The Partnership
Study Limits
The Challenge

LOTS OF PEOPLE
NOT MUCH SPACE
LOTS MORE TRAVEL
The Challenge

WASATCH FRONT POPULATION GROWTH

Counties Included: Box Elder, Davis, Salt Lake, Utah, Weber

Source: Kem C. Gardner Policy Institute, The University of Utah; Utah’s Long-Term Demographic and Economic Projections Summary; Research Brief, July 2017
Planning Differently

I-15 Lanes Needed by 2050 at 7200 South if Widening is the Only Solution Considered
Transportation Goals

- Improve Safety
- Increase Person Throughput
- Improve Travel Time Reliability
- Increase Accessibility to Jobs & Education
- Improve Air Quality
- Improve Economic Outcomes
- Reduce Household Transportation Costs
- Improve Mode Balance
# Seat Utilization – 3300 South

<table>
<thead>
<tr>
<th>Seat Utilization</th>
<th>A.M. PEAK HOUR (7-8 A.M.)</th>
<th>P.M. PEAK HOUR (4-5 P.M.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northbound</td>
<td>Southbound</td>
</tr>
<tr>
<td>Seating Capacity</td>
<td><img src="#" alt="Bar Chart A.M. Peak Hour Northbound" /></td>
<td><img src="#" alt="Bar Chart A.M. Peak Hour Southbound" /></td>
</tr>
<tr>
<td>Occupied Seats</td>
<td><img src="#" alt="Bar Chart A.M. Peak Hour Northbound" /></td>
<td><img src="#" alt="Bar Chart A.M. Peak Hour Southbound" /></td>
</tr>
</tbody>
</table>

- **32%** Total Utilization
- **32%** Total Utilization
- **31%** Total Utilization
- **35%** Total Utilization

*Percent of vehicle and transit seats in use*
Refined Scenarios

- Scenario 2
- Scenario 1
- Scenario 3

Manage More → Scenario 2 → Scenario 1 → Scenario 3 → Build More
Hybrid Mobility Scenario
Hybrid Mobility Scenario

- **I-15**
  - Expanded collector-distributor system
  - Enhanced variable-pricing on all non-carpool I-15 lanes during rush hours to reduce congestion
  - Barrier-separated lanes exclusively for carpooling and enhanced, premium variable-pricing to help reduce congestion

- **Surface Streets**
  - Improved street connections
  - Driveway consolidation (access management) on select arterials
  - Managed Lanes Networks (includes transit/Express Lanes on arterials)

- **Transit**
  - No-fare transit
  - Double FrontRunner frequency - Double-track and electrify
  - Double bus service - Increase frequency
  - Double TRAX frequency - Extend TRAX stations (longer trains)

- **Active Transportation**
  - Cycle superhighway
  - Buffered bike lanes
  - Extensive active transportation networks

- **Programs**
  - Pay-per-use transportation apps
  - Choice Architecture - Incentive strategy to promote more efficient travel choices [Travel Demand Management (TDM) strategy]
  - Mobility hubs - Regional mixed-use transportation hubs
  - Comprehensive and voluntary TDM strategies
Hybrid Mobility Scenario

**Doubles Transit Ridership**
The combination of variable freeway pricing, increased transit frequency and no-fare transit doubles projected 2050 transit ridership in the study area.

**Reduces Future Travel Times**
This combination also produces considerably faster travel times than would exist without managing the transportation network. For example, projected 2050 travel times from Salt Lake City to Lehi decrease by 17 minutes in the I-15 non-carpool lanes and by 13 minutes in the barrier-separated Express Lanes as compared to the study’s Scenario 0, which assumes many of the projects in the 2040 Regional Transportation Plans are built by 2050, but does not include the solutions in the Hybrid Mobility Scenario.
Process and Next Steps

**INITIAL SCENARIOS**
Fall 2015-Spring 2016
Developed and discussed conceptual scenarios
Stakeholder Workshops

**REFINED SCENARIOS**
Summer-Fall 2016
Analyzed transportation and economic impacts and fiscal sustainability of scenarios

**HYBRID MOBILITY SOLUTIONS**
End of 2016-Early 2017
Identified Hybrid Mobility Solutions
Final Report

**REGIONAL TRANSPORTATION PLAN INTEGRATION**
2017-2019
Integrate solutions from the study into various cycles of the WFRC and MAG 2019-2050 Regional Transportation Plans (RTPs) and the Utah Unified Plan

Ongoing Public Involvement

Current Phase
More Info

Additional study information available at wfccstudy.org