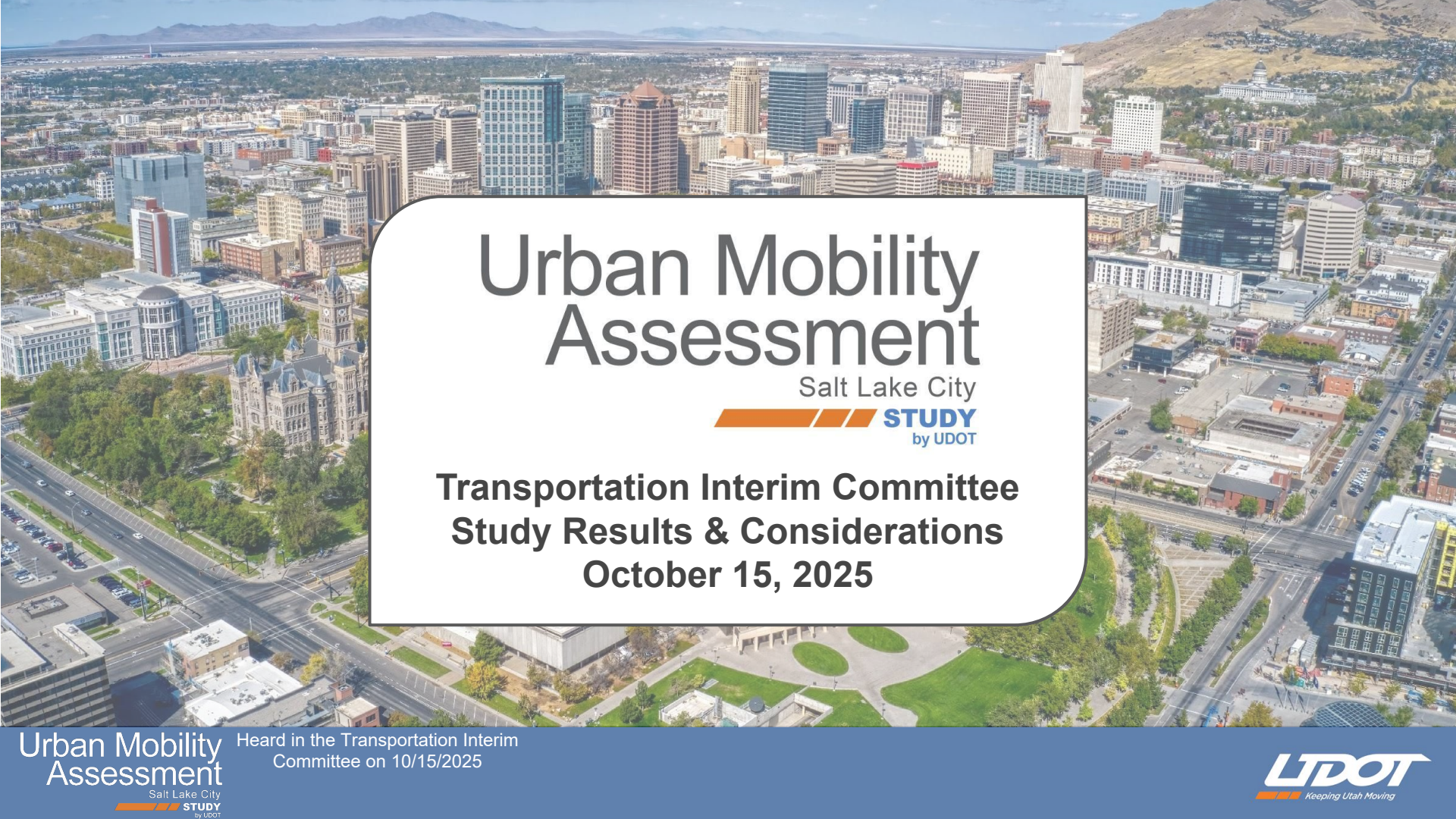




Urban Mobility Assessment

Salt Lake City



**Transportation Interim Committee
Study Results & Considerations
October 15, 2025**

**Urban Mobility
Assessment**



Heard in the Transportation Interim
Committee on 10/15/2025

Background

2025 SB195 Requires:

- UDOT to do a Mobility and Environmental Impact Analysis of SLC's past and future highway reduction strategies
- SLC to create a mobility plan and get UDOT approval before doing certain projects that include a highway reduction strategy
- This presentation is about UDOT's Mobility and Environmental Impact Analysis

Highway Reduction Strategies (HRS) per SB195

- 4(a)(ii)"Highway reduction strategy" means any strategy that has the potential to permanently decrease the number of vehicles that can travel on an arterial or a collector highway per hour, including:
- (A) reducing the number of motorized vehicle travel lanes on an arterial or collector highway;
 - (B) narrowing existing motorized vehicle travel lanes on an arterial or collector highway; or
 - (C) any other strategy that when implemented may **increase congestion or impede traffic flow for motor vehicles** driving on an arterial or collector highway.

UDOT Mobility & Environmental Impact Analysis SB195

4(a)(iii) "Mobility and environmental impact analysis" means a study that assesses the impacts within the study area of implementing a highway reduction strategy (HRS) on arterial or collector highways, including the impacts to

- other state and local highways,
- mobility,
- traffic flow,
- pedestrian and non motorized vehicle flow,
- the economy,
- public health,
- quality of life,
- air quality,
- maintenance and operations.

UDOT Mobility & Environmental Impact Analysis SB195

Stakeholder Consultation

- 4(e) As part of the mobility and environmental impact analysis, the department shall:
- (i) assess the cumulative impact of each highway reduction strategy within the study area that the city has implemented or has plans to implement between July 1, 2015, and July 1, 2035; and
 - (ii) consult with relevant stakeholders, including business owners, commuters, and residents impacted by the highway reduction strategy.

Items not considered in the SB195

- Off-street parking
- On-street parking on corridors other than HRS impacted corridors
- Impacts to non-arterial/collector streets (e.g., residential streets)
- Changes in bicycle/pedestrian vs motor vehicle mode split
- Business relocations
- Other factors impacting the health of business community other than transportation (homelessness, workforce, COVID, construction)
- Air quality changes on micro-level at specific locations
- Overall cost changes to operations and maintenance

Salt Lake City Mobility Plan per SB195

- (4)(b)(i) Except as described in Subsection (4)(c), a city may not implement or begin a project as part of a highway reduction strategy on an arterial or a collector highway within the study area unless the project is part of a mobility plan approved by the department as described in this Subsection (4)(b).
- (ii) For a mobility plan described under Subsection (4)(b)(i), the city shall:
 - (A) assess the alternate routes for traffic and impacts on surrounding highways due to any lane reduction;
 - (B) evaluate impacts to vehicle trip time;
 - (C) evaluate impacts to air quality;
 - (D) evaluate the cumulative multimodal and safety impact of the proposed highway reduction strategies, including the cumulative impact from previous highway reduction strategies implemented over the previous five years;
 - (E) provide options to mitigate negative impacts to vehicle traffic, vehicle trip time, air quality, or adjacent travel routes;
 - (F) in collaboration with the department, assess impacts to state highways;
 - (G) proactively seek out and consult with relevant stakeholders, including business owners, commuters, and residents impacted by the mobility plan and each proposed project within the mobility plan;
 - (H) present the plan in an open and public meeting, including public comment;
 - (I) provide an open house or other event to allow public interaction and feedback regarding the impacts of the mobility plan;
 - (J) present the plan to the membership of the city's chamber of commerce and other business groups; and
 - (K) provide the plan to the department for the department's review.
- (iii) (A) After the department receives a complete mobility plan as described in Subsection (4)(b)(ii), the department shall determine if the mobility plan and each project included in the mobility plan meet the requirements of this section and shall approve or reject the plan within two months of receiving the mobility plan.
- (B) As part of the mobility plan, the city shall demonstrate to the department the manners in which the city involved and received input from the business community, the public, and other stakeholders as required in Subsection (4)(b)(ii).

Project Study Area

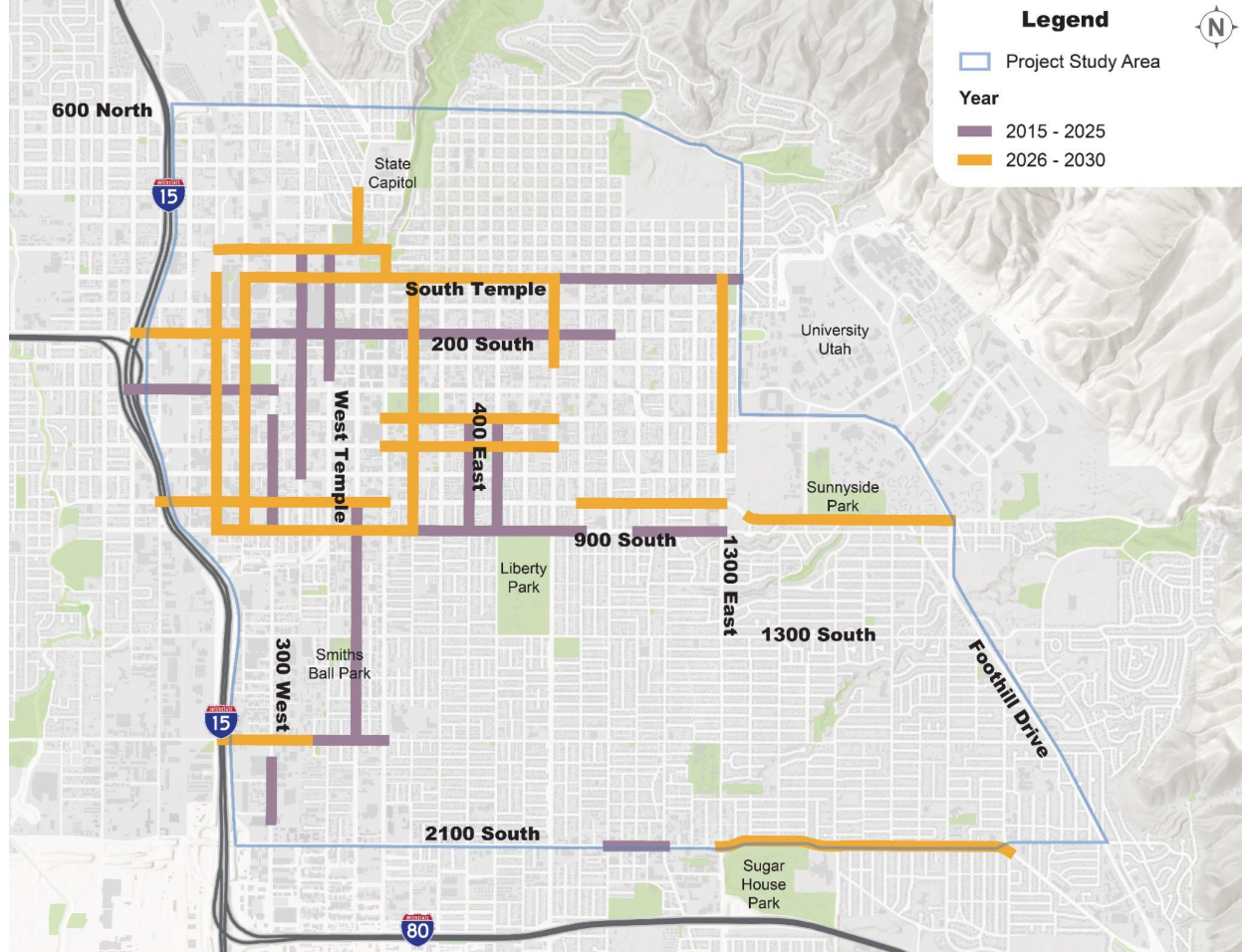
- Foothill Drive
- 600 North
- East of I-15
- 2100 South



Extent of Analysis

Mobility Analysis – HRS Projects

- 13 HRS **Past** Projects
 - Historic data analyzed
- 15 HRS **Future** Projects
 - Modeling used for analysis



Mobility Analysis – Data Sources

- Identified completed HRS projects
- Reviewed information from the city on these projects
- Collected before/after data from a variety of sources:

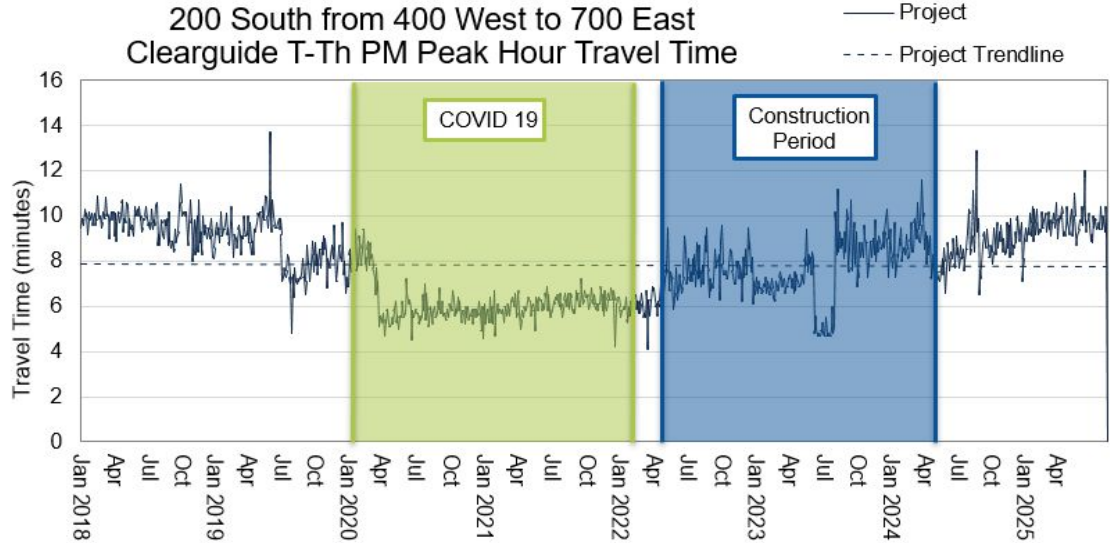
Data Source	What it's used for	Quantity of Data
Automatic Traffic Signal Performance Metrics (ATSPM)	Traffic volumes, signal performance, delay, pedestrian activations	258 signals with 86 billion records (2018-2024)
Performance Measurement System (PeMS) & Continuous Count Stations (CCS)	Traffic volumes	66 stations with 19 million records (2016-2024)
ClearGuide	Speed data	13,000 segments with 2 billion records (2018-2025)

Mobility Analysis – Planned Projects

- Identified planned HRS projects
- Used the Wasatch Front Travel Demand Model to forecast future traffic volumes (with and without the HRS projects)
- Developed microsimulation traffic models to evaluate the anticipated traffic operations of the planned projects

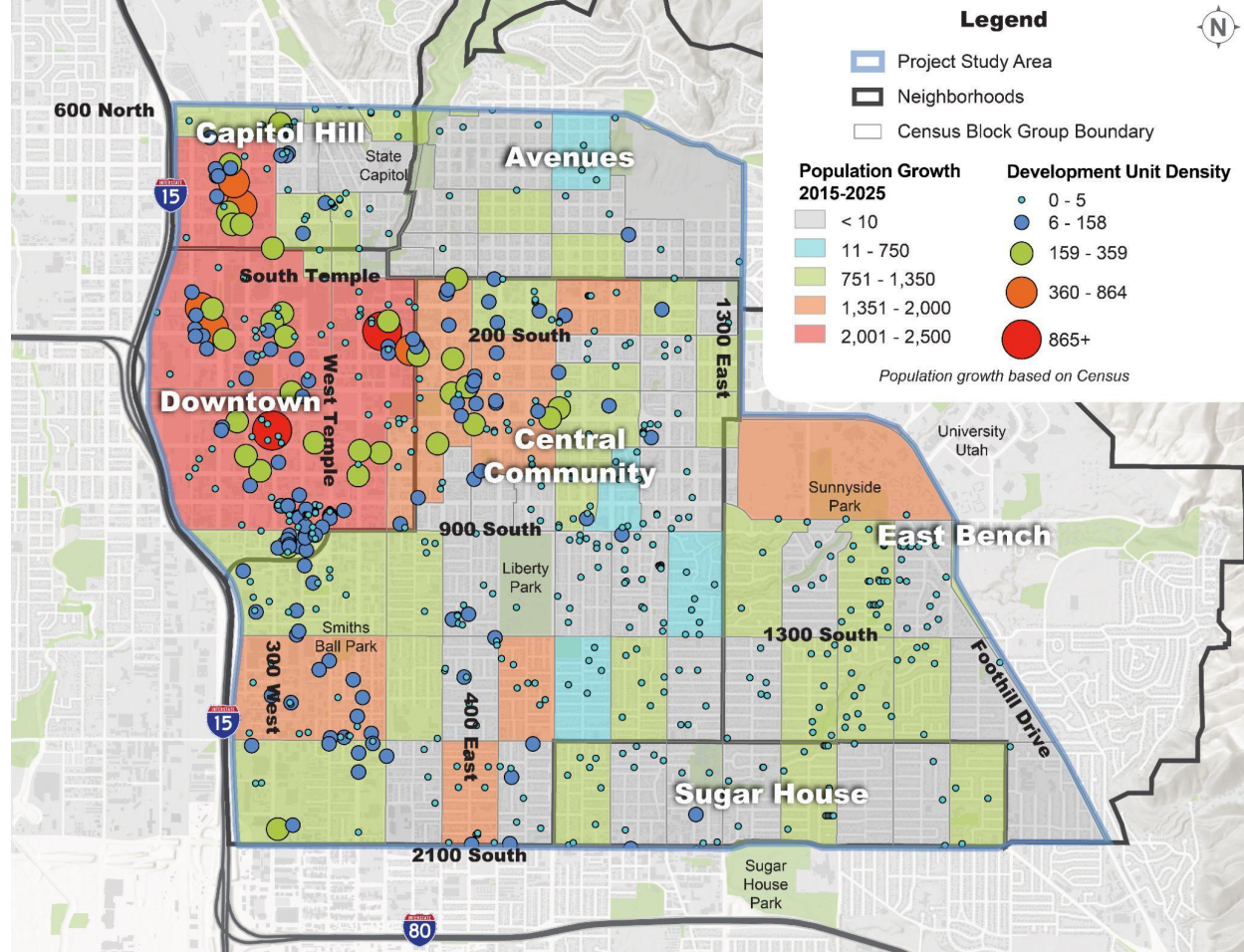
Mobility Analysis – Complicating Factors

- Construction impacts
- Effects of Covid pandemic
- Land use changes including residential and business growth
- Changes to Signal Operations



Other Factors – Population Growth and Traffic Increase

- The study area population increased by over 30% between 2015 and 2025 compared to Salt Lake County Population grew 15%
- Traffic increased approximately 14-15% between 2015 and 2025 in SLC which is similar to the 15% increase countywide

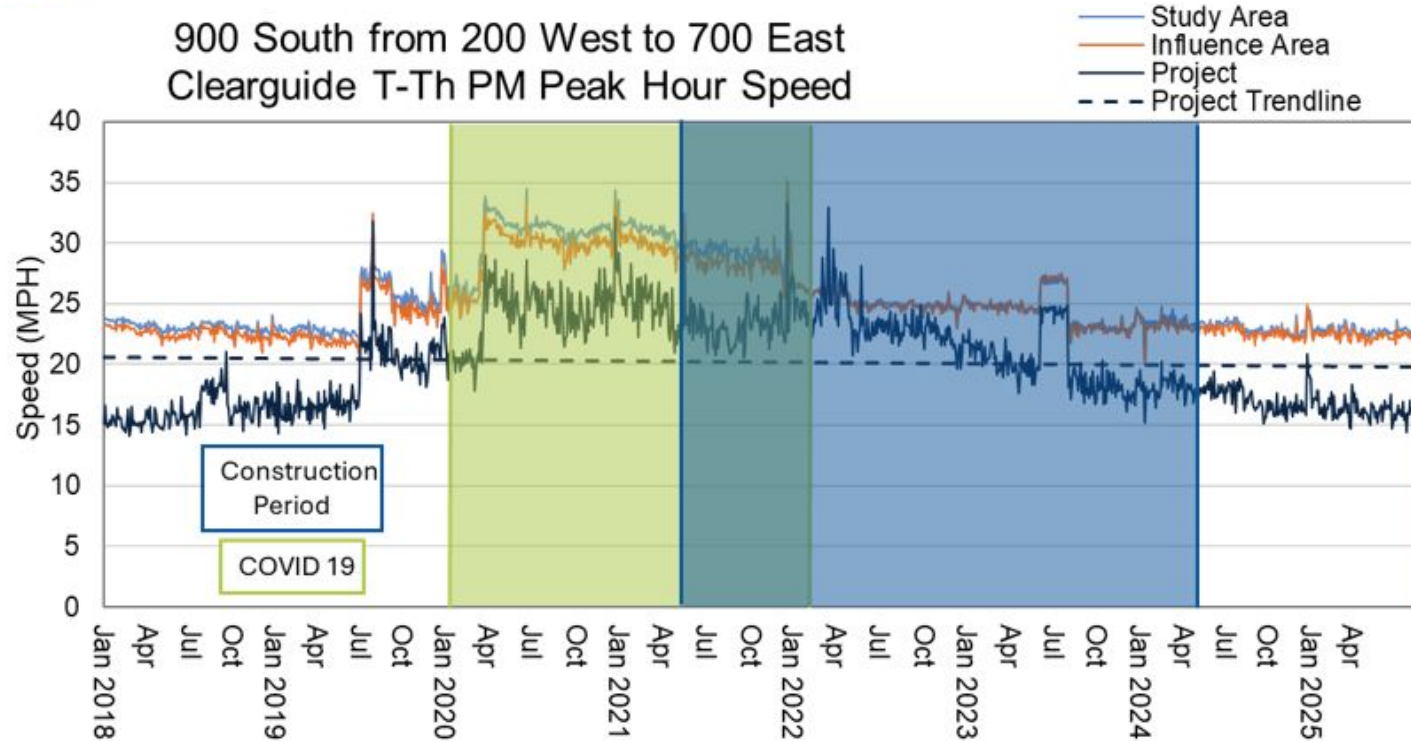


Highway Reduction Strategies Analysis Results

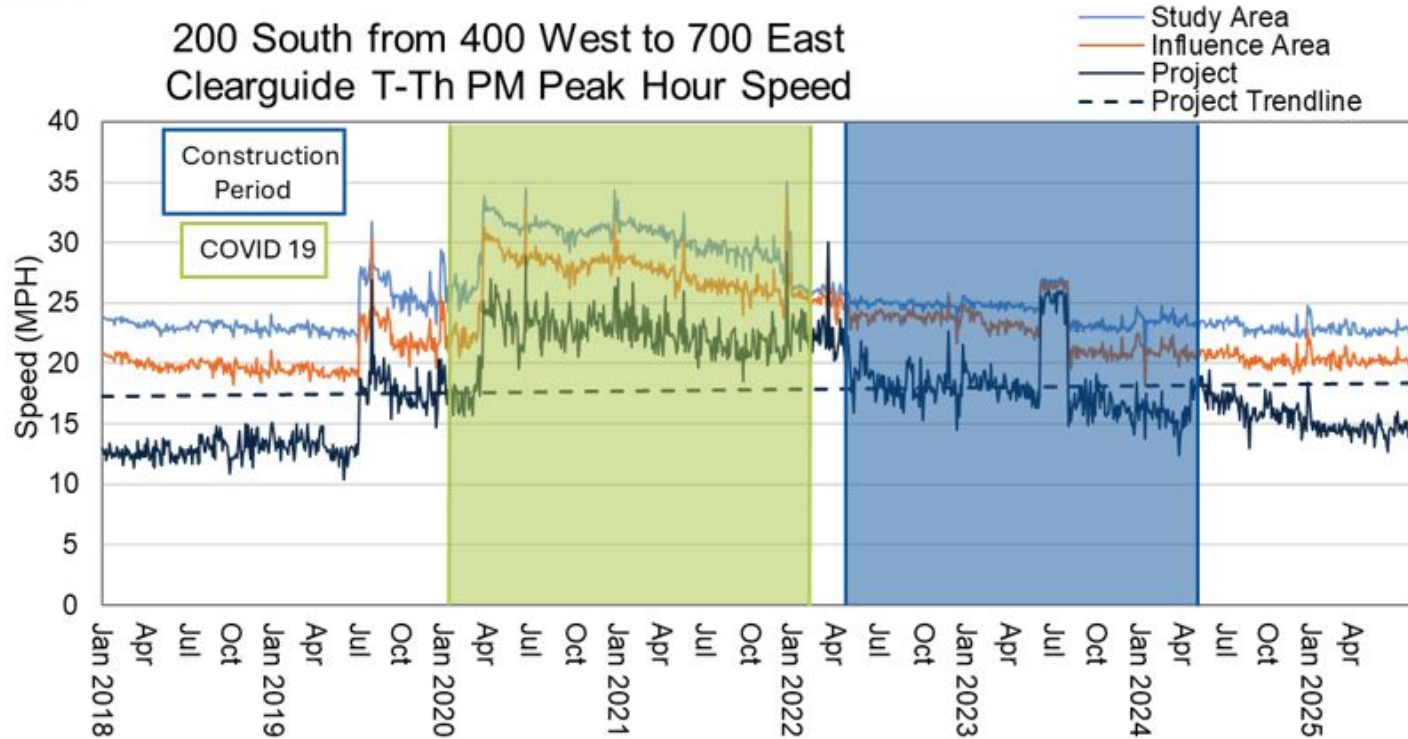
Mobility & Environmental Findings

Corridor	Extents	Vehicular Mobility	Crash Safety	Transit	Parking	Active Transportation
200 South	700 East to 900 East	N/A	N/A	N/A	Worse	N/A
200 West	700 South to North Temple	N/A	N/A	N/A	Worse	N/A
1700 South	State St to Jefferson St	Minimal	Minimal	Minimal	Minimal	Minimal
900 South	1000 E to 1300 E	Minimal	Minimal	Better	Minimal	Better
200 East	600 S to 900 S	Worse	Minimal	N/A	Minimal	Minimal
Main Street	700 S to 1700 S	Minimal	Minimal	N/A	Minimal	Minimal
South Temple	700 E to Virginia St	Minimal	Minimal	Better	Minimal	Minimal
300 West	2100 S to 1830 S	Minimal	Minimal	Minimal	Worse	Better
400 East	400 S to 900 S	Minimal	Worse	N/A	Worse	Better
500 East	400 S to 900 S	Worse	Better	Minimal	Better	Better
200 South	400 W to 700 E	Minimal	Better	Better	Worse	Better
900 South	200 W to 700 E	Worse	Better	Better	Minimal	Better
West Temple	North Temple to Market St	Minimal	Minimal	Better	Worse	Minimal

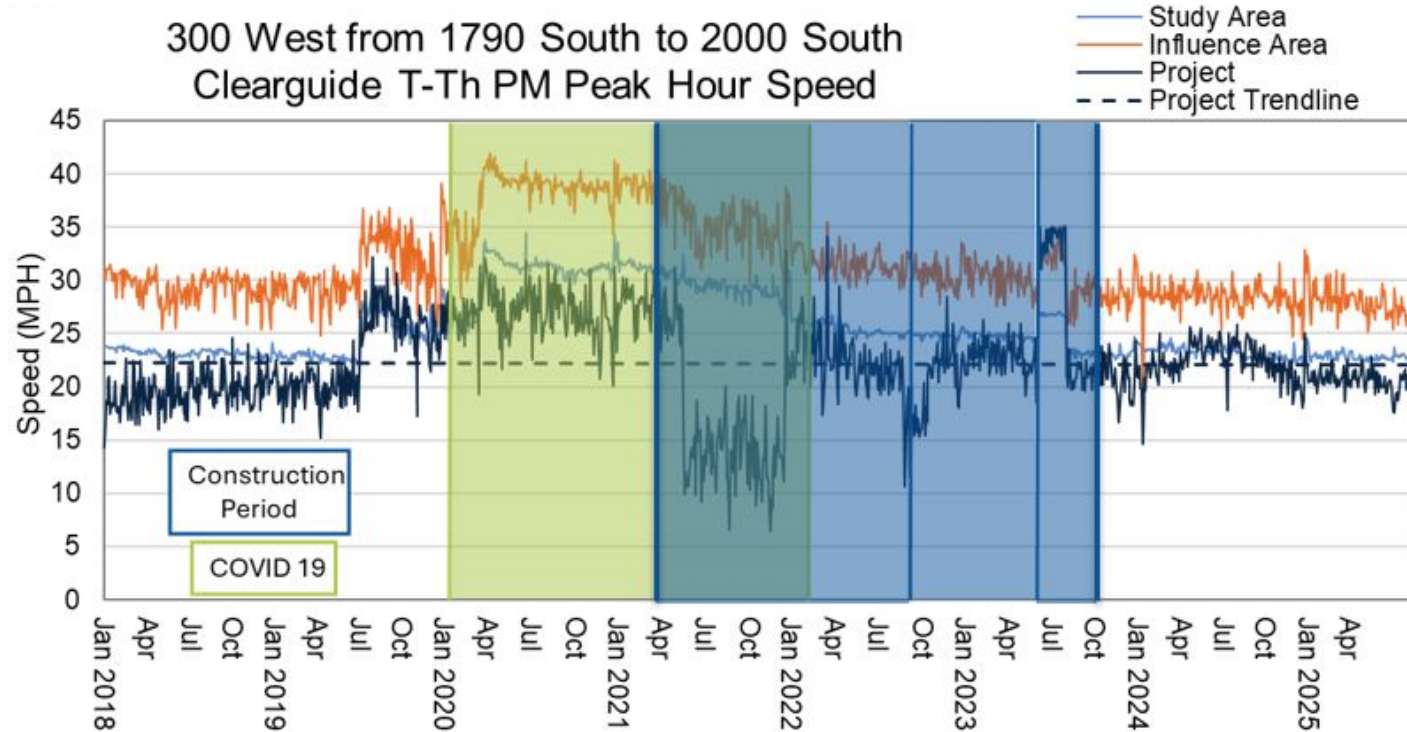
Speed



Speed



Speed



Study Area Lane Reduction and Parking Reduction Summary

Lane miles reduced on Arterials and Collectors that had HRS projects:

- **Total Lane miles:** ~690 miles
- **Lane miles reduced 2015-2025:** ~23 miles
- **Lane mile reductions planned 2025-2035:** ~15 miles
- **% Change:** ~5% reduction (3% completed, 2% planned)

Parking reduced on Arterials and Collectors that had HRS projects in the area of the project:

- **Total parking before:** 2105 Stalls
- **Total parking after:** 1988 Stalls
- **% Change:** ~6% reduction

Mobility & Environmental Findings – Scenario Analysis

- Numerous environmental categories were analyzed for the study including:
 - Public Health
 - Air Quality
 - On-street Parking
 - Economics
 - Active Transportation
 - Transit and Ridership and Travel Time
 - Emergency Response Impacts
 - Vehicular and Pedestrian Safety
- Analysis shows there are negligible cumulative impacts to the study area at this time
 - However, this study did identify a number of impacts in these categories at the project level. These impacts should be used in the evaluation of HRS projects in the future

Mobility Analysis

- Vehicular Mobility
 - Traffic Volumes
 - Signal System Performance Indicators
 - Speeds
- Environmental
 - Economics
 - Air Quality
 - Public Health
 - On-street Parking
- Stakeholder engagement

Stakeholder and Public Feedback

Stakeholder Engagement Process

Economic Impact Interviews

WHO WE TALKED TO: Downtown Alliance, Salt Lake Chamber, LDS Church, Price Real Estate, Utah Restaurant Association, Lux Catering, Publik Coffee, Sugar House Coffee, Zion's Bank, City Creek Center Mall, Axiom Properties, Larry H Miller Group

Key Stakeholder Interviews

WHO WE TALKED TO: Kem C. Gardner Policy Institute, University of Utah President's Office, University of Utah Hospital Support Services, Trolley Square, Ballpark Community Council

Service Provider Meetings

WHO WE TALKED TO: Gold Cross Ambulance, SLC Urban Services, Salt Lake County Arts and Culture, Utah Trucking Association, Salt Palace Convention Center, Hyatt Regency, Homeless Utah.

Email Input

WHO WE HEARD FROM: 13 people comments, questions, and concerns.

Survey Engagement Process

Qualitative data comes from:

WHO WE HEARD FROM: 3,889 respondents
(384 needed for a statistically valid survey)

What We Heard

- **Mobility:** 1,699 mentions; Residents see both safety gains and trade-offs with lane reallocations.
- **Construction Disruption:** 1,096 mentions of cones, detours, and noise — the most visible frustration but tempered with optimism and tolerance of inconvenience for perceived benefits
- **Business Access:** 890 mentions; short-term harm during construction was the main complaint.
- **Safety:** 814 mentions of crashes, speeding, unsafe crossings; praise where projects improved conditions.
- **Congestion:** 561 mentions; delays and bottlenecks blamed on lane reductions and construction.
- **Parking:** 538 mentions; availability and cost especially important for small businesses and downtown users.
- **Geography:** Inside-project respondents more negative; adjacent/outside respondents more positive or neutral.



Positive Skew



Neutral

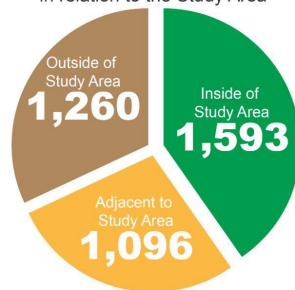


Negative Skew

RESPONDENT

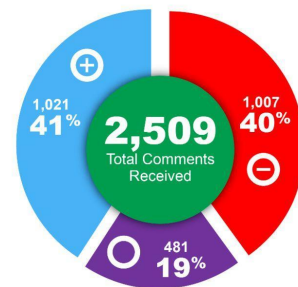
Geography

in relation to the Study Area



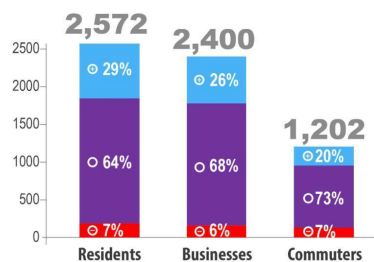
SENTIMENT SUMMARY

of Open-Ended Comments



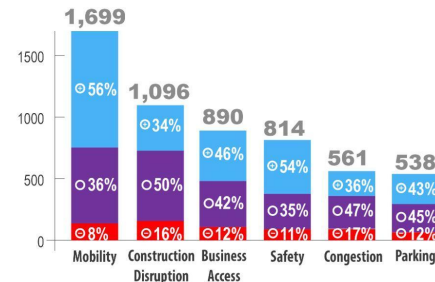
RESPONDENT

Type & Skew



KEY THEMES

& Skew



OVERALL ENGAGEMENT FINDINGS

- **The big picture is neutral.** Across residents, businesses, and commuters, the majority of feedback is either **neutral or positive**. Negative responses exist, but they are not overwhelming.
- **Geography matters – proximity to disruption is key.** People *inside* the project area felt the brunt of construction, and their sentiment is more negative. Those *adjacent* or *outside* report less impact — their sentiment is more neutral or positive.
- **Room for process improvements.** Gathered input from our process indicates opportunity for improved project communication in all phases of delivery benefit all parties involved.
- **Focus on growth.** University of Utah expansion and hospital capacity increases, along with booming residential development, are straining existing corridors.
- **Community values are important.** Neighborhoods value safety and mobility for all modes.
- **Engagement gaps persist.** Stakeholders feel informed but not involved in the project development process.

Considerations

As a result of the data analysis several considerations were explored.

- Critical vehicle capacity routes
 - The transportation system within the study area has the capacity to absorb changes in travel patterns brought on by the currently completed HRS projects, however future needed capacity is being removed without knowing what will be required to maintain current levels of service. Further coordination and study will be needed to identify the tipping point at which similar changes will result in more measurable roadway capacity impacts.
- Operational improvements
- Engagement process improvements

Critical Vehicle Capacity Considerations

Legend

 Project Study Area

Future Projects

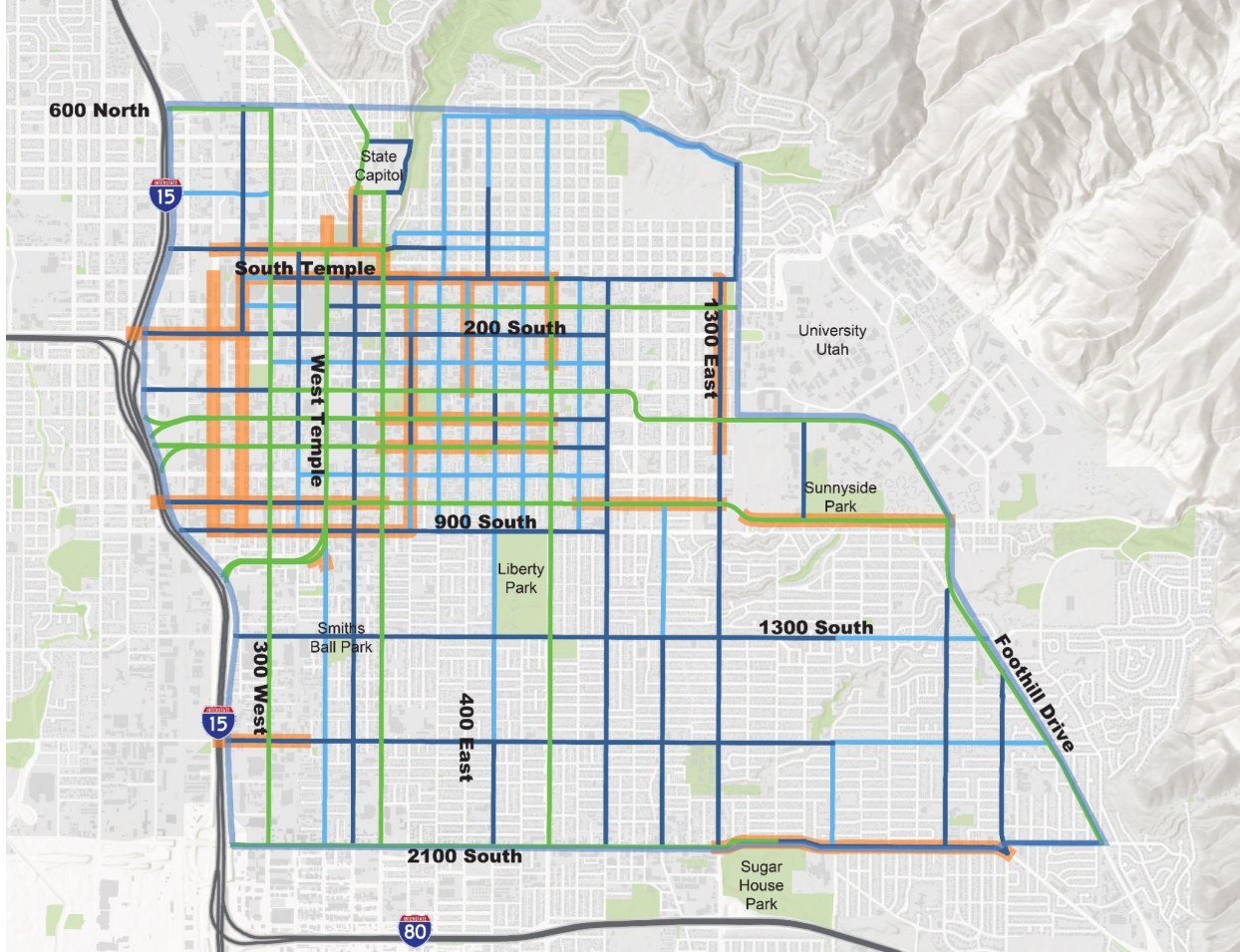
 2027 - 2030

Critical Vehicle Capacity Route

 Tier 1: Preserve

 Tier 2: Study / Engagement

 Tier 3: Document



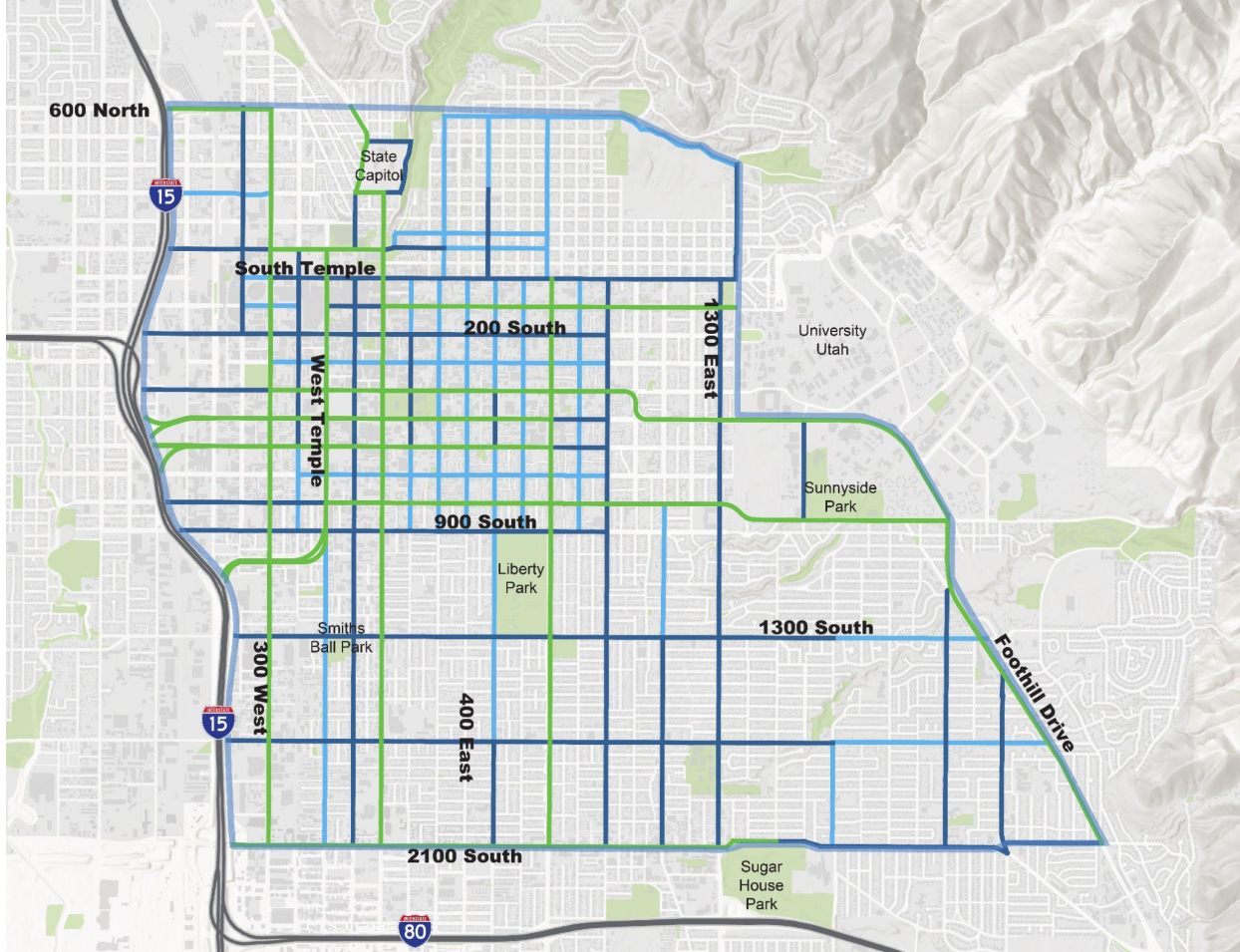
Critical Vehicle Capacity Considerations

Legend

 Project Study Area

Critical Vehicle Capacity Route

-  Tier 1: Preserve
-  Tier 2: Study / Engagement
-  Tier 3: Document



Operational Improvement Considerations

- **Signal Timing:** update coordination efforts between the state and local signal system, refresh the 2018 coordination work.
- **Emergency Services:** ensure that emergency services needs be included in the design of transportation projects.
- **Maintenance Operations:** ensure that design process accommodates efficient maintenance practices.

Engagement Improvement Considerations

- **Construction management:** improve phasing, access, coordination with private developments, avoid negative perceptions about no activity in work zones, incentivize early completion of projects, offer wayfinding support.
- **Engagement:** educate public before projects are built (Citywide Transportation Plan), include all relevant stakeholders not just on-corridor properties and consult them early, go beyond "inform", overcome communication silos to improve interagency and external communication.
- **Economic viability:** protect parking/visibility so retailers and venues stay and be aware of hidden operational costs to businesses resulting from changes.

Next Steps

(iii)(A)After the department receives a complete mobility plan as described in Subsection (4)(b)(ii), the department shall determine if the mobility plan and each project included in the mobility plan meet the requirements of this section and shall approve or reject the plan within two months of receiving the mobility plan.



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Salt Lake City
STUDY
by UDOT