

July  
2018

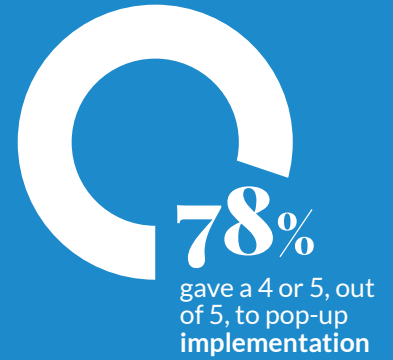
# Pop-Up Intersections Graphic Summary Report

900 South Reconstruction & 9-Line Trail Project



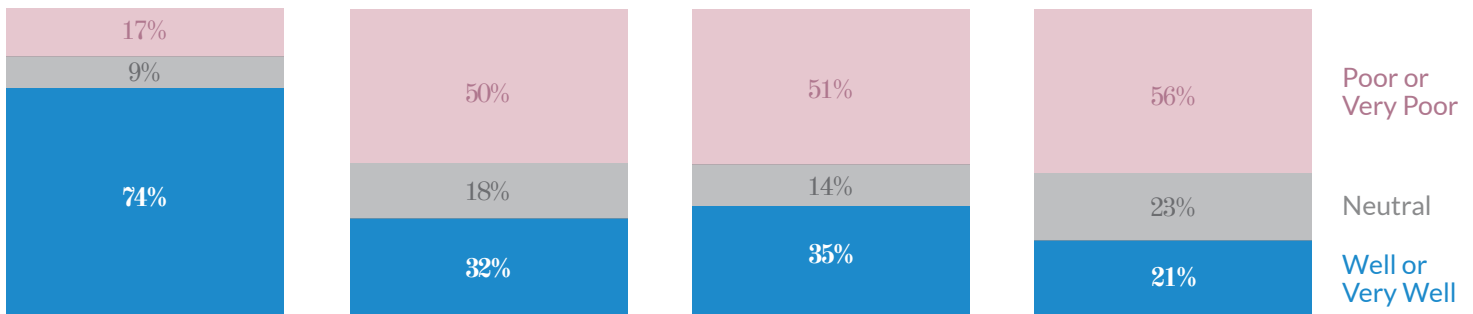
## Project Purpose

In 2019, Salt Lake City will redesign and reconstruct 900 South (Lincoln Street–1300 East) to include a new concrete roadway, the 9-Line Trail, and one travel lane in each direction. From May 16-30, 2018, the City tested, for one week each, two challenging 1100 East intersection designs that required additional vetting: (1) a five-leg roundabout and (2) a 4-way stop with the closure of Gilmer Drive. Both tested one lane in each direction (the latter added left turn lanes to 900 South). Pop-ups empowered the community and allowed collection of traffic data and public feedback from nearly-real-world scenarios.



## Public Feedback (446 online survey respondents)

*How well would different options work?*



**129**

online & in-person comments support the **roundabout**

**20** unsupportive

**25**

online & in-person comments support the **Gilmer closure**

**56** unsupportive

**51**

online & in-person comments support leaving it **as-is**

**36** unsupportive

**3**

online & in-person comments support "**T**"ing **Gilmer into 1100 East**

**1** unsupportive

## Selected Comments Received

"The roundabout was great for cars, but needs thoughtful pedestrian design."

"The closure seems to offer the opportunity to improve bicycling and walking access on Gilmer."

"Almost anything is better than the current design; confusing for everyone."

"I've always thought they should put a roundabout there."

"I live on Gilmer & use the intersection daily. I prefer to leave how it's been for decades. If it must change, a roundabout is the best solution."

"Utahns don't understand how to use roundabouts or yield signs."

"Best case scenario is to leave the intersection configured as-is and update the infrastructure and signage."



## Additional Public Feedback

"Thank you for your efforts to engage and collaborate with the public. All too often, planning decisions seem to descend from on high without consideration for their impacts on the people who use the space."

"Thank you so much for the pop-ups. It was awesome to be able to experience in real time and real traffic."

"Use nicer materials. They don't have to be expensive, but the orange cones weren't pretty (though they do make sense in the short-term)."

"I support pop-ups. I don't like roundabouts much, but I love to see the City testing before dropping huge sums of cash."

"The only difficulty was all the visual confusion. Once it's permanent, it will be much better."

"More signage in the area ahead of time that explain the pop-ups and ask specifically for feedback would be great!"

## Traffic Data

The City collected *before & during* data, including car and bike counts, driving time and delay on 900 South (900-1300 East), and video to compare the pop-ups to each other and to the existing design.

The single-lane roundabout reduced driving delay on 900 South by **10%**

	Driving Time	Driving Delay	Driving Delay @ 1100 East	Corridor Avg. Speed
Existing 5-Way Stop	126 sec	39 sec	6 sec	18.5 mph
^5-Leg Roundabout	-4 sec	-4 sec	-2 sec	+0.4 mph
^Gilmer Closure + 4-Way Stop	+9 sec	+9 sec	+6.5 sec	-1.1 mph

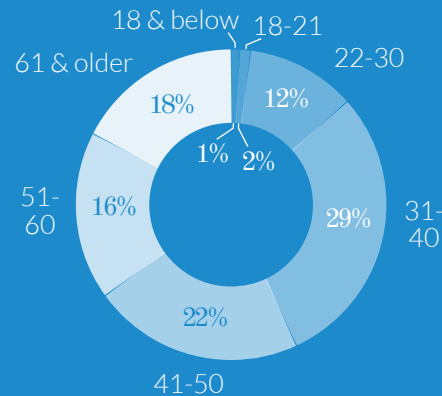
^ 900 South with one lane, instead of existing two, in each direction

Avg. Cars/Weekday, Existing 5-Way (Gray) vs. Gilmer Closure (Increase in Red)



The Gilmer closure added 150 cars/day on Michigan and 75/day on 1200 East. The roundabout did not change volumes on these roads. Neither design affected bicycle volumes.

Survey Respondent Ages



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