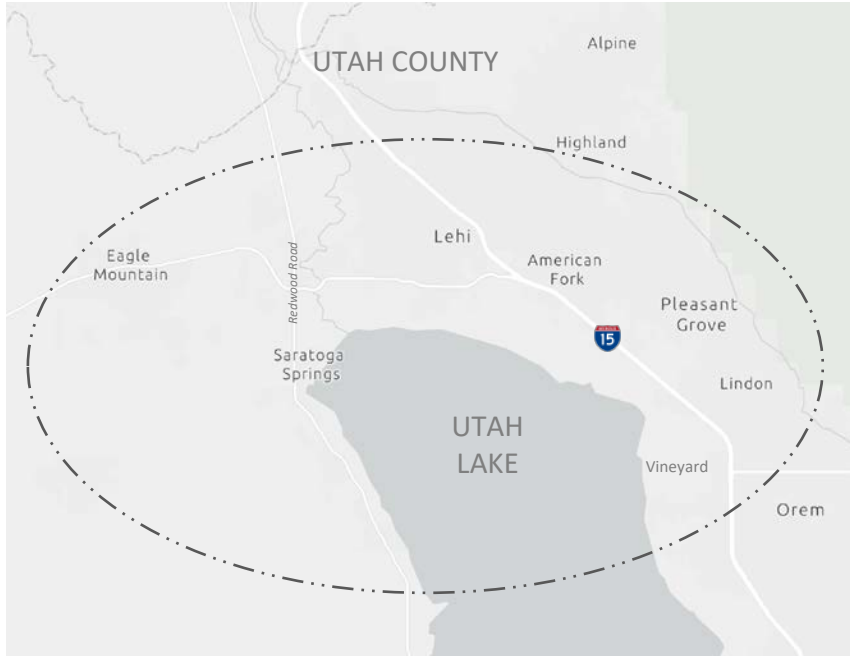




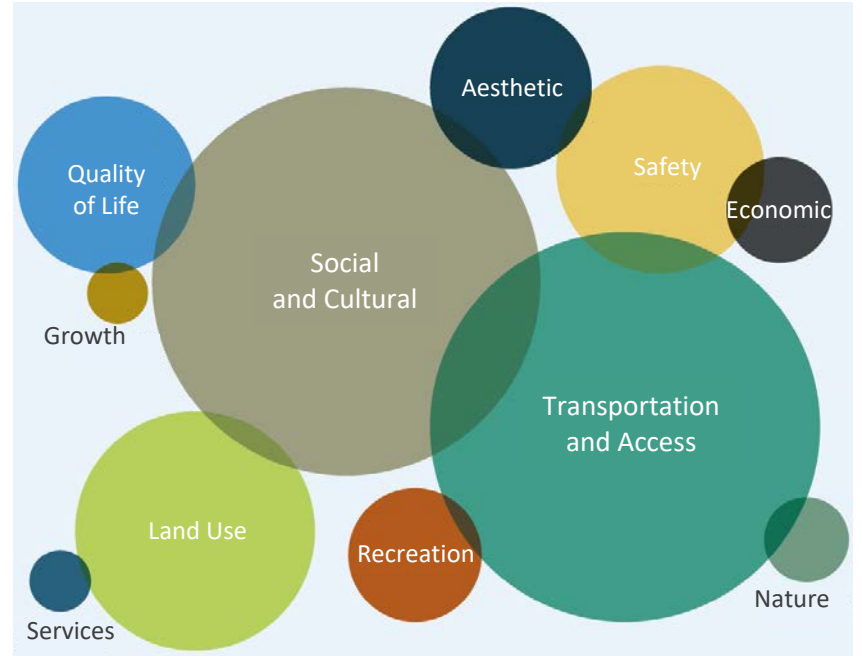
Mountainland Association of Governments (MAG), along with UDOT and UTA conducted a regional study along the north shore of Utah Lake to identify values and develop solutions that may lead to an improved regional transportation system in the northwest area of Utah County.

Step 1: Identify context and community values: Feedback was solicited by MAG from community and government leaders, area businesses, and the public. More than 7,000 survey responses were received during the early phases of the study from which important values arose. The size of each circle on the community values image represents the comparative number of times the value was raised in the comments received.

Study Area



Community Values from 2019 Survey




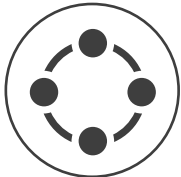



Step 2: Define Guiding Principles. The study team used the community values to define **guiding principles** and goals for the region which were used to develop criteria for evaluation.

Guiding Principles

 <p>Create a reliable, connected transportation system</p> <p>1</p>	 <p>Protect and preserve open space and the environment</p> <p>2</p>	 <p>Promote well-being of residents and maintain culture</p> <p>3</p>	 <p>Improve accessibility to employment, goods, services, and recreation opportunities</p> <p>4</p>	 <p>Collaborate regionally to identify and implement solutions</p> <p>5</p>
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Step 3: Identify Needs. Needs and considerations were developed and organized into 5 categories as illustrated below.

Needs

 <p>Manage Growth by Coordinating Land Use and Transportation</p>	 <p>Increase Capacity of the Roadway System and Improve Connectivity</p>	 <p>Expand Public Transportation</p>	 <p>Develop Active Transportation</p>	 <p>Acknowledge Environmental, Visual, and Safety</p>
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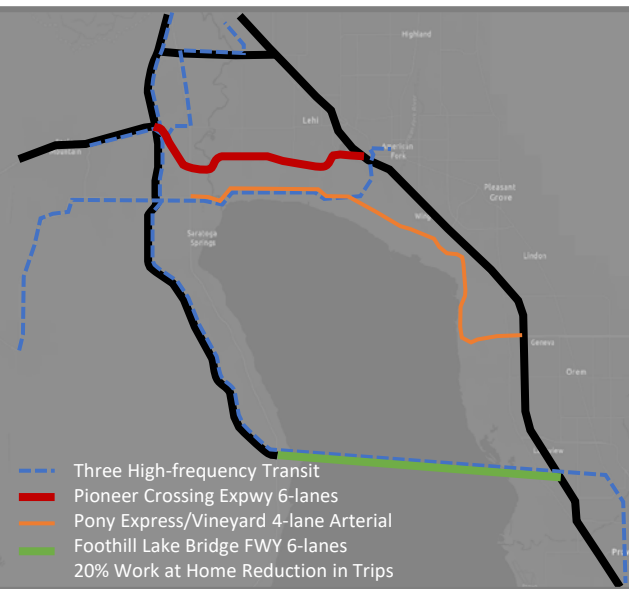
Step 4: Identify Solutions. Ideas and solutions were provided throughout the study by community leaders and staff, and stakeholders (see next page). Proposed solutions were combined to create three scenarios, each with multiple components. Additional details on each scenario can be found in the North Lakeshore Area Study at the project website. Once the scenarios were developed, modifications within each scenario were made and evaluated to see if they met the transportation need. Scenarios that did not meet the needs were eliminated from consideration; those that met the defined need were evaluated further by criteria developed based on the **guiding principles**.

Recommended Components for Every Scenario

Roadways	Transit & Active Transportation	Travel-demand Management Strategies
<ul style="list-style-type: none"> 2100 North Freeway Mountain View Freeway SR-73 Freeway Foothill Boulevard Freeway Highway grid in local Master Transportation Plans Utah Lake Bridge 	<ul style="list-style-type: none"> Local bus system as developed in the MAG Regional Transportation Plan (RTP) Active Transportation as developed in the RTP and City Active Transportation Plans 	<ul style="list-style-type: none"> Plan for transit supportive land uses (cluster and mixed-use developments) to connect people to services Provide needed and desired services with the local area Manage parking supply Implement Regional Behavior Change Program

Scenario Evaluation Summary

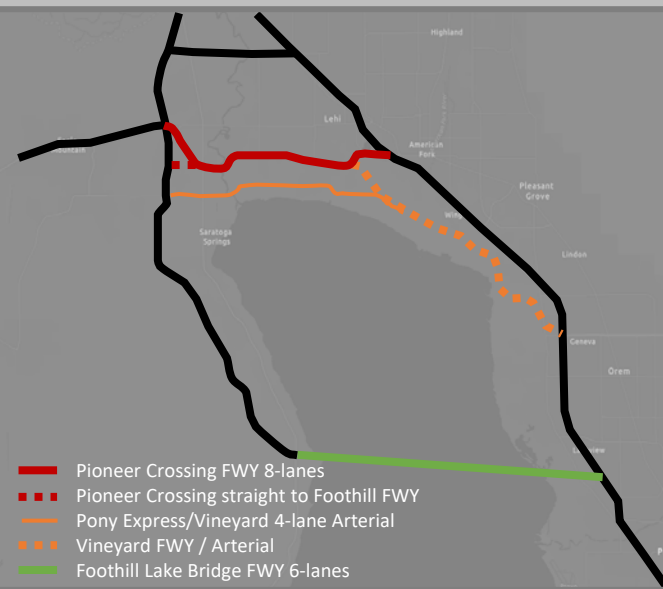
1. Travel Demand Management and Transit



Eliminated

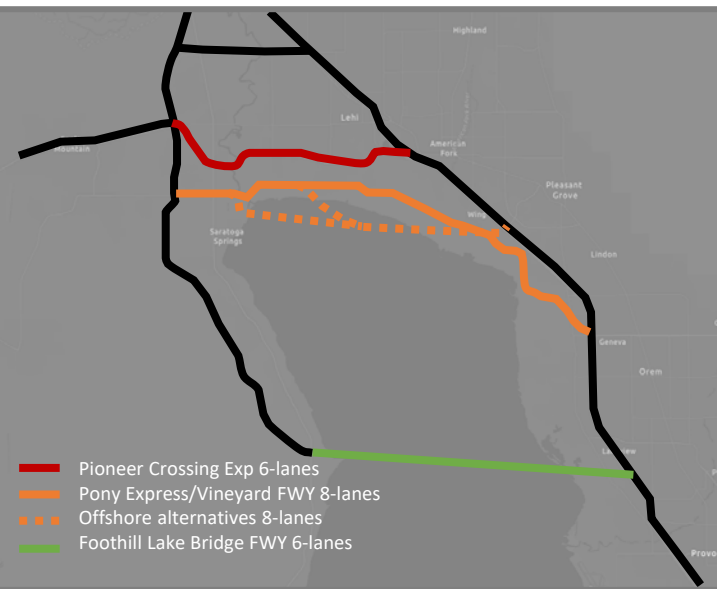
- Lacking transit supportive densities
- 20% work at home reduction is not supported by trends

2. Pioneer Crossing Freeway



Recommended for future freeway study

3. Pony Express Freeway



Not recommended for future freeway study because of details below

Each scenario was modeled for travel demand with several variations. The *differences* along with some key benefits are identified here:

- + Supports anticipated future growth
- + Access to further destinations through a direct route
- + Allows proper spacing of regional facilities and Pony Express as part of the highway grid network
- + Best overall traffic performance – good taxpayer investment

- + Supports anticipated future growth
- + Access to regional destinations through a direct route (including additional direct access to the American Fork TOD)
- Pony Express Freeway proximity to Pioneer Crossing makes Pioneer Crossing underutilized

Each scenario freeway was evaluated for potential open space, visual, air quality, and water resource impacts. The *differences* are identified here:

- + Less potential impact to open space
 - Open space: ~93 acres
- + Less potential water resource impacts
 - Wetlands: ~15-19 acres
 - Special wetland soils: 0 acres
 - Stream: ~1,000 linear feet
 - Canal: ~3,400 linear feet

- Higher potential impact to open space
 - Open space: ~198 acres
- Higher potential impacts to water resources, and to unique soils that are very difficult to replace
 - Wetlands: ~23-29 acres
 - Special wetland soils: ~4 acres
 - Stream: ~1,500 linear feet
 - Canal: ~8,400 linear feet
- Resource agencies will require other corridor options be exhausted first (with fewer wetland impacts)
- Change in visual setting

Each scenario freeway was evaluated for potential active transportation, recreation access, safety, and community and land use impacts. The *differences* are identified here:

- + Barrier for pedestrians can be more easily mitigated through design to create community connections
- + Less potential impacts to existing and currently planned residential development
 - Residential homes: ~31-39
 - Future residential: ~142-173 parcels
- + Less potential impacts to *existing* commercial and industrial land uses and development
 - Commercial structures: ~0-2
- Higher potential impacts to currently *planned* commercial and industrial land uses and development
 - Future commercial: ~30-37 parcels
 - Future industrial: ~2-4 parcels

- Additional high-speed facility near Pioneer Crossing, further divides neighborhoods
- Higher potential for impacts to existing and currently planned residential development
 - Residential homes: ~60-72
 - Future residential: ~204-247 parcels
- Higher potential for impacts to *existing* commercial and industrial land uses and development
 - Commercial structures: ~3-5
- + Less potential for impacts to currently *planned* commercial and industrial land uses and development
 - Future commercial: ~1-3 parcels
 - Future industrial: 0 parcels

+ Positive - Negative

Evaluation was completed with planning level data. Additional data collection and analysis will take place in a future environmental study. Details related to the methods and data used, along with a complete analysis, are found in the summary report. These details provided here for quick reference are best understood in context of the summary report.

Create a reliable, connected transportation system

1

Improve accessibility to employment, goods, services, and recreation opportunities

4

Protect and preserve open space and the environment

2

Promote well-being of residents and maintain culture

3