




CITY COUNCIL TRANSMITTAL


rachel otto (Apr 20, 2020)

Rachel Otto, Chief of Staff

Date Received: April 20, 2020

Date sent to Council: April 20, 2020

TO: Salt Lake City Council
Chris Wharton, Chair

DATE: Apr 16, 2020

FROM: Marcia White, Director of Community & Neighborhoods



SUBJECT: Funding Our Future Bond & CIP Quarterly Update

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DOCUMENT TYPE: Information Only

RECOMMENDATION: Per Council request, the Administration is providing an update on Funding Our Future related activities and a look ahead at next steps. Staff welcomes any questions and comments that this information may raise for Councilmembers.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: Salt Lake City sold the first \$20 million installment of the \$87 million streets reconstruction general obligation bond in October 2019. This first block of funds will be used for projects designed or constructed in 2020-2022. The Engineering Division identified projects in the Six Year Pavement Plan released in early 2019. The Pavement Plan includes all proposed street reconstruction projects for the next six years, from different funding sources. With the understanding that scopes, schedules and budgets are subject to change, upcoming projects expected to be funded by the Funding Our Future Streets Reconstruction Bond are:

Construction in Summer of 2020:

- **500 East** (1700 South to 2100 South)
- **2000 East** (Parley's Way to city limits)
- **700 West** (1600 South to 2100 South)



- **Local Streets** in Districts 1 and 7

Construction in Summer of 2021:

- **900 East** (Hollywood Drive to 2700 South)
- **100 South** (North Campus Drive to 900 East)
- **900 South** (900 West to 900 East)
- **Local Streets**

Design Using the Current Bond Funds:

- **300 West** (900 South to 2100 South)
- **200 South** (400 West to 900 East)

Public engagement has started for the reconstruction projects on 500 East, 2000 East, 700 West, 300 West, 900 East, 100 South and the Local Streets in Districts 1 and 7. Transportation and Engineering staff have tailored the engagement for each project based on the community affected and the reconstruction's impact. Public engagement for the 900 South project will begin this year.

There are no changes from the last CIP update. As a reminder, Year One and Two Funding Our Future sales tax dollars funded Capital Improvement Projects in Salt Lake City. The specific CIP projects funded with the Funding Our Future sales tax dollars are primarily improvements to the public way, enhancing other Funding Our Future initiatives in improving transit services and street conditions.

PUBLIC PROCESS: None

EXHIBITS:

- 1) Funding Our Future Bond Projects Year 1 and Year 2 Quarter 2 Update
- 2) Funding Our Future CIP Projects Year 2 Quarter 2 Update

City Council Update



**FUNDING
OUR FUTURE**

Bond Projects

Year 1 and Year 2 Quarter 2 Update

What's New?

In October 2019, Salt Lake City sold the first \$20 million installment of the \$87 million streets reconstruction general obligation (GO) bond. The first GO bond streets reconstruction projects will be starting in early spring of 2020. Residents in Salt Lake City District 1 (Rose Park and Jordan Meadows) and District 7 (Sugarhouse) received a mass mailing to inform them of the projects happening in their communities.

Program Updates:

Project	Project Description	What Has Happened	Next Steps	Estimated Cost
500 East: 1700 South to 2100 South	This 2020 reconstruction project will repair the sidewalk, drainage, and gutters. Bus stops will be consolidated and upgraded to meet ADA requirements; new, raised crosswalks will link bus stops; and a new striping design will have a northbound bike lane and southbound shared lane, matching the configuration north of 1700 South. Parking without time restrictions will remain on the west side of the street.	Three stages of neighborhood engagement, including online surveys, door-to-door flyers, and community council briefings. Conceptual design announced in August 2019. Design completed in fall 2019 and included collaboration with UTA, public & private utilities, and urban forestry. Project sent out to bid.	Bids received in February of 2020. Construction will begin in early spring 2020.	\$1,500,000
2000 East: Parley's Way to Salt Lake City Limits	This 2020 reconstruction project will repair sidewalks, drainage, & gutters. The open irrigation ditch south of 2700 South will be piped, with new curb, gutter, and sidewalk. Road will be narrowed from Parley's Canyon Blvd to Stratford, with a shared use trail on the west side. Improvements at Parley's Canyon Blvd /2000 East intersection will also be considered.	Two stages of public engagement including Sugar House Community Council briefing, door-to door and mailed outreach, and online surveys. Design completed.	Project was sent out to bid in late February of 2020. Construction will begin in early spring 2020.	\$1,300,000
700 West: 1600 South to 2100 South	This 2020 reconstruction project will rebuild this industrial roadway, while improving pedestrian access per West Side Master Plan. Asphalt pavement, new curb and gutter, and a new sidewalk on the west side. Driveways will be defined for properties that currently have parking lots across long sections of frontage.	Outreach to adjacent businesses on driveways & changes to frontages. Business owners have identified unused driveways that can be eliminated. Community outreach concluded in fall 2019. Design completed.	Project was sent out to bid in late February of 2020. Construction will begin in early spring 2020.	\$2,000,000

Program Updates:

Project	Project Description	What Has Happened	Next Steps	Estimated Cost
300 West: 900 South to 1300 South	New pavement, curb and gutter, improved sidewalks, bikeways, and bus stops upgrades. In addition to safety and mobility enhancements for people walking, bicycling, and taking transit.	Ballpark & Central 9th Community Councils, and Granary Business Alliance were briefed in spring 2019. A consulting firm was selected to help with design and community outreach efforts. Outreach has included: in-person surveys, online surveys, business workshops, pop-up events, and community council updates.	Concept design continues to move forward with concept complete by May 2020. Reconstruction over two construction seasons in 2021 and 2022.	\$600,000
900 East: Hollywood Drive to 2700 South	Design and reconstruction of an arterial street. Corridor pavement and bus stops will be upgraded to accommodate bus frequent transit network route. All sidewalks, ramps, curb and gutter will be brought up to current standards, replaced as needed. Other complete streets elements such as bike lanes will be added or improved per ordinance.	Through fall 2019 and winter 2020, Salt Lake City is seeking community input for the rebuild of this street. Engagement events have occurred, like a public walking tour in October of 2019 and a Game Night Meet-Up in November of 2019.	Design will conclude in fall 2020. Bid and construction will occur in 2021.	\$2,600,000
100 South: North Campus to 900 East	Design and reconstruction of an arterial street. It will be reconstructed with reclaimed aggregate and new asphalt. All sidewalks, ramps, curb and gutter will be brought up to current standards. Other complete streets elements such as bike lanes and bus stops within the project extents will be added or improved as needed.	In fall 2019, Salt Lake City started seeking community input for the rebuild of this street.	Design will conclude in fall 2020. Bid and construction will occur in 2021.	\$3,000,000
900 South: 900 West to 900 East	Design and reconstruction of an arterial street. It will be reconstructed with reclaimed aggregate and new asphalt. All sidewalks, ramps, curb and gutter will be brought up to current standards. Other complete streets elements such as bike lanes and bus stops within the project extents will be added or improved as needed.	Salt Lake City will begin seeking community input for this project mid-summer 2020.	Conceptual design will begin in fall 2020. Bid and construction will occur in 2021.	\$2,000,000

Program Updates:

Project	Project Description	What Has Happened	Next Steps	Estimated Cost
200 South: 400 West to 900 East	Design and reconstruction of an arterial street. Corridor pavement and bus stops will be upgraded to accommodate many bus frequent transit network routes along this main corridor for bus service in downtown. Design will take into account recommendations from a Salt Lake County funded study for a new bus passenger center within the project extents per the Transit Master Plan. All sidewalks, ramps, curb and gutter will be brought up to current standards, replaced as needed. Other complete streets elements such as bicycle facilities will be added or improved per ordinance.	Salt Lake City will seek community input for this project in 2020.	Design will conclude in 2021. Bid and construction will occur from 2021– 2023.	\$1,000,000
Local Streets: Districts 1, 7	Reconstruction of local streets will occur in 2020. Projects will include slight changes to accommodate future neighborhood byways. Design will focus on improving pedestrian and bicycle access and crossings.	Design has begun. Updates to community councils started in fall 2019. Community outreach will continue through early 2020.	Both local street packages (for District 1 and 7) were sent to bid in early December of 2019 and bids have been received. Contracts are being prepared and construction will begin in early spring 2020.	\$3,000,000
Total:				\$20,000,000

City Council Update



**FUNDING
OUR FUTURE**

CIP Projects Year 2 Quarter 2 Update

What's New?

No changes from last CIP update. See information from last update below.

Program Updates:

Project	Project Description
Transportation Safety Improvements	Safety for all people traveling is the Transportation Division's first priority. This project would provide funding for high priority multi-modal safety improvements. This funding will better empower Transportation to work quickly to address identified safety needs as part of our efforts to achieve zero fatalities and reduce injuries within our city. Projects are identified by using data to analyze crash history, roadway configuration and characteristics, and with citizen input. Examples of traffic safety projects include the installation of warranted traffic signals or other traffic control devices and minor reconfiguration of an intersection or roadway to address safety issues.
Traffic Signal Upgrades	This project will remove the existing traffic signal equipment that has reached the end of its useful life, including steel poles, span wire, signal heads, and traffic signal loops and will upgrade the intersections with mast arm poles, new signal heads, pedestrian signal heads with countdown timers, improved detection, and left turn phasing, as needed. Installation of upgraded signals provides improvements in detection for autos and bicycles, as well as pedestrian upgrades. This funding is needed to maintain state of good repair for the traffic signal system.
Bridge Maintenance Program	There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these bridges every two years and provides the city with a basic condition report. The city is responsible for performing appropriate maintenance activities based on statements in the UDOT report. City Engineering has prepared an ongoing bridge maintenance strategy with the objective of extending the functional life of these structures, and extending the time between major repairs. The requested funds will be used to address needed repairs and routine maintenance. Engineering hired a consulting firm to perform bridge evaluations and produce a bridge maintenance plan.
Public Way Concrete Program	This program addresses deteriorated curb and gutter, retaining walls, crosswalks ADA ramps, and other concrete structures in the public way and in coordination with Public Utilities.
1100 East Curb and Gutter	This project would include the installation of curb and gutter, replacement of all drive approaches, replace deteriorated sidewalk, and install any missing or non-compliant accessibility curb ramps at this location.
Rail Adjacent Pavement Improvements FY 19/20	This new program will address uneven pavement adjacent to railway crossings. There are currently three known locations to be addressed. This initial request will allow Engineering to improve one to two of the locations and perform a survey of additional locations to address in future years.

Program Updates:

Project	Project Description
McClelland Trail and Neighborhood Street Livability Improvements	This project, which is highly-supported by the community, desires to increase the livability of streets near homes and businesses and improve the comfort of the at grade McClelland Trail crossings at six east-west streets (from Harrison to Bryan Avenues, inclusive) between 1100 East and 1300 East. Currently, typical traffic speeds are 10mph above the posted 25 mph speed limits. In addition, the McClelland Trail improvements (2016) created a comfortable trail experience between avenues, but its budget was not adequate to completely address the speed and visibility issues at the crossings of those six avenues. Project funding will be used to collect additional data; analyze existing conditions and green infrastructure feasibility; perform additional community engagement (including a pop-up test period); and design, prepare construction documents for, and implement the right-of-way elements. Project design will be determined by an analysis of trade-offs, constraints, opportunities, and data collection; and how to achieve the maximum return on investment.
McClelland Shared Street Phase 2	Salt Lake City Transportation Division is developing options for re-designing McClelland Street between 2100 South and Sugarmont Drive. The goal is to identify the option that best meets the vision and goals from the Sugar House Master Plan, and which are supported by the Sugar House Circulation Plan, the Pedestrian and Bicycle Master Plan, and the Jordan and Salt Lake City Canal Trail Implementation Plan.
Sugar House West Neighborhood Traffic Calming and 600 East Neighborhood Byway Improvements	The funding will be used to develop and implement two projects: 1) a neighborhood-wide traffic calming plan to address vehicle speeding and excessive cut-through issues in the west Sugar House neighborhood, and 2) improvements to the successful 600 East Neighborhood Byway. The goal of the neighborhood-wide traffic calming plan is to increase the livability in the West Sugar House neighborhood by slowing traffic and installing neighborhood gateway and identity features. Slowing traffic will be achieved using traffic calming measures, designed to fit seamlessly into the existing local roadway network. Reducing the speed of motorists will allow residents to more comfortably walk and bicycle around their neighborhood, to local shops and restaurants, and to the nearby S Line. The second project is to improve the 600 East Neighborhood Byway through minor changes that would better accommodate bicyclists and pedestrians. The 600 East Neighborhood Byway is a successful bicycle and pedestrian-prioritized travel way from 2700 South to South Temple. As Salt Lake City's first neighborhood byway, it has been a success and seen strong usage from bicyclists and pedestrians. The City has continued to monitor the effects of the 600 East Neighborhood Byway project and has identified areas where minor changes could significantly improve the usability.
Complete Streets Enhancements	This project proposes to complement roadway projects that have been funded or for which funds are being requested, but which do not include incorporation of the City's Complete Streets Ordinance and/or recommendations of City master plans. It will include the design and construction of bicycle, pedestrian, and transit elements within the public way in conjunction with the design and reconstruction of funded roadway projects.






FoF Q2 2020 Bond CIP Transmittal

Final Audit Report

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