

ERIN MENDENHALL
Mayor



DEPARTMENT of COMMUNITY
and NEIGHBORHOODS

Jennifer McGrath
Interim Director

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McClelland Trail and Neighborhood Street Livability Improvements Project

Para información sobre este proyecto en español, visite la página web en el enlace abajo, o enviar un email a Tom.Millar@slcgov.com.

To whom it may concern,

The Salt Lake City Transportation Division requests your input about the McClelland Trail crosswalks and speeding near your home. A proposed project may improve these issues but may also affect on-street parking in limited locations. Please submit your comments online, if possible, or use the enclosed, postage-paid postcard by **Sunday, August 30th**.

Goals, Benefits, and Impacts

This project seeks to achieve two goals on **Harrison, Browning, Roosevelt, Emerson, Kensington, and Bryan Avenues**, from 1100 to 1300 East:

- (1) **Slow automobile traffic**, from current speeds of 26 to 33 mph to below 25 mph
- (2) **Improve the comfort and safety of six McClelland Trail crossings**

There are several ways to accomplish these goals. Cheaper but less effective options include signs and education. More effective options that fit within the project budget include physical changes to the design of the street, such as curb extensions, small medians, speed humps, and raised crosswalks. (For your reference, there are similar designs on Hollywood Avenue, between 900 and 1100 East.)

The Data

2019 data, verified by previous data from the past decade, reveal that speeding is an issue on all six streets, and especially on the wider streets. Street width, length, and steepness contribute to motor vehicle speeds higher than the 25 mph speed limit.

Regular speeds range from 26-27 mph on Roosevelt Avenue to 32-33 mph on Harrison, Browning, and Kensington Avenues. Typically, the wider the street, the higher the speeds.



Project Timeline

With community support, changes could be built as early as next year. Funding was successfully secured through a neighborhood application to the City's CIP program, which supports community-initiated projects (see timeline below). The most important part of the process is just getting started. **The City seeks your household's input. We want your ideas before the City creates design concepts. Your input is very valuable.**

- December 2018 - Residents submit a funding application with 95 letters of support from residents; businesses; Emerson Elementary PTA, parents, and students; and the East Liberty Park Community Organization. The application requests funding to slow traffic and improve McClelland Trail crossings through physical street changes.
- Early spring 2019 - The Community Development and Capital Improvement Programs' (CDCIP) citizen-led advisory board recommends the funding application to the Mayor.
- May 2019 - Mayor Biskupski includes the CDCIP board's recommendation for full project funding in the recommended 2019-2020 budget.
- Summer 2019 - **The Salt Lake City Council approves the 2019-2020 budget and approves full funding for this project.** Funding would support changes at 18 locations, or about three per street, depending on needs.
- November 2019 - The Salt Lake City Transportation Division collects traffic data.
- April 2020 - Early planning with volunteer residents from each project street. Discussions include project and street history, and a toolbox of potential speed reducing changes.
- June to July 2020 - In-person "Neighbor Walks" advertised and held separately on each of the six streets. City staff and fellow neighbors learn more about each street, their unique and shared qualities, their residents, and about the project itself. Attendees express their ideas and critiques. Staff heard voices for and against the project.

Your Feedback

Please visit the link at the bottom of the page to provide your feedback about this project online. If you do not have access to the internet, or feel more comfortable with written comments, please use the enclosed, postage-paid postcard. The City requests your feedback **by August 30th.**

Next Steps

Before the end of the year, potential design concepts based on your feedback will be mailed and emailed to you. The City will request more of your feedback at that time. The City may also test the effectiveness of these ideas with cones and other temporary materials. Then, with your support, permanent changes may be built next year.

Sincerely,

Tom Millar, Salt Lake City Project Manager and Transportation Planner