



CITY COUNCIL TRANSMITTAL


Lisa Shaffer (Aug 7, 2020 10:26 MDT)

Lisa Shaffer, Chief Administrative Officer

Date Received: August 6, 2020

Date sent to Council: August 7, 2020

TO: Salt Lake City Council
Chris Wharton, Chair

DATE: 08/06/2020

FROM: Jennifer McGrath, Interim Director Department of Community & Neighborhoods


Jennifer McGrath (Aug 6, 2020 15:44 MDT)

SUBJECT: 300 W Reconstruction (900 S to 2100 S): FYI Project Summary to Council

STAFF CONTACT: Matthew Cassel, PE, City Engineer, 801-535-6140 (O), 385-214-5479 (C)

DOCUMENT TYPE: Information Only

RECOMMENDATION: Review for Project Summary Information

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: Design is currently under way for the reconstruction of 300 W between 900 S and 2100 S. This project is a multi-year construction project that is projected to start construction Spring 2021. This FYI summary to Council is to present the Community Engagement performed thus far including concept development, mitigation strategies and pedestrian/bike/parking considerations that work together to achieve the overall vision and goals surrounding the project. An individual one-on-one meeting with individual Councilmembers to discuss the project in more detail will be scheduled for those Districts within the project limits as well as any others interested.

PUBLIC PROCESS: None

EXHIBITS:

- 1) 300 W Project Summary

300 West Project Summary



Project Background and Funding

The current conditions on the 300 West (from 2100 South to 900 South) create an uncomfortable and unwelcoming environment for motorists, pedestrians, cyclists, and mobility device users. Issues on the corridor range from poor pavement to obstructions in the sidewalk (like power poles) to over 1,700 feet of missing sidewalks. Salt Lake City originated the 300 West reconstruction project in 2019 from the Funding Our Future Bond, which goal is to increase the quality of the City's street system. These bond projects provide the City with the opportunity to **build safer, more accessible, and more welcoming streets that accommodate all ages and abilities** in alignment with the City's Complete Street Ordinance adopted in 2010. The current funding for this study, design, and construction includes:

- **\$17 million** from Funding our Future
- **\$2.75 million** from Salt Lake City Public Utilities for waterline and storm drain upgrades and replacement
- **\$1.6 million** from impact fees
- Class C funds will be utilized as needed



VISION:

Working together to create a welcoming corridor

| CATEGORY | GOAL |
|-------------------|---------------------------------------|
| Safety | Design safe and friendly street |
| Accessibility | Accommodate all ages & abilities |
| Multi-modal | Provide people-focused transportation |
| Forward Thinking | Build sustainable infrastructure |
| Economics | Invite economic opportunities |
| Upgraded Corridor | Create a positive experience |

Vision & Goals

At the start of the project, the 300 West Reconstruction team worked to develop a vision and goals to guide project decisions and ensure the project meets the needs of both Salt Lake City and the local community. The vision and goals were developed in conjunction with representatives from Salt Lake City Fire, Police, Public Utilities, Public Lands, Parks and Recreation, Sustainability, and Transportation during a vision workshop in September 2019.

Community Engagement

The public involvement and communications team developed an inclusive and proactive outreach approach designed to 1) **inform the public** to ensure they know 300 West will change, 2) **create inclusive opportunities** for stakeholders to provide input, 3) **identify concerns and risks early** so they can be resolved during the design phase, and 4) **build trust and relationships** with stakeholders now so they are ready for construction.

The project had **over 2,200 touch points** with the public through online and in-person engagement, resulting in 928 comments received since August 2019.

Online Survey Results

Which of the following **BIKE LANE** configurations would you feel comfortable using on 300 West?



Which of the following **SIDEWALK** configurations would you feel comfortable using on 300 West?



OUTREACH TOOLS

|  | | OUTREACH TOOLS | | | | | | | | | | | | | | | | | | |
|--|------------------------------|----------------|-----------------------|--------------------|-----------|---------------|-------------|-----------|---------------|-----------------|---------------|------------|---------------|----------------------|--------------|----------------------------|--------------|-----------------------|-----------------|---------|
| | | 4096 ROLL-OUT | BUSINESS 1:1 MEETINGS | BUSINESS WORKSHOPS | BRIEFINGS | EMAIL HOTLINE | FOCUS GROUP | HRC EVENT | KICKOFF EVENT | LEGO BRAINSTORM | MOBILITY TOUR | NEWSLETTER | ONLINE SURVEY | PED INTERCEPT SURVEY | POP UP EVENT | RISK MESSAGING & WORKSHOPS | SOCIAL MEDIA | TECHNOLOGY THINK TANK | VISION WORKSHOP | WEBSITE |
| AUDIENCE | Businesses & Business Orgs | ✓ | ✓ | ✓ | | ✓ | ✓ | | | | | ✓ | ✓ | ✓ | ✓ | | | | | ✓ |
| | Community Councils | ✓ | | | ✓ | ✓ | | | ✓ | | | ✓ | ✓ | ✓ | ✓ | | ✓ | | | ✓ |
| | Community Service Providers | ✓ | | | ✓ | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | | ✓ | | | ✓ |
| | Cyclists | ✓ | | ✓ | | ✓ | | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | ✓ | | | ✓ |
| | Elected Officials | ✓ | | | ✓ | | | ✓ | | | | ✓ | ✓ | | | | ✓ | | | ✓ |
| | Internal Depts, Fire, Police | ✓ | | | ✓ | | | ✓ | | ✓ | | ✓ | ✓ | | | ✓ | | ✓ | | ✓ |
| | Community with Disabilities | ✓ | | | ✓ | | ✓ | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | ✓ | | | ✓ |
| | Pedestrians | ✓ | | ✓ | | | ✓ | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | ✓ | | | ✓ |
| | Residents | ✓ | | | ✓ | ✓ | ✓ | ✓ | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| | Transit Users | ✓ | | ✓ | | ✓ | ✓ | ✓ | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| Utah Trucking Association | ✓ | | | ✓ | ✓ | | | | | | | ✓ | ✓ | | | | | | ✓ | |

Throughout our engagement process, common themes have emerged which have been instrumental in shaping the project design:

- **Better Sidewalks**
- **Add Bike Lanes**
- **Improve Accessibility for People with Disabilities**



300 West Project Summary



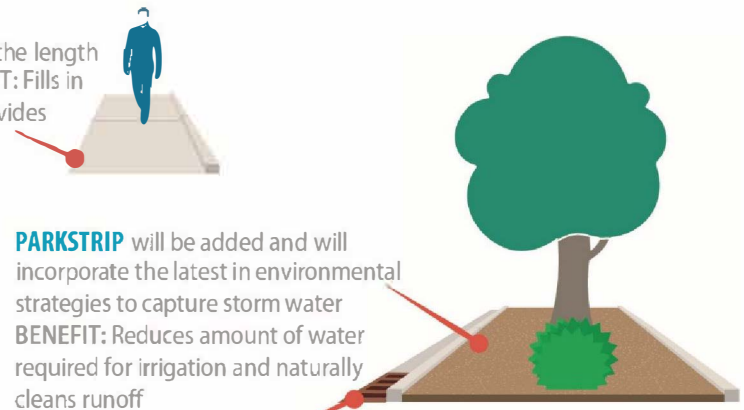
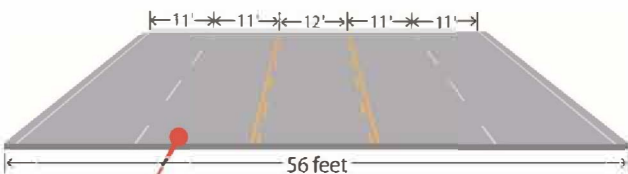
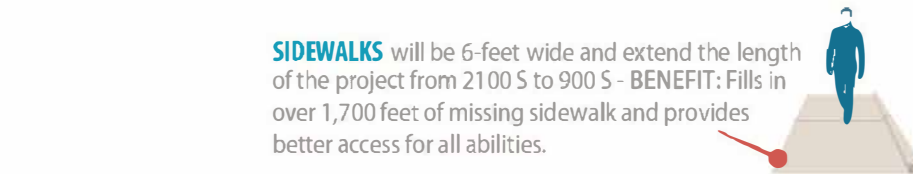
Additionally, we know that accessibility for community members with disabilities and clients of the HRC is a priority. We held an **in-person event at the HRC** and held a **mobility tour** with community members with disabilities. We have included their comments and suggestions in design and look forward to continued partnership with them throughout the project.

Concept Development

To brainstorm project concepts, the team employed an innovative approach using "to-scale" Legos over aerial images. This allowed project team members to easily interchange cross-section elements like travel lanes, parkstrips, bike lanes, and sidewalks to create various alternatives. The focus was on **implementing an equitable solution incorporating physically separated sidewalks and bike lanes** that is consistent with public feedback and achieves project and City goals, while staying within existing City right-of-way.



Several promising concepts were identified as a result of the brainstorm. These concepts were then prioritized based on criteria like public input, safety, constructability and costs, amenity zones, user comfort, and assumed maintenance efforts. **The concept that ranked the best and is being implemented is the 2-Way Bike Lane located on the west side of 300 West** (shown above). This concept will implement the "next generation" of protected bike lanes that feature several people-focused transportation elements described below.

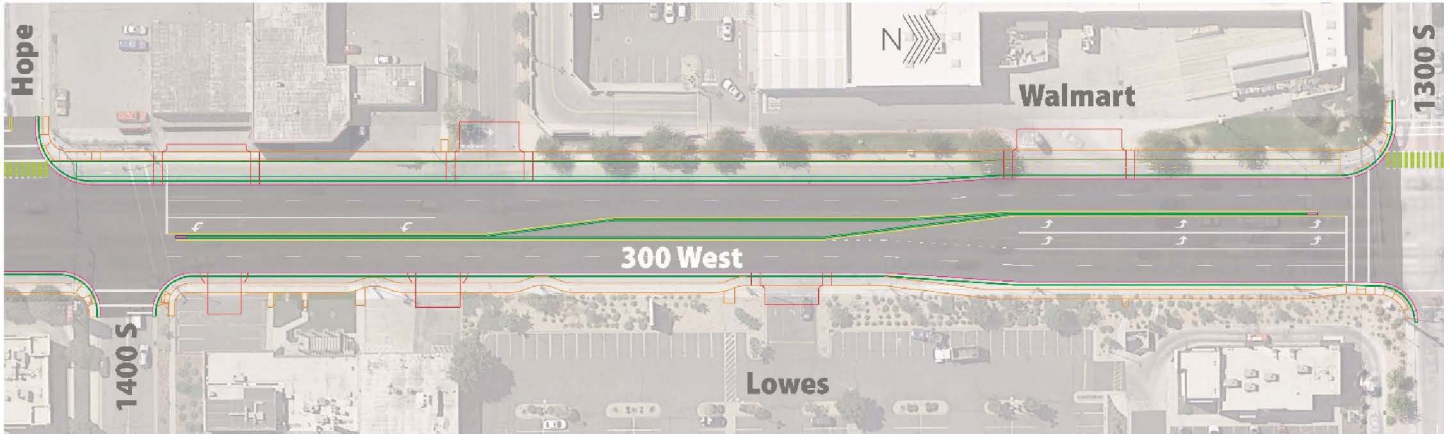




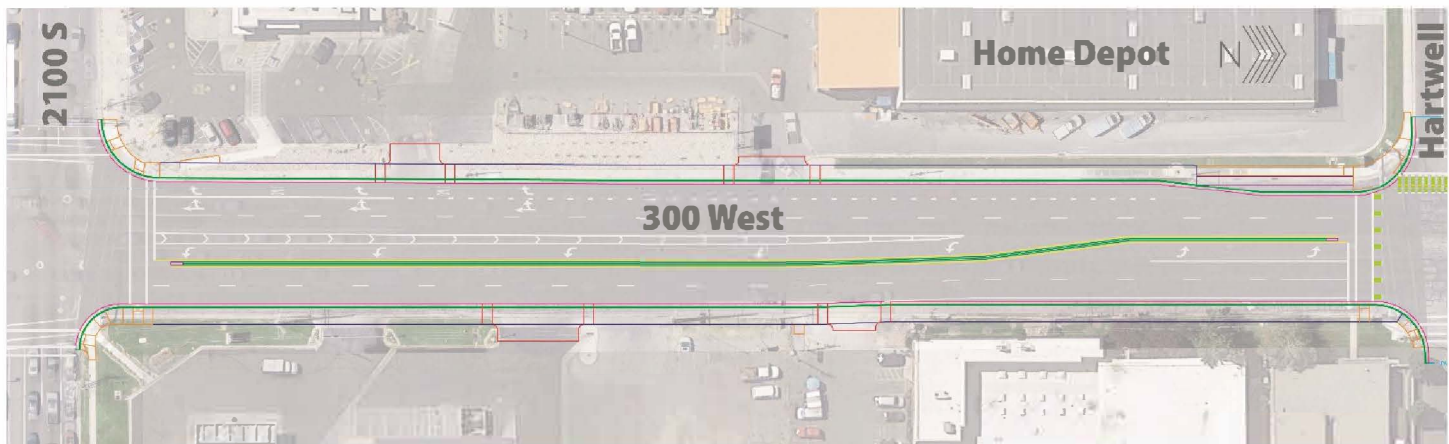
300 West Project Summary

Pedestrian Concerns & Intersection Improvements

The project team completed a pedestrian study and found that **a high percentage of the people that cross 300 West in certain areas choose to jaywalk** instead of using a nearby crosswalk. Since jaywalking is a major concern on 300 West, the proposed design includes median treatments in select locations to improve pedestrian safety and to discourage jaywalking.



Hope Avenue to 1300 South – Of the pedestrians who cross 300 West at or near 1300 South (shown above), over 30% jaywalk instead of using the 1300 South crosswalk. The raised median (shown in green) will be designed to prevent pedestrians from jaywalking and direct them to the 1300 South crosswalk. Walmart and Lowes have both expressed support for this change.



2100 South to Hartwell Avenue – The same median strategies will be implemented from 2100 South to Hartwell, where over 60% of the pedestrians who cross 300 West jaywalk instead of using the 2100 South crosswalk. The median is also necessary to protect increased southbound left turn storage lane (shown above).

1300 South near Ballpark TRAX Station - Another concern is the large number of people jaywalking across 1300 South as they access 300 West to and from the Ballpark TRAX Station. The project will add a pedestrian crosswalk across 1300 South along with similar median treatments to improve pedestrian safety and to discourage jaywalking in this area.

Project Risks and Mitigation Strategies:

To stay within existing Salt Lake City right-of-way and construct the people-focused elements of this improvement concept (wider/continuous sidewalks, ADA features, 2-way bikeway, and parkstrips), existing shoulders will need to be removed. In some areas these shoulders are being used for on-street parking, which will no longer be available. The **removal of parking is a sensitive subject** to business and property owners on 300 West. The project team has already had initial discussions with several of them at our business workshops, and we will be discussing it with them at upcoming one-on-one meetings.

ON-STREET PARKING

To fit the selected alternative into the existing ROW, on-street parking will need to be removed. As part of this project, an in-depth parking analysis was performed starting with an inventory of on-street parking to know where on-street parking is



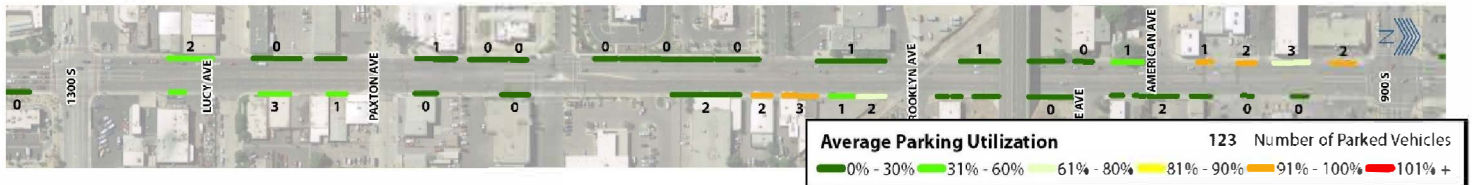
300 West Project Summary



available and where and when it is being used. The results of this parking analysis showed that overall, **the existing on-street parking on 300 West is underutilized**. The following is a general on-street parking summary.

- 2100 South to Paramount Avenue – no vehicles were observed using on-street parking,
- Paramount Avenue to 1300 South – very few vehicles used on-street parking, and
- 1300 South to 900 South – on-street parking was used at some locations (summarized in graphic below)

900 South to 1300 South



OFF-STREET PARKING (a.k.a. parking on a property)

As part of the project, we also performed a thorough **analysis of existing off-street parking conditions on individual properties** of several businesses along 300 West to understand properties that may be at risk of impacts with the removal of on-street parking. While we analyzed the theoretical parking requirements based on current City parking code, the parking demand perceived by the property and/or business owner will likely be higher than the resulting calculations.

The results of the off-street parking analysis showed that most of the businesses have enough parking on their property to accommodate their existing use, even without on-street parking. However, there are a handful of properties that, in their existing state, do not meet the minimum City parking code requirements.

The majority of the businesses in the project area that do not meet the minimum City parking code requirements (with or without on-street parking) are located from 1300 South to Paxton Avenue. Combined, the properties shown highlighted in red in the graphic above require a combined total of approximately 113 off-street parking stalls based on City code. However, with on-street parking, they only have the room to accommodate approximately 59 stalls.



As part of this process, the project team analyzed potential parking mitigation strategies to understand possibilities for parking improvements and what their associated trade-offs would be.

ADDITIONAL PARKING CONCERNS & DRIVEWAY/ACCESS CONSOLIDATION

The properties highlighted in blue on either end of the graphic below have continuous driveways along the front of their properties. These driveways create safety hazards for pedestrians and bicyclists by increasing the number of conflict points where they can interact with vehicles entering or exiting any part of the driveway. This also creates unpredictable environment for drivers. In some cases, the parking forces vehicles to block the sidewalk, forcing people using the sidewalks into the street. Our goal with these types of properties is to work with property owners to consolidate driveways, while maintaining reasonable access.



City parking code requirements, but the barbershop does not have access to this off-street parking as this area has been fenced-off by the property owner. As part of the project, we are adding a midblock crosswalk. This crosswalk will provide the barbershop





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with better access to side-street parking immediately across the street. Additionally, the property highlighted in red does not have enough off-street parking based on minimum City code requirements. When combined with on-street parking on Andrew Avenue, there are enough spaces to meet code minimums. We will meet with both properties to discuss these concerns and understand the operations on their properties.

MITIGATION STRATEGIES

Through previous public outreach, comments received, and parking analysis, we have identified a list of business and property owners we will meet one-on-one with to understand their operational and parking needs and try to find solutions to mitigate any issues that arise. We anticipate that both the Mayor and City Council will be contacted by business and property owners who are opposed to removing on-street parking and/or consolidating driveway accesses. The Mayor has been briefed on the mitigation strategies and is aware of the team's preference to use them only as a last resort so the design stays aligned with the project goals.

Next Steps

- August 2020:** Provide information to City Council and Community Councils
One-one-one meetings with businesses
Public outreach via newsletter
- September 2020:** Hold Virtual Town Hall
Work with media to announce project final design
- Winter 2021:** Advertise project
- Spring 2021:** How to Survive Construction Seminar



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300 West Project Summary Transmittal

Final Audit Report

2020-08-07

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|-----------------|---|
| Created: | 2020-08-07 |
| By: | Garrett A. Danielson (Garrett.Danielson@slcgov.com) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAHpnmdWDFUlp2RIhWwqsmgtlZsMn0Qm8N |

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-  Document created by Garrett A. Danielson (Garrett.Danielson@slcgov.com)
2020-08-07 - 4:20:31 PM GMT- IP address: 204.124.13.222
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2020-08-07 - 4:21:12 PM GMT
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2020-08-07 - 4:24:33 PM GMT- IP address: 204.124.13.222
-  Document e-signed by lisa shaffer (lisa.shaffer@slcgov.com)
Signature Date: 2020-08-07 - 4:26:11 PM GMT - Time Source: server- IP address: 204.124.13.222
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