MAG
What Is TransPlan50...

Plan Updated Every 4 Years

Regional Highways & Major Transit must be in the plan to be eligible for funding

Plan must be fiscally constrained

Plan must conform to air quality standards
What Projects Are In It...

Total Regional Projects

- Highways: 111
- Transit: 14
- Bike/Ped: 121

- Six new freeways and expressways
- Three phases of light rail (two unfunded), commuter rail south
- Six new main regional trails
What Are The Costs...

<table>
<thead>
<tr>
<th>Plan Revenues And Needs</th>
<th>Regional Highways fully funded, total cost 13.5 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.8b Revenues</td>
<td>Transit is half funded, future revenue source needed, total need 10.3 billion</td>
</tr>
<tr>
<td>23.8b Need</td>
<td>Bikes and Trails not fully funded, total cost 185 million</td>
</tr>
</tbody>
</table>
Why Plan - It’s All About The Growth...

Population Wasatch Front Counties

- UC grows more than the rest of the Front combined
- UC adds 660k more people
- County as a whole doubles by 2050 to 1.3 million
How Does The Region Grow...

<table>
<thead>
<tr>
<th>Area</th>
<th>% Growth</th>
<th>Today</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>239%</td>
<td>127k</td>
<td>430k</td>
</tr>
<tr>
<td>North</td>
<td>25%</td>
<td>125k</td>
<td>156k</td>
</tr>
<tr>
<td>Central</td>
<td>42%</td>
<td>226k</td>
<td>320k</td>
</tr>
<tr>
<td>South</td>
<td>171%</td>
<td>144k</td>
<td>390k</td>
</tr>
</tbody>
</table>

- West and South areas grow the most
- Both areas will each equal UC’s Population back in early 2000s
- Urban growth in Central area
How Does Growth Affect Traffic in East/West Lehi...

2nd worst congestion in the region

58,000 trips today
growths to 304,000 trips
by 2050

Two freeways needed
(Bangerter converting to
freeway at 45,000 trips)
How Does Growth Affect Traffic Between Springville and Provo...

Worst congestion in the region, very limited options

134,000 trips today grows to 318,000 trips by 2050

I-15 Improvements and parallel corridor need study
TransPlan50 Stakeholder Goals

Goal 1
Update the Regional Highway System to a Metropolitan Grid-based Network

Goal 2
Explore Additional Freeways, Add Capacity

Goal 3
Create a Robust Transit System

Goal 4
Build a Regionally Connected Active Transportation System

Goal 5
Preserve what we have
TransPlan50 Stakeholder Goals

Goal 1
Update the Regional Highway System to a Metropolitan Grid-based Network
ITE Urban Grid (and Utah County...)

- Urban areas need a grid highway network
- UC grew without highway grid
- Grid spreads out traffic, less focus on a few roads
Utah County Highway Grid

- Developed with stakeholders at Transportation Summits
- Makes arterial and collector road connections in urban built-up areas (~$500 million)
- Creates freeway grid past 2050
- Guides future development, starts a discussion
Delay Compared To Today...

- **11X** More Delay than Today
  - Utah County Without Grid

- **5X** More Delay Than Utah Co
  - Salt Lake Co Today

- **7X** Arterial / Collector Grid
  - 2050 HWY Grid Only

- **3X** Add FWY Grid
  - 2050 HWY & FWY Grid
Travel Time Without Connected County Grid Network

<table>
<thead>
<tr>
<th>Destination</th>
<th>Today</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provo to Eagle Mtn</td>
<td>39 m</td>
<td>1h16m</td>
</tr>
<tr>
<td>Provo to Payson</td>
<td>18 m</td>
<td>1h1m</td>
</tr>
<tr>
<td>Lehi to Salt Lake City</td>
<td>41 m</td>
<td>1h4m</td>
</tr>
</tbody>
</table>
TransPlan50 Stakeholder Goals

Goal 2
Explore Additional Freeways, Add Capacity
I-15 Freeway

- Lack of regional grid funnels most traffic onto I-15 increasing congestion

- By 2050, even at twelve lanes, the I-15 Freeway will be highly congested

- Proposed study will determine future design and support corridors

- A parallel facility or collector-distributor are some solutions
South Lehi Area

Lehi is ground zero of two metro areas and three valleys all coming together.

Silicon Slopes is becoming a major economic powerhouse and destination.

Proposed study will determine future road design and location.

East/west freeway volumes south and north of Lehi.
Mountain View, Lehi 2100 N, SR 73 Freeways

- Westside freeway grid is coming together
- UDOT owns 2100 North right-of-way for future freeway
- Mountain View corridor is being preserved
- SR 73 just completed environmental work
US 6 Spanish Fork

- Proposed to have grade-separated interchanges
- Freeway volumes exit I-15 to US 6 today
- Heavy truck traffic with connection to Denver
- Major commercial and residential growth
Utah Lake Bridge

Bridge over Utah Lake is integral in creating freeway grid

Carries 60,000 to 80,000 trips a day

Could be tolled

Future design work would determine how to mitigate environmental and constructability issues
TransPlan50 Stakeholder Goals

Goal 3
Create a Robust Transit System
Commuter Rail - Front Runner

- Extension to Payson funded within 10 years
- New Vineyard Station funded within 10 years
- Double track in limited areas needed in 10 years, funded in 20
- Electrification & full double track needed in 20 years, not funded
**Light Rail - Trax**

- Ridership projections warrant light rail in Utah County
- North Line - Draper to AF needed in 10 years, funded in 30
- Central Line - AF to Provo needed in 20 years, not funded
- South Line - Provo to SF needed in 30 years, not funded
Bus Rapid Transit

**UVX** Utah Valley Express a success!
10,000 ridership

- State Street BRT funded by 2030
- South BRT needed by 2050, not funded
Core Bus Routes

High frequency, enhanced route, no dedicated lanes

- Redwood CBR needed within 10 years, funded in 20
- Cedar Valley CBR funded in 10 years
- Maple CBR funded in 10 years
- Nebo CBR needed within 10 years, funded in 20
TransPlan50 Stakeholder Goals

Goal 4
Build a Regionally Connected Active Transportation System
Regional Trails

Utah County regional trails are envied along the Wasatch Front

- College Connector Trail
- Hobble Creek Trail
- Historic Southern Rail Trail
- Jordan River Parkway Trail
- Mapleton Lateral Canal Trail
- Murdock Canal Trail
- Provo River Parkway Trail
- Spanish Fork River Trail
- Utah Lakeshore Trail
Planned Regional Trails

Major regional trail extensions include:

- Highline Canal Trail (new)
- Historic Southern Rail Trail
- Hobble Creek Trail
- Mapleton Lateral Canal Trail
- Spanish Fork River Trail
- Utah Lakeshore Trail
TransPlan50 Stakeholder Goals

Goal 5
Preserve what we have
Preserving the Regional Highway Network

UDOT does an excellent job of preserving their system.

UDOT preservation is funded in the plan.

Local highway preservation is underfunded to $177 million.