

Fiscal Year 2024 Capital Improvement Program (CIP) Funding Log

#	Project Description	Board and Mayoral Funding Recommendations						Council Funding Allocations					
		General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees	General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees
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1	Library Plaza Structural Assessment and Visioning <i>Requested Funding: \$190,000</i> Many complex structural and drainage issues at Library Plaza are causing known settling and damage to critical materials (e.g., pavers, railings and footings, walls) visible on the surface. This project will include an investigation into these issues, followed by planning and design to complete the necessary changes. Specific plaza elements that will be investigated include the wedge wall near 200 East, fountain, retaining walls and pavers, and overall stability throughout the plaza. The project will also include a planning process to identify solutions and designs for activating the plaza. These will mitigate currently unknown and known barriers (including direct sunlight and little shade or protection from the elements) to increased usage in line with its original intent as a public event space. Salt Lake City is a potential candidate for the 2030 Olympics and structural repairs, retrofitting, and reimagining space within this site will be critical first steps if the City wants to use this site to host events and accommodate large crowds. If funded, this request would lay the groundwork for a funding application for construction within the next few years. Once construction is funded, this project will be a joint venture between Public Lands and Facilities.	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -
2	Safer Crossings: Main St., Glendale Park, and Citywide <i>Requested Funding: \$900,000</i> This request will fund two key projects as well as providing ongoing funding to a citywide program that installs warranted crossing beacons, traffic signals, or other traffic control devices to address safety issues. 1. Main Street Pedestrian Crossings - Crosswalks on Main Street are simply inadequate by modern standards; the Transportation Division has developed a phased improvement plan that began with a 2022 resurfacing project after which Main Street was restriped with one travel lane in each direction. Ten crossing locations need upgraded crosswalks; about half will be done in 2023 with funds already allocated. This request is for construction funds for the remaining locations. 2. Glendale Park / 1700 South - Community engagement show an overwhelming desire from neighborhood residents to have a safer and more comfortable way to cross 1700 South, with residents repeatedly requesting a tunnel or bridge to cross this wide roadway carrying heavy truck traffic. This request is for funds to upgrade the existing crosswalk at 1300 W 1700 S from flashing yellow beacons (RRFBs) to a pedestrian-activated signal (HAWK, Toucan, or half-signal), to fully stop traffic with a red light between the residential Glendale neighborhoods to the north and the new Glendale Regional Park (Phase 1 - 2024) to the south. 3. Citywide traffic safety projects include the installation of traffic control devices such as signals, flashers, signs, or markings to improve pedestrian safety.	\$ 270,000	\$ -	\$ 540,000	\$ -	\$ 90,000	\$ -	\$ 270,000	\$ -	\$ 540,000	\$ -	\$ 90,000	\$ -

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3	200 East ADA and Sidewalk Improvements <i>Requested Funding: \$234,000</i> 200 East ADA and sidewalk improvements. This project seeks to bring a section of sidewalks near senior housing into compliance with the Americans with Disabilities Act (ADA). It also seeks to improve walkability in a low-income neighborhood by fixing a gap in continuous sidewalks. The area — between 1700 South and 2100 South — is home to a higher proportion of people with disabilities than any other Census tract in the state of Utah, yet a portion of it is inaccessible to people with disabilities. There is a 300 ft segment of 200 East that does not have sidewalks on the east side of the street between Garfield Ave and Coatsville Ave. Through discussions with City staff and the constituent applicant, we developed a solution that provides a continuous ADA accessible pathway on the west side of 200 East between Garfield Ave and 1700 South. This involves new curb ramps at Downington Ave/200 E and Garfield Ave/200 E), about 50 ft of sidewalk replacement, and pavement markings to formalize the crosswalks. Additionally, a crosswalk upgrades will be added at 200 East 1700 South, where there is a marked crosswalk near a high school, the Salt Lake Community College and the Tim and Brenda Huval daycare center on the north side of 1700 South. Driver cooperation is low at this crosswalk, and a rectangular rapid flashing beacon (RRFB) will help to ensure compliance and a safer crossing.	\$ 234,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 234,000	\$ -	\$ -	\$ -	\$ -	\$ -
4	Transit Capital for Frequent Transit Routes / Operational Investments <i>Requested Funding: \$1,500,000</i> Funds will construct bus stops along frequent transit routes that reflect the recommendations of the Transit Master Plan. Examples include the 200 (State Street), 209 (900 East) and 217 (Redwood Road). Improvements ensure that stops are legal, accessible, safe, and convenient. This is a partnership program with UTA, with investment by the City made to complement (rather than supplant) UTA's plans for bus stop construction as articulated in their Bus Stop Master Plan, and City investments generate UTA investments. Salt Lake City constructs the concrete pad, and UTA provides the shelters, benches, bike racks, and trash cans. They also empty the trash cans! If accessibility is limited by bicycle and/or pedestrian connections to bus stops, these funds may be used to close those gaps. Funds may also provide match to \$5.59 million in federal grants received so far for transit hubs (especially 200 S East Downtown Hub, Westside North Temple Hub). The transit hubs are multi-million dollar projects; a portion of these funds will be used to provide the required local match. These projects are also partnership projects with UTA (and other potential partners, such as the University of Utah and real estate developers), with both agencies seeking funds, providing match, and together creating the full project. In some cases, these funds were combined with other projects to maximize those investments, for example by mobilizing construction crews once for two or more related and co-located projects. This also serves to minimize construction disruption to the community.	\$ -	\$ 990,000	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 990,000	\$ -	\$ -	\$ 110,000	\$ -

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5	Complete Streets Program: 2100 South, Virginia St., and Citywide <i>Requested Funding: \$6,600,000</i> This program funding request provides supplemental funds to street projects that have been found, including through input from the community, to need additional complete street elements such as sidewalks, pedestrian crossings, bikeways, safer intersections, placemaking, and street greening. • 2100 South (700 E to 1300 E) - This corridor in the heart of Sugarhouse has long needed reconstruction and represents a once-in-a-generation opportunity to make substantial upgrades to its central role in one of Salt Lake City's largest and most walkable business districts. This street currently does a poor job of serving all who use it. This funding would enable the City to complete a meaningful transformation of this critical roadway with complete streets improvements for all modes. • Virginia Street (11th Ave to South Temple) - This neighborhood road provides access between the Avenues and South Temple for people driving, walking, riding, or taking the bus. The road is missing sections of sidewalk on the west side, lacks bike lanes (more bicyclists use Virginia Street than other principal north-south streets in the Avenues), and has aging medians that the neighborhood has long desired to have removed (and replaced with more effective traffic calming). The requested funding would fill the gaps of missing sidewalk, improve bus stops, enhance pedestrian crossings, add uphill bike lane/downhill shared lane, and implement traffic calming. • Citywide corridor designs and restriping, primarily tied to Streets Division surface treatments and/or in preparation for reconstruction.	\$ -	\$ -	\$ 3,293,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,293,000	\$ -	\$ -	\$ -
6	Public Way Concrete 2023/2024 <i>Requested Funding: \$750,000</i> This annual program addresses deteriorated or defective concrete sidewalks, accessibility ramps, curb and gutter, retaining walls, etc. in the public way through saw-cutting, slab jacking, or removal and replacement. Funding for this vital program in the last 4 years has averaged 53%. Providing a fully accessible public right-of-way is an unfunded federal mandate through the Americans with Disabilities Act of 1990. Not only is it the City's legal responsibility to ensure the public way is accessible to all, it is a moral obligation.	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -

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7	Livable Streets Implementation <i>Requested Funding: \$2,500,000</i> This citywide program aims to address the most common resident complaint to Transportation staff - speeding vehicles. It uses a data-driven & equitable prioritization process for the implementation of traffic calming improvements in the areas most in need.	\$ 250,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -
8	Neighborhood Byways <i>Requested Funding: \$800,000</i> Neighborhood byways create pleasant and convenient routes for people walking, bicycling, or rolling by encouraging safe travel speeds, discouraging cut-through vehicle traffic, providing safe crossings of busy streets, and connecting people to key community destinations. These funds will be used for the engineering design and construction of the Westpointe / Jordan Meadows Neighborhood Byway, and for the engineering design of the Sugar House to the U Neighborhood Byway. Both of these projects are currently in conceptual design with significant community input. The Westpointe / Jordan Meadows Neighborhood Byway has already received a state grant for \$900,000 toward its \$1.5 million construction budget. This CIP request will serve as the required 40% match to this grant.	\$ 440,000	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ 440,000	\$ -	\$ 360,000	\$ -	\$ -	\$ -
9	Complete Streets Reconstruction 2023/2024 <i>Requested Funding: \$4,500,000</i> This annual program funds reconstruction of deteriorated City streets, including curb and gutter, sidewalk, and drainage improvements as necessary. Where appropriate, it will include appropriate complete streets bicycle and pedestrian access improvements.	\$ 2,250,000	\$ -	\$ -	\$ 2,250,000	\$ -	\$ -	\$ 2,250,000	\$ -	\$ -	\$ 2,250,000	\$ -	\$ -

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10	Poplar Grove Park Full Court Basketball Expansion <i>Requested Funding: \$507,000</i> This park (Emery St and 800 S.) currently has a half court - which is used, frequently, with players spilling out all over the court and grass surrounding it. Basketball, to an extent, is the glue that holds the youth in our neighborhood together. It creates bonds. Sees no color - just "mad skills"! This park has needed some TLC for a VERY long time. This year, we finally saw some improvements in the form of sprinkler repairs. Our volleyball court received some intense care to pull out weeds, and till the sand. Guess what? The youth and families are now converging for a game or two every other day. "If you build it, they will come," holds true over and over again as we start to see some overdue care on the Westside. Adding the full basketball court, along with the dual pickle ball and tennis court (underway by the Public Lands Dept.) to this Park, will bring it to the light it truly deserves. This project will fund the expansion of the court which includes demolition, irrigation adjustments, a new concrete court, fencing, signage (that would include a flower bed, which will provide beautification opportunities for Friends of Poplar Grove Park to showcase their flower planting skills over the years). Furthermore, it will also fund an artist to design and paint a mural on the new court. Which will provide an opportunity for local artists to share their talents with the community. There are so many benefits to this project - it invites all to participate, enjoy and cherish this wonderful open space for many years to come. COVID-19 may have been a hard time to deal with, but our parks became the extension of our homes and will remain that way for a long	\$ 253,500	\$ -	\$ -	\$ -	\$ -	\$ 253,500	\$ 253,500	\$ -	\$ -	\$ -	\$ -	\$ 253,500
11	Jordan Park and Peace Gardens Cultural Landscape Report and Master Plan <i>Requested Funding: \$200,000</i> This project will fund the development of a Cultural Landscape Report (CLR) for the 33.5 acres of both Jordan Park and the International Peace Gardens. The CLR will outline site history, elements and features that contribute to the historic and cultural significance of the site, and recommendations to retain and enhance these values. The CLR will inform and be followed by a Master Plan for the site. The master plan will include potential recommendations for how and if Salt Lake City should expand the Peace Gardens and increase amenities and programming at Jordan Park. This funding will include robust community and stakeholder engagement, visioning for both sites, as well as implementation strategies and prioritization. Public Lands has received significant interest from stakeholders, cultural associations and organizations, and individuals to expand the Peace Gardens, which will require formal planning before proceeding with expansion.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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12	Cottonwood Park Trailhead and Parklet <i>Requested Funding: \$850,000</i> In November 2022, Public Lands acquired a property adjoining Cottonwood Dog Park and the Jordan River located at 356 Redwood Road. The dirt lot has long been used as an informal parking lot for dog park users, even prior to property acquisition. This project would develop a trailhead and parking lot that better serve the park’s current and future users. This site has the potential to better serve as a gateway to the Jordan River Trail and to Cottonwood Park as a whole, with interpretive signage, wayfinding, improved connectivity, landscaping, and a small gathering space along the river. This would also provide lighting and artwork to provide a welcoming space. This project also funds a new restroom facility to replace the existing failing restroom.	\$ 202,000	\$ -	\$ -	\$ -	\$ -	\$ 648,000	\$ 202,000	\$ -	\$ -	\$ -	\$ -	\$ 648,000
13	Three Creeks West - Roadways Addendum <i>Requested Funding: \$850,000</i> At the urging and recommendation of Salt Lake City staff, this application comes to rectify a miscalculation by the city in estimating the cost of the 2023 CIP "Three Creeks West – Roadways" project, which calls for reconstructing about two blocks of 1300 South and 1000 West beside the Jordan River. This Council-approved project will install sanitary sewers, storm sewers, curbs, gutters, sidewalks, roadway reconstruction and all necessary infrastructure. None of this infrastructure exists in this residential neighborhood, established in the 1920s to 1950s. The oldest house on the roadway was built in 1925 and mine was built in 1939. Installing sanitary sewers will enable removal of failing septic systems that are leaching harmful E. coli into surface water, causing a health threat. This project is endorsed by the Glendale Community Council and residents of all 25 homes on the roadways. Staff tell me the 2023 city-generated estimate for this project fell short to cover costs, and \$850,000 more is needed. The project was approved by the CIP citizen advisory board, Mayor Erin Mendenhall, and ratified in resolution by the City Council on Aug. 16, 2022.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Complete Streets Overlay 2023/2024 <i>Requested Funding: \$3,500,000</i> This annual program funds rehabilitation of deteriorated City streets, including curb and gutter, sidewalk, and drainage improvements as necessary. Where appropriate, it will include appropriate complete streets bicycle and pedestrian access improvements.	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ -

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15	Urban Trails: The Other Side Village & the 9-Line Trail <i>Requested Funding: \$1,700,000</i> Two projects are critical to this urban trails request: connectivity for The Other Side Village just west of Redwood Road, and a short gap in the 9-Line Trail near the University of Utah. This request seeks funding for critical trail connections in support of "The Other Side Village," the tiny home village with assistive services that will be constructed just west of Redwood Road in the City's Glendale / Poplar Grove neighborhoods. The Village is very near, but not yet connected to, key resources including frequent transit service on Redwood Road; a new Transit Hub approximately 1/3 mile directly north at Orange Street and 500 South; and the existing 9-Line Trail (from Redwood Road to the University of Utah). A charter school, Wallace Stegner Academy, also west of Redwood Road, is an additional key destination to be served by these trails. \$1.2 million will be allocated to begin improvements, currently under study, which will prioritize a multi-use trail and/or sidewalks on Indiana Avenue; safer crossings of Redwood Road; a new multi-use trail north from the Village to the transit center; and/or segments of the 9-line trail and Surplus Canal Trail (see map). This is anticipated to be Phase 1 of three or four requests. Funds will also be used for a missing gap in the 9-Line Trail near the University of Utah, where the 12' wide multi-use trail along Sunnyside Avenue narrows down to a scant 4' wide sidewalk, creating conflicts between bicyclists and pedestrians. This segment was not able to be developed during the initial trail construction due to a lack of easement from the property owner; a portion of the \$500,000 request will be used to secure that easement as well as to construct the full width of trail.	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -
16	Rose Park and Jordan River Recreation Hub <i>Requested Funding: \$459,000</i> The Public Lands Department has the opportunity to acquire the Rose Park Golf Course driving range from its Golf Division for the purpose of improving more equitably accessible public open space. This improvement would vastly expand green space in the Rose Park and Westpointe areas. This project would fund planning, community engagement, and conceptual design for the future driving range site as well as the existing Roots Disc Golf Course as one cohesive recreation hub. This hub would be the largest open space along the Jordan River within Salt Lake City. This funding would not include the acquisition costs of the driving range, only planning and conceptual design for that site. In addition, this project would fund design and construction of specific site improvements identified in the planning and engagement process at the Roots Disc Golf Course. This may include irrigation modifications, additional trees, building upgrades, and naturalized landscaping.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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17	Citywide Park Restroom Planning Study/Fairmont Restroom Conceptual Design <i>Requested Funding: \$75,000</i> Restroom safety and vandalism present ongoing problems in city parks, especially the large, heavily used parks. Friends of Fairmont Park and other stakeholders have raised this issue with Parks officials for some time. Friends of Fairmont invited Parks to present ideas about restroom design on January 11, 2022 and dialogue occurred regarding new designs that could reduce vandalism. We have identified a key design flaw with how restrooms in the Parks are configured, and that if addressed, can significantly reduce (but sadly not eliminate) problems. The Fairmont Park Restroom Pilot CIP for 2022-23 proposes a (1) planning study to update planning guidance for parks restroom policy and practice, (2) conceptual design for a new restroom to be tested in Fairmont Park. It is expected that the new design strategy will reduce vandalism and maintenance costs and increase restroom uptime and safety. The intent is to benchmark a proposed new restroom configuration against the current design in other parks, to test the viability of this approach, developing best practice in park restroom management.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Madsen Park Improvements <i>Requested Funding: \$500,000</i> This project seeks to improve Madsen Park by increasing activation through improving existing structures and adding new amenities in order to encourage more visitation. The surrounding area is planned to increase in population from apartments on and near North Temple. The improvements at the park would improve the quality of life for all area residents. Improvements include installation of new lighting, playground renewal, installation of a fenced dog park, benches, a small pavilion, seating and signage. Note that this park was selected a District Two location to receive funding from the voter-approved Parks, Trails, & Open Space Bond	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities <i>Requested Funding: \$855,000</i> This project will fund construction for restoring the courts and adding amenities at the Fire Station No. 7 Tennis Park on 300 North (west of 1000 West). This space is currently two failed tennis courts. One tennis court will be restored and the other will be converted into two pickleball courts. The addition of two pickleball courts is necessary to meet increasing demand for usable pickleball courts throughout the city. There are currently no dedicated pickleball courts on the westside. This project would also complete associated amenities on site as funding is available such as court lighting, drinking fountains, and ADA access. Public Lands is funding the design of the courts which will be completed in early 2023. This funding will go towards construction costs of the courts and other associated amenities.	\$ 438,850	\$ -	\$ -	\$ -	\$ -	\$ 416,150	\$ 438,850	\$ -	\$ -	\$ -	\$ -	\$ 416,150

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20	337 Park Development <i>Requested Funding: \$550,000</i> 337 Pocket Park was initially established as a community garden, but has since been decommissioned as such due to adjacent higher density property development to the south shading out agricultural potential. The parcel has since been sitting vacant. This potential pocket park needs significant development in order to add public land level of service to District 4. Funding would facilitate public engagement, planning and design, and construction of the site. This project is an expansion of a previously submitted constituent CIP application during the FY22-23 cycle with the addition of Public Lands-supported direction for implementation. Currently, a small portion of the parcel (nearest to 400 East) has public art and plantings. This project would develop the remainder of the parcel. Potential amenities and features of this site will be determined with public engagement but could include an off-leash dog park, seating, and native plantings appropriate for shaded areas. This property has been the subject of continuous encroachments since the lot to the south of this parcel has been under development. There have been inquiries about the 337 Park lot being reduced to allow for access to the southern development. Because of the increased interest in this lot and the threat to this valuable property in a low level-of-service area for parks, it is critical for the development of this lot to move forward as quickly as possible.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000

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21	Rose Park Lane Beautification, Trail, and Safety Improvements <i>Requested Funding: \$840,000</i> There is a great need for improvements along Rose Park Ln. This project would fund replacement of the failed trail, new and modified irrigation, and two solar feedback speed limit signs. The Urban Forestry division has committed to providing trees and installation at the new sites on Rose Park Lane. The trail work would allow for significantly more trees in this area and would contribute overall to a much more beautiful space. The entire stretch of Rose Park Ln is currently covered in weeds and highly neglected. Part of it was irrigated 4-5 years ago for the WestPointe run off ditch (large grassy area/detention basin at the corner of Rose Park Ln and 1700N), but this irrigation was never extended for the remainder of that stretch of road. This lane is highly visible from I-215 with large volumes of traffic going to the beautiful soccer fields just a few feet up the road. This has increased the traffic and speed of that traffic on Rose Park Ln. Safety is an issue as cars will continue to use highway speeds down that road upward of 60 MPH. I believe that fixing the trail, planting trees with irrigation, and erecting visible solar speed limit signs on Rose Park Ln would greatly improve community morale and safety for the families that walk with their children and pets, and bike and run on this trail. Adding trees and speed limit signs will also help in reducing air pollution, high summer heat and traffic noise. I recommend solar radar feedback speed limit signs to help slow down the traffic - one sign after the 2100N Exit just beyond the RAC entrance of the RAC, and the other sign at 1700N entrance. This area has been highly neglected for the last 17 years and continues to see more and more traffic with less and less help or attention in the way of beatification of a vital and thriving neighborhood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22	Richmond Park Community Playground <i>Requested Funding: \$530,000</i> This project will replace one of the oldest playgrounds in the city located at Richmond Park. Utilizing the existing playground space, this project would create two play areas to cater towards younger and older children. This playground would utilize larger equipment with more features to create more potential for play and a higher level of service. The playground will incorporate accessible design to be friendly and usable by a diversity of users of all abilities. This project also includes removal and replacement of safety surfacing throughout the playground site. The new community playground will provide an inviting and engaging place for the Central City community to play while supporting resident health and wellness. This community currently has the lowest level of park service in our city and will significantly benefit from increased amenities. This playground will further activate the park by adding in a place for children to play while adults utilize the community garden. Public Lands has over 70 playgrounds, and this project would address one of the highest needs in our system.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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23	Rose Park Lane Open Space and Trail Connection Study <i>Requested Funding: \$140,000</i> In summer 2022, City Council approved the rezone of four Public Lands parcels on Rose Park Lane to Open Space. This project seeks funding to conduct a planning, engagement, and conceptual design process on these four parcels, totaling approximately 3.6 acres, for a new park/open space. This will include evaluating different uses on site and conducting studies on completing the trail connection through the open space. There is currently no sidewalk through these parcels, and there are no other amenitized park spaces that directly service this neighborhood. This project would fund initial studies to better inform a next phase for design and construction of the open space. This project is closely connected to the application "Rose Park Lane Beautification, Trail, and Safety Improvements" which would complete landscaping and trail improvements on the trail leading to the open space. This project also builds on Public Land's current work to demolish the abandoned house on the property which is a very high priority for the Westpointe community.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
24	Jefferson Park Improvements <i>Requested Funding: \$530,000</i> Jefferson Park is an under-resourced jewel in the Ballpark Neighborhood. This application seeks to address long standing issues identified in the City’s Ballpark Station Area Plan, including “a lack of service and proper maintenance in current parks”. The City and our residents have been discussing ways to improve the park for years. The City notes that our neighborhood is “underserved for parks and open space” and given the move to increase the density of housing in the area, we can only anticipate more stressors. It is time to preserve and improve what we already have. The park currently has a small, aging playground with two benches, a set of temporary soccer nets, and an off leash dog area. We request the following: Safety improvements: Ample, attractive 'dark sky' lighting throughout the perimeter of the park and fencing around the playground area. Given the area’s crime, this is essential. Health improvements: Permanent, attractive garbage cans along the perimeter of the park to reduce the constant flow of garbage (including clothing, needles and human waste), and to encourage responsible dog ownership. Activation improvements: The retention pond berm is an ideal location for a walking path around the park and provide residents a place to exercise. Adding a few benches (with garbage cans) under the existing shade trees, like in Liberty Park, will encourage activation.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 530,000

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		General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees	General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees
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25	Parks Bilingual Signage Installation <i>Requested Funding: \$414,000</i> This project will replace existing signage and add new bilingual signage in English and Spanish in approximately ten parks citywide. This project will be the second phase of implementation of the City's new multi-lingual signage standards. The standards were completed in early 2022, with the first phase of implementation occurring in 2022 and early 2023. The first phase of implementation included these ten parks: Westpointe Park, Sunnyside Park, Pioneer Park, City Creek Park, Poplar Grove Park, Cottonwood Park, Rotary Glen/Donner Trail Park, Jordan Park, Riverside Park, Liberty Park. These parks were initially chosen because they are classified as Community Parks in the Public Lands Master Plan, have numerous and varying amenities, and lack effective signage types and locations currently. Currently, many parks, natural areas and public spaces are not adequately signed for appropriate and effective communication of public lands' regulations, assets, amenities, and stories. This project would not only add signage to parks with outdated or inadequate signage, but would add bilingual information on all signs in order to enhance communication and provide public lands information more equitably and reliably throughout Salt Lake City. The project will also help the City accomplish the goals of the recently-adopted Reimagine Nature Public Lands Master Plan. While some of these parks are classified as Neighborhood Parks, their size and varying amenities necessitate the need for the addition of multiple signs that are not currently present in the park.	\$ 82,800	\$ -	\$ -	\$ -	\$ -	\$ 331,200	\$ 82,800	\$ -	\$ -	\$ -	\$ -	\$ 331,200
26	Fairpark Traffic Circle Construction Phase <i>Requested Funding: \$497,000</i> 1000 West is an important street for the Fairpark neighborhood and access to the Utah State Fairpark. Over the last two years, Salt Lake City Transportation Division has engaged with the community about the challenges and opportunities on 1000 West. Common requests for changes to 1000 West include slowing vehicle speeds, making the crosswalks safer, improving street aesthetics, and balancing regional access needs with neighborhood livability. This application is requesting funds to build a traffic circle at the intersection of 1000 West and 500 North. This application is related to one submitted for FY23, that awarded funds for study/design only. The Transportation Division is actively working on the study/design while supporting this application for construction funds. Intersection upgrades at 500 North is consistent with the 1000 West Corridor Plan, which seeks to moderate vehicle speeds, improve walkability, add landscaping, and create a gateway feature for the neighborhood.	\$ -	\$ -	\$ 497,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 497,000	\$ -	\$ -	\$ -

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27	North Temple Arts and Tourism District Improvements <i>Requested Funding: \$495,111</i> We are in need of many improvements in the area to make residents, workers and visitors feel safe and welcomed, and for ease of getting to work safely and efficiently. In addition, there is another emotional need that enhances people's sense of enjoyment and quality of life for both residents and visitors. These much needed enhancements include pedestrian safety improvements to include, but not limited to: 1. Pedestrian-scale, decorative lighting on 800 West from North Temple to dead end at approximately 150 South. 2. Potential for raised crosswalks, RRFB(s), or other enhanced pedestrian crossing features 3. ADA/sidewalk improvements as needed. The Secondary goal, which fulfills emotional needs of the community and quality of life, would be to activate park blocks, including but not limited to: 1. Amenities / improvements for southern three park blocks, which includes the two closest to Folsom Trail and the third (southern-most) at the dead end, which in theory has the lowest volume vehicle traffic, (between 800 W. from North Temple to dead end at approximately 150 S.). Park amenities could include: Benches, Bike racks, Interactive kids’ features, Climbable public artwork, Other public artwork (Arts Council has agreed to work with team and carry out City’s public art process for commission if any public artwork funding is awarded). These improvements to 800 West will make it feel welcoming, inclusive, and safe, especially after dark. These improvements will also support activating an arts centered, vibrant Westside neighborhood.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
28	Alleyway Improvements 2023/2024 <i>Requested Funding: \$250,000</i> This annual program, kicked off in 2021, funds reconstruction or rehabilitation of deteriorated City alleyways, including pavement and drainage improvements as necessary.	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -

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29	Fire Station #1 Apparatus Bay Extension <i>Requested Funding: \$1,148,771</i> Originally constructed in 1994, Fire Station #1 was built to house the resources (both human and mechanical) that were in use at the time. Since then, much of our apparatus and equipment needs at this strategic location have changed, requiring additional space. Fire Station #1 is located at 211 South 500 East. The call volume for this station is consistently the highest in the city and has been steadily increasing over the past five years. In fact, it recently came to the attention of SLCFD Administration that the current call volume and projected increase would be unsustainable for the single fire engine that was housed there. In response, the Administration made the data-based decision to reassign existing resources within the City, in an effort to alleviate the pressure on the fire crews operating out of Station 1 Specifically, a fire truck was moved from Fire Station #5 to Fire Station #1, essentially repurposing Fire Station #1 to what is known in the industry as a “dual-company house.” While this reassignment of resources has certainly shown a more balanced delivery of emergency services, there are logistical limitations affecting the housing of the newly assigned aerial apparatus. The three newest and most advanced trucks are too long to be housed in the apparatus bays at Fire Station #1. We have implemented the use of an older, shorter aerial apparatus. In the meantime, we await the construction of a new, smaller in length truck (not a standard build) which is anticipated to take 3-4 years. There is uncertainty that the manufacturer will be able to build this length of truck in the future. As such, it is requested that funding be made available to design and construct the expansion of four (4) apparatus bays at Fire Station #1.	\$ 1,148,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,148,771	\$ -	\$ -	\$ -	\$ -	\$ -
30	Facilities Asset Renewal Plan FY24 <i>Requested Funding: \$1,700,000</i> Following a 10-year plan to eliminate the \$45,600,000 in deferred asset renewal, the Facilities Division will utilize the funds requested to replace assets that are beyond their useful life, prioritizing assets based on their criticality.	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ -

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31	Mill and Overlay Maintenance Pilot Program <i>Requested Funding: \$750,000</i> The Streets Division, part of Public Services will be the project sponsor and implementation manager. Streets is requesting to begin a Mill & Overlay pilot program, which is a more robust form of roadway surface treatment. Many existing city roadways do not currently need a full depth reconstruction but are not in good enough condition for current maintenance surface treatments, namely chip and slurry seal. If nothing is done, these roads will deteriorate rapidly and soon require expensive reconstruction. The Mill & Overlay program would allow Streets to perform maintenance on these roads at a lower cost. These roads would also then be eligible for chip & slurry surface treatments a few years down the road. The combination of the Mill & Overlay program with chip and slurry surface treatments would put off the need for full depth reconstruction of eligible roads for many years to come, saving the City money and increasing the quality of City roadways. To carry out this pilot program Streets needs two additional pieces of equipment, an Asphalt Paver, and a Cold-Milling Machine. These machines would also assist in other maintenance the division performs, as currently a cold milling machine is rented for four months each year (when available) at an annual cost of \$70,000.	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -
32	Sugar House Safe Side Streets Part 2 <i>Requested Funding: \$150,000</i> Design and construction of City staff recommendations on the project area’s six local streets: Hollywood Avenue, Ramona Avenue, Garfield Avenue, Lincoln Street, 1000 East, and McClelland Street. Continued funding on partially funded CCIP, Sugar House Safe Side Streets, from FY 21/22. The Salt Lake City Transportation Division has conducted a series of sessions with residents and worked with a contracted Fehr & Peers consultant team. A recommendations document with a draft traffic calming treatment design has been created and shared with residents. This CCIP request seeks to fill the funding gap between what has been awarded in previous years and what is required to complete the infrastructure recommended for implementation in the plan.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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33	Historic Restorations, Replacements, Conservation Work at International Peace Gardens <i>Requested Funding: \$325,000</i> The International Peace Gardens in District 2 receives hundreds of visitors per day but contains much tired and dilapidated garden architecture. Hollows left by stolen plaques and artwork everywhere remind visitors of theft and vandalism and limit their understanding of the history and cultures behind the 28 national garden exhibits. CIP funding is needed to replace or replicate, conserve, and conceive a plan and trust fund for future upkeep of this trove of art, ethnic and botanic diversity. Specific projects are listed in the budget narrative and will be completed in priority order, if funded. Additionally, if funding is leveraged by other sources, this funding would be used to complete additional projects. The types of projects include: Security/GPS tracking chips for each asset, conservation and restoration artworks, design and replacement of artwork that has been removed/stolen, replacement of perennial botanicals and landscaping, structural study and design exploring expansion of the greenhouse while assessing the feasibility of a visitor space/exhibition space.	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -
34	Fred and Ila Rose Wetland Preserve Improvements <i>Requested Funding: \$361,073</i> Improved public access for intended non-consumptive nature users through 1) the installation of boulder manways at all three entrances, 2) complete removal of dysfunctional Preserve-long split-rail fencing, 3) complete removal of rock-filled gabion baskets at both pond-side access points, and 4) creation of sloped cracked gravel beaches at both pondside access points. Installation of low fencing to newly installed manways to help limit access to the Preserve at its two entrances at 1100 West. Installation of a low gate at its northwest entrance to allow for occasional needed operations and maintenance by authorized vehicles. Design and installation of a trash-rack in front of the wetland pond outlet to facilitate water exchange while still allowing in-and-out migration of Jordan River wildlife, especially fishes.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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35	75-Year-Old Traffic Signal Replacement <i>Requested Funding: \$400,000</i> Upgrade an aging traffic signal, along with parts of the surrounding intersection, with safety and operational improvements for all modes. The typical life of a traffic signal is 30 years. After that age, frequent repairs are needed, and the structural supports for the traffic signal may be at risk of failing. Twenty traffic signals in Salt Lake City are over 40 years old, with some of them rapidly approaching 75 years old. This project will fund the design and construction to replace one of the oldest and/or poorest condition traffic signals in Salt Lake City. The project will replace and upgrade the signal with new steel poles, signal heads, and detection, including current best practices for pedestrian detection and design, pedestrian countdown timers, and motor vehicle left turn phasing, as needed. It is anticipated that a traffic signal along 1300 East near the University of Utah will be selected. Those traffic signals were constructed in 1948.	\$ -	\$ -	\$ 360,000	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 40,000	\$ -
36	Park Strip, Median, Park Irrigation / Water Reduction Strategy and Implementation <i>Requested Funding: \$500,000</i> This project will explore different methods of transforming our medians, park strips, and non-active park spaces to reduce the amount of water use in these areas not used for active play. Our park strips, parks, and medians have a lot of grass in them and we would like to have a consultant look at some areas in the City and explore different alternatives to grass or different varieties of grass that will reduce our water consumption. We would then use project funding to be able to change several of these areas and help the City become a leader in transforming these types areas to a better use of water in the City. There are a lot of park strips in the City that are hard to irrigate, so let's try and turn them into something that saves water and is still user friendly. We could also look at areas to be more of a pollinator gardens to benefit the environment while being pleasing to the eye. We would like to research what would be sustaining in our environment while not being a burden on maintenance. It could be mulch, rock, different grasses the sky is the limit. Let us be the innovators and help the City overcome our water woes one park strip at a time.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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37	Liberty and Jordan Parks Greenhouses - Revisioned <i>Requested Funding: \$242,823</i> Salt Lake City’s greenhouses located in Liberty (LPG) and Jordan (JPG) Parks are showing signs of aging requiring repair and renovation to ensure they continue to support the community’s horticultural, biodiversity, and conservation interests. Part 1 – Structural audits of both facilities are planned to identify the type and extent of repairs needed in order to ensure safe working conditions, compliance with statutory regulations, and enhancing the building’s life cycle by identifying both preventative and corrective actions to secure the properties. Part 2 – Examines to what degree the current structure and any proposed renovations support LPG’s and JPG’s mission statements. Part 2 includes a marketing study to identify a) options to extend mission statements to include innovative programs/activities of interest to the general public and/or that support the development of new collaborative partnerships with other horticultural institutions, and b) identify how to ‘scale up’ select activities/programs (e.g., aid municipalities to promote biodiversity/sustainability) to address conservations interests of a broader set of constituents in order to generate (consultation) self-supporting revenues. Part 3 – Develops a plan, budget, and timetable to conduct a collegiate case competition (in collaboration with the University of Utah’s College of Architecture and Planning) to review/evaluate technical and aesthetic proposals to guide LPG renovations per historical guidelines/updated mission.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
38	First Encampment Park <i>Requested Funding: \$125,500</i> The Park is 26 years old & upgrades & improvements are needed to improve safety & ensure continued usage. Goals include mending and upgrading the sprinkler system and incorporating drip systems to reduce water waste & rock erosion; improving drainage in the dry 'riverbed' to reduce standing water issues; adding motion sensor lighting to improve safety and discourage criminal activity; repairing damaged monuments to improve the perception that the park is valued; replanting water-wise vegetation that has eroded to improve visibility within the park; adding a more visible park sign; adding historical placards with added context; repairing engraved pioneer names damaged by water on the rocks to ensure continued historical value and work with new Park Rangers to share & modernize accessible historical information.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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39	Indiana Avenue Area - Transit & Trail Connections <i>Requested Funding: \$162,500</i> In October, the Salt Lake City Council approved The Other Side Village (TOSV) pilot project, a tiny home community just west of Redwood Road on Indiana Avenue. Also just west of Redwood Road, the Wallace Stegner Academy (WSA) charter school, Riverbend Sports and Events Complex, and Vincit Amor Event Center are all attracting families and individuals to the evolving, formerly-industrial area. This request for design funding will follow on a Transportation Division study, currently in progress, that is assessing the feasibility, recommended phasing, and cost estimates for a suite of projects on either side of Redwood Road, between 400 S and California Ave. This proposal seeks funds for the design and permitting of three key elements to connect TOSV, WSA, and other destinations to walking, biking, and transit options, and to existing infrastructure such as the 9-Line Trail, a new transit hub opening in early 2023 at Orange Street / 500 S, and sidewalks on Redwood Road. • The design and environmental assessment / permitting of a multi-use trail connection between The Other Side Village development and the new transit hub. • The possible location of one or more GREENbike stations connecting the village, the transit center, and bus stops along Redwood Road. • The design of a signalized crossing of Redwood Road at either Redwood Depot Lane (~950 S) and Redwood Rd or 1040 South and Redwood Road. The final location will be decided in discussion with UDOT. This signal may be a pedestrian and bicycle signal, or a full traffic signal. Future funds will be sought for construction.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40	Multimodal Capital Maintenance <i>Requested Funding: \$200,000</i> These funds are for hiring contractors for specialized maintenance of infrastructure for which SLC does not have the equipment or staff. Examples: enhanced crosswalks, bike lanes, bike racks, colored pavement, delineators, radar speed feedback signs, pedestrian warning flashers, bike racks, etc.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
41	700 South (Phase 7, 4600 West to 5000 West) Additional Funding <i>Requested Funding: \$4,000,000</i> This project will complete the last half mile of a 4.6 mile 700 South reconfiguration from 25 Ft wide deteriorated asphalt road to a 50 FT wide concrete street with bicycle lanes, curb and gutter, sidewalk, and storm drainage from Redwood Rd to 5600 West. Additional funding is needed to complete the package for multiple reasons: a water main 1,300 feet long is required to be replaced (\$650,000); Styrofoam fill was proposed to mitigate settlement over the water main as a cost savings method, however that proposal was rejected; Union Pacific changed the City cost of the rail crossing from \$400,000 to \$1,200,000; inflation has driven up the cost of construction.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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42	800 S 1000 E Crosswalk Upgrade <i>Requested Funding: \$336,500</i> Every day throughout the day many parents, children and volunteers at Rowland Hall, as well as students and families attending Judge Memorial and East High, cross the busy intersection of 800 South 1000 East in conditions that are very dangerous. We are asking for a HAWK style crosswalk system to replace the existing rectangular rapid flashing beacons (RRFBs) at this busy intersection. We suggest moving the RRFBs to the next crosswalk to the west, at Lincoln St 800 South. In addition, the 1000 East crosswalk is in disrepair and we request it be replaced with a colored concrete crosswalk. Drivers of vehicles speed up and down 800 South. The road has two lanes in each direction, eastbound and westbound left turn lanes, and a deteriorated 4-foot median on the intersection's east side. This crosswalk is also at the bottom of a hill that encourages westbound speeding and challenges sightlines from both directions. Currently, there is a tree blocking visibility for the cars driving westbound. There have been many near misses as children cross one side in safety, only to be stranded in the middle of the street as drivers from the other side blow through the intersection unaware that a student has started to cross. Given all of these factors, a more visible way to highlight pedestrians crossing the street, and ensure student and adult safety would be greatly appreciated. We are asking for a HAWK style crosswalk system to better protect children and families, moving the existing RRFBs to the next crosswalk to the west (Lincoln St 800 South), and replacing the deteriorated crosswalk with a colored concrete crosswalk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
43	Central 9th Streetscape Improvements <i>Requested Funding: \$85,000</i> The Central 9th Community Council is seeking CIP Funds to purchase and install nine commercial trash receptacles to be located on 900 S, between West Temple and 300 W. We are also seeking funding for banner arms to be attached to the street lighting on 900 S between West Temple and 300 W and 200 W between 800 S and the 900 S freeway off-ramp for Central 9th branding banners. Also we would like laser cut C9 logos to be attached to benches and planters along public spaces on 900 S between West Temple and 200 W as well as 200 W between 800 S and the 900 S freeway off-ramp.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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44	Sugar House Community Map Project <i>Requested Funding: \$93,400</i> Maps present information about the world in a simple, visual way. They are living documents that inform, direct, and recognize a community’s open spaces, historic buildings, public services, and points of interest. Sugar House is a special community—a true inner-city that balances the needs of residents, visitors, merchants, vendors, families, students, and others unlike any other region in Salt Lake City. Strategically placed maps throughout Sugar House would inform and direct pedestrians and cyclists, identify key locations in the community, provide specific branding for Sugar House, and showcase pride for the sweetest neighborhood in Utah. The Sugar House Community Map Project will install eight (8) outdoor maps in the community. The maps will detail assets, historic landmarks, public works, open spaces, places of interest, and walking/biking paths. In addition, each map will include a QR code to connect with the Sugar House Business Alliance.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
45	Phase I: Plaza 349 Life Safety, Security, and HVAC Upgrades <i>Requested Funding: \$2,000,000</i> Plaza 349 is critical to the day to day operations of the city by hosting several key departments including: Human Resources (HR), Engineering, Information Management Services (IMS), Transportation, and Building Inspection divisions. The city has commissioned a space planning and vulnerability study which identified key elements to be updated including life safety, access controls, and security. Facilities department has also identified key assets, including HVAC system and parking structure, that require updating to ensure operation. This CIP application is for the first phase of the project and will include upgrading life safety, access controls, security, HVAC design, and key HVAC asset upgrades. The estimated cost of the first phase is \$2 million.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
46	Implementation of Safety Enhancements West Side Foothill Drive <i>Requested Funding: \$494,126</i> Building safer intersections for pedestrians and cyclists at major Foothill Drive intersections. In 2017 the Foothill Drive Implementation Strategy was completed with community input and professional planners. Since then little has been done to address the safety issues and solutions suggested in the plan. Residents and users of this corridor are seeking funds to implement changes along the west side at intersections between Bryan Avenuye and 2600 East.The most important intersection is 2500 East and Blaine Avenue near the Beacon Heights Elementary School.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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47	Reimagining 4th & 4th (4th West & 4th South) <i>Requested Funding: \$100,000</i> 4th (N) & 4th (W) is a critical piece of the Capitol Hill-Marmalade neighborhood infrastructure. A redesign of the intersection and the evolving 400 N and 400 W corridors has the potential to connect residents and visitors with the rich social infrastructure of the neighborhood. The proposed study is intended to create and improve community gathering places and develop safe, efficient, green, and pleasing neighborhood-wide connections for pedestrians, cyclists, transit users, and vehicle drivers.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
48	11th Ave Park Pavilion, Trees, and Benches <i>Requested Funding: \$533,165</i> Install a new medium sized pavilion for shade and provide a gathering place for families, friends and neighbors. It will be located near the sports fields and north of the parking area, and would be large enough for six picnic tables and provide space for several groups to gather in the shade. Seating: The views from 11th Avenue Park are outstanding, however, there are few places to sit. Seating would be added at the top of the two slopes and adjacent to looped path. Backless benches will allow for viewing either the sports fields, the tennis or the valley below. Landscape enhancements: Increase the number of shade trees in the area near the playground, pavilion, and sports fields. Increased shade will offer refuge for spectators and families with small children. It is also critical to have trees of different age classes to create a healthy urban forest. Concrete Pad: With destination level recreation amenities there is a need to provide restrooms during the peak-use seasons. Seasonal demand can be met with portable units. A concrete pad near the entrance would make the park more usable for all who use the park.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
49	New Liberty Park Crosswalks and Trails <i>Requested Funding: \$262,000</i> Two proposed crosswalks across 500 E along with new sidewalks connecting to the Liberty Park sidewalk loop. One crosswalk would connect Edith Ave to Liberty Park, and one would connect Williams Ave to Liberty Park. These new crosswalks would benefit the local community by a) increasing pedestrian access to Salt Lake City’s flagship park, b) reducing speed on 500 E by adding visual friction to the road, and c) improving pedestrian safety by allowing people to avoid crossing at busy intersections.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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50	Sunnyside and Arapeen Signal & Safety Improvements <i>Requested Funding: \$450,000</i> The intersection at Sunnyside/Arapeen represents a significant impediment to traffic entering the Research Park area and creates traffic congestion that impacts the neighborhood adjacent to Sunnyside Avenue and to Foothill Drive. This volume of left-turning traffic would justify adding a new left-turn lane. Additionally, the 9-Line Trail (Sunnyside Trail) is on the north side of the roadway, and vehicles that make a westbound to northbound left-turn conflict with trail users in an unsafe manner. This project seeks to address these issues through the use of a technology called a "Flex Lane". This relatively new signal technology would allow one of the westbound through lanes to be converted to a shared left-through lane during this morning rush hour, resulting in less congestion and less frustration for residents in the area. In this way, we can use technology to avoid widening the roadway for a dual left and maximize the facility we already have. This technology has recently been employed by UDOT at the intersection of South Temple / State Street for people making a southbound left turn and has resulted in improved conditions in that area. The added benefit of this change would be that we could modify the signal phasing so that when the trail through traffic has a green light, no left turns are permitted. When the left turning traffic has a green arrow, trail users would be stopped. We are also planning some additional bike infrastructure at the intersection. In order to complete this project, it would be necessary to completely rebuild the signal as well as the pavement in the intersection, which is in a failed condition. The project is also planned to include several complete street enhancements to the crosswalks and bike lanes at the intersection.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
51	Wasatch Hollow Park: Engagement, Planning & Restoration <i>Requested Funding: \$500,000</i> The Wasatch Hollow Community Council (WHCC) has been collaborating with SLC Public Lands regarding critical improvements to Wasatch Hollow Park. As a response to growing concerns about safety, degradation of the park, and non-compliance with posted off-leash dog guidelines, SLC Public Lands conducted a survey in August of residents. The survey sought input on off-leash dog use and other activities at the park, with the goal of serving a diverse and inclusive community of park users. The WHCC is considering the survey results and other community inputs, and intends to submit recommendations to the City. This project would fund a planning and engagement process at Wasatch Hollow park to identify capital improvements that are well supported by the surrounding community and address existing challenges at the park, specifically related to off-leash dogs and activation. The resulting plan is expected to include recommendations for better separation of the off-leash dog area and the creation of other active and passive use areas where dogs are not allowed to be off-leash, new landscaping and restoration of the field. Remaining funding would then be used for design and construction of plan recommendations.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Fiscal Year 2024 Capital Improvement Program (CIP) Funding Log

#	Project Description	Board and Mayoral Funding Recommendations						Council Funding Allocations					
		General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees	General Fund	Funding Our Future	Transportation Dedicated Sources			Parks Impact Fees
				1/4 Cent Sales Tax	Class C (gas tax)	Impact Fees				1/4 Cent Sales Tax	Class C (gas tax)	Impact Fees	
52	Hansen Ave - West Entrance/Exit <i>Requested Funding: \$470,703</i> Purchase a small portion of private property at approximately 400 West Hansen Ave to create a second (west) access point for Hansen Ave. Initial contact with the property owner indicates that they would be amenable to having the conversation about selling this property. Would include upgrading the property to City standards for a public road. This would convert this current street from a dead end street to one with two access points. There would be many benefits both public and private for this change. As detailed later in this application in more detail. A brief overview is as follows: Currently Hansen Ave (1650 South 300 West) enters and exists about 120 feet from a very busy intersection - 1700 South/300 West. This creates a lot of congestion along with several other problems. Emergency vehicle (Fire trucks/ambulances) access would be significantly improved. City Maintenance (snowplowing) would be significantly improved. Garbage collection would be significantly improved. Freight and package delivery for the existing businesses and the soon to be 175 new residents would significantly improved.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
53	Nevada Street Reconstruction <i>Requested Funding: \$479,000</i> Rebuild Nevada St running from Redondo Ave north to Garfield.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
54	Sunnyside Pickleball Courts <i>Requested Funding: \$500,000</i> Idea 1 - Sunnyside 4/6 Pickleball courts at Sunnyside Park on 800 South. Like to incorporate the best elements of all the pickle courts that I have visited in the SLC area. Ideal court location would be just south of the existing pavilion near the parking lot. This an older affluent area that would benefit from the following elements: Tall perimeter fencing to retain the ball within the courts, short fencing separating the internal courts, Sitting or bench area, covered, Night Lights, Flagging above to shade from sun, Paddle Rack system (like Fairnont court), Placard/signage that describes court rules, Court location will not infringe on the 3 existing large fields on the west side of the park used for football and lacrosse, nor the baseball fields on the north side, New Courts in this location will require: Removal of the vollyeball standards, never used, Removal or replanting of trees... Planting should be planted to strategically create shade for waiting players	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
55	1200 E Curb/Gutter/Sidewalk <i>Requested Funding: \$351,000</i> Install curb and gutter on east side of road, and curb, gutter, and sidewalk on west side of road on 1200 East between Zenith Ave. and Crandall Ave.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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56	Salt Lake City Pétanque <i>Requested Funding: \$500,000</i> I was National champion in a sport called petanque in 2019. Our national organization wanted us to put out bids. So I did and they got rejected as we don't have a facility to hold national tournaments. We are a growing sport and even had a medal winner on the last world games in Atlanta. What we ask for is a venue so we can practice. That way we can get national tournaments to Salt lake City. In almost every park, we see bocce courts but I never seen any bocce players. We are starting to grow as a sport and would love to have our own location. This project is proposing the addition of 16 Petanque courts, along with shade structures and seating at Rosewood Park.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
57	Ensign Peak Nature Park Improvements <i>Requested Funding: \$210,000</i> Ensign Nature Park attracts thousands of visitors at all hours of day and night. However, the park was not designed to handle the volume of traffic it receives, and it shows; the park lacks adequate facilities for visitors (no water or bathrooms), has heavily eroded trails and is not designed to manage the visitor volume. The increase in popularity of the park in recent years has come at considerable cost to the residents in the area - traffic, noise, littering and crime. Most of this adverse impact to the community is at night. The goal of this project is to reduce the impact to the community and be a first step towards enabling the park to be improved over the long-term. Before any other improvements can be sustainably made to the park, we need to limit late night access to the park, for the following reasons: 1) The impact on the community is severe - the late night crowd is loud - drinking, playing loud music, driving loudly, etc at all hours of the day -- it is common for significant numbers of people to be there even at 3am. They frequently leave beer bottles, fast food containers and other trash on neighboring lawns. 2) Public safety - there have been dangerous fires caused by night time visitors to the park at least twice, and firearms have been discharged at least twice in the last 2 years in the area by nighttime visitors. I propose we address this by building a fence with a full-height turn-locking turnstile and ADA gate at the park entrance, so the park can be locked between hours that the city and community agree is reasonable. Many residents in the area are willing to be volunteers to help with unlocking and locking the gate at night, and generally be stewards of the park. Improved lighting and landscaping in this area will further deter after-hours activity.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
58	11th Avenue Park Pickleball Expansion <i>Requested Funding: \$502,500</i> Expand 11th Avenue Park pickleball courts by 4 more pickleball courts (6 current dedicated courts to a total of 10 dedicated courts), with fencing. This proposal also includes creating lines on the 2 tennis courts closest to the pickleball courts to be used by pickleball players if all pickleball courts are in use. This project also includes new signage: number the courts; queuing expectations and paddle holders; court rules.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Fiscal Year 2024 Capital Improvement Program (CIP) Funding Log

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59	Westside Art Project <i>Requested Funding: \$150,000</i> Not presented to CDCIP Board. Could be combined with or separate from the \$150,000 for new art in the 9-Line RDA Project Area which was approved as part of the FY2024 annual budget.	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -
60	Maintenance of Vacant City-owned Property <i>Requested Funding: \$500,000</i> Not presented to CDCIP Board. \$200,000 is separately approved with the annual budget for security and utilities at vacant City-owned properties. The Council approved \$700,000 last fiscal year of which \$598,698 remains available. The Administration identified five projects with a total cost of \$550,000 to use the FY2023 funding. Projects have not yet been identified for the \$500,000 in new funding for FY2024 (would not lapse to Fund Balance). The five projects using the FY2023 funds are: - \$100,000 at the Former Public Safety Building (PSB) - \$200,000 for a Development Strategy and Spacing Needs Study - \$100,000+ additional Funding for Major Renovations to the Annex building Leased by Odyssey House - \$100,000 for Maintenance of City-owned Buildings Leased to Third Parties - \$50,0000 for Pre-development Work at the Fleet Block and former Public Safety Building (PSB)	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
61	Urban Trails Maintenance <i>Requested Funding: \$200,000</i> Not presented to CDCIP Board. Proposed as a new item that would be base funding ongoing annually. These funds will be used for repaving, crack and seal repair, bridge re-decking, bridge replacements, trail shoulder surfacing, snow removal, debris removal on urban paved trails. Project locations include the Jordan River Parkway, 9Line Trail, Folsom Trail. Short description: These funds will be used to fund contractors, equipment, and material to maintain urban trails and trail segments that potentially come online during the fiscal year. The maintenance of these trails is necessary to keep them safe for all that use them and so they can be used year-round	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS		\$ 8,484,921	\$ 3,240,000	\$ 7,500,000	\$ 3,500,000	\$ 240,000	\$ 2,728,850	\$ 8,484,921	\$ 3,240,000	\$ 7,500,000	\$ 3,500,000	\$ 240,000	\$ 2,728,850
AVAILABLE FUNDING BY SOURCE		\$ 8,484,921	\$ 3,240,000	\$ 7,500,000	\$ 3,500,000	\$ 240,000	\$ 2,728,850	\$ 9,099,610	\$ 3,884,126	\$ 7,500,000	\$ 3,500,000	\$ 240,000	\$ 2,728,850
AVAILABLE FUNDING LESS TOTALS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 614,689	\$ 644,126	\$ -	\$ -	\$ -	\$ -