

TAB & BAC Combined (5 TAB, 2 BAC)

Here are the Community & Neighborhoods Department's internal applications. Please drag and drop them into the right column in your priority order, with #1 being the highest priority.

Number of responses: 7

Rank	Choice	Distribution	Score	Times Ranked
1.	Vision Zero Corridors & Safety Improvements Citywide - \$2.3 million		85	7
2.	Complete Streets Reconstruction - \$5.3 million		82	7
3.	Complete Streets Overlay - \$3.3 million		68	7
4.	Neighborhood Byways Program - \$1.1 million		60	7
5.	Traffic Signal Replacements & Upgrades - \$4 million		58	7
6.	500 West Granary District Street Reconstruction - \$3 million		58	7
7.	Public Way Concrete Replacement & Rehabilitation - \$750,000		51	7
8.	Urban Trails - \$400,000		50	7
9.	Livable Streets Program 2027 - \$2,500,000		48	7
10.	Missing Sidewalks - \$200,000		45	7
11.	GREENbike Federal Grant Match; Bike Rack Replacements - \$65,000		36	7
12.	Transit Capital Program - \$500,000		33	7
13.	Bikeway Gaps - \$150,000		32	7
14.	Parking & Curb Management - Infrastructure & Signs - \$500,000		29	7
		Lowest Highest		

TAB only (5 responses)

Here are the Community & Neighborhoods Department's internal applications. Please drag and drop them into the right column in your priority order, with #1 being the highest priority.

Number of responses: 5

Rank	Choice	Distribution	Score	Times Ranked
1.	Complete Streets Reconstruction - \$5.3 million		63	5
2.	Vision Zero Corridors & Safety Improvements Citywide - \$2.3 million		62	5
3.	Complete Streets Overlay - \$3.3 million		49	5
4.	Neighborhood Byways Program - \$1.1 million		43	5
5.	Traffic Signal Replacements & Upgrades - \$4 million		42	5
6.	500 West Granary District Street Reconstruction - \$3 million		40	5
7.	Livable Streets Program 2027 - \$2,500,000		39	5
8.	Public Way Concrete Replacement & Rehabilitation - \$750,000		34	5
9.	Urban Trails - \$400,000		32	5
10.	Transit Capital Program - \$500,000		31	5
11.	Missing Sidewalks - \$200,000		30	5
12.	GREENbike Federal Grant Match; Bike Rack Replacements - \$65,000		26	5
13.	Parking & Curb Management - Infrastructure & Signs - \$500,000		18	5
14.	Bikeway Gaps - \$150,000		16	5
		Lowest Highest		

TAB Comments:

<i>If you could increase funding of any of these requests, which one would you suggest increasing and why?</i>	<i>If you had to cut one or more of these programs entirely, which one(s) would you cut, and why?</i>	<i>Any other comments about these funding requests?</i>
<ul style="list-style-type: none"> • #1 complete streets • The Livable Streets Program. This program has the potential to really increase safety throughout the city, and improve sustainability by creating streets that encourage walking, biking, rolling, etc. If more funding in this program means more zones get completed each year, I think it's worth it to prioritize. It's also a common constituent request, and (from my understanding) has a lot of buy-in and support. If there is any way to speed up the program so that it doesn't take until 2100 to complete, I think there are very few who would argue against that. • Transit Capital Program 2027-- I see so many comments from community members regarding the amenities at transit stops when we do the Regional Transportation Plan! I know there is a huge need and interest in improving these. • #6 - Neighborhood Byways Program: As we get fewer and smaller families living in SLC due to affordability issues, we may have to consider more school consolidation... We may have students needing to travel further to get to their school, and we don't want them being driven there by private car. So we need more focus on what this program can offer our families like safer crossings of busy streets, 20 mph speed limit and traffic calming where needed, and bicycle-friendly curb ramps at key locations. 	<ul style="list-style-type: none"> • None • Parking & Curb management - if I have to choose between funding programs/projects that encourage walking, biking, address ADA noncompliance, transit, and safety, and funding for parking improvements, I'm going to choose the options that get us closer to fewer cars, more active transit, and safety. • If I HAD to cut one it would probably be #8 (Parking and Curb Management), because it impacts our students but not as heavily as the others could. 	<ul style="list-style-type: none"> • In the future it would be helpful to know what previous total budgets were allocated to understand where the threshold may be in the new FY. • I really appreciated how the slides were presented and the introductory information to help us understand the lay of the land. I want to recognize all the hard work that goes into this and how difficult it must be to pick and choose how to distribute funds when all of it is essential. Thank you! • Question: Has the city ever hired a company or paid lobbyists to tell state politicians that they need to tend to state matters and let cities run themselves? I despise the lobbyist approach, but I can't think of another way to get politicians to follow the idea of "stay in your own lane."

BAC only (2 responses)

Here are the Community & Neighborhoods Department's internal applications. Please drag and drop them into the right column in your priority order, with #1 being the highest priority.

Number of responses: 2

Rank	Choice	Distribution	Score	Times Ranked
1.	Vision Zero Corridors & Safety Improvements Citywide - \$2.3 million		23	2
2.	Complete Streets Reconstruction - \$5.3 million		19	2
3.	Complete Streets Overlay - \$3.3 million		19	2
4.	500 West Granary District Street Reconstruction - \$3 million		18	2
5.	Urban Trails - \$400,000		18	2
6.	Neighborhood Byways Program - \$1.1 million		17	2
7.	Public Way Concrete Replacement & Rehabilitation - \$750,000		17	2
8.	Traffic Signal Replacements & Upgrades - \$4 million		16	2
9.	Bikeway Gaps - \$150,000		16	2
10.	Missing Sidewalks - \$200,000		15	2
11.	Parking & Curb Management - Infrastructure & Signs - \$500,000		11	2
12.	GREENbike Federal Grant Match; Bike Rack Replacements - \$65,000		10	2
13.	Livable Streets Program 2027 - \$2,500,000		9	2
14.	Transit Capital Program - \$500,000		2	2
		Lowest Highest		

BAC Comments:

<i>If you could increase funding of any of these requests, which one would you suggest increasing and why?</i>	<i>If you had to cut one or more of these programs entirely, which one(s) would you cut, and why?</i>	<i>Any other comments about these funding requests?</i>
Urban Trails. More recreational and quality of life oriented as opposed to just getting around. There's already a lot of infrastructure for getting around. Most people really like having trails close by.	Neighborhood Byways. Seems a little redundant to Complete streets, Livable Streets and Urban trails. Usually only connects certain destinations so is not valuable to anyone going anywhere else.	Complete Sts Reconstruction choices: Connor street is in better condition than lots of other streets. Not all use the Gilmore section chosen, if crossing 1300E at HAWK, how about any lower section of hairpin? Fund Emerson thru Neighborhood Byway, not Complete St. Is Military a heavily used st?