

City Council Update



**FUNDING
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CIP Projects

Year 2 Quarter 4 Update (April 1-June 30 2020)

What's New?

The Salt Lake City Transportation and Engineering Divisions continue to focus on several long-term, ongoing CIP projects. Progress continues in technical analysis and public engagement, and multiple projects have selected contractors in preparation for construction later in 2020 or 2021. For instance, the Public Way Concrete program—which addresses deteriorated curb and gutter, retaining walls, crosswalks, ADA ramps, and other concrete structures in the public way—bidding process has been completed, the contractor has been selected and the construction contract is being prepared.

Program Updates:

Project	Overview	Update	Total Budget
Transportation Safety Improvements	Safety for all people traveling is the Salt Lake City Transportation Division's first priority. This project provides funding for high priority multi-modal safety improvements. This better empowers 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
Traffic Signal Upgrades	This project removes 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
Bridge Maintenance Program	There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. Utah Department of Transportation (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. Salt Lake 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 funds will be used to address needed repairs and routine maintenance.	As of July 2020, the consulting firm that Salt Lake City Engineering hired is still drafting the bridge maintenance plan. The section addressing bridges inspected by UDOT is complete. Inventory of bridge spans less than 20 feet and pedestrian bridges is ongoing.	\$250,000
Public Way Concrete Program	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.	As of July 2020, the bidding process has been completed, the contractor has been selected and the construction contract is being prepared.	\$402,443
1100 East Curb and Gutter	This project includes 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.	As of July 2020, the bidding process has been completed, the contractor has been selected and the construction contract is being prepared.	\$221,600

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Project	Overview	Update	Total Budget
Rail Adjacent Pavement Improvements FY 19/20	This program addresses 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.	As of July 2020, Geneva Pipe has been contracted to fix the rail adjacent pavement as requested by UDOT this year.	\$53,000
McClelland Trail and Neighborhood Street Livability Improvements	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. Salt Lake City Transportation is currently seeking community input before it creates design concepts for street and crossing improvements. The deadline for feedback is the end of August 2020. After that, Transportation will begin designing potential improvements.	\$349,500
McClelland Shared Street Phase 2	The goal of this project 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.	This project is in the design phase. Salt Lake City Transportation has developed multiple options for re-designing McClelland Street between 2100 South and Sugarmont Drive.	\$500,000
Sugar House West Neighborhood Traffic Calming and 600 East Neighborhood Byway Improvements	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. Constructed in 2015, the 600 East Neighborhood Byway, extending from South Temple to 2700 South, was the first bicycle and pedestrian facility of its kind in Utah. Treatments include curb extensions, bicycle “shared lane” symbols, bicycle and pedestrian signalized crossings at 900 S, 1300 S, and 2100 S, and reduced speed limits.	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. As Salt Lake City’s first neighborhood byway, 600 East has been a success and seen strong usage from bicyclists and pedestrians. The City has continued to monitor effects of this Neighborhood Byway project and has identified areas where minor changes would better accommodate bicyclists and pedestrians.	\$150,000
Complete Streets Enhancements	This project complements bond and other roadway projects that have been funded or for which funds are being requested, but which do not include incorporation of Salt Lake City’s Complete Streets Ordinance and/or recommendations of City master plans.	Project 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 street projects.	\$100,000
Total			\$2,346,853