

9th SOUTH ROUNDABOUT

ADDITIONAL RESOURCES

- Slc.gov's My Street page details the origins and progress of the project, <https://www.slc.gov/mystreet/2019/01/17/900-south-lincoln-street-to-1300-east/>
- Information from the Salt Lake City Transportation Department on the project: <https://www.slc.gov/transportation/2018/03/20/900-south-reconstruction-project/>
- The 9 Line Corridor Master Plan: <http://www.slcdocs.com/Planning/MasterPlansMaps/9LCMP.pdf>
- A blog post supplied by a member of the East Liberty Park Community Council on history in the 9th and 9th neighborhood: <https://cosmicaeroplane.wordpress.com/2014/05/19/cosmic-roots-and-branches-the-9th-9th-community/>
- A newspaper article on the 2016 renaming of 900 South to Harvey Milk Boulevard: <https://www.deseret.com/2015/10/5/20573689/proposal-calls-for-900-south-to-be-named-after-lgbt-activist>
- Preliminary guidelines from the Department of Engineering are as follows. Finalists selected to develop a design for this project will be given additional information on these constraints in a meeting with Engineering and Transportation partners:
 - Roundabout best practice indicates that central island landscaping should follow these principles from [Chapter 9](#) of FHWA's *Roundabouts: An Informational Guide (NCHRP 672)*:
 - Make the central island more conspicuous, thus improving safety
 - Place fixed objects that are sensitive to the speed environment
 - Avoid obstructing the form of the roundabout or the signing to the driver
 - Clearly indicate to drivers that they cannot pass straight through the intersection
 - Maintain adequate sight distances
 - This final point can be clarified more, using guidance from [Chapter 6](#). Being able to see the people walking and bicycling in approaches and exits of the roundabout, as well as the motor vehicle traffic to the motorists' left, are what constitute the "sight distances" and "sight lines" in that document.

- “International evidence suggests that it is advantageous to provide no more than the minimum require intersection sight distance on each approach. Excessive sight distance can lead to higher vehicle speeds that reduce the safety of the intersection for all road users. **Landscaping within the central island can be effective in restricting sight distance to the minimum requirements while creating a terminal vista on the approach to improve visibility of the central island.**”
- “The [central] island is typically landscaped for aesthetic reasons and to enhance driver recognition of the roundabout upon approach.
- In short, being able to see through the roundabout is not required, and is often discouraged, by FHWA. I believe this is particularly true for the WB traffic on the east leg of the roundabout.