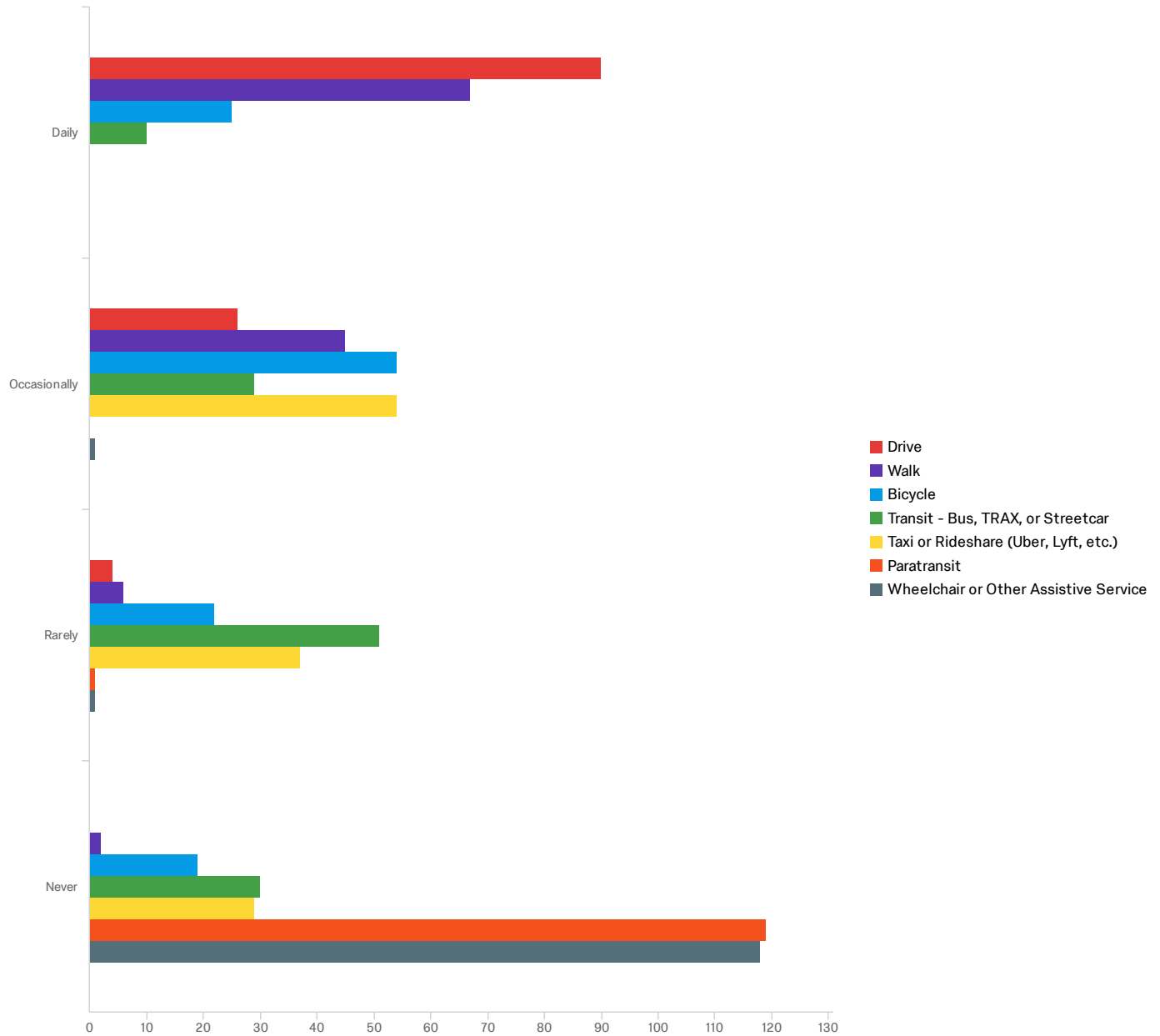


# Public

900 S Reconstruction

January 9, 2019 12:42 PM MST

Q2 - Please tell us how you travel around Salt Lake City in a typical month.

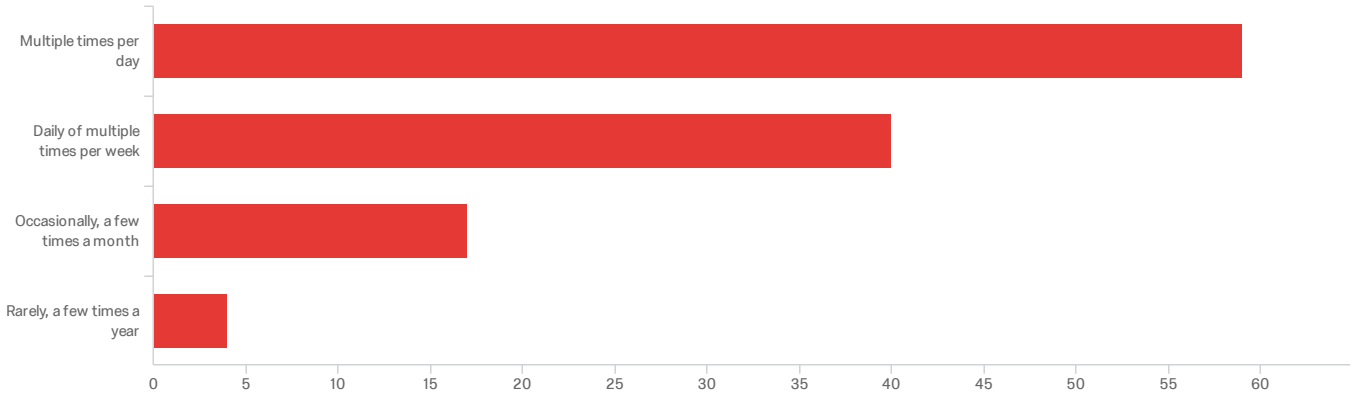


#	Field	Daily	Occasionally	Rarely	Never	Total
1	Drive	75.00% 90	21.67% 26	3.33% 4	0.00% 0	120
2	Walk	55.83% 67	37.50% 45	5.00% 6	1.67% 2	120
3	Bicycle	20.83% 25	45.00% 54	18.33% 22	15.83% 19	120
4	Transit - Bus, TRAX, or Streetcar	8.33% 10	24.17% 29	42.50% 51	25.00% 30	120

#	Field	Daily		Occasionally		Rarely		Never		Total
5	Taxi or Rideshare (Uber, Lyft, etc.)	0.00%	0	45.00%	54	30.83%	37	24.17%	29	120
6	Paratransit	0.00%	0	0.00%	0	0.83%	1	99.17%	119	120
7	Wheelchair or Other Assistive Service	0.00%	0	0.83%	1	0.83%	1	98.33%	118	120

Showing rows 1 - 7 of 7

Q3 - How frequently do you currently travel on 900 South between Lincoln Street (950 East) and 1300 East?

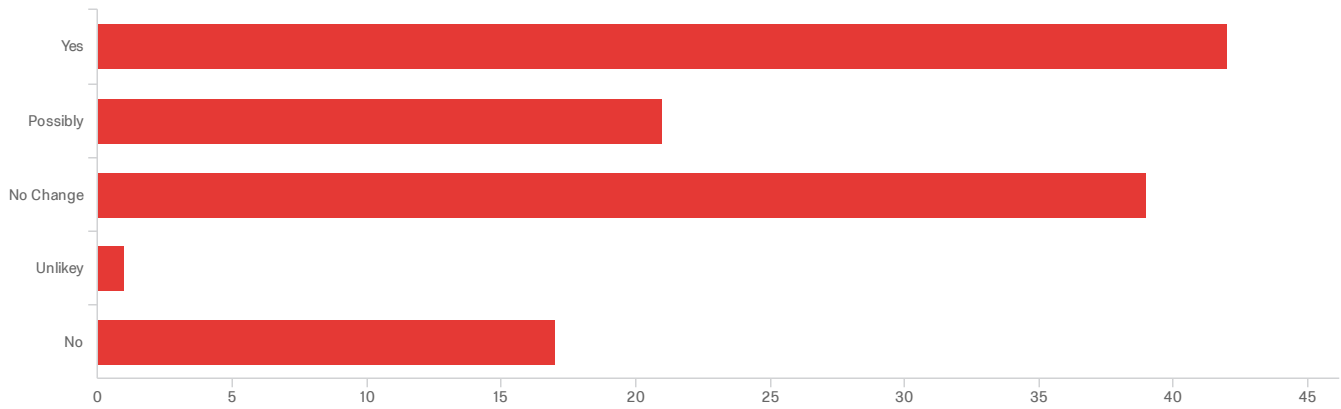


#	Field	Choice Count
1	Multiple times per day	49.17% 59
2	Daily of multiple times per week	33.33% 40
3	Occasionally, a few times a month	14.17% 17
4	Rarely, a few times a year	3.33% 4

120

Showing rows 1 - 5 of 5

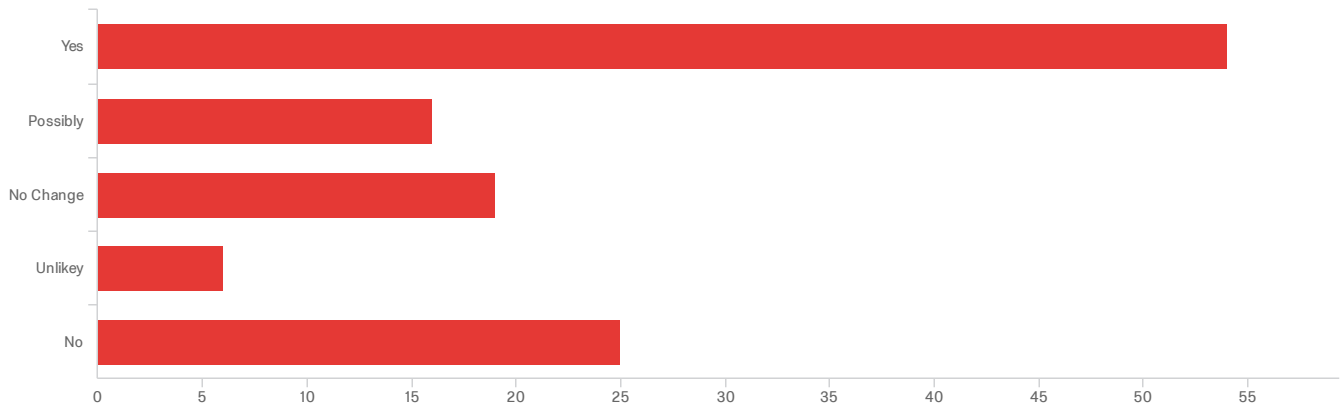
## Q4 - Will these changes make you more likely to walk on 900 South?



#	Field	Choice Count
1	Yes	35.00% 42
2	Possibly	17.50% 21
3	No Change	32.50% 39
4	Unlikely	0.83% 1
5	No	14.17% 17
		120

Showing rows 1 - 6 of 6

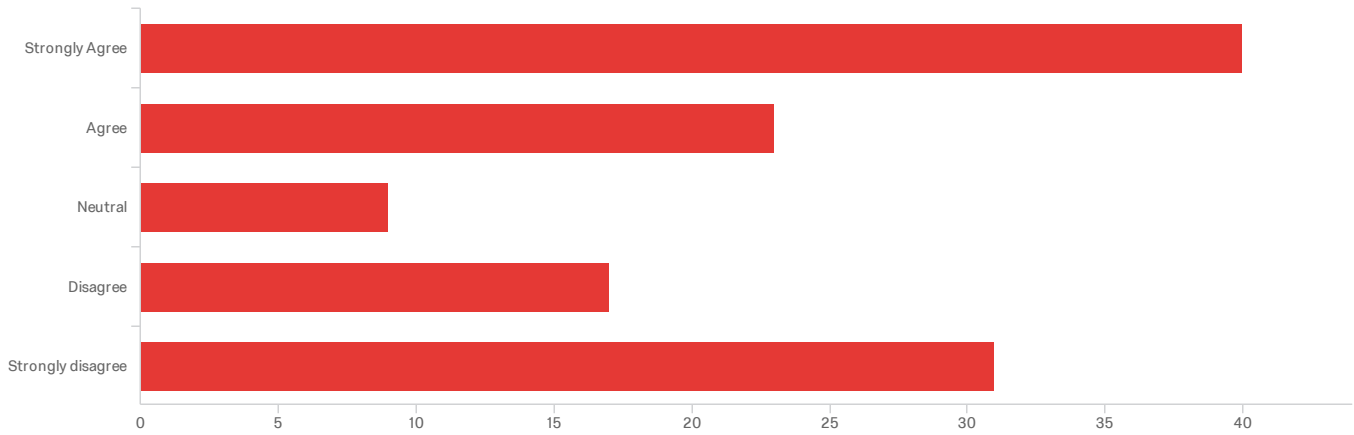
## Q5 - Will these changes make you more likely to bike on 900 South?



#	Field	Choice Count
1	Yes	45.00% 54
2	Possibly	13.33% 16
3	No Change	15.83% 19
4	Unlikely	5.00% 6
5	No	20.83% 25
		120

Showing rows 1 - 6 of 6

Q6 - What do you think of the recommended redesign of the Gilmer Drive intersection at 1100 East / 900 South? To what extent do you agree or disagree with our recommended design?



#	Field	Choice Count
1	Strongly Agree	33.33% 40
2	Agree	19.17% 23
3	Neutral	7.50% 9
4	Disagree	14.17% 17
5	Strongly disagree	25.83% 31
		120

Showing rows 1 - 6 of 6

## Q10 - What is your home zip code?

What is your home zip code?

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What is your home zip code?

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What is your home zip code?

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What is your home zip code?

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Showing records 1 - 120 of 120



**End of Report**

Please let us know any additional thoughts, concerns, observations, or potential solutions as we consider the design options.	Are there any issues you would like to bring to the City's attention? If you have a specific concern, please share it with us.
<p>It has never made sense to me that 900 South is four lanes between 1300 East and 1000 East. It results in high speeds between 1100 East and 1000 East as west-bound cars maneuver for position, and high speeds near 1300 East as east-bound cars maneuver for position. The road surface is terrible and the car speeds are too high for bicycles, and there are no realistic facilities for bicycles in either direction. I love this approach--eliminating the confusing five-way intersection, separating car traffic from bicycle traffic, etc. I wholeheartedly support a redesign. I prefer keeping east-bound traffic on the south side of the road and west-bound traffic on the north side of the road, which eliminates the need for bikes to cross 900 South at 1300 East and again at 1000 East, but anything is better than the current situation.</p>	<p>Is there anything that could be done to allow for a little more capacity in the Cafe Espresso drive thru during their peak hours? Is there any way to shift the road alignment to the East to allow for more stacking in their line? I know it is probably not feasible, but thought it might be worth bringing up. Note: this not a complaint about Cafe espresso, we love having them in our neighborhood - friendliest baristas in town and great coffee!.</p>
<p>I prefer the idea of closing Gilmer Drive to through traffic. Or take a step back and consider a roundabout.</p>	<p>Not enough off street parking is required for new projects! The "deal" parking enforcement has with one specific business to forewarn them to move their vehicles while allowing them perennial no enforcement parking outside of the established signage (2 hour or buy an area 6 permit) is frustrating.</p>
<p>I think that you have the best solution to what has been a tricky intersection, and it appears that it will be much better for autos, peds and bikes alike. Nice job!</p>	<p>Control the chaotic congestion caused by coffee traffic at 9th/11th.</p>
<p>Roundabout is def. overkill, and 5-way def. a waste of space. Please do not make the cement areas so large that we can't walk across the intersection. There are still a lot of residences in the area and to maintain the character we do not need mega wide sidewalks and bike paths. The larger sized cement 6' walkways and bike paths get installed and then tend to be left dirty and uncared for with dead vegetation/garbage collector strips. So please, try to keep it simple and to current scale.</p>	<p>If possible, mature trees should be preserved as this segment of the trail is constructed. On the other hand, I, and other trail users, would surely appreciate special consideration regarding driveways that cut across the trail; on similar bike paths such as the 300 South or 200 West protected bike lanes, significant conflicts exist where driveways cut across these lanes, due to limited visibility and high vehicle speeds.</p>
<p>Bad plan to require 2 left turns to go from N/W-bound on Gilmer to S-bound on 1100 E.</p>	<p>new proposed access to Gilmer Drive does not really solve problem</p>
<p>Is there consideration going into the design (e.g, intersection design, materials used, crossing type, driveway crossings) so that this segment of the trail is consistent with other future segments? If each section built is drastically different from other future segments in its layout and/or design, I could see myself and others getting confused as we try to navigate the trail in the near future.</p>	<p>I am concerned about trying to turn left out of Gilmer onto 900 South. I also believe that making 900 South into a single lane at the stop sign is going to cause a large back-up, especially when the coffee shop is jamming. Their drive-through business already spills into the traffic lanes, which is currently workable since the lanes are double and wide. I would also be concerned about the access to lower Gilmer for large trucks, such as for fire or waste disposal.</p>
<p>Maybe find a way to bring the south crosswalk up to meet the others so cars going east on 9th south don't turn into a biker, and that cars going north on 11e don't get confused as to where to actually stop fro the 4 way.</p>	<p>I would not like to see 900 South cut down to one lane. I have been caught in the middle of 900 South and 900 East intersection due to someone trying to park and this is where it begins to be one lane. I strongly believe that this will happen frequently when the road becomes only one lane in each direction going east. Have you projected the rise in population and what one lane in each direction will cause the residents on 900 South? This is something I hope to see the day of the open house.</p>
<p>I own the house on 849 S 1100 E and very much approve of the intersection proposal. People trying to navigate the current 5 1/2 way stop is a nightmare. I actually liked the idea of a roundabout too, but I see how that's less ideal for pedestrians.</p>	<p>Install speed bumps along 900 East to reduce the speed. It's difficult and stressful to turn out of my residence onto 900 East as vehicles are often speeding. Also, install speed bumps on Westminster from 1300 S to 1700 S.</p>
<p>simplify Gilmer Drive with a dead end or do not change</p>	<p>It is a horrible cross walk. Kids walk across the street for school and the cars don't stop</p>
<p>Thankful to see that intersection will finally be corrected.</p>	<p>Plant more Sycamore &amp; Ginkgo trees</p>

<p>As we have circulated in the Gilmer neighborhood, we would prefer the closure of Gilmer at 900 South and 1100 East rather than a side road re-routed across the point of our yard. Turning Gilmer into a 1-way street would also be an option.</p> <p>We have no issues with the proposed bicycle path, except that few cyclists want to tackle that hill. Most seem to prefer riding up through Gilmer in the shade and winding roads.</p>	<p>WHY do you require answers that are not necessary to answer</p>
<p>I would love to see Gilmer Drive dead ended at 1100 East, with a green space built there, instead of diverting Gilmer Drive out to 900 South.</p>	<p>I see this whole design issue as an unnecessary waste of ,money. 900 South is in good shape and already works well while the City complains that they do not have enough money to do basic maintenance on current roads, curbs, and gutters. Until they are able to bring all current neighborhood infrastructure up to standard I do not see a reason for diddling around with trails and more "protected" bike lanes. This is nothing more than a needless and gross waste of tax money. Shame on you.</p>
<p>I live in the Gilmer Park neighborhood and am definitely in favor of dead ending Gilmer at 1100 East. However, I am NOT in favor of creating a separate entrance from Gilmer onto 900 South. It seems like An awkward and even potentially dangerous move, it gets rid of green space, and it doesn't seem necessary given several other entrances to our community.</p>	<p>Yes, dont do this to us. You'll make it impossible to turn out of Gilmer Dr. This is really horrendous, do not do this to us.</p>
<p>I would advise using a round about. I am at this intersection at least 2x/day in my vehicle. And an additional 1-2 times per day walking my dog. I would feel much safer with a round about.</p>	<p>The speed limit on 11th East between 9th South and 13th East need to be lowered, or at least enforced! I often see traffic stops on 9th South, but rarely on 11th. This area between 9th and 13th is only residential and drivers speed down this street all the time. I often see too close of approaches of cars going way too fast and way too close to cyclists, or pedestrians crossing at crosswalks.</p>
<p>What about a dead end on Gilmer or make it a one way</p>	<p>I am not a huge fan of the process that was used to develop these concepts, and how some of them have been discounted without even asking the residents of Gilmer Drive for their input. We get an invitation to "community forums" to discuss these things about 2 days before they occur, which is not enough time for any busy family to schedule to attend. It feels like the city is just shoving "solutions" down people's throats who current live in these locations, without really offering a decent forum, or notice for input.</p>
<p>Either leave it like it is or make round-about. The area is historical. The residents are fine with it the way it ifs. Don't try to reinvent the wheel.</p>	<p>Beautification is a must. More trees and medians. Two lanes of traffic on each side are not needed. And center turn lane is only needed in intersections.</p>
<p>You should close off lower gilmer drive per the proposal of the neighbor at the intersection. Easy and cost efficient.</p>	<p>I cannot tell from the rendering how the changes at 900 South and 1100 East will impact traffic trying to go to Caffe Espresso, which is a popular local business. It's popularity is one of the issues at the intersection now, along with the Gilmer outlet and the placement of the 1100 E stopping for northbound traffic, which is very far from the actual intersection.</p>
<p>The roads and alleys in Gilmer Park are in HORRIBLE condition. What not start there for safety's sake.</p>	<p>Speed bumps or another stop sign would help slow down traffic between 1300 e and 1500 e on 900 s. I live in 900 s above 1300 e, and drivers frequently speed up the hill.</p>
<p>A dead end is better than the current proposal.</p>	<p>Speeders in 900 South between 1400 East and 1520 East. Give sime tickets.</p>
<p>Having lived on McClelland and 900 South for 15 years, I can honestly say that every day when I come to the 900 South and 1100 East intersection and there is a car on gilmer, no one knows what to do or how to act.</p> <p>As our population grows and the area becomes more dense, I think moving the entrance to gilmer is the best option!</p>	<p>See above.</p>

<p>IF this change goes through then, the city should LEGALLY RESTRICT bikes from the sidewalks when a bike lane exist on that street. Too many times as a pedestrian walking on 900 South between 900 East &amp; 700 East I'm having to yield to bikes riding on the sidewalk when there is the bike lane less than 5 feet away. The city is doing very little to protect pedestrians.</p>	<p>In the preferred design, it appears that a stop sign is placed past the sidewalk and bike path.</p>
<p>Hello. I live on lower Gilmer Dr. DO NOT MAKE THIS RIGHT ANGLE TURN OUT OF GILMER.</p>	<p>Air Quality.</p>
<p>Hi have expressed concern to Becka before about this intersection. I live on 11th E, and it is a frequent problem!!! It is bad for drivers (who often don't understand where the Northbound limit line is on the south side of the intersection. I often see conflict with drivers headed eastbound who do not realize that the cars have already stopped at the limit line. I have also seen drivers nearly hit cyclists as the drivers are coming down off of Gilmer. While more costly, I would greatly prefer the round about. I believe it will help slow down car speed overall in the 9th &amp; 9th area.</p>	<p>Please do not close the access to Gilmer Drive and 900S/1100E. This is our main entry and exit and would make living in Gilmer Park impossible and inconvenient for our family.</p>
<p>I don't like any of the options for the Gilmer intersection. I actually prefer the "Norman" plan, that would cut off access to Gilmer Drive from that 5 way intersection. I live at 1136 E Gilmer Drive, and I go through that intersection multiple times a day and it's a terrible hazard, however, the proposed solution is equally as terrible because if you want to take a left off Gilmer and onto 9th south, the traffic in the morning on 9th south is backed up far higher than the proposed new drive. Which means, there will be people pulling out onto 9th south trying to merge into traffic going west on 9th south, and causing even more traffic problems sticking out into the east bound lanes. Truly, this is not the answer. At least with the Norman plan, we can cut down on the traffic onto Gilmer, reduce crime because it's an easy "target" create a pedestrian and bike portal onto Gilmer drive (which a lot of people use now instead of biking up 9th south which is impossible for anyone except an elite athlete to get up on a regular bike) and also reduce overall car traffic for those pedestrians and bikes. This would be a much better, cheaper and more efficient use of the space than trying to force another totally inept intersection at this location. I for one would prefer a park and community gathering space, rather than another noisy intersection that is equally as inefficient and dangerous.</p>	<p>The bike lines placed on Broadway (300s) were terrible for small business and are a great example of how this, well intentioned idea, is not working. Most business have had to move or close, and most business owners on Broadway could confirm that sales have decreased since the new bike lanes were installed. City planners should take a good look at what is actually helping local businesses and no longer waste money on "optimistic" ideas.</p>
<p>The intersection of 1100 east and 900 south needs a little light and streetscaping in addition to the above recommendations.</p>	<p>As a Gilmer Drive resident, another neighbor has proposed a compelling alternative - close off the Gilmer connection to 9th South, making it a cut de sac/ dead end, and turning that area into a small green space. This enhances the bike/walking path access (on less street to cross) and also reduces the still-dangerous intersection of Gilmer into 9th South - which will inevitably have many (like me) trying to turn left on 9th South each day for work. Dangers, and congesting. With the green space, it is easier and safer for all traffic, and this Gilmer residents effected can easily exit via Michigan or 12th east. Prettier, safer, and likely less expensive too. As I ma directly affected, I wholly endorse this option.</p>
<p>Overall, the design elements in 9th and 9th need to be extended from 700 east to 1100 east (median, trees, benches, light poles)</p>	
<p>The bike lane from Lincoln to McClelland seems minuscule for only two short blocks.</p>	
<p>The change to the Gilmer outlet and the movement of the stop sign for northbound 1100 East would make this intersection considerably safer for pedestrians and automobile traffic. It is presently one of the most confusing intersections, and many people honk as they go through the intersection for safety reasons. I know this because I live directly next to the intersection.</p>	<p>Some residents of Gilmer Park are proposing closure of the west access of Gilmer Drive. I live on Herbert Ave. I am not in favor of creating a dead end spur of the Gilmer and Alpine areas of our neighborhood. This would shunt traffic from that area to the other limited side streets of our neighborhood, including all traffic associated with residents, their guests, mail, delivery services, sanitation trucks, snow plows, etc. Finally, I feel that blocking the street would decrease emergency access and limit egress routes.</p>
<p>I love it! Thank you for repacking the hill and removing the 5th stop sign at Gilmer.</p>	<p>Please lower the speed limit.</p>

<p>I walk that intersection every day and drive it multiple times weekly. I think the existing intersection is the best out of the options I've seen. Or leave it alone. The design where Gilmer exits onto 900 S is not a good one. I think will cause more problems at the left turn onto ninth south from Gilmer than the current five way stop ever did. I say: move the stop sign on 1100 East out 900 South and make folks coming down Gilmer stop twice if they turn north onto 1100 East.</p> <p>Honestly, that intersection is confusing, but things always seem to work out. Not sure I want my taxes wasted on an unnecessary ,Áúuograde,Äù. Spend the money on sub-surface engineering. It's the deep road bed that really needs fixing.</p>	<p>Thanks</p>
<p>Please do not include any concrete "pads" and white plastic posts in the existing street, as were constructed on 200 South downtown. These pads are horrible; they are hard to drive around. The white plastic posts are impossible for snow plows to get around in the winter. Also, please no concrete flower boxes (as on 200 West downtown). They cut way down on the amount of parking available.</p>	<p>Again, this project should help calm 9th and 9th. But as with Sugarhouse (totally crazy), the area has expanded dramatically with more cars, more businesses, more walkers, more cyclists and fewer places to park. Add left turn arrows that are rarely activated and you have a major mess on your hands. Have you ever tried to make a left onto 900 South from 900 East at 5:00 PM? It's another of Salt Lake's famous ,Áúrun the red to make a left intersections,Äù. For safety's sake, turn on the friggin left turn arrows!! 20 seconds of delay is not going to kill drivers going straight, but it might save the life of someone walking in a crosswalk who gets nailed by someone trying to make a left. This is SO true across the city, but at an intersection like 9th and 9th with so much going on, the left arrows HAVE to be active.</p>
<p>I strongly oppose the preferred design for 900 south and gilmer drive. as designed, turning west off of gilmer onto 900 south will be challenging given the steep slope and cars barreling down 900 south in both good and bad weather. additionally, the plan as outlined is disruptive to the existing neighborhood and the homeowners who will lose their yard to this change.</p>	<p>The plan looks really great! I hope you can execute it!</p>
<p>The preferred design is certainly better than the existing. I've also heard talk of making it a dead end for cars and leaving access for foot traffic &amp; cyclists. I also support that plan, but wonder how it would work specifically for snow plows and trash trucks.</p>	<p>At the open house tonight (2/8/18) at Tracy Aviary, the option of postponing the 9th south project was discussed. Please do not delay this project. Your consideration of options has been performed diligently. Continuing with the existing intersection is not ideal. The new proposal of creating a dead-end in this location is appealing on first glance but is not nearly as attractive when practical details are discussed. I hope that Salt Lake City continues with the proposed concept and does not delay its implementation.</p>
<p>Some residents of Gilmer Drive have wanted to make the street (from 1200 E to 1100 E) into a no exit street with walking and green space continued as is. A small park at the base of Gilmer and 1100 East would be a respite for people walking and biking up to the steep part of 900 South.</p> <p>The drawings of the proposal show an awkward exit to 900 South.</p>	<p>I heard people were against bike Lanes at a community meeting tonight about the project and want to voice my desire for a safe bike lane on this road!</p>
<p>The intersection as it sits is complicated and hard for a lot of drivers to understand; I have complained and requested changes to it for years, but nothing has been done. None the less, a few simple changes in signage and striping would go a long way to correcting its problems. These changes include moving the crosswalk back to the stop line on 1100 E past Gilmer Drive so that it is clear where drivers are supposed to stop heading North. Add turn arrows to the Eastbound lanes of 900 S, the far right lane a hard turning arrow, the next lane over a double arrow, pointing up 900 S or angled to Gilmer Drive. This would eliminate the confusion over where drivers are headed. Lastly, adding a sign above the stop sign that says "5 Way" so that motorists realize there is another street involved. These simple changes would be cost-effective and easy, both politically and practically, compared with the other alternatives.</p>	<p>Who approved the extra additions to the building on the north-east corner of 1100 E and 1300 S? Their additions to the building that extend all the way to the sidewalk block the vision of vehicles turning right off 1100 E and create a dangerous intersection for westbound vehicles and those who are turning.</p>



<p>Will car traffic exiting Gilmer block the pedestrian/bicycle path?</p>	<p>Yes, Ralph was a better mayor.</p> <p>That aside, Go Utes.</p>
<p>As a resident of Gilmer Park, I believe you should consider the Norman proposal. I agree the current 5-way stop is unwieldy (at best, and dangerous at worst), but I think the preferred redesign proposal will not sufficiently improve the traffic flow and would create a similarly dangerous or difficult, right or left turn from the new proposed exit. In fact, it creates two points of vehicle intersection across the bike path within 25-50 ft of each other, resulting in a potentially dangerous situation for bicycle traffic to navigate as well, especially if coming down the hill at speed. I think the intentions are good, but the proposal does not sufficiently accomplish its safety goal. The Norman proposal may be a better solution. Whatever small inconvenience is caused to those who would now be living on the new dead-end street would surely be outweighed by reducing through traffic, securing the 4-way stop, and allowing for more open space. I think i'm potentially even more concerned with ensuring whatever green space is established is done so as to be somewhat self-sustainable, i.e. drought tolerant, low maintenance.</p>	<p>Will you still be able to park cars on the street of Gilmer Dr?</p>
<p>My family lives and we use this intersection multiple times a day. The recommended intersection would make it so I have to make a left on to 900S which during heavy traffic would be nearly impossible. Our neighbors Mr. and Mrs. Norman have recommended closing Gilmer Drive all together which would heavily impact our family. We live at a cul-de-sac at the top of Alpine Place and already have a very difficult time with garbage trucks, deliver trucks, snow plows, uber drivers and the like to access our street. if this was closed we would have to re-route through our neighborhood and narrowly try to get through the cars that park on Gilmer Drive to leave either off Michigan or 1200E. We need Gilmer Drive to remain open and accessible. I would suggest better communication via signs and striping so drivers understand it is a five way stop. Other than that I have always thought the intersection would work much better as a roundabout.</p>	<p>McClelland Drive to 1300 East stretch with separate one way lanes is probably a good idea because of the steep incline in this portion of the trail. However, the downhill portion is a horrible suicide track where poor cyclists will be taking their chances zipping between parked cars (beware of opening doors) and cars going downhill (speeding all the time). I am not riding this section downhill on the North side of the street. I will take the protected trail on the South side of the street with my kids (possibly upsetting some law abiding folks working their way uphill). Separation is a good idea, but please make the trail protected from cars or we will NOT ride it. Surprisingly enough, your conceptual rendering shows a bile going downhill on the south side of the road. This is exactly how it will be in real life. Please take note.</p>
<p>I live in Gilmer Park, and I'm not thrilled at the idea of modifying the road. It takes away from the historic neighborhood. Some have suggested closing Gilmer drive at 11th east to auto traffic,(allowing for pedestrian and bicycle) and moving the stop sign on the south side of 11th up to the crosswalk. I really like this idea. It would be quite cheap, and moving the stop sign up would make it a predictable 4 way stop. While it may inconvenience maybe 10 to 15 homes (at most), it would solve the problem for everyone else that uses the intersection.</p>	<p>If you are going to do this and encourage people to use Gilmer you MUST have an on-demand crosswalk signal (ala the one near Westminster) to get across 13th E.</p>
<p>not sure how this corridor is a priority nor that important for walkability. Thriving businesses and access to public transit will increase walkability, not just street aesthetics. This project will hurt local businesses in the 9th and 9th business area and will not bring them any more traffic once the inconvenient construction is completed. As fas as the Gilmer project specifically, it seems like a great waste of money and will be a big inconvenience, and no solution to any real problem. The hill between 1100 east and 1300 east is not desirable to walk nor bike up and down, so why go through the expense of adding a big path that will see no increase in use?</p>	<p>It would be nice if landscaping along the W Temple i-15 on/off ramp could be improved</p>
<p>I would prefer turning Gilmer into a dead end street at that intersection - see proposal by L and G Norman</p>	<p>See above.</p>

<p>As a Gilmer Drive resident, another neighbor has proposed a compelling alternative - close off the Gilmer connection to 9th South, making it a cut de sac/ dead end, and turning that area into a small green space. This enhances the bike/walking path access (on less street to cross) and also reduces the still-dangerous intersection of Gilmer into 9th South - which will inevitably have many (like me) trying to turn left on 9th South each day for work. Dangers, and congesting. With the green sauce, it is easier and safer for all traffic, and this Gilmer residents effected can easily exit via Michigan or 12th east. Prettier, safer, and likely less expensive too. As I ma directly affected, I wholly endorse this option.</p>	<p>Thank you for thinking of bikes!</p>
<p>To me, the "preferred" plan of realigning Gilmer appears more dangerous to trail users and motorists, than using the existing 5 way intersection configuration. Given the expense of the preferred plan, and the impact on homeowners, I do not regard it as preferred. Why is the trail now on 900 South? I thought it was suppose to jog over to 800 South?</p>	<p>I worry about the budget implications of this reconstruction, as well as the impact of the new development on 9th south that will undoubtedly impact traffic patterns.</p>
<p>keep up the good work on paths!</p>	<p>I can't wait for the 9 line trail to be constructed throughout the center of the town. The reason for this is - it is a part of our family preferred way to the downtown from our place in Sugarhouse. We first take McClelland trail to 900 S (BTW- thanks for that, it's awesome - except for a few bumps in the street crossings - no bitten tongues yet though), then that to 600 E or 300 E. The current trouble with this route (though still the least stress overall), is no bike lanes or marking on sections of 900 S, and, critically, very bad crossing of 700 E and nothing west of that. 600 E would be OK except that it gets busier along Trolley Sq and 400 S so it's not all that comfortable with kids - though still better than current state of 900 S if we were to take it all the way to 300 E. I would prefer 900S to 600 E if 9 line trail was in place. Bottom line, please, work on filling the gaps so that we have at least some sort of low stress network (currently, sadly said, there's none). I don't want a protected bike lane on every street in town, but, it'd be nice to have a continuous protected bike lane or separated path say every 10 blocks in a grid like pattern. Perhaps arguing that road diet every 10 blocks (or 5 if we want to be generous) to accommodate low stress biking may be easier to swallow by the crowd that wants to keep multi-lane streets everywhere. 900 S should be a decent compromise since just north of it is 800 S which is a wide thoroughfare.</p>
<p>The current configuration looks better than the proposed. But, the current one needs a better traffic control/stripping at the intersection. The proposed one looks like it will be difficult for cyclists on the roadway to exit Gilmer and turn west and to safely enter Gilmer from the East.</p>	<p>With the recommended Gilmer design, I'm concerned about the ability to turn left onto 900 S.</p>
<p>Gilmer should be left alone.</p>	<p>parking on 11th east, south of 900 s is in a terrible state. all the gutters are ripped up and need improvement.</p>
<p>Please add a roundabout to the intersection at 900 South and 1100 East. The stop signs are inefficient and cause confusion, honking, and pollution.</p>	<p>I have lived on 900 south since 1960, currently, I am across the street from East High. Be very careful of the sewer on the hill, as soon as this project is completed, individual residents, like me, are going to dig it all up again over the next ten years to fix our sewer connection that is sliding, glaciating, down the hill. Erosion down the hillside has done HUGE damage under the road surface. Just saying. I love this street.</p>
<p>Given the slope at Gilmer Drive intersection, the uphill for many cyclists is actually going along Gilmer Drive and then linking back to 9th via the equivalent of 12th East, avoiding the direct short uphill... Worth a thought to improve on that section as well and to have a bike-symbol painted on that street?</p>	<p>This is unnecessary and expensive and it will make it a lot traffic up 9th south also it's not ideal riding bikes up 9th anyway.</p>

<p>Local residents are anxious to see how traffic and parking related to the new over-sized apartment building under construction on the corner of Lincoln and 900 East will impact this project and 9th and 9th overall. Happy that this project should dramatically calm traffic on 900 East, particularly during morning and evening, "rush" hours when speeds are totally out of control. Spend some time in early morning and notice the speed of drivers flying through the intersection of 9th and 9th. As an early morning runner who often runs in the dark, I can tell you it can be very dangerous crossing here (the absolute worst is 700 East at 900 and 1300 going to and from Liberty Park where drivers running the red light at 60 mph are a daily occurrence).</p>	<p>As stated, I am greatly offended that a proposed change to the configuration of Gilmer Drive was not presented to me before the plan moved forward. The proposed plan will have cars entering Gilmer, head on into my house. We have a drive way configuration that requires us to back out onto Gilmer. Imagine the challenge of backing out into head on traffic. I will have cars entering Gilmer, blocking my ability to back out and drive forward. In addition, I would have car lights at night shining directly into my living room. There is not the space on the street to accommodate this type of proposal, but only those of us living on Gilmer would know this, not planners who do not live in this historic neighborhood.</p>
<p>I think this is a great plan! Biking and walking is vital to a community, and especially with our air quality issues. Thanks!</p>	<p>Safety concerns - see above.</p>
<p>With our inversion issues, it is imperative that we continue to be creative about getting people out of their cars as much as is feasible. I'm hugely supportive of making the city more pedestrian-friendly and bike-friendly.</p>	<ol style="list-style-type: none"> <li>1) Having watched my children and my 93 year old mother-in-law cross 900 South regularly with little or no concern shown by some motorists who seem keen to just get through the intersection, I'd welcome and ardently advocate for traffic lights being put up there.</li> <li>2) If the City chooses the park with its potential to visually cue an introduction to Gilmer, my only request is that it is aesthetically attractive, particularly with regard to benches, a few trees or bushes and a stretch of grass.</li> <li>3) We will be losing a number of parking spots in front of our property on Gilmer. If it becomes a park, we request that the destroyed concrete on 1100 East that currently makes it almost impossible for me to back up or park my car on that street and the driveway be repaired.</li> <li>4) If a park-like setting is created we ask that we not be financially responsible for its upkeep, including the watering and cutting of the grass. We could not afford it on our non-profit and freelance incomes.</li> <li>5) Cafe Espresso encourages some of the most bullheaded and selfish driving/waiting I've seen motorists display as they wait in the middle of the street to turn into the coffee house for their coffee. Anything that could address such behavior would be most welcome.</li> </ol>
<p>There's a bike lane one block away on 800 East. SLC is growing. Traffic is only going to get worse. We need 2 lanes each way. To get rid of them is amazingly short sighted. Again, there is a bike lane a block away!!!!!! Why the need for 2 in such a small area???</p>	<p>Highly concerned about attracting more homeless and transient activity with any design that increases green space that belongs to the city. Very concerned about being able to head west on 900 south efficiently as we do that multiple times per day. This is a high income neighborhood with high property taxes and we deserve the roundabout.</p>
<p>I prefer the roundabout design for 9th and 11th.</p>	<p>See above.</p>
<p>While the redesign helps. The problem of inconsiderate coffee shop patrons blocking the travel lanes and pedestrian walkways on 11th east will only be exacerbated by this plan. This intersection needs a light for the safety of children who must cross this intersection to attend area schools.</p>	<p>The traffic into and out of the drive-thru coffee shop on the corner is 1100E and 900S causes a lot of congestion in the morning at that intersection. Same with the coffee shop on 1300 E and 900 S (Java Joe). More efficiency in handling the AM traffic for those businesses is needed.</p> <p>It's unfortunate that the city allowed a new large business building to be built on the NE corner of 900S and 1100E. The rest of the block is residential on both streets. There is no parking accommodation that is evident. This is commercial encroachment on a residential area and no doubt has/will lower the property value and privacy of those homes nearby. Please protect our historic neighborhoods!</p>

<p>excellent design. should be the standard design for all city streets. only for major arteries should we have 2 or more travel lanes for cars heading in the same direction. we should be reducing the amount of pavement whenever possible and making salt lake city a bike, walk, mass transit priority community.</p>	<p>Neighborhood has become congested - residential home owners should be given priority parking on the street in front of their homes. People working at 9th and 9th shops park in front of my house (I don't have a garage) very annoying, especially if I have items to take into the house or come home after 6:00pm. I don't feel safe and my neighbors to the north chose NOT to have a street lamp put in. Also, where are the construction staff going to park? For those living in the affected area(s) how will traffic be rerouted?</p>
<p>I like the plan as is. Some of our neighbors have raised the possibility of creating a dead end of Gilmer Avenue at this location. However, the requirement for a turnaround location at the end of this dead-end street makes this option much less appealing. Amanda Avenue has a similar dead-end turnaround, and it is an unfortunate eyesore. The proposed option above seems like a much better way to go.</p>	<p>why would you put a bike lane in the middle of 2 traffic lanes going the same direction, bikers will get hit , property owners that are effected in a negative way, bad choice of streets, 8th south would be much better suited, bad idea</p>
<p>I live a few doors from the proposed project. The current labeling of the stop signs as all-way instead of 5 way definitely lead to the confusion in the area. The intersection is also very large for pedestrians headed north or south and I feel that the redesign will help with our safety. The two major concerns i have is the one lane headed east up the hill (900 s) during the winter months. There are multiple busses and cars who get stuck in the snow and the 2 lanes that are currently present allow some vehicles to make their way up the hill around the stuck vehicles. The 2nd major concern are the patrons of the coffee shop. They block the sidewalk so that I have to walk out into 1100 E to get around them around them in the morning. The patrons also block traffic in all directions. The northbound traffic stops because the patrons of the coffee shop have to wait to turn left off 1100 E into the coffee shop lanes. Those vehicles then also block the southbound traffic because they stop in the lane of travel waiting to proceed up the drive to the coffee shop. Most vehicles keep moving northbound by going to the right around those vehicles and turn east up 900 s and some even turn left onto 900 s past those blocking traffic. The southbound coffee shop patrons also stop in the southbound lanes too while waiting to turn right into the coffee shop bringing traffic to a standstill. The most needed improvement is addressing the coffee shop patrons in the morning and education some of them.</p> <p>The narrowing of the intersection and lanes without addressing the coffee shop I feel will negatively affect traffic in the area with the proposed redesign. There may also be some loss of a parking space or two on 1100 E which are greatly needed by residents because of the increasing living density in the area -thanks to city council and zoning for approving a building permit with commercial space +9 residential units and only 11 parking spaces on the lot. Even my elementary school kids can do that math.</p>	<p>The coffee shop on the corner of 1100 &amp; 900s needs to go. Their clients frequently block the intersection with cars waiting to get into the driveway. Also Will there be a traffic signal?</p>
<p>Looooong time cyclist here, I think putting in bulbed curbsides is a huge mistake. 3rd South sucks. Don't do it to 9th and 9th. The charm of the mainly small locally owned biz's will be besmirched. Just fix the road. Please don't do protected intersections like the one by the Rose Wagner theater. Honestly, I said the same thing when they took the 2nd lane from 13th East ~7 years ago, no one wants to bike on these busy busy roads anyway. It's just inhospitable. I'm not saying you're doing a bad job, just that trying to make 9th a main East-West Blvd is achievable, without getting crazy.</p>	<p>We need more light rail lines that run later, especially ones that go East-West. 9th South corridor seems like a great candidate, except perhaps the hill between 11th &amp; 13th East.</p>
<p>Something really needs to be done about this intersection. Its unsafe to cross the street (walking or driving) because of Gilmer Dr. It will be nice to have a little park at the bottom of the old Gilmer Dr.</p>	<p>The Norman proposal is interesting but how much time would it add to Emergency services response times?</p>

<p>I bike on 900 south 2-3 days a week, weather permitting, on my commute to work from the St. Mary's area to my office downtown. These look like some good changes to 900 South, which is my preferred road to ride down to the city on. 800 S. has some bike paths, but the road is busier and I like 900 S. better for biking.</p>	<p>See above.</p>
<p>Lincoln Street to McClelland Avenue proposal of two way separate cycle track is exactly how we want the bike path to be constructed all the way to 700 West along the South Side of 900 South. Please be consistent and do not make the bicyclists 'share the road' with cars.</p>	<p>No pollution study has been done. The city continues its reconfigurations despite the increase in drive times and associated pollution. I've watched travel times on some streets during heavy traffic increase up to 40% due to reconfigurations. This is significantly harming air quality and quality of life for residents near these changes. I feel that this is a systematic problem -- reconfigurations are all being done without regard to increased traffic time (and the associated increase in air/noise pollution). Please stop, reconsider, and always favor acceptable configurations that improve throughput.</p> <p>As an aside: The whole "more people will walk/bike" argument is invalid. The most polluted times are those that people will bike the least (due to particulates, heat, slush, etc.) Bike lanes are fair weather improvements only, and harm air quality on the worst days due to additional traffic delays.</p>
<p>Please get Economic Dev involved in this project, specifically between State and 300 W.</p>	<p>I think a shared bike path on a steep hill is a horrible idea. The speed differential with bikes going up the hill vs down the hill is much more dangerous than the existing condition.</p>
<p>I prefer the roundabout. I went to the meeting last night at the Tracy Aviary. The only real reason they give for not doing the roundabout is the cost. That is not the reason that should determine the best solution. This is a busy intersection that needs the correct solution, not the expedient one. Your preferred design has a serious flaw. During high traffic times, between 7-8:30 in the morning and 4-5:30 in the evenings (approximately) it will be virtually impossible to turn left out of Gilmer Drive or even left into Gilmer drive from 900 south. Drivers are nuts at that time and not patient, and they will not patiently allow another driver to take a left in either direction if it will slow them down. At least the way the intersection runs now everyone is at a stop and must take turns driving out from their stop signs. With the new design the drivers from Gilmer Drive will not have the option of pulling out when the other traffic is at a stop. Then they will also have to contend with the bikes that you are so excited about having a bike lane for. That will further complicate a driver being able to safely pull out of Gilmer. The roundabout will encourage traffic to keep moving, which will make for less time waiting at that intersection. I have a TON of experience with dealing with roundabouts from my trips to Europe, where they are common. They are so fluid and easy to use once people get used to them. Please consider spending the extra money in making this intersection right, instead of cheap. Those of us who live in Gilmer Park would still like to be able to go west during any part of the day. Since you are putting so much time and money and investment into making 900 south a high use area, spend a little extra. It will be worth it if this 9 trail line lives up to your expectations.</p>	

I attended the Community Meeting tonight at Tracy Aviary and I strongly approve of the plan.

I greatly appreciate the prioritization of pedestrian, biker and driver safety, and the overall effort to make the area between Lincoln and 1300 East more walkable and biker friendly. I'm very excited to see similar efforts extend, west down Harvey Milk Blvd.

Also, I strongly support a high frequency/priority bus line going up 900 East, even a rail line - but I know that's ambitious.

I really like this design. The 5 way stop is awful. The cars going east/west don't realize that the stop sign for northbound drivers is before Gilmer. There is always confusion. I use this intersection every day driving to and from work. The recommended solution would work well.

I think the current plan is ridiculous! You should close off the road and make a little park with bike access or at the very least a do the round about!  
Having a little park there would add a little tranquility to a very chaotic intersection.

We live in 935 s and 1100 e.

What about making Gilmer a one-way street going East for a block, thus diverting West-bound 11th East traffic to Herbert?

I would love to see this intersection and street redesigned to be more pedestrian friendly. The proposed plan is something I fully support. As the intersection currently stands it is unwelcoming and somewhat confusing to use and cross.

After speaking to City staff at the open house yesterday, I have a few things to put down.

- Closing Gilmer Dr as suggested by one of the residents should be seriously considered. That would be my top pick over the solution suggested above

- If the above configuration is retained, move the path crossing over Gilmer Dr ~ 2m south so that cars can stop at the stop sign without blocking the path

- Please put on street shared lane markings (chevrons) throughout the shared lanes of 900 S.

That includes the downhill car lane between 1300 E and 1100 E if there will not be a westbound bike lane, and even more importantly, through sections of 900 S between Lincoln St and 700 E where there currently is a single car lane and no bike lane. This would be very beneficial for cyclists as it would alert the motorists that they are now sharing the car lane with bikes.

Don't stop there.

I live in Gilbert Park and like the idea of making the intersection more friendly. I recommend the round about or the recommended design.

I have lived on Gilmer Drive for over eight years now. I have always thought that the city would be best served to dead end Gilmer where it comes to the 5 way stop but incorporate a place where cyclists, runners and walkers could access the street. Creating a bike lane from 11th east to 13th east is a waste of money. Rarely do I see people riding bikes up this steep portion of the hill. Everyone who lives on Gilmer know that bike riders take Gilmer drive almost exclusively to get to 13th east. I feel that dead ending Gilmer to 11th while keeping access for bikers, runners and walkers would be very cost effective and solve a major concern for the city. In my opinion the preferred plan would cost a lot of money and cause more traffic problems than even the current 5 way stop.

the area that will close off gilmer should include trees, making it a welcoming entrance to Historical Gilmer

I Love the Option that makes Gilmer a dead end. Obviously many bicycles that use the switch-back, Gilmer switch-back is a very important bike path, none of us ride up 9th if we can use Gilmer. Pay attention. Stand at the coffee shop and watch, bike traffic is up that switchback. I have been a cyclist in the neighborhood for 56 years, I went to East High, Clayton, etc. In fact a famous bike club, that raced at Liberty Park, convinced Salt Lake City to build the switchback, one of which is the 4th south 10th east Hill. Further the name sucks, 9-line should be a train. Harvey Milk Bike Trail should be the name.

I agree with Norman proposal

Having been a home owner on Gilmer Drive since 1988 I have not experienced any challenges negotiating the existing 5 way street/stop system either by car or on foot. The proposal that is identified as the preferred solution does not reflect the opinion of the home owners/tax payers whose properties will sustain the greatest impact. Creating an exit/entrance on to 9th south east of the current 5 way stop will create a greater potential for accidents. Attempting to enter 9 south west bound will require assessing oncoming traffic from 3 different stop signs, while crossing into the downhill traffic heading west. Really, you think this is a great safety solution? Entering Gilmer from the side decreases visibility of the down hill traffic due to the number of cars that are parked on Gilmer. Most often, cars are parked across from one another, decreasing the street to single car, one way traffic. Entering the street with the existing configuration enables drivers to see directly up the street and take the appropriate action of pulling over and waiting. With your proposal, there will be no area on the street for this to occur. The current system is acknowledged by all living in the area as an intersection that requires curtesy, caution, and being aware, but is by no means a high risk situation. I would support trying a visible 5 way stop or a roundabout but not a closure/reconfigured Gilmer Drive.

i will submit a letter that will provide the details regarding my objections to these changes to this historic neighborhood.

Your preferred design is dangerous and will cause increased problems over the existing design. Currently there is some minor hassle pulling out of Gilmer drive onto 900 south from the 5 way stop but not a big deal (I have lived on Alpine Place since 1992 and drive this all the time and it is imperfect but your solution will be a disaster). Exiting onto 900 south with no stop sign protection from above and below and trying to turn West will not be easy nor safe. Entering Gilmer drive while descending the hill driving west and then stopping in the middle of what will now be a busy single lane road and trying to turn left across oncoming traffic will also be dangerous. The existing set up at least allows stop-sign protection for entering and exiting Gilmer drive. For bikes - if there is a lane on the South side - someone will die within a short time in your preferred design as a car driver darts across traffic and turns into the new Gilmer Drive entrance and a bike slams into the side of the car - head injury, dead (or lives and sues for lifetime medical care). An ideal solution is a round about and I disagree that it is space inefficient if you are cutting 900 south down to a single lane each direction. The round about then only needs to be single lane and can probably fit in the current space with almost no encroachment onto the current curbs (go look - I just did). Don't do something silly and cause accidents. Make most of your changes but leave the existing 5 ways stop as it is (saves money) OR do it correctly and make a round about (safer).

My name is Stephen Dark and I live with my family directly on the corner of 11th East and Gilmer. My property faces north and arguably stands the most to benefit if this park-like approach to sealing off Gilmer is chosen and most to lose if the City decides to go with a circle that would allow traffic to turn around in front of our property. I advocate for the park because it will both honor the idea of celebrating the beginning of Historic Gilmer--perhaps with park benches, small trees, a sign or an arch?--and pictorially present an aesthetic high note by which to mark one of the city's most visually attractive neighborhoods. I do not want it to be an asphalt circle cum parking lot rather than having Gilmer feed into 900 South.

My only concern with the new road feeding into 900 South is that the left hand turn will be impossible and I would argue for a sign indicating left turns are banned. I do want to commend the city's thoughtful and openminded approach to this issue, which has long been a thorn in the side for residents.

We are very concerned about any additional green space provided as it will become a further magnet for homeless and transient activity that is encroaching the neighborhood. Your preferred option would also make it very difficult for those on Gilmer and Alpine Place to head west on 900 South. Which is the most desired direction coming out of the current traffic flow. The most efficient traffic design would be a 5 way roundabout. Anything less than that would detrimental for both driving and pedestrian safety

I agree that the added green space and trail options around the intersection will increase walkability in that area.

in the proposed design i worry about traveling west down gilmer in the morning & turning left. this could be difficult given traffic traveling west down 900 s. would it be right turn only? the better option may be to route gilmer due south for a turn onto 1100 east, though again the issue may be proximity to the intersection. but if you could bump the stop sign north there, it could work ...



I am a heavy-user of this intersection. I have lived on Gilmer Drive for 20 years, and I pass through the intersection multiple time a day. I think the preferred design should be abandoned in favor of either a roundabout or doing nothing.

The proposed change will create more problems than it will solve. In fact, it would make the intersection significantly more dangerous. For example, those people that want to turn left from Gilmer onto 900 South will will to cross over East-bound traffic, then cross over a turn-only lane, to get to the West-Bound land. Moreover, if there is more than a single car stopped in the West-bound lane, the left-turning vehicle will not be able to get behind the line. The design will encourage people to not stop or, if they do stop, to accelerate very quickly to get across all the lanes of traffic without proper lookout. Those cars that want to travel North from Gilmer onto 1100 East will have a zig-zag crossing two lanes of oncoming traffic.

The term "Path Comfort" is ambiguous enough to have no real meaning. If this term encompasses "ease of use" for traffic, the proposed design fails. The examples above show highlight this fact, but there are more examples. Those people driving down Gilmer that want to turn onto 1100 East going south bound have to make two lefthand turns, one of which is exposed to oncoming traffic. There is nothing "comfortable" about that. Similarly, those making a right-hand turn off of 1100 East onto 900 South Eastbound immediately encounter those cars coming off of Gilmer Drive. It is dangerous and not "comfortable."

There appears to be no basis for concluding that the proposed design is as "predictable" as a roundabout (both were given 3 dots). To the contrary, a roundabout would be, by far, the most predictable traffic pattern at the intersection.

Bottom line, the proposed plan does not seem to be designed to address whatever traffic issue there may be at the intersection. Whatever the actual reason for the proposed change, the proposed design will create more traffic issues. Add on top of that the increased costs of this alternative, as well as the fact that the proposed design would create a less predictable traffic pattern than a roundabout, the City should abandon this design and adopt the roundabout.

1. This design will make it somewhat more difficult to turn L out of or into Gilmer Drive via 900S. I'm OK with that if the "Green space" section at the end of Gilmer is done well and provides a visual barrier between Gilmer Drive at that busy intersection. Not just a curb and lawn, but trees, bushes and/or hedges need to be planted. THis would protect (and improve) the privacy and integrity of that historic neighborhood in exchange for a less convenient entry/exit. Frankly, decreasing any thru automotive traffic on Gilmer drive is a big plus for the neighborhood and the children who often play in the street on that road, If new green space does not add privacy to that end of Gilmer, you might as well leave the intersection as it is.

I am not against closing off Gilmer at 1100E and making it a dead end, but would want to see the design and landscaping proposal first.

How long will the project take to finish? I like the improvements especially at the four-way stop. I don't like the one lane idea on 900 south. In the am it is very busy. Thank you for your efforts.

Thank you so much for doing this.

The coffee shop on the corner of 1100 & 900s needs to go. Their clients frequently block the intersection with cars waiting to get into the driveway.

Please ensure that the new landscaped spaces are not done in grass. Drought-tolerant plants need to be a requirement! Think about the water usage and \$ to keep landscaped.

How about preserving the history of the area by leaving it alone?

Gilmer entering onto 900 S just east of the intersection seems a dangerous place to do so. If trying to turn left and head west on 900 S could be dangerous with downhill traffic not always following posted speed limit and with eastbound traffic coming through the intersection... the timing to exit Gilmer would have to be perfect. It would seem to be safer for Gilmer to exit onto 1100 E, south of the intersection.

Hello.

I live at---, four houses up from the intersection of 1100 East/Gilmer/900 South. Our house's back yard also backs up to 900 South.

We are excited to hear about the much needed updates coming to 900 South, especially the concrete, lighting upgrades, etc.

My wife and I attended the meeting on February 8th. We appreciate you taking the community's feedback into consideration and we are happy to hear you will be considering more options before moving forward.

Our main concern is the redirecting of Gilmer at the intersection.

While I acknowledge that intersection causes some confusion, I am not in favor of the proposed redesign and believe there are even simpler steps to be taken that could alleviate some of the current confusion. I believe the proposed redesign would only move one area of confusion to another area of confusion.

We walk and bicycle quite a bit from our house through this intersection - that's one of the reasons we love our historic neighborhood with walkable access to 9th and 9th. As much as we walk, we still have many reasons to drive in and out of our neighborhood daily. The proposed T-intersection into 900 South would make it much more difficult and inconvenient for us to drive in and out of our neighborhood.

Entering Gilmer from 900 S Westbound would be confusing to traffic Eastbound through the intersection.

Leaving our neighborhood turning out on to 900 S to head West or South on 1100 East would require us to cross a double yellow line which is illegal. Also we would have to filter into traffic already queued up waiting to go through the stop sign which could be difficult.

Access in and out of our neighborhood and maintaining the unique historical feel of Gilmer Park are our main concerns and the previously proposed design would compromise both of those priorities.

Personally I would prefer to see the intersection's configuration left as is and updated with concrete and signage to alleviate confusion. Part of the problem is that nobody understands the right-of-way etiquette at the five way intersection. This is a simple, inexpensive solution that would help pedestrian/bike safety and traffic flow in the intersection.

A sign at 1100 East Northbound that clarifies „Crosswalk ahead. Stop here.„ along with an updated more visible crosswalk would help a ton.

Signage specifying that it is a 5 way intersection would help traffic and pedestrians to look for and accommodate traffic heading up and down Gilmer.

If the intersection's configuration were to change, a roundabout would be the next preferred option, though that would pose challenges to the walkability and the bike lane you are aiming for.

Finally, another issue I would take into consideration is that nobody really wants to ride their

The roundabout seems to be the most efficient traffic option (which affects most users of this intersection).

There is so little traffic that comes out of Gilmer at the 4-way stop that it is not necessary to make any changes. It may be an annoyance to a few residents, but there are other routes that can be taken. The reconfigurations looks like it would cause even more of a problem to people trying to turn left off of Gilmer.

The design is a good option to improve the area.