

TRANSPORTATION EQUITY FOR SALT LAKE CITY'S WESTSIDE

Considerations for meeting needs and making connections for more equitable communities in Salt Lake's Westside neighborhoods



PART 1

INTRO

What is transportation equity for the Westside neighborhoods?



PART 2

EQUITY

Equity index and profile of Westside neighborhoods



PART 3

ENGAGEMENT

- The importance of engagement to addressing Westside equity-related needs
- Inequities in Civic Engagement
 - Principles and Key Words
 - Transforming the Civic Engagement Environment
 - Additional tools



PART 4

GOALS

Equitable Engagement

Equitable Access

Equitable Options

Equitable Community



PART 5

RECOMMENDATIONS

Pilot Engagement Efforts

Projects

Initiatives and Programs

1. INTRODUCTION

What is transportation equity? Why is it important to consider in Salt Lake City's Westside neighborhoods?

The Westside Transportation Equity Study is intended to address a lack of transportation equity in Salt Lake City's Westside neighborhoods. That means it explores how well Salt Lake City and its partners - Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Wasatch Front Regional Council (WFRC), and others - are delivering quality transportation infrastructure and solutions to historically marginalized people, in a set of neighborhoods with the highest concentrations of minoritized populations in Salt Lake City and, in many cases, the Wasatch Front region and state of Utah. Ultimately, the study seeks to address how the City and its partners can more equitably meet the diverse needs of all community members.

We've identified four key areas of focus for transportation equity: engagement, access, options, and community. In general, we have found that Salt Lake City Transportation is actively investing in addressing two of these – access and options – through many largely multi-modal transportation projects such as increased transit service, neighborhood byways, urban trails, and active transportation facilities. However, there is less attention on the other two: engagement and community. While Salt Lake City conducts robust standard public engagement for these projects, it is often not enough to connect with and obtain meaningful participation from historically marginalized communities. In addition, the lack of relationships with equity and broader community groups creates a lack of foundational empowerment for communities to determine their transportation future and a lack of overall community connections. And relatedly, there isn't enough connection among transportation and other community aspects such as health, safety, security, housing, and economic

development. It is imperative that this work be focused on creating new and improved relationships. It is clear there is a lack of trust among communities and the public agencies involved in providing transportation infrastructure and services. This trust needs to be built – and one could look at the building of this trust and the relationships that nurture it as the central mission of this study.

We need to explore a new approach that builds new connections with those with marginalized characteristics through community-based organizations and agencies outside of the transportation field. We believe these connections can build new types of solutions from the ground up. This is a paradigm shift and major challenge.



We have responded to this non-traditional challenge by creating a non-traditional plan. The plan is shaped according to the needs and opportunities we have identified, with the intent of providing lasting and flexible guidance:

EQUITY INDEX

At the top of the study is an introduction to equity and the characteristics of communities that have historically been marginalized, in general and specifically in the Westside neighborhoods.

GOALS & OUTCOMES

Then, we created a framework of equity needs in the Westside, with goals and outcomes in these four categories: Equitable Engagement, Equitable Access, Equitable Options, and Equitable Community – a baseline performance and opportunities to achieve each.

ENGAGEMENT FRAMEWORK

Next, a set of engagement guidelines for equity in Westside neighborhoods is a central piece of the plan.

RECOMMENDATIONS

We arrive at recommendations for “standard” transportation projects such as intersection improvements, transit service, and active transportation facilities – as well as ideas for community engagement and ongoing partnerships and programs.

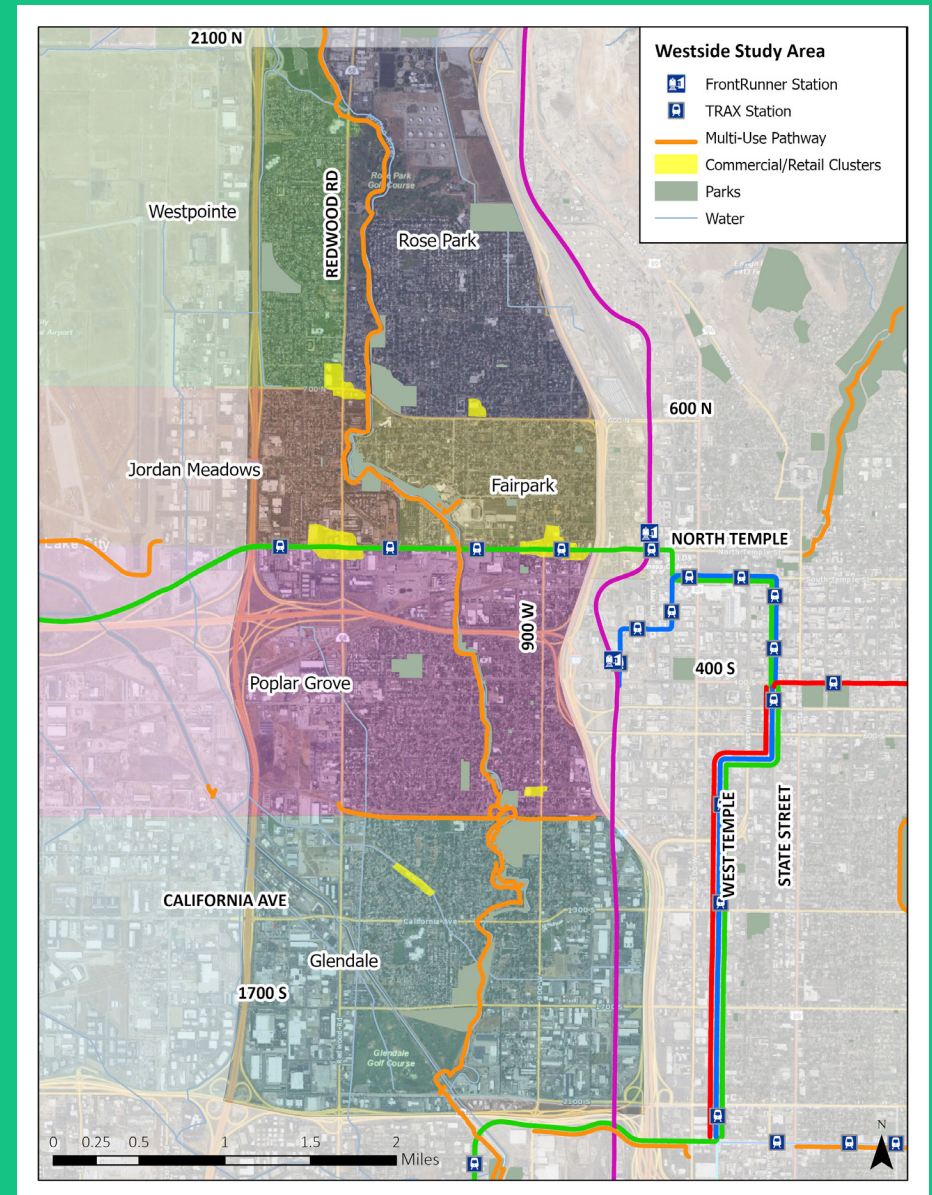
Our hope is that creative approaches to engagement and new and lasting partnerships will lead to better transportation projects for people in our communities with a full range of needs.

In Salt Lake City, like much of the world, transportation infrastructure impacts most people's lives every day. These impacts include how long a commute takes, how safe it is to get around, and how accessible different modes of transportation are. Beyond these more obvious impacts, transportation infrastructure determines in part the economic, social and health conditions for everyone who uses it or lives near it. Decisions made about location, type and character of transportation infrastructure shape the lives of everybody around it, often for decades.

In Salt Lake City, one only need to travel from the Glendale or Fairpark neighborhoods to Downtown or the University of Utah to clearly understand the impact that decisions made about transportation infrastructure have. The neighborhoods of Salt Lake City have vastly different experiences with access and affordability when it comes to transportation options. For instance, a University of Utah student has free access (subsidized through their tuition) to multiple frequent and reliable public transit options directly to downtown. On the other hand, a resident of Rose Park also wanting to get downtown may have to pay the full fare and make multiple transfers on a bus or train ride that lasts 30 minutes or more.

The idea that the Westside of Salt Lake is at a disadvantage due to historic transportation decisions is nothing new. That doesn't mean that transportation professionals shouldn't be seeking to redress past mistakes and improve their process. It is out of this understanding, and in the context of the increasing awareness of racial injustice beginning in the summer of 2020 that Salt Lake City, UDOT and UTA began to take a look at how they engage with different communities and how they might do better.

Our historic and personal biases are far from just. In this process, as in all our work, the goal is to take ownership of the past and strive to do better in the future.



The Westside study area.

Equity

As the *Encyclopedia of Diversity and Social Justice** states, “Equity implies that an individual may need to experience or receive something different (not equal) in order to maintain fairness and access. For example, a person with a wheelchair may need differential access to an elevator relative to someone else.” One of the most common misconceptions about equity is confusing it with equality. While equality is treating everyone the same, equity is providing community members who have been structurally/ systematically underserved with what they need. While equality is focused on sameness, equity acknowledges and addresses the differences among people in culture, age, opportunities, abilities, and other diversity. Equality is an admirable and, in certain situations, appropriate goal. But an equality approach often misses the needs of segments of the population. Mainstream community planning approaches, frequently taking on an equality-based approach, often miss the needs of those with equity characteristics.

There are characteristics of people that have been historically marginalized. These include low household incomes, belonging to an ethnic or racial minority group, having limited English proficiency, having a disability, being a senior or youth, and not owning a car. See Part 2 of this study for a thorough discussion of these equity characteristics.

Transportation Equity

Transportation has direct implications for equity – getting around is a core part of daily life, and people who have been historically marginalized often face direct challenges, including a lack of transportation options other than driving, larger portions of household spending going to transportation, language barriers, and fewer connections to implement transportation projects. There is no single way to evaluate transport equity, but one thread that runs through transportation equity practice is to work closely

* Morton, B. and Fasching-Varner, K. (2015). “Equity.” *Encyclopedia of Diversity and Social Justice*. Vol. 1. (Ed. S. Thompson). Lanham, MD: Rowman & Littlefield. p. 303-4.



Robert Wood Johnson Foundation

with historically marginalized populations and communities. Another common thread is that transportation equity discussions often point out the difference between the role of access and connectivity versus mobility. The historic drive for automobility and use of mobility metrics in making transportation decisions has contributed to inequities in the transportation network. The needs of those with equity characteristics often tend toward access and options rather than mobility.

Transportation Equity in the Neighborhood

Equity issues often play out at a regional, state, and national scale, but, especially from a transportation standpoint, they manifest at the scale of blocks and streets of a neighborhood. Transit stops, transportation affordability, barriers to walking, bicycling or rolling a wheelchair – these must be addressed at the neighborhood level, while informed by citywide and regional coordination and actions. While few neighborhood transportation plans have been taken on directly through the lens of equity – addressing equity at this scale makes a lot of sense. It also increases the need to work closely with community members and organizations.

2. EQUITY INDEX & WESTSIDE NEIGHBORHOODS

This section introduces the key aspects of equity and explores them as they apply to the Westside neighborhoods of Salt Lake City. We focus on some key characteristics and how they exist in the Westside study area. The primary tool by which we do this is the equity index. In this section, we introduce the study area, then introduce the equity index, then discuss the specific equity-related characteristics of the study area according to the index.

Equity characteristics

The concept of equity is based on diverse needs of people with different characteristics and in different circumstances. Equity means finding ways to get people with different needs what they need, and so identifying these specific characteristics and needs is critical. The characteristics requiring equity attention vary by place and situation, but typically include on characteristics often marginalized in mainstream society - such as low income, membership in a minoritized culture or racial group, a disability, or young or old age.

INCOME

Individuals and households earning in a lower percentile of income, or below the poverty line.

MINORITIZED

Members of minoritized ethnic or racial groups; Black, Indigenous, and people of color (BIPOC).

ENGLISH AS A SECOND LANGUAGE

People with limited English proficiency.

PEOPLE WITH DISABILITIES

Individuals who have, have had, or are perceived as having a physical or mental impairment that substantially limits one or more major life activities.

SENIORS

People generally aged 65 or older.

YOUTH

People generally aged younger than 18.

LIMITED VEHICLE ACCESS

People and households with limited access to private vehicles.

Equity Index

The Equity Index is a screening tool developed to identify areas where higher concentrations of people with historically marginalized characteristics reside and to provide insight on where transportation equity needs are most significant. The implementation of this tool will also enable Salt Lake City, the Utah Department of Transportation, and Utah Transit Authority to prioritize potential transportation investments to evaluate the extent to which proposed improvements advance the goal of greater transportation equity for marginalized communities. This tool can also provide a shorthand for the demographic aspects of a given area, enabling project citizen engagement efforts to tailor approaches to match the unique needs of an impacted neighborhood.

The index is based in American Community Survey 5-year estimates at the block group level. This index utilizes the following characteristics:

- Poverty (individuals)
- Minorities (individuals)
- Disability status (households)
- No-vehicle households (households)
- Under 18 (individuals)
- 65 and older (individuals)
- Limited-English Proficiency (households)

Percentages for each of these characteristics were calculated at the block-group level to understand the relative concentrations of each of these populations in the study area. Then, the distribution of these percentages were organized into 20th percentiles (20th, 40th, 60th, 80th, and 100th percentiles). A percentile shows the value below which a given percentage of observations falls. For example, the 20th percentile is the value (or score) below which 20% of the observations may be found. Each of these percentiles were assigned a corresponding score of 1 through 5. This allowed the study team to numerically aggregate each of the demographic criteria by simply adding up the percentile scores. Since there are seven (7) criteria, there is a maximum total score of 35. A score of 5 indicates a higher concentration of equity-related characteristics while a score of 1 indicates a lower concentration. It is important to note that the index is in its initial stages and is unweighted. Further refinement and weighting will be required since overlap exists between many characteristics listed above.

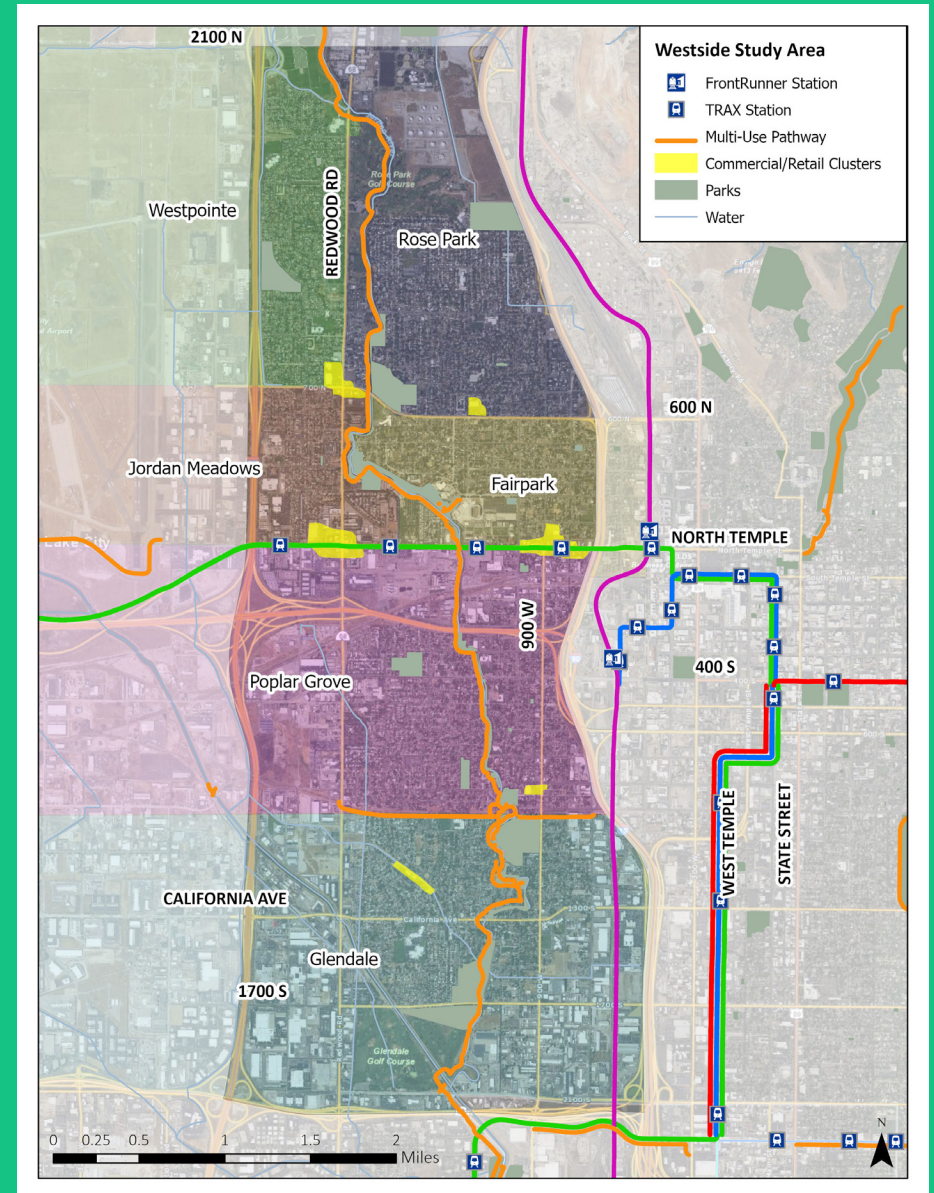
The Study Area

The project study area is the group of primarily residential neighborhoods often known as the Westside. The Westside is distinct as an area within Salt Lake City for a variety of reasons. One reason is that it is completely surrounded by large transportation facilities such as I-15, the Union Pacific railroad tracks, I-215, and S.R. 201. It has also emerged as one of the more multicultural areas of Salt Lake City and the Wasatch Front region.

However, the area is comprised of several distinct neighborhoods that have their own characteristics. They include Rose Park, Westpointe, Jordan Meadows, Fairpark, and Guadalupe north of North Temple, and Poplar Grove and Glendale south of I-80. In between North Temple and I-80 is a strip of commercial and industrial land uses. The area includes a variety of neighborhood-serving places such as schools, libraries, parks, community centers, and small commercial nodes.

Other key community assets in the area include the Jordan River Parkway, which runs north-south and links most of the neighborhoods together; the Airport Green Line TRAX route that runs along North Temple, the Utah State Fairpark; Jordan Park/International Peace Gardens; and Glendale Community Learning Center. The transportation facilities that surround the Westside such as freeways and rail tracks provide great regional access for the Westside neighborhoods.

However, these transportation facilities also present major barriers to the Westside community, especially to access Downtown Salt Lake City, which is immediately to the east.



The Westside study area.

Equity-related characteristics of Westside neighborhoods

As previously alluded to, the Westside study area is not a monolithic entity but is comprised of different neighborhoods. For the purposes of this study, neighborhoods have been analyzed in pairs based on geographic similarities. The table below summarizes the equity-related characteristics for the Westside study area. The average row refers to averages among the Westside neighborhoods.

In every category, the Westside neighborhoods are home to greater concentrations of people with characteristics that have been traditionally marginalized than elsewhere in Salt Lake City. The average “equity scores” are relatively similar among Westside neighborhoods, however, the average equity score among all census block groups in the city is significantly lower by comparison.

COMPARISON OF EQUITY CHARACTERISTICS IN WESTSIDE AND SALT LAKE CITY

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

For nearly every category, Westside neighborhoods have higher concentrations of people with equity-related characteristics than Salt Lake City as a whole.

Equity characteristics of Westside neighborhoods

Poplar Grove and Glendale Neighborhoods

Among neighborhoods in the study area, Poplar Grove and Glendale have the highest average equity score. When compared to the rest of Salt Lake City, these neighborhoods have a greater concentration of populations that this project is striving to reach. These two areas have the largest share of minority populations and a young population given the large share of people aged under 18 and the smallest percentage within the study area of people over 65. Tailoring outreach methods to specifically involve minority communities in these areas may improve participation. It is worth noting that this area has the lowest share of no vehicle households on the Westside which may reflect more limited transit or active transportation facilities making it more necessary to own a vehicle. Policies or programs that expand transportation alternatives may help to reduce automobile dependence in the area and improve access for populations with limited ability to drive.

Fairpark and Jordan Meadows Neighborhoods

The average total equity index score of the Fairpark and Jordan Meadows neighborhoods falls in between the two other neighborhood pairs but remains well below the average citywide score of 20.8 out of a potential 35 points. In several equity categories, these neighborhoods stand out among the westside study area. These neighborhoods have a markedly higher share of population below the federal poverty line, who may particularly benefit from programs and projects that improve affordability. This may also be a factor in having the largest share of households without a vehicle. The fact that these neighborhoods also straddle the TRAX Green Line, have more transit and active transportation

facilities, relatively speaking, may be another factor in this pattern. Also the two neighborhoods have a slightly larger population of people over 65 that remains significantly smaller than the share of population under age 18, bearing this in mind may help to tailor outreach efforts to the unique needs of this population. Improvements that help improve affordability and support non-automobile transportation alternatives may be particularly successful in these neighborhoods.

Rose Park and Westpointe Neighborhoods

Within the Westside study area, these two neighborhoods have the lowest share of racial or ethnic minority populations. However, it is worth noting that these neighborhoods are still majority minoritized areas and significantly more diverse than Salt Lake City as a whole. Compared to the other Westside neighborhoods, these two areas also have the smallest share below the poverty line but still a greater concentration than the city as a whole. With approximately 1 in 4 residents of these areas below the poverty line, programs or projects that reduce household expenditures on transportation will still yield benefits. Rose Park and Westpointe have significantly larger populations of people with disabilities so accounting for the unique needs of this group and working with service providers or advocacy groups to involve this population in outreach efforts may increase participation. The population under 18 is slightly larger than the other westside neighborhoods but still significantly larger than the rest of the city. Opportunities to change the travel behaviors of young people may have greater success because often their individual travel habits have yet to become fixed. Finally, it will be important to ensure that involvement efforts are multilingual, particularly in this area, since it has a larger population of households with a limited English proficiency.

Equity characteristics of Westside neighborhoods

TOTAL EQUITY SCORE MAP

Notes

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

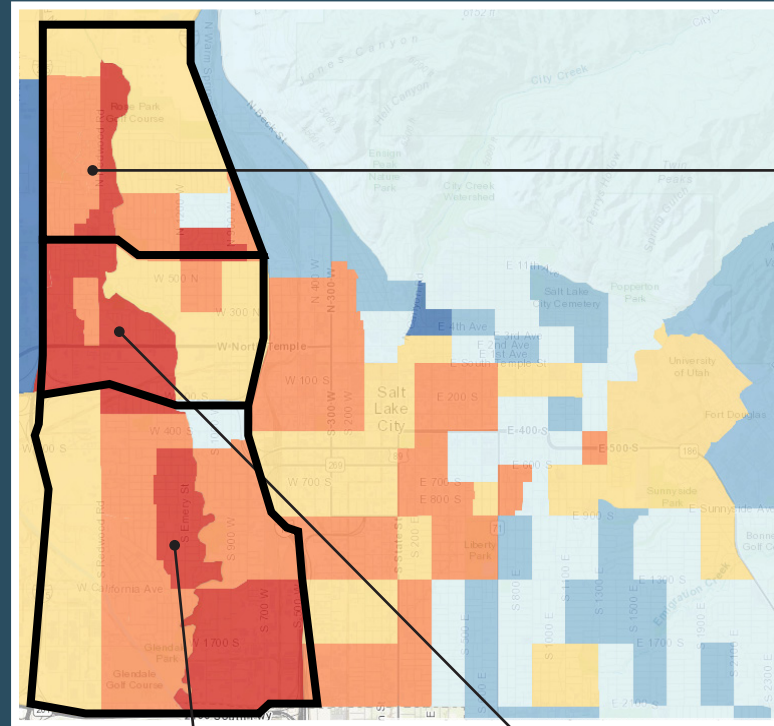
Data Source

ACS 2018 5-Year Estimates (2014-2018)

City Total Score

Total Equity Score

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



Rose Park/ Westpointe

Highest equity scores concentrated along Redwood Road and 600/700 North corridors. In general, lowest equity score of the three Westside areas.

Glendale/ Poplar Grove

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

Fairpark/ Jordan Meadows

Highest amount of poverty and no-vehicle households of the three Westside areas. Highest equity scores concentrated in western portion of the area.

Equity-related characteristics of Westside

Westside SLC overall



3. ENGAGEMENT FOR EQUITY

A reconsideration of community engagement and its relationship to the broader community is at the center of transportation equity in Westside neighborhoods. Salt Lake City government works to inform and engage community members on all City projects, including transportation projects. But a clear lack of trust and relationships (especially in Westside neighborhoods) undermine these projects and engagement efforts. In the long term, addressing engagement, relationships and trust can make projects more successful and illuminate additional opportunities for meeting equity needs.

This section of the study explores a new approach to engagement that builds connections with equity groups through community-based organizations, agencies outside of the transportation field, and other means. We believe these connections can build new types of solutions from the ground up - a first step toward a paradigm shift.

Full and Fair Civic Engagement:

Full and fair civic engagement requires institutional and structural change, which in turn requires resources to implement including time, money, skills, and effort. It requires local governments' will and expertise to change our policies, the way we do business, our habits, and a clear understanding of the many cultures in Salt Lake City. Words are important and the defining civic engagement allows all parties to come together for a common experience.

The Kirwan Institute describes civic engagement as:

“The practices, principles and socioeconomic conditions that comprise the environment in which people interact with their community and come together to make and implement community decisions that provide justice and opportunity for all community members. Community decision-making is the foundation of access to opportunities and justice.”

SOCIAL INEQUITIES IN CIVIC ENGAGEMENT

For full and fair equitable engagement relationships need to be built and participants need to listen to the perspectives of all parties. Traditional mentalities and other challenges that we need to address include:



“[The] relationship shift needs to be done in a way that creates reciprocal accountability—so that residents and government and business all see mutual respect as essential [for healthy communities] as it is.”

- Dessa Cosma – Economic Justice Across Michigan

PRINCIPLES & KEY WORDS

Distrust and inequity are challenges that require a transformation in our approach to civic engagement rather than more techniques. It is important to develop a process to do things differently in a meaningful way. Understand and explain why the changes are being incorporated and be consistent with delivery of actions that go beyond words. The following are a series of words identified through research, conversations with service providers, and project team conversations.

Respectful
Interactions

Build Trust

Inclusivity

Transparency

Clear Expectations

Actively Listen

Confirm Past
Information -
No Assumptions

Follow-through
and Results

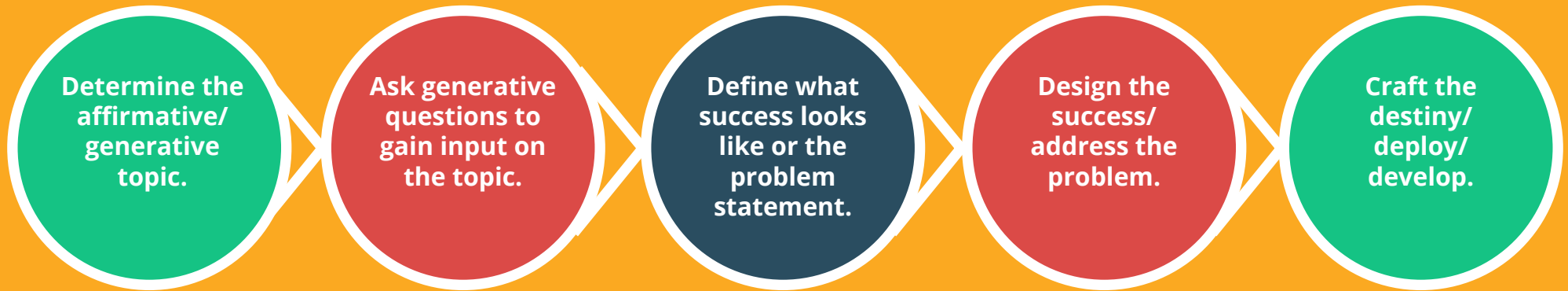
TRANSFORMING THE CIVIC ENGAGEMENT ENVIRONMENT

In order to create appropriate solutions, it is important to clearly identify the problem or the desired future state with the end users. The steps below outline a process that is easily adjusted for small and large efforts.

“Distrust, apathy, and inequity are challenges that require a transformation in our approach to civic engagement rather than more techniques.”

- Kirwan Institute

UNIFIED ENGAGEMENT PROCESS



TRANSFORMING THE CIVIC ENGAGEMENT ENVIRONMENT

UTILIZE INFORMATION ALREADY GATHERED TO SEEK TO UNDERSTAND THE CONTEXT WITH CURIOSITY.



BE TRANSPARENT.



TRANSFORMING THE CIVIC ENGAGEMENT ENVIRONMENT

BETTER UNDERSTAND COMMUNITY VALUES AND NEEDS IN A SENSITIVE, RESPECTFUL AND EQUITABLE WAY.



IDENTIFY WHO IS NOT AT THE TABLE – WHO IS NOT BEING REPRESENTED?



“Not everything that counts can be counted, and not everything that can be counted counts.”

- Albert Einstein

OUTREACH TOOLS

A number of actions have been identified to advertise opportunities to engage in the opportunity to provide in future outcomes. Some additional tools are identified below that may assist in creating more interactions with the end users.

ENCOURAGING PARTICIPATION



OBTAINING FEEDBACK



4. WESTSIDE TRANSPORTATION EQUITY GOALS

A focus on equity raises its own set of issues for the transportation network. While many of these issues do focus on how people with equity-related characteristics get from point A to point B, others speak more to the connections among transportation and other community needs, and the process by which Salt Lake City and other transportation providers build the network in partnership with the community.

As part of this study, we wanted to - at least initially - identify these issues and use them to develop a framework for moving forward with addressing the diverse needs of historically marginalized people. While the identification of these issues did not result from a public outreach process of its own, it did come from the combination of an intensive workshop involving many of the service providers that work closely with equity communities in Westside neighborhoods and the review of dozens of community studies already undertaken. This framework is intended to be simply a starting point that the City, community, and others can use to assess progress on transportation equity in the Westside neighborhoods, with the ability to change over time.

The following framework presents a set of four key goal areas for equity: Equitable Engagement, Equitable Access, Equitable Options, and Equitable Community. Under each area are 2 to 3 goals that, based on our research, we believe are important for transportation equity in Westside neighborhoods.



EQUITABLE ENGAGEMENT

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

Accessible, inclusive, tailored opportunities for equitable participation

Creating partnerships



EQUITABLE ENGAGEMENT

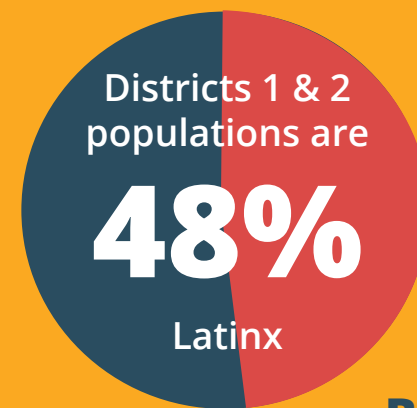
Increase meaningful community participation in the transportation planning and decision-making process.

HOW ARE WE DOING?

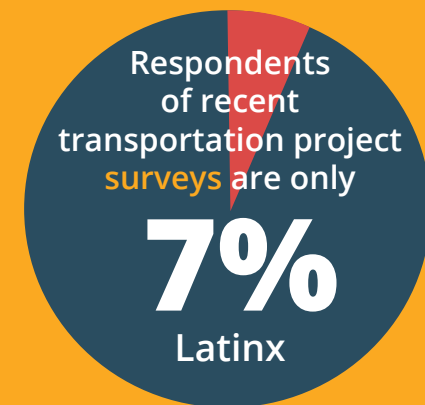
A set of Westside Salt Lake City Transportation projects we analyzed **struggled to attract the participation** of people earning medium-to-low incomes and prominent minority groups such as Latinx residents. Districts 1 and 2 are 48 percent Latinx; however, the respondents of the surveys were only 7 percent Latinx. The median income for District 1 and 2 is about \$47,600. Only 14 percent of survey takers for 600/700 North and 32 percent for 900 West/California earned below \$50,000. In addition, we lack data about participation of demographics such as people with disabilities and people with limited English proficiency.

Meanwhile, **youth** present a unique challenge for participation in engagement efforts, as well as an opportunity. While youth are generally underrepresented as a group in transportation project engagement, in the Westside they present an opportunity to be a link to families with other equity-related characteristics, such as limited English proficiency and minority groups.

The **partnerships** established by Salt Lake City appear to be more general partnerships through Civic Engagement with groups such as NeighborWorks. City-run centers and institutions such as community centers and the City Library seem to be a promising way to connect with the community and people with equity-related characteristics. Meanwhile, UTA's community partnership to adopt stops at Concord and California appears to create partnerships at the next level - with the mix of educational, religious, and business stakeholders. The city, UTA, and others have big opportunities to build these partnerships, which can be a way to address the disparities in participation.



But



EQUITABLE ENGAGEMENT

Increase meaningful community participation in the transportation planning and decision-making process.

OPPORTUNITIES

- Seek to create long-term partnerships with community-based organizations.
- Make sure to engage the more grassroots groups as well, not only the more prominent non-profit organizations.
- Dedicate additional outreach resources for ongoing projects to reach marginalized populations.
- Understand the gap between proportion of demographics of Westside neighborhoods and proportion of participation and dedicate additional resources to target participation demographically proportionately.
- Engage youth to help reach communities.
- Integrate marginalized communities at ground level in designing improvements.
- Leverage partnerships to integrate more stakeholders into project processes.
- Tailor demographic questions to defined equity groups to a higher degree to obtain more data about proportional participation.

EQUITABLE ENGAGEMENT

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

Materials, signs and other communication

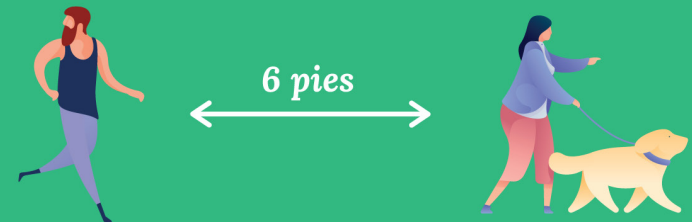
Informational/educational efforts targeted to equity populations

¡Cuídese y Manténgase Activo!

Esta calle está abierta para caminar y andar en bicicleta

Para su seguridad y la de los demás, por favor:

- Mantenga seis pies de distancia física entre usted y los demás - No se reúna en grupos
- ¡Comparta la calle! Peatones y ciclistas por favor moverse hacia la derecha para permitir que los conductores pasen con seguridad por la izquierda
- ¡Comparta la calle! Conductores y ciclistas conduzcan lentamente, pasando a la izquierda, solo cuando es seguro hacerlo
- Los conductores pueden acceder a hogares o negocios en la calle



Para más información visite www.slc.gov/transportation/



Spanish version of the Stay Safe Stay Active open street sign placed along the streets closed to through vehicle traffic in the summer of 2020.

EQUITABLE ENGAGEMENT

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

HOW ARE WE DOING?

Those with equity-related characteristics have been considered in the dissemination of COVID information, project updates, ADA resources, and a range of guides created that discuss equity. Translated transit materials are a very important area, and more generally understood communication - such as the use of symbols and plain language used by UTA - is an opportunity area for communication with those with equity needs.

A range of equity-centric efforts to reach those with historically marginalized characteristics have been initiated very recently in Salt Lake City government, including for food equity, digital equity, housing and homelessness, arts grants, as well as a citywide equity and gentrification effort. UTA has also initiated efforts targeted to increase equity such as low income passes, the Committee on Accessible Transportation, Hispanic/Latino & Spanish-speaking strategic engagement, as well as general equity in the Travel Training Program.

EQUITABLE ENGAGEMENT

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

OPPORTUNITIES

- Increasing signage on existing paths/crossings (like on Parleys trail)
- What are the opportunities for transportation to play a part in the range of equity focused efforts in SLC?
- Work with community based organizations to get transportation information to diverse communities.
- Like UTA, create efforts in SLC transportation specifically targeted to specific equity needs.
- Build on UTA's signage in other languages.
- Broaden use of plain language and symbols.
- Broaden the idea of the Travel Training Program.

EQUITABLE ACCESS

Increase access to jobs and education.

Meet youth transportation needs

Affordable, direct transit to work



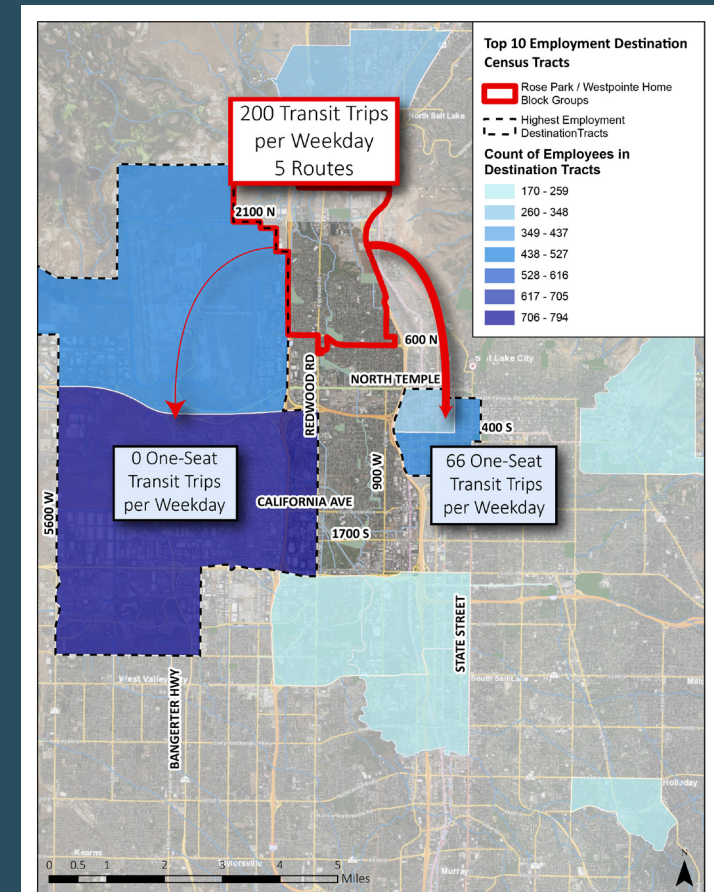
EQUITABLE ACCESS

Increase access to jobs and education.

HOW ARE WE DOING?

Census tracts west of I-215/ Redwood Road and downtown east of I-15 are the three largest destinations for Westside commuters. Different locations in the study area have different levels of convenient transit access - defined as a one-seat transit trip. And, in general, there is poor access to the westside industrial area. For example, the Rose Park and Westpointe neighborhoods have no direct transit access to the western areas, and few trips to downtown. And even for the area with the largest number of transit trips, Poplar Grove and Glendale, only 17 percent of the transit trips go to the west employment areas.

Meanwhile, there are major gaps in service from Westside neighborhoods to Salt Lake high schools. There are no bus routes from west of Jordan River to West High School, and there are no one-seat transit trips from the study area to Highland High (whose boundaries include east of Jordan River between 600 South and 1700 South).



The highest number of commute trips from the Westside go to the industrial area next door, but there is poor transit access there, as shown in this map depicting transit trips from Rose Park/ Westpointe to key work destinations.

EQUITABLE ACCESS

Increase access to jobs and education.

OPPORTUNITIES

- Outreach to employers about existing programs
- Employer Vanpool Programs
- 600 North Frequent Transit Network
- Focus shuttles on higher residential density Redwood Road corridor
- Crowd-source Bus Stops with Better Access to Employers
- Speed and reliability: i.e. Paint Bus Lanes at Congested Intersections; S&R is a current issue for UTA
- Explore Westside TMA to facilitate and advocate for convenient transit access to destinations that westside commuters travel to.
- Explore on demand/VIA transit service to fill gaps in schedules and improve convenience of access.
- Explore direct transit access options between Poplar Grove/Glendale east of the Jordan River/600 South/1700 South and Highland High School

EQUITABLE ACCESS

Reinforce access to basic goods and services and neighborhood amenities.

Enhance neighborhood transit to meet equity-related needs

Enable vulnerable active travelers to thrive

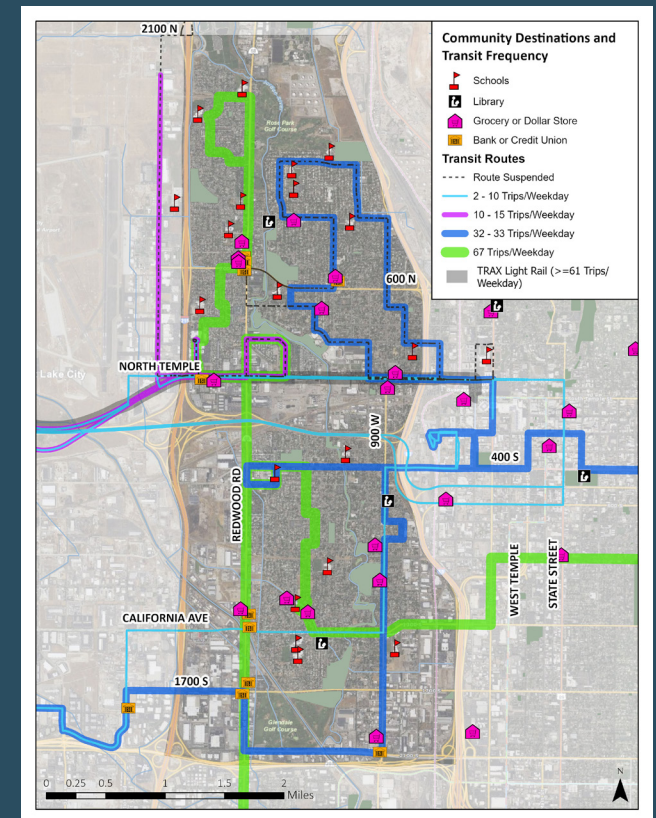
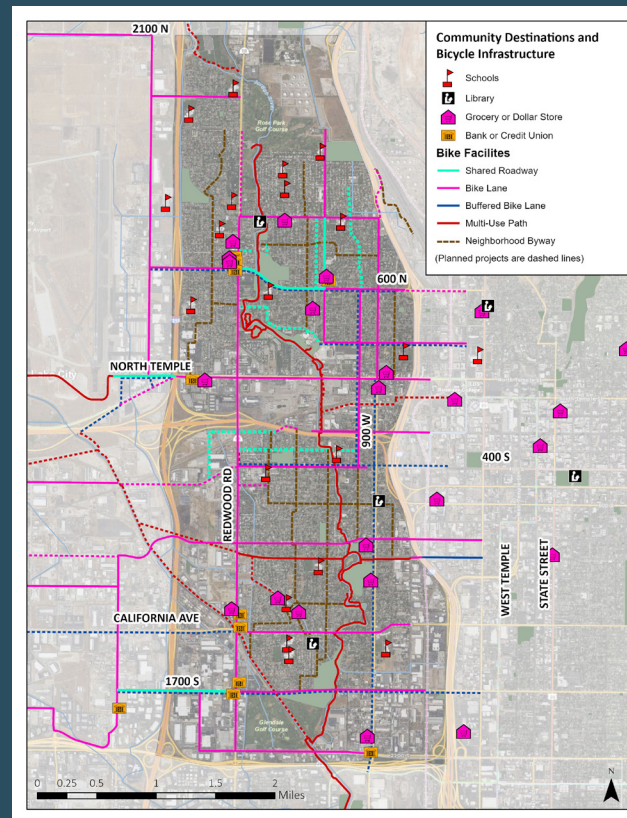


EQUITABLE ACCESS

Reinforce access to basic goods and services and neighborhood amenities.

HOW ARE WE DOING?

In general, Westside neighborhoods provide a connected street network with some exceptions (which tend to be west of Redwood Road in Westpointe and Jordan Meadows). The biggest challenge to pedestrian connectivity in the area is freeway, railroad, property, and major surface street barriers (See analysis of Barriers goal). While there are gaps in the bicycle network, the planned active transportation network addresses these gaps and provides direct access to almost every non-profit provider serving vulnerable populations that live on the Westside. Meanwhile, almost every community amenity is located within 1/4 mile of a transit stop, though first/last mile gaps are visible between residential areas and transit stops. For example, Glendale Middle School is outside of the walkshed area.



Generally, with some exceptions, the existing and planned bicycle and transit networks connect to community destinations.

EQUITABLE ACCESS

Reinforce access to basic goods and services and neighborhood amenities.

OPPORTUNITIES

- VIA-type Microtransit in equity areas
- Mobility hub pop up/Poplar Grove Tactical urbanism - youth team/Westside Leadership Institute
- Transportation service to child care and other services
- Shore up pedestrian/bike access to schools - i.e. access to Mountain View Elementary from south
- Explore National Safe Routes to School partnerships
- Increasing signage on paths/crossings.
- Building out the planned active transportation network (AT) improves access to service providers.
- Prioritize AT project completion to locations/areas that lack current access within ¼ mile.
- Explore adding amenity and service-related wayfinding signage in conjunction with future AT projects.
- Explore on-demand transit as an interim solution to improve access before AT network is built out.
- Prioritize and improve AT facilities at every I-15 crossing opportunity
- Explore vanpool programs, explore on-demand transit, explore more fixed transit.
- Evaluate pedestrian connections across the Jordan River and to Glendale Middle School.
- Explore microtransit solutions to help bridge gaps to transit stops.

EQUITABLE ACCESS

Reduce transportation barriers to the city and region.

Improve crossings

Shorten barriers

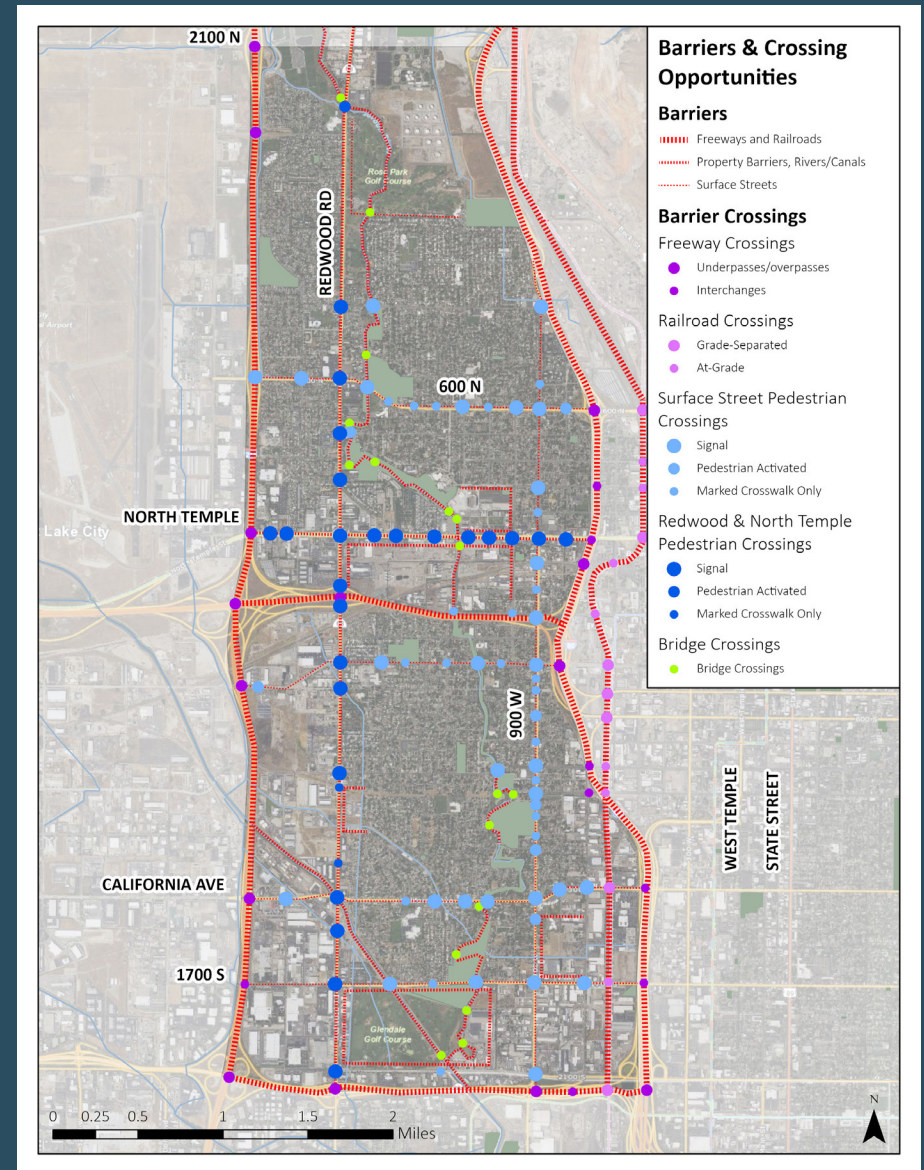


EQUITABLE ACCESS

Reduce transportation barriers to the city and region.

HOW ARE WE DOING?

The Westside area has a set of significant transportation barriers that each has its own challenges and opportunities. 900 West, a minor barrier that runs nearly top to bottom in the Westside and is straddled by several elementary school zones, generally is quite permeable with frequent crossings, except at the far north and south ends. Redwood Road is the largest surface street barrier, with a wide roadway, heavy traffic, and longer stretches without active transportation crossings. The Jordan River is a barrier in stretches such as south of 1300 South and through Fairpark and Rose Park. Generally the crossings over the double barrier of I-15 and the railroad line up, although North Temple is the only crossing that is both not an interchange (and lacks those conflicts) and grade separated.



The Westside is surrounded and intersected by numerous transportation, property, and waterway barriers, making the frequency and quality of crossings critical.

EQUITABLE ACCESS

Reduce transportation barriers to the city and region.

OPPORTUNITIES

- Prioritize proposed/planned projects:
400 South viaduct pathway project /
300 North pedestrian bridge
- Consider new and/or improved pedestrian crossings linking Westpointe/Rose Park
- Look for opportunities to link pedestrians through the Fairpark
- New Jordan River bridges - longer segments like north of North Temple or between California / 1700 S.

EQUITABLE OPTIONS

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

Increase transit performance for transit dependent riders

Active transportation network quality and coverage

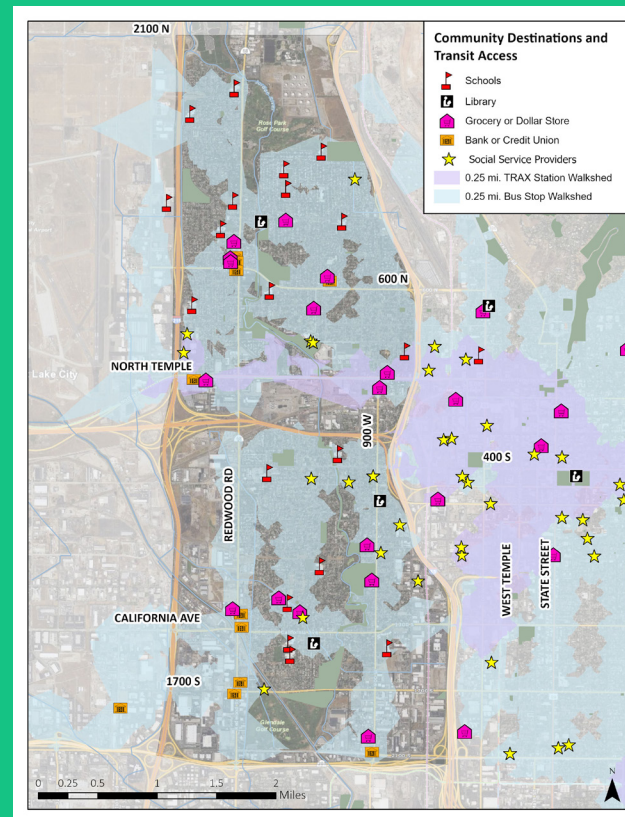
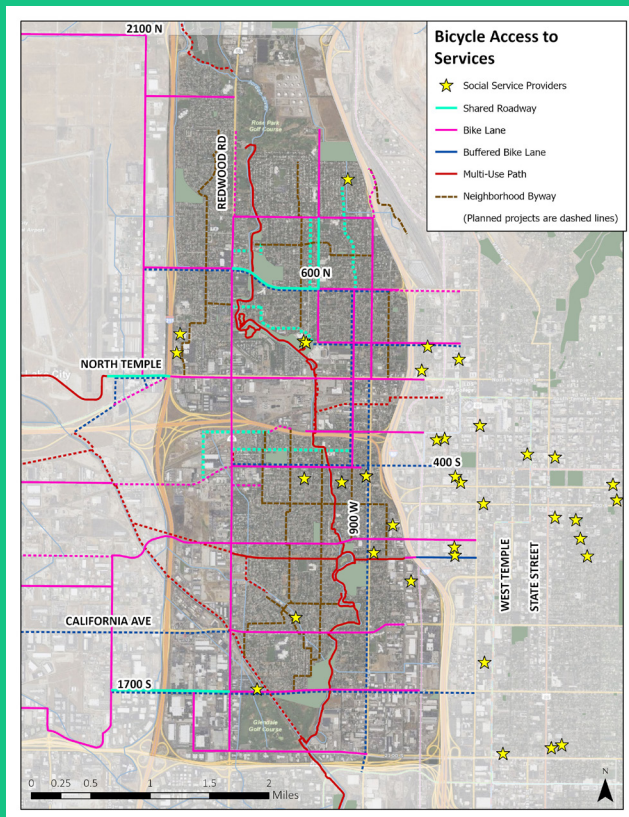


EQUITABLE OPTIONS

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

HOW ARE WE DOING?

Transit choices are limited, because transit doesn't go everywhere in the study area. Other challenges include a lack of service on 900 West and the auto-oriented nature of many of the Westside corridors such as 600 North and Redwood Road. Additionally, there are barriers to accessing new innovative mobility options such as shared bikes and scooters. The higher frequencies of the Frequent Transit Network (FTN) will improve transit as a transportation option, and Neighborhood Byways will help improve bicycling as a transportation option.



Transit choices are limited in the study area and barriers exist to accessing new micro-mobility options, but planned infrastructure and service will improve these options.

EQUITABLE OPTIONS

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

OPPORTUNITIES

- Bicycle and pedestrian “spot” improvements
- Increase of transit frequency
- Explore additional north-south routes and utilizing on-demand transit and other mobility solutions in the interim.
- Building out the planned active transportation network will provide quality access to almost every community destination.
- Evaluate whether bike lanes on Redwood Road provide sufficient protection for a broader user base.
- Combine wayfinding signage with neighborhood byways to improve access.

EQUITABLE OPTIONS

Increase affordability.

Reduce percentage
of household
budgets going to
transportation

Reduce cost
of transit and
non-SOV for
key trips



EQUITABLE OPTIONS

Increase affordability.

HOW ARE WE DOING?

Consumer spending data provides information on per-household local transportation spending figure in an amalgamation of Westside census tracts (combining to represent the entire study area) with the figure statewide in Utah. While the statewide overall annual spending number was significantly higher than the Westside tracts number (\$76,645 to \$54,448) - however, the percentage of spending on transportation was very similar between the two geographies, 11.5 percent to 11.9 percent. This was a difference of \$218 over the course of a year.

There are efforts to reduce the cost of transportation¹, mostly in the area of transit. UTA has a 75% discount low-income pass program (distributed via social groups) and Salt Lake City's HIVE Pass - 50% discount monthly pass for all SLC residents. Additionally UTA offers a senior, youth, & disability 50% pass discount and a potential 50% discount pilot program for low-income (150% federal poverty level).

1

EQUITABLE OPTIONS

Increase affordability.

OPPORTUNITIES

- Lower cost of transit for low income households
- There will be a low-income pilot program for individuals in 2021 through UTA.
- The program for service providers is available now - they purchase passes in bulk for clients. <https://www.rideuta.com/Fares-And-Passes/Pass-Programs/Human-Service-Fare-Pilot> SLC and UTA just executed a contract to contribute CDBG funds to that pilot program. Through the new program coming in 2021, individuals will be able to get a 50% rate.
- Transit Pass Discount Programs (equity employers, targeted, etc.)
- Implement and evaluate effectiveness of 50% discount pilot for low-income.
- Investigate no fare transit programs.

EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

Connection and enhancement of community spaces

Safe, secure and healthy environmental design



EQUITABLE COMMUNITY

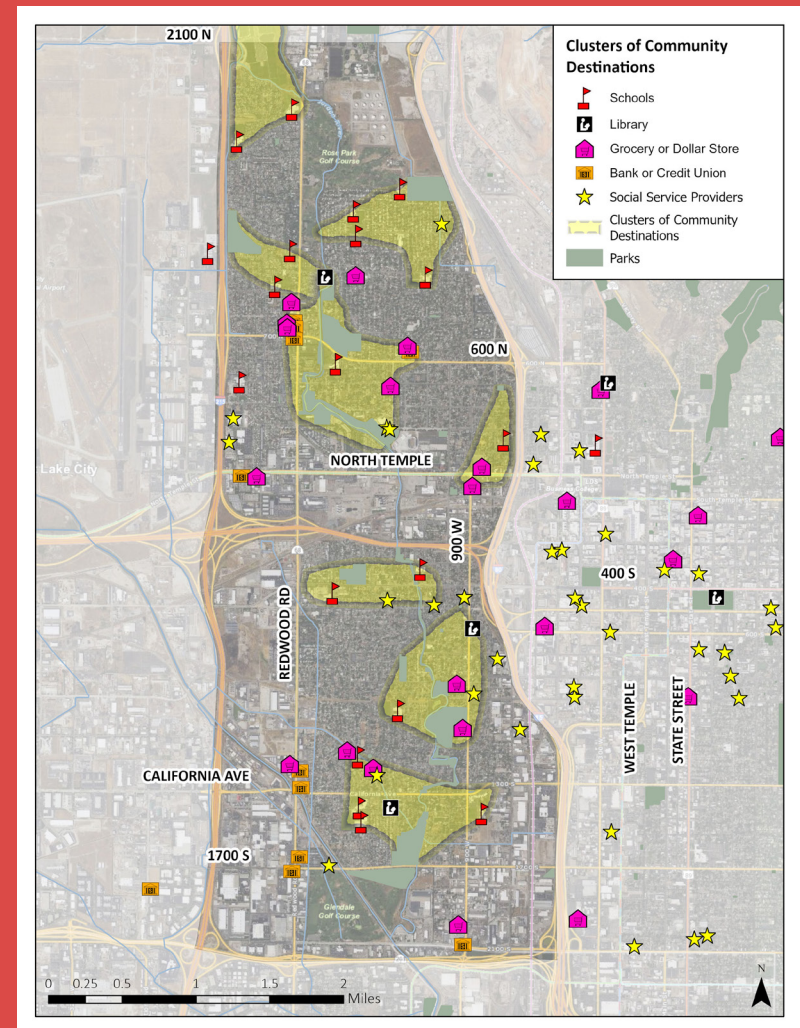
Promote community health, safety, and quality of life.

HOW ARE WE DOING?

A November 2019 Salt Lake County Health Department outreach effort in the Glendale and Poplar Grove neighborhoods noted the idea of “welcoming spaces” - such as the new Glendale Library. Other examples are the Sorenson Center, Hartland Clinic, Riley Elementary School’s safe after school programs for youth, parks, and the International Peace Garden. To analyze connection and enhancement of community spaces, the team built on the Salt Lake County Health Department effort by mapping community spaces in the Westside neighborhoods: We included in these community spaces parks, community centers, schools, trails, grocery stores, transit stops, and the Jordan River Parkway (JRP).

One impression of this mapping exercise is that there are several clusters of community spaces in Westside neighborhoods. The neighborhoods are rich with community spaces - especially parks, schools, and community centers, which are often close to one another. There are also two major corridors that connect them: the Jordan River Parkway, which runs north-south through or along seven out of the eight clusters; and the 9-Line, which runs east-west.

By better connecting these spaces to one another at a small scale, the welcoming space they create could be enhanced and expanded. Based on the Salt Lake County Health Department’s narrative mapping exercise, expanding and connecting these welcoming spaces could go a long way toward improving social determinants of community health in the Westside, especially for the communities on which this study is focused.



Westside neighborhoods include several clusters of community destinations that could be connected and enhanced.

EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

OPPORTUNITIES

- Build on clusters of community spaces
 - potentially in partnership with community based organizations such as YouthWorks/Westside Leadership Institute.
- Neighborhood Byways could be a good way to improve these connections.
- Address safety hot spots
- Address security hot spots
- Tactical station improvements

EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

SAFETY ANALYSIS

Transportation inequities are often reflected in the location and nature of vehicle crashes. Analyzing the location and nature of these crashes can identify locations that are ripe for improvements to safety. Since bicyclists and pedestrians are the most vulnerable travelers on roadways, we analyzed a 5-year crash history of crashes between a vehicle and one or more of these modes.

From 2016-2020, there were 225 pedestrian or bicycle-involved crashes within the Westside study area. Total numbers of mode-specific crashes are similar over the analysis time frame. Annual numbers of pedestrian crashes are relatively level for the 5 years analyzed while bicycle crashes are more erratic: higher in 2016 and 2018 with a downward trend towards 2020.

Crash severity

A severe crash is considered one that results in either an incapacitating injury or fatality. Generally, the likelihood of a non-motorist fatality increases as traffic speeds increase. In total, 36 severe active transportation-involved crashes occurred during the 5-year analysis window. Since 2017, numbers of severe pedestrian crashes have remained relatively level while bicycle crashes peaked in 2019 before dramatically falling in 2020. During the analysis timeframe, 3 pedestrians and 2 bicyclists lost their lives in the study area. The impact of the dramatic decline in vehicle miles traveled during 2020 on crash rates remains uncertain.

PEDESTRIAN- AND BICYCLE-INVOLVED CRASHES IN THE STUDY AREA

Year	Pedestrian-Involved		Bicycle-Involved	
	Total Crashes	Serious/Fatal Crashes	Total Crashes	Serious/Fatal Crashes
2016	21	2	26	2
2017	22	6	14	0
2018	20	6	32	3
2019	24	5	25	5
2020	24	6	17	1
Total	111	25	114	11

EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

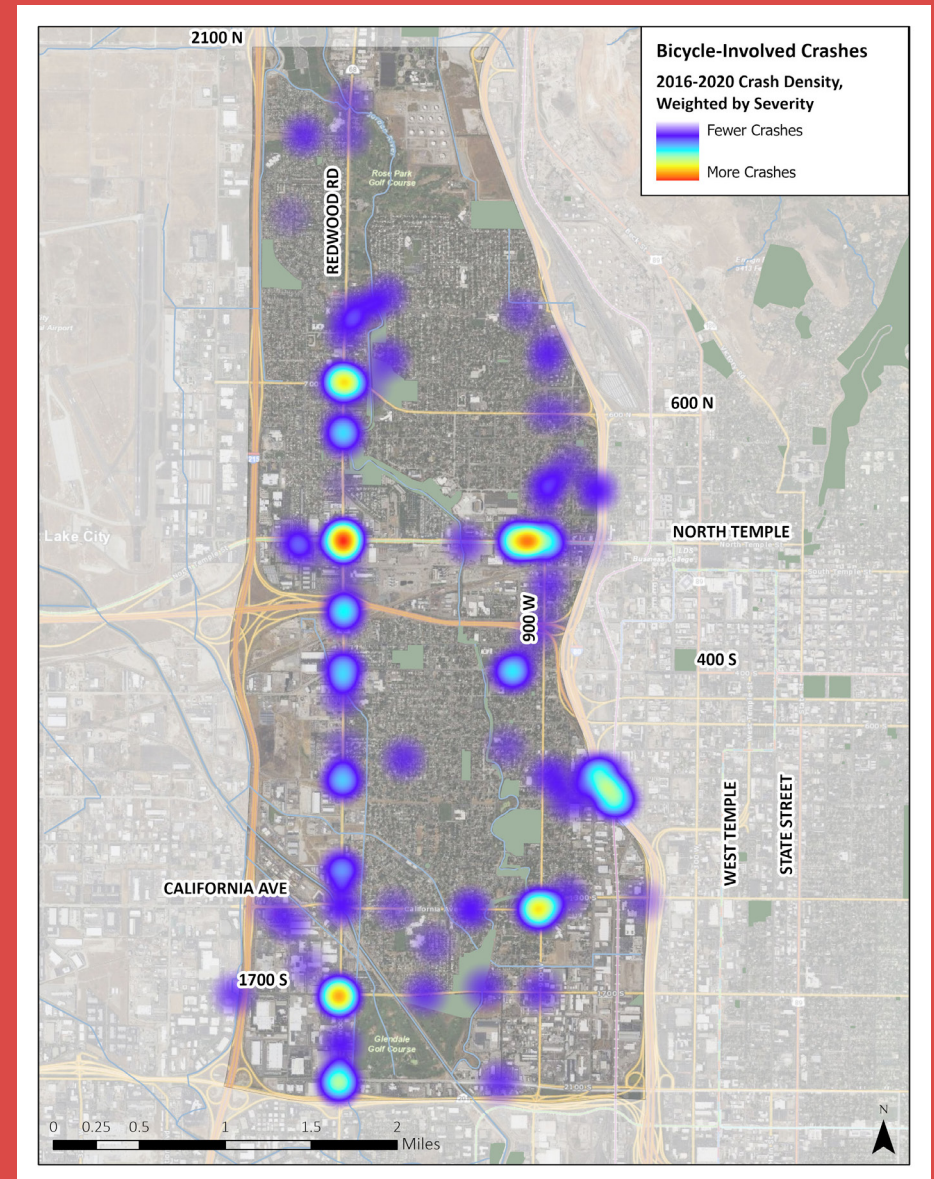
Crash severity

A severe crash is considered one that results in either an incapacitating injury or fatality. Generally, the likelihood of a non-motorist fatality increases as traffic speeds increase. In total, 36 severe active transportation-involved crashes occurred during the 5-year analysis window. Since 2017, numbers of severe pedestrian crashes have remained relatively level while bicycle crashes peaked in 2019 before dramatically falling in 2020. During the analysis timeframe, 3 pedestrians and 2 bicyclists lost their lives in the study area. The impact of the dramatic decline in vehicle miles traveled during 2020 on crash rates remains uncertain.

Bicyclist involved crashes

The most significant cluster of these crashes has occurred at the intersections of Redwood Road/North Temple, Redwood Road/1700 South, and North Temple/1000 West. Other notable clusters of crashes have occurred at the intersection of 900 West/California Avenue and Redwood Road/700 North. More extensive safety studies at these locations can reveal improvements that will reduce crashes at these locations. At grade railroad crossings are located on 800 South and 900 South in the vicinity of I-15. These locations as well as lesser concentrations at other barrier-crossing opportunities and freeway interchanges, stress the need to focus on the safety of these infrequent crossing opportunities. Improving alternative transportation access at these locations will be essential in addressing challenges to accessing employment opportunities near the study area.

More broadly, at a corridor level, Redwood Road from approximately 700 North to 2100 South has a series of locations



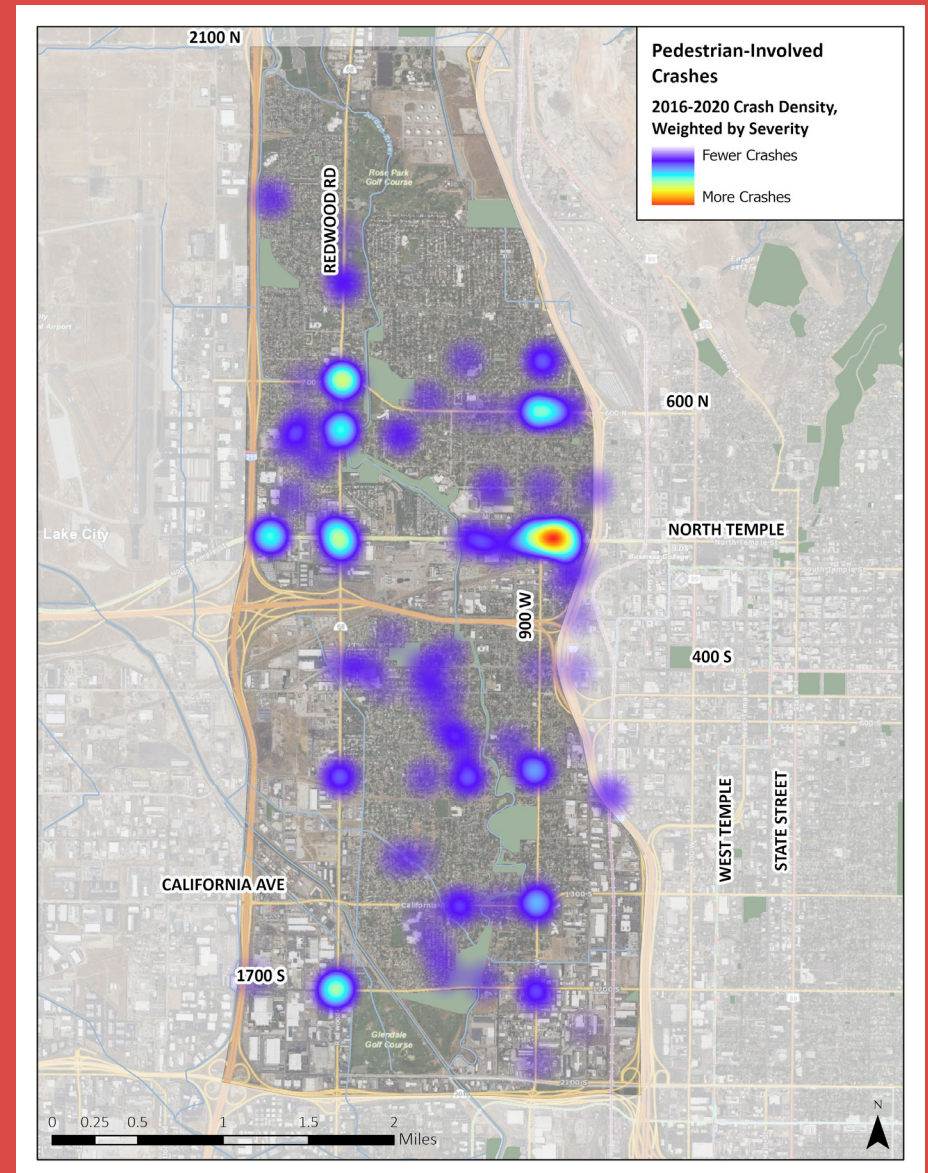
EQUITABLE COMMUNITY

Promote community health, safety, and quality of life.

with concentrations of crashes. This corridor features a bicycle lane that may not provide adequate protection for riders. Evaluating opportunities to improve this important route that connects the Westside study area is an improvement worth exploring. Additionally, there seems to be significant concentrations of crashes along North Temple from 900 West to Redwood Road. Exploring improvements to both of these corridors will increase their usability for a larger segment of the population and access to the many amenities located along these corridors.

Pedestrian involved crashes

Pedestrian involved crashes often occur at driveways as well as crosswalks. When these concentrations occur in the absence of a crosswalk, a new crosswalk should be considered to meet the established demand. The most significant hotspot of pedestrian-involved crashes in the study area is located on North Temple at 800 West. It appears that these crashes are occurring in near the crosswalk that pedestrians use to access the Jackson Euclid TRAX Station on the Green Line. Other notable concentrations of pedestrian crashes are located on Redwood Road at the intersections of 700 North, 500 North, North Temple, and 1700 South; 1950 West/North Temple; and 900 West/600 North. Prioritizing projects that improve conditions at any of these locations that are adjacent to clusters of community destinations, educational institutions, or employment opportunities will advance the goals of increasing access to jobs, education and amenities. Improving pedestrian comfort at these locations will increase the appeal of walking to access amenities, thereby possibly reducing the need for car ownership, improving access for people who cannot drive, and potentially financial savings.



EQUITABLE COMMUNITY

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

Improves the overall westside transport investment in proportion with the rest of SLC

Westside investment addresses needs of marginalized populations and achieves equity goals



EQUITABLE COMMUNITY

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

HOW ARE WE DOING?

Based on the list of projects undertaken in the Westside in recent years, we can look at the nature of investment in the area, and, at least at a very high level, how well these projects address equity-related needs. One takeaway is that the City has a tool kit that addresses many of the goals identified in this study - improving access, options, and the broader community. These include restriping streets with bike facilities, building neighborhood byways, complete streets reconstructions, building segments of urban trails, ped/bike crossings of major streets, and increasing transit service in accordance with the Transit Master Plan. There are a few other more major projects programmed for the Westside - such as the North Temple Transit Hub and the 900 West/California protected intersection.

Transportation projects directly improve equity goals - especially access and options, because they are providing for transit and cycling and walking on key Westside routes, and helping to cross barriers. However, they often fall short of equitable engagement and often do not directly affect the equitable community goals as much as they could. The key shift would be to add an equitable engagement component to these projects, and to develop some projects built around equitable engagement. Many of these projects could have more in-depth community and engagement facets.

5. RECOMMENDATIONS

Our recommendations fall into three categories: Projects, Ongoing Programs, and Equity Engagement Pilots. Projects are recommended opportunities to create capital improvements, services, or operations improvements. Ongoing Programs are ideas for ongoing and long-term approaches to addressing transportation equity, especially when there isn't a specific project. Equity Engagement Pilots are specific types of proposed projects that center on a partnership with a community based organization or other agency or group - seeking to both create a relationship and produce a result.

EQUITABLE ENGAGEMENT PILOTS

On-the-ground new engagement strategies tailored to making new connections with historically marginalized communities

PROJECTS

Transportation projects that directly address identified equity goals

PROGRAMS & INITIATIVES

Ongoing efforts to promote, implement, and monitor equity in Westside

EQUITY ENGAGEMENT PILOTS

Equitable engagement pilots are on-the-ground new engagement strategies tailored to making new connections with historically marginalized communities. These opportunities are both engagement and project - in taking a different approach to both, these efforts help create a different perspective and make new connections.

These pilots can:

- Help make new connections and begin the process of building trust
- Be oriented toward offering community based organizations and those they serve things they need rather than asking them for something
- Take transportation projects and give them a new perspective
- Address equity goals

Pilots can be thought of as of three general types, sometimes combined:

- Making connections with existing community-based organizations (CBOs), often across traditional transportation boundaries to provide direct transportation services and improvements.
- Imbuing existing projects and their outreach processes with the imperatives of equity – through the framework. i.e. – reaching equity populations, creative engagement, and addressing overall equity needs in the area.
- New projects that are not duplicated elsewhere that directly implement the goal framework.



EQUITY ENGAGEMENT PILOTS

Potential pilot ideas

BYWAYS WITH FRESH EYES

Collaborating with youth or other community members on street and public space improvements along Neighborhood Byway corridors.

POPLAR STOPS

Collaborating with youth or other community members on the placement and design of new bus stops along the 400 South corridor.

COMMUNITY TRANSPORTATION PARTNERSHIP

Collaborating with a community-based organization on providing local shuttle services within Westside neighborhoods.

PROJECT ENGAGEMENT ENHANCEMENT

Enhance one of the Transportation Division's Westside projects with additional equity-focused outreach.

EQUITY ENGAGEMENT PILOTS

Byways with Fresh Eyes

Several Neighborhood Byways are proposed in Westside neighborhoods. At the same time, the Stay Safe Stay Active Open Streets program seeks to find creative ways to implement these Byways. This effort would help implement the Byways through the direct, grassroots participation of equity groups such as YouthWorks and Westside Leadership Institute. The goal is to see these streets through their eyes. This effort would seek to pay the project partners.

Thus far, the Westside Byways have been realized primarily through major street crossings. This effort would complement these crossings - the results could range from improved lighting to landscape to community art.



Tailored opportunities for marginalized community participation

Create partnerships

Connection/enhancement of community spaces

Enable vulnerable active travelers to thrive

Address identified transportation safety concerns



EXAMPLE: 90TH AVENUE REPAVING

The City of Oakland department of Transportation partnered with the Original Scrapper Bike Team and the local community to collect surveys, conduct workshops, and talk to neighbors and other community organizations. The result was a series of improvements, including a painted protected median for bicycling.

EQUITY ENGAGEMENT PILOTS

Poplar Stops

With increased investment in frequent transit on 400 South in the Poplar Grove neighborhood, Salt Lake City envisions bus stop improvements along this corridor as well. The City has applied for a Community Development Block Grant to improve the stops. This investment is an opportunity to engage equity groups within the community to create stops oriented to their perspectives and needs, while also building partnerships.

The project could unfold in two phases: First, this Spring 2021, we can work with a community based organization to create a series of temporary stops before the re-paving of 400 South. Then, we can work with the same group to design the permanent stop improvements. While we are hoping that this collaboration takes us in novel, unanticipated directions, some ideas we could consider are “island” stops with bike lane bypasses and stops that are also community space or “bus parklets.”



EXAMPLE: AC TRANSIT STOPPLETS

AC Transit, in the East Bay Area, California, has developed a program of bus parklets, or “stopplets,” which use bus stops to enhance community space and identity. AC Transit has also used Zicla island platforms to temporarily enhance its bike lanes.



EQUITY ENGAGEMENT PILOTS

Transportation partnership with community-based org

Communities often have needs for transportation to specific services, such as health care, child care, and education. COVID-19 has exacerbated this need. This engagement pilot proposes to partner with a community based organization to support the transportation needs of the group's constituents. This partnership could take the form of providing information about existing services or working with the group to provide a new service targeted to equity needs. This pilot could be a great opportunity to provide COVID-19 related service, whether for information or transportation to testing or vaccination.



EXAMPLE: HEALTHIFY AND RIDE HEALTH

Healthify is a health equity organization. Health Rides is a group providing medical transportation. The two are partnering to offer transportation to medical and non-medical services to populations in need, particularly threatened during the COVID-19 pandemic. This is an example of connection among transportation, communities, and specific needs like health care.

Increase transit performance for transit dependent riders

Reduce cost of transit and non-SOV for key trips

Creating partnerships

Informational/educational efforts

Enhance neighborhood transit to meet equity-related needs

PROJECTS

Transportation work is often accomplished in projects - discrete efforts to create a physical improvement or a service. While we have found that addressing equity goals in Westside neighborhoods does not hinge specifically on projects, there are opportunities to prioritize and promote projects already planned that address equity needs - as well as some opportunities to pursue new projects that could address these goals.

The following project ideas were developed from the Part 4 analysis using the four part Westside equity framework - Engagement, Access, Options, and Community.

PROJECTS TO PRIORITIZE AND PROMOTE

Projects already planned and/or programmed by SLC, UDOT, or others that we've found to address equity goals.

CAPITAL PROJECT IDEAS

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

OPERATIONAL PROJECT IDEAS

Ideas for new operations projects such as transit service, ride sharing, and programs that address equity goals.

PROJECTS TO PRIORITIZE

400 SOUTH VIADUCT BIKEWAY

Salt Lake City is planning a two-way protected bicycle facility on the 400 South viaduct that bridges the UP rail tracks and crosses I-15, creating a key connection from the Westside to downtown.

900 WEST/ CALIFORNIA PROTECTED INTERSECTION

This project planned by Salt Lake City will increase safety for active travelers at a key location accessing schools and community resources.

600 NORTH MOBILITY, SAFETY & TRANSIT IMPROVEMENTS

This project has the potential to transform this corridor with multimodal infrastructure and increase neighborhood pride.

FREQUENT TRANSIT NETWORK IMPROVEMENTS

Salt Lake City has partnered with UTA to increase frequency on key transit routes, many of them in the Westside.

300 NORTH PEDESTRIAN OVERPASS

Salt Lake City is planning a pedestrian overpass of the rail tracks at 300 North, creating a key barrier crossing to West High/ downtown.

TRANSIT DISCOUNTS

UTA's piloted transit pass discounts for riders earning low incomes address equity needs for affordable access and options.

CAPITAL PROJECT IDEAS

REDWOOD ROAD ROAD PEDESTRIAN CROSSINGS

Create more frequent and visible crossings of Redwood Road between Rose Park and Westpointe.

WAYFINDING SIGNAGE

Consider a wayfinding signage program targeted to equity-related needs such as limited English, minority groups, and people with disabilities.

I-15 CROSSINGS

Prioritize and improve active transportation facilities at every I-15 crossing opportunity, such as 600 North, North Temple, 400 South, and 800 South.

JORDAN RIVER BRIDGES TO REDUCE BARRIERS

Create more bridges in stretches such as north of North Temple or between California / 1700 S. where the river forms a barrier.

WELCOMING SPACES

Link identified community clusters in partnership with community based organizations with public space and active transportation improvements

800 WEST - NORTH TEMPLE PED CROSSING

Explore opportunities to improve crosswalk to address concentration of pedestrian crashes perhaps related to accessing the Jackson Euclid TRAX Station.

OPERATIONAL PROJECT IDEAS

WESTSIDE INDUSTRIAL AREA SHUTTLE

Pilot a shuttle, vanpool, or microtransit service to improve the connection between the Westside and adjacent industrial employers.

COMMUNITY TRANSPORTATION PARTNERSHIP

Provide local transit/shuttles in partnership with neighborhood/community based groups, to access childcare, health care and other needs.

TRANSIT SPEED & RELIABILITY

Analyze potential transit speed and reliability improvements such as transit signals, phases, lanes, and queue jumps.

OUTREACH TO LARGER WESTSIDE INDUSTRIAL EMPLOYERS

Reach out to employers with information about existing vanpool, rideshare, and transit pass programs.

TRANSIT ACCESS TO HIGHLAND HIGH

Address the missing transit link between Glendale and the rest of the Westside and Highland High School.

TRANSIT DISCOUNTS

Explore further UTA transit discounts for those with historically marginalized characteristics.

EXAMPLE PROJECT CONCEPT

Westside employment transit

The areas west of Redwood Road and the city's central business district are the two most significant destinations for Westside commuters. Furthermore the western business area features hundreds of companies, many of whom have expressed difficulty accessing and retaining workforce. A car--involving significant expenses--is largely a pre-requisite to access these economic opportunities. If transit service could be made affordable and more convenient to access this area or specific employers, affordability for Westside residents could be improved.

Several large employers--with limited or absent transit access--have expressed an interest in partnering with UTA to pilot a system of shuttles to bridge the "last mile" of a transit trip for their employees. Providing convenient access between Westside community hubs and these businesses would provide a benefit for all. Furthermore, incorporating on demand rideshare services--such as UTA's Via service--could further provide transit access to even more employment opportunities as well as during times with limited transit



Affordable, direct transit to work

Increase transit performance for transit dependent riders

Reduce cost of transit and non-SOV for key trips

Creating partnerships

ROLES & RESPONSIBILITIES

SLC TRANSPORTATION

Supply business contacts and facilitate conversations with interested businesses

UTA

Vanpool resources/costs
Determine feasibility of VIA on-demand system
Determine feasibility of improved fixed route services

UDOT TRAVELWISE

Direct outreach to businesses that employ Westside employees;
Publish information about travel options
Coordinate public/private sectors

ONGOING EQUITY EFFORTS

Throughout the project, there has been a growing feeling among the group that a major aspect of addressing equity in the future is 1) to maintain ongoing attention to transportation equity goals and 2) to break out of the orientation to projects that guides most transportation planning engagement. There are a variety of ways to fulfill this aspect - they vary in scale, method, and geography.

RELATIONSHIPS & OUTREACH

Build relationships with communities and organizations as well as with other service departments and city departments

EQUITY RESOURCES

Designate a range of resources for planners, organizations, and individuals to use to meet equity goals

STAFF EFFORTS

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

CONVENE GROUPS

Convene one or more community- or agency-based groups to collectively address equity goals through awareness, outreach, coordination, projects and programming.

RELATIONSHIPS & OUTREACH

PARTNERSHIPS

Seek to create long-term partnerships with community-based organizations and agencies providing services to Westside communities. Make sure to engage the more grassroots groups as well, not only the more prominent non-profit organizations.

Nurture these partnerships in non-project times and ensure that all partners are receiving something of value. Leverage partnerships during relevant projects by engaging partners and their constituent communities in a meaningful way at the ground level of the project. Integrate partners at the vision level and bring them along through implementation.

Another opportunity for these partnerships is the ability to disseminate transportation information to equity populations otherwise more difficult to reach - for example, transit schedules and updates, discounts, construction updates, and emerging micromobility options. Consider efforts like UTA's Travel Training Program, meant to increase access to transportation by helping people learn how to ride/navigate the system.

Salt Lake
County Health
Department

Neighbor-
Works

Rose Park
Brown
Berets

Neighbor-
hood
House

Environment,
Policy &
Improved
Clinical Care
(EPICC)

OCA
Asian Pacific
Islander
American
Advocates
Utah

RELATIONSHIPS & OUTREACH

YOUTH OUTREACH

Seek to create ongoing relationships with youth in Westside neighborhoods as a way to reach the larger community - through schools, community centers and community based organizations.

CITYWIDE EQUITY EFFORT

Consider and integrate transportation in the emerging Salt Lake City-wide effort to address equity.

ONGOING EQUITY RESOURCES

PROJECT EQUITY RESOURCES

In areas with high equity scores, designate resources for reaching key demographics. Understand gaps between proportion of demographics of Westside neighborhoods and proportion of participation.

EQUITY IN INFORMATION RESOURCES

Consider diverse needs specifically (i.e. materials in other languages, for people with disabilities) and broadly (i.e. broaden use of plain language and symbols).

EQUITY FUNDING

Creation of a funding stream focused on projects that address equity goals.

MINI PROGRAMS

Devise mini-programs and strategies for gaining equity focused input into key recurring infrastructure and services such as bus stop location and design and neighborhood byway location and design.

ONGOING STAFF EFFORTS

STAFF DEDICATION

Dedicate a portion of an FTE at Salt Lake City Transportation Division (potentially in concert with other agencies) to addressing transportation equity.

MONITOR PROGRESS

Use the Westside transportation equity framework to continually understand how the needs of the four areas (Engagement, Access, Options, and Community) are being addressed and improved.

CONVENE GROUPS

ADVISORY COMMITTEE

Convene a committee that advises the Transportation Division on equity matters.

TRANSPORTATION MANAGEMENT ASSOCIATION

Takes the advisory committee to the next level of raising funds through a dedicated funding source and creating its own projects and programs, potentially including shuttle or other transportation services, small infrastructure services, and community gathering, in addition to a forum for advocacy and engagement. The TMA concept is geographically specific to the Westside.

REGIONAL EQUITY GROUP

Major agencies such as Wasatch Front Regional Council and UDOT are discussing the convening of a group dedicated to equity at the regional scale.

THANK YOU!

We want to thank the community members that contributed to this document. This is an ongoing effort to make Salt Lake City more equitable.