

# City Council Update



**FUNDING  
OUR FUTURE**

## CIP Projects Year 2 Quarter 1 Update

### What's New?

The Public Way Concrete Program is funded in FY 19/20. However, there is no budget in FY 19/20 for proactive sidewalk repair and ADA accessibility ramps/corner replacement. Those projects must also now be funded from the Public Way Concrete Program line item.

### Program Updates:

Project	Project Description	Total Budget	2019 Actual	2020 Actual
<b>Transportation Safety Improvements</b>	Safety for all people traveling is the Transportation Division's first priority. This project would provide funding for high priority multi-modal safety improvements. This funding will better empower Transportation to work quickly to address identified safety needs as part of our efforts to achieve zero fatalities and reduce injuries within our city. Projects are identified by using data to analyze crash history, roadway configuration and characteristics, and with citizen input. Examples of traffic safety projects include the installation of warranted traffic signals or other traffic control devices and minor reconfiguration of an intersection or roadway to address safety issues.	\$202,000	\$0	\$26,946
<b>Traffic Signal Upgrades</b>	This project will remove the existing traffic signal equipment that has reached the end of its useful life, including steel poles, span wire, signal heads, and traffic signal loops and will upgrade the intersections with mast arm poles, new signal heads, pedestrian signal heads with countdown timers, improved detection, and left turn phasing, as needed. Installation of upgraded signals provides improvements in detection for autos and bicycles, as well as pedestrian upgrades. This funding is needed to maintain state of good repair for the traffic signal system.	\$118,310	\$0	\$0
<b>Bridge Maintenance Program</b>	There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these bridges every two years and provides the city with a basic condition report. The city is responsible for performing appropriate maintenance activities based on statements in the UDOT report. City Engineering has prepared an ongoing bridge maintenance strategy with the objective of extending the functional life of these structures, and extending the time between major repairs. The requested funds will be used to address needed repairs and routine maintenance. Engineering hired a consulting firm to perform bridge evaluations and produce a bridge maintenance plan.	\$250,000	\$0	\$0
<b>Public Way Concrete Program</b>	This program addresses deteriorated curb and gutter, retaining walls, crosswalks ADA ramps, and other concrete structures in the public way and in coordination with Public Utilities.	\$402,443	\$0	\$0
<b>1100 East Curb and Gutter</b>	This project would include the installation of curb and gutter, replacement of all drive approaches, replace deteriorated sidewalk, and install any missing or non-compliant accessibility curb ramps at this location.	\$221,600	\$0	\$0

## Program Updates:

Project	Project Description	Total Budget	2019 Actual	2020 Actual
<b>Rail Adjacent Pavement Improvements FY 19/20</b>	This new program will address uneven pavement adjacent to railway crossings. There are currently three known locations to be addressed. This initial request will allow Engineering to improve one to two of the locations and perform a survey of additional locations to address in future years.	\$53,000	\$0	\$0
<b>McClelland Trail and Neighborhood Street Livability Improvements</b>	This project, which is highly-supported by the community, desires to increase the livability of streets near homes and businesses and improve the comfort of the at grade McClelland Trail crossings at six east-west streets (from Harrison to Bryan Avenues, inclusive) between 1100 East and 1300 East. Currently, typical traffic speeds are 10mph above the posted 25 mph speed limits. In addition, the McClelland Trail improvements (2016) created a comfortable trail experience between avenues, but its budget was not adequate to completely address the speed and visibility issues at the crossings of those six avenues. Project funding will be used to collect additional data; analyze existing conditions and green infrastructure feasibility; perform additional community engagement (including a pop-up test period); and design, prepare construction documents for, and implement the right-of-way elements. Project design will be determined by an analysis of trade-offs, constraints, opportunities, and data collection; and how to achieve the maximum return on investment.	\$349,500	\$0	\$0
<b>McClelland Shared Street Phase 2</b>	Salt Lake City Transportation Division is developing options for re-designing McClelland Street between 2100 South and Sugarmont Drive. The goal is to identify the option that best meets the vision and goals from the Sugar House Master Plan, and which are supported by the Sugar House Circulation Plan, the Pedestrian and Bicycle Master Plan, and the Jordan and Salt Lake City Canal Trail Implementation Plan.	\$500,000	\$0	\$0
<b>Sugar House West Neighborhood Traffic Calming and 600 East Neighborhood Byway Improvements</b>	The funding will be used to develop and implement two projects: 1) a neighborhood-wide traffic calming plan to address vehicle speeding and excessive cut-through issues in the west Sugar House neighborhood, and 2) improvements to the successful 600 East Neighborhood Byway. The goal of the neighborhood-wide traffic calming plan is to increase the livability in the West Sugar House neighborhood by slowing traffic and installing neighborhood gateway and identity features. Slowing traffic will be achieved using traffic calming measures, designed to fit seamlessly into the existing local roadway network. Reducing the speed of motorists will allow residents to more comfortably walk and bicycle around their neighborhood, to local shops and restaurants, and to the nearby S Line. The second project is to improve the 600 East Neighborhood Byway through minor changes that would better accommodate bicyclists and pedestrians. The 600 East Neighborhood Byway is a successful bicycle and pedestrian-prioritized travel way from 2700 South to South Temple. As Salt Lake City's first neighborhood byway, it has been a success and seen strong usage from bicyclists and pedestrians. The City has continued to monitor the effects of the 600 East Neighborhood Byway project and has identified areas where minor changes could significantly improve the usability.	\$150,000	\$0	\$0
<b>Complete Streets Enhancements</b>	This project proposes to complement roadway projects that have been funded or for which funds are being requested, but which do not include incorporation of the City's Complete Streets Ordinance and/or recommendations of City master plans. It will include the design and construction of bicycle, pedestrian, and transit elements within the public way in conjunction with the design and reconstruction of funded roadway projects.	\$100,000	\$0	\$0
<b>Totals:</b>		\$2,346,853	\$0	\$26,946