



McClelland Trail & Neighborhood Street Livability Improvements

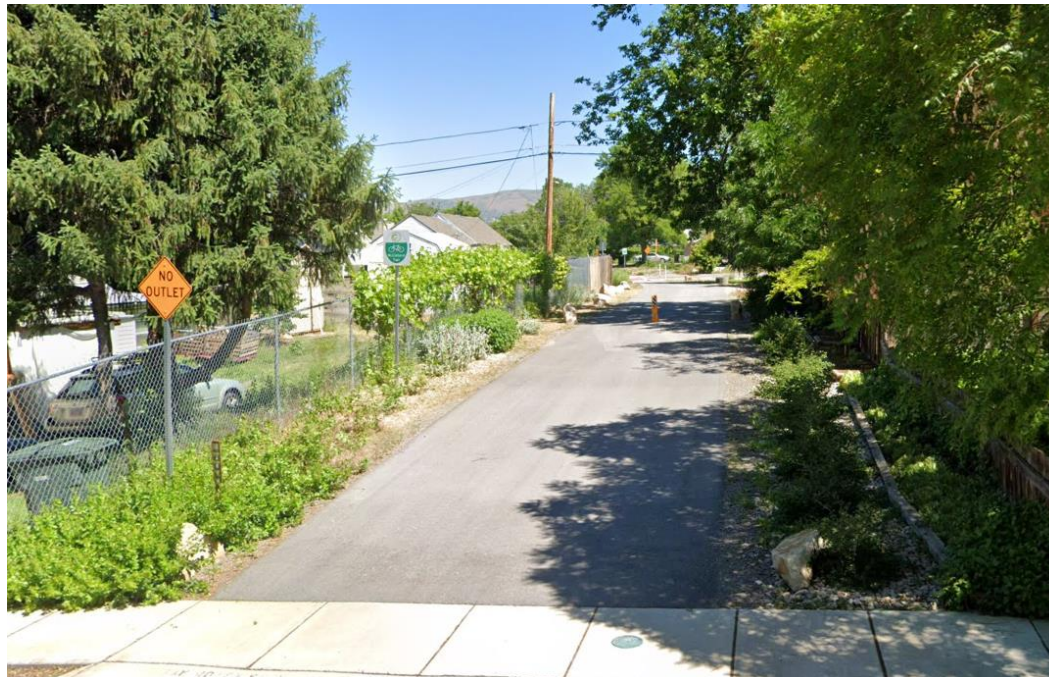
Phase I - 800 South to 2100 South Completed in 2016





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Completed in 2016





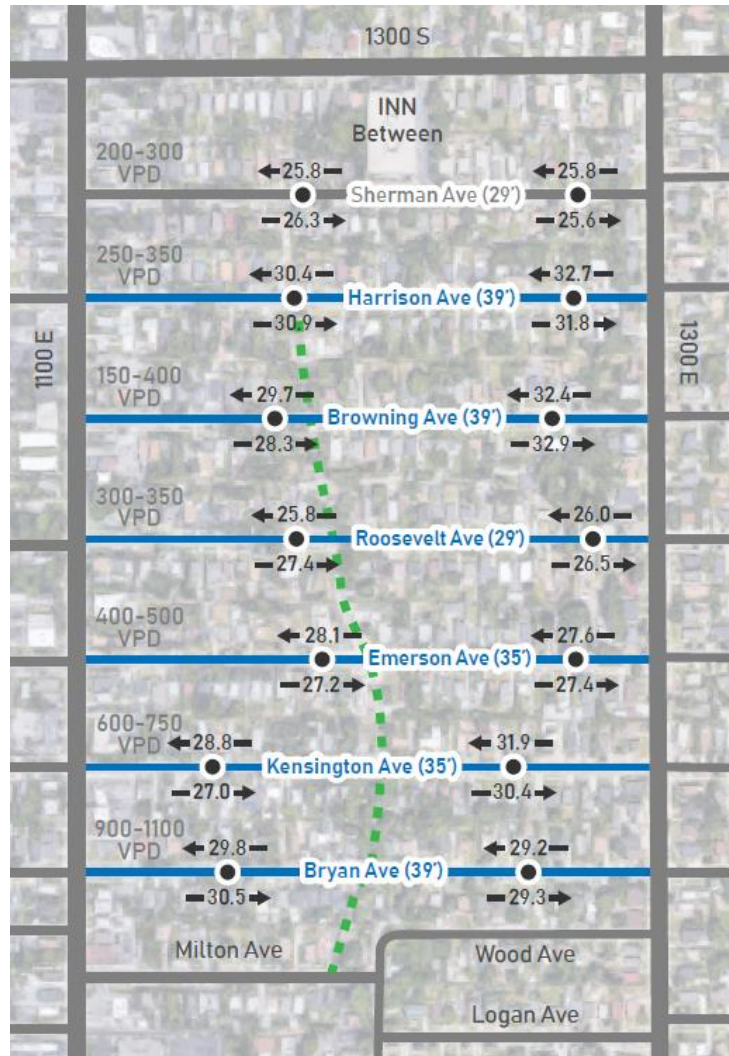
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Why?

“Motorists 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. 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.**”

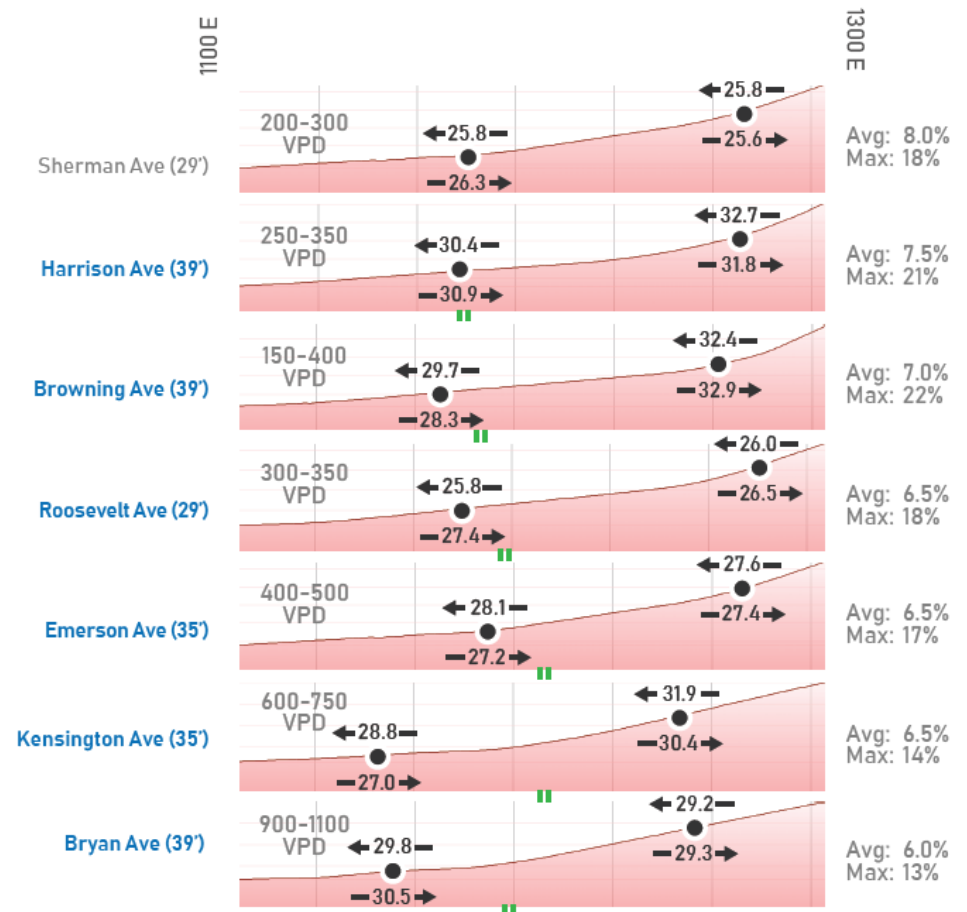
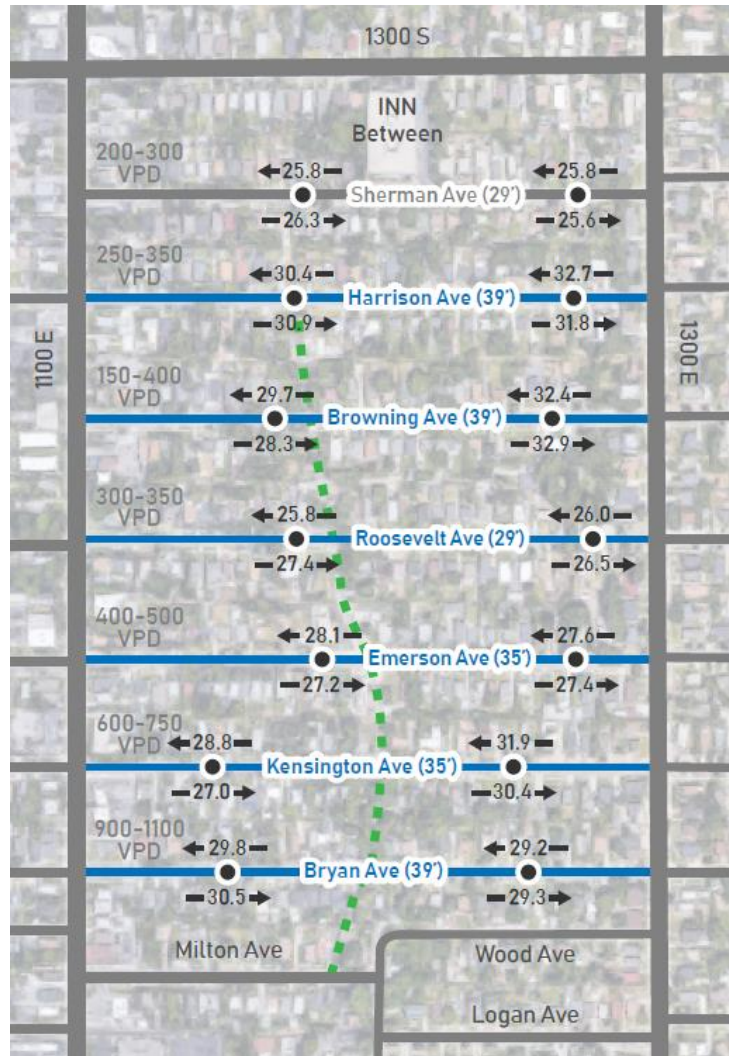


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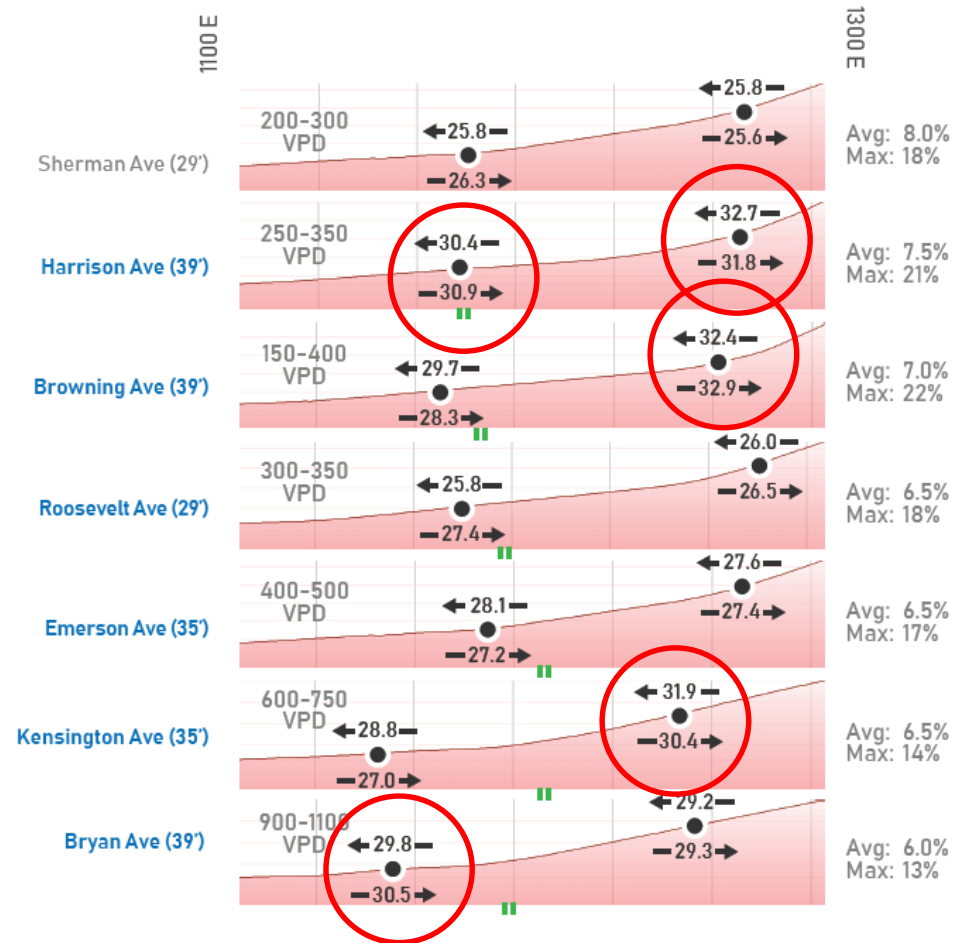
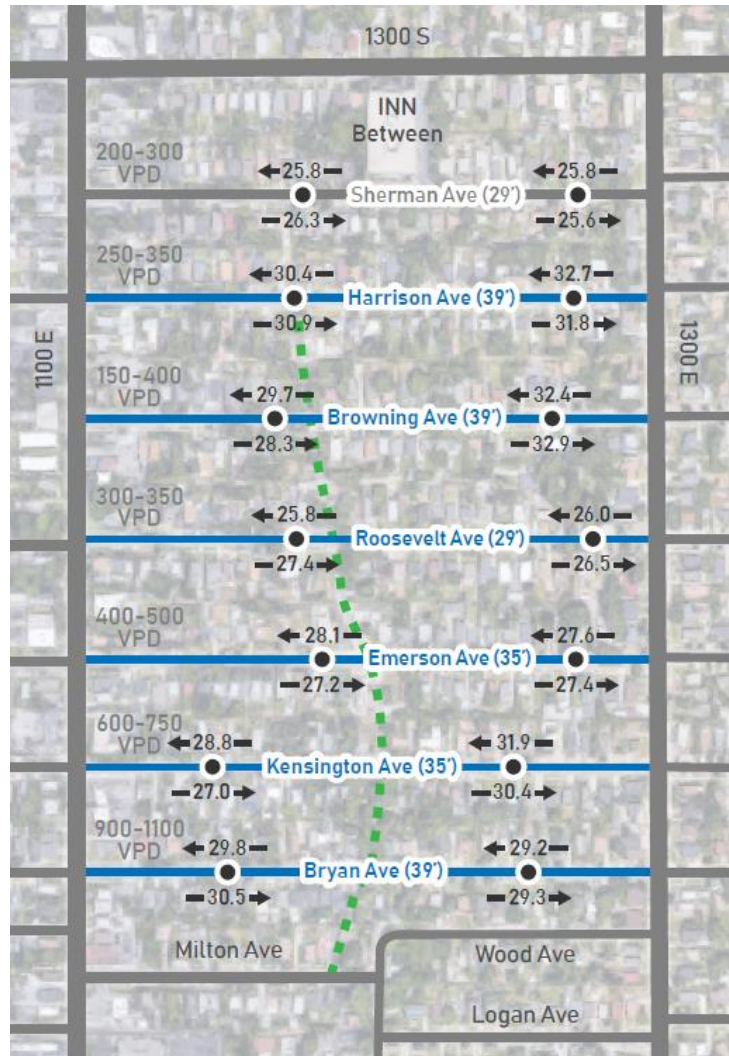


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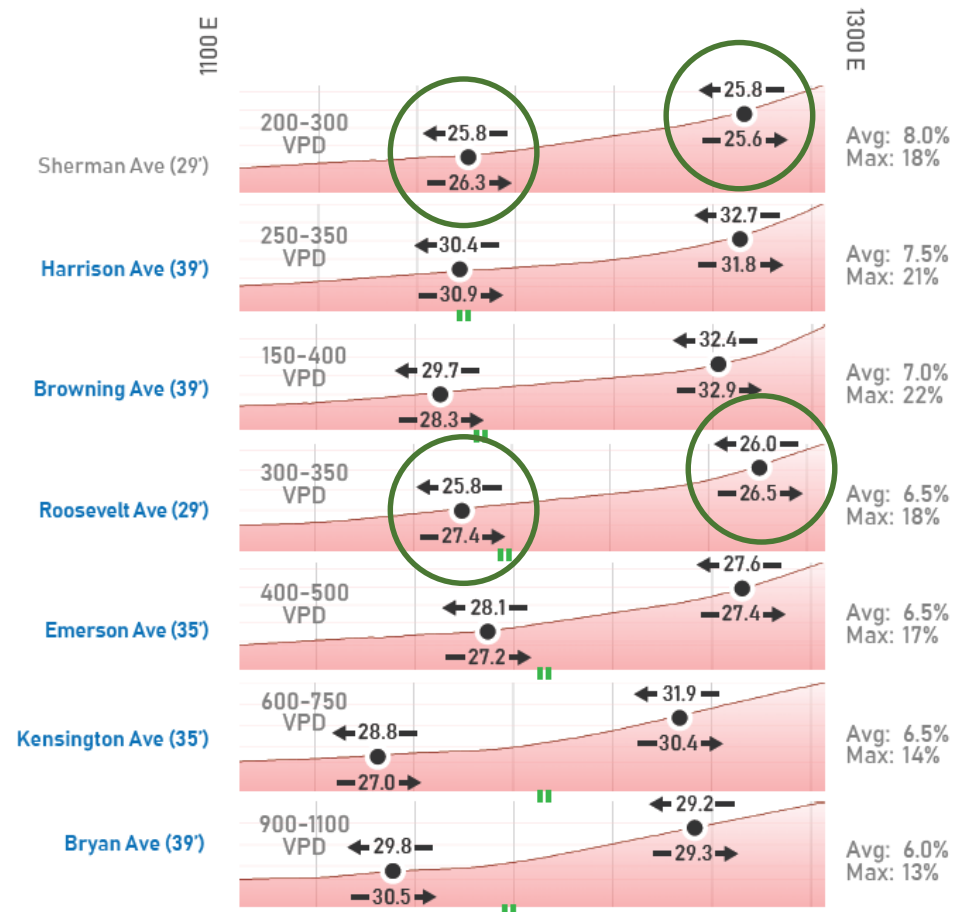
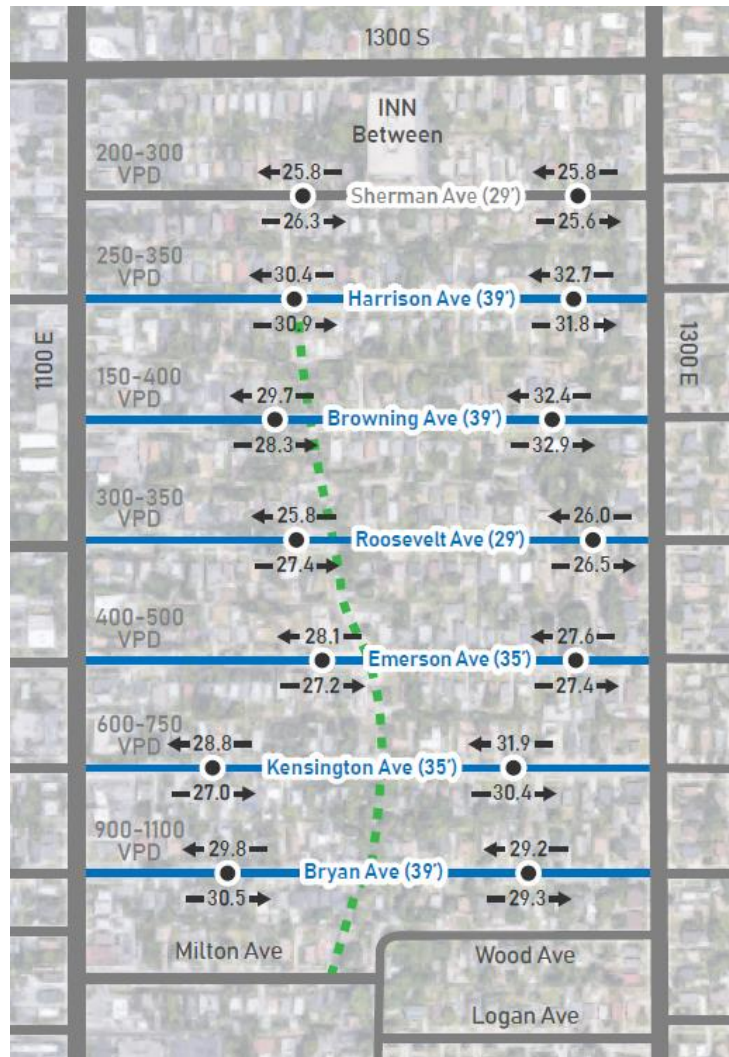


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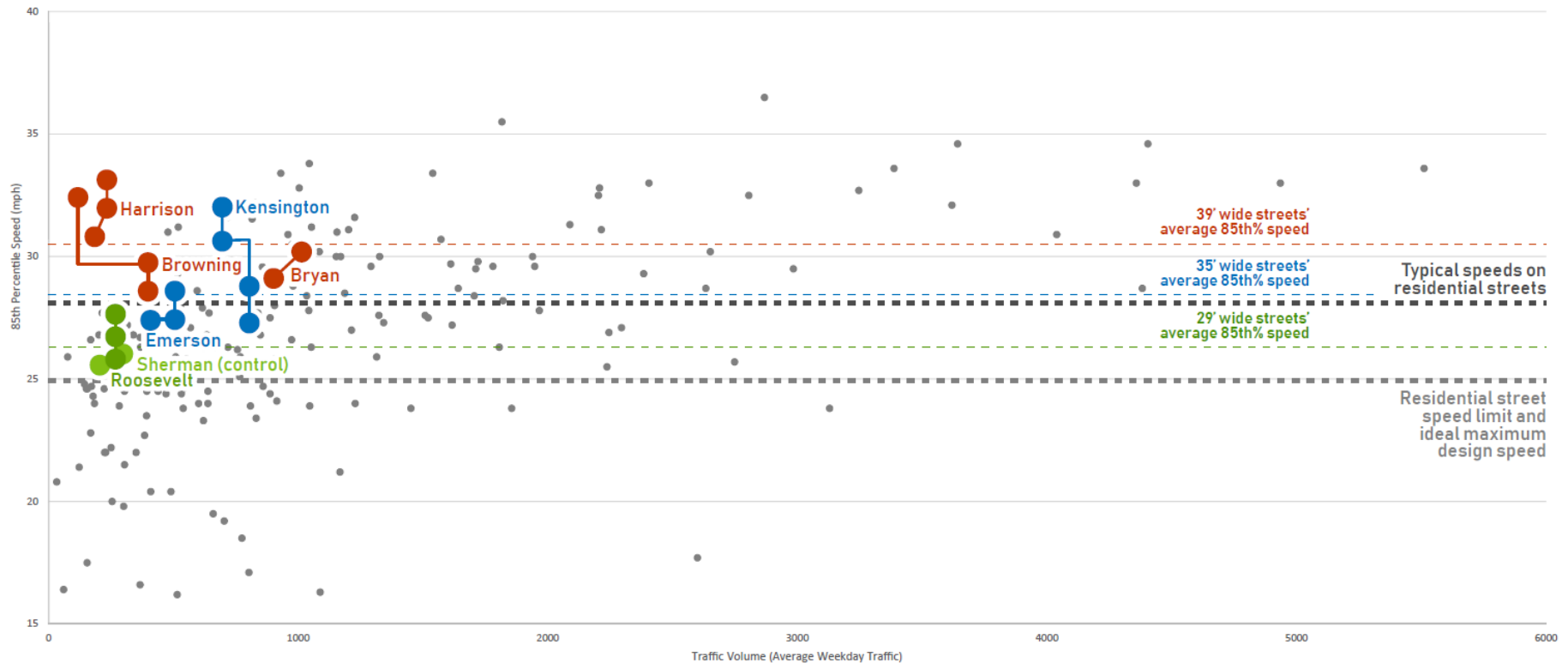
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Traffic Volumes vs 85th Percentile Speed
Salt Lake City Local Roadways
25 mph Speed Limit, Two Lanes, 2010-2018 Data, 196 Data Points
and Averaged 2019 Data for the Six Project Avenues with One Control Added

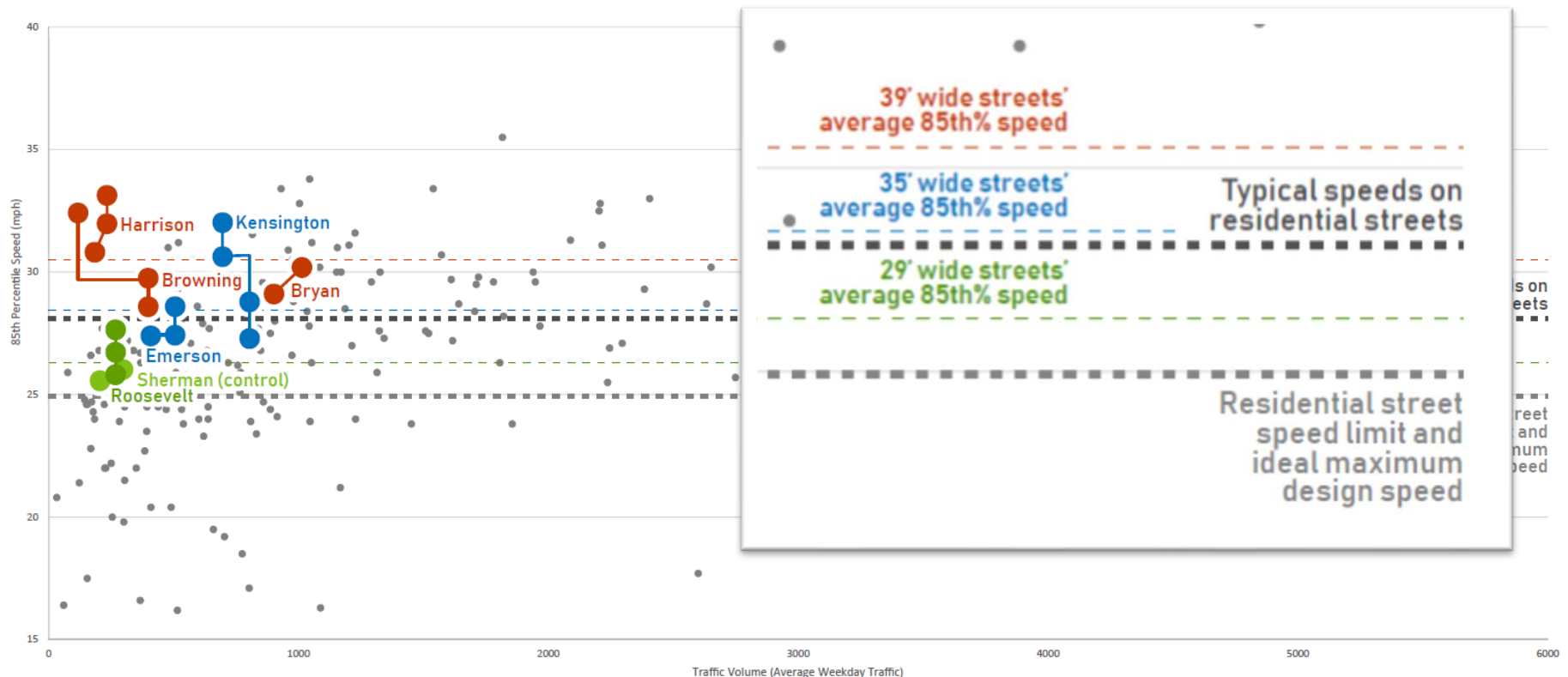


● Each small dot represents a local roadway in SLC, with data collected 2010 and 2018



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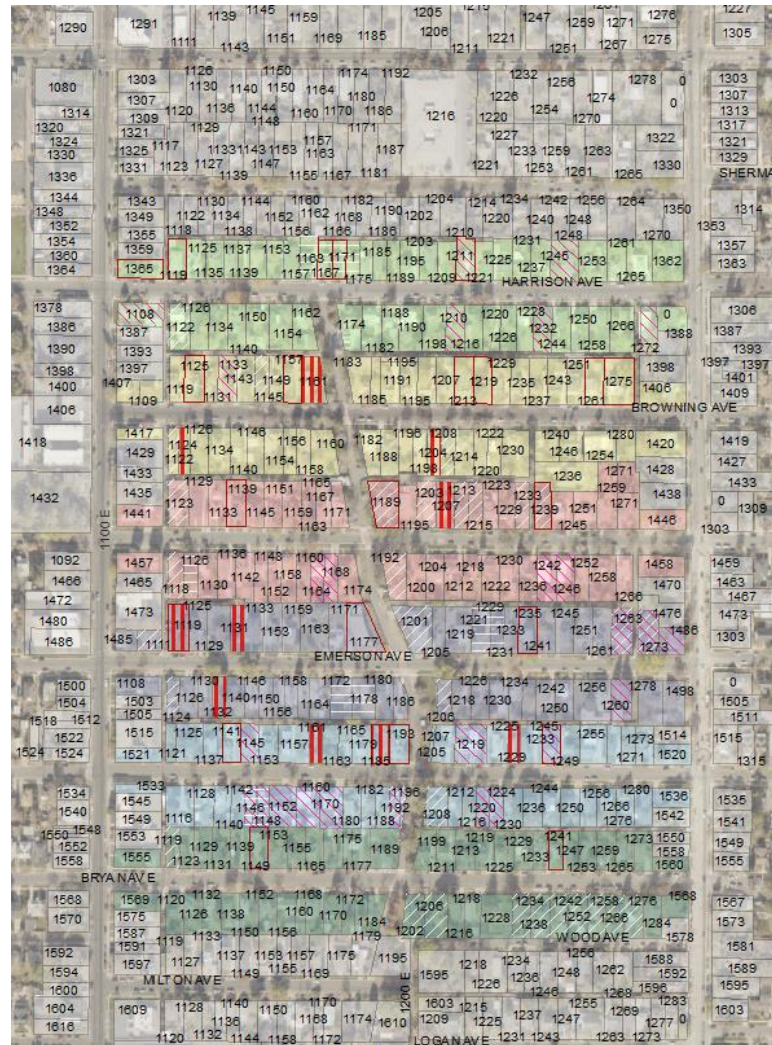


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Street Captains x6



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What?

“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;
- (2) **improve** the comfort of the **six at-grade McClelland Trail crossings** in the neighborhood.”



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Example of improvements



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Next Steps

- Summer-Fall 2020: More outreach, design tests
- Fall-Winter 2020: Design
- 2021: Construction