

Wednesday, February 18, 2026

Dept/Div	Constituent/ Internal	Application ID	Application Title	Requested Amount (Rounded)	Project Description/Summary	Contact Name
Transportation	Constituent	509091	Hubbard Ave (200 East to 300 East)	\$ 100,000	The 200/300 East block of Hubbard Ave (the block directly south of 900 S) desperately needs the city to implement traffic mediation devices to SLOW and potentially divert traffic from the very narrow street. The street is a 2-way street has approximately less that 14ft between parked cars. With the increased motor/vehicle/human traffic on the 9th South corridor, the 200/300 block of Hubbard Ave has seen an overwhelming increase in overflow activity and crime (I have saved footage from my security cameras). Recently, numerous residents of this block met to discuss possible solutions. Some of the solutions that were discussed were: speed humps, increased street lighting, and the possibility to chance the dual traffic flow to a one-way street. The general consensus of the Hubbard constituents are quite grateful of the city's involvement and vision with the 9th South Corridor. That said, there was also some resentment because the city hasn't given much consideration to the overflow "growing pains" of the 9th South Corridor. Some residents of the street have actually taken it upon themselves to purchase speed bumps and paint portions of the street to try and slow down the visitors to the 9th South Corridor. Albeit illegal for people to paint the street and place speed bumps, please note those actions were taken out of sheer desperation for the safety of our street and to protect the lives of many children that reside on our street. Numerous families on Hubbard Ave have reached out to our representative (Darin Mano, who is not seeking reelection) and city employees in the Division of Transportation. The only action Hubbard Ave has seen has been the removal of the constituent placed speed bumps. That has sent a message to many that the city is actually hearing complaints but are taking counterproductive measures that essentially make the street less safe. Any proactive measures taken to slow traffic and increase security and safety will be greatly appreciated.	Jon Burnett
Transportation	Constituent	509200	Roxbury & Kensington Pedestrian Safety	\$ 380,000	The East Bench Community Council and the Indian Hills Elementary School Community Council have collaborated to jointly propose important improvements for pedestrian safety in two areas of the St. Mary's neighborhood near school catwalks. These projects address pedestrian safety hazards in school zones and will protect children, improve walkability for all residents, and align with Salt Lake City's goals for safe routes to school and Vision Zero. 1. There are no sidewalks on either side of Beacon Drive (east of Wasatch Dr.) leading to a school catwalk accessing Indian Hills (approximately 2570 E. Beacon Dr); nor are there any on Kensington Ave. At this time, a number of the residents on Beacon Dr. are adamantly opposed to the installation of sidewalks, so we propose a sidewalk on Kensington Ave., where the neighbors are more amenable to a sidewalk cutting through their property. 2. Roxbury Road borders the east side of Indian Hills Elementary School. Two school crosswalks extend across the street, leading to a catwalk that provides school access. Excessive speeding is a major concern in this area, especially at the wide intersection of Roxbury & Canterbury. To address these safety concerns, we propose: *Raising crosswalks *Speed bump(s) south of the catwalk *Road narrowing treatments, such as bollards and high-visibility paint to reduce lane width, discourage speeding, and prevent illegal parking near crosswalks, possibly similar to the attached picture from Westminster Road in SLC. *Center island or raised median at the Canterbury" "Roxbury Intersection	Jennifer Solomon
Transportation	Constituent	507772	Nibley Park School Crossing	\$ 140,000	Add new ADA ramps and crosswalk south of the driveway for Nibley Park School.	Jenni Oman
Transportation	Constituent	509192	Poplar Grove 500 S Traffic Calming	\$ 464,000	Traffic calming measures between 900 West and the Jordan River Trail on 500 South. * Reduce the speed of vehicles using a system of speed humps (6). * Make pedestrian crossings shorter and make pedestrians more visible * Marked/raised cross walks leading to the Post Street Tot Lot, The Neighborhood House, and at the intersection of the Jordan River Parkway	Diego Pardo
Transportation	Constituent	509194	Proposal for Traffic Calming and Pedestrian Safety Improvements	\$ 75,000	The streets between 200 E and 300 E, from 900 S to 1300 S, experience excessive speeding at all hours. This presents a significant safety concern, particularly for school-aged children walking to Liberty Elementary. While a crossing guard is stationed at 900 S, the next supported crossing is not until Herbert Avenue, leaving a long stretch without safe pedestrian access. To address this, I propose the installation of raised crosswalks along 300 E. In addition, smaller neighborhood streets, Hubbard, Belmont, Williams, and Herbert, would benefit from mid-block speed cushions to reduce speeding. As a resident of Hubbard Avenue, I recommend prioritizing this block for speed cushions, along with a raised crosswalk at 200 E. Hubbard, which is narrower than the surrounding streets and has a history of traffic calming requests for support, including speed trailers. It is also a primary walking route for students attending Liberty Elementary and the Salt Lake Arts Academy. Residents have repeatedly reported excessive speeding with cars trying to avoid the lights at 900 S. These improvements would significantly enhance pedestrian safety, support walkability, and protect the well-being of both residents and visitors. With a growing residential population and an increase in local businesses, the city must prioritize traffic calming measures to ensure the neighborhood remains safe and accessible for all.	Emily Polichette

Transportation	Constituent	509087	Rose Park Safe Routes to School Crossing Safety Improvements	\$ 362,000	Rose Park Elementary has been collaborating with Bike Utah, the Rose Park Community Learning Center, and SLC Transportation since June 2024 to improve safety for students who walk and bike to school. The project purpose is to identify the safest routes to school for students and improve intersections where even the safest routes have barriers. This part of the project was informed by traffic safety data, 2 community bilingual open houses, and a bike safety audit during the 2024-25 school year, resulting in the Rose Park Elementary Safe Routes to School Assessment (attached). The school community and traffic safety data agreed: the crossings along 900W, particularly at the intersections of 800N and 900N, as well as Sterling Dr & American Dr, present major barriers for students trying to access the school neighborhood and other amenities from their apartments. Improvements to 900W are planned, however they do not reach this neighborhood. Rose Park Elementary, Bike Utah, and SLC Transportation are planning a quick-build installation for late October to address these crossings temporarily. However, the proposed permanent crossing solutions are appropriate and will bring relief to many students and other community members in this densely populated yet isolated block of the Rose Park neighborhood. The intersection of Sterling Dr and American Beauty Dr, where students frequently cross on their way to school, is only a two way stop and cars going north-south cut through the neighborhood. This application proposes to make the crossings on 900W at 800N and at 900N safer through infrastructure change via RRFB's, concrete islands, speed feedback signs, and school crosswalks. These measures will capture the attention of drivers and slow them down. We also propose adding stop signs at American Beauty Dr and Sterling Dr to create a four-way stop. Together, these measures will create a safer and more comfortable route for children walking, scooting, or biking to school.	Megan Lopez
Transportation	Constituent	508922	Rosslyn Heights Corridor Island	\$ 487,000	We are requesting an island to be placed within the wide area of 2000 E. St. between 2280 S and 2300 S (approx.) This proposal includes a raised crosswalk for safe pedestrian travel and traffic calming. Four additional speed humps are proposed along 2000 E to provide consistent vehicle speed control. This proposal would address the following concerns: -Auto and bus traffic have no lanes to funnel safely through the area. (lack pavement markings to delineate travel lanes) -This is an ever-evolving neighborhood, where there are many young families with children continuously using the roads and sidewalks on bike, scooters, skates, and strollers, etc. -Entering or departing the Rosslyn Heights Sports Complex means that cars, buses and pedestrians, are crossing through two-way traffic with no marked lanes. -There is not a crosswalk for pedestrians. This road is very wide, and well populated! -Snow plows often block driveways and sidewalks with their extra large loads, creating difficulty for homeowners, cars, and pedestrians. -Parking on the street can be two-deep in the wide area, and at times, becomes a crowded parking lot.	Gretta Millett
Transportation	Constituent	508863	Safe Routes to Beacon Heights, Hillside, and Cosgriff	\$ 438,000	(Beacon Heights Elementary, Hillside Middle School, and Cosgriff private). Due to the increase in cut-through and speeding traffic in our neighborhood, it has become increasingly unsafe to cross the street, especially at school drop-off/pick-up times. As a result we need to calm traffic to make safe routes. Specifically, we request the following (each aspects can be phased): 1) 4 speed cushions on 2100s (between Nevada St and 2600 E) 2) 3 raised crosswalks on 2100s (between Nevada St and Wyoming St) 3) No parking signs near blind corners along 2100s (between Nevada Street and 2600 E) 4) 3 enhanced crosswalks on Redondo St (at Texas St, Wyoming St, and 2500 E intersections) 5) 2 speed cushions on Texas Street (between 2100s and Parley's Way) The speed cushions will help to slow traffic and draw the driver's attention to safe driving. It is very common to see drivers speeding much in excess of the speed limit on this stretch, particularly while cutting from Foothills to 2300 E, and vice versa. The raised crosswalks will advance pedestrian safety and visibility. There is currently only one cross-walk on this stretch of 2100s, and its a simple painted crosswalk. For the amount of pedestrian traffic across this road, it is simply insufficient as is. The no parking signs will help to make turning out to 2100s much safer, as currently turning onto 2100s from several intersecting roads, drivers and pedestrians cannot see the oncoming traffic, and have to inch out into the roadway too far. The enhanced crosswalks will slow traffic and increase pedestrian visibility. The intersections on Redondo are currently two way stop, and often have confusion about stopping/non-stopping, making it unsafe for drivers and pedestrians. Together, these actions will improve the safety of our neighborhood.	Matthew Preston

Transportation	Constituent	507547	Safe Side Street North Extension	\$ 412,000	The project being submitted is a "completely separate project" to a past CIP project within the same block of zone 46. The south side of zone 46 is the "Sugar House Safe Side Streets Project." https://www.slc.gov/transportation/2023/12/08/safesidestreets/ We are seeking the continuation of traffic calming on the north portion of zone 46. The streets involved are: 1000 East between 1700 South - Garfield Avenue (1860 South) Blaine Avenue 900 East - 1100 East Wilson Avenue 900 East - 1100 East 1000 East is an iconic byway and a prime destination for active transportation. At the south end of the block is the heart of Sugar House and the north end a children's destination, Westminster Park. And further north is an elementary school, Emerson Elementary. The goal for the residents of this area is to decrease cut through traffic and slow vehicle speeds. Also to promote safer streets for bicyclists, walkers, joggers, skateboarders and alike to travel this neighborhood byway. Within this block the street calming efforts are not systemic. The residents of this area are asking for the completion of street calming within the neighborhood. This application has the signatures of 120 residents of the area. It also has the support of Landon Clark Sugar House Community Council Chair and Chris Longhurst Sugar House Community Council Transportation Committee Chair.	Kim Paturzo
Transportation	Constituent	509158	Sunnyside Ave & Amanda Safe Street Crossing	\$ 350,000	This is a safe street crossing for everyone, transit and trail connecting, urban heat island mitigation and air quality improvement project. A rapid flashing beacon signalized crosswalk with landscape island and user refuge will provide a safe signalized crossing for a neighborhood area where k-12 school age children and youth, employees, and recreational users cross a 5 lane street on a daily basis. A landscape island will provide an opportunity to mitigate severe heat island effect - which also includes polluted air induced by urban heat island effect. As of August 2025, the street temperature has been measured at 140 F	Robin Carbaugh
Transportation	Constituent	508420	Traffic Calming for Sherman Avenue	\$ 60,000	Installing traffic calming measures on Sherman Avenue between 1300 East and 1500 East in order to minimize vehicles speeding on our street.	Marie Jefferies
Transportation	Constituent	507694	McClelland Trail Safety Improvements	\$ 571,000	I live in the East Liberty Park Community Organization's (ELPCO) boundaries and I am concerned about the McClelland trail crossings in my neighborhood. Specifically, the streets that cross the McClelland trail between 1560 S and 1300 S (Bryan, Kensington, Emerson, Roosevelt, Browning, and Harrison Avenue). Emerson Elementary school children regularly walk or bike this trail on the way to and from school. The trail is heavily used by people in the neighborhood. The existing cross walks with the signage, safety islands on street margins, and pink color help, but some kind of speed bump, raised crosswalk, and/or flashing light would really make it a lot safer because based on my and other neighbor's observations, some cars ignore the signage and speed though the crosswalks. I've been in contact with a staff member at Salt Lake City DOT about this application. I had a discussion with him about what might work best at the crossings. Both of us think that a raised crosswalk would slow traffic and flashing lights on the trail crossing signs connected to a push button (Rectangular Rapid Flashing Beacons or RRFBs) at each trail crossing would help in increasing pedestrian safety particularly because they could be installed on the safety islands along the street margins where they would be much more visible. Speed bumps near the crossings would accomplish the same goal as the raised crosswalks, and may be a more economic alternative because they would not require alteration of the current crossings.	Sonja Heuscher
Transportation	Constituent	509153	Slow Down Liberty Wells South	\$ 517,000	The addition of traffic calming measures within the Liberty Wells community - specifically on 300 E, 400 E, and 600 E between 1700 S and 2100 S. The community has suffered under the onslaught of vehicles traveling north and south on these streets ignoring the posted speed limit through the residential area. I personally have been asking Salt Lake City to provide some sort of traffic calming since 2007. I live on 400 E, within sight of the electronic driver feedback boards, and the speeds displayed on the boards regularly show in the 30 to upper 40 MPH, even though the posted speed limit is 20 MPH.	Jeff Bair
Transportation	Constituent	508303	Traffic Circle 700 S 500 West	\$ 600,000	The Granary District Alliance (GDA) hopes to fund a traffic circle at 700 South and 500 West in the heart of the Granary District.	Tim Dwyer
Transportation	Constituent	509203	Pedestrian Placemaking at the Ballpark Library Lab	\$ 140,000	The new Ballpark Library Lab, which opened on May 23, 2025, is expected to draw a significant increase in children, families, and neighbors walking to and from West Temple and 1400 South. This section of West Temple currently has limited pedestrian infrastructure, only a single marked crosswalk north of 1400 South, and is a corridor where drivers often travel at high speeds. Without additional investment, the increased foot traffic generated by the Library Lab will create serious safety concerns for residents, library visitors, and students walking to nearby schools. This project proposes safety-focused placemaking to reduce risk and improve visibility for pedestrians in the immediate vicinity of the Library Lab. Project elements would include: -Two high-visibility, book-themed painted crosswalks to slow vehicle speeds and reinforce driver awareness of frequent crossings. -Pedestrian safety and library signage to alert drivers before they approach the library block. -Additional street markings and wayfinding cues that clearly designate pedestrian priority zones. These improvements would directly support Salt Lake City's Vision Zero commitment and the Transportation Master Plan goal of safer, multimodal corridors. By investing in traffic-calming measures now, the City can prevent collisions, reduce speeding, and ensure that the Ballpark Library Lab opens as a safe, accessible, and family-friendly destination. This project addresses a clear infrastructure gap while also creating a replicable model for pairing new civic facilities with proactive pedestrian safety measures. It is a cost-effective intervention that protects vulnerable users and strengthens neighborhood connections.	Amy Hawkins

Transportation	Constituent	508972	Central 9th and Ballpark Traffic Safety Improvements	\$ 95,000	The Central Ninth neighborhood is one of Salt Lake City's most walkable and transit-connected districts; however, pedestrian and bicycle safety remains a concern. This project will deliver targeted safety upgrades that improve crossings, visibility, and driver awareness in key locations that access open spaces, while also strengthening connections to the 9 Line Trail. The proposal: New crosswalks crossing West Temple at Mead Ave, with road striping, roadway narrowing with concrete planters to calm traffic, and solar-powered push-button LED crosswalk beacons (RRFB) for greater visibility, without the need for trenching. Six solar-powered street lights located in the park strip along Mead Avenue, between West Temple and 200 W. Two lights are positioned on the south side of Mead Avenue between West Temple and Jefferson Street. Four lights will be on the north side of Mead Ave. between Jefferson St and 200 W, with double lights pointing at the sidewalk and street. Solar-powered push-button crosswalk beacons at 900 S. crossings at Jefferson St. and Washington St. enhance pedestrian visibility. A street light on the southwest corner of Jefferson St. and 900 S to illuminate the 9 Line crossing of Jefferson St. Motion-activated LED warning signs on the 9 Line Trail crossings at West Temple and State St. alert drivers to stop for pedestrians and cyclists. Angled parking striping on the north side of Mead Ave from Jefferson St to 200 W and also on the east side of Jefferson St. from Mead Ave to Goltz Ave. These upgrades will make walking and biking in Central Ninth safer and more user-friendly. This project combines proven traffic-calming strategies with highly visible crosswalk technology to meet Salt Lake City's goals for equitable, safe, and multimodal transportation, while reinforcing the neighborhood's role as a vibrant and walkable area.	Marcus Wright
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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.