



ROAD SAFETY AUDIT: 10600 SOUTH IN WHITE CITY

8/24/2026

PREPARED FOR:



SUBMITTED BY:



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1. INTRODUCTION

White City, Utah, submitted a request to the Wasatch Front Regional Council (WFRC) to conduct a Road Safety Audit along 10600 South. WFRC approved this request and retained METHODS Consulting as a third-party consultant to perform a Road Safety Audit with WFRC and staff from White City in April 2026. This report summarizes the existing conditions of the project area, observations made in the field and short-, medium-, and long-term recommendations.

Road Safety Audit Definition

According to the Federal Highway Administration (FHWA), a **Road Safety Audit (RSA)** is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

Figure 1: Summary of What RSAs Are and Are Not

<u>RSAs are:</u>	<u>RSAs are not:</u>
♦ Focused on road safety ♦ A formal examination ♦ Proactive in nature ♦ Conducted by a multidisciplinary team ♦ Conducted by a team independent of the operations, design, or ownership of the facility ♦ Conducted by a qualified team ♦ Broad enough to consider the safety of all road users of the facility ♦ Qualitative in nature	♦ A means to evaluate the design of a facility ♦ A check of compliance with standards ♦ A means of ranking or justifying one project over another ♦ A means of rating one design option over another ♦ A redesign of a project ♦ A crash investigation (although the crash history of an existing facility is reviewed by an RSA team)

Road Safety Audit Meetings and Process

As noted above, the RSA process is conducted in accordance with FHWA guidelines. **Figure 2** outlines the steps involved in an RSA.

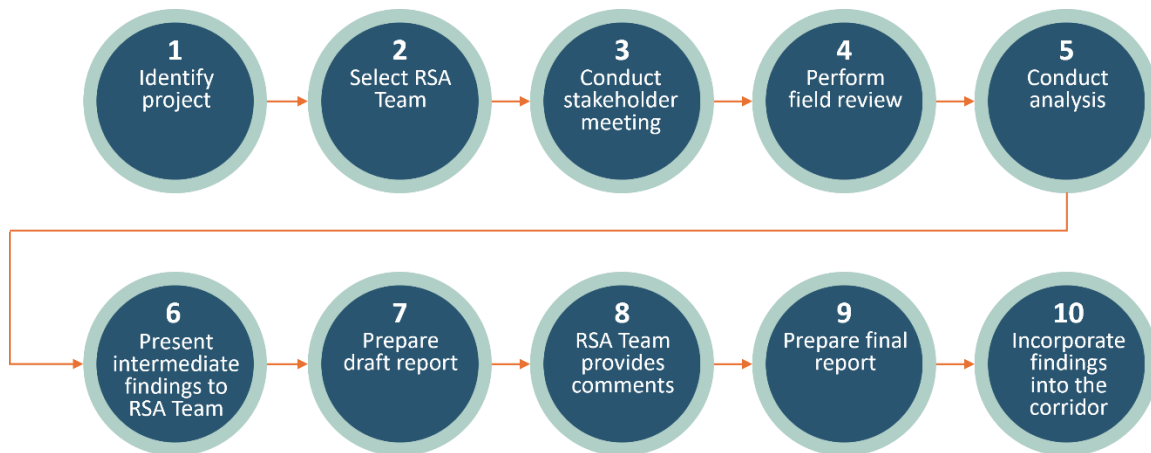


Figure 2: Key Steps in a Road Safety Audit

Stakeholders and points of contact participate throughout the process, particularly during key meetings. The kick-off meeting introduced the concept of an RSA, its process, and the responsibilities of the point of contact. At the organization meeting, WFRC staff, METHODS staff, and the point of contact identified the following locations for the field review:

- White City Trail Crossing
- Amaryllis Street
- Crocus Street & the Dimple Dell Recreation Center
- Carnation Drive
- Larkspur Drive
- Primrose Drive
- McDonald's Access
- 1300 East

At the stakeholder meeting the RSA process was introduced, key features of the corridor were presented, and the plan for the field review was outlined. At the field review, observations were made at the locations outlined above. Key takeaways from the field review are included in the Appendix. The consultant team presented the identified key concerns and potential solutions at the intermediate meeting.

Project Team and Field Review

RSAs require an independent, qualified, and multidisciplinary team of experts. Team members should act independently of the project owner/design team and have the freedom, ability, and comfort to comment frankly on potentially controversial safety issues. Having a combination of skills and experience in different areas is also helpful to ensure the most critical aspects of the project are addressed¹.

¹ FHWA Road Safety Audit Guidelines, Publication No. FHWA-SA-06-06, page 27

The 10600 South RSA's team included 15 members, identified in [Table 1](#) with the elements of the audit for which they were present. Erica Wygonik of METHODS Consulting was the RSA team leader.

Table 1: RSA Team Members and Attendance

Name	Agency	AM Peak Hour Review	Stakeholder Meeting	Field Review	PM Peak Hour Review	Intermediate Results Meeting
Tyler Huish	White City		X	X		X
Chad Anderson	MSD		X	X		
Richard Stephens	MSD		X	X		X
Britney Ward	Sandy City		X	X		X
Jon Arnold	Sandy City Police		X	X		
Ian Hartman	MSD		X	X		X
Richard Wilson	Unified Police Dept.		X	X		
Mark Gao	MSD					X
Ryan McConaghie	Sandy City Fire		X	X		
Travis Ackerman	Sandy City			X		
Fariba Soltani	WFRC		X	X		X
Erica Wygonik (team leader)	METHODS (Consultant)	X	X	X	X	X
Dallas Wall	METHODS (Consultant)		X	X		
Scott Johnson	METHODS (Consultant)		X	X	X	
Savanah Allen	METHODS (Consultant)					X

The team gathered for a stakeholder meeting at the MSD offices at 9:00 am on 10 April 2026, then held a field review, walking the corridor and making stops at key locations to discuss and observe together. METHODS also observed the corridor throughout the day, including the AM and PM peak periods. After the formal field review was over, METHODS collected sight distance measurements and speed data and made additional observations throughout the corridor. Findings and analysis from these observations are included in this report.

Following the field review and additional observations, METHODS met with members of the RSA team to discuss a list of short-, medium-, and long-term recommendations to include in the final report.

2. PROJECT CONTEXT

The total length of the study corridor is the 1.0-mile segment between 700 East (SR-71) and 1300 East. The project corridor is located to the east of I-15, south of SR-209. 10600

South is an east-west route and is a federal aid eligible road (2078)². Land use surrounding 10600 South includes residential, a recreational center, and some commercial developments near 700 East and 1300 East.

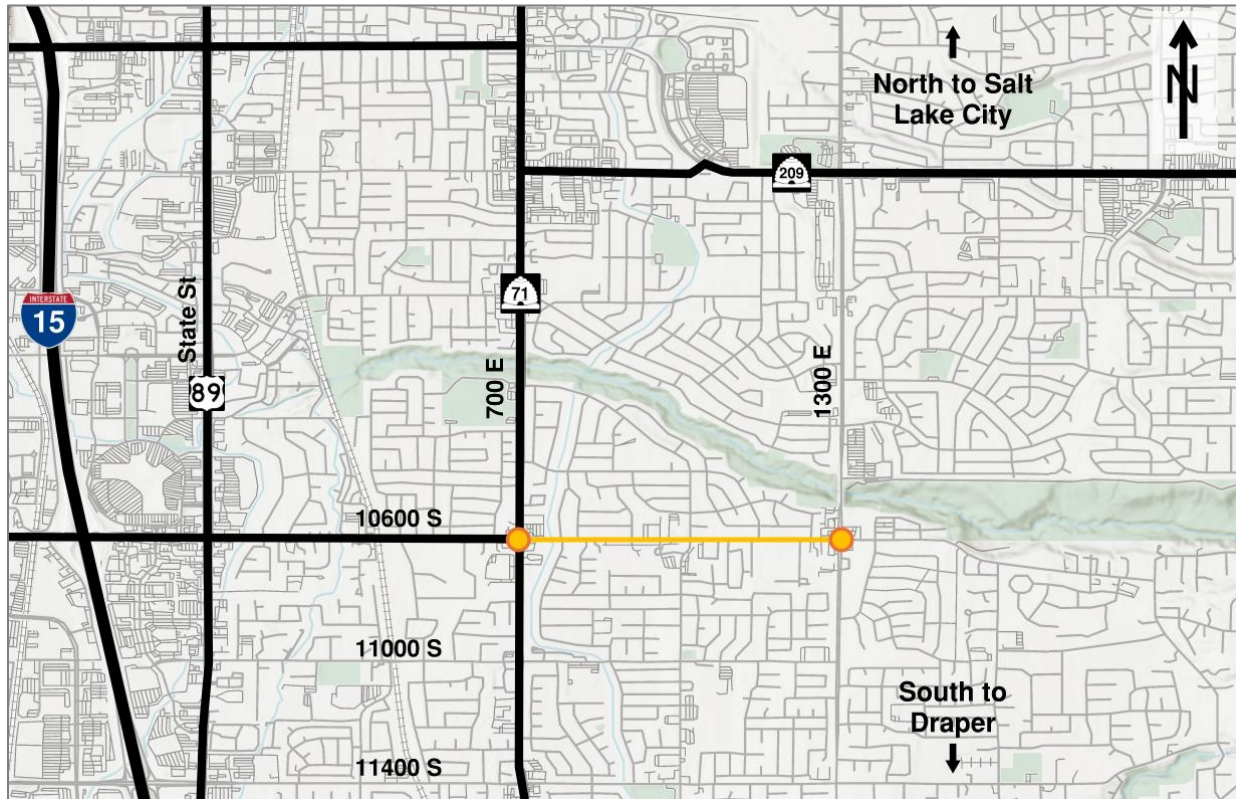


Figure 3: Project Location

WFRC Comprehensive Safety Action Plan

The WFRC Comprehensive Safety Action Plan (CSAP) was completed in 2024. This plan presents strategies to reduce roadway fatalities and serious injuries in the WFRC region. 10600 South was one of the corridors identified in the plan for safety improvements, from 700 East to 1300 East. Safety measures identified in the plan are shown in *Figure 4*.

² Federal-aid eligible roads are roads the Federal-Aid Highway Program supports with financial assistance for the nation's highway network, which includes locally owned roads. <https://www.fhwa.dot.gov/federal-aidessentials/federalaid.cfm>

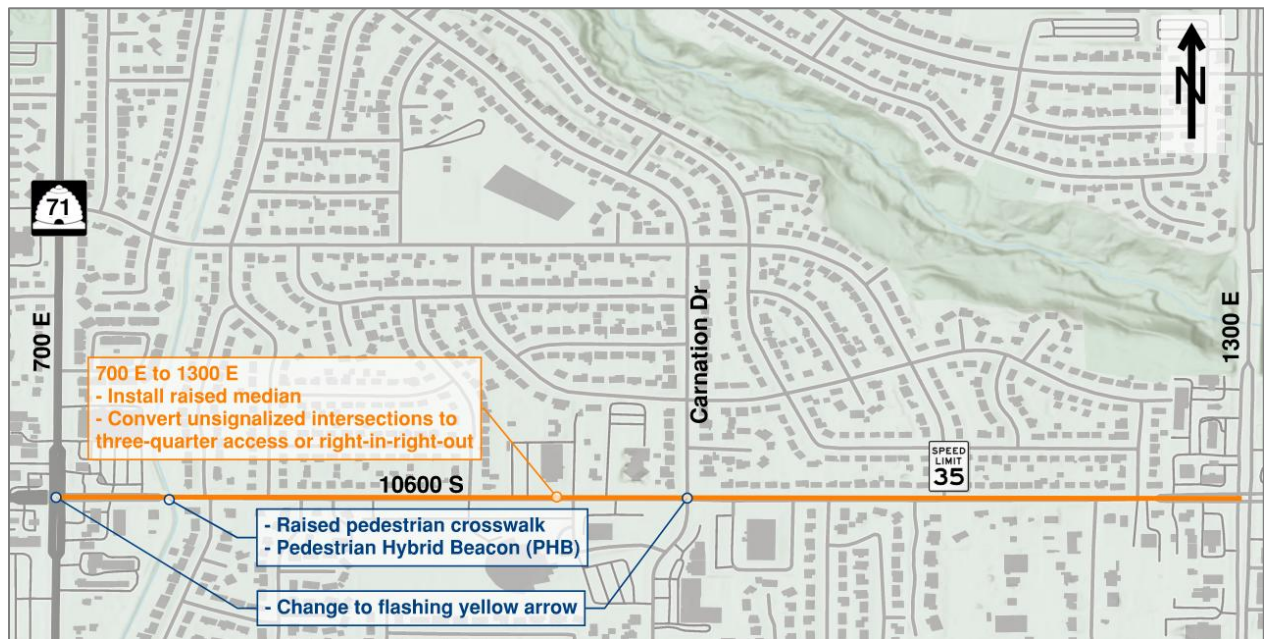


Figure 4: Safety Measures Identified in WFRC CSAP

3. EXISTING CONDITIONS

Roadway Cross Section

The current roadway cross section along the study corridor includes the following:

- ◆ Two 12' lanes in each direction
- ◆ No shoulders (except for near recreation center)
- ◆ 12' center two-way-left-turn lane (TWLTL) median
- ◆ 60' pavement width
- ◆ Curb, gutter, and 4' wide sidewalk, typically with a 4' park strip

Volumes

The annual average daily traffic (AADT) volumes along the study corridor range between 21,000 and 26,000 vehicles per day in 2024 as reported by UDOT. METHODS set up a vehicle counter near the church east of Carnation Drive from November 4, 2025, to November 6, 2025. The daily traffic volume was observed to be approximately 17,500 vehicles per day.

Speeds

The speed limit is 35 mph along the study corridor. Speed observations indicate the 85th percentile speed proximate to Larkspur Drive is 40 mph and near Crocus Street is 43 mph.

Crash Summary

Crash data was obtained from the UDOT Traffic and Safety Division. Crash data may be protected under 23 USC 407. Data from the most recent five full years (January 2020 to December 2024) was used. Crashes reported in 2025 and 2026 were also reviewed, but they may not be fully verified. Crashes summarized in **Table 2** are shown in **Figure 5**.

Table 2: Crash Data Summary

Year	All Crashes	
	Total	Severe (Fatal or Serious Injury)
2020	40	0
2021	40	0
2022	54	2
2023	61	0
2024	36	2
2025*	33	2
2026*	7	0
Total:	271	6

*2025 and 2026 crash data may not be fully validated

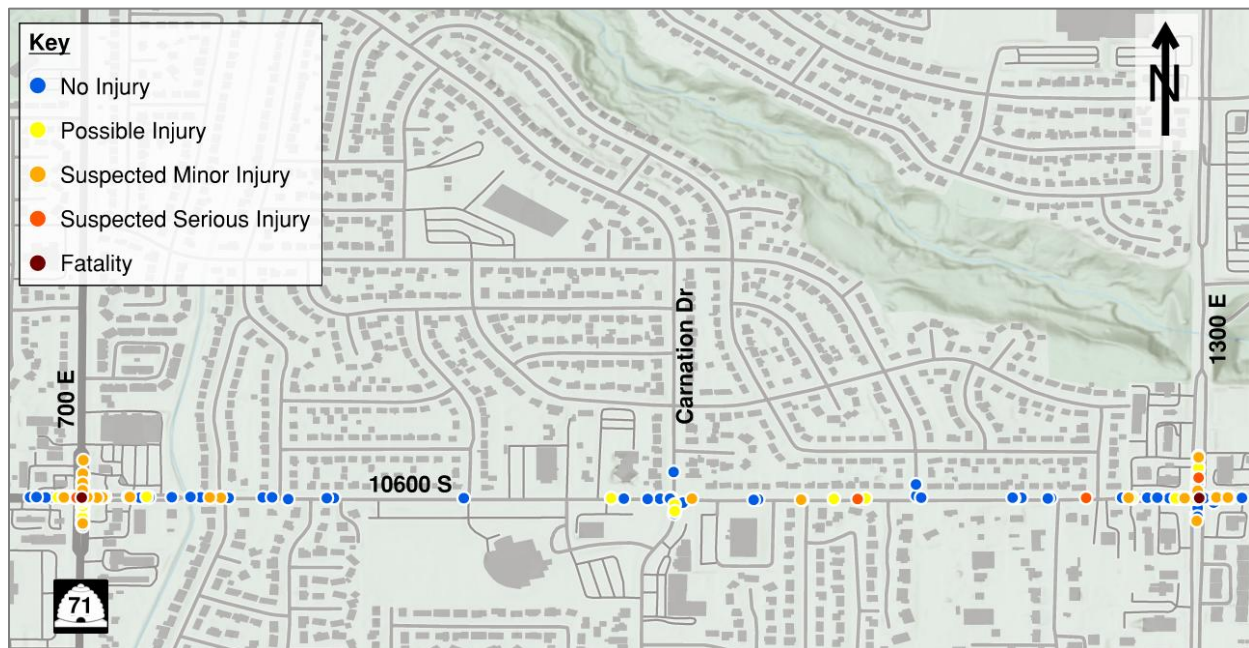


Figure 5: Crash Summary

Notable Crash History Findings Along the Study Corridor

- ♦ A total of 231 crashes were reported between 2020 and 2024, including two serious injury crashes and two fatal crashes.
 - One serious injury crash involved an eastbound vehicle hitting a pedestrian chasing a vehicle that had rolled backwards out of a driveway.
 - One serious injury crash involved a drowsy driver veering into a motorcycle in the next lane after the driver was startled when his vehicle hit the vertical deflection traveling northbound on 1300 E.
 - One fatal crash involved a westbound left-turning vehicle failing to yield right-of-way at the 700 E intersection.
 - One fatal crash involved a westbound right-turning vehicle hitting a pedestrian in the north leg crosswalk at the 1300 E intersection.
- ♦ Nine crashes have been reported in the study area involving a pedestrian or cyclist. Four of these crashes occurred at the 1300 East intersection, including one fatality, and two were reported at the 700 East intersection.
 - At 700 E an eastbound right-turning vehicle hit a cyclist in the crosswalk.
 - At 700 E a northbound right-turning vehicle hit a cyclist in the crosswalk.
 - A westbound vehicle rear-ended another westbound vehicle which had stopped for a pedestrian crossing at the White City Trail.
 - An eastbound vehicle rear-ended two other eastbound vehicles which had stopped for a pedestrian crossing near Crocus Street/Dimple Dell Rec Center.
 - At 1300 E, a westbound vehicle slid in a snowstorm into a stopped vehicle. The stopped vehicle was pushed into a pedestrian who had gotten out of their car and became pinned between their vehicle and the pushed vehicle.
 - At 1300 E, an eastbound right-turning vehicle hit a cyclist in the crosswalk.
 - At 1300 E, an eastbound right-turning vehicle hit a pedestrian in the crosswalk.
 - At 1300 E, a fatal crash involved a westbound right-turning vehicle hitting a pedestrian in the north leg crosswalk.

4. FINDINGS AND MEASURES FOR CONSIDERATION

During the RSA stakeholder meeting, field review, and intermediate results meetings, the project team members discussed their collective knowledge and experience with the corridor, observed the corridor together at various stopping points, and identified possible improvements. The following sections summarize these findings and measures for consideration, backed by data after a summary of corridor-wide findings and measures for consideration. Measures for consideration are identified as **short-**, **medium-**, or **long-term**.

All the included measures are nationally and locally vetted options to address the noted concerns. In some cases, multiple measures are recommended. Generally, when multiple measures are recommended all can be implemented, and they would work in tandem to address the concern. However, measures can be implemented individually as funding or resources allow or, in some cases, reflect options to choose between, as funding and resources allow.

A summary map of all location-specific insights and issues is shown in **Figure 6**. Insights are not necessarily safety concerns, but observations or background information that inform recommended safety measures. Issues are safety concerns which the suggested measures intend to address.

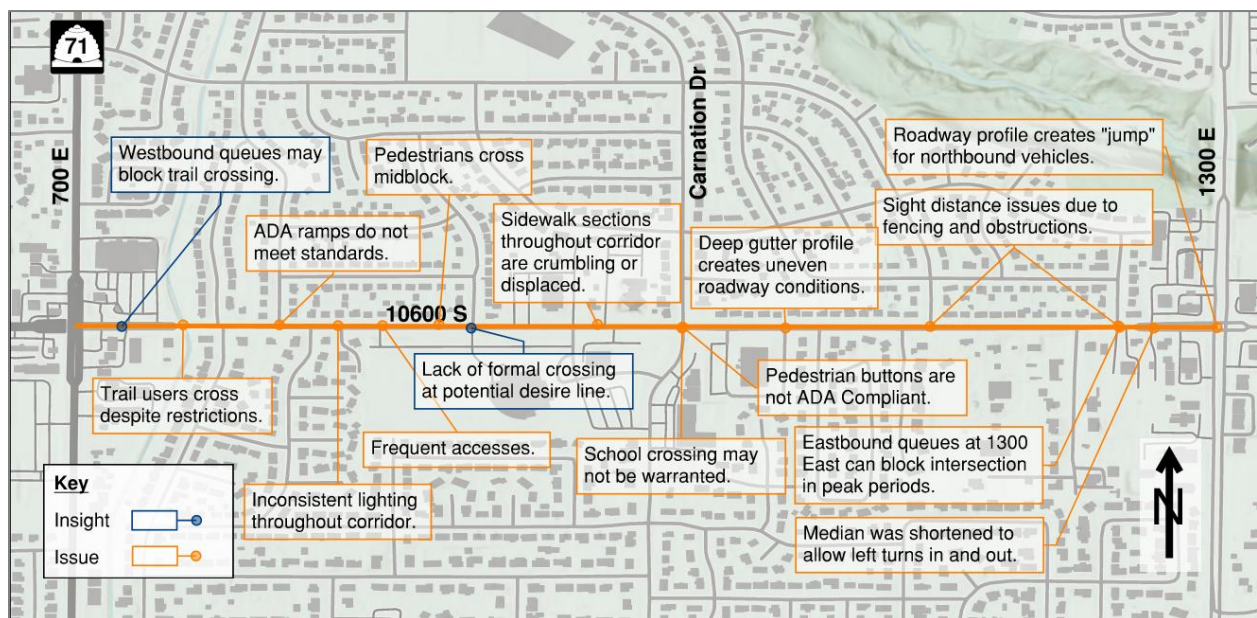


Figure 6: Insights and Issues Summary

Corridor-Wide

Issue #1: Limited or inconsistent street lighting.

Medium-Term Measure:

- Add light fixtures at intersections where feasible

Long-Term Measure:

- Add lighting throughout, and particularly at intersections

Issue #2: Closely spaced accesses increase conflict points.

Long-Term Measure:

- Convert to a 3-lane cross-section or widen the roadway to allow for shoulders
- Install raised median and restrict access points where possible

Issue #3: Narrow and displaced sidewalks and lack of shoulders reduce pedestrian comfort. ADA ramps are not compliant.

**Short-Term Measure:**

- Clean sidewalks and clear overgrowth to regain full width
- Consider restriping corridor to narrow lanes and create a 1' shoulder
- Stripe edge lines

Medium-Term Measure:

- Repair crumbling and displaced sidewalk sections
- Update pedestrian ramps to be ADA compliant

Long-Term Measure:

- Convert to a 3-lane cross-section or widen the roadway to allow for wider sidewalks and plant strips, shoulders, and possibly bike lanes

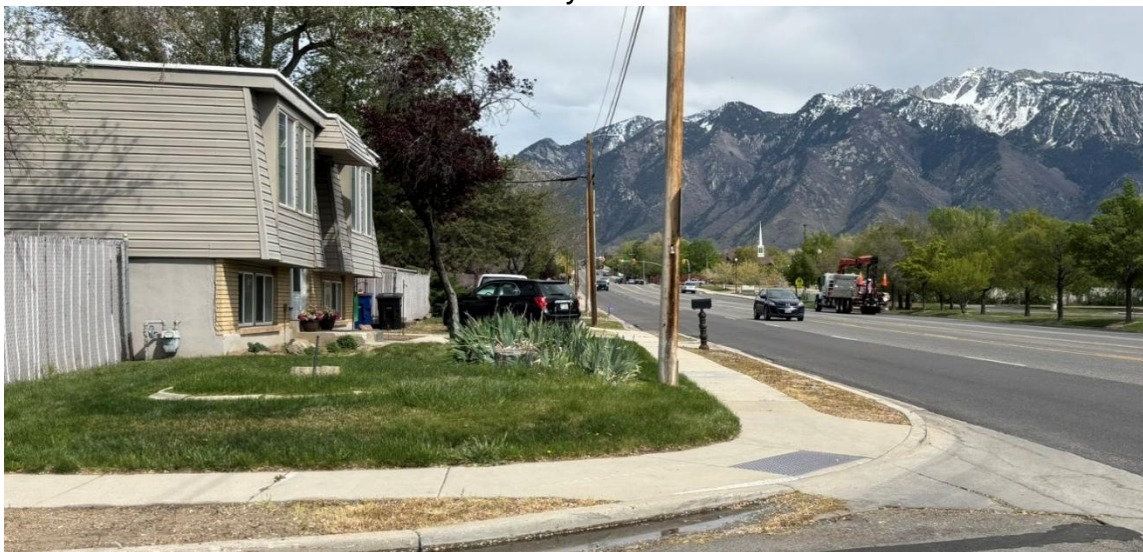
Issue #4: Drainage and gutter profiles create uneven roadway conditions.



Long-Term Measure:

- Regrade road and drainage channels to smooth vertical deflections

Issue #5: Many driveways are too short to allow vehicles to turn around and therefore vehicles need to back into or out of driveways.



Long-Term Measure:

- Convert to a 3-lane cross-section or widen the roadway to allow for wider sidewalks and plant strips, shoulders, and possibly bike lanes

Issue #6: Vertical curvature and obstacles constrain sight distances.



Short-Term Measure:

- Clean sidewalks and clear overgrowth to regain full width

Medium-Term Measure:

- Update local ordinances as needed to ensure obstacles are not built or placed in sight lines

Long-Term Measure:

- Convert to a 3-lane cross-section or widen the roadway to allow for wider sidewalks and plant strips, shoulders, and possibly bike lanes

White City Trail Crossing

Issue #1: Trail users cross despite restrictions and direction to 700 E. Concern westbound queues extend to trail during peak periods.

Medium-Term Measure:

- Install a pedestrian crosswalk with supportive features (RRFB or pedestrian signal, lighting, refuge island)
 - Integrate pedestrian signal with the control at 700 E

Long-Term Measure:

- Install a pedestrian over- or under-pass

Issue #4: The fence may be hard for approaching trail users to see.



Short-Term Measure:

- Add reflective paint or reflectors to the fencing

Medium-Term Measure:

- Install a pedestrian crosswalk with supportive features (RRFB or pedestrian signal, lighting, refuge island)
 - Integrate pedestrian signal with the control at 700 E

Long-Term Measure:

- Install a pedestrian over- or under-pass

Amaryllis Street

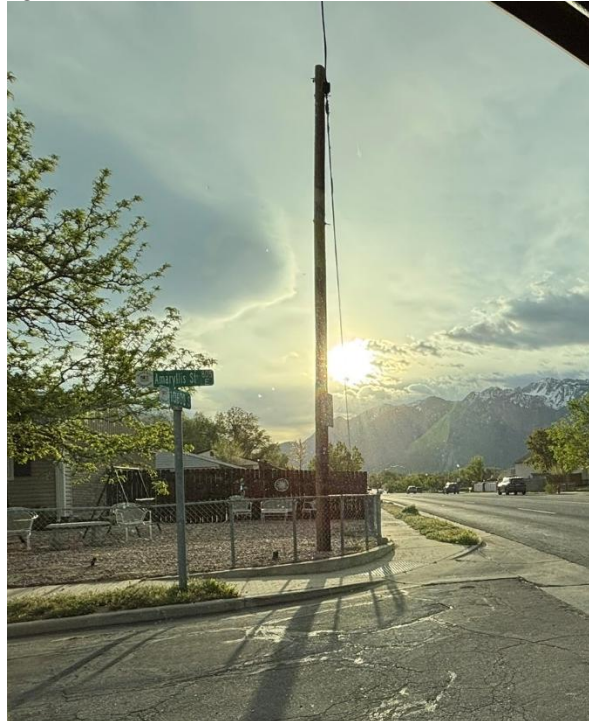
Issue #1: ADA Ramps do not meet standards.



Medium-Term Measure:

- Update pedestrian ramps to be ADA compliant
- Repair crumbling and displaced sidewalk sections

Issue #2: Lack of lighting.



Medium-Term Measure:

- Install light fixture on proximate utility pole

Crocus Street / Dimple Dell Recreation Center

Issue #1: Pedestrians cross midblock to access recreation center parking.



Short-Term Measure:

- Evaluate location for a pedestrian crosswalk, including latent demand

Medium-Term Measure:

- Install crosswalk with supportive treatments (RRFB, pedestrian refuge island, lighting, pedestrian fencing in other locations)
- Consolidate access points for Dimple Dell Recreation Center and proximate church

Issue #2: Lack of formal crossing at a potential desire line.

**Short-Term Measure:**

- Evaluate location for a pedestrian crosswalk, including latent demand
- Evaluate access and circulation at the Dimple Dell Recreation Center

Medium-Term Measure:

- Install crosswalk with supportive treatments (RRFB, pedestrian refuge island, lighting, pedestrian fencing in other locations)
- Consolidate access points for Dimple Dell Recreation Center and proximate church

Carnation Drive

Insight: A roundabout may be installed at the intersection with 11000S approximately 0.5 miles to the south.

Issue #1: School crossing may not be warranted for the type of users.



Short-Term Measure:

- Evaluate existing school crosswalk and potentially restripe as standard crosswalk

Issue #2: Gutter and crown create vehicle discomfort.

Long-Term Measure:

- Regrade drainage channels to smooth vertical deflection
- Consider installing a roundabout

Issue #3: Pedestrian environment could be improved.

Medium-Term Measure:

- Add lighting so all four corners are lit

Long-Term Measure:

- Consider installing a roundabout

Issue #4: Tight curve south of the intersection

Short-Term Measure:

- Install curve warning signs south of intersection on 1000 E

Issue #5: Concern that sight distances are constrained

Short-Term Measure:

- Evaluate protected left-turn phasing

Issue #6: Pedestrian activation buttons are not ADA compliant.



Medium-Term Measure:

- Relocate pedestrian activation buttons to meet ADA requirements

Larkspur Drive

Issue #1: Limited sight distance due to fencing, obstacles, and lack of shoulder. Vehicles must pull into forward to see traffic.



Short-Term Measure:

- Move fence out of sight lines

Primrose Drive

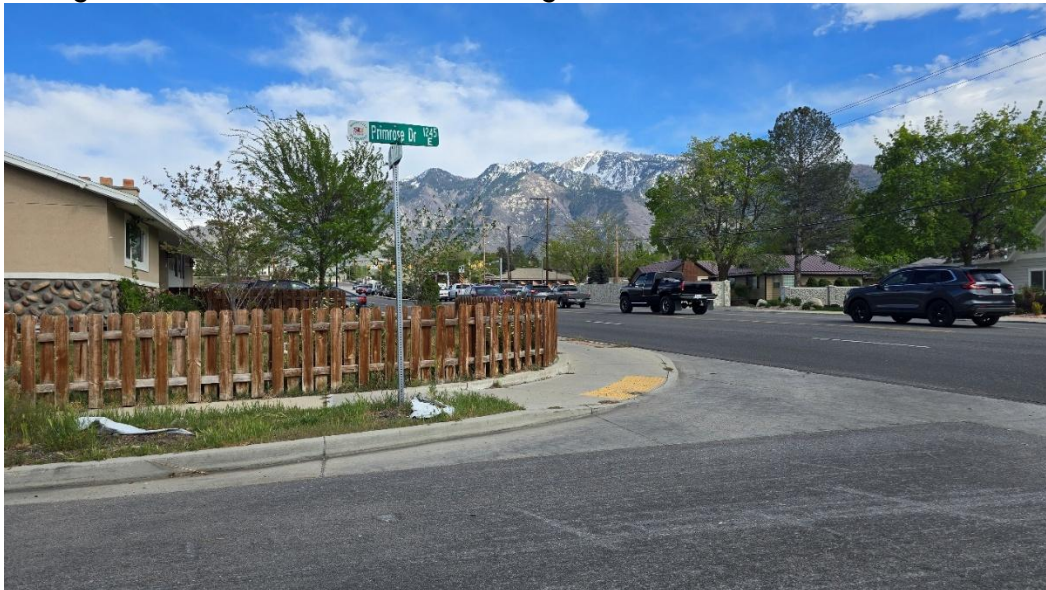
Issue #1: Queue spillback from 1300 East can block intersection in peak periods.



Medium-Term Measure:

- Extend raised median past Primrose Drive to convert McDonald's & Primrose Drive into right-in/right-out access

Issue #2: Sight distance issues due to fencing and obstructions.



Short-Term Measure:

- Move fence out of sight lines

McDonald's Access

Issue #1: Median was shortened allowing left turns in and out.



Medium-Term Measure:

- Extend raised median past Primrose Drive to convert McDonald's & Primrose Drive into right-in/right-out access

1300 East

Issue #1: Roadway profile creates “jump” for northbound vehicles.



Short-Term Measure:

- Systemic improvements at signals on high-speed corridors (wide edge striping, speed limit and signal ahead signs, speed feedback sign, pavement speed limit marking)

Medium-Term Measure:

- Regrade intersection to eliminate high point

Issue #2: Crash history related to high-speed conditions & right-turn-on-red conflicts.

Short-Term Measure:

- Prohibit right-turn on red during WALK phase
- Systemic improvements at signals on high-speed corridors (wide edge striping, speed limit and signal ahead signs, speed feedback sign, pavement speed limit marking)

Medium-Term Measure:

- Regrade intersection to eliminate high point

Benefit-Cost Analysis

The following tables show the cost estimate, expected crash reduction, and benefit-cost ratio of each improvement. These are high-level estimates, based on the best available information. Cost estimates rely on current unit costs, available project estimates, or estimates from similar projects. METHODS estimated the safety costs in the study area using the observed crash data.

To estimate how the suggested safety measures may impact the number of crashes, crash modification factors (CMFs) were used. CMFs from the Utah CMF database, the WFRF CSAP, and CMF Clearinghouse were applied to each measure when there was an applicable equivalent countermeasure. Not all measures have an equivalent countermeasure for various reasons. The lower the CMF, the greater reduction in crashes a countermeasure is expected to produce.

The following table summarizes the improvements with their CMF, cost estimate, and benefit-cost ratio. A benefit-cost ratio (B/C) above 1 means the benefit of a countermeasure is greater than the cost of that countermeasure. The benefit values used to determine the final B/C ratio are based on a 20-year analysis. The cost of a countermeasure is factored based on its service life. Complete calculations for each improvement are included in the Appendix.

Measures are prioritized in terms of their relative ease of implementation (short-, medium-, and long-term). Short-term measures can generally be addressed within regular maintenance and operations budgets; medium-term measures may require some advanced planning but can generally be addressed within a CIP; long-term measures require more substantial planning or funding and may require grants or bonds to

implement. In general, treatments with a higher benefit-cost ratio have a higher return on investment.

Table 3: Benefit-Cost Analysis^{3,4}

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
SHORT TERM						
S-1	Corridor Wide	Clean sidewalks and clear overgrowth to regain full width	0.994	\$145,000	\$398,000	0.36
S-2	Corridor Wide	Consider restriping corridor to narrow lanes and create a 1' shoulder	0.680	\$7,138,000	\$200,000	35.69
S-3	Corridor Wide	Stripe edge lines	0.962	\$857,000	\$10,500	81.62
S-4	Carnation Drive	Evaluate existing school crosswalk and potentially restripe as standard crosswalk	0.990	\$11,000	\$5,300	2.08
S-5	Carnation Drive	Install curve warning signs south of intersection on 1000 E	0.850	\$106,000	\$13,000	8.15
S-6	Carnation Drive	Evaluate protected left-turn phasing, including reviewing available sight distances	0.990	\$11,000	\$14,000	0.79
S-7	Larkspur Drive	Move fence out of sight lines	0.890	\$91,000	\$2,000	45.50
S-8	Primrose Drive	Move fence out of sight lines	0.890	\$98,000	\$2,000	49.00
S-9	1300 East	Prohibit right-turn on red during walk phase	0.995	\$327,000	\$7,000	46.71
S-10	1300 East	Systemic improvements at signals on high-speed corridors	0.902	\$4,137,000	\$45,000	91.93
MEDIUM TERM						
M-1	Corridor Wide	Repair crumbling and displaced sidewalk sections	0.994	\$145,000	\$140,000	1.04
M-2	Corridor Wide	Update pedestrian ramps to be ADA compliant	0.990	\$1,258,000	\$75,000	16.77
M-3	Corridor Wide	Add light fixtures at intersections where feasible	0.982	\$1,042,000	\$249,000	4.18
M-4	Corridor Wide	Update local ordinances as needed to ensure obstacles are not built or placed in sight lines	0.890	\$2,454,000	\$6,000	409.00
M-5	Trail Crossing	Install a pedestrian crosswalk with supportive features (RRFB or pedestrian signal, lighting, raised crosswalk, refuge island)	0.990	\$610,000	\$45,000	13.56

³ Lower CMFs indicate a countermeasure is expected to result in a larger reduction in crashes.

⁴ Because bicycle and pedestrian crashes are relatively infrequent, available methodologies do not accurately reflect the value of these improvements. Although the benefit-cost ratio for many of these treatments is low – and sometimes below 1, protecting the most vulnerable users is beneficial from both a human life and financial perspective. In Utah the average cost of a pedestrian-involved crash is 5-6 times higher than the average cost of a vehicle crash. (Utah's Crash Costs Memo March 16, 2026)

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
M-6	Amaryllis Street	Update pedestrian ramps to be ADA compliant	0.990	\$3,000	\$15,000	0.20
M-7	Amaryllis Street	Install light fixture on proximate utility pole	0.982	\$0	\$50,000	0.00
M-8	Amaryllis Street	Repair crumbling and displaced sidewalk sections	0.974	\$8,000	\$7,000	1.14
M-9	Crocus Street / Dimple Dell Recreation Center	Install crosswalk with supportive treatments (RRFB, pedestrian refuge island, lighting, pedestrian fencing in other locations)	0.990	\$11,000	\$45,000	0.24
M-10	Crocus Street / Dimple Dell Recreation Center	Consolidate access points for Dimple Dell Recreation Center and proximate church	0.903	\$179,000	\$21,000	8.52
M-11	Carnation Drive	Relocate pedestrian activation buttons to meet ADA requirements	0.990	\$11,000	\$2,000	5.50
M-12	Carnation Drive	Tighten curb radii	0.680	\$366,000	\$72,000	5.08
M-13	Carnation Drive	Add lighting so all four corners are lit	0.982	\$34,000	\$50,000	0.68
M-14	Carnation Drive	Convert doghouse signals to flashing yellow arrow	0.972	\$33,000	\$28,000	1.18
M-15	Larkspur Drive	Repair crumbling and displaced sidewalk sections	0.974	\$22,000	\$7,000	3.14
M-16	Larkspur Drive	Update pedestrian ramps to be ADA compliant	0.990	\$8,000	\$15,000	0.53
M-17	Primrose Drive & McDonald's Access	Extend raised median past Primrose to convert McDonald's & Primrose into right-in/right-out access	0.604	\$547,000	\$36,000	15.19
M-18	Primrose Drive	Repair crumbling and displaced sidewalk sections	0.974	\$22,000	\$7,000	3.14
M-19	Primrose Drive	Update pedestrian ramps to be ADA compliant	0.990	\$8,000	\$15,000	0.53
M-20	Primrose Drive	Add light fixture at the intersection	0.982	\$34,000	\$50,000	0.68
M-21	1300 East	Regrade intersection to eliminate high point	0.692	\$30,833,000	\$1,558,000	19.79
LONG TERM						
L-1	Corridor Wide	Add lighting throughout, particularly at intersections	0.957	\$1,109,000	\$454,000	2.44
L-2	Corridor Wide	Regrade drainage channels to smooth vertical deflections	0.692	\$1,431,000	\$1,250,000	1.14
L-3	Corridor Wide	Convert to a 3-lane cross-section, widen sidewalks and plant strips, add shoulder or bike lanes	0.810	\$23,902,000	\$4,500,000	5.31

ID	Location	Measure	CMF	20-Year Benefit	20-Year Cost	Benefit-Cost Ratio (B/C)
L-4	Corridor Wide	Widen road/ROW to widen sidewalks and plant strips, and add shoulder or bike lanes	0.849	\$5,169,000	\$6,250,000	0.83
L-5	Trail Crossing	Install a pedestrian over- or under-pass	0.995	\$317,000	\$3,416,000	0.09
L-6	Amaryllis Street	Extend median from 700 E through 810 E to make Silver Mountain Drive/Savannah Drive, Amaryllis Street, and 810 E right-in/right-out	0.604	\$2,175,000	\$96,000	22.66
L-7	Carnation Drive	Consider installing a roundabout	0.737	\$359,000	\$2,989,000	0.12

5. RECOMMENDATIONS

The following is a summary of recommendations based on known operations, safety, and geometry along the study corridor and the preliminary evaluation of the measures described above.

Table 4: Recommendations

ID	Location	Measure	Recommended?	Details
SHORT TERM				
S-1	Corridor Wide	Clean sidewalks and clear overgrowth to regain full width	Yes	
S-2	Corridor Wide	Consider restriping corridor to narrow lanes and create a 1' shoulder	Yes	
S-3	Corridor Wide	Stripe edge lines	Yes	
S-4	Carnation Drive	Evaluate existing school crosswalk and potentially restripe as standard crosswalk	Yes	
S-5	Carnation Drive	Install curve warning signs south of intersection on 1000 E	Yes	
S-6	Carnation Drive	Evaluate protected left-turn phasing, including reviewing available sight distances	Not at this time	B/C < 1; initial review indicates adequate sight distances
S-7	Larkspur Drive	Move fence out of sight lines	Yes	
S-8	Primrose Drive	Move fence out of sight lines	Yes	
S-9	1300 East	Prohibit right-turn on red during walk phase	Yes	
S-10	1300 East	Systemic improvements at signals on high-speed corridors	Yes	
S-11	Trail Crossing	Add reflective paint or reflectors to the fencing	Yes	
S-12	Crocus Street / Dimple Dell Recreation Center	Evaluate location for a pedestrian crosswalk, including latent demand	Yes	

ID	Location	Measure	Recommended?	Details
S-13	Crocus Street / Dimple Dell Recreation Center	Evaluate access and circulation at the Dimple Dell Recreation Center	Yes	
MEDIUM TERM				
M-1	Corridor Wide	Repair crumbling and displaced sidewalk sections	Yes	
M-2	Corridor Wide	Update pedestrian ramps to be ADA compliant	Yes	
M-3	Corridor Wide	Add light fixtures at intersections where feasible	Yes	
M-4	Corridor Wide	Update local ordinances as needed to ensure obstacles are not built or placed in sight lines	Yes	
M-5	Trail Crossing	Install a pedestrian crosswalk with supportive features (RRFB or pedestrian signal, lighting, raised crosswalk, refuge island)	Yes	
M-6	Amaryllis Street	Update pedestrian ramps to be ADA compliant	Yes	
M-7	Amaryllis Street	Install light fixture on proximate utility pole	Yes	Limited benefit-cost ratio because recent crashes were property damage only
M-8	Amaryllis Street	Repair crumbling and displaced sidewalk sections	Yes	
M-9	Crocus Street / Dimple Dell Recreation Center	Install crosswalk with supportive treatments (RRFB, pedestrian refuge island, lighting, pedestrian fencing in other locations)	Not at this time	Install if warranted; multiple treatments required unless road diet is pursued
M-10	Crocus Street / Dimple Dell Recreation Center	Consolidate access points for Dimple Dell Recreation Center and proximate church	Yes	
M-11	Carnation Drive	Relocate pedestrian activation buttons to meet ADA requirements	Yes	
M-12	Carnation Drive	Tighten curb radii	Yes	
M-13	Carnation Drive	Add lighting so all four corners are lit	Not at this time	Pursue as funding or opportunity allow
M-14	Carnation Drive	Convert doghouse signals to flashing yellow arrow	Yes	
M-15	Larkspur Drive	Repair crumbling and displaced sidewalk sections	Yes	
M-16	Larkspur Drive	Update pedestrian ramps to be ADA compliant	Yes	
M-17	Primrose Drive & McDonald's Access	Extend raised median past Primrose to convert McDonald's & Primrose into right-in/right-out access	Yes	
M-18	Primrose Drive	Repair crumbling and displaced sidewalk sections	Yes	
M-19	Primrose Drive	Update pedestrian ramps to be ADA compliant	Yes	
M-20	Primrose Drive	Add light fixture at the intersection	Yes	
M-21	1300 East	Regrade intersection to eliminate high point	Yes	

ID	Location	Measure	Recommended?	Details
LONG TERM				
L-1	Corridor Wide	Add lighting throughout, and particularly at intersections	Yes	
L-2	Corridor Wide	Regrade drainage channels to smooth vertical deflections	Yes	
L-3	Corridor Wide	Convert to a 3-lane cross-section, widen sidewalks and plant strips, add shoulder or bike lanes	Yes	
L-4	Corridor Wide	Widen road/ROW to widen sidewalks and plant strips, and add shoulder or bike lanes	Yes	
L-5	Trail Crossing	Install a pedestrian over- or under-pass	Yes	
L-6	Amaryllis Street	Extend median from 700 E through 810 E to make Silver Mountain Drive/Savannah Drive, Amaryllis Street, and 810 E right-in/right-out	Yes	
L-7	Carnation Drive	Consider installing a roundabout	Yes	Consider in conjunction with roundabout at 11000 S

6. APPENDIX

A: Summary of Issues

B: Detailed Benefit-Cost Calculation Table

APPENDIX A: SUMMARY OF ISSUES

The following list of issues are a compilation of the project team's observations during the RSA field review on April 10, 2026, the experience of City officials, and the crash history and volumes.

Entire Corridor

- Pedestrian environment is uncomfortable due to narrow sidewalks, lack of shoulders, and high traffic speeds
 - Sidewalk width and condition varies and may not meet current standards
 - ADA compliance issues at multiple locations
 - Team suggested eliminating park strip to widen sidewalk and provide modest shoulder
- White City has a pedestrian walking plan that includes widening the sidewalk on the north side of 106th South. Sandy city currently has no active transportation plans for 106th South.
 - The team was open to bulb-outs.
- No dedicated bicycle facilities; corridor is not recognized as a bike route
- Vertical curvature along the corridor contributes to operational and safety concerns
- Speeding is a concern
- Drainage and gutter profiles create uneven roadway conditions in some locations
- Frequent curb cuts & intersections create conflict points
- Fire department expressed concerns about continuous raised medians limiting access to residential streets
- Short driveways create hazards accessing residential parcels
- Limited east-west connectivity funnels traffic onto 10600 South
- Crash history includes right-turn-on-red conflicts and high-speed related crashes
- Limited or inconsistent street lighting across jurisdictions (Sandy vs. White City)

White City Trail Crossing

- A HAWK was proposed and a grant secured to fund it, but it wasn't used for that.
- While some do cross, crossing 106th is not permitted, signage directs to 700 East
 - Lack of safe and convenient crossing opportunity for trail users
- Sight distance concerns due to roadway slope and vertical curvature
- Concerns that westbound queues at 700 E extend to the trail in peak periods
- Canal may no longer be in use
- The fence is dark and may be hard for approaching trail users to see.

Amaryllis Street

- ADA ramps are not directional and do not meet accessibility standards
- Lack of lighting at the intersection

Crocus Street / Recreation Center Area

- Pedestrians observed crossing midblock to the recreation center parking lot
- Any pedestrian demand is not accommodated with formal crossing infrastructure
- Shoulder widening in this segment improves comfort slightly, but is inconsistent

Carnation Drive

- School crossing present but may not be warranted for the type of users (primarily high school students)
- No crossing guard present at school crossing due to age of users
- Ped buttons are not ADA compliant
- Gutter and crown profile creates discomfort and potential vehicle scraping issues
- Potential development pressure at southwest corner may increase future demand
- The curve radii on the north side feels large, which may be causing vehicles to drive over the ped ramp.
- Curve south of intersection might need advisory curve speed

Larkspur Drive

- Limited sight distance due to fencing and lack of shoulder at intersection
 - Vehicles must pull forward into roadway to see approaching traffic

Primrose Drive

- Queues from 1300 East extend back toward Primrose Drive
- Sight distance issues at intersections due to fencing and obstructions

1300 East Intersection

- Intersection is over capacity during peak periods and experiences failing levels of service
- Pavement profile creates a vertical “jump” causing northbound vehicles to lose control at high speeds
- Documented crashes related to high-speed northbound vehicles
- Right-turn-on-red conflicts observed (multiple crashes reported)
 - Team open to RTOR prohibition and LPI
- Short storage for left-turn lanes contributes to queuing and operational issues

- Signal timing and phasing may not be optimized
- Access to McDonald's is complex and creates operational conflicts
 - Median was shortened to allow eastbound left turns in
 - The pork chop island in the driveway was softened to help truck access.

Appendix B: Detailed Benefit-Cost Calculation Table

						CMF												
ID	Location	Measure	ID	Location	Measure	Fatal	SI	Minor Injury	Possible Injury	PDO	Overall CMF	Fatal	SI	Minor Injury	Possible Injury	PDO	# of Crashes	Fatal w/ Treatment
SHORT TERM			SHORT TERM															
S-1	Corridor Wide	Clean sidewalks and clear overgrowth to regain full width	S-1	Corridor Wide	Clean sidewalks and clear overgrowth to regain full width	0.994	0.994	0.994	0.994	0.994	0.994	0	0.2	0.4	1.4	8.2	10.2	0.00
S-2	Corridor Wide	Consider restriping corridor to narrow lanes and create a 2' s	S-2	Corridor Wide	Consider restriping corridor to narrow lanes and create a 2' s	0.680	0.680	0.680	0.680	0.680	0.680	0	0.2	0.4	1.4	8.2	10.2	0.00
S-3	Corridor Wide	Stripe edge lines	S-3	Corridor Wide	Stripe edge lines	0.962	0.962	0.962	0.962	0.962	0.962	0	0.2	0.4	1.4	8.2	10.2	0.00
S-4	Carnation Drive	Evaluate existing school crosswalk and potentially restripe a	S-4	Carnation Drive	Evaluate existing school crosswalk and potentially restripe a	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	1.6	1.8	0.00
S-5	Carnation Drive	Install curve warning signs south of intersection on 1000 E	S-5	Carnation Drive	Install curve warning signs south of intersection on 1000 E	0.850	0.850	0.850	0.850	0.850	0.850	0	0	0	0.2	0.2	0.4	0.00
S-6	Carnation Drive	Evaluate protected left-turn phasing, including reviewing ava	S-6	Carnation Drive	Evaluate protected left-turn phasing, including reviewing ava	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	1.6	1.8	0.00
S-7	Larkspur Drive	Move fence out of sight lines	S-7	Larkspur Drive	Move fence out of sight lines	0.890	0.890	0.890	0.890	0.890	0.890	0	0	0	0.2	0.6	0.8	0.00
S-8	Primrose Drive	Move fence out of sight lines	S-8	Primrose Drive	Move fence out of sight lines	0.890	0.890	0.890	0.890	0.890	0.890	0	0	0	0.2	0.8	1	0.00
S-9	1300 East	Prohibit right-turn on red during walk phase	S-9	1300 East	Prohibit right-turn on red during walk phase	0.995	0.995	0.995	0.995	0.995	0.995	0.2	0	4.6	5.4	13	23.2	0.20
S-10	1300 East	Systemic improvements at signals on high-speed corridors	S-10	1300 East	Systemic improvements at signals on high-speed corridors	0.850	0.850	0.850	0.850	0.930	0.902	0.2	0.2	0.2	0.2	1.4	2.2	0.17
MEDIUM TERM			MEDIUM TERM															
M-1	Corridor Wide	Repair crumbling and displaced sidewalk sections	M-1	Corridor Wide	Repair crumbling and displaced sidewalk sections	0.994	0.994	0.994	0.994	0.994	0.994	0	0.2	0.4	1.4	8.2	10.2	0.00
M-2	Corridor Wide	Update pedestrian ramps to be ADA compliant	M-2	Corridor Wide	Update pedestrian ramps to be ADA compliant	0.990	0.990	0.990	0.990	0.990	0.990	0.4	0.4	6.2	8.2	31	46.2	0.40
M-3	Corridor Wide	Add light fixtures at intersections when feasible	M-3	Corridor Wide	Add light fixtures at intersections when feasible	0.947	0.947	0.947	0.947	1.000	0.982	0	0.2	0.4	1.4	8.2	10.2	0.00
M-4	Corridor Wide	Update local ordinances as needed to ensure obstacles are	M-4	Corridor Wide	Update local ordinances as needed to ensure obstacles are	0.890	0.890	0.890	0.890	0.890	0.890	0	0.2	0.4	1.4	8.2	10.2	0.00
M-5	Trail Crossing	Install a pedestrian crosswalk with supportive features (RRF	M-5	Trail Crossing	Install a pedestrian crosswalk with supportive features (RRF	0.990	0.990	0.990	0.990	0.990	0.990	0.2	0	4.2	5.6	12.8	22.8	0.20
M-6	Amaryllis Street	Update pedestrian ramps to be ADA compliant	M-6	Amaryllis Street	Update pedestrian ramps to be ADA compliant	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0	1	1	0.00
M-7	Amaryllis Street	Install light fixture on proximate utility pole	M-7	Amaryllis Street	Install light fixture on proximate utility pole	0.947	0.947	0.947	0.947	1.000	0.982	0	0	0	0	1	1	0.00
M-8	Amaryllis Street	Repair crumbling and displaced sidewalk sections	M-8	Amaryllis Street	Repair crumbling and displaced sidewalk sections	0.974	0.974	0.974	0.974	0.974	0.974	0	0	0	0	1	1	0.00
M-9	Crocus Street / Di	Install crosswalk with supportive treatments (RRFB, pedestr	M-9	Crocus Street / Di	Install crosswalk with supportive treatments (RRFB, pedestr	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	1.6	1.8	0.00
M-10	Crocus Street / Di	Consolidate access points for Dimple Dell Recreation Cente	M-10	Crocus Street / Di	Consolidate access points for Dimple Dell Recreation Cente	0.720	0.720	0.720	0.720	1.000	0.903	0	0	0	0.2	1.6	1.8	0.00
M-11	Carnation Drive	Relocate pedestrian activation buttons to meet ADA require	M-11	Carnation Drive	Relocate pedestrian activation buttons to meet ADA require	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	1.6	1.8	0.00
M-12	Carnation Drive	Tighten curb radii	M-12	Carnation Drive	Tighten curb radii	0.680	0.680	0.680	0.680	0.680	0.680	0	0	0	0.2	1.6	1.8	0.00
M-13	Carnation Drive	Add lighting so all four corners are lit	M-13	Carnation Drive	Add lighting so all four corners are lit	0.947	0.947	0.947	0.947	1.000	0.982	0	0	0	0.2	1.6	1.8	0.00
M-14	Carnation Drive	Convert doghouse signals to flashing yellow arrow	M-14	Carnation Drive	Convert doghouse signals to flashing yellow arrow	0.972	0.972	0.972	0.972	0.972	0.972	0	0	0	0.2	1.6	1.8	0.00
M-15	Larkspur Drive	Repair crumbling and displaced sidewalk sections	M-15	Larkspur Drive	Repair crumbling and displaced sidewalk sections	0.974	0.974	0.974	0.974	0.974	0.974	0	0	0	0.2	0.6	0.8	0.00
M-16	Larkspur Drive	Update pedestrian ramps to be ADA compliant	M-16	Larkspur Drive	Update pedestrian ramps to be ADA compliant	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	0.6	0.8	0.00
M-17	Primrose Drive &	Extend raised median past Primrose to convert McDonald's	M-17	Primrose Drive &	Extend raised median past Primrose to convert McDonald's	0.200	0.200	0.200	0.200	0.820	0.604	0	0	0	0.2	0.6	0.8	0.00
M-18	Primrose Drive	Repair crumbling and displaced sidewalk sections	M-18	Primrose Drive	Repair crumbling and displaced sidewalk sections	0.974	0.974	0.974	0.974	0.974	0.974	0	0	0	0.2	0.6	0.8	0.00
M-19	Primrose Drive	Update pedestrian ramps to be ADA compliant	M-19	Primrose Drive	Update pedestrian ramps to be ADA compliant	0.990	0.990	0.990	0.990	0.990	0.990	0	0	0	0.2	0.6	0.8	0.00
M-20	Primrose Drive	Add light fixture at the intersection	M-20	Primrose Drive	Add light fixture at the intersection	0.947	0.947	0.947	0.947	1.000	0.982	0	0	0	0.2	0.6	0.8	0.00
M-21	1300 East	Regrade intersection to eliminate high point	M-21	1300 East	Regrade intersection to eliminate high point	0.490	0.490	0.490	0.490	0.800	0.692	0.2	0	4.6	5.4	13	23.2	0.10
LONG TERM			LONG TERM															
L-1	Corridor Wide	Add lighting throughout, and particularly at intersections	L-1	Corridor Wide	Add lighting throughout, and particularly at intersections	0.949	0.949	0.949	0.949	0.962	0.957	0	0.2	0.4	1.4	8.2	10.2	0.00
L-2	Corridor Wide	Regrade drainage channels to smooth vertical deflections	L-2	Corridor Wide	Regrade drainage channels to smooth vertical deflections	0.490	0.490	0.490	0.490	0.800	0.692	0	0	0	0.4	2.2	2.8	0.00
L-3	Corridor Wide	Convert to a 3-lane cross-section, widen sidewalks and plan	L-3	Corridor Wide	Convert to a 3-lane cross-section, widen sidewalks and plan	0.810	0.810	0.810	0.810	0.810	0.810	0.4	0.4	6.2	8.2	31	46.2	0.32
L-4	Corridor Wide	Widen road/ROW to widen sidewalks and plant strips, and a	L-4	Corridor Wide	Widen road/ROW to widen sidewalks and plant strips, and a	0.617	0.751	0.751	0.751	0.902	0.849	0	0.2	0.4	1.4	8.2	10.2	0.00
L-5	Trail Crossing	Install a pedestrian over- or under-pass	L-5	Trail Crossing	Install a pedestrian over- or under-pass	0.995	0.995	0.995	0.995	0.995	0.995	0.2	0	4.2	5.6	12.8	22.8	0.20
L-6	Amaryllis Street	Extend median from 700 E through 810 E to make Silver Mo	L-6	Amaryllis Street	Extend median from 700 E through 810 E to make Silver Mo	0.200	0.200	0.200	0.200	0.820	0.604	0	0	0.2	0.4	2.6	3.2	0.00
L-7	Carnation Drive	Consider installing a roundabout	L-7	Carnation Drive	Consider installing a roundabout	0.450	0.450	0.450	0.450	0.890	0.737	0	0	0	0.2	0.2	0.4	0.00

Appendix B: Detailed Benefit-Cost Calculation Table (continued)

			Observed												
ID	Location	Measure	SI w/ Treatment	Minor Injury w/ Treatment	Possible Injury w/ Treatment	PDO w/ Treatment	# w/ Treatment	Crashes Avoided	Annual Crash Costs	Annual Crash Cost w/ Treatment	Safety Benefit per Year	20-year analysis period, 3% rate	Service Life (Years)	20-year Cost	Benefit-Cost Ratio (B/C)
SHORT TERM															
S-1	Corridor Wide	Clean sidewalks and clear overgrowth to regain full width	0.20	0.40	1.39	8.15	10.13	0.07	\$1,499,300	\$1,489,555	\$9,745	\$145,000	1	\$398,000	0.36
S-2	Corridor Wide	Consider restriping corridor to narrow lanes and create a 2' s	0.14	0.27	0.95	5.58	6.94	3.26	\$1,499,300	\$1,019,524	\$479,776	\$7,138,000	3	\$200,000	35.69
S-3	Corridor Wide	Stripe edge lines	0.19	0.38	1.35	7.89	9.81	0.39	\$1,499,300	\$1,441,727	\$57,573	\$857,000	3	\$10,500	81.62
S-4	Carnation Drive	Evaluate existing school crosswalk and potentially restripe a	0.00	0.00	0.20	1.58	1.78	0.02	\$76,840	\$76,072	\$768	\$11,000	3	\$5,300	2.08
S-5	Carnation Drive	Install curve warning signs south of intersection on 1000 E	0.00	0.00	0.17	0.17	0.34	0.06	\$47,300	\$40,205	\$7,095	\$106,000	5	\$13,000	8.15
S-6	Carnation Drive	Evaluate protected left-turn phasing, including reviewing ava	0.00	0.00	0.20	1.58	1.78	0.02	\$76,840	\$76,091	\$749	\$11,000	10	\$14,000	0.79
S-7	Larkspur Drive	Move fence out of sight lines	0.00	0.00	0.18	0.53	0.71	0.09	\$55,740	\$49,609	\$6,131	\$91,000	20	\$2,000	45.50
S-8	Primrose Drive	Move fence out of sight lines	0.00	0.00	0.18	0.71	0.89	0.11	\$59,960	\$53,364	\$6,596	\$98,000	20	\$2,000	49.00
S-9	1300 East	Prohibit right-turn on red during walk phase	0.00	4.58	5.37	12.93	23.08	0.12	\$4,230,380	\$4,208,382	\$21,998	\$327,000	10	\$7,000	46.71
S-10	1300 East	Systemic improvements at signals on high-speed corridors	0.17	0.17	0.17	1.30	1.98	0.22	\$1,869,460	\$1,591,404	\$278,056	\$4,137,000	5	\$45,000	91.93
MEDIUM TERM															
M-1	Corridor Wide	Repair crumbling and displaced sidewalk sections	0.20	0.40	1.39	8.15	10.13	0.07	\$1,499,300	\$1,489,555	\$9,745	\$145,000	20	\$140,000	1.04
M-2	Corridor Wide	Update pedestrian ramps to be ADA compliant	0.40	6.14	8.12	30.69	45.74	0.46	\$8,455,860	\$8,371,301	\$84,559	\$1,258,000	20	\$75,000	16.77
M-3	Corridor Wide	Add light fixtures at intersections when feasible	0.19	0.38	1.33	8.20	10.09	0.11	\$1,499,300	\$1,429,272	\$70,028	\$1,042,000	15	\$249,000	4.18
M-4	Corridor Wide	Update local ordinances as needed to ensure obstacles are	0.18	0.36	1.25	7.30	9.08	1.12	\$1,499,300	\$1,334,377	\$164,923	\$2,454,000	15	\$6,000	409.00
M-5	Trail Crossing	Install a pedestrian crosswalk with supportive features (RRFB)	0.00	4.16	5.54	12.67	22.57	0.23	\$4,100,840	\$4,059,832	\$41,008	\$610,000	15	\$45,000	13.56
M-6	Amaryllis Street	Update pedestrian ramps to be ADA compliant	0.00	0.00	0.00	0.99	0.99	0.01	\$21,100	\$20,889	\$211	\$3,000	20	\$15,000	0.20
M-7	Amaryllis Street	Install light fixture on proximate utility pole	0.00	0.00	0.00	1.00	1.00	0.00	\$21,100	\$21,100	\$0	\$0	15	\$50,000	0.00
M-8	Amaryllis Street	Repair crumbling and displaced sidewalk sections	0.00	0.00	0.00	0.97	0.97	0.03	\$21,100	\$20,551	\$549	\$8,000	20	\$7,000	1.14
M-9	Crocus Street / Di	Install crosswalk with supportive treatments (RRFB, pedestri	0.00	0.00	0.20	1.58	1.78	0.02	\$76,840	\$76,072	\$768	\$11,000	15	\$45,000	0.24
M-10	Crocus Street / Di	Consolidate access points for Dimple Dell Recreation Center	0.00	0.00	0.14	1.60	1.74	0.06	\$76,840	\$64,778	\$12,062	\$179,000	20	\$21,000	8.52
M-11	Carnation Drive	Relocate pedestrian activation buttons to meet ADA require	0.00	0.00	0.20	1.58	1.78	0.02	\$76,840	\$76,072	\$768	\$11,000	10	\$2,000	5.50
M-12	Carnation Drive	Tighten curb radii	0.00	0.00	0.14	1.09	1.22	0.58	\$76,840	\$52,251	\$24,589	\$366,000	20	\$72,000	5.08
M-13	Carnation Drive	Add lighting so all four corners are lit	0.00	0.00	0.19	1.60	1.79	0.01	\$76,840	\$74,565	\$2,275	\$34,000	15	\$50,000	0.68
M-14	Carnation Drive	Convert doghouse signals to flashing yellow arrow	0.00	0.00	0.19	1.55	1.75	0.05	\$76,840	\$74,650	\$2,190	\$33,000	10	\$28,000	1.18
M-15	Larkspur Drive	Repair crumbling and displaced sidewalk sections	0.00	0.00	0.19	0.58	0.78	0.02	\$55,740	\$54,291	\$1,449	\$22,000	20	\$7,000	3.14
M-16	Larkspur Drive	Update pedestrian ramps to be ADA compliant	0.00	0.00	0.20	0.59	0.79	0.01	\$55,740	\$55,183	\$557	\$8,000	20	\$15,000	0.53
M-17	Primrose Drive &	Extend raised median past Primrose to convert McDonald's	0.00	0.00	0.04	0.49	0.53	0.27	\$55,740	\$18,997	\$36,743	\$547,000	20	\$36,000	15.19
M-18	Primrose Drive	Repair crumbling and displaced sidewalk sections	0.00	0.00	0.19	0.58	0.78	0.02	\$55,740	\$54,291	\$1,449	\$22,000	20	\$7,000	3.14
M-19	Primrose Drive	Update pedestrian ramps to be ADA compliant	0.00	0.00	0.20	0.59	0.79	0.01	\$55,740	\$55,183	\$557	\$8,000	20	\$15,000	0.53
M-20	Primrose Drive	Add light fixture at the intersection	0.00	0.00	0.19	0.60	0.79	0.01	\$55,740	\$53,465	\$2,275	\$34,000	15	\$50,000	0.68
M-21	1300 East	Regrade intersection to eliminate high point	0.00	2.25	2.65	10.40	15.40	7.80	\$4,230,380	\$2,157,919	\$2,072,461	\$30,833,000	15	\$1,558,000	19.79
LONG TERM															
L-1	Corridor Wide	Add lighting throughout, and particularly at intersections	0.19	0.38	1.33	7.89	9.78	0.42	\$1,499,300	\$1,424,750	\$74,550	\$1,109,000	15	\$454,000	2.44
L-2	Corridor Wide	Regrade drainage channels to smooth vertical deflections	0.00	0.10	0.20	1.76	2.05	0.75	\$216,780	\$120,612	\$96,168	\$1,431,000	20	\$1,250,000	1.14
L-3	Corridor Wide	Convert to a 3-lane cross-section, widen sidewalks and plan	0.32	5.02	6.64	25.11	37.42	8.78	\$8,455,860	\$6,849,247	\$1,606,613	\$23,902,000	20	\$4,500,000	5.31
L-4	Corridor Wide	Widen road/ROW to widen sidewalks and plant strips, and a	0.15	0.30	1.05	7.40	8.90	1.30	\$1,499,300	\$1,151,852	\$347,448	\$5,169,000	20	\$6,250,000	0.83
L-5	Trail Crossing	Install a pedestrian over- or under-pass	0.00	4.18	5.57	12.73	22.68	0.12	\$4,100,840	\$4,079,516	\$21,324	\$317,000	25	\$3,416,000	0.09
L-6	Amaryllis Street	Extend median from 700 E through 810 E to make Silver Mo	0.00	0.04	0.08	2.13	2.25	0.95	\$225,220	\$79,057	\$146,163	\$2,175,000	20	\$96,000	22.66
L-7	Carnation Drive	Consider installing a roundabout	0.00	0.00	0.09	0.18	0.27	0.13	\$47,300	\$23,142	\$24,158	\$359,000	25	\$2,989,000	0.12