900 South Reconstruction (Lincoln Street to 1300 East)
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- **Tom Millar** (Transportation) – 801-535-6134
  9-Line Trail Project Manager

- **Adan Carrillo** (Engineering) – 801-535-6251
  Civic Engagement Specialist

- **Eric Casperson** (Engineering) – 801-535-7995
  900 South Reconstruction Project Engineer
Before: Introduction & Recap
900 South Reconstruction
(Lincoln Street to 1300 East)

Project Extents
Why make a change?

1. Roadway, utilities currently in poor condition
2. Prolong lifespan of new roadway
3. Diversify transportation choices
4. Lay a good foundation for future enhancements

A description of what is being built will be given in a few minutes.
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Previous Engagement

1. 9-Line Trail Extension Study (2016-2018)
2. Open Houses (February, April, August 2018)
3. Online Surveys (February, April, May 2018)
4. Pop-up intersections at 1100 East (May 2018)
5. Flyers and door hangers about each of above
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July 2018

Pop-Up Intersections Graphic Summary Report
900 South Reconstruction & P-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 P-Line Trail, and one travel lane in each direction. From May 15-21, 2019, the City tested, for one week each, two challenging 1100 East intersection designs that required additional vehicular (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?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Leg Roundabout</td>
<td>17%</td>
</tr>
<tr>
<td>Gilmer Closure + 4-Way Stop</td>
<td>50%</td>
</tr>
<tr>
<td>Existing 4-Way Stop</td>
<td>9%</td>
</tr>
<tr>
<td>Gilmer &quot;T&quot; with 1100 East</td>
<td>19%</td>
</tr>
</tbody>
</table>

Selected Comments Received:

- "This roundabout was great, for cars, but need thoughtful pedestrian design."
- "I live on Gilmer & use the intersection daily, I prefer to leave it as it's been for decades..."
- "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 the roundabout is the best solution."
- "Can'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. At too often, planting decisions seem to descend from higher without consideration for the feedback from 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 more materials. They don't have to be expensive, but the orange cones weren't pretty though they did make sense in the short-term."
- "I support pop-ups. I don't like roundabouts much, but I love to see the City testing where dropping huge sums of cash."
- "The only difficulty was the visual confusion. Once it’s permanent, it will be much better."
- "More signage in the area would be great, to explain the pop-ups and why specifically for feedback would be great "{city_redacted}".

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.

- Driving Time:
  - Existing 4-Way Stop: 11 min
  - 5-Leg Roundabout: 6 min
  - Gilmer Closure + 4-Way Stop: 6 min

- Driving Delay (1100 East):
  - Existing 4-Way Stop: 6 sec
  - 5-Leg Roundabout: 1 sec
  - Gilmer Closure + 4-Way Stop: 1 sec

- Corridor Avg Speed:
  - Existing 4-Way Stop: 32 mph
  - 5-Leg Roundabout: 11 mph
  - Gilmer Closure + 4-Way Stop: 11 mph

Survey Respondent Ages:
- 18-29: 13%
- 30-49: 40%
- 50-69: 18%
- 70+: 33%
How were design decisions made?

1. Public input
2. Pop-up intersection data collection
3. Existing and amended budgets
4. Master plans and studies
2019:
What is being built?
900 South Reconstruction
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**Overall:** concrete road; curbs & driveway approaches in poor condition; lane reconfiguration; upgraded storm drain; accessible bus stops

**Lincoln – 1100 East:**
Two-way bike path (9-Line Trail) on south side; landscaping

**1100 – 1300 East:**
Uphill bike lane (9-Line Trail)

- Five-leg **roundabout** with raised crosswalks; utility improvements
- High visibility, colored concrete, **raised crosswalks**
- High visibility, colored concrete crosswalks
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Project Cross Section (looking west)
Lincoln to 1100 East

East of 1100 East, roadway width stays the same, but with addition of an on-street, uphill bike lane.
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1100 East Roundabout

- 18 mph design
- Five raised crosswalks
- Better bus stops
- Less overall pavement
- In center: landscaping and future art piece
2019:
When will it happen?
Tentative 2019 project schedule*:

1. April: Meet the Contractor
2. April 15th: Notice to proceed
3. Late September: Substantial completion
4. October: Final project checklist

* Schedule is subject to change due to weather or unforeseen circumstances
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Coordination:

1. Phasing plan posted online as soon as it’s available
2. Door-to-door approach, as needed during project
3. Working closely on closures and changes nearby
4. Regular construction updates
2019:
Who can answer my questions?
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www.slcl.gov/mystreet
2019 & Beyond: What else is happening on 900 South?
900 South Reconstruction
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Other 2019 & Future Projects

1. Enhanced Route 9, bus stop upgrades (Aug 11)
2. Reconstruction, 9-Line Trail, Central 9th streetscape, remaining bus stop upgrades, and possible utility work (I-15 to 9th & 9th)
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