820 North Corridor Study Overview

January 4, 2016
Goals of the Study

• Improve east-west city connectivity and regional mobility with more direct access to major employers.
• Reduce traffic congestion and improve air quality
• Evaluate how an I-15 access would affect 820 North
• Accommodate bicycle and pedestrian needs
• 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 potential infrastructure improvements such as sidewalks, bridges, and lighting
Study Area

Connection to Lakeview Parkway

Interchange

Corridor Widening
Study Activities

**FALL 2015**
- Phase 1 - Initial Outreach
- Web Launch
- Media/email push to receive public input
- Public Comment Period
- Traffic & Land Use
- Steering Committee Meeting

**WINTER 2016**
- Phase 2 - Concept Development
- Post and Advertise Public Survey/Concepts
- Gather Quantitative Data on Specific Issues and Concepts

**2016**
- Phase 3 - Adoption
- Publish Survey Data & Preferred Solution

**SPRING**
- Approval of Preferred Solution
- Final Report
- Design Concept Development
Questions Answered

• Where we started:
  • 2040 Traffic data
  • Regional and local traffic modeling
  • Land use opportunities
  • Design feasibility
    • Geometry
    • Railroad
    • Adjacent Roads

• Conclusion
  • 820 North needs to be widened to 5 lanes with or without an interchange
  • An I-15 interchange that connects to 820 North is feasible
Purpose and Need for Corridor Improvements

• Accommodate 2040 population growth projections in Utah County
• Balanced transportation system
• Direct connection to Utah Valley Regional Medical Center and BYU
• Access to central Provo for commerce and recreation
• Changing land use, especially in downtown Provo
• Relocation of Provo High School
Traffic Summary

• 820 North will:
  • Operate below acceptable LOS with over 13,000 vehicles per day expected in 2040 if no improvements are made
  • Need to be improved to a 4/5 lane arterial street in the future regardless of whether or not an interchange is constructed

• An interchange at 820 North with an arterial will:
  • Redirect 15,000 to 20,000 vehicles per day from Center Street and University Parkway interchanges
  • Reduce peak travel times by 25% to BYU and UVRMC from I-15
  • Add another east-west connection that improves mobility across the I-15 corridor
Traffic (2040 with 820 North Interchange)

• Building an interchange will affect travel patterns by:
  • Reducing traffic on University Parkway and Center Street
  • Increasing traffic on 820 North
  • Major routes from to and from BYU and UVRC will change from University Parkway and Center Street to 820 North
Summary of Public Comments

• 160 comments received
• 100 unique users
• Majority of those who specified a preference feel that a better east-west corridor is needed in Provo and most feel it should be 820 North
Concerns by Category

- Safety
- Impacts to neighborhoods
- Conflicts with railroad tracks
- Improve active transportation
- Provo High relocation
- Connection to 900 East
- Provo River trail
- Increased noise
- Improve transit
- Roundabout issues
- Aesthetics
Safety Concerns

- School Children: 18
- Other Pedestrians: 10
- Bicyclists: 6
- Speed: 10

Number of comments
Public Comments on an Interchange

• 60% of commenters support an interchange
• 32% of commenters think the interchange should be located at another location
Public Survey

• Project Overview
• Active Transportation (Typical Sections)
• Interchange Design Concepts
• Demographics