**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?*

- **5-Leg Roundabout**: 74% well or very well, 17% neutral, 9% poor or very poor
- **Gilmer Closure + 4-Way Stop**: 50% well or very well, 23% neutral, 32% poor or very poor
- **Existing 5-Way Stop**: 51% well or very well, 21% neutral, 28% poor or very poor
- **Gilmer “T” with 1100 East**: 56% well or very well, 23% neutral, 21% poor or very poor

**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.

<table>
<thead>
<tr>
<th></th>
<th>Driving Time</th>
<th>Driving Delay</th>
<th>Driving Delay @ 1100 East</th>
<th>Corridor Avg. Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing 5-Way Stop</td>
<td>126 sec</td>
<td>39 sec</td>
<td>6 sec</td>
<td>18.5 mph</td>
</tr>
<tr>
<td>^5-Leg Roundabout</td>
<td>^-4 sec</td>
<td>^-4 sec</td>
<td>^-2 sec</td>
<td>^+0.4 mph</td>
</tr>
<tr>
<td>^Gilmer Closure + 4-Way Stop</td>
<td>^+9 sec</td>
<td>^=9 sec</td>
<td>^=6.5 sec</td>
<td>^=1.1 mph</td>
</tr>
</tbody>
</table>

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

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

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.

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