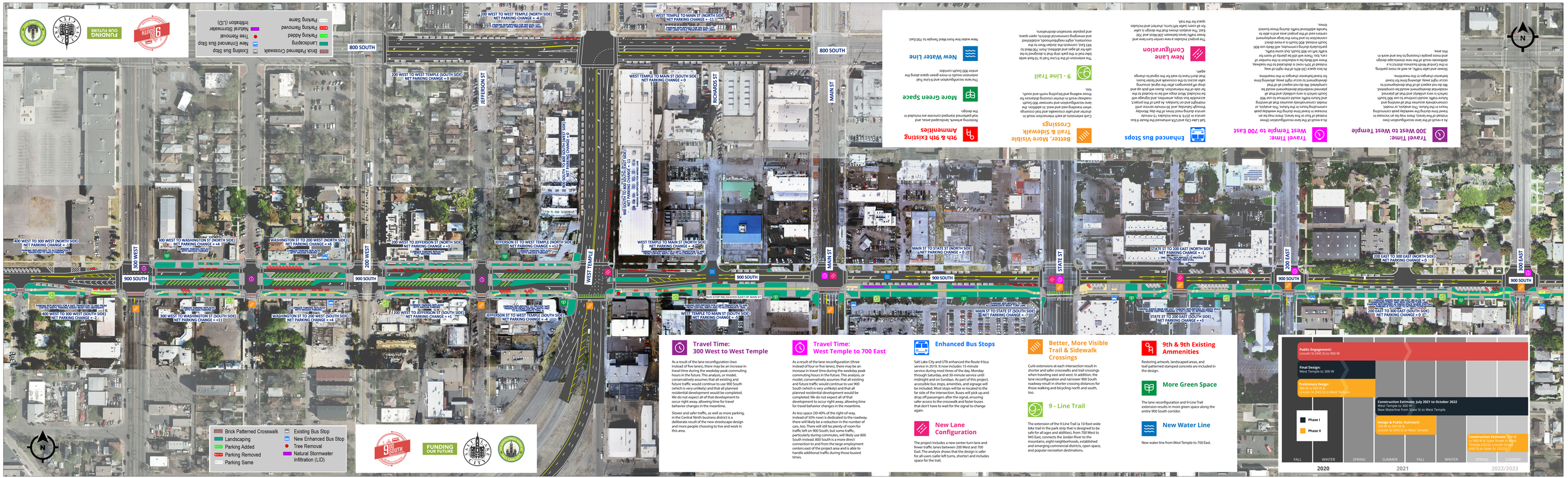

Travel Time: 300 West to West Temple

As a result of the lane reconfiguration (two instead of five lanes), there may be an increase in travel time during the weekday peak commuting hours in the future. This analysis, or model, conservatively assumes that all existing and future traffic would continue to use 900 South (which is very unlikely) and that all planned residential development would be completed. We do not expect all of that development to occur right away, allowing time for travel behavior changes in the meantime.

Slower and safer traffic, as well as more parking, in the Central Ninth business district is a deliberate result of the new streetscape design and more people choosing to live and work in this area.

Travel Time: West Temple to 700 East

As a result of the lane reconfiguration (three instead of four or five lanes), there may be an increase in travel time during the weekday peak commuting hours in the future. This analysis, or model, conservatively assumes that all existing and future traffic would continue to use 900 South (which is very unlikely) and that all planned residential development would be completed. We do not expect all of that development to occur right away, allowing time for travel behavior changes in the meantime.

As less space (30-40% of the right-of-way, instead of 50%-now) is dedicated to the roadway, there will likely be a reduction in the number of cars, too. There will still be plenty of room for traffic left on 900 South, but some traffic, particularly during commutes, will likely use 800 South instead. 800 South is a more direct connection to and from the large employment centers east of the project area and is able to handle additional traffic during those busiest times.

Enhanced Bus Stops

Salt Lake City and UTA enhanced the Route 9 bus service in 2019. It now includes 15-minute service during most times of the day, Monday through Saturday, and 30-minute service until midnight and on Sundays. As part of this project, accessible bus stops, amenities, and signage will be included. Most stops will be re-located to the far side of the intersection. Buses will pick up and drop off passengers after the signal, ensuring safer access to the crosswalk and faster buses that don't have to wait for the signal to change again.

New Lane Configuration

The project includes a new center-turn lane and fewer traffic lanes between 200 West and 700 East. The analysis shows that the design is safer for all users (safer left turns, shorter) and includes space for the trail.

Better, More Visible Trail & Sidewalk Crossings

Curb extensions at each intersection result in shorter and safer crosswalks and trail crossings when traveling east and west. In addition, the lane reconfiguration and narrower 900 South roadway result in shorter crossing distances for those walking and bicycling north and south, too.

9 - Line Trail

The extension of the 9-Line Trail (a 10-foot-wide bike trail in the park strip that is designed to be safe for all ages and abilities), from 700 West to 945 East, connects the Jordan River to the mountains, eight neighborhoods, established and emerging commercial districts, open space, and popular recreation destinations.

9th & 9th Existing Ammenities

Restoring artwork, landscaped areas, and leaf-patterned stamped concrete are included in the design.

More Green Space

The lane reconfiguration and 9-Line Trail extension results in more green space along the entire 900 South corridor.

New Water Line

New water line from West Temple to 700 East.

Travel Time: 300 West to West Temple

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