



Salt Lake City

Department of Community & Neighborhoods



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





900 South Reconstruction (Lincoln Street to 1300 East)

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

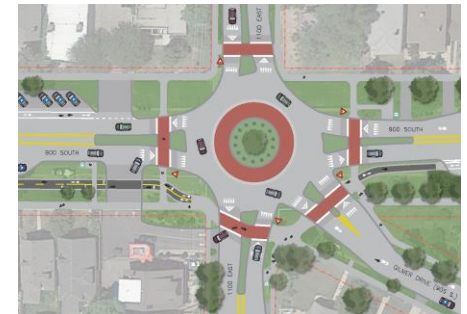
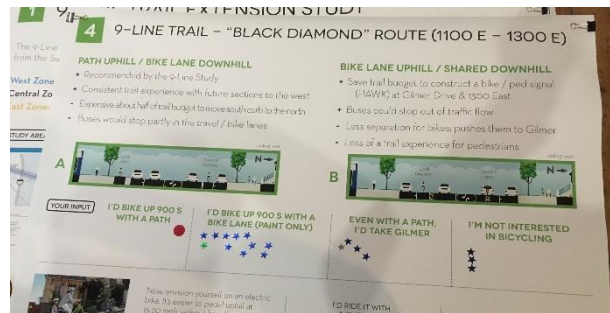
A description of what is being built will be given in a few minutes.



900 South Reconstruction (Lincoln Street to 1300 East)

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





900 South Reconstruction (Lincoln Street to 1300 East)





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July
2018

Pop-Up Intersections Graphic Summary Report

900 South Reconstruction & 9-Line Trail Project



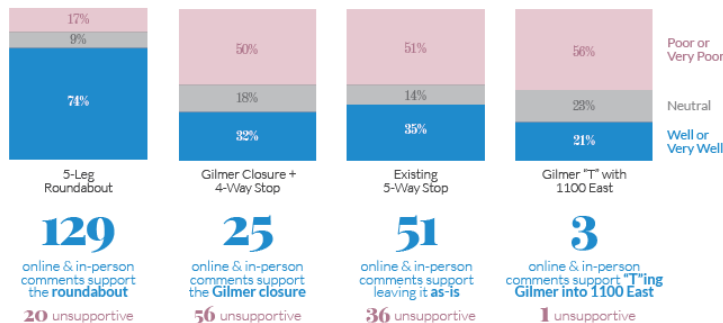
Project Purpose

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?



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."



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.



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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."

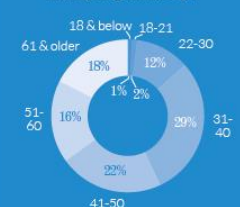
"Use nicer materials. They don't have to be expensive, but the orange cones weren't pretty (though they do make sense in the short-term)."

"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!"

Survey Respondent Ages





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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?





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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)



O Five-leg **roundabout**
with raised crosswalks;
utility improvements

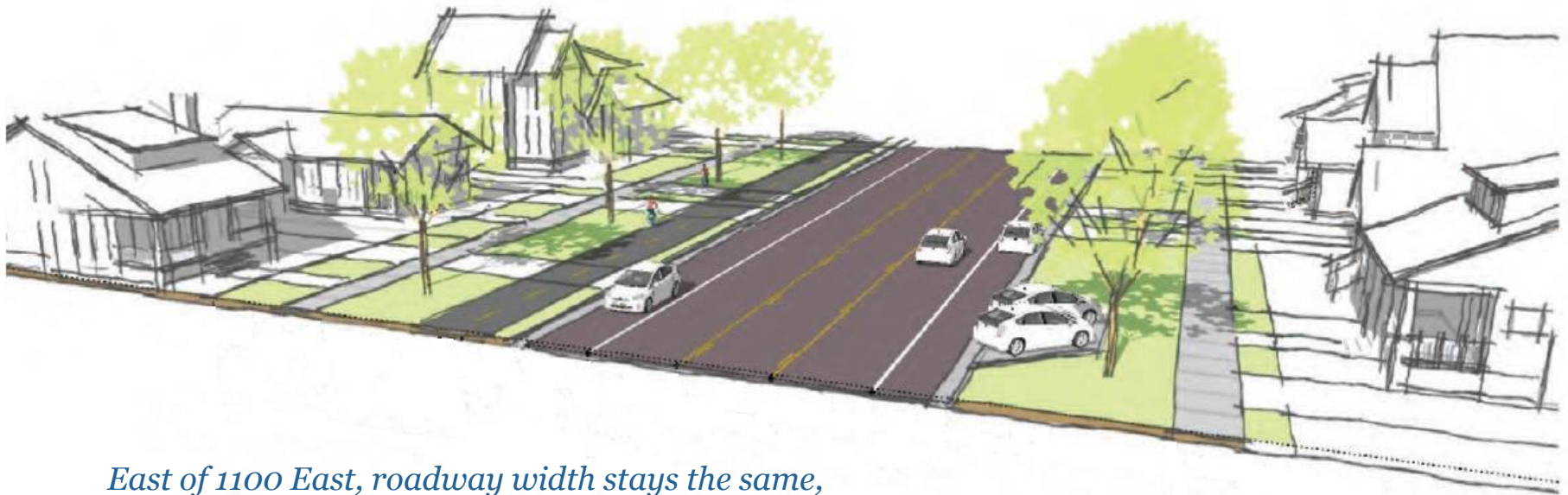
R High visibility, colored
concrete, **raised**
crosswalks

X High visibility,
colored concrete
crosswalks



900 South Reconstruction (Lincoln Street to 1300 East)

Project Cross Section (looking west) *Lincoln to 1100 East*

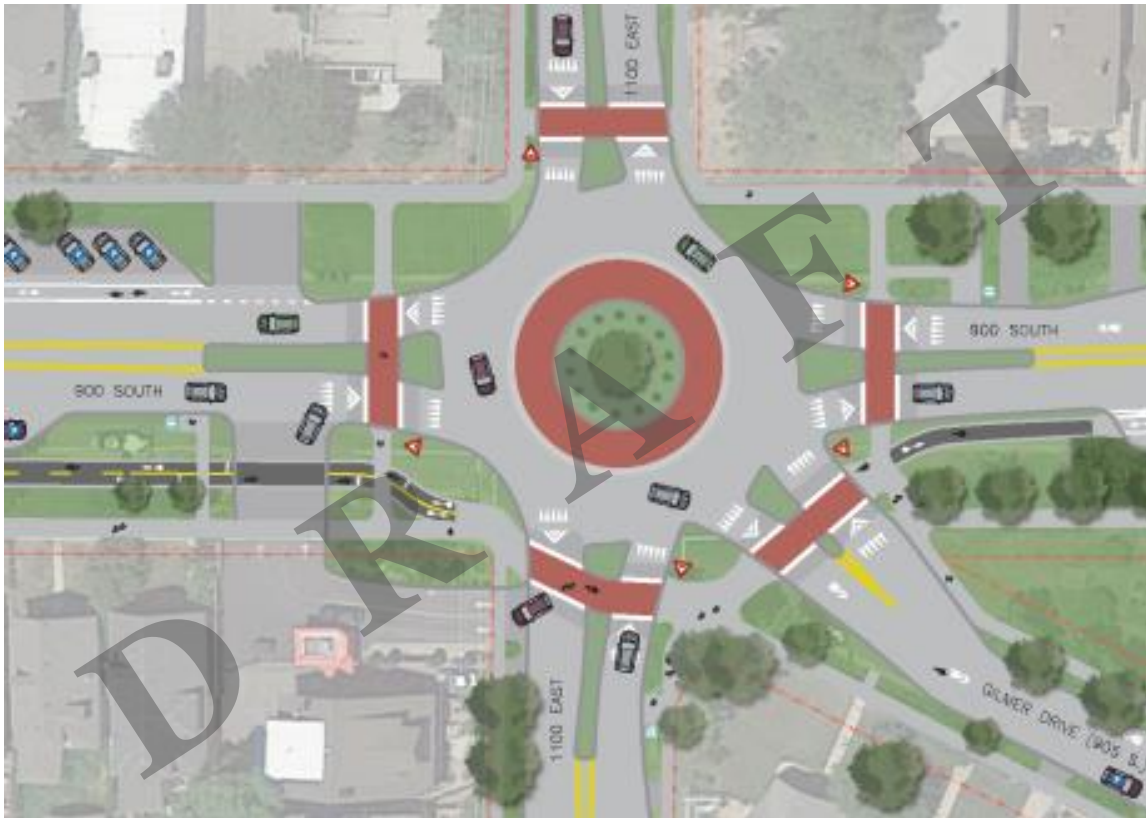


*East of 1100 East, roadway width stays the same,
but with addition of an on-street, uphill bike lane.*



900 South Reconstruction (Lincoln Street to 1300 East)

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?





900 South Reconstruction (Lincoln Street to 1300 East)

Tentative 2019 project schedule*:

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

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



900 South Reconstruction (Lincoln Street to 1300 East)

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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900South@slcgov.com

www.slc.gov/mystreet

2019 & Beyond: What else is happening on 900 South?

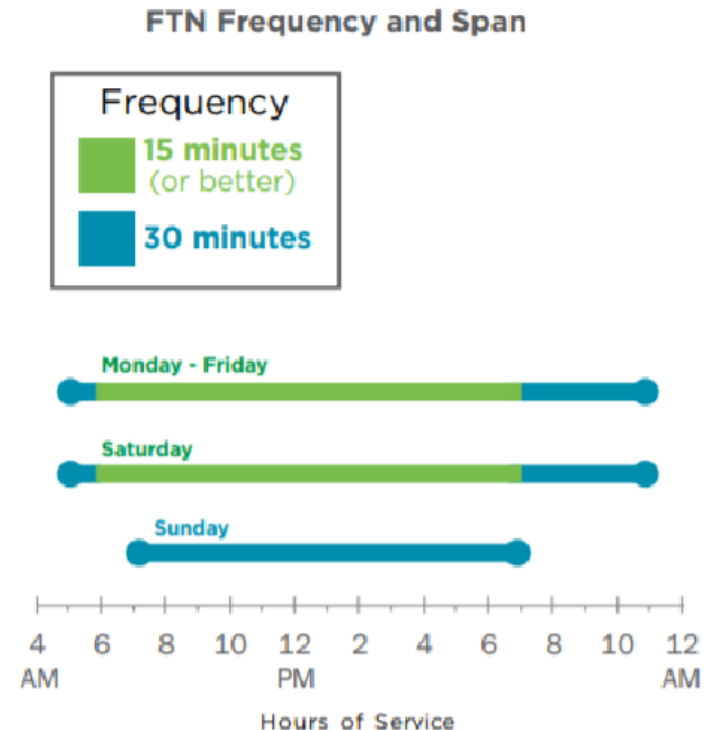




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Other 2019 & Future Projects

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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