



Urban Mobility Assessment

Salt Lake City response and proposed action plan

SB 195 Requirements

- UDOT assessed 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"
- As required, Salt Lake City responded to the findings by Nov. 1



Project Study Area



SALT LAKE CITY



Data analysis & finding from UDOT assessment

- **Traffic Volumes** decreased on 57% of HRS routes, while 43% stayed about the same after construction.
- **Speeds** minimally changed on 73% of HRS corridors after construction, while 9% of corridors had increases and 18% decreased.
- **Signal System Performance Indicators** negligibly changed on about 70% of HRS corridors.
- **Future Proposed HRS Projects with Lane Reductions:** modeling shows few differences between no-build and build (HRS) conditions, although some level of service deterioration was estimated.

Salt Lake City's Action Plan

- Concurrent with UDOT's assessment, the City analyzed data and conducted community engagement with key stakeholders.
- Based on UDOT and the City's work, the City has established a suite of actions.
- City-initiated actions that go above and beyond the scope of UDOT's findings include:
 - Revising City policies and master plans
 - Moved the City's Transportation and Engineering divisions under the same department
 - Establishing a Business Transportation Coalition
 - Developing curb management and parking strategies
 - Completed the development and implementation of a construction mitigation policy

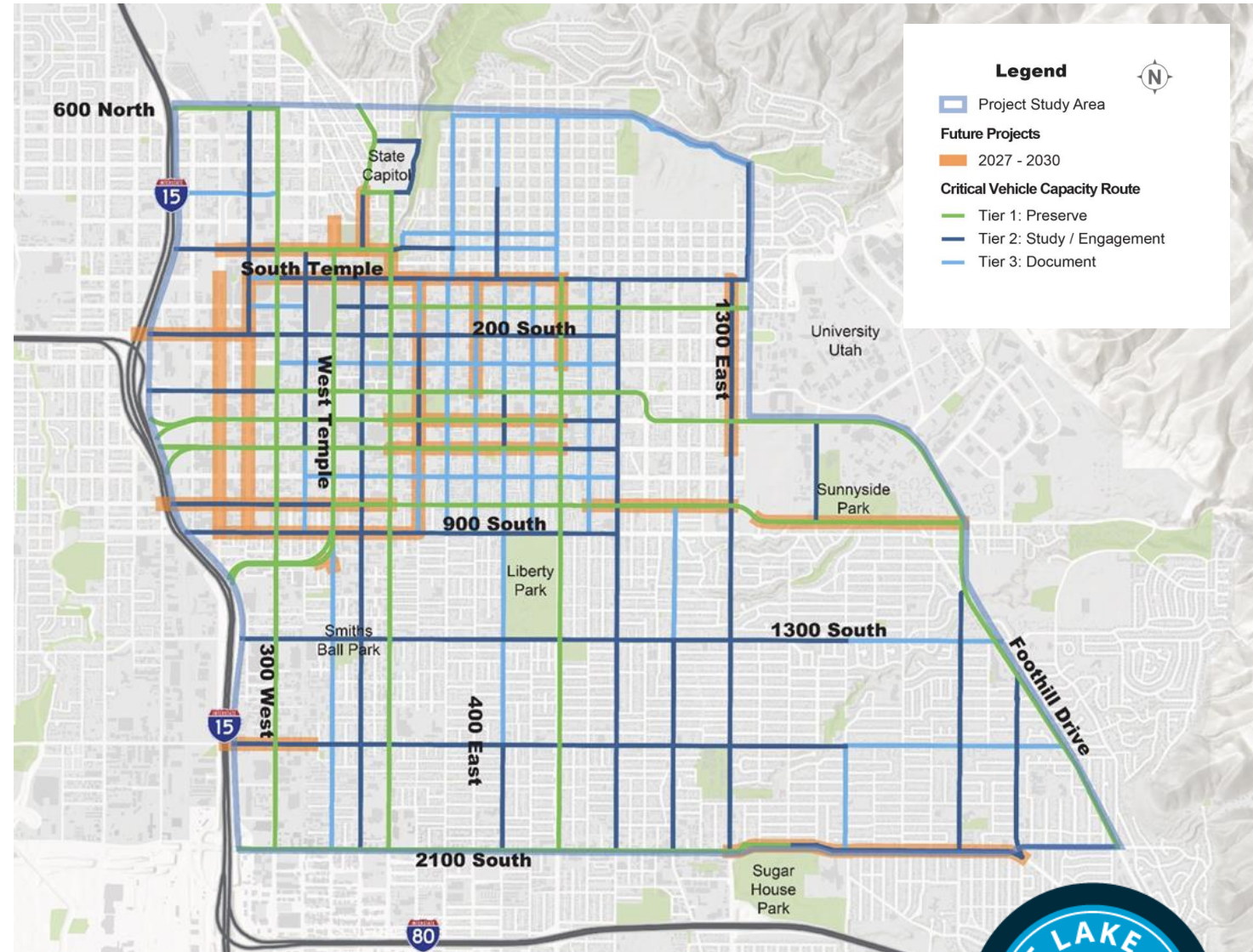


UDOT Consideration: Integrate Critical Capacity Routes Map

“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 capacity that will be needed to address population growth, vehicle volumes, changes in land use, events, etc. is being removed without knowing what will be required to provide needed levels of service (LOS) in the future.”

City Action: Integrate Critical Capacity Routes Map

1. Adopt map
2. Revise City plans, policies, and processes accordingly



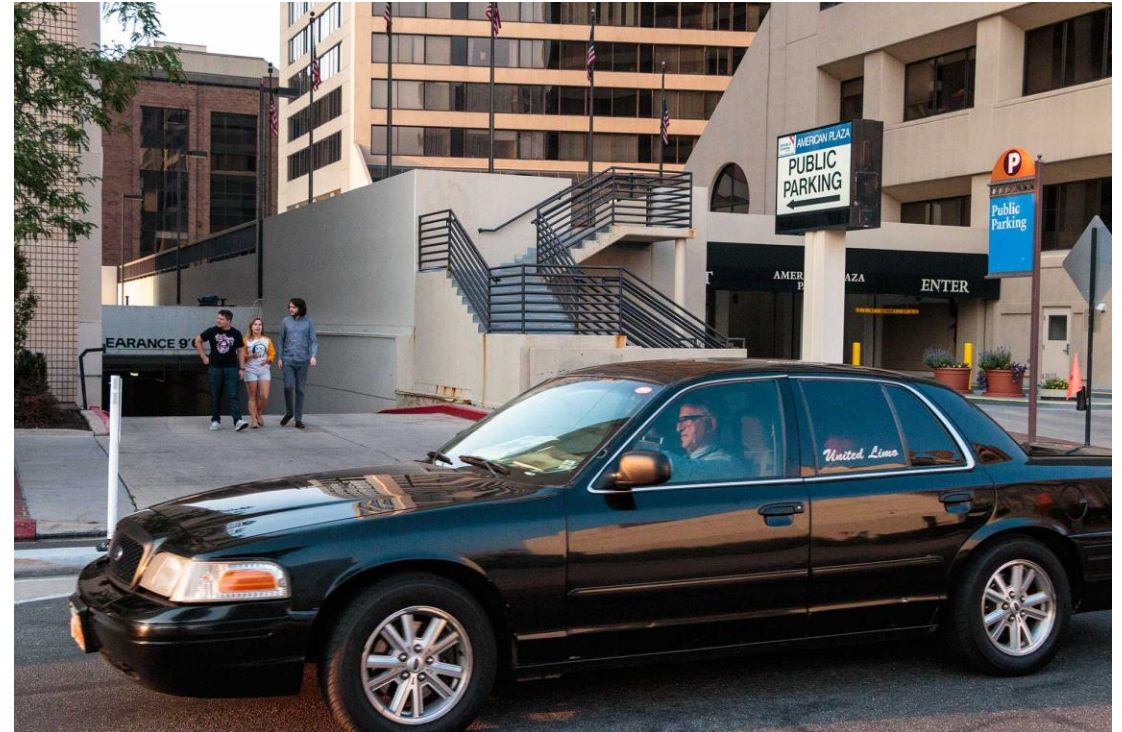
UDOT Consideration: Improve existing parking and evaluate future needs

“Protect parking/visibility so retailers and venues stay and be aware of hidden operational costs to businesses resulting from changes.”

“Before removing on-street parking, conduct a parking utilization study to assess potential effects on businesses and residents.”

City Action: Improve existing parking and evaluate future needs

1. Conduct project-specific parking studies
2. Implement a parking wayfinding system
3. Optimize on-street parking and curb space



UDOT Consideration: Early and targeted 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.”

City Action: Early and targeted engagement

1. Centralized online presence
2. Business Transportation Coalition
3. Engage stakeholders early
4. Engage post-construction
5. Deploy additional liaison



UDOT Consideration: Internal coordination

“Engage [City] operations staff during planning and design phases to address potential operational concerns. Obtain input from emergency service providers during planning and design phases to ensure future HRS projects do not adversely affect emergency response times.”

City Action: Internal coordination

1. **Safety:** Engage both internal *and* external emergency services providers
2. **Maintenance:** Consider maintenance costs early in design process
3. **Construction:** Better coordinate street construction projects with utilities and private development



UDOT Consideration: Construction mitigation plans

“Improve phasing, access, coordination with private developments, avoid negative perceptions about no activity in work zones, incentivize early completion of projects, offer wayfinding support.”

City Action: Construction mitigation plans

- New policy that prioritizes use of the right-of-way during construction, holds private developers accountable for following traffic flow permit requirements, & creates moratoriums for holidays and events.
- A pilot program to develop innovative contracting techniques.



UDOT Consideration: Examination of signal timing impacts

“SLC and UDOT should update signal timing across the network, as the last comprehensive signal timing update occurred in 2018.

Uncoordinated signal timing can have a large impact to delay.

Significant growth and changes to travel patterns have occurred since 2018 and a comprehensive update to signal timing would be beneficial.”

City Action: Examination of signal timing impacts

1. Adjust signal timing to maximize capacity
2. Reduce stops and delays at signals
3. Improve traffic flow through consecutive signals





Thank You
