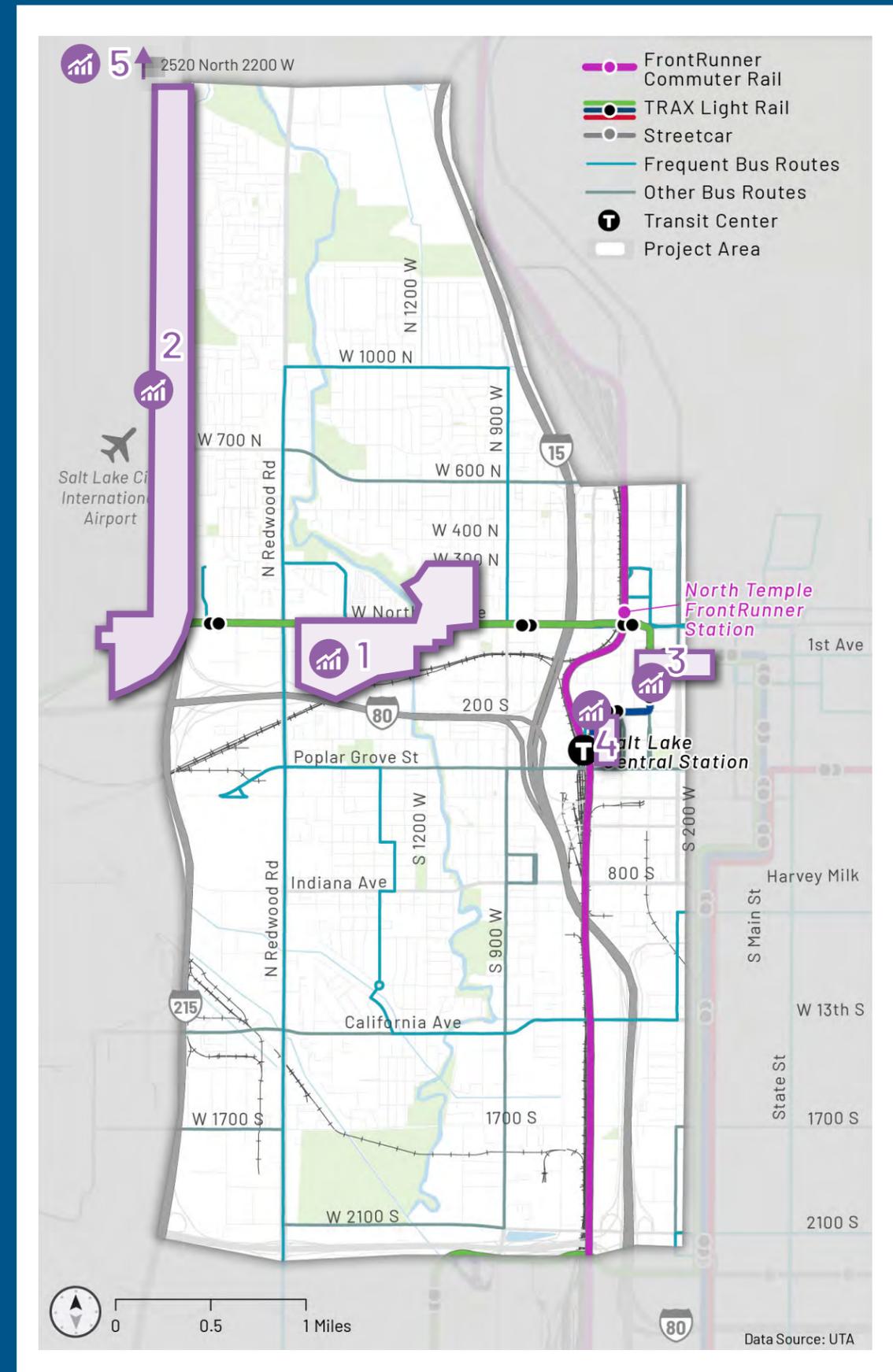
### 4 SLCCRA Rio Grande District Vision and Implementation Plan

This visionary plan provides a road map for a vibrant transit oriented district, located west of the historic Rio Grande depot. Improved west-east transportation connections are needed to integrate the benefits of this district with Westside neighborhoods.



### 5 Utah Office of Homeless Services Campus

A new, 16-acre homeless campus is being constructed in the Northport area of Salt Lake City, just outside of the WE Connect study area. Better transit access and connectivity are essential for this facilities' success.



# 5

## Community Vibrancy

# 5. Community Vibrancy

The Westside is defined by its housing characteristics and by the schools, parks, libraries, churches, and small businesses that anchor daily life and reflect the community’s identity. Affordability pressures, physical barriers, and gaps in access to key services highlight the need for strategies that strengthen neighborhoods and promote community vibrancy. This section explores existing housing conditions, community resources, and access to daily amenities, and concludes with an inventory of existing plans and ongoing initiatives that guide future improvements.

## Existing Land Use

Existing land use in the study area is shown in **Figure 50**. Land use patterns directly shape the character and vibrancy of the community by influencing where people live, gather, and connect.

### In the study area:

Contiguous industrial areas are located along I-15, the railroad corridors, and west of Redwood Road, reflecting the area’s history of freight and manufacturing.

Mixed-use development is focused along North Temple, 300 West, and 400 West—corridors of activity that combine higher-density residential, retail, and employment uses.

Commercial and neighborhood services line Redwood Road, reinforcing its role as both a connector and a transition zone.

Single-family neighborhoods to the north and south of North Temple are anchored by elementary and middle schools, which help build local identity and shape neighborhood character.

Along the Jordan River, a continuous ribbon of open space weaves through the area, bringing both natural and recreational benefits.

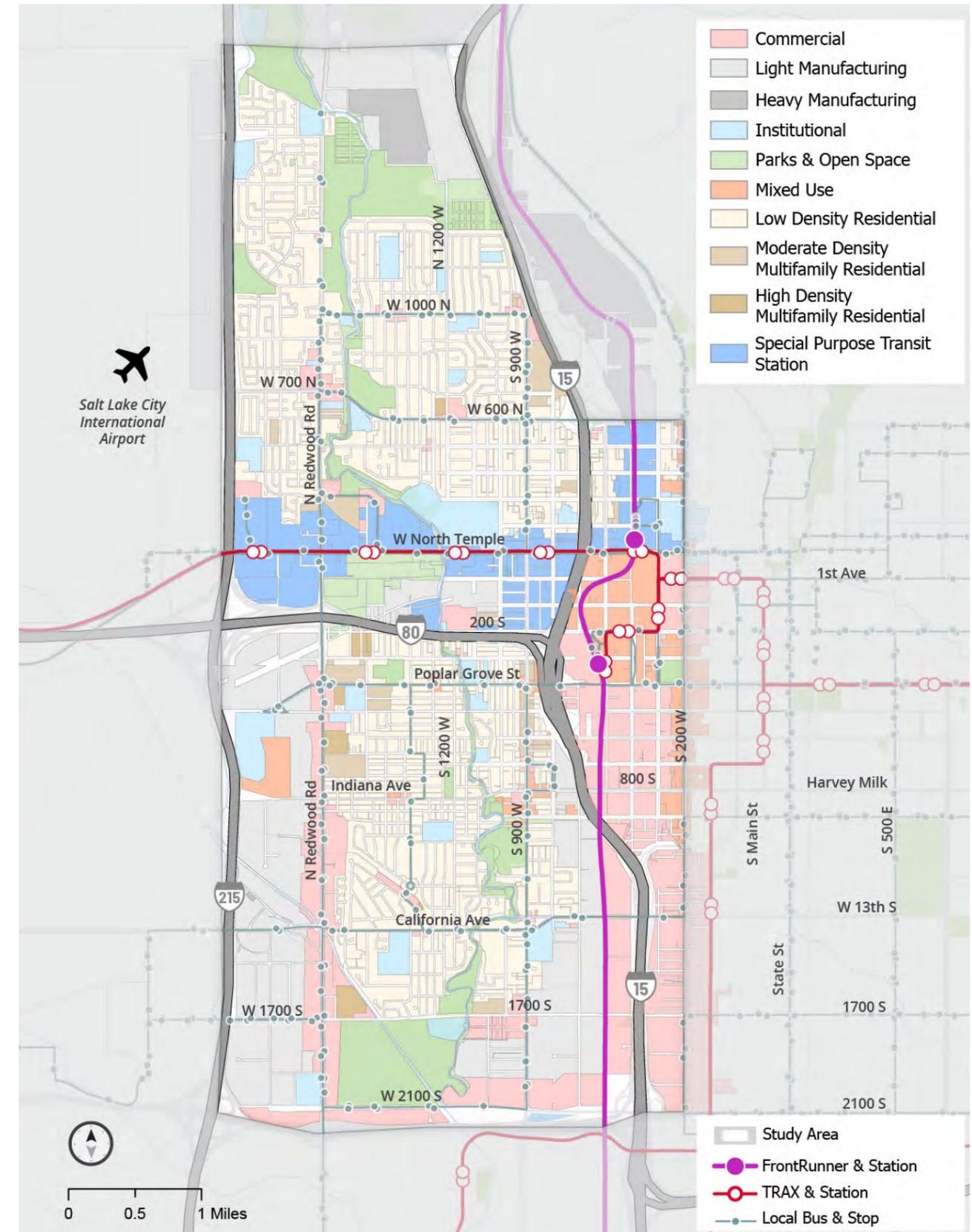


Figure 50. Existing Land Use

## Housing

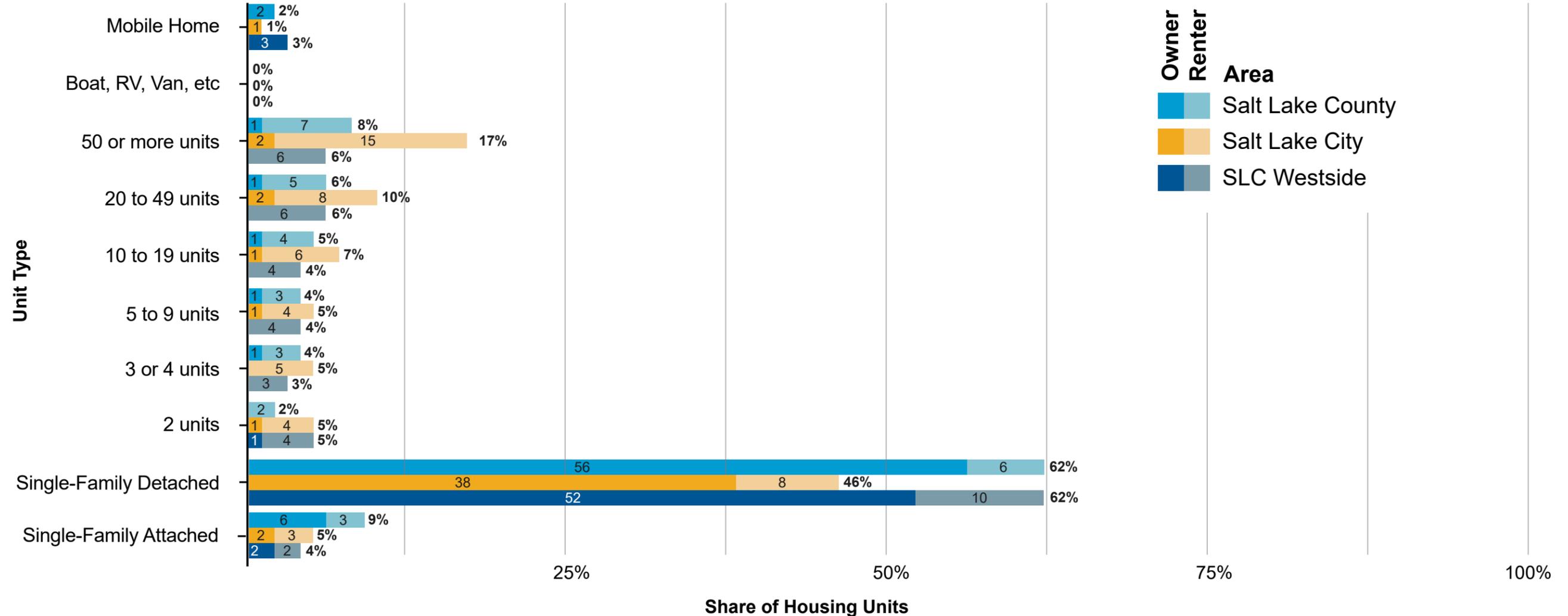
Housing within the Westside reflects a unique blend of development types and patterns. Compared to Salt Lake City overall, the Westside has a higher share of single-family homes and homeownership but less housing diversity (fewer attached and multifamily options). While prices for both rental and ownership housing in the Westside tend to be more affordable than citywide averages, many residents still experience housing cost burdens. Recent developments—especially along major corridors like North Temple—have improved the diversity of housing options, but affordability pressures and displacement risks remain key challenges.

**Figure 51** shows that detached single-family homes make up 62% of all occupied housing in the Westside. This is a higher share compared to Salt Lake City overall and is more closely aligned with the lower-density development patterns seen across the county. Relatively small shares of other types of housing, such as town homes, small multiplexes, and apartments, mean that Westside residents have fewer options to meet diverse housing needs or to remain rooted in the Westside as their families and circumstances change over time.

These other housing types can provide both rental and homeownership opportunities across a broad range of unit sizes and price points. A varied housing stock enables residents seeking smaller homes, lower-cost or low-maintenance options, and multigenerational housing—among other priorities—to stay in the Westside. Seniors, smaller families, and young adults wanting to live on their own or return to the area, are all growing segments of the population that have reasons to consider housing options beyond single-family detached homes.

**Mobile homes account for 3% of housing units in the Westside.** This housing type can provide a more affordable and attainable path to homeownership, especially for lower-income households. While many mobile home residents own their homes, they may still experience displacement pressure if they rent the land underneath their homes and rental or utility fees increase at unsustainable rates. Mobile home parks can also be targets for redevelopment by property owners in neighborhoods where land and housing prices are increasing, threatening a key segment of affordable housing.

**Only 20% of the Westside housing is multifamily (five or more units), and 7% are smaller plex buildings with two to four units. In the region overall, these multi-unit buildings are almost exclusively rental properties.**

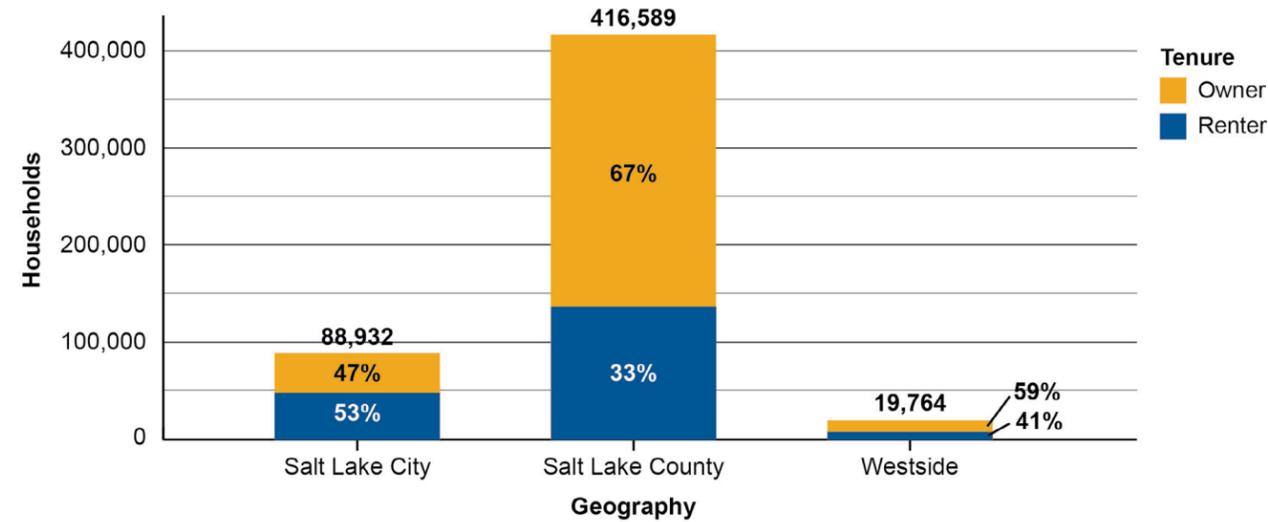


**Figure 51.** Share of Housing Units by Type and Tenure

Source: ECOnorthwest analysis of American Community Survey 2019–2023 5-year estimates.

**Rental housing is a small but growing share of housing options**

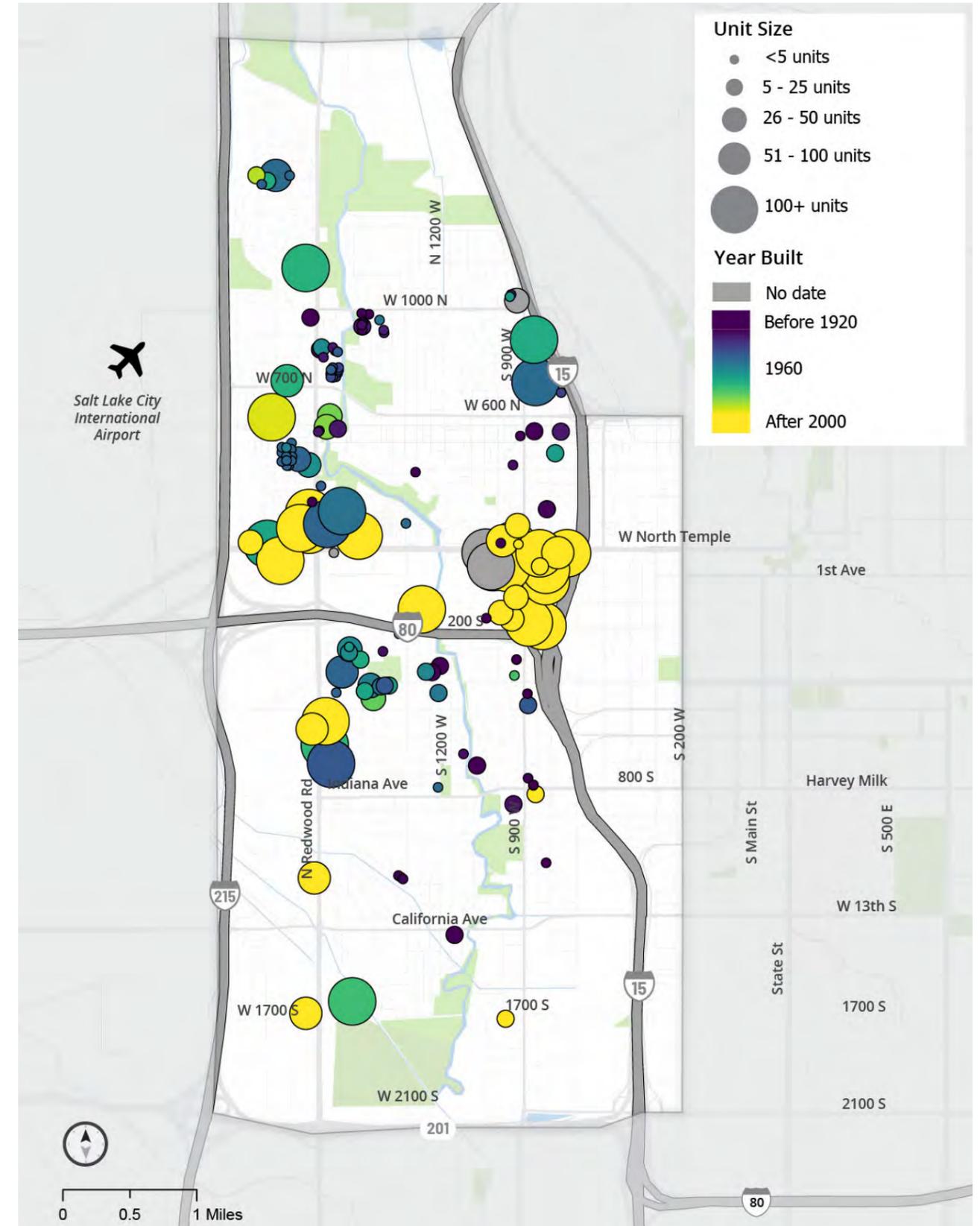
**Figure 52** illustrates that almost 60% of Westside housing is owner-occupied, a higher share of ownership compared to Salt Lake City, but lower than the county. This comparatively high ownership rate reflects the predominance of single-family homes in Westside neighborhoods.



**Figure 52.** Share of Households by Housing Tenure

Source: EConorthwest analysis of American Community Survey 2023 1-year estimates.

Multifamily rental housing in the Westside is primarily concentrated along major corridors such as Redwood Road and North Temple.<sup>53</sup> **While about 30% of these units were built before 1990, recent construction has more than doubled the number of multifamily units.** New developments are generally located in larger buildings along the North Temple light rail corridor, particularly near I-15, as shown in **Figure 53**.



**Figure 53.** Location and Age of Rental Housing

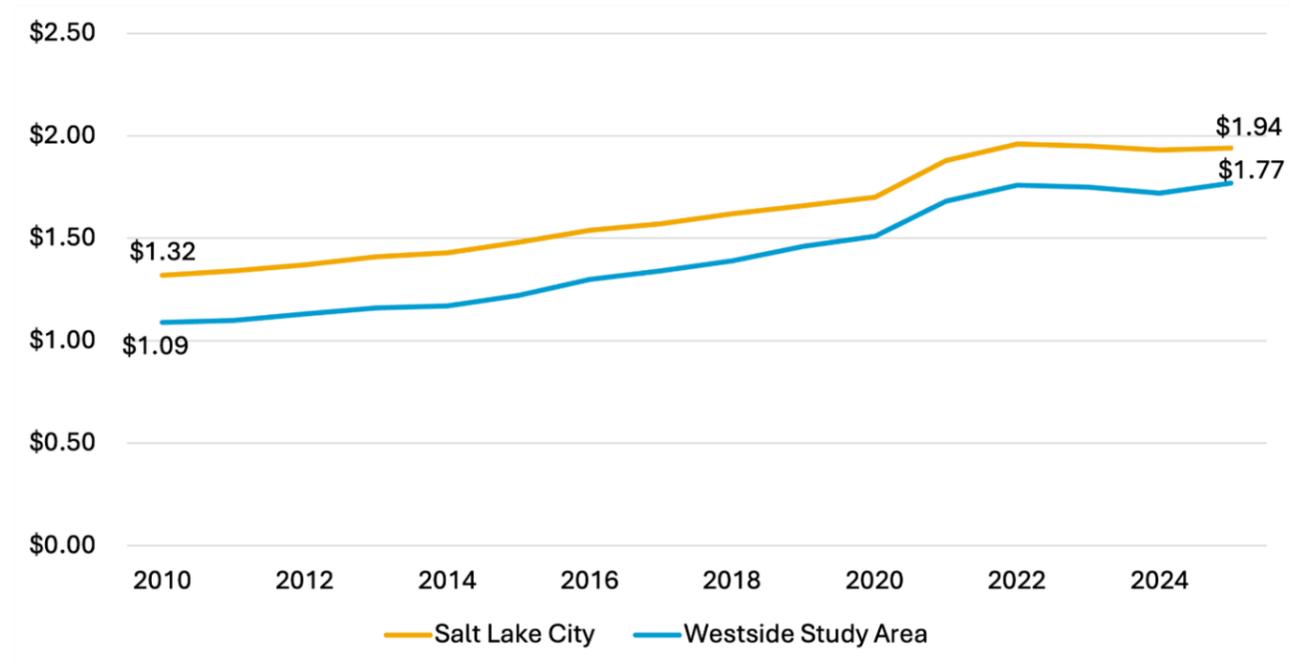
Source: EConorthwest analysis of CoStar data<sup>53</sup>

<sup>53</sup> Information about the rental housing stock draws on CoStar, a proprietary database of rental properties. CoStar data better represents larger scale rental housing and does not fully capture smaller rental properties, including single-family rentals and small plexes.

### Housing Costs

Rent and home prices in the Westside tend to be lower than in Salt Lake City as a whole, as shown in **Figure 54** and **Figure 55**.

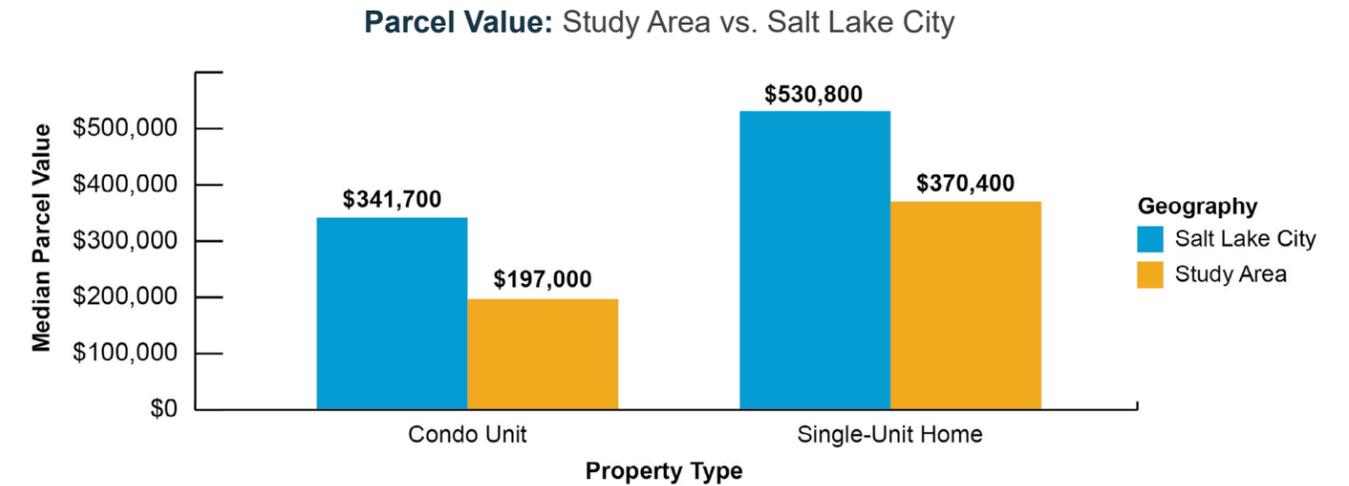
Average rent per square foot has trended below the city’s overall average at a relatively steady rate, though the gap has narrowed slightly since 2020 with rising rents in the Westside. As of September 2025, an average one-bedroom apartment in the Westside costs \$1,470 compared to a citywide average of \$1,490.



**Figure 54.** Average Multifamily Rent Per Square Foot, 2010–2025

Source: ECOnorthwest analysis of CoStar data.

Home values are also lower in the Westside compared to the citywide median. The median assessed value of a single-family home in the Westside was \$370,400, approximately \$160,000 less than the median for Salt Lake City. The gap in values is similar for attached homes such as townhomes and condominiums.



**Figure 55.** Median Assessed Home Value

Source: ECOnorthwest analysis of Salt Lake County assessor data.

### Housing Cost-Burden

While the Westside may appear to have more affordable and attainable housing because of lower average prices, lower median incomes mean that a higher share of Westside residents struggle with their housing costs (**Table 9**).

**Table 9.** Per Capita Income and Poverty: WE Connect Study Area vs. Salt Lake City

REGION	PER CAPITA INCOME (2017-2021)	PERCENT ABOVE POVERTY (2017-2021)
STUDY AREA	\$22,800 (12th percentile)	54.5% (10th percentile)
SALT LAKE CITY	\$42,100 (90th percentile)	67.8% (16th percentile)

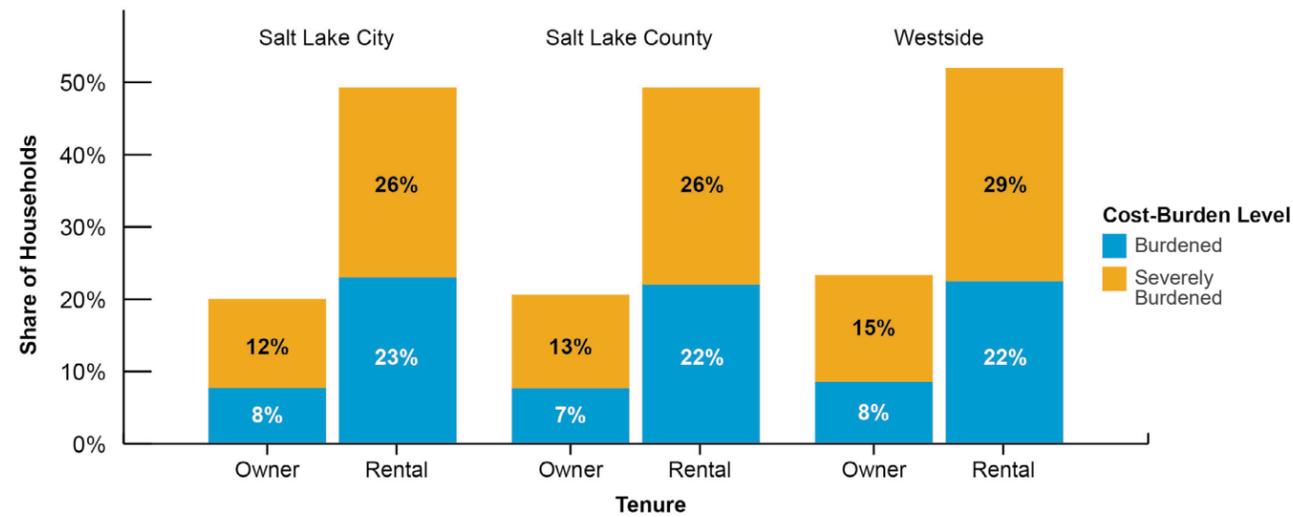
**Westside residents are more likely to be housing cost-burdened.**

Despite more affordable prices for rental and ownership housing, Westside residents are more likely to be cost-burdened, as illustrated in **Figure 56**.

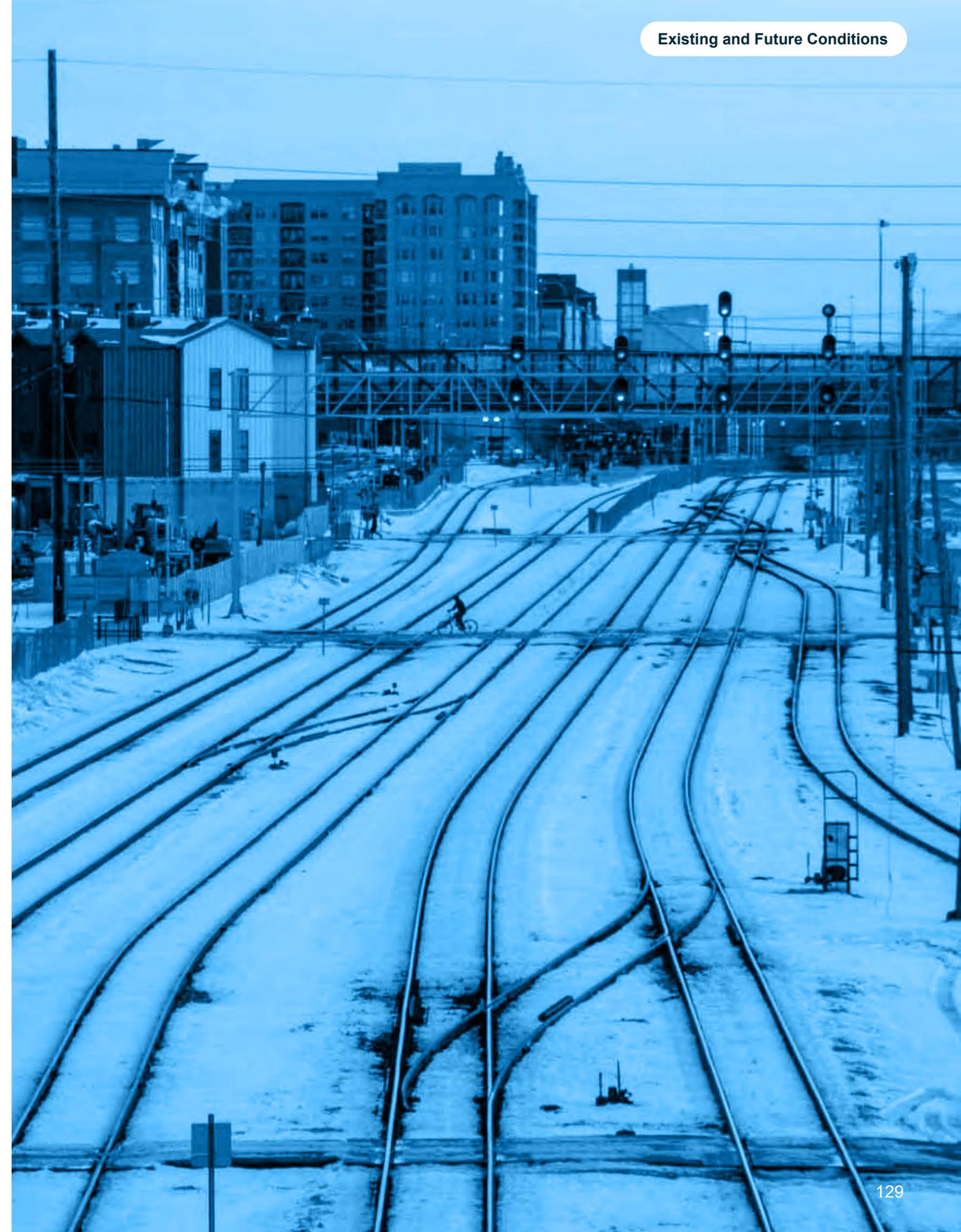
**A household is considered cost-burdened if it spends more than 30% of its gross income on housing costs**, including rent or mortgage payments, utilities, insurance, and taxes. Severely cost-burdened households spend more than 50% of their income on housing.

The majority of Westside renters pay more than 30% of their income on housing. The share of renters who are severely burdened—or paying more than 50% of their income on housing—is similar

between Westside residents and renters across the city as a whole. Disproportionate housing costs impact homeowners differently than renters, because housing payments help build wealth and housing costs are less likely to increase suddenly. Cost burden amongst low-income householders—regardless of whether they rent or own their home—can have severe impacts, including displacement, especially if residents experience economic shock like the loss of a job or incurring significant medical expenses. **Twenty-three percent of homeowners in the Westside are cost-burdened, compared to 20% in both the city and the county.**



**Figure 56.** Share of Cost-Burdened Households by Location and Housing Tenure  
 Source: ECONorthwest analysis of American Community Survey 2023 1-year estimates.



## Community Features

A vibrant neighborhood is more than a collection of buildings; it is a place where daily amenities and social infrastructure are effectively intertwined with the fabric of the community, providing a direct investment in the lives of residents. When schools, parks, gathering spaces, and other essential uses are interwoven with diverse housing types, they create lasting value to residents and the community more broadly.

For this *Existing and Future Conditions* report, community resources have been organized around three categories:



Community facilities



Public parks and open spaces



Grocery stores

Together, these categories represent core elements of daily life and community well-being. They are places where people can gather formally or informally, learn, sustain themselves, and connect.

### Community Facilities

Community facilities include community centers, public libraries, and places of worship. These places play an important role in shaping neighborhood identity and providing social, educational, and other essential services. Many of these facilities are near schools, libraries, or places of worship, creating civic hubs that strengthen access to multiple resources in one location. For example, the **Glendale-Mountain View Community Center** sits alongside a library and church, while the **Rose Park Community Learning Center** is adjacent to two places of worship. This creates areas within each neighborhood where community members regularly interact, leading to greater social cohesion and integration.

At the same time, access to facilities is uneven on the Westside. Some facilities, like **Sorenson Unity Center** and **Neighborhood House**, benefit from strong transit connectivity that allows residents to reach them without a car. Others, such as the **Northwest Community Center** or **Marmalade Library**, are more isolated and harder to access, reducing their ability to serve the broader community. The locations of these and other facilities are outlined in **Figure 57**.

Beyond recreation, these facilities provide services such as food distribution, childcare, adult education, and technology labs that address the social and economic needs of residents. Their role as cultural anchors is important in communities where other civic and educational resources are limited.

While no major improvements are currently planned, reinvestment in these facilities could expand their reach and strengthen their role as catalysts for community, pride, engagement, and equity. Situating these facilities along high-frequency transit corridors ensures they are reachable by a broader cross-section of the community, reducing transportation barriers and reinforcing their role as inclusive, neighborhood-serving destinations that foster equitable access to arts, culture, and civic life.

### Community Councils

Salt Lake City recognizes community organizations whose purpose is to provide community input and information to City departments. These councils are encouraged to make recommendations to the City on all matters affecting their organization's particular community or neighborhood. All city council districts have community councils. There are also several organizations and associations actively involved in improving their neighborhoods and the City in general. **However, during the time of this study, neither the Jordan Meadows or Westpointe Community Councils are functioning.** This presents a lack of access to the formal city council process and therefore limits direct feedback from residents in these neighborhoods to the City.

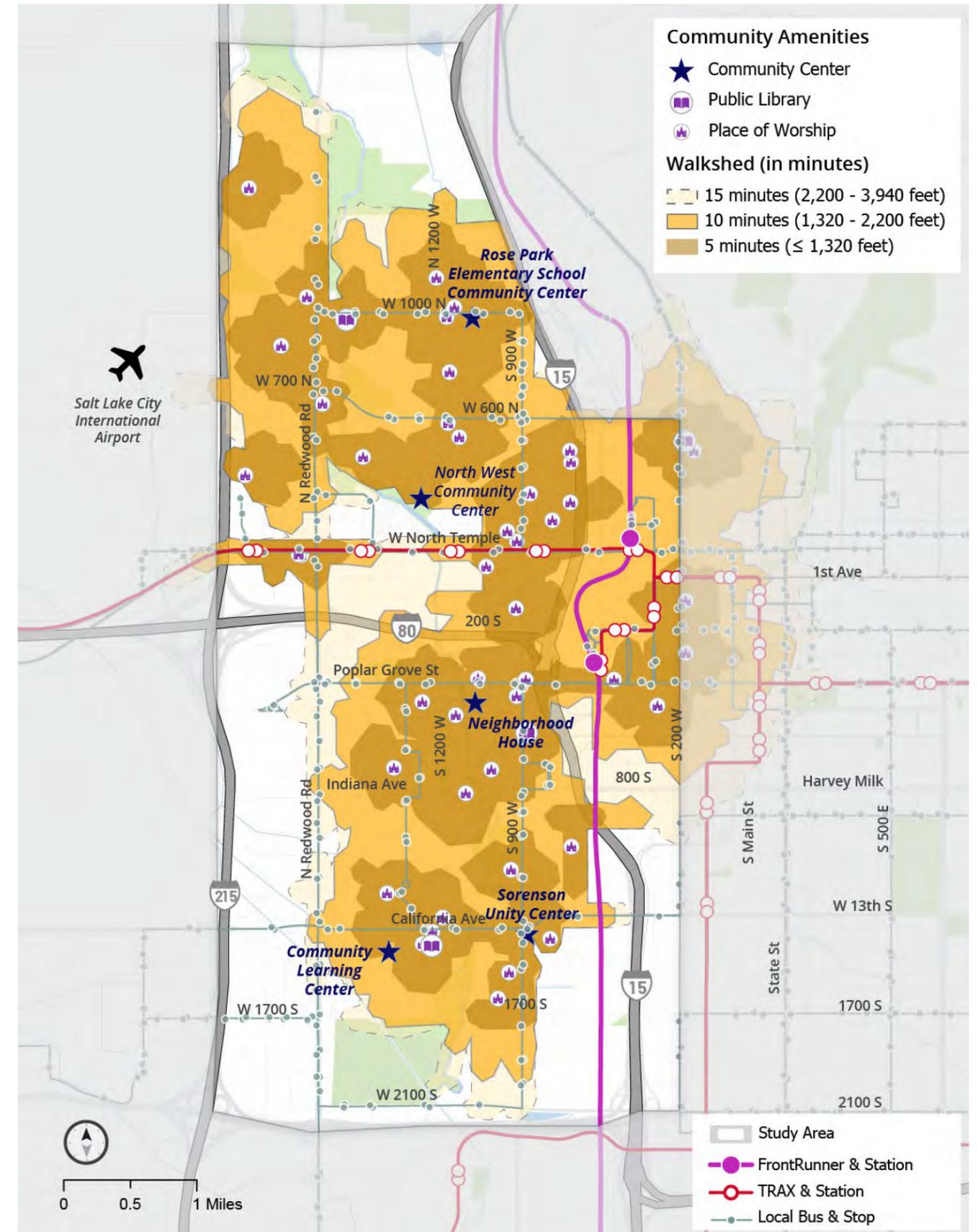


Figure 57. Community Centers, Public Libraries, and Places of Worship Walkshed

### Public Parks and Open Spaces

The Westside contains significant park acreage, shown in **Figure 58**, including **Jordan Park** and the **Regional Athletic Complex**. However, many parks are designated as “high need” areas due to gaps in quality, amenities, and accessibility. While large athletic facilities provide citywide benefits, neighborhood parks often lack investment in amenities like shade, equipment, and safety features, leaving disparities compared to other parks of Salt Lake City. I-15 and the railroad tracks also limit convenient access to recreation east of the corridor, reinforcing geographic inequities.

According to the *2019 Salt Lake City Parks & Public Lands Needs Assessment*<sup>54</sup>, while Westside parks such as Jordan Park/International Peace Gardens, Riverside Park, and the Jordan River Trail are among the most frequently visited by residents of the Westside, Eastside destinations like Liberty Park and City Creek Park also draw many Westside visitors. In contrast, Eastside residents seldom name Westside parks among their favorite places; their preferences tend strongly toward Liberty Park, Sugar House Park, and the foothill natural lands.<sup>54</sup>

**75% of residents who live on the Eastside visit parks frequently (one time or more a month), whereas only 60% of Westsiders frequently visit parks.**<sup>52</sup>

This asymmetry suggests that Westside parks are not yet regional attractions. Westside residents often travel long distances eastward to access park programs and amenities that are limited or absent in their own neighborhoods. Eastside parks and areas such as Sugar House and the East Bench benefit from stronger infrastructure including reliable water and electrical systems, and more consistent programming, which enables frequent community events. Presently, many Westside parks lack that support.

Furthermore, crossing I-15 and the rail corridors creates significant barriers to park access. As previously demonstrated in **Figure 5**, there are only five grade separated west-east railroad crossings in the study area:

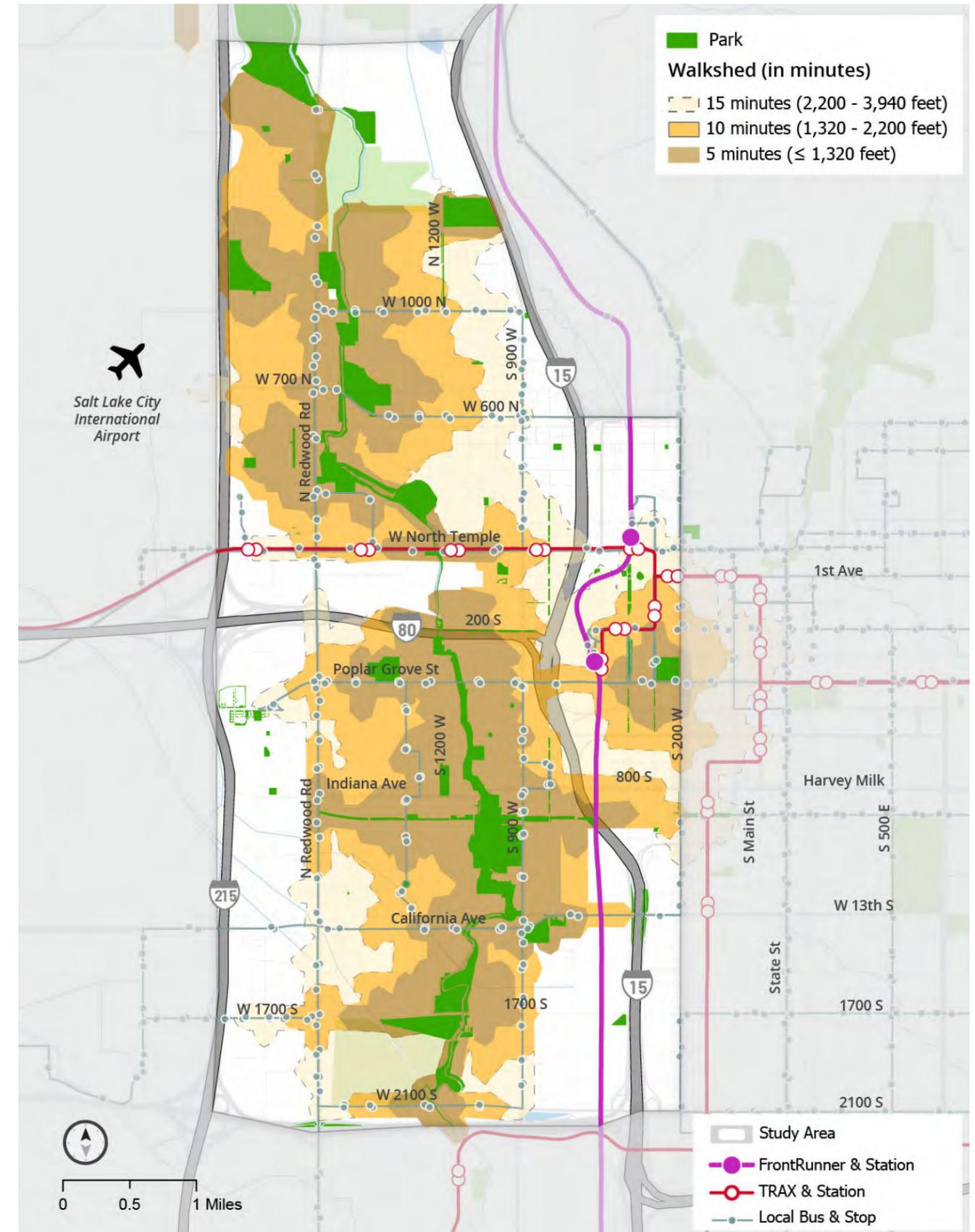
- ♦ 600 North aligned with Riverside Park and Jackson Park
- ♦ North Temple aligned with Constitution, Madsen, and Cottonwood Parks
- ♦ Poplar Grove aligned with Sherwood Park
- ♦ 1300 South aligned with Three Creeks Confluence Park and Jordan Park
- ♦ 2100 South aligned with Glendale Park

Recent initiatives, including the 2022 voter-approved Parks and Public Lands bond, have started addressing these inequities by **targeting reinvestment in Glendale Park, Jordan River Park, and Cottonwood Park**, while planned improvements like those in the Power District will help bridge trail gaps and expand access to open spaces. Together, these projects present an opportunity to improve daily access to recreation, enhance the quality of neighborhood gathering spaces, and reduce disparities across the city.<sup>55</sup>

These locations underscore the concentration of underutilized recreational assets on the Westside—assets with significant potential for strategic reinvestment. Targeted improvements to amenities, accessibility, and programming can transform these parks from neighborhood resources into citywide destinations, supporting equitable access and enhancing community vibrancy.

<sup>54</sup> 2019, *Salt Lake City Parks & Public Lands Needs Assessment*

<sup>55</sup> *General Obligation Bond, 2022, \$85 million Parks, Trails and Open Space General Obligation (GO) Bond*



**Figure 58.** Public Parks and Open Spaces Walkshed

### Grocery Stores

While some full-service grocery stores, supermarkets, and superstores are located along major transit corridors such as North Temple and Redwood Road, the majority are concentrated east of I-15. These locations offer reliable access to many transit-dependent households. However, residents of neighborhoods like Poplar Grove and Glendale, where full-service options are limited, often rely on smaller specialty markets within walking distance.

Additionally, large pockets of Rose Park, Westpointe, and parts of Glendale, remain completely outside of a comfortable walkshed (Figure 59). For residents in these areas, accessing groceries often requires either a car or significantly longer trips when using transit, walking, rolling, or biking—adding time, effort, and cost, and contributing to inequities in daily convenience.

Food insecurity is a significant issue on the Westside. In 2019, the U.S. Department of Agriculture (USDA) Food Access Research Atlas identified four Westside census tracts, which include sections of Fairpark, Rose Park, Jordan Meadows, and Westpointe, as “low-food-access” areas, meaning more than 33 percent of residents live over one mile from the nearest supermarket.

The diverse needs of Westside residents often extend beyond what traditional grocery stores provide, requiring access to culturally specific foods. Markets such as Rancho Markets in Fairpark and Gonzalez Market in Glendale primarily offer products catering to Hispanic and Latin American cuisines, but their limited number means many residents travel farther than desired. Residents looking for specialty items for African and Middle Eastern cuisines often travel east of I-15 or to other neighborhoods to shop at stores such as African Star Market. Pacific Islander communities face the greatest distance barrier to find essential culturally specific ingredients, frequently traveling to West Valley City. Despite the presence of some specialty markets, the overall availability and proximity of culturally specific foods remain inadequate for many Westside residents.

Community-led efforts have started to fill some of these gaps. Programs like Wasatch Community Gardens have established urban farms in Fairpark, Rose Park, and Glendale, helping to expand access to fresh produce in neighborhoods not served by nearby stores. However, without new grocery investment, these initiatives can only partially address the broader gaps in food access across the Westside.

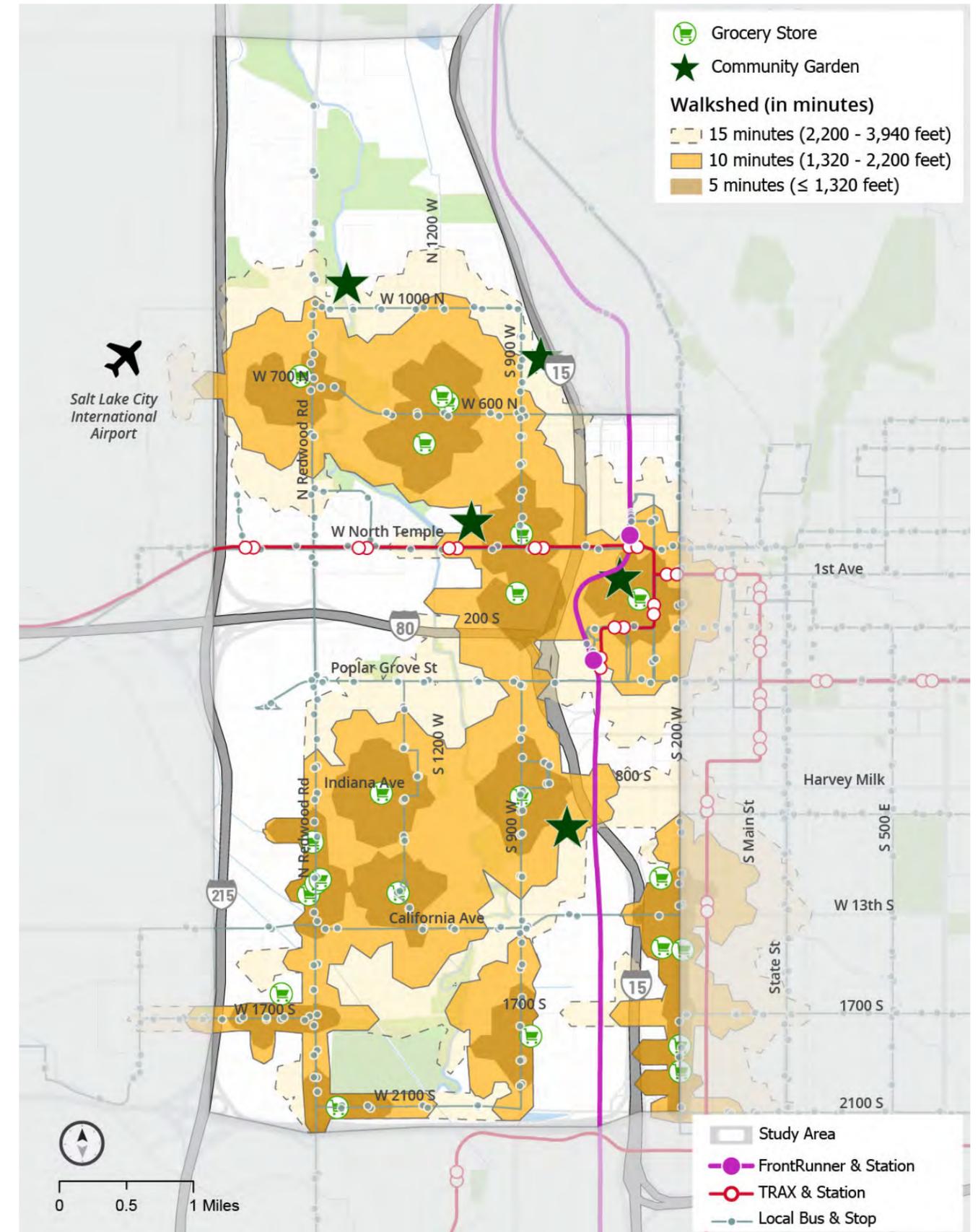


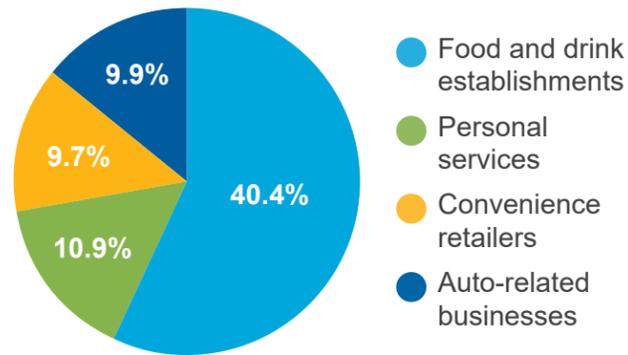
Figure 59. Grocery Stores Walkshed

### Walkshed Overlap Analysis

A walkshed overlap analysis was used to evaluate how well Westside residents can access multiple community assets within a short walking distance (**Figure 60**). The five amenity categories include: schools, parks, grocery stores, transit stops, and community facilities. Areas where these walksheds overlap represent the strongest concentrations of daily opportunities, while gaps reveal neighborhoods where access is limited.

The analysis shows that North Temple and Redwood Road corridors provide the highest concentration of overlapping walksheds as seen in **Table 10**. Residents in these areas are within walking distance of multiple destinations and frequent transit, reinforcing their role as community anchors. Notably, approximately 63% of the total population and 57.5% of households in the study area fall within walksheds where four or five categories of amenities overlap. This means that most residents live in areas where daily needs and services are theoretically accessible on foot, though the extent to which they are truly accessible depends on the safety, comfort, and continuity of the pedestrian environment along these corridors.

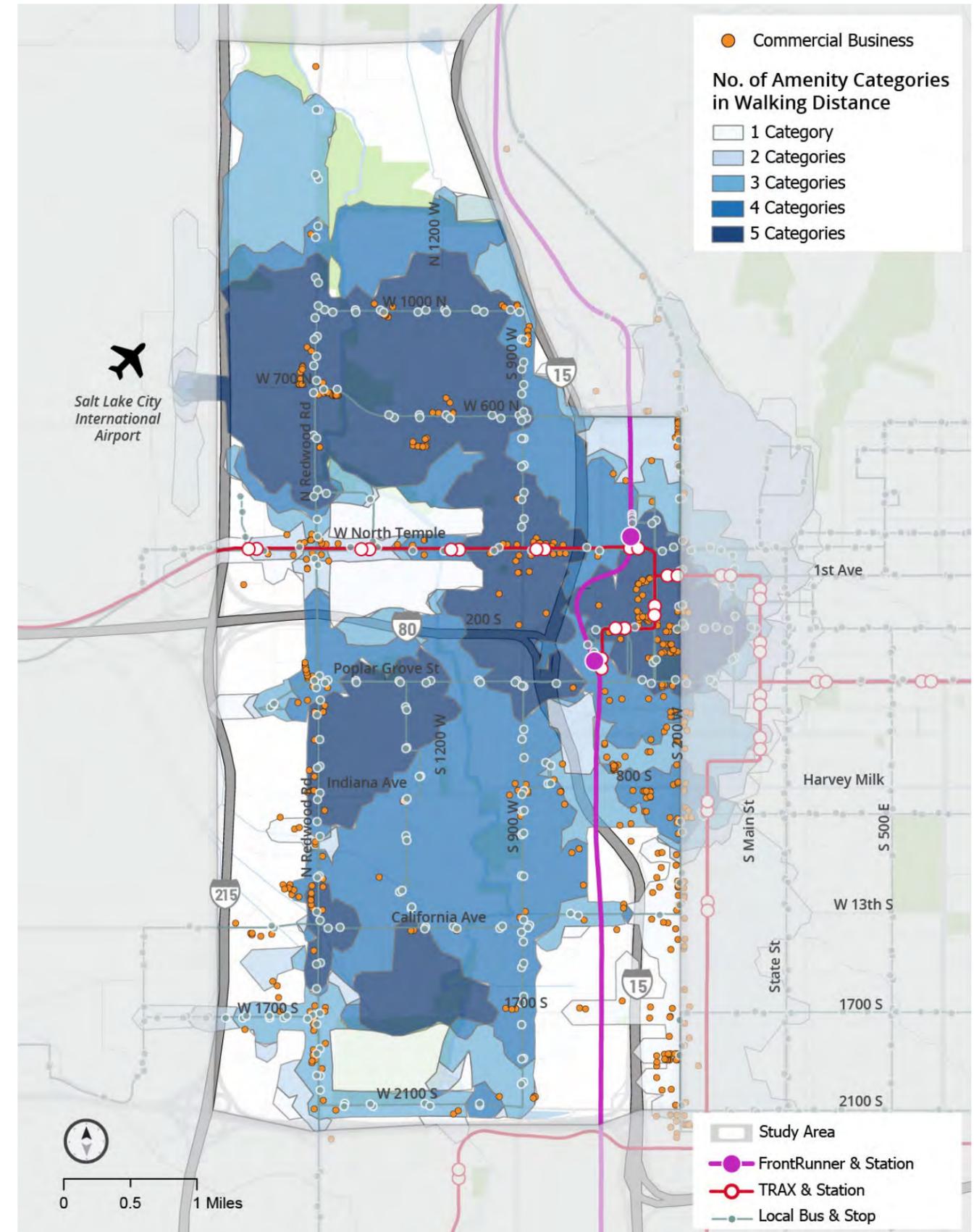
An inventory of 475 commercial businesses further illustrates the types of destinations that shape daily life in these walkable areas. Food and drink establishments (40.4%), including restaurants, cafés, and bakeries, make up the largest share; followed by personal services (10.9%), grocery and convenience retailers (9.7%), and auto-related businesses (9.9%). This mix highlights how commercial activity reinforces walkable access to daily needs along key corridors.



In contrast, areas with fewer overlapping walkshed—amenity categories representing roughly 12.7% of the population and 15.2% of households for single-category access, and 10.2% of the population and 13.6% of households for two categories—are more limited in their access to essential services. **Many of these lower-access areas are concentrated in Glendale (south of the Surplus Canal), Rose Park (west of Redwood Road), and industrial districts near I-215 and the airport.** Residents in these neighborhoods must travel farther, often crossing physical barriers such as rail lines or freeways, to reach key destinations. Addressing these gaps will be critical to improving equitable access to services and strengthening neighborhood connectivity.

**Table 10.** Estimated Share of Population and Households by Walkshed Category

NUMBER OF AMENITY CATEGORIES IN WALKING DISTANCE	ESTIMATED % OF POPULATION	ESTIMATED % OF HOUSEHOLDS
1	12.7%	15.2%
2	10.2%	13.6%
3	14.2%	13.6%
4	25.3%	22.3%
5	37.7%	35.2%



**Figure 60.** Walkshed Overlap Analysis

Source: Kimley-Horn analysis of ESRI BAO.

## Existing Plans and Ongoing Initiatives

Several ongoing planning efforts provide important context for enhancing community vibrancy on the Westside. These initiatives outline how housing, cultural resources, parks, education, and access to daily needs align with broader city goals. They also help guide strategies aimed at reducing disparities between the Westside and other parts of Salt Lake City. These plans include:

### Westside Master Plan, 2014

Established a framework of neighborhood, community, regional, and recreation “nodes” as focal points for social infrastructure, services, and public spaces. The plan emphasizes creating a mix of uses that allow residents to meet daily needs locally, and highlights the need to strengthen Westside parks, cultural resources, and mixed-use corridors such as North Temple.

### Northwest Community Master Plan (in progress)

Builds on the node framework by examining future mixed-use development opportunities and exploring strategies to align growth with improved access to community amenities. This plan is especially important for framing how the Power District and other large redevelopment areas can contribute to more complete and connected neighborhoods.

### Salt Lake City Parks and Public Lands Needs Assessment, 2019

Identifies much of the Westside as “high need” for park investments. This assessment directly informs capital planning, including projects funded by the 2022 voter-approved General Obligation bond, which directs resources to under-resourced parks in Glendale, along the Jordan River, and other Westside neighborhoods.

### Salt Lake City School District Facilities Plan and 2023 Bond

Funds major high school upgrades, including West High, and provides resources for safe circulation improvements. While these investments improve educational quality, they do not yet resolve the challenge of limited high school access west of I-15.

### Food Access Initiatives

Programs such as Wasatch Community Gardens and Citywide food access studies emphasize gaps in grocery availability and culturally relevant food sources in Westside neighborhoods. These policies underscore the need for future planning efforts to better integrate grocery stores and fresh food markets into community nodes.



# Community Vibrancy: Issues, Gaps, and Opportunities Summary

## Barriers & Land Use

Rail lines, freeways, and incomplete sidewalk networks limit safe connections to jobs, schools, and services, especially west-east movement. These conditions reinforce inequities, particularly for households that rely on walking, biking, or transit. Ensuring more equitable access will require targeted investments to close these gaps while reinvesting in neighborhoods projected to lose population. Without action, inequities will deepen as growth outpaces infrastructure.

- 1** Railroads, freeways, and missing sidewalks limit safe west-east travel
- 2** Mixed-use development is focused along North Temple, or east of I-15 along 300 West and 400 West
- 3** Contiguous industrial areas are located along I-15, the railroad corridors, and west of Redwood Road, adding to barriers

## Daily Needs and Gaps

Access to daily needs such as groceries and neighborhood-serving retail is inconsistent across the Westside. While some corridors support local shops and services, other areas force residents to travel longer distances, often crossing major barriers. The USDA designated parts of the Westside as low-food-access areas, underscoring the lack of grocery options close to home. Strengthening local-serving retail and food access will reduce inequities in daily life.

- 1** Portions of Fairpark, Rose Park, Jordan Meadows, and Westpointe are USDA low-food-access areas
- 2** Many residents travel east of I-15 for cultural food options
- 3** Several corridors have limited retail options

## Housing and Affordability

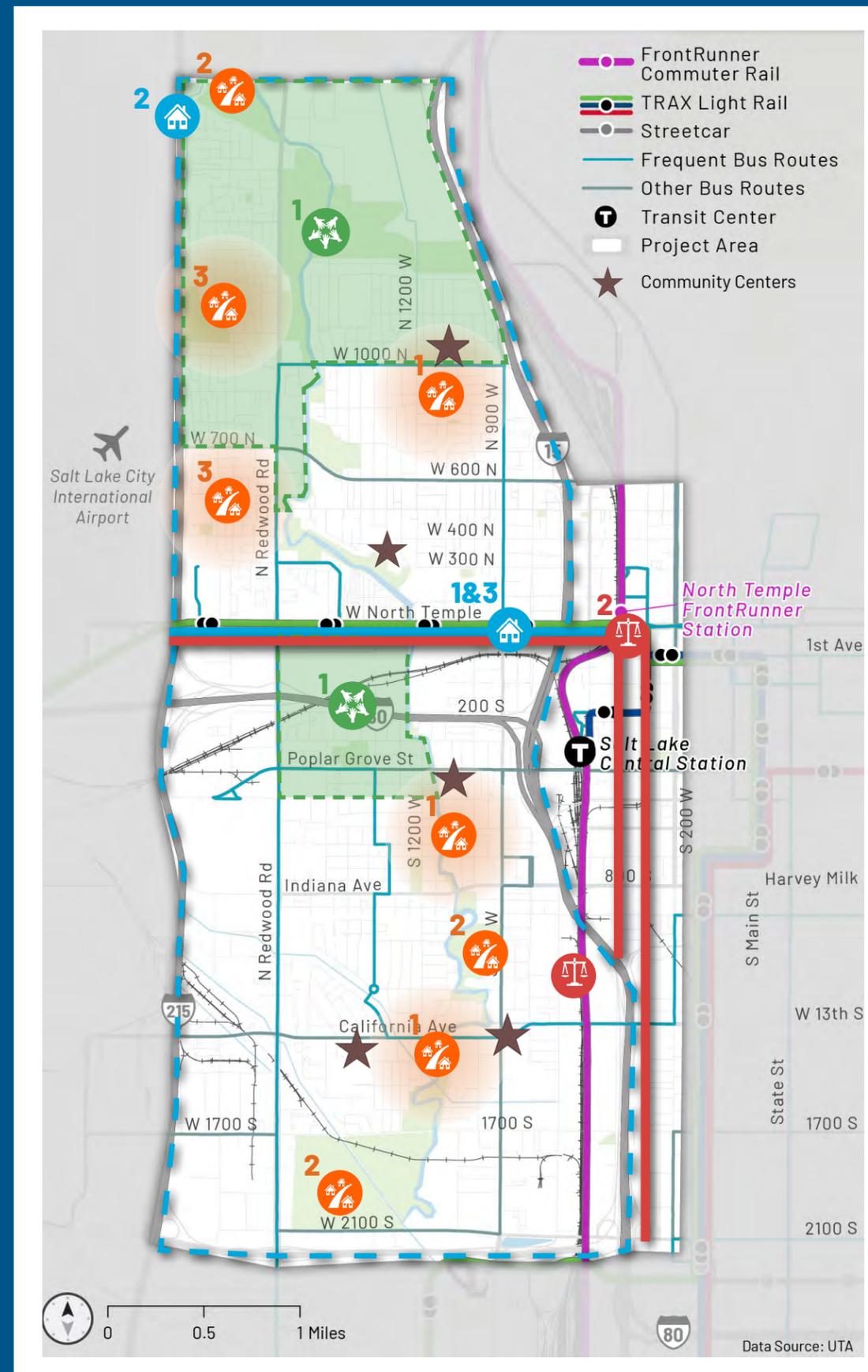
Affordable housing is a defining feature of the Westside, but its distribution is uneven and concentrated along transit corridors. North Temple in particular has seen new affordable projects, yet these areas face rising redevelopment pressure that could displace long-time residents. Mobile homes (~3% of area units) remain one of the last deeply affordable housing options, though they are vulnerable to redevelopment. Going forward, preserving affordability and ensuring new housing supports diverse incomes will be critical.

- 1** Affordable housing is clustered along the North Temple TRAX line
- 2** The majority of renters are cost-burdened (spending >30% of their income on housing)
- 3** Displacement pressures are highest along North Temple, where market demand is strongest

## Community Anchors

Community anchors such as schools, libraries, parks, and places of worship provide identity, stability, and social connections across diverse neighborhoods. While many anchors are well-placed in Glendale, Rose Park, and Poplar Grove, gaps in access persist in Westpointe and Jordan Meadows. Strengthening access to these institutions will mean all residents can participate in community life. The uneven distribution of anchors highlights priority areas for new investment.

- 1** Strong clusters of schools, libraries, and parks are in Glendale, Poplar Grove, Rose Park
- 2** Major regional anchors include Jordan Park, Glendale Park, and the Regional Athletic Complex
- 3** Currently, neither the Jordan Meadows or Westpointe Community Councils are functioning



# Appendix A: Literature Review

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# 1. PREVIOUS PLANS AND STUDIES

A review of previously completed and ongoing planning efforts focused on the study area provides a baseline understanding of community needs and potential solutions for the WE Connect study. A list of all relevant studies that were reviewed is provided below in

**Table 1.**

Owner	Title	Year
Salt Lake City	Salt Lake City Capital Improvement Program	Updated Annually
	Salt Lake City Green Loop	In Progress
	Northwest Community Plan Update	In Progress
	Ballpark NEXT Community Design Plan	2025
	North Temple Economic Action Plan	2025
	Folsom Trail Design Plan	2024
	Emerald Ribbon Action Plan	2024
	Granary District Area Plan	2024
	SS4A Safety Improvements to Redwood Road	2024
	North Temple Mobility Hub Study	2023
	Connect SLC – Citywide Transportation Plan	2023
	Westside Neighborhood Environmental Justice and Air Quality	2023
	Thriving in Place	2023
	Housing SLC Plan	2023
	Salt Lake City Street and Intersection Typologies Design Guide	2023
	SLC Crossings Study Engagement Memo	2023
	Salt Lake Transportation East-West Connections	2022
	Critical Connections, Healing Salt Lake City’s East-West Divide (Grant Application)	2022
Salt Lake City’s Westside Transportation Equity Study	2021	

	Salt Lake Street Lighting Master Plan	2021
	9-Line Trail Extension Study	2018
	Salt Lake City Transit Master Plan	2017
	Downtown Community Master Plan	2016
	Westside Master Plan	2015
	Salt Lake City Pedestrian & Bicycle Master Plan	2015
	North Temple Boulevard Plan	2010
	Rose Park Small Area Plan	2001
<b>Salt Lake County</b>	Active Transportation Implementation Plan	2017
<b>Citizen-Initiated</b>	Rio Grande Plan Economic Impact Analysis	2025
	Rio Grande Plan Screening Analysis	2023
<b>UDOT</b>	I-15 Environmental Impact Statement and Record of Decision	2024
	UDOT Statewide Transportation Improvement Program (STIP)	2024
	Utah Freight Plan	2023
	Redwood Multimodal Transportation Study	2018
<b>Utah State Fair</b>	Utah State Fairpark Master Plan	2021
<b>Utah Transit Authority</b>	TechLink TRAX Study	2025
	Five-year Service Plan 2025-2029	2024
	UTA Moves 2050	2024
	UTA Bus Stop Master Plan	2024

<b>WFRC</b>	Power District Transportation Study	2025
	Wasatch Choice Vision	2025
	Comprehensive Safety Action Plan	2024
	Wasatch Choice Great Streets	2023
	Regional Transportation Plan	2023

Table 1 - List of Previous Studies

## 1.1. SALT LAKE CITY PLANS AND STUDIES

### 1.1.1. Salt Lake City Capital Improvement Program (CIP) (Updated Annually)

Each budget year, money is set aside for the CIP, a multi-year planning program of capital expenditures needed to replace or expand the City’s public infrastructure. Capital improvements consist of the planning, design, construction, acquisition, and rehabilitation of municipal infrastructure. This encompasses a wide range of public assets, including buildings, parks, streets, sidewalks, bridges, transportation facilities, traffic control systems, and other essential physical structures.

**Key Takeaways:** Funded projects in the Fiscal Year 2026 CIP within the study area include:

- 700 North Repaving and Enhancements
- Rose Park Land Beautification, Trail, and Safety Improvements
- Glendale Traffic Calming

### 1.1.2. The Green Loop (In Progress)

*The Green Loop* is a visionary plan to create a tree-lined greenway around downtown Salt Lake City. Salt Lake City’s residential downtown population doubled from 2020 to 2025; however, less than 30% of the downtown area is within a 5-minute walk from open space. The Green Loop concept has been recommended in City plans dating back to 2008. In 2023, a series of community engagement and pop-up events were held to gauge public perception. In 2025, the Salt Lake City Council voted to approve \$3.1 million FY 24/25 Capital Improvement Project funds to advance the Green Loop vision. In 2025, the Utah Legislature passed S.B. 195, a state law establishing mandatory oversight of certain city-level transportation and road projects to

ensure alignment with statewide priorities and funding requirements. Despite this new regulatory framework, Salt Lake City's mayoral office has confirmed that the Green Loop project remains on track and will proceed as originally planned.

**Key Takeaways:** While the Green Loop will not extend to Salt Lake City's Westside, its benefits could be enjoyed by Westside residents if west-east connections are improved between Poplar Grove and Glendale and downtown.

### 1.1.3. Northwest Community Master Plan (In Progress)

*The Northwest Community Master Plan* covers five neighborhoods: Rose Park, Fairpark, Jordan Meadows, Poplar Grove, and Westpointe, as seen in **Figure 1**. The area is characterized by a mix of residential, commercial, and industrial uses, with significant redevelopment efforts underway, especially along the North Temple corridor and the new U-FAIR District (Utah Fairpark Area Investment and Restoration District). The plan builds on the corridor framework by examining future mixed-use development opportunities and exploring strategies to align growth with improved access to community amenities.

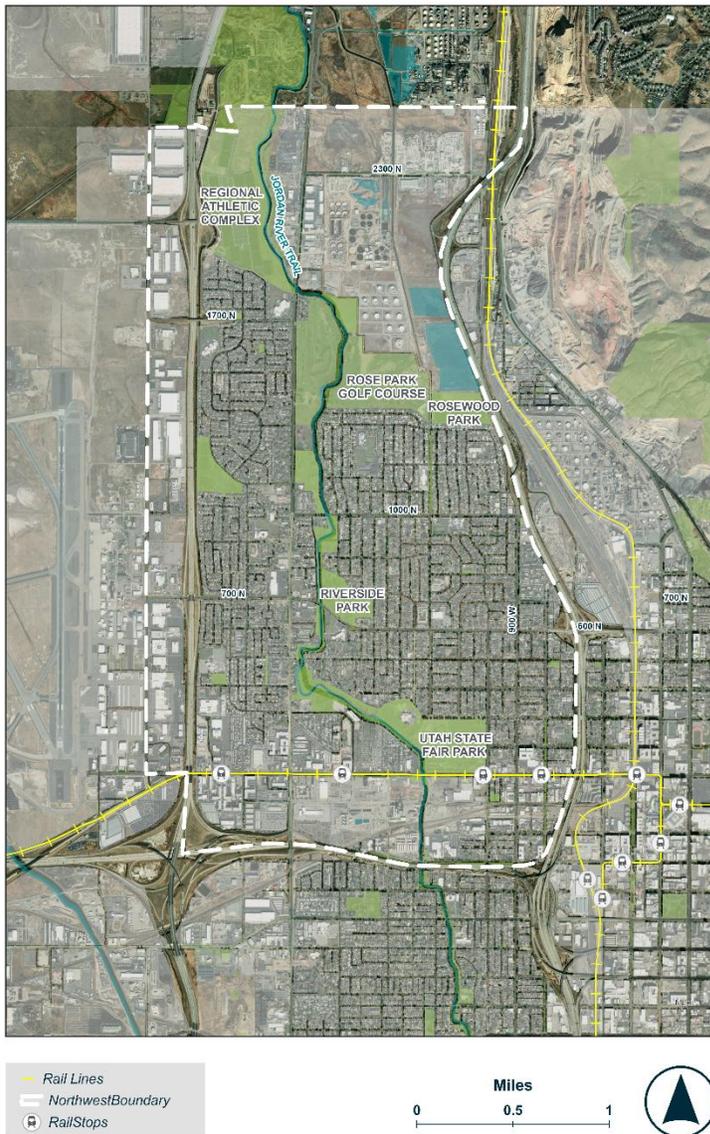


Figure 1. Northwest Community Plan Boundaries

Source: Northwest Community Plan

**Key Takeaways:** This plan will be especially important for framing how the Power District and other large redevelopment areas can contribute to more complete and connected neighborhoods. Key issues include housing affordability, infrastructure upgrades, environmental health, and the need for updated policies to reflect current city goals and community needs.

### 1.1.4. Ballpark NEXT Community Design Plan (2025)

In June 2025, The Salt Lake City Community Reinvestment Agency (SLC CRA) released their *Ballpark NEXT Community Design Plan*, a visionary document for the ballpark site. The Salt

Lake Bees relocation to Daybreak left Smith’s ballpark vacant, creating an opportunity to reimagine the space as a vibrant community hub. Developed with community input and stakeholder collaboration, the plan paves the way for transformative partnerships with local institutions and businesses.

The Design Plan begins by outlining a vision for the ballpark neighborhood. This vision includes transforming Smith’s Ballpark into a multi-use entertainment venue for sports, concerts, and community events; daylighting Red Butte, Emigration, and Parleys Creek to establish Creek Park as a connected greenway; re-establishing Richard Street to improve neighborhood access; investing in mixed-use housing that combines residential, retail, and office space; and constructing both a new library to serve residents and a fire station to enhance public safety on Main Street. The SLC CRA voted unanimously on December 9th, 2025, to adopt the Ballpark Next Community Design Plan.

**Key Takeaways:** The Ballpark neighborhood is on the eastern edge of the WE Connect Study area. It is in a sector of the City severely lacking in green space, equidistant between Liberty Park and Jordan Park. Ballpark Next would create a nearby regional attraction for Glendale, increasing the need for better transportation links across the I-15 corridor.

### 1.1.5. North Temple Economic Action Plan (2025)

North Temple is a vital multimodal corridor connecting the Salt Lake City International Airport to downtown. The corridor has experienced a surge in transit-oriented, mixed-use developments alongside significant transit investments. However, this shift raised concerns with stakeholders and residents about the loss of retail options, safety and security issues, and a perceived lack of amenities. **Figure 2** shows Salt Lake City’s project areas alongside the North Temple project area.

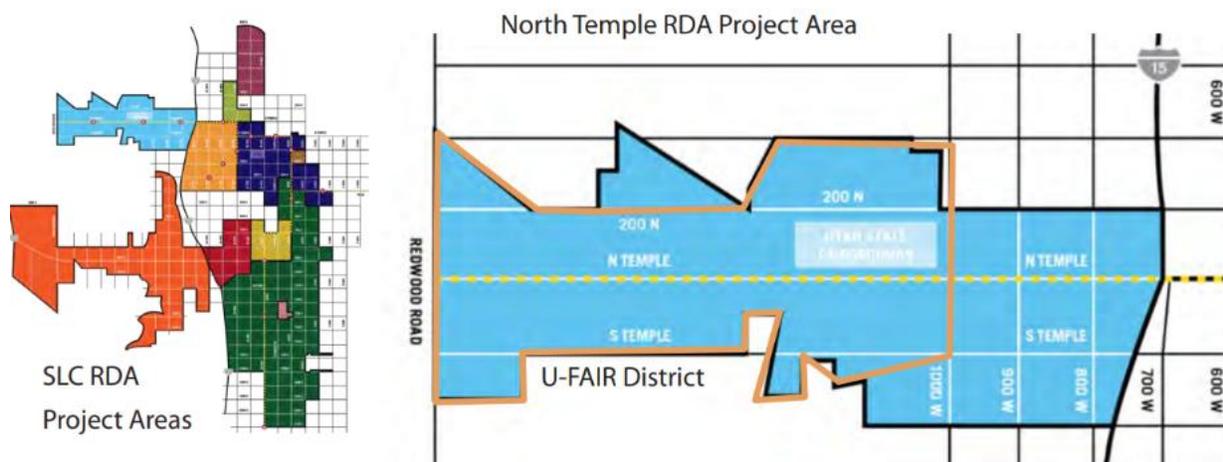


Figure 2. Salt Lake City CRA and North Temple project areas and the Utah Fairpark Area Investment and Restoration District boundaries (inside the orange outline).

Source: North Temple Economic Action Plan

The North Temple corridor is primarily zoned Mixed-Use Transit Station (TS-MU), Special Purpose Transit Station (TS-SP), and Urban Center Transit Station (TS-UC). The plan outlines three future land use categories: core, transitional, and stable. Taxable sales have rebounded, and local retail demand has increased; however, office vacancies remain at an all-time high and are expected to increase.

### 1.1.5.1. COMMUNITY ENGAGEMENT SUMMARY

Several constraints were identified before community engagement began, shown in **Figure 3**

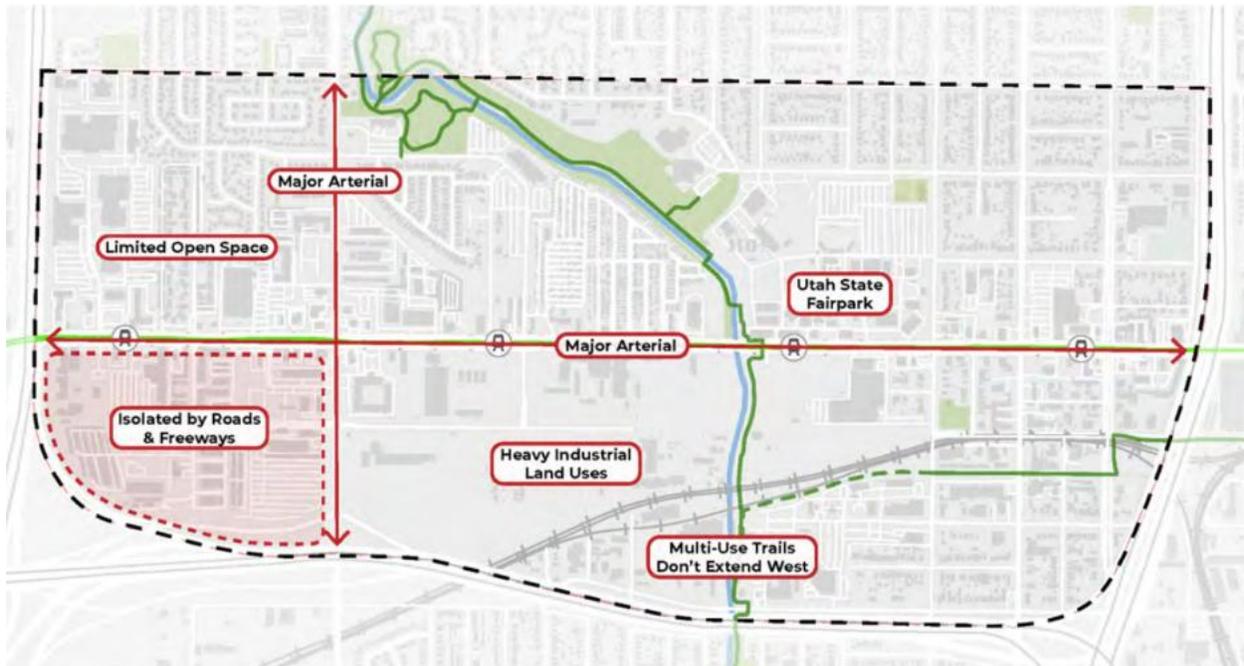


Figure 3: Constraints in the North Temple Project Area

Source: North Temple Economic Action Plan

- There is limited open space in NW zone.
- Redwood Road, a major arterial, transects the corridor.
- Portions of the project area are isolated by roads and freeways.
- The south-central portion has heavy industrial land uses.
- Multiuse trails don't extend west of the Jordan River.

The engagement team took a more targeted approach, utilizing existing events, and interviewing property and business owners on location, summarized in **Figure 4**.



Figure 4: Community Engagement Efforts in the North Temple Project Area

Source: North Temple Economic Action Plan

**The primary takeaways from this effort included:**

- Trash degradation of the landscape was the top concern.
- Access to the Jordan River Trail, a top area amenity.
- Several challenges exist, including ongoing private and public construction, a lack of communication from developers to businesses about development activities, and frequent discrepancies between projected and actual project timelines.
- While the City has the development information, it may not always be widely shared. Businesses don't know where to go or who to talk with when there is a problem.
- Identifying a liaison to serve the North Temple corridor who has knowledge of the local business community. The liaison should participate in construction mitigation meetings, share needed information and be multilingual or have access to language resources.
- To address loss of retail, the City could create a special assessment area and develop a retail sub-leasing program to be managed by the CRA.
- The CRA offers a loan program that provides gap financing for projects that align with the goals outlined in the project area plan.

**Key Takeaways:** North Temple is a vital economic corridor on the Westside. *The North Temple Economic Action Plan* recommends investments in medium-density housing, the creation of a special assessment area to fund public improvements, and a retail subleasing program aimed at improving economic health and vitality. These economic investments could benefit Westside residents, especially those in the Fairpark neighborhood, by increasing commercial activity locally and providing opportunities for small businesses owners.

The plan summarizes recently completed, under construction, and planned housing units within the study area (**Figure 5**). Based on available data as of July 2024, 3,000 residential units were under construction, and another 2,300 residential units are planned or permitted.

The study recommends adding street parking along North Temple by removing one travel lane in each direction. On-street parking will not be permitted between 3:00 PM and 6:00 PM to increase traffic capacity during rush hour.



Figure 5: Recently Completed, Planned, Permitted, and Under Construction Housing Units

Source: North Temple Economic Action Plan

### 1.1.6. City Creek at Folsom Trail Design Plan (2024)

This plan outlines the conceptual design for daylighting City Creek along the Folsom Trail between 700 West and 1000 West in the Poplar Grove neighborhood of Salt Lake City. The plan's mission is to revitalize a former rail corridor into a thriving ecosystem and to create a beautiful, safe, and welcoming community centerpiece with access to nature, improved water quality, and mitigated surface area flooding.

**Key Takeaways:** Targeted community engagement along the corridor revealed that participants prioritized seating, lighting, and trash and recycling cans. A visual preference survey was also distributed. Respondents expressed a preference for nature, soil, native planning and plaza spaces.

The final conceptual design includes several amenities, landscape designs, seating, and public art. This plan was preceded by the Daylighting Feasibility Study, which consisted of three

conceptual designs, two of which follow the Folsom Trail corridor. Extension of the Folsom Trail to the Jordan River Trail would offer better west-east connectivity.

### 1.1.7. Emerald Ribbon Action Plan (2024)

The Emerald ribbon is a 10-mile segment of the Jordan River corridor within Salt Lake City limits. The Emerald Ribbon Action Plan aims to bring this corridor to life through thoughtful design, wildlife restoration, and enhanced connectivity. The draft plan, released in 2024, identified key project areas and ideas to direct investment.

**Key Takeaways:** The plan's status is currently uncertain as its adoption has been tabled; however, these projects, if implemented in the timeline given, would have meaningful impacts on residents in the WE Connect study area who utilize the Jordan River Corridor. Below is a list of Phase 1 projects pending city council approval:

- Bringing new life to Cottonwood Park
- Reimagining Modesto Park
- Developing a new wildlife area at Glendale Oxbow
- Development of a new nature park near Rose Park Golf Course
- JRT Safety and Connectivity Projects

### 1.1.8. Granary District Area Plan (2024)

The Granary District Area Plan provides a strategic framework to guide the implementation of multimodal transportation improvements that enhance comfort, connectivity, and accessibility for all users traveling within or through the district. Building upon prior planning efforts, the document emphasizes context-sensitive strategies that support walking, rolling, bicycling, and transit access.

**Key Takeaways:** The recommendations are structured for delivery within a 2- to 10-year horizon, with an emphasis on feasible and impactful interventions. Priority areas include intersections, midblock crossings, local streets, and catalytic corridors. Each proposed project was evaluated using a standardized prioritization framework. Projects receiving the highest scores are designated for near-term implementation (2–4 years), while those with lower scores are scheduled for advancement in the mid-term phase (5–10 years).

Projects address east west connectivity through creating new crossing routes and improving intersection safety.

A summary of these projects is shown in **Figure 6**.

Projects	Near-Term Project	Mid-Term Project	Spot Projects	Network Projects	Corridor Projects
600 South and 300 West: intersection					
800 South and 500 West: intersection					
800 South and 400 West: intersection					
800 South and 300 West: intersection					
West Temple and 600 South: intersection					
New midblock connection at: approximately 350 West, from 600 South to 950 South					
New midblock connection at: approximately 750 South, from 500 West to 200 West					
New midblock connection at: approximately 550 West, from 600 South to 850 South					
400 West: 600 South to I-15 on-ramp					
700 South and 400 West: intersection					
600 South and 400 West: intersection					
600 West: 600 South to 900 South					
800 South: I-15 underpass to West Temple					

Figure 6. Granary District Project Recommendations and Prioritization

Source: Granary District Area Plan

### 1.1.9. SS4A Safety Improvements to Redwood Road (2024)

Salt Lake City has been awarded \$2.94 million in federal Safe Streets and Roads for All (SS4A) grant program funding to improve roadway conditions along a 6.4-mile stretch of Redwood Road; however, the award contract is still pending. The neighborhood has experienced significant population increases in recent years, with much of the new housing serving low-income families. This growth has heightened the need for safe pedestrian access to bus stops, sidewalks, and urban trail connections that provide safer routes to downtown and key community amenities.

**Key Takeaways:** Redwood Road is a high-risk roadway within the study area. Currently, the lack of safe crossings has led to more unmarked crossings, creating safety concerns for people walking and bicycling. To address these issues, the City plans to implement multiple low-cost countermeasures at six stop-controlled intersections along the corridor. These improvements include retiming signals, installing high-intensity activated crosswalk beacons, and adding additional sidewalks.

### 1.1.10. North Temple Mobility Hub Feasibility Study (2023)

The North Temple Mobility Hub Feasibility Study confirms that the area is suitable for a transit hub and gathered community input on desired features and ways to make the hub convenient and inviting for both residents and transit users. The project study area centers on a 1.2-mile segment of North Temple between 900 West and Redwood Road. A mobility hub facilitates transfer from one form of travel (such as walking or biking) to another (such as taking the bus or TRAX). These centrally located hubs bridge transportation gaps and provide opportunities for community-supportive development.

**Key Takeaways:** Community engagement indicates significant interest in a future hub that provides safe gathering areas and emphasizes amenities for families and youth. A specific location was not selected, however the study area outlined in **Figure 7** shows the area where the mobility hub could be located.

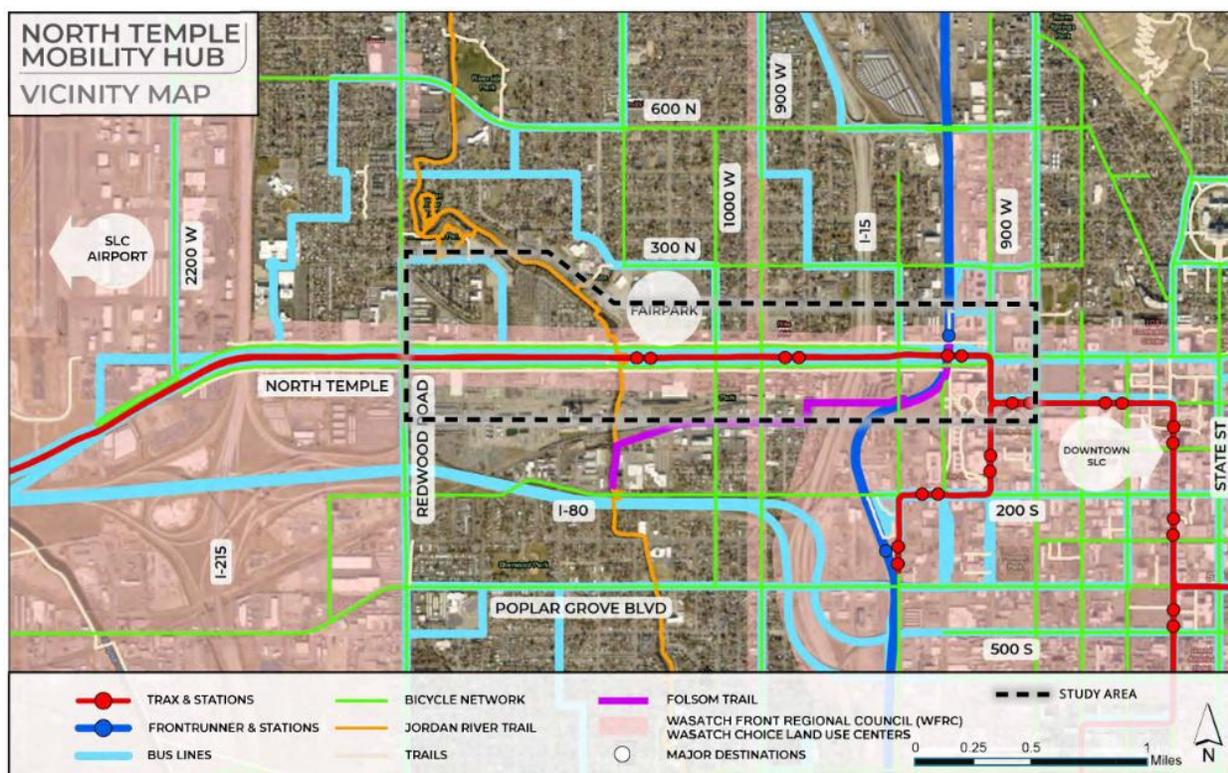


Figure 7: North Temple Mobility Hub Vicinity

Source: North Temple Mobility Hub Study

#### 1.1.10.1. Community Engagement Summary

The following is a summary of community feedback received during the study:

- Community feedback is centered around the need for connection, access, and opportunity in the area.

- The hub needs to provide value to the community—more than a parking lot for bus storage. There is also support for including small pop-ups or rotating businesses.
- Consensus indicates a need for active use, including green space, playgrounds, dining, shopping, and entertainment, to complement new housing along North Temple.
- There is strong desire for the hub to be a neighborhood destination; a place people want to visit with a focus on family-oriented/youth-focused community amenities.
- Community space ideas include a library, affordable grocery store/food market, retail/shopping, healthy food options, playgrounds/greenspaces, and public spaces.

### 1.1.11. Connect SLC – Citywide Transportation Plan (2023)

Connect SLC sets goals to improve health and safety, expand access to opportunities, and improve air quality. Connect SLC identifies how residents move today, what they value, how they want to improve public spaces, and what improvements would make it easier for residents and visitors to move around Salt Lake City. The plan aims to:

- Build lasting relationships with community members to empower diverse voices at the planning table.
- Implement a Vision Zero Strategy to improve safety for all.
- Invest in the City’s active transportation network to improve connections and health outcomes.
- Make transit a competitive and attractive mode of travel in Salt Lake City.
- Expand transportation options to meet climate goals and efficiently manage Salt Lake City’s streets.
- Leverage community benefits from private investment to create welcoming community gathering places.
- Design, build, operate, and maintain great streets through effective partnerships.

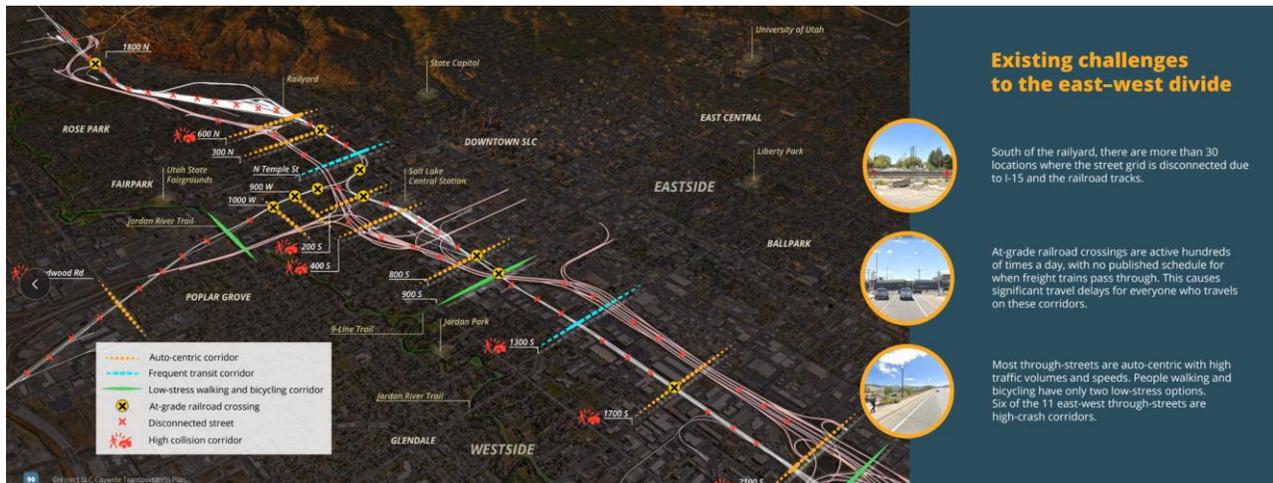


Figure 8. Connect SLC’s Proposed Connections and Improvements

Source: Connect SLC – Citywide Transportation Plan

### 1.1.11.1. Community Engagement Summary

The following is a summary of public feedback collected during the project’s community engagement phase that informed the plan’s values and priorities.

#### Community Vision for Improving Streets and Transportation

Online survey participants were asked to describe their vision for how Salt Lake City’s streets and transportation should feel and look in the future. These key themes emerged as potential inspiration for the transportation plan’s vision statement and policy options:

- **Enhanced Safety:** Participants envision a city with a safe, convenient, and efficient road network that accommodates all travelers, including transit riders, motorists, pedestrians, cyclists, skateboard users, and individuals with disabilities using mobility devices. Participants want to have well-lit, highly visible, and delineated areas for people of all ages and abilities to travel comfortably without fear of being hit by a car.
- **Better Transit:** Participants envision a city with an expansive transit system that enables riders to conveniently access their desired destinations with fewer transfers and throughout more times of day, every day of the week. Participants want reliable, quality transit service supported by bus rapid transit (BRT) routes, transit-only lanes, and transit signal priority.
- **Fewer Car Trips:** Participants envision a city that prioritizes active mobility and sustainable transportation to help address the city’s growing congestion, air quality and emissions, and safety concerns. Participants want roadways prioritized for people rather than vehicles, with narrower lanes, shorter crossings, lower speeds, and reduced private vehicle parking to discourage driving.
- **Connected Bikeways:** Participants envision a city connected by a network of well-maintained and safe bikeways, especially protected bicycle lanes, and adequate bicycle parking options. Participants want a bicycle network that connects to the transit system

to improve first- and last-mile access and partnerships with bicycle advocacy groups to inform future bicycle projects and programs.

### *Community's Transportation Values*

The top four transportation values for all participants, along with common reasons, are:

- **Air Quality and the Environment:** People who selected this option want healthy air quality and natural environment protection to improve human health and community well-being today and for future generations.
- **Reliability:** People who selected this option want consistent, predictable, and easy-to-use transportation options that get people where they want to go throughout the day, every day of the week. These options are important to access jobs, education, appointments, community destinations, and essential services.
- **Safety from Harm:** People who selected this option want roads and connections that are safe for people of all ages and abilities while using non-car modes of transportation to support human health and mobility.
- **Affordability:** People who selected this option want affordable, high-quality transportation options to help increase access to opportunities and essential destinations for people with limited means, such as low-income workers, students, older adults, and people with disabilities.

### *Ideas for Advancing Top Values*

Participants were encouraged to explain why their chosen values are important to them and suggest actions the City could take to support those values. The following highlights common ideas from participants on how Salt Lake City could advance the top-ranked values:

- **Air Quality and the Environment**
  - Grow transit ridership
  - Increase and improve zero-emissions transportation options (e.g., walking, bicycling, clean vehicle fleets)
  - Reduce car use and trips
- **Reliability**
  - Increase the number of transit stops
  - Expand transit hours of operations
  - Enhance transit frequency and reliability
  - Increase on-demand shared transit options
  - Provide real-time transit information
- **Safety from Harm**
  - Invest in protected bicycle lanes
  - Lower vehicle speeds
  - Improve road pavement conditions
  - Enhance street lighting, especially around transit stops
  - Widen sidewalks and create pedestrian connections

- **Affordability**
  - Make transit zero-fare for all, or
  - Reduce transit fares for people with limited means (e.g., low-income earners, students, older adults, and people with disabilities) if zero-fare is not feasible

### 1.1.12. Westside Neighborhoods Environmental Justice and Air Quality Assessment (2023)

In response to community concerns, the EPA provided funding for a targeted environmental justice (EJ) assessment. The assessment utilized existing data sources, digital tools, and input from the community to comprehensively evaluate the environmental, demographic, and health context of Salt Lake City's near-inland port communities. The assessment took place from February to August 2023. It included the following components:

- Convening a stakeholder group to identify concerns.
- Collection of background data and information on air quality and associated EJ issues.
- Development of a written assessment report and a presentation on air quality issues.
- Presentation of assessment findings to Westside neighborhoods and documentation of community feedback.

**Key Takeaways:** Results show elevated levels of particulate matter, ozone, VOCs and other airborne hazards, especially when compared to Eastside communities. The assessment concluded with strategies and considerations in promoting environmental justice and reducing the potential impacts of additional development on Westside neighborhoods.

### 1.1.13. Thriving in Place (2023)

*Thriving in Place* is a strategic initiative aimed at analyzing the causes and effects of gentrification and displacement in Salt Lake City, and at identifying key actions to support residents in remaining and prospering within their communities.

Following a year of comprehensive community engagement, including surveys, interviews, focus groups, and workshops, the plan established a set of goals and strategic priorities. These strategic priorities are designed to support goal attainment by adapting, expanding, and scaling existing programs or practices; implementing new policies and initiatives to address identified needs; and establishing enhanced structures and processes for ongoing collaboration, partnership, and effective management of the strategy. These strategic priorities are listed below, and the 2-year action plan is shown in **Figure 9**.

- 1A: Develop a tenant relocation assistance program
- 1B: Adopt a displaced tenant's preference policy
- 1C: Improve and expand tenant resources and services
- 1D: Create a tenant resource center and navigation service
- 1E: Help tenants become owners

- 1F: Grow people's incomes
- 2A: Develop and adopt a community benefit policy
- 2B: Acquire and rehabilitate unsubsidized housing
- 2C: Invest in community land trusts
- 2D: Address impacts of short-term rentals
- 3A: Adopt the affordable housing incentives policy
- 3B: Make ADUs easier and less expensive to build.
- 3C: Facilitate creation of more diverse housing choices
- 3D: Utilize publicly owned property
- 3E: Prioritize long-term affordability, integrated services, and transit access
- 4A: Develop new funding/leverage existing resources
- 4B: Define displacement indicators and develop data systems
- 4C: Strengthen the City's capacity to enforce deed-restricted housing commitments
- 5A: Form a City Implementation Team
- 5B: Work with partners to form a regional anti-displacement coalition
- 5C: Launch an ongoing community partnership to coordinate action
- 6A: Tenant rights and affordable housing at the state level

## TWO-YEAR ACTION PLAN Key Steps Toward Implementing Salt Lake City's Anti-Displacement Strategy

**GUIDING PRINCIPLES:** prioritize tenant protections / partner with those most impacted / increase housing everywhere / focus on affordability / build an eco-system for action

Implementation of Thriving in Place will require staff time, increased and redirected investment, new forms of partnership, nimbleness, hard work, and persistence. Adoption of the strategy isn't the end of the work, it is the beginning.

### Form Action Teams

There's a lot to do, and it can't all happen at once—even for the near-term priorities. Critical first steps toward effective implementation include:

- ▶ **Form the City Implementation Team (5A)** and ensure it is adequately staffed and resourced. Create the team in conjunction with the plan's adoption. It will be the main coordinating body for implementation of Thriving in Place, and will form the action teams listed below, bringing in additional partners as necessary. This team will also update and refine the action plan and overall strategy as necessary in response to new information and emerging changes.
- ▶ **Organize Action Teams of Key Staff and Partners** to lead groupings of near-term priorities. See "Commit Needed Resources" for specific resource needs to support the teams' work. **Actions highlighted in bold are part of the package of actions to replace the Housing Loss Mitigation Ordinance.**



#### TENANT SUPPORT TEAM

This team will lead the near-term priorities focused on better supporting tenants facing displacement:

- Develop Tenant Relocation Assistance Program (1A)
- Adopt a Displaced Tenants Preference Policy (1B)
- Improve / Expand Tenant Resources and Services (1C)
- Create the Tenant Resource Center and Navigation Service (1D)



#### AFFORDABLE HOUSING DEVELOPMENT TEAM

This team will expand affordable housing opportunities through City investments and partnerships:

- Help Tenants Become Owners (1E)
- Acquire and Rehabilitate Unsubsidized Housing (2B)
- Invest in Community Land Trust Models (2C)
- Make ADUs Easier and Less Expensive (3B)
- Utilize Publicly Owned Property (3D)



#### ANTI-DISPLACEMENT POLICY TEAM

This team will put in place the tools to track progress and policies to incentivize preservation and creation of affordable housing:

- Adopt a Community Benefit Policy (2A)
- Adopt the Affordable Housing Incentives Policy (3A).
- Define Indicators to Track Displacement and Develop Data Systems to Track Progress (4B)

### Commit Resources

Some priorities can be advanced by repurposing existing resources, but more investment will be needed. Exact figures will be determined through the budget process. Here is an overview of where resources will be needed in the near term:

- ▶ **Partnership staff and resources** for the City Implementation Team (5A), Regional Anti-Displacement Coalition (5B) and Community Partnership (5C).
- ▶ **Consultant support** to develop the data and reporting mechanisms for tracking progress (4B), complete the in-lieu fee study for the Community Benefit Policy (2B), and support implementation of the Affordable Housing Incentives Policy.
- ▶ **Tenant support funding** for Tenant Relocation Assistance (1A) and expanded services (1C, 1D).
- ▶ **Development funding** to increase near-term investment in affordable housing, including acquisition/rehab (2B), helping tenants become owners (1E), and Community Land Trusts (2C). **These areas of investment will be the primary focus for developing new funding sources (4A).**

### Prioritize Partnership

Thriving in Place was developed in partnership with those who are experiencing and working daily to counter the impacts of displacement in the community. Successful action will require continued investment of time and resources in these partnerships as well as continued listening, collective problem solving, and relationship building.

- ▶ **Work with partners to create a Regional Anti-Displacement Coalition (5B)** and identify key priorities that the group can work on together in addition to serving as a sounding board for City-led actions and platform for regional collaboration. This will require staff time and budget.
- ▶ **Organize and launch the Community Partnership (5C)** with key representatives from the Westside, Ballpark, Central City and Liberty Wells neighborhoods. This will require a staff lead as well as set-aside funds to support action on community-defined priorities in addition to coordinating on City-led in-kind

ACTION PRIORITY	LEAD	RESOURCE NEEDS	TIMING
<b>COMMIT RESOURCES + PRIORITIZE PARTNERSHIPS</b>			
4A Develop New Funding / Leverage Existing Funds	City Implementation Team (5A)	Time From Existing Staff	Evaluate / prioritize options by Dec 2023; implement 2024/25
5A Form City Implementation Team	Community and Neighborhoods (CAN)	Time From Existing Staff	Form by June 2023
5B Work with Partners to Create Regional Coalition	City Implementation Team (5A)	Time From Existing Staff	First meeting fourth quarter of 2023
5C Launch Ongoing Community Partnership	CAN w/ Mayor's Office + Civic Engmt.	Time From Existing Staff + \$\$	Launch by Dec 2023
<b>TENANT SUPPORT TEAM</b>			
1A Develop Tenant Relocation Assistance Program	Housing Stability Division, CAN	Time From Existing Staff + \$	Launch by Dec 2023
1B Adopt a Displaced Tenants Preference Policy	Community and Neighborhoods (CAN)	Time From Existing Staff	Design and adopt policy by March 2024
1C Improve/Expand Tenant Resources and Services	Housing Stability Division, CAN	Time From Existing Staff + \$\$\$	Update materials/trainings + improve legal services by July 2024
1D Create a Tenant Resource Ctr. + Navigation Service	Housing Stability Division, CAN	Time From Existing Staff + \$	Launch by March 2024
<b>AFFORDABLE HOUSING DEVELOPMENT TEAM</b>			
1E Help Tenants Become Owners	Redevelopment Agency (RDA)	Time From Existing Staff + \$\$\$\$	Identify shared equity housing priorities by March 2024
2B Acquire and Rehabilitate Unsubsidized Housing	Redevelopment Agency (RDA)	Time From Existing Staff + \$\$\$\$	Ongoing; identify priorities and issue NOFAs at least annually
2C Invest in Community Land Trusts	Housing Stability Division, CAN	Time From Existing Staff + \$	Adopt CLT legislative policy by Dec 2023
3B Make ADUs Easier and Less Expensive to Build	Planning Division, CAN	Time From Existing Staff + \$ / \$\$	Updated ADU ordinance adopted in Q1 2023; other work continues
3D Utilize Publicly Owned Property	Redevelopment Agency (RDA)	Time From Existing Staff + \$	Ongoing, with initial priorities identified by June 2024
<b>ANTI-DISPLACEMENT POLICY TEAM</b>			
2A Develop and Adopt a Community Benefit Policy	Community and Neighborhoods (CAN)	Consultant Support / \$	Develop and adopt by Dec 2024, including code updates
3A Adopt the Affordable Housing Incentives Policy	Planning Division, CAN	Support for implementation	Anticipate adoption by June 2024
4B Define Indicators + Develop Data Systems	Housing Stability Division, CAN	Consultant Support / \$	Develop systems and launch initial reporting by March 2024

The table at left identifies the lead, resource needs, and timing for each near-term action priority.

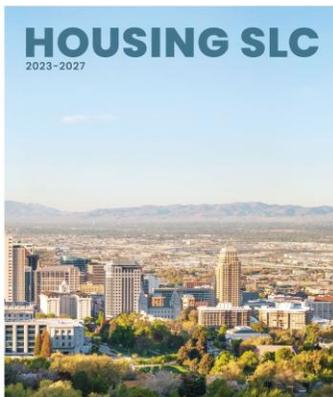
**For resource needs:**  
 \$ = less than \$200k  
 \$\$ = \$200k - \$1m  
 \$\$\$ = \$1m - \$5m  
 \$\$\$\$ = more than \$5m

Figure 9: Salt Lake Thriving in Place 2-Year Action Plan

Source: 2023 Thriving in Place

**Key Takeaways:** Salt Lake City is taking a proactive, community-driven approach to combat displacement and promote housing stability, especially for vulnerable residents. The strategy addresses the growing crisis of gentrification and displacement, particularly affecting low-income renters and communities of color, by identifying actionable solutions to help residents stay in their neighborhoods.

### 1.1.14. Salt Lake City Housing Plan (2023)



*The 2023 Salt Lake City Housing Plan* is an update to the previous housing element of the Salt Lake City General Plan to reflect evolving needs, priorities, resources, and conditions. It was led by the Department of Community and Neighborhoods, in coordination with other Salt Lake City departments. The goals of this plan are to expand and deepen the City's coordination with developers and organizations deeply committed to affordable housing.

An existing conditions analysis identified six key findings to guide the City's efforts over the course of this plan.

These findings are:

- Rental vacancies are low, and home sale prices are unaffordable for most residents, putting strain on existing rental housing and driving rents up dramatically.
- Despite a housing construction boom, prices suggest a shortage of overall supply, especially with deeply affordable housing.
- Salt Lake City is majority-renter city, and half of all renters are cost-burdened, spending more than 30% of income on housing. Residents are concerned about the limited rights and resources available to renters.
- According to a survey of city residents, affordable housing and behavioral health services are preferred over additional emergency shelters and resource centers.
- There is a mismatch between the types of housing the market is producing and the needs of the community. Residents perceive new housing as luxury and prefer more affordable and missing middle housing options.
- Wages have not kept pace with the cost of living. From 2005 to 2021, median wages increased by 19% and median household income increased by 29%, while median rents increased by 38% and median home values increased by 83%.

**Key Takeaways:** These findings were used to develop goals and action items.

The plan goals are:

- Make progress towards closing the housing gap of 5,500 units of deeply affordable housing and increase the supply of housing at all levels of affordability.
- Increase housing stability throughout the City.

- Increase opportunities for homeownership and other wealth and equity-building opportunities for low- to moderate-income households.

### 1.1.15. Salt Lake City Street and Intersection Typologies Design Guide (2023)

The objective of this document is to integrate recommendations from Salt Lake City's established plans and policies to enhance the appearance and functionality of streets, ensuring they reflect the surrounding community contexts. This guide aligns transportation and land use strategies, prioritizing street designs that focus on people. The proposed designs outline methods for reallocating space within the City's right-of-way to achieve optimal and effective utilization of these essential public assets.

The 17 street typologies are designed based on three critical criteria:

- Land use (five generalized place types)
- Transportation demand
- Five critical functions of every public right-of-way

Typologies were developed based on place types, which define land use context and set up the framework for the right street design in the right place. The 17 street typologies are:

- Two-Way Thoroughfare
- One-Way Thoroughfare
- Destination Thoroughfare (City Version)
- Destination Thoroughfare (UDOT Version)
- Destination Street
- Commercial Shared Street
- Urban Green Street (73')
- Urban Green Street (132')
- Urban Village Main Street
- Urban Village Street
- Industrial/Business Park Thoroughfare
- Industrial/Business Park Street
- Neighborhood Corridor
- Neighborhood Center
- Neighborhood Street
- Neighborhood Green Street
- Neighborhood Shared Street

**Key Takeaways:** Some corridor designations apply to the WE Connect study area:

- North Temple is designated as a #3a Destination Thoroughfare (City).
- 200 South is designated as #4 Destination Street and a #11 Neighborhood Corridor.
- Redwood Road is designated as a #1 Two-Way Thoroughfare (Grand Boulevard).

### 1.1.16. Salt Lake City Crossings Study Engagement Memo (2023)

This memo refines alternatives to the I-15 corridor project in the Rose Park and Fairpark neighborhoods. Project team and community members participated in walking audits of crossings over I-15 by taking videos of their trips by bike or foot. SGA and Horrocks consolidated stakeholder input, which UDOT incorporated into the development of project alternatives.

Key points from public engagement were:

- Lack of project awareness
- Concerns about property takings, disrupted mobility and pollution
- Need for more east/west connectivity
- Urgency that addressing crime and homelessness is paramount to improving feelings of safety and security.

**Key Takeaways:** The following Westside projects were included in the memo:

- Focus on 600 North and 300 North crossings and make them a true showcase of connection for non-motorized travelers. The crossings should be well-connected to non-motorized systems on both the east and west sides. Although there are existing crossings, many residents do not use them because of safety concerns.
- Consider possible crossing at 1000 North, which was mentioned as a possible alternative crossing area that could be more beneficial than 400 North.
- Move forward on the I-15 improvement project in a way that does not preclude the possibility of a future grade separated crossing at 400 North. Use the City's Reconnecting Communities Planning Grant to explore this option in conjunction with better crossings of the railroad lines.

### 1.1.17. Salt Lake Transportation East-West Connections (2022)

This document initiates applications to secure funding for constructing the preferred alternative involving grade-separated crossings of freight and commuter rail corridors.

**Key Takeaways:** The following Westside projects and plans were included in this document.

- **Westside Express:** Enhanced bus service to connect the communities of West Valley City, Taylorsville, and West Jordan to the Utah Inland Port, Salt Lake City International Airport, Salt Lake City International Center, and downtown Salt Lake City. UTA will lead applications for construction dollars.
- **Bridge replacements:** These include 650 North, 200 South, and 400 South.
- **9-Line Trail Connection:** Extension of trail to provide comfortable, accessible connections for those living in the village to access transit, walking and bicycling networks.

- Downtown Green Loop and boulevards
- Transit charging/electrification
- Electric vehicle charging

### 1.1.18. Salt Lake City Westside Transportation Equity Study (2021)

*The Salt Lake City Westside Transportation Equity Study* is intended to address the lack of transportation equity in Salt Lake City's Westside neighborhoods. It explores how Salt Lake City and its partners deliver quality transportation infrastructure and solutions to historically marginalized groups.

**Key Takeaways:** The plan identified where previous efforts have fallen short and proposed projects and pilot programs to address existing inequities in three categories: Engagement Efforts, Projects, and Initiatives and Programs.

The plan also identified four key equity areas of focus:

- **Engagement:** Clear communication with meaningful participation
- **Access:** Increasing access to jobs and education, reinforcing access to basic goods and services, and reducing regional transportation barriers
- **Options:** Reduce single-occupancy vehicle trips and increase affordability
- **Community:** Promoting health, safety, and quality of life

### 1.1.19. Salt Lake City Street Lighting Master Plan (2021)

*The Salt Lake City's Street Lighting Master Plan* inventories existing street lighting conditions and neighborhood design standard to identify gaps and develop context-sensitive standards to improve comfort and feelings of personal safety while decreasing light pollution. The plan was initiated to aid in transitioning all Salt Lake City-owned Street lighting from a high-pressure sodium system to an LED system. A survey of 17 sites across the city evaluated existing lighting conditions. The plan sets policy statements to guide future lighting, including safety standards, dimming strategies, minimizing light pollution, protecting wildlife, and incorporating neighborhood input.

The plan implements the following major policies:

- Enhancing safety through the implementation of industry recognized standards.
- Encouraging dimming strategies relating to pedestrian activity and wildlife and dark skies lighting.
- Minimizing the obtrusive effects of light at night resulting from light trespass, light pollution, and glare through the selection and placement of appropriate poles, fixtures, light types, and light levels.
- Providing pedestrian lighting in accordance with neighborhood plans and in accordance with the typologies in this plan.

- Providing street and pedestrian lighting that minimizes impacts to sensitive wildlife species.
- Selecting fixture types to provide dark skies protection.
- Implementation based on the neighborhood and community input to determine pole, fixture type, maximum and minimum light level, and the implementation of adaptive dimming applications when appropriate.

**Key Takeaways:** Results were categorized into four levels of acceptability: excellent, acceptable, moderate, and poor. Of the five sites in the WE Connect Study Area, only one was rated as excellent while two were rated as poor.

Plan implementation recommends prioritizing underserved neighborhoods for street and/or pedestrian lighting based on adjacent land uses, high conflict areas including school zones, bus stops, transit stations, and neighborhood byways, and areas with non-compliant existing streetlighting. Much of the WE Connect Study Area falls within these categories, making streetlight improvements vital in improving health and wellness.

#### 1.1.20. Salt Lake City Parks and Public Lands Needs Assessment (2019)

This assessment documents all parks and open spaces in the City, classifying them by type, function, ownership, and other key characteristics. Amenities of each park and site were identified and assessed for condition. Existing parks and open space acreage and location were evaluated to determine existing and future levels of service (LOS) and to identify quantity, type and distribution gaps in service.

**Key Takeaways:** This plan identifies much of the Westside as “high need” for park investments. This assessment directly informs capital planning, including projects funded by the 2022 voter-approved General Obligation bond, which directs resources to under resourced parks in Glendale, along the Jordan River, and other Westside neighborhoods.

#### 1.1.21. 9-Line Trail Extension Study (2018)

The 9-Line is a popular multi-modal corridor that runs through central Salt Lake City. This plan evaluates and integrates current planning initiatives to establish a comprehensive vision and set of objectives for exploring potential extensions of the popular 9-Line Trail. **Figure 10** illustrates the 9-Line Trail vision broken down by segment.

**Key Takeaways:** The 9-Line corridor is one of the most vibrant in the City. Extensions and improvements to this multi-modal facility have the potential to improve east-west cohesion and cultural identity.

## CONCEPT DESIGN OVERVIEW

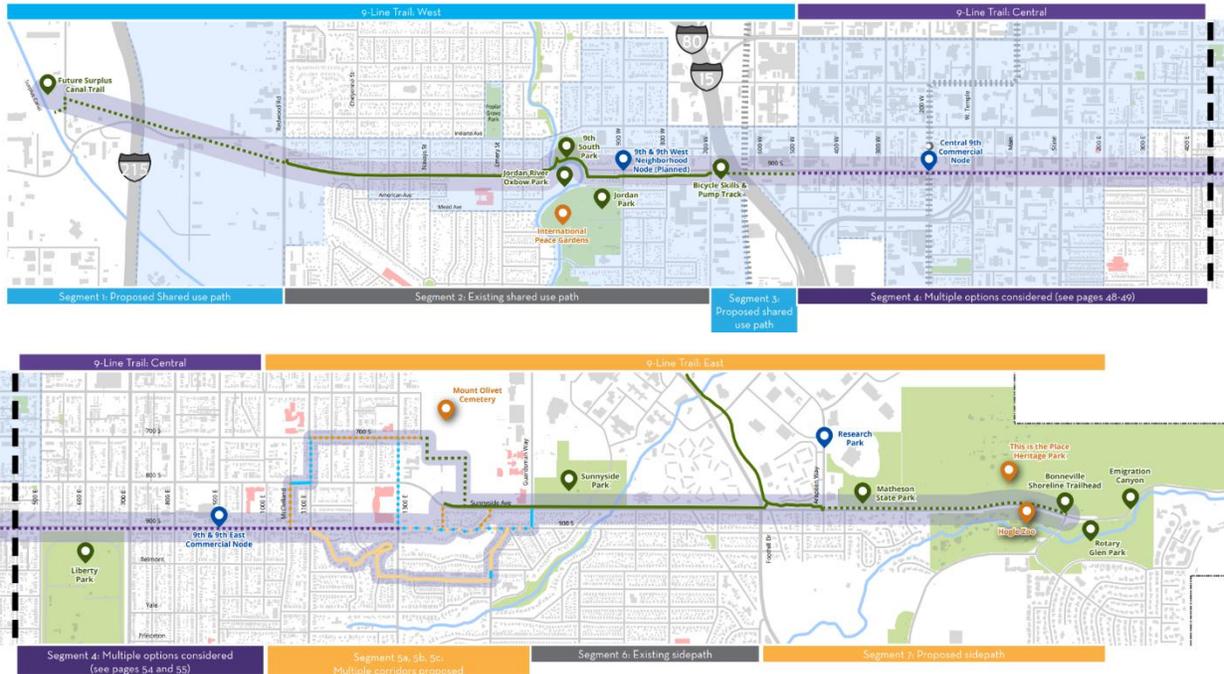


Figure 10: 9-Line Conceptual Design Overview

Source: 9-Line Trail Extension Study

### 1.1.22. Salt Lake City Transit Master Plan (2017)

The Salt Lake City Transit Master Plan serves as a blueprint for future public transportation in Salt Lake City by addressing public transit service, facilities, and policies and programs. This plan emphasizes providing choices in travel and reducing dependence on single-occupancy vehicles. This plan builds on other Salt Lake City and regional plans, including Plan Salt Lake, Sustainable Salt Lake, Pedestrian and Bicycle Master Plan, the Downtown Plan, the Northwest Quadrant Master Plan, the 2040 Regional Transportation Plan, and Utah's Unified Transportation Plan 2011-2040

**Key Takeaways:** The executive summary describes the history of public transportation in Salt Lake City, plan goals, the scope of public engagement, transportation challenges present in Salt Lake City, and how the City can build a complete transportation system. The executive summary outlines four key moves, or priorities, to guide future transportation decisions:

- Implementing a frequent transit network (FTN)
- Developing pilot programs and partnerships for employer shuttles and on-demand shared ride services
- Developing enhanced bus corridors
- Implementing a variety of transit-supportive programs and transit access improvements that overcome barriers to using transit

The plan also highlights analysis corridors, which include the critical east-west connections of 1300 South & California Avenue; 900 South & Indiana Avenue; 400 South, North Temple, and 600 North.

#### 1.1.22.1. PROJECTS OR PLAN RECOMMENDATIONS

This plan has six principal goals:

- Improve air quality by reducing vehicle miles traveled per capita
- Increase the number of people riding transit by making transit useful for more types of trips.
- Provide safe and comfortable transit access and waiting experience by improving bicycle and pedestrian access to transit and improve the transit waiting experience and universal accessibility of stops and stations.
- Provide a complete transit system that supports a transit lifestyle by providing reliable, efficient, frequent, and affordable transit service, maintaining stable service on the core transit network, providing service on the core transit network, and providing information and maps.
- Provide access to opportunity for likely riders who are underserved by designing a transit network that supports access to services and providing affordable transit options.
- Create economically vibrant, livable places that support the use of transit by aligning transit investments with transit-supportive land uses and catalyze economic development by providing effective transit service.

#### 1.1.23. Downtown Community Master Plan (2016)

*The Downtown Master Plan* establishes a vision for downtown as a center for urban living and a cultural focal point for the valley. The plan begins by outlining Downtown Salt Lake City's story, vision, guiding principles, impactful projects, and key districts. It further identifies an implementation plan and a monitoring framework. The plan is based on a series of critical assumptions around the future development of downtown and the surrounding region over the next 25 years.

**Key Takeaways:** The four key components of the master plan are a vision, road map, examples of what downtown could look like, and a monitoring framework to understand progress. The plan focuses on the livability of downtown, which has a significant impact on east-west movements.

#### 1.1.23.1. PROJECTS OR PLAN RECOMMENDATIONS

*The Downtown Community Master Plan* identifies key moves or projects that will make noticeable improvements to downtown, a frequent destination for Westside residents. These include:

- Cultural core development

- A downtown streetcar
- 400 South TRAX extension
- The Green Loop
- Sports expansion and retention

#### 1.1.24. Westside Master Plan (2014)

*The Westside Master Plan* is a visioning document for the Glendale and Poplar Grove neighborhoods and is the result of 2 years of community engagement directed by the Salt Lake City Planning Division.

**Key Takeaways:** The master planning process consisted of four steps:

- Engaging stakeholders and community members to formulate a vision and guiding principles.
- Creating goals and strategies to fulfill that vision.
- Implementing strategies and action items.
- Ensuring the community enjoys and reaps the benefits of the community-driven plan.

##### 1.1.24.1. PROJECT OR PLAN RECOMMENDATIONS

The project included a future land-use map. Below is a list of the land use designations:

- **Neighborhoods:** This designation focuses on residential uses and allows for infill development in appropriate areas.
- **Jordan River:** This designation focuses on ecological preservation and active transportation development along the Jordan River.
- **East Side of Redwood Road:** This designation focuses on the mixed-use zones along Redwood Road that are ripe for housing infill.
- **West Side of Redwood Road:** This designation focuses on the industrial areas west of Redwood Road, which include several employment centers as well as businesses, warehouses, and industrial parks.
- **700 West Industrial Areas:** This designation focuses on industrial areas along 700 West that are near residential zones in the Poplar Grove neighborhood. The purpose of this zone is to redevelop industrial areas that are congruent with nearby commercial and residential uses.

*The Westside Master Plan* also designates four types of neighborhood nodes that have unique characteristics:

- **Neighborhood nodes:** Small scale areas with local shops and stores that mainly attract people within the neighborhood.
- **Community nodes:** Larger in scale areas that attract outside residents and include a greater mix of commercial and residential uses.

- **Regional nodes:** Major magnets for large commercial uses or large office buildings and retailers. Regional nodes are located along busy roads and served by mass transit and include high-density housing.
- **Recreation nodes:** Centers of activity that have developed around recreational opportunities and are anchored by the Jordan River Trail.

### 1.1.25. Salt Lake City Pedestrian and Bicycle Master Plan (2015)

The Salt Lake City Pedestrian and Bicycle Master Plan, completed in 2015, includes recommendations for improvements to the city’s active transportation network. The plan’s vision is that “walking and bicycling in Salt Lake City will be safe, convenient, comfortable” and that “viable transportation options that connect people to places, foster recreational and economic development opportunities, improve personal health and the environment, and elevate quality of life” will be available to the community.

**Key Takeaways:** The Master Plan identifies the following projects related to the WE Connect Study Area, shown in **Figure 11:**

- Extend the Folsom Trail to the Jordan River Parkway Trail
- Buffered/protected bike lanes on 1000 West, 900 West, and 300 North

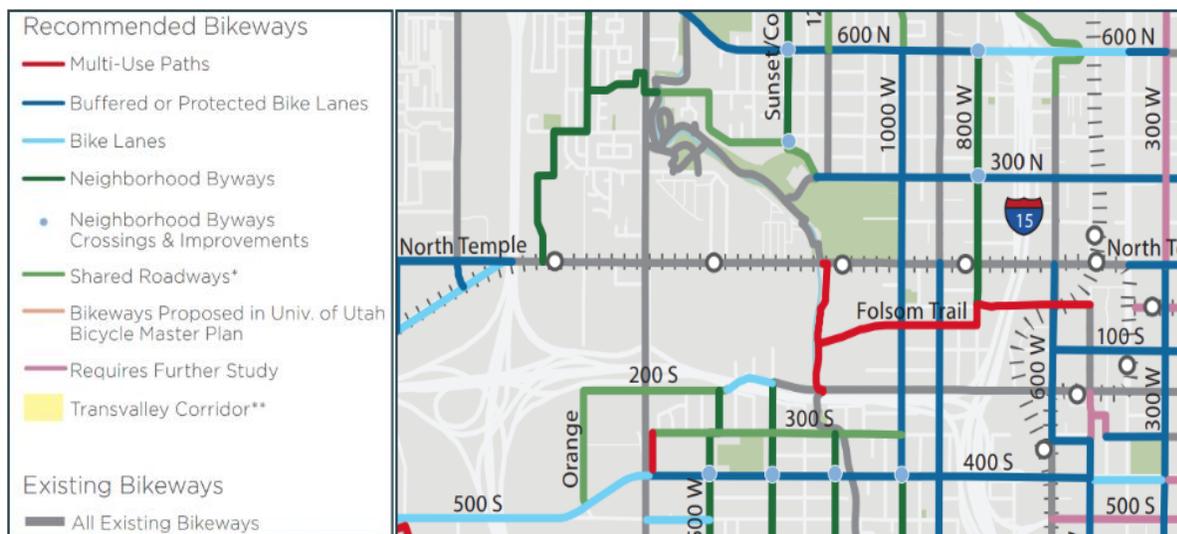
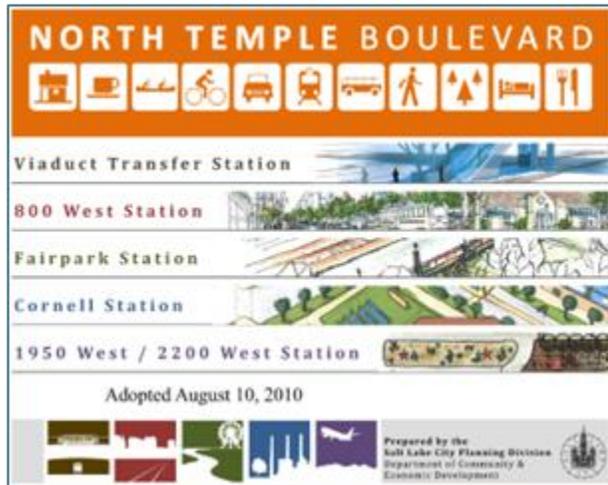


Figure 11: Salt Lake City's Recommended Bikeways

Source: Salt Lake City Active Transportation Plan

### 1.1.26. North Temple Boulevard Plan (2010)



Prior to the completion of I-80, North Temple was the primary route to Salt Lake City International Airport. After I-80 was completed, traffic was able to bypass North Temple. Today, North Temple serves as a major surface street connecting downtown to neighborhoods and businesses northwest of Salt Lake City.

**Key Takeaways:** *The North Temple Boulevard Plan* identified action items related to the WE Connect study area. The following is a summary of those key projects and action items:

- The development of state office building and Park ‘n’ Ride lot on former White Ballpark lot
- Reorganization and revitalization of the Utah State Fairpark
- Creation of connections through the Utah State Fairpark
- Strengthening partnerships with the State of Utah
- Completing the Jordan River Parkway Trail

### 1.1.27. Rose Park Small Area Plan (2001)

*The Rose Park Small Area Plan* was developed to assess the potential effects of proposed freeway interchange modifications on the Rose Park neighborhood, situated in the northwest corner of the WE Connect Study Area. The plan establishes policies intended to promote commercial activity within the designated Neighborhood Commercial area and offers guidance on land use for future development initiatives. The plan outlines a series of policies and actions to encourage commercial use and provide land use policy guidance. A summary of these policies is outlined below.

**Key Takeaways:**

The plan outlines a series of policies and actions to encourage commercial use and provide land use policy guidance. A summary of these policies is outlined below.

**Neighborhood Commercial Study Area**

- These policies aim to create a safe, attractive, pedestrian-friendly neighborhood by ensuring compatible signage, landscaping, lighting, and building design, while promoting community amenities, cultural acceptance, and traffic calming to enhance livability and protect residential character.

**Northern Study Area**

- These policies aim to balance industrial continuity and aesthetic improvements with limited residential growth, safe truck routing, wetland protection, sustainable landscaping, and preservation of agricultural or open space zoning for annexed properties.

## 1.2. SALT LAKE COUNTY PLANS

### 1.2.1. Salt Lake County Active Transportation Implementation Plan (ATIP)

*The Salt Lake County Active Transportation Implementation Plan* is a regional bike route network plan that, once completed, will include a total network of 679 miles. Salt Lake County has committed \$800,000 annually for active transportation projects, including routes on the Westside.

**Key Takeaways:** Key corridor updated planned in the WE Connect study area include.

- North Temple (multi-use path)
- 600 North (buffered bike lane)
- 400 South (buffered bike lane)
- 300 North (buffered bike lane)
- 1700 South (buffered bike lane)
- 900 West (buffered bike lane)

## 1.3. CITIZEN LED PLANS AND STUDIES

### 1.3.1. Rio Grande Economic Impact Analysis (2024)

The Rio Grande Plan (RGP) is a citizen-proposed infrastructure project to realign rail tracks in Salt Lake City into a 4.2-mile underground "train box" to improve west-east mobility and to foster economic development at Salt Lake City's historic Rio Grande Depot. *The Rio Grande Plan Economic Impact Analysis*, based on IMPLAN economic modeling conducted by Utah State University's Analytics Solutions Center, asserted that the RGP will generate over \$12.23 billion in total economic output and \$7.63 billion in total value-added GDP across construction, redevelopment, and year one of operations of the "Rio Grande District." The analysis states that economic benefits could include:

- Over 51,800 new jobs across Salt Lake County
- Nearly \$376 million in new state, and local tax revenue
- A projected \$3.17 billion in new annual commercial output
- Construction of 2,672 new housing units

**Key Takeaways:** The Rio Grande Plan proposal extends from 600 North to 1300 South and significantly impacts crossings along this stretch. The Rio Grande Plan is a multi-phased project. Phase 1 focuses on the demolition of existing structures and the construction of a partially or fully covered train box extending from 1300 South to 600 North. Phase two focuses on the redevelopment of a mixed-use district called the Rio Grande District.

The report's methodology relies on IMPLAN modeling to estimate direct, indirect, and induced effects within Salt Lake County, surrounding counties, and the rest of Utah. Because IMPLAN does not account for economies of scale or diminishing returns, the model assumes that additional development will generate the same level of impact per unit of expansion.

While further analysis is needed to determine the feasibility of this project, its potential impact must be considered when addressing west-east connectivity.

### 1.3.2. Rio Grande Plan Screening Analysis (2023)

Salt Lake City Transportation Division initiated a screening analysis of the Rio Grande Plan to evaluate what it would take to underground the heavy rail tracks utilized by FrontRunner and Union Pacific Railroad between approximately 1300 South and 300 North.

This screening analysis identified key issues to provide decision-makers with preliminary information about the costs and benefits of such an undertaking. The goal was to help determine whether the concept merits further detailed study. The analysis evaluates the potential size of the train box (depth, width, horizontal limits), its potential impacts on intersections upstream and downstream of the train box, effects on the existing floodplain, underground utilities, and other physical factors, as well as its potential to free up land for development. It also prepared a rough order-of-magnitude cost estimate for the train box concept.

The train box would be 4.2 miles long, up to 38/25' deep, up to 178' wide, and provide room for up to six tracks for Union Pacific, FrontRunner, and Amtrak as illustrated in **Figure 12**. The analysis identified the following potential impacts: 65 full property acquisitions, 66 partial property acquisitions, 11 impacted buildings, four new bridges, 16 residential access impacts, 35 commercial access impacts, as well as impact on sanitary sewer, storm water, gas trunk, and electrical transmission lines. The estimated cost of the proposal is \$6B to \$8B (in 2033 dollars). The analysis identified a potential to redevelop 76 acres.

**Key Takeaways:** *The Rio Grande Plan Screening Analysis* represents the city's evaluation of a constituent-led idea. Rather than making specific recommendations, it provides information for potential next steps.

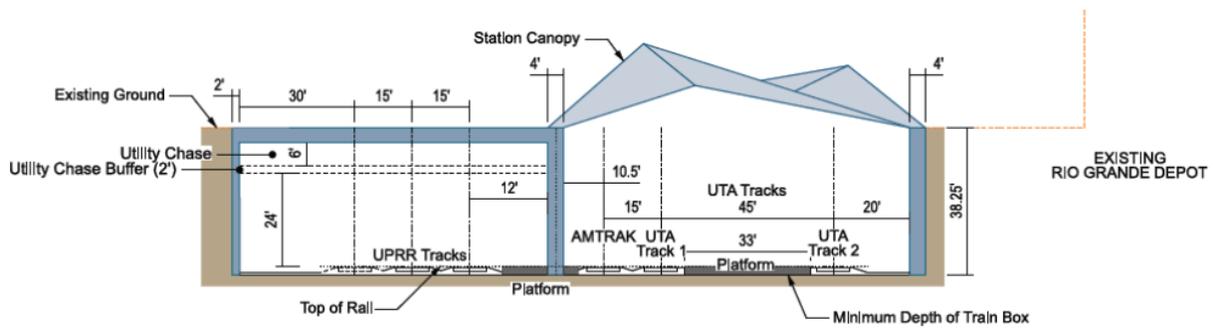


Figure 12: Rio Grande Plan Potential Train Box Cross Section

Source: Rio Grande Plan Screening Analysis

## 1.4. UDOT PLANS AND STUDIES

### 1.4.1. I-15 EIS and ROD (2024)

In October 2024, UDOT issued its final Environmental Impact Statement (EIS) along with a corresponding Record of Decision (ROD). While the majority of the corridor lies outside Salt Lake City, the ROD includes two significant east-west routes: 400 South and 600 North. During the draft alternatives development and screening phase for the EIS, the possibility of constructing a new underpass at 400 North in Salt Lake City was evaluated.

However, due to varied feedback from the community, UDOT decided to remove this option. In alignment with the project’s objective to "better connecting communities," UDOT is currently collaborating with Salt Lake City officials and local stakeholders to assess the feasibility of a new crossing between 400 North and North Temple.

### 1.4.2. UDOT Statewide Transportation Improvement Program (2024)

UDOT’s *Statewide Transportation Improvement Program* ([STIP](#)) is a 6-year plan of highway and transit projects for the State of Utah. The STIP includes transportation projects on state, county, and city roadway systems. The STIP reflects the latest information available including approved funding, project amendments, and modifications.

**Key Takeaways:** Upcoming projects within the WE Connect study area are listed below along with anticipated implementation year:

- 2024 – 200 South Bridge Replacement over Jordan River (in progress)
- 2024 – SR-68 (Redwood Road); MP 36.10-63.00, Signal and Lighting Upgrades (in progress)
- 2027 – 5600 West Express Bus and Park & Ride at 6200 South
- 2028 – 900 West; North Temple to 600 North – Roadway Rehabilitation

- 2030 – TechLink TRAX from the Salt Lake City International Airport to the University of Utah Research Park

### 1.4.3. Utah Freight Plan (2023)

Utah is an important hub for the movement of goods, services, and energy. *Utah's Freight Plan* establishes a vision and goals that align with UDOT's strategic goals and that guide freight planning activities in 5-year planning cycles. The plan's purpose is to inform agency representatives, support and enhance trade, present an implementation plan that reflects fiscal constraints, identify needs, gaps, and inefficiencies, and offer recommendations.

**Key Takeaways:** By 2040, total tonnage is expected to almost double from 2012. *The Utah Freight Plan* emphasizes a collaborative approach that incorporates input from local government, rural planning organizations, metropolitan planning organizations, and UDOT regions.

#### 1.4.3.1. PROJECTS OR PLAN RECOMMENDATIONS

The plan sets aside the following focus areas, which are further categorized as short term (ST) or long term (LT):

- Long-term truck parking throughout Utah and freight centers (LT)
- Climbing lanes on interstate highways (ST & LT)
- Passing lanes on non-interstate freight routes (ST & LT)
- Freight centers and improvement of routes linking them to the freight routes (ST)
- Expand ongoing work with private freight industry partners (ST & LT)
- Truck chain-up areas and escape ramps (ST)
- Capacity projects for highways (ST & LT)
- Advocate for turning radii, signal timing, turn lane lengths, full width paved shoulders, and accelerations/deceleration lanes for freight (ST & LT)
- Continue to identify and construct rail crossing grade separations (ST & LT)
- Communicate the need for designated truck routes in cities and towns on non-state routes (ST)

### 1.4.4. Redwood Road Multimodal Transportation Study (2018)

*The Redwood Road Multimodal Transportation Study* analyzed options for transportation improvements on Redwood Road from 1700 North in Salt Lake City to 11400 South in South Jordan. The study vision is an open, inclusive collaboration that:

- Identifies a unified vision that preserves and enhances Redwood Road
- Creates a Preferred Multimodal Alternative that addresses transit, roadway, bicycles, pedestrians, and land use

- Lays a framework for implementation

A high-level overview of the implementation recommendations is provided in **Figure 13**.

**Key Takeaways:** The study recommends improving existing bus stops corridor-wide, adding core route bus systems/stations, adding a shared-use path, and incorporating bicycle facilities and/or connections. Relevant projects in the WE Connect from the study include:

- Transit signal priority at South Temple
- Core route bus station at North Temple
- Pedestrian refuge at North Temple
- Transit-oriented development at potential North Temple node

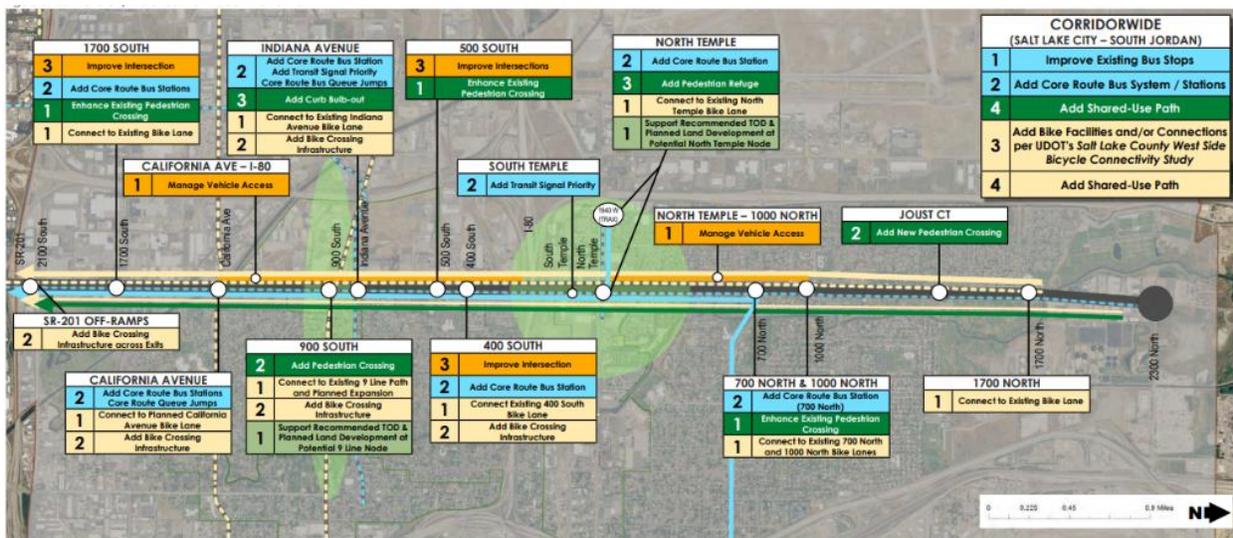
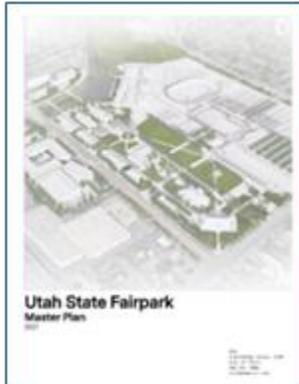


Figure 13: Recommended Redwood Road Improvements

Source: Redwood Road Multimodal Transportation Study

## 1.5. UTAH STATE FAIRPARK PLANS AND STUDIES

### 1.5.1. Utah State Fairpark Master Plan (2021)



*The Fairpark Master Plan* serves as a comprehensive guide to strengthen and diversify Fairpark through sustainable architectural and planning strategies. It addresses key issues such as surrounding development, integration of local interests, optimization of Fairpark's layout, enhanced use of the White Ballfield, and connection to the Jordan River. The plan also outlines strategies for parking, transit, and pedestrian access; solutions for the food desert; historic preservation of existing assets; economic development opportunities; non-event revenue sources; phased implementation of improvements; and cost considerations for potential development.

**Key Takeaways:** The plan identified the following recommendations:

- Improve the Fairpark's capacity for hosting and retaining events, starting with a new Exposition Hall.
- Develop the White Ballfield with assets that complement the Fairpark.
- Reorganize the layout of the Fairpark into districts to improve visitor experience, operational efficiency, parking, pedestrian access, and transit.
- Enhance the character of the grounds as an amenity that spurs economic growth, preserves history, and encourages higher daily use.
- Engage the natural environment with better access to the Jordan River and landscaping enhancements.
- Make improvements that create opportunities for new jobs and restaurants and that support more year-round activity.

## 1.6. UTAH TRANSIT AUTHORITY (UTA) PLANS AND STUDIES

### 1.6.1. UTA Techlink TRAX Study (2025)

UTA, in partnership with the Salt Lake City RDA (now CRA), the University of Utah, the WFRC, and UDOT conducted a Techlink TRAX study to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in Salt Lake City. *The UTA Techlink TRAX Study* builds on previous studies and plans, including *UTA's 2020 Future of Light Rail Study*.

**Key Takeaways:** The study team recommended moving forward with Alternative 3, as shown in **Figure 14**. This route diverges from the red, green, and red lines at Ballpark Station and runs along 400 West before reconnecting with the Green Line at the Gateway.

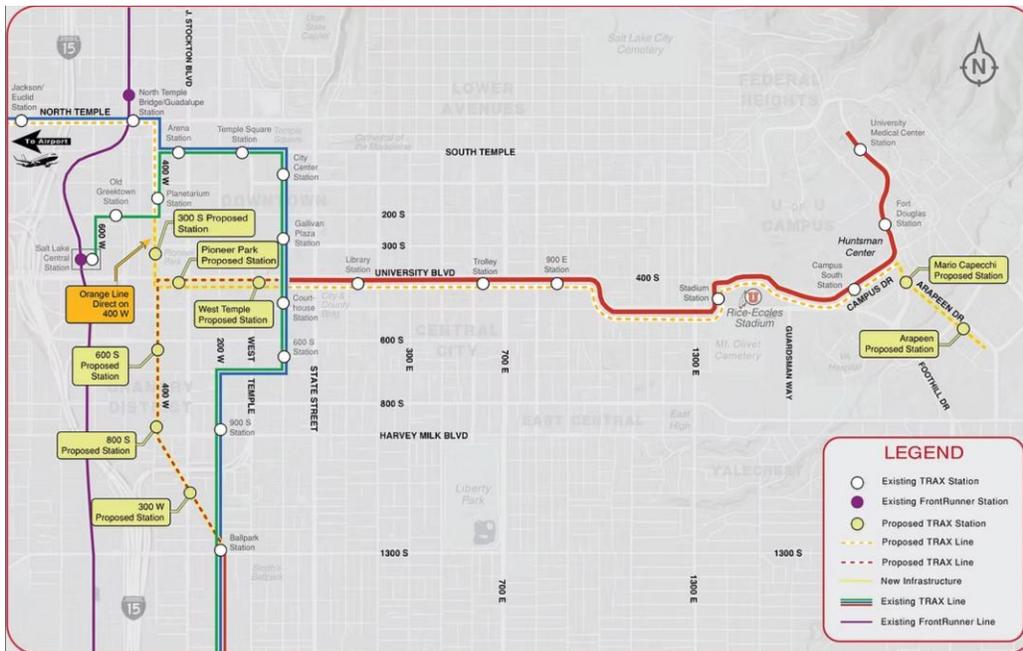


Figure 14: TechLink TRAX Preferred Alternative 3

Source: Tech Link TRAX Study

### 1.6.2. UTA Five-Year Service Plan 2025-2029 (2024)

This plan is a vision for UTA’s future transit operations and guiding potential service planning changes over the next 5 years, getting people where they need to go. The identified changes are based on systemwide analysis, community requests and feedback, operational and cost concerns, and other factors.

**Key Takeaways:** The [UTA Five-Year Service Plan Online Map](#) shows relevant planned projects within the WE Connect Study Area over the next 5 years. Details on these projects are provided in the *Summary of Transportation Improvements Proposed in Previous Studies* section below as well as in the below UTA Moves 2050 summary.

### 1.6.3. UTA Moves 2050 (2024)

UTA developed a 30-year Long-Range Transit Plan as a vision for the future of public transportation. This plan focuses on identifying, understanding, and addressing the needs of the community and how UTA can continue to serve transit riders.

**Key Takeaways:** This plan identifies the new TRAX Orange Line to connect Salt Lake City International Airport directly to the University of Utah, running through the WE Connect Study Area. Additionally, details of the new Orange Line can be found in the *TechLink Trax Study*. The plan also identifies Route 205 to become a frequent route with 15-minute frequency, a new enhanced bus route from Downtown Salt Lake City to Daybreak (currently considered an

“unconstrained vision” and unfunded), as well as FrontRunner improving to 15-minute frequency during peak times.

#### 1.6.4. UTA Bus Stop Master Plan (2024)

The *UTA Bus Stop Master Plan* provides a framework for the design and implementation of context-specific bus stops on UTA’s transit network. The document contains four major sections: an introduction of the purpose, needs, and goals of the master plan, an existing conditions analysis, design criteria, and a prioritization methodology for managing the bus stop capital improvement program.

The master plan goals are listed below:

- Meet minimum federal ADA and safety requirements which consist of a reasonably sloped, paved surface with access to a safe pedestrian pathway to and from the stop, where applicable.
- Be designed to meet *Crime Prevention through Environmental Design (CPTED)* recommendations.
- Have visible, consistent and easily identifiable signage.
- Be unobscured and clearly visible by approaching bus where possible.
- Be safely and conveniently accessed by a typical UTA fixed route or FLEX route vehicle.
- Allow for the most effective and efficient system operation.
- Provide accurate, up-to-date information for riders about services at the stop.
- Provide placement and improvements which are sensitive to the community setting. Where applicable meets local codes and ordinances.

**Key Takeaways:** The *UTA Bus Stop Master Plan* provides a detailed inventory of bus stops and a prioritization list for future improvements. Scores are assigned based on ridership and current amenity levels. North Temple and Redwood Road, two key commercial corridors in the WE Connect Study Area, have many stops that rank highly on the prioritization list. Future upgrades are critical in improving access and incentivizing transit use on the Westside.

## 1.7. WASATCH FRONT REGIONAL COUNCIL (WFRC) PLANS AND STUDIES

### 1.7.1. Power District Transportation Study (2025)

The *WFRC Power District Transportation Study* presents a comprehensive technical analysis of multimodal transportation options for the Power District and its surrounding 1-mile radius. This area is bounded by Redwood Road, I-80, North Temple, and 1000 West, positioned between the Salt Lake City International Airport and downtown.

Key partners include:

- WFRC
- UDOT
- UTA
- Salt Lake City Transportation Division
- Utah State Fairpark
- Larry H. Miller Real Estate (LHMRE), the lead developer of the 100-acre site

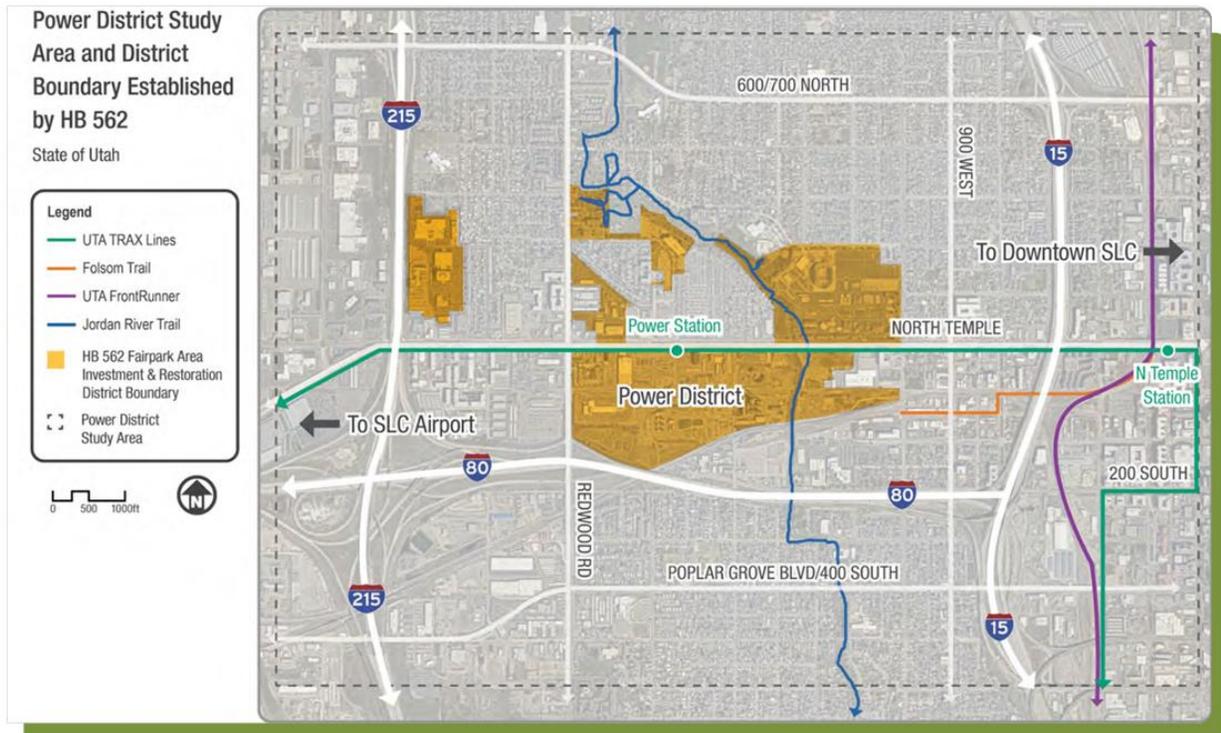


Figure 15: Power District Study Area

Source: Power District Transportation Study

**Key Takeaways:** The Power District lies within the broader geography of Salt Lake City’s Westside, making this study directly relevant to the goals of the WE Connect initiative. The study’s focus on enhancing TRAX access, bus service, and active transportation aligns with WE Connect’s mission to bridge east-west divides and improve mobility for underserved neighborhoods.

The study emphasizes Westside improvements to:

- Major roadways (e.g., Redwood Road, 900 West, 600/700 North)
- Transit services (TRAX, FrontRunner, bus routes)
- Active transportation infrastructure (trails, sidewalks, bike lanes)

The inclusion of a potential Major League Baseball stadium and mixed-use development in the Power District raises important considerations for WE Connect’s goals around equitable development, displacement mitigation, and community benefit.

### 1.7.2. Wasatch Choice Vision (2025)

The Wasatch Choice Vision provides a regional framework for coordination of land use and transportation planning, with access to opportunities as a central principle shaping growth and investment decisions. It emphasizes providing more transportation choices, supporting diverse housing near transit and essential services, as well as enhancing community centers and public spaces that connect the community to jobs and amenities.

**Key takeaways:** Wasatch Choice community centers located in the Westside include

- North Temple Power District (urban center)
- Salt Lake City Northwest Quadrant (urban center)
- 900 West (city center)
- Glendale (neighborhood center)
- Rose Park (neighborhood center)

### 1.7.3. WFRC Comprehensive Safety Action Plan (2024)



WFRC prepared a regional *Comprehensive Safety Action Plan (CSAP)* to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries in the Wasatch Front Region. The CSAP analyzes safety needs, identifies high-crash and high-risk locations

and factors contributing to crashes, and prioritizes strategies to address them.

The CSAP includes suggested projects to address safety concerns. These projects or project areas are recommendations that need further study and are currently unfunded. Each participating municipality can use case study projects as a planning tool for future projects.

The region was divided into geographic focus areas (GFAs) to capture safety needs unique to geographical areas. The WE Connect study area is in the WFRC CSAP within the Salt Lake City GFA.

**Key Takeaways:** The CSAP includes the following case study projects that are recommended for further study within the WE Connect Study area:

- Redwood Road from 2300 North to 2100 South (SR-201)
- 900 West from 1000 North to 2100 South (SR-201)

Additional information related to these potential safety projects is found in Section 3 of this memorandum under the “Roadway Safety” subsection.

### 1.7.4. Wasatch Choice Great Streets (2023)



*Wasatch Choice Great Streets (Great Streets)* is a framework to help make regional transportation planning decisions that complement the communities and places they serve. Its focus is on streets and how they influence both transportation and the places around them. Great Streets is meant to promote regional street planning and projects that reflect shared values and balance different needs. Great Streets seeks to create a better fit between streets and the context that surrounds them. When streets and their context complement one another,

the benefits are widespread.

**Key Takeaways** – Design of primary corridors such as North Temple, 200 South, and Redwood Road can consider Great Streets design recommendations.

### 1.7.5. 2023-2050 Regional Transportation Plan (2023)

The Regional Transportation Plan (RTP) sets the regional long-term strategy for the region’s future transportation system. The RTP outlines investments for all modes of transportation and forms the transportation element of the Wasatch Choice Vision. WFRC, in partnership with local governments, transportation agencies, community organizations, local stakeholders, and residents, adopted the 2023-2050 RTP in May 2023.

WFRC outlines key considerations for the exploration of policies in the RTP:

- Ensure state of good repair
- Mitigate growth of travel demand
- Explore use of pricing to improve mobility
- Improve fit between transportation and land use
- Consider long-term needs of all modes of travel when implementing transportation projects
- Prepare for resiliency in the face of uncertainty
- Link planning with project development
- Maximize the value of emerging technologies

Policies outlined in the RTP include:

- Centered development
- Congestion pricing

- Local street design modifications
- Managed lanes
- Parking modernization
- Road usage charge
- Street connectivity
- Zero fare transit

**Key Takeaways:** The [WFRC RTP Projects Map](#) outlines a large number of projects within the WE Connect Study Area in the preferred scenario. Planned investments along key transportation corridors on the Westside include:

- **600 North:** Improved bus service and protected bike lanes
- **North Temple:** New bus routes, improved bus service on existing routes, TRAX line reconfiguration, new mobility hub at Redwood Road
- **400 South:** Improved bus service
- **Redwood Road:** Improved bus service (multiple routes)
- **Navajo Street:** Improved bus service
- **California Street:** Improved bus service
- **1700 South:** Improved bus service