9000 South

Redwood Road to State Street

IMPROVED by UDOT

1075 W Traffic Signal FAQs

During the June 28, 2023 open house for the 9000 South Improved project, requests were received for UDOT to install a traffic signal at the intersection of 1075 West 9000 South. As part of the follow-up from these discussions, the project team reviewed all four (4) prior studies completed at this location within in the past ten (10) years (most recent March 2023). All these studies indicated a traffic signal is not warranted.

Traffic signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic.

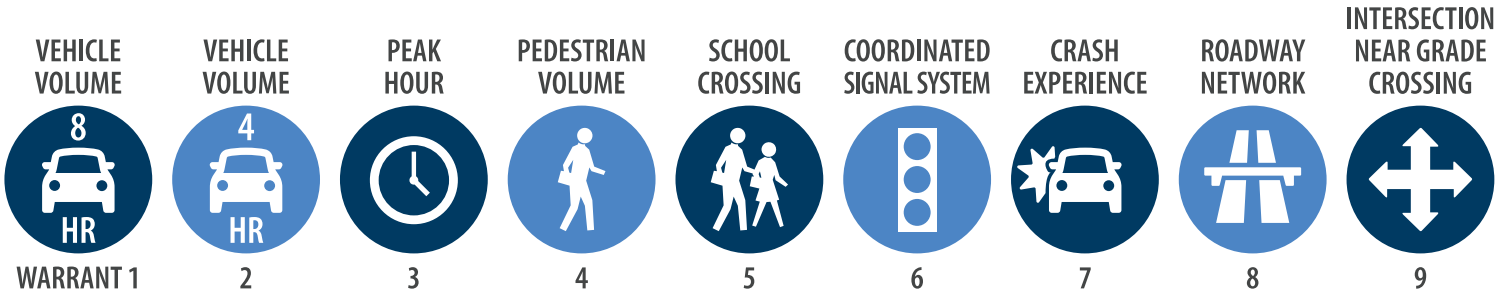
Improper or unjustified traffic signals can result in one or more of the following disadvantages:

- Excessive delay,
- Excessive disobedience of the signal indications,
- Increased use of less adequate routes as road users attempt to avoid the traffic signals, and
- Significant increases in the frequency of collisions (especially rear-end collisions).

The following information is provided to offer a greater understanding of the Traffic Signal Warrant process and answer questions you may have. If you still have questions, please reach out to the public involvement team through the information at the end of this FAQ.

What is a traffic signal warrant?

UDOT (and other municipalities) are required to follow rules established by law and administrative rules created by the Utah Legislature. Prior to any traffic signal installation, a warrant study must be completed (Utah Manual on Uniform Traffic Control Devices – MUTCD – Section 4 et al) to determine whether a traffic signal meets minimum criterion for installation. These studies include studying the following conditions:



This includes monitoring vehicle speed in addition to what the posted speed limit is, measuring sight distances, the number of travel lanes, and other data points.

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Why does this intersection not meet the warrant?

All the studies at this location point to the lack of traffic on the minor street (1075 West) as the reason this intersection does not meet the criterion for a traffic signal. During all four studies, there were too few vehicles making a left turn onto 9000 South from 1075 West and no vehicles going straight across 9000 South to warrant a signal. Right turning traffic data was not utilized for the study.

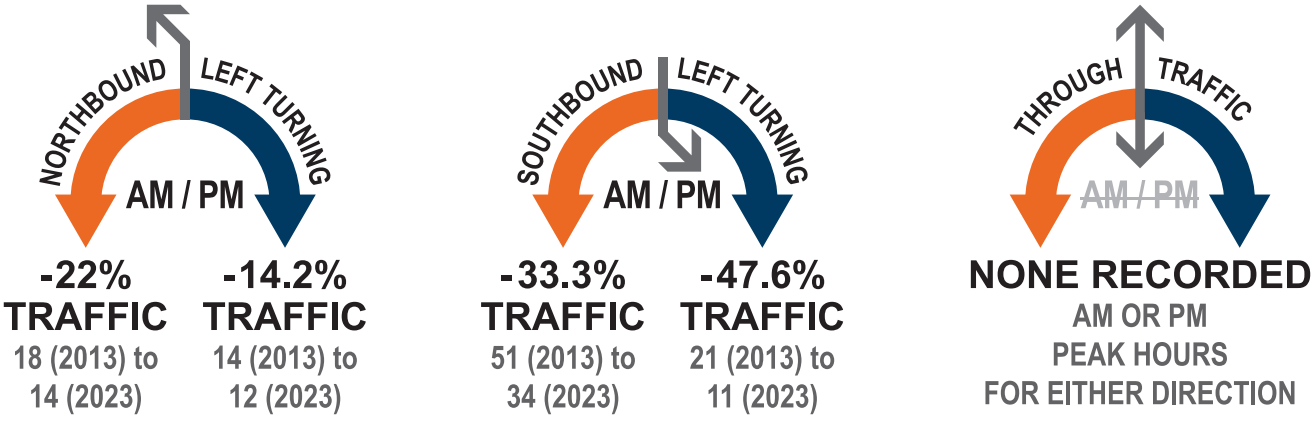
Why do you not include right turning vehicles?

At this location, there is adequate space for right turning vehicles to be separated from the through traffic movements, thus they were not included. Additionally, right turning vehicles do not benefit from a traffic signal in Utah as right turns on red are permitted (unless otherwise posted). A traffic signal creates a break in traffic to permit vehicles/pedestrians to cross both directions of a major roadway (to proceed straight across or make a left turn across both directions).

When were the studies UDOT completed at 1075 West?

Hasn't 9000 South seen a significant increase in traffic? And there has been growth around 1075 West? Why does this intersection still not qualify?

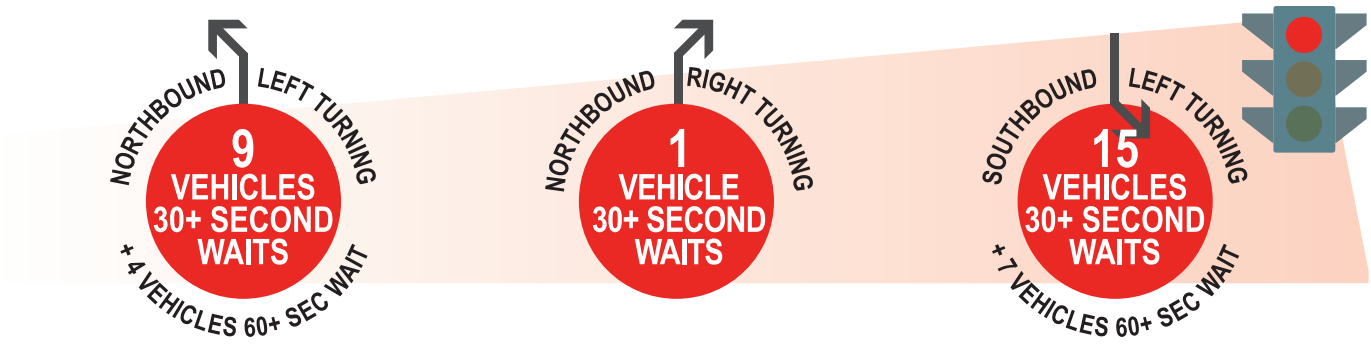
The traffic on 9000 South has seen a decrease of vehicles during morning peak hours of 7.5% (1791 AM Peak EB – 2013, 1655 AM Peak EB – 2023) and a decrease of 6.1% for the afternoon peak hours (1863 PM Peak WB – 2013, 1749 PM Peak WB – 2023).



Based upon the traffic study, traffic on 1075 West would need to increase by 75% to meet Warrant #3 and by more than 100% to meet either Warrant #1 or #2.

What about the motorists who are waiting to turn left onto 9000 South? What delays are they seeing?

Based upon data from the 2023 study, the average motorist on 1075 West had the following wait times:



The installation of a traffic signal at this location would likely have programming to allow east and west traffic to flow for up to two (2) minutes prior to giving the signal to 1075 West. This would increase the wait time for these vehicles on 1075 West.

What about the crash rate at this location? And what about the fatal crash that happened here?

An evaluation of crash data from West Jordan Police Department was completed for crashes that occurred within 250' of the center of the intersection.

The data showed twenty-four (24) crashes between January 1, 2018, and February 28, 2023. When analysts reviewed the data for indications on whether a traffic signal could have prevented the crash or minimized the injuries, a total of five (5) crashes were identified as potentially being correctable by a traffic signal with two (2) of those having significant injuries.

- One of the significant crashes included a motorcyclist illegally passing traffic and colliding with a vehicle making a southbound left turn from 1075 West.
- One fatal crash was reported where a westbound vehicle sideswiped an eastbound vehicle. Officials have been unable to determine the cause of this crash.

zero Fatalities
A Goal We Can All Live With

To meet the crash warrant criteria, there must be a minimum of five (5) correctable crashes within a 12-month period. This area had five (5) potentially correctable crashes within five (5) years ~ approximately one (1) per year.

What about students needing to cross to access Riverside Elementary School?

The established Safe Walking Route uses the traffic signal at 1300 West. No pedestrians (adult or child) were seen crossing or attempting to cross 9000 South at the study location.

What changes might we see if a traffic signal finally meets the warrant?

The biggest changes area residents may notice could include additional safety measures being implemented to public roadway intersections so close to the new signal. This would possibly include (based upon engineering and traffic studies):

- A raised median on 9000 South between 1300 West and 1000 West preventing the current residents on Midvalley Drive, Galilee Way, 1240 West, and 1150 West from turning left onto or from 9000 South to access their neighborhood roadway.
- Additional travel delays and longer commute times for drivers on 9000 South due to extra time waiting at a new signal.
- Traffic on 9000 South backing up even more during peak hours due to extra stopping times due to a new signal leading to longer commute times on the corridor.
- An increase in rear-end crashes along 9000 South due to the addition of another stopping location.

What are UDOT's next steps? Will UDOT ever put a signal at 1075 West?

UDOT is committed to safety! UDOT will continue to monitor the intersection to determine if the intersection warrants a traffic signal. The next study will be within the next two (2) to three (3) years once the construction is completed on 9000 South. Any study completed during construction will be skewed as some traffic will avoid the corridor. Allowing traffic to "normalize" after construction will see those motorists who have avoided the corridor to return and allow engineers to have full and complete data for analysis.

The full studies are not included in the FAQ's. Anyone wishing to obtain the studies must follow Utah law on Governmental Records Access and Management Act (GRAMA) requests. To request the studies, visit https://udot.utah.gov/connect/public/records-requests/.

Thank you for participating and learning more about our project.

If you have additional questions, please reach out to the Public Involvement Team by calling 855-925-2801 (#5626) or by email at widen9000south@publicinput.com.

Sincerely,

9000 South Improved Project Team