



PROVO

820 NORTH

CORRIDOR STUDY

FINAL REPORT



SEPTEMBER 7, 2016

TABLE OF CONTENTS

- TABLE OF CONTENTS..... i
- CHAPTER 1: PURPOSE AND NEED 1
 - 1.1 INTRODUCTION 1
 - 1.2 STUDY TEAM 1
 - Technical Advisory Committee 1
 - Steering Committee 2
 - Consultants 2
 - 1.3 EXISTING CONDITIONS 3
 - 1.4 STUDY AREA 4
 - 1.5 GOALS OF THE STUDY 4
 - 1.6 Purpose and Need for Corridor Improvements 5
 - 2040 Population Growth Projections in Utah County 5
 - I-15 Access for Regional Destinations 5
 - Unbalanced Transportation System 6
 - Changing Land Use 7
 - Impacts of Provo High School Relocation 7
 - 1.7 TRANSPORTATION PLANNING EFFORTS 8
 - I-15 Corridor EIS, UDOT (2008) 8
 - Geneva Road EIS, UDOT (2009) 8
 - Provo-Orem Bus Rapid Transit Environmental Assessment, UDOT, UTA, MAG (2015) 9
 - TransPlan40, MAG (2015) 10
 - Provo Northwest Connector Study (Lakeview Parkway), MAG (2011)..... 10
 - Commuter Rail Environmental Study (2004), UTA 11
- CHAPTER 2: TRAFFIC ANALYSIS METHODOLOGY 12
 - 2.1 Travel Demand Modeling..... 12
 - Baseline Year 12
 - Future Conditions 12
 - Traffic Analysis Zones..... 12
 - Socioeconomic Data..... 14
 - Model Roadway Network 14
 - Model Transit Network..... 14
 - Model Verification 14
 - Provo City Livability Standards..... 14

2.2	Microsimulation Modeling.....	16
	Baseline Year.....	16
	Future Year.....	16
	Inputs.....	16
CHAPTER 3: TRAFFIC ANALYSIS		18
3.1	Scenarios.....	18
3.2	Existing Conditions.....	18
	Land Use.....	18
	Roadway Network.....	19
	Roadway Level of Service.....	19
	Intersection Level of Service	22
	Interchange Level of Service and Freeway Operations	22
3.3	2040 No-Build Condition.....	23
	Land Use.....	23
	Roadway Network.....	23
	Roadway Level of Service.....	26
	Intersection Level of Service	26
	Interchange Level of Service and Freeway Operations	26
3.4	2040 Interchange Condition	28
	Land Use.....	28
	Roadway Network.....	28
	Roadway Level of Service.....	28
	Intersection Level of Service	31
	Interchange Level of Service and Freeway Operations	31
3.5	2040 Build Condition.....	31
	Land Use.....	31
	Roadway Network.....	31
	Roadway Level of Service.....	31
	Intersection Level of Service	33
	Interchange Level of Service and Freeway Operations	35
	Travel Time Analysis.....	35
CHAPTER 4: ALTERNATIVES CONSIDERED.....		37
4.1	INTRODUCTION	37
4.2	ALTERNATIVES DEVELOPMENT	38

620 North: Lakeview Parkway to Geneva Road.....	38
800/820 North: Geneva Road to University Avenue	41
800 North: University Avenue to 900 East.....	50
CHAPTER 5: PUBLIC AND STAKEHOLDER INVOLVEMENT	53
5.1 Initial Public Outreach	53
5.2 Press Coverage	53
5.3 Social Media	53
5.4 Project Website.....	54
5.5 Public Survey	55
5.6 Neighborhood Meetings	57
5.7 Provo Municipal Council	57
5.8 Provo Transportation and Mobility Advisory Committee (TMAC).....	57
5.9 Metropolitan Planning Organization Regional Planning Committee.....	57
CHAPTER 6: STUDY RECOMMENDATIONS	58
6.1 620 North: Lakeview Parkway to Geneva Road	58
Typical Section	58
Connection between 620 North and 820 North	59
Connect 620 North to Lakeview Parkway.....	59
6.2 800/820 North: Geneva Road to University Avenue	59
Widen road to five lanes from Geneva Road to University Avenue	59
Recommend grade-separation of railroad at 820 North	59
6.3 800 North: University Avenue to 900 East.....	59
Realign 800 North to 820 North from 700 East to 900 East	59
Improve pedestrian crossings and lighting	59
Widen to 84 feet (arterial street standard)	61
Interchange	61
CHAPTER 7: RECOMMENDED UPDATES TO PROVO TMP	62
APPENDICESCHAPTER 7: RECOMMENDED UPDATES TO PROVO TMP.....	62
7.1 Recommended Changes to Provo Transportation Master Plan	62
620 North: Lakeview Parkway to Geneva Road.....	62
800/820 North (Geneva to University)	62
800 North (University to 900 East)	62
APPENDICES	63
Appendix A: Website and Email Comments	

Appendix B: March 2016 Public Survey & Responses

Appendix C: 820 North Corridor Study Traffic Technical Memorandum

List of Tables

Table 1. RMSE Summary for TDM Modifications..... 14

Table 2. Provo Livable Street Standards 15

Table 3. TDM Roadway Capacities (Level of Service D) 15

Table 4. Intersection LOS Criteria. 22

Table 5. PM Peak Hour Intersection LOS. 22

Table 6. MAG Transplan40 Roadway Projects. 25

Table 7. Provo City TMP Projects 26

Table 8. Interchange Operations - No-Build Condition..... 26

Table 9. PM Peak Hour Intersection LOS. 33

Table 10. Interchange Operations - Build Condition. 35

Table 11. Intersection Delay Times..... 49

List of Figures

Figure 1. General Location Map..... 3

Figure 2: Project Study Area 4

Figure 3. Utah County Population Growth (from MAG’s TransPlan40)..... 5

Figure 4. University Avenue Interchange in South Provo with Westside Connector Alignment..... 7

Figure 5. Provo Orem Bus Rapid Transit Route..... 9

Figure 6. Aerial view of future Lakeview Parkway alignment and location of new Provo High School..... 10

Figure 7. Traffic Analysis Zones..... 13

Figure 8. Level of Service Representation..... 19

Figure 9. Existing Daily Traffic Volumes and Level of Service 20

Figure 10. MAG TransPlan40 Roadway Projects..... 24

Figure 11. 2040 No Build Daily Traffic Volumes and Level of Service..... 27

Figure 12. 2040 Interchange Condition Daily Traffic Volumes and Level of Service 29

Figure 13. Traffic Redistribution from No-Build to Interchange Build Conditions..... 30

Figure 14. Interchange Condition Daily Traffic Volumes and Level of Service. 32

Figure 15. Traffic Redistribution from No-Build to Interchange Build Conditions..... 34

Figure 16. Traffic Redistribution from No-Build to Interchange Build Conditions..... 36

Figure 17. Travel Lane Requirements 37

Figure 18. View of 620 North at about 2750 West, looking west..... 38

Figure 19. Traffic volumes and capacity on 620 North. 39

Figure 20. 620 North Option 1 40

Figure 21. 620 North Option 1 40

Figure 22. View of 820 North looking west at approximately 1300 West. 42

Figure 23. Traffic volumes and capacity on 800/820 North. 43

Figure 24. 800/820 North Option 1 (Buffered Bike Lanes). 44

Figure 25. 800/820 North Option 2 (Multi-Use Trail). 44

Figure 26. I-15/820 North Area 45

Figure 27. 1060 North Diamond Interchange Concept..... 46

Figure 28. 820 North SPUI..... 47

Figure 29. 820 North Diamond 47

Figure 30. 620 North SPUI..... 48

Figure 31. 620 North Diamond 48

Figure 32. Survey Respondents Opinions on New Interchange..... 49

Figure 33. 800 North from University Avenue to 900 East. 50

Figure 34. 800 North at 600 East. 51

Figure 35. Typical Section for 800 North 52

Figure 36. Area of coverage for mailers..... 53

Figure 37. Concerns by Category of Website Visitors..... 54

Figure 38. Opinions on Interchange Location by Website Visitors 54

Figure 39. Number of surveys received on each day of the comment period. 55

Figure 40. Provo City Neighborhood Map. 55

Figure 41. Neighborhoods Where Survey Respondents Reside 56

Figure 42. Distance Survey Respondents Live from 820 North Corridor 56

Figure 43. Age Demographic of Survey Respondents..... 57

Figure 44. Phase 1 involves re-striping the existing pavement to add a center turn lane. 58

Figure 45. Phase 3 would include a 10-foot multi-use path. 58

Figure 46. Recommended pedestrian crossings on 800 North..... 60

Figure 47. Typical Section idea for 800 North..... 61

CHAPTER 1: PURPOSE AND NEED

1.1 INTRODUCTION

Mountainland Association of Governments (MAG) and Provo City initiated this study, in cooperation with UDOT, to guide Provo City's future development and infrastructure improvements along the 820 North corridor and obtain a detailed evaluation of the 820 North corridor to guide future updates to the city's Transportation Master Plan (TMP). Provo City updates their TMP approximately every five years and in preparation for the upcoming update, city officials wanted to verify the regional significance and the current functional classification of this major arterial corridor. Additionally, as a long-range planning exercise the study was expanded to evaluate whether an I-15 interchange would be feasible in the area of 820 North and what impacts an interchange would have on the 820 North corridor.

Who funded this study?

The Mountainland Association of Governments (MAG) funded this study, in conjunction with Provo City. The study was conducted with the support and cooperation of the Utah Department of Transportation. MAG is the metropolitan planning organization for Utah County. MAG works in conjunction with other metropolitan planning organizations in Utah to develop unified transportation plans for each region.

1.2 STUDY TEAM

The project sponsors for the 820 North Corridor Study are:

- Provo City
- Utah Department of Transportation (UDOT)
- Mountainland Association of Governments (MAG)

To appropriately receive and review input from the project sponsor, a Technical Advisory Committee and a Steering Committee were formed.

Technical Advisory Committee

The Technical Advisory Committee was comprised of staff members of each of the project sponsors who were familiar with the needs and requirements of their respective agency. This team met twice a month from August 2015 to May 2016 to discuss all aspects of the project as it progressed, and to provide feedback.

Chad Eccles, Transportation Planner, MAG (Project Manager)
Brian Torgersen, Traffic Engineer, Provo City
Craig Hancock, Project Manager, UDOT

Steering Committee

The Steering Committee was made up of elected and appointed officials from each of the project sponsors. The purpose of the Steering Committee was to oversee the study and direct the Technical Advisory Committee in its analysis efforts.

John Curtis, Mayor, Provo City
Wayne Parker, Chief Administrative Officer, Provo City
Corey Norman, Public Information Officer, Provo City
Shawn Seager, Planning Director, MAG
Teri Newell, Region 3 Director, UDOT
Brent Schvaneveldt, Program Manager, UDOT
Dixon Holmes, Deputy Mayor, Provo City
David Decker, Public Works Director, Provo City
Bill Peperone, Community Development Assistant Director, Provo City
David Graves, City Engineer, Provo City

Three Steering Committee meetings were held:

- September 2, 2015
- January 6, 2016
- May 4, 2016

Consultants

Jim Horrocks, Consultant Project Manager, Horrocks Engineers
John Dorny, Horrocks Engineers
Ron Mortimer, Horrocks Engineers
Brian Atkinson, Horrocks Engineers
Sandi Lampshire, Horrocks Engineers
Stephanee Eastman, Horrocks Engineers
Steven Lord, Horrocks Engineers
Trevor Youd, Horrocks Engineers

1.3 EXISTING CONDITIONS

Provo City has a population of over 115,000 residents and is located near the middle of Utah County. The city borders Utah Lake on the west, Orem City on the north, the mountains on the east, and Springville City on the south. The terrain in the area generally slopes down from the eastern mountains to the lowlands surrounding the lake.

Provo City is a large residential community and the county seat, with a major medical center (Utah Valley Hospital), Brigham Young University, two temples owned by the Church of Jesus Christ of Latter Day Saints, and many county offices. Additionally, Provo is the urban core of Utah County with the international headquarters of NuSkin, a key operational center for Novell, and other large businesses such as Qualtrics, Vivint, and Ancestry.com. Provo also hosts America’s Freedom Festival every July which is one of the nation’s largest Fourth of July celebrations.

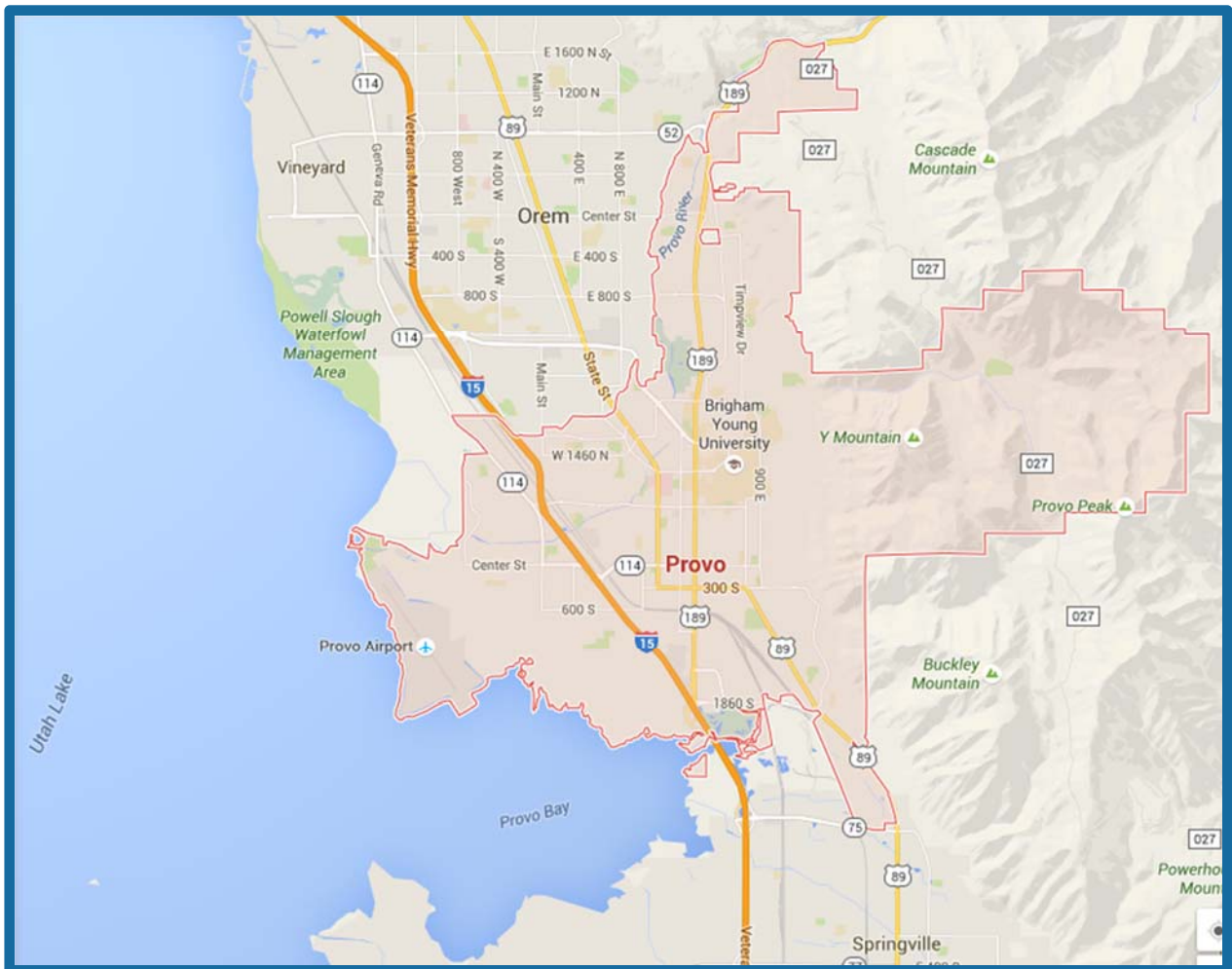


Figure 1. General Location Map.

1.4 STUDY AREA

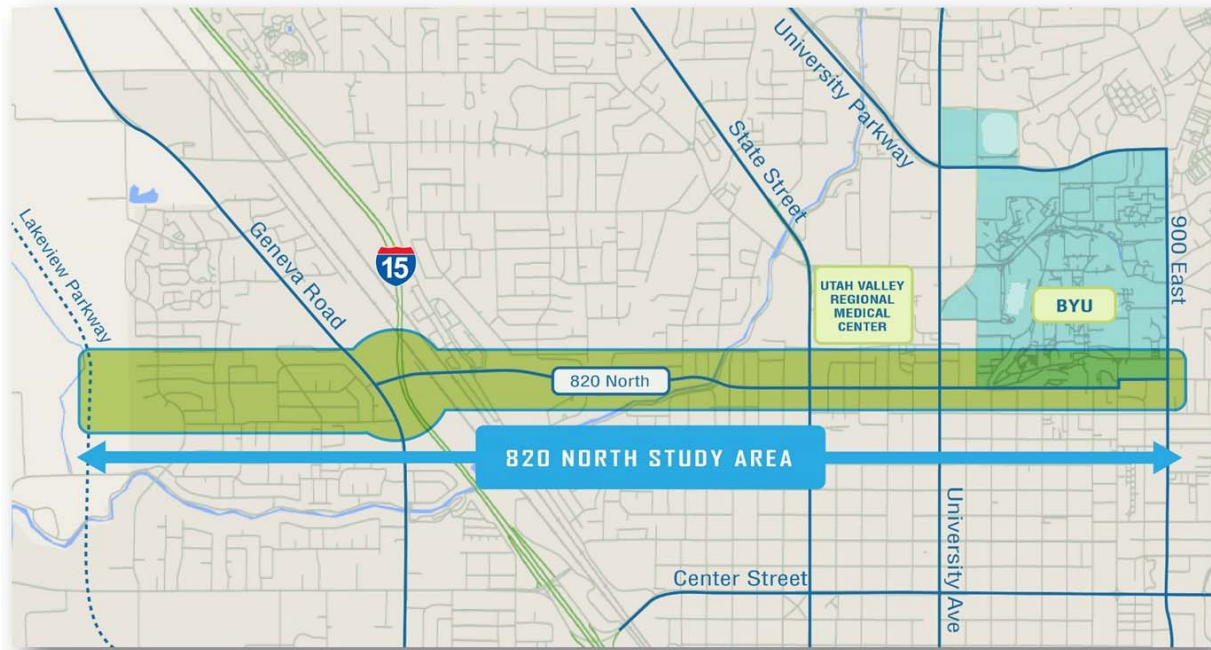


Figure 2: Project Study Area

The study area is a linear corridor, approximately four miles in length, which begins at the future Lakeview Parkway on the west side and ends at 900 East on the east (see Figure 1). The study area includes the east-west streets of 620 North, 800 North, and 820 North with the major north-south cross-streets of Lakeview Parkway (not yet built), Geneva Road, I-15, Independence Avenue, 500 West, Freedom Boulevard, University Avenue, and 900 East.

820 North was chosen as the focus of the study because it is Provo’s City’s longest east-west corridor and one of only a handful that connect the east and west sides of I-15. The corridor is currently classified as a major arterial and provides direct access to both BYU and Utah Valley Hospital, Utah County’s two largest employers.

1.5 GOALS OF THE STUDY

- Evaluate 820 North as a corridor to improve east-west city connectivity and regional mobility with more direct access to major employers and other major destinations in Provo. Evaluate the effectiveness of an improved 820 North Corridor in reducing traffic congestion and improving air quality.
- Evaluate how an I-15 access would affect the 820 North corridor.
- Explore opportunities to accommodate bicycle and pedestrian needs along the 820 North corridor.
- Consider potential land use scenarios and economic opportunities in Provo (commercial, residential, professional, etc.)
- Provide a transparent process for sharing study information and receiving input from the public.

- Identify future traffic projections that will guide development and other improvements along the corridor
- Identify potential infrastructure improvements such as sidewalks, bridges, lighting, and intersections.

1.6 Purpose and Need for Corridor Improvements

2040 Population Growth Projections in Utah County

Utah County is expected to remain the fastest growing area of the Wasatch Front, doubling in population by 2040 to over a million people. This is double the growth of any other Wasatch Front county. Similar to the projections for population growth, Utah County’s employment growth is projected to almost double from a quarter of a million jobs today to half a million in 2040.

Over the last decade, Provo/Orem was the 4th fastest growing metro area in the country with a growth of 20,000 people. According to the Census Bureau, Provo had 115,264 residents in 2015. This number is projected to grow to approximately 150,000 by 2040, an increase of 32%.

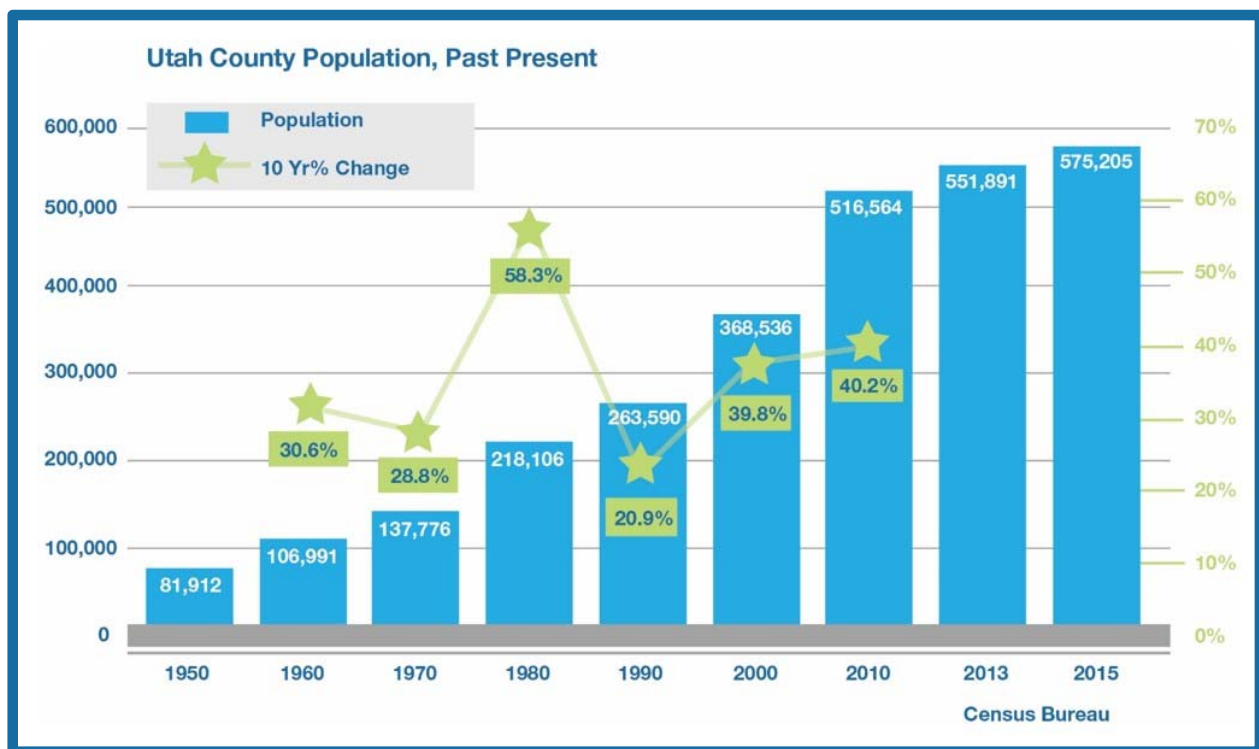


Figure 3. Utah County Population Growth (from MAG’s TransPlan40)

I-15 Access for Regional Destinations

Brigham Young University Access

Brigham Young University (BYU) is located on the east side of Provo between 820 North and University Parkway. It is Utah County’s largest employer and has an enrollment of approximately 30,000 students. Access to BYU from I-15 is limited. Most drivers trying to access BYU take the University Parkway interchange, located in Orem, and must drive 4.5 miles along University Parkway, which is regularly

congested and operates near failing conditions during both morning and evening commute times. Long travel times along this corridor are common given the regular congestion and 15 traffic signals along the corridor.

Alternatively, drivers may exit I-15 at Center Street, and drive 2.5 miles along Center Street and University Avenue to the southwest corner of campus. Center Street passes through Provo's historic Central Business District, where there is on-street diagonal parking on both sides of each direction of traffic in many areas. The speed limit between 500 West and University Avenue is 15 mph, with frequent stops for pedestrians and vehicles backing out of parking spaces.

[Utah Valley Hospital Access](#)

Utah Valley Hospital is the largest hospital in Utah County and is home to Utah's only designated Level II Trauma Center south of Salt Lake County. It is located on 500 West between 800 North and Bulldog Boulevard. Currently, access from I-15 is primarily through the University Parkway and Provo Center Street interchanges.

[Access to Central Provo for commerce and recreation](#)

Provo is the county seat for Utah County and provides commercial and employment opportunities for much of the county. As such, its roads are heavily utilized by both residents and non-residents alike. Central Provo is home to NuSkin, the Utah Valley Convention Center, the Utah County Administration Building, the Utah County Health and Justice Building, the Covey Center for the Arts, Seven Peaks Water Park and Ice Arena, Provo College, and Provo Recreation Center.

Unbalanced Transportation System

[Capacity on University Parkway and Provo Center Street](#)

Central Provo is primarily accessed from I-15 by using the University Parkway interchange in Orem or the Center Street interchange in Provo. The University Parkway Interchange is one of Utah County's busiest interchanges, used by shoppers en-route to businesses on University Parkway and students and employees trying to get to both Utah Valley University near I-15 and Brigham Young University in Provo. Existing traffic on University Parkway is at near-failure conditions at peak times of the day, causing extended travel times.

The Provo Center Street interchange is currently operating well, but if no improvements are made by 2040, Center Street will be at failure or near-failure between I-15 and 500 West during peak travel times. Travel demand modeling shows that if no interchange is built between Orem University Parkway and Provo Center Street, University Parkway will also be at or near failure by 2040.

[University Avenue Interchange](#)

The University Avenue interchange, located in south Provo, provides access from I-15 to the Provo Towne Centre Mall, East Bay Technology Park, East Bay Golf Course, a number of hotels and restaurants, and regional shopping destinations such as Sam's Club, Sportsman's Warehouse, and Home Depot. This interchange does not provide access to the west side of I-15, but the Provo Westside Connector is currently under construction between the University Avenue Interchange and the Provo Municipal Airport. Travelers generally use this interchange for accessing the businesses in the interchange area and to travel from the south into the Provo Central Business District. While 1860 South does provide access to the east side of the city, the interchange is not currently a good choice for those traveling west.

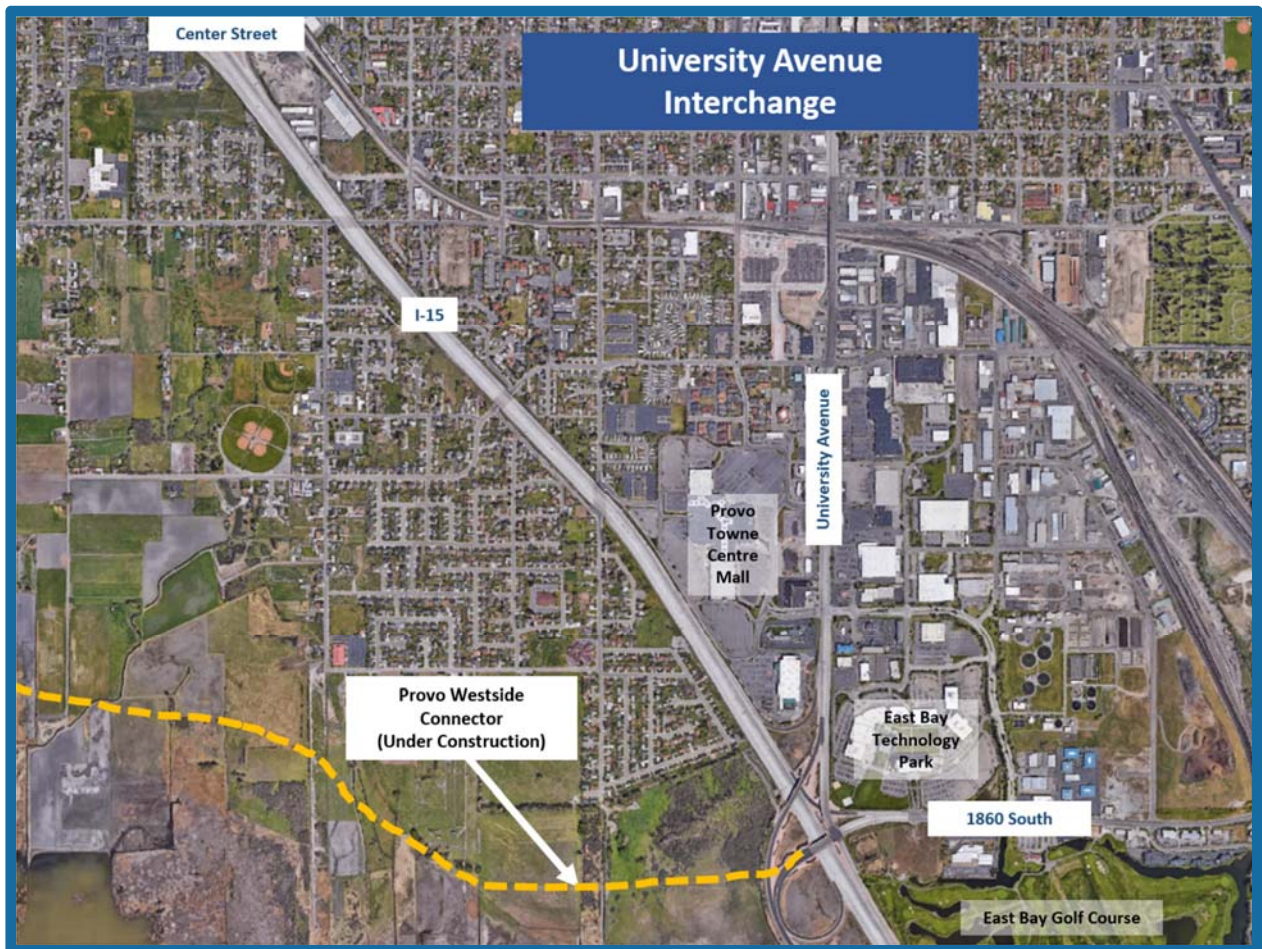


Figure 4. University Avenue Interchange in South Provo with Westside Connector Alignment.

Changing Land Use

According to TransPlan40 (the regional transportation plan for the Provo/Orem metro), two-thirds of the buildings that will exist in the state of Utah in 2040 have not yet been built. Provo has a limited amount of developable land on the east side of I-15 and yet is still expected to gain about 25,000 residents by 2040. It is expected that in order to accommodate this growth, the land use in Provo, especially downtown, will need to densify. This means more people will live and work in the same amount of space that exists now, creating more demand on the transportation system. Additionally, there will be more development on the west side of I-15. As the west-side land develops there will be a stronger need for connections between the west and east sides of the city. Currently, there are only five roads that cross I-15 in Provo: 2000 North (the northern city boundary), 820 North, Center Street, 600 South (which dead ends at 700 West where it meets the railroad tracks), and 1150 South/770 West. Of these, only 820 North and Center Street are designated as arterials; the others are designated as collector streets.

Impacts of Provo High School Relocation

Provo School District agreed in April 2016 to sell the existing Provo High School at 1125 North University Avenue. The Provo School District will construct a new high school at property located on the west side of Provo at 1300 North Lakeshore Drive. The school district broke ground in spring 2016 and plans to open

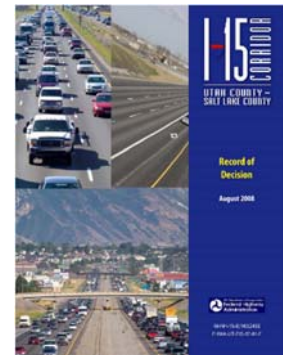
the new high school in fall of 2018. This change in location will cause a shift in traffic patterns as students on the east side of Provo now must travel across I-15 to attend the new school. Conversely, students that live on the west side will no longer have to cross I-15. As the closest continuous east-west road in Provo, 820 North will carry much of the traffic to and from the new high school

1.7 TRANSPORTATION PLANNING EFFORTS

A number of other projects and studies that affect transportation and land use have been undertaken in this area over the last dozen years. These studies are relevant to the 820 North Corridor Study because they demonstrate the changing needs in the study area and/or have already examined some of the issues on 820 North. Some of these studies, namely the I-15 Corridor EIS and the Geneva Road EIS, recommended solutions to traffic needs on 820 North, but have not yet been implemented due to the need for more information. The 820 North Corridor Study continues the work of these previous studies.

I-15 Corridor EIS, UDOT (2008)

This Environmental Impact Statement (EIS) was completed in 2008 for improvements to 24 miles of I-15 in Utah County. Portions of I-15 have been completed in accordance with recommendations from the EIS. Reconstruction of I-15 from SR-92 in Lehi to Draper is currently under construction and an environmental reevaluation of the EIS for the last remaining unimproved portion between Lehi Main Street and SR-92 is underway. For the Provo/Orem area, Option D was chosen as the Preferred Alternative. This option called for 820 North to be realigned to the south and connected to 620 North. The existing 820 North roadway from Geneva Road to Independence Avenue was to be abandoned in the vicinity of I-15. However, when the I-15 project was undergoing the Design Build process, this plan was modified and 820 North was not realigned. This was partially due to cost savings by rebuilding the existing I-15 bridge over 820 North instead of a new bridge on a completely new location and partly because Provo City decided that the 820 North location would be better than 620 North if an interchange was ever built for that area. This decision led to Provo City requesting the 820 North Corridor Study, in order to obtain better information on travel demand.



Geneva Road EIS, UDOT (2009)



The Geneva Road EIS studied proposed improvements to two major roadways, Geneva Road and a portion of Provo Center Street, both of which are part of SR-114. For the section between 325 North and 1900 North in Provo, the Preferred Alternative was for a three-lane cross-section (one travel lane in each direction with a permissive left turn lane) with a right-of-way width of 95 feet. The Preferred Alternative also included a multi-use trail on the west side of Geneva Road.

The Preferred Alternative also referenced the realignment of the existing 820 North signalized intersection south to Boat Harbor Drive (620 North) as detailed in the I-15 EIS. This plan has not been carried out.

Provo-Orem Bus Rapid Transit Environmental Assessment, UDOT, UTA, MAG (2015)

The Provo-Orem Bus Rapid Transit project is a road, transit, bicycle and pedestrian improvement project designed to meet growing transportation needs in Orem and Provo. This project includes roadway improvements (widening, bridge replacements, intersection improvements, and a new interchange with 1-15 at 800 South in Orem), bicycle and pedestrian improvements (new and wider sidewalks, pedestrian ramps, bike lanes) and installation of a bus rapid transit (BRT) line.

BRT is a bus line with stations similar to those used in light rail lines, frequent bus service every five to ten minutes, and pre-paid ticketing. The buses will operate in exclusive bus lanes throughout much of the corridor and will have traffic signal priority. As shown in Figure 3, BRT will run from the Orem Frontrunner station, east on University Parkway, around BYU on 900 East and 700 North, and down University Avenue to the Provo Frontrunner Station. The BRT project is scheduled to begin construction in summer 2016 and last approximately two years.

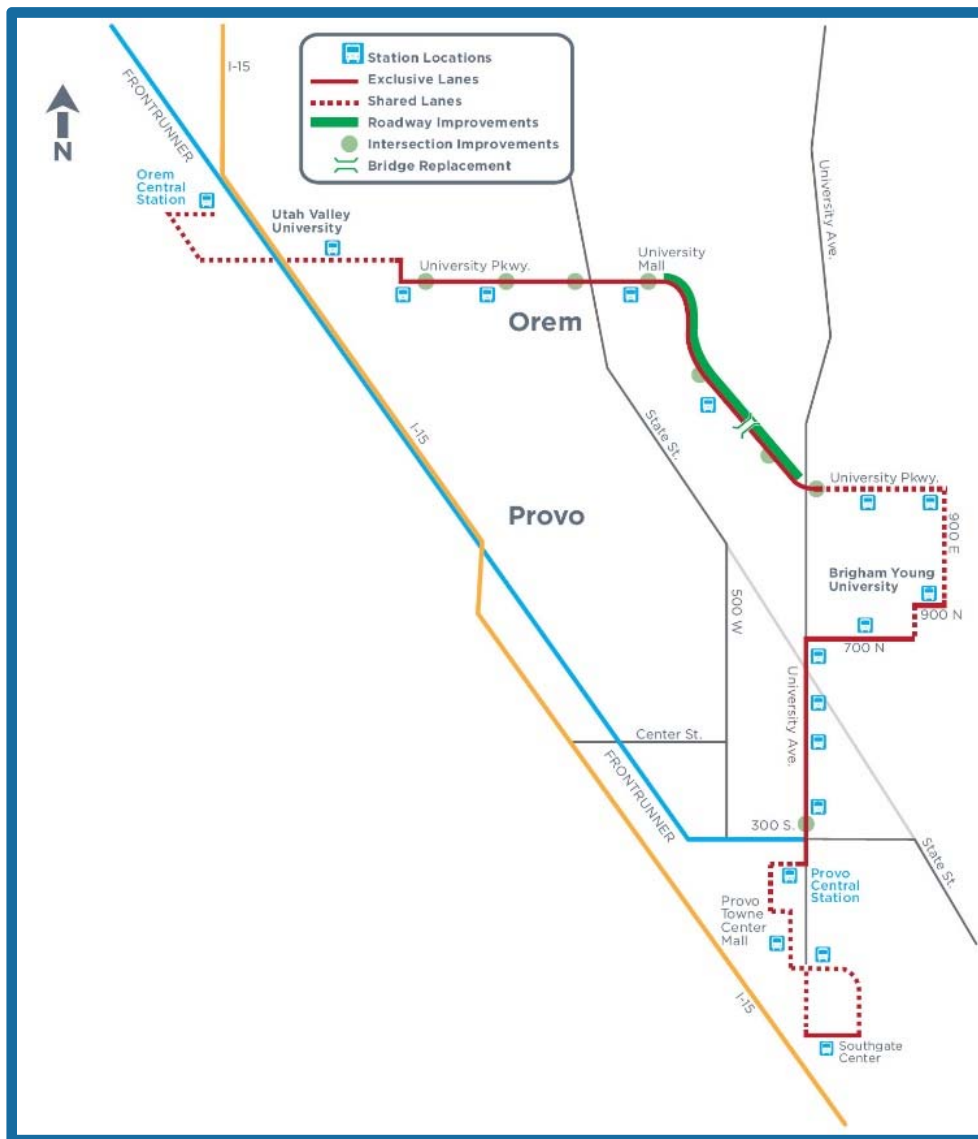
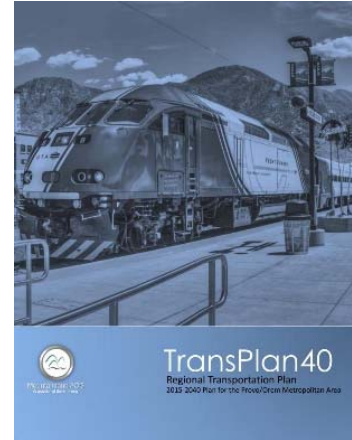


Figure 5. Provo Orem Bus Rapid Transit Route

TransPlan40, MAG (2015)

TransPlan40 is the regional long range transportation plan for metro Utah County and is updated every four years by MAG. This plan prioritizes needed highway, rail, bus, bicycle, and pedestrian projects through the year 2040, and allocates funding in the three different phases of the plan. Projects in the study area include:



Phase 1 (2024)

- 820 North, Geneva Road to University Avenue – Widen to four travel lanes
- Lakeview Parkway/Geneva Road, University Parkway to I-15/University Avenue Interchange – Two to four new lanes

Provo Northwest Connector Study (Lakeview Parkway), MAG (2011)

This planned road has been on Provo City’s Transportation Master Plan since 2007. This route is a planned arterial road and multi-use trail on Provo’s west side, between Utah Lake and Lakeshore Drive.



Figure 6. Aerial view of future Lakeview Parkway alignment and location of new Provo High School

Commuter Rail Environmental Study (2004), UTA



An environmental study was prepared in 2004 for a commuter rail line to connect Salt Lake County to Provo. This commuter rail line, known as FrontRunner, was constructed adjacent to the existing Union Pacific Railroad right-of-way and opened to riders in December 2012. FrontRunner currently has four stations in Utah County (Lehi, American Fork, Orem, and Provo) with one more planned in Vineyard in 2016. An extension of FrontRunner from Provo to Payson is included in Phase 2 (2024-2034) of TransPlan40. 820 North has an at-grade crossing with the FrontRunner line on the east side of I-15.

CHAPTER 2: TRAFFIC ANALYSIS METHODOLOGY

Traffic analysis was performed using two separate modeling methods. The first method involved using MAG's adopted 2040 regional Travel Demand Model (TDM) to analyze roadways from an area-wide perspective and to predict future travel demand volumes. The second method utilized Synchro and Vissim to analyze traffic operations on a smaller scale and examine specific I-15 interchange options. Each method, including the results of the analyses, will be addressed in this study. For more detailed information on traffic modeling, refer to the appendix.

2.1 Travel Demand Modeling

MAG and the Wasatch Front Regional Council (WFRC) jointly maintain a travel demand model (TDM) for the four-county greater metropolitan region including Weber, Davis, Salt Lake, and Utah Counties. The TDM predicts future travel demand based on projections of land use, socioeconomic patterns, and transportation system characteristics.

Baseline Year

This 820 North Corridor study used 2015 as the baseline year for existing conditions analysis. The socioeconomic data was obtained from the draft MAG data for the upcoming Version 8 of the TDM. Traffic counts were performed at various locations in and around the study area to provide calibration information for the TDM.

Future Conditions

The future conditions analysis was performed using 2040 as the horizon year. All projects that are part of the Provo Transportation Master Plan and the MAG Long Range Plan were included in these models, except as may be noted in this report for various alternatives analyses. Similar to the baseline year, the socioeconomic data was obtained from the draft MAG data for the upcoming Version 8 of the TDM.

Traffic Analysis Zones

Traffic Analysis Zones (TAZ) are geographical areas in the model which specify socioeconomic data, such as population, households, and employment. The model uses the information in each TAZ for trip generation, trip distribution, trip assignment and mode split. Trips generated by each TAZ are loaded onto the roadway network using special links called centroid connectors. The model then uses the roadway network in an iterative process to assign routes for each trip destination.

The original TAZ's in the model are well suited for regional traffic forecasts, but do not provide adequate detail for a smaller-scale study. Smaller TAZ's can provide a better loading of traffic onto the roadway network. For these reasons, many of the original TAZ's were split into smaller zones. TAZ splits were made within the project study area. In most instances, the TAZ's were split along barriers, such as existing or planned roads, rivers, railroads, and/or major land-use changes.

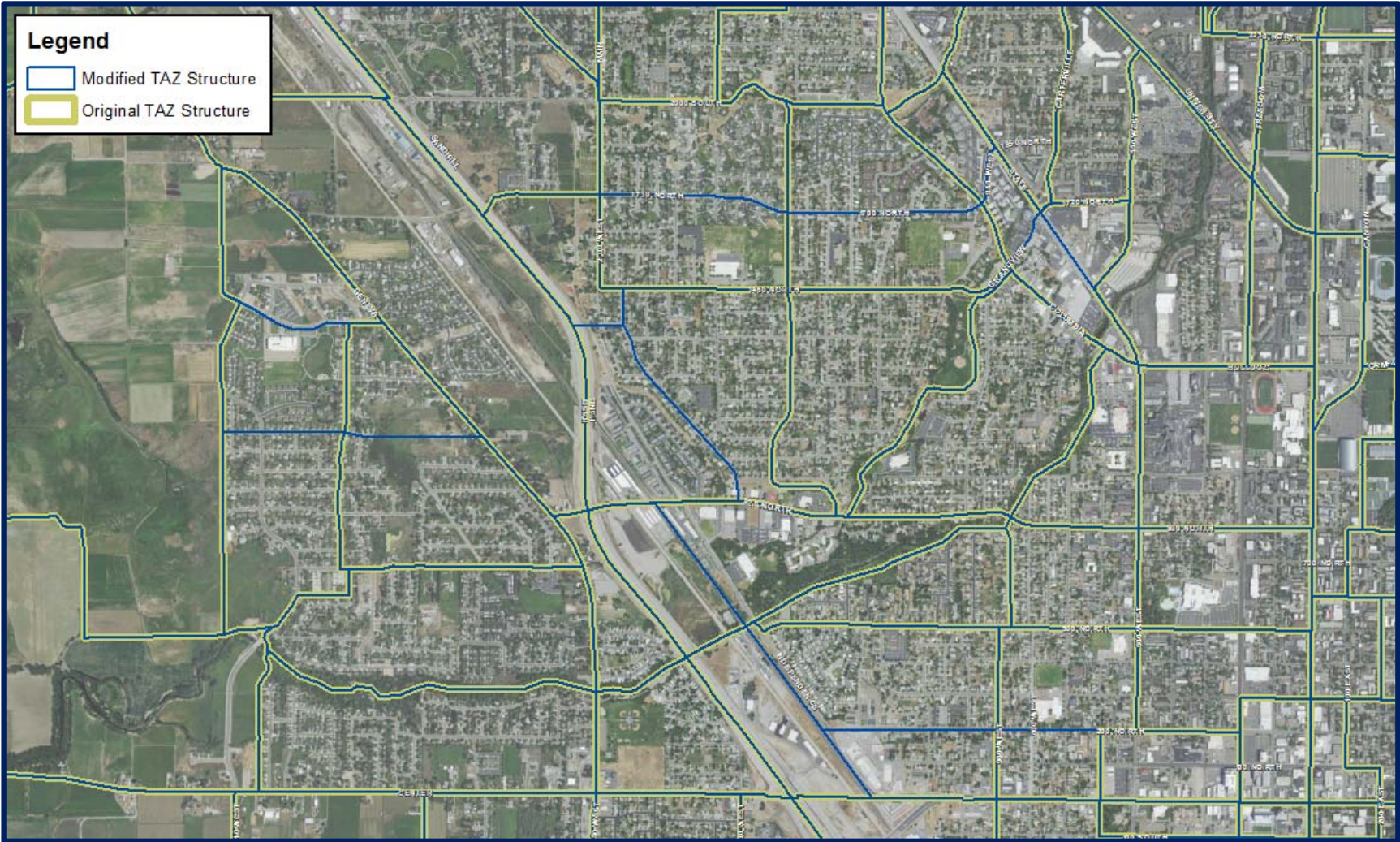


Figure 7. Traffic Analysis Zones

Socioeconomic Data

Land use in the model includes population, number of dwelling units, household size, and various employment types including retail, industrial, and office. The data set included in the MAG version 8 TDM was used in the study. After the splits, the socioeconomic data from the original TAZs were distributed into the new zones. It was assumed that variables such as income and household size for the smaller TAZ were the same as the original TAZ.

Model Roadway Network

The regional TDM generally includes the large collector and arterial-type facilities in its roadway network. A review of the network within the study area and surrounding region was performed to ensure appropriate representation of the existing roadway conditions. Additional existing roads were added to the model as appropriate. MAG provided the most current draft version of the 2015 TMP to use in the study. The 2040 network includes all projects in the TMP.

Model Transit Network

The transit networks used in the 820 North Corridor Study were obtained from the base TDM inputs. No significant changes were applied to the transit network. These inputs include the proposed Provo/Orem BRT project.

Model Verification

The changes that were made to the base MAG model were done in an effort to increase its accuracy within the study area. In order to test the accuracy of the model, a Root Mean Squared Error (RMSE) analysis was performed. The MAG/WFRC documentation for v6.0 of the model states, “The RMSE is used to calculate the effectiveness of individual link and node modifications, as well as general changes in trip generation and distribution and assignment parameters. RMSE should generally be less than 40%.” Table 1 shows a summary of the RMSE analysis for the unmodified model and the final modified model used for the 820 North Corridor study.

Table 1. RMSE Summary for TDM Modifications

Roadway Volume	Number of Data Locations	RMSE Before Modifications	RMSE After Modifications
Combined Less than 10,000	41	63%	41%
Over 10,000	37	23%	22%
Cumulative	78	32%	28%

As shown in the table, the RMSE for all data locations went from 32% for the unmodified model to 28% for the modified model. This is a relatively small improvement, but the roads with smaller volumes had significant improvement, changing from 61% to 41% which is significant as many of the roads in the study area are local collector streets. The RMSE for roadways with higher than 10,000 vehicles per day improved slightly from 23% to 22%. Any improvement in RMSE results in a more reliable model and therefore a higher level of confidence in the model outputs.

Provo City Livability Standards

Provo City has developed “livable street standards”, which were obtained by using physical traffic capacities of city roads and adjusting them to levels that Provo City staff and a Citizen Advisory Committee felt were reasonable for the livability and desired quality of life for each functional classification street designation. Generally, the livable street capacities are 90 percent of the physical street capacities. The physical capacity of a road is defined as the maximum number of vehicles that can pass a point on the road during a given period of time. Roadway capacity is typically measured in terms of the number of vehicles per hour or the average daily traffic (ADT). Provo’s livable street standards are a function of the classification, the number of lanes, and the level of access control (Provo City Transportation Master Plan, 2011).

Table 2. Provo Livable Street Standards

Street Classification	Number of Lanes	Area Type		
		Limited Conflicts	Moderate Conflicts	Central Business District, Many Conflicts
Major Arterial	7	100,600	81,700	61,100
Major Arterial	5	67,100	54,500	40,700
Minor Arterial	3	33,600	25,000	18,100
Minor Arterial	2	29,500	22,000	15,900
Collector	6	33,500	31,700	28,100
Collector	4	31,500	29,900	26,600
Collector	3	16,800	14,300	12,000
Collector	2	14,700	12,600	10,600
Residential Collector	2	7,000	7,000	7,000
Local	2	1,800	1,400	-

The suburban roadway capacities generally used in correlation with the TDM for transportation planning studies such as the 820 North Corridor Study are shown in Table 3 below. These roadway capacities were developed based on the Highway Capacity Manual, published by the Transportation Research Board.

Table 3. TDM Roadway Capacities (Level of Service D)

Street Classification	Number of Lanes	Roadway Capacity (LOS D)
Major Arterial	7	59,000
Major Arterial	5	39,000
Minor Arterial	3	13,000
Minor Arterial	2	11,500
Collector	4	22,500
Collector	3	11,500
Collector	2	10,500
Residential Collector	2	5,000
Local	2	3,500

Provo City Livable Street Standards were used on all Provo roads except the arterial streets (820 North, Geneva Road, University Avenue etc.). The reason for this is that the arterial streets are regionally

significant and Highway Capacity Manual standards were used on these roads in order to correlate with MAG regional planning efforts.

Other modelling scenarios included land use sensitivity provided by Provo City Community Development, alternative interchange locations, and alternative lane configurations. Per direction from Provo City, all model runs included reducing Bulldog Boulevard from seven lanes to five lanes. This is a planned future project to better accommodate bicyclists on Bulldog Boulevard.

2.2 Microsimulation Modeling

Several of the intersections within the study area required more detailed analysis than is available with the regional TDM. Microsimulation modeling was used to simulate driver behavior by combining roadway geometry, traffic signal timing, and other operational characteristics. The microsimulation model provides results for travel times, traffic congestion, and intersection level of service. The VISSIM software package developed by PTV America as well as Trafficware's Synchro/SimTraffic suite was used to perform the microsimulation analysis.

Baseline Year

Baseline data were developed using peak hour traffic counts at the applicable intersections. The count information was validated using the TDM and used as inputs to the simulation packages outlined above. The baseline year 2015 was used to evaluate the existing conditions.

Future Year

As with the TDM, the future analysis year for microsimulation is 2040. Turning movements were projected for the future analysis using a combination of existing traffic counts for calibration and the TDM data provided in the Travel Demand Modeling phase of the study.

Inputs

The following inputs are needed to run a microsimulation model:

- **Design roadway geometry.** The concept design should include the number of lanes, length and number of turning lanes, speed limits, and merge/yield areas. Elevation and grade information can also be defined for use by the software. For this study, the VISSIM roadway network is based on CAD designs that are imported into the software model.
- **Driver behavior parameters.** These parameters govern the starting/stopping behavior, car following, lane changing, and how drivers react to other vehicles around them. The default driver behavior parameters provided by VISSIM were used.
- **Vehicle behavior parameters.** These parameters provide information on engine size, vehicle weight, acceleration/deceleration capability, and vehicle size. The default vehicle behavior parameters provided by VISSIM were used.
- **Traffic signal configuration and timing information.** Traffic signal configuration is dependent on the available right-of-way, proximity of adjacent signals, and traffic volumes for individual movements. A preliminary signal configuration was generated using the Synchro signal timing software. This preliminary configuration was input into the VISSIM model and then refined during the modeling process.

- **Peak hour volumes.** The peak hour volumes were provided by the regional travel demand model. These volumes are provided in terms of vehicles per hour. A peak hour factor (PHF) of 0.95 was used to simulate the hourly variation in traffic volumes.
- **Peak hour intersection turning movement counts.** These turning movement counts are determined using the methodology presented in NCHRP 255. This methodology considers the present day counts and future volume projections to generate future year turning movement counts. These counts are used by VISSIM to distribute traffic throughout the model network. Existing 2014 traffic volume data was collected using manual methods, pneumatic hose counters, and the UDOT Performance Management System (PeMS).

A microsimulation analysis was performed to determine the effect of the 820 North Corridor widening and potential interchange on the study area intersections, particularly at Geneva Road and 820 North. It was also used to determine the effects of an additional interchange on I-15 mainline traffic.

CHAPTER 3: TRAFFIC ANALYSIS

Multiple scenarios were studied, ranging from differences in lane configurations and geometry to differences in land use and interchange location. The following paragraphs explain the different scenarios that were analyzed and the corresponding results.

3.1 Scenarios

In total, over ten design alternatives were analyzed to determine the future traffic needs and the most appropriate configuration for the 820 North corridor. This following is a list of the scenarios studied:

- Existing Conditions
 - Existing MAG land use and socioeconomic data. Existing roadway network. 2015 design year.
- 2040 No-Build Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Existing lane configuration on 820 North. No new interchange.
- 2040 Interchange Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Existing lane configuration on 820 North. New interchange at 820 North.
- 2040 Build Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Proposed lane configuration on 820 North (5 Lanes from Geneva Road to University Avenue, 3 Lanes from University Avenue to 900 East). New interchange at 820 North.
- Provo Land Use Test Case
 - This land use scenario was requested from Provo Planning by the 820 North Corridor team to determine the sensitivity of the roadway network to changes in zoning around any new interchange. The purpose of the sensitivity analysis was not to change Provo's land use plan, but to determine how much a change in land use would affect the roadway network. The study team asked Provo City Planning to develop a commercially intense land use scenario that would represent the most demanding transportation needs. The 2040 build roadway network was applied.

3.2 Existing Conditions

The existing conditions analysis forms the baseline to which all other scenarios can be compared. This scenario was calibrated using existing traffic count data throughout the study area as previously mentioned.

Land Use

Land use data was provided through the MAG Travel Demand Model, as mentioned in Chapter 3, with a planning year of 2015.

Roadway Network

The roadway network was developed from the MAG TDM. A number of smaller local collector streets were added to the model to provide clarity and additional detail on the neighborhood streets particularly through the Grandview and Riverside neighborhoods. The model roadway network is a reflection of the real roadway network throughout the study area and beyond to the wider region. 820 North was modeled as a collector street due to the number of access driveways along the corridor, despite the roadway being classified as an arterial street in the Provo City Master Plan and MAG regional plan. The collector street designation in the TDM more accurately represents the actual capacity of the corridor due to the number of residential driveways along the corridor. These driveways create added friction on the roadway from vehicles turning on and off 820 North and result in lower speed than would be expected on an arterial street.

Roadway Level of Service

Level-of-Service (LOS) is a term used by the Highway Capacity Manual (HCM) to describe the traffic operations of an intersection or roadway, based on congestion and average vehicle delay. LOS range from an “A” (almost no congestion or delay) to “F” (traffic demand is above capacity and the intersection or roadway experiences long queues and delay). LOS C or better is generally considered acceptable for rural roadways. LOS D or better is generally acceptable for urbanized roadways. LOS E is the threshold when the roadway approaches maximum capacity. Roadway LOS was determined using the Provo City Livable Street Standards for local streets (see Table 2) and the HCM LOS approximations (see Table 3) for all other street classifications. The reason for the distinction between the Provo Livable Streets standards and the HCM standards is a result of the regional nature of the corridor and to ensure the planning efforts of this study are consistent with other regional studies which may be performed in the future. Figure 8 shows a graphical representation of each letter grade on the LOS scale. The conditions of the roadway network as they exist today are shown in Figure 9. 820 North currently operates at an acceptable LOS (D or better) throughout the study area. The major areas of concern in the region are Center Street west of I-15, University Parkway, and University Avenue.

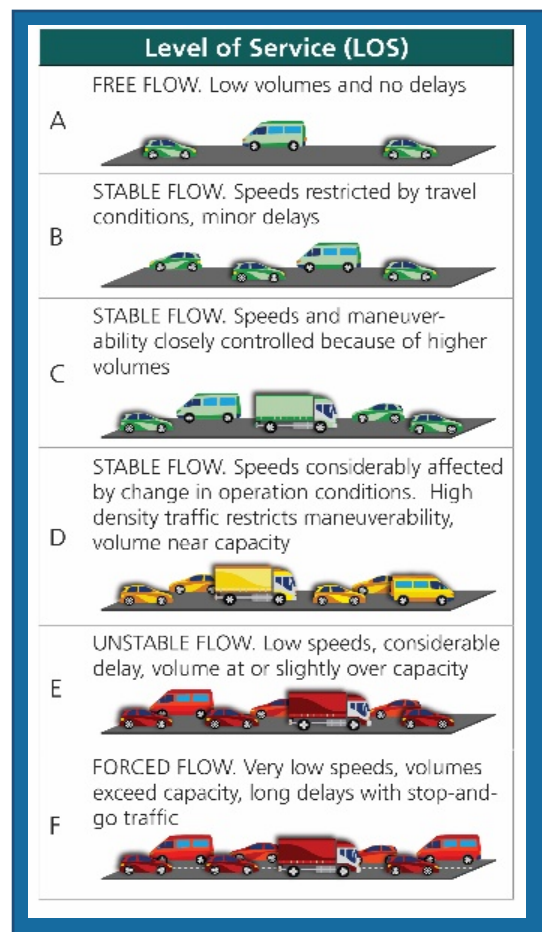


Figure 8. Level of Service Representation.

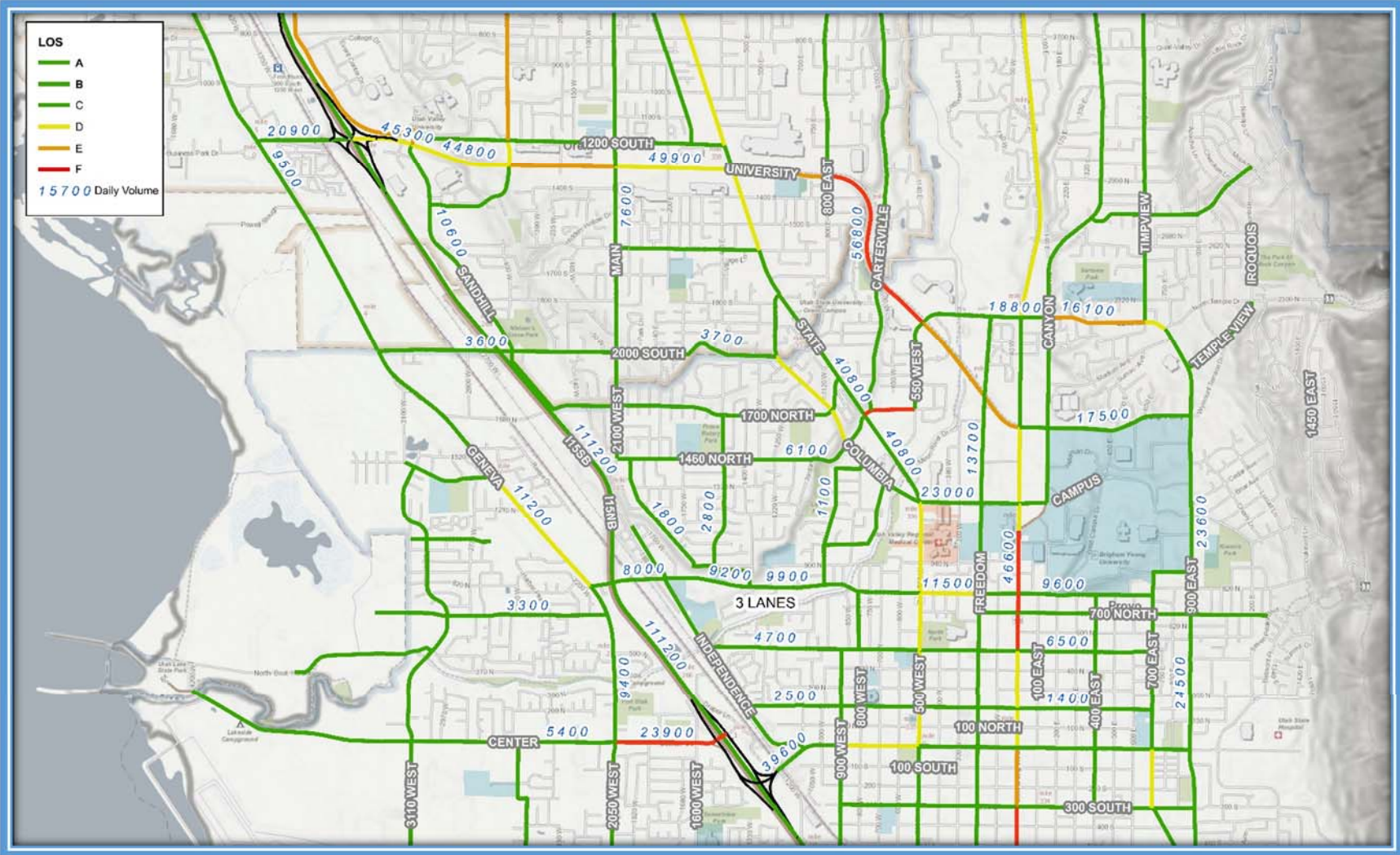


Figure 9. Existing Daily Traffic Volumes and Level of Service

Intersection Level of Service

Intersection LOS is determined using the HCM method. This method measures or simulates the control delay at an intersection for each approach and assigns a letter grade A through F, similar to roadway LOS. The letter grade assignments are based on the following control delay thresholds in Table 4, measured in seconds per vehicle (sec/veh). LOS is reported differently for signalized versus unsignalized intersections. At a signalized intersection, a weighted average of the delay at each approach is computed and reported as LOS. At unsignalized intersections, only the delay of the worst approach (typically the stop or yield controlled approach) is reported. Similarly, there are different thresholds for signalized versus unsignalized intersections.

Table 4. Intersection LOS Criteria.

LOS	Unsignalized Control Delay (sec/veh)	Signalized Control Delay (sec/veh)	Observed Conditions
A	≤ 10	≤ 10	Free flow
B	> 10 – 15	> 10 – 20	Stable flow (slight delays)
C	> 15 – 25	> 20 – 35	Stable flow (acceptable delays)
D	> 25 – 35	> 35 – 55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle)
E	> 35 – 50	> 55 – 80	Unstable flow (intolerable delays)
F	> 50	> 80	Forced flow (jammed)

The following critical signalized intersections, as determined by the project technical committee, were analyzed during the PM peak hour:

- University Avenue and 800 North
- University Avenue and 700 North
- 820 North and Geneva Road
- 620 North and Geneva Road

The LOS of each intersection is shown in Table 5 below. All intersections are operating at acceptable LOS during the PM peak hour of existing conditions

Table 5. PM Peak Hour Intersection LOS.

Intersection	Average Control Delay (sec/veh)	LOS
University Avenue & 800 North	26.6	C
University Avenue & 700 North	6.5	A
820 North & Geneva Road	18.4	B
620 North & Geneva Road	19.8	C

Interchange Level of Service and Freeway Operations

Under the existing conditions, as shown in Figure 9, I-15 is operating at acceptable levels with free flow conditions throughout most of the day. Daily traffic volumes between Center Street and University Parkway are in excess of 100,000 vehicles but the current lane configuration is able to accommodate the current volume. There are, however, bottlenecks at both the Center Street and University Parkway interchanges.

3.3 2040 No-Build Condition

The 2040 No-Build condition analysis is intended to show the roadway network conditions during the horizon planning year if no project improvements are made. This allows us to see if there is a need for localized improvements in the project area and determine the magnitude of any needed improvements.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040. No attempt to modify the MAG land use data was made.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. 820 North was not improved in this no-build scenario and no interchange was included in the model between Center Street and University Parkway.

Transplan40 includes the following improvements (Table 6 and Figure 10) in the Provo/Orem metropolitan area, which were replicated in the TDM:

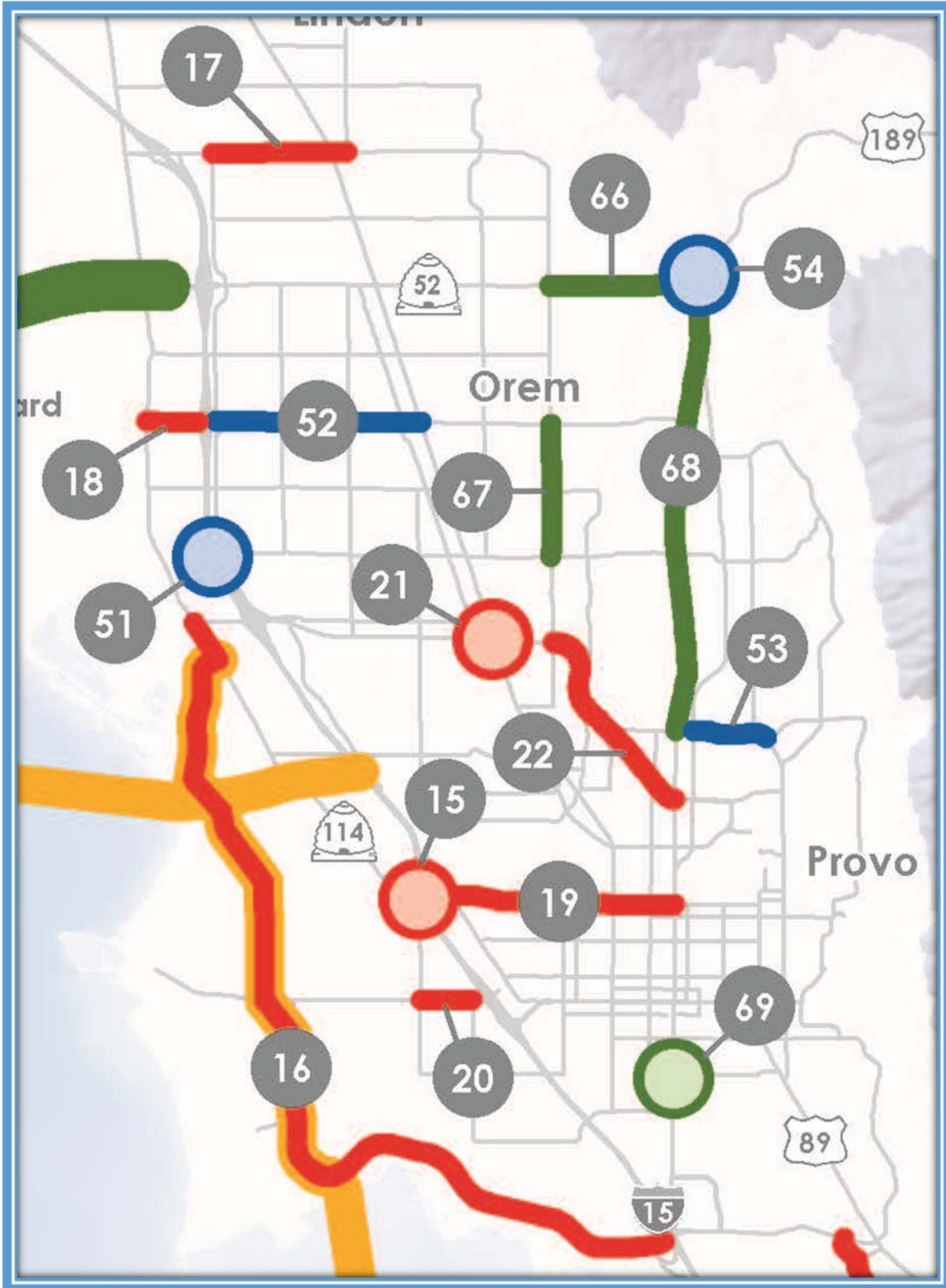


Figure 10. MAG TransPlan40 Roadway Projects.

Table 6. MAG Transplan40 Roadway Projects.

MAG Project #	Project Name	Description	Planning Year
16	Lakeview Pkwy/Geneva Rd	University Pkwy to University Ave Interchange – New Lanes 2-4 Varies	Phase 1 2024
17	Orem 1600 N	Orem 1200 W to Orem 400 W – Widen to 4 Lanes	Phase 1 2024
18	Orem Center St	Geneva Rd to I-15 FWY – Wide to 4 Lanes	Phase 1 2024
20	Provo Center St	Geneva Rd to Provo 1600 W – Widen to 4 Lanes	Phase 1 2024
21	State St/University Pkwy. Orem	New Grade Separated Intersection	Phase 1 2024
22	University Pkwy Orem to Provo	Orem 800 E to University Ave – Widen to 6 Lanes	Phase 1 2024
51	I-15/Orem 800 S Interchange	New HOV Interchange to UVU	Phase 2 2034
52	Orem Center St	I-15 FWY to State St – Widen to 6 Lanes	Phase 2 2034
53	Provo 2230 N	Provo Canyon Rd to Temple Dr – Widen to 4 Lanes	Phase 2 2034
54	University Ave/Orem 800 N Intersection	Intersection Modification	Phase 2 2034
66	Orem 800 N	Orem 800 E to University Ave Provo – Widen to 7 Lanes	Phase 3 2040
67	Orem 800 E	Orem Center St to Orem 800 S – Widen to 4 Lanes	Phase 3 2040
68	University Ave	Provo 2230 N to Orem 800 N – Widen to 7 Lanes	Phase 3 2040
69	University Ave Viaduct	Provo 500 S to 900 S – Reconstruct Bridge, Widen to 6 Lanes	Phase 3 2040

The no-build TDM also includes all major roadway projects included in the Provo City Transportation Master Plan. A summary of the major projects from the plan is included below in Table 7. In addition to the projects described in the table, the recently approved improvements to Bulldog Boulevard were also included in the no-build TDM. These improvements include reducing the number of travel lanes from 6 to 4 as well as including a raised median island and protected bicycle facilities. It is expected that construction on the project will begin in 2017.

Table 7. Provo City TMP Projects

Provo TMP Project #	Project Name	Description	Planning Year
9	Independence Ave	1150 N to 1700 N – New 3 Lane Collector	2015
19	2230 North	Canyon Rd to 900 E – Widen to 5 Lanes	2025
20	550 West	1720 N to 1975 N – Widen to 5 Lanes	2025
25	Independence Ave	820 North to 1150 North – Restripe to 5 Lanes	2040

Roadway Level of Service

The projected conditions of the roadway network in the no-build condition are shown in Figure 11 . The 820 North corridor will experience failing conditions (LOS E or F) along most of its length if no project improvements are made. This shows that 820 North will need to be improved to five lanes from Geneva Road to University Avenue independent of any need for a new interchange in the vicinity of 820 North. Other major roadways where failing conditions may be experienced are:

- University Parkway
- University Avenue
- Center Street
- I-15

Intersection Level of Service

Intersections were not analyzed for the no-build condition.

Interchange Level of Service and Freeway Operations

For the 2040 no-build condition, as shown in Figure 11, I-15 will most likely begin to experience unacceptable congestion resulting in LOS E. Daily traffic volumes between Center Street and University Parkway are in excess of 180,000 vehicles, stretching the limit of the existing lane configuration but not resulting in LOS F and complete failure. The bottlenecks at the University Parkway and Center Street interchanges will continue to worsen.

The interchange operational analysis for the no-build scenario is shown in Table 8. As shown, the University Parkway SPUI will operate at LOS E in 2040 without an interchange between University Parkway and Center Street. Although the Center Street northbound ramps are operating at LOS D it should be noted that the threshold for LOS E is 55 seconds of delay per vehicle and at a measured delay of 54.9 seconds per vehicle, this movement is well on its way to failure. The entire I-15 network from University Parkway to Center Street will be operating with an average delay of 57.7 seconds per vehicle, LOS E.

Table 8. Interchange Operations - No-Build Condition.

Movement	Average Control Delay (sec/veh)	LOS
University Pkwy SPUI	70.1	E
Center St SB Ramps	30.2	C
Center St NB Ramps	54.9	D
Entire Network	57.7	E

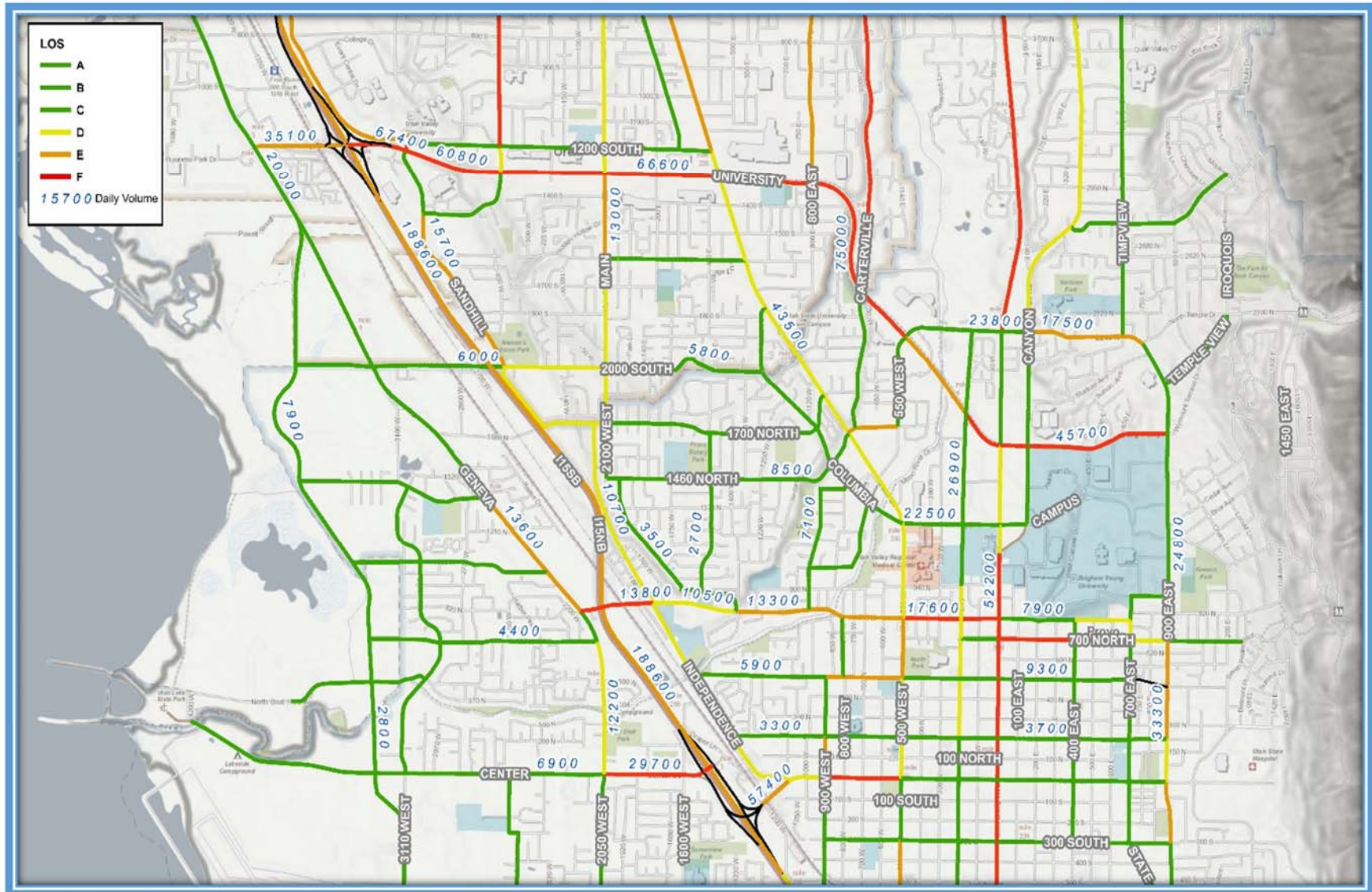


Figure 11. 2040 No Build Daily Traffic Volumes and Level of Service

3.4 2040 Interchange Condition

The 2040 Interchange Condition analysis is intended to show the roadway network conditions during the horizon planning year if an interchange were to be constructed in the area of 820 North. This allows us to see if there is a need for localized improvements in the project area and determine the magnitude of any needed improvements beyond those identified in the no-build condition as a result of a new interchange.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040 and was identical to the data used in the 2040 no-build condition. No attempt to modify the MAG land use data was made.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. 820 North was not improved in this scenario beyond the existing configuration. A new freeway interchange in the area of 820 North was included in this scenario.

Roadway Level of Service

The conditions of the roadway network as they exist today are shown in Figure 12. The 820 North corridor will experience failing conditions (LOS E or F) along most of its length if no project improvements are made. The conditions are expected to be worse than in the no-build condition as more traffic is attracted to the corridor due to the new interchange. Traffic volumes increase from 14,000 in the vicinity of Independence Avenue in the no-build condition to almost 30,000 in the interchange build condition. Furthermore, traffic volumes between Independence Avenue and University Avenue with the construction of an interchange are expected to increase from between 10,000 and 17,000 vehicles per day to between 19,000 to 26,000 vehicles per day.

There are some areas of improvement as compared to the No-Build throughout the study area with the construction of a new interchange in the area of 820 North. Volumes on University Parkway decrease by approximately 10% immediately East of the interchange. Center Street volumes west of I-15 drop from 30,000 to 24,000 and east of I-15 they reduce from 57,000 to 50,000. University Avenue also shows slight improvement. The following heat map (Figure 13) shows the redistribution of traffic in the study area due to the construction of an interchange. The blue areas indicate streets where traffic decreases with an interchange, the red areas show a traffic increase. It is clear that a new interchange in the vicinity of 820 North will relieve some of the pressure on Center Street and University Parkway but will increase traffic on 820 North and the surrounding neighborhood streets.

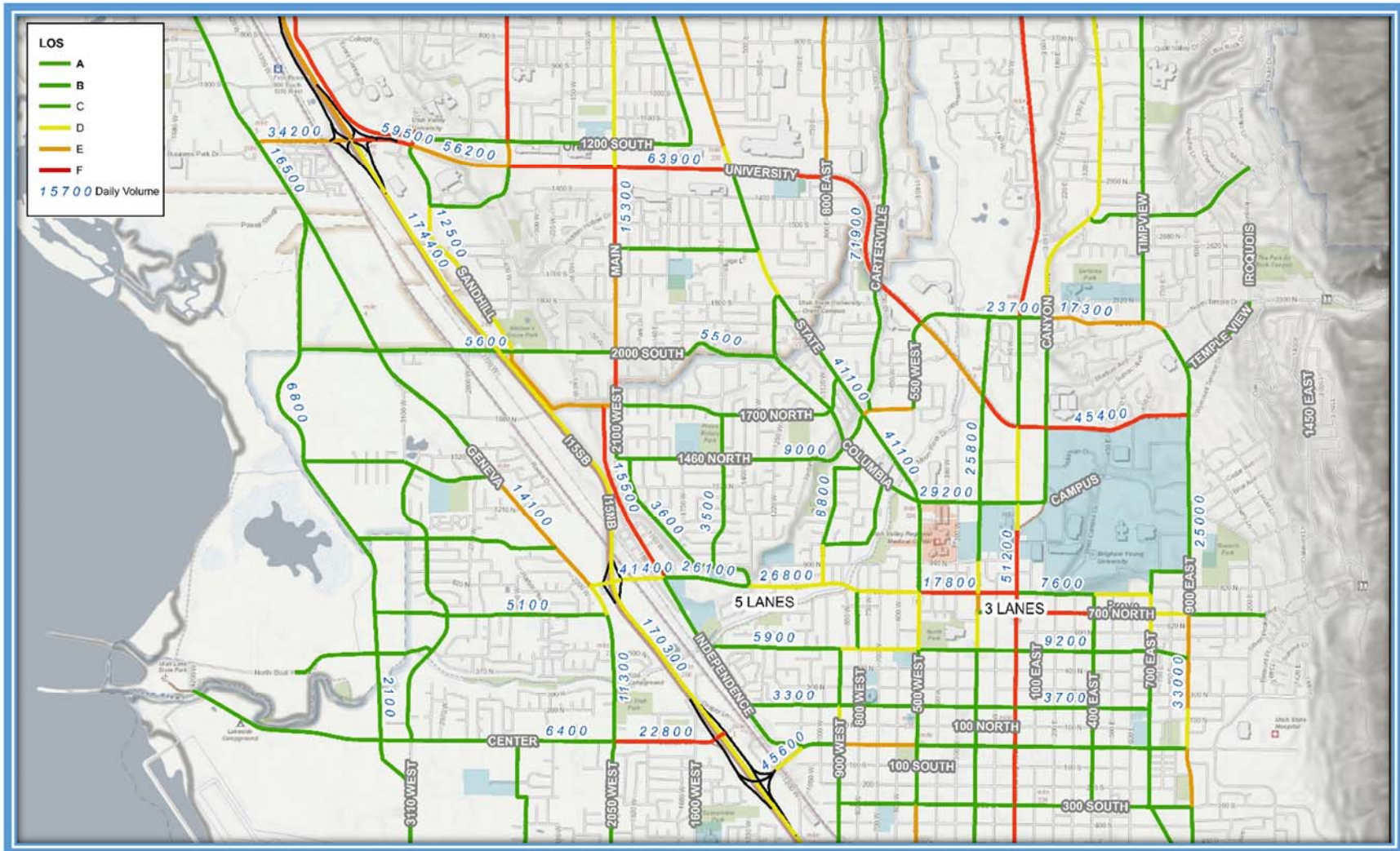


Figure 12. 2040 Interchange Condition Daily Traffic Volumes and Level of Service

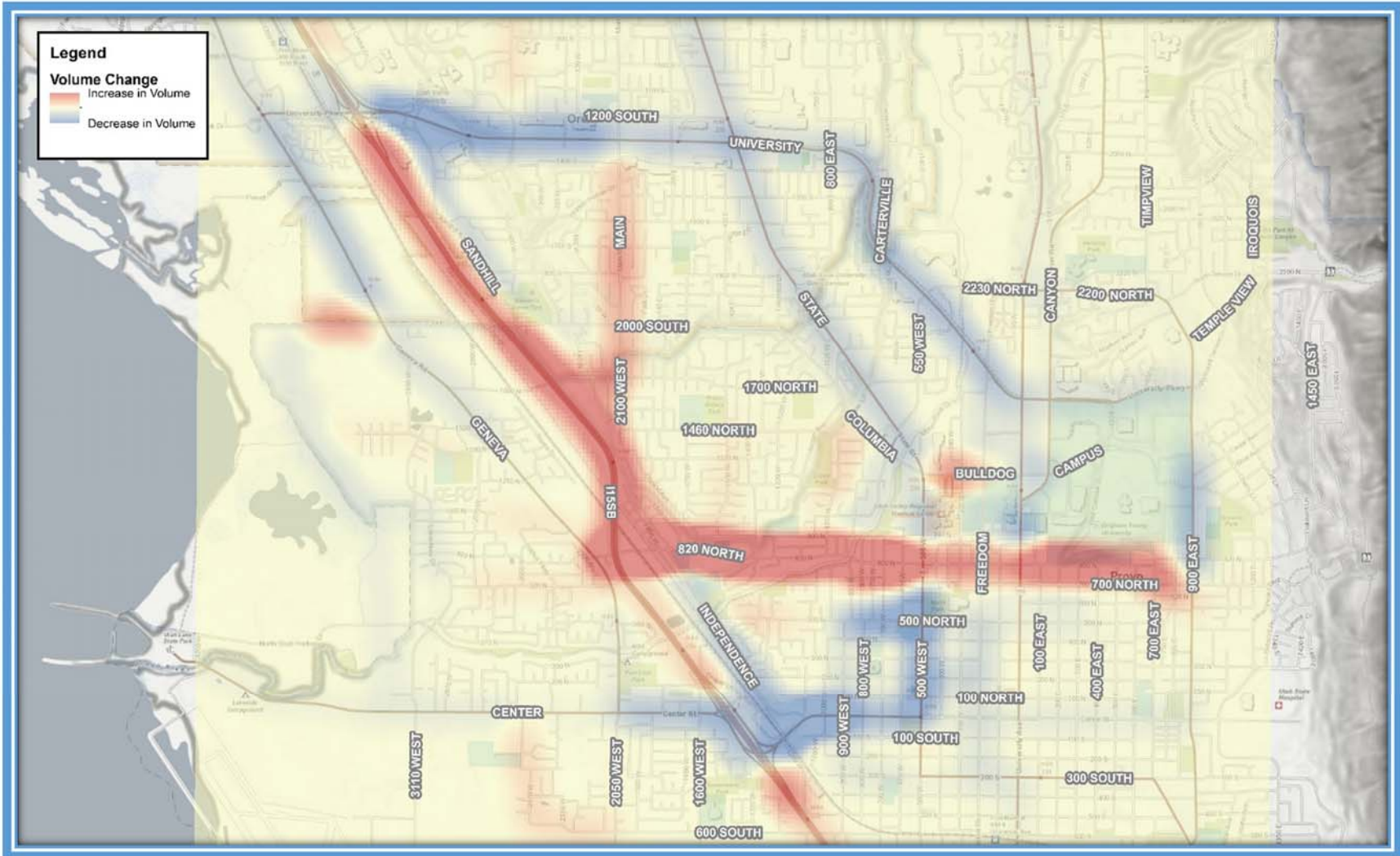


Figure 13. Traffic Redistribution from No-Build to Interchange Build Conditions

Intersection Level of Service

Intersections were not analyzed for the no-build condition.

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in Figure 12, I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the no-build condition. Daily traffic volumes between Center Street and University Parkway are around 170,000 vehicles which can be accommodated by the existing lane configuration. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North area interchange.

3.5 2040 Build Condition

The 2040 Build Condition analysis is intended to show the roadway network conditions during the horizon planning year (2040) if 820 North is improved to include five lanes between Geneva Road and 500 West and three lanes from 500 West to 900 East. An interchange is also included in the build condition. This condition represents the optimum build scenario for the 820 North corridor as defined in this study. This scenario allows us to see the highest level of improvements that would be necessary should all build conditions exist and ensure that the worst case traffic conditions are appropriately modeled. It also allows us to see the effect the full build will have on the surrounding area.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040 and was identical to the data used in the 2040 No-Build condition. No attempt to modify the MAG land use data was made.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. Through multiple model run iterations, the optimum lane configuration was determined for the entire corridor and was included in this alternative analysis. 820 North was improved in this scenario to include five lanes between Geneva Road and 500 West and three lanes between 500 West and 900 East. A new freeway interchange at 820 North was also included in this scenario. See Figure 17 for a depiction of the proposed build roadway network.

Roadway Level of Service

The conditions of the roadway network under the full build condition are shown in Figure 14. The 820 North corridor is able to accommodate the increased traffic along most of its length under the modelled conditions. However, a three-lane section is not sufficient between 500 West and University Avenue where volumes are expected to exceed 17,000 vehicles per day. Therefore, this stretch of 800 North will need to be constructed to five lanes, consistent with the conditions between Geneva Road and 500 West.

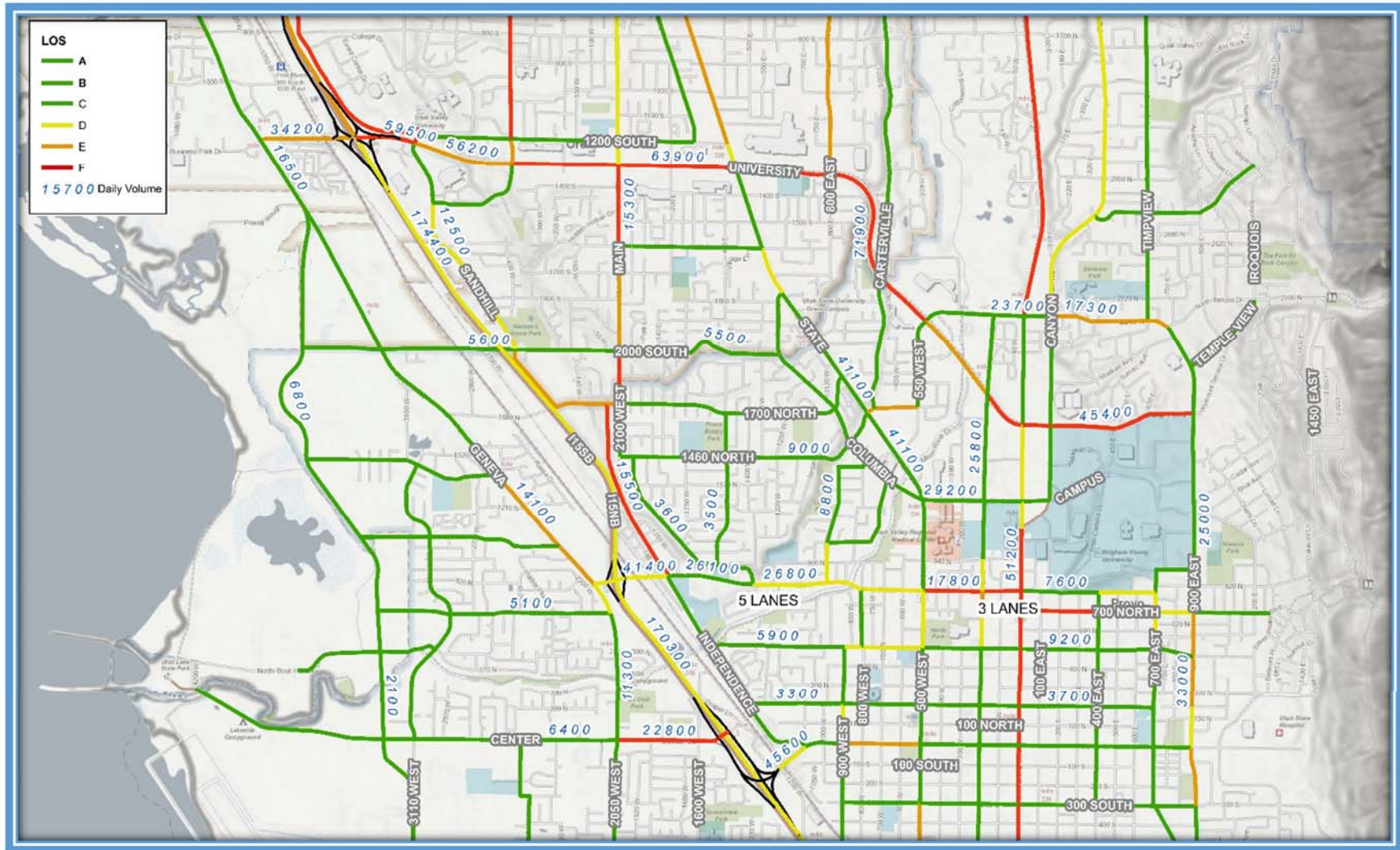


Figure 14. Interchange Condition Daily Traffic Volumes and Level of Service.

As with the interchange build scenario, the full build scenario shows network wide performance improvements. Volumes on University Parkway further decrease to under 60,000 vehicles per day east of the interchange. Center Street volumes west of I-15 drop from 30,000 to 23,000 vehicles per day and east of I-15 they reduce from 57,000 to 46,000 vehicles per day. University Avenue also shows slight improvement. The following heat map (Figure 15) shows the redistribution of traffic in the study area due to the construction of an interchange. The blue areas indicate streets where traffic decreases from the interchange only build to the full build scenario, the red areas show a traffic increase. The full build condition will further reduce traffic at University Parkway and particularly Center Street. 820 North will see a large increase in traffic but this will be accommodated by the improved five lane road section.

Intersection Level of Service

The following critical signalized intersections, as determined by the project technical committee, were analyzed during the PM peak hour:

- University Avenue and 800 North
- University Avenue and 700 North
- 820 North and Geneva Road
- 620 North and Geneva Road

The Level of Service of each intersection is shown in Table 9 below. All intersections are expected to operate at acceptable LOS during the afternoon (PM) peak hour for the full build scenario. For comparison to the existing conditions, please refer to Table 5.

Table 9. PM Peak Hour Intersection LOS.

Intersection	Average Control Delay (sec/veh)	LOS
University Avenue & 800 North	29.9	C
University Avenue & 700 North	11.1	B
820 North & Geneva Road	14.7	B
620 North & Geneva Road	21.7	C

*Assumes new interchange is a SPUI at 820 North

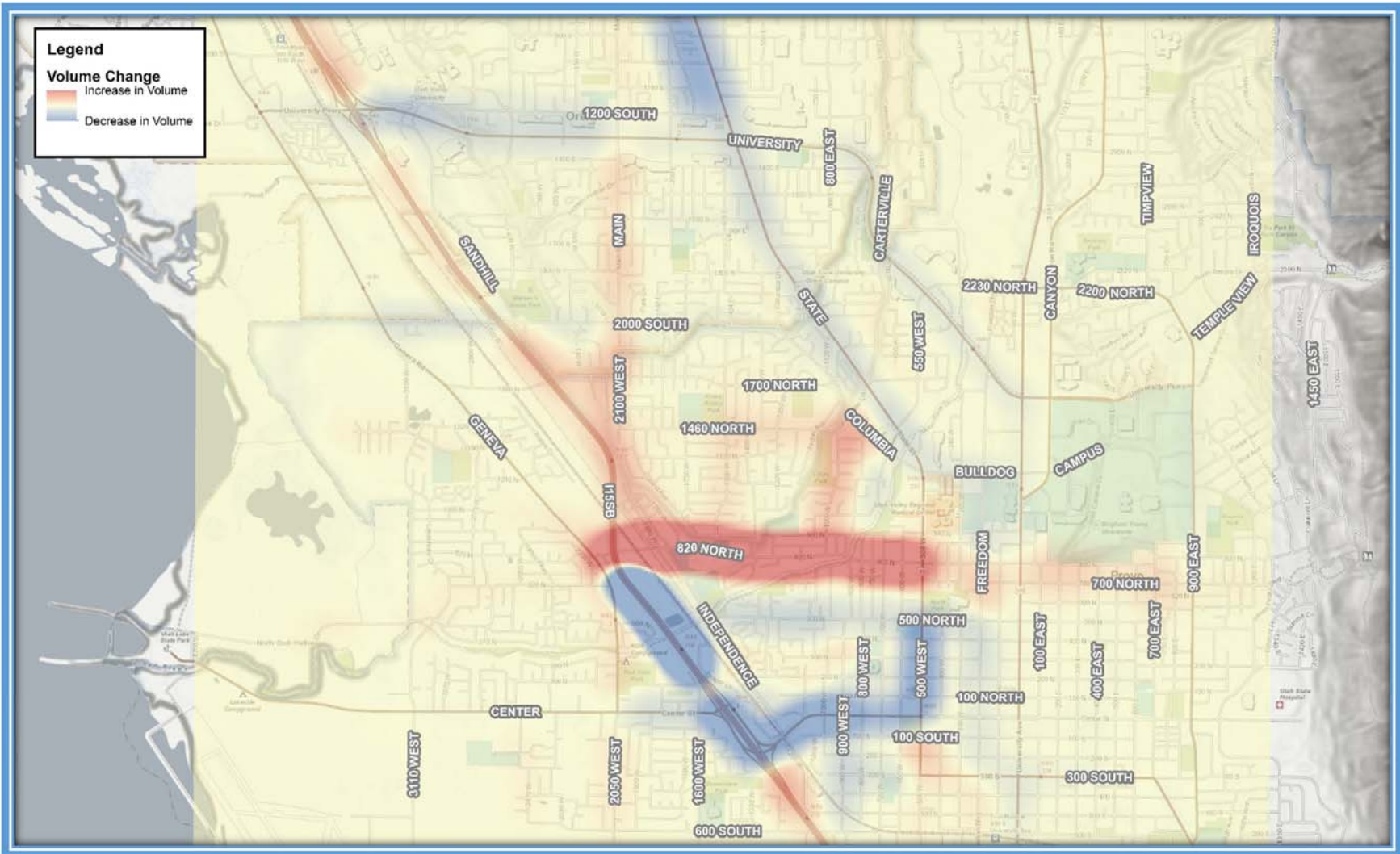


Figure 15. Traffic Redistribution from No-Build to Interchange Build Conditions.

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in Figure 12, I-15 will operate at LOS D between University Parkway and Center Street. This is an improvement on the No-Build condition. Daily traffic volumes between University Parkway and the new interchange (around 174,000 vehicles) can be accommodated by the existing lane configuration. Between Center Street and the new interchange, volumes are expected to be around 170,000 vehicles per day. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North interchange and the 820 North arterial road.

The interchange operational analysis for the full build scenario is shown in Table 10. Although several interchange alternatives were modeled, as discussed in later sections, this analysis reports only the 820 North SPUI. As shown in Table 10, adding an interchange between Center Street and University Parkway will improve operations in the study network. The University Parkway SPUI will improve to LOS D in 2040. Both sets of Center Street ramps will experience less delay than the no-build condition and the entire I-15 network between University Parkway and Center Street will experience acceptable delays, less than 30 seconds per vehicle on average. A new SPUI at 820 North will function well with average delays of 23 seconds per vehicle.

Table 10. Interchange Operations - Build Condition.

Movement	Average Control Delay (sec/veh)	LOS
University Pkwy SPUI	45.6	D
Center St SB Ramps	16.9	B
Center St NB Ramps	25.4	C
New Interchange	23.0	C
Entire Network	28.7	C

Travel Time Analysis

Another measure of performance to compare scenarios is travel time. As part of the study, the TDM was used to compare travel times for certain routes between scenarios. Travel times were analyzed between I-15 north of University Parkway and two major destinations in Provo; BYU and Utah Valley Regional Medical Center. A comparison of travel times between the no-build and full-build conditions is shown in Figure 16.

Across the board, travel times will improve in the full build condition for vehicles coming and going from I-15 north. It is also interesting to note that with the exception of the BYU to North I-15 route, all other routes now favor the 820 North interchange and corridor over University Parkway. Despite the BYU to North I-15 most favorable route still being along University Parkway, there is a 28% reduction in travel time. This is extremely significant and suggests vastly improved operations along University Parkway with the full build condition.

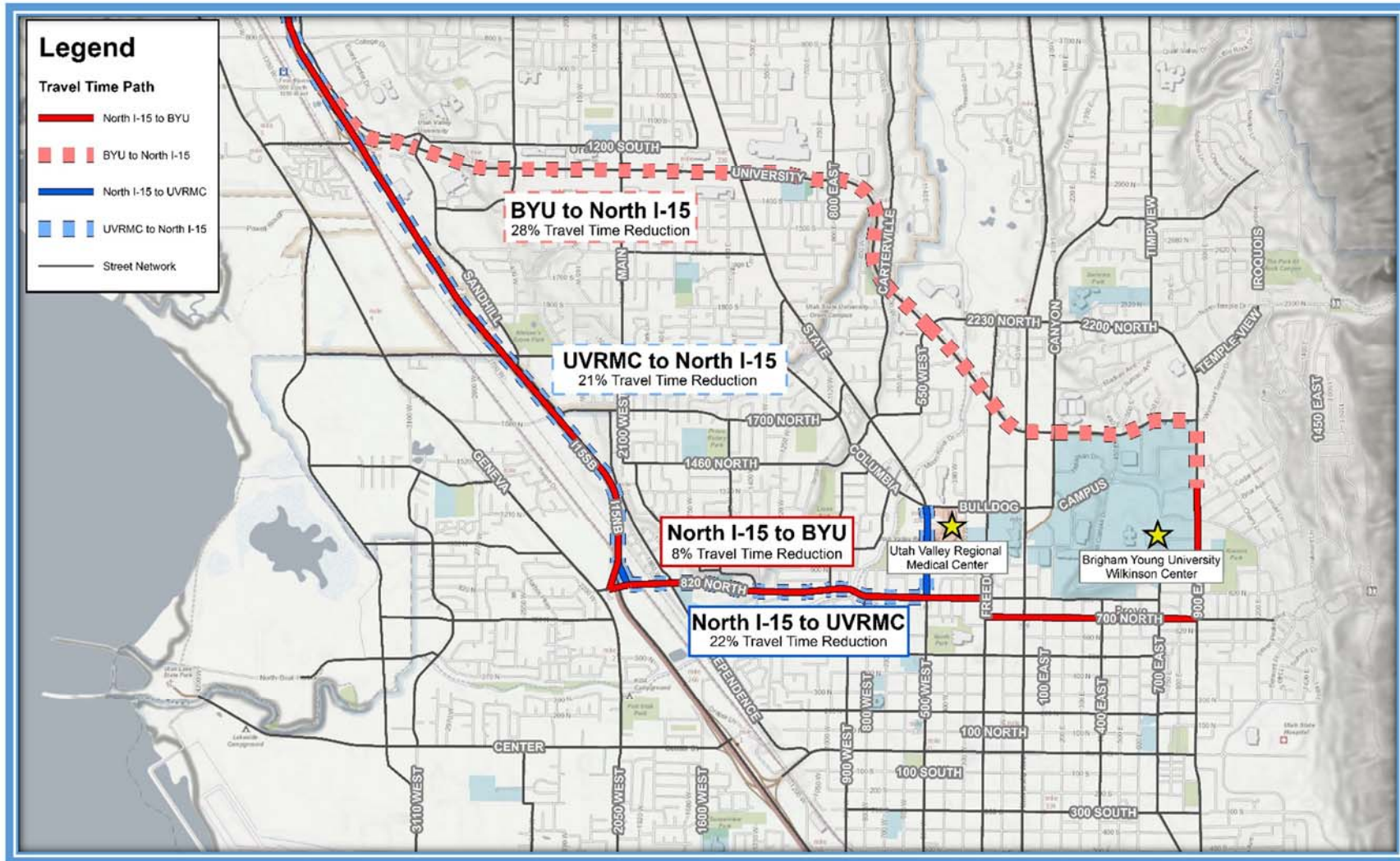


Figure 16. Traffic Redistribution from No-Build to Interchange Build Conditions.

CHAPTER 4: ALTERNATIVES CONSIDERED

4.1 INTRODUCTION

This study was tasked with determining necessary future improvements to the 820 North corridor. As the travel demand modeling was completed, it became apparent that a connection to the future Lakeview Parkway would be desirable. Currently, the western terminus for 820 North is Geneva Road. Because the land between the Lakeview Parkway corridor and Geneva Road along the 820 North alignment is developed with homes, it was determined that 620 North would be the least impactful connection.

Once the necessary number of lanes for future traffic demand was determined (refer to Chapter 3 for more detail), the study team began to look at cross-section elements such as sidewalks, shoulders, and bike lanes. The corridor was divided into logical segments, based on travel demand needs:

- 620 North: Lakeview Parkway to Geneva Road
- 800/820 North: Geneva Road to University Avenue
- 800 North: University Avenue to 900 East



Figure 17. Travel Lane Requirements

ROADWAY ELEMENTS

What is the purpose of a center median?

A median is the reserved area that separates opposing lanes of traffic. This area may be paved or it may accommodate decorative landscaping. If the median is paved, it can be used as a Two Way Left Turn Lane (TWLTL), allowing space for speed changes and left turning vehicles and raising the capacity of the roadway.



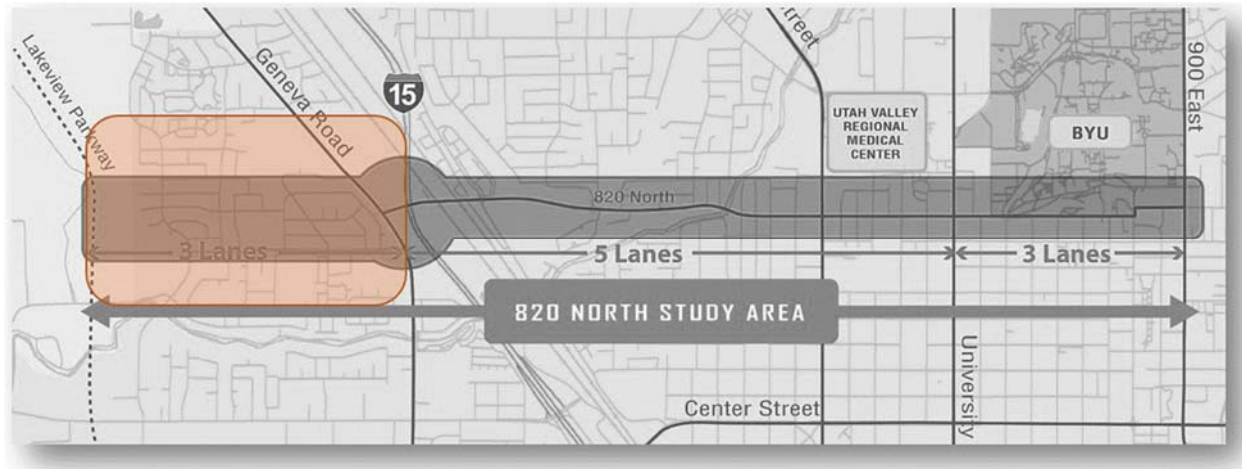
What is the purpose of a park strip?

A planted park strip has the advantage of keeping pedestrians at a greater distance from moving vehicles. Planted strips also tend to add to the aesthetics of the corridor and help reduce the apparent width of hard surface space. They may also provide a space for snow storage, street lights, fire hydrants, and utilities.



4.2 ALTERNATIVES DEVELOPMENT

620 North: Lakeview Parkway to Geneva Road



Typical Section

620 North is designated as a collector street on Provo City’s current TMP between Geneva Road and its current terminus at Lakeshore Drive. Today, this section of 620 North has one 11-ft travel lane in each direction, 5-ft bike lanes, 8-ft shoulders, and 5- to 6-ft sidewalks. A few areas where properties were developed more recently also have park strips to separate pedestrians from vehicular traffic on the roadway.

Land Use

This section of 620 North is residential with two churches and approximately 30 homes that have direct access onto 620 North. As shown in Table 2, Provo City Livable Street Standards, this is currently a two-lane residential collector, with a livability standard of 7,000 vehicles per day. The 2015 existing average daily traffic (ADT) volume on 620 North between Lakeshore Drive and Geneva Road is 3,300 vehicles per day. This volume is projected to increase to 7,300 vehicles per day by 2020 with completion of the new Provo High School on the west side of the city.

As shown in Figure 8, travel demand modeling demonstrates that 620 North will need to be widened to three lanes when the average daily traffic reaches the 7,000-10,000 range. It is predicted that this will occur after the new Provo High School opens.

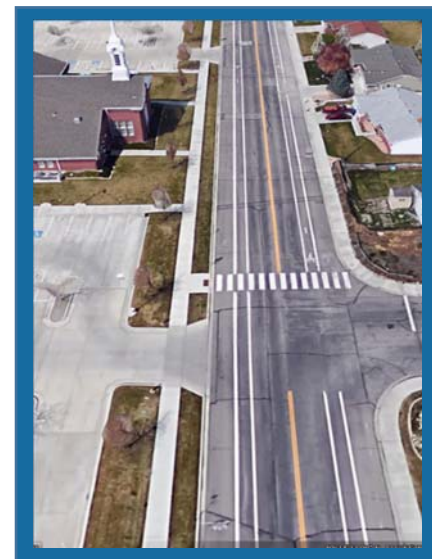


Figure 18. View of 620 North at about 2750 West, looking west

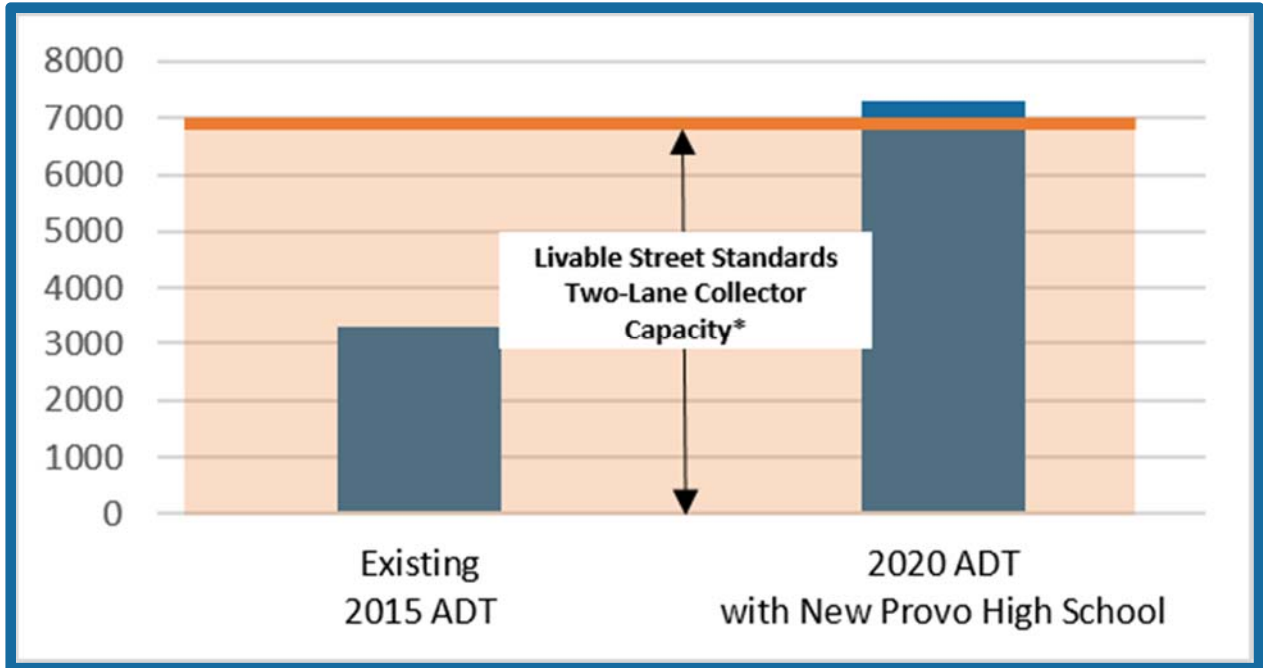


Figure 19. Traffic volumes and capacity on 620 North.

Public Input

Two options were presented to the public for comment through an online public survey in March 2016. Since design of the roadway is still an undetermined amount of time in the future, the actual typical section may be different, but Provo City was interested in the opinions of the citizens who live and use this corridor.

620 North Option 1

The existing 620 North pavement could be modified by restriping it for three lanes (two travel lanes with a median turn lane) if the existing shoulder was reduced. This option would eliminate on-street parking. Additional right-of-way would be required in order to add park strips on each side of road and create separation between vehicular traffic and pedestrians. The typical roadway section is shown below in Figure 20.

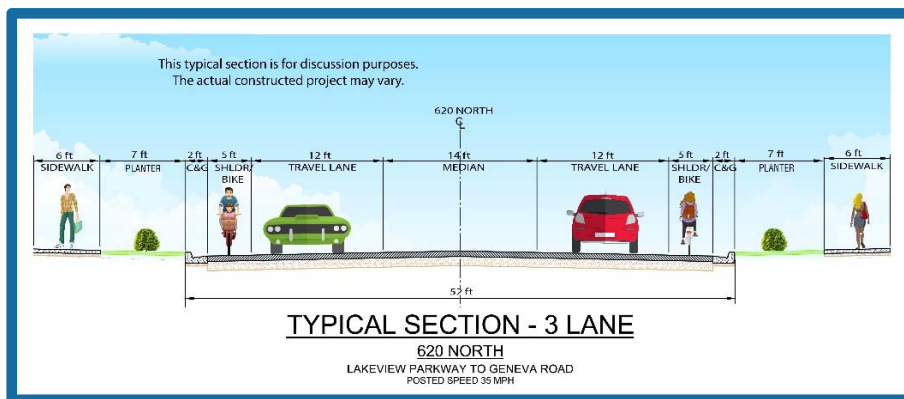


Figure 20. 620 North Option 1

620 North Option 2

Another option for 620 North would be to re-stripe the existing pavement for two travel lanes and a center median and to also add a 10-foot multi-use trail to one side of the road. This would provide a trail connection between the Provo River Parkway trail and the future Lakeview Parkway trail. This option would also eliminate on-street parking and require additional property for the wider trail and the added park strips.

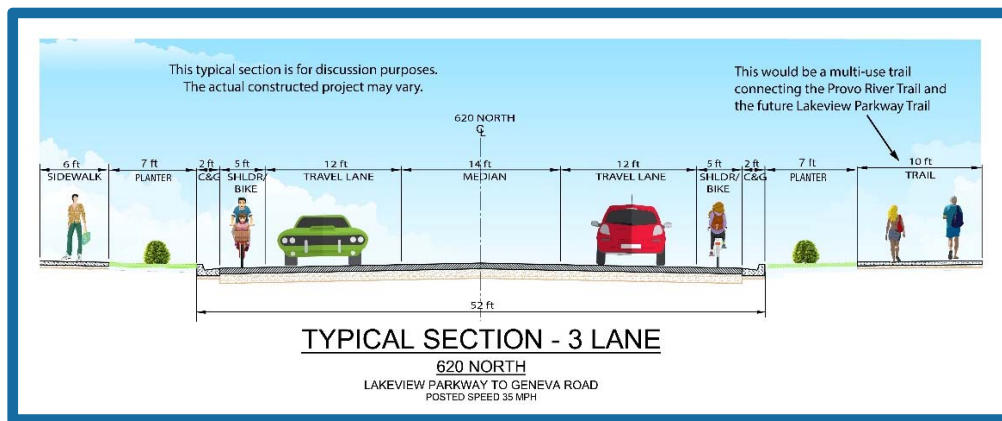


Figure 21. 620 North Option 1

Public Comments

Feedback received through the March 2016 public survey showed that 82% of respondents preferred the 10-ft multi-use trail option. Those who supported the multi-use trail said that they liked it because it would allow children and others to ride bicycles away from vehicles. There were also many comments supporting more trails in Provo generally and on 620 North specifically as a connection to the Provo River Parkway Trail.

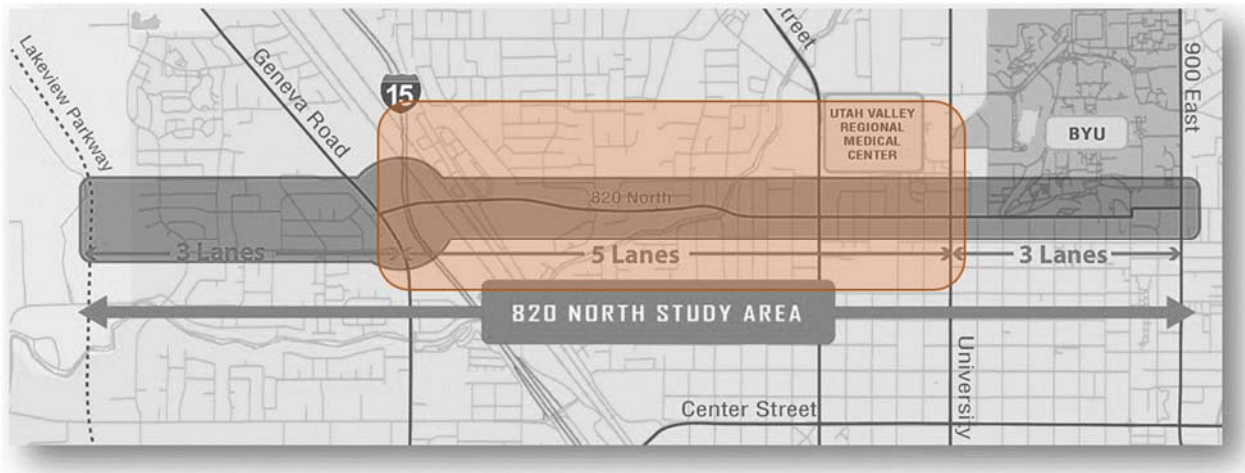
The Provo River Parkway Trail parallels 620 North at about 350 North from Geneva Road to the future Lakeview Parkway alignment. Some respondents stated that because of this, a multi-use trail along 620 North was unnecessary. Those who were against the multi-use trail option overwhelmingly agreed that the impacts to adjacent properties and homes were too high for the benefit that would be created. Some people also stated that making the right-of-way bigger in any way would encourage higher speeds by motorists and that would be detrimental to this residential neighborhood.

A few respondents pointed out that a center lane could be added by removing on-street parking and restriping the pavement. They said this would be preferable since it would eliminate the need to use any additional property from residents. Conversely, there were comments from some who live on the corridor opposing the removal of on-street parking.

Nine people who live directly on 620 North completed the survey. Of those, seven (78%) preferred Option 1, the sidewalk only option, and two (22%) preferred Option 2, the multi-use trail option. Those who preferred Option 1 wanted less impact to their property.

Respondents also commented that they would like a better connection to 820 North. Some people requested a traffic signal at 620 North and Geneva Road.

800/820 North: Geneva Road to University Avenue



Land Use

The corridor section from I-15 to 1375 West is primarily commercial. Land use is primarily residential from 1375 West to 600 West, and then some commercial properties are interspersed with residential from there to University Avenue. Between 500 West and Freedom Boulevard, Intermountain Healthcare has purchased the properties on the north side of 800 North for expansion of Utah Valley Hospital. As part of the hospital expansion approval, Provo City required right-of-way dedication for future widening of 800 North.

There are five schools within a quarter mile of the corridor:

- Ivy Hall Academy, 1598 West 820 North, private elementary/middle school
- Provo College, 1450 West 820 North, private college
- Freedom Preparatory Academy, 1761 West 820 North, private high school
- Independence High School, 636 Independence Avenue, public high school
- Freedom Academy, 1190 West 900 North, private elementary/middle school

There are also seven churches within a quarter mile of the corridor:

- Rock Canyon Assembly of God, 777 Independence Avenue
- The Way Church, 1403 West 820 North
- Church of Jesus Christ of Latter Day Saints, 780 North 700 West
- Church of Jesus Christ of Latter Day Saints, 1122 Grand Avenue
- Church of Jesus Christ of Latter Day Saints, 1081 West 1060 North
- Church of Jesus Christ of Latter Day Saints, 1120 North 850 West
- Church of Jesus Christ of Latter Day Saints, 75 West 800 North

Typical Section

This section of roadway is designated as 820 North from Geneva Road to approximately 900 West, where the road crosses the Provo River. At this point, the road makes an “S” curve to the north and becomes 800 North all the way to University Avenue. Today, this section of 800/820 North has one travel lane in each direction, a center two-way left-turn lane, 5-ft bike lanes, varying shoulders, and 4-ft sidewalks (refer to Figure 22).



Figure 22. View of 820 North looking west at approximately 1300 West.

As explained in Chapter 2, it is determined that 800/820 North needs to be widened to five lanes (two travel lanes in each direction and a center turn lane/median) from Geneva Road to University Avenue by the year 2040. This is true with or without a new freeway access on I-15.

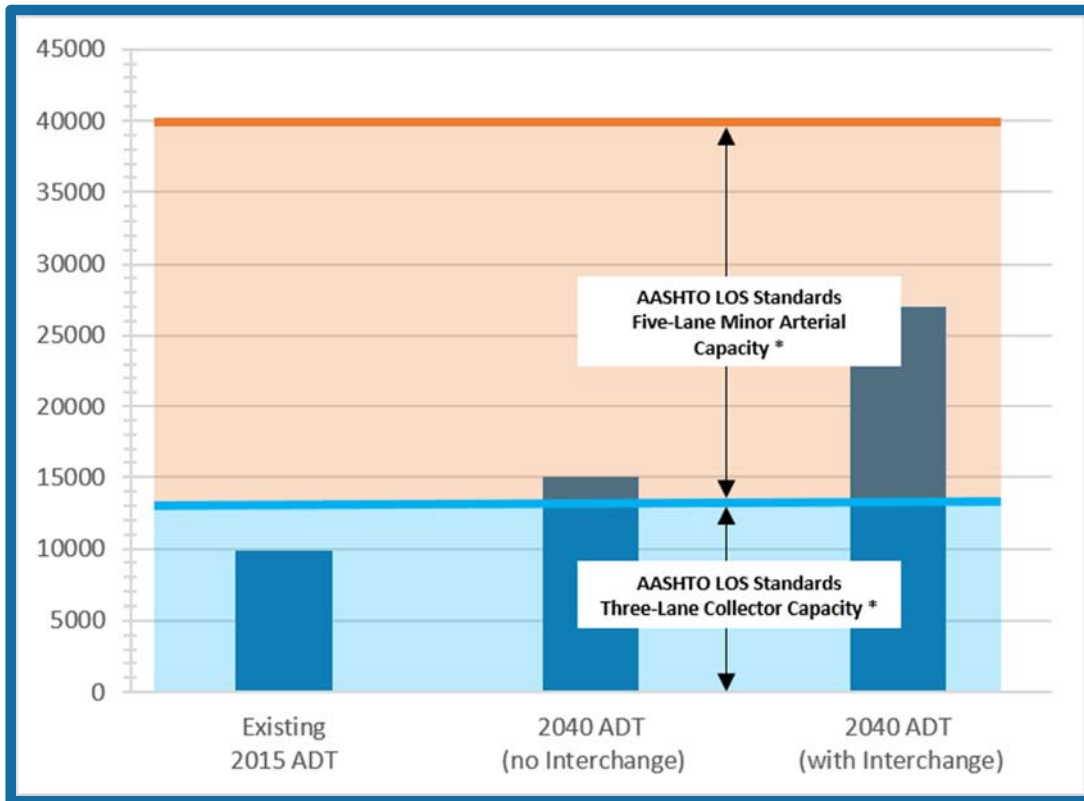


Figure 23. Traffic volumes and capacity on 800/820 North.

The Provo City standard typical section for an arterial is 120 feet of right-of-way. Current right-of-way on 820/800 North is approximately 62 feet, so any widening will have impacts to adjacent properties. The study team took a preliminary look at a variety of widening options and found that between 38 and 73 relocations would be required, depending on whether the road was widening to the north, the south, equally on each side of the existing centerline, or a blend of those options.

Public Input

While the total right-of-way required for a Provo City arterial street is 120 feet, the elements within that width can be varied. Two options were drawn up and presented to the public for comment. Since design of the roadway is still an undetermined amount of time in the future, the actual typical section may be different, but Provo City was interested in the opinions of the citizens who live and use this corridor.

Typical Roadway Option 1

Figure 24 shows two additional travel lanes on 820 North with 6-ft bike lanes separated from vehicular traffic by a raised buffer strip. There would be a 16-foot center median/turn lane, a 7-foot park strip area, 6-foot buffered bike lanes, and 6-foot sidewalks.

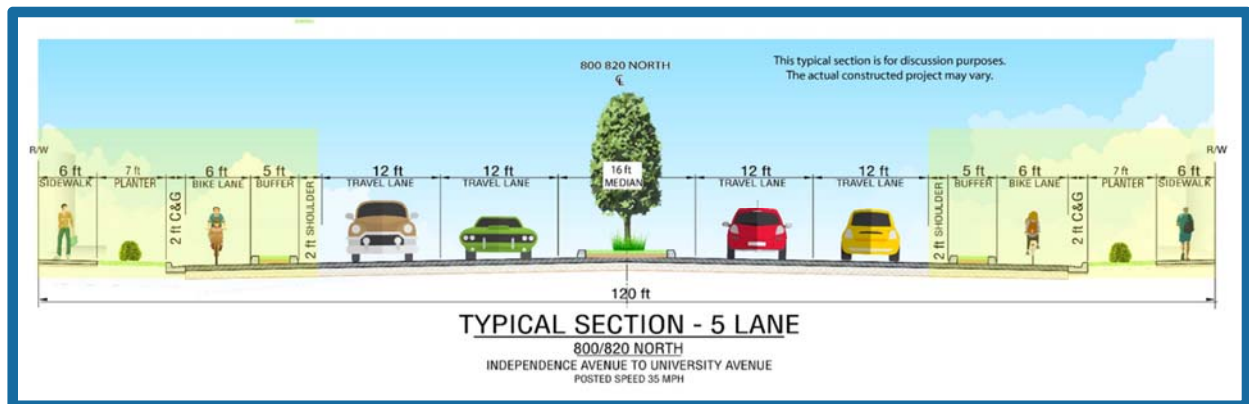


Figure 24. 800/820 North Option 1 (Buffered Bike Lanes). The yellow highlighted area shows where Option 1 differs from Option 2.

Typical Roadway Option 2

Figure 25 shows a roadway widening option that provides two travel lanes in each direction, a landscaped median, a 4-foot bike lane in each direction, expanded park strips, and sidewalks. This option has narrower bike lanes and provides for a larger landscaped area on both sides of the road. Additionally, one side of the road would have a wider sidewalk/multiuse path.

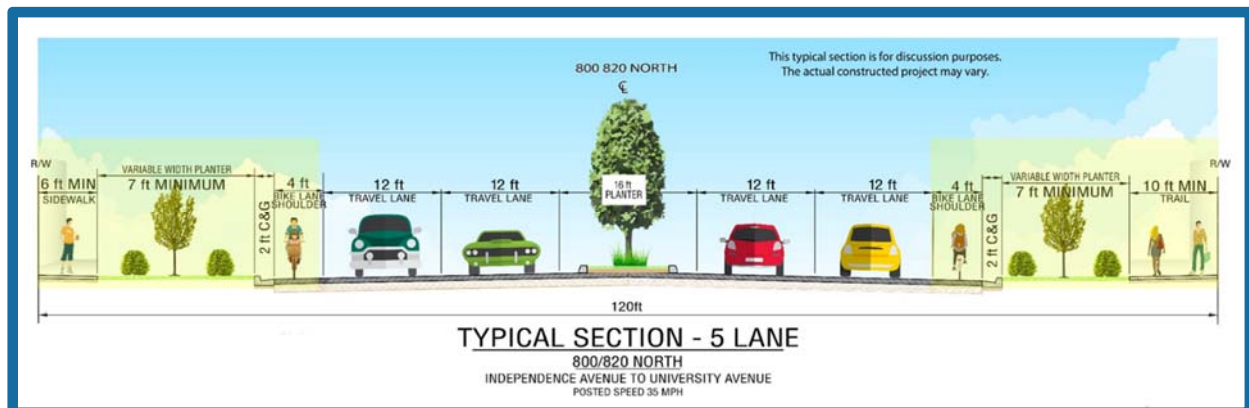


Figure 25. 800/820 North Option 2 (Multi-Use Trail). The yellow highlighted area shows where Option 2 differs from Option 1

Public Comments

Responses from the March 2016 public survey showed that 65% of respondents preferred Option 2, the 10-foot multi-use trail option, instead of Option 1, the buffered bike lane option. As stated earlier, there is a lot of support for trails in Provo generally. Additionally, many people felt that more people would use the multi-use trail than would use the buffered bike lanes and the children, especially, would be more likely to use the trail. Some people were also concerned about snow storage and removal for the bike lane option.

There were a number of comments about reducing the lane widths, reducing or eliminating the medians and park strips, and slowing traffic down. People also commented on congestion caused by freight trains sitting on the railroad tracks and the resultant traffic delays.

Interchange Options

An interchange connecting to 820 North was studied in order to assist Provo City and MAG with master planning efforts. The intent was not to decide if an interchange *should* be built at this location, but to determine if one was feasible and constructible. Considering an interchange at this location also allowed the study team to determine if the number of travel lanes on 820 North would need to change in the event that an interchange is constructed at some future date.

All interchange options considered included grade-separation of both the UTA FrontRunner track and the Union Pacific Railroad freight line. The study team received many public comments on the traffic congestion that is caused on 820 North, especially by freight trains, when the tracks are blocked.



Figure 26. I-15/820 North Area

1060 North

The 1060 North location (shown in Figure 27) was considered because of the ability to provide a direct connection to Lakeview Parkway via the existing 1060 North roadway west of Geneva Road. This location would also provide more favorable ramp/intersection spacing at Geneva Road and better spacing between the University Parkway and Provo Center Street interchanges than 820 North or 620 North. Relocation of the UPRR track would be required and the interchange would have a skewed configuration with some unconventional geometry that might not coincide with driver expectancies.

At-Grade Railroad Crossing

Intersection where a railroad line crosses a road or path at the same level.



Grade-Separated Railroad Crossing

Railroad crossing where a rail line and road or path cross separated via a bridge or tunnel.





Figure 27. 1060 North Diamond Interchange Concept

820 North

There were two options considered for an interchange at the 820 North location: a Single Point Urban Interchange (SPUI) and a diamond interchange with one way frontage roads. In general, an interchange at 820 North reduces impacts and cost because it uses an existing corridor and allows a more conventional interchange layout. Both options at 820 North require relocation of the UTA FrontRunner track because they cross I-15 so close to the ramp locations that they cannot be constructed without moving the track. Any interchange at 820 North would not provide a direct western connection without removing many homes.

Diamond Interchange

Interchange where the ramps form the shape of a diamond and signalization occurs in two places on the secondary road.



Diamond interchange example

820 North SPUI

The SPUI option would have limited spacing between the ramps and the Geneva Road/820 North intersection which might cause signal timing issues. While not completely necessary, relocation of Geneva Road to the west would help operations of the intersections at Geneva Road and the interchange ramps.

Single Point Urban Interchange (SPUI)

Interchange where the ramps and cross-street converge at one large signalized intersection



SPUI example

820 North Diamond with Frontage Roads

The diamond interchange includes frontage roads to maximize access to the lands on each side of I-15. While not completely necessary, relocation of Geneva Road to the west would help operations of the intersections at Geneva Road and the interchange ramps under this configuration also.

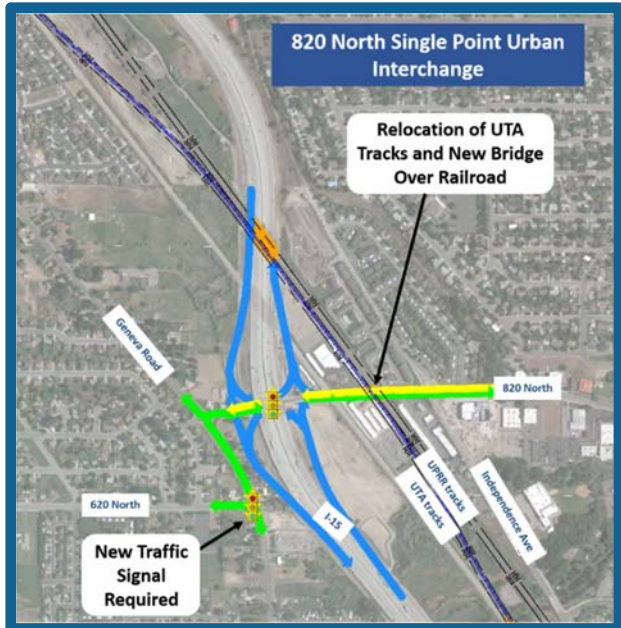


Figure 28. 820 North SPUI

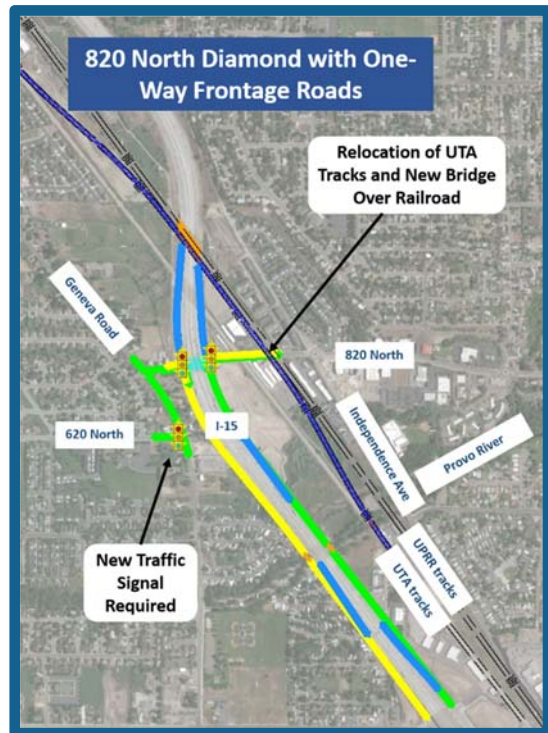


Figure 29. 820 North Diamond

620 North

There were two options considered for an interchange at the 620 North location: a SPU and a diamond interchange with one way frontage roads. Relocation of the UTA FrontRunner track will be necessary at this location. The 620 North location would provide a direct connection to the west, but it does not provide ideal freeway spacing from the Provo Center Street interchange (about 0.8 miles). With any interchange type at this location, 620 North would need to cross under I-15 due to the topography and the existing elevation of I-15.

620 North SPU

This concept would require relocation of Geneva Road, due to the spacing between the Geneva Road intersection and the I-15 ramps. This would require the relocation of at least 15 homes.

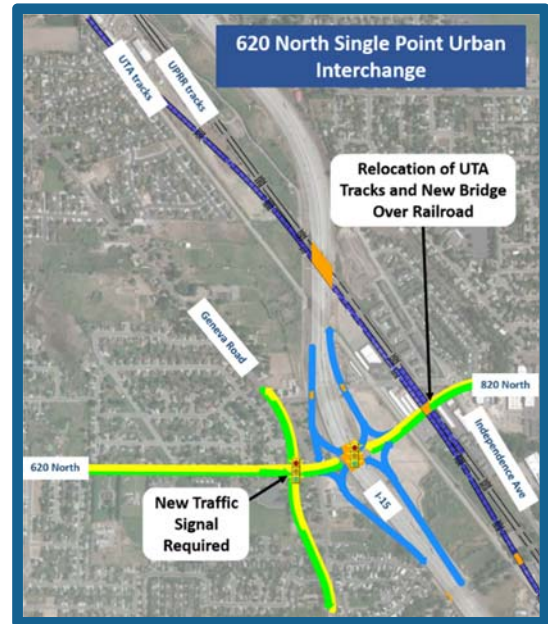


Figure 30. 620 North SPU

620 North Diamond with Frontage Roads

This concept would also require relocation of Geneva Road to the west, due to the spacing between the Geneva Road intersection and the I-15 ramps. This would require the relocation of at least 15 homes.

Vertical constraints at the 620 North crossing of I-15 will result in elevated ramps and expensive structures.

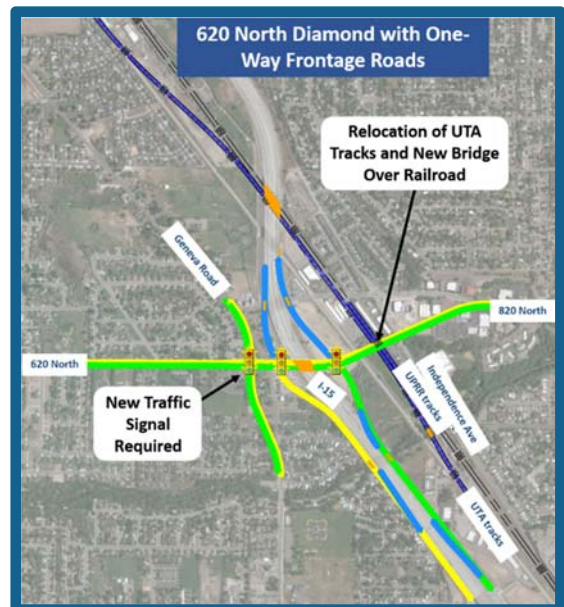


Figure 31. 620 North Diamond

Interchange Micro-Analysis

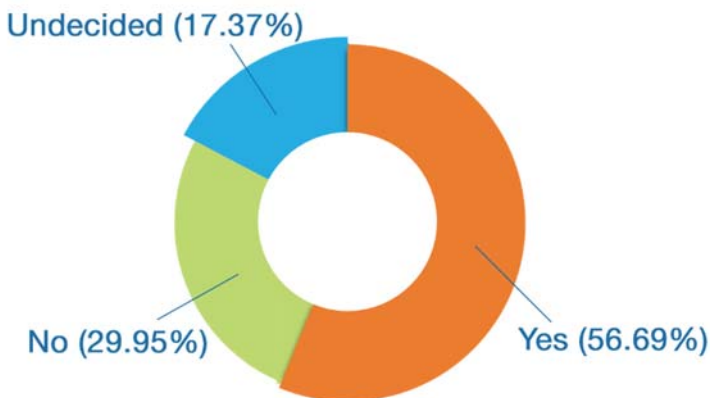
Microscale traffic analysis was performed for the various interchange locations under consideration in order to determine if they were feasible from a traffic operations standpoint and to determine if any of them stood out as superior. Analysis using VISSIM showed that a new interchange between University Parkway and Provo Center Street would improve travel times from Provo City north on I-15. It was found that the SPUI designs were better for I-15 operations than the diamond designs, but by optimizing signal timing with the Geneva Road intersection, the diamond designs could perform just as well.

Table 11. Intersection Delay Times

Intersection Location	Intersection Level of Service (Delay in Seconds/Vehicle)				
	No Build Option	820 North SPUI	820 North Diamond	620 North SPUI	620 Diamond
University Parkway	E (70.1)	D (45.6)	D (45.2)	D (44.6)	D (44.6)
Center Street SB Ramps	C (30.2)	B (16.9)	B (17.5)	B (15.4)	B (15.9)
Center Street NB Ramps	D (54.9)	C (25.4)	C (23.8)	C (31.3)	C (31.8)
Network Performance	E (57.7)	C (28.7)	D (35.5)	C (32.2)	D (35.4)
Geneva Road	C (20.3)	B (14.7)	D (36.6)	C (27.0)	C (28.9)
New Interchange	n/a	C (23.0)	C (28.1)	C (29.7)	C (30.1)

Public Input

Respondents to the March 2016 public survey were asked if they would support an additional interchange between University Parkway and Provo Center Street.

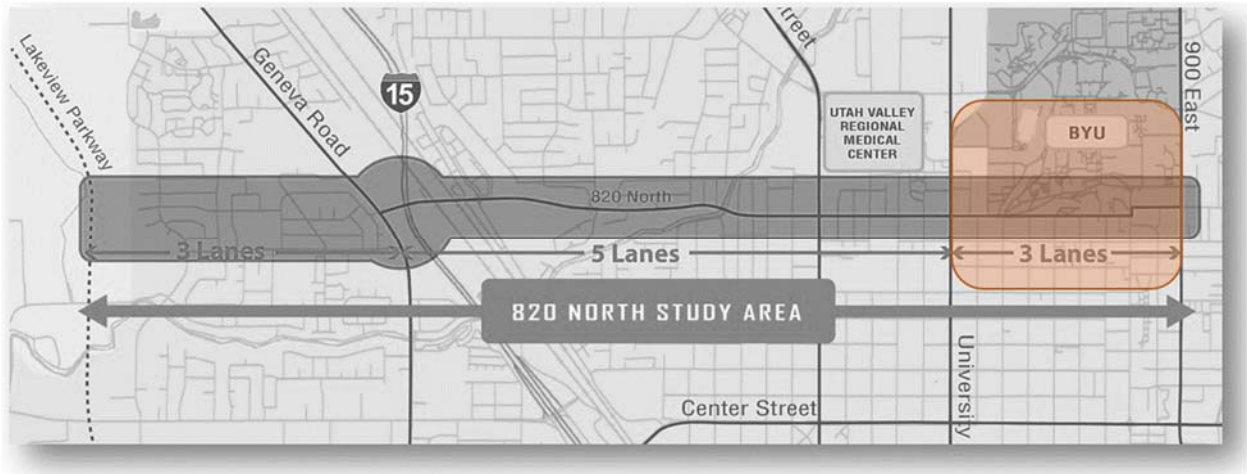


YES responses by neighborhood

- Lakeview North – 61% (28 people)
- Lakeview South – 56% (66)
- Grandview North – 45% (5)
- Grandview South – 42% (46)
- Rivergrove – 28% (11)
- North Park – 44% (11)
- Joaquin – 79% (11)
- Other Provo Neighborhoods – 81% (42)
- Outside Provo – 77% (24)

Figure 32. Survey Respondents Opinions on New Interchange

800 North: University Avenue to 900 East



Land Use

This section of roadway is bordered by a mix of single-family residential, apartment buildings, and commercial buildings. The campus of Brigham Young University neighbors 800 North for a large portion of the length between University Avenue and 900 East. Currently, there is a stop sign at 800 North and 700 East. Travelers wanting to proceed to 900 East must choose to turn left and use 820 North or 900 North or turn right and use 700 North.



Figure 33. 800 North from University Avenue to 900 East.

Typical Section

As shown in Figure 34, the existing 800 North typical section has two travel lanes, bike lanes, shoulders, curb and gutter, park strips, and sidewalks for a total right-of-way width of about 82 feet. Because of the proximity to BYU, there are a large number of pedestrians and bicyclists who use this corridor. Many students park along 800 North or live in off-campus housing to the south. This causes conflicts with motorists, many of whom complain about the pedestrians who frequently cross mid-block and/or step

out into the street from between parked cars on the shoulder. This also creates a hazard for cyclists using the bike lanes. Pedestrian counts in this area show that as many as 1700 pedestrians *per hour* cross this section of 800 North at nearly every intersection between 200 East and 700 East.



Figure 34. 800 North at 600 East.

As discussed previously, it has been determined that 800 North needs to be widened to three lanes (one travel lane in each direction and a center turn lane/median) from University Avenue to 900 East by the year 2040. Currently, there is not enough width to add a center turn lane/median and bike lanes for the whole length. It is not proposed that buildings be removed just to accomplish this, but it is recommended that Provo City include this need in the TMP and that additional width be acquired as land redevelops.

Provo City intends to make this section of 800 North a world-class pedestrian and bicycle facility with wider sidewalks, better pedestrian crossings, and bike-friendly amenities. The logical next step in this effort is to work with BYU to coordinate the options that would work best for this area of campus with consideration for BYU's future plans for redevelopment. The implementation of BRT in the near future will also play a part in deciding the appropriate types of pedestrian and bicycle facilities for this corridor.

Public Input

An option was drawn up and presented to the public for comment, based on Provo City's standard collector typical section, with some adjustments for wider sidewalks and park strips. Since design of the roadway is at a future time, still to be determined, the actual typical section may be different, but Provo City was interested in the opinions of the citizens who live and use this corridor.

In this section of the corridor, survey respondents were most concerned about pedestrian safety. They also acknowledged that while on-street parking can be problematic because of pedestrian conflicts, there is already a shortage of parking. A number of respondents stated that they thought 700 North would be a better arterial corridor and that 800 North should be more pedestrian friendly. Lighting in this area is also an issue because of the high number of pedestrians that cross the corridor. Some people stated that they avoid driving on 800 North at night because they are afraid of hitting pedestrians or bicyclists.

Pedestrian crossings were also mentioned in many survey comments. Respondents would like to see pedestrian tunnels, bridges, or signalized crossings.

Suggested Typical Section

Figure 35 shows two travel lanes on 800 North with a 14-foot center turn lane/median. The park strip would be at least 7 feet wide but could vary as space allows. Bike lanes would be 5 feet wide and sidewalks would be 8 feet wide in order to accommodate high volumes of pedestrian and bicycle traffic near BYU. This option would eliminate on-street parking given the current roadway widths, topography, and development constraints. If additional right-of-way could be obtained in the future, it is possible that the on-street parking could remain.

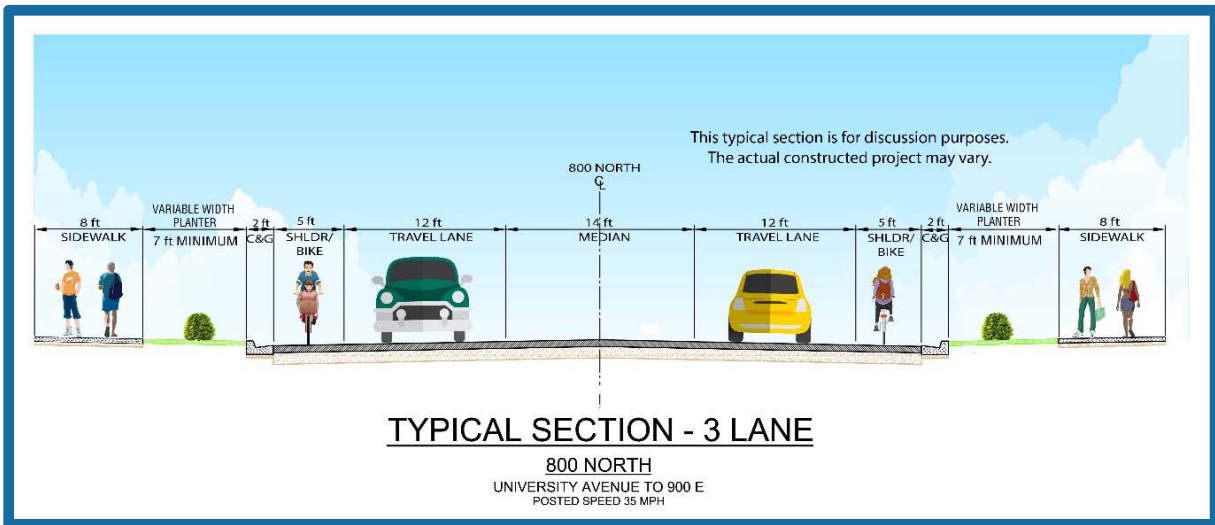


Figure 35. Typical Section for 800 North.

CHAPTER 5: PUBLIC AND STAKEHOLDER INVOLVEMENT

Public outreach was undertaken by the project study team in order to complement the technical data collected, such as travel demand modeling and engineering constraints. Comments from the public have helped shape the recommendations of the study and will help determine future priorities.

5.1 Initial Public Outreach

In October 2015, the project study team sent out mailers through the US Post Office to over 5,700 residents of Provo. This initial project contact attempted to capture the interest of as many Provo citizens as possible. The mailer gave the purpose and goals of the study and included the project website address, a telephone hotline number, and the project email address.

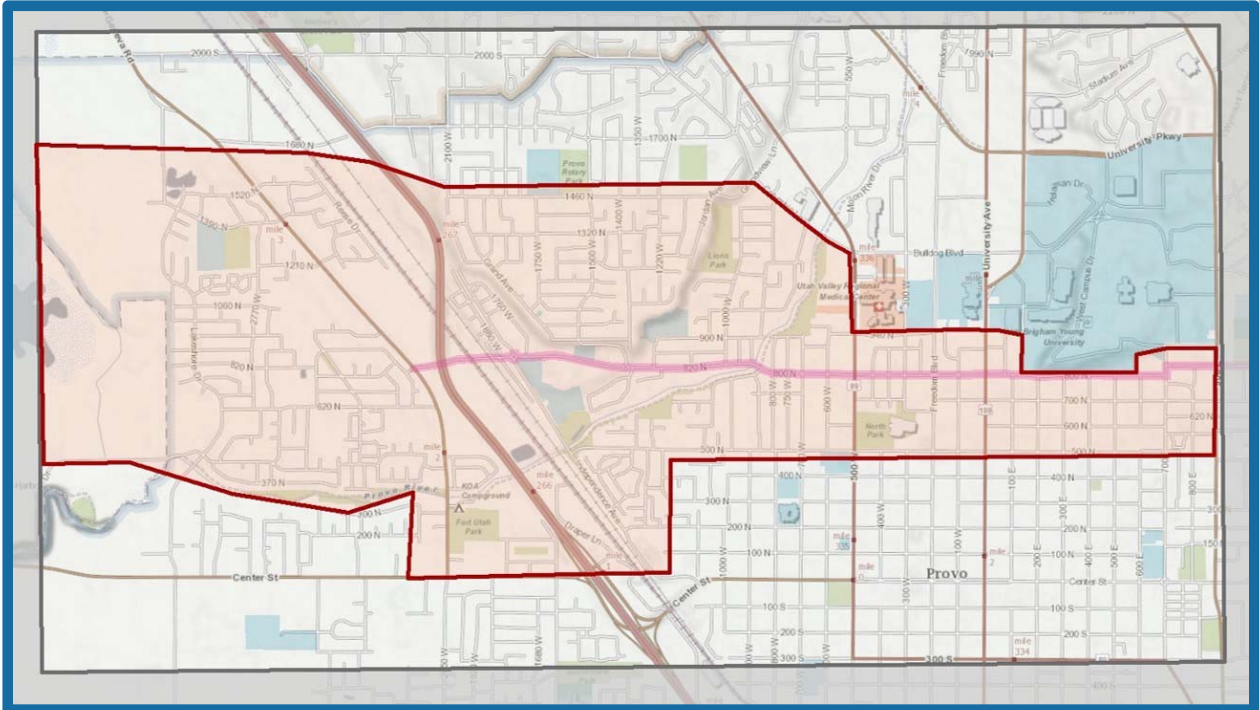


Figure 36. Area of coverage for mailers

5.2 Press Coverage

There were three articles in the Daily Herald on September 16, 2015, one on March 17, 2016, and one on June 1, 2016 all of which urged readers to get involved, go to the website, and make comments.

5.3 Social Media

The Provo City Mayor, John Curtis, wrote about the 820 North Corridor Study on his blog (Provo Insider, <http://provomayor.com>) and his Facebook page in September 2015 and March 2016. A number of other Facebook pages also shared the information including the Provo City page, the Lakeview South

Neighborhood page, the Daily Herald page, the Freedom Preparatory Academy page, the Provo Buzz page, the Provo Forward page, the Joaquin Neighborhood page, and the Lakeview North neighborhood page, among others.

5.4 Project Website

Many people visited the project website at <http://www.820northprovo.com> and left comments between September 2015 and May 2016. There were more than 130 site visitors who left over 200 comments. Their comments were compiled by the study team and used to guide the direction of the study and craft a public survey to further gauge public opinion on various elements.

Concerns by Category

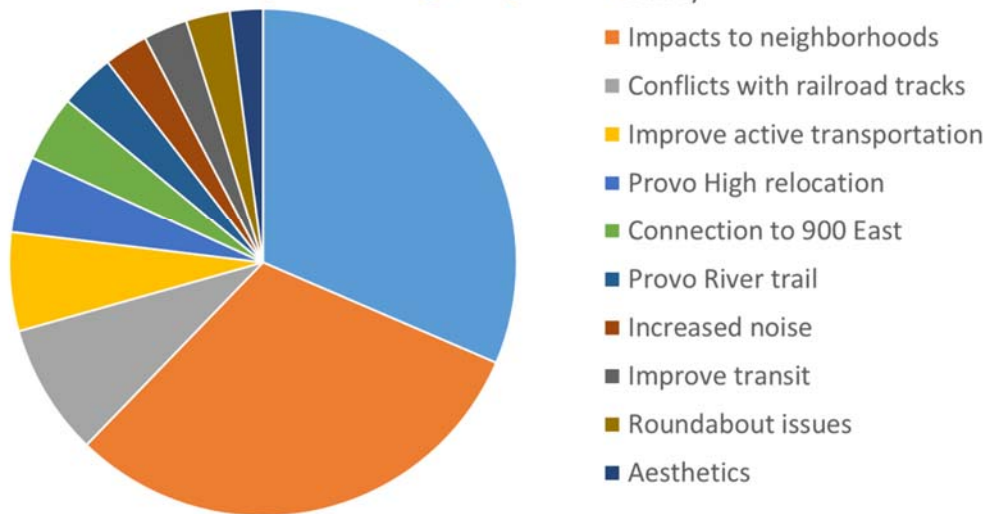


Figure 37. Concerns by Category of Website Visitors

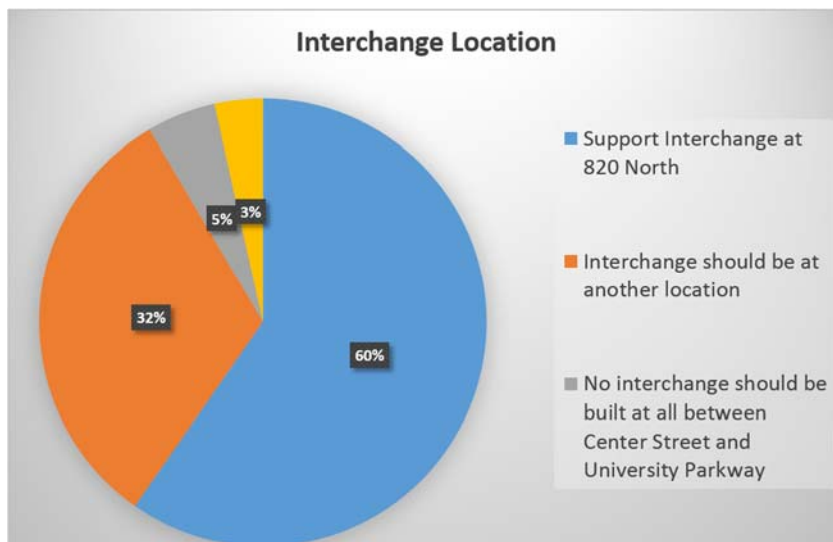


Figure 38. Opinions on Interchange Location by Website Visitors

5.5 Public Survey

A public survey was conducted in March 2016 to both inform the public about the study findings and solicit opinions on corridor elements such as trails, sidewalks, and bike lanes. For those 200 people who left their contact information through the project website, the study team also emailed them directly to let them know about the availability of the survey. The Provo neighborhood chairs and the City Council members were also sent this email in the hopes that they could get the word out among their constituents.

The team received 724 completed surveys in the ten days the survey was available.

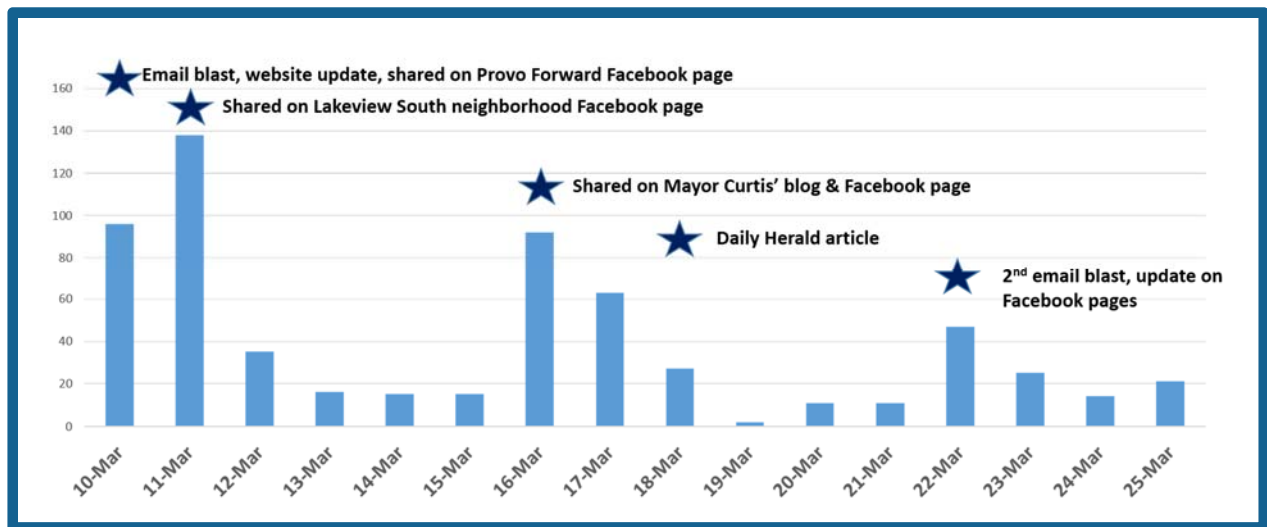


Figure 39. Number of surveys received on each day of the comment period.

Demographics of Survey Respondents

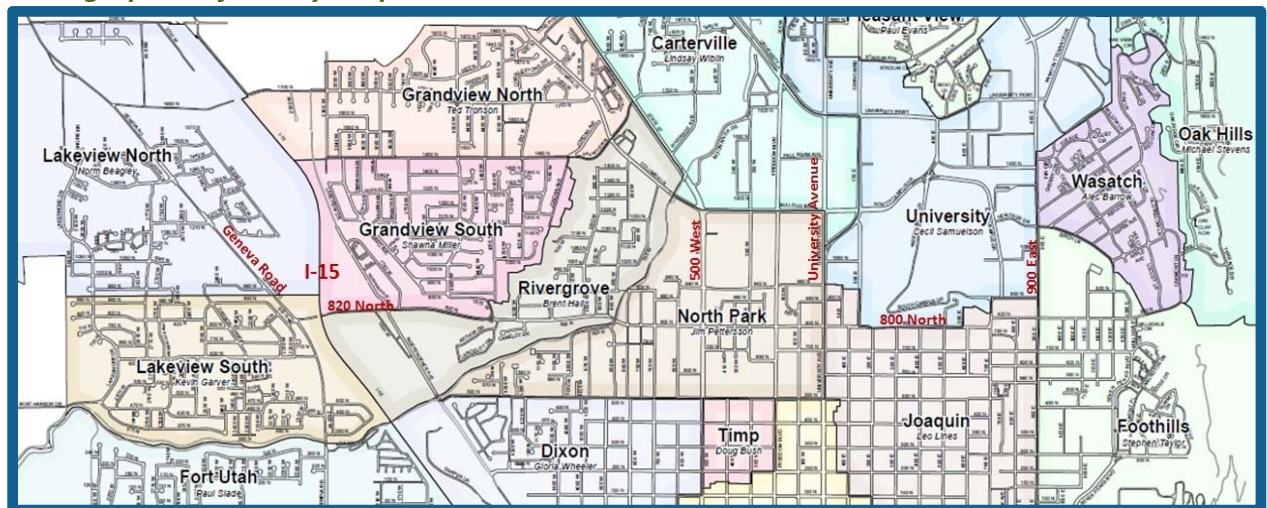


Figure 40. Provo City Neighborhood Map.

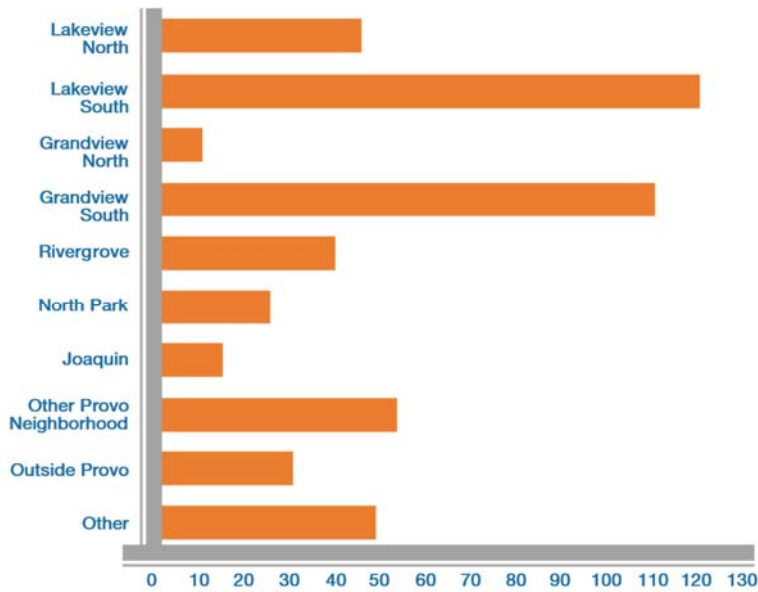


Figure 41. Neighborhoods Where Survey Respondents Reside

Distance from Corridor

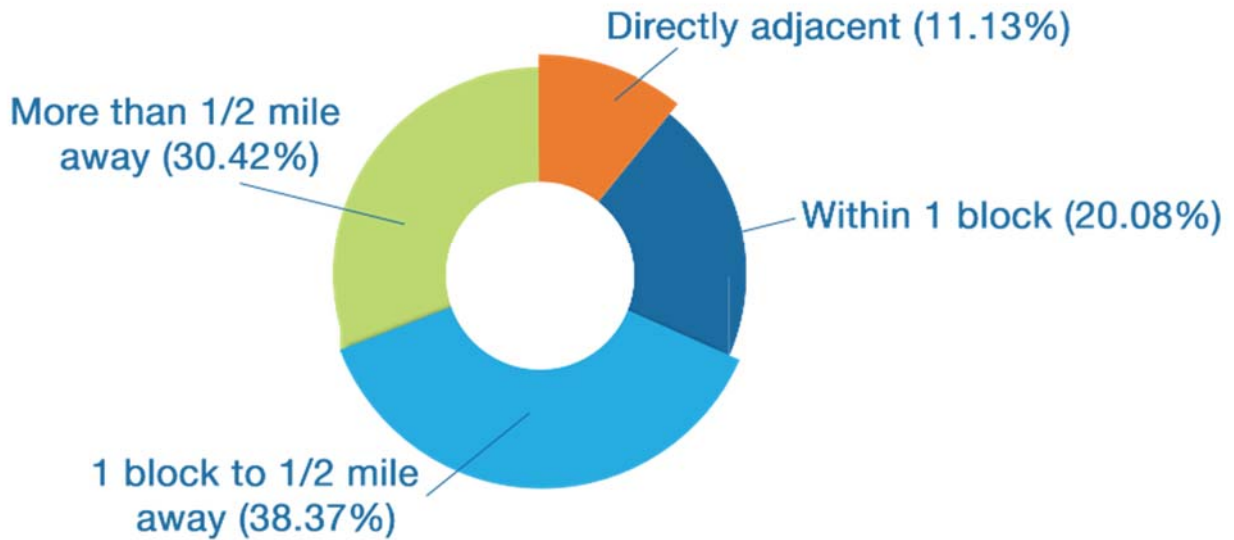


Figure 42. Distance Survey Respondents Live from 820 North Corridor

Age Demographic

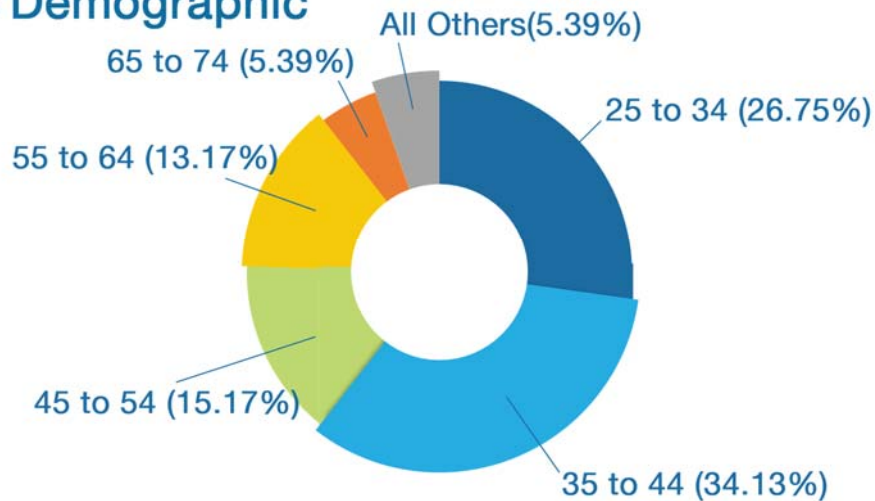


Figure 43. Age Demographic of Survey Respondents

5.6 Neighborhood Meetings

Four neighborhood meetings were held to inform Provo residents about the project:

- Lakeview South Neighborhood, November 19, 2015 at Lakeview Elementary
- Grandview South Neighborhood, December 5, 2015 at Parkridge Clubhouse
- Rivergrove Neighborhood, January 19, 2016 at Freedom Academy
- Lakeview North and South Neighborhoods, May 24, 2016 at Lakeview Elementary
- Provo Bicycle Committee, July 7, 2016 at the Community Oriented Policing Building
- Grandview North and South Neighborhoods, August 17, 2016 at Grandview School with Mayor John Curtis

5.7 Provo Municipal Council

The project team gave an update about the corridor study in October 2015 and May 2016.

5.8 Provo Transportation and Mobility Advisory Committee (TMAC)

The project team gave an update about the corridor study in September 2015 and May 2016.

5.9 Metropolitan Planning Organization Regional Planning Committee

Chad Eccles, the MAG Project Manager for the 820 North Corridor Study, gave an update on the project to the Metropolitan Planning Organization Regional Planning Committee on June 2, 2016. This committee is made up of an elected representative from each municipality in Utah County, Utah County Commissioners, Utah Transportation Commissioner, UTA Board Member, and Utah Air Quality Board Member. It was established to supervise all transportation planning and air quality matters for Utah County.

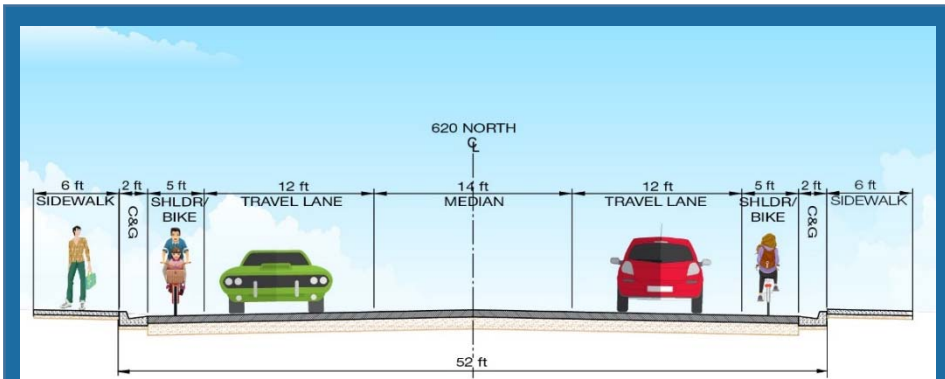
CHAPTER 6: STUDY RECOMMENDATIONS

6.1 620 North: Lakeview Parkway to Geneva Road

Typical Section

Phase 1

Leave 620 North as-is until average daily traffic (ADT) reaches 7,000-10,000. Evaluate addition of two-way left turn lane. This will delay impacts to existing properties, yards, and driveways.



Phase 1 typical section

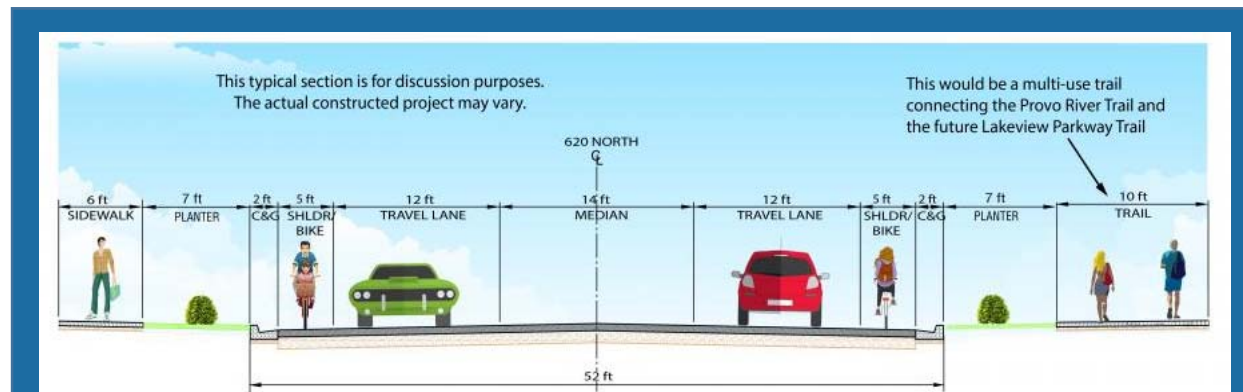
Figure 44. Phase 1 involves re-striping the existing pavement to add a center turn lane.

Phase 2

Evaluate pedestrian activity for Americans with Disability Act upgrades (i.e. driveway crossings, curb ramps, etc) and park strip addition.

Phase 3

Evaluate 620 North for 10-ft multi-use path.



Phase 3 typical section

Figure 45. Phase 3 would include a 10-foot multi-use path.

Connection between 620 North and 820 North

For the foreseeable future it is recommended to use the existing connection between 620 North and 820 North on Geneva Road and work with UDOT to install a new traffic signal as warranted at 620 North and Geneva Road to facilitate turning movements and improve intersection efficiency. It is recommended that UDOT commission an Environmental Impact Study (EIS) to determine the exact location for the additional interchange on I-15. Until this location is decided by UDOT through a public environmental process, it would be unwise to expend large amounts of money or remove homes and businesses to provide a more direct connection.

Connect 620 North to Lakeview Parkway

In order to distribute traffic off of local streets and onto larger arterials and connectors, it is recommended that 620 North be extended as a collector street from Lakeshore Drive to the future Lakeview Parkway using the Provo City standard for collector streets.

6.2 800/820 North: Geneva Road to University Avenue

Widen road to five lanes from Geneva Road to University Avenue

It is recommended that 800/820 North be widened to 5-lanes from Geneva Road to University Avenue using a 120-ft arterial typical section with inclusion of bike, pedestrian, and other active transportation facilities. The final roadway configuration within the 120 feet will be decided during the design phase.

Recommend grade-separation of railroad at 820 North

It is recommended that a grade-separated crossing of the UPRR and UTA tracks be provided whether or not an interchange is constructed at 820 North. If an interchange is built, the crossing can be designed as part of the interchange. If an EIS does not select this area for an interchange, the crossing can be considered as part of the corridor widening.

6.3 800 North: University Avenue to 900 East

Realign 800 North to 820 North from 700 East to 900 East

It is recommended that 800 North be realigned for a more direct connection with 820 North in the area of 700 East. Provo City's current TMP shows 800/820 North as an arterial street from Geneva Road to 400 East. At 400 East, the arterial turns south to 700 North and 700 North is the arterial connection to 900 East. Since the TMP was completed in 2011, the Provo-Orem BRT was approved and its route follows 700 North from University Avenue to 700 East. This makes use of 700 North as an arterial impossible without removing rows of homes. For this reason the study recommends that 800 North become the arterial route from University Avenue to 900 East, with a realignment of 800 North so that it connects more directly with 820 North.

Improve pedestrian crossings and lighting

Street Lighting

A number of respondents to the public survey stated that lighting is inadequate in this section of the corridor and they avoid driving on 800 North at night because they are afraid they will not see the pedestrians crossing the road. It is recommended that lighting be evaluated and improved where necessary.

Pedestrian Crossing Improvements

Provo City intends to make this section of 800 North a world-class pedestrian and bicycle facility with wider sidewalks, better pedestrian crossings, and bike-friendly amenities. The logical next step in this effort is to work with BYU to coordinate the options that would work best for this area of campus with consideration for BYU’s future plans for redevelopment. The implementation of BRT in the near future will also play a part in deciding the appropriate types of pedestrian and bicycle facilities for this corridor.

Preliminary Plan for Improvements, Phase 1:

- Install full signals at 200 East, 400 East, & 700 East
- Install crosswalks at 300 East & 600 East

Preliminary Plan for Improvements, Phase 2:

- Install HAWK, RFB, or full signal at 500 East
- Evaluate need for other HAWKS



Figure 46. Recommended pedestrian crossings on 800 North.

Widen to 84 feet (arterial street standard)

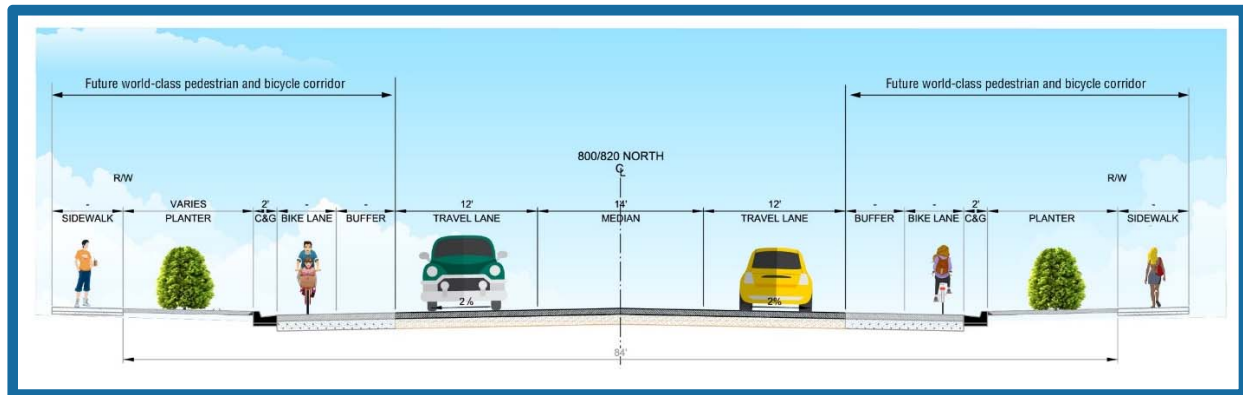


Figure 47. Typical Section idea for 800 North..

Interchange

Traffic and engineering design analysis showed that an interchange at 1060 North, 820 North, or 620 North would be feasible and would reduce congestion at the University Parkway and Provo Center Street interchanges. However, all of these locations have design challenges due to topography, proximity of the railroad lines, and connections to the west. None of the interchange locations stood out as a clear best option. The project study team recognizes that a new interchange is an important part of the regional transportation plan and recommends that an EIS be commenced by UDOT to evaluate these locations and others in more detail and determine which location has the best balance of cost, impacts, and benefits.

CHAPTER 7: RECOMMENDED UPDATES TO PROVO TMP

7.1 Recommended Changes to Provo Transportation Master Plan

620 North: Lakeview Parkway to Geneva Road

- Extend 620 North as a Collector Street from Lakeshore Drive to Lakeview Parkway

800/820 North (Geneva to University)

- Widen to five lanes with 120' right of way as per Provo City Standard and as currently shown in the TMP.

800 North (University to 900 East)

- 800/820 North becomes arterial from 400 East to 900 East
- 400 East from 700 North to 800 North would change from arterial to collector
- 700 North from 400 East to 900 East would change from arterial to collector
- Add bike lanes from 700 East to 900 East

APPENDICES

Appendix A: November 2015 Summary of Website Comments

Appendix B: March 2016 Public Survey & Responses

Appendix C: Other Public Comments Received

Appendix D: 820 North Corridor Study Traffic Technical Memorandum

Appendix A

Website & Email Comments

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

Number	Comment	Comment Date
1	YES PLEASE ! we need another route besides Center in Provo and University in Orem..for the west side .	9-Sep-15
2	It is inconceivable to me that this area was not included in the possible interchanges for I-15 during its last expansion. I was involved with that project and found the private and self-serving voices of the Grandview Neighborhood stopped all discussion of 820 north expansion, frontage access roads along I-15 or any suggestion of improving east/west travel if it even so much as "touched" Grandview. Now, years later and certainly much more costly, we are facing a crisis. I urge leaders to look at the past to gain prospective for the future. The needs of the many absolutely outweigh the needs of the few. I support a new vision for 820 north from Geneva Road to the Hospital complex and beyond.	10-Sep-15
3	there is very little distance between Geneva Rd and I-15 at 820 N. Geneva is a main n/s corridor for people on the west side. It seems like this location at about 1700 N might be a better location- or an additional one to provide the east/west connectivity desired since there is more room for an I-15 interchange without messing too much with the n/s flow on Geneva. It's about halfway between Univ Pkwy and Provo Center, so it makes more sense. Plus it will provide better access for all of those new subdivisions planned for that part of NW Provo. At 820N you are still so close to the Provo Center st interchange- which takes up many blocks n/s, that it will certainly feel like nothing but I-15 interchanges from 800 N to about 400 S. Isn't that asking too much for such a small area to give for the good of the community when it can be spread out a bit more?	10-Sep-15
4	I understand completely that we need better East/West traffic access but this bridge will definitely have to completely change. How will that affect the Provo River Trail?	10-Sep-15
5	I find it very interesting that the map on the front page of the website shows the project area connecting to Lakeside Parkway and this map ends at Geneva Road. What's the real plan? How many homes will this displace? I personally feel this should stop at Geneva Road as there no problem with traffic west of there.	10-Sep-15
6	This is where the new off-ramp should be.	10-Sep-15
7	There needs to be freeway access ramps on 820 N, coupled with a Trax station and buses that run from here to BYU. BYU causes massive traffic issues throughout Provo, and this would go a long ways towards alleviating that.	10-Sep-15
8	820 N definitely needs to be widened. I drive that road every day to and from work and rush hour is near impossible. However, I don't think 820 N is the correct location for an interchange - unless the intersection with Geneva Road is also modified in the process. Remember what the east side of Orem Center street off ramp was before I15 CORE? It was impossible because the off ramp was in such close proximity to 1200 W - like half a block away. If the Geneva Road/820 N intersection is not modified in such an expansion as this project, we will recreate those terrible conditions at this interchange.	10-Sep-15
9	I bicycle to work every day all year long on this route. I support the study but hope that safety for bicyclists along this route will improve in the process. The narrow round-abouts, narrow bridge, and train track crossings already make cycling to work a bit high-stress. Street-side parking makes it impossible to plow the snow properly in winter, forcing bikes into main lanes or onto other roads. So please accommodate cycling needs when planning for future traffic needs, especially at the new intersection with the freeway. Alternatively, the less-than-adequate river trail might be transformed into a commuter-friendly bicycle trail to meet that need.	10-Sep-15
10	I am curious how a connection will be made to the as yet unbuilt Lakeview Parkway through a neighborhood not designed with through streets. Are we considering demolishing homes to create a road to nowhere? Are we considering turning residential streets into a four-lane highway to accommodate traffic? There is no current or probable future traffic problem with east-west traffic west of Geneva Road. I chose to buy a home in this neighborhood in part because of its location near the lake where expansion wouldn't turn my streets into highways. The Lakeview Parkway and this proposal seem to be designed to ruin the neighborhoods in this area in the name of "progress". There is no need to develop to the West of the current developments, and there is no need to funnel traffic through a neighborhood to reach a highway that isn't needed. I'm not sure an interchange at 820 North is needed, but I can see some potential benefits. I do not, however, think it should be considered to connect I-15 at 820 North to the Lakeview Parkway through a residential neighborhood. If the Lakeview Parkway is deemed useful, then it really is designed to connect University Parkway to Provo Center Street, and having an extra connection to 820 North through a neighborhood provides very little value.	10-Sep-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

11	<p>Even though I live on 820 N. I think this is a necessary move for Provo. Better access to BYU and the Hospital can only help Provo. In addition to traffic patterns and road improvements/widening etc, I am interested in the effects on property values for homes currently along 820. We are trying to decide if we should invest in our current home by adding on a couple of new rooms or move - do we then sell or rent? The sooner the plan is put together the better for us in terms of having the information to make these decisions.</p> <p>I do worry about losing all the homes on the South side of 820. They act as a sort of protection for the river. If they are taken, I would like to see what types of plans could be in place to beautify the corridor and complement the river rather make it look like a tunnel of concrete sound walls.</p> <p>I'll probably have more to say along the way, but I appreciate the opportunity to provide input.</p>	10-Sep-15
12	<p>First, this is on the s-curve. Not a good idea.</p> <p>Second, the NB on ramp would require a steep incline to get up over two bridges for the two sets of tracks. The on ramp would be curved and the actual merge onto the freeway would likely occur on a curve.</p> <p>Third, the SB off ramp would require two bridges and an immediate, steep decline to get down to 820 South. Plus, the off ramp would be curved to follow the s-curve.</p> <p>Fourth, both the SB on ramp and NB off ramps would require a dual-purpose outside lane in which traffic is merging on and getting off the freeway at the same time from this interchange and the Provo center street interchange. That's always problematic, and additionally so here do to the s-curve.</p> <p>An interchange would be much better farther north on a straight section of the freeway but there's not currently a good destination on either side of the freeway. Those could be built with about the same difficulty as something at 820 South, I suppose.</p>	10-Sep-15
13	<p>We should connect 800N to 700N in this block. 700N is wider and is a straight shot to 9th east.</p>	10-Sep-15
14	<p>There is an insane amount of traffic during rush hour on this road- and drivers do not go the posted speed limits thru the neighborhoods- 500 W is also very busy and packed, then add to that the increase in traffic with the development at the hospital- adding an interchange will DESTROY the nature of this neighborhood. It will bring even more traffic in. And I don't understand what is the point of having recreational nature scapes like the river trail if we are just going to load a mess of cars along side it. Uuuugh. So, Provo is growing does that mean we have to become a metropolis? And live on top of one another and have businesses densely packed in the the central area? This sounds like a horrible idea.</p>	10-Sep-15
15	<p>I agree with the other comment that THIS makes a lot more sense for a freeway exit. For one thing, the railroad tracks are much further from the freeway here.</p>	10-Sep-15
16	<p>We've been waiting for an interchange at I-15 and 820 north for a very long time. It would be a great benefit to the employees at the businesses on 820 north.</p>	10-Sep-15
17	<p>I'm all for this! It will decrease overall traffic in Provo because there will be fewer cars driving North or South to get to the other interchanges. Keeping traffic strain off Center street will keep it pedestrian friendly as well. I think a lot of people are probably opposed to the expansion of this road because they're used to other wider roads in Utah County which they rightfully don't enjoy being on. Who likes 60-foot wide slabs of concrete with cars going 15 over the speed limit? If this road is widened but thoughtfully landscaped and complete street techniques are used there's no reason for this expansion not to create a beautiful and pleasant place for cars, bikes and pedestrians.</p>	10-Sep-15
18	<p>As a former resident of a home along 820 North and current resident of the neighborhood, I worry about the costs of widening the road on the residences here. How much wider does the road need to go? Which side of the street will have to give up land and/or homes? And what about all the kids who cross this street to get to school or to play with friends? Will there be ways to mitigate the speeds and to allow cars to stop for the kids?</p>	10-Sep-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

19	I live on Independence Ave. I agree that this project solves a lot of problems for the city overall. My main concern is for connecting N/S roads off of 820 like Geneva and Independence Ave. Since the South side of Independence Ave connects to Center street but the North side is only residential it would be SO GREAT to have a posted sign letting drivers know it does not connect into other parts of the city. Many families with small children live here and we already get too many cars that speed in and out because they think it is a thru street. Geneva is not bikable/walkable at all and that would be a huge consideration especially if Provo High moves location. I am also concerned about the Provo River Trail being preserved and even improved.	15-Sep-15
20	I am very for an interchange between Provo Center and Univ. Pkwy. and think 820 N. is a great solution. With the growth forecast it's a need. Also yes it is a residential area but this expansion will allow ease of access to East or West Provo. Creating a complete street that is functional and aesthetically pleasing would benefit not only those who live on the street but those who use it.	16-Sep-15
21	Is there a better way to connect 800N and 820 north together do that the flow of these two intersections is smoother? Also from Univ. Ave. to 700 East or to 900 East could there be put in pedestrian signals to help the flow of traffic and pedestrian traffic. Would be safer if everyone followed the rules.	16-Sep-15
22	My husband and I knew this was coming, but didn't realize it could be this soon. We are very concerned. We planned on retiring in our home.	17-Sep-15
23	This intersection has very limited visibility at the moment. A serious re-design of this area would be needed to ensure safety, especially with increased traffic along 8th north	17-Sep-15
24	The project needs to include safe crossings around here for kids going to the school a block north.	17-Sep-15
25	Build one interchange here and another near the Provo/Orem line (around 2000 S in Orem) so that all the new traffic doesn't hit just one neighborhood.	17-Sep-15
26	Permanently close this section of this road. Have people exit on 800 West. That would resolve the current visibility issue	17-Sep-15
27	Somewhere in this area would be fantastic for an off/on ramp. With the growth on the west side, there needs to be additional ramps to alleviate congestion at Center street.	17-Sep-15
28	Extend one-way-direction frontage roads north from Center Street. Offers new development possibilities along freeway frontage while also eliminating the "weave" of having two diamond interchanges close together.	17-Sep-15
29	Provide at least 5 lanes (2 each way, center median or turn lane) and a 4-foot bicycle lane.	17-Sep-15
30	Have city work with hospital now to take advantage of recent demolition. If the hospital is pouring new curb and cutter, why not have them set it back 20-30 feet?	17-Sep-15
31	Split road into one-way couplets along 800 N (WB traffic) and 800 N (EB traffic) so the road can offer a lot of space for pedestrian/cyclists while also permitting two lanes of through traffic.	17-Sep-15
32	Extend widening project all the way to 900 East. Offering one solid collector/arterial across town will help reduce traffic loads on other neighborhood streets, making those more enjoyable to walk along.	17-Sep-15
33	I support a new freeway interchange at 820 North. I only wish it had been included with the I-15 CORE project, but late is better than never.	17-Sep-15
34	I agree with others that there should be an offramp here, but I disagree that it's either/or. We should build BOTH offramps. There is an appalling lack of freeway access between Univ Pkwy and Provo Center St. Build both interchanges, and you spread the impact over two neighborhoods, not one.	17-Sep-15
35	2000 South has much better access to both Geneva and State street with much less impact on existing homes. And, it has ample flat/level space for on-ramps in all directions. You should prevent growth on this street to lessen the cost of land acquisition and start buying it as soon as possible. There is not sufficient room for on-off ramps on the north side of 820 North in Provo due to the height of the freeway and proximity of the bridges over the railroad tracks.	17-Sep-15
36	Create a long large bridge that would enable plenty of room for people walking under the bridge. That would also encourage people to use that as a means to get from one side of the road to the other, rather than walking across the street	17-Sep-15
37	I agree that 800 N should at this point connect with 700 N. 700 N goes all the way through to 900 E. Also it moves a BUSY street one block away from a BUSY campus	17-Sep-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

38	I disagree. I do NOT think this is a good place for an off/on ramp. 1) NB is going into a neighborhood with a park. Doesn't make sense. 2) 2000 S is not a major road. Why exit traffic to it. 3) There is room for SB on/off ramp which might make sense, but not NB.	17-Sep-15
39	Remove roundabout in final plan.	17-Sep-15
40	Remove roundabout in final plan	17-Sep-15
41	Extend frontage roads from Center Street north to the new 820 North interchange and offer ramps only on the north side of 820 N (the south-side ramps can use the ones at Center, via the extended frontage roads). This eliminates weave on I-15.	17-Sep-15
42		17-Sep-15
43	Traffic through here is terrible every single morning. Something needs to be done to make travel through this area faster	17-Sep-15
44	I approve! I've long felt that an interchange at 820 would be very beneficial and expanding 800 is necessary. I live on Grandview hill and drive on 800 N every day. There can be so much improvement! I'm very glad that the city is taking a very close look at the project.	17-Sep-15
45	The property just south of 820 North (west of I-15) has been sold to a developer that is planning to put in twin homes. Also, the property on the south side of 820 North has been sold for twin homes. The developer was told by Provo City that approvals for the area are on hold until a decision is made on 820 North plans. Robert is concerned because he sold on of the properties and lives next to it. Now it is going to weeds and not being maintained. He wants to be added to the project mailing list. He does not have a computer so has not accessed the website.	18-Sep-15
46		21-Sep-15
47	Large numbers of pedestrians cross here every morning N/S - easily competing with the number of people driving E/W (All traffic counts done in the study area (and especially here!) should include pedestrian counts). There's even more pedestrians than just one block south (on 700 N) because of the parking lots and apartments in the one block south of BYU. Consideration should be given towards doing improvements west of University, but then maintaining one lane in each direction along this stretch because of the difficulty additional lanes would impose in crossing N/S as a pedestrian here. (and at other N/S crossings along 800 N). More aggressive pedestrian protection could include vehicular traffic could be rerouted to 700 N, which provides a straight shot to 900 N anyway, as well as access to 700 E, providing entry into BYU. Even closing just one block to cars (400-500 E), leaving a bike lane and sidewalk in each direction, would improve pedestrian accessibility.	22-Sep-15
48	Install an ADA compliant sidewalk on the north side of the street here that is not going up the hill.	22-Sep-15
49	I think there are some benefits to increasing access to Provo, but this is a residential area! The speed limit is only 25 currently, and you're going to change it to a 5-lane highway? What about the 2 elementary schools and the high school along this road and all the kids that walk on this road to and from school. We live in the townhouses in this neighborhood, which already hear all the traffic from the interstate, but this would make it worse and increase traffic along our road as well. This particular neighborhood is almost all young children. It is a neighborhood with very little crime and the children are often playing outside. What would this interchange bring to the people who live here? Decreased property values, a very busy road right next to the neighborhood decreasing safety for the children and opening it to more people and crime and pollution and accidents that are currently not there. Many of the families in this neighborhood enjoy walking in the area and walking to the Provo River trail. Our quality of life and ability to do that safely would be affected by this as well. Recently the city was offering grants to first-time home owners in this area and trying to promote it as a residential area, I think this action would go against that and make it a less-attractive place to live. If you do, for some reason, decide to go ahead with this, perhaps you can reduce the burden on this neighborhood by making it an on-ramp only. Otherwise, during BYU football games, or other major University events, it will become impossible to return to our homes. I think that Provo does need more access and another interchange but NOT here.	24-Sep-15
50		24-Sep-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

51	<p>We have a problem on 1450 E with racing motorcycles and speeding cars. "traffic calming" has been a constant topic of concern. One easy and cheap way to stop some of the racing is to put a 4-way stop at the corner of 1850 and 1450. The only people who complain about that are people who are old timers who think it is easier to race up that hill in the snow. I have gone both ways up and down and find the 1850 way to be more potentially dangerous because it is a winding neighborhood road where the driver cannot see dogs or children who may dart out. I like the long open view of 1450 and the snow plows that groom N. Temple in the winter where everybody complains about getting stuck. Perhaps putting some engineering attention on correcting the slope on the N. Temple transition to 1450 could make that way more desirable.</p> <p>Re speed on 1450: Three times I have almost been hit when I had my three granddaughters in tow when I was crossing 1850 going north. Too many drivers coming up 1850 to go south on 1450 race around that corner south and are totally unaware of pedestrians who may be walking on 1450. Those who almost hit me were younger drivers who I did not recognize.</p> <p>Please consider putting some low--perhaps removable for the snow plows--bumps on 1450 to slow traffic. We have runners, walkers, bike riders who use this road and that type of activity does not mix well with 50+ mph traffic. I have driven on the curving part of Palisades Drive in Orem and those low wide traffic bumps do slow down the traffic without causing braking and jolting the car.</p> <p>1450 E has this speeding problem. It is only a matter of time before someone is hit. I am surprised it has not happened yet.</p> <p>My concern with connection of 820 to I-15 is that 1450 will pick up more traffic especially at game and activity times.</p> <p>I know your traffic engineers want to funnel and speed traffic and they have done a great job on University with the coordination of lights. Please consider calming</p>	24-Sep-15
52	<p>I would like to see reduced pedestrian traffic to BYU crossing 800 just south of the campus. If we could build some pedestrian bridges or limit the number of crossings, that would be great.</p>	24-Sep-15
53	<p>I wanted to let you know that I think adding an additional freeway interchange and east-west corridor in Provo is a GREAT idea. I look forward to hearing the results of the study. If it turns out that 820 North is not feasible, then I hope you look at other options as well, such as 500 North.</p>	24-Sep-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

54	<p>Is this really necessary? To widen 820 North to add access to the freeway would cause so much more traffic on that street.</p> <p>How would you like to live in a home on that street? I 'll bet you don't even live close to it, so you would not be affected. You'd take off a lot of land that now belongs to the homeowners. What about the value of their homes going down?</p> <p>Traffic would be a mess.</p> <p>There are businesses on that street, there are schools on that street where children cross, but maybe one fatality would not matter to any of you since none of you probably live there.</p> <p>We live on the hill and the noise from the freeway at certain times of the day is very loud; our daughter lives in the Parkridge area and it is louder there, also, she says the trains that go by rattle her home.</p> <p>Now you want to add more noise, traffic and pollution.</p> <p>I know Provo and the whole valley is growing very rapidly, and you have talked about this before.</p> <p>Would you take out houses and business on 820 North? Some of those homes look so close together and are close to the street already. Now you want more of their land!</p> <p>Just look what has happened where Utah Valley Hospital has taken out many, many homes; it reminds me of what it must look like when a bomb hits. Is that what you want for this area?</p> <p>My family and I are not in favor of this plan at all.</p> <p>Please reconsider.</p>	5-Oct-15
55	<p>The traffic along 820 from Geneva Road through University Ave is increasing substantially. As a resident within 300 feet of the road, I am concerned about the substantial increase in traffic and the road-widening would disrupt our lively residential area. For example, it would reduce safety for residents (especially children), create unsafe walk-to-school paths and jeopardize cross walks for three schools directly adjacent to that stretch, increase air pollution, decrease property values for residents, among other negative issues. Further, though a few businesses exist on the west end of that corridor, nearly all the roadway is residential area. The benefits would primarily be felt by commuters coming to town and a few businesses along the way. However, the residents will be left carrying the negative burdens if this project were approved. Finally, this roadway would be unique to have so many permanent residents living next to the roadway. Thus, we oppose this proposal because there are many more serious negatives in comparison to the positives.</p>	6-Oct-15
56	<p>Loretta is not in favor of an interchange at 820 North. She says there will be a big impact on all the neighbors in the area. She is concerned about how ambulances and fire trucks will be able to access her neighborhood with increased traffic on 800/820 North. Her neighbor, Brian Woolsey just finished remodeling his son's house in the neighborhood and he also has a house that has recently been improved. Loretta is also concerned about the charter school on 820 North and the children who go to Timpanogos that must cross 820 North to get to and from school. She says the trains are already difficult to deal with when they cross the road and traffic backs up. With increased traffic from having an interchange, this will get worse. She says there will also be a lot of business impacts for the buildings adjacent to the the 820 North corridor. Her neighborhood is very concerned about this project and she thinks there must be a better location for an interchange.</p>	6-Oct-15
57	<p>I am in favor of 820 N access to the freeway for the following reasons: 1. It would take pressure off University Parkway Exit and On Ramp. 2. It would allow a more direct route to Utah Valley Regional Medical Center and BYU Campus. 3. It would be safer than the Center Street Freeway Exit and On Ramp. 4. It would increase growth and development on the North West Side of Provo. 5. It would lessen congestion for improved UVU student access.</p>	8-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

58	Almost twenty years ago we purchased our home on Grandview Hill, just a couple hundred feet above 820 North. We selected this area because of its location and surroundings. We purposely chose to live in a neighborhood not near a busy road or freeway exit because of the benefits of less traffic, safety, and basically to live in an area mostly only travelled by residents. Putting in a freeway exit on 820 North negatively impacts our neighborhood significantly! 820 North is primarily a residential street with very few businesses. It is also the main road for several schools, which means many children and teens travel this road on foot, bike, and by car. Turning a residential road into a commuter road just for convenience or traffic issues is not fair to the thousands of residents who chose to live in or near Grandview hill, north park or its surrounding areas. Please allow us to retain the integrity of our neighborhoods!	9-Oct-15
59	There are a good number of children that cross this road here during the day. There is no crosswalk there now. There will certainly need to be something for them should this road get even bigger. Please consider some safe routes to Timpanogos.	13-Oct-15
60	There are 5 streets that terminate in a T within 200 yards of each other. Final plan should have round-abouts or diagonal streets here.	13-Oct-15
61	Pedestrian bridge north to south here in the master plan	13-Oct-15
62	I am really worried about the safety of the kids in the Parkridge neighborhood. It is really common to see kids playing on the area since it is a residential and family oriented neighborhood. At the same time, there is Freedom Academy which is a school that manage a lot of kids and their safety will be committed. On the other hand, I am pretty sure speed limits will be higher which is not safe for bikers (I commute on my bike to work every day) since it is already dangerous because people normally do not go at the speed limit of 25 mph. Hopefully, this project does not get done since it will change the nice quality of life that the residents of 820 N street have.	18-Oct-15
63	I am really worried about the safety of the kids in the Parkridge neighborhood. It is really common to see kids playing on the area since it is a residential and family oriented neighborhood. At the same time, there is Freedom Academy which is a school that manage a lot of kids and their safety will be committed. On the other hand, I am pretty sure speed limits will be higher which is not safe for bikers (I commute on my bike to work every day) since it is already dangerous because people normally do not go at the speed limit of 25 mph. Hopefully, this project does not get done since it will change the nice quality of life that the residents of 820 N street have.	18-Oct-15
64	It is interesting, in places with a big population like Los Angeles, California (3884000) people are trying to come back to what we have in Provo. We are a small town with 116000 people who enjoy peace and not noise. However, now we are trying to change our beautiful town in a big city environment which does not make any sense. I disagree with the project since it will bring safety issues to the residential area and it will kill the peace and good environment we enjoy as residents of the 820 N area.	18-Oct-15
65	I feel there is a great need for access to those west of the freeway with a lesser benefit to those on the east side. I agree that somewhere in the area midpoint between the existing ramps makes more sense. It also affects less homes. The park is a minor issue because it has off road parking. I also agree that changes should minimize the negative impacts on the existing citizens in the area. We did move here for what it was and is - not for changes in the future. Access to the hospital and BYU is fine the way it is. I believe any changes should be for the benefit of those living in the neighborhoods - not those just wanting to pass through. I am a business owner, and frankly, I am not concerned with the businesses on 820. They knew what they were getting into when they purchased the land. Don't make their neighbors pay for their past decisions.	22-Oct-15
66	The growth pains are normal for a city that is expanding rapidly like Provo. It may not make that big of a difference in the economy from the perspective of a public worker or an educator, but for anyone involved in business, this project is a big leap forward. I fully support this project even though perhaps my quality of life would be affected by it.	27-Oct-15
67	I thought the original plan was to route traffic from 820 N to 700 N after University Ave or Freedom Blvd. This would be the spot to do it. 700 N is a much better E/W thruway after University Ave and doesn't disrupt the southern border of the BYU campus to the north. 700 N is already set up to tie into 900 E with a stoplight and intersection whereas 800N is not. 700 N seems like a potentially better candidate after University Ave.	27-Oct-15
68	If 700 N becomes the thruway, we need more street lights along this road. Its hard to see if people are in the crosswalks at night. 700 N has a constant stream of students crossing the road	27-Oct-15
69	If the road is to be widened, and homes taken, who ultimately is responsible? UDOT or Provo City? Will the homeowners be given fair value? And fair value based on what?	27-Oct-15
70	<--- Guy/gal makes a good point. As messy as the interchange and rail crossing is, we should look at how to plan ahead for a future LRT stop here on this site.	27-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

71	I agree with the majority of comments here. I do think that there needs improvement on road. I work on this road and because of the schools this area is crazy busy. I know that there are a lot of residential housing here but there are more commercial property along this road than residential. This is a need and a must. Also, with a freeway entrance here it could be a matter of life and death for those going to the hospital via ambulance or personal transportation. When it comes to the Grandview Neighborhood, There is one way up there from 820 N. I think your neighborhood will be fine and still stay the close community that you want.	27-Oct-15
72	As a homeowner, near this area, this would greatly diminish our property values. With the hospital buying up most of the land, and the power plant rebuilding, the area surrounding will become a ghetto quickly if a corridor happens.	27-Oct-15
73	If this will raise taxes, I am against it. UDOT has had plenty of tax money over the years and waste it by doing unnecessary repairs time and time again. We had the cracks in our road "fixed" a few weeks ago, only to have the city resurface the entire street 2 weeks later. This seems like a contractor taking advantage. I'm sure the contractors are lobbying hard for this though.	27-Oct-15
74	I like the idea of having an interchange that could help spark development in west Provo. Independence is always a dreary site, and easier traffic access could improve it. I'm interested to know how the city would handle both the railroad tracks and the traffic circle next to Freedom Prep. I would be concerned about a large backup of traffic near the school, especially since long freight trains can cause large delays at this circle already. I suggest that Independence be updated to accommodate this new traffic flow. Right now it's just a two-lane street and highly underutilized.	27-Oct-15
75	What do you foresee the impact for Grandview residents to be? I see it as positive, but would you mind listing some?	27-Oct-15
76	I appreciate the desire to make it easier for those on the benches to get to the freeway, but I do not want to see more traffic on 820 north. It will destroy the neighborhood character and endanger children and other pedestrians. A high speed traffic corridor through here is a horrible idea. Figure out an alternative that will not destroy our neighborhoods. Try building a tunnel rather than a high speed corridor. Or go ruin some other neighborhoods in Provo. The people on the benches should plan more time to get to the freeway instead of smashing through our lives and homes.	28-Oct-15
77	Since Center street restructure 820 has seen more foot and bike traffic. Please consider bike lanes and pedestrian traffic.	28-Oct-15
78	I am very opposed to a freeway entrance near 820 N and Geneva Road. I am a resident of the westside of Geneva Road with a child who attends school on the east side and the construction, changes, and increased traffic would make it impossible to get her to school. The traffic is bad enough with freeway traffic add life in our area would be unlivable. I do not want this quieter residential area to change. There are very few businesses on 820, before 500 East so I am not seeing who benefits. Also what about the schools, houses, and new construction on 820 N are those going to need to be moved?	28-Oct-15
79	I worry about the increase in traffic that unquestionably would occur with a freeway interchange on 820 North. Traffic is already quite heavy with Independence High School, Freedom Academy, and Provo College in this mostly residential area. Tearing down more homes to widen the road isn't a desirable option, considering that a couple dozen homes along 800 N have already been torn down for a new hospital parking lot. I would prefer NOT to have a freeway interchange nor to widen 820 North.	28-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

80	<p>The degrading of the residential portions of this proposed traffic corridor is unfortunate, but probably necessary. It would be helpful if the planners would let the public know what--if any--alternatives exist.</p> <p>Finding ways to move additional traffic from I-15 to east Provo is important/necessary, I think. And perhaps the degrading/destroying of some residential area is unavoidable "collateral damage." Some means of moving the traffic needs to be developed. A widened 820 corridor may be the only/best way.</p> <p>Ultimately, I'd favor it, if it was the most logical option, and other options had been considered.</p>	28-Oct-15
81	<p>We live right off of 820 North. It's a pretty quiet neighborhood where my children can run around. I am against a freeway interchange in this area. The increased traffic and congestion would greatly disrupt our peaceful neighborhood.</p>	28-Oct-15
82	<p>I am for the expansion. I am just concerned about how we (local 820 n residents) have proper access and what properties will be most affected.</p>	28-Oct-15
83	<p>Since the opening of this school, traffic is sometimes a mess in the mornings. I've seen east bound traffic backed up to Geneva Road. People who do not know how to drive a roundabout are not helping the situation. The Front Runner train is not an issue because it passes quickly, but long freight trains are a challenge.</p>	28-Oct-15
84	<p>This light has worked well for many years. When there's no Geneva Road traffic, you get a green light quickly to help east-west traffic. Please keep this. I live just to the west and travel to work on 500 West for the last 20 years. 820 North has been a good road.</p>	28-Oct-15
85	<p>Hard to cross here and head north. Hard to see vehicles coming from the north. I usually use the traffic light at 820 North for safety.</p>	28-Oct-15
86	<p>I see residents struggle here every morning to get out and turn left (west). There is usually a long line of east bound cars at 8am.</p>	28-Oct-15
87	<p>This is a neighborhood, not a main thoroughfare. There is no need to make traffic in this neighborhood worse by adding a freeway ramp and pushing BYU traffic through our streets. How about widening Center Street instead and maybe raising the speed limit there to increase the capacity? Sounds like a much cheaper and better solution.</p>	28-Oct-15
88	<p>Need a longer left turn light in the mornings, so that east bound cars can turn north. I've seen traffic backed up past 600 West.</p>	28-Oct-15
89	<p>When traffic is backed from the 500 West light, people that work here have a difficult time trying to get into the parking lot.</p>	28-Oct-15
90	<p>I would like to encourage your study, as I believe that its completion as a major feeder road to I-15 (and flow of east/west traffic) is essential to the future growth and prosperity of Provo and Utah County.</p>	28-Oct-15
91	<p>Just so you know 820 north does not begin til you cross the bridge not from BYU to Geneva. The hospital has already screwed up the neighborhood enough.</p>	28-Oct-15
92	<p>I would love to see 820 N connect to I15. I support this development wholeheartedly. I would also love to see land use W of I15 developed with more gas stations, fast food, and grocery stores.</p>	28-Oct-15
93	<p>Since this appears to take the homes currently between 1200 West and the BYU..to about 1100 North. I can't see that you are providing any access to anything but BYU with this move... There are three schools and churches that would be affected with homes gone and no room for family units to utilize these public and private facilities. You should be studying the 800 North to 500 North for access to Provo Recreation Center, Provo Library, Timpanogos School and if built right could provide access to the alternative High School , the Freedom Academy and Businesses, east of 500 West and Access through Reams Park . this would open up some vacant areas for Business growth as well.</p>	28-Oct-15
94	<p>Yes. Please add this exit. For decades university parkway has been filled with traffic directed toward BYU.</p> <p>820 north is a great connector to the center of Provo. I have used that road for many years now and the speed limit is very low.</p> <p>From center street in Provo all the way to university Parkway there are no exits. That is a 3 mile stretch at least. I have always thought that Provo is in great need of more freeway exits and bigger roads to drive through. Center street is not a great street to drive through so another street would be great. Provo doesn't have many roads that connect the city from east to west where traffic can just flow. Oftentimes it is easier to drive to Lehi from the west side of town, than it is to drive to the east side of Provo. The streets don't flow very much and have lots of traffic lights or residential areas. This would be a great start to create a better flow of traffic.</p>	29-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

95	I agree that 1700 N might be a better alternative E/W corridor. The street is already quite wide and very nicely finished as it moves through the existing neighborhood. 820 North doesn't actually progress very far east from I-15 before the neighborhood closes in around it. Any widening of the 820 N corridor would be devesataing to the neighborhoods. I must admit that It would have been a very nice cooridor for Provo to have given its location and proximity to BYU and other main intersections, but I think the city has allowed it to become to saturated with residential development to then turn about and take it in a direction that should have been considered years before.	29-Oct-15
96	I do agree that 820 could be better utilized, but with consideration to east bound traffic, this traffic circle is about as far as you could take any serious improvements to the road before you start encroaching upon the residential area that has grown to close to 820 to consider any sort of major expansion presently or in the future.	29-Oct-15
97	At first glance, this does look like an appealing place for a main E/E corridor, however I believe that this is Orem city limits and outside Provo limits. But for the sake of argument, the problem with this corridor lies farther up the road east bound where the road bakes the bend just before connecting to Columbia Ave. The junction to Columbia Ave is quite far from any sort of useful main transportation corridor. Any consideration of this option would really only provide access to the neighborhoods that this road services.	29-Oct-15
98	I am very interested to know how Provo would plan to address the issue of the double rail crossing here. If this is to be a main E/W corridor what happens to traffic flow when heavier traffic from the freeway comes through this area and is immediately stopped to wait for the Union Pacific to cross? You would have to build the street up over the tracks to eliminate this problem. No other option would really work that I can conceive.	29-Oct-15
99	What does Provo plan do to with these homes who already have small lots to begin with? The idea of adding additional lanes seems preposterous. There is no way the City could entertain the idea of such an expansion. Perhaps shaping up the road and adding bike lanes with continuous sidewalks is all the city intends to do? I think that would probably help the flow of traffic.	29-Oct-15
100	70 Years of intimate knowledge and use of the 300 E/820 N have led me to think that there is too much reliance on 820 N. 700 N should be the major e/w route with actions taken to reduce traffic on 820 and actions taken to make pedestrian travel safe. Need to look comprehensively at all issues 700 E and 820 N. Making 820 a vehicular heavy route will be counter productive	29-Oct-15
101	This would be a great location for an I-15 Interchange. Try to leave some property East of Geneva Road on the NW corner to add a C-Store so residence in the area have the needed service.	29-Oct-15
102	If the city is interested in purchasing this property, let us know?	29-Oct-15
103	My family lives in the Grandview area of Provo. Getting anywhere from the hill requires too much time because of the need to traverse multiple neighborhoods to get to any main arteries. And then it takes still more time to negotiate the current two options to the freeway, downtown, BYU or anywhere else. We love this project - lets do it!	29-Oct-15
104	I submitted an earlier comment, but failed to mention a consideration that I haven't seen mentioned yet. If and when Provo High School moves to the west side, this new corridor would make it much easier for east side students, parents and family to access the new high school. Consideration should also be given on how to extend this project west past the freeway, to facilitate that traffic (which is considerable).	29-Oct-15
105	I don't see any need to have a connector from Geneva Rd to Lakeview Parkway. That being said, if Provo High school will move to the West side of Provo I can see where a connector will have to be created.	29-Oct-15
106	I have long felt that Provo should have this location as an exit. The growth of the City over the next 25 years really warrants an exit to eliminate the lengthy commute to the University Pkwy entrance/exit. This needs to happen!!	29-Oct-15
107	Without this access, University Parkway (which should renamed to maybe The Parkway) and Central Street will not be able to handle future traffic. University Parkway is inadequate now. The proposed exit will provide another essential E/W route. Do it now!	29-Oct-15
108	Need another exit from this neighborhood. Perhaps west to Independence ?	29-Oct-15
109	Project doesn't need to come this far. I don't believe you can build any further west because of the water table? Can't see why any of these street would incur additional traffic.	29-Oct-15
110	Yes! Please add a freeway entrance here!	29-Oct-15
111	The trees to the left of here are ridiculously overgrown. It's really hard to see oncoming traffic when trying to turn left onto Geneva Road	29-Oct-15
112	Please relocate Provo High School here!	29-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

113	Geneva Road needs to be expanded.	29-Oct-15
114	People are always speeding on 620 N. It would be nice if there was another East-West route connecting Lakeridge and Geneva	29-Oct-15
115	I would love to see a train station here or at least make it easier to access the orem station by bike. It is almost impossible to get to train from the west side.	29-Oct-15
116	I think this change is way overdue! In the 30 years of commuting on 820 North to my office on 800 North, traffic congestion has become unbearable. Also patients that travel long distances to my dental practice will have easier access with an I-15 access.	29-Oct-15
117	Hi, I live in Provo on the West Side. It's Geneva Road and I commute every day to the hospital in BYU area back and forth. I would welcome some kind of an improvement on this Eastwest connection. I do take 820 North. It seems to me rather slow because there is a 25 speed limit because it is residential and I'm wondering if I don't know widening the road. I'm not sure that widening is necessary but it would be nice to have some kind of maybe 40 mile an hour limit, 45 mile an hour limit. If it's possible you know to protect the children who lives in that area. And, I think that would make it easier and the other thing is I think an exit on I-15 around 820 North, more or less, would be helpful, especially for the hospital. I'm not too concerned about the BYU area, but I think that it would be helpful for people who need hospital care. So that's my feedback and continue to keep us posted. I got a thing in the mail that told me about this project, otherwise I didn't know anything about it. So it's very helpful if you can keep mailing us once in a while to help us know what's going on. Thank you very much.	29-Oct-15
118	I would suggest as part of the plan that Sandhill road from University Parkway run along the freeway and connect with 820 North.	29-Oct-15
119	Having been a resident in Provo for many years, and now a landlord of a rental facility, I believe the Provo are is in great need of another freeway connecting point for more efficient access to and from the core college campus area as well as critical medical facilities.	29-Oct-15
120	Provo had the chance to connect 820 North to I-15 when the freeway was being rebuilt. This also would have changed the Center Street concept which is less efficient than the old design. Provo chose not to with one reason being the costs of buying out the businesses on 820 North nearer I-15. I am one of those that would have been effected then. The impact now trying to do what should have been done years ago is greater as there has been more development on 820 North near I-15. With Provo High School looking at selling their property, it is more likely they will build on the west side of I-15. A freeway interchange will actually slow local traffic. Traffic now is greater at the commute times. During the mid-morning and afternoon times, there is much less traffic. Putting an interchange near 820 North will lessen the volume on University Parkway and possibly Provo Center but the neighborhoods along 820 North and the City intersections east of Geneva Road are already too busy at commute times. One "fix" will only create greater problems downstream.	29-Oct-15
121	This is a very dangerous area- I've both almost been hit on a bike and as a driver struggled to see pedestrians and bikers. I can't imagine how the added traffic would be able to flow through this area safely without a total re-design of the bridge and surrounding intersections.	30-Oct-15
122	I think that is a terrible idea to put a freeway on ramp there. Once on Geneva Rd it takes 2 min. to get to the Center st on ramp or 6 min. to get to the University pky. on ramp. 820 North has schools and residential areas.	30-Oct-15
123	I live on the s/e corner of Geneva and 820. My family has lived here for nearly 40 years. I have watched Provo grow and get busier I understand the need for more access to lessen traffic etc. But. Is 820 really the most ideal spot ? I'd like to know what the impact on current property will be? Values? Will our back yards facing Geneva be taken out to widen the roads? That has been a subject going around for several years too. I'm not necessarily against the idea I just don't see it with the railroad tracks there and the storage units and the school s there 41st the top of the hill on independence. I'd like to defiantly see more and talk more about this idea as the outcome would directly effect me and many others there on Geneva and in harbor park.	30-Oct-15
124	This intersection needs to be controlled by a traffic light.	30-Oct-15
125	820 North is the logical choice for a connection to I 15. Hope it happens soon!	30-Oct-15
126	It is interesting to think about the idea of developing this area and turning 820 north into a major corridor due to the growth in this area. This area has grown about as much as it is going to grow and will level out. most growth in this valley are going on else where. My family and I would prefer to keep this road the way it is and just maintain it. The last thing we need is to put an on ramp here and increase the traffic, congestion, and accidents in this area.	30-Oct-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

127	Geneva Road needs to be finished from Pleasant Grove to Center Street in Provo. Also it would be nice to have an On and Off Ramps from the Freeway I-15 to and from 820 North This would be helpful for those who are coming into Lakeview on The Westside into The New Provo High School Mighty Bulldogs Country. It would be nice to have a grocery store on Center Street and Geneva. With, The widening of Geneva Road You will have to take my Home because I have too many Grandkids and I Love My back yard "Kid Friend" You Will Not leave me with a 10 foot backyard. When we moved into the neighborhood they asked us if we wanted the fence in front of the ditch or behind, for the safety of our children we picked in front of the ditch that means you have already taken the easement of 7-10 feet from us 30+ years ago. So my vote is if The New Provo High School is coming our way we need to have it safe for The Students and Runners and Bikers My Vote is Yes...	31-Oct-15
128	how will this affect us? We are very close to 820n . Have you considered manga the exit ramp at 2000 south in Orem where there is more empty land ? Also the new high school probably coming over into this neighborhood will make a 2000 south exit even more advantageous.	31-Oct-15
129	I have always thought an I15 on/off ramp would make sense here. Given that 820/8th north is a relatively direct shot to the south side of BYU campus, this sounds reasonable. The schools lining both sides of 820 make this difficult.	1-Nov-15
130	Will the change affect zoning in this area? Will all the widening happen on the north side of the river? If the road along the south side of the river is closed how will access to the properties in Rivergrove be preserved? Will there be more public transportation buses etc. available nearby? Thanks	1-Nov-15
131	What happens to people, such as myself, who have poured a lot of time and money into renovating my home that happens to be on 820 N? Would it just be bulldozed?	1-Nov-15
132	At this time, I could support this project. Will look forward to further information.	1-Nov-15
133	Is there a way to connect the road with 620N? I love the idea of the corridor and connecting the West and East sides together, but plowing straight through this neighborhood would displace a LOT of families whereas 620 is already a pretty busy wide road that could use a light at Geneva and diverting it would displace fewer families and disrupt our neighborhood less.	2-Nov-15
134	This is a tough one...I can see the future need for something like this, but the multiple train tracks, school, and residential area raise a lot of questions about how safe it would be. Freeway ramps in neighborhoods seem to really decrease the value of the nearby homes.	2-Nov-15
135	Traffic backs up at this circle frequently, especially during the morning commute going east-bound. In addition to the high volume of people travelling to work, there are many people dropping off their children at the Freedom Academy on the South-East corner and trying to merge back into traffic on 820 N. Backups frequently extend back to Geneva Road. This is a dangerous situation with two grade level rail crossings, one of which is traveled frequently by high speed trains.	2-Nov-15
136	I see trains stopped on this crossing about every other month, completely blocking traffic during peak travel times. The only way around is Center Street. It is very frustrating to encounter this on my way home from work.	2-Nov-15
137	I live in Provo and work in Provo and it still takes me 20-40 minutes to get from my house to work, because there is no great east-west corridor. I could commute to Lehi or Salt Lake in the same amount of time. While I empathize with the residents who live on this street, the difficult truth is that this is the only somewhat decent east-west corridor across Provo that connects all the residential communities west of I-15 and the major employers (like BYU) on the east side. It seem inevitable it will become a major thoroughfare with or without the I-15 exit.	2-Nov-15
138	If the road is widened and/or the speed limits increased, there needs to be crossings with flashing lights to ensure safety.	2-Nov-15
139	I don't know if this is a possibility, but if an exit/entrance for I-15 is built, perhaps a flyover or bridge could be constructed over the train tracks to the top of hill where the traffic circle is...	2-Nov-15
140	Creating a freeway offramp a 820 North would be foolish. The key is to turn Geneva road into a serious collector near uvu and then develop several good laterals all along the way to South Provo. To destroy and condemn hundreds of homes and businesses and schools is nonsense.	2-Nov-15
141	This is a much better location for free way access than 820 North. The access isn't in Provo, but there are no train tracks to contend with and there is more distance from the center street access.	3-Nov-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

142	<p>It makes no sense to put an off ramp on 820 north. There are two heavily used rail road tracks in the way. Traffic is often blocked with freight train traffic. 820 North is also very close to Center Street. Seems like it would make much more sense to locate an off ramp further north. Finally an off ramp here would bisect a largely residential area. It seems like an off ramp would be better placed coming into a commercial area.</p> <p>Please consider other options. 820 North makes no sense.</p>	3-Nov-15
143	<p>My family lives in an area that would be substantially affected by your proposed 820 "improvement." Suggestions: Use 620 North – it is currently three lanes with wide shoulders, fewer homes would be affected, the I15 access could be redirected similar to the Center Street configuration.</p>	3-Nov-15
144	<p>We, my husband and I, received a postcard in the mail to look into the idea of an 820 North on-ramp for I-15. We do not like the idea of having 820 north a freeway entrance or exit. It would increase traffic to an area that does not need more traffic. Please keep our neighborhoods more like neighborhoods, not a traffic mess. This area already has a bad rap with people in Northeast Provo, we don't need more of it. Please, consider the neighborhoods in the area and not just people trying to get to the east side of Provo.</p>	3-Nov-15
145	<p>One of the reasons we invested in this area is because of the quality of the neighborhood, neighbors, parks in the area and quick access to down-town Provo. We have been concerned in the past that Provo might install an off-ramp on 820 but were told by a city manager that an off-ramp on 820 wouldn't be possible because of the Union Pacific right of way. We continued then to invest in the neighborhood and purchased several properties. We have lived just off 820 for over 25 years, my wife has lived in the area for over 40 years. It seems Provo would be much better served to remove 820 north from consideration and find another location rather than bisecting and essentially destroying a close-nit residential neighborhood.</p> <p>2000 South in Orem is a better option for a number of reasons including proximity to the Union Pacific right of way and less developed residential areas and there are a couple of other possibilities.</p> <p>I can guarantee there will be stiff opposition to any plan that includes 820 North as a freeway off-ramp.</p>	3-Nov-15
146	<p>Please consider another location for an off-ramp than 820 North. 2000 South in Orem is a much better location; there are no train tracks to contend with and there is more distance between 2000 South and Provo Center Street.</p> <p>It makes no sense to consider an off ramp at 820 North. This area is largely a residential area. An off ramp would be much better located in a commercial area.</p>	3-Nov-15
147	<p>I live here and work at the Utah State Hospital. Immediately, after beginning there I realized how difficult it is to commute East-West in Provo. Expanding 800 North and 820 North is a great project.</p>	3-Nov-15
148	<p>Everyone thinks its needed and a great idea as long as it goes through someone else's property or neighborhood. 820 North is a residential neighborhood. Please leave it that way.</p>	3-Nov-15
149	<p>One of the reasons we invested in this area is because of the quality of the neighborhood, neighbors, parks in the area and quick access to down-town Provo. We have been concerned in the past that Provo might install an off-ramp on 820 but were told by a city manager that an off-ramp on 820 wouldn't be possible because of the Union Pacific right of way. We continued then to invest in the neighborhood and purchased several properties. We have lived just off 820 for over 25 years, my wife has lived in the area for over 40 years. It seems Provo would be much better served to remove 820 north from consideration and find another location rather than bisecting and essentially destroying a close-nit residential neighborhood.</p> <p>2000 South in Orem is a better option for a number of reasons including proximity to the Union Pacific right of way and less developed residential areas and there are a couple of other possibilities.</p> <p>I can guarantee there will be stiff opposition to any plan that includes 820 North as a freeway off-ramp.</p>	3-Nov-15
150	<p>This route and perhaps others need to be done. As the growth continues, Provo needs to stay ahead of the traffic that chokes out so many other cities. Lines of traffic communication support prosperity and enhance the community.</p>	5-Nov-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

151	<p>I am writing as a citizen that lives near the affected corridor and have friends that live on 820 North. I use the road to access Geneva as well as to head East to places like the Rec. Center and the Provo City Library, not to mention the grocery store and such.</p> <p>My hope is that my thoughts may be helpful to get a more comprehensive look at what is at stake. The photos on the website show the industrial/business section right next to the freeway but does not show all the residential development nearby. What I love about this neighborhood is that it is quiet, green, and right in the thick of Provo City. To make this another major corridor seems it would destroy that existence, particularly for the strip of homes between 820 North and the River. Talk about cutting them off from any sort of neighborhood!</p> <p>Also, I regularly take the Center Street exit to get home when traveling North on I-15. I turn left onto Independence Ave. and am to 820 North and my neighborhood before I know it. The close proximity to the Center street ramps makes me question just how needed ramps are onto 820.</p> <p>I will admit, having a road that goes over the tracks is appealing when I am on rare occasion stopped by a parked freight train. But that is the exception and not the rule. 95% of the time I drive that road, I do not encounter a train (much to my children's dismay). When there is a train about 80% of the time it is Fronrunner which is a very short wait.</p> <p>I can also understand that easier access to UVRMC could be desirable, but honestly, it's not that hard to get there from University Parkway.</p> <p>Those are my thoughts, and I hope they may be helpful as you look at the data and future projections of what is needed in the area. Just remember, life is more than numbers. Peoples lives and homes are important and they are what make Provo so wonderful.</p> <p>Lets build up mass transit and reduce the reliance on passenger vehicles to help alleviate traffic. More and bigger roads aren't</p>	5-Nov-15
152	Much needed. What can we do to help?	6-Nov-15
153	This neighborhood is already treated as a shortcut between Columbia Lane and 820 North. This problem will become worse with the addition of freeway access on 820 North. Consideration should be given to the Rivergrove neighborhood during project planning	8-Nov-15
154	I'm not necessarily opposed to the project. I have the same concerns others have about the proximity to the number of schools along the route. However, the concern that affects me personally would be the increase in traffic in the Rivergrove neighborhood. As it stands now, people already use the neighborhood as a shortcut between Columbia Lane and 820 North. The increase in traffic will lower property values, and, more importantly, make the neighborhood more dangerous for the large number of children who either live or attend school in the neighborhood. No solution will be perfect, of course, but I could see both monster speed bumps (like those on Carterville Road) and/or dead-ending some of the streets that feed onto 820 North (to make things more inconvenient for short cutters). As a resident of the neighborhood, I'd be willing to put up with a couple of inconveniences to keep it a quiet, low traffic area. Thank you!	8-Nov-15
155	I meant to say split it into one-way couplets along 800 N and 700 N	9-Nov-15
156	Raise the speed limit a little bit on the new widened road. 40 would be great, but even 35 would be more tolerable. The existing 30 zone is a speed trap.	9-Nov-15
157	We own three different properties in Provo and have experienced the issues of not only traffic congestion but also the process required to get to those three locations by way of Center Street or the other logical alternative from Orem. Both accesses not only take a lot of extra time but they involve a lot of stopping and starting and the traffic concern before mentioned. As we have reviewed the proposed route suggested in the 820 North Study it appears to be the most logical and useful access to that part of the City of Provo. Given the fact that terrain will also be a factor and distance needed between the two exits mentioned here it would be in our opinion the best possible solution to all needs related.	9-Nov-15
158	Hi, I'm a resident of the Grandview area in Provo and feel this freeway access is badly needed and overdue.	11-Nov-15
159	Sounds like a good idea.	12-Nov-15
160	I'm Ready to move. my neighborhood has become a renter community. With more then one family living in the homes around here. Plus with provo high moving this way the traffic would be worse. I hope this road will be like 800n in orem. You will be able to go west /east quickly. as long as we are getting fair market value lets get the ball rolling.	13-Nov-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

161	If you take away much of this residential area, you will no longer need to expand the corridor. Some of these homes are the most affordable homes on the west side with larger lots.	14-Nov-15
162	I have put a lot of money renovating my property and planned on keeping it as an investment property. How will I be compensated?	14-Nov-15
163	Traffic on this street is an enormous problem and danger to the many children and other residents along it. First priority must be given to preserving the residential integrity of these neighborhoods. There are 6 schools along this corridor. Any widening or increasing of the speed limit will certainly result in the deaths of children and teenagers. It is true that there are some commercial entities along the corridor. However, residences far outnumber them. Any further tampering with the area will certainly force those neighborhoods to become less-desirable slums, at the same time that Provo is touting its "revitalization". First priority must go to those who reside along this corridor and their safety -- not to traffic conveniences.	18-Nov-15
164	Why isn't 500 N (from 700 E to Independence Ave) being looked at as a connector to the West side 620 N (from Geneva to Lakeshore)? 500 N is very wide already and so is 620. Widening 820 will affect many homes all along it (from 700 E to the first roundabout at about 1350 W), whereas a 500 N to 620 N connector maybe wouldn't affect as many homes. If 500 N is not an option then a smoother transition from 820 N to 620 N at Geneva should be looked at seriously rather than plowing through so many homes West of Geneva Rd.	19-Nov-15
165	The only problem with building here is that the access to the hospital and ER is more prohibitive.	19-Nov-15
166	Continue the connection to the Lakeview Parkway at this point.	19-Nov-15
167	bring the exit off to this point and channel traffic north and south and west on 620	19-Nov-15
168	Would the city consider the thoroughfare going through this land and connect to 1060 N? This would bring a main road closer north to the new high school site and less homes would need to be demolished. To make this possible perhaps the freeway ramp on the West side of the freeway could swing North.	19-Nov-15
169	Thanks for sending me information about the Provo 820 North study. I'm glad to see you are putting thought into this idea because I feel there is already some strain on the freeway exits into Provo and access to central Provo is tedious. North of about 500 North access is bogged down from Center Street by the river and the residential zoning. It seems that 'as-is' the 820 North intersection of the freeway is not perfect for creating an off-ramp, but that seems to be a natural corridor for reaching in to the interior and major roads like State Street and University.	19-Nov-15
170	820 North does need help. It is too narrow to accomodate the traffic to and from Freedom Academy. Additionally, it is not safe to ride a bike or walk on parts of it. The bridge over the river is very narrow is a biking and walking hazard. However, it does not seem prudent to put a freeway interchange on 820 North. An interchange would disrupt far too many residents, and there is very little room for retail. Putting the interchange further north would cause a lot less disruption and would place it at a reasonable distance from both the University Parkway exit and the Center St. exit. There is also more room further north for the retail growth that usually follows an interchange.	19-Nov-15
171	I'd love to see this road blocked off to keep the denser neighborhoods congestion-free	20-Nov-15
172	I think the I-15 interchange should take travelers to 620N	20-Nov-15
173	I think 820 north as a connection to I-15 would not be good in that there is a curve on I-15. Driving on I-15, one normally does not expect merging traffic on a curve, which is would cause more accidents or near misses. It is also dangerous to be picking up speed on a curve road too. 820 north should remain as-is with up-keep only, and maybe a little widening. I live on the northwest side of provo near lakeshore drive. If this road is to be a connector to 1-15, the circle east of the tracks would have to be taken out. 820 north should remain as a road for people that want to avoid driving fast or avoiding other fast drivers. The better option is 500 north. The connection can be built with a ramp over the railroad tracks to connect to I-15. Also, with a bridge over the tracks, that would be another a west/east connection that would not cause traffic jam while waiting for front runner or train to go by as 820 north is. 500 north would connect to geneva road by running along side i-15 and west of railroad track and connecting to 820 north and then under I-15, thus avoiding the wait for a train to go by. So provo would have east/west three routes : three routes connecting to geneva. Of the three, two routes would connect with I-15.	21-Nov-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

174	I just bought my home. Now I'm being told it will be taken from me with the new road that comes this school. Will you cover the cost of my home? I wont be able to sell it now.	22-Nov-15
175	We moved out here because we liked the nice quiet neighborhood. It's open and there are all kinds of animals. It feels country-ish while being close to the city. When we moved, we planned on it being our last move ever. We don't want to have to move again. We don't want to live anywhere more in the city than this, but we don't want to be pushed outside of town either. I think having an interchange here would ruin that feel. 820 N. would become a heavily used road that wouldn't feel safe to bike along with my small children. If any changes are made I think they should stop at Geneva road because we want our neighborhood to (mostly) stay as it is. (Although repaving the roads and putting ramps at all the corners would be nice).	24-Nov-15
176	Has light rail been considered ? A station by the light rail now crossing 820 would have a more positive impact. 30 people moving instead of 1 per car. And so much cheaper the a freeway exit and would accomplish the same thing	26-Nov-15
177	You do realize that this is only one of two exits currently in this area. And what would the future plan be?	26-Nov-15
178	You can't move Provo High here. A church just got built here. Why would you want to build a high school on the very outskirts of town anyway? Most of the kids would have to cross all of town to get here.	30-Nov-15
179	There is a pond here where several families of Canadian Geese raise their goslings each year. How would they be effected by this project?	30-Nov-15
180	This is Federally Protected Wetland. All through this area. And it's right off 820. We often find turtles out in the road right now. How would we protect the turtles and other wildlife that live here with heavier traffic?	30-Nov-15
181	Someone is building new housing here. They look like they are going to be town homes. If you decide to make an on-ramp here you will have to tear out new housing and will be wasting a lot of someones time and money. Maybe someone should have held off on the building permit while this idea was being thought out.	30-Nov-15
182	Is it possible to get a more detailed projected plan for 820 North? The map at the web site shows the area to be studied but I don't see any projected plan. I would be interested in giving input, but can't do so without more information.	30-Nov-15
183	This is someone's beautiful home!	2-Dec-15
184	You can tell just by driving down these streets that most of these homes have been improved over years by hard working do-it-yourselfers. Many are newly, remodeled, with new lawns, or gardens. I have watched them being built. Take a walk here and see for yourself! A "corridor" to the empty swamp would uproot families that have lived here for decades! This side of Geneva road has its own charm, with people living here not just for "market value", but to farm food and raise their families.	2-Dec-15
185	"Displacing" these families would tear apart a community that has lived and gone to church together for generations. These people care about each other.	2-Dec-15
186	Provo citizens just voted for the RAP tax to improve this park, not to bulldoze it... Harbor park was on the list. We're all looking forward to it. Please don't put a corridor through it.	2-Dec-15
187	Why hasn't this land been developed yet? Perfect spot for a Wal-Mart that could generate millions in tax dollars.	3-Dec-15
188	This addition would definitely reduce traffic and congestion on University Parkway and provide an alternate route to accessing I-15 North Bound.	7-Dec-15
189	820 North make no sense for an off ramp. It is in a residential neighborhood with three schools one of which is an elementary school. 820 north is so close to center street and Independence Ave already connects to 820 North to center street. There seems to be no mater plan because two of the schools in the 820 North area are fairly new. An off ramp needs to be in a commercial area. Or you are choosing to putting Provo residence at risk, including the children that live in the neighborhood and those that attend the multiple schools near by. Choose another location!	8-Dec-15

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

190	I see many problems with this idea. The city would need to purchase one row of homes from Geneva to 8th east. Then purchasing entire buildings to connect to 9th east. All children that walk across 820/800 N to get to school will now have to be bused. All pedestrians south of campus will be in greater danger of crossing the street and traffic lights would need to be put in. Or maybe multiple overhead walkways could be built for the students. Also, I would be concerned about 820 N along the river if the homes there were removed that it would increase crime rates in that area. Right now those homes keep it a beautiful and safe place. How much will taxes be increased to put this plan into place? How much would property values decrease along the road? Would protective walls be built for the residents that currently live on those streets? Would we be okay with people speeding up to 50mph on that street? How would the overpass get around the trains next to Geneva? AND in the end how many more residents would get across town at a faster rate??? Also, Provo does have a W/E corridor along Center street, but it seems the parking in the middle of the street is more important than resident's homes.	8-Dec-15
191		13-Dec-15
192	I've heard that you don't want to widen Geneva because this beautiful old house is too close to the road. There are businesses that will pick up houses and move them. You wouldn't even have to move it too far. I'd rather you widen Geneva than put a new road out through the bird sanctuary.	18-Dec-15
193	I live in Castlebrook. how are you going to deal with the round-a-bout as now it is very unsafe getting out of the driveway. Also with a project such as this. How will it effect property value?	21-Dec-15
194	I honestly think it's awesome. For about 5 years we lived on the polar opposite side of town and our option to get on the freeway was either center street or university parkway. It took almost 25 minutes just to get to the freeway. I currently live right in the middle of where they would be knocking things down. I absolutely love it! I think change is hard for everyone and I think that's the real issue for everyone. I think 800 North needs to change. Lets face it. This city is growing! So why not make it easier on everyone!	26-Dec-15
195	I am a renter at 790 West 800 north I would like to know if your plan this corridor include removal the the home? I am trying to get financed to by this property and need more information about your study.	27-Dec-15
196	Start of southbound 820 off-ramp	29-Dec-15
197	Possible Interchange Scenario. What if this interchange had a southbound off/on ramp but only a northbound off ramp? If someone at 820 North wants to go northbound on I-15 they could utilize the center street interchange to get turnaround. This helps pull traffic off the Center Street and University interchanges and utilizes Center Streets design without having to construct in the tight corridor east of I-15 and north of 820.	29-Dec-15
198	Tell me how you will compensate a home owner who lives on this serene property? This property will be very hard to replace!	4-Jan-16
199	Look at the cost. Spend the money on a interstate belt route around the east side of Provo and Orem. 820 North will not help us of Provo that much only a few minutes off travel time. The people out side of Provo will love it. You think it bad now built it and wait.	5-Jan-16
200	I would like to know if the road will be expanding, and if you will have to taken out homes to do so? We are a low income community, and many do not have the funds to move to another more expensive area. Are you planning on buying out the owners of Castlebrook?	6-Jan-16
201	I don't understand why they need to go west here and take all of these houses out for businesses. The traffic is all going east so if anything, take out a few more houses east to build the shopping district.	8-Jan-16
202	Adding I-15 access here makes sense, but only if it's part of a master plan to improve Provo walkability. Land use along the corridor will need to change to commercial, but connections will also need to be made to the north and south neighborhoods to easy access to those commercial areas. Since 820 N is currently one of the only corridors with marked bike lanes, that should also be preserved or diverted elsewhere. I think this is probably the best way to deal with increased density, but it's also an opportunity to change the way we think about dealing with growth. Preserve neighborhoods, but give pedestrians and cyclists safe access to get around the community and enjoy the benefits of a more mixed use future.	14-Jan-16
203	In response to the comment above: I believe these fields (indicated by the red dot) are the Provo School District properties. I live south of 620 N., and though I don't know how well it will work, it seems like running a corridor down 620 N. is a less impacting option for the east west corridor (versus 800/820 N.) I've heard various numbers, but much of the develop-able land is already owned by a major home builder and there will be hundreds of new homes in this area. This fact, combined with the new Provo High School being built here, will drastically increase the need for connectivity with the rest of Provo and I-15. Every neighborhood is someone's, and every option will hurt. It is too bad thing's didn't happen earlier, prior to the western 820 roundabout properties being developed, now a school and neighborhoods, but this area will not become less densely populated than it is now.	15-Jan-16

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

204	We have a nice home at _____. It appears to be inside the study area. We purchased the home for Mother in 1974 and converted it to a rental property when she dies at 102 years. The tenant has been advised that the property falls inside the study area. We rent from year to year and no long term arrangement exists. What is likely to happen? We understand the rules regarding eminent domain.	18-Jan-16
205	You are going to need to do something about the train tracks. Right now, freight trains regularly park here during rush hour blocking east to west traffic for sometimes up to an hour. It would be a nightmare to put an interchange here and have trains plugging it up all the time.	20-Jan-16
206	If you take out this street and all the homes around it, you will cut the heart right out of this neighborhood. A more viable option to get to the road to no where (Lakeview corridor), would be down 620 north. It is already pretty wide and there is a field at the end. You wouldn't have to spend millions taking out houses. I see no reason why you need to put businesses down this road. There just won't be enough of a population growth to support it. There isn't that much room to expand out here. We have no intention of moving and will fight it. This is our home and we want to grow old here.	20-Jan-16
207	PLEASE PLEASE PLEASE build an overpass/bridge over the train tracks in the new developments! My children attend a charter school, thus we need to take 820 North East during the morning commute with a thousand other Provo Residents. Trains come to a complete stop on the tracks for LONG periods of time with make us all take another route - Center Street and back up to 820 North. It's not that bad, or it wouldn't be, if we weren't trying to do it with a thousand other cars during the peak of the morning commute. UG! Please help!	20-Jan-16
208	Putting an off-ramp on 820 is an idea that almost no one living in this area would support and will actively oppose. Please consider another location.	21-Jan-16
209	The roundabouts have been an attractive and positive addition to 820 that have controlled traffic and slowed traffic down. Improving the quality of life of this area should be a priority over an off-ramp.	21-Jan-16
210	This is a residential area. putting an off-ramp here will destroy what today is a great place to live near downtown Provo. The new high-school would be impacted by increased traffic along 820 creating a potentially dangerous situation with traffic and pedestrian traffic.	21-Jan-16
211	More east-west access roads need to be constructed to alleviate traffic on 820. Please open up new corridors rather than destroy an already traffic-stressed neighborhood.	21-Jan-16
212	It makes no sense to put an off-ramp in this location. The Union Pacific right of way makes building an off-ramp here impractical and expensive.	21-Jan-16
213	There is a brand new housing complex being built here. It would make no sense to tear it down after just a few years.	21-Jan-16
214	The two roundabouts have been some of the best improvements made to 820. They have served to slow traffic and improve traffic flow. These need to stay and be improved.	21-Jan-16
215	No one living along this street and in this neighborhood wants 820 turned into an off-ramp. There is already too much traffic along this road. If anything additional east-west roads need to be built before any off-ramp is built here.	21-Jan-16
216	Thank you for meeting with our neighborhood. Although there some downsides to expanding a road that goes through a residential neighborhood, if the road must be build, let's be sure to design it in such a way that it accomplishes moving the cars smoothly and calmly through neighborhoods like Rivergrove, minimizes the impact of the expansion and greater number of vehicles moving through, and makes some improvements to the neighborhood. Per minimizing the impact, please do all you can give drivers a choice as they cross under 1-15 (or come 1-15 if an off-ramp is built), so that traffic is distributed on other roads. 500 North via Independence and 1460 North via Independence going north and connecting to Grandview Hill should allow for this sort of distribution. Also, per minimizing distribution, beyond the impact on 820 North, our neighborhood is concerned about increased traffic going north through our neighborhood to get to Columbia Lane. Per making improvements, when the bridge is built and road is widened, please rebuild the Provo River Trail tunnel so it is wide without the blind corners so it can easily accommodate all sorts of users including bicyclists and pedestrians. If houses on 820 must be sacrificed, it would seem to make the most sense to go south rather than north to do so and to create a park along the river. Going north would not just sacrifice those houses, but impact the blocks that they are a part of. If the road must be widened, less do so only as much as needed to minimize impact. The vehicle lanes need to be only 10' rather than 12' or even 11'. No on-street parking is needed along the entire stretch. The median should be largely landscaped with greenery and trees. Let's upgrade the bike lane to a protected bike lane. This street gets a lot of bike traffic from the west side and will get even more. Let's keep the speed limit at 25 or at the most 30 so that traffic can flow calmly and smoothly but not become an expressway. Thanks!	23-Jan-16
217	This is a TERRIBLE idea to but an exit ramp here. This neighborhood is quite and this is one of the reasons we decided to move here. NO to a exit ramp here.	28-Jan-16

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

218	820 North would have been my vote 25 years ago. However 1700 north is much better suited today with land costs, an available frontage road (Independance Ave) from 1700 down to 820 north, projected roadways out to the lake side developments, needs of the growing west side and still providing great additional access to BYU, Utah Valley hospital and neighborhoods which are now a greater distance from freeway . 1700 N is a natural break as it is the boundary of Provo/ Orem at this point. Therefore, no school crossings close to the freeway interchange.	30-Jan-16
219	Great plan. The sooner the better.	31-Jan-16
220	Called hotline to ask about project schedule. Wants to received project updates.	2-Feb-16
221	<p>I live in Harbor Park and I am quite concerned about this project that someone is being studied in Provo which will affect our neighborhood. There is nothing on the West side of Geneva road that would require a 4 lane road to be built to Lakeview Parkway. By removing our houses & putting in these roads, you are destroying our way of life, our access to the river parkway trail, etc.</p> <p>I have just put \$20K into my house & I can't recoup that money nor can I buy one similar to it with the same view & the same interior upgrades that I've done. 620 N has reasonable access to Lakeview.</p> <p>Center Street exit is an absolute MESS & NO ONE likes it, so, why not RE-DO it and make it USER FRIENDLY?</p> <p>Another exit this close to Center street will be another mess.</p> <p>Why not build a corridor all along the East bench of Provo which would give quicker access from the southern end of Provo, where there is already an exit & it could connect to 800 N in Orem? Then you could provide exits from the to Center Street East, BYU, & the canyon?</p> <p>Will you please tell me exactly why this is even being studied?</p> <p>Talking to the mayor is a joke.</p> <p>The problem is that the decision gets made and then the neighborhood that's affected is always the last to know.</p> <p>I CANNOT AFFORD TO MOVE!! I LIKE WHERE I'M AT & I think this is ridiculous.</p>	18-Feb-16
222	Provo is a "community of neighborhoods", right? There is NO REASON for this road to go west of Geneva Rd. There are no businesses and no hospitals. FOR the most part this is a quiet, decent neighborhood where we enjoy living. we have great access to the Provo River Parkway Trail and the Lake. We do not support this and I will fight it. Families live here, go to school & church here. Kids ride & walk to school from here. Why disrupt us? Why not do a belt route from the southern exit, go east with exits to center street, byu & the canyon & then connect to 800 N in Orem? Touching this part of Provo is unnecessary.... unless, the city is so money hungry that they want to turn our whole neighborhood into another University Mall/Place (eyesore) just so they think they can get more money by zoning the whole area as commercial. Leave this area alone!	19-Feb-16
223	Thank you for conducting this study. The long-term viability of Provo with its growth does need to be considered. However, an expansion to 820/800 North, with its hundreds of residences (not retail/commercial properties) is not the solution. This residential area has become attractive because of its safe roads and limited commercial availability.	22-Feb-16
224	<p>After looking at what the expansion is for, I believe that 820/800 N is the vest road for it. We just purchased our house in the Harbor Park neighborhood in August 2014, so we don't really want to move, but understand, and agree that this is the best way for Provo to move forward with planning. Commercial development along this new corridor would bring in a lot of jobs that people need and would also bring in good revenue for Provo.</p> <p>So, I'm for the development, I just want the information on it to be distributed better.</p>	28-Feb-16

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

225	<p>Hello!</p> <p>From reading various comments on the 820 N interactive website, it's clear that some homeowners in my neighborhood (Harbor Park) are under the impression that homes might be demolished to make 820 N go straight through once it passes Geneva Rd.</p> <p>Is that option being considered in the 820 N Corridor Study? If so, and that option becomes a reality, is there an estimated timeline for starting the project?</p> <p>My husband and I bought our home at 822 N 2550 W last year. We have significant plans to improve our yard and home exterior this summer, to the tune of \$10,000+. If there is a possibility that our home will be purchased by the city in less than five years, we will alter our plans dramatically.</p> <p>Thank you so much for your time and consideration!</p>	29-Feb-16
226	<p>With the hospital expansion and many more students coming to BYU and UVU, 820 N. as new interchange makes a lot of sense.</p>	1-Mar-16
227	<p>This is one of 2 very old bridges in Provo that need Seismic Upgrade. This project can incorporate the upgrade and as Provo's Emergency Manager, the need for resilient infrastructure is necessary for evacuation and Emergency Response.</p>	1-Mar-16
228	<p>The people who live on 820 are some of the best people I've ever met, my elderly mother still lives on 820.</p> <p>As much as I hate to see her home and those of her neighbors get demolished for the 820 expansion, change happens. Provo isn't the small town I knew in my childhood, but the streets are. When the dust settles, I hope to see, not only a street the size of Center street, but also one large enough to accommodate a light rail line from a future Front Runner station near Geneva road to BYU. As Provo continues to grow, careful thought and planning need to go into where they are going to park all the cars. Light rail and bus service need to be an integral part of the plan.</p> <p>If you're going to do it, go all in so it can serve the residents of Provo for generations to come.</p>	4-Mar-16
229	<p>I live near 820 North by Freedom Prep. Academy. I travel this road regularly and have seen how busy it gets during rush hour, and how quiet it can be on off hours. I have friends that live along the road, and walk along/cross the road regularly. From my talks with city officials at our community meeting, I get the idea that the road is getting wider period. If that is the case, please consider narrowing the lanes on the road They are so wide that it makes it easy for people to speed. Narrowing them would help control vehicle speeds through this residential area. An additional benefit would be to reduce the amount of property needed from residents living along the road.</p> <p>Last Saturday I was up in Orem getting my oil changed at Ken Garff Honda and decided to walk over to the shopping area containing Ross and TJ Maxx. I must say, despite sidewalks with grass and trees next to it, that was a stressful walk with cars wizzing by. I don't want to see 820 get any closer to what University Parkway has become.</p> <p>My other thought is about the freeway interchange. Honestly, 820 N. is not that far from Center Street. If you utilize Independence Ave. to funnel traffic off Center when they exit the freeway and are heading North, that could alleviate the need for another interchange there.</p> <p>That all being said, if the interchange is put in, and the road widened, I sure hope the road will either go under or over the train tracks. Otherwise it is a disaster waiting to happen. Particularly with freight trains parking on the tracks crossing 820 N. on a regular basis.</p> <p>Best of luck on this study and may all those involved make the best decisions possible!</p>	7-Mar-16
230	<p>What happens to this road with the expansion. I would like to see this road closed.</p>	10-Mar-16

820 North Corridor Study
Comments from Website, Email, Phone, and Letter

231	I am scared to think what traffic flow would be like during the construction of an interchange at 820 North. I think that a new road going from 500 North on the east side of I-15 and hooking into 620 North on the west side of I-15 would help with traffic flow - especially during the construction of an interchange at 820 North. If west side residents want to avoid construction at 820 North the only alternatives are to drive way out of the way south to Center Street or way out of the way north to 1680 North or 2000 North. That's quite a ways to drive to get to the hospital or other destinations in that area. And adding an interchange means traffic would only increase on 820 North meaning that an additional through road might be nice in order to ease congestion.	16-Mar-16
232	I find this project to be beneficial to MANY people, not everyone will be satisfied but at the same time there is no perfect project. To me this is a great idea.	16-Mar-16
233	A pedestrian overpass at 700 750 or 800W should be built due to the high volume of pedestrian traffic to/from Exchange Park.	16-Mar-16
234	The idea of blowing through this neighborhood on 820 N with a major collector road is ridiculous. The major collector road needs to go either north or south of these quality neighborhoods. While I agree an interchange on I-15 near 820 N is necessary, it needs to align itself to go either around to the north or south of this neighborhood. Perhaps 620 N? I'm not sure this is a good solution either. Please don't just blow up this neighborhood with destroying homes to complete a new collector road.	16-Mar-16
235	As many studies have shown, wider streets increase danger to pedestrians and brings danger to the communities they go through. And instead of reducing traffic, people feel more inclined to drive on the road, thus inducing traffic. So there'll be more cars on the road, more traffic, going faster, and increased danger to the pedestrians of all ages in the neighborhoods the road goes through. The few minutes any driver might save are not worth the risks. However, if the city does choose to make 820 a corridor, at least make Center Street like Temple Square in Salt Lake and close off traffic permanently. This would increase the pedestrian friendliness of the area and only encourage downtown growth to spread.	16-Mar-16
236		17-Mar-16
237	I'd like to see a half-diamond exit here (southbound-facing) with the northbound-facing half being at Provo 1460 N or Orem 2200 S	21-Mar-16
238	I am wondering if there is a timeline for this project that may impact the owners in an association that I manage.	22-Mar-16
239	For me impact to surrounding neighborhood, and safety of bicyclists, pedestrians, air quality, speed, and noise are the most important issues. Please widen only as much as needed by example reducing lane width to 10 feet. This will encourage cars to obey the speed limit and reduce noise. Please give priority to accommodating and the safety of all users, including bicyclists and pedestrians. Please discourage traffic from cutting through residential neighborhoods. Look to distribute traffic to the Grandview Hill and Dixon using Independence Avenue.	22-Mar-16
240	Worried about any projects taking property on 620 North. He wouldn't say where he lived just that he lives on 620 North. He didn't know anything about the project and I directed him to the project website to learn more.	5-Apr-16
241	backyard is on Geneva between 820 and 620. Wanted to know timing. Would LOVE UDOT to buy her home. Wanted to know about the ROW process and timing of the project. I explained the process to her and sent her to the website, which she'd never visited.	6-Apr-16
242	I have lived in the neighborhood for over 25 yrs. and am approaching retirement as are others in my neighborhood. Displacement will mean that we will likely need to take out additional mortgage loans that we won't be able to afford upon retirement in 5-7 years. What will we do? What can we do?	15-May-16
243	My wife and I bought our home and have lived at 2664 W 620 N (on the studied corridor) for the last 12 years. I have heard absolutely nothing about this study, and therefore had no opportunity to participate in the survey. What methods were used to contact residents living on the corridor? From what I can tell, I would have had to be a member of a specific Facebook group (that I had also never heard about until a few weeks ago) to find out about this? A simple letter sent in the mail with a survey attached or with a link to an online survey would have been nice. I'm disappointed to not have had a voice, even though my property would be affected by the recommended phases 2 and 3.	21-May-16
244	How does the roads expansion impact my home?	14-Jun-16
245	Putting the 820 North road improvement would help with the Center Street exit congestion. It will also help with traffic flow if the new Provo High School is built on the West Side. I see some widening will need to take place to make it safe for bicyclists. I would be in favor of this route, it will particularly help the West Side traffic.	
246	It is really needed and would help Provo a lot to have another place to get on and of the freeway. I live at home with my parents and sister and we are all in agreement that it is needed and so we all support it.	

Appendix B

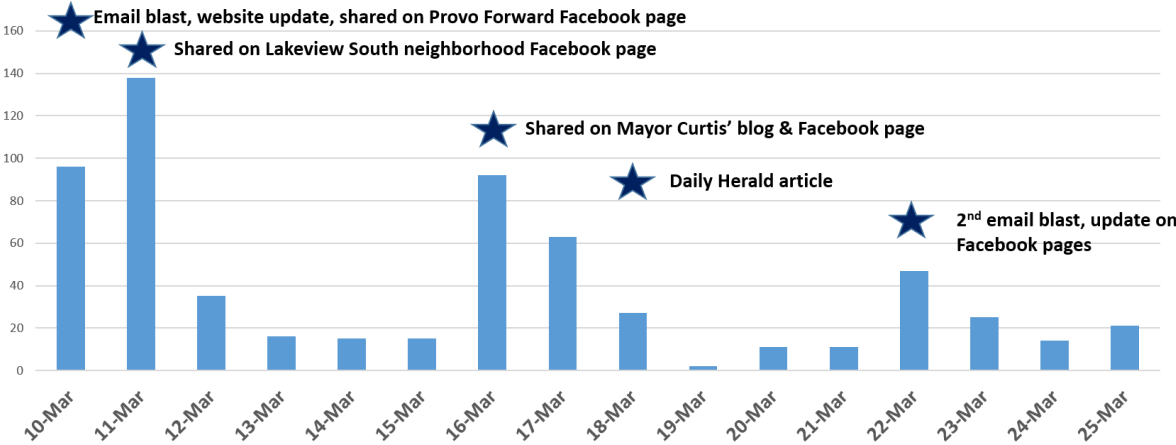
**March 2016
Public Survey and Responses**

Final Survey Report

820 North Corridor Study

March 28th 2016, 10:15 am MDT

724 Reponses

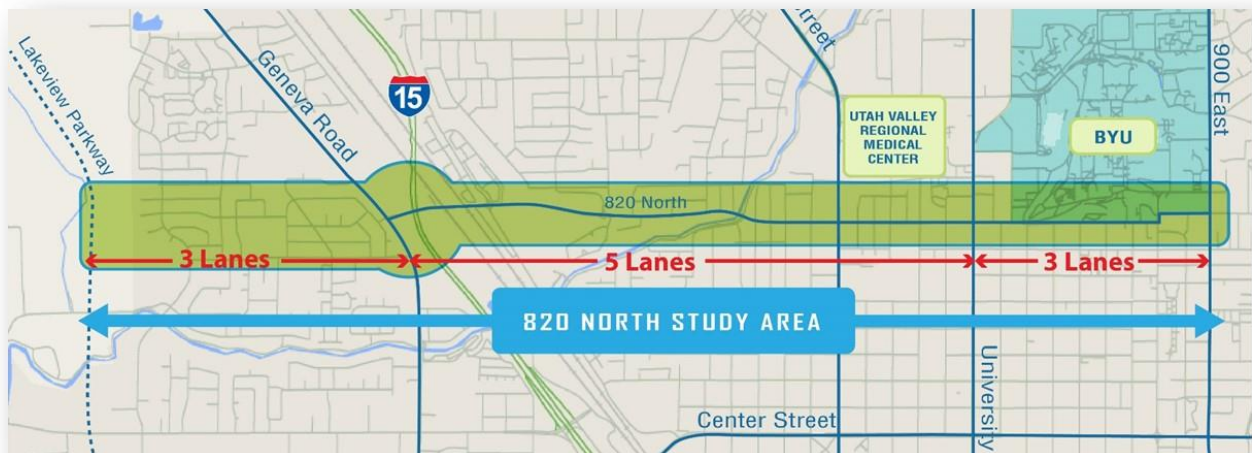


Travel Demand Needs

As part of this study, travel demand was analyzed for the planning year of 2040. It is determined that 800/820 North will need additional travel lanes in order to serve the projected growth of Provo EVEN IF 820 North does NOT have a freeway access at I-15. The number of lanes needed, as determined by engineering analysis, is shown in the figure below.

It is further determined that 620 North is the logical connection between 800/820 North and the future Lakeview Parkway at approximately 3300 West. For this reason, the labeling of "3 Lanes" west of Geneva Road actually refers to widening the existing two-lane 620 North to three lanes. 620 North currently serves around 3,000 cars per day and a center turn lane/median will be necessary when traffic increases to about 5,000 vehicles per day.

Number of Lanes Needed on 800/820 North WITHOUT an Interchange

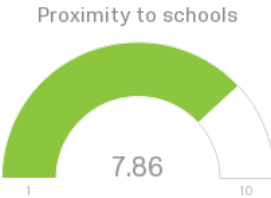
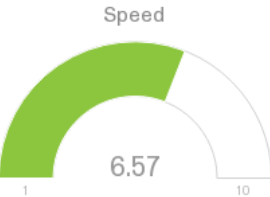
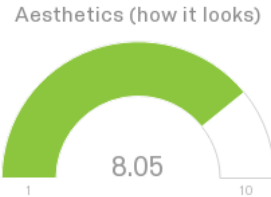
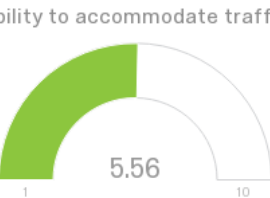
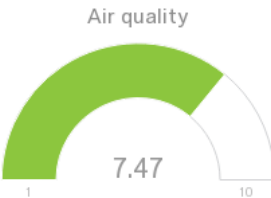
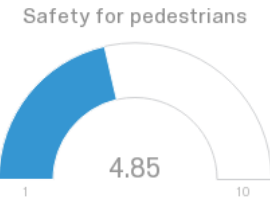
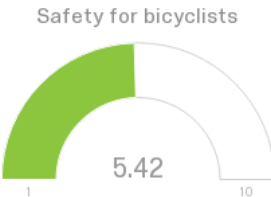
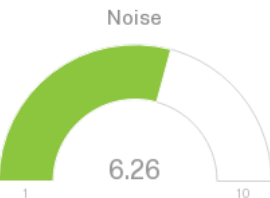
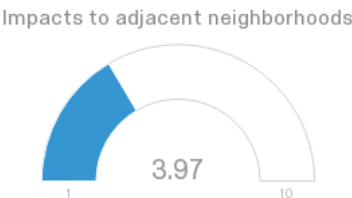
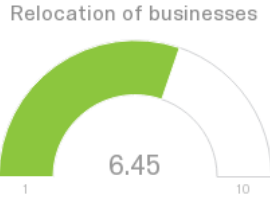
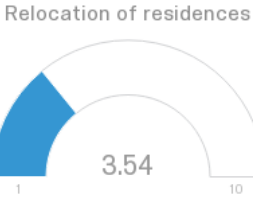


3 lanes Lakeview Parkway to Geneva Road (620 North)

5 lanes Geneva Road to University Avenue

3 lanes University Avenue to 900 East

1. Please rank your concerns with widening 800/820 North. Drag and drop the list items into the desired order below (hover over the item to see the number and then drag and drop to change the ranking):



2. Please tell us any other thoughts you have about widening 800/820 North:

It's not the right spot

I am concerned about the impact on house values in the area.

None

We chose our neighborhood to live close to 820 North because it was a residential area, not a major roadway with lots of traffic.

I am the principal of Freedom Prep Academy that is located on the corner of 820 n and Independence Avenue. Student safety is always a number one concern. Plans for expansion should be considered that may include a stop light or clearly identified cross walk and school zone designation. Traffic entrance and exit to the school should also be considered.

I'm absolutely sick at heart to think we'd put a major road out along the lake. Such a shame to encroach on those wetlands that should be protected. We should be developing the Utah Lake area as a green space that will make people in the future say: "Thank God there were wise people who saved this like and its environs for future generations!"

820 goes through neighborhoods, it isn't supposed to be a major road like bulldog or center street.

I am a neighborhood vice chair, and have spoken with a number of homeowners who live on this street. I was told when I was young, some 20 years ago, that people travel much too fast on 620-- reaching speeds of 45+ mph. I have a few important pieces to my thoughts so far. If there is to be only relatively small adjustments to this street, as I think is prudent, I expect that very little impact will happen to people's yards, and I would like to see poor driver behavior and high speeds curbed, perhaps by narrowing lanes with center medians or other measures. If there MUST be a larger widening of the street, I don't think it appropriate to take more than about 2 or 3 feet out of many of these people's yards, and I am opposed to a strip of landscaping between the sidewalk and the road. The exception to this, is if the city proposed to buy entire homes-- in between measures for most of these homes (particularly those on the north side of the street), would mean effectively forcing them to park in their garage-- it would take away portions of their driveway. For those that have garages, or carports, or relatively small driveways, this effectively reduces the size of their home. I do not see a need for a trail along this road. The Provo River trail is very close already. I would like the city engineers to realize that most of the traffic to and from the new high school that comes from or goes to the 820 corridor will not be on 620, but rather on 1390, or the new Lakeview Parkway. Lastly... My understanding is that 620 might be extended another few blocks until it hits the proposed Lakeview Parkway. The land that is west of Lakeshore Drive is filled with peat, which makes major digging and backfilling necessary for any construction. It's part of why the Lakeshore drive road curves eastward as it approaches the river from the north-- homes couldn't be built out that way because it was financially infeasible to dig further than 20 feet deep into the peat. This information should probably be confirmed, I suppose.

For those of of that live on the East side, traveling West has become increasing difficult and dangerous. Something is desperately need SOON, not in 10 to 15 years!

800/820 N has inadequate parking for existing traffic. If you expand that road, you absolutely need to re-zone the blocks adjacent to the south side of 820 to allow parking garages to be built (and encourage investors to build such structures).

Some of us who live in the affected area have been there for decades. We have neighborhood relationships and have established a community that is precious to us. Because of unregulated and unrestrained growth we will be the ones to sacrifice for that growth. It has been proven in the past that the city government doesn't care about the significant, life changing, impact their heavy handed decisions have. I doubt that any of the people who are making these decisions even live by or care about the people in this area. I'm sure your decisions have already been made and that this is a mere formality to cover your backsides.

There is immediate need for widening 820 North, especially with Provo High School now moving to the West side of Provo. The addition of Freedom Preparatory Academy has stalled morning eastbound traffic. Westbound traffic often goes past the school, around the round-about as a U-turn to then go eastbound and stop at the curb in front of the school for student drop-offs. It gets worse when freight trains impede traffic. Frontrunner impact is minimal and traffic recovers after it passes. The railroads need an overpass. 820 North needs to be widened or build additional East-West corridors in Provo.

I drive parts of this section three or four times each day. This project really needs to happen.

I feel that one of the main issues is that students are constantly crossing the street to get to campus. If this were created, would they create some underground passages? Or a few Bruges to help students get to byu?

If you use 620 north as your interchange and connection, why are they allowing new development between Geneva Road and the freeway from 8th north and 620 north.? You going to need all the room you can get on the west side and it seems counter productive.

It is concerning to have more through traffic going through the surrounding neighborhoods. It would be ideal to examine each route to the wider road to identify any potential side roads through the neighborhoods that could be shorter than the main roads. On 1000 W, we already have many cars driving too fast on this side road.

I think it would be extremely useful, it currently takes far too long to travel west in Provo. Expanding 800/820 into a faster, more utilizable road could be very beneficial.

That street is so narrow in places that if there is a bicyclist there isn't space for the car as well. This road needs to be updated for the current traffic. Not to mention future traffic.

Why am I being penalized because Provo high wants to make a fortune selling their land? I know people making these decisions wouldn't use that language--because they would never propose anything that would affect their homes--but that's the reality of what they're doing to me! I know they don't give a damn about that. These requests for input are just a sham. Nothings going big to change

This so call land. Does this include knocking down all the LDS churches on every corner?????. Go relocate the wealthy not the middle and lower class

Are you taking out houses?

When 300 South in Provo was widened, it effectively cut the Maeser neighborhood in two. It divided it. Neighbors no longer felt like neighbors--it became "us" and "them". It is an ugly street with no aesthetic appeal, with narrow sidewalks, no bike lanes, with speeding cars and that pedestrians avoid. UDOT has REMOVED crosswalks in an effort to force pedestrians to cross 300 South only at certain cross streets. The result is NOT that pedestrians walk blocks out of their way to cross in a crosswalk but attempt to cross where they live. The result is that cars do not yield and children have been hit. Why am I talking about 300 South when the road in question is 800/820 North? Answer: please study this as an example of what NOT to do!!!! I realize that we need a good east/west connector in Provo and 800/820 North is the logical solution. It can ease current traffic headaches and provide a safe corridor to facilitate traffic flow. But PLEASE do it right!! Make it pretty with trees and landscaping. Make it bike and pedestrian friendly. Do your best to not divide the neighborhood. Please learn from bad mistakes of the past.

Im furious. My child hood neighborhood will be destoryed. Everyday you could simply walk across tje street. Now, you have a chance of dieing. Why not pit it by lakeview? Thanks for ruining my life.

All the concerns listed in Question #1 seem important. Hard really to rank them. I hope each is addressed with consideration and due respect.

I have lived in the Southwest Grandview area for 23 years. Much of the appeal of this wonderful neighborhood has been the relative quiet of the neighborhood. This project, especially a freeway interchange at 820 North, would irrevocably change our neighborhood. There is excellent ease of access to both west Provo and the freeway already in place. This project appears unnecessary, even considering the growth of West Provo and relocation of Provo High School. If there were a great distance between Center Street and 820 North, perhaps this would be of greater concern, but it is such a short distance that the proposal makes no sense to me.

I worry the residents that will have to sell their homes will be treated poorly and won't get enough money for their homes. Many of them are older and own their homes. Governments typically don't pay enough money for residents to purchase comparable homes which means these retired residents would have to mortgage a home. It's cruel.

We obviously need another east/west corridor. This should have been planned for long ago.

I wish there were more information about just what homes and businesses would need to be moved to make way for the road and how those nearby will be compensated. This road is a significant barrier already for my family, who need to cross it daily for school, work, and to play with friends. It is already unsafe and the crosswalks inadequate. Please consider that there will still be families living on and near and needing to cross this street.

This is long overdue and should be started soon beginning with the BYU end.

I worry about kids walking to Freedom Academy with increased traffic.

Provo definitely needs another freeway entrance. The amount of north Provo traffic that uses Main Street and Sandhill Rd in Orem to get on the freeway is terrible. Additionally, 800/820 could definitely use more lanes. My biggest concern is the Freedom Academy schools. There are a lot of students that need to walk on that road, and it's already dangerous. I worry about higher speeds there.

Why can't we use center street straight to the new road in the west

This is a challenging change to make, but seems inevitable with the expansion to come in western Provo. Anything that will unite the city and break down the divisions between east and west will be very important for Provo's future.

We need efficient public transit. Making room for motorists is not forward thinking and only kicks the problem farther down the road. We need to think volume, efficiency, and, of course, public health. Preparing for more public transit will address all three.

This is one of the best East-West bike commute routes at present. I hope this stays this way (and improves). I commute at least several times a week nearly year round on this route, mostly by bike.

With Provo highs relocation I'm concerned about people coming through the area in higher volume.

The main concern is whether or not the project is more like East Center St in Provo or more like East 300 South. One is livable, the other is taxing in multiple ways on the local residences and businesses. This will be a major connector for Provo, so accommodating bike lanes/other modes of transportation, is a must.

Cost, construction, timeline.

It's needed. Thank you!

800 N adjacent to BYU campus should have only two lanes AND PRIORITIZE PEDESTRIANS. Thousands cross it daily. Pedestrians should be the emphasis, next bikes, and lastly cars in this particular hierarchy of streets. We do not want more pedestrians killed in our neighborhood, and it is already a nightmare up there.

It's a great idea. We need bike lanes.

None of the issues listed in #1 are really concerns for me--the ones I listed at the top are the reasons why I would like this change. This is a fabulous idea!

Remember the cyclists and pedestrians! They do the most to keep air clean and to keep roads from being overly congested, but are frequently underrepresented! Bike lanes and crosswalks will be greatly appreciated!

From my experience I agree it is necessary.

Needs to be done and soon

It's long overdue. I think the city will need to take out all houses on at least one side of the road to make it work and I'm afraid all the nimbys (Not In My Back Yard) will cause problems.

Please re-design the street with separated, protected bicycle lanes similar to those going in on Bulldog Blvd.

Time for completion. How long will it take? Let residents of provo know so we can adjust accordingly

Great idea. Hope one day there is freeway access.

I've wondered as to why 1700 N isn't being considered for the corridor. It's pretty rural now, but that actually seems more equidistant between Center Street and University Parkway. 820 N. still leave a pretty big gulf until University Parkway, and 1700 N. headed east puts you in about the same spot connecting to State Street.

Good idea! Or, fix the interchange on center street to make it safer.

I grew up in harbor park. The thought of having better access to the center of Provo from this neighborhood excites me!

Even if you widen 800/820 North, you still need another East/West way of getting across Provo. What happens when the new high school is built? Please be considerate of people and their living situations when making recommendations.

No mention is made of traffic lights. From I-15 to University Ave I can see 8 potential traffic lights: 1) I-15 820 North interchange (new) 2) Independence Ave and 820 North (new, replaces existing roundabout) 3) 1375 West and 820 North (new, replaces existing roundabout) 4) 1000 West (or 1250 West) and 820 North (new, due to Freedom Academy Elementary morning rush) 5) 700 West and 820 North (new, for access to Dixon Middle School) 6) State Street and 820 North (existing) 7) Freedom Blvd and 820 North (existing) 8) University Ave and 820 North (existing)

I don't think we need an additional interstate interchange. As for the 800/820 North issue, this will greatly impact our neighborhood. Center Street should have been considered when it was decided to close it off for direct east/west travel when they changed it for I15. That whole interchange is a safety hazard and a ridiculous mess.

I would like to see it done with out ruining the neighborhood and destroying homes and making the place a third world country. I think the neighborhood still should be place people want to live.

Why does it say 3 lanes Lakeview Parkway to Geneva Road (620 North)? Is this 620 North that is west of I-15?

I think this solution is a bad idea. It will take away everything that is special about that small neighborhood. Raising it to five lanes would take out many homes and businesses as well as having all those schools near there I would not want any of my children going there. No one follows the speed limit as is in that area this would only make it worse. I think there should be more research is other locations. This one makes sense only because of where the road is but not for safety or appeal. I also believe that if we residents wanted to live in a busier non town like Orem then they would live there with easier freeway access. Provo has always been about history and reserving it's smaller town feel with many big city appeal as well. I just don't think it's right to ruin this small part of town, it's truly one of the last areas. My parents live on that road and would mostlikely lose that home, it

doesn't seem fair if those people don't want to leave. It's one of the best locations in Provo right on the river bank and really no other place like it. My children would be upset to turn that beautiful scenery into a road.

I don't have any concerns listed above so I HAVE NOT RANKED THEM. This is desperately needed. Please do it. The sooner the better!

Traffic is heavy along 820 North, but it really does not merit additional lanes. Additional lanes will only create more traffic along the route, which travels primarily through residential areas. The speed limit could be raised to 30 mph to speed traffic through the area. The goal should be to direct more traffic to Center Street, and improve access and traffic flow along that route which already has freeway access.

It needs to be done!!! Please make it so much wider!! Around BYU campus especially!!!

We need a frontage road on either side of I-15 and a freeway exit near 800/820 North

Be all or nothing. If your going to modify the road, don't cut out chunks of a families private property and then reimburse them for it. This will ultimately devalue the life of the home. Pay for the whole home and property at market value or leave it alone altogether. Don't belittle these families by tearing away the property they've worked hard for and then move the public street and walkways right up next to their front doors.

It's always more dangerous when roads are very wide.

There needs to be a easy way to make this intersection walkable and bicycle friendly. This will also include improving Geneva.

The widening of 620 is already half completed and would require much less impact on the neighborhood.

I am a property manager for Castlebrook Homeowners association located at 1439 Arthur Dr, Provo, UT 84601. What should owners expect in terms of plan and time-frame?

Please widen only as much as needed by example reducing lane width to 10 feet. This will encourage cars to obey the speed limit and reduce noise. Please give priority to accommodating and the safety of all users, including bicyclists and pedestrians. Please look to discourage through traffic from cutting through the neighborhoods, and to distribute traffic to the Grandview Hill and Dixon via Independence.

This is a neighborhood street, and it should be kept that way, not turned into a main artery in the city.

Why wait 10 years? Improvements should have started 10 years ago. Thankfully something now is happening. Getting from I15 to BYU is often a real mess.

I live on 820 north.. Our property values have now dropped . Big concern is will we get a fair value to relocate? We were told this was 10 years out. Now we hear 5 years! What is it? List is ok as above with us. (11)

Impact to neighborhoods will need zoning changes

I think it's generally a good idea. Likely inevitable.

Please do build a freeway interchange at I-15 and 820 N.

Do it. I use that road almost every day.

Please consider another location. The biggest issue to resolve is additional east west roads cutting through I-15

At least four major elementary or middle school zones in an area designed for residence housing will be disrupted, unsafe, and will create even bigger demands on the collector streets (running north/south) across the way. To assume that only 800/820 alone will be impacted would be short-sighted. I oppose the expansion!

I'm glad you are looking at this. I grew up on Grandview hill and now live really close to Freedom Academy. It has frustrated me that Provo hasn't had a north access to I-15. That is what I would really like to have. Thanks again!

It would be good to re-align 800 north to feed into 620 north instead of 820 north. Please remember to include the School district in your discussion. We have children without bus services south of 620 north who attend Lakeview Elementary and will need to cross the expanded 620 north. We do not want to lose any of our children because of this expansion.

Will the road coming up the hill be closed to traffic.

Do not widen or facilitate a freeway interchange. Transportation is a quality of life issue. Too little, and we can not thrive economically. Too much and we may lose the quality of life that we enjoy in this community, which may also result in not thriving economically. 1) Additional roadways and lanes have been empirically proven to create latent demand. The consequences are cyclical and compounding. 2) Additional roadways and widths will further make it difficult to fund the City's long-term city-wide road maintenance needs. Combined with hyper-inflated road building cost, the city's UTF will ever be diminished, only making it more difficult to maintain expanded infrastructure. 3) Many Vision 2030 and General Plan goals would be undermined by an expansion of 820 North. I understand that Federal Transportation dollars have their limits on how they can be used. I suggest we don't take those dollars and put any required local match into initiatives that reduce traffic in the long-run and help make expansion less needed, such as redeveloping core areas where higher transit access is available and shorter pedestrian, biking, and auto trips may occur. Matthew Taylor, AICP, MPA 392 South 400 West, Provo, Utah

1. Whose idea was to widen 800/820 North? 2. Why were we not consulted at the very beginning of the project? 3. What are the results of the impact on the neighborhood? 4. What can I do to stop this project? 5. The freeway connector should be moved to 1460 N. or 1700 N. NOT at 820 North. 6. What are the depreciation of property rates for the next 20 years? Can PC publish it? 7. What will the air quality be once the corridor is opened? 8. There are two schools in the area and a college, what will the impact be in those institutions? 9. Will any of the Provo City leaders buy home today on 820 N? Why not? 10. After the fact announcement of this nature will create more problems and conflict than help. This has been documented for many years with hundreds of communities. 11. Why do we have to suffer the lack of vision of city leaders past? 12. Let wait for another 5 years to start a project like this. What is the rush? 13. Whose interests will be touched if we wait another 5 years? 14. I will not support the widening of 820 N. No way, no how. 15. Why is not the Mayor coming to the neighborhood meeting to listen to the property owners? 16. Where is the City Council on this project?

If removing on-street parking is adopted, it would certainly save taxpayers money rather than having to buy up residences.

I think it is greatly needed. With the recent addition of Freedom Prep Academy and an expansion of that school in the next couple of years, the needs are even greater.

You either need to make those tracks go underground that cross 820, or build an overpass or at the very least make the freight track A LOT smoother so it does not impede traffic.

I agree with the need to widen the road, and increase the east/west flow capability. But I'm concerned about what this will do to property value. I live right on 800 North and my home would likely have to go. I will be retiring just about the time this change would be made, and that is not a time I want to be selling and moving. We will have paid off our home and we would like to stay for the duration of our lives. So, it makes me want to move now before property values drop and while we are still several years from retirement.

I think it is a great idea and so needed. Especially freeway access. I also understand that people will be upset because it will be disruptive, but that's change/progress. And it's for the greater good, especially with the hospital and BYU located in the middle of Provo.

Consider making tunnels under or walk paths over the road for the BYU suicide walkers...especially if making the road wider

I also believe that this plan is far too close to the Center street exit. Moving the plan farther north to sit between Center and University Parkway is much wiser for homes, schools and freeway convenience.

A good East/West root is needed. A lot of residences and some businesses will be impacted. An alternate root would be nice but I do not see a good alternative.

Connecting 800 to 900 East will drive much more traffic congestion and noise into the neighborhood. Since it would be a direct link to BYU, it would likely mean more inexperienced student drivers racing through the area. Today the neighborhood is nice since it's somewhat isolated from the chaos of BYU.

I don't think there's a reason to expand that many lanes. If the green highlight is actually how much room it would take to make this happen, that hurts too many people and their living quarters. What slows traffic on 820 when you're in the Provo College school and West to Geneva is the when the train passes through and how the drop off for Freedom Academy is set up. That is the main issue.

Its an exit that is needed. I worry about appropriate compensation to residences and business involved. Appropriate as viewed by those residences and business and not as viewed by provo leaders. But yes do it.

Is 1460 North being studied with an overpass or exchange at the I-15? How does the city plan to get ALL the High School students to the NEW school in the Lakeridge area? What a mad-house the will make our area. Is it still government policy to have "a certain number of deaths before action is taken?"

Widening 820 n is going to be nearly impossible. There is a new charter school there and many businesses and residents. Not possible without spending millions.

DO NOT HAVE A FREEWAY ENTRANCE./EXIT AT 820 N.

Thank you. This has been much needed.

The speed limit feels too low already.

I live in a neighborhood only accessed by 820 north and am very concerned by what long term construction would mean for my day to day life with three kids.

Definitely would like the 800/820 street widened and would hope to have a freeway on-ramp eventually.

The proposed corridor from Lakeview Parkway to Geneva Road (620 North) is not necessary and will greatly impact a number of residents, many of whom have not been given adequate notice to voice valid concerns and/or hear sufficient justification for this plan. It is difficult to believe that traffic west of I-15 traveling along Lakeview Parkway or West Center Street toward the Provo Airport will near failure anytime before 2040, nor is it likely that the surrounding neighborhood/s will suffer from increasing traffic as the area is well developed and has remained traditionally residential. Please consider stopping this project at Geneva Road (620 North) without extending the project all the way to the future Lakeview Parkway. Alternatively, please consider expanding West Center Street (from I-15) toward Lakeview Parkway as an acceptable alternative.

820 n from Grandview hill to 500 w is firmly established and pretty much solidly residential. I have a MAJOR issue w the fact that this will become a five lane road. the only way to accomplish this is to kick people out of their homes. these are homes that have been there for years and I would imagine that many of them are original owners w paid off mortgages. I feel there is very little chance that these will be fairly compensated. a new school sits directly on the corner of the proposed five lane road and another up the block. there are many well established businesses located there and some (the storage businesses in particular) would be extremely difficult to move. it would most likely cause a huge loss in lost clientele/business as well the cost of finding an affordable tract of land to rebuild on and establish new clientele and would ultimately result in closure. in addition to all that, it is a major entrance onto the river trail. multiple parks are located there and there are always tons of people with children, walking dogs, riding bikes, running...it is a major thoroughfare for people in the residential area that walk out ride their bikes to businesses and locations in other parts of provo. spend some time on the river trail and you will find that it is like it's own little community and the river trail is main street. I realize that it's the one

of the only streets that his from the west to the east side, but we live on 300 north and spend 3-4 days a week on foot w kids and a dog in that area and the thought of it being five lanes is terrifying. in addition we store our boat and trailer and a storage shed at trolley trax storage. we are violently opposed to the plan as it stands.

This study goes through my entire neighborhood and house and I've barely become aware of this plan. I am very comfortable with where I live and have no intention nor desire to relocate.

My first thought is would the homes along that road have to be demolished?

No matter what you do, there HAS to be a way to get across the railroad tracks when the freight trains park there for a long time!

This is an area that is not polluted with city center issue almost a hidden Gem in Provo were kids are safe and we don't have the safety issues that this will bring.

Please do not take away property rights from anyone. These are constitutional and trump city and state law.

Any way you have to widen I am in complete support. I live on 710 N and getting to the other side of provo is terrible!

Start now. Fix rail road crossing bottle neck with overpass

It could be an asset to the neighborhoods, if it were safe and pretty. Put in a median with trees. Put in a bicycle lane and crosswalks. Make it nice, like the proposed changes to Bulldog.

Widening existing roads will only accelerate commercial and residential development, which is something that our neighborhoods do not need more of.

The report does not share the actual impact on homes and businesses. This is critical to understand in this process.

I love the idea of widening 820 and giving drivers access to the freeway, the lake, and byu.

Widening roads enduces demand! The road is wide enough already and people speed through at 45 mph. Widening would make this a bigger problem. Besides why would you widen and not remove the onstreet parking first, the street is wide enough to that widening should last on your list.

It is needed.

I am not in favor of widening 800/820 North. I drive it daily to and from work and I have not noticed more traffic on this road than in other places in Provo. I do not think that it is necessary and there are multiple schools on this road. By increasing the road size and making this a major through-traffic area, it endangers multiple students from elementary to high school age.

Great idea that will increase the quality of life making it easier to go E and W in Provo. Need to add interchange to Freeway.

East west traffic will increase, without improved route(s) congestion and safety issues will greatly increase on existing streets creating more pollution and greater public inconvenience/safety issues.

I'm all for it. We drive to the other side of town for school and when the tracks are closed we have to go all the way around. I love that you guys are doing this

I love the idea. I believe Provo needs another main corridor from the east to the west side of town.

Compensation for moving the residences and businesses along the road. There are also several schools along the road that would be affected by this. I do think there is an overflow of traffic that uses this road, particularly during peak hours, but I don't know that moving the homes and businesses along the road is worth the traffic improvements.

A better plan would be to just raise the speed limit to 35 and tear down the visibility blocking planters in the traffic circles so drivers can see the oncoming traffic.

As a resident of this area, I am concerned firstly about whether or not our home will be impacted (torn down). Secondly, I am worried about the safety of my children as pedestrians in the neighborhood with the increased traffic. I think 620 is a logical solution and hope the rest of our neighborhood will remain largely how it is.

It looks like half of our neighborhood will lose their homes. I guess we gave no say .

There HAS to be a bridge to go over the RR tracks due to the frequent blockages by freight trains.

Please do not build an interchange at 820 or wide 620 N These are are my my neighborhood and all of my friends homes will be displaced. You say it will be 10 years but many of these families have live a long time and want to stay.

Just get it done! This is long overdue!

800/820 is the best east to west connector for bicycles. Right now it's also the only direct bicycle lane that doesn't jog around and get cut off in weird places. If this is compromised by speed and cars than it's not worth it. Bicycles already have to find round about ways to get around Provo and taking this wonderful connector away would be a huge step backwards in our work to be a more bicycle and pedestrian friendly city.

The Freedom Preparatory Academy middle and high school at 820 N and Independence will be impacted by so much traffic. I believe widening the road would a safety issue for the student's attending that school, as many of them walk the mile south to the elementary school on 900 N. My concern is for the safety of the students and the neighborhood children. widening the road brings the traffic from Center Street and places it right where there are so many children - children who walk, ride bikes or other wheeled vehicles. I think of the tragedy that happened just a few weeks ago with the death of Eric Longhurst in Orem as he crossed a street on a scooter. There may be many of these accidents in the area if we bring more traffic to the area.

what do you mean about widening 620 to 3 lanes? I live on the corner of 620 and lakeview drive. Does that mean we will lose our home?

i read several other comments that brought up things i feel are all pretty valid concerns. as a resident living on the east bench, i feel very frustrated with getting to the freeway on center street. i feel very frustrated driving my kids to school (freedom academy) where there are several schools, all of which are magnet schools with hosts of parents dropping students off in the morning and picking them up in the afternoon. i feel like traffic is a growing issue, and the volume of traffic on normal days feels much like traffic felt a few years ago when there was a football game. i haven't been the one researching, and so probably the other roads have been considered and rejected for one reason or another, but i haven't seen any information on why 800 north is the top choice, as opposed to say 500 north or 700 north. i suppose each option has its own obstacles, and perhaps none of them provide a true through-street all the way from 900 east to the freeway and beyond. but also, with the closing of campus drive, byu campus has become a big obstacle in the way of where ever i am going, and i have to drive all the way around it on the north or all the way around it on the south instead of being able to go through the middle. all of these things create frustration with getting around town, and will only be exacerbated with projected growth numbers.

Widening is fine, but we don't need standard 12 foot lanes. There is a significant trend in using narrower lanes to calm traffic, and the research supports it. This is a primarily residential corridor and accommodating trucks is not a major concern. 11 foot lanes will be sufficient for capacity, calm traffic, make it safer for pedestrians, and result in less right-of-way acquisition.

Widening road s will just create more traffic due to induced demand, so widening the road will be like loosening your belt to diet.

Do it sooner than later

Property values have gone down and continue to go down. My house is paid off and I'm afraid I'll lose my investment, besides having to relocate and lose all my neighbors. Not happy at all.

Don't waste tons of money making it all pretty.

Pleeeeeaaaaase do this!

Please don't give bordering homes short front yards like Orem did with their Center Street widening. Buy homes out rather than alter yards to be unattractive.

Where's the transit?

I'm all for it! I live on the East Side and I'd love this access to my house from the freeway!

It is about time. Traffic in that area each morning is terrible, especially when the trains decide to stop in the middle of the road right at 8:00a.m. when everyone is trying to get to work, school, etc.

Just do it! More access to I15 is huge need.

I am quite worried about how it will affect my property (we live on 620 north near lakeshore drive.) I fear that we will lose property value and that our home will no longer be a good place to raise our daughter because of the traffic and that we won't be able to sell our house to buy a comparable one due to decreased property values

Fine with it. My main understanding is will they be buying out front yards or actually buying homes to make room?

It's not necessary.

It needs to happen. Let's make sure that we provide enough resources (money) and planning to get it done right.

Is there any way to try and incorporate roundabouts or other non-traffic light solutions? Depending on my route, I can hit 5 or more traffic lights (and several stop signs) within a 1 to 1.5 mile trip.

I believe that making 820 N an I-15 access is necessary and well overdo. Center is getting overly busy already with traffic trying to reach the highway. With the new high school being moved over to that side of the highway it becomes even more necessary to have better access to that side of town. I also believe the traffic issues on side streets will be greatly improved by having this new access to the highway.

The need or emphasis on car navigation is over stated and exaggerated. But a key concern would be the effect from fifth west to the freeway on those neighborhoods. Would realigning the road to its true 8th north and the creation of pocket streets like has been done in parts of Orem to preserve those homes to the north, or the creation of a narrow riverside park if the ones to the south are removed. Far more important, is Provo acting to preserve farmland and open space. Provo needs to enact density requirements before new neighborhoods are approved.

CAN'T get done soon enough. There is NO good east west access in the city as it is now.

The major concern is the expanding of Freedom High school and other schools along 820 and the extra traffic, speed of traffic and noise that will directly affect the children. I agree a change is needed, it just needs to be the best possible outcome!

Provo is in desperate need of a viable east-west connection. Orem city has it right, so let's follow their example and make it happen. The west side of Provo is only getting bigger from here! Let's be wise and start planning now for future growth.

I understand the necessity, but as someone living on 820 I need to know as soon as possible how/whether this will impact me and my house. I must make decisions about my future but am hamstrung trying to do so because of

the uncertainty. To be told that it could be anywhere from 5-20 years is useless. It panics people without giving them any information they can use.

I think it will be a positive change for Provo.

It just needs to be done.

I'm torn. I think an east west corridor is absolutely necessary. With BYU closing off campus drive and congestion on University parkway out of control, there needs to be better connectivity to opposite sides of town, INCLUDING another freeway on ramp. However, I really wish that it won't be located at 820/800 north. It's too close to BYU and runs through a heavily populated student area. There are too many pedestrians in the area, including families with young children visiting the BYU duck pond. I think it is a poor choice for a corridor. 300 south has less pedestrian/bicycle traffic and seems to be the more logical choice.

As someone who has frequently taken Geneva to 820 north to get to Provo, I can see the need for an east/west road system especially as western housing developments continue to grow. There are not very many routes to get to the east side of Provo and I do think it will be highly utilized.

We are only one house away from 820 N and are concerned it would put our family (with 4 little kids) right on a very busy street. We are also concerned about how long the construction would take because we actually use 800 N to travel from 900 W to 900 E multiple times a day (to take our kids to school). It will be nice when it is done but really annoying while under construction.

Thank you for utilizing the already wider road of 620 N. west of Geneva. Most of my concerns were answered with that decision.

I would like to see an Interchange built on 800 N

I do not feel this needs to happen at all, Center street is not that far away, the UVU exist is not that far away.

Please increase the speed and eliminate the roundabouts to make it easier and faster to get from end to end.

There are a number of brand new town homes on west side of the freeway at 820 North. What will happen to these? Some of these sections (particularly the 620 North section) cut right through the middle of neighborhoods. How will those neighborhoods be affected by the addition of new lanes. How many lights and crosswalks are planned for those neighborhoods?

This needs to happen asap. Hopefully it can fix some problems the new Provo Center exit has caused.

I can't imagine how widening 800 North could be accomplished without potentially demolishing my house at 775 West.

I'm concerned that 620 N be connected to 820 N in a smooth manner.

Even right now, driving on 820 at 7am, it can take over 15 minutes to get from Geneva to BYU (I've driven it almost daily for over a decade). This is just over 3 miles. If I were to drive northbound on Geneva for 15 minutes from the intersection with 820, I could make it to Lindon. In the event of any traffic whatsoever, it's almost faster to drive over to center street, then up to university avenue, then back over to BYU. To me, this is unacceptable. Being able to travel east/west more efficiently would be great, and 820 seems to me to be the best option.

I think the interchange is a great idea and would improve travel.

This is a very important project, and an access route to Provo that I would use every week. Coming from the North, Univ. Pkwy is always a traffic nightmare and this would alleviate so many of those issues.

More information about possible relocations

If we are investing in public transportation, why are we catering to more cars? Shouldn't moving by public transit be encouraged more?

I think it's a good idea that can help with the continued growth of Provo.

This will drastically change the neighborhoods. It's not just simply widening the road and making it look pretty it's about the people, and the community. People are used to have to go to center street to get on the freeway. We don't have many business in Provo and it doesn't seem to be improving...so where is the need for another freeway entrance coming from?

Speed has to get increased there SOON.

protected bike lanes would be awesome. also, a signal or round about needs to be placed by the brick oven to reduce traffic at peak hours.

Is there really no other option? What if there was a petition to prevent this project, could it be prevented?

Widening the road sound fine.

Are you saying that 800 North, which is currently 2 lanes with a turn Lane would go to 5 lanes? I need more information about housing impact and possible relocation. My home is south of 800 at 380 West and the hospital expansion has already destroyed the feeling of my neighborhood. Add that to Provo power taking on new homes to the east and my neighborhood has changed so much from what it was!

This is going to be painful for those who live on that road. But it needs to be done. So lets do it right. A true multi-modal thoroughfare. Not a move-cars-as-fast-as-can-be-all-else-get-out-of-the-way engineered frustration. Proper bike lanes like what is being proposed for Bulldog Blvd. Excellent pedestrian walkways. Busses and bus stops integrated, not afterthoughts. Include beautiful trees that have the space to grow and not die out in 5 years. And please, pleeease hire a landscape architect from the beginning to make it amazing. Don't hire one to plant it after it is designed. This way you will make it function, but also make it beautiful. Don't leave it to the engineers to design the aesthetic. That isn't their forte.

I think widening is a brilliant idea. I think there needs to be better accommodation for traffic, and, as someone who lives on the west side of Provo, I'd love better access to central Provo without having to take Center St. I worry for those who live along 800/820 - that widening will disrupt their residences, cause safety issues for their families and children, and make their homes a thoroughfare. I wouldn't want that to happen to me.

I drove this daily for a year from 900 to Freedom elementary. I in fact removed my son from Freedom because of the extreme traffic and pedestrian/bicyclist problems and just could not handle the stress of it anymore. There is not currently a feasible route from 900 to the freeway. The largest issue for me is the BYU pedestrian cross traffic between 900 and University.

I think 1700 N would be a better choice. Less impact on residential areas. Orem can pay for it. Provo needs to use its resources to repair the miserable condition of its existing transportation infrastructure.

Please have the traffic engineers change the traffic light timing for alternate routes, like 500 N crossing 500 W or if I were to take 1460 N the light at Bulldog & 500 W. Either way, please try to accommodate the alternate east/west traffic in the morning and evening commutes.

There is NO need for another freeway entrance. Turning off onto independence ave and driving to the center street on ramp is easy enough. I've never once had a hard time getting on or off the freeway on any of our exits in Provo. Don't destroy our neighborhood with an on or off ramp. Really truly, please don't.

I commute using the 820 N corridor everyday and the 25 mph speed limit is unbearable. I would hope widening would also result in a speed limit increase. However, I would also want to make sure that there is safe pedestrian access with crossing flags or lights.

Just concerned about how it will be widened by the railroad tracks ... & if it widening it there is even useful, as the trains still stop traffic & cause problems with commuters

By adding an additional 66% of the current number of vehicles to the traffic already using 620 N., Provo and the study partners are making a proposal that will undoubtedly negatively affect the lifestyle of not only the residents but the wildlife (not counting mosquitoes) as well. Many of those that live in the neighborhoods included in the study specifically moved there to get away of the noise, pollution, traffic, and speeding that are present in other areas of the city. The creation of a bridge that opened up the south end of Lakeshore Drive was a mixed blessing. People now race up and down the street at speeds well above the posted 30 MPH. There are group of motorcyclists and diesel truck owners that have adopted Lake Shore as their own personal thoroughfare/speedway as well as taking great pride and delight in going through adjacent neighborhoods revving their engines and running using low gears to get the maximum noise impact possible. Provo City seems to have adopted the squeaky wheel approach, adding additional patrols at times but then settling back to their status quo by only keeping the patrols while the complaints last. There have been multiple requests of officers and others to get something done about the speeding, blatant disregard of traffic signs and danger poised to the children who live in the area. To date, it appears that the affirmative responses provided by those that have been approached have just been for show. All show and no go. How does the proposal/study plan to not only mitigate the problems listed above but make a difference for the survivors or those who decide to stick it out through the relocations, changes in property value, dirt, dust, and all of the other associated problems that come with a major construction project.

This is a residential area. You should be more concerned about the impact to the current residents, than to future traffic. There are already two freeway accesses nearby, that should be enough.

As a resident of the Grandview neighborhood I think this is a great idea and I hope it moves forward along with a new interchange to I-15.

It makes me glad that I hopefully won't be in the area anymore to have to worry about all of this, but I still feel for the people it will impact. I wish it wasn't necessary. How about flying cars instead?

I like the idea of having another east/west thoroughfare to central Provo. This would be even better if there were a freeway entrance/exit on this street.

The schools right by the street.

Seems to be needful looking forward. Let's make it happen, the sooner the better.

I am concerned about the Provo River Trail and hope that measures will be taken to retain or improve the trail.

It would be very expensive if all the homes and businesses along 800 N. had to be purchased in the area where 5 lanes are proposed from Geneva Road to University Ave. Would taxes have to be raised to accomplish this?

I believe it will clearly disrupt the residences and businesses and schools of the neighborhoods. You can not go from two to five lanes of traffic and not have it do so. Our neighborhood has long been a place of tranquility and a strong sense of community. I fear that if a large and busy road be built this will no longer be the case.

I believe something like this is necessary. However, I live in this area and am concerned about the financial consequences to the value of my home. My house is my biggest expense and if traffic were to increase in the Grandview area (e.g. 1550 W, Grand Ave, etc.) I would likely take a big hit. We chose to live in this area because it's a relatively quiet neighborhood with relatively low traffic. If a plan were to be adopted like this I would like the closure of 1375 W (the short road up onto Grandview Hill from the round-a-bout) to be a serious consideration so that Grandview doesn't become a north/west artery for people between 820 N and South Orem.

We all know this is going to happen regardless. Residents can yell till they're blue in the face not to do this and it isn't going to change the fact that we're a city that is expanding. My suggestion is this...Do it right and make it right with those most effected by it. Make sure residents relocated are well compensated. Expand more than the minimum. Nothing is worse than houses on a busy street. Even if the road doesn't go into those properties.

It's better to turn them into landscape than to keep a house that will never sell and just lose value. (8th N Oren did a fairly good job of this.) Make sure more than adequate safety measures are put in place for pedestrians and cyclists. Invest in safe and efficient crosswalks. (Red flashing pedestrian traffic lights). Really tired of the crosswalk traffic stings Provo city police do on State St. Once the expansion is done, heavily patrol the street for speeding and distracted driving. Set the precedence from the beginning that speeding will not be tolerated. These are just a few thoughts that come to mind. Please hear our voice. Jordan Snarr (resident within a block of 8th north)

I think it is needed and necessary for an efficient flow of traffic across east and west central Provo

It's a huge project, but needs to be done. So, let get on it.

Not a good idea...

There are 2 schools there where children walk. In the condos there the children have no yards so they play in the front not too far from roads. I am concerned for children

There doesn't seem to be a real need for widening 800/820 North. There are interchanges before and after 820 that people can use. It seems a much better use of public funds on more worthwhile projects.

I am a resident close to 820, what makes me nervous is cross traffic on independence avenue, that street is not a through street and people already fly down that street, I think that will happen even more. Another issue I feel is the train, that train stops traffic and front runner often, I think you need some sort of overpass. I'm also nervous this will lower my houses value.

USE REVERSIBLE LANES/TIDAL FLOW

It's a necessity

Our property is on 620 North, how does this impact us? We love our home and do not want to move or lose some of our property, especially our large shade trees.

I LIVE AT 965 W 820 N 3 HOUSES FROM THE BRIDGE. I'M CONCERNED THAT YOU WILL TAKE 1/2 OF MY FRT YARD AND MAKE A MESS OF MY PROPERTY, VIRTUALLY MAKING MY LITTLE PIECE OF RIVER FRT UN SELLABLE . AT 60 YEARS OLD, MY HUSBAND AND I PLANNED ON RETIRING HERE AND FINANCIALLY IT WAS GOING TO BE A VERY AFFORDABLE RIGHT CHOICE. WITH PLENTY OF OPTION FOR US TO TO STAY HERE AND BE ABLE TO DO ALITTLE BIT OF RETIREMENT TRAVELING. NOW WE ARE WORRIED AND UNSURE WHAT WILL BE.

It has always been a little bit of rural that we have always enjoyed here & that's why we & others like us moved here. Timpview High School doesn't have all of this nonsense going on up there, so, widening the 800/820 N road for more traffic just doesn't make sense. That's why there is a NEW center street exit & if people use Independence Ave to Center St, they will miss the train tracks & then they can go straight down Center st to Lakeshore Dr (Or Lakeview Dr) to the High School. Somebody is trying to get more businesses in our "RURAL" area just so they can get more money, without realizing what a bad decision that is.

I am concerned for pedestrians and bicylists.

I think the access/connection from University to 900 East is far better served on 700 north rather than 800 N and the plans should be changed/modified accordingly. Additionally, I think the rankings above should be 1, 2, & 3 the rest should be 9-12, There is a vast difference the top 3 which can not be reflected in the structure of this survey.

We realize this must be done with so much new development and hope that is taken into consideration as new developments are approved by the city leaders. We propose a plan with the least amount of impact to those neighborhoods already in existence and appreciate a committee that allows input on your decisions.

Main concern is using 800 North from Univ. Ave. to 900 East. We avoid using that road because of the current student pedestrians. Also, please consider making a walking trail from Park Ridge and Independence Ave

Developments up the hill to Grand Ave for church, Westridge School, and visiting neighbors and friends. These developments are connected to the LDS wards on Grandview Hill and Westridge Elementary. This will take some of the pedestrian/vehicle traffic away from the current round-about area/820 north street.

Great Idea. Should be 35 mph.

I think this project is ignorant. You are impacting the neighborhoods surround these street in a bad way.

Please make it a quite zone for the trains.

It would be nice to have a faster speed limit.

We live on Grandview Hill so we use 820/800 North often to get down to Provo. We would love this improvement.

Vital project for future development of west Provo.

Please do this! Although I'd prefer a straight shot from 820 to Lakeview, rather than widening 620. The corner of 620 and Geneva is a mess.

It is probably necessary.

Please, please, please do it!

I'm not sure how the traffic flow will transition from 820 on the east side of Geneva to 620 on the west side of Geneva, but that is my preference for traffic flow. It makes sense to the existing neighborhoods.

My main concern is how the whole project will come about. It's hoped that impact to residents trying to come from the West side to the center of town will be as minimal as possible. For example, I would think that starting the project on the East side (busiest side,) and moving West would be best. Then you would get (probably) the biggest headache out of the way. Of course there is the bridge over the river, and then figuring out how to go over the tracks and freeway...or however that is going to work. 620 N is a fantastic idea, and that will probably be the easiest part. Just please don't block all access routes to town at the same time. (Like having construction projects on Center St at the same time, etc.)

I think it is necessary. There are several complicating factors including crossing Geneva Road, the railroad tracks, widening thru existing residential & business areas.

I am sickened by the thought of 620 widening. I live right on that street and see speeders placing or children and others in danger at crosswalks. I do not want to lose our house, or our land when other neighborhoods might be more willing.

Anything you could do would improve this street, especially demolishing the ratty houses east of Geneva Road. I'm sorry people would have to move, but let's find them a better house. Can we make it look like an inviting street???

820 North needs to be widened to handle the increased traffic flow. It would be nice if it was able to also handle a speed of 35 MPH and not impact safety

It is the only logical area/road to widen. The impact on those that have to relocate will be hard. I am a business owner that will have to relocate. Finding comparable space without excess travel will be hard. I understand the need though for the widening.

I would very much like to have freeway access from 820 N.

I live on 880 and I would rather not have a freeway in my front yard. We have a close-knit neighborhood and I would hate for it to disappear.

I love having an alternate besides center, that intersection is dangerous, especially with high school age kids

This "study" will be taking my home. My children's home. The place they have settled down and made friends. This will take my parents home. The place I spent my ENTIRE life before I got married. So many memories, so heartache and heartbreak just to make it easier and more accessible to access BYU? Is it too hard to get off at the center street exit, or the University Parkway exit? Really?! This whole thing is uncalled for.

It seems like a weird road project to have the main thoroughfare diverted like this (down Geneva for a couple of blocks). I don't feel like there will really be much of an advantage to traffic flow with the 620 N road expansion. Just adding a turn lane doesn't seem like it will do much good.

820 North is getting really bad right as Independence High and the new Charter school get out. I have seen people drive in unsafe ways, and it is very difficult to get on. Also the school busses are stopping at the train tracks when the arms aren't down for them but are down for the tracks behind them and wait for those arms not blocking them to go back up. I am also concerned the train tracks may cause serious problems with traffic if we don't have a way to go over them. The last few months parked trains (and once a truck on the tracks) have blocked 820 North for extremely long periods of time.

There are many well established neighborhoods in that area. It would be disruptive in every way imaginable. It will also effect property values being so close to a major roadway.

The Provo center street and University Parkway main roads are enough. Adding additional roads between those exists and roads, will lower values, endanger families, disrupt schools and be a pain.

How will this impact the traffic through the Grandview neighborhood? Currently, Grand Avenue and 1550 W. carry a tremendous amount of traffic as people want to get from south of 820 north to the freeway on ramp at the Parkway. I live on Grand avenue and most vehicles exceed the 25 miles per hour speed limit by a significant amount. It is common that vehicles split their oil pans going over the drainage dip at about 1100 north. Come look at the oil spills northbound and southbound on that street.

I wonder what the impact will be on the surrounding neighborhoods in the west Lakeshore area. I am concerned about extra traffic flowing into other neighborhoods, especially with the new HS being built. I understand that growth means more traffic, I just hope that planning will look into all areas that will be affected by the changes.

I think widening 800/820 North is the best option for an east west traffic corridor, even though I live in the affected area.

Needs to be done

Access to this new road will be a concern. Will there be a variety of stoplights? Roundabouts? Will the residences and businesses be taken advantage of using something as ridiculous as eminent domain?

Although I hate the fact of anybody losing their residence, I believe at least the Geneva Rd - Lakeview Parkway being the best alternative. Seems like it would impact the lesser amount of families and the growth is inevitable and needed.

This is awful. I live in this area because of the smaller roads and low speed limits. My children walk to/from school on that road. I would never allow it if it has that many lanes. People already speed, this will surely increase it. If it's that big, I'm sure there will be more stop lights added. Yuck! And are you going to take everyone's property away? People have lived on this road their entire lives, will they be forced to move? And please don't put in another freeway interchange. Center St and University are quite large.

I'm glad our neighborhood isn't going to be torn out to put in a new road.

I worry about the business that are quite close to the streets and the residences close to the roundabouts....will they loose their homes and buildings? will they be paid top dollar for their properties?

Growth at this end of Provo does need this plan moving forward. Center street is very congested and dangerous during peak travel and has to be addressed. I think the benefit's and impact of a new route into town far out

weight the change and adjustments that all must make who use this area. My biggest concern is the school children who walk the route and the busses that stop on the street to load and unload children.

Do it!!! I live in the Independence Avenue town homes, so I ride my bike (almost every day, to and from work) or drive down 820 everyday. It seems to have so much potential for positive growth. With greater accessibility by widening the road (and a potential future interchange) hopefully the vacant office buildings (between the roundabouts) will attract new tenants, and possible new development of attractive office space that will add to Provo--maybe similar to the nice offices that Ancestry.com, Vivint, Qualtrics, Morinda, etc. occupy in Riverwoods. Having attractive office options and a freeway interchange could help keep great companies here in Provo. Perhaps with a higher capacity road a grocery store might consider a west-Provo location.

YOU REBUILD THE ROAD AND NOTHING REAL CHANGES, 500 NORTH SHOULD BE UPGRADED AS CORRIDOR AS WELL

I am concerned about the extremely negative impact this will have on one of the best segments of the Provo River Trail that runs through the city. The rest of the trail suffers from heavy traffic and it makes it that much less appealing.

Just make sure you look a little into the future so it doesn't have to be redone again. Planning for future growth hours along way. Like the of ramp could have been foreseen and the underpass could have been made large enough to accommodate and not have to be completely redone.

A major source of congestion on 820 N is the freight trains. It is not uncommon for a train to stop on the tracks, or to be very slow. No matter how many lanes the road has, traffic jams will still be an issue if we have to stop for trains that aren't managed well. I don't know how feasible it is, since the freeway is overhead so close to the tracks, but it would be nice to have the road go over the tracks and thereby bypass this problem.

Try to keep the bicycle lanes.

Growth is sometimes painful, but not adjusting to it is more painful. I think this should happen.

Traffic backups at the railroad crossings. If you add an interchange, then these may become even larger.

The road is highly used for such a slow speed. Everybody wants to go faster on the road but it is a common speed trap. It would be nice if it were made so cars could go the speed that most already try to drive it (around 35-40 mph) without harming others. (And not breaking the law) Ease the need for speed traps there.

Currently on independence ave we get a lot of traffic of those thinking it is a through street to Orem with more traffic more will come down here.

I work at DHI Computing Service at 1525 W. 820 N. and I used to live in Independence Ave Townhomes. The city never should have approved the charter school on the corner of Independence and 820. Traffic has increased substantially since that school was built! I couldn't stand the traffic after that school was built. Trying to get through the roundabout at Independence and 820 when people are dropping students off at the school is next to impossible! It can be compounded by trains. It used to be a nice area to live but not anymore!!

820 North is already almost completely built-out with residences and businesses. The use of eminent domain and the change to the neighborhood would be dramatic. Wouldn't it be more feasible to study 1680 North, or maybe 620 North, for an east-west corridor? Both of those streets would also allow better access to any future freeway interchange.

This type of study promotes panic and loss of property values.

Instead of widening 820 N so much, what about creating other corridors, like bringing 500 N through to Geneva? It seems like a couple more corridors would serve the west side so much better without so much disruption. 820 N gets so much traffic because it is just about the only access we have to Provo from the northwest; Center Street is terrible because of the horrible interchange. I only use Center St. when absolutely necessary, choosing instead to go 820 N to Independence Ave. and then to 500 N or Center St. If 820 N is our only corridor, then if anything

happens on it, we are stuck down here in Harbor Park; all our other options take us way out of the way. Please consider increasing our corridor options instead of just widening 820/800 N. I also really hate the idea of so many homes being displaced.

A freeway exit would be great!

I hope you know what you are doing and are consulting with competent and decorated people.

Understand that we need to improve East / West corridors in Provo, but could widening other streets help as well such as 700 North, 500 North, Center Street, 300 South instead of funneling everything through 800/820 North

Important to maintain safe pedestrian access to cross 820 North going north and south with young children. For example, access from the townhouses (Park Ridge and Independence Ave.) to be able to walk to Paul Reams Wilderness Park, and access the parkway trail. I feel that the neighborhoods will benefit from the improved driving mobility, as long as the walking/biking/jogging quality of life along and across 820 North is preserved.

It would be nice if it connected to I-15

The speed limit would need to increase to ~35Mph

We need 800 N widened, and many of the houses on that street are old and ugly already. Not too many businesses will be affected, but numerous people will be.

Design of the future corridor will be important to improve property access and compatibility.

Freeway entrance would be good.

I know there was talk about a highway being built between the neighborhood and the lake. Could an off-ramp be connected to the school from that direction? Another idea is to have the street widened near Lakeview Elementary. It could help ease the traffic near that school, plus it will be close to the high school. Last idea is to have the part near the end of Lakeshore (by the elementary) extended to connect to either Geneva or University Parkway. Any of these ideas would have less impact on the neighborhoods involved. Fewer residents would have to be relocated.

I have significant concerns about the impact on long-term residents, in particular, those who have made recent investments in improving their homes and properties. Why place another freeway exit approximately one mile from Center Street? Why not locate a new freeway entrance midway between University Parkway and Center Street?

biggest concern is proximity to Freedom Academy as my children attend that school, and walk daily across 820 N

Will work have to be done on the I-15 over pass? With 5 lanes on 820 N from 500W to I-15, Will there be auto parking along the sidewalk and a bike lane? Will there be any work on the round-about where the road comes off Grandview hill?

This project seems designed to benefit east-side residents at the expense of west-side residents who live in proximity to the corridor.

I think it's a good and necessary idea, im just really concerned about relocating the residents that would have to move because of the widening. In my mind they would have to be MORE then fairly compensated--those houses aren't worth much and those people need homes!

I think it should be like 800 north in orem ! with provo High going in traffic will be a mess!

The current traffic flow to BYU is acceptable. You would destroy the current master plan. You would destroy neighborhoods on the west side. Once again we find the Easy side of Provo is far more important than the West

side of Provo. We and many of our neighbors will simply move out of Provo to a community who won't destroy fairly life simply for the sake of travel convenience for those on the east side. This corridor will become the main corridor to the east side. It is the worst thing imaginable for any neighborhood on the west side of Provo.

Needs to be done

Please confer access to 800/820 North both from Grandcree Hill and from the south as well. The last thing we need is backup just to access a busier road. And it won't matter what you do if you continue to allow trains to park for hours across the tracks. The back-up it creates is absolutely ridiculous, and yet this happens on a frequent basis, often right in the middle of the commute.

the part near BYU needs work to make it safer for pedestrians and drivers

I'm concerned about what this widening approach will do to the current residences. Will they have to be moved? If not, will people who live there want to stay? Will their frontal property be diminished to the point that they won't have any front yard?

It's about damn time.

It is an essential route as high school students from the west side travel to Provo High School now and after the school is built on the west side there will be students from east of the Interstate using this corridor to get to it. During the time it is being constructed, east west traffic will be greatly impacted. There are very few alternate routes.

I have thought this is what should happen for a very long time. Glad to see it is in the works.

The Freedom Academy school right by the roundabout definitely clogs up the traffic at certain times of the day.

I feel it is an unnecessary attempt to fix a problem that could be fixed in other ways.

It is very badly needed!

I saw somewhere about "landscaped medians"...we don't need them and they are annoying

It is so tedious to get to the freeway from east Provo that this seems promising. At the same time, I worry about what this will do to the neighborhoods. I'm torn.

I think using 620 N. is wise. Could a road run from the roundabout at the top of the hill (by Freedom Academy) down to 620? You'd have to remove some businesses, but it might make the east-west traffic more efficient through there.

How will it affect the streets in Joaquin that go North-South? How will it play in with the BRT?

There will be many people impacted by this project and it is crucial that public opinion is taken into consideration.

There are way too many schools that are very close to 820 North. The safety of students should be considered before the convenience for drivers.

Seems unnecessary if all the other projects that are underway are going to work as planned (i.e. the BRT route). My first thought really is - HOW MUCH WILL IT END UP COSTING IN TAXES AND BONDS?

Most of those concerns overlap each other. It was hard to choose an order. My top 6 could all have been number 1.

It needs to be done! And the speed limit is currently too low for it to be a major corridor.

I am not sure if it would be a good or bad thing for my neighborhood. I live in the Grandview South Neighborhood. The thing i would not want to see is an increases of traffic through my neighborhood. Perhaps the closing of the access road on the south of the Grandview hill could be closed. If that road could be closed and no other access road were constructed then the through traffic could be limited.

It seems ridiculous that brand new townhouses are being built on the corner of 820 N and Geneva Rd with this plan in the works.

I'm pleased with the decision to make 620 N the main through road on the west side of Geneva. Will the new lanes go OVER the train tracks just east of I-15?

I am concerned about the section between Geneva Rd and the new Lakeview Parkway. With the relocation of Provo High I expect that section of road will see a huge amount of traffic going to and coming from the school. Many of these will be young, inexperienced drivers. There are so many children in the surrounding neighborhoods that I worry about the safety of 620 N as it becomes a larger road with much more traffic. I would like to see measures to slow down traffic through that section.

I live in the Grandview neighborhood and would like to know how it will impact us, on the hill. I would hate to have increase of traffic through our neighborhood to reach this busy road. Usually neighborhoods next to large highway-like roads are pretty run-down. I am worried about what it will do to our neighborhood.

Traffic flow along this corridor is a major issue. The city is set up for traffic to flow north and south, to the detriment of traffic moving east to west. In conjunction with widening, I would like to see flow studied to determine if a more equitable, improved flow could be achieved.

Please do it! It's a nightmare driving east on it in the morning.

Please make it look nice, and provide an open feel for bikes and pedestrians.

I think widening 820 north would be good

I think it's a wonderful idea and I hope it can be worked out so that it can be a reality!

Too many homes in the way

I'm not sure how the plan recommends connecting 820 North at Geneva Road to 620 North, but that part of the plan concerns me. Can you provide any more details on the plans there? Also, 620 North ends before what will be the new highway West of everything. Does that mean the property at the end of 620 North will be purchased and converted?

It is necessary, so let's do it right, and alleviate congestion and make the commute across town or into town for shopping a less painful experience.

A lot of this discussion seems to center around the moving of Provo High to the West side. I would argue that the other high school in Provo is in a residential neighborhood and they are getting along fine! It is insane that the city would remove people from their homes, demolishing an entire neighborhood just to possibly better transport to from the West side. Honestly it takes a few minutes to get to either Center Street or University Parkway. If I wanted to live in the busy part of the city I would have moved closer to BYU and the heart of Provo. I moved to the West side because of the more rural atmosphere! Don't ruin my neighborhood because of a few people who are too lazy to drive a few minutes extra to Center or University Parkway! I would also add, why on earth would the city allow new construction to go in right off of Geneva and 820 North if you are just going to rip it out later other than greed of city officials?!?!?

I think it's a great idea!

If they widen 620 it would impact less homes west of Geneva Rd.

The quality of life for many people will change. Brand new homes will have to be removed. It doesn't make sense to grow a city by making people leave it.

I don't want to have to move, or live right off a busy street. I chose this neighborhood because it was quiet and not busy.

The section between 7th east and 9th east looks very problematic. Also it is too bad we are already spending so much money on 700 North to accommodate BRT, and never had the foresight to make a connection diagonally between 700 and 800 . Now we will be spending money on both roads just one block apart. I always use 700 to east west, between University and 9th east. 800 pretty much dead ends at 700 east.

There needs to be a freeway entrance on 820 n

We could really use another road from the west side that goes over the railroad tracks. Have you thought about expanding 500 North or maybe doing an interstate on ramp (over the tracks) from there? Independence Road connects 500 N and 820 N near the Hwy pretty well.

Relocation. I grew up on 820 and Geneva and bought the house from my parents in 2006 with the intent of staying there forever.

My only concern is I live on 820 and Geneva . I do not want to be relocated . this is my home where I grew up. I bought the home from my parents. There is tons of sentimental value for me here. When we bought this place we had no plans to move ever. I have a debilitating disability. Its close to hospitals and family here. It would be a great inconvenience to us here. 620 would be more adequate to do the planned interchange I think

Underpass or overpass over the train tracks is urgently needed.

Is the area going to stay residential or are businesses going to be moving into our neighborhood?

Fair compensation PLUS for those that will be displaced or inconvenienced. The traffic is already bad enough but adding the lanes and the speed limit will devalue the homes along the river.

I live west of Geneva and widening it to 3 lanes seems dangerous considering that many people drive at a rate fast than the posted speed limit of 25mph. What will 3 lanes do? And there are so many children living in our neighborhood. Seems like a threat to the safety of the neighborhood children. Why can't Center St. be widened instead of 620 - understanding that 620N is geographically closer to 820N?

Which houses exactly would be loss?

It seems best to connect 820 & 620 North in a smooth transition so drivers don't have to stop and turn twice onto & off of Geneva Road. It also seems that the need and/or plan for a freeway interchange should be decided before this project is started; otherwise, the money could potentially be wasted on redoing the whole thing again in a few years. There are a lot of children playing & biking to school along 620 North, so additional crosswalks & stops would need to be added for safety.

I worry about increased traffic and safety issues on Lakeshore drive. What steps will be taken to ensure that road doesn't see an increase in speed or more traffic than it is designed to handle?

I want to know how you arrived at the current conclusions..."It is determined that 800/820 North will need additional travel lanes in order to serve the projected growth..." Who did you talk to? What did you study? What were your sources...?

My biggest concern is access to the street and how it would affect castlebrook condos. But over all I'm looking forward to the project it is very needed.

I think the widening should also include raising the speed limit accordingly. The current 25 miles an hour does not reflect the speed at which people drive and should be raised with an even wider road.

It would be nice to know when this is planned to take place. And will we really get the "fair market value" for our homes? We live on 800 North.

Desperately needs to be done.

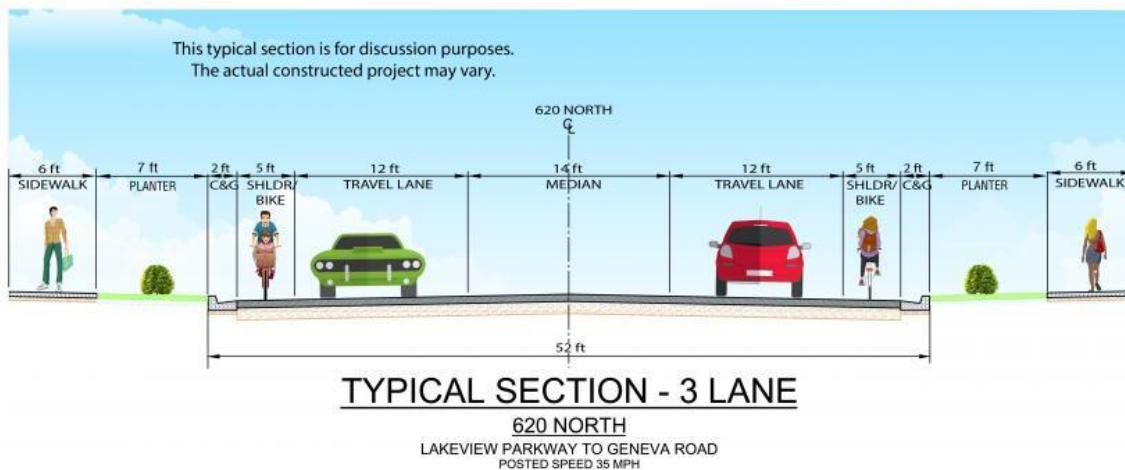
I think that this project is needed for the future of Provo and that the interchange is vital to growth in the area. Please move forward with this project, but also keep the public informed of when meetings are so that they may attend and feel like their voice is being heard for the good or ill of the project.

820 north does not start at 900 east. It starts over the bridge. There needs to be a I-15 connection but not there. It will take out too many homes. The hospital has already destroyed one neighborhood don't destroy others

620 North: Lakeview Parkway to Geneva Road

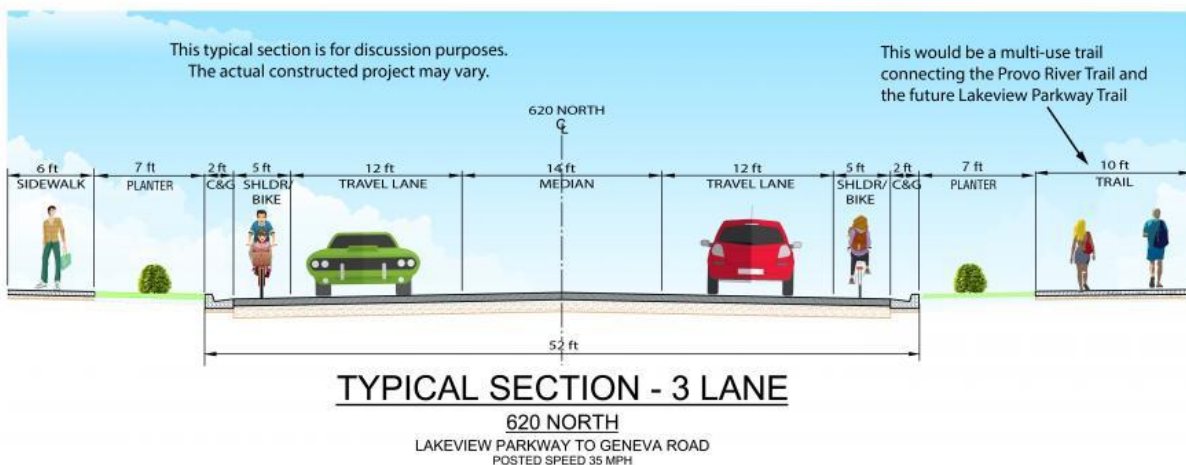
620 North Option 1

The existing 620 North pavement could be modified by re-stripping it for three lanes (two travel lanes with a median turn lane) if the existing shoulder was reduced. This option would eliminate on-street parking. Additional right-of-way would be required in order to add planters on each side of road and create separation between vehicular traffic and pedestrians. The typical roadway section is shown below.

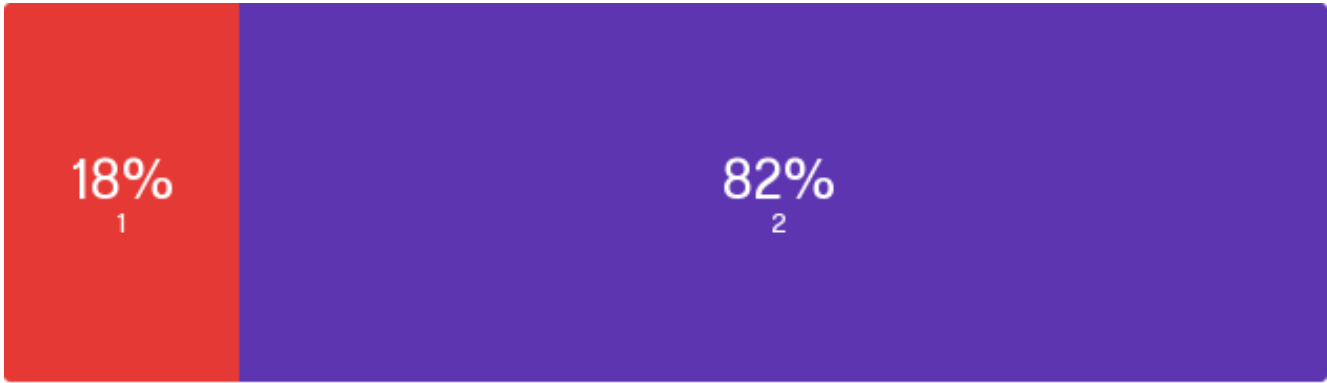


620 North Option 2

Another option for 620 North would be to re-stripe the existing pavement for two travel lanes and a median and to also add a 10-foot multi-use trail to one side of the road. This would provide a trail connection between the Provo River Parkway trail and the future Lakeview Parkway trail. This option would also eliminate on-street parking and require additional property for the wider trail and the added planters.



3. Please rank the above roadway options in order of your preference, with 1 being the most preferred. Drag and drop the list items into the desired order below:



Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
Roadway Option 1	1.00	2.00	1.82	0.38	0.15	423	100.00%	100.00%
Roadway Option 2	1.00	2.00	1.18	0.38	0.15	423	100.00%	100.00%

4. Please tell us why you prefer one option over the other:

- A trail is a great value to a neighborhood.
- There is no need for a trail
- I chose #1 because There is no need for an extra wide side walk.
- I want the trail.
- Having a mulit-use trail would somewhat keep the feel of the street now and differentiate it from all the other main streets in Provo.
- it is a residential area please keep it safe.

The Provo River Trail is a great part of Provo City. All the greatest cities have a way to connect their parks for recreation. We need more nature in Utah cities. The River trail provides that. Also, active transport will be easier and safer on a trail rather than on the road.

I really like large multi-use trails. It makes the area more enjoyable to travel on.

Roadway option one is too much of an impact on people's yards as it is. I prefer option 2, but ONLY if that means that the homes impacted by the widening of the road will be bought outright.

I only prefer option 1 if it takes less property from the property owners than option 2 would. I believe either option will ruin and reduce the size of the yards of the homes along that route and encroach closer to the homes.

Trails add to the quality of our neighborhoods.

The existence of a trail connection would encourage a more healthy, vibrant community. The trail path would provide exercise and leisure options that are not realistic with just sidewalks.

We already give peds/bicyclists more than enough room on our roadways. They have enough options.

Living close to the provo river trail is one highlight of this neighborhood to me. Providing more trails for people to run and walk on and connecting with the current trail system would be a real bonus. It would also help encourage more people to be active.

I like the idea of having a connection between the two trails. I still do not like the idea of cars being so close to the edge of the road though, I think the road should be expanded further.

I love the idea of having long, multi-use trails through Provo.

I like the idea of the trail connection but I am concerned about the additional land that would need to be acquired to create the trail.

Sufficient for traffic.

Adding to the trail systems is a great idea. Adds safety as well as quality of life.

It appears safer. However, I raise the same objections. The change is not necessary given the existing infrastructure and possible changes on Center Street

Increases safety for cyclists and pedestrians with the smallest amount of change. Also, a map to indicate where you are talking about would be appreciated. And, why are you suddenly talking about 620 N? I thought this study was about 820 N. It's a bit confusing switching between the two.

Sidewalks on each side are not as useful as a sidewalk and a path where bikes can go.

If the development makes the area more pleasing to look at and there is space between residences and the road traffic.

I appreciate the extra separation between bikes and cars. Connecting the different segments of the cycling/walking infrastructure in the county makes so much sense!

It's important to keep our Provo River trail system recognizable and easy to use. It's a highlight feature of the city that should not be downplayed.

I like the idea of having a trail that connects with the Provo River Trail. On the other hand, I am more concerned that there will be both safe foot and bicycle traffic options in the area. Bikes ride there often at present and children walk the street/sidewalk often too.

Both maintain bike lanes which is great so it was fairly close between the two options. The tradeoff appeared to be the multi-use trail for a left turn lane. I went for the trail because I think it would add the most to the

neighborhood while left turning impacts would be minimal. With that said, I'm imagining a fairly low residential level of traffic so few would be inconvenienced by having to stop behind vehicles making a left turn.

I like the option of the trail connection.

A trail is like adding extra parks.

Trail connection.

more trails--good

I am all for better bike paths. I don't personally need to park on 620 n.

I think having the trail would encourage people to use the Provo River Parkway trail, and it's connection to the future trail would be ideal this way.

a lot of people use the Provo River trail. This would be nice.

I appreciate the space given to pedestrians in option 2.

I think people will want the trails connected in the future, so it's better to just get it done now instead of coming back and redoing it later.

I believe a trail system will better serve the community for years to come.

Looks safer for peds.

I believe option 1 will have less impact to the existing home owners along 620. I actually don't love either option.

Connection between the trails would be important

Option 1 is better only because you are not taking any property from anyone. Why do you need planters? They are not there now and everyone seems to do fine. You could leave on-street parking--then you have your buffer between traffic and pedestrians.

I don't like either option. What's wrong with a standard 4 foot wide sidewalk? This is an imposition to existing home owners on 620 North.

It takes less space and less of an impact on the neighborhood

Does the trail require loss of residential and business properties and additional expense to acquire property? The 2 - 7' planter lanes are excessive and could be reduced in size.

I wouldn't want to have to take more property from owners.

Preserving the trail because it is currently used by families and individuals for exercise preserves green space and preserves a stress free activity in a park like environment

I think the multi use trail is important to a lot of people using the river trail. I do think they should remove the planter idea and allow parking on at least one side of the street. they should utilize the space not just try to make it "pretty".

I actually don't really have an opinion.

I really don't think one option is better than the other.

Option 2 makes more sense, to meet as many needs as possible. I wouldn't have such wide planter medians - reduce those and maybe you could still have a little on street parking.

I like the widening to provide more trails.

Neither option is good. The existing road is wide enough for three lanes if on street parking is removed. Planter areas and 6' walkways are not needed, and there is already an existing river walk trail connecting to the lake view parkway trail a block or so over. Both these options are overkill.

I just want less property taken from out lot.

It only makes sense to only have to do this once not do it again .

I would like a multiple use trail because we ride our bikes in that area a lot. Connecting to the River Trail would be amazing.

Connection to the different trails is better for families with small children and those who use bicycles for transportation.

Less impact on existing structures.

More space for rec.

It eliminates on-street parking. Perhaps even better would be putting the bike lanes next to the sidewalk protected by the planter strip. If you did that you would essentially have a multi-use trail on both sides of the road.

I like the trails we have and would like them to expand so we could bike more places and stay out of traffic.

Trails are beneficial for the local residents.

One trail and one sidewalk seems like a better option than two sidewalks.

The trail would be nice.

trails are awesome

Less infringement into existing property using Option 1.

provided much needed active transportation corridors

Trail is unnecessary if road is wide enough for bike lane. Prefer to keep bikes off sidewalk/trail if possible.

I do not prefer either. But if I have to pick one, increase the pedestrian and bike facilities. You should provide a third, and fourth alternative. Alternative 3 should be a no-build, status-quo alternative. Alternative 4 should be a two-lane, no median with additional bike and trail facilities. I VOTE FOR MY PROPOSED ALTERNATIVE FOUR. :^)

1. Option 1 makes more sense it will cost less (?)

Why isn't there an option three for removing onstreet parking and eliminating the need to buy up residences?

Connecting the provo river trail and providing plenty of room for pedestrians and bicyclists would help reduce car traffic.

We need as many trails as possible. They make the quality of life improve dramatically.

Option 2 sounds more expensive due to the additional land and grooming that will need to be done. I'm not sure the benefits of the trail outweigh the cost.

Reducing owners property is not desired.

I like the trail addition.

Maintaining trail access will be valued by many residents.

the option of working into the trail for pedestrians is appealing

Option 1 would create the least impact to current residents, businesses and schools.

This will take less space from the residences.

I feel the median is safer for motorist plus I like the multi use trail.

It appears that the impact of eminent domain would be less with option one rather than option 2, but traffic flow would be adequate with either.

We don't need more taken out to accommodate a longer road, though it is a nice option to connect trails

It preserves the trails.

Roadway 2 is good because I like having wider and on the street trails. It feels safer

NEITHER, this is a plan for people who OCCASIONALLY MIGHT use this street. It is NOT a plan for people who live on it and use it EVERY DAY. There is ALREADY room and provisions for people to bike and walk on this street without you stealing any of my land.

It seems safer and more accommodating to the community members to have a wider trail in place.

I like the idea of connecting the river trails but am reluctant to really get behind either of them without having a really clear picture in my head of what is on 620 n. my biggest concern is uprooting people from homes and disrupting established neighborhoods.

I'm not interested in either study because I have no intention nor desire to relocate.

The trail connection between the Provo River trail and the Lakeview trail would be great for the community to be able to enjoy both of those trails. I love the Provo River trail and would like it to be connected to the Lakeview trail.

Provo river trail connection

I don't think homes should be displaced at the expense of speed and convenience.

Least impact possible

If you make the right of way wider, even with a trail, it will encourage faster driving. Keep as narrow as possible. Plant big trees.

Cool trail.

They really are the same, just with a wider sidewalk on one side, right? It needs to look nice so that the neighborhood will be happy with it.

Not enough local use to justify cost & impact

Because Option 1 is basically what is there now.....so why even change?

Why are the lanes 12' and the bike lanes 5'?? There are no trucks using this road. Either option should have 11' lanes and 6' bike lanes at a minimum. Specially since this road is a connection to the Provo River Trail.

Enhanced trail system adds value for many citizens.

Our family loves the Provo River Trail, and I like the idea of expanding the multi-use trail for pedestrians, bikes, long boarders, and skaters alike.

Personally I have no preference, but I fell that if we are widening the lanes, then having a wider multi-use path would be beneficial for more cyclists and pedestrians.

The best option is to leave it alone. Center medians are a total waste for space and money.

Lakeview parkway trail

I like the connection to the river trails. I also think this sounds like it creates more space to keep pedestrians further from traffic. Really, either option sounds fine.

The least amount of homes being torn down should be considered.

Please I love on this street and both option would be bad for a neighborhood. One would add more noise and traffic. It would also take away much needed parking for the Westgate townhouses. Option two would bring the street close to my house and again take much needed parking and green space away from our homes.

I don't feel there is a pressing need for a trail unless one would fulfill needs expressed in a master trails plan for the city.

Option 2 is wonderful, especially to promote further connectivity for bikes/pedestrians.

The trail option.

I like the idea of a trail instead of sidewalk. This encourages more outdoor activity.

Connecting Provo River Parkway Trail with future Lakeview Parkway Trail. Plan for it now instead of trying to retro-fit it later (or scrapping it altogether, which would be terrible).

I would prefer option 1 because it would reduce my side yard but may at least let my house remain. Though I am not certain of that but it seems a possibility.

the trail option provides a safer option for children and youth to ride their bikes away from cars, but with space for pedestrians also. we need more realistic options for bike travel if we expect people to really bike around and decrease auto traffic. i don't send my kids out on their bikes across town, even with bike lanes, because they are still so close to cars, and also the bike lanes are very inconsistent.

The wider trail

Trail would be great, but having bike lanes, a sidewalk, and a trail is redundant. It isn't worth the cost of taking personal property for a trail on a low-volume road that will already have ped/bike facilities.

No need for the planter strip

Option one takes up less space.

No need to add a huge, wide trail and have to take out peoples' homes. Just make it functional!

Urban green space is #1!

I like the idea of a trail connector and I think both options offer reasonable changes by simply removing the street parking and adding a bike lane.

I find the difference in adding an additional 4 feet for a trail connection is worth it for the benefit the trail would bring.

I like the idea of adding the trail alongside the road but I wouldn't want the homes along the street to be affected or for those families to lose any of their property. For those reasons, I would choose the first option.

Trail is a good addition. 12 foot lanes? are you designing a freeway?

I like the possibility of having a trail for recreation. I also think it would add to the aesthetic of the road.

That is taking a lot of right-of-way from homes there.

I want my house to retain as much of the front yard as possible

More trails to the Provo network would be amazing! The extra financial investment needed would be worth it as we push Provo to a more pedestrian and bicycle friendly community.

Make the median 12 f t wide.

The trail with no on-street parking encourages pedestrian and bicycle use and discourages vehicle use. We need to be moving in this direction.

10 ft multi use trail

The trail. The main concern is the lack of parking. In west Provo, where public transit is limited and homes generally have multiple vehicles (not counting guests) this can become a real problem. I would vote for the trail over parking if that were the choice, however.

Option 2 appears to be safer for bikes and pedestrians.

Although I love the idea of the trail in option 2, I worry about the idea of taking more property

As a cyclist, I'm not convinced in the slightest that in street, non-protected, bike lanes are at all safer. Drivers freely ignore the lines and pull into the space to idle or park, sparse parking enforcement of the right-away. A dedicated mix use trail is much safer, even if it requires additional property.

I like the idea of the multi use trail. We need more outdoor activities space.

Multi use and bike trails are the best

I like the idea of a multi-use trail.

I don't think you need a wider trail

Because of the connection to the Provo River Trail

The multi use trail would be very nice.

I think some residents may still need street parking and don't feel it necessary to remove it all. I would prefer option 1 east of Grneva and option 2 west of Geneva.

multi use connector trails are a valuable, desirable feature of a city

I think recreation is important to Provo. If we're making improvements, let's make as many as we can in one go. Rip the bandage off.

I like the idea of more bike transportation.

Option 2 would improve the quality of life for the surrounding residents.

Walking path would be incredible!

I like the connection to the Provo River Trail.

I have used the trail very often and think it is valuable to our community to have connecting trails systems.

I'm not very familiar with 620 north, but a connection between trails sounds nice

The trail would be great to have!

I prefer option 2 because of the connection to the Provo River Parkway. I like having that trail easily accessible. I think a lot of people use the Provo River trail for walking, running, and biking, and having it so readily available will be a good thing.

I don't think we're really gaining much with option 2. There will already be a sidewalk with option 1 and no need to acquire more property. However, if the trail, with its connection to Lakeview Parkway, will make it considerably safer for pedestrians, I might reconsider.

I live just off 620 N. and am therefore highly concerned for pedestrian/bicycle safety. I would also love to see roadside parking eliminated, and wouldn't be sad if the unsightly homes on the north side of the street were taken out to make way for a trail. That would be an incredible upgrade to the neighborhood.

I do not like either option, I feel parking on the side of the road is beneficial. This seems a waste of tax dollars, just to make a project.

More room on the sidewalk for pedestrians.

Option 2 encourages more non vehicle traffic

As much as I like the idea of Option 2, the additional property required will force even more changes in the neighborhood that 620 N currently goes through. I count at least 29 homes and 2 churches that connect directly to 620 N. These will be negatively affected by these changes.

A walkable community is ideal when possible.

If we have to get rid of on street parking, I would rather have a trail.

The Provo River Trail runs mostly parallel to 620 N and is only three blocks away.

I am a cyclist and want more options

Trail is preferable to a sidewalk.

The trails in the city of Provo are very important.

removal of on-street parking will help traffic flow.

I don't know that having a sidewalk or trail on the one side of traffic makes any difference. As long as there is an area to walk in and provide safety for pedestrians.

I like the idea of a path on the one side of the road.

Anytime there is a trail added I consider it a good think. Good for exercise and recreation!

I honestly am no familiar with this street. It makes me nervous to choose one over the other because of the residents that live there and the impact that will be on them. But the trail sounds nice.

The more trails and active transit options the better!!!

Then there is no cost in purchasing more property.

option 2 has more options for bikers and pedestrians. bike lanes could use a bit more space though or a separated protected lane.

having a wider trail 10 ft in option 2 will allow for more foot and bicycle (off street), dog walking, full family walking etc.

Walking/hiking trails are one of the great things that draws people to the utah valley area. It's a great way to promote active/healthy living.

Trails are great!

no one has to lose their home

It has a multi-use trail

Pedestrian friendly

If there is a connection to the projected Lakeview Parkway, it would be better to do it sooner than later, plus good option for bicycle/pedestrian traffic for the new high school.

Option 1 will be less expensive, and there is already a trail a short distance to the south.

Multi-modal. Please include bike trails as part of this change. Shoulder bike lanes offer very little improvement in safety for cyclists. 200 lb. cyclists need their own space, separated from 4,000 lb. steamrollers.

I love the idea of a trail connector. It will make recreational travel so much better! But I don't like the width of the planters. If it's a trail, could you just bump the bike lane up there instead of having it on the road?

There is a great deal of pedestrian traffic along this route. In addition, there is a lot of pedestrian cross traffic from students. In my opinion, it is the traffic passing over 800, 820, and 620 that is problematic

A wider trail would be nicer to help people have more places to walk.

I really don't want either, but Option 2 would give bicyclists an option to get off the road completely.

Better to plan for the expansions that would be needed in the future, rather than be reactive which would be more expensive.

The parkway trail.

I love the Provo river trail and I wouldn't mind having an extension of it.

Having lived off of 620 and knowing many who line on that street, I am concerned with what the term "require additional property" means. To me that means removing peoples homes that have lived in that area for decades to make space for the trail. While option 2 would be great to have the space to access the trail system I think Option 1 provides the best option with more lanes for cars to drive through the corridor along with impacting a few of the current residents by removing their homes.

I prefer option 1 because it doesn't require additional property, which I'm sure would affect some of my neighbors

the trail connection.

Option 2 sounds as if it would be much more aesthetically pleasing.

Option 2 requires more property added.

As much as I really hate the idea of requiring additional property (taken from homes on this road) to make option 2 work, I feel from an environmental, pedestrian friendly, bike friendly, and child safety standpoint that option 2 is the best option. My home is 5-6 homes away from 620 N and I am more comfortable for my children to ride/walk on a multi-use trail. I also feel the trail would benefit the aesthetics and value of our neighborhood, and I hope that additional biking options would decrease traffic and pollution.

Either way parking is eliminated. I don't use the road often so I don't know if that matters. But I always love the idea of increasing trails.

This area could use some updating and changing anyway, give it a better feel and connect the paths while we are at it.

I use the Provo River Trail a lot and love the idea of more trail to use. Adding more trail also promotes physical activity and greater well being in the residents of the area and those who travel to use the trail.

the trail.

It appears that either option requires additional land so if the City is going to all this work and expense anyway, the multi-use trail would be a nice feature.

The extra space for option 2 is redundant. Option 1 provides for cyclists and pedestrians.

The trail would make it possible for bikers, runners, etc. to safely transition between the two trails and for bikers to stay further away from traffic and out of harm's (i.e. text drivers') way.

I like a trail way - I think it looks better and improves the quality of life around it.

I think the cost and inconvenience to existing land owners is not justified for the trail.

;Using additional property can be painful for home owners, but the road and community as a whole will be better served by Option 2 than Option 1.

If you are going to do it, then do it well. This includes aesthetic aspects. A trail connection between trails is a great idea.

The connections between the trails is a great option.

The second one seems to fit in more with future developments per the mention of maintaining connections with the Provo river trail and the future lake view trail.

No need for the trail

We live on 620 North and do not want to lose some of our property, which would include our large shade trees. I do not like the idea of having planters, and do not want to lose our on street parking which we use often when we have visitors.

A sidewalk is good enough. Not much added benefit to making it 10 ft.

Looks safer for pedestrians and bicyclists. Also connects with trails.

with the provo river trail already just a block or two over to the south, you don't need to take even more land from the people living on this street to make room for the trail. People can use the trail as it- and it's a lovely section of trail as well.

I don't like either one.

Like the idea of the multi-use trail

Although it requires ore property, option 2 seems to make the most sense when considering safety as well as a need to connect the trails. As a resident who will have a child entering the new high school, I opt for safety.

The trail was the decisive factor for ranking. No matter the plea, cyclists and vehicles are not a good mix when sharing the road in Provo. On the south, widen the trail to accommodate bikes and pedestrians and eliminate the shoulder bike lane. On the north, move the bike lane next to the sidewalk and get the bikes away from the road. Stripe the lane to separate pedestrians and bikes. Cyclist will need to respect the multiuser aspect of this arrangement. If they want speed, they can join the traffic lane.

Fine with either option, but I don't want to take any property away from the owners

The trail access is a positive. Access to alternate non car options is a must.

I love trails.

I like the multi use trail connection.

Multiuse trail

The wider path would allow for elimination of the bike lane on that side, as many would prefer to use that instead of the bike lane, and the bike lane on the other side could have a bit more separation from traffic.

More useful.

I love the idea of better trails, especially for cyclists. With the new Provo High opening, it seems much safer.

Better walking paths.

I don't think property should be taken and I find a 10 foot trail path silly.

Allowing more trail access encourages more people to bike or walk

I like the additional room for the trail connections. We have a lot of walkers and bikers on this side of town.

I like Option 2 with the idea that the trail will offer additional access routes. I just hope that Geneva Road can also turn into an Option 1 scenario at the same time-- there really needs to be a median, bike lanes, and at least one sidewalk.

1. Because my house is not affected. :) 2. Because of the connection between the trails.

Extra trail not necessary

Because option 2 requires additional property. That would directly involve me and my family's play area and garden.

Area needs more trails

The trail is an interesting idea, but this is a residential neighborhood. What's interesting to see?

I don't see the need for the trail.

I prefer the option of also getting rid of the HUD houses on the north side of the street. They are eyesores. They will never ever look nice. Every year they look worse--like that new green painted one. Do they hate their neighbors? I like linking the trail but let's put in a meandering trail in lieu of the houses. maybe even a park. Or a multi use trail. Or even newer modest homes. I am not against modest small homes but these houses are out of control. Literally. And no one takes good care of their yards in this area.

If I understand it right, option 1 wouldn't take as much property away from existing residents.

I don't use the trails.

It is better to remove residences to get the space. On-street parking has been allowed since the structures were built. Those living on 620 North would lose space they planned on having when they bought on 620 North.

I don't live in the area and am unfamiliar with needs there, so I left the order of choices as you had it.

less hassle for 4 less feet on the sidewalk.

I don't really know much about this area but pedestrians and bikes seems inevitable with a school coming up.

Safety for bicyclists heading to the river trail

Although I don't want anyone to lose their house we need to build it right to start with. This side of town will only grow and need more roadway

I just doubt that a larger trail is necessary. However I worry about the safety of children on the bike lanes. If they were to fall off a bike they could potentially fall right into oncoming traffic. Options could be 1. switching the bike lanes near the sidewalk & the planter next to traffic. 2. Making a trail for bikes & the sidewalk for pedestrians.

Trails are needed to beautify the city

I think both are less than ideal because of the elimination of on-street parking, but a parkway connector would be an improvement whereas the other option doesn't add much value.

I am concerned about the cost to the city to acquire the extra land.

Better for bikes and pedestrians.

I love the concept of a multi-use trail which would connect the Provo River Trail and the future Lakeview Parkway Trail.

I like the idea of the multi-use trail connecting the Provo River Trail and the future Lakeview Parkway Trail. My backyard borders the river trail. My family and I use the trail all the time and I see people constantly on it through my window each day. I think an addition would be a great use of a project that is already taking place, and make this area a much more desirable area of Provo. It is another opportunity to add to the recreation that Provo offers and also a good way to help people who are trying to cut down on car travel, by giving them a safe option to travel by biking or walking.

I think option to promote the trail and that is the most valuable asset for this part of Provo. It should be promoted and more accessible.

I don't like either option, but that wasn't a choice.

The more trails connecting Provo River Trail to future trails is a good thing.

Let's do it right and do it well for the long haul.

Seems like option 2 would impact more families just for a bit more of elbow room. Otherwise that would be my preferred.

I don't like either, but it makes more sense to utilize existing trails.

Taking additional property from homes is generally less preferred.

I like the access to Provo parkway

You would have to take more land from people if you put in the wider trail.

I like the multi-use trail.

like the recreational aspect

I like the wider trail on one side of the street option. Utah county is becoming known for it's quality lifestyle.

Pathways encourage alternative transportation and folks to get into the community. With the growth, this would be a welcome advantage and perk for those near the area.

Any trail connections are HUGE progress towards the Provo I think we envision in the future, with more easily accessible active transportation options. It also would contribute to a greater connection between both sides of Provo.

WHY BIKE LANES? I TRAVEL THE ROADS AND DO NOT SEE ANY BIKES ON THE ROAD, HOW MANY BIKES REALLY USE THE ROAD. NO STUDIES DONE AS I CAN TELL. THE MULTI USE LANE SHOULD BE A BIKE LANE. IF I SEE THE MAYOR AND THE CITY COUNSEL USING BIKE I WOULD MORE LIKELY TO THINK BIKE LANES WOULD BE NEEDED EVERY WHERE.

connection between the Provo River Parkway trail and the future Lakeview Parkway trail.

I like the idea of connecting the Parkway to the Provo River Trail.

Anything that adds more trails and vegetation to Provo is preferable

Because the second one is allowing for a future project.

Option 1 seems the lesser of two evils as it requires four fewer feet of cross-sectional space. The Provo River Trail is only a few blocks South of 620 N. I see no reason to bring it North. That said, if the plan is to take out houses on 620 to open a lot of space, a trail would be not only a nice aesthetic, but also a safer place for children to ride bikes to school. I live on 620 N. We already don't have a planter between our sidewalk and the road's shoulder. Any idea what is the plan for our house?

I don't think the middle needs a dedicated turn lane, and preserving bike lanes is always helpful.

I like option 2, but because it will require taking additional property (that I assume would come from homeowners) I can't support that. Option 3: Do a way with the 7' grassy areas on each side of the street. I understand the need for a separation between the cars and pedestrians however a 3 foot barrier would be sufficient; not for a grassy area but you could put a gravel/rock bed in 3 feet and still make it look nice. This would also give you the 10' needed for the trail connector.

I prefer option 1 because it would not require additional property.

Love the trail. The more of these Provo can have, the better for foot, bike, long boards, skating, etc.

The sidewalk can be use by the trail walkers/bikers and eliminate the need for additional property.

The trail would not be appealing to me.

If the sidewalk is done right, a 10 ft trail won't be needed. People can still get between the areas needed and don't have to buy new land.

I have no preference.

I have friends that live on that road and would hate for them to loose their homes

I prefer option 2 because I feel that the more connectors there are to the Provo River Trail, the better.

I disagree with taking people's property to create a trail, which is a luxury option, not a necessity.

Trail connection.

I like the idea of a multi-use trail. I don't quite understand what kind of a trail it will be, however. If it is multi-use as in bike and pedestrian, then why do we need a bike path on the street? Also, the families living in the houses along the street might need parking, especially if you are cutting into their property by widening the road.

I like the trails and use them.

I think having a trail would be a great thing.

I like option 2 but I don't see how to get that much room with displaces homes. It seem like you would have to tear down houses.

Eliminates the need to acquire extra property

I want to keep the Provo River Trail in tact and easily accessible.

Not as invasive to homeowners land space.

Option 2 allows for better accessibility between the trailways, promotes alternate transportation

Really like the idea of the connecting trail.

If we are ripping off the band-aid, rip it off fast. Let's get ahead of the game and be prepared for more usage by adding the trail to the overall plan. It will provide a safer way for my younger kids to ride to the east side (library, Rec Center, other stores) without needing to be on the street.

Trail is more likely to have a good system in place for connection to other areas than sidewalks. Having good walking and biking trails is very valuable.

I believe that the trail connection is a great idea.

As somebody with back troubles, I need more solid ground to commute if need be. Also, sidewalks would look more professional for nearby companies.

I like the link to the river trail.

It seems like it will do the job and still look nice. A trail along 620 isn't really needed.

option 2 is four feet shorter

The trail that connects to the Provo River and Lakeview Parkway trails

Option 1 has less impacts on the adjacent properties.

I prefer option one because there is less disturbance to the existing homes. I don't feel the trail needs to be extended as in option 2. The questions that arises are how much land will be taken from the homeowners and how close will the sidewalk be to their front door?

I like the idea of connecting the Provo River Parkway trail and the future Lakeview Parkway trail.

I love the idea of connecting the trails and having this wide trail

The wider path sounds like a good way to give access to more people.

Having a bike lane is important to me. So is minimizing impact on existing residences.

Like the option of the multi-use trail.

I love the idea of having the river trail connection. But again, I'm concerned with the residence that would loose their homes. They would need to be more then fairly compensated-I'm so concerened with them loosing their homes.

option 2 is great. But I still think it should be bigger.

Takes less property. I like the idea of having a trail but I would like to see less impact on residence.

It would be nice to have a nice walking path in the neighborhood.

Collectively we need to start considering impact on our air quality! Options other than cars need to be accessible, biking and walking in particular.

Also allows for future growth.

The connection to the Provo trail system is important to me.

Neither are acceptable.

Safely connecting our trail system is important to me. That said, I am baffled by the planters. While Imm a huge fan of green space, I know of nowhere where we plan roads around planters. I much prefer saving our exhausting green space as opposed to creating artificial substitutes in a seemingly random manner.

For the trail

Having the additional trails.

I like the wider trail option but am concerned about decreasing property lot sizes.

We like the multi-use trail idea. It is safer than a bike lane next to the road.

The trails are useless if they're not consistent. Connecting them ensures use.

I like the idea of better and more walking trails but if I were a resident who stood to lose property to expand the street, I might have another opinion.

I think a walking trail would be a great idea.

Option 2 sounds like property may be taken away from owners.

Because it includes the multi-use trail that will connect the Provo River Trail and the Lakeview Parkway Trail.

How about getting rid of bike lanes because of the multi use trail and leave street parking? An even better option to not impact street parking so much.

I really like the idea of making it easy and safe for lots of people to walk/bike more.

It seems like the multi-use trail would provide better separation and protections for cyclists and pedestrians and contribute to a nice trail network.

not crazy about needing to acquire additional property.

I attended the near by high school, though I currently live in Hawaii I soon plan to move back and attend BYU.

Not so sure people are interested in the trails.

Love connecting the trails

I love the idea of connecting the trails

Less disruption to current property owners on 620 North

I would prefer there be no bike lanes.

Hopefully bikers would use the trail and not the road.

It would be nice to have a trail to one side but that option affects more families is additional property needs to be obtained. That's why I would choose 1 over 2.

I think the trail would be nice. But I am concerned about taking additional right of way from property owners. I do not drive over there (west of Geneva), so I'm not familiar with how much land is available for expansion. Could the bike lane on the trail side be eliminated and then the bikes use the trail?

I don't like how close the bikes are on either option, I like the idea of more pedestrian access.

The fact that the trail will connect with the provo river parkway trail and future lakeview trail are appealing to me.

I would love for the trails to connect

Residential safety

Both options are bad if they eliminate on street parking. I used to live on that street and I sold the house to my sister who has several married family members who come to visit often. They need to park on the street. Several of the neighbors have similar situations.

I like the idea of a trail connecting to Lakeview Parkway Trail, especially with the new high school being built, increasing more traffic.

I like the addition of the multi-use trail.

It will cost less since it won't require acquiring additional property.

I feel there are plenty of bike lanes in the area to be used and option one would not require homes and properties to be demolished for such a small reason.

Trail link.

I don't want people losing property

The trails wouldn't intersect naturally near the river? I don't understand the need for a 10 ft wide trail through a residential neighborhood if the street will already have sidewalks and bike lanes.

I like the idea of having a trail system connect to Lakeview if there is a Lakeview trail system. That would be great!

I don't like that option two requires more property

Nice to have the multi use trail

I think it will be less expensive to all involved.

Doesn't take more land from existing residents.

I prefer Option 1 because it will have less impact on property and residences.

I like the trail option.

Option 2 multiuse trail is excessive and not needed. Use the sidewalk.

Option 2 is the better long term solution, even if some properties are affected.

I like the trail option- and I think cars shouldn't park on 620n anyway. There are 3,000 are on it per day- and I often feel like those cars are an obstruction to me driving and also seeing kids.

I love the trail that connects to the Provo River Lakeview trails.

Wider trail

Neither. We need on the street parking.

I like the extension of the trail

The less property you have to take from existing residents, the better.

With a high school being built, the more accommodating we can be to bike and pedestrian traffic, the better

Minus the planters..that is just a waste of money!!!!

Sidewalks and bike lanes are great, but given the choice between that and a trail, the trail is best.

To encourage more residents to use their bikes as their mode of transportation.

Looks.

I think the trail isn't necessary.

Less disruption to existing property of home owners

Provo already has a lot of pollution and the connecting trails will allow more bicycle traffic and pedestrians to go through the city

Don't care. I don't live in that neighborhood.

I love the idea of a trail, although I'm concerned about where the extra land will come from.

Our trail system is important and option 2 would provide another needed link.

The trial is more desirable

The additional trail is why I prefer option 2

Think it would be great for the whole neighborhood to have easy access and enjoy close amenities we live by.

Not my concern

Option 2 seems like residents will be displaced. Granted, sometimes that has to happen in order to accommodate growth. But, considering we have a beautiful trail just blocks away, we don't need an extra trail.

Neither really

The road would be a lot safer and more aesthetically-pleasing with a usable trail along it. There are a lot of children biking & playing along 620 North, so with either option, the speed should NOT be 35 MPH...it should be 30 MPH. This is an area where children are outside playing a lot and kids are encouraged to walk or bike to school...with faster speeds, it endangers the children and reduces the quality of life in the area.

Want the trail systems.

I'm strongly favor in building out the trail system with separated pathways that allow bicycle traffic as a practical and safe alternative for commuters. I would also request consideration of allowing low-speed motorized vehicles like electric bicycles and scooters.

The added 10 ft., multi-use trail is needed for increase traffic the new Provo High School will bring.

I like that it keeps the connection to the trail.

I think the addition of a trail would be beneficial. It would make bike travel safer and promote more pedestrian use.

I'd love to see the provo parkway trail extended in a dedicated path.

I think option 2 would be more beneficial to the residents on 620 North.

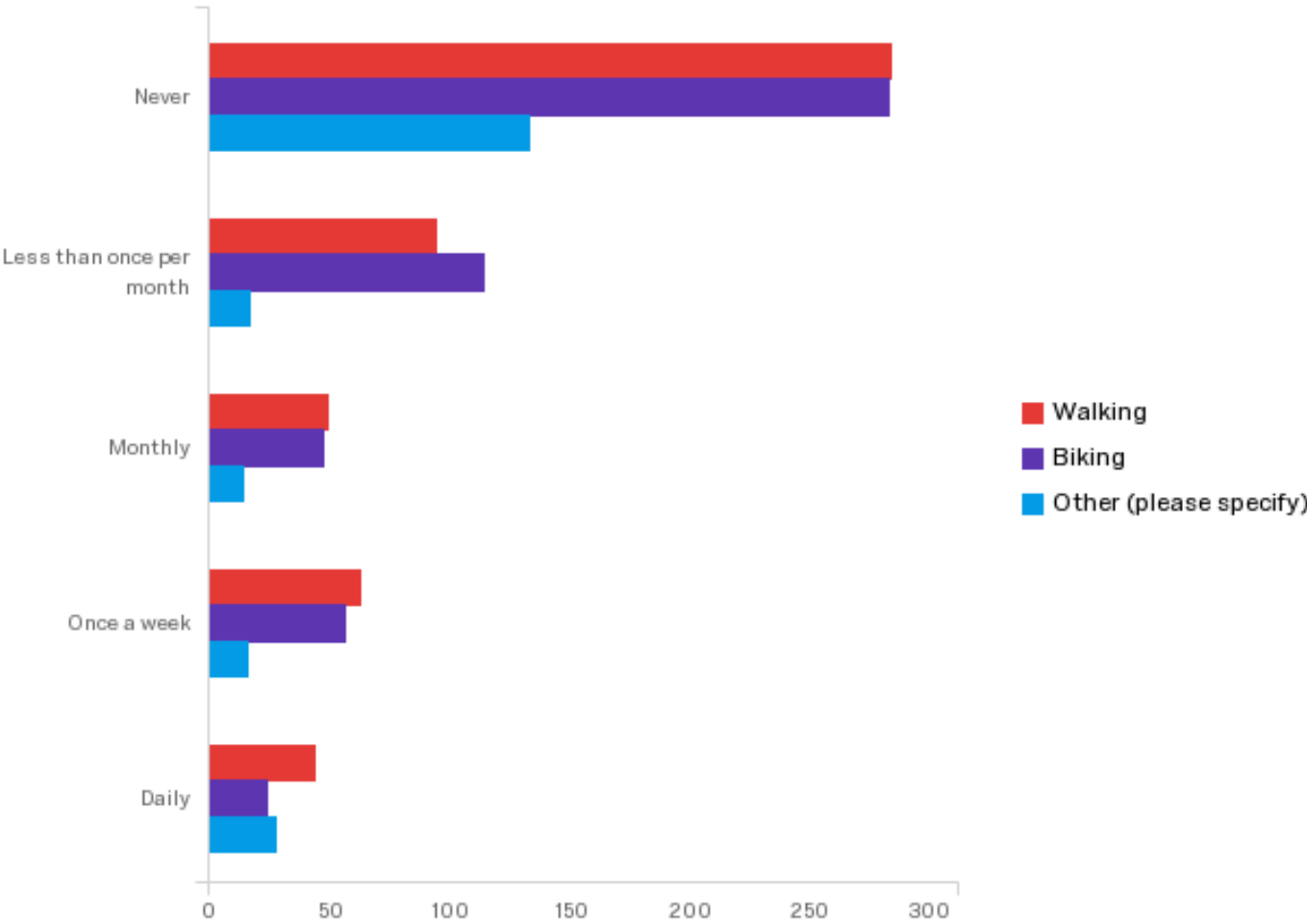
I would use the trail more

The multi use trail would be beneficial to the neighborhood and the surrounding area for those that would want to use it. It also allows a buffer between the cyclist and vehicles for added safety.

Not destroying neighborhoods

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling. The purpose of these questions is to determine the community's vision for active transportation on the 620 North corridor. It has been determined through travel demand modeling that the 620 North corridor needs to be widened to three lanes by the time the new Provo High School opens, whether there is a freeway access to I-15 or not. But there are many other options to consider in designing a transportation corridor, such as accommodations for pedestrians and bicyclists.

5. How often do you use 620 North for active transportation?



Question	Never	Less than once per month	Monthly	Once a week	Daily	Total
Walking	284	94	49	63	44	534
Biking	283	114	47	56	24	524
Other (please specify)	133	17	14	16	28	208
Total	700	225	110	135	96	1266

Other (please specify)

I would use it if it had a trail

Driving

Running

driving

access to my streets

car

Driving

Stroller

Car

Car

running

driving

I garden on the land that you want to steal

Car

I'm not interested in either study because I have no intention nor desire to relocate.

auto

Automobile

driving

Driving

Driving to church

During the summer months but there are kids riding bikes. But the mostly use the sidewalk.

Driving

Driving

driving

Running

We live on this street

I travel 620 a few times a month picking up my daughter from a friends house

Driving

Running

Driving

Play in my yard/garden

auto

Skateboarding

Driving

skateboarding

driving

Running

CAR

None

Ripsticks, skate boards

Car

In good weather, walking

running

Vehicle

Driving

driving

Truck

Car

Driving

Driving

driving

Skateboarding

I'd love to see provo be more bile commuter friendly.

driving

Driving

Car

vehicle

Driving- daily!!

Driving

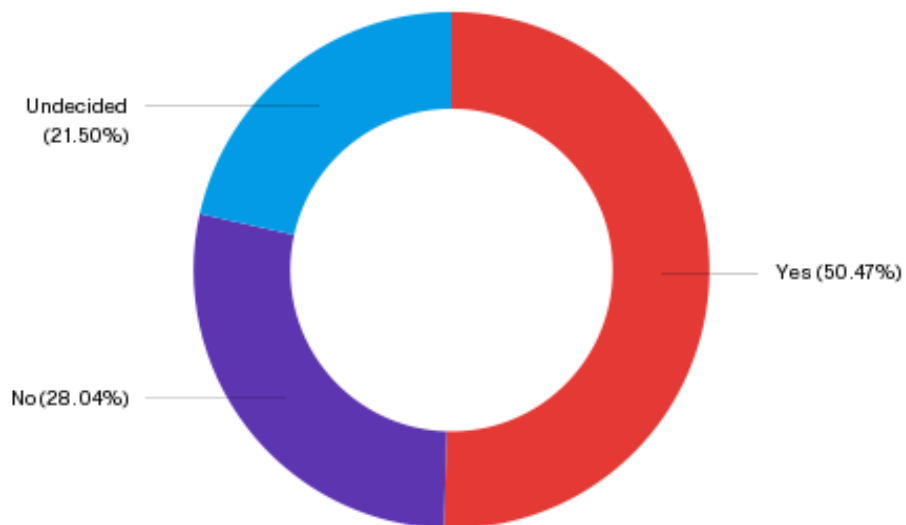
Driving

car

Running

Motor Vehicle Access

6. If it meant more impacts to adjacent properties, would you support having better opportunities for active transportation along this corridor (e.g. wider sidewalks, multi-use trail, protected bike lanes)?



Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
6. If it meant more impacts to adjacent properties, would you support havin...	1.00	3.00	1.71	0.80	0.64	535	100.00%	100.00%

7. Please enter any additional comments you have for this section of 620 North between the future Lakeview Parkway and Geneva Road:

Use 1390 North instead

please make it safe for those that live here

The people who are being relocated need to be compensated immensely

The people who will be affected most adversely are not the ones who are causing the problems. The many new people who have moved to this area, for the most part, don't live along 620 North. The unrestrained growth punishes the longest term residents when you cut into their property to widen roads. It lowers their standard of living, increases noise and probably reduces safety. And will the property owners have any say? I very much doubt it. In this country eminent domain trumps property ownership.

Get rid of the green house

I still do not like the idea of cars being so close to the edge of the road, I think the road should be expanded further.

How much of my land are you going to steal?

Bike lanes are a good idea.

Do not build this road.

Same concerns as for the residents on 820 N. Additionally for both roads, how will speeds be kept down? I've lived in neighborhood where a major street goes in and even though the speed limit is 35mph, people will drive it at 45-50mph.

I still feel center street is a good east west option as it has an I 15 on and off ramp and also can go west without much damage to residential area. Alternatively 2000 south in Orem could be a link and also have a ramp onto and off I 15. Then make a new roadway west.

Again, this is an incredible challenge.

I want to see a future Provo where citizens use their cars less and less. Walking and biking help air quality, encourage community, and provide important daily exercise.

With the new Provo High, this seems essential. I like the idea of continuing to make this friendly to active transportation.

I put less than once per month for bike usages of 620 North because this route isn't on my usual biking routine, but I do think that is important. I put yes on impacting adjacent properties more to support active transportation because I think that brings more value to the neighborhood. Of course there could be a point where the impact becomes too great to the adjacent properties. It's kind of more a sliding scale than a yes/no.

The impact of high school traffic which is seasonal and limited to certain times of day should not necessarily dictate the decision.

Do the planters on either side of the road have to be a full 7 feet wide? I would vote to reduce that, and maybe try to still fit in some on street parking.

It needs to be improved as it will continue to take more and more cars and pedestrians and bikes than every before.

As stated previously. Be all or nothing. If your going to modify the road, don't cut out chunks of a families private property and then reimburse them for it. This will ultimately devalue the life of the home. Pay for the whole home and property at market value or leave it alone altogether. Don't belittle these families by tearing away the property they've worked hard for and then move the public street and walkways right up next to their front doors.

I think the Rode Should be wider two lanes each Way and a center lane!

If this provides access to the new high school we would use it all the time. My kids would ride there bikes from 820 to the new Provo High School.

I live off 800/820.

Consider 620 North as an alternative freeway off ramp to 820

Traffic would flow better if 800/820 North continued all the way to 3300 West without having to turn down to 620 North.

This survey is flawed. You make the assumption that car facility expansion will happen and are only allowing us an opportunity on weighing in on whether additional active transportation options are desirable or not. We should expand the active transportation alternatives and leave the current auto facilities the same, or do nothing at all. Why isn't this an option in the survey?

Purchasing residences to extend the road feels wasteful.

N/A

While I love the idea of encouraging people to ride their bikes, run, walk, etc, Utah is a winter state, and for 4-5 months of the year they are much less usable.

I hate to see a nice residential area disturbed this much.

I would prefer that impacts to adjacent properties be minimal.

I travel 280 north nearly everyday and one of those residing with me two to three times daily. We need another entrance and exit in this area...no doubt. I just dont know hiw to make it the least problem for those who live in its pathway.

The new Provo High Schools seems to be driving the proposed plans. I believe the current location is fine for the high school. The old buildings can be torn down and new ones erected where the school is. The current plan probably means a freeway exit/entrance will happen at 820 N, something the Grandview neighborhood does not want.

Let me see, you're moving Provo High down here so that they can make millions selling their land and then you're making my neighbors and I pay for that move even though this is NOT to most direct root to the school and would impact a lot more houses than 1200 N (which would be a more direct route). But of course, that's a much more affluent street than 620 N, and the residents here are only 2nd class citizens, so who's going to worry about stealing their land? Certainly not anyone on the the city council or the people making these decisions--does anyone of you live on 620 N. Of course not, because there is absolutely no way that any one of you making these decisions would approve something like this for the streets that you live on! As a council you're quick to make it easy for developers to come in and make their millions. You should have thought about access when you were giving them their go-ahead and made them take care of it in the area where all of these houses and schools are going up, WHICH IS NORTH OF 620 N! You're making traffic go south off 800 N. so that they can turn and go north. THIS IS NOT THE MOST DIRECT ROUTE, BUT AGAIN YOU DON'T WANT TO DISTURB THE RICH HOMES YOU'D RATHER CREATE SECOND CLASS CITIZENS and make them pay for others (school districts and developers, and by

extension the council) to get rich. So of course you say "impacts on adjacent properties" like it's vacant land. You use language to distance yourself from the fact that you're going hurt PEOPLE! People who work hard, pay their taxes, and VOTE! So, are you going to take the land from both sides of the street, or just going to make it so that people have no on-street parking and not enough space in their driveway to park? Are you going to take the extra land from the church (of course not, because they have a battery of lawyers on retainer) or from the people who haven't got a hope in hell of fighting because they can't afford lawyers? Are you going to compensate the people for the land you take, or are you just going to steal it (and hide behind "public domain" laws)--of course! Are you going to DECREASE our property taxes because you are going to steal our land or INCREASE them because you're STEALING OUR LAND AND putting a school and thousands of more houses down here????? Again, are you going to make us pay so that OTHERS get rich and people who OCCASIONALLY MIGHT use this street have more say than people who use it EVERY day?????

Do what's best to properly accommodate for the growth of the community and provide for an aesthetically planned road. Do not be stopped by the naysayers who oppose change.

The proposed corridor from Lakeview Parkway to Geneva Road (620 North) is not necessary and will greatly impact a number of residents, many of whom have not been given adequate notice to voice valid concerns and/or hear sufficient justification for this plan. It is difficult to believe that traffic west of I-15 traveling along Lakeview Parkway or West Center Street toward the Provo Airport will near failure anytime before 2040, nor is it likely that the surrounding neighborhood/s will suffer from increasing traffic as the area is well developed and has remained traditionally residential. Please consider stopping this project at Geneva Road (620 North) without extending the project all the way to the future Lakeview Parkway. Alternatively, please consider expanding West Center Street (from 1-15) toward Lakeview Parkway as an acceptable alternative.

as stated above, without having a clear picture of what is located on 620 n I am reluctant to get behind any option. my main concern is uprooting people from their homes and disrupting established neighborhoods.

I'm not interested in either study because I have no intention nor desire to relocate.

I usually use 500 N in order to avoid 820 north all the time. I would love it if 620 N was created so we don't have to drive 25 mph trying to get to the other side of town!

The Least impact upon private property as possible

Please include bicycle lanes, good sidewalks and trails, and make it pretty.

Why do you need a 14' median?? The way you are designing this will make the speeding that happens on this road worse!

The city is growing, and I believe it is important to expand these corridors and keep up with the demand of a growing community. It is also important that the expansion is designed well, and is appealing to residents.

If we're going to be widening it anyway I'd like the safety of bicyclists and pedestrians to be a very high priority.

Again any change would have a negative effect on the neighborhood

I don't bike in this area often because the current infrastructure makes it unsafe. If it were present I would use it more.

I would prefer not to lose my home.

As previously stated, I think we need to be more creative with the cross-section on 620 North. It would be silly to spend millions of dollars on right-of-way for a project like this. We can create a corridor that accommodates active transport and meets the capacity demands.

Don't add planter strips

I wish I had known the city could take my home whenever they wanted to. These kinds of topics don't seem to come up during real estate sales. I will know for next time, but for now this project breaks my heart. You're going to demolish a whole wonderful LDS ward.

Buy out homes to make room.

I would really like for there to be a walking trail along this section of 620 North. If there is a way for this to be done without negatively impacting the private properties around there too much, I think that would be a nice change. My main concern would be the impacts on the homes there.

people won't walk/bike if you don't provide opportunity for them to do so.

Love the idea.

It needs to be done. Let's make sure that we provide appropriate resources (money) and planning to get it done right.

Let's prepare for the future! The time to act is now by preparing for increases in traffic.

Yes yes yes. Make Provo greater

I think we need to support active transportation for adults and for children, and having a safe place to bike, walk, or run is essential to encouraging more physical activity.

I may use this corridor after PHS moves, both on bike and by automobile. I support active transportation, but there needs to be a balance with costs and impact. Implementation and upkeep also matters. I might prefer an unprotected bike lane that gets properly plowed by the road plows each time it snows over a protected bike lane that doesn't get plowed because it is too hard and expensive.

better bike lanes are super important. see this guide <http://www.peopleforbikes.org/blog/entry/14-ways-to-make-bike-lanes-better-the-infographic>

It is too dangerous to use active transportation now. But if it had a multi-use trail that was safe, I would definitely use it.

I never use the road for active transportation because I don't want to get hit by cars. If there were better accommodations available, I'd probably use it more.

It would be nice if we could focus more on making the city beautiful, rather than just making it handle lots of cars that mostly sit around waiting for us to drive them. There's more to life than getting from here to there one minute faster than the other route.

Given the propensity for motorists to exceed the speed limit on wider roads and the ubiquitous problem of distracted driving the idea of promoting 'active transport' on a wider 620 North seems reckless. How many West Provo residents are requesting these changes? Who's driving this? It certainly isn't me and I live right on Lakeshore Dr.

Please no freeway on/off ramp. It will destroy the surrounding neighborhoods.

Will the speed be adjusted on the road?

It seems the improvements for active transportation would be necessary if the new High School is going out there.

How many businesses and residents would be effected by option1?

I think the change needs to be made, but it seems like in issues if imminent domain homeowners never actually get a fair price. I would want to make sure that homeowners are fairly compensated based on current market values of their homes as determined by a market analysis performed by a licensed real estate agent agreed upon jointly by both the homeowner and Provo City, with Provo City covering the entire cost.

From a homeowner perspective it really sucks to have 10 feet or more taken out of your yard that you've paid for because someone else voted for it. And let's be realistic, eminent domain never pays what it should.

We do not want to lose our property or on street parking

Bike lanes would be a good thing for the 620 N section to the high school.

There is still plenty of room for biking and walking along 620 without taking any more of people's property who live along that street. I think your biggest problem will be enforcing the speed limit with high school kids driving that road. You may want to think about speed bumps or something- or rotaries at a couple of intersections along the road to keep the traffic speed down to 35 rather than crazy people doing 50.

I always wonder when individual residences and businesses are impacted, is it going to be another eminent domain or will fair market price be paid for the property....I wonder

We do not use 620 for walking or biking now because it is incredibly difficult to get to. Perhaps if it were safer, we'd utilize it more.

There are a large volume of students who bike to the current Provo High.

It is a more direct path to the west side than 820 N. It gets very messy just off Geneva on 820 N that dumps into the subdivision.

I live literally one lot south of 620 N. My biggest concern is noise and safety. Wider sidewalks and trails seems to address the safety aspect.

I see the need for widening/doing something with 820 N is greater than doing something to 620 N. In my opinion, you can't do one without the other. It doesn't matter if 620 N is easier to navigate if cars can't get there because they're stuck in traffic on 800/820 N.

I feel for the families who will have to be impacted should Option 2 go through. However, it seems like the majority of the homes on the north side of 620 (closer to the Geneva road half) should be either updated or demolished anyway. That's just my opinion.

This breaks my heart. I do not want to lose property for a stupid bike trail and planter. Why would we want a biker trail here when there is one a couple blocks away on the Provo river trail?

When are you going to widen Geneva Road?

Whatever you have to do--get rid of the HUD houses.

We utilize 820 North a lot, but rarely 620 North. Any project that affects current property owners should be considered very carefully.

We plan to stay here long term and we live 2 minutes away. We would love to see safety and a well-developed roadway that would be useful long-term versus a hodgepodge fix that is temporary.

This impacts many friends of mine directly. I imagine it will be a huge headache and hassle for them and the rest of us in the neighborhood. I hope the city at least does their best to keep people well informed and to be respectful of those of us who call this area home.

I am concerned with cost to city the most.

With a new high school re-located in that area and the possibility of additional future schools needed, there needs to be accommodation to active transportation.

I feel that additional lanes and protected bike lanes/added river trail access would help with the safety issues on this road. Currently cars travel very fast, even though it is 25 mph, and it is hazardous to pedestrians and bikers. Including making it more safe for pedestrians, I also hope that consideration is given to the extra traffic that will come about because of the high school being built in the area and if that traffic may spill into adjacent neighborhoods, including many areas where children walk to school.

So long as the residents are treated fairly and offered reasonable compensation and accommodations.

Yes.. we need more active transportation alternatives but not if we have to further impact families. This is a starter home neighborhood and displacing these families, let's say that the money they would get is not going to allow them to move to a comparable neighborhood.

Can you really build a big road out closer to the lake?

Adding new routes helps to alleviate burdened routes, helps traffic flow better and assuming with that there will be less accidents.

I think we ought to approach projects like this with the vision of a future Provo in mind. I understand that some people losing a few feet of property is a big deal. But I also think that (1) after some initial push back it will work out just fine, and (2) we ought to give equal weight to what will benefit Provo, both now and in the future. If we can improve quality of life for many people in Provo, we ought to move forward with the wider road and trail connection.

WHY IS THERE NO BIKE LANES ON THESE ROAD? THE MAYOR NEVER RIDE A BIKE, WE DO NOT NEED THEM. THE COUNCEL THINKS EVERONE BUT THEM SHOULD RIDE A BIKE. IF THE CITY IS TO FORCE BIKE TRAVEL, WHY DO WE PUT BIKE LANES ON THE ROAD? WHY NOT ON THE 'MUTI USE LANES' WE DO NOT HAVE? THE MULTI USE LANE I SEE ARE FOR WAKER ONLY. (NOT REAL MULTI USE)

I'm now curious what happens to adjacent properties when a city encroaches. I definitely see the need for transportation down 620. Do property owners lose their houses entirely, or does some of their yard get purchased? Trying to make plans about whether we remodel, or expect to be uprooted.

I dislike elimination of on street parking

I like the concept of connecting Lakeview Parkway trail to Provo River Parkway but not sure it makes sense here. Why not just connect it where they intersect west of the Lakeshore bridge?

There needs to be a balance between impacts to property and the need for active transportation.

With Center Street not that far away, could Center Street be widened and used for this purpose? If this were the case, then Lakeshore could have the 3 lanes. It is already traveled by many.

it seems like you would have to buy a lot of people out in order to put in this road. Is there enough money in the project to buy them out? Will there be noise walls installed to cut down the impact on the homes that are left?

You only get one chance to do this right . Go big or go home! Provo is growing its time to show it.

This whole plan is devastating.

Because I currently use 820 North as a main thoroughfare multiple times a day, I'm not even familiar with 620 North. But I support making it a second main thoroughfare, as even currently 820 North cannot support existing traffic, let alone the expected increased traffic.

School traffic on these roads is could be greatly reduced if there were safe options for walking and biking.

None

I think that the residents that would most be affected should have a greater say in this. I would, of course love it since I am a birder, biker and walker of trails. This would be a lovely thing for me, but I imagine the residents would not like it very much.

I would not support taking over residents property on 620 N.

Some of my family lived on this road. From what I saw, it wasn't very busy during the day and it wasn't used that much for walking/biking.

This isn't close to me. But I would love something like this in my neighborhood!

What will it do to property values along Lakeshore Drive?

My support for active transportation would depend on how it affects families in the area. Are they willing to move, are they given enough time, are they receiving appropriate value for homes that will allow them to relocate without problems?

620 North is going to become a busy road. I would like to see it become a decent road and lots of pedestrian use.

Will there be a traffic light installed at 620 n and Geneva?

I am not in favor of any measure that will serve to increase the speed of vehicles traveling along this section. It is a residential neighborhood full of children. The traffic is going to increase with the relocation of Provo High. Making the street into 3 lanes will increase the speeds at which cars drive along this section of road. I would like to see measures to slow traffic along this section.

I would like to see an Option that considers the possibility of faster vehicle travel, 30 mph or 35 mph. The 25 mph residential limit on what essentially will be a major collector road through the city already is too slow and will become increasingly so with the added traffic from 900 East to Lakeview Parkway.

Please make it look nice and with a wide open feel for bikes and pedestrians.

I want to see the option coming off of center street- going from center street and crossing south to the new school.

An east-west corridor is absolutely needed, for now and especially for the future of Provo!

Whatever it is, it needs to have minimal impact on the residents. It disturbs me that the city wants to rip out homes and add planters. We are doing fine without them, why waste money and remove people??

I don't think I have ever driven on this road. Looking forward, my children will likely attend Provo High and I live next to Freedom Prep (Elementary). I would love to have a safe way for my children to bike to school whether that is on the existing Provo River Trail, or via this road.

Please buy up and tear down the junk homes on the north side of the street. Also I answered "never" to question 6 because I am no longer able to ride a bike. However, if it became part of a trail system, it would attract riders.

Geneva Road needs to be expanded for a better bike lane. They are almost a hazard on those tiny shoulders and I feel like I'm going to hit them constantly, but can't always swerve around because of oncoming traffic in the opposite lane.

Again, I comment on the safety of the many, many children in our neighborhood. Perhaps speed bumps should be installed along 620N between Geneva and Lakeshore to help slow people down.

There are many residents who suffer due to air quality. The dust from this with have a negative impact

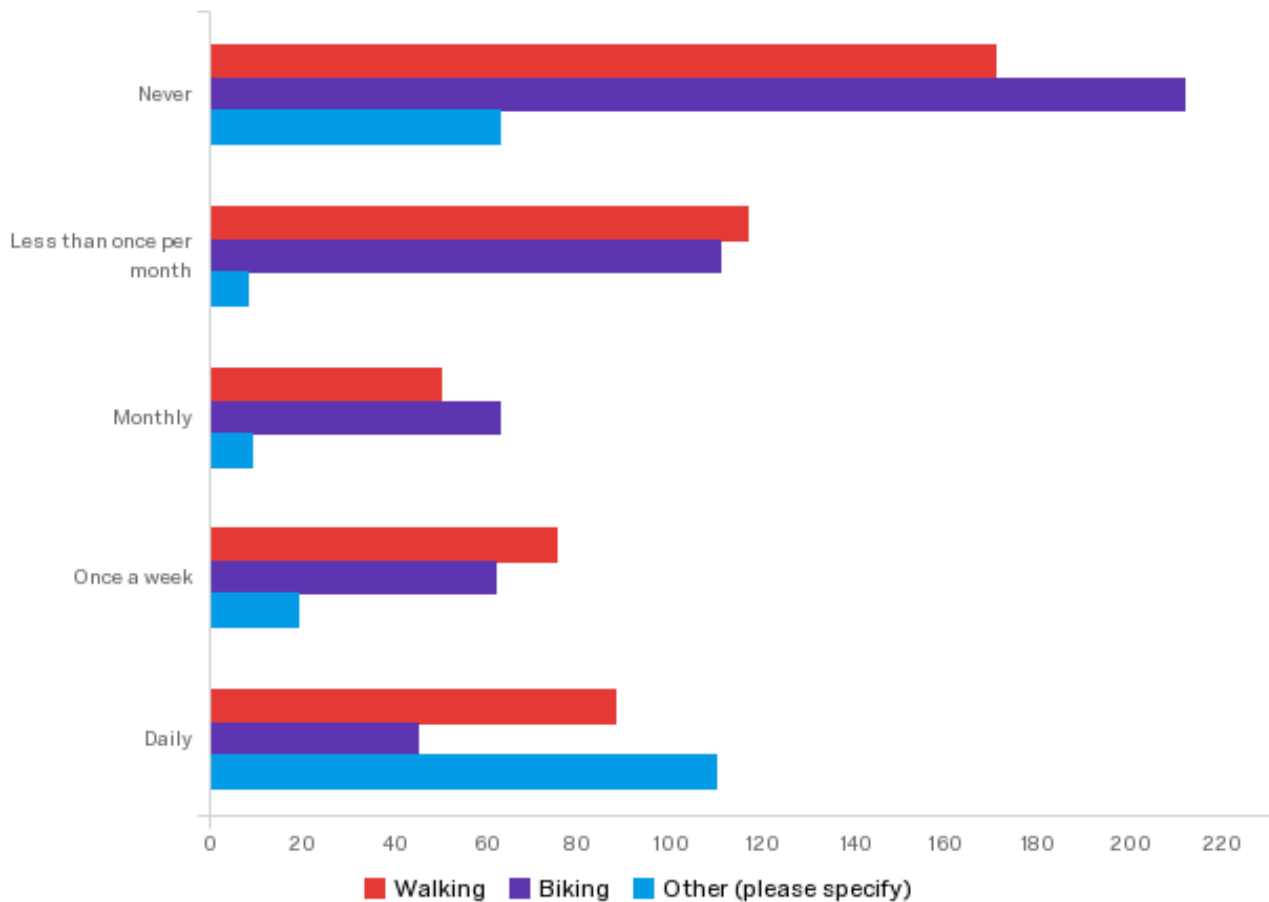
Slow down the speed to 30 MPH. If you have to take out property, take out the houses along the North side of 620 North that are older and less well-kept.

First of all, 620 North has been forgotten by the city. Only now it is being considered, but only because of the growth that is taking place. That road has not been maintained properly. It was not market properly for years. It was not paved evenly. It's like the city never knew it existed. Had it not been for the LDS church putting two buildings on it, it would never had gotten even paved. Having said that, I like the new considerations and so let's move on with it.

Ensure the ascetics are implemented along the area for the residents and those that use it.

This needs to be voted on by the people

8. How often do you use 800/820 North between Geneva Road and University Avenue for active transportation?



Other (please specify)

Other (please specify)

Driving

car

Car

car

Driving

Driving

Car

Running/exercise

drive

Driving

Driving

driving

driving

Driving

car

Driving

Car

drivin

residence

Car

Driving

Car

Access east-west

running

Driving

Daily drive

Driving

Driving

rollerblading

Driving

Car

longboarding

I'm not interested in either study because I have no intention nor desire to relocate.

auto

Driving

auto

Driving

Automobile

driving

Driving

Driving

Driving

Driving

driving

driving

car

Jogging

Car travel

Driving

Driving

Driving

Driving

Driving

Driving

car

Driving

Driving

driving

driving

Driving

Car

running

Driving

We drive this road daily

I LIVE HERE

running

Drive

Vehicle travel

Walk

I take my daughter to school via that route as well as access many other places. I live on Grandview hill.

Driving

Driving

Driving

DRiving

Car

driving

Driving

Vehicle

Driving

Driving

driving

during the summer

running

I

Running

I live on it

driving

Running

CAR

Driving

Car

Driving

By car

car

Car

Commute

driving

jogging

Vehicle

Driving

Driving

Driving

Driving

Driving

Truck

car

Walking

Car

The reason I don't use it biking is because it's not safe. That could change with better accommodations for safe biking.

Driving

driving

Driving

Driving

driving

car

car

driving

driving

Driving

Driving

Car

vehicle

Driving - daily

Driving

Car

Driving

driving

Scooters and roller blades

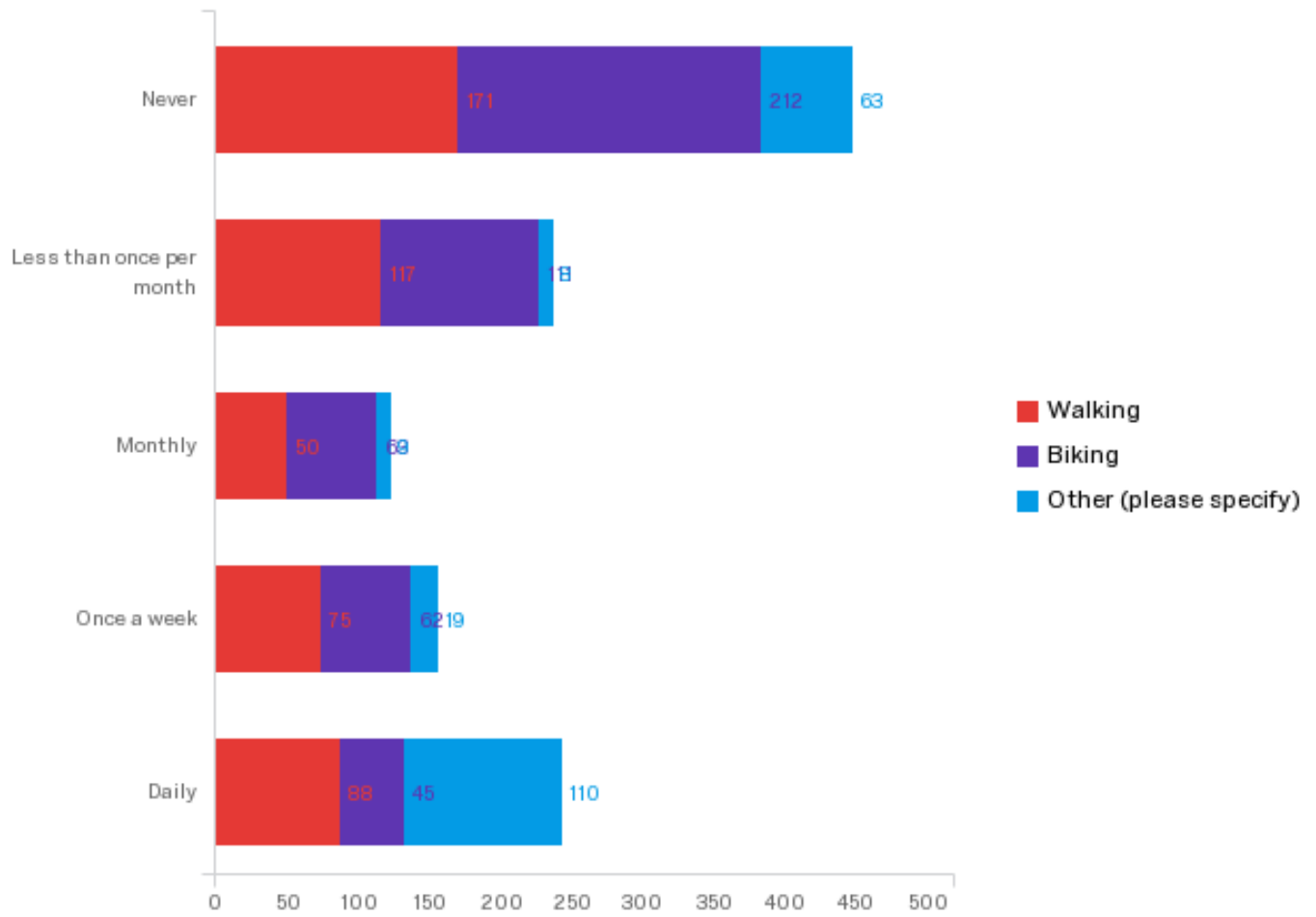
Driving

Driving

Driving

car

Motor Vehicle

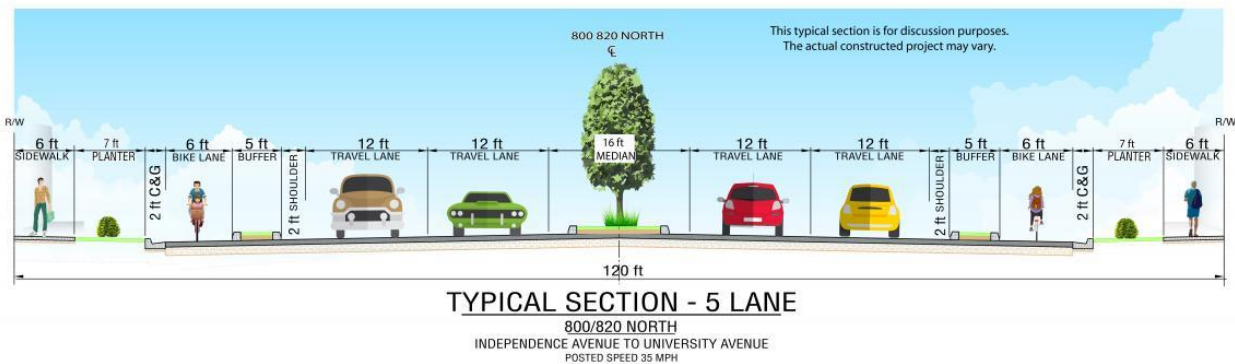


800/820 North: Geneva Road to University Avenue

It is determined that 800/820 North needs to be widened to five lanes (two travel lanes in each direction and a center turn lane/median) from Geneva Road to University Avenue by the year 2040. This is true with or without a new freeway access on I-15. The following section gives some options for how this might look and asks you some questions about your preferences.

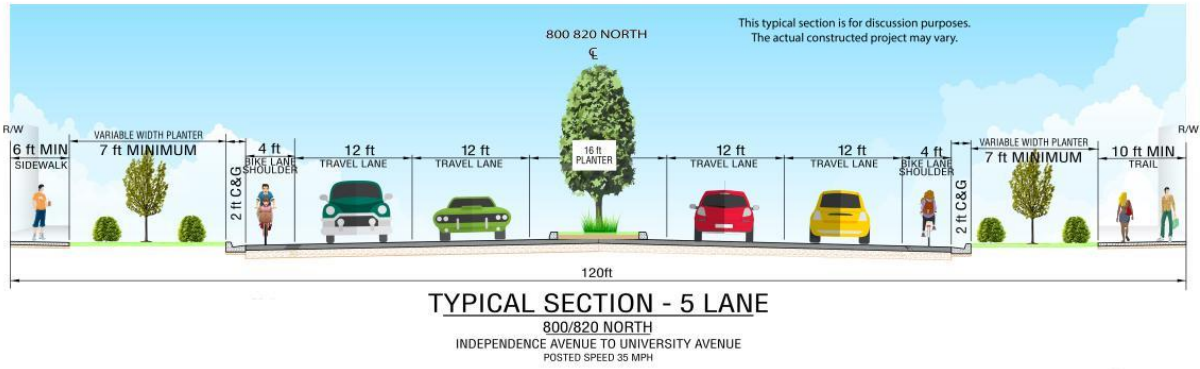
Typical Roadway Option 1

The drawing below shows two additional travel lanes on 820 North with 6-ft bike lanes separated from vehicular traffic by a raised buffer strip. There would be a 16-foot center median/turn lane, a 7-foot parkstrip area, 6-foot buffered bike lanes, and 6-foot sidewalks. The total right-of-way required for a Provo City arterial street is 120 feet, but the elements within that width can be varied.

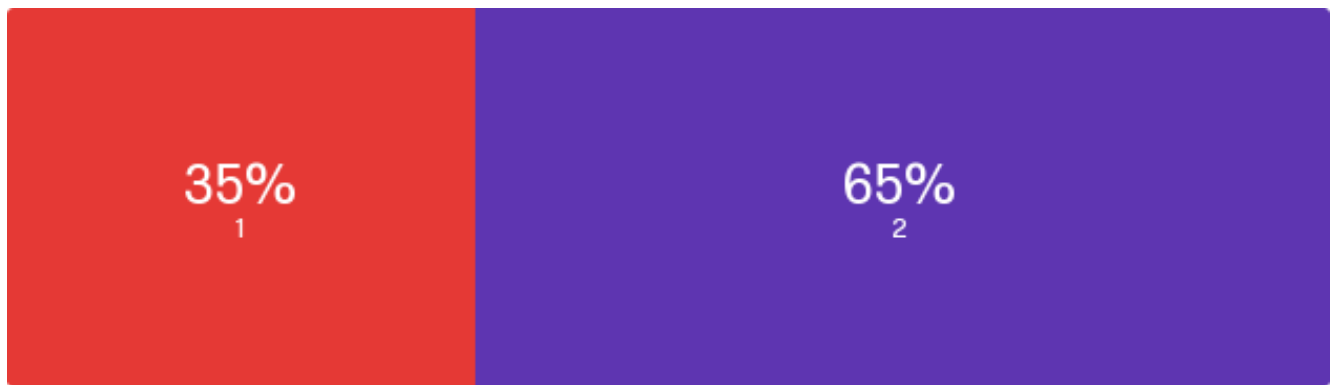


Typical Roadway Option 2

The drawing below shows a roadway widening option that provides two travel lanes in each direction, a landscaped median, a 4-foot bike lane in each direction, expanded parkstrips and sidewalks. This option has narrower bike lanes and provides for a larger landscaped area on both sides of the road. Additionally, one side of the road would have a wider sidewalk/multi-use path.



9. Please rank the above Typical Roadway Options in order of your preference, with 1 being the most preferred and 3 being the least preferred. Drag and drop the list items into the desired order below:



Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
Typical Roadway Option 1	1.00	2.00	1.65	0.48	0.23	348	100.00%	100.00%
Typical Roadway Option 2	1.00	2.00	1.35	0.48	0.23	348	100.00%	100.00%

10. Please tell us why you prefer one option over the other:

Trails

Like the space between cars and bikes

It will displace less people.

Again, there is no need for an extra large sidewalk.

I believe the turning lane is very beneficial. It was removed from Independence Avenue. I think it was a short sided decision. Now with increased street parking and an increase in traffic both entering or exiting Independence High school and Freedom Prep there has been an increase in traffic accidents and many near misses. I don't think the the trail will effectively serve foot traffic as well as sidewalks on both sides of the street.

I like trails.

The trail would be a nice addition and keep with the current area. It would also allow younger kids the opportunity to ride their bikes without interfering with pedestrians or the danger of being near cars.

the ability to bike and walk across the railroad tracks and in the neighborhoods.

More trees and safer for bikers

I believe that east/west connectivity in Provo is best improved on 820. I know that some homeowners will be impacted, but east of Geneva road we need much better access, whereas west of Geneva road will have a smaller population that will use it. And 820 north seems to be the only viable candidate for a major change, as well as being in a central location. I would like to see some protected bike lanes with buffers, because I'm aware of a number of people who've been hit on 820, or come close to being hit.

I only prefer Option 2 if it requires less width than Option 1.

This options encourages more walking and jogging. It also adds greater beautification.

I feel that there are more options for how residents can use a trail than a sidewalk. For instance, there will be far fewer seams in the asphalt of the trailway than the sidewalk, thus making it much more comfortable for residents to run or skate.

Looks like you are building an 8th north Orem expressway. Simplify.

Connecting to the existing trail system would encourage more people to be active and improve the activeness of the neighborhood.

I like the option of having the trail. However, I still like having wider bike lanes, if it would be possible to have both included in the street.

On an arterial road, I like the bike lanes to have a buffer between them and the car lanes.

Safer bike lanes

Build the roadway for its ultimate function and to create an attractive entry into the city.

Bike safety.

It's safer.

Why have a median I. The middle of the road? Isn't it better use of the space to have a turn lane?

It increases the safety for cyclists.

As I said previously, this road is a significant barrier already for my family, who need to cross it daily for school, work, and to play with friends. It is already unsafe and the crosswalks inadequate. I feel the second option is slightly less impactful on the nearby neighborhood.

I prefer the wider bike path of option 2.

Expanded park strips are good but a larger planted median No.

The extra separation between car traffic and non-car traffic will encourage many more people to use non-car options for traveling in the area.

The first option provides an important safety buffer between car traffic and bicycle traffic. I feel it's important to make out Provo trail system prominent and easy to use, but cyclist protection will reduce potentially fatal accidents and safety must be a priority.

I like the safer look of the bike lane (a divider of some sort and 6 feet designated for bikes).

I like the tradeoff of a 4 ft bike lane for wider parking strips. Parking strips are a great buffer and I think add a lot. Bikes do just fine with 4ft, plus there is already a separation which is amazing

i like the raised buffer strip

Wider bike lane.

prettier

Riding on busy roads on a bike feels safer with a protected lane

Protected bike lanes would be a huge leap for Provo in active transportation. With the amount of bike and pedestrian traffic 800N sees, this would be an ideal layout for this road.

The buffered bike lanes are much safer for bicyclists and there's still plenty of space for pedestrians away from traffic.

Option 1 feels like a lot of wasted space. Although, if students are riding lots of bikes, Option 1 would be much safer.

The river trail is already close to 820 North so an additional larger trail is not necessary.

Looks safer for peds.

I'm not convinced that there is such a huge need to do so much landscaping. I believe the impact to adjacent homes could be minimized by reducing, or better yet, eliminating median landscaping, etc.

Again neither option is great! What is up with the planters and the parkstrips--especially in the middle of the road? Really? You are talking about taking people's homes and yards so there can be a strip of trees in the middle

of the road? And who takes care of that? At least people can take care of their own yards. Having parkstrips means more expense for the city.

Don't like either one due to the excessive width. How many homes will be condemned? How much will existing property be devalued due to all the new traffic?

The neighborhoods north and south of 820 north are getting scarier and so I don't think my family will ever walk/bike when we could easily drive to our destination. More landscaping sounds nice!

I don't prefer either option. I do not approve of this project at all.

I don't like either option. Neither take into consideration the existing neighborhoods and existing homes, schools and businesses.

Option 1 has a buffer for the bike lane.

Keeps bikers safer. I think option 1 looks nicer, but having biked along busy roads, it would be nicer to have the buffer.

I like the extra space between those on bicycles and cars. Think it is safer for the bikers

I choose neither but option one looks better with the bike buffer.

More pleasing to the eye.

Both of these options are terrible for this road, however option 2 is slightly better because it doesn't have as much wasted space in unnecessary "buffer zones"

Option 2 makes more sense here.

The wider the better. It makes great planning sense.

If I had to choose I'd say option 1 is better. The trail option, option 2, seems silly because there is already an existing river trail just near by.

The Multi use path is crucial for kids riding bikes and access to the new Provo High School. It is a must. If it isn't there, the street will be dangerous to bikers.

As a cyclist that buffer doesn't really do anything. The second option that allows the bicyclist to cross traffic (when necessary and safe) instead of having to hop a buffer. Additionally the wider trail on one side is preferable.

Less impact on existing structures.

More alternative transportation space

Bike lanes are protected bike lanes. Please narrow the auto travel lanes to 10 and at the least 11 feet.

I think separate bike lanes is a waste of space and money. If biker's can't keep themselves safe by following traffic laws they shouldn't bike on the road.

Greenery is nice, but in the long run, usage by more people is the best option.

I like the more protected bike lane.

Keep the bicycles further away from the vehicle traffic.

The trail.

the buffer between the car lane and bike lane is a huge waste of road bed

Option one has wider bike lanes and they are buffered from the vehicular traffic.

Don't build a freeway offramp on 820 North. An offramp on 820 will destroy a neighborhood.

Neither option addresses the concerns noted above, but option 1 would be the lesser of two evils...

I like the layout.

Bikers don't currently have a buffer, and don't see need for that additional space after expansion.

provided active transportation corridor

Would prefer a combination of the two. No 5ft buffer zone and no 10ft trail.

I prefer a no-expansion scenario. However, if we have to expand the autofacilities, then option 1 provides the requisite bike/ped facilities to meet city goals. However, we should keep the current auto facilities and in exchange put any local money toward this project to more efficient land-use patterns and redevelopment that will shorten or eliminate automobile use.

bike lanes are separated from traffic

No support for either options. Leave 820 N. as is. Please.

Less expensive to tax payers

The addition of a trail would greatly increase the amount I use the area for active transportation.

Option 2 looks nicer and gives more room for pedestrians than bikers which the area seems to have a lot more of. I live on the corner of 820 and Independence ave and I see a lot of joggers, large families out for a walk, skateboarders and "hoverboarders" etc. I believe this layout would get more use than the nicer bike lanes. Also the larger trees/shrubbery along the sides may help with noise reduction for the homes in the area.

Safer for bicycles

four foot bike lane

The greenery would be a really nice addition. And I can't imagine bike traffic being That significant.

Currently, as is, the cyclists are in the lanes with the cars, in my opinion, an unsafe situation. I think they need more room. When running, I find it difficult to stay on the sidewalks at times because the sidewalks are at a slant, making it less than ideal for ankles.

Neither

This takes less from the residences.

I don't like either.

Too much is being taken out where we have homes

The green strips are bigger.

Safer for bikers

Option 1 appears safer for bicyclists; distracted drivers in Utah are scary, there needs to be a good sized buffer.

If you are going to take the space, it would be better to provide a buffer for future improvements should the need arise.

I don't like either. I HATE the idea of what widening 820 n will turn it into.

I like larger landscaped areas on the sides for trees

I'm not interested in either study because I have no intention nor desire to relocate.

I like the idea of a the wider bike lane.

I like the trail

I don't want either. We don't need landscaped medians at the expense of homeowners. It's fine the way it is. It won't make that much difference in speed to widen and displace so many homes and families.

The least impact possible should be the goal.

Smaller bike lanes. I like that.

We need more green space.

Don't do it

Because I believe there should be a buffer between bikes and cars.

Again everything can be accomodated under the current section width. 4' bike lanes? Why is that even an option.

I like the trail better.

Why not use this opportunity to create a first class vehicle and active transportation east-west coridor for central provo?

I prefer to have the bike/walking/skating trail expanded throughout the project. More and more people are exercising by skating/biking/walking etc. and it just makes good sense to accommodate our residents.

Less encroaching on private properties

Option 2 has a slightly lower waste of space and should have a lower cost.

Trail

I value the safety of pedestrians/bicyclists. I like the idea of a buffered bicycle lane and landscaped space as a buffer to protect pedestrians. The reason we don't go walking/bicycling along 820 North now is that I view it as a busy/ unsafe place to take my young children. I'd like to see that change.

It is the lesser of two bad plans

I prefer infrastructure that will protect bicyclists.

BUFFERED BIKE LANES!! Not only does it protect cyclist but it also gives drivers a clear perimeter.

I like the multi-use trail

What's the point of a multi-use path/trail if there's also bike lanes? Would rather have wider bike lanes as well as a buffer between them and the street/cars.

I don't like either option. It seems to have way too much garden and buffer space that is not really needed but is a waste of space for the most part. It looks like it would be very expensive.

same as previous comment.

It seems like less impact on the homes

This is a busy corridor with lots of bike traffic. And, there aren't viable alternatives due to street layout, the barrier of crossing 5th west, and the river. It needs a safe, separate bike facility.

If your going to do it don't pinch bike paths. No need for wider planter strips

Wasted space by adding planters on the sides.

Bike safety. Too many drivers don't pay attention to the road

Make it big and nice but take out homes to accommodate it. Don't make home yards look short and unnatural.

I can't tell if the trail in option 2 includes the option for biking. If it does then i would prefer the designated trail option over option 1

I feel a wider landscaped area is unnecessary.

There are many bikers along this part of the road. I think it would be important for everyone's safety for the bike lane to be wider. I also think it wouldn't be necessary for there to be extra wide parkstrips along there.

again, the trail is a good addition. How about take a foot off each travel lane and add that to the bike lane in option two. Two 12' travel lanes are unnecessary.

Better for running

Get the bikes their own lane out of traffic. I'm a biker and I like the idea of being out of the roadway.

no preference

I like the idea of a buffered bike path over extra 4 ft for walkway.

Option 1 adds a protective element for the cyclists which should be a priority. As this mode of transportation becomes more popular and hopefully encouraged by the community government and regular citizens this protection will be very important to avoid confrontations between motor vehicles and bikes. Option 1 also allows the cars to be able to travel a higher speed with little threat to cyclists.

The raised buffer seems to create a safer and more pleasant biking and walking environment. We need to encourage this.

Multi use trail

Homes and businesses will already be significantly impacted by this expansion. It doesn't seem necessary to impact them even more in order to add more green area.

I really like the idea of a trail on this road, I just worry about the impact on homes.

The wider landscaped strips vs the protected bicycle lanes makes a tough choice. As a cyclist, I have experienced how the in street right-of-ways are routinely ignored. By reducing the width of the car lanes from full freeway width, there would be enough for both.

The multi use trail. Plus there are four schools along this road or just off this road. Give kids a safer trail to walk or bike on.

It has many children that use this section of road daily and the expanded path is the safest!

I like the extra landscaping.

I think that the wider planters would make the road look better and would make it quieter

The separated bike lanes are big perk.

Are the bikes allowed to go on the trail? As this gets closer to campus I feel like a bigger bike lane will be more important, but if they can go on the trail, go with that.

Buffer seems excessive

Separating the bike lanes from the road is great for safety.

I think having more landscaping with trees would beautify the road and make the residents living in the area more pleased.

I bike with my kids from their school on 900 E to 900 W and the more buffer and space we can get from cars, the better with the road being so much more busy.

I like option 1 because of the buffer strip separating the bike lane from the traffic lane. I would probably use the bike lane more often right now on 800/820 North if I felt safer doing so, but biking on 800/820 North is pretty risky. Having a physical separation would reduce the risk.

Option 1 provides more safety for bicyclists.

I like the idea of more greenspace over wider lanes.

Like the wider sidewalks

The wider pathway isn't as necessary because of the river trail

This section has a number of older homes that would be affected by these changes. I like the idea of enhancing travel through this area, but I worry about the homes that are already there. Along the stretches with just businesses that are fairly well set back from the road, either option would be great.

It would create a more beautiful, walkable area for our city

I would prefer bikes be more protected, as it is, visibility for them on this street is horrible.

This is going to have a big impact on the people living in this area.

Not enough people ride bikes to warrant a separated bike lane.

If you're going to widen it, the wider it is the more flexibility you have for future changes.

the large bike lanes would hopefully promote more bike commuting, which I strongly support.

Smaller corridor

If more blacktop is being introduced to the neighborhood, more trees and greenery should be included.

I like the idea of a buffer between the booking lane and traffic. It feels like it would be safer for my kids and i to go riding.

I think the extra protection on the bike lane is a good idea. Bikes tend to slow traffic when they share the road without protection. I can't quite tell but there seems to be a good amount of space for the bikes on option 2. Maybe that's not an issue? I do like the idea of a trail.

I honestly don't like either option.

I would love protected bike lanes! Riding bikes on roads that busy is pretty terrifying. Unless the trail would accommodate high-speed biking, the protected biking would be the way to go.

protected bike lane is needed since traffic on this road is horrible. it would encourage more bikers to commute

Wider walkway/bikeway is better

Neither option is good. I love the multi-use trail of option two, but the wider bike lanes. Having trees and bushes (large landscaped areas) only restricts driver's vision and create's more danger for pedestrians/bicyclists.

Trails!

The multi-use trail

There is already the Provo River Parkway trail really close, no need for another trail.

I like separating bike lanes on big streets.

The difference is small between the 2 as far as how much space it takes up, so why not have a trail path.

In this area, bikes for commuting seem more likely. A trail doesn't seem like it is meant for this area. Separated cycling lanes will lead to increased cycling commuters. A trail is more for recreationists. The 4ft cycling lanes will result in meager increases in cycling, and therefore just become ineffective space for most of the time.

I like having bikes separated from cars, and am not a big fan of using excessive space for decorative planters.

Because bicyclist cause the most difficulty and slowing for motor traffic. Would prefer a buffer between the bike lane and motorist lane. It would be safer.

Option one has a division between cars and active transportation options. That would be nice for those biking.

Trees on both sides

The buffer area for the biking lanes

I like the idea of more paved trails. It adds a sense of community to the area.

I like the buffered bike lanes as one who use to ride a bike on this road daily even the sections that have bike lanes is very nerve wracking as drivers do not give you much space and when the road conditions are not ideal it can be a very frightening and stressful bike experience. Having the buffered bike lanes would reduce that anxiety. Additionally have more room for landscaped areas sounds more expensive to put in and would put greater pressure on water conservation efforts that need to be a larger priority to the city in general.

I think option 1 is better. I feel safer as a driver when bicyclists have more space. Most people I see using the sidewalks are just trying to get to a bus stop. I don't think we need a trail necessarily.

I live on 820 N and want my children to be safe near a big road.

No preference really

I would prefer that you don't widen the road.

It keeps the bicyclists safer.

There is more space between the traffic and the sidewalks

I like the idea of increasing the trail system in Provo. Though in option 1 I prefer the buffer between the car travel lane and the bike lane.

Option 2 doesn't allow for taking Left hand turns. If all the houses are gone from the street, I suppose it wouldn't matter as much, but there are quite a few roads that come off. Would you be able to turn into those roads or would the median be the whole way?

A good bike lane separated from traffic would be more useful than widened sidewalk, unless the sidewalk was specifically feeding nearby schools.

I like the addition of the trail area, however, I do not think that the planter area needs to be any larger.

It seems to me that option one would be safer for active transportation users.

I do not want either option. As it is going to be forced down our throats anyway option 1 gives wider bike lanes which I believe is safer.

I prefer a trail option. Anything that puts separation between crazy Utah drivers and those of us on bikes, running, or walking.

Safer. Houses will just lose value and never sell if they are kept. As I explained in my first comment section.

I love trails, and we have to take our bikes, via car, down to the parkway access off Geneva by the skate park. We would love to be able to bike all the way there from 820 N.

Having the bikes separate from the cars would prevent accidents on such a long corridor.

If you can obtain the trail by narrowing the bike lanes, I think that's a good idea.

I feel that Option 2 meets all the future needs and provides a better aesthetics which will make this part of Provo much nicer.

Again, connecting trails is important, along with the aesthetics of the roadway.

Both options are bad.

Safer for walker and bikes

I bike this road everyday, and my biggest safety concern is the cars driving next to me. A buffered bike lane would help me feel more secure on that ride every morning.

I don't believe the buffered bike lane is necessary, and that if we can afford to we should preserve the aesthetics in the city. It is a horrible shame when cities turn into concrete jungle with only a hint of natural life here and there.

I like a protected bike path.

I don't like either option. I don't like the landscaped median, they tend to end up with dead plants, would rather see the median turn lane. I don't like the pedestrian landscape area either for the same reasons.

More separation between bikers and cars. Bikers tend to get as close to traffic as they can, causing cars to swerve.

more protection from the cars for bikers & runners

Better safety for bicycles and pedestrians

with the river trail swinging further north and ending up on the north side of campus through here, it would possibly be beneficial to include a trail in here. With widening the road to accommodate 5 lanes of traffic some will be lost on one side or the other- which then makes it seem sensible to use the space created for the greatest good. There are many bikers and walkers all along this road. I would be more likely to bike to the rec center rather than drive there (I live west of Geneva) if I felt like it were safer and I were likely to arrive alive.

I don't like either and see NO need for the planters in the middle of the street nor so much green space on the sides.

Trail

Again, safety is the utmost importance in our minds.

Option one is safer all the way around for pedestrians, cyclists, and vehicle traffic. Families would feel much safer with the Option 1 proposal for active transportation. We do not use bikes in Provo because of the fear factor. We might use bikes more often if we felt safer.

Trees.

Aesthetics and efficiency

I like the buffer. While I love the greenery around Provo, it sometimes is unsafe. At roundabouts I have missed seeing pedestrians because of all the foliage toward the ground.

wider for bikes and pedestrians with better safety

I plan on biking to campus.

Idk.... I don't really like the medians...

Eliminate the bike lanes and make the path wider.

Love the idea of separating bike lanes and regular traffic.

In a bad snowstorm, it would be hard to see the buffers.

I still think the 10 ft path is a waste. And extended parkstrips only cost the city more money on upkeep.

Although I don't use it for biking or walking, so many people do, including children. I would like to see the bike lane and sidewalks safer and more user-friendly.

Option 1 seems more feasible. If there are already bike lanes and sidewalks, I don't see the need for a trail through town. The river trail should be sufficient...however it's true that the section between about 500 W and Geneva Road is less than desirable (especially going between the trailer park and KOA campground.) Maybe something can be done to that part of the river trail

I think it is safer for the bicyclist - two of my friends have had severe accidents when hit by cars while cycling

Separate bike traffic from auto traffic. Seems safer.

Trees would increase people & vehicle damages in case if accident where bushes would not.

More friendly to walkers

I'm just not seeing the value of a trail along this road.

The first option seems safer since the bikes are separated from the cars.

gives a bigger buffer between auto traffic and the bike lane.

If you have to widen the road, get the best you can get.

The proposed bike and pedestrian ways seem to take up more room than necessary in Option 1.

More flexibility and keeping bikes and walkways further from autos.

Bicyclist protection!!

I would prefer safer wider sidewalks and less Landscaping.

I live on 820, I would rather you take my house than leave me on a major highway

I very much prefer the buffer or even the planter & buffer between the traffic & sidewalk. I don't think wider landscape planters assists the functionality in any way. And I think additional expense for landscape is not wise.

It doesn't matter, cause either way would take my home. :(

I believe option 2 is better because it adds more trees to road ways and adds a larger walking trail.

It seems safer to give the bike lane a little more space away from the cars. I think bikes closer to pedestrians is better than bikes next to cars.

While option 2 would benefit me better since I walk a lot on this street for exercise, I have seen a lot of bikes on this street, and I believe the safety of the bikes are more important than my personal comfort.

I like the buffer between the cars and bikes. It would be safer. We have already experienced a bike vs car accident resulting in a TBI.

I like the landscaped areas suggested for option 2. This creates a concern however that the bike lanes will be so close to the traffic on a 35 mph highway. We all know that 35 mph translates into 40-45 mph flow of traffic.

It wasn't specified if the multi-use lane in the second option was going to connect with the 620 N option as part of the Provo River trail, so I decided in this case option 1 would at least give the bikers and pedestrians a bit of a safer option on a very busy road. But if the second option is indeed part of the Provo River trail, then I would prefer that instead.

Option 1 has a nicer layout for dividing different types of transportation.

More trails=good

The 2nd option is more visually attractive. I think we should this change well and have it serve us for many years to come.

I like the buffered bike lane and the wider walking. However, I do love the aesthetics of option 2 with the trees.

Too much pedestrian traffic too close to the road. Unsafe.

I like trees along that road to keep it looking neighborhood like

I would feel safer having a barrier between myself and traffic.

I really like the option of a multi-use trail east-west across the city. I wish that commute were more bike-friendly.

buffered bike lane

If your going to tear it up go big or go home

I don' think we need the trail traffic there

I like the multiple use path, very inviting.

I love both options, but I selected option 1 because I think encouraging biking is one of the best and most realistic ways to expand active transportation and a healthy Provo. Although I think a better option is detailed in my answer to Q11.

GET RIDE OF THE TREES, TREE HUGER WILL BE MAD, THATS OK. THEY ONLY WANT A 'DO WHAT I THINK' ANYWAY. THE TREE ARE NOT NEEDED, AND THE BIKE LANES SHOULD BE ON THE "MULTI-USE" LANES ANYWAY. IF THEY ARE REALY MULTI-USE AND NOT JUST WALKING/JOGING PATHS

Bikers less close to drivers

I like the wider trail option

Protected bike lane

Better bike travel

I like the larger buffer between the car traffic and bike lane. There are children biking to both Freedom Academy schools on 820 N. I'd like for them to have plenty of space to ride to school but not be on the sidewalk.

Those planters on either side seem excessive; more space for bikes is better.

I hate them both. I am against taking space down the center for trees. Put trees on the sides of the road but not down the middle. This road needs a turning lane down the middle, not a 16 foot divider.

The buffer between bikes and cars makes parking and turning more difficult.

I would be more inclined to ride my bike if there were a multi-use trail.

I have been commuting by bicycle for 35 years and have dealt with the bike lanes in SLC that have a buffer from traffic. I consider them more dangerous for cyclists because right turning traffic is not as aware of the cyclist that is clear out of the traffic pattern. As a cyclist I do not like option 1.

I like the buffer for the bike lane.

Snow plows will be able to clear the bike lane with the traffic lanes.

The trail doesn't appeal, since sidewalks are just fine, the amount of foot traffic currently is minimal anyway.

It is nice to separate the bicycle lane from traffic as hopefully the traffic will be able to have a higher speed limit. We don't need a ton of new landscaping that nobody will take care of between the road and the houses.

I prefer the buffer between the cars and bikes.

I love the buffer between the bike lanes and car lanes

The more walking trails the better!

The less impact to current property owners, the better.

Walking is protected.

I think the multi-use path would be widely used and the need for a wider, separated bike path doesn't seem as important.

It seems safer for bicyclists. I would use this street more often for active transportation if it was safer.

It would be nice to have the trail for walking and it seems like less space is wasted with this option

I like having a wider path to go down. for walking. Also it has more planter space, which would make it look better.

I like the concept of the trail. I am again concerned about displacing homes but I don't see anyway to avoid it in this case since you have to widen to 5 lanes.

Better use of space and less fluff of esthetics

Not a lot of foot traffic to widen the sidewalks.

Additional trees

Ascetically nicer.

Option 2 would allow for a trail system

The buffer between bikes and the cars is safer

Will be a much more attractive road for the future. I rarely use active transportation due to the crowded and dangerously narrow road.

Actually, neither. I am in favor of the wider trail, but not of the bike paths without barriers in exchange for prettier side landscaping. I also think 4 foot bike paths that are protected, or 6 foot bike paths next to traffic makes more sense than the other way around. I question the need for this much width (with the impact on neighborhoods) when so much is available for landscaping.

I bike every now and again and the first option is much safer for bikers

Less impact to the properties.

Takes up less space...which could be used later if necessary.

There is definitely more use by pedestrians and bikers on this section of road, i think having the wider trail on one side will be beneficial.

Why do we need a median? This takes up space and impacts the ability to turn across lanes. So people have to U-turn in places, which slows traffic. This is why I hate Center street. Also, why such big planters between the road and the sidewalk? I understand it might look better, but to have medians and side planters requires an additional 30 feet.

I like the fact that the bike lane would be separated from the car lanes.

I believe that the buffered bike lanes are an unnecessary expense to the proposed project.

Less business property loss.

I actually don't prefer either of them. However, if needed to pick option 1 works better without the trail.

No preference.

I prefer the wider bike lane option since my children will be using this and I appreciate the buffer from traffic

the wider path on one side to accommodate more people.

120 feet is awfully wide. Can't you reduce or eliminate the median and planters? Provo has already torn down so many homes along 800 North for hospital expansion.

More safety room for bikes.

It looks safer. I see people walking and biking on that road all the time.

I like keeping the pedestrians and Bicyclists separated from the cars.

Safer for bicycling. I do however Like the trail option.

We need biking to be a viable option and safe! When deciding between additional landscaping and biker safety there is no question!

Less impact on existing businesses/school.

I don't see the need for the larger landscaped area.

This whole plan is devastating.

Cost

Again, while I am a huge supporter of saving exist in greens pace, I am baffled by this unexpected creation of artificial green space. I'm not opposed to it if done wisely and in a manner that plans for and allows future growth, but I expect wisdom in the planning, so don't see the need for a double dose here.

More green space

Less overall width

I like the expanded medium and wider trails and planters, but again I'm concerned about cutting into lot sizes.

Cost.

I often ride a bike between 1350 W and 500 W, particularly during the summer. Bike lanes are helpful but the additional buffer between cars and bicycles would be so much better! The necessary widening will definitely impact residents but as long as they are being relocated it makes sense to widen it enough to provide the best street design options.

It would be nice to have the added width for trees and greenery.

No preference

Safer for bikes.

Option two would be more aesthetically pleasing.

because of the option to include a wider multi-use path on one side of the road

Bikes don't really need 6 ft of road.

I bike a lot (though not west of University), but I struggle to trust drivers, even with bike lanes. A multi-use path gives me a safer biking option. I might actually use that.

Wider bike lanes with a raised buffer strip will make cyclists feel safer.

Safety First!

I like having more landscaping

I like the wider landscaped area on the side of the road, and the wider walking path

To encourage more biking use, there should be wider bike lanes.

It is too dangerous for students to create more traffic on this road.

I like the wider path as opposed to the buffered bike lanes. It doesn't look like it takes any additional space.

I like the buffered bike lanes for safety. I do not live on the west side, so I would not bike over there. But I do drive on 800/820 N and would feel more comfortable with the buffered bike lane.

Like larger pedestrian use.

Wider bike lanes are safer for our cyclists

I prefer the buffer strip separating the bike lanes

Benefit to bicyclist

I don't like either. Why do we need a landscaped median? Don't cars know how to stay on their own side of the road?

Option 1 seems better for bikers. I would bike that route often with such improvements.

I like the extra landscaped area. Something Provo does fairly well.

I don't see many people walking or biking this road currently so I don't think much more room really matters for wider bike lanes and sidewalks on this road or extra landscaping.

Bike friendly provo.

It sounds nicer easier to understand

I do see a lot of cyclists along this portion of 800 N going to and from BYU. I think the protected bike lanes would keep bikers and vehicles safer along this section.

The wider biking lanes would be safer. As population grows more bike traffic would be accommodated safely and it just makes more sense.

I think more room for bike lanes would be more important than more landscaped area. Safety should be more of a factor than landscape.

Better use of space, a wider bike is safer and would be used more.

I like the added buffer between the bicyclists and the vehicles.

I think this road would be widely used for active transportation if it were improved with Option 2. I think it would add a great deal to the neighborhoods and the city. As it is now, active transportation is nearly impossible in some stretches, which keeps people from using it.

I like the buffered bike lanes.

I like the raised buffer between vehicles and bikes.

Always safer when there is more room- lots of people ride , walk, run 820n. Lots of hospital workers live west and Byu employees. Keeps them fit and cuts down on pollution

I don't think the expanded parkstrips are needed.

Less park strip in middle

Biker!

Option one has more protected bike lanes

They are about the same to me. I would need to know how much of the existing neighborhoods would have to be converted to roadway. If it is significant, you might as well do the larger option and demolish the houses. If it is only a few extra feet in each yard, then a minimal footprint would be best.

It needs to be as bike friendly as possible. With increased traffic and speed, I definitely think we need the option with buffered and wider bike lanes.

I don't like either option, in fact it greatly disturbs me that the city wants to put in 30' of planters. You want to remove people and put in planters?! We don't have them now and we don't need them. All the "buffer zones" are insane! We are talking about people's lives that you want to screw with! I understand a median as a turn lane but not for trees and ornamental grass, that is a waste of taxpayer money.

I like the additional trees shown in option 2. I almost chose option 1 because of the separated bike lane, but more green won out for me.

Safer for cyclists

Both are the same.

The buffer is safer for bikers.

I don't think separated bike lanes are necessary.

I live on that road and it is frequently used for exercise by members of our community

More trees looks better.

Option 1 seems safer.

I would feel safer riding a bike with a buffer between me and the cars.

Bikers need a safer place to ride separate from traffic. A lot of people from the west side ride their bikes to BYU for work or school on 820/800N and especially during rush hour they are at risk. Not as many people walk that long of a distance on that road and side walks are plenty safe for them.

I really like the wider bike lanes.

So bicyclists stay in their own area and cars in theirs so no chance of getting in each other's way to be hit. Also I think traffic would go more smoothly instead of slowing down when you pass a cyclist in case they swerve into your lane. Happens all the time!

Not sure that it matters. They are both options that affect our home and way of life.

Option 1 because it displaces fewer people, it seems.

Two is pretty.

I think having the larger trail all the way along 820 & 620 would be really nice and the larger planter is more aesthetically pleasing.

We need the trail systems.

I like the multi-use paths but the protected bike lines seem like a safer and more efficient means of supporting bicycle commuters.

Again, the addition of the multi-use lane is very appealing.

Fits the needs and offers more greenery which I think is very important

I like the addition of a protected bike lane. With the addition of extra lanes (and a likely speed increase) the extra space would make biking much safer. I generally commute to BYU by way of 8th north and the existing bike line is nice. However, I have been worried on occasions due to parked cars or quickly moving traffic. The protected lane would make such a trip much more convenient and much safer.

I like the large path on one side, but I'd prefer a buffer for the bike lanes.

Multi use path

Cycling along the corridor I would prefer having a complete street with a bike buffer. It allows me to feel more protected as I commuted to and from work.

11. Please enter any additional comments you have about widening 800/820 North between Geneva Road and University Avenue:

Your study was such a joke! A study is to determine a course of action, not to justify a predetermined outcome. I went to the neighborhood meeting and I was promised to receive the contact information for the men who lead the meeting and never did. During the neighborhood meeting the time line for this project was grossly misrepresented and the men who lead the meeting were also very rude. I feel like the people who will be displaced by this project will not receive a fair value for their home. How can we trust that anything this department says is true if they can't even be bothered to send me their contact information as promised. This is a neighborhood not a highway, we shouldn't be victims of Provo's poor planning. You don't care about this neighborhood or its people. Those who live and work on the East side of Provo choose to do so knowing the current traffic options. Why should our neighborhood suffer for their convenience. Not to mention Center Street is always an option. Our neighborhood has been patronized and treated rudely. I hope if you find yourself in a similar situation you are treated just as "well". If you think there needs to be more East-West corridors, please feel free to volunteer your neighborhood. P.S. If you really felt like feedback was important you would have made sure that the email informing me about this survey didn't go into the spam folder.

I have concerns about the roundabouts currently at the bottom of Grandview Hill and near the train track crossings. I would like to know what can be done to maintain connectivity-- my experience has been that multi-lane roundabouts are confusing, dangerous and don't work well.

The short sighted planning that has allowed the population on the west side of Provo to explode without any thought to traffic congestion will now punish those who have lived along it for the longest period of time. These people will either lose their homes to eminent domain or have much of their property taken from them. Those in positions to make these decisions surely don't live in the affected areas.

There is immediate need for widening 820 North, especially with Provo High School now moving to the West side of Provo. The addition of Freedom Preparatory Academy has stalled morning eastbound traffic. Westbound traffic often goes past the school, around the round-about as a U-turn to then go eastbound and stop at the curb in front of the school for student drop-offs. It gets worse when freight trains impede traffic. Frontrunner impact is minimal and traffic recovers after it passes. The railroads need an overpass. 820 North needs to be widened or build additional East-West corridors in Provo.

This must happen before 2040.

Great idea. I hope it happens soon, that road can get very congested and it feels dangerous as a bicyclist to be traveling down that road. Cars tend to go much faster than the posted speed limit.

I'm very concerned about the impact to existing properties and pedestrian safety, especially given the location of Freedom Academy.

I love this idea but I just know that the residents along this road will get screwed by the government. I will be amazed if they don't.

center street is a better option.

Good luck!

One extremely important safety feature for these busy intersections will be LPIs (Leading Pedestrian Intervals). Pedestrians deserve a head start for their own safety. Motorists will also appreciate not feeling the need to race pedestrians through intersections even if they initially feel annoyed at having to wait.

I feel for the people who have homes in the area, but perhaps it's inevitable. Maintenance of a safe biking area is really important for the future of the area.

Overpass for the train tracks.

I think you need to rethink the planter business. Leave people's homes and property alone as much as you can. You've got the greenery with the yards--you don't need it in the middle of the street!!!

I'm wondering why we're focusing so many dollars on improving east/west traffic in Provo when the greater need seems to be that the residents on the west side of provo need more development of retail / grocery in their areas rather than figure out how to get them to the central / east side. As someone who lives on the west side, the only time I have to go "in to Provo" is to go grocery shopping. Why can't we just build what us residents need on the west side IN the west side, instead of destroying existing homes and neighborhoods to build roads for us?

The impact is enormous.

bridge over provo river. Losing access to homes using that to access where they live.

There's not even any stop and go traffic on 820 north. People are already able to speed like crazy on that road I don't think that this road needs any changes.

We need a freeway on and off ramp here also.

Center street should really be improved west of I-15 before considering adding lanes or making any "improvements" to 820 N. 820 N should be kept primarily as a residential street, and not become a major thoroughfare.

It needs to be done to access the hospital directly with I-15 so an off ramp is still very important.

Again. Be all or nothing. If your going to modify the road, don't cut out chunks of a families private property and then reimburse them for it. This will ultimately devalue the life of the home. Pay for the whole home and property at market value or leave it alone altogether. Don't belittle these families by tearing away the property they've worked hard for and then move the public street and walkways right up next to their front doors.

This is a crucial road. There will be a ton of traffic on the road if it becomes a freeway on/off ramp, which I am in favor of, but if there is not a dedicated Multi-use path, then it will be too dangerous to use and will ruin the neighborhood.

I really don't think this is wise. This is a neighborhood street, and widening it will destroy the small neighborhood feel of the area.

Five lanes might seem aggressive now (and politically expedient) but in 25 years (2040) seven lanes might be too few to meet actual need

Just hope there will be adequate access to turn left from businesses.

16 foot planter in the middle? It is a road not a park.

Find another location for an offramp.

35 MPH is too fast given all the elementary and junior high pedestrian, biking, scooter, and parent driving that occurs along this corridor. It is not wise to allow that speed for safety concerns!

I love the idea.

Will eminent domain be used for the private properties that will be jeopardized through this widening?

This is a bad idea. Please do not advance this idea.

1. Poor air quality 2. Traffic will be heavy 3. Noise will be high 4. Number of accidents 5. Number of children/adults killed due to speed 6. It is a safety issue from the beginning. 7. Please tell me when do I need to sell my property.

N/A

I am curious as to what homes or property will be displaced by this plan?

Needs to be done! Glad this study is happening!

I guess that it has to come.

It appears we're trying to do too much. By enlarging capacity to this degree it will only invite more traffic and noise. It will be a larger benefit to people passing through rather than benefit those living in the neighborhood. It would certainly reduce any desirable aspects of the neighborhood.

There should be implemented a safe way to walk/bike the length of this road.

this is awful! it will absolutely destroy the joy of walking, riding, or biking, on or anywhere near the river trail. it will destroy businesses and homes and it's terrible. I was all for moving provo high because that's what was best for the school but because of what moving it means for 800 n and the negative impact I feel it will have on so many people almost makes me reconsider.

I'm not interested in either study because I have no intention nor desire to relocate.

MUST have a way OVER the train tracks!

The lots along 820 on the river are deep. Instead of displacing people you should pay to let them rebuild further back on their property so you can buy the space needed.

two sets of train tracks and a round about is a bad combo...need an over pass or something. Traffic backs up to geneva every morning

It might be time to eliminate on street parking.

Not cost effective go north to the farm land

I do not think that this is necessary and I think that 5 lanes is really excessive for this area.

Great idea.

A better plan would be to leave the current roadway alone, raise the speed limit to 35, and remove the visibility blocking planters from the traffic circles so drivers can see oncoming traffic.

Thank you for preserving 820 North West of Geneva. We love our house, ward, and neighborhood. We would have hated to leave Provo.

Our quit neighborhood will be changed and not for the better.

I drive this daily from the Freedom Preparatory Academy middle/high school to the elementary school. I can't see where there is even enough space to place this large of a road without affecting the existing schools along that road. There are charter schools, a private school, cross walk for a district school, and a higher education school along this route. How will a wider road not negatively impact these places of education?

We like using it to walk/bike to the river, etc., but feel it's too dangerous as is...if it were improved, we'd use it much, much more often.

I can't see how you could widen it that much when you are going under the freeway.

It's going to be a mess

Just make it functional.

How will residents get out of their driveways onto 800 North?

Personally, I think it would be better for commercial property to be purchased and used to widen the street than for residential property to be affected.

It'll really be a shame to expand this road and loose many of the beautiful trees along the corridor. Why not work to provide better transit?

Please make this happen! I love it!

You are really not doing anything about that area until 2040?

Sooner is better than later.

Widening this road is only one solution. The truth is that there needs to be at least one more corridor connecting everything west of the freeway with the east. In particular, there needs to be something between 800 and university. If possible, another option between center and 800 would be great but less necessary.

Provo city, and US road design, needs to get away from freeway width lanes. The lane width is not needed. Narrower lanes have been shown to carry just as much traffic, while subconsciously cueing drivers to reduce speed to safe levels.

Yikes! A major undertaking!

Just DO IT!

I'm not sure the trees are needed down the center. It might also be nice to see a combination of the two options where the bike buffer is only on one side of the street.

I live and am a homeowner near Exchange Park. There are many children that cross this section of the road to go to Timpanogas Elementary School. Please accommodate them as best as you can. Perhaps with a tunnel like the one that crosses under 500 W near the school.

Is this corridor being over-engineered? Could 11' lanes be used, like the ones going in on University Ave? Does the center median really have to be 16'? Is 5' really needed to buffer the bike lanes? Could on-street parking be used to separate and buffer the bike lanes from traffic? Separately, has anyone considered if commercial would be a better land use in some areas after these changes are made to the road? There are some stretches where there isn't a lot of space between 820 and the river. Is a single row of houses, isolated by this road, going to be viable? Would some neighborhood commercial, which could take advantage of the river front location, be a better fit?

It needs to happen. End of story.

Will this neighborhood be eliminated?

This is a neighborhood; widening streets and placing more lanes of traffic between neighbors isolates people and gives the neighborhood a transient feel. Families don't want to buy homes that front busy streets and high traffic. Those homes get rented out and an ever-moving, no-commitment-to-area people move in, weakening the fabric of a neighborhood.

Do it!

Let's get this done!

Please make it practical for motorists and pedestrians/bicyclists, then add minimal aesthetics/distractions.

This will make a negative impact on our community just to make it convenient for some.

Does this really have to be done?

I live right there, the power plant and hospital expansion have destroyed my neighborhood. What's next!

Again, the issue is pedestrian cross traffic.

Plan 2, using minimums, totals 106 feet. Keep everything at a minimum and you've got 7 foot buffers for the bike lanes on each side. Do that, and I'd change my vote to Option 2.

My biggest concern while I live close to and travel on this corridor almost daily is that this widening is going to impact a lot of families' homes. I know there will always be growing pains but I hope the city is looking for ways to assist these impacted residents that won't significantly increase the tax burden on all residents in the city.

How will this look in the area by the train tracks?

Find another option - don't widen this road.

This needs to happen.

What would happen at the circles? Go away and put in lights?

Very expensive to purchase properties for this wide of right-a-way.

Leave the road as it is. How much is this going to cost the city to relocate all the owners of the homes and businesses along the route? This should be given to the people of Provo so we can enter that into our decision process.

It's difficult to say specifics here because I think a good portion of my opinion on the 820 N improvements will have to do with the building/location of the new high school and studies about traffic impact there. I would like to know more about that before I give a more concrete opinion.

Loose the 16' wide landscaped median. They are costly to build, costly to maintain, and an absolute nightmare to negotiate around when trying to turn left with an RV trailer attached.

I encourage you to widen this section as soon as possible

Let's do it!!!

This is a residential area and should be kept this way...

Overpass over train making it a quiet zone

Reversible lanes are better than a leafy median.

I think the people who are losing property need to have more opportunities to be involved in the planning of what will happen. How are they being compensated for the loss of land and parking area? What about the train tracks?

I REALLY HATE to see the new Freedom School be taken out & everyone losing their houses along this area!!!!

since so many people seem incapable of navigating the rotaries (or roundabouts- whatever they are called here), making them double lanes would be inviting trouble. I know we have them in Mass, where I am from originally, but then we've had them for longer than I have been alive. It might be safer to install traffic sensitive traffic lights instead. The light at 820 north and Geneva is fantastic and sensitive to the traffic.

This is obviously going to impact homes....I'd like more information on how that will be handled.

It must be done! It is not suitable at the present time.

Great idea.

Don't think the road needs to be that wide. It seems like a waste of space

Many many many times I have been trying to head west, and waiting for the train with a big jam of traffic inside the roundabout (820 N. & Independence). Ideally, if some are waiting for the train in order to head west, others can still get through the roundabout and head south down Independence.

2040? Seriously? We need this NOW! Driving down that road I often get pile ups of multiple vehicles behind one person driving below the speed limit. I hate this stretch of road, but there are no alternatives.

Please, please, please do this before working on 620 N.

Hooray. It's a major artery.

GOOD LUCK! That is a huge undertaking. I'm really curious how the train tracks and freeway issues are going to be managed.

What will happen to the roundabouts?

I prefer giving preference to vehicular traffic, since that has by far the greatest usage. If there is only one lane in each direction, what have we gained in easing present and future traffic congestion if there are still the same number of lanes as before the widening?

Would this affect Freedom Academy High School?

Please don't let the few vocal individuals prevent this from happening. There are a very vocal few that have been trying to prevent needed improvements for a very long time. During certain times a day I see this road get extremely congested and I believe it will only get worse.

Do it at 620

I like the effort and thinking that has gone into the aesthetic element of this widened street.

Has the railroad (close to Geneva Road) been taken into consideration there? The train comes through multiple times a day, and if the traffic increases substantially that could be a potential nightmare, similar to the problems Orem used to have at 400 N when the train would come and traffic would back up onto Geneva Road.

I think widening this road is the best option.

In the Netherlands a lot of the roads have the median trees, road, a narrow grass to separate the road from the bike lane, then a step up sidewalk, grass.. buildings. Which makes it super safe riding your bike because you have to cross the grass in order to run over a biker. Can we shrink a bit the landscape and still have the bike lane buffer?? that would be perfect!!

Hate it! My elementary school children walk to school 1 mile away on this road unaccompanied by an adult. This is common in this area. There are no bus options available. It would never be safe with this much traffic.

How many families will this impact?

I turn left across 820 north every day on my way home. I would hope that the median would not effect that for those of us who work on 820 north.

My river front property

I like the large park division, provides better safety for the children that use this street everyday.

How about an Option 3 that has buffered bike lanes (but narrower buffers--maybe just a curb) allowing room for both the buffered bike lanes and a multi-use path? By making the buffers only 2' instead of 5' that gives you an extra 6' to play with, easily enabling the construction of the multi-use path as well, while still helping cyclist safety. IF THE FREEWAY STUFF IS ADDED THE FREEWAY WILL BE MESSED UP. TOO MANY ON/OFF RAMPS TOO CLOSE JUST SLOWS THE 'FREEWAY' DOWN TO A SURVICE STREET SPEED ANY TIME THE TRAFIC GETS ABOVE A FEW CAR, ALPINE INTERCHAGE AS AN EXAMPLE

None

I am concerned that the median will not give me left-turn access to all of the three driveways at work

Make this less of a speed trap. As I commute on this road, I see lots of traffic wanting to go at various speeds. I also see lots of backed up vehicles trying to cross 5th west going west bound when I go home at night (fortunately east bound so it is less busy my way).

They should have put in a Frontrunner station on 820 instead of another self storage place!

I would like to see the median not be overly limiting to the opportunity to make left turns. I'm not sure how many opportunities there would be to make left turns into businesses, but I think making people drive further ahead so that they can make a U-turn to come back to the business on the other side of the street is not wise.

As I said before, I think it would be better to have more corridors, rather than one huge one. I do like the increased safety for active transportation.

I hope it doesn't impact the provo college negatively, or most of the businesses.

I think the additional freeway access would improve east/west transportation in Provo greatly. Best plan I've heard for a roadway.

Need to be sure it is easy to turn left into businesses\schools

Number 1 question for me: How will the strollers/children's bikes/walking traffic across the street be maintained? Even to gain access to the proposed trail on the other side of the road?

I-15 access is a must

I would hope that the widening could be done in way that improves the neighborhood.

Does not matter to me but student housing between freedom and university avenue has over crowding of vehicles. I constantly see battles between students either walking to school or student housing parking over parking on the road. This will take out a lot of road parking for students which is fine with me. Also where will the businesses and residents place there garbage pickups?

It may be convenient for travel, but so many neighborhoods will be affected and it will have the most impact with residents.

What will be done to mitigate the adverse impact on property owners, schools, and businesses who have recently spent considerable personal resources in improving their properties?

What happens to the businesses on on 820 now? Will there be right turn lanes for the businesses?

Again, it seems this project is designed to benefit east-side residents and BYU students at the direct expense of west-side residents who live in proximity to the corridor.

I think this needs to be done badly! The train intersection backs up traffic to epic proportions though, this needs to be addressed.

Why destroy 1/4 of Provo's neighborhoods?

I recognize the need, but can't help but regret the loss of the current rural look and feel of Geneva Road and its environs. A few tree strips are not going to even out a dent in what we are losing here. Also, I am very concerned about pedestrian safety for Lakeview Elementary students.

The building setbacks don't allow much space. The Freedom high school is much too close to the road.

None

I think this is just a great idea and one that I have fought for in the past. I have talked to people at UDOT about this several times when the freeway was being rebuilt.

Get rid of the median planters! They are a distraction and too hard to see around for oncoming traffic making them dangerous to everyone.

Will all the houses need to be removed in either plan? Seems like a pretty drastic change, but perhaps it's needed.

Hasn't that area already reached the max level of housing potential - it's not going to become more densely populated, right? I'm concerned that this will just become a "If we build it, they will come" kinda thing, where it only invites more overuse - and a reason for expanding it again later (an off ramp) - when most folks who live in that area can get in and out without a problem. Why not widen a road that already sees a massive amount of traffic (Provo Center Street) NOW, instead of another road that would need it in 2040?

when do you expect the project to begin and how long is it expected to complete?

I do not like the idea of having such a large road put in so close to my house on the Grandview hill. Our neighborhood would be impacted by people driving through to get to the large road. The noise will affect us and large roads seem to attract undesirable people and get run-down neighborhoods.

Please don't take until 2040 to get it done!

Get r done!

Wish g 820n will be great- we really need an nice road goi f west-east-- there really is only center street and university parkway

Too many homes to be taken out

Love love love roundabouts

Yank out that stupid median...it doesn't have it now and we get along fine! It is a huge waste of money not to mention space! 7' planters...again that is a waste and you will have to remove people for planters?!?!?

I'm sad the road has to be so big, but I am excited the city is looking for ways to make it nice, and not feel like a State Street.

I think widening this section is super important but it needs to include an overpass over the train tracks near Geneva rd.

Can you do so without removing the homes? Or reducing property values?

I live one block off 820 in the 1000 W area. We have 3 schools between 500 W and the train tracks. I worry that the increased traffic a wider road would create would be dangerous for the kids. Furthermore, I don't want a major road, like 500W to be literally in my backyard. I don't want homes to be demolished.

Where is the land going to come from? I drive this road every day and it's not empty space on either side.

Fair compensation PLUS for the inconvenience.

I'd prefer this to 620 only if the area in green on the map could be re zoned for commercial use

Provo is way to late in considering the expansion of this artery. The city will have to spend a lot more money now. Had this been part of a more thought out plan about 10 or even 15 years ago, the cost of all of this would have been greatly reduced.

When will the project begin?

This a great need for the area, however the potential displacement of homes has me wondering how that will work. Will it be similar to how 800 E in Orem was widened?

We don't need anymore traffic on 800 north

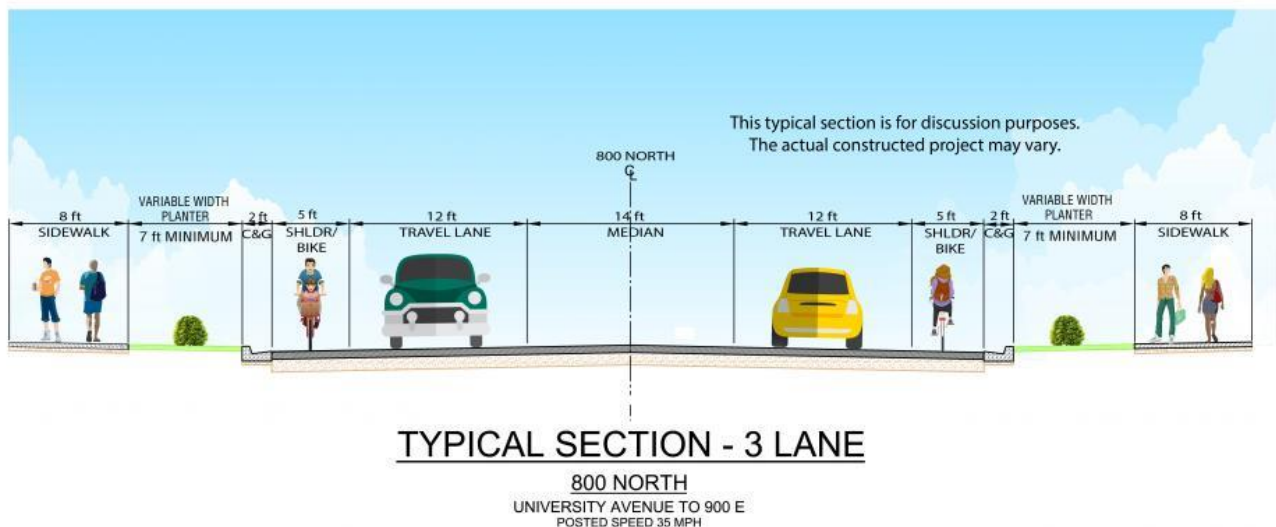
800 North: University Avenue to 900 East

It is determined that 800 North needs to be widened to three lanes (one travel lane in each direction and a center turn lane/median) from University Avenue to 900 East by the year 2040. This is true with or without a new freeway access on I-15.

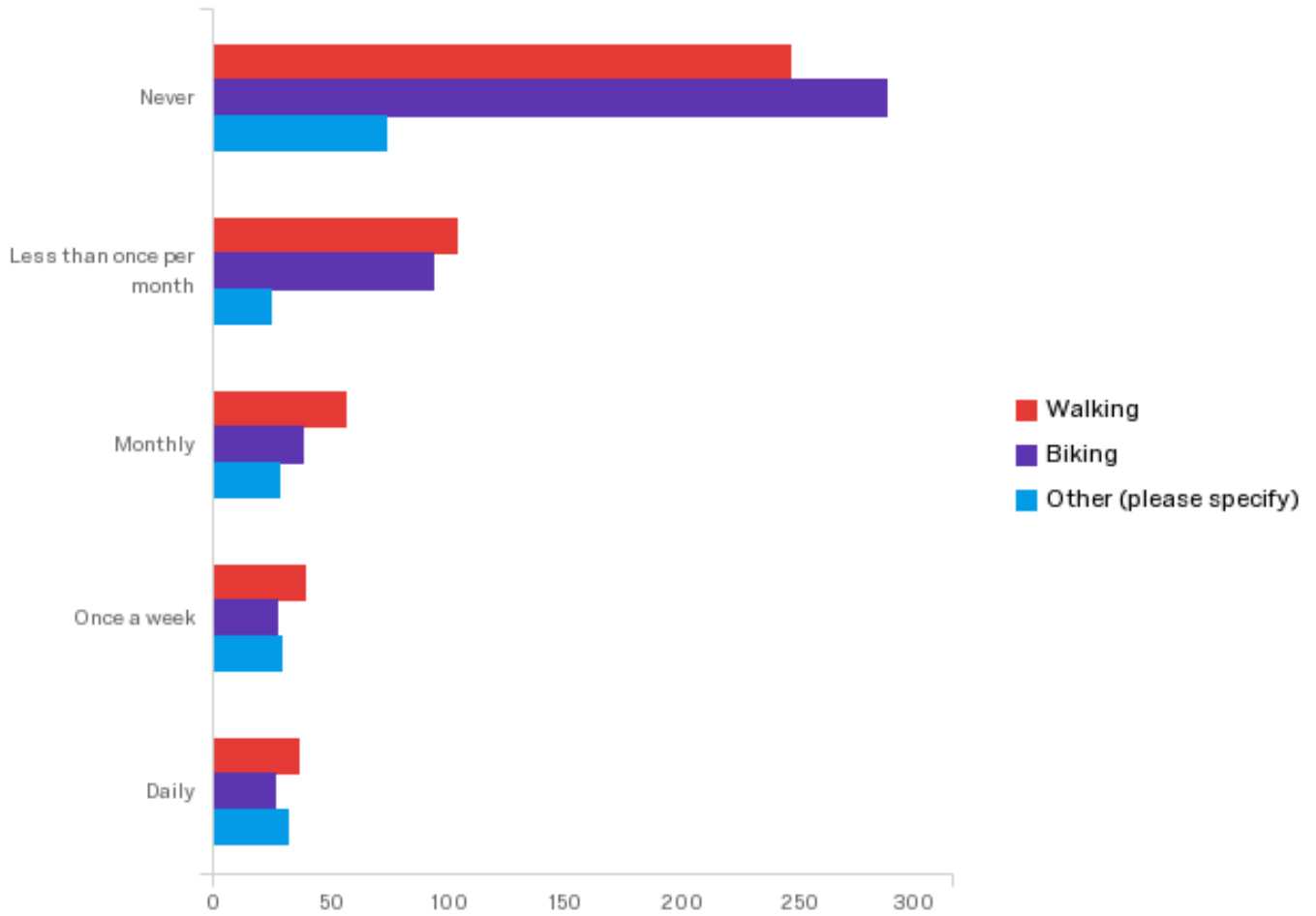
Currently, there is not enough width to add a center turn lane/median and bike lanes for the whole length. It is not proposed that buildings be removed just to accomplish this, but it is recommended that Provo City include this need in the Master Transportation Plan and that additional width be acquired as land redevelops.

Recommended Typical Section

The drawing below shows two travel lanes on 800 North with a 14-foot center turn lane/median. The parkstrip would be at least 7 feet wide but could vary as space allows. Bike lanes would be 5 feet wide and sidewalks would be 8 feet wide in order to accommodate high volumes of pedestrian and bicycle traffic near BYU. This option would eliminate on-street parking.



12. How often do you use 800/820 North between University Avenue and 900 East for active transportation?



Other (please specify)

Driving

car

car

Driving

Car

Running

drive

Driving

driving

driving

car

driving

Car

car

Car

running

Driving

Drive

Driving

Driving

Driving

Car

auto

Driving

auto

Driving

Automobile

Driving

Driving

Driving

car

Car

driving

Walking

Car

Driving

Driving

Driving

Driving

Driving

Driving

Car

Driving

driving

Driving

drive

Driving

Driving

driving

TO GO TO WORK

Drive

Vehicle travel

I take it to the cleaners occasionally

Driving

driving

Car

driving

Vehicle

Driving

Driving

running

driving

Running

CAR

Driving

Car

By car

Car

Car

Commute

Driving

Vehicle

Driving

Driving

Driving

Truck

car

Car

Automobile

Driving

driving

Driving/parking

Driving

driving

car

driving

driving

Driving

Driving

Car

Driving

driving

driving

Driving

Driving

Drive

car

Motor Vehicle

Driving

13. Please enter any additional comments you have about 800 North between University Avenue and 900 East.

We have children that are BYU students living on 800 North. The road is very busy and dangerous to cross. More traffic definitely will make it harder for the high volume of pedestrians crossing 800 north. Pedestrian safety is a huge issue to consider.

Why are you accommodating the private property near 900 East. Why aren't we all this lucky?

This is a nightmare for cars and pedestrians when BYU's in session. How about an underground commuter tunnel for cars?

Plant trees in the planters.

Too congested and narrow. The on street parking makes me feel glad that my insurance is paid up.

With the closing of the thru-way in BYU campus, Provo really, really needs an arterial road south of BYU that connects 9th East and Univ. Ave., but 800 North seems like the wrong place to do it since the pedestrian traffic is so high and there are cross walks every single block. Is there a way the artery could jog over to 700 North instead (between Univ. Ave. and 900 E)? Even one block further south would make a difference in reducing pedestrian traffic, and that is the proposed BRT route anyway.

In order to connect with 900 East, should the roadway shift around Freedom Blvd to 700 North instead of 800 North? Also, couldn't driveway access points be eliminated and the center median (turn land) be removed to still allow on-street parking? (6 ft sidewalk / 7 ft planting / 2 ft gutter / 8ft parking / 6 foot bike / 12 foot travel lane = same 82 foot r/w width.

700 East already has the requirements you've listed. Why move 1 block north?

It seems incredibly unrealistic as there are historical buildings along this road. Where would the funding come from? I know it is not in the county's plan for now between 2040.

This area is very congested and unsafe currently. Parking in the street makes the area even more unsafe.

Anything we can do to make it easier/safer for students to avoid driving in this area is worth doing. Ultimately, the pressure of an increasing student population and expanding non-student populations will necessitate movement away from the car-centric lifestyle currently encouraged by the existing infrastructure and BYU policies.

BYU makes this is a heavy pedestrian area and it will be important make safe crossings for the thousands of students who live south of campus. Widening the road will make traffic move faster and pedestrians feel more insecure about crossing.

Seems like a good plan to me, but I'm sure there will be complaints about parking. Is a middle lane really necessary? Can this be accomplished earlier by eliminating parking and just generally widening all lanes without adding a middle lane? Or maybe adding turn lanes in places where this is needed and feasible?

I am concerned about 12 foot lanes. This is a residential street. why not 11 foot, and why the enormous median? With no trees??? I like the bike lanes, and would like them to be protected. I HATE that pedestrians are crossing 57 feet to get to the other side. This is not pedestrian friendly at all. DO NOT FORGET PEOPLE CROSS THIS STREET MORE THAN ANY OTHER STREET IN PROVO!! I appreciate that effort is being made in improvements, but am very disappointed in the 800 N section. There needs to be resting spots for pedestrians and much more emphasis and thought brought into CROSSING the street.

You do realize that 800 North does not currently go to 900 East. What do you do with that? You still don't need planters. You have BYU gardens and things on one side of the street. Since a lot of this already includes parking lots, I guess this isn't bad. Get rid of the planter idea!!

14' for planters is excessive and not necessary

If homes and businesses are removed to widen the road, those places would not require off-street parking. Many current apartments do not have enough parking for their residents even though it is a city requirement.

No comments.

There is no plan to move buildings along this section of the corridor, yet it is probably the most congested part of the road? And you will move people's homes on the other sections? Why does BYU and the student housing, etc. in the area receive preferential treatment?

Oh please don't take until 2040!! I like the idea behind such wide sidewalks, but if there's a way to keep some of the on-street parking here that would be ideal. I also think BYU should contribute to some of the efforts here too.

This area is primarily student housing. I have mixed feelings about it and don't know what to think in regards to its future.

The bike lanes should be on the other side of the planters. Safer for bike riders. No riders like to be that close to cars. Poor design.

Where would the street parking be redistributed to? Currently there isn't enough parking. Redevelopment would have to drastically increase the number of parking spaces in the area.

You would think that you could have looked at this before the current construction...how about planning for the future instead of building in obsolescence?

Again please narrow the auto travel lanes. That should allow for the creation of some kind of physical buffer between the bike lanes, or perhaps even better, again place the bike lane outside of the planter next to the sidewalk.

This is how the rest of 800/820 should be.

Make improvements as soon as possible.

how are you going to fix the T intersection at 700E ?

Congestion is already high in this area, and pedestrian/bike traffic is exceptionally high. The speed is too high. Like the other areas noted, I think the maximum speed limit should not exceed 30 MPH since this whole corridor is residential!!!

You don't even give alternatives. How can we provide meaningful feedback without alternatives? Additionally, this study is not considering the Provo City General Plan and Joaquin Neighborhood Plans for a pedestrian priority road through this area. Any expansion of 800 North in this area is explicitly against adopted City policies.

There is one and only one: BYU/students.

N/A

This seems more tricky to make happen.... Eliminating street parking would further complicate the issue of parking that is faced by residents south of BYU.

I typically avoid BYU area between 900E and University while school is in session, other than running one way on the road. The drivers are dangerous and the pedestrians are worse.

Good plan

Any change will be hard here.

U

we travel daily on 800 n but in this section we only do it in a car. there are a large number of pedestrians, but eliminating on street parking in an area that is already lacking seems like bad planning on the city's part.

The worst problem are the pedestrian crossings! Tunnels under the street would be so nice!

It's fine as is

The least impact possible should be the goal.

The proposed plan would be great. On street parking should be eliminated in this neighborhood.

Read my previous comments.

I do not think that this is necessary because it would affect many residential college students and parking lots. Traffic is less common here. It is more often a walking path for students, so the road doesn't really need widened.

Let make this a complete street for students and young families.

Leave it alone. medians are a colossal waste of space and money.

I like that the city is being conservative and waiting f for opportunities to become available.

Get rid of on street parking! Make the roads safe for all users!!

I don't know how you can widen a road near BYU - that would not only cause MAJOR adjustments to business that are already up to the edge of the road, but more importantly to the student housing along that road.

"Bike lanes would be 5 feet wide and sidewalks would be 8 feet wide in order to accomodate high volumes of pedestrian and bicycle traffic near BYU." If there are bike lanes, why do the sidewalks need to be wider to accommodate bikes (which are illegal on sidewalk anyway)? "This option would eliminate on-street parking." This is worrisome for so many reasons. There's already not enough parking for students in apartments and rental houses. Where will they park now? Please figure out the student parking situation (or how to eliminate it altogether)...not just for 800 N but everywhere around BYU!

getting rid of on street parking should happen all over provo! it is a continual safety issue. when i drive between 900 east and university ave, every street is lined with cars and even though i drive a taller vehicle, i have pretty much zero visibility when coming to a cross street. i avoid 800 north because of all the pedestrian traffic, but i would switch to using 800 north as my main route with this new design. the question remains, however, that the street doesn't currently connect with 900 east.

This is another opportunity to do something different. This is an extremely busy bike/ped corridor, and doing something with shared lanes would enhance the community and increase safety/access for cyclist. We need to think outside the typical engineer box a bit here.

You'll never do it if land is not actively aquired.

There are many bikers and cars on this part of the road. I wonder if it may be helpful to have a wider bike lane or a raised buffer between the vehicle lanes and the bike lanes. Perhaps the parkstrip could be less wide to allow more room for the bike lane.

Too much space for cars. This is a high volume pedestrian area.

I like this idea.

This would be a great option. What properties would have to be removed?

This is absolutely not needed. Who determined that the extra capacity is needed? Where is it published, and what models or metrics were used? The overall emphasis on automobile use is severely exaggerated, especially in this section of town. This would have a negative effect on the students navigating by foot from south of campus. These are transitory populations that do not live in Utah yet, and this populations is the least likely to be aware of this survey. But the student population will use this corridor more than anyone.

Try to avoid eliminating parking on this street if possible. BYU needs more parking, not less.

Yes! Make the campus area clearer. Have a plan in place though for the students losing street parking spots. Maybe talk to BYU about expanding the 2 mile housing radius?

Concerned about on-street parking in this neighborhood. Already tight.

I don't like this idea at all. I'm concerned that traffic speeds will increase and pedestrians will be at risk. If BYU lifted its 2-mile radius living requirement, this may not be as much of a problem. But for now, the 2-mile rule is in effect which means most BYU students live south of campus and will have to traverse 800 north between 900 east and university at least twice daily.

I have little kids on bikes and we usually use the sidewalk to bike so I guess we would like to have more space and more of a buffer from cars.

Pedestrian crossing here is terrifying! Trying to cross 800n at night (between 200 E and 700E) is really bad, cars can't see pedestrians as it's too dark. What about possible tunnels or bridges? Or crosswalks with yellow flashing lights and timed spotlights?

a traffic signal or round about would be great by brick oven heading north

Please do not eliminate on-street parking. Why put a 7foot planter/park strip? Put on-street parking instead. The parking spaces would still be a buffer between pedestrians and moving traffic. Most of BYU is "park-like" in that area anyway, so there is no need to "beautify", but there is an extreme need for parking.

Eliminate street parking? Good luck. Also it sounds like you won't move buildings along this area, but you will in my side if University...?

Love the 8 ft sidewalk. Not sure why you would encourage cyclists on the sidewalk as that is also not a safe place for them. If bike lanes stay as white lines on the side of the road, speed limits must be kept lower. Trees will help naturally keep speeds down.

That road is SO dangerous, for both drivers AND pedestrians. People just randomly walk out into the street at times, and with others in cars trying to park along the road, it's the recipe for disaster. I think ditching street parking is GREAT, and more pedestrian control would be wonderful as well - maybe flashing pedestrian lights at designated places?

The issue is pedestrian cross traffic from BYU

Looks great.

I'm fine with no on-street parking. Good luck with the jog from 800 to 820; not sure what to offer there other than that!

The road doesn't go through all the way to 900 East so I am confused about this plan.

With BYU there will always be a need for active transportation along this section of 800 N. so the improvements need to consider the safety of these users.

This is a much used section for mainly BYU students.

Suggest that BYU gives up some of its parking space on 800 N, replaced with a multi-level parking structure (so there is finally adequate parking for faculty), and then widen as necessary. The other buildings along this stretch need to be torn down anyway. They're junk and the students and community would benefit from having updated structures.

Same thoughts.

No preference here.

If you plan to remove on street parking you should add parking somewhere to accommodate for the loss. Particularly near the duck pond, trail and park area tha people bring their children to.

Around BYU this will be a good fix because the pedestrian's & bicyclists are many.

I seldom use this stretch of road because the traffic is terrible and there are so many pedestrians and bikers to watch for. (so I take different routes to the north side of campus when I head over that way) I can't help but wonder if this section could be better served by having a trax line that just runs from University to 9th east, and eliminate cars all together. Make it bike and pedestrian friendly. Many cities have sections of roads that are closed to motorized vehicles (most major cities in the east do at least). It seriously might be a good idea to consider the trax line all the way down to the frontrunner as well- run it down University ave, like they have in SLC. I think public transportation from the University to the frontrunner (down the middle of University Ave) would be well used by most people wanting to go to SLC and other destinations (including the airport). The bus is too slow (too many stops) to be useful for that, but trax is faster and has fewer stops (and has traffic right of way). Getting something like trax to frontrunner down University Ave may help bring a lot more foot traffic into downtown Provo as well. I'm one of those people who like taking trax and frontrunner but avoid the bus.

I feel strongly this is the WRONG location for this proposal. It should be moved to 700 N, which is already used more as a through street than 800 N. 800 N in this area is already problematic and this will NOT solve its problems.

I have no opinion.

Swap the landscape strip and bike lanes to get the bikes away from traffic. Put a berm between the pedestrian and bike lanes except at crossing areas--similar to the 620 north option 1. There must be understanding with cyclists that this is not a race or high speed lane. For such, they can join the traffic lanes and obey the traffic rules. By all means get parking off the street and open it for active transportation. We would like to bike in Provo, but parked cars--especially those parallel parked--open doors unexpectedly or pull out into traffic without seeing cyclists.

Very very concerned about safety for students, especially at night

It'd be nice to have a safe way to bike to BYU from West Provo. Please don't wait until 2040.

Eliminating on street parking is a poor choice in that area. In the summer, we park at the duck pond quite often.

I hope lighting is improved. Because students cross this road at all hours of the day and night, it is frequently difficult to see them.

800 North doesn't go directly to 900 East, so I'm not sure why it's even being considered. I thought there were already plans for 700 N, since it is a bigger road anyway. There is so much BYU student foot traffic on 800 N (as well as 700)...so not sure why it's necessary. As long as people have a fast route to get to University Ave or 200 W to then go to 700 N or whatever way to BYU...not sure why anything else would be necessary. I guess a direct route is best, yet it seems like a long shot to say that 800 N would go all the way straight to 900 E. (The city is planning on messing up 900 East anyway. Just leave it alone.)

This area is different and should be treated as such. There is more pedestrian traffic here than almost any place in the city.

Here, more bike and pedestrian traffic justifies your proposal.

It needs barriers between cars and bikes. There are so many bikes and cars not putting in a barrier is foolish.

I'm in favor of removing all parked cars from this street from 900 E. to Geneva Road.

Have to keep the entitled BYU suicide walkers safe.

Are we kidding? This is the major road to BYU. There is no need for a center turning lane but definitively a wide/protected bike lane and wide walking. This is one area where I don't see the need of the pretty grass/trees. My kids use this segment daily on their commute to school and would rather have wider/safer bike/walk.

Not favorable.

there is always lots of foot traffic here and driving through the area as it currently stands can be dangerous.

would be nice to have the extra space for turning, much safer than today.

I'd prefer a simple 1' buffer for the bike lanes and 6' parking strips. The student cyclists around BYU have a tendency to be unpredictable, and a buffer would protect both them and car travelers.

MORE TREE DOSE NOT HELP TRAFIC AND WASTES THE SPACE. IF YOU WANT TO GET ANOTHER AWARD FOR LOOKING GOOD TAKE UP TWO LANES FOR TREES AND MAKE THE AREA A WALKING ONLY AREA. MAKE THE "MULTI-USE" LANES MORE THAN JUST A WALKER WAY.

Because this area is one with a lot of foot/bike traffic, it makes sense to have a barrier between the cars and the pedestrians.

800 North does not directly go to 900 East. I always use 700 North when traveling from University to 900 East. That is the road that should be looked at for redevelopment.

I would use this route more for cycling but currently 700 North feels safer so usually use it.

How would pedestrians from BYU campus cross the street?

Possibly raised crosswalks would help as college students like to just walk into the street. Lots of traffic with high pedestrian traffic as well. Definitely needs some work here.

It has to be done at some point West to East access in Provo must be improved

I would suggest transferring this to 700 North since it flows around the BYU campus more freely and allows you to continue past 900 East to connect travel and eliminates having to acquire more property than necessary

On street parking here is really important to BYU students. Also, pedestrian traffic north to south across this street is usually much more important than pedestrian traffic along the street. How will this be accommodated?

I do not see any way this widening can be accomplished without removing building, especially in the area between 700 East and 900 East.

This hits the college neighborhoods. For some of the entrances (ramp and stairs on that side), a stoplight would need to be added. It is already heavily traveled. Crossing that street with more traffic could be dangerous.

Again, in addition to residents and businesses, there is at least one historic building impacted on t between University Avenue and 900 East on 800/820 North. BYU has also completed a new building on 800 North. What will be done to mitigate the adverse impact for those who have spent considerable amounts of money to make improvements? What will be done the historic building?

A lot of homes will be impacted by widening this part of 800N, is there enough money?

I'm not

I think proposed is great idea for around byu.

I drive there a couple times per week, but I always take a longer route around to avoid it in the evening because the lighting is so poor. I think pedestrian/cyclist safety is a big issue in that part of town. Also, I think there is a serious need for short term parking. There needs to be parking somewhere--it is very difficult to visit the area.

Why destroy your own master plan?

Eliminating on street parking will be a big drawback in this area

Eliminating parking will cause problems for BYU students. I would love well lit crosswalks. In the wintertime after dusk, I'm terrified to go down the street because I'm worried a student might jump out and I won't see him/her.

It isn't so much the width of the road that impedes traffic at specific times; it is the continual stream of students as they cross 8th North going to and from campus.

I really think that there should be a freeway interchange at 8th North in addition to what you are planning to do to the road.

Parking is already hard to find. Come up with a better solution.

Anything that better organizes the car vs pedestrian/bikers situation south of campus would be a major improvement. It is chaos down there. And dangerous, especially at night.

Thank goodness it would a) not be for some time, and b) take away street parking. those streets are impossible to navigate in the winter when the snow piles up and cars park even further out into the road.

I agree that this area needs to be widened.

I am fine to see the on-street parking disappear on 800 N in this area. But where is additional parking being added (by BYU and the residencies in the area) to accommodate those cars?

Just don't take out SLAB Pizzeria, I really like it!

Please keep on the street parking. There is a huge lack of parking places on the south of campus, so to go anywhere south of the wilkinson center, I have to park on 800 S.

Proposal looks good

Isn't most of that BYU property? I can't imagine that BYU will be too excited to alter their brand new science building!! So the other option is taking out parking which is already at a minimum near BYU, student housing.....

Are you going to have to knock down all of the student apartments from 700 E to 900 E so that the street goes right through instead of having to stop and go up or down a block to get to 800 or 820

I will avoid this section of roadway and will continue to go one block south and use 700 north to get to 900 east.

This part of the road doesn't work well for commuting by car because every block there are A LOT of pedestrians dashing in front of cars. If it were possible to get a walkway (or a few walkways) that go over the road for those students trying to get to campus, it would be much safer for everyone and make the road more usable for drivers.

I actively avoid that area.

Student safety

It needs it

35 MPH seems to fast for this area where there are so many people crossing the street.

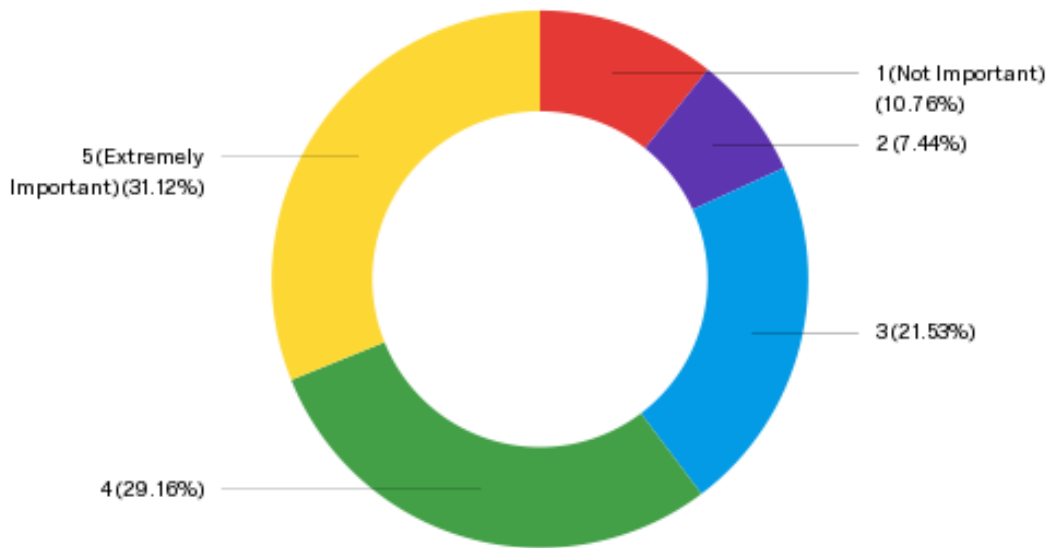
There is no question that this street needs to be widen. It seem to me you want to determined the obvious.

I think that the recommended section shown is acceptable. What would be beneficial along the route would be pedestrian crossing signals at 800 N and 200 E, and 800 N and 400 E. It would help the flow of traffic and pedestrian safety.

There's enough traffic without adding more

Trail Connections There is a planned multi-use trail at the future Lakeview Parkway location (at approximately 3300 West) and an existing multi-use trail along the Provo River which crosses 800/820 North at about 900 West.

14. How important is it to develop a multi-use trail running east-west to connect these two trails?



Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
Trail Connections There is a planned multi-use trail at the future Lakeview...	1.00	5.00	3.62	1.29	1.65	511	39.73%	81.80%

15. Do you have any other comments about trail connections in this area?

There is already a connection with the Provo river trail so I don't see a need for another one.

Sure, put one in your back yard.

Trails are a good investment for cities.

The planned June Sucker fiasco will create a mosquito infested delta. I don't imagine it will be very pleasant to walk in the middle of it.

The greater the trail system the more it will attract active people who like to exercise. The easier it is to get around without a car the more people will do so.

This would be a wonderful step forward.

More trails the better. I support our trail system unconditionally.

There is already a trail going east to west along the river following that same route and has access to both of those steers. I don't see the need for another trail going almost the exact same route.

Trail connections are one of the best ways to connect the different sections of Provo that have so little exchange at present. The more connected a trail network is, the more people will use each of its constituent parts.

The fastest throughways through Provo tend to move north and south. Accommodating east-west traffic must also be a priority.

Important and desirable.

Trail connectivity is really important for a viable alternative transportation network just as it is for car networks. Build it and people will come. They will discover new options for commuting and errands that likely include biking rather than car trips. It will add value to the neighborhood. Thanks for keeping these important qualities in mind as you make your plans. I believe they will pay great dividends.

I am just concerned that 800 N is getting forgotten for fancy trails. I hope that we can accommodate all.

I ride on the river trail at least once a week. Connecting it to other trails sounds fantastic.

I LOVE trail riding, so this is special for me. This investment would get more locals out on their bikes and on these trails, especially with a stronger bike infrastructure connecting Provo's various trails.

Provo's trail system will become even more well-used and prized as we continue to add connections in key locations.

The Provo River Trail is already mostly east-west in this area.

With a new high school, it would probably be used more often and would be smart to have a good connection in place.

I think preserving the trail is important and as the population grows it will also see increased usage. Some concern that the trail stays a safe place to recreate.

I think it's important if all the changes are going to be made anyway because there won't be a lot of safe areas after the added traffic and speed changes.

The trail system will actually attract business and people to the area. A trail infrastructure is a must.

This question should really have a map with the planned changes displayed on it. The question would be so much more clear if that were included. But, perhaps clarity was not the intent. I'm choosing an importance of 1 not because I don't believe it's important but because the question is not clear without the properly accompanying image. I need to see it to make a choice.

We use the trails all the time. We don't feel safe riding on the roads. This will just allow us to access different areas and parks. Great idea.

Areas under existing overpasses and bridges need to be kept clear and safe.

These are vital for walkers and bikers and neighborhood residents and quality of life.

They improve the livability of community.

I use these trails and sidewalks all the time. Many other residents of Grandview do the same. This could be good if the traffic flow can be controlled better than the current plan seems to lean.

Appropriate lighting for the safety of those using the trail connections.

Why would someone choose to run on a street rather than next to a beautiful river?

The more trails the better!

I think it's a great idea, but the trail we currently have isn't safe...as in, no cameras, crime rates, etc.

As the High School moves It could be very important.

I think they would get used frequently if built.

It would be really nice. Not absolutely imperative, but nice.

Do not affect private property by one inch for trails.

More of these improvements should be planned!

There are always creepy people and trash along these trails, so I never really use them. I think if there is going to be money spent connecting the trails so that they can be used more easily, than there should be money spent on improving the trails themselves and cleaning them.

Never

Make them obvious and add signage. Make under the bridge more friendly at 900W. It is way to dangerous right now, no visibility for cyclists/pedestrians. It's also not wide enough to pass people.

I don't use them. That doesn't seem like a very safe neighborhood to be out running.

I think the existing river trail is sufficient.

as much as we can connect trails, it will increase usability of trails as an actual option of getting around besides automobile. it isn't very helpful to have a bike lane here and a bike lane there with no bike lane in between; i can't bring my kids on their bikes to fight with auto traffic in the meantime.

The Provo River trail already extends to Lakeshore Drive just a few blocks south of 620 North, and there are bike lanes on 620 North already. The extra cost for a trail looks nice, but ultimately doesn't seem necessary. There are already good facilities. I would rather the money be spent to improve maintenance on the Provo River Trail.

Please do this... It will encourage much more use and that is always a good thing!

protected bike lanes. SLC is doing them. Whats our problem?

I like the idea of interconnected walking and biking trails. Keep us out of the roadway. This adds so much to the quality of life here in Provo.

love the trail

Trail systems will add an even greater dynamic to the community. People will be encouraged to use these trails for exercising and transportation. Individuals will become more healthy, a greater sense of community will increase, and it will make the Provo community more desirable.

Connectivity of trails will serve to encourage active transportation. Let's do it!

Figuring out a way to create and connect to trails in the foothills would be amazing. Ogden has a huge trails network on their east bench that I'm envious of.

It would be a wonderful addition for the many people who use the trails.

All the way to the mountain, too!

Use the trails a lot!

It would be nice, but I am more concerned about widening the road.

People are active here!

In favor of more options for bike transportation

If there were very nice trail/bike lanes, I would definitely want to use them

Trails add value to an area but I also realize that they can pose security problems. I think people in my generation love having a trail access to exercise and enjoy the beauty of our area. I lived near the Provo River trail for 8 years and loved it. The saddest part about moving away was losing the trail and parks.

It would be nice to avoid the scary tunnels under roads.

Any good trails that allow walkers/bikers to get across Geneva and other major roads are a good thing.

The Provo River Trail runs mostly parallel to this corridor.

Very little use as it is

Another trail connection would be great between the Provo River Trail and 620 N, maybe along Geneva Rd, or perhaps a little more west of that (around Lakeshore Dr).

Just connect the provo river trail. 820 isn't that far from the existing trail.

Fewer street crossings for cyclists the better. Including tunnels and other infrastructure will pay many dividends. The new Murdock canal trail is most exciting to ride from Pleasant grove to Lehi where all the street crossings are tunnels. The Provo to Lindon trail is frustrating, because once you get in a groove pedaling, you are stopping to cross yet another street. You can't get in a rhythm. It's even worse when motorists get confused and stop when they aren't required to, so suddenly some cyclists get the opinion that all cars will stop and they don't stop when they by law must stop only leading to greater frustration in crossing the streets for both cars and cyclists. If cyclists would stop, and cars would proceed normally, there would be fewer frustrations. But for me as a cyclist to stop, then have a motorist also stop, in the time it takes me the cyclist to figure out what the car is doing and proceed in front of the car, we both could have been on our ways faster had the motorist just proceeded normally. I know some motorists are trying to be courteous and I thank them for that. The courteous thing is to just keep moving and get out of the way, so I can proceed behind you. It will save us both time. Sorry, little bit of a soapbox there. I'll get down now.

I think it would be an amazing addition.

Trail connections are always a positive addition to Provo.

There is already a trail on the Provo River for bike/pedestrian. Hence the low rank.

Connect to Provo High School from all directions.

This is one of the best features of our beautiful city

the more trail connections the better! and it would be great to improve the quality of the parkway trail that goes through the trailer park area around Geneva road.

We love the river trail and use it often. A connection would be highly valued.

How does this affect personal property?

It would be a "nice to have" if it makes sense and doesn't involve a ton of work and money.

Not sure what is meant by that. I'm not seeing where that trail will actually go. Under the train & roadways?

there are some sections of the trail that are horribly narrow (around the trailer park for example) and that feel creepy and unsafe. I love biking along the trail and I especially enjoy not biking along where cars drive and breathing their exhaust. (ok- this is about a different section of the trail)... I hate the part of the trail that runs along Univ Ave because of the country club (being forced to breathe car fumes). That needs to be fixed. They should not have the right to not allow a right-of-way through that area along the river. They don't own the river- nor should they be able to prevent the river trail from going through there.

Please make plans to build this so it will be complete when the new high school is complete and ready to open. It needs to happen at the same time.

This would further encourage active transportation.

Not enough information is being provided

Parks in West Provo are lousy. At least if we had good trails it'd give more recreation options. Any plans to repair the Provo River trail? It's bad.

I'm still trying to picture what this is talking about. A visual would be very helpful as far as what is proposed.

Bike lanes are already planned for 820/620 and there's an existing Provo river trail. Both locations, 3300 West and 900 West, have entrances to the existing Provo River trail. Perhaps, I don't understand why this would be needed.

Trails always improve the area.

I'd have to see the design before forming an opinion.

Please tell us what will happen to the trail after the delta project is installed? I ask that ingress and egress points to the trail not be expanded to go between anymore houses.

Safety for those using the system is most important.

Trail utility is greatly increased with good connections. I think this should be considered high priority.

My problem is the current Provo trail has a very bad problem with Graffiti. I am concerned about adding more trails for those individuals to deface.

Needs more lighting, this path is beautiful during the day but very dangerous at night.

Since I live by the trail I see how often it is used every single day. I feel this would be a massive benefit to the health and well being of Provo citizens, and a chance to keep a small feel of nature in the middle of all of this development of land. The river trail is part of what makes Provo attractive to many people and adding to it would be a smart move, not only to attract people to Provo, but to help it's residents have a place to exercise and enjoy nature.

One of the reasons we love our little corner of heaven! Used daily by many! need more and better paved.. real hard when riding your bike with all the roots.

Could make it more unsafe on the trails.

I would use these trail connections regularly

Gives it a better community feel rather than just another area.

The easier it is to use active transportation and recreation options, the more people will do it, and the happier and healthier Provo will be, now and in the future.

NOT IMPORTANT IF THESE PATH ARE JUST FOR THE WALKER (KEEPING THE BIKES ON THE ROADS IS JUST PUTING THEM IN TRAFFIC, UNLESS YOU BUILD ISLAND BETWEEN THE CARS AND THE BIKES, THEN YOU NEED THE SPACE OR ANOTHER LANE. MAYBE WE NEED THE SPASE FOR MORE TREE AND SHRUBBS. HA HA

The current trails seem to already be doing the job for recreational purposes. The only part of the trail that isn't great is between Geneva and Independence, where it gets very narrow. I've had several near-miss accidents on my bike in that area.

I do not use that portion of the trail but I am sure that others do.

As long as sidewalks and bike lanes are done right, it may not be very important. If it is feasible, it wouldn't hurt to have it though.

The more we can do to increase active transportation, the better.

Addressed in previous comment

Trials would need to be a secondary option to traffic flow.

Access to the trail from various neighborhoods is important.

I do not believe that a trail is a necessity for the project, but may add some aesthetic value to the project.

I think it would be really nice to have a connection. But must way the cost of this...I would need more info on if/how many would loose their homes...

Make sure its safe there are problems I see wrong with Provo trail needs to be safe for the women/kids everyone in gen.

The Parkway has a lot of roots and problems, this needs to be fixed also.

We live in the area & use the trail often. Residents should be encouraged to increase active lifestyles for health, air quality, & reduced vehicular traffic. Easier access to wider, well-lit/more visible trails would help reduce trail-safety issues.

Why have a trail on what will be the busiest road in Provo?

Connecting trails is a safety issue. Please do it

I think that the north end of Independence Avenue should be turned into a multi-use trail, all the way to 2000 N, with a spur connecting to 1460 W.

This would be great. My husband is a runner and runs in this area almost daily. We have biked there and walked the trails birding. We are all for this.

Cool!!!

Won't the river trail intersect with the new trail further west and a little south?

I think with good bike and pedestrian options along 620 North and west 820 North, developing a multi-use trail doesn't have to be at the top of the list. It would be nice but not a deal breaker.

I use this trail for running at least 3 times a week during the spring - fall time period. I really care about what happens to this trail. It is not clear what you are proposing. More detail is needed.

The main reason I would like it connected is because the Provo River trail from about 900 West till Geneva Road is in need of major work (roots, RV park, etc)

I am confused on why a separate connection along 800 N would need to be built. The current trail already follows the river and goes underneath Geneva Rd and out to Utah Lake State Park. Wouldn't the new trail (running north/south along the Parkway) already intersect with the existing trail following the river?

lights and safety features would be very important along with trail surface maintenance

I think connecting trails is a great idea!

Use as many existing streets as possible west of Geneva.

The river trail is heavily used and more trails and improved trail access would be extremely popular and helpful, especially with the new high school being on the west side.

Love the trail, keeps my family active

It would be nice, but the river trail already connects them, and it isn't that much further for most situations.

The trail we have now is just fine, could use a little love and clean up (might make a great Eagle project) otherwise it is fine! I am sick of the city being so eager to raise taxes and spend the people's money!

I would love to see the trail crossing of 820 North improved. It is such a steep, blind, and narrow path it is dangerous. My kids don't dare ride their bikes down it and have to stop and walk it, or cross the road above (also not safe).

No

Sounds interesting, but doesn't seem necessary with existing Provo River Trail.

The more trail options to keep me off the streets, the better for me.

What attracts runners to trails passes? I have no clue. We already have the Provo River trail. It is safe, beautiful and clean. But we still see many runners, bikers and walkers use Geneva Road for these activities. Geneva Road is very dangerous for them. It is narrow, without a shoulder, and the max speed is 45, which is violated by almost everyone. So to me, developing an East-West trail system is only half the job if you don't develop a North-South Geneva Road solution as well.

Love them

Just ensure that it's well lit in areas of potential crossing or access points to the trail.

I-15 Interchange

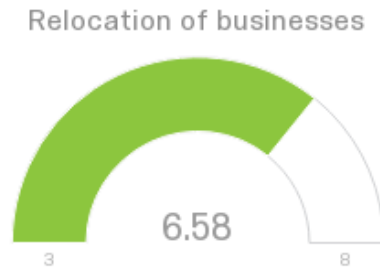
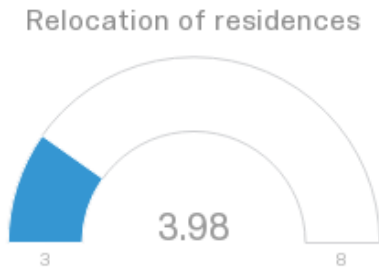
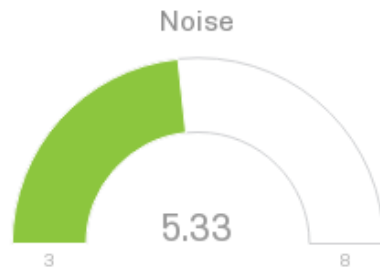
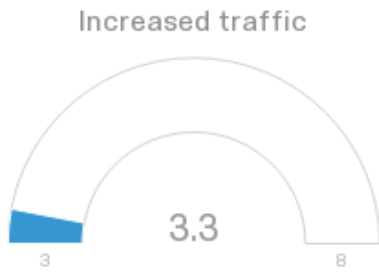
An additional I-15 interchange was studied for 820 North because Provo City and Mountainland Association of Governments wanted to know how a possible interchange would affect 800 North/820 North. The Provo River Bridge (at about 900 West) on 800/820 North will need to be replaced in the next 5-10 years and Provo City wanted to plan for the width that would be needed as well as include corridor widening in the Provo Master Transportation Plan, if appropriate.

It was found through traffic modeling that an additional I-15 interchange between University Parkway and Provo Center Street would alleviate traffic congestion at both of the adjacent interchanges. While this location has some engineering challenges with the close proximity of Geneva Road and the Union Pacific and UTA railroad lines, preliminary design showed that an interchange would still be feasible to build at 820 North.

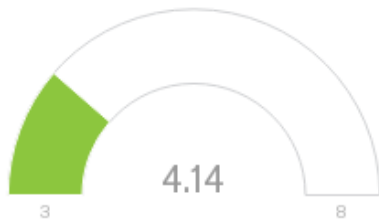
Although an interchange at 820 North is feasible and would help traffic congestion, it has not been determined whether 820 North is the BEST location for an interchange. It is not within the scope of this study to determine which location would be best. Instead, this study looked at what would happen to 800/820 North IF an interchange is built at 820 North. The finding was that 620 North and 800/820 North will need to be widened whether an interchange is built or not.

As a further result of the work done in this study, it is recommended that an Environmental Impact Statement be completed by UDOT to determine the best location for an interchange between University Parkway and Provo Center Street.

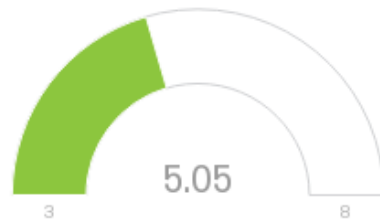
16. Please rank your concerns with constructing an interchange between University Parkway and Provo Center Street. Drag and drop the list items into the desired order below:



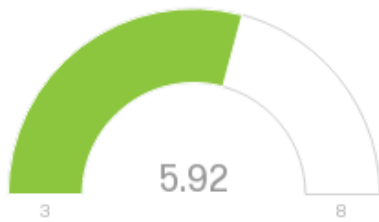
Impacts to adjacent neighborhoods



Safety for pedestrians



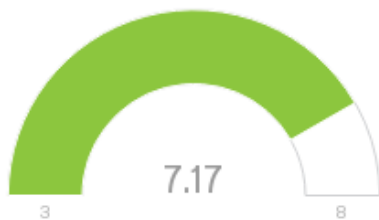
Safety for bicyclists



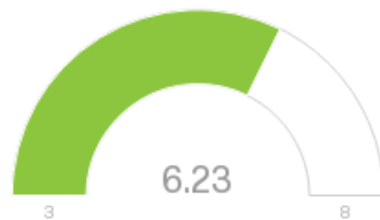
Aesthetics (how it looks)



Impacts to schools

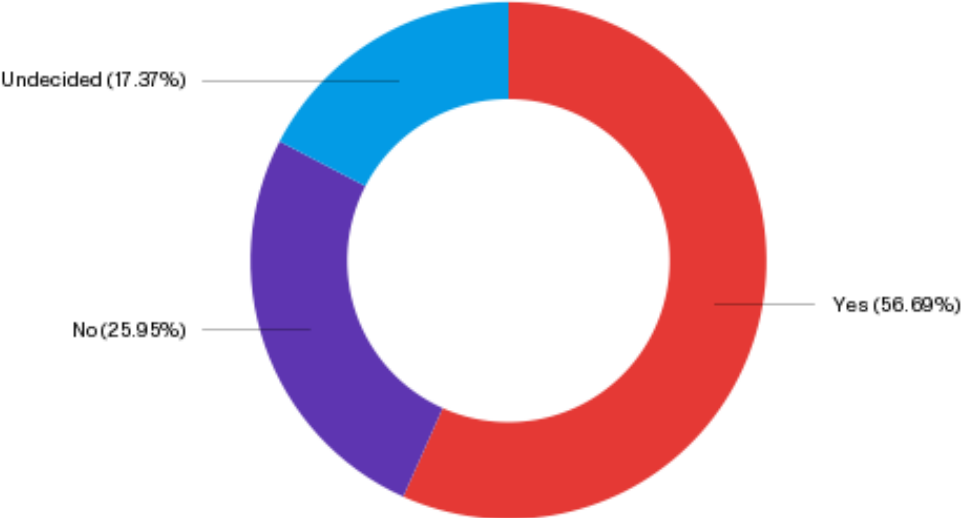


Ability to access I-15



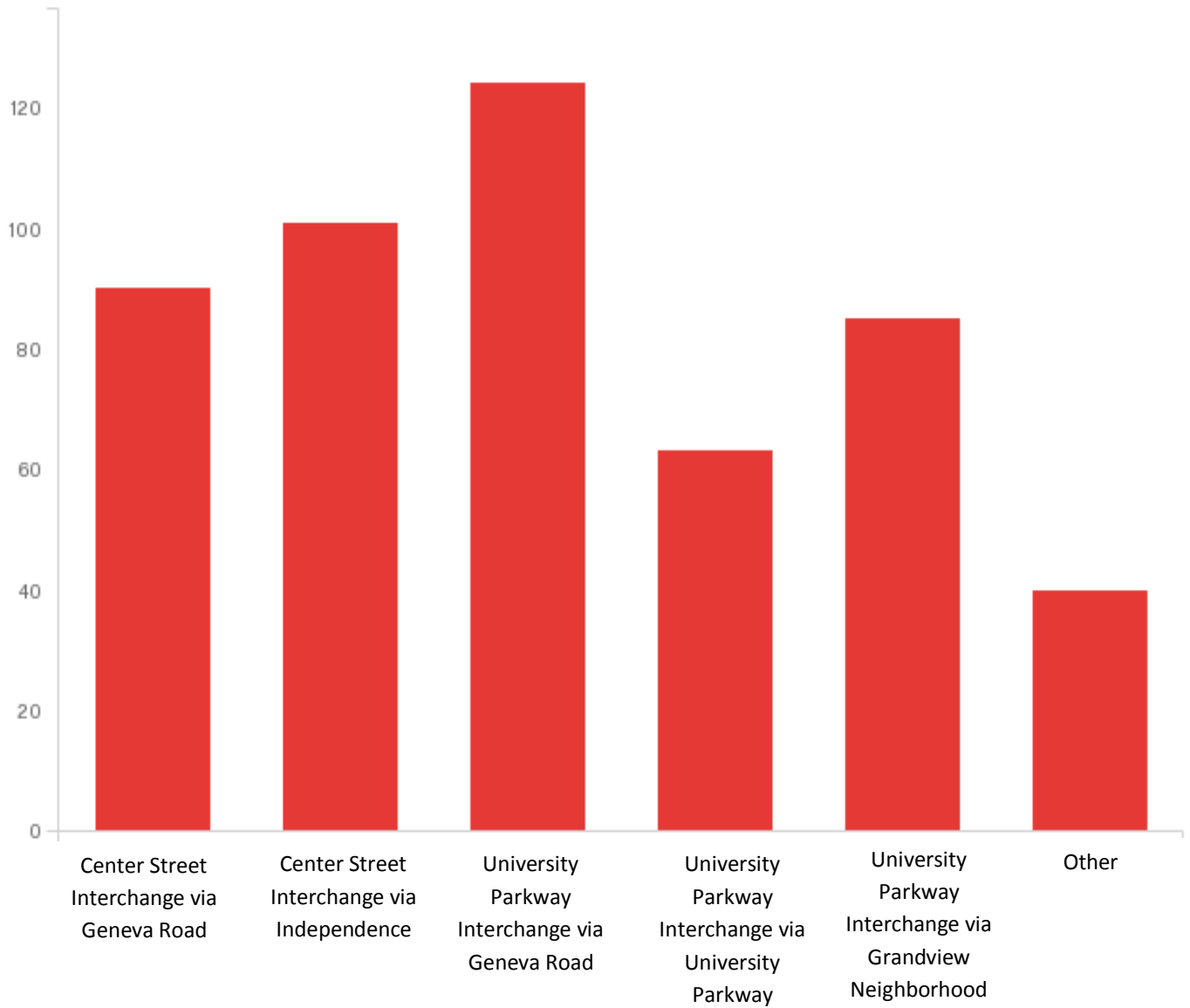
Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
Increased traffic	1.00	10.00	3.30	2.09	4.35	484	58.88%	4.55%
Noise	1.00	10.00	5.33	2.37	5.60	484	27.27%	20.04%
Relocation of residences	1.00	10.00	3.98	2.50	6.25	484	48.97%	9.71%
Relocation of businesses	1.00	10.00	6.58	2.32	5.39	484	11.36%	38.64%
Impacts to adjacent neighborhoods	1.00	10.00	4.14	2.46	6.06	484	48.14%	12.19%
Safety for pedestrians	1.00	10.00	5.05	2.11	4.44	484	26.24%	12.19%
Safety for bicyclists	1.00	10.00	5.92	2.30	5.30	484	18.60%	29.75%
Aesthetics (how it looks)	1.00	10.00	7.32	2.42	5.84	484	11.98%	63.64%
Impacts to schools	1.00	10.00	7.17	2.64	6.96	484	13.84%	57.23%
Ability to access I-15	1.00	10.00	6.23	3.89	15.12	484	34.71%	52.07%

17. Do you support an additional I-15 access between University Parkway and Provo Center Street?



Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count	Bottom Box	Top Box
17. Do you support an additional I-15 access between University Parkway and...	1.00	3.00	1.61	0.77	0.59	501	100.00%	100.00%

18. How do you MOST OFTEN access I-15?



Other (please explain)

Center Street interchange via Center Street

Going north, I use the University Parkway interchange via Geneva Road. If I'm headed south, I use Independence and Center Street

800 north in Orem

Center St via 1600 W

university ave

Center Street interchange via west center

depends what direction I am going, either Center via Independence, or University via the Parkway

Center street interchange via center street flyover

University Avenue from 920 S

Center Street via 900 W

Center st via 900 West

University ASve to Orem 800 N.

University Ave through east bay then across Provo to my home on the east side.

900W to center because that is where I live

We go down to 800 n in Provo because univ and center street are terribly congested.

Center street via university avenue

Center St interchange via 500 W

Center Street exchange via Center St

University Ave interchange via University Ave. I live closer to the Center Street interchange but due to congestion I find it less frustrating to drive to University Ave interchange.

University avenue south on ramps

Center Street interchange via Center Street

Center St Via 500 west

We live just off Center St. in West Provo, so we take Center St. to I-15.

800 North Orem and University Parkway interchange via Geneva Road

Center street via center street.

Center Street interchange via center Street

800 N in Orem, then Center street in Orem

Center street from east side

800 North, Orem

2000 N in Orem. We normally drive up Geneva as far as we can before we get on the freeway. We don't like travelling on the Freeway.

I USE THEM ALL

South on 900W, West on Center St

I live on the east side of provo. So either I go to Center Street to head North or else I go to University Ave to go south.

Whatever route is the most convenient at the time.

Center Street from 900 West

I live on east side and use University Ave or Center street.

Center street from lakeshore drive

Center street via center street

center street via westbound flyover, taking 900 w to center street

Center street

19. Please share any other thoughts you have about this study:

We don't like the idea of a residential road turning into a main thoroughfare for the city.

This project is not worth the money or the time, or the burden it places on residents.

I live right in between, so i go through both Grandview and through Independence to Center Street equally to get to the freeway, depending on if I'm going North or South. Having a more direct route to the freeway would be a lot more convenient.

please listen to the citizens

An 800 N exit is so close to center street. What is the point? I don't want increased traffic through Grandview Neighborhood.

I believe question 18 should be a ranked question-- asking the frequency in order from most frequently used to least frequently. Perhaps a supplementary survey can be sent out, as more information about interchange locations is learned and understood.

The addition of this would ruin the adjacent neighborhoods.

I want told the city council that I could insure their reelection if they would make it easier to get from Center Street to Grandview from the freeway. The above comment that I made about using University Parkway Sand Hill Road all those other roads is completely right. It is nearly impossible to go east/west through Provo and almost as hard going north/south unless you use busy streets. Thanks for going through this study to continue to make Provo a better place.

It would be great to add access to I-15 at 820N. It would reduce the time of my commute.

I am very, very in favor of adding an additional freeway interchange in Provo, whether it be at 800 N or another location in northern Provo.

Please consider the irrevocable change to the relatively quiet neighborhoods should this proposal go through. The distance between Center Street and 800 North is negligible. Traffic congestion on the freeway at either Center Street or University Parkway is busy but is NOT problematic. Another interchange is not needed.

820 North is not the best place for an additional interchange. It is too close to Center street and would bring too much traffic.

2000 South in Orem would be the better location.

I don't really support an additional point of access to the freeway, but I have enough friends on the west side to understand that it is a major inconvenience for them and will make their lives much easier.

Utah's solution to every traffic problem tends to be more lanes for cars. I would rather see public transit developments designed to alleviate traffic congestion rather than more accommodations for individual motorists.

I like the idea for the sake of I-15 access, but I fear it will create other problems commuting west to east and back. It could also jeopardize foot and bike transportation safety.

It seems like an interchange at 820 North could severely diminish the surrounding neighborhood resulting in an ugly area of town.

I think the hospital needs an interchange, but am concerned about plans on 800 N. West of university can be increased, but the plans on 800 N seem dangerous as I look at them today.

I'm in support because I'd like to see easier access to BYU. It seems like this additional interchange and widening of the road would improve that access.

This interchange needs to be fixed. It's very dangerous.

I actually use Center Street via Geneva when going south, but use University Parkway via Geneva when going north. I believe an interchange a bit further north of 800/820 north would serve the public better.

It seems like 820 North as an interchange is not the right solution. If you do all of this work to widen streets and then add an interchange, you will need to widen them again. Consider 2000 North as an alternative. That would give you better access to the new high school and is less disruptive to residences.

Good Luck!

I would hate for the Grandview Neighborhood to become a thoroughfare for those going north to the University parkway entrance or south from it. I use it because that is where I live.

Thanks for allowing input. Our residence is on the south side of the provo river along 820 North so I don't think we will be required to relocate but will probably lose access currently used by crossing the bridge and impact safety of pedestrians and bikers. How long do you estimate before a decision is made and construction begins?

While I think an added interchange would be nice. I don't think it's safe for it at that location with all the schools as well as being that close to residential areas. If you wipe out all the schools and all the business and residential area to make it safe then I guess it would be a good location. But if you are trying to keep it as with widening the road and adding an interchange it seems to be a very unsafe idea.

The quicker another interchange is put in the better. Hurry!

It would be so, so great to have another way to get on to I-15!!!!

It needs to be fast tracked so we don't have to wait 10 years to see this happen.

I support eminent domain when it's in the best interest of the city and especially the citizens being effected. The respect, treatment, and reimbursement of those who are being directly effected, such as taking away their property, homes, or livelihood, should be of the highest priority by those in authority, keeping fairness and the future prospering of those effected in mind.

Provo Is growing it's time for a change !

I think it needs to be done. I live in the area, so I am nervous that the interchange will be poorly designed and dangerous for bike riders, but it should happen. Provo is too big to have only 2 freeway exits. This is much more centrally located to the city.

University PW needed relief long ago. Instead of in 10 years, it should have been started at least five years ago. The mileage between the Univ PW and University on ramps is unfortunately a blemish on the forward thinking of the I15 planners. Please correct past errors.

Improve the roads that flow towards already established free way access rather than add another interchange. It would improve the city as a whole. And funds would be better use through out the roads.

This is the most important part of this study for me.

Do it. More access to I-15 is needed.

The biggest issue to resolve is additional east - west routs under I-15 ahead of any consideration of a new offramp on 820 North

Thank you for asking these questions. Though I have huge concerns about the traffic and safety challenges to this exclusive residential area, I am glad you are asking these questions. Pleaser take them into account. We are

homeowners, parents and are active transportation residents in the Grandview area who find much of these expansion efforts excessive and detrimental to personal safety and property values!

This is awesome. Having access to i-15 from 820 north would be so helpful.

A freeway interchange will greatly diminish the quality of life enjoyed in the adjacent neighborhoods and in the long-run only create additional traffic, not resolve any existing traffic.

Grandview has been promised and re-promised the additional freeway access will not come through 1730 North. Please honor the promises that current and past elected officials have made to the Grandview north neighborhood.

1. Lets use the money more wisely. These studies are expensive.

An interchange at 800/820 North would be wonderful, but I do have some concerns about whether it would require relocation of residences.

The proposed I-15 interchange would displace many families that cannot afford to relocate. Many families have occupied their residences for 20+ years.

Glad it's happening! It's needed.

Please move this further north of 820 to locate it equally between the Center Street and Univ. Pkwy exits. It makes no sense to bunch two so closely together.

820 N is too close to Center street.

The proposed corridor from Lakeview Parkway to Geneva Road (620 North) is not necessary and will greatly impact a number of residents, many of whom have not been given adequate notice to voice valid concerns and/or hear sufficient justification for this plan. It is difficult to believe that traffic west of I-15 traveling along Lakeview Parkway or West Center Street toward the Provo Airport will near failure anytime before 2040, nor is it likely that the surrounding neighborhood/s will suffer from increasing traffic as the area is well developed and has remained traditionally residential. Please consider stopping this project at Geneva Road (620 North) without extending the project all the way to the future Lakeview Parkway. Alternatively, please consider expanding West Center Street (from I-15) toward Lakeview Parkway as an acceptable alternative.

An exchange would be great

I'm not interested in either study because I have no intention nor desire to relocate.

Displacing homes and families need to #1 consideration. Too high a price for people to pay unless you offer higher than market. Values are already declining fast and that's not right.

The least impact on private property should be the goal.

Do it fast. All the development in the area will be affected so this needs to happen soon so others know what they are dealing with.

Instead of building more on the fringes of Provo, please start revitalizing the dumpy neighborhoods in Provo. Make every neighborhood beautiful and safe. Tear down old houses and build new ones. Include lots of green space in and around streets and parking lots. Make our whole city nice!

Why does the provo river bridge need to be replaced? Wasnt this done less than five years ago when I-15 was widened??

I do think there needs to be some improvement in the roads to accommodate larger amounts of traffic and so I would support this move, I am just concerned about the impact it will have on residents, businesses and schools in the area.

I appreciate that it seems to have taken many factors into account and is a thoughtful approach to dealing with the difficulties in this area.

I am strongly against building this interchange at 800/820 N or near by.

An access from BYU to the freeway at 820/800 would be terrible, especially during games and graduations. We moved away from campus to avoid the terrible traffic and accidents. That road needs to be reserved for other transportation options not just vehicles. Safety of other transportation will be hugely compromised if a freeway entrance is added. It's already hard enough to get East to West in Provo, adding more traffic will only cause more problems. Either there will be more traffic slowing devices (ie. timed red lights across, State, Freedom and University Ave. to slow traffic) or the lights will be timed to get cars across town quicker which will make it harder for pedestrians/cyclists to travel safely on that route. Both lose situations for the cyclist/pedestrian.

I15 is difficult to access from Provo with the exception of through east bay.

I would support an interchange at 820 N especially with plans to widen the road. I think looking at sandhill and the grandview area 1730 N or 1460 N would be terrible.

With the easy access to I-15 on Center Street via Independence Ave, I feel that it would be unnecessary and quite disruptive to add another interchange on 820 North. Center Street is very close and easy to access from there using Independence Ave.

You wouldn't need to widen the dang road if the area provided better transit.

Please add the interchange!!

Very supportive of adding additional interchange to I-15

If the interchange is much simpler than the crazy Center Street design I believe it is doable.

Although I usually use center through Geneva road because of it proximity, sometimes if heading north would use university parkway through Geneva.

There are so many schools and school age children that it may be great access but to close for comfort!

An interchange In this area of Provo is much needed! It would not only benefit the residents (like myself), but would also provide faster access to Utah Valley Hospital, which will be very important as the hospital expands.

Highest priority is on minimizing impact to individual's property rights. Easing congestion due to eminent domain is used too often and too readily - particularly when compared with other areas who have much higher populations and much older, small roadways. We should ensure that relocation of homes and businesses is held as close to zero as possible.

I would prefer that the I-15 interchange be at 300 south. If not, something between center and university parkway will suffice.

I love the idea of another interchange!

It would be nice to know if the road will need to be wider. We live quite close to 820 N and do not want to live on a busy road.

I think it is a very good idea to make an interchange between University parkway and Center Street

I can support another interchange, but not at 820 N. There is so much open land north of that spot that would be more conducive.

I support this option if the interchange is designed better than the center street interchange.

Every time I drive past this point I think to myself, "It sure would be nice if I could exit I-15 here to get straight to BYU. (and other downtown provo sites, because driving on center street is terrible.)"

I don't know that widening the streets is the answer to the problems. Traffic needs to move more slowly through neighborhoods, not faster. The speed limit on 820 No is seldom enforced and people move through there very quickly. I've never seen enough traffic on that street to warrant more lanes of cars.

I'm glad the study is being done.

another interchange would make commuting much easier to salt lake.

It's about time something was done!

I think it would be great to have an entrance directly into central Provo so people don't have to drive all the way through Orem to get to downtown or BYU.

I also access the university entrance as well as center street. My husband and I both use the free way on a daily basis... NEVER has it been congested or a pain to access or get off from. I don't understand why turning a neighborhood into a freeway entrance is necessary. It's not. Driving down independence ave is an easy access to center street, when I drive that route I am usually the ONLY car on that road! An interchange really isn't necessary. Please don't.

Seems like most issues and concerns that residents have been voicing have been or are being considered. I know some families will be impacted more than others but there is a need to widen this road as the city grows west of the freeway. I'm also glad that the move of Provo High and the need to safe and effective travel is being included and that a more urgently needed resolution is needed rather than waiting years and years to try and fix after it has become major issue for residents on the west side. Finally I'm reassured to know that the I-15 interchange issue have not been finalized at this point and that it isn't being included with this 820/800 N corridor project when more time and deliberation clearly need to be taken to determine the best location without delaying the need to improve this corridor soon.

I typically head north on I-15, so we usually take Geneva up to University Parkway. But if we need to head southbound, we take Geneva to Center Street. Will there be any improvements to Geneva Road? Currently at 820 N & Geneva, you can go straight across 820 into the neighborhood -- would this be closed off so you're forced to go left or right on Geneva to access the schools/neighborhoods?

If you lived near the area where you propose the changes, you would not agree with this study.

I believe a new interchange at 820 North makes the most sense.

Include the relocation of Provo High School in your plans.

I would have liked to have seen some projected costs. i.e. resident and business relocation, new construction costs, etc. how it is going to be paid for, survey of residents and businesses along the streets to be made wider to gauge their feelings etc.

it would be a very bad idea to bring the traffic through grandview.

I think an additional interchange is necessary due to congestion at both of the other interchanges. I think 820 north would be a valuable place and since I live within 1 mile of the proposed interchange I would be one of the people on Grandview Hill affected by the traffic flow. I think the advantages of the new interchange at 820 would outweigh any of the inconveniences caused by the addition. I am fully in support of the new interchange.

No interchange should be placed on 820 north.

I don't want access so close to my neighborhood and friends homes

Oh, did I mention reversible lanes?

I don't think the on and off needs to be that large. I lived in Denver before Provo and by an exit that just had a stop sign, and the on ramp had to be accessed by nearby entrances half a block away. My point being that even large cities can do on/off with small area of land, so I think we could here too.

I really think an I-15 access is important for the future and now

Most of the time I am heading north on I-15, and I live west of Geneva, so it's much easier to just take Geneva rd north until I get to a freeway entrance. When I go south it takes an amazing amount of time to make it through the lights on Center St just to get on the freeway. It seems that a freeway entrance at 820 N, in that small space and so close to the very long Center st exit would just become unsafe for pedestrians and bikers so it would be interesting to see what kinds of solutions could be brought forth with that in mind. Otherwise it seems like it would just make the east/west traffic on 820 north more of a nightmare than it already is. I think for the good of the city there should be at least 2 freeway access points built between Univ Parkway (Orem) and Center St (Provo). And one of them should line up with wherever the Lakeview Parkway is coming around to Geneva Rd to make Lakeview like a west-side beltway.

I think the current infrastructure there makes this a very challenging prospect. I think the community could be better served by increasing the access via frontage roads. I don't know that I-15 access is necessary only 1 mile from Center street. Further, I think the I-15 and west Center street access under, around and through I-15 is TERRIBLE and Provo would be better served to FIX it!!!

We understand that another freeway exit will eventually be needed. Although we live close to the proposed areas, it is understood that it is necessary and we do not oppose either of the two locations listed above (we do not, however, support an exit which would lead to more traffic around 1700 North in the Grandview neighborhoods).

Would welcome an interchange at 820 north to take traffic off Grand Ave and also relieve congestion at the Univ. Parkway exchange and avoid the dangers of the Center Street exchange. Exiting freeway coming from the north to Center Street is very dangerous. Coming from south to Center Street is not favorable, either. This exchange was poorly planned. We go out of our way to avoid this exchange in any and every direction. Univ. Parkway is always congested. We would welcome an 820 north exchange if planned simply and safely.

Finally someone is getting their head out of their anal end.

More details needed before I could make a recommendation

Please add an I-15 connection. Especially if you're refusing to widen Geneva Road, we need something at 800 N.

Just please don't make a mess like the Provo Center Street exchange maze. I keep thinking of the 1600 N Orem onramp/exit and how it goes up the hill through residential areas towards the main business part of town on State St. I realize that the train tracks add a new dimension, and it will take the genius of all involved to create a good scenario. Please do your best. :)

Seems like the NB onramp would be very short and very steep to get up and over the tracks. And, you're building new condos or apartments on the south west area of I15 and 820. Where will the SB onramp go, now?

If they are going to do this they may as well re zone the whole surrounding areas for business and that is crazy.

Would LOVE to have an interchange put in at 820 North!

I am a business owner. Most of my travel via I-15 is north bound so I go to University Parkway. I think another exit so close to Center Street will only add to the problem, not solve transportation.

This would take my home. Where would I move my family? I couldn't afford to buy a new home, or relocate. Where would I place my family?

There is not enough access to I15 in Provo! We need another access point somewhere between Center Street in Provo and University Parkway in Orem. Provo is a county seat and the Hospital is far between two freeway exits. Better access would make it better for those visiting patients and help people get emergency care when needed.

the existing two exists are sufficient. Adding extra will ruin existing neighborhoods

I think that this study is long overdue. Thank you for soliciting feedback.

I'm not sure if I understand it because I can't picture in my head where it would be and which area it would serve. If it helps with the congestion of traffic and adds to more areas that people can access different routes through Provo, then I am in favor of it.

Fully support it! University Parkway is way too congested nowadays! and way too north if you are heading to north Provo. 800 North needs expanding ASAP.

Awful. You will destroy the neighborhoods.

They just put in new townhomes right between the Freeway and Geneva. Actually they aren't even done yet. I don't think this is the best place for an interchange.

for #18 i really have an equal split between center street independence and center street geneva as i use one in the morning on my way to work and the other in the afternoon on my way home.

I would assume that this plan has included the expansion of Intermountain Hospital and new space for Provo Power. I think that it is vital for the area growth, expansion and new development of the area is to get this done sooner rather than later. I think it brings in stronger growth, a better atmosphere and will help the older neighborhoods desire to bring north town back to life and needed improvement of the older, run down places.

The rank questions at the beginning and end don't accurately represent my feeling because they equally weight the different options. My biggest desire is to have safe bike transportation and multi-use trail options along the corridor that will still be accessible if 820N is selected for a future interchange. I'm not very concerned about any of the other things listed at all. Maybe you could have survey respondents drag the options into different boxes like "very concerned", "somewhat concerned," "not concerned," etc. get more accurate results.

MORE ON OFF RAMPS IN A SMALL AREA SLOW DOWN FREE WAY SPEEDS (UNIVITY TO CENTER STREET) ALL THE WAY THROUGHT OREM. CHECK OUT THE COLLECTOR IN SLC (9TH SOUTH TO 21 SOUTH) BETTER THAN ALL GETTING ON THE FREEWAY AT ONCE.

I like that Geneva Road has so few traffic lights and traffic seems to flow just fine along there. Adding another freeway interchange would create more congestion on Geneva Road.

Not only does 820 North need an interchange, there probably needs to be another interchange further north. A five mile section without freeway access in the middle of two fast-growing cities is absurd.

Something needs to be done about the trains stopping on the tracks. That backs up traffic a ton. I am assuming any kind of interchange would be created over the top of the tracks, thus eliminating this issue, I think this is a positive thing.

The improvements to Sandhill road and Independence avenue have made access to University Parkway I-15 and Center Street I-15 quite nice. I don't see a need for another I-15 interchange between the two.

I've always thought Provo needed an interchange at 820. With a city the size of Provo, having only two freeway interchanges seems silly.

Would love a better 800N.

How about an interchange at 1680 North, or simply using the new University Ave interchange that will connect to Lakeshore?

It would seem making a collector along the Sandhill road or Geneva road would make more feasibility than a full interchange at 800/820 north. Get people to Center or Univ. Parkway more quickly

I think a well placed interchange is very important to access to BYU and UVRMC. It would also help traffic to the new Provo High.

The access to I-15 would be really valuable, but only if it can keep the neighborhoods intact, safe, and maintain the pleasantness and high quality of life.

Independence Ave and Center Street in Provo is a very dangerous intersection due to visibility and speed. I have had an accident there as well as witnessed numerous accidents. If an interchange were to be built at 820 N and I-15, that would greatly reduce accidents.

There is also a lot of traffic in the Grandview neighborhoods along Grand Ave and 1550 west. Will an additional I-15 access reduce this traffic?

Not sure what's motivating all this; it seems that more well-to-do east-side interests have take priority over the interests of west-side residents.

I would not support an freeway on ramp on 820--too many schools and residents. Very concerned for safety and also relocation of residents. Not totally against another on/off ramp between un. Parkway and center, but NOT interested if it has to be 820. Please, no.

I talked to one of the engineers who is part of this survey. Those who conducted the survey had their minds made up prior to the facts. The survey is completely biased and unscientific. Thanks for spending tax money on something so unsupported by facts. This will be challenged in court. This will change votes.

While it will adversely affect me and my commute, I much prefer putting the freeway access on what is already a main east-west thoroughfare - namely 820 North - than putting it in the Grandview neighborhood and running it right past Westridge Elementary.

I can see the benefit to get to the hospital, but I don't see a great solution as to where it should be.

We need be 1-15 interchange at 820 north. Particularly as west Provo continues to grow.

I have always thought that an interchange would work best on 8th North. I live on Grandview Hill and therefore have been involved in this idea for a long time. I have fought hard to stop and interchange that would guide traffic through Grandview. So I am definitely biased on this issue. But there are a great many new and lovely homes on 1700 North and many children who have to cross that street to get to school. On 8th North the street has always been very wide and most of the homes there are set back. So this gives an opportunity for a wider street with less impact. Also, there are fewer homes on 8th North to the Provo River and the homes beyond that area along 8th North are largely rentals. Just my thoughts. As I said, I am very biased on this issue.

University Parkway and Center are both so slow from east Provo that I often go up University Ave to Orem Center or 800N to get on the freeway.

Unnecessary

Just because you can, doesn't mean you should. Also, has there ever been a study on widening Provo center street (Between I-15 and Lake Utah)? That is a street that already sees heavy use - and if there was enough of a reason to create a shortcut straight to the airport, why not also just widen the road that's already there?

I feel it's really important to have another 1-15 interchange near 800 N. This would be valuable for access to Utah Valley Medical Center and BYU. I know it's not in the scope of this study, but please pass along to the next group that the interchange needs to be vastly better than the design of Center Street. That one is awful!!

It would be nicer for us to have more roads crossing the freeway north of Center St and south of 2000 N. There are many more south of Center St, and I think it would alleviate many traffic issues to have additional roads that go under the freeway.

There are freeway onramp within 5 minutes of this location. Another onramp isn't necessary.

It is only a short distance to either the Center Street interchange or the University Parkway interchange. The only result I see of adding an interchange at 800 N is that all of the surrounding neighborhoods will be totally blocked in by traffic whenever there is an event at BYU. That traffic currently funnels down University Parkway or Center Street, which are much bigger roads through business, rather than residential, areas.

I think it's a long overdue project and I would like to see it completed ASAP

I do not believe we need another on-ramp to I-15 in Provo. The Orem exits are sufficient. We do not need to impact Grandview neighborhood and destroy a great place to live because freeway exits. The West-side of Provo already has so many issues, we do not need more. This will just make the good people that are on the West side want to move to the East side of Provo and the gap in West vs. East will get even wider. This is not a good idea for the neighborhoods surrounding this area.

I think it is important to look ahead at the big picture and realize that even though my home may be affected, it is in the best interest of the city to build the additional interchange.

The city allowed brand new construction at 820/Geneva...if this is even a possibility why would the city allow this...other than greed?!?!? I moved here because of the...rural atmosphere! It is not that difficult to drive a few minutes north or south to jump on the freeway, and soon enough we will have the airport to University Ave interchange. Leave West Provo rural!!!!!!!!!!!!!!!!!!!!!!!!!!!!

If I am headed North I take Geneva to University Parkway, if I am headed South, I take Independence to Center Street. I don't use the freeway that much though.

I think a freeway exit between Provo center and Orem university parkway is long over due for an urban center our size.

We need another connection

Where exactly is all this growth coming from? There isn't exactly any empty space to build new neighborhoods in along this corridor.

I also have concerns about the commuters, and undesirable characters the interchange would bring to our area, as well as affecting the park and river trail a few blocks away

I think traffic at both Center and University isn't bad enough to justify another interchange.

We could really use an interstate access point around 820 N, but I would also hope that the road going west to east around any new access point would take us over the train tracks. Rush hour traffic gets super hard when there are long trains. Trains also park over the tracks and stay there for a while when they feel like it.

I am totally in favor of an additional exit.

The interchange study should be completed before any final plans are done on the 820/620 north corridor; otherwise, things may have to be completely redone after just a few years.

I only support the creation of an access here simply due the lack of an exit or escape route due to an act of God. Our area needs more exits passages.

I fully support the addition of an interchange at 820N. I have long felt that this would be the best place to put an additional interchange as Grandview hill prevents access further North and any further south would be too close to the Center Street interchange. I currently live on Grandview Hill and only use the University Parkway interchange via Sandhill Road.

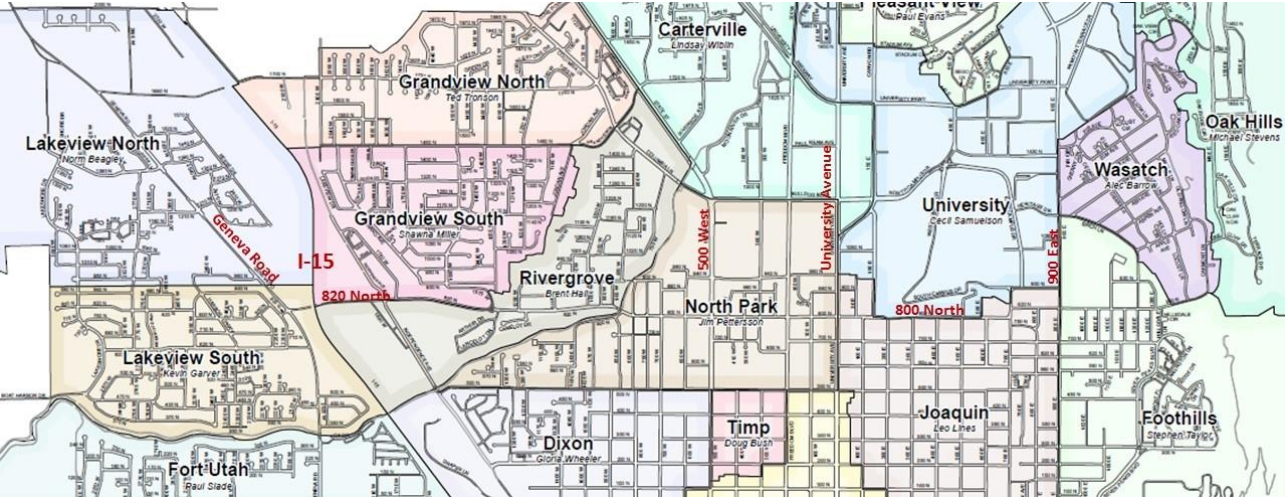
Will 5th West be the closest North/South connector if we add an interchange? Other than the freeway of course. I'm just thinking the impact of freeway traffic between exits would have less impact on neighborhoods if there was a closer North South connection to the freeway.

Would this potential interchange and the constraints on the site itself pose as an area for a different non traditional interchange.

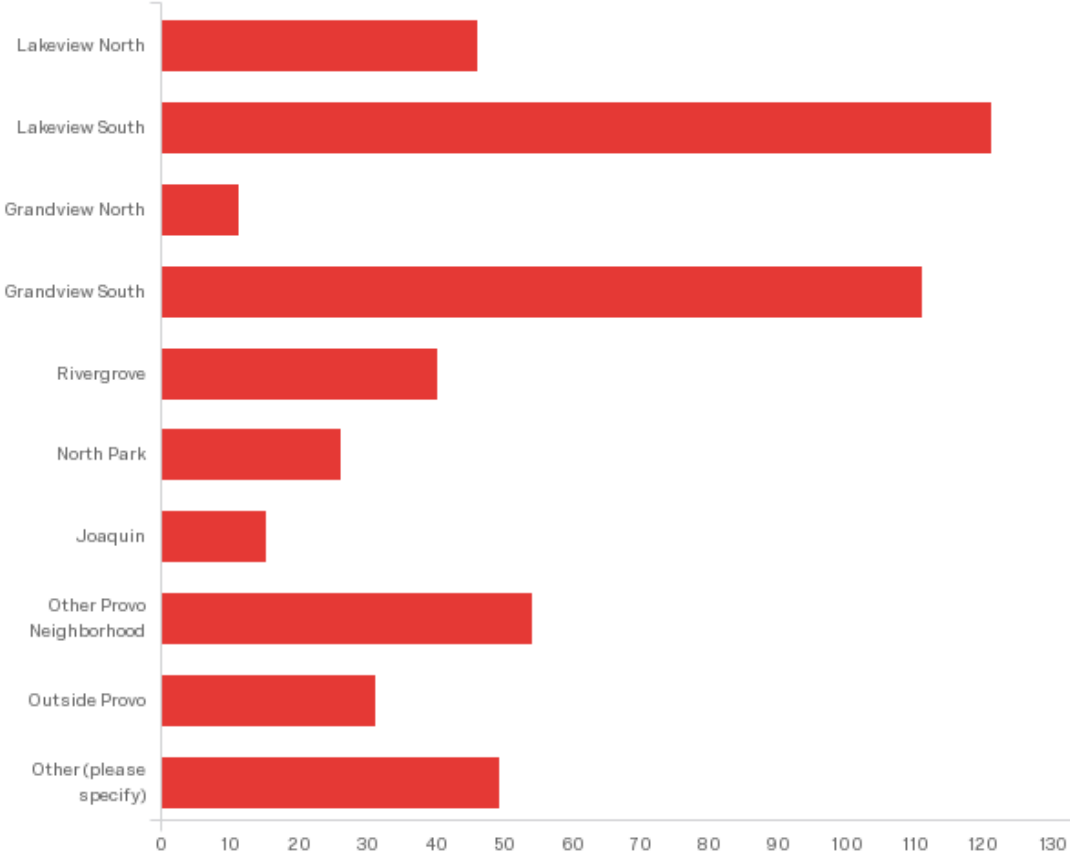
It would destroy more neighborhoods

These questions help us know the people we are reaching with our public outreach efforts and give us some context for understanding your comments.

Provo Neighborhood Map



20. Please tell us where you live:



Other (please specify)

Fort Utah

Fort Utah

Pleasant View, MTC area

Fort Utah

Fort Utah

Fort Utah

The map shows North Park even though my subdivision documents state Rivergrove.

Parents live on 820 north. And I'm there a lot with my children.

Cherry Hill (south Orem)

Provo Bay

Franklin

Foothills

Springville

I drive that road every day to take my kids to school on 820 N

Fort Utah

Oak Hills

Really I live on the line between Lakeview south and Lakeview North

Slate Canyon area

Fort Utah

by riverside country club

Sunset

Work in Provo, live in Orem

Springville

Foothills

Fort Utah

Central Business District

Vineyard

Timp

Franklin Neighborhood

Carterville

Lakewood

Foothills

Vineyard

SunsetView

Springville. I work on 820 N

Orem. I have a Provo business.

Harbor Park Neighborhood

Salem

Carterville

Springville

Work in Rivergrove area

Springville

Work near 820 North

Wasatch

Fort Utah (South of center Street)

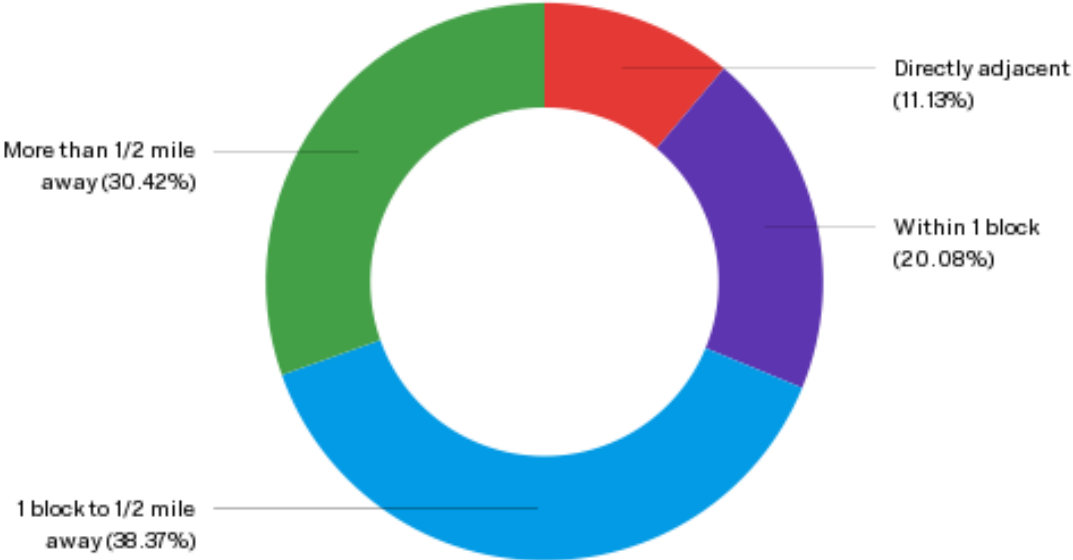
Fort Utah

820 n

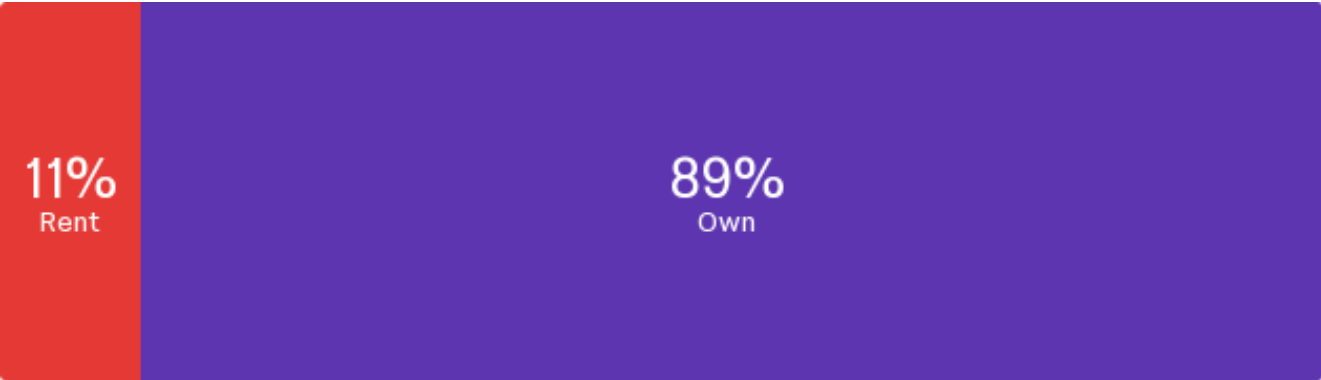
Sunset view

Dixon

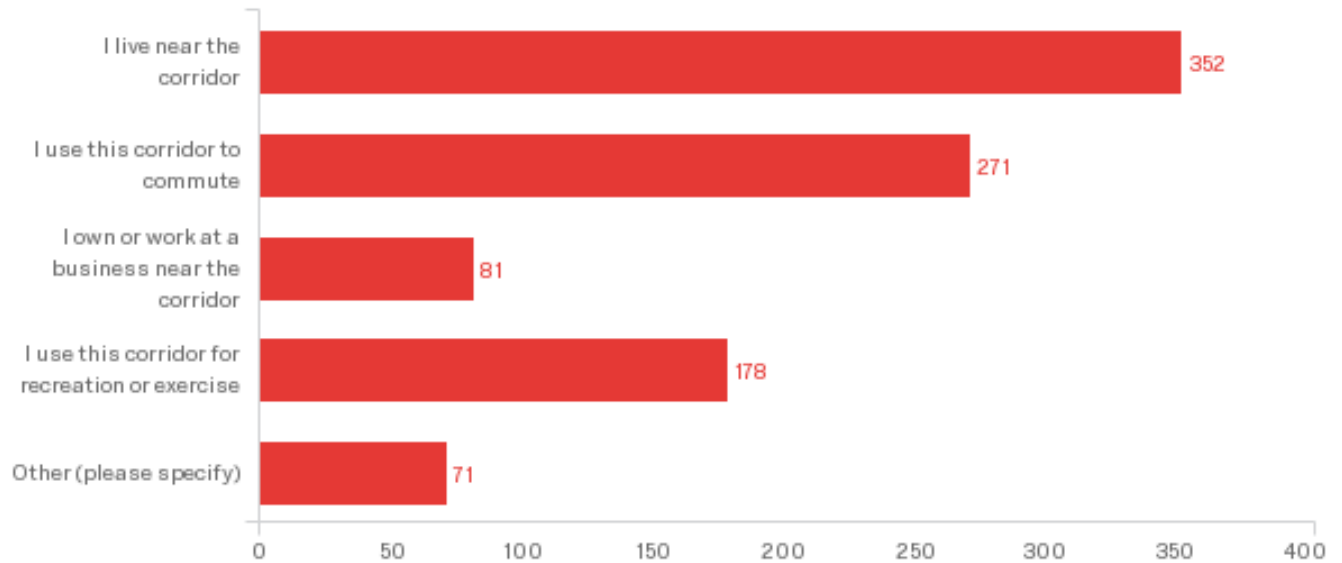
21. How close do you live to 800/820 North?



22. Do you rent or own your place of residence?



23. What is your interest in the 820 North Study? (select all that apply)



Other (please specify)

I was a residence of Grandview for fifteen years and still frequent the neighborhood.

I believe there is a need based on current traffic

I'm interested in the positive developments of my neighborhood.

I walk to school and my husband bikes to work. My children walk/bike to the duck pond.

Multiple family members live near this corridor

Rent to students - how it will affect ability to rent and their safety

My parents live on that road and we are out often with my young children

I am the property manager

I cross town frequently.

I use it for business occasionally

I am looking at the impact city-wide.

My child will be attending a school on 820 N.

school

I drive my kids to school every day.

I live ON the corridor

I'm not interested in either study because I have no intention nor desire to relocate.

Education (Freedom Prep)

I live on the corridor

Without it roads I frequent will continue to get more congested. Also congestion results in cars idling or going slowly which yield more pollution.

I work at a school along the corridor

Use the corridor to get to shopping, doctors, etc.

I would use this colorist if installed

My kids go to school right on that road

My children attend Freedom Prep Academy

Living in Provo, I'm interested in its future, and would love to have a third outlet for BYU traffic

I own property near the corridor

I use this corridor to access shopping, etc.

Anything making Provo a better place is great

I use this coordidor when going to Provo from Vineyard

I use this corridor to take children to and from school.

I travel to BYU 2-3 times/month.

I use this corridor to access friends and businesses. I also live in a neighborhood that has 2 very busy streets running through them. They are highways separating the neighborhood and cause difficulties with active transportation. Travelers do not consider that they are transversing a neighborhood. They just want to get "there" as fast as possible.

My child's school is on 820 N

I'd like to have easier access to I-15

I have family that lives on 820 north. I believe in great infrastructure no matter where it is.

Parents live there.

I'm interested in all developments Provo city proposes. I live here, and though some changes may not directly affect me, they do still affect me

I live on 620 North

can't afford to move to a house as good as what I have.

I used to use it to commute

I use this corridor for much of what I do

I live in and love Provo

Use it often between the river and 150 E.

My kids will be going go school using this road.

I use this area to travel into Provo almost daily - for groceries, or to visit the Rec Center, or to run errands. It is my main source of travel from my neighborhood to the main parts of the city.

My house is on 820 N

I think an improved corridor will lead to more business tax income for Provo

My children go to school at Freedom Academy on 820 N

I own land in the area

Family near the corridor that I visit often

I drive this road at least once a day

I walk with young children often in this area

I work near 820 N

I have family that has a business on the corridor.

I grew up near the corridor

Don't use it

student safety

I'm concerned about the eventual cost of the project.

I use the corridor to get to friends' homes, get to the baseball field on Geneva, and will use it one day to get to the new Provo High

On 820n

This is how we get to family

I would LIKE to use an 820 N. I-15 onramp/offramp.

Kids walk to and from seminary at freedom up to Grandview

I have friends that live on 820 North

It is my preferred route to get from Geneva road into Provo when I am on the west side.

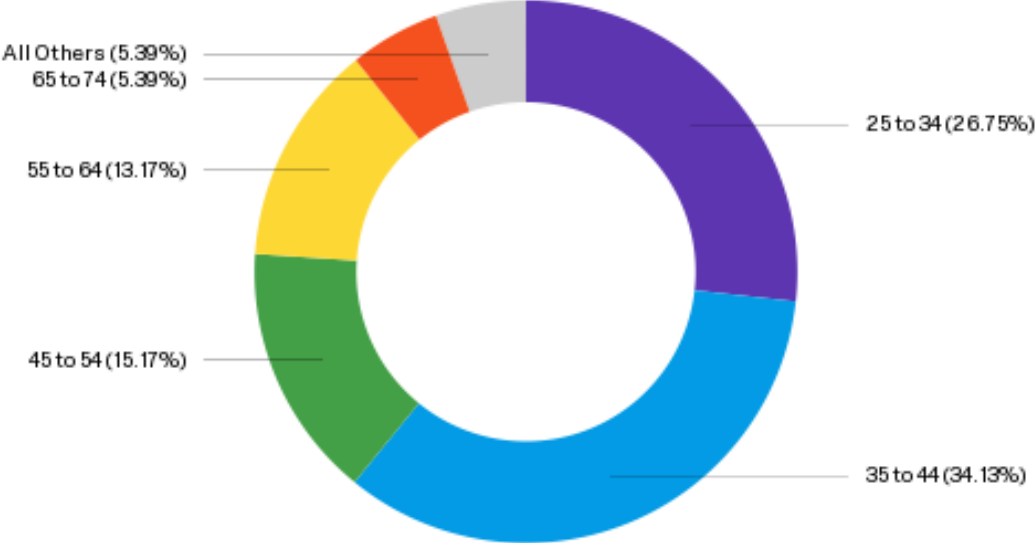
I live on 820 N

I live on the corner of 820 and geneva

I don't want it in my back yard

To access other parts of provo

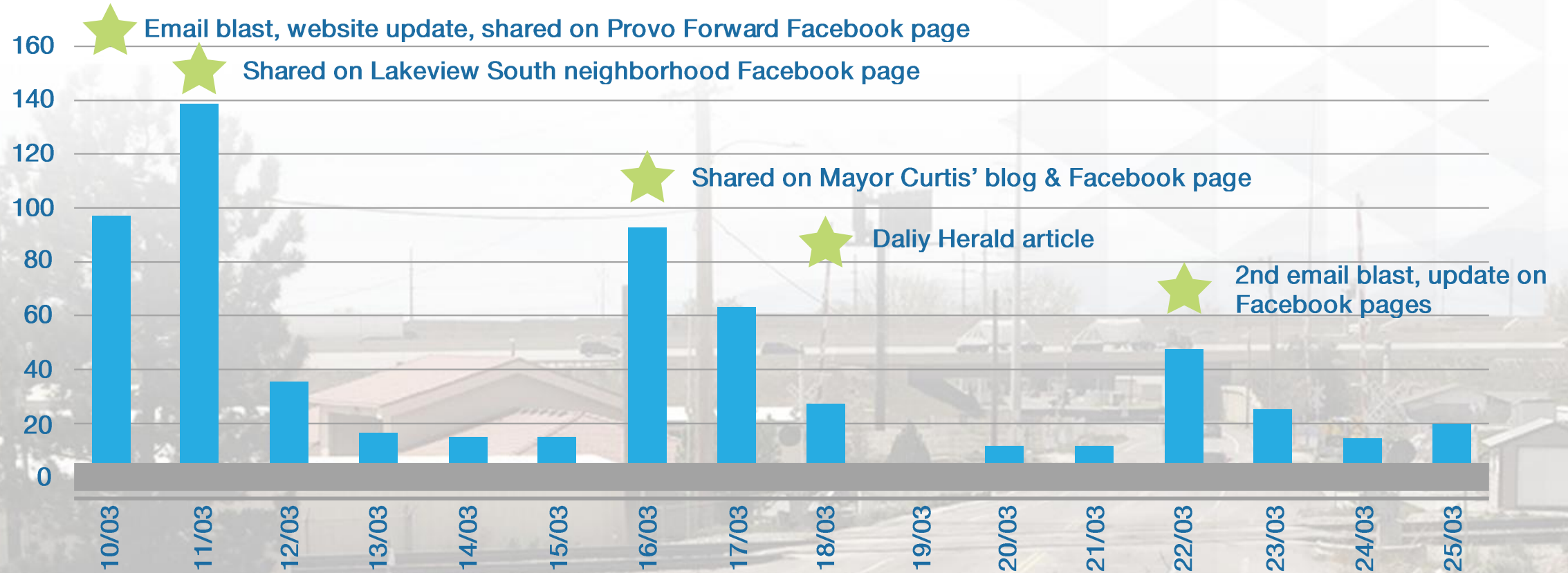
24. What is your age?



Public Survey Results & Study Recommendations

May 17, 2016

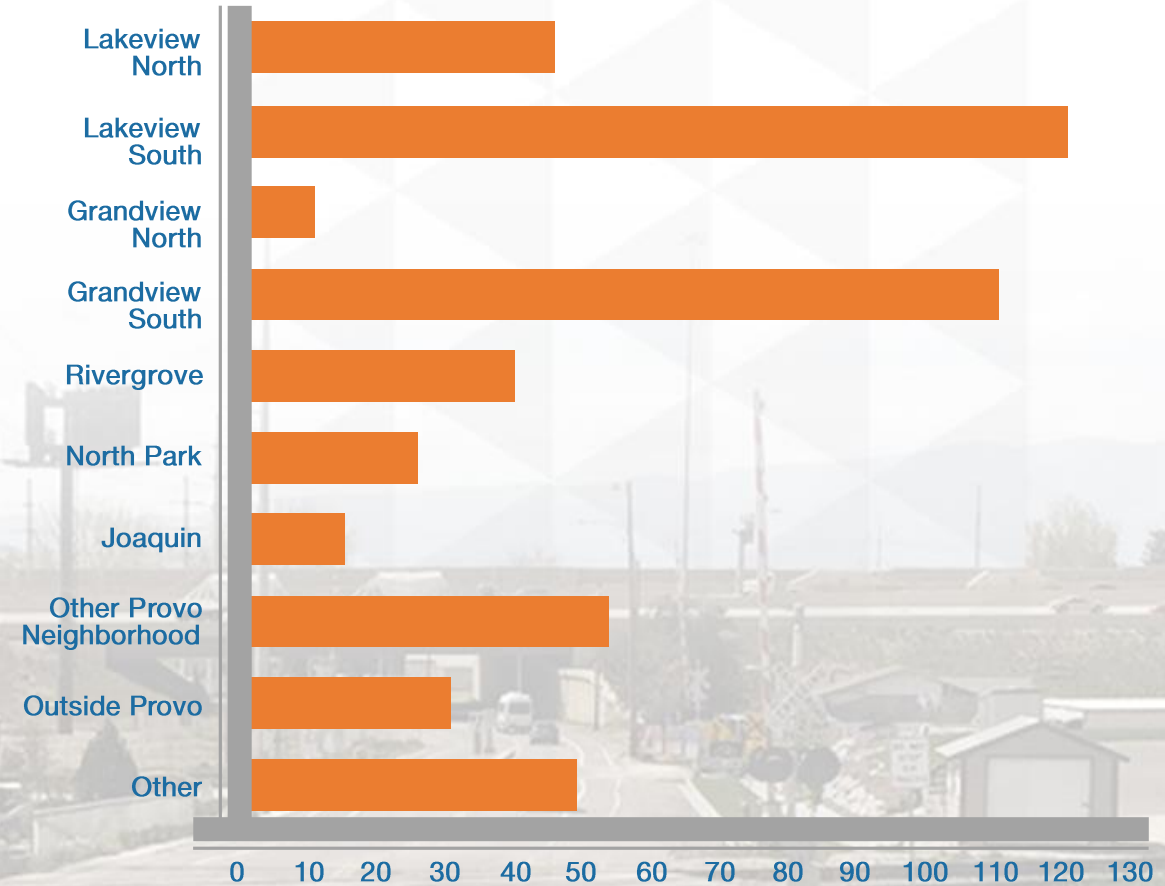
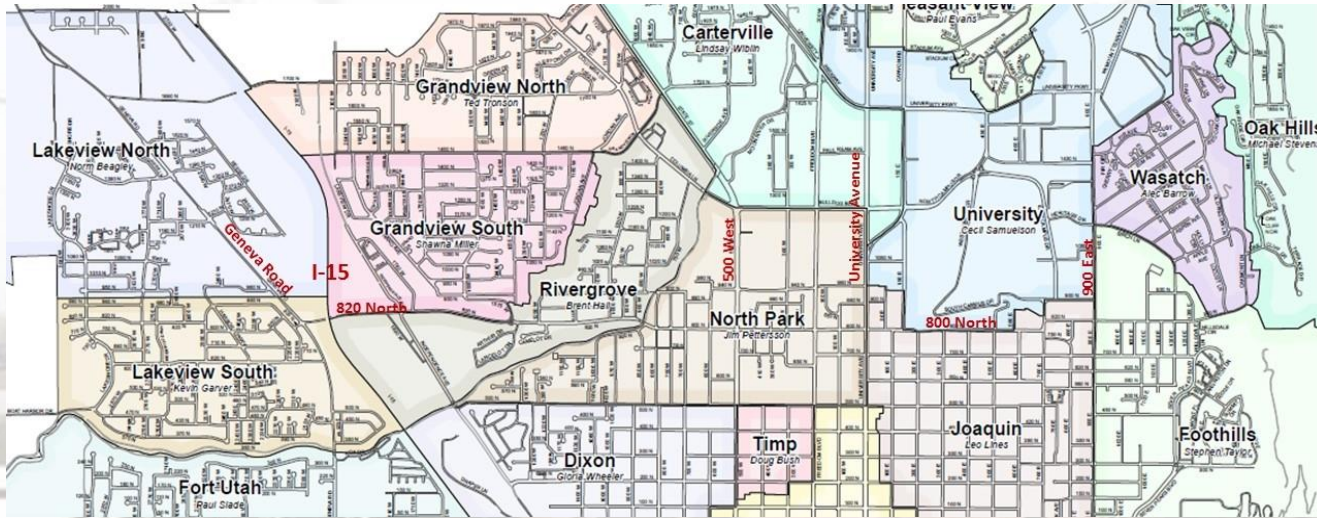
Surveys Completed - 724



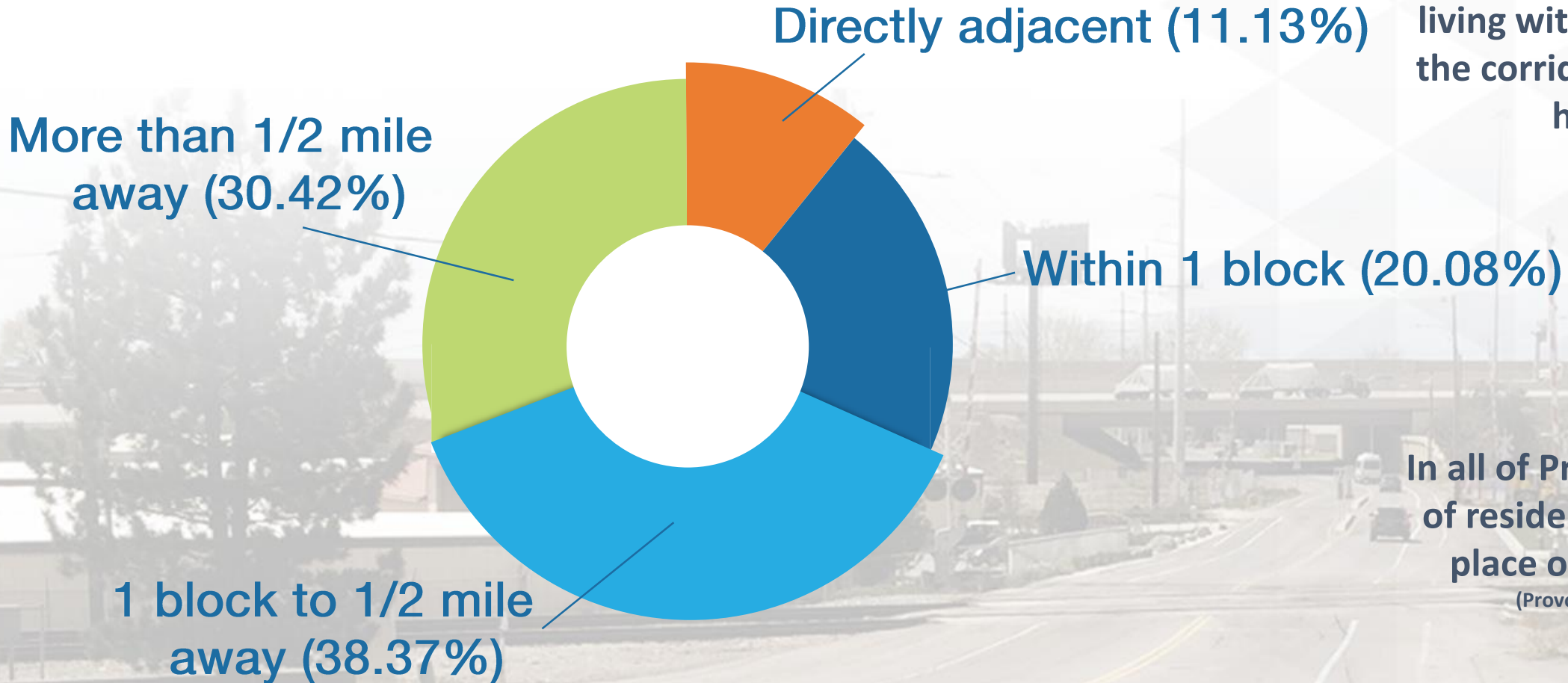
Survey Demographics



Neighborhoods



Distance from Corridor

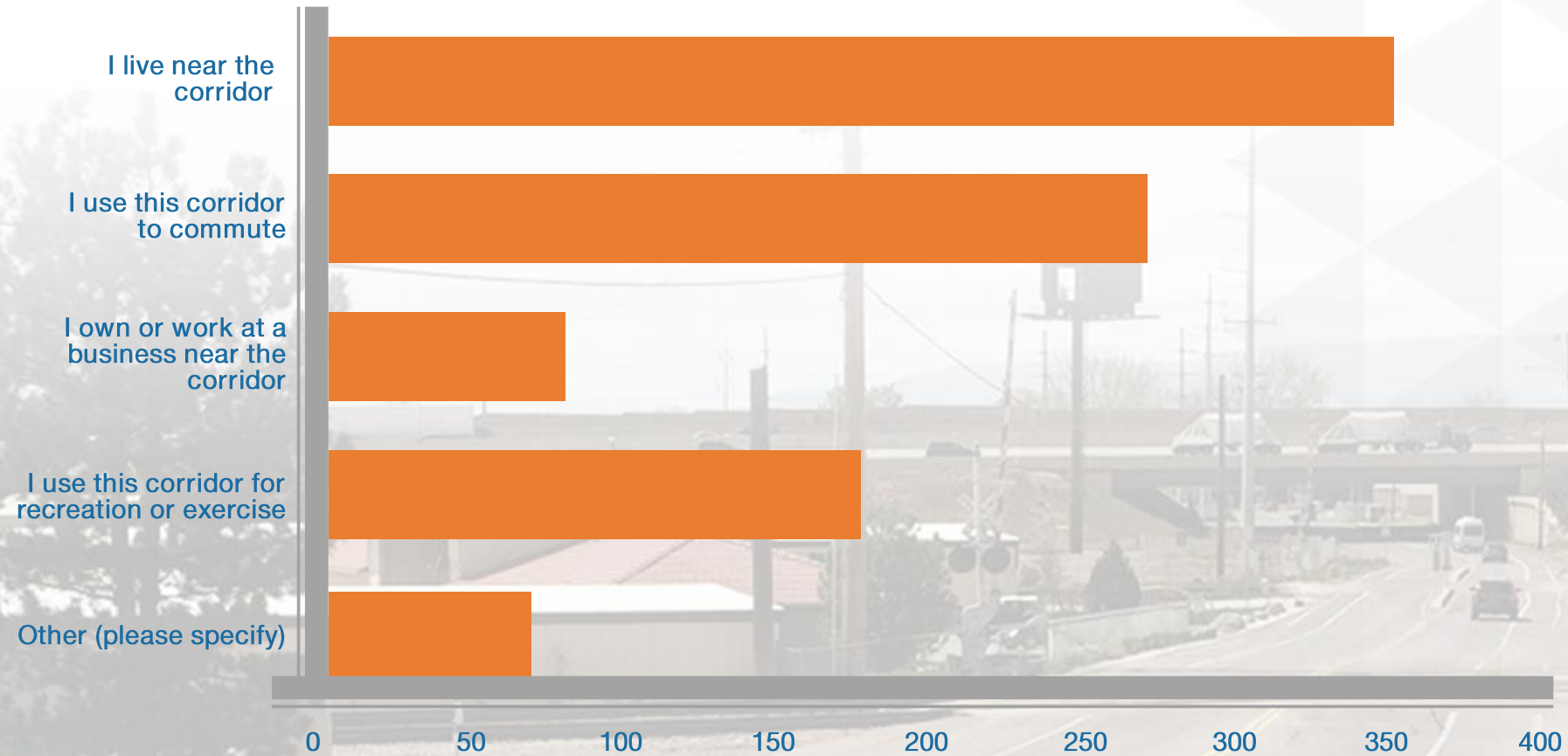


89% of respondents living within 1/2 mile of the corridor own their home

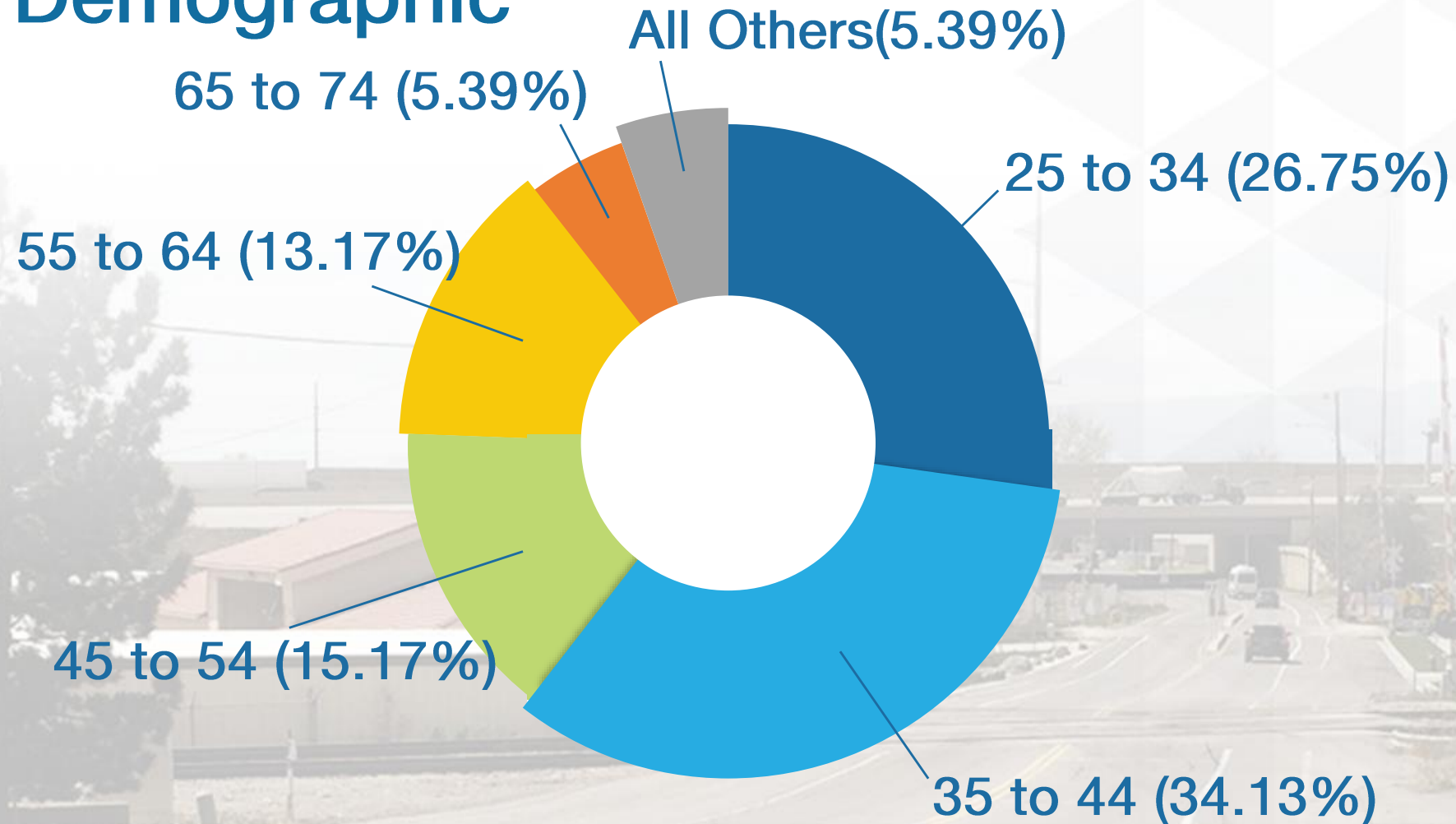
In all of Provo, only 40% of residents own their place of residence.

(Provo Vision 2030)

Interest in the Study

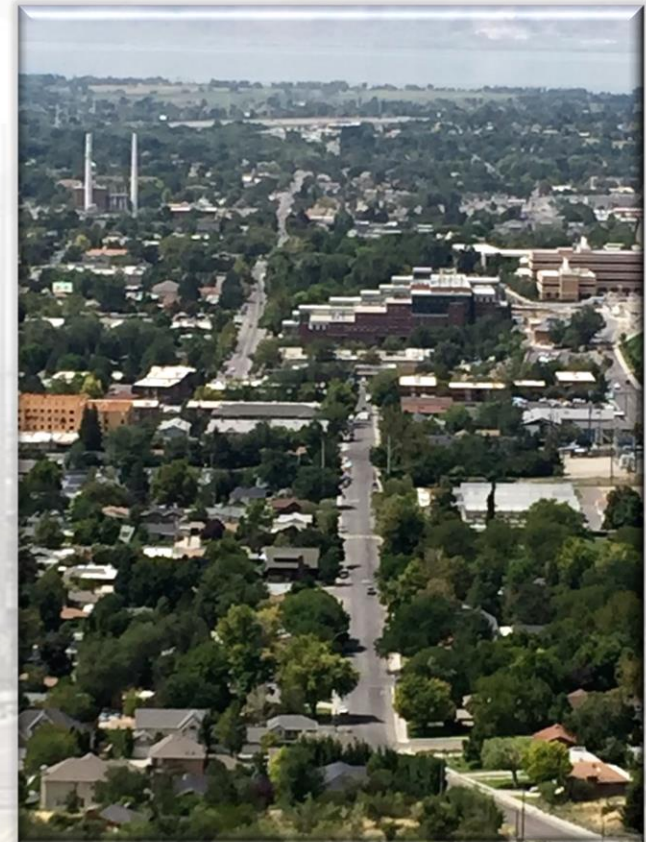


Age Demographic

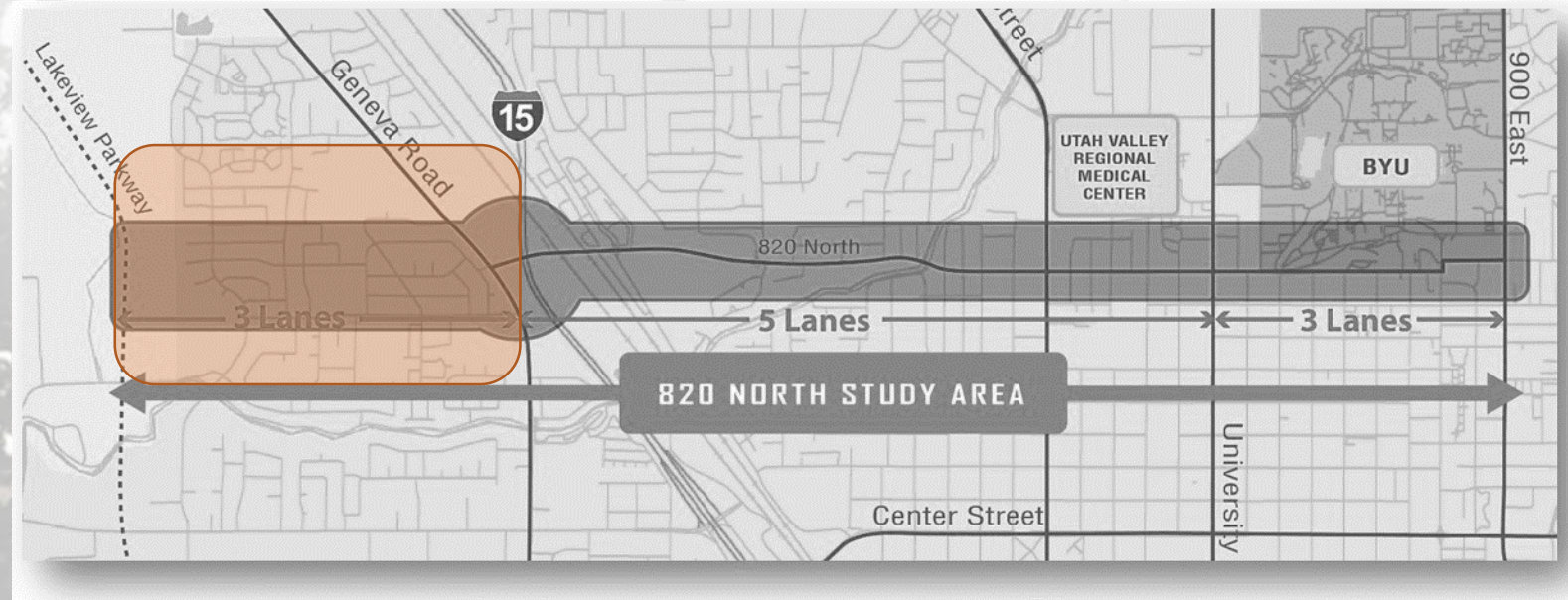


Top Concerns With Widening 800/820 North

1. Relocation of residences
2. Impacts to adjacent neighborhoods
3. Safety for pedestrians
4. Safety for bicyclists
5. Noise
6. Relocation of businesses
7. Speed
8. Air quality
9. Proximity to schools
10. Aesthetics

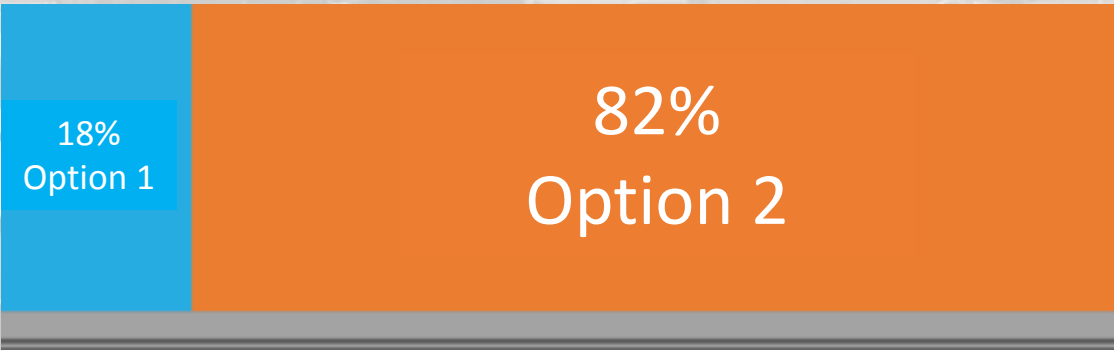
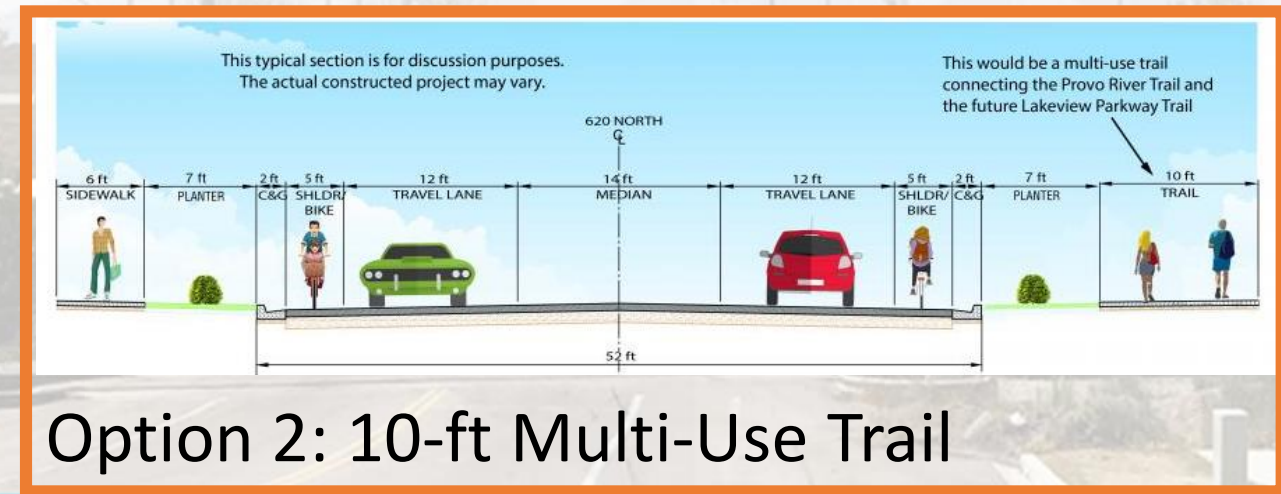
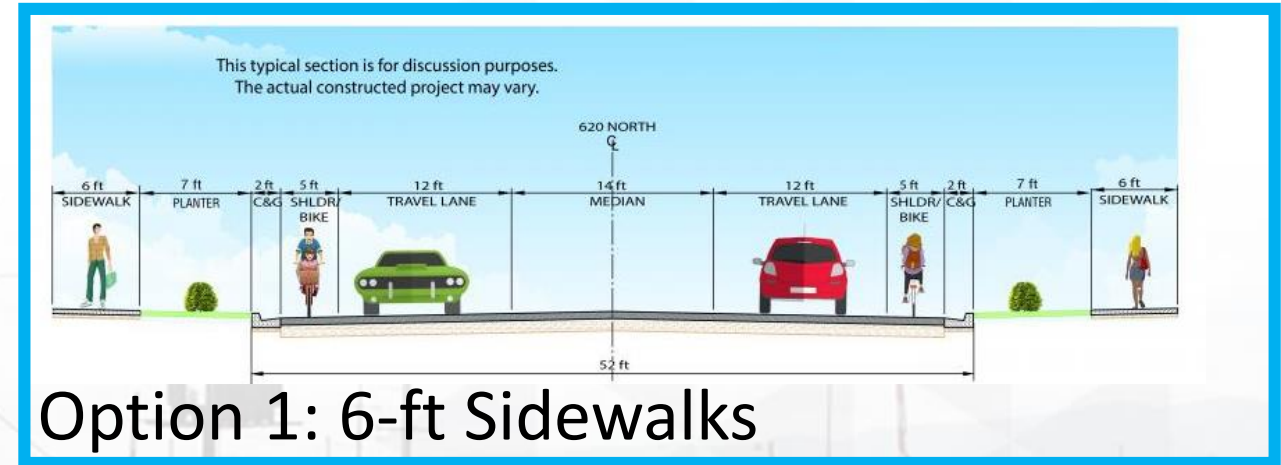


620 North: Lakeview Parkway to Geneva Road



Lakeview Parkway to Geneva

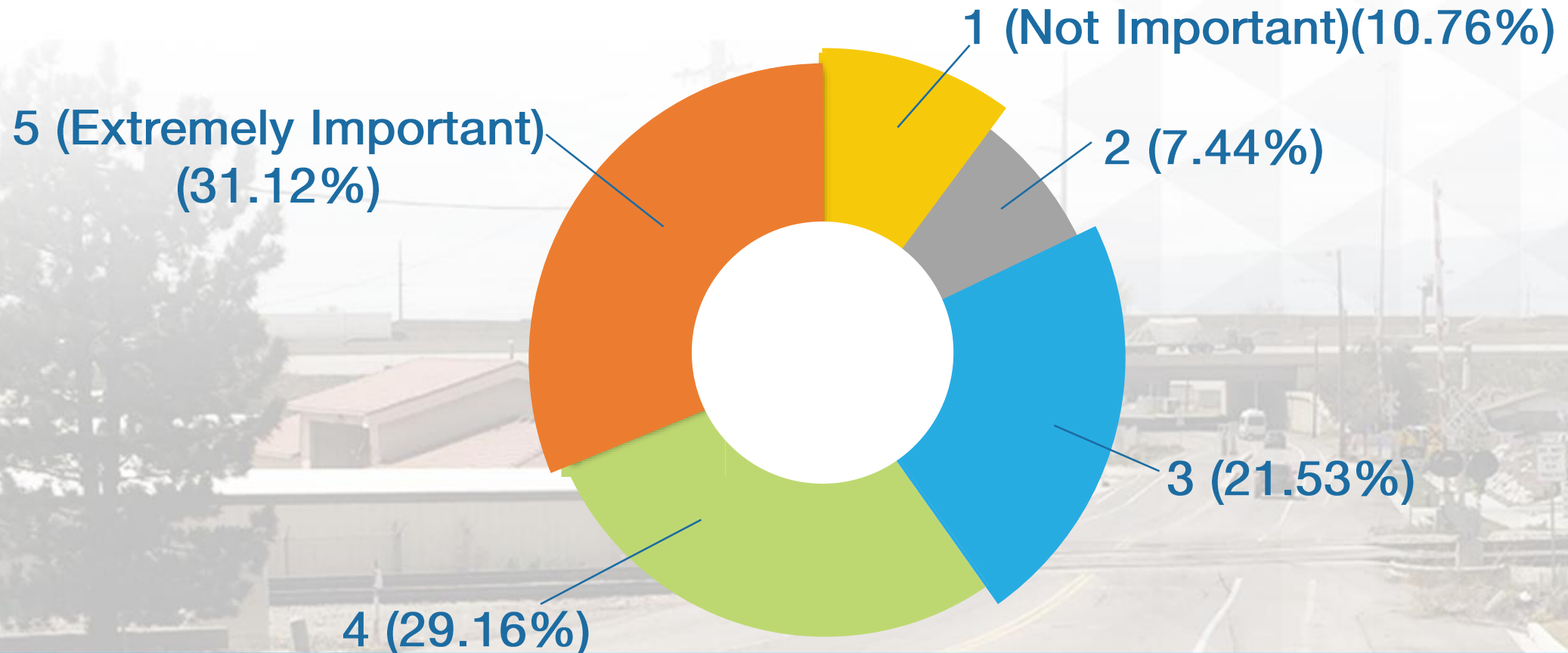
- Respondents preferred multi-use trail



Why People Voted the Way they Did

- Public strongly in favor of trails
- Option 2 preferred because it would allow children and others to ride their bikes away from vehicles
- Nine people on 620 North completed the survey
 - Seven (78%) preferred Option 1 and two (22%) preferred Option 2
 - Those who preferred Option 1 wanted less impact to their property

How important is it to connect the Provo River Trail and Lakeview Parkway Trail?

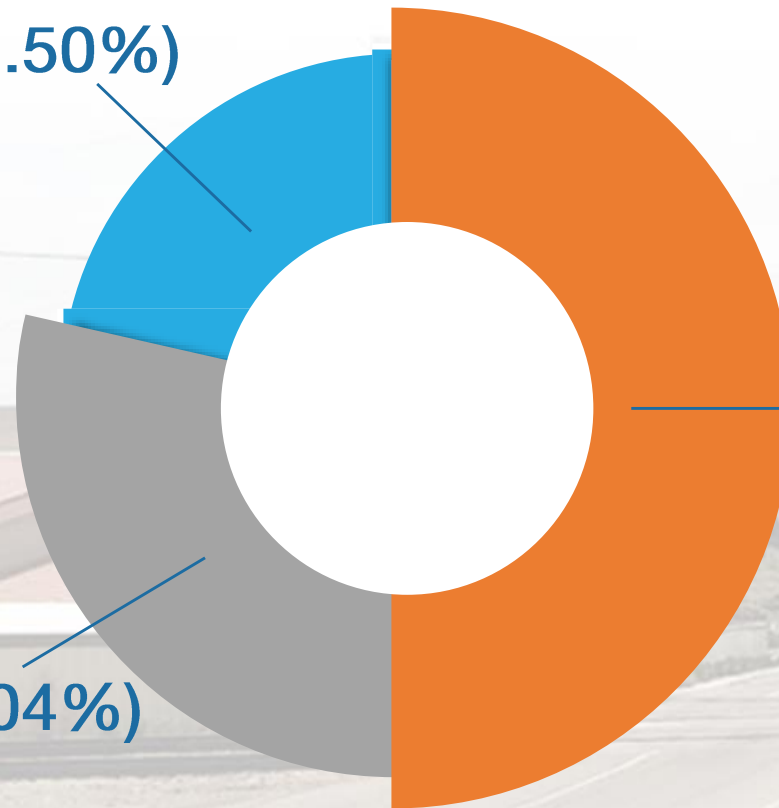


If it meant more impacts, would you support having better opportunities for active transportation?

Undecided (21.50%)

No (28.04%)

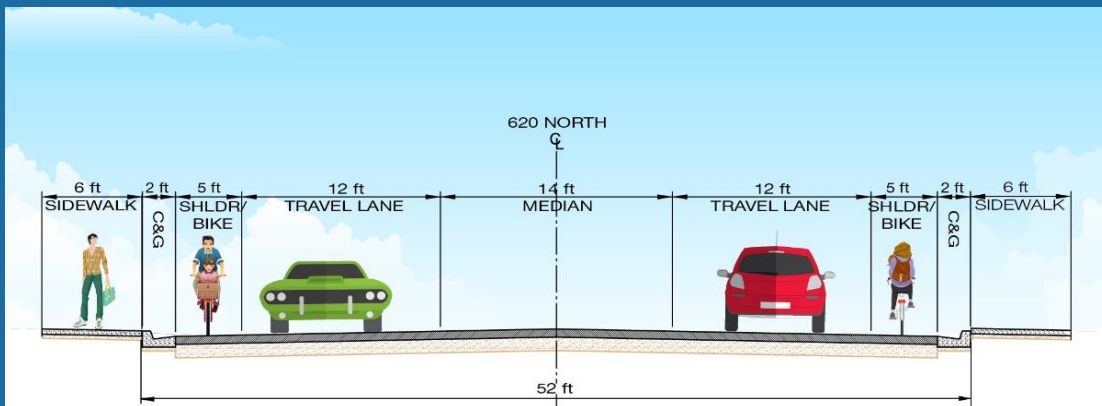
Yes (50.47%)



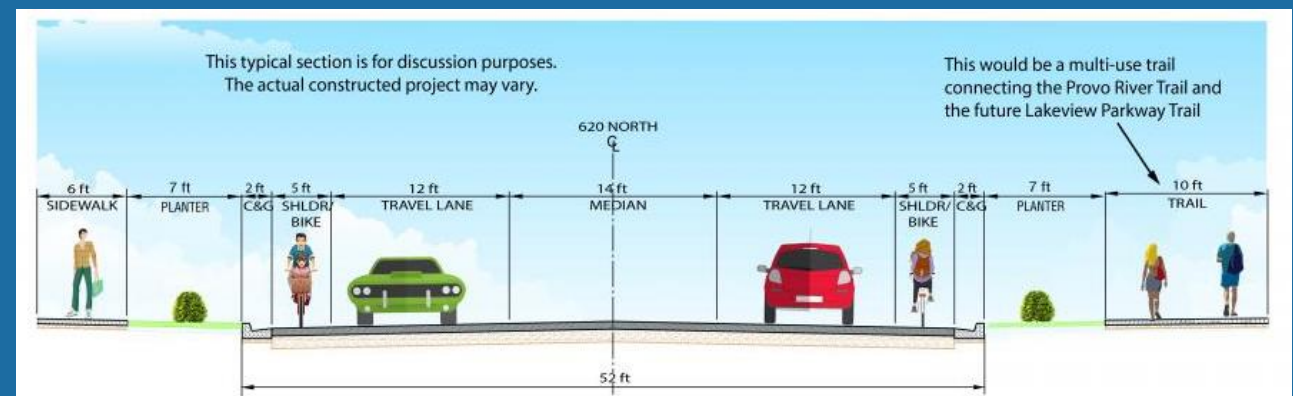
Comments Received

- Public favors 10-ft multi-use trail
- Residents want a narrower typical section to reduce speed
- Residents do not want a trail or parkstrips unless complete relocation
- Residents do not want to lose on-street parking
- Desire better connection to 820 North

Standard Typical Section



Phase 1 typical section

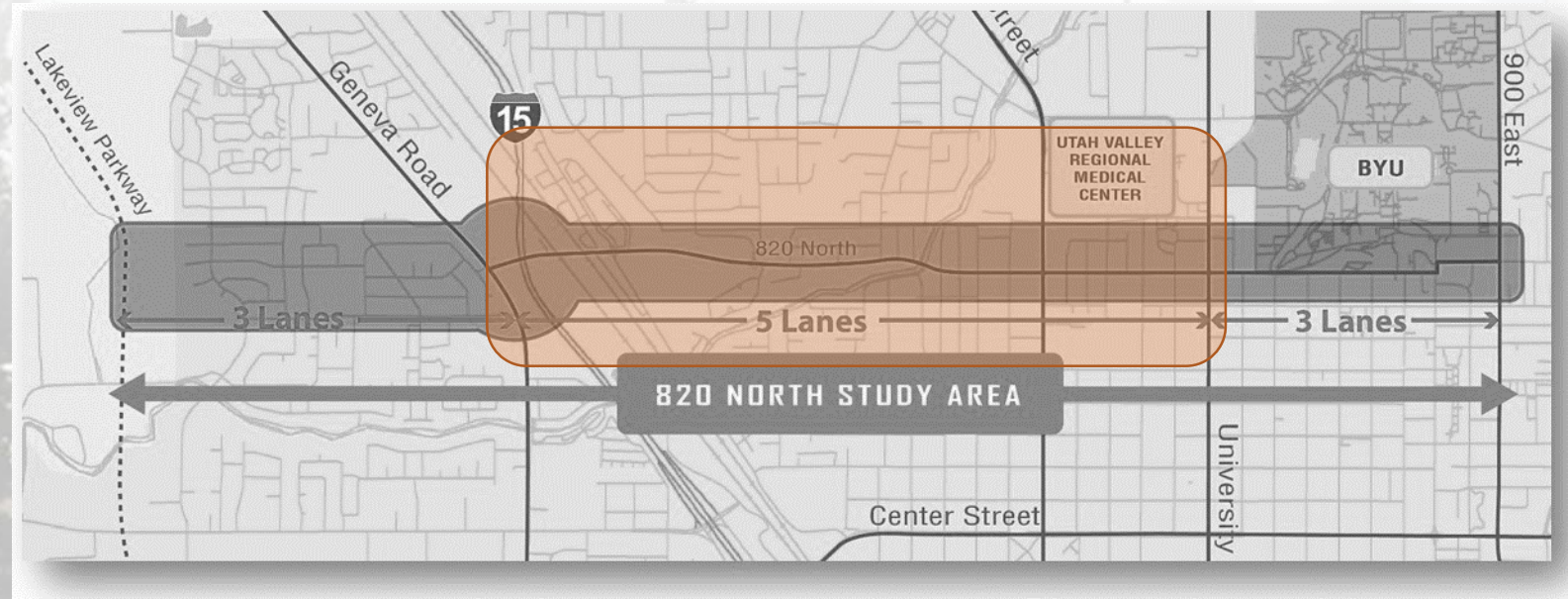


Phase 3 typical section

Recommendation

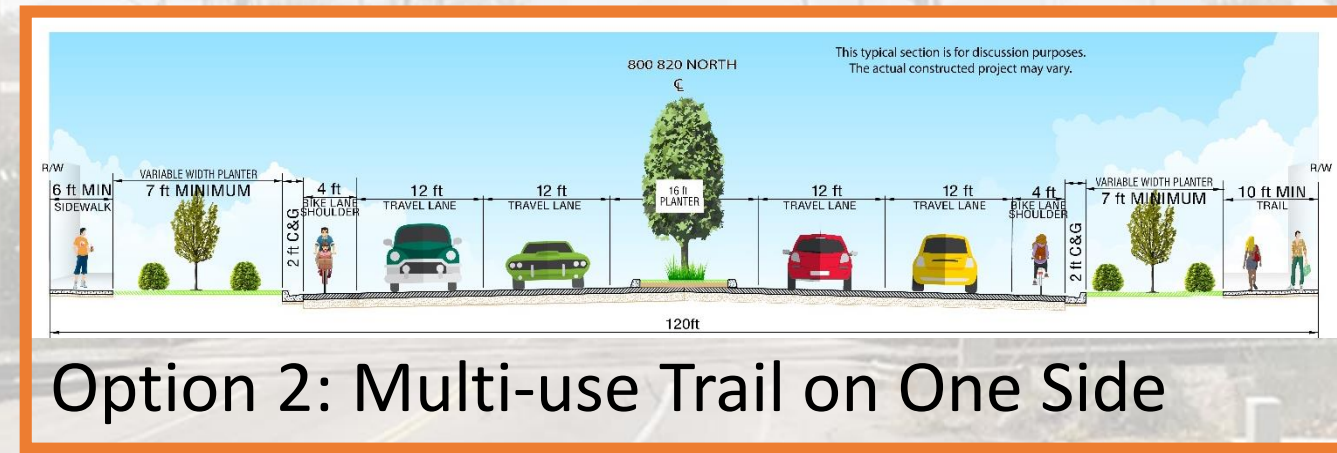
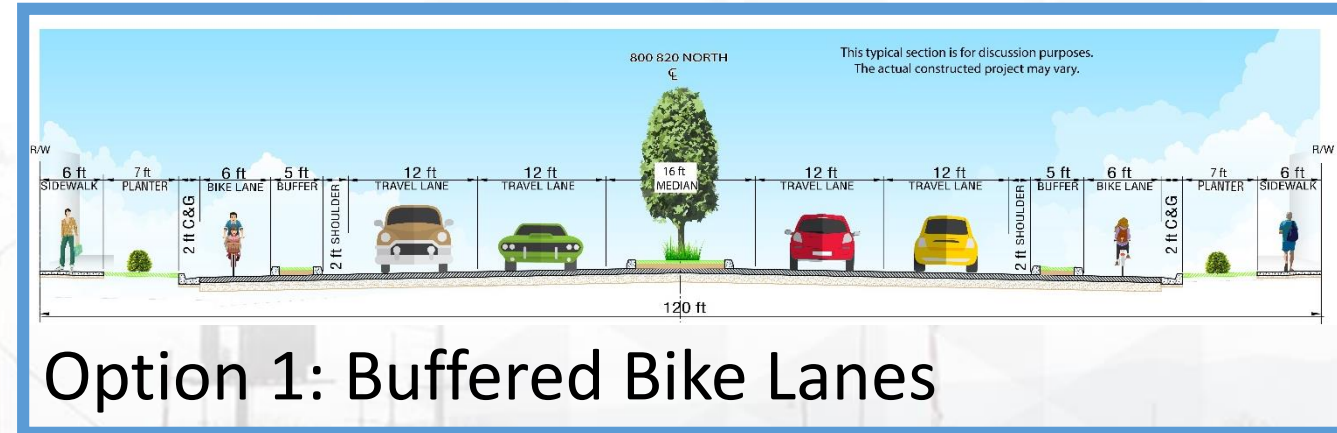
- Typical Section
 - Phase 1: Leave 620 North as-is until average daily traffic (ADT) reaches 7,000-10,000. Evaluate addition of two-way left turn lane
 - Phase 2: Evaluate pedestrian activity for ADA upgrades and parkstrip addition
 - Phase 3: Evaluate 620 North for 10-ft multi-use path
- Phase 1 will avoid impacts to existing properties, yards, and driveways
- Use existing connection between 620 North and 820 North on Geneva Road
- Extend 620 North to future Lakeview Parkway using Phase 3 typical

800/820 North: Geneva Road to University Avenue



Geneva to University Avenue

- Respondents generally preferred wider multi-use trail instead of buffered bike lanes
- All neighborhoods favored Option 2 except Lakeview North which was 50/50 and North Park which was 59% in favor of Option 1. It did not matter how far away they lived from the corridor.



35%
Option 1

65%
Option 2

Why People Voted the Way they Did

- People who live on the corridor in this section prefer that the city do nothing or take homes to make the improvements. As one citizen wrote, “If you’re going to tear it up, go big or go home”.
- People who like Option 2 prefer it because it allows an east-west trail connection to the Provo River Trail.

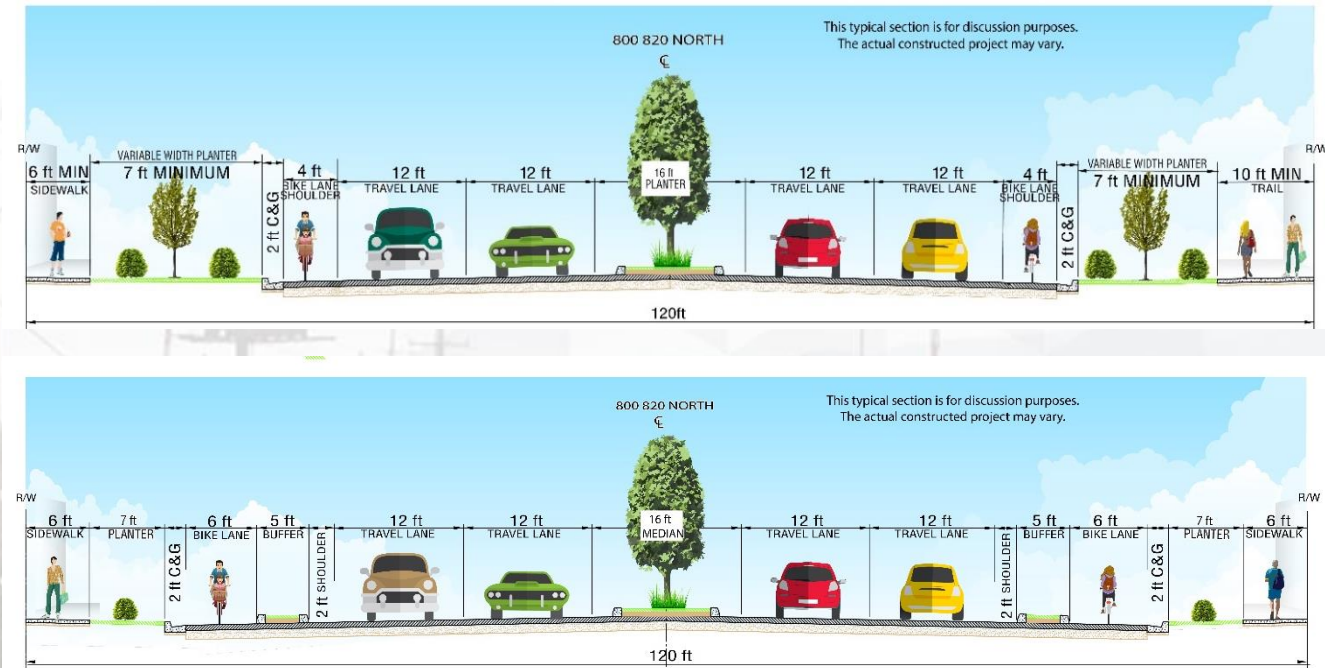
Comments Received

- Residents concerned about additional traffic cutting through neighborhoods and effects on north-south roads
- Concern about impacts to school children and need for safe crossings
- Want more information about why 800/820 North is a better choice than 500 North or 700 North
- Concerns about snow removal with buffered bike lanes
- Many do not want landscaped medians or parkstrips
- Some concern about maintenance of existing Provo River Trail
- Many comments in favor of grade-separating the railroad tracks



Recommendation for 800/820 North

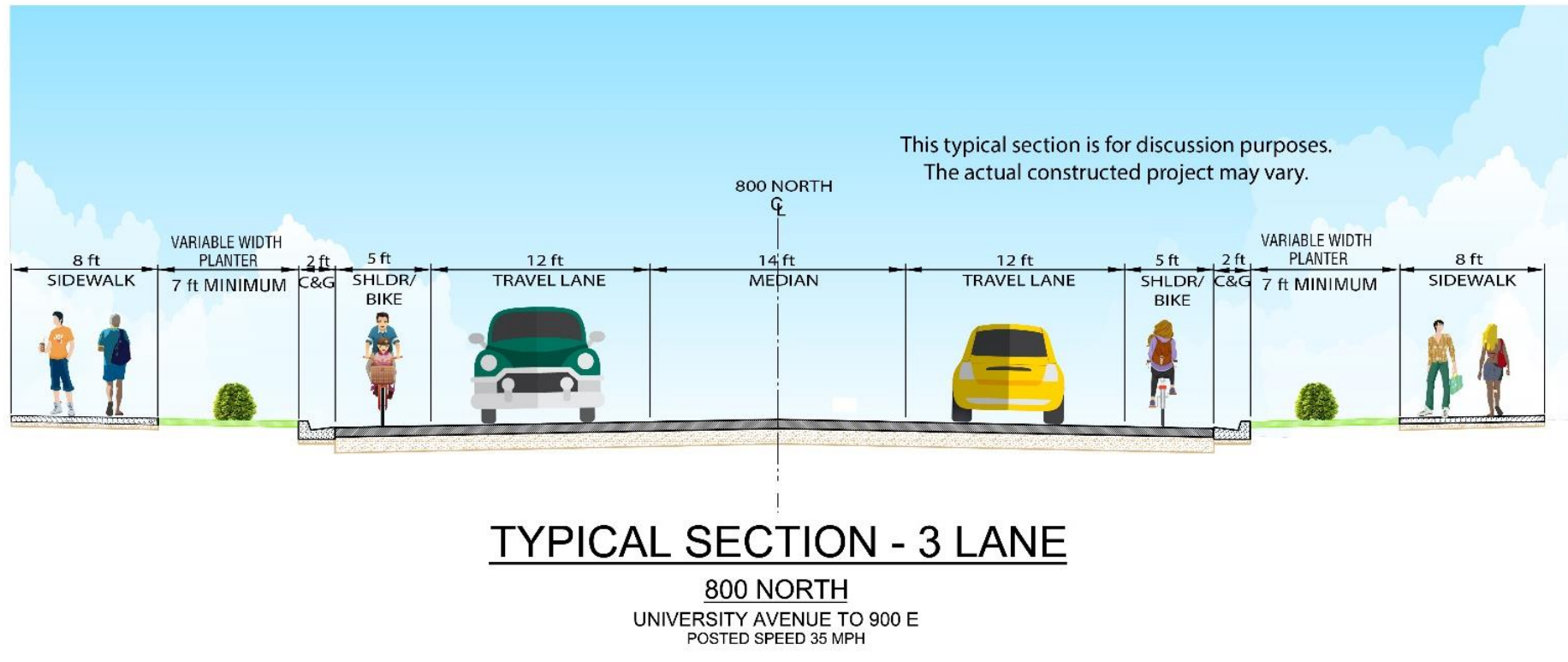
- Widen road to five lanes from Geneva Road to University Avenue
- Recommend 120-ft arterial typical section with inclusion of bike facilities. Final configuration within the 120 feet will be decided during design phase
- Recommend grade-separation of railroad at 820 North



800 North: University Avenue to 900 East



University Avenue to 900 East

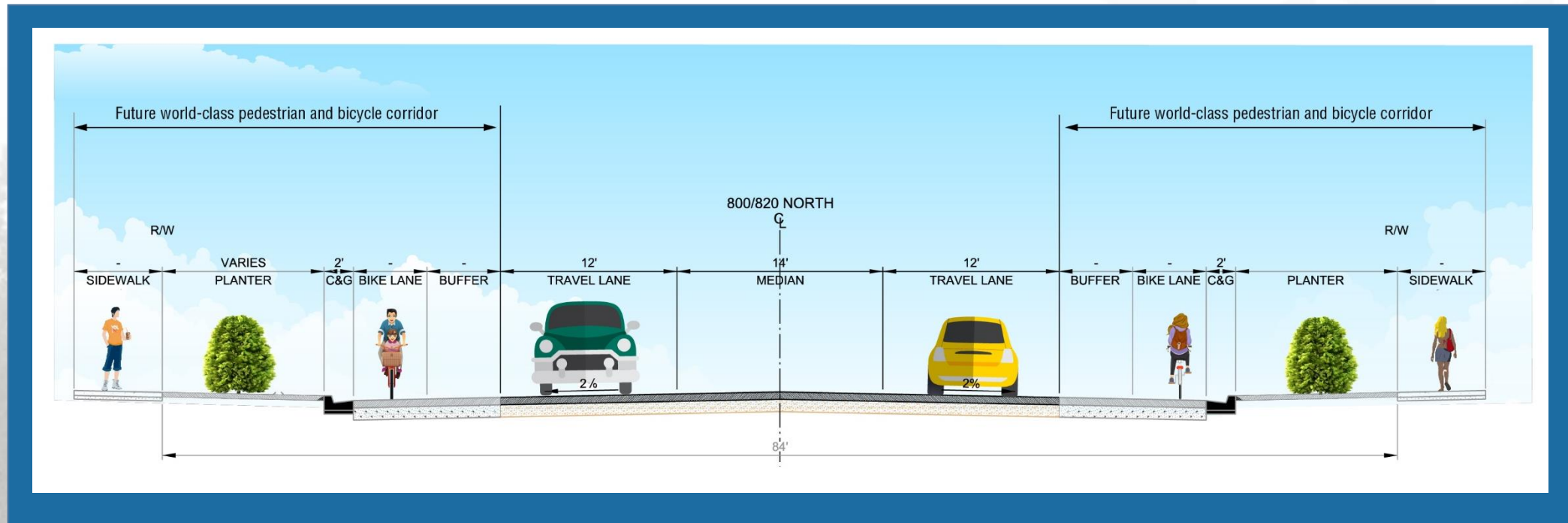


Comments Received

- Pedestrians main concern in this section
- Considered to be a dangerous area because of the pedestrians
- Support for elimination of on-street parking, but parking needs to be replaced elsewhere
- Need for better pedestrian crossings and better night lighting
- Prefer narrower pavement section, more accommodation of pedestrians
- Many feel 700 North is a better route
- Want a barrier between bikes and cars

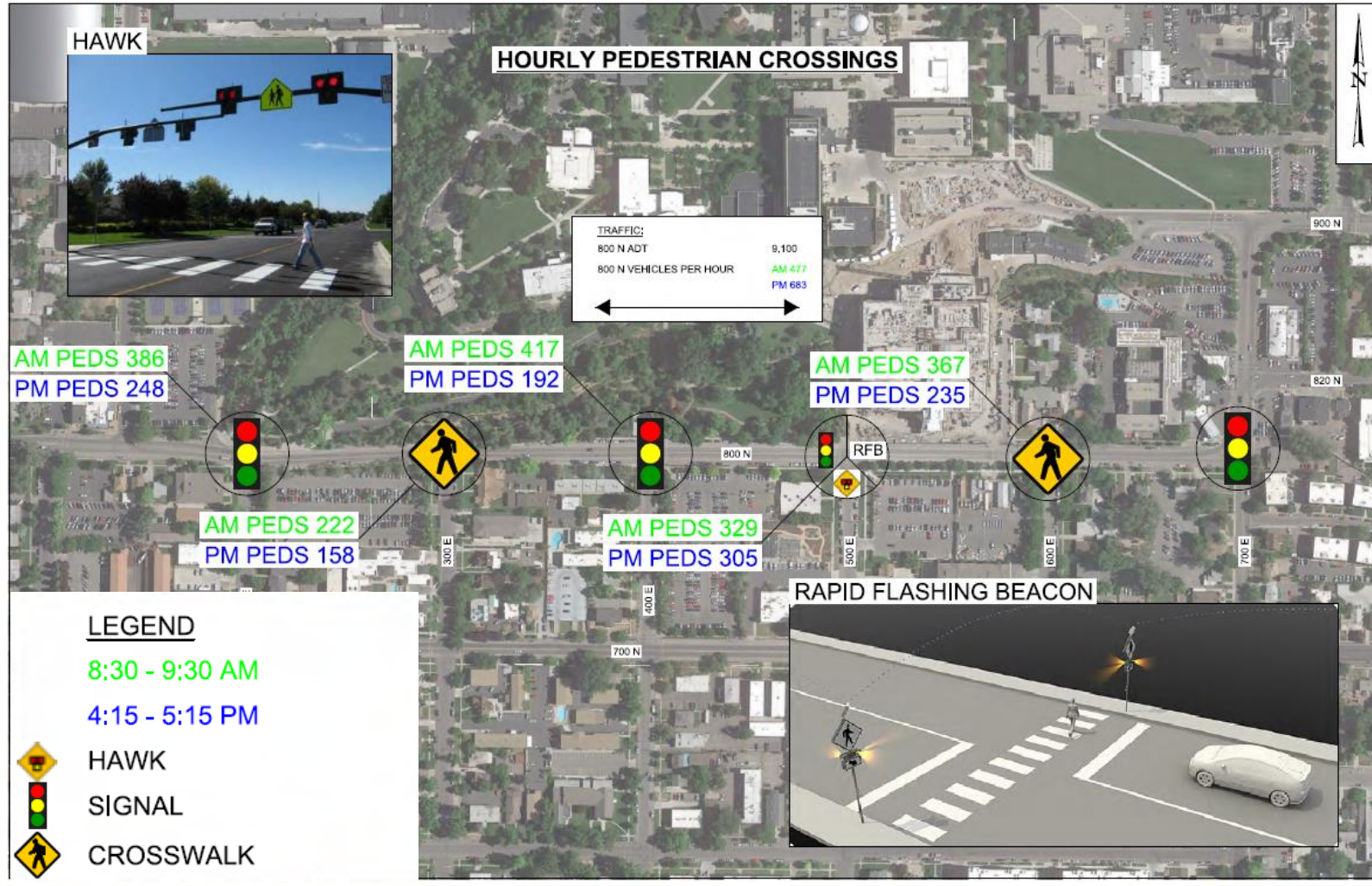


Recommended Typical Section



Use a flexible cross section to avoid impacts, as the corridor develops the right-of-way will be widened to 84 feet with improved bike and pedestrian facilities

Recommendations for Pedestrian Improvements



- Phase 1:
 - Install full signals at 200 East, 400 East, & 700 East
 - Install crosswalks at 300 East & 600 East
- Phase 2:
 - Install HAWK, RFB, or full signal at 500 East
 - Evaluate need for other HAWKS

Recommendation

- Study team recommends a flexible cross section to avoid impacts, as the corridor develops the right-of-way will be widened to 84 feet
- Improve street lighting
- Remove on street parking and improve bike and pedestrian facilities
- Recommend connection to 900 East
- Recommend full signal at 820 North/900 East
- Recommend pedestrian crossing improvements

Interchange Discussion



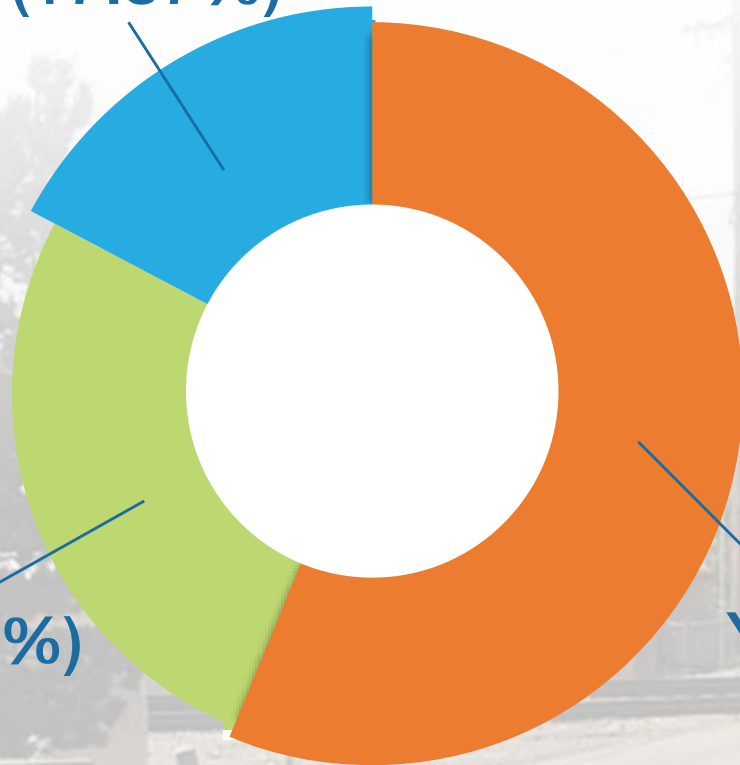
Top Concerns With New Interchange

1. Increased traffic
2. Relocation of residences
3. Impacts to adjacent neighborhoods
4. Safety for pedestrians
5. Noise
6. Safety for bicyclists
7. Ability to access I-15
8. Relocation of businesses
9. Impacts to schools
10. Aesthetics



Do you support an additional I-15 access between University Parkway and Provo Center Street?

Undecided (17.37%)



No (29.95%)

Yes (56.69%)

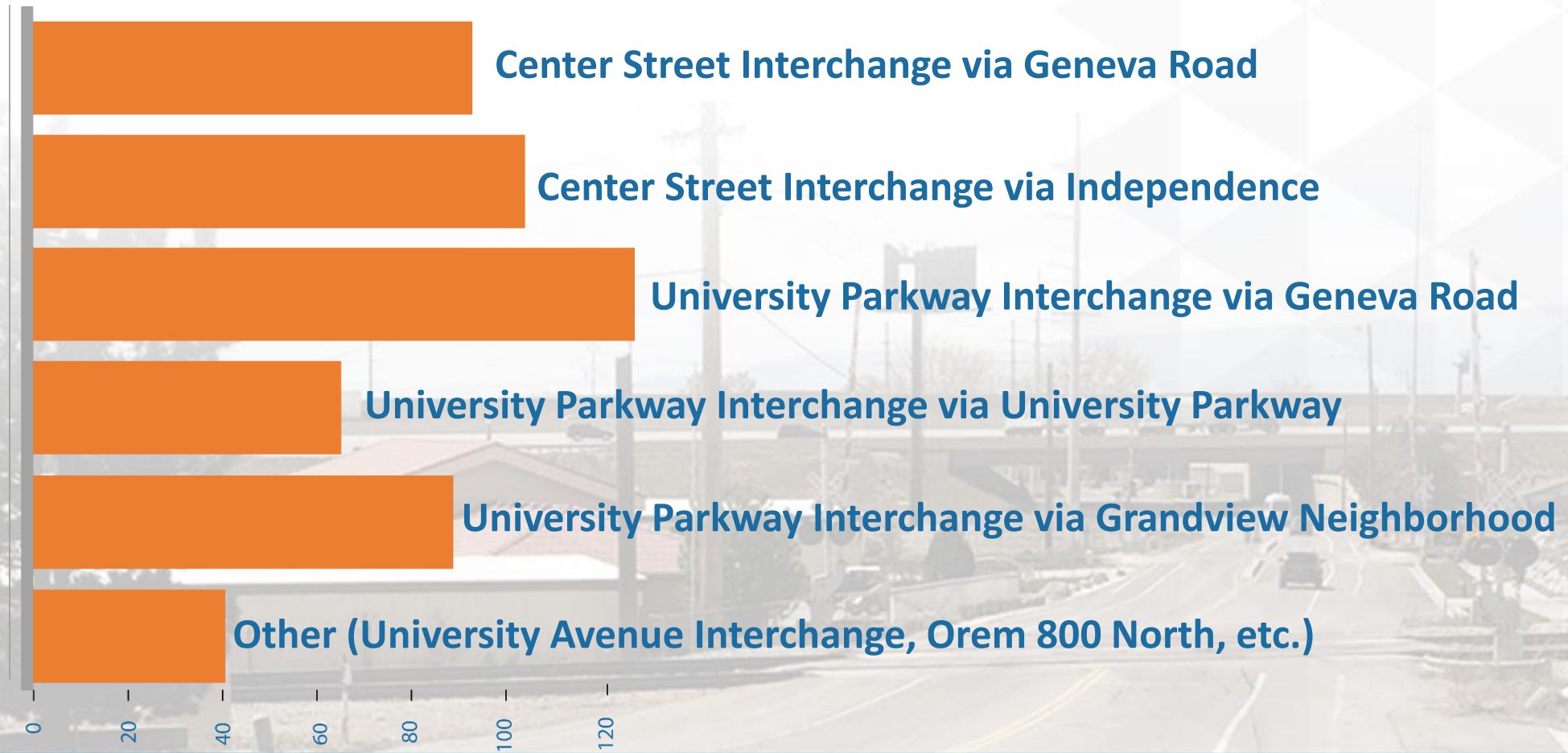
Yes Responses by Neighborhood:

- Lakeview North – 61% (28 people)
- Lakeview South – 56% (66)
- Grandview North – 45% (5)
- Grandview South – 42% (46)
- Rivergrove – 28% (11)
- North Park – 44% (11)
- Joaquin – 79% (11)
- Other Provo Neighborhoods – 81% (42)
- Outside Provo – 77% (24)

- East of I-15 – 42% (84)
- West of I-15 – 57% (94)



How do you MOST OFTEN access I-15?



Recommendation for Interchange

- Additional interchange between University Parkway and Center Street will reduce traffic congestion at those interchanges in 2025. University Parkway interchange would operate at LOS D instead of LOS E in 2025. We recommend a new interchange to be added before 2025.
- Additional interchange at 820 North feasible with grade separated crossings of the railroad tracks.
- Recommend an EIS to determine best location for additional interchange, minimizing impacts and maximizing benefits to transportation system.

Proposed Modifications to TMP

- **620 North**
 - Extend 620 North to Lakeview Parkway
- **800/820 North (Geneva to University)**
 - Widen to five lanes
- **800 North (University to 900 East)**
 - 800/820 North becomes arterial from 400 East to 900 East
 - 400 East from 700 North to 800 North would change from arterial to collector
 - 700 North from 400 East to 900 East would change from arterial to collector
 - Add bike lanes from 700 East to 900 East

OVERALL SUMMARY

- **620 North**

- Recommend leave as-is until 7,000-10,000 ADT, then evaluate for third lane and parkstrip/ADA improvements
- Extend 620 North to Lakeview Parkway
- Use Geneva Road as connection between 820 North and 620 North

- **800/820 North (Geneva to University)**

- Widen to five lanes
- Public prefers multi-use trail instead of buffered bike lanes

- **800 North (University to 900 East)**

- Realign 800 North to 820 North from 700 East to 900 East
- Improve pedestrian crossings and lighting
- Widen to 84 feet (arterial street standard)

- **Interchange**

- Conduct EIS

Thank you!

Appendix C

820 North Corridor Study Traffic Technical Memorandum

TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION	4
1.1 STUDY PURPOSE	4
1.2 ELEMENTS OF TRAFFIC ANALYSIS	4
1.3 GOALS OF TRAFFIC ANALYSIS	4
CHAPTER 2: TRAFFIC ANALYSIS METHODOLOGY	5
2.1 TRAVEL DEMAND MODELING	5
Baseline Year	5
Future Conditions	5
Traffic Analysis Zones	5
Socioeconomic Data	6
Model Roadway Network	6
Model Transit Network	6
Model Verification	6
Provo City Livability Standards	6
2.2 MICROSIMULATION	7
Baseline Year	8
Future Year	8
Inputs	8
Measure of Effectiveness (MOE)	9
Chapter 3: TRAFFIC ANALYSIS	10
3.1 Scenarios	10
3.2 Existing Conditions	10
Land Use	11
Roadway Network	11
Roadway Level of Service	11
Intersection Level of Service	13
Interchange Level of Service and Freeway Operations	13
3.3 2040 No-Build Condition	14
Land Use	14
Roadway Network	14
Roadway Level of Service	19
Intersection Level of Service	22

Interchange Level of Service and Freeway Operations	22
3.5 2040 Interchange Condition	23
Land Use.....	23
Roadway Network.....	24
Roadway Level of Service.....	24
Intersection Level of Service	28
Interchange Level of Service and Freeway Operations	26
3.6 2040 Build Condition.....	29
Land Use.....	29
Roadway Network.....	29
Roadway Level of Service.....	29
Intersection Level of Service	33
Interchange Level of Service and Freeway Operations	33
Travel Time Analysis.....	34
3.7 2040 Provo Land Use Option	37
Land Use.....	37
Roadway Network.....	40
Roadway Level of Service.....	40
Intersection Level of Service	41
Interchange Level of Service and Freeway Operations	41
3.8 Interchange Location Alternatives	45
Land Use.....	45
Roadway Network.....	45
Roadway Level of Service.....	45
Intersection/Interchange Level of Service and Freeway Operations	45
Chapter 4: Project Termini.....	49
Lakeview Parkway (West Terminus)	49
820 North Direct Connection	49
1390 North	49
620 North	50
900 East (East Terminus).....	51
800 North versus 700 North	51
East Terminus Recommendations	52

LIST OF TABLES

Table 1 Traffic Analysis Zone 2015 Socioeconomic Data – Base Model	3
Table 2 Traffic Analysis Zone 2040 Socioeconomic Data – Base Model	3
Table 3 Traffic Analysis Zone 2015 Socioeconomic Data – Modified Model	4
Table 4 Traffic Analysis Zone 2040 Socioeconomic Data – Modified Model	5
Table 5 RMSE Summary for TDM Modifications.....	6
Table 6 Roadway Capacities for LOS D Used in this Study	7
Table 7 Intersection LOS Criteria	13
Table 8 PM Peak Hour Intersection LOS	13
Table 9 MAG Transplan40 Roadway Projects	18
Table 10 Provo City TMP Projects	19
Table 11 No-Build 2040 PM Peak Hour Intersection Operations	22
Table 12 Interchange Operations - No-Build Condition.....	23
Table 13 PM Peak Hour Intersection LOS	33
Table 14 Interchange Operations - Build Condition	34
Table 15 Provo City Land Use Data	44
Table 17 Intersection/Interchange Operations (Interchange Alternatives)	47
Table 18 Network Performance	47

LIST OF FIGURES

Figure 1 Traffic Analysis Zones.....	2
Figure 2 Level of Service Representation.....	11
Figure 3 Existing Daily Volumes and LOS	12
Figure 4 MAG Transplan40 Roadway Projects.....	17
Figure 5 2040 No Build Volumes and LOS.....	21
Figure 6 Interchange Condition Volumes and LOS	27
Figure 7 Traffic Redistribution from No-Build to Build Conditions	28
Figure 8 Interchange Condition Volumes and LOS	31
Figure 9 Traffic Redistribution from No-Build to Interchange Build Conditions.....	32
Figure 10 Travel Time Comparison	36
Figure 11 Provo City Land Use Option	39
Figure 12 Provo Land Use Scenario Volumes and LOS.....	43
Figure 14 Interchange Location and Type Alternatives	48
Figure 15 620 North Phase 1 Typical Section.....	50
Figure 16 620 North Typical Section - Connection to Lakeview Parkway.....	51
Figure 17 800 North Cross Section - East Terminus.....	52
Figure 18 800 North Pedestrian Recommendations.....	53

CHAPTER 1: INTRODUCTION

1.1 STUDY PURPOSE

Mountainland Association of Governments (MAG) and Provo City initiated study of the 820/800 North Corridor in Provo, Utah. The Corridor study seeks to address concerns along the corridor and plan effectively for the future. The purpose of the traffic analysis portion of the study is to analyze the existing conditions along the corridor and identify any existing deficiencies and assess the corridor needs into the future. Another consideration of the traffic analysis is the potential need for a new interchange on I-15 between Center Street and University Parkway and how this would affect conditions on the corridor.

1.2 ELEMENTS OF TRAFFIC ANALYSIS

Traffic analyses were performed for multiple scenarios along the corridor. Each scenario was evaluated using one or more of the following analysis criteria:

- Daily Traffic Volumes
- AM and PM peak hour volume/capacity ratio
- Road Segment Level of Service (LOS)
- AM and PM peak hour intersection delay
- AM and PM peak hour intersection LOS
- Freeway segment weave LOS
- Pedestrian Safety
- Travel Time

The tools used to perform the traffic analysis are the MAG regional travel demand model (TDM) version 8, the Synchro/SimTraffic software suite, and VISSIM.

1.3 GOALS OF TRAFFIC ANALYSIS

The goals of the traffic analysis portion of the study are as follows:

- Determine any existing deficiencies along the study corridor
- Analyze the impacts of regional and local growth on the study corridor in the future
- Determine the appropriate lane configuration for each segment of the corridor with and without an interchange



- Determine the need for intersection/interchange improvements
- Determine the impact of increased traffic on pedestrian activity and provide mitigation options
- Provide logical termini at the corridor extremities

CHAPTER 2: TRAFFIC ANALYSIS METHODOLOGY

2.1 TRAVEL DEMAND MODELING

MAG and the Wasatch Front Regional Council (WFRC) jointly maintain a travel demand model for the four-county metropolitan region including Weber, Davis, Salt Lake, and Utah Counties. The TDM predicts future travel demand based on projections of land use, socioeconomic patterns, and transportation system characteristics.

Baseline Year

The study used 2015 as the baseline year for existing conditions analysis. The socioeconomic data was obtained from the draft MAG data for the upcoming Version 8 of the TDM, which was the best data available at the time. Traffic counts were performed at various locations in and around the study area to provide calibration information for the TDM.

Future Conditions

The future conditions analysis was performed using 2040 as the horizon year. All projects that are part of the Provo Transportation Master Plan and the MAG Long Range Plan were included in these models, except as may be noted in this report for various alternatives analyses. Similar to the baseline year, the socioeconomic data was obtained from the draft MAG data contained in Version 8 of the TDM.

Traffic Analysis Zones



Traffic Analysis Zones (TAZ) are geographical areas in the model which specify socioeconomic data, such as population, households, and employment. The model uses the information in each TAZ for trip generation, trip distribution, trip assignment and mode split. Trips generated by each TAZ are loaded onto the roadway network using special links called centroid connectors. The model then uses the roadway network in an iterative process to assign routes for each trip destination.

The original TAZ's in the model are well suited for regional traffic forecasts, but do not provide adequate detail for a smaller-scale study. Smaller TAZ's can provide a better loading of traffic onto the roadway network. For these reasons, many of the original TAZ's were split into smaller zones. TAZ splits were made within the project study area. In most instances, the TAZ's were split along barriers, such as existing or planned roads, rivers, railroads, and/or major land-use changes. The original and modified TAZ structures are shown in [FIGURE 1](#).

Socioeconomic Data

Land use in the model includes population, number of dwelling units, household size, and various employment types including retail, industrial and office. The data set included in the MAG version 8 TDM was considered the best available and was used in the study. After the splits, the socioeconomic data from the original TAZ's were distributed into the new zones. It was assumed that variables such as income and household size for the smaller TAZ were the same as the original TAZ. Socioeconomic data after the splits can be reviewed in

Table 1 THROUGH TABLE 4.

Figure 1 Traffic Analysis Zones

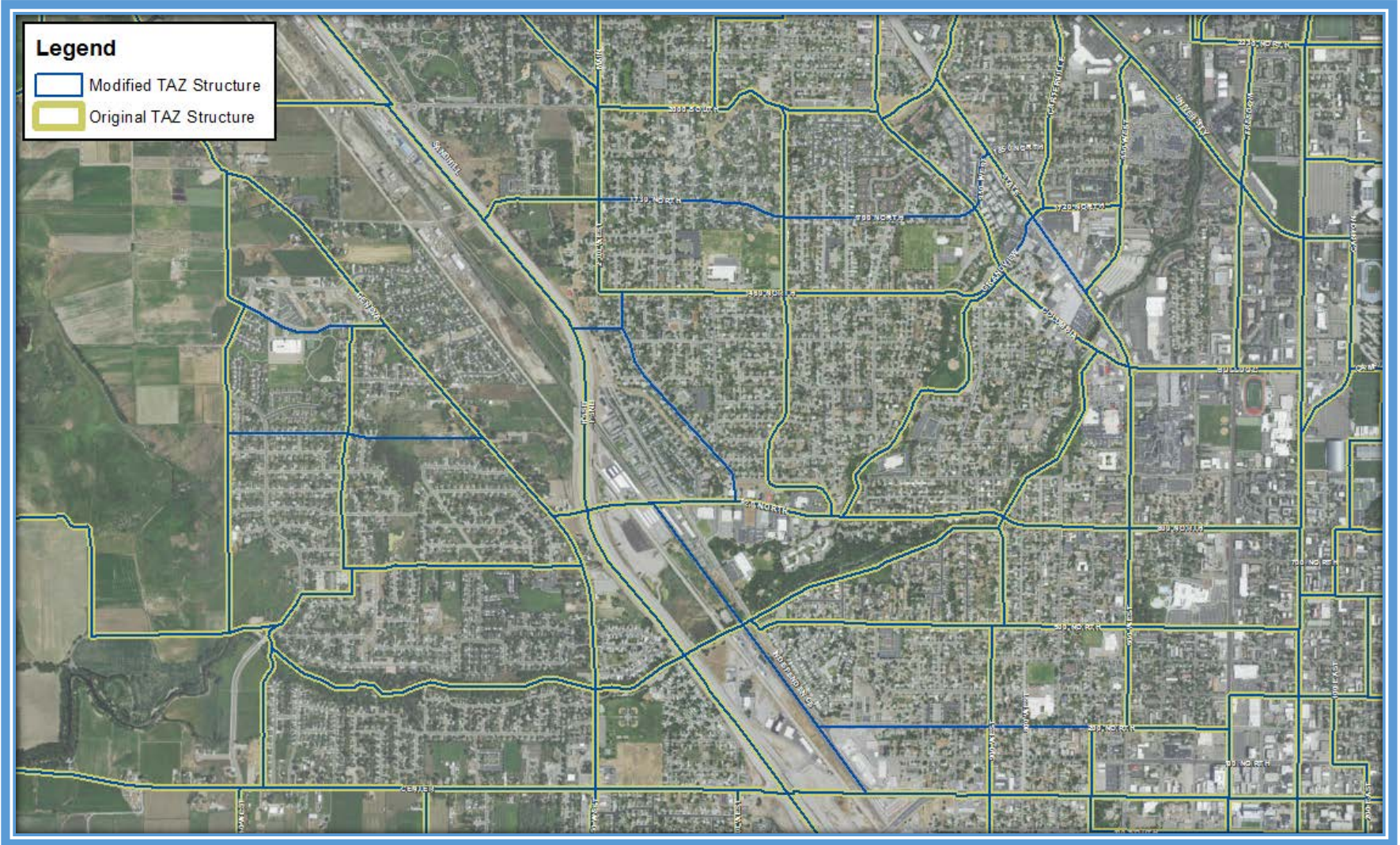


Table 1 Traffic Analysis Zone 2015 Socioeconomic Data – Base Model

TAZ	Total Households	Total Population	Household Size	Average Income	Total Employment	Retail	Food Services	Manufacturing	Wholesale	Office	Government/ Education	Healthcare	Other
1975	494	1250	3	44230	2885	393	3	25	0	198	61	771	1413
1976	373	1259	3.38	72870	98	1	0	0	2	11	78	1	2
1977	304	1158	3.81	72870	195	0	0	0	2	15	90	2	49
1978	556	1713	3.08	72870	588	3	11	1	1	295	217	18	26
1980	348	1399	4.02	50181	29	0	7	0	0	5	0	0	0
1981	422	1573	3.73	50181	126	19	0	0	3	6	68	1	19
1988	116	319	2.75	51233	1297	5	0	99	3	625	49	38	447
1994	600	1917	3.20	37479	476	8	0	352	1	3	1	14	47
1995	476	1181	2.48	37479	184	10	0	3	0	5	125	23	18

Table 2 Traffic Analysis Zone 2040 Socioeconomic Data – Base Model

TAZ	Total Households	Total Population	Household Size	Average Income	Total Employment	Retail	Food Services	Manufacturing	Wholesale	Office	Government/ Education	Healthcare	Other
1975	608	1497	2	44230	3060	400	6	28	2	247	75	793	1453
1976	431	1360	3.16	72870	107	2	0	0	2	12	78	2	3
1977	376	1346	3.58	72870	262	0	0	0	2	17	91	3	51
1978	713	2137	3.00	72870	767	36	26	42	44	304	219	22	33
1980	467	1718	3.68	50181	57	0	7	0	0	5	0	0	0
1981	623	2177	3.49	50181	175	19	0	0	3	17	74	6	30
1988	138	367	2.66	51233	1956	152	66	99	5	752	122	101	576
1994	767	2321	3.03	37479	1444	131	55	355	5	223	139	124	280
1995	585	1412	2.41	37479	369	42	14	3	0	51	151	44	64

Table 3 Traffic Analysis Zone 2015 Socioeconomic Data – Modified Model

TAZ	Total Households	Total Population	Household Size	Average Income	Total Employment	Retail	Food Services	Manufacturing	Wholesale	Office	Government/ Education	Healthcare	Other
1975	124	314	3	44230	623	85	1	5	0	43	13	166	305
2269	371	939	3	44230	0	0	0	0	0	0	0	0	0
2270	0	0	3	44230	857	117	1	7	0	59	18	229	420
2271	0	0	3	44230	953	130	1	8	0	65	20	255	467
1976	183	619	3.38	72870	48	0	0	0	1	5	38	0	1
2268	190	642	3.38	72870	50	1	0	0	1	6	40	1	1
1977	159	606	3.81	72870	0	0	0	0	0	0	0	0	0
2267	145	552	3.81	72870	195	0	0	0	2	15	90	2	49
1978	306	942	3.08	72870	120	1	2	0	0	60	44	4	5
2272	177	545	3.08	72870	209	1	4	0	0	105	77	6	9
2273	73	225	3.08	72870	259	1	5	0	0	130	96	8	11
1980	94	378	4.02	50181	8	0	2	0	0	1	0	0	0
2266	254	1021	4.02	50181	21	0	5	0	0	4	0	0	0
1981	119	444	3.73	50181	126	19	0	0	3	6	68	1	19
2264	119	444	3.73	50181	0	0	0	0	0	0	0	0	0
2265	184	686	3.73	50181	0	0	0	0	0	0	0	0	0
1994	487	1558	3.20	37479	0	0	0	0	0	0	0	0	0
2275	0	0	3.20	37479	236	4	0	175	0	1	0	7	23
2276	113	362	3.20	37479	240	4	0	177	1	2	1	7	24
1995	296	734	2.48	37479	153	8	0	2	0	4	104	19	15
2277	180	446	2.48	37479	31	2	0	1	0	1	21	4	3
1988	116	319	2.75	51233	649	3	0	50	2	313	25	19	224
2274	0	0	2.75	51233	649	3	0	50	2	313	25	19	224

Table 4 Traffic Analysis Zone 2040 Socioeconomic Data – Modified Model

TAZ	Total Households	Total Population	Household Size	Average Income	Total Employment	Retail	Food Services	Manufacturing	Wholesale	Office	Government/ Education	Healthcare	Other
1975	152	374	2	44230	661	86	1	6	0	53	16	171	314
2269	456	1122	2	44230	0	0	0	0	0	0	0	0	0
2270	0	0	2	44230	910	119	2	8	1	73	22	236	432
2271	0	0	2	44230	1011	132	2	9	1	82	25	262	480
1976	211	667	3.16	72870	52	1	0	0	1	6	38	1	1
2268	220	695	3.16	72870	55	1	0	0	1	6	40	1	2
1977	196	702	3.58	72870	0	0	0	0	0	0	0	0	0
2267	180	644	3.58	72870	262	0	0	0	2	17	91	3	51
1978	392	1176	3.00	72870	157	7	5	9	9	62	45	5	7
2272	227	681	3.00	72870	272	13	9	15	16	108	78	8	12
2273	94	282	3.00	72870	338	16	11	19	19	134	97	10	15
1980	127	467	3.68	50181	15	0	2	0	0	1	0	0	0
2266	340	1251	3.68	50181	42	0	5	0	0	4	0	0	0
1981	175	611	3.49	50181	175	19	0	0	3	17	74	6	30
2264	176	614	3.49	50181	0	0	0	0	0	0	0	0	0
2265	272	949	3.49	50181	0	0	0	0	0	0	0	0	0
1994	623	1888	3.03	37479	0	0	0	0	0	0	0	0	0
2275	0	0	3.03	37479	715	65	27	176	2	110	69	61	139
2276	144	436	3.03	37479	729	66	28	179	3	113	70	63	141
1995	363	875	2.41	37479	307	35	12	2	0	42	126	37	53
2277	222	535	2.41	37479	62	7	2	1	0	9	25	7	11
1988	138	367	2.66	51233	978	76	33	50	3	376	61	51	288
2274	0	0	2.66	51233	978	76	33	50	3	376	61	51	288

Model Roadway Network

The regional TDM generally includes the large collector and arterial-type facilities in its roadway network. A review of the network within the study area and surrounding region was performed to ensure appropriate representation of the existing roadway conditions. Additional existing roads were added to the model as appropriate. MAG provided the most current draft version of the 2015 Transplan40 regional transportation plan to use in the study. The 2040 network includes all projects in Transplan40.

Model Transit Network

The transit networks used in the 820 North Corridor Study were obtained from the base TDM inputs. No significant changes were applied to the transit network. These inputs include the proposed Provo/Orem BRT project.

Model Verification

The changes that were made to the base MAG model were done in an effort to increase its accuracy within the study area. In order to test the accuracy of the model, a Root Mean Squared Error (RMSE) analysis was performed. The MAG/WFRC documentation for v6.0 of the model states, “The RMSE is used to calculate the effectiveness of individual link and node modifications, as well as general changes in trip generation and distribution and assignment parameters. RMSE should generally be less than 40%.” [TABLE 5](#) shows a summary of the RMSE analysis for the unmodified model and the final modified model used for the 820 North Corridor study.

Table 5 RMSE Summary for TDM Modifications

Roadway Volume	Number of Data Locations	RMSE Before Modifications	RMSE After Modifications
Combined Less than 10,000	41	63%	41%
Over 10,000	37	23%	22%
Cumulative	78	32%	28%

As shown in the table, the RMSE for all data locations went from 32% for the unmodified model to 28% for the modified model. This is a relatively small improvement, but the roads with smaller volumes had significant improvement, changing from 61% to 41% which is significant as many of the roads in the study area are local collector streets. The RMSE for roadways with higher than 10,000 vehicles per day improved slightly from 23% to 22%.

Provo City Livability Standards

Provo City has developed “livable street standards” which were obtained by using physical traffic capacities of city roads and adjusting them to levels that Provo City staff and a Citizen Advisory Committee felt were reasonable for the livability of a street. Generally, the livable street capacities are 90 percent of the physical street capacities. Provo’s livable street standards are a function of the classification, the

number of lanes, and the level of access control (Provo City Transportation Master Plan, 2011). The TDM also has roadway capacity standards for regional planning. A combination of Provo City Livable Street Standards and the TDM capacities were used in this study with the following as a guide (see [TABLE 6](#)). Provo City Livable Street Standards were used on all Provo roads except the arterial streets (820 North, Geneva Road, University Avenue etc.). All UDOT and regional roads used the TDM roadway capacities.

Table 6 Roadway Capacities for LOS D Used in this Study

Street Classification	Number of Lanes	Roadway Capacity (LOS D)
Major Arterial	7	59,000
Major Arterial	5	39,000
Minor Arterial	3	13,000
Minor Arterial	2	11,500
Collector	4	29,900
Collector	3	14,300
Collector	2	12,600
Residential Collector	2	7,000
Local	2	1,400

Other modelling scenarios included land use sensitivity provided by Provo City Economic Development, alternative interchange locations, and alternative lane configurations. Per direction from Provo City, all model runs included reducing Bulldog Boulevard from seven lanes to five lanes. This is a planned future project to better accommodate bicyclists on Bulldog Boulevard.

2.2 MICROSIMULATION

Several of the intersections within the study area required more detailed analysis than is available with the regional TDM. Microsimulation modeling is used to simulate driver behavior by combining roadway geometry, traffic signal timing, and other operational characteristics. The microsimulation model provides results for travel times, traffic congestion, and intersection level of service. The VISSIM software package developed by PTV America as well as Trafficware’s Synchro/SimTraffic suite was used to perform the microsimulation analysis.

Baseline Year

Baseline data was developed using peak hour traffic counts at the applicable intersections. The count data was validated using the TDM and used as inputs to the simulation packages outlined above. The baseline year 2015 was used to evaluate the existing conditions.

Future Year

As with the TDM, the future analysis year for microsimulation is 2040. Turning movements were projected for the future analysis using a combination of existing traffic counts for calibration and the TDM data provided in the Travel Demand Modeling phase of the study.

Inputs

The following inputs are needed to run a microsimulation model:

- **Design roadway geometry.** The concept design should include the number of lanes, length and number of turning lanes, speed limits, and merge/yield areas. Elevation and grade information can also be defined for use by the software. For this study, the VISSIM roadway network is based on CAD designs that are imported into the software model.
- **Driver behavior parameters.** These parameters govern the starting/stopping behavior, car following, lane changing, and how drivers react to other vehicles around them. The default driver behavior parameters provided by VISSIM were used.
- **Vehicle behavior parameters.** These parameters provide information on engine size, vehicle weight, acceleration/deceleration capability, and vehicle size. The default vehicle behavior parameters provided by VISSIM were used.
- **Traffic signal configuration and timing information.** Traffic signal configuration is dependent on the available right-of-way, proximity of adjacent signals, and traffic volumes for individual movements. A preliminary signal configuration was generated using the Synchro signal timing software. This preliminary configuration was input into the VISSIM model and then refined during the modeling process.
- **Peak hour volumes.** The peak hour volumes were provided by the regional travel demand model. These volumes are provided in terms of vehicles per hour. A peak hour factor (PHF) of 0.95 was used to simulate the hourly variation in traffic volumes.
- **Peak hour intersection turning movement counts.** These turning movement counts are determined using the methodology presented in NCHRP 255. This methodology considers the present day counts and future volume projections to generate future year turning movement counts. These counts are used by VISSIM to distribute traffic throughout the model network. Existing 2014 traffic volume data was collected using manual methods, pneumatic hose counters, and the UDOT Performance Management System (PeMS).

A microsimulation analysis was performed to determine the effect of the 820 North Corridor widening and potential interchange on the study area intersections, particularly at Geneva Road and 820 North. It was also used to determine the effects of an additional interchange on I-15 mainline traffic.

Measure of Effectiveness (MOE)

The measures used to determine adequacy of the intersections in the study are as follows:

- Intersection Delay
 - The length of time in seconds an average vehicle can expect to wait at an intersection
- Intersection LOS
 - The Highway Capacity Manual letter grade determination of intersection performance, A-F.
- Queuing
 - The expected length of the stopped vehicle queue for any intersection turning movement

Each of these measures was identified and evaluated where applicable during the microsimulation phase of the study.

Chapter 3: TRAFFIC ANALYSIS

The study was comprised of multiple scenarios ranging from differences in lane configurations and geometry to differences in land use and interchange location. The following paragraphs explain the different scenarios that were analyzed and the corresponding results.

3.1 Scenarios

In total, over ten design alternatives were analyzed to determine the most appropriate configuration for the 820 North corridor. This following is a list of the scenarios studied:

- Existing Conditions
 - Existing MAG land use and socioeconomic data. Existing roadway network. 2015 design year.
- 2040 No-Build Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Existing lane configuration on 820 North. No new interchange.
- 2040 Interchange Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Existing lane configuration on 820 North. New interchange at 820 North.
- 2040 Build Condition
 - 2040 MAG land use and socioeconomic data. 2040 roadway network including TransPlan40 projects, regional projects, BRT, Bulldog Boulevard improvements etc. Proposed lane configuration on 820 North (5 Lanes from Geneva Road to University Avenue, 3 Lanes from University Avenue to 900 East). New interchange at 820 North.
- Provo Land Use Test Case
 - This land use scenario was requested from Provo Planning by the 820 North Corridor team to determine the sensitivity of the roadway network to changes in zoning around any new interchange. The purpose of the sensitivity analysis was not to change Provo's land use plan, but to determine how much a change in land use would affect the roadway network. The study team asked Provo City Planning to develop a commercially intense land use scenario that would represent the most demanding transportation needs. The 2040 build roadway network was applied.

3.2 Existing Conditions

The existing conditions analysis forms the baseline to which all other scenarios can be compared. This scenario was calibrated using existing traffic count data throughout the study area as previously mentioned.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2015. No attempt to modify the MAG land use data was made. See [TABLE 3](#) for more details.

Roadway Network

The roadway network was developed from the MAG TDM. A number of smaller local collector streets were added to the model to provide clarity and additional detail on the neighborhood streets particularly through the Grandview and Riverside neighborhoods. The model roadway network is a reflection of the real roadway network throughout the study area and beyond to the wider region. 820 North was modeled as a collector street due to the number of access driveways along the corridor, despite the roadway being classified as an arterial street in the Provo City Master Plan and MAG regional plan. The collector street designation in the TDM more accurately represents the actual capacity of the corridor due to the number of residential driveways along the corridor. These driveways cause added friction and result in lower speed that would be expected on an arterial street.

Roadway Level of Service

Level-of-Service (LOS) is a term used by the Highway Capacity Manual (HCM) to describe the traffic operations of an intersection or roadway, based on congestion and average vehicle delay. LOS range from an “A” (almost no congestion or delay) to “F” (traffic demand is above capacity and the intersection or roadway experiences long queues and delay). LOS C or better is generally considered acceptable for rural roadways. LOS D or better is generally acceptable for urbanized roadways. LOS E is the threshold when the roadway approaches maximum capacity. Roadway LOS was determined using a combination of the Provo City Livable Street Standards for local streets and the HCM LOS approximations (see [TABLE 6](#)) for all other street classifications. The reason for the distinction between the Provo Livable Streets standards and the HCM standards is a result of the regional nature of the corridor and to ensure the planning efforts of this study are consistent with other regional studies which may be performed in the future. [FIGURE 2](#) shows a graphical representation of each letter grade on the LOS scale. The conditions of the roadway network as they exist today are shown in [FIGURE 3](#). 820 North currently operates at an acceptable LOS (D or better) throughout the study area. The major areas of concern in the region are Center Street west of I-15, University Parkway and University Avenue.

Figure 2 Level of Service Representation

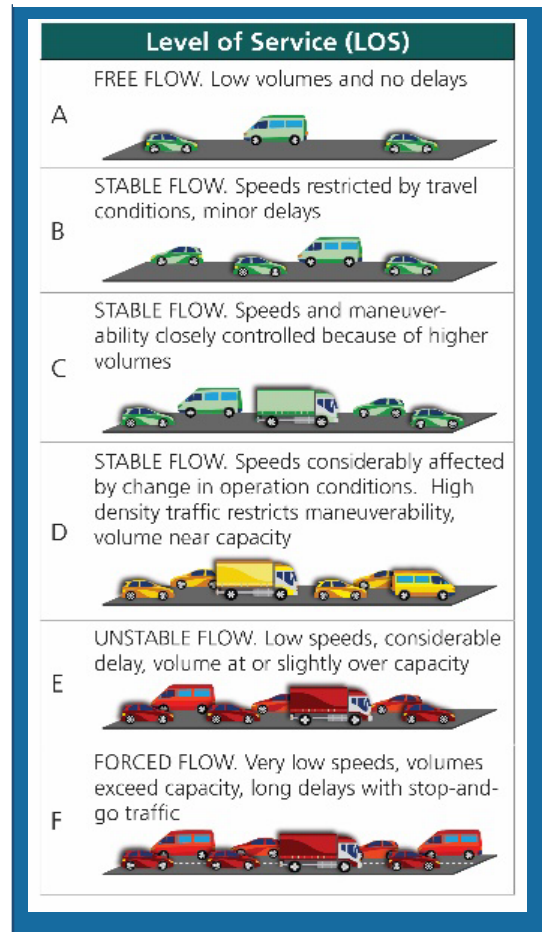
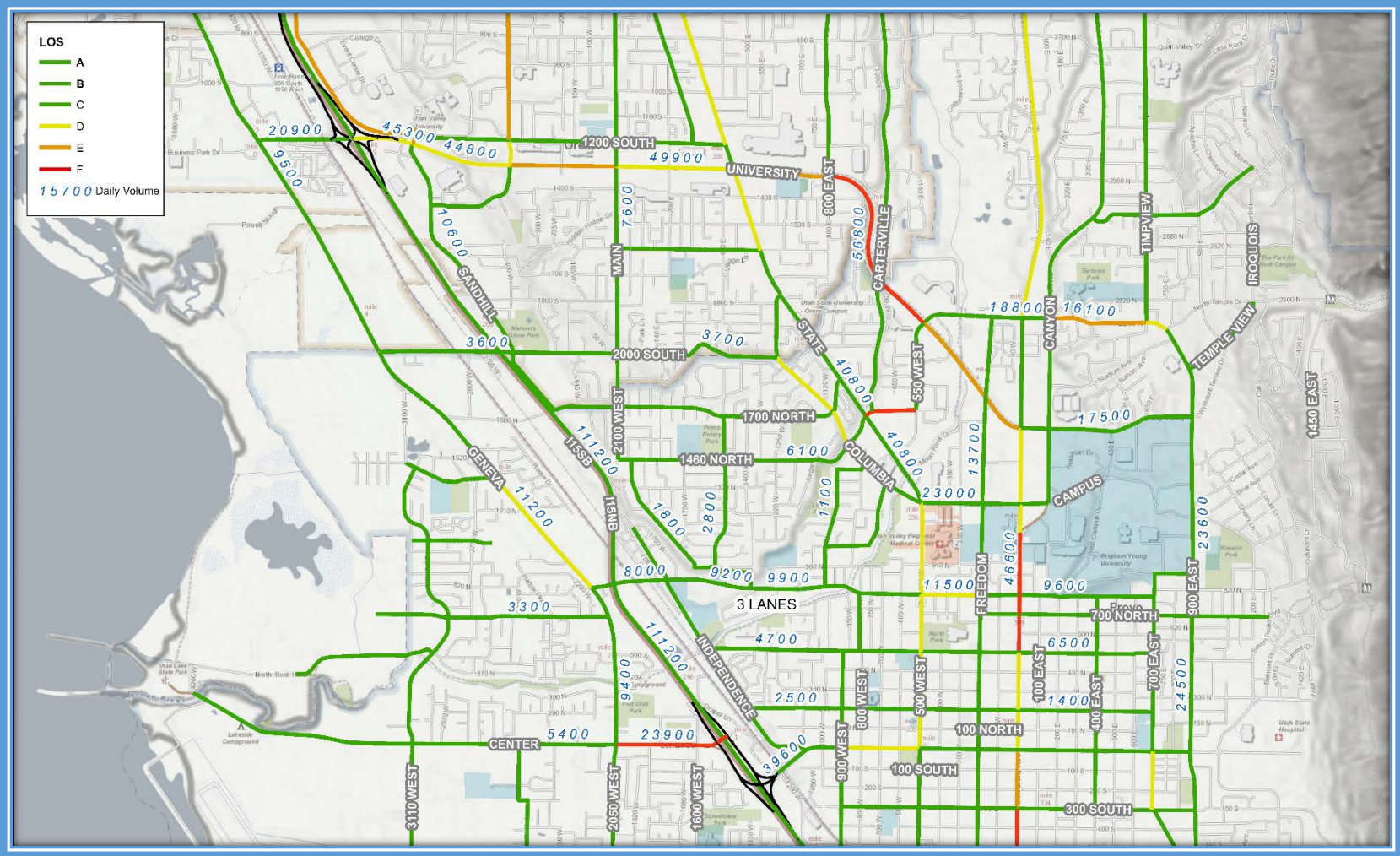


Figure 3 Existing Daily Volumes and LOS



Intersection Level of Service

Intersection LOS is determined using the HCM method. This method takes measures or simulates the control delay at an intersection for each approach and assigns a letter grade A through F, similar to roadway LOS. The letter grade assignments are based on the following control delay thresholds in **TABLE 7** measured in seconds per vehicle (sec/veh). LOS is reported differently for signalized versus unsignalized intersections. At a signalized intersection, a weighted average of the delay at each approach is computed and reported as LOS. At unsignalized intersections, only the delay of the worst approach (typically the stop or yield controlled approach) is reported. Similarly, there are different thresholds for signalized versus unsignalized intersections.

Table 7 Intersection LOS Criteria

LOS	Unsignalized Control Delay (sec/veh)	Signalized Control Delay (sec/veh)	Observed Conditions
A	≤ 10	≤ 10	Free flow
B	> 10 – 15	> 10 – 20	Stable flow (slight delays)
C	> 15 – 25	> 20 – 35	Stable flow (acceptable delays)
D	> 25 – 35	> 35 – 55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle)
E	> 35 – 50	> 55 – 80	Unstable flow (intolerable delays)
F	> 50	> 80	Forced flow (jammed)

The following critical signalized intersections, as determined by the project technical committee, were analyzed during the PM peak hour:

- University Avenue and 800 North
- University Avenue and 700 North
- 820 North and Geneva Road
- 620 North and Geneva Road

The LOS of each intersection is shown in **TABLE 8** below. All intersections are operating at acceptable LOS during the PM peak hour of existing conditions

Table 8 PM Peak Hour Intersection LOS

Intersection	Average Control Delay (sec/veh)	LOS
University Avenue & 800 North	26.6	C
University Avenue & 700 North	6.5	A
820 North & Geneva Road	13.3	B
620 North & Geneva Road	17.8	C

Interchange Level of Service and Freeway Operations

Under the existing conditions, as shown in **FIGURE 3**, I-15 is operating at acceptable levels with free flow conditions throughout most of the day. Daily traffic volumes between Center Street and University Parkway are in excess of 100,000 vehicles but the current lane configuration is able to accommodate

current volume. There are however, bottlenecks at both the Center Street and University Parkway interchanges.

3.3 2040 No-Build Condition

The 2040 No-Build condition analysis is intended to show the roadway network conditions during the horizon planning year if no project improvements are made. This allows us to see if there is a need for localized improvements in the project area and determine the magnitude of any needed improvements.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040. No attempt to modify the MAG land use data was made. See [TABLE 3](#) for more details.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. 820 North was not improved in this no-build scenario and no interchange was included in the model between Center Street and University Parkway.

Transplan40 includes the several improvements (

TABLE 9 and

FIGURE 4) in the Provo/Orem metropolitan area, which were replicated in the TDM.

Figure 4 MAG Transplan40 Roadway Projects

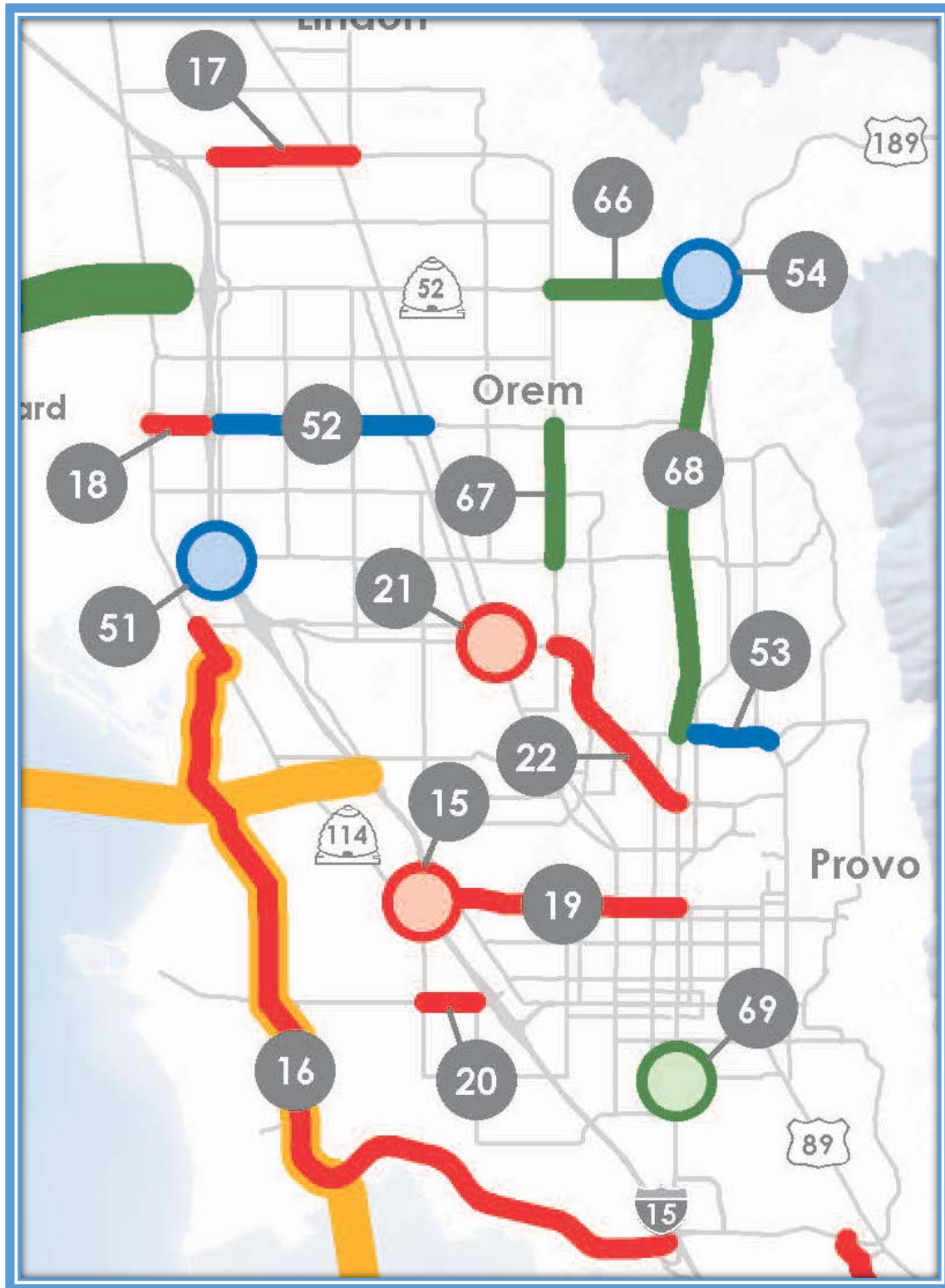


Table 9 MAG Transplan40 Roadway Projects

MAG Project #	Project Name	Description	Planning Year
16	Lakeview Pkwy/Geneva Rd	University Pkwy to University Ave Interchange – New Lanes 2-4 Varies	Phase 1 2024
17	Orem 1600 N	Orem 1200 W to Orem 400 W – Widen to 4 Lanes	Phase 1 2024
18	Orem Center St	Geneva Rd to I-15 FWY – Wide to 4 Lanes	Phase 1 2024
20	Provo Center St	Geneva Rd to Provo 1600 W – Widen to 4 Lanes	Phase 1 2024
21	State St/University Pkwy. Orem	New Grade Separated Intersection	Phase 1 2024
22	University Pkwy Orem to Provo	Orem 800 E to University Ave – Widen to 6 Lanes	Phase 1 2024
51	I-15/Orem 800 S Interchange	New HOV Interchange to UVU	Phase 2 2034
52	Orem Center St	I-15 FWY to State St – Widen to 6 Lanes	Phase 2 2034
53	Provo 2230 N	Provo Canyon Rd to Temple Dr – Widen to 4 Lanes	Phase 2 2034
54	University Ave/Orem 800 N Intersection	Intersection Modification	Phase 2 2034
66	Orem 800 N	Orem 800 E to University Ave Provo – Widen to 7 Lanes	Phase 3 2040
67	Orem 800 E	Orem Center St to Orem 800 S – Widen to 4 Lanes	Phase 3 2040
68	University Ave	Provo 2230 N to Orem 800 N – Widen to 7 Lanes	Phase 3 2040
69	University Ave Viaduct	Provo 500 S to 900 S – Reconstruct Bridge, Widen to 6 Lanes	Phase 3 2040

The no-build TDM also includes all major roadway projects included in the Provo City Transportation Master Plan. A summary of the major projects from the plan is included below in [TABLE 10](#). In addition to the projects described in the table, the recently approved improvements to Bulldog Boulevard were also included in the no-build TDM. These improvements include reducing the number of travel lanes from 6 to 4 as well as including a raised median island and protected bicycle facilities. It is expected that construction on the project will begin in 2017.

Table 10 Provo City TMP Projects

Provo TMP Project #	Project Name	Description	Planning Year
9	Independence Ave	1150 N to 1700 N – New 3 Lane Collector	2015
19	2230 North	Canyon Rd to 900 E – Widen to 5 Lanes	2025
20	550 West	1720 N to 1975 N – Widen to 5 Lanes	2025
25	Independence Ave	820 North to 1150 North – Restripe to 5 Lanes	2040

Roadway Level of Service

The projected conditions of the roadway network in the no-build condition are shown in

Figure 5. The 820 North corridor will experience failing conditions (LOS E or F) along most of its length if no project improvements are made. This shows that 820 North will need to be improved to five lanes from Geneva Road to University Avenue independent of any need for a new interchange 820 North. Other major roadways where failing conditions may be experienced are:

- University Parkway
- University Avenue
- Center Street
- I-15

Intersection Level of Service

Only the 820 North and 620 North intersections on Geneva Road were analyzed for the no-build condition. These results are shown in **TABLE 11**.

Table 11 No-Build 2040 PM Peak Hour Intersection Operations

Intersection	Average Control Delay (sec/veh)	LOS
820 North & Geneva Road	30.2	C
620 North & Geneva Road	19.8	C

Interchange Level of Service and Freeway Operations

For the 2040 no-build condition, as shown

Figure 5, I-15 will most likely begin to experience unacceptable congestion resulting in LOS E. Daily traffic volumes between Center Street and University Parkway are in excess of 180,000 vehicles stretching the limit of the existing lane configuration but not resulting in LOS F and complete failure. The bottlenecks at the University Parkway and Center Street interchanges will though continue to worsen.

The interchange operational analysis for the no-build scenario is shown in **TABLE 12**. As shown, the University Parkway SPUI will be operating at LOS E in 2040 without an interchange between University Parkway and Center Street. Although the Center Street northbound ramps are operating at LOS D it should be noted that the threshold for LOS E is 55 seconds of delay per vehicle and at a measured delay of 54.9 seconds per vehicle, this movement is well on its way to failure. The entire I-15 network from University Parkway to Center Street will be operating with an average delay of 57.7 seconds per vehicle, LOS E.

Table 12 Interchange Operations - No-Build Condition

Movement	Average Control Delay (sec/veh)	LOS
University Pkwy SPUI	70.1	E
Center St SB Ramps	30.2	C
Center St NB Ramps	54.9	D
Entire Network	57.7	E

3.5 2040 Interchange Condition

The 2040 Interchange Condition analysis is intended to show the roadway network conditions during the horizon planning year if an interchange were to be constructed at 820 North. This allows us to see if there is a need for localized improvements in the project area and determine the magnitude of any needed improvements beyond those identified in the no-build condition as a result of a new interchange.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040 and was identical to the data used in the 2040 no-build condition. No attempt to modify the MAG land use data was made. See **TABLE 3** for more details.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. 820 North was not improved in this scenario beyond the existing configuration. A new freeway interchange at 820 North was included in this scenario.

Roadway Level of Service

The conditions expected with the construction of an interchange are shown in

INTERSECTION Level of Service

Intersections were not analyzed for the no-build condition.

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in [ERROR! NOT A VALID BOOKMARK SELF-REFERENCE.](#), I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the no-build condition. Daily traffic volumes between Center Street and University Parkway are around 170,000 vehicles which can be accommodated by the existing lane configuration. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North interchange.

Figure 6. The 820 North corridor will experience failing conditions (LOS E or F) along most of its length if no arterial project improvements are made. The conditions are expected to be worse than in the no-build condition as more traffic is attracted to the corridor due to the new interchange. Traffic volumes increase from 14,000 in the vicinity of Independence Avenue in the no-build condition to almost 30,000 in the interchange build condition. Furthermore, traffic volumes between Independence Avenue and University Avenue with the construction of an interchange.

There are some areas of improvement from the no-build throughout the study area with the construction of a new interchange at 820 North. Volumes on University Parkway decrease by approximately 10% immediately East of the interchange. Center Street volumes west of I-15 drop from 30,000 to 24,000 and east of I-15 they reduce from 57,000 to 50,000. University Avenue also shows slight improvement. The following heat map (

Figure 9) shows the redistribution of traffic in the study area due to the construction of an interchange. The blue areas indicate streets where traffic decreases with an interchange, the red areas show a traffic increase. It is clear that a new interchange at 820 North will relieve some of the pressure on Center Street and University Parkway but will increase traffic on 820 North and the surrounding neighborhood streets.

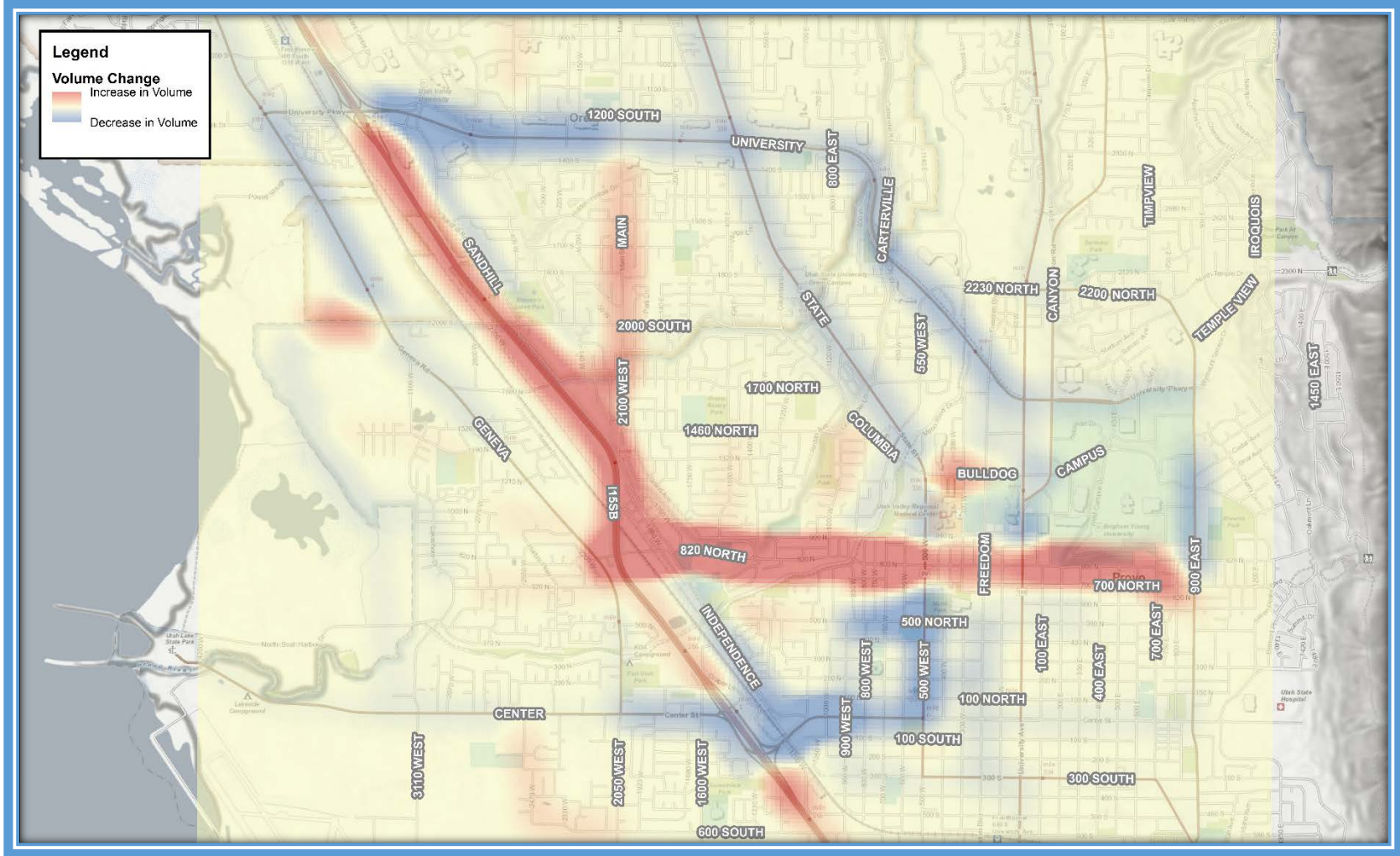
Intersection Level of Service

Intersections were not analyzed for the no-build condition.

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in [ERROR! NOT A VALID BOOKMARK SELF-REFERENCE.](#), I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the no-build condition. Daily traffic volumes between Center Street and University Parkway are around 170,000 vehicles which can be accommodated by the existing lane configuration. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North interchange.

Figure 7 Traffic Redistribution from No-Build to Build Conditions



3.6 2040 Build Condition

The 2040 Build Condition analysis is intended to show the roadway network conditions during the horizon planning year (2040) if 820 North improved to include five lanes between Geneva Road and 500 West and three lanes from 500 West to 900 East. An interchange is also included. This condition represents the optimum build scenario for the 820 North corridor as defined in this study. This scenario allows us to see the highest level of improvements that would be necessary should all build conditions exist and ensure that the worst case traffic conditions are appropriately modeled. It also allows us to see the effect of the full build will have on the surrounding area.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040 and was identical to the data used in the 2040 no-build condition. No attempt to modify the MAG land use data was made. See [TABLE 3](#) for more details.

Roadway Network

The roadway network was developed from the MAG TDM. Roadways outside of 820 North from Geneva Road to 900 East were improved based on the MAG regional plan, Transplan40, and the Provo City Transportation Master Plan from 2011. 820 North was improved in this scenario to include five lanes between Geneva Road and 500 West and three Lanes between 500 West and 900 East. A new freeway interchange at 820 North was also included in this scenario.

Roadway Level of Service

The conditions of the roadway network under the full build condition are shown in [FIGURE 8](#). The 820 North corridor is able to accommodate the increased traffic along most of its length under the modelled conditions. However, a three-lane section is not sufficient between 500 West and University Avenue where volumes are expected to exceed 17,000 vehicles per day. Therefore this stretch of 800 North will need to be constructed to five lanes, consistent with the conditions between Geneva Road and 500 West.

As with the interchange build scenario, the full build scenario shows network wide performance improvements. Volumes on University Parkway further decrease to under 60,000 East of the interchange. Center Street volumes west of I-15 drop from 30,000 to 23,000 and east of I-15 they reduce from 57,000 to 46,000. University Avenue also shows slight improvement. The following heat map (

Figure 9) shows the redistribution of traffic in the study area due to the construction of an interchange. The blue areas indicate streets where traffic decreases from the interchange only build to the full build scenario, the red areas show a traffic increase. The full build condition will further reduce traffic at University Parkway and particularly Center Street. 820 North will see a large increase in traffic but this will be accommodated by the improved 5 lane road section.

Figure 8 Interchange Condition Volumes and LOS

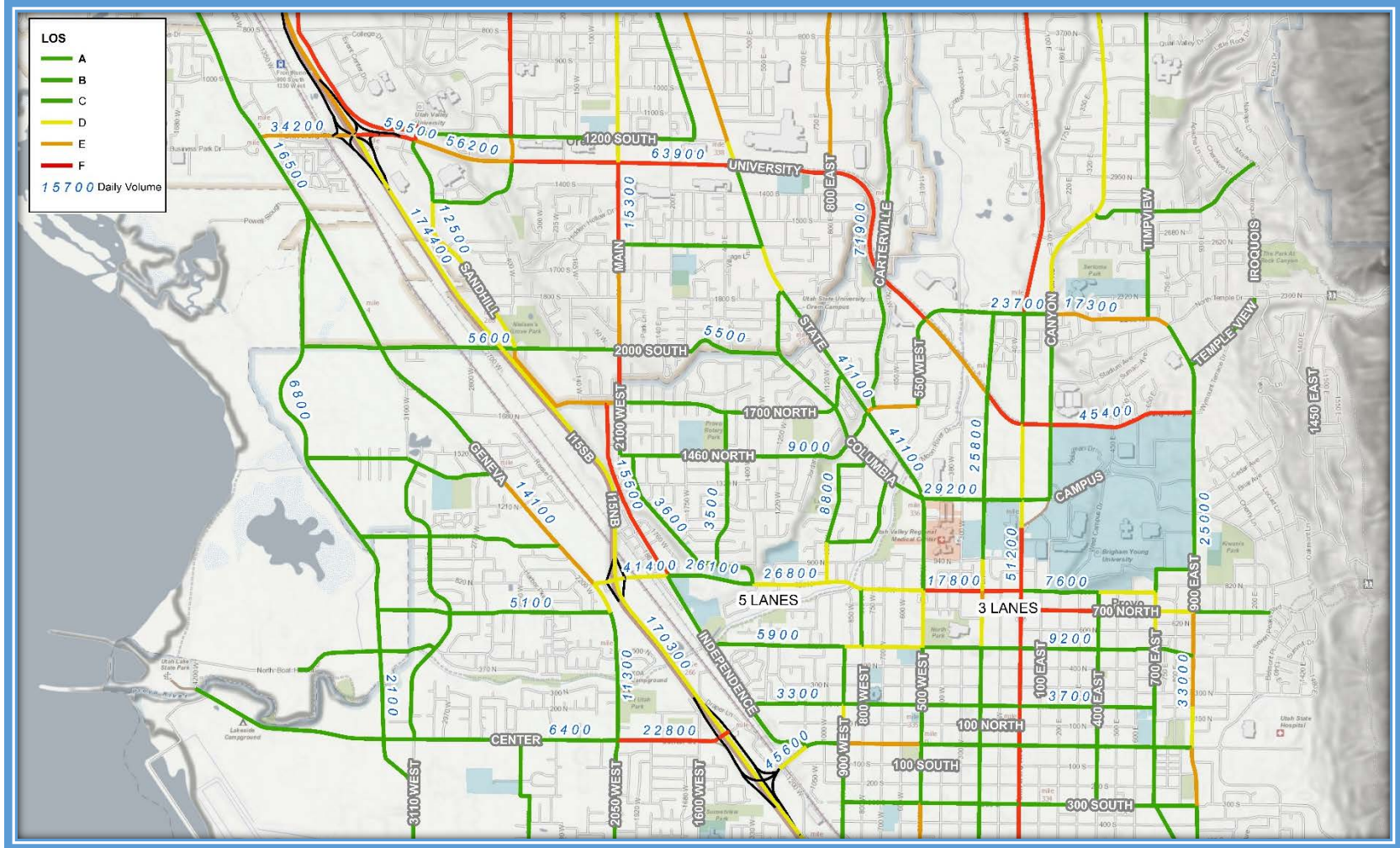
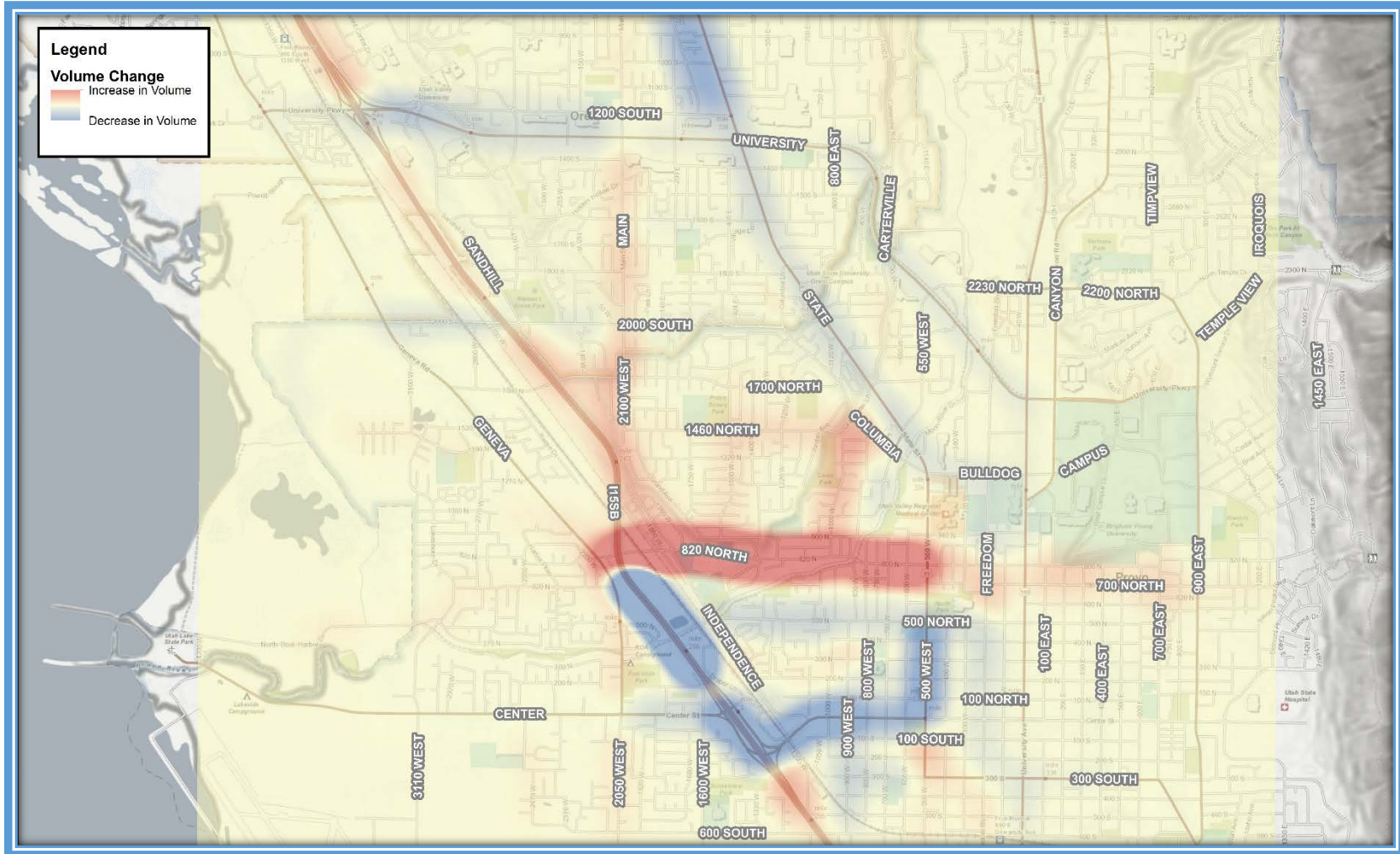


Figure 9 Traffic Redistribution from No-Build to Interchange Build Conditions



Intersection Level of Service

The following critical signalized intersections, as determined by the project technical committee, were analyzed during the PM peak hour:

- University Avenue and 800 North
- University Avenue and 700 North
- 820 North and Geneva Road
- 620 North and Geneva Road

The LOS of each intersection is shown in **TABLE 13** below. All intersections are expected to operate at acceptable LOS during the PM peak hour for the full build scenario. For comparison to the existing conditions, please refer to **TABLE 8**.

Table 13 PM Peak Hour Intersection LOS

Intersection	Average Control Delay (sec/veh)	LOS
University Avenue & 800 North	29.9	C
University Avenue & 700 North	11.1	B
820 North & Geneva Road	14.7	B
620 North & Geneva Road	21.7	C

*Assumes new interchange is a SPUI at 820 North

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in

INTERSECTION Level of Service

Intersections were not analyzed for the no-build condition.

Interchange Level of Service and Freeway Operations

For the 2040 interchange condition, as shown in [ERROR! NOT A VALID BOOKMARK SELF-REFERENCE.](#), I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the no-build condition. Daily traffic volumes between Center Street and University Parkway are around 170,000 vehicles which can be accommodated by the existing lane configuration. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North interchange.

Figure 6, I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the No-Build condition. Daily traffic volumes between University Parkway and the new interchange are around 174,000 vehicles which can be accommodated by the existing lane configuration. Between Center Street and the new interchange, volumes are expected to be around 170,000 vehicles per day. Similarly, the bottlenecks at the University Parkway and Center Street interchanges will be improved with the construction of the 820 North interchange and 820 North arterial.

The interchange operational analysis for the full build scenario is shown in **TABLE 14**. Although several interchange alternatives were modeled, as discussed in later sections, this analysis reports only the 820 North SPUI. As shown, adding an interchange between Center Street and University Parkway will improve operations in the study network. The University Parkway SPUI will improve to LOS D in 2040. Both sets of Center Street ramps will experience less delay than the no-build condition and the entire I-15 network between University Parkway and Center Street will experience acceptable delays, less than 30 seconds per vehicle on average. A new SPUI at 820 North will function well with average delays of 23 seconds per vehicle.

Table 14 Interchange Operations - Build Condition

Movement	Average Control Delay (sec/veh)	LOS
University Pkwy SPUI	45.6	D
Center St SB Ramps	16.9	B
Center St NB Ramps	25.4	C
New Interchange	23.0	C
Entire Network	28.7	C

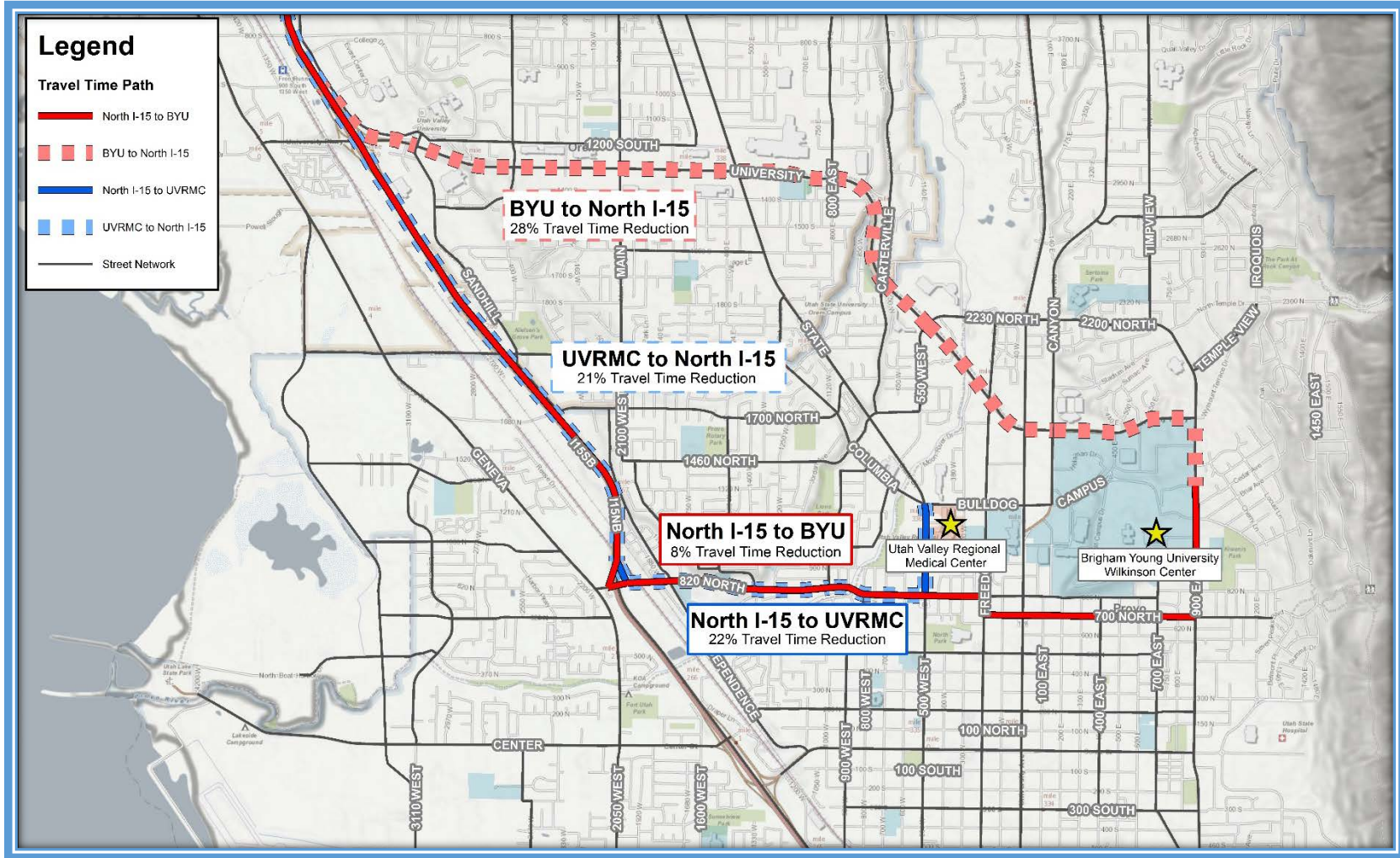
Travel Time Analysis

Another measure of performance to compare scenarios is travel time. As part of the study, the TDM was used to compare travel times for certain routes between scenarios. Travel times were analyzed between I-15 north of University Parkway and two major destinations in Provo; BYU and Utah Valley Regional Medical Center. A comparison of travel times between the no-build and full-build conditions is shown in

FIGURE 10.

Across the board, travel times will improve in the full build condition for vehicles coming and going from I-15 north. It is also interesting to note that with the exception of the BYU to North I-15 route, all other routes now favor the 820 North interchange and corridor over University Parkway. Despite the BYU to North I-15 most favorable route still being along University Parkway, there is a 28% reduction in travel time. This is extremely significant and suggests vastly improved operations along University Parkway with the full build condition.

Figure 10 Travel Time Comparison



3.7 2040 Provo Land Use Option

The project team asked for an intense alternative land use and zoning plan for the river bottoms area along the 820 North corridor and the area immediately adjacent to the potential I-15 interchange location. This alternative was intended to provide sensitivity testing for the area. The 2040 Provo Land Use Option scenario shows the potential traffic impacts this alternative land use would have on the area. This scenario will help guide land use and transportation planning alternatives should an interchange be constructed causing a change in land use and zoning.

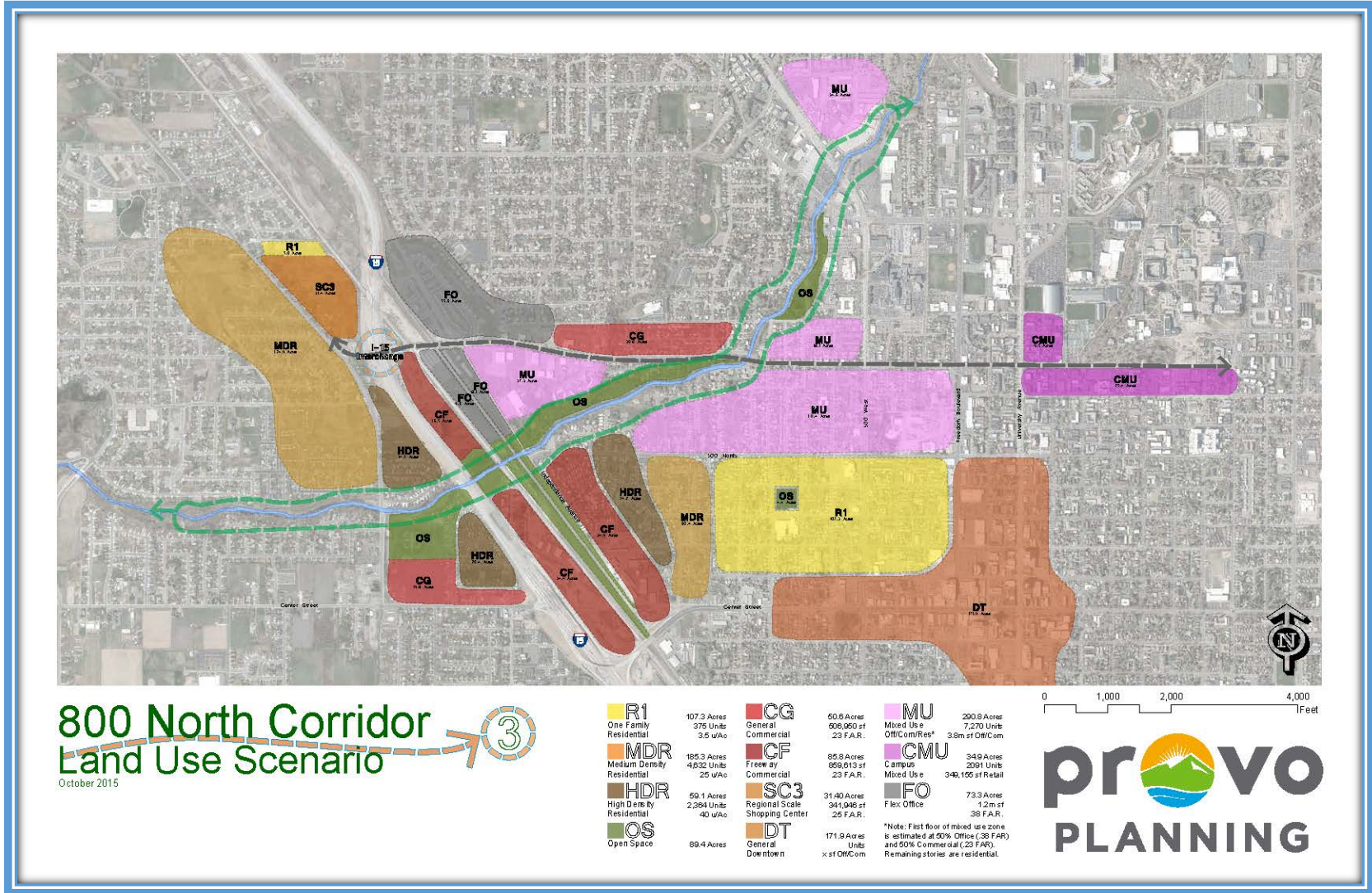
Land Use

The land use data was supplied by the Provo City community development department and was a departure from the MAG data used previously. The area affected by the new land use and zoning is shown in

FIGURE 11.

The TAZ structure of the TDM was not modified for this scenario beyond the modifications made for all other scenarios. The new Provo City land use data was however added to the socioeconomic inputs for the TDM. The number of households and employment opportunities for each TAZ was adjusted commensurate with the new zoning plan. For example where the zone R1 was presented in the land use alternative, employment opportunities were removed from that zone and the number of households were changed to represent 3.5 units per acre. The other land use types were treated similarly. Details of the inputs by TAZ are shown below in [TABLE 15](#).

Figure 11 Provo City Land Use Option



Roadway Network

The roadway network for the 2040 Provo Land Use Option scenario was identical to the fill build scenario.

Roadway Level of Service

The conditions of the roadway network using the Provo City modified land use data are shown in

FIGURE 12. The modified land uses studied in this scenario do affect the operations of the roadways in the study area. Most significantly, the 5 lane cross section on 820 North between Independence Avenue and the 1375 West roundabout is likely to begin to fail in 2040. With volumes approaching 33,000 vehicles per day, LOS E is expected. Independence Avenue north and south of the corridor is also likely to experience undue congestion with the 3 lane cross section included in the model. Similarly, Geneva Road north and south of the corridor experiences LOS E and F. When compared to the MAG 2040 land use data, the Provo City land use data results in increased volumes system wide.

Intersection Level of Service

Intersections were not studied in this scenario but it is reasonable to assume that intersection operations particularly at 820 North and 620 North will be significantly degraded with the Provo Land Use scenario.

Interchange Level of Service and Freeway Operations

For the Provo Land Use scenario, as shown in

FIGURE 12, I-15 will operate at LOS D between University Parkway and Center Street, this is an improvement on the no-build condition. Daily traffic volumes between University Parkway and the new interchange are around 177,000 vehicles which is able to be accommodated by the existing lane configuration. Between Center Street and the new interchange, volumes are expected to be around 172,000 vehicles per day. Traffic volumes at the Center Street and University Parkway interchanges are expected to be similar to those predicted in the MAD land use full build scenario.

Table 15 Provo City Land Use Data

TAZ	Total Households	Total Population	Household Size	Average Income	Total Employment	Retail	Food Services	Manufacturing	Wholesale	Office	Government/ Education	Healthcare	Other
1975	152	374	2	44230	661	86	1	6	0	53	16	171	314
2269	456	1122	2	44230	0	0	0	0	0	0	0	0	0
2270	0	0	2	44230	910	119	2	8	1	73	22	236	432
2271	0	0	2	44230	1011	132	2	9	1	82	25	262	480
1976	211	667	3.16	72870	52	1	0	0	1	6	38	1	1
2268	220	695	3.16	72870	55	1	0	0	1	6	40	1	2
1977	196	702	3.58	72870	0	0	0	0	0	0	0	0	0
2267	180	644	3.58	72870	262	0	0	0	2	17	91	3	51
1978	392	1176	3.00	72870	816	36	26	47	47	322	234	26	36
2272	227	681	3.00	72870	2512	102	83	139	148	997	720	74	111
2273	94	282	3.00	72870	338	16	11	19	19	134	97	10	15
1980	127	467	3.68	50181	7	0	1	0	0	0	0	0	0
2266	340	1251	3.68	50181	17	0	2	0	0	2	0	0	0
1981	175	611	3.49	50181	175	19	0	0	3	17	74	6	30
2264	176	614	3.49	50181	0	0	0	0	0	0	0	0	0
2265	272	949	3.49	50181	0	0	0	0	0	0	0	0	0
1994	623	1888	3.03	37479	432	39	39	39	39	39	39	72	72
2275	0	0	3.03	37479	793	75	30	195	0	122	77	68	154
2276	144	436	3.03	37479	447	42	17	110	0	69	43	39	87
1995	363	875	2.41	37479	307	35	12	2	0	42	126	37	53
2277	222	535	2.41	37479	62	7	2	1	0	9	25	7	11
1988	138	367	2.66	51233	1676	127	57	86	5	644	105	87	494
2274	0	0	2.66	51233	2323	183	78	119	0	893	145	121	684

3.8 Interchange Location Alternatives

The purpose of the 820 North corridor study was to determine the need for roadway improvements to the corridor. As previously discussed, part of this analysis involved appropriately sizing the 820 North corridor should an interchange between University Parkway and Center Street be needed. If an interchange is determined worthy of the investment, what effect would placing the interchange at 820 North have on the roadway network. The need for an I-15 interchange and its exact location are beyond the scope of this study and these questions have not been answered here. A National Environmental Policy Act (NEPA) level document would need to be prepared to determine the exact need and location of an interchange. As such, it was determined that several alternative interchange locations should be studied, again with the intent of analyzing as many possible future alternative scenarios for the 820 North corridor and sizing the road appropriately to cover the most likely of those eventualities. The Interchange Location Alternatives scenario studied looked at four different places where an I-15 interchange may be feasible and what effect each location would have on the roadway network.

Land Use

Land use data was provided through the MAG TDM as previously described. The land use and socioeconomic planning year is 2040 and was identical to the data used in the 2040 no-build condition. No attempt to modify the MAG land use data was made. See [TABLE 3](#) for more details.

Roadway Network

The roadway network was developed from the MAG TDM. Four interchange locations were studied in this scenario as follows:

- 1460 North
- 1730 North
- 820 North
- 2000 North

In each case, the interchange was connected to the eastside of Provo with a five-lane arterial street to 500 West. In some cases this has a great impact on the existing street network as the arterial would pass through residential neighborhoods. As previously discussed, it is not within the scope of this project to determine the social and economic impacts of alternative interchange options, this study seeks only to determine the effects of interchange locations on the roadway network traffic conditions.

Roadway Level of Service

Roadway level of service was not calculated for each interchange location.

Intersection/Interchange Level of Service and Freeway Operations

Comparisons were not made for intersection operations between the major location alternatives for the interchange. However, there were comparisons made between the 820 North/620 North interchange locations, both of which connect to the 820 North corridor and so were not previously discussed separately. Both locations were studied in depth from a geometric design perspective for feasibility, an analysis of which is available in the final study report. In addition to the locations of the termination of

the 820 North arterial with Geneva Road (820 North or 620 North) some alternative interchange types were studied and their effects on interchange and freeway operations are presented here.

Each location was analyzed as a traditional diamond interchange and a single point urban interchange (SPUI). Each interchange type has its benefits and drawbacks which are not discussed in detail here. The concept geometric designs for each alternative can be seen in

TABLE 16 Intersection/Interchange Operations (Interchange Alternatives)

Analyzed Movement	No Build		820 SPUI		820 Diamond		620 Diamond		620 SPUI	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
University Pkwy SPUI	70.1	E	45.6	D	45.2	D	44.6	D	44.6	D
Center St SB Ramps	30.2	C	16.9	B	17.5	B	15.9	B	15.4	B
Center St NB Ramps	54.9	D	25.4	C	23.8	C	31.8	C	31.3	C
New Diamond NB Ramps	NA	NA	NA	NA	33.2	C	28.6	C	NA	NA
New Diamond SB Ramps	NA	NA	NA	NA	22.9	C	31.7	C	NA	NA
New SPUI	NA	NA	23.0	C	NA	NA	NA	NA	29.7	C
Intersection with Geneva Rd	30.2	C	14.7	B	36.6	D	28.9	C	27.0	C

The overall network performance, as reported through the VISSIM analysis also indicates that the 820 North SPUI is the most favorable alternative (see [TABLE 17](#)).

Table 17 Network Performance

Measure of Effectiveness	No Build	820 SPUI	820 Diamond	620 Diamond	620 SPUI
Average Delay (sec/veh)	57.7	28.7	35.5	35.4	32.2
LOS	E	C	D	D	C
Average Speed (mph)	48.3	53.7	52.4	52.3	53.0

Figure 13. The points of interest for this analysis are the effects of each interchange location and type on the surrounding intersections. The results of the VISSIM microsimulation for the 2040 build analysis are shown in [TABLE 16](#).

Table 16 Intersection/Interchange Operations (Interchange Alternatives)

Analyzed Movement	No Build		820 SPUI		820 Diamond		620 Diamond		620 SPUI	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
University Pkwy SPUI	70.1	E	45.6	D	45.2	D	44.6	D	44.6	D
Center St SB Ramps	30.2	C	16.9	B	17.5	B	15.9	B	15.4	B
Center St NB Ramps	54.9	D	25.4	C	23.8	C	31.8	C	31.3	C
New Diamond NB Ramps	NA	NA	NA	NA	33.2	C	28.6	C	NA	NA
New Diamond SB Ramps	NA	NA	NA	NA	22.9	C	31.7	C	NA	NA
New SPUI	NA	NA	23.0	C	NA	NA	NA	NA	29.7	C
Intersection with Geneva Rd	30.2	C	14.7	B	36.6	D	28.9	C	27.0	C

The overall network performance, as reported through the VISSIM analysis also indicates that the 820 North SPUI is the most favorable alternative (see [TABLE 17](#)).

Table 17 Network Performance

Measure of Effectiveness	No Build	820 SPUI	820 Diamond	620 Diamond	620 SPUI
Average Delay (sec/veh)	57.7	28.7	35.5	35.4	32.2
LOS	E	C	D	D	C
Average Speed (mph)	48.3	53.7	52.4	52.3	53.0

Figure 13 Interchange Location and Type Alternatives



An interchange at 620 North appears to have the greatest effect on both the University Parkway and Center Street interchanges with the most reduction in delay for the University Parkway SPUI and southbound Center Street ramps. Northbound Center Street ramps are most affected by the 820 North interchange options. Delay seems to be lower at the new interchange if a SPUI is constructed as opposed to a traditional diamond interchange. The intersecting point with Geneva Road is far superior with a SPUI at 820 North than with any other alternative. It should be noted that each and every build scenario results in acceptable operating conditions throughout the study network.

Chapter 4: Project Termini

Although the bulk of the corridor study has addressed the middle portion of the study area from Geneva Road to University Avenue, the termini of the project were also considered and analyzed. On the west end of the project the logical termination point is the newly proposed Lakeview Parkway. On the east end of the project the logical terminus is 900 East. Each has unique challenges which were explored during this study.

Lakeview Parkway (West Terminus)

Lakeview Parkway, which runs north to south west of the existing development and somewhat parallel to I-15, is the logical connection point for the 820 North corridor. This project is on the MAG regional Transplan40 transportation plan as a phase 1 project to be constructed before 2024. There are several alternatives available to connect the 820 North corridor to Lakeview Parkway. The most obvious are 820 North directly, 1390 North, and 620 North. The following paragraphs describe the pros and cons to each alternative.

820 North Direct Connection

The 820 North direct connection provides the straightest route between the existing 820 North corridor and Lakeview Parkway, assuming any new interchange would be constructed at 820 North and not 620 North. This connection will provide the best signal operations at 820 North and Geneva Road as it will eliminate much of the left turning traffic between 820 North and Geneva Road. As has previously been demonstrated, the signal here can operate adequately without the direct connection although not as efficiently. If a new interchange were constructed at 620 North, the advantage of a straight through connection would be lost.

The biggest challenge for the 820 North direct connection comes in the form of existing development. Immediately west of the Geneva Road intersection, the road tees into a residential neighborhood. There is no way to connect directly to any future north-south corridor without severe impacts to this neighborhood.

1390 North

1390 North is approximately 3,900 feet north of the 820 North corridor and 4,500 feet north of 620 North. Any interchange in one of these locations would require a significant number of left or right turns at the intersection of Geneva Road and the study corridor. Also, the sheer distance between the improved corridor and 1390 North will likely result in many people taking shortcuts through neighborhoods to access Lakeview Parkway. Although the spread of traffic is often an advantage, in this case Provo City would like to centralize the traffic flow onto one arterial street to minimize the impacts to neighborhood streets.

1390 North is also the location of Lakeview Elementary School and the future location of the new Provo High School. Both of which are already traffic generators and any further traffic loading may result in unsafe levels of traffic.

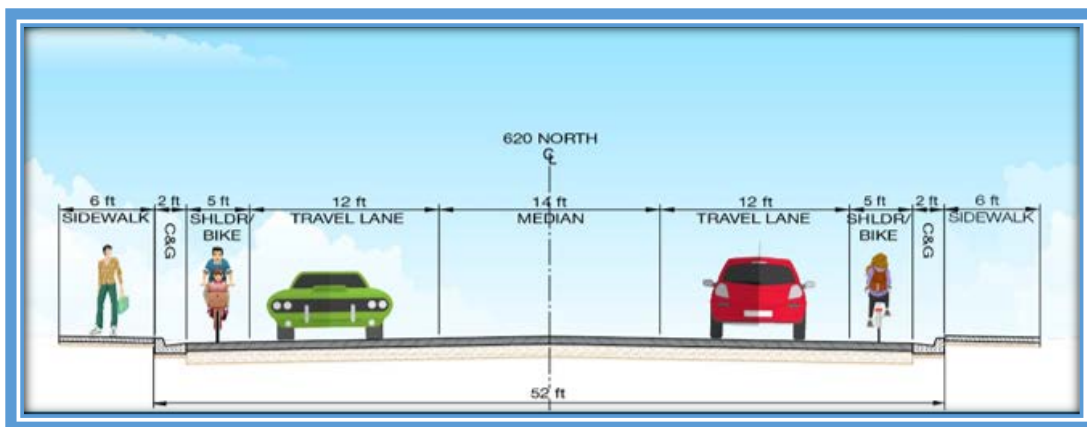
620 North

620 North is the preferred connection road from the 820 North corridor to Lakeview Parkway. Its proximity to 820 North is small enough that it will provide an attractive route if an interchange were constructed at 820 North or if 820 North remains an arterial without an interchange. Similarly, if studies show that an interchange should be located at 620 North, it provides a direct connection to Lakeview without the need for turning movements and the resultant inefficiencies at the signal at Geneva Road. In each case, the 620 North interchange will accommodate the traffic load as predicted by the TDM.

620 North is currently a local street with residential driveways, which is a disadvantage. The projected traffic volumes are not high enough to warrant widening 620 North beyond the current right-of-way. A phased approach to improving the roadway to create the connection and accommodate both the projected increase in traffic from the Provo High School relocation and the direct connection to Lakeview Parkway. The project improvements should be phase as follows:

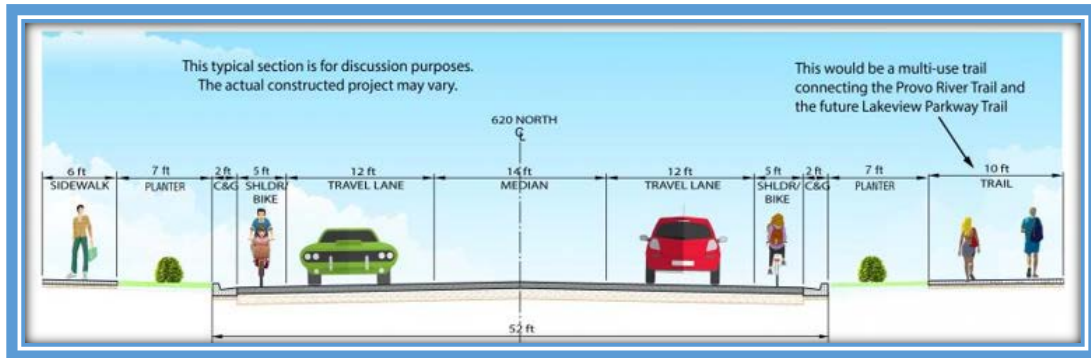
- Phase 1
 - Leave 620 North as-is and monitor daily traffic volumes until the reach a threshold of 7,000 to 10,000 vehicles per day.
 - Monitor traffic conditions and safety to evaluate the need for a two-way-left-turn-lane (TWLTL).
 - When a TWLTL is needed, remove on street parking and restripe with the following typical section ([FIGURE 14](#)).

Figure 14 620 North Phase 1 Typical Section



- Phase 2
 - Evaluate pedestrian activity for ADA upgrades and parkstrip addition.
- Phase 3
 - Evaluate local opinion and need along 620 North for 10-ft multi-use path.
 - When appropriate, connect 620 North to Lakeview Parkway using the typical section shown in [FIGURE 15](#).

Figure 15 620 North Typical Section - Connection to Lakeview Parkway



900 East (East Terminus)

Completing the 820 North corridor to the east requires a connection to 900 East. 900 East is a major north-south arterial connecting BYU, the Missionary Training Center, University Parkway, and University Avenue on the north to Center Street, State Street, and south Provo on the south. Completing this connection in an efficient manner is vital to the health and effectiveness of the corridor.

800 North versus 700 North

The current Provo City Transportation Master Plan shows the study arterial connection making a jog at University Avenue from 800 North to 700 North. The intent of the jog was to remove the arterial designation from 800 North south of BYU to avoid pedestrian conflict. This study however, recommends that the arterial connection be along 800 North for the following reasons:

- Pedestrian Activity
 - Many pedestrians walk directly south from BYU campus for several blocks and although some pedestrians are filtered at the parking lots south of 800 North, the volumes of pedestrian crossings at 700 North are not significantly lower than 800 North.
- Driver Behavior
 - Designating a roadway as an arterial over a collector rarely incites a change in driver behavior unless there is a significant change in roadway geometry or capacity. The results of this study indicate that the 820 North corridor need only be a 3 lane street from University Avenue to 900 East which will make the cross sections and capacities of 700 North and 800 North very similar to the travelling public. Due to the ease of continuing from 800 North through University Parkway as opposed to turning onto University Avenue and then turning again on to 700 North, it is unlikely that there will be any reduction of traffic on 800 North. It would be more advantageous to invest in upgrades to 800 North than 700 North by this reasoning.
- Bus Rapid Transit (BRT)
 - BRT is currently planned to run along 700 North. Although BRT and regular traffic can and often do operate along the same route, it is not without significant upgrades which may impact right-of-way along 700 North. This study recommends keeping BRT and the corridor arterial street separated to minimize impacts to both 800 North and 700 North.

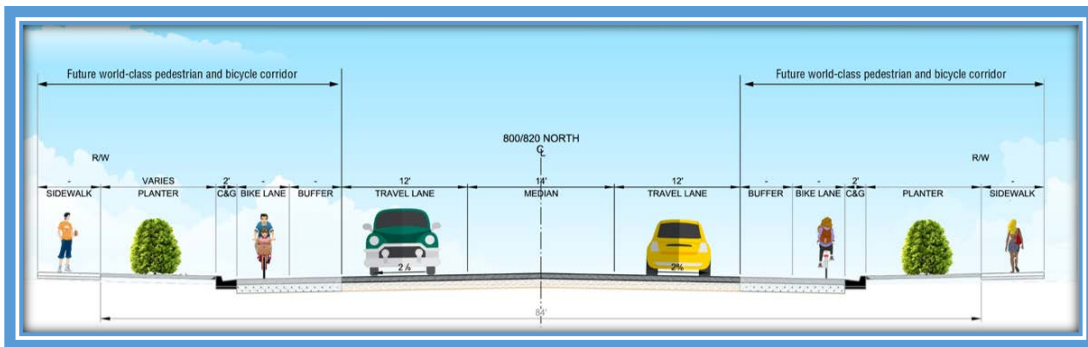
- Signal Operations
 - Signal operations on University Avenue are already approaching failure during peak times. If 700 North is the arterial connection and assuming the travelling public adjust to the shift, it will introduce many more left turns to both the 700 North and 800 North intersections with University Avenue. This will at minimum result in unfavorable operating conditions, more delay and degraded LOS but more likely the need for signal and intersection geometry upgrades with significant impacts.

East Terminus Recommendations

As mentioned above, this study recommends that the arterial roadway be modified in the Transportation Master Plan to 800 North instead of 700 North. With that recommendation comes further recommendations to minimize impacts and maximize safety and traffic throughput.

- Street Cross Section
 - The cross section of the corridor in this area should be flexible to avoid impacts to property where possible. A 3 lane cross section is sufficient to accommodate the projected traffic and presents a much safer condition for the high pedestrian activity in the area. See **FIGURE 16** for the recommended cross section.

Figure 16 800 North Cross Section - East Terminus



- Safety
 - Several concerns were raised during public comment regarding the safety of this section of roadway, especially at night. We recommend a review and improvements of the street lighting along the corridor, with particular care exercised at the pedestrian crossings.
- Connection to 900 East
 - We recommend a direct connection to 900 East and a full traffic signal. This is likely going to result in impacts to property in the area but will be far less significant than any attempt to connect through 900 North or 700 North as the intersection with 800 East will not accommodate future traffic safely and efficiently. The exact nature of the connection will be determined at a later date during the design phase. Care must also be taken to ensure proper traffic progression along 900 East when the new connection and signal at 800 North are added.

- Improved Pedestrian and Bicycle Facilities
 - This section of the corridor must be considered a primarily pedestrian and bicycle corridor. Provo City has expressed a desire, in response to the results of public input on this study, to create a world class bicycle and pedestrian facility. This will involve coordination with BYU and other stakeholders along the corridor to facilitate removal of on-street parking and construction of separated bicycle facilities as well as signalized pedestrian crossings.
 - We recommend a phased approach to improving pedestrian facilities along the corridor as follows (see **FIGURE 17**):
 - Phase 1
 - Install full signals at 200 East, 400 East, and 700 East
 - Install crosswalks at 300 East and 600 East
 - Phase 2
 - Install a HAWK signal, rapid flashing beacons or full signal at 500 East
 - Evaluate needs for other HAWK signals as appropriate

Figure 17 800 North Pedestrian Recommendations

