



Regarding concerns at specific intersections:

300 North 300 West is a UDOT intersection, as is 400 South; our signals staff forwarded this information on to UDOT.

The signal technicians looked at 2nd Ave in the location you mentioned. The bike detection is working, but the loop detector in the ground is way behind the stop bar. It has now been painted in red paint. Please make sure to stop on the edge of the detection and stay there for maximum detectability.

If you come across or think of additional lights where you are experiencing that the green light timing is too short on a bike, please reach back out and the signals team can always evaluate individual signals.

If there are issues at UDOT intersections (specific locations, not a general area), the signals team can look into it and contact UDOT if they identify a problem.

Overarching signals programming, particularly regarding automatic pedestrian signals:

Generally speaking, signal timing is about the whole system and not just individual intersections. A signal tries to divide the time between all users safely – and safety concerns are always the #1 issue in signal timing. Salt Lake City does have some locations where our signals cycle through automatic ped recall, and after monitoring, the result is increased wait time for vehicles, bikes, and pedestrians waiting on the other side. Our signals team wants to reduce delays for all users – cars, bikes, and pedestrians – as much as possible. This is why automatic pedestrian recalls are not more common across the city. In addition, while we understand your concern about pedestrians just missing the opportunity to press the button for a walk signal when arriving to an intersection, it is just as likely that a pedestrian would arrive to an intersection just as the light is turning red for them. If there were an automatic walk signal in the other direction, that pedestrian would have to wait through the extended light cycle even if there was not a pedestrian crossing the other way. Having the extended light cycle through only when there is a pedestrian present helps to reduce delays for all other users of the intersection.

We recognize the perception that vehicles are valued higher, as it usually appears as though vehicles automatically get green lights, while pedestrians have to press the buttons to ask for a walk signal. What's really going on there is that the in-ground detection identifies when a vehicle pulls up to the intersection and lets the signal know it should change. So, while vehicle drivers don't have to physically "ask" to cross in the same way pedestrians do, the signal system is still actively notified of their presence and reacting accordingly. We are working on shifting our pedestrian detection from buttons to radar, so pedestrians would also be identified simply by approaching the intersection and not pressing a button.

However, these upgrades are an expensive endeavor, so they will be phased in throughout the city as we receive more funding. It is by no means a quick process, but that is the long-term goal.

Signal timings were evaluated throughout the city upwards of five years ago. There have been several designated bikeways added since then, and our plan is to go back and reevaluate the overall system timing, factoring in these bike routes. These corridors will likely also be prioritized for the radar detection upgrades that were mentioned earlier.

We hope that this provides some insight into why our traffic signal system works the way that it does. Again, please reach out anytime with concerns about specific intersections and our staff is more than happy to examine their timing or detection sensitivity. You can reach our main office at transportation@slcgov.com or 801-535-6630 and our signals team at 801-535-6530. Thank you!