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Salt Lake City
Housing And Neighborhood Development
Capital Improvement Program (CIP) FY 19/20
12/9/2018 deadline

Transportation Division, Department of Community and Neighborhoods **McClelland Trail and Neighborhood Street Livability Improvements**

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\$ 349,500.00 Requested

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Application Questions [top](#)

1. Project address location

If the project is city-wide please specify.

Harrison, Browning, Roosevelt, Emerson, Kensington, and Bryan Avenues, between 1100 East and 1300 East.

2. Category

- New
- Asset Renewal

3. Type of project

- Land
- Building
- Improvement
- Equipment
- Infrastructure

4. Is this project requesting an annual standing item that will be requested each year?

Such as bridge improvements, traffic signal upgrades, street improvements.

- Yes
- No

5. Is this project phased?

The project will take 2+ years to construct and/or finance.

- Yes

No

6. How many phases are expected for this project?

n/a

7. What phase of the project would this application fund, what phase is the project in currently (at the time of application)?

n/a

8. Are there known public health and safety issues surrounding this project?

Yes

No

9. List the public health and safety issues

Motorists on many of the six avenues from Harrison to Bryan, inclusive, between 1100 East and 1300 East, drive at speeds that are excessive for the residential nature of the area (typical speeds of 35 mph in several of these 25 mph zones). This is due to the steep grade between 1100 East and 1300 East combined with forgiving widths of several of the avenues. One of the project file attachments is a chart showing speed and volume data collected for two-lane, residential roadways in the City between 2010 and 2018. It shows Browning and Harrison Avenues' high speeds and low volumes (several hundred per day, lower than average), how they compare citywide, and how they compare to a narrower avenue just north of Harrison: Sherman Avenue.

Speeding is a safety and public health issue for residents and motorists alike, in part due to the steep grades near the fault line as well as the wide roadway widths, which both facilitate speeding. Each year in the United States, 31% of the more than 40,000 fatal crashes are speed related.

In addition, the recent McClelland Trail improvements created a comfortable trail experience between avenues, but current crossing designs and high east-west vehicular speeds pose a significant risk at the trail/avenue intersections.

Additionally, the neighborhood demographics have shifted in the last several years, from aging adults who have sold their homes to young families who have purchased them. These families include more children (up to 20 per avenue) and pets than before. Foot traffic across the street is common as children play on the sidewalk and cross the avenues frequently to visit friends.

10. Priority #

only prioritize internal applications, constituent applications do not need to be prioritized

n/a

11. Is this a constituent request?

Yes

No

12. Constituent contact information (phone # and email address)

Melanie Williamson (801-209-5569, melanie.williamsonc143@gmail.com, 1145 Browning Avenue, SLC UT 84105)

13. Request for Design and/or Construction: design only, construction only, design and construction

Design

Construction

Design and Construction

14. If "Construction Only" in question 13, what year was the design funded?

n/a

15. Estimated project start date

January 1, 2020

16. Estimated completion date

November 15, 2021

17. Project life expectancy

25 to 50 years

18. Scope of work

Local residents and business owners have two desired project outcomes, based on many hours of outreach, petitioning, and collecting letters of support: (1) increase the livability near homes and businesses by slowing automobile traffic to below 25 mph, the maximum ideal design speed; and (2) improve the comfort of the six at-grade McClelland Trail crossings in the neighborhood.

Motorists on many of the six avenues from Harrison to Bryan, inclusive, between 1100 East and 1300 East, drive at speeds that are excessive for the residential nature of the area (35 mph is typical in some of these 25 mph zones). The recent McClelland Trail improvements, which created a comfortable trail experience between avenues, did not address high east-west vehicular speeds. As a recent amenity, the trail compounds the need for improved roadway crossings, which are currently perceived as comfortable extensions of the trail, but do not function as such.

Support for this project is found in the "Jordan and Salt Lake Canal (McClelland) Trail Implementation Plan": "This section of the trail would cross seven east-west cross streets [including Milton, if the trail had continued north-south] in mid-block locations. This may necessitate mid-block crossings which increase driver awareness of the trail and its users. Options could include raised crosswalks, neckdowns, or bulbouts that also calms traffic" (p. 27-28). "At each location where the trail intersects with cross streets, Salt Lake City may want to consider crossing enhancements to increase trail visibility and calm traffic on the streets" (p. 44).

Roadway design dictates transportation behavior more than any other (less effective) intervention, such as signing, speed feedback signs, or enforcement. The six avenues differ in width: either 29 (Roosevelt), 35 (Emerson, Kensington), or 39 (Harrison, Browning, Bryan) feet wide (curb to curb). Relatively narrow avenues like Roosevelt only need an improved trail crossing, while Harrison, Browning, or Bryan will likely need more changes. The City will implement context-appropriate interventions in order to achieve the desired results. The overall goal is a low design and user speed on all six avenues.

The project elements will be chosen based on community feedback (trade-offs, constraints, opportunities), pop-up test periods in 2020, and data collection, and will be located where the maximum return on investment can be realized without redesigning the entire two-block length of each avenue.

Project funding will be used to analyze existing conditions and green infrastructure feasibility; perform community engagement (including a pop-up test period); and design, prepare construction documents for, and implement the right-of-way elements that will lower motor vehicle speeds and improve comfort for all users of the six avenues and the McClelland Trail.

19. Is this project included in the Capital Facility Plan (CFP)?

- Yes
- No

20. Is this project included in the Impact Fee Facility Plan (IFFP)?

- Yes
- No

21. What percent of this project is impact fee eligible?

n/a

22. Sustainability Components - significantly advances City's renewable energy or sustainability goals

This information MUST be supported and provided by the Department of Sustainability

The project beautifies the neighborhood's streets, increases green space, reduces the square footage of non-permeable roadway that needs to be maintained for use by motor vehicles, and potentially filters stormwater and reduces the load on the City's public utilities (which is particularly important as storm intensities increase).

50% of all trips in the United States are under two miles. Reducing traffic speeds on these six neighborhood avenues will improve the level of comfort of neighbors and people bicycling and walking. This is linked to an increase in the likelihood that local trips are done outside of a motor vehicle, thereby potentially reducing the air quality impacts of driving and improving personal and community physical, economic, and social health.

This project's process and benefits accomplish several of the indicators within each of the Institute for Sustainable Infrastructure's Envision framework categories. The principal indicators are: "Improve community quality of life", "enhance public health & safety", "improve community mobility & access", "encourage sustainable transportation", "enhance public space & amenities", "foster collaboration & teamwork", "provide for stakeholder involvement", "plan for long term monitoring & maintenance", "preserve water resources", "manage stormwater", "protect surface & groundwater quality", and "maximize resilience".

23. Art Component

This information MUST be supported and provided by the Public Art Program

Art may be integrated into project strategies, like medians and curb extensions, in order to be most effective and beautifying. Existing art along the McClelland Trail would, in effect, "spill out" onto the intersecting avenues in order to safely blur the

boundaries of trail and street, creating a calmer and more people-centered environment. Due to the relatively small size of the potential project's individual avenue implementations, this would be an excellent opportunity for smaller scale art produced by a local artist.

Specific potential artistic elements will be considered as part of the design process in collaboration with the Arts Council and Public Art Program.

24. Will future maintenance and or operational expenses effect other departments or divisions?

- Yes
 No

25. Future Maintenance and or operational expenses

Provide estimated costs of annual ongoing operating expenses that will impact the general fund.

According to the Trails & Natural Lands Division (landscaping) and Public Utilities Department (green infrastructure, bioswales), annual maintenance costs per avenue may be approximately \$3,000 to \$10,000 (based on the linear foot cost of the landscaping on the McClelland Trail), depending on the outcomes of the design process. If Public Utilities will be maintaining the project, funding may come from their budget. See attached letters from and communication with those organizations' staff collaborators for more information.

26. List the departments divisions that are or will be effected with future maintenance and or operational expenses

Salt Lake City's Trails & Natural Lands Division and/or Public Utilities Department.

27. You are required to upload documentation showing proof of communication with the department and/or division effected with future maintenance and or operating expenses. Have you uploaded this documentation?

Proof of notification must also include above department or division acknowledging how this will impact their future maintenance and/or operating expenses.

- Yes
 No

28. Is the project located within an RDA area or have an RDA component?

- Yes
 No

29. If the answer to Question 28 is 'Yes' what RDA project area is the project located within?

n/a

30. What are the RDA components of the project?

n/a

31. Are other funding options being leveraged for this project?

- Yes
 No

32. If Question 31 answer is 'Yes' describe the amount of funding and sources being leveraged

If the project enhances curb extensions/medians with green infrastructure, it may become a joint Transportation and Public Utilities project, eligible for Public Utilities funding set aside for such infrastructure implementation and maintenance.

33. Have the leveraged funds been secured? Please describe and provide any additional information necessary for the CD/CIP board to consider.

The Public Utilities funding currently exist for general implementation of green infrastructure, but have not yet been allocated to this specific project. Public Utilities is interested in pursuing a potential partnership, if project is funded by CIP.

34. Are there any partner organizations associated with this project?

- Yes
 No

35. List the partner organizations associated with the project

East Central Avenue Action Committee
East Liberty Park Community Organization
Emerson Elementary School PTA
SLC Department of Public Utilities
SLC Department of Public Services, Trails & Natural Lands Division

36. Does this project implement a master plan(s)?

- Yes
 No

37. List the master plan(s) and reference specific sections of the applicable master plan(s).

Pedestrian & Bicycle Master Plan - Goal 2, Objective 9, Page 24; Sections 5.1.2.3, 5.1.2.5, 5.1.2.6, Pages 44-45; Section 5.4.3.3, Page 52; Figure 6-4, Pages 77-78; Figure 6-7a, Pages 83-84

Jordan and Salt Lake City Canal (McClelland) Trail Implementation Plan - Figure 7, Page 17; Pages 27-28: "This section of the trail would cross seven east-west cross streets in mid-block locations. This may necessitate mid-block crossings which increase driver awareness of the trail and its users. Options could include raised crosswalks, neckdowns, or bulbouts that also calms traffic."; Page 44: "At each location where the trail intersects with cross streets, Salt Lake City may want to consider crossing enhancements to increase trail visibility and calm traffic on the streets."; Page 47; Page 49; Pages 56-57; Appendix D, Dec 6, 2011 meeting

38. Is there community support for this project such as community councils or petitions? If so, upload documentation

Yes. This CIP application is the result of the positive outcomes from various community-initiated outreach efforts, including petitions and meetings.

This project began as a community-led traffic calming initiative to bring speed bumps to Browning Avenue. Youth residents of Browning Avenue spent a Saturday (August 25, 2018) gathering signatures on a petition to get a speed hump on Browning Avenue, one of the widest and steepest of the six avenues highlighted in this request. Children ages of 3 to 10 went door-to-door gathering signatures, and set up a table on the McClelland Trail to obtain signatures from trail users. These young activists were able to collect 35 signatures. Lastly, Fox 13 TV station came to see the petitioners in action and ran a story on their efforts on two newscasts that evening (see <https://fox13now.com/2018/08/25/kids-go-door-to-door-to-petition-for-speed-bump-in-slc>). In the months since the petition, community petitioners and City staff have worked together to discuss the myriad roadway feature options available to achieve the safety-focused goals of this project, not limiting the project to speed humps.

Following that August 2018 effort, the resident organizers, known as the East Central Avenue Action Committee (ECAAC), met with Salt Lake City Transportation Division and Department of Community and Neighborhoods staff to present the community's petitions and concerns.

In early December 2018, ECAAC distributed more than 300 project packets to every household on each of the six avenues included in the application. These packets included informational flyers that included a needs overview, possible trade-offs, benefits, and a request for residents and business owners to sign and return a form letter or submit their own letter of support. As of Sunday, December 9th, 46 letters of support from area residents and parents of students at Emerson Elementary School, three letters of support from local businesses, and two letters from community groups have been collected. Additional letters will be submitted by January 15, 2019.

After ECAAC organizers knocked on the doors of, spoke with, educated, and gathered support from their neighbors, they were amazed and uplifted by how many families share the same concerns about safety and livability. Neighbors not only offered support but thanked organizers for spearheading this project. Many indicated that they had been frustrated with previous and more shallow efforts to prevent unsafe speeding on their avenues.

Throughout the process, organizers have been met with overwhelming support and appreciation.

39. Which communities does this project serve?

This project principally serves the residents, businesses, and community destinations (e.g., Emerson Elementary School) that are located on or affected by the traffic on the six avenues between Harrison and Bryan, inclusive, between 1100 East and 1300 East. This project is located in the southeast corners of both the East Liberty Park Community Organization's and City Council District 5's boundaries.

Ancillary beneficiaries are the communities connected by the McClelland Trail. By enhancing the comfort of trail crossings of the avenues, utility will also increase. These areas include the 9th & 9th neighborhood, Westminster College, Sugar House, and Fairmont Park.

40. What are the benefits if this project is funded?

The project would, by design, increase the livability for residents, visitors, trail users, and patrons near more than 300 homes and businesses by slowing automobile traffic and improving the comfort of six at-grade McClelland Trail crossings. Children and adults alike will be able to more comfortably cross the street, engage with their neighbors and friends more often, and walk and bike to their destinations more often and with more confidence.

It also enhances the utility of the broader McClelland Trail connecting the 9th & 9th and Sugar House neighborhoods, beautifies this neighborhood's streets, potentially filters stormwater and reduces the load on the City's public utilities, increases green space, and reduces the square footage of non-permeable roadway that needs to be maintained for use by motor vehicles.

41. What are the consequences if this project is NOT funded?

If not funded, motor vehicle users will continue to regularly drive at 35 mph on several of the six affected avenues, both up and down the hill. Resident requests for intermediate and less-effective interventions, such as Salt Lake City Police Department speed trailers, signage, or enforcement, may continue.

In addition, without funding, the City loses the opportunity to fully realize the benefits of the investment already made in the construction of the McClelland Trail, intended to be a safe walking and bicycling route for local and non-local users, connecting major parts of the city.

According to the community organizers, the youngest residents in the area are fearful of crossing the street to visit their friends, and one neighborhood family has lost a beloved dog to an incident with a speeding automobile. If this project remains unfunded, the lack of neighborhood comfort will continue. The community would like to implement this project because lack of action may lead to a preventable injury or fatality in the future.

42. Are there any legal requirements/mandates/obligation tied to this project?

No.

43. Provide any other information that should be known about this project

-no answer-

Budget Details [top](#)

Budget Breakdown Detail (Funding Sources)	General Fund	Class C	Impact Fee	Other
Existing Conditions Analysis and Green Infrastructure Feasibility	\$ 4,000.00			
Pop-up Materials	\$ 1,500.00			
Two to Three Speed Reduction Devices per Avenue (design, materials, labor. mobilization)	\$ 344,000.00			
Total	\$ 349,500.00	\$ 0.00	\$ 0.00	\$ 0.00

Budget Details Narrative

Project funding will be used to analyze existing conditions and green infrastructure feasibility; perform community engagement (including a pop-up test period); and design, prepare construction documents for, and implement the right-of-way elements that will lower motor vehicle speeds and improve comfort for all users of the six avenues and the McClelland Trail.

Depending on which applications are determined to be feasible, the Department of Public Utilities may be able to contribute funding for implementing green infrastructure elements on several (if not all) of the avenues.

With the exception of potential funding from Public Utilities, this project is fully funded through CIP. This project has not included funding in the past, though approximately \$1,000,000 was allocated to build phase one of the McClelland Trail (from 900 South to 2100 South) several years ago. A very small portion of that funded was used to build the existing concrete crosswalks and no parking striping at the intersections with these six avenues.

Documents [top](#)

Documents Requested *	Required? Attached Documents *
Map of the project	McClelland Trail & NSLI - Project Map
Pictures of the project area	Bump for Browning Petition Signature Gathering (Aug 2018) - Photo 1
	Bump for Browning Petition Signature Gathering (Aug 2018) - Photo 2
	Bump for Browning Petition Signature Gathering (Aug 2018) - Photo 3

	1 Harrison Ave Streetview, 39' Wide (looking east) 2 Browning Ave Streetview, 39' Wide (looking east) 3 Roosevelt Ave Streetview, 29' Wide (looking east) 4 Emerson Ave Streetview, 35' Wide (looking east) 5 Kensington Ave Streetview, 35' Wide (looking east) 6 Bryan Ave Streetview, 39' Wide (looking east) McClelland Trail and Neighborhood Street Livability Improvements - Proposed Possible Treatments (typology)
Supporting documents	McClelland Trail & NSLI - Trails & Natural Lands LOS and Maintenance Discussion McClelland Trail & NSLI - Public Utilities LOS and Maintenance Discussion McClelland Trail & NSLI - Department of Sustainability Discussion McClelland Trail and Neighborhood Street Livability Improvements - Resident Letters of Support McClelland Trail and Neighborhood Street Livability Improvements - Resident Letter Not in Support McClelland Trail and Neighborhood Street Livability Improvements - Emerson Elem PTA Letter of Support McClelland Trail and Neighborhood Street Livability Improvements - Emerson Elem PTA Parents Letter of Support McClelland Trail and Neighborhood Street Livability Improvements - Business Letters of Support McClelland Trail and Neighborhood Street Livability Improvements - ELPCO Letter of Support SLC Local Street Speed and Volume Data (2010 to 2018), with Two of Six Avenues Added

* ZoomGrants™ is not responsible for the content of uploaded documents.

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