Utah’s Unified Transportation Planning
UTAH’S UNIFIED TRANSPORTATION PLAN 2015 - 2040
A Recognized Approach

“The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally…”
• Address Fast Act requirement by using existing interagency frame-work
**Goal**

- **Mobility & Accessibility**

**Key Objectives**

- Reduce the likelihood of driving long distances daily
- Increase the share of trips using non-SOV modes

**Key Performance Measures**

- Vehicle miles traveled per capita
- Commute mode split percentages
Inter-agency corridor plan
The Challenge

Source: Governor’s Office of Management and Budget (GOMB), 2012 Baseline Projections and the U.S. Census Bureau, 2010
The Challenge

LOTS OF PEOPLE
NOT MUCH SPACE
LOTS MORE TRAVEL
The Challenge
Planning Differently

1-15 Lanes Needed by 2050 at 7200 South if Widening is the Only Solution Considered
Transportation Goals

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

A.M. PEAK HOUR (7-8 A.M.)

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<th>Northbound</th>
<th>Southbound</th>
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<td>SEATING CAPACITY</td>
<td>OCCUPIED SEATS</td>
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<th>FrontRunner</th>
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32%* Total Utilization

P.M. PEAK HOUR (4-5 P.M.)

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31%* Total Utilization

35%* Total Utilization

* Percent of vehicle and transit seats in use
Hybrid Mobility Scenario
Hybrid Mobility Scenario

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

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

I-15
- Expanded Collector-Distributor System
- Barrier Separated Carpool/Premium Lanes
- Variable-Pricing on All Lanes During Rush Hour
  Managed Lanes Networks*

Surface Streets
- Bike/Ped/Vehicle Overpasses
- Driveway Consolidation on Select Arterials

Transit
- New FrontRunner Stations
- Doubletrack and Electrify FrontRunner
  No-Fare Transit*
  Double Bus Services - Increase Frequency*
  Double TRAX Frequency - Extend TRAX Stations (Longer Trains)*

Active Transportation
- Cycle Super Highways
- Buffered Bike Lanes
- East-West Salt Lake County Trails
- First-Last Mile Connections
- Bicycle/Pedestrian Only Overpasses

Programs
- Mobility Hubs
  Choice Architecture/Comprehensive and Voluntary
  Travel Demand Management (TDM) Strategies*

* = Elements not represented on map, as they encompass the entire study area

The study includes Mobility Hubs and New FrontRunner Stations in Weber, Northern Davis and Utah Counties.
Value of PBPP

• Agreement on the end game – system view
  – National perspective
  – State perspective
• Strategic direction – State and local agreement
• Vehicle for increased collaboration
• Reporting – Yes, it is critical to know how we are doing relative to strategic direction, but reporting is not the end.