

Monday, February 9, 2026

Dept/Div	Constituent/Internal	Application ID	Application Title	Requested Amount (Rounded)	Project Description/Summary	Contact Name
Engineering	Constituent	508743	700 E Beautification Project	\$ 2,328,000	700 E is one of the busiest roads in the city. This industrial-looking road emits substantial air pollution and is a source of immense heat affecting health and quality of life for residents in the adjoining neighborhoods. The proposed project aims to plant close to 125 tree saplings along the central median and the curb on the east side of 700 E. Project Location: From 1300 S to 2100 S on 700 E Benefits: i) The lung space created through this project will help absorb toxic green house gases emitted by the traffic. ii) Contains noise pollution iii) Reduces the heat emanating from concrete and asphalt surfaces. iv) Aesthetically pleasing approach road will also lead to increased congregation of people improving economic activity along this road. v) Water percolation along the permeable median created as part of this project can also improve the ground water table which will ultimately benefit the Great Salt Lake. Project details: 700E is a state road, SR-71, which needs coordination with UDOT for project implementation but there are multiple examples of state roads improved by Salt Lake City recently including US-49, SR-166. While 700E is as big of a road as foothill drive or state street with lanes total lining through several neighborhoods but is cared for less. The proposed project is an attempt to rectify years of neglect and also use this opportunity to address climate change and make Liberty Wells, East Liberty Park and Sugarhouse communities resilient for the future.	Girdhar Thiagarajan
Engineering	Constituent	508602	Atkin Avenue Curb and Gutter	\$ 218,000	We request the installation of curb and gutter on Atkin Avenue between Highland Drive and Beverly Street (approximately 1 city block), particularly on the south side of the street. There are 9 houses on the south side of the street that front Atkin. The north side of the street has two houses that front Atkin and several others that are adjacent to Atkin. We believe the curb and gutter will improve the overall stormwater system. Likewise, the 1300 East project has resulted in Atkin Ave. being used as a detour regularly. Curb and gutter on Atkin would be a nice, inexpensive addition to the overall 1300 East project. Curb and gutter on Atkin would improve the aesthetic of the street and make street parking and snow removal easier.	Cameron Diehl
Engineering	Constituent	507892	Emerson Street 1500 East -1600 East Replacement	\$ 390,000	Staff note: This year, there are two separate constituent requests for street improvements to two separate and noncontiguous sections of Atkin Avenue which are several blocks apart. Replacement of the existing Emerson Ave. street from 1500 East to 1600 East.	Roger Smith
Engineering	Constituent	509197	Highland Park Elementary Sidewalks (Kenwood & Atkin)	\$ 213,000	A portion of Highland Park Elementary's designated "Safe Routes to School" is lacking sidewalks and curbs & gutter. It is on Kenwood Street, right at the school's west exit and continues on Atkin Avenue until the crosswalk (with a crossing guard) on Imperial Street. It is a high traffic area, with many students walking or biking in an area with limited visibility, no safe pathway, and many cars. It is dangerous we want our students to be able to safely walk and bike to school!	Rachel Diehl
Engineering	Constituent	508760	Repare Alley 3rd & 4th Ave. and Alta & Virginia	\$ 214,000	Staff note: This year, there are two separate constituent requests for street improvements to two separate and noncontiguous sections of Atkin Avenue which are several blocks apart. Requesting repavement of our alley between 3rd and 4th avenue and Virginia and Alta streets. Salt Lake City, Utah 84103.	Lynn Webster
Engineering	Constituent	509006	Texas Street Replacement	\$ 789,000	Replacement of Texas Street asphalt (OC 13) from terminus south of Hillside Middle School one block to Redondo Avenue. Most of the "Overhead approach" driveways on the east side of the street are in equally poor condition and need to be replaced. The conditions are noticeably deteriorated since submitting a CIP for this last year. I am writing to urge the use of Capital Improvement Program funds to restore safety and function to Virginia Street. I propose funding (1) the removal of five of the seven speed humps and (2) construction of an off-Virginia bike lane behind Shriners Hospital connecting Alta Street to the Popperon Park Trailhead via an existing sidewalk and dirt trail. Virginia Street is more dangerous post redesign. Four speed humps on the steepest slope, combined with narrowed intersections, create hazards for cyclists, drivers, and pedestrians. Drivers brake abruptly while cyclists continue at constant speed, leading to near misses. The right lane down now ends abruptly, forcing bikes around cars into concrete barriers. Vehicles swerve into bike lanes to use cutouts. Humps are placed between, not at, crosswalks, so cars accelerate into crossings. On a 10% grade, the humps make braking and accelerating dangerous; in winter, plows leave ice and at humps, creating slick surfaces. These placements conflict with FHWA and ITE guidelines, which advise against humps on grades above 6%. According to city data, there was no history of serious crashes here, but if and when they happen, it will be the city's fault. The current design harms quality of life. Residents face longer commutes, more wear on vehicles, and delayed emergency response. Stop-and-go traffic has increased noise, pollution, and brake dust, and diverted traffic to previously quiet L Street, Fairfax, and Alta. Mobility is impaired. 88 percent of neighborhood workers commute by car, and the speed humps on Virginia have made their life worse. Two lives address this: remove four humps above 4th Avenue and the redundant hump between 1st and 2nd, leaving two on the flatter section. Second, improve the Alta-to-11th Avenue route: add curb cutouts, pave the dirt path, and adapt the sidewalk. This provides a safe, shaded, low-traffic option connecting directly to Popperon Park and 11th Avenue.	John Woeste
Engineering	Constituent	509059	Virginia Street Safety and Mobility Improvements	\$ 161,000	Repair alley #4195 damage from SLC's 2019 9th S reconstruction. Alley #4195 was severely damaged from contractor use of the alley to move equipment and materials from 11th E to 12th E as a convenience. The 08-2018 ELPCC meeting materials from SLC describes the impact to be a lane closed, driveway closures and parking restrictions. SLC or the contractor should be responsible for damage caused outside of the construction zone of 9th S. The pre-2018 condition of the alley had semi consistent pavement and a partial storm drain infrastructure. After 9th S reconstruction; broken pavement and no effective surface or spring water management. This damaged infrastructure impacts property use, parking, safety and ADU development. Additionally, storm water and spring water have accelerated the deterioration of this public infrastructure that is necessary for public utility access as well as private property use and development. This CIP proposal is a request for SLC to address deferred maintenance, 9th S construction impacts and impediments to reasonable access to and development of properties that about an easement that SLC is responsible to maintain. Affected residents look forward to the opportunity to meet with the SLC departments with shared roles in managing easement-maintenance and the very real need for a solution that can bridge the existing gaps in development, budgets and responsibility that residents must navigate to find a resolution. We are excited that the current CIP funding has increased funding to \$500K and includes surface water and alley easement issues as a priority. The Downtown Community Council and the owners of the Clift Building seek to improve and activate the northwest corner of Main Street and Broadway, arguably one of the most prolific downtown corners for crime, vandalism, and drug use. The applicants are proposing new sidewalk improvements on Broadway from the alley for the 222 parking garage to Main street. This stretch of sidewalk was not completed in Salt Lake City's shade tree planting program. In its current state, this area acts as a sun-drenched heat island out of character aesthetically with sidewalks and streets in the surrounding area. These deficiencies will be addressed with planting of trees, placement of planters and seating. Safety issues for bicyclists and scooters will be addressed with appropriate placement of bollards and larger planters to clearly delineate car lanes from the bicycle lane at the corner of Main Street. The historic Clift Building is located on this corner. The Clift Building owners are willing to install outdoor dining at this location for its retail tenants if the city is willing to put in planters, trees and other street amenities that the city has already installed in the Central Business District. The city did not previously install trees in this area due to a misunderstanding about the sidewalk's structural weight capacity. The proposed improvements include planters and other trees in the sidewalk to create a shade canopy that would have normally been installed. The activation of this portion of Main Street will help reduce crime on Main Street and help attract new businesses to the downtown central business district.	Adam Looney
Engineering	Constituent	509191	Repare Alley #4195	\$ 302,000	Staff note: The Engineering Division has identified potential feasibility concerns due to sidewalk weight limitations at the proposed location which may require further inquiry.	Peter Corroon
Engineering	Constituent	508823	Main & Broadway Street Activation	\$ 247,000	The CIP has three primary objectives: 1. Better address traffic conflicts between all modes of transportation, pedestrian, bicycle/scooter, vehicular, between Foothill Boulevard along 13th South to Wasatch Drive. We would propose to change a very narrow, sloped sidewalks and widen them into a Salt Lake City "Shared use Trail". This will allow people of all ages (especially younger and older citizens) with different abilities to safely travel on foot, bikes, and the like without being forced to use the roadway. Current sidewalks bring these individuals and modalities in conflict with each other. Also, we would hope to provide signs, benches and the like to allow slower people to move safely and avoid user conflicts 2. Create a neighborhood identity for Saint Mary's/Sunnyvale/East Bench by placing signage along 13th South and the intersecting streets of Wasatch Drive and Foot Hill Boulevard. We would work with the City on a plan that would begin to address tree planting and other modifications to identify the 1300 South as the gateway to the St Mary's and East Bench neighborhood and better address pass through traffic resulting from significant increases in traffic that has occurred incrementally over the last 60 years. 3. Memorialize the path of the California Pioneer Trail (Donner Party) with a "trail marker sign" and "pocket park" as well as the identification of historical features that are located in or adjacent to the area identified on the 1300 South Corridor CIP Project maps. We would also focus on the preservation of existing trees, planting of new trees. Specifically, the following are included: Four (4) speed humps along 1300 South A 12 Foot Wide Multi Us Path on 1300 South Four Custom Neighborhood Identity signs A Traffic Circle at the intersection of Wasatch Drive and 1300 South - additional study may be needed to determine feasibility	Peter Corroon
Transportation	Constituent	508539	1300 South CIP	\$ 912,000	The 1700 South Neighborhood Byway Crossings CIP aims to make safety improvements to intersections with neighborhood byways from 200 East to 1200 East. 6 neighborhood byways cross 1700 South through this stretch, with many of these critical crossings lacking any kind of increased visibility, traffic control, or protection for people walking or biking on these byways and attempting to cross 1700 South, greatly hindering the connectivity of these routes. This CIP focuses on the crossings at 200 East, 400 East, 800 East, 1000 East, and 1200 East (McClelland Trail), covering the Liberty Wells, East Liberty Park, and Sugar House communities. The crossing improvements would utilize strategies to reduce the crossing distance, improve visibility, and provide physical refuge for pedestrians and cyclists, including bulb-outs and refuge islands. This corridor provides access to schools, grocery stores, local businesses, parks, and lots of housing, and these improvements could greatly improve the active transportation network and access to Bus Route 17. This project is supported by the Salt Lake City Bicycle and Pedestrian Master Plan, would contribute to SLC's goal of zero deaths and severe injuries by 2035, and reduce emissions in line with SLC's sustainability goals. The 700 South Neighborhood Byway CIP aims to make safety improvements to 700 South between 300 East and 900 East, including intersection curb extensions, traffic calming, and, vitally, provide a safe and signaled walking and biking crossing on 700 East, connecting the Central City and East Central Neighborhoods. 700 South has been formally identified as a neighborhood byway, specifically including the crossing improvement at 700 East. The current roadway of 700 South is wide and at the crossing of 700 East, a median blocks all traffic traveling on 700 South from crossing 700 East. Those attempting to cross safely on foot currently need to detour 2 blocks total (one quarter of a mile), and the closest improved bicycle crossing is at 900 South. Local businesses dot the corners of this intersection, and improvements will benefit access to Taftler Park, Judge Memorial High School, senior living communities, the Women's Resource Center, the Central City Recreation Center, and the McGillis School. An improved 700 South would provide an east-west connection in the low-stress cycling network, with busy 475/600 South to the north and 800 South to the south, and provide connections to north/south routes like the 3/4/500 East bike lanes and 600 and 800 East neighborhood byways. This project is supported by the Salt Lake City Bicycle and Pedestrian Master Plan, would contribute to SLC's goal of zero deaths and severe injuries by 2035, and reduce emissions in line with SLC's sustainability goals. 800 E between 1700 S and 2100 S is a wide street without any breaks to speeding vehicles regularly usually use this street as an alternative to 700 E and 800 E (north and south bound) especially when it is rush hour traffic. The city had a proposal to build traffic calming islands a few years ago and all residents got mailers from the city about this project but from my conversations with the city department (Keegan Gallon) the project has been shelved due to funding issues. The entire section of 800 E between 900 S and 2100 S did function as a walkable, live and play street during COVID and it was amazing for residents and pedestrians. The city converted a portion of 800 E between 1700S and 1300 S permanently into a live/play street which is super nice but the other sections have gone back to vehicular traffic as the project has been shelved due to funding issue. The proposal here is to revive this project to install traffic calming island and other such features to be installed between 1700S and 2100S with some green elements such as trees and shrubs included in these islands/ Chicaneas. This section of 800 E between 1700S and 2100S is arguably more important to have these traffic calming features due to its proximity to 2100S and all the vehicular traffic flows into our neighborhood making it quite dangerous for our kids and pets. This project is designed in response to public comments in Glendale Neighborhood Council meetings, neighbor concerns, and data collected via the West-East connection study advocating for the concept of a safe, "walkable" neighborhood. It addresses several small budget-friendly but influential infrastructure improvements along two bus lines (UTA line 9 and 513) with a history of both chronic vehicle accidents and high pedestrian usage. The improvements can be quickly implemented for rapid community impact as resources permit, or over a multi-year period if necessary. Infrastructure improvements include (1) redesigning the IRT/California intersection for increased signal usage by pedestrians, resulting in improved traffic flow and safety for cyclists, pedestrians, and vehicles, (2) implementing a first-responder friendly speed table at a key neighborhood entry point on California Ave (East of Redwood Road) to enforce speed limits and prevent further serious pedestrian accidents, (3) constructing a bulb-out at the intersection adjacent to Title I K-8 school Duval Immersion Academy (DIA), a site of heavy child-pedestrian, vehicle, and UTA bus activity, and (4) the installation of raised cross-walks at the Glendale Dr/Navajo St intersection near the same high-poverty school.	Jon Lear
Transportation	Constituent	508983	1700 South Neighborhood Byway Crossings	\$ 263,000	The 1700 South Neighborhood Byway CIP aims to make safety improvements to intersections with neighborhood byways from 200 East to 1200 East. 6 neighborhood byways cross 1700 South through this stretch, with many of these critical crossings lacking any kind of increased visibility, traffic control, or protection for people walking or biking on these byways and attempting to cross 1700 South, greatly hindering the connectivity of these routes. This CIP focuses on the crossings at 200 East, 400 East, 800 East, 1000 East, and 1200 East (McClelland Trail), covering the Liberty Wells, East Liberty Park, and Sugar House communities. The crossing improvements would utilize strategies to reduce the crossing distance, improve visibility, and provide physical refuge for pedestrians and cyclists, including bulb-outs and refuge islands. 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Transportation	Constituent	508982	700 South Neighborhood Byway and 700 East Crossing	\$ 119,000	The 1700 South Neighborhood Byway CIP aims to make safety improvements to intersections with neighborhood byways from 200 East to 1200 East. 6 neighborhood byways cross 1700 South through this stretch, with many of these critical crossings lacking any kind of increased visibility, traffic control, or protection for people walking or biking on these byways and attempting to cross 1700 South, greatly hindering the connectivity of these routes. This CIP focuses on the crossings at 200 East, 400 East, 800 East, 1000 East, and 1200 East (McClelland Trail), covering the Liberty Wells, East Liberty Park, and Sugar House communities. The crossing improvements would utilize strategies to reduce the crossing distance, improve visibility, and provide physical refuge for pedestrians and cyclists, including bulb-outs and refuge islands. 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Transportation	Constituent	509019	800 E Traffic Islands	\$ 1,400,000	This section of 800 E between 1700S and 2100S is arguably more important to have these traffic calming features due to its proximity to 2100S and all the vehicular traffic flows into our neighborhood making it quite dangerous for our kids and pets. This project is designed in response to public comments in Glendale Neighborhood Council meetings, neighbor concerns, and data collected via the West-East connection study advocating for the concept of a safe, "walkable" neighborhood. It addresses several small budget-friendly but influential infrastructure improvements along two bus lines (UTA line 9 and 513) with a history of both chronic vehicle accidents and high pedestrian usage. The improvements can be quickly implemented for rapid community impact as resources permit, or over a multi-year period if necessary. Infrastructure improvements include (1) redesigning the IRT/California intersection for increased signal usage by pedestrians, resulting in improved traffic flow and safety for cyclists, pedestrians, and vehicles, (2) implementing a first-responder friendly speed table at a key neighborhood entry point on California Ave (East of Redwood Road) to enforce speed limits and prevent further serious pedestrian accidents, (3) constructing a bulb-out at the intersection adjacent to Title I K-8 school Duval Immersion Academy (DIA), a site of heavy child-pedestrian, vehicle, and UTA bus activity, and (4) the installation of raised cross-walks at the Glendale Dr/Navajo St intersection near the same high-poverty school.	Girdhar Thiagarajan
Transportation	Constituent	509039	Active Transportation User Improvements - Glendale	\$ 735,000	Intersection near the same high-poverty school. As a resident of Poplar Grove, I would like to propose a greenway project that I believe would bring significant benefits to our neighborhood. This project would improve traffic safety, enhance public accessibility, address concerns related to homelessness, and help mitigate urban heat island effects with over 20 new trees for the West Side. Most importantly, it would create a stronger and more welcoming connection between the Jordan River Parkway and the Chapman Library. The Chapman Library serves as a historic landmark, a gathering place, and a vital hub for our community. By creating an island of green space and a traffic circle along 600 South between 900 West and 1000 West, we could transform this stretch of road into a safer, more attractive, and more functional space. This improvement would also complement the design of the street on the opposite side of the circle park, creating a more cohesive and enjoyable experience for both residents and visitors as they move between these two key community destinations.	Jennifer Madrigal
Transportation	Constituent	507794	Greenway Connector - Chapman Library to Jordan River Parkway	\$ 528,000	This project is designed in response to public comments in Glendale Neighborhood Council meetings, neighbor concerns, and data collected via the West-East connection study advocating for the concept of a safe, "walkable" neighborhood. It addresses several small budget-friendly but influential infrastructure improvements along two bus lines (UTA line 9 and 513) with a history of both chronic vehicle accidents and high pedestrian usage. The improvements can be quickly implemented for rapid community impact as resources permit, or over a multi-year period if necessary. Infrastructure improvements include (1) redesigning the IRT/California intersection for increased signal usage by pedestrians, resulting in improved traffic flow and safety for cyclists, pedestrians, and vehicles, (2) implementing a first-responder friendly speed table at a key neighborhood entry point on California Ave (East of Redwood Road) to enforce speed limits and prevent further serious pedestrian accidents, (3) constructing a bulb-out at the intersection adjacent to Title I K-8 school Duval Immersion Academy (DIA), a site of heavy child-pedestrian, vehicle, and UTA bus activity, and (4) the installation of raised cross-walks at the Glendale Dr/Navajo St intersection near the same high-poverty school.	Nick Pedersen
Transportation	Constituent	508045	Gregson Avenue / Lincoln Street Asphalt Speed Bumps	\$ 60,000	Install TWO concrete speedbumps that are separated by 200 feet along the curved intersection of Gregson Avenue and Lincoln Street in Sugarhouse, Salt Lake City.	Benjamin Klein

Staff note: If any of these projects are found to be in conflict with Senate Bill 195 of 2025 (or its successor), then those conflicts will be addressed in the design process. This could include possible scope changes that are consistent with the constituent's original intent to the extent practicable.