

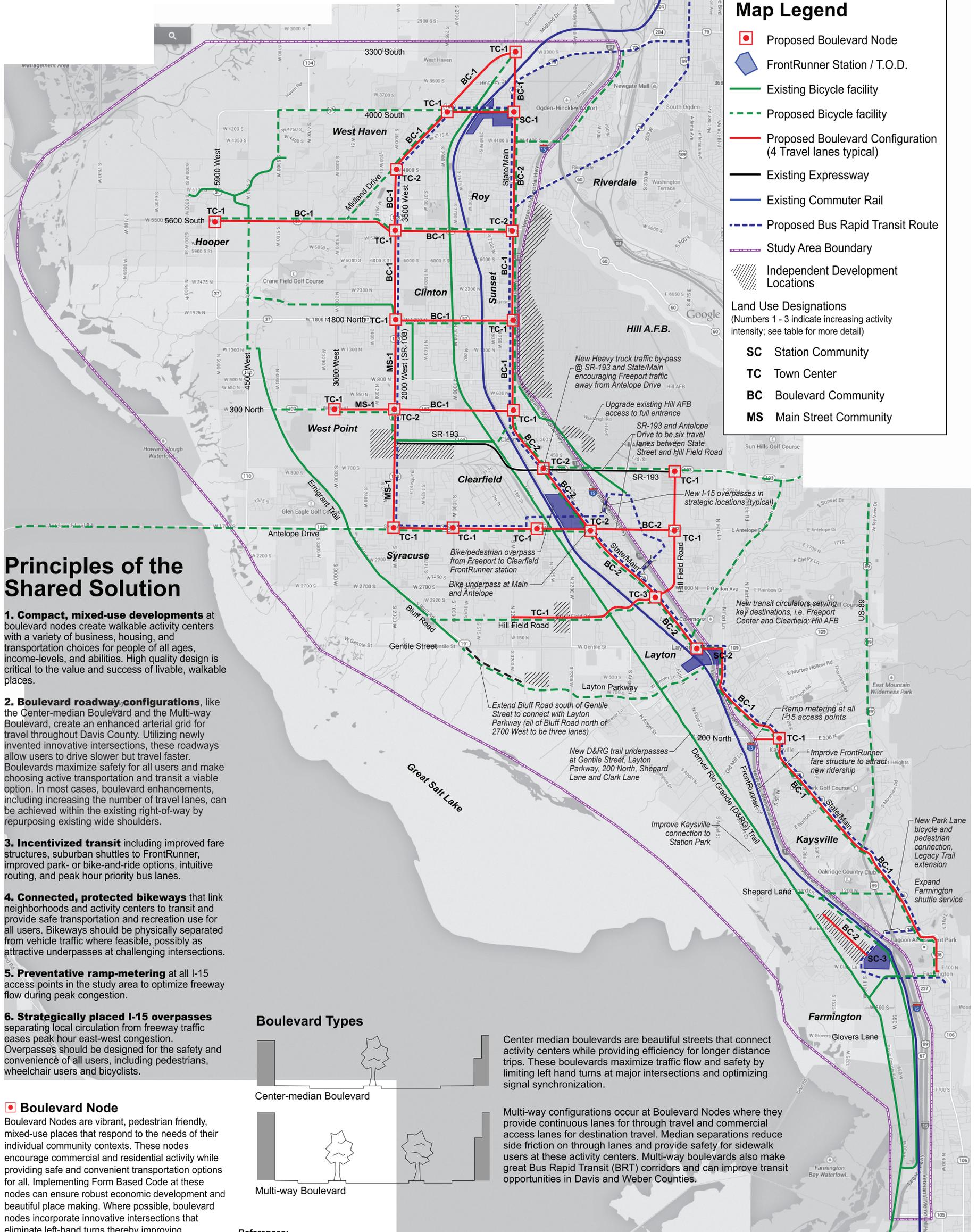
The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, "a vision for building the future we want." This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution propose a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel

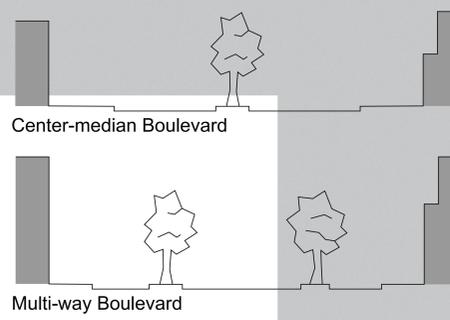
needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



Principles of the Shared Solution

- 1. Compact, mixed-use developments** at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income-levels, and abilities. High quality design is critical to the value and success of livable, walkable places.
- 2. Boulevard roadway configurations**, like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial grid for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allow users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancements, including increasing the number of travel lanes, can be achieved within the existing right-of-way by repurposing existing wide shoulders.
- 3. Incentivized transit** including improved fare structures, suburban shuttles to FrontRunner, improved park- or bike-and-ride options, intuitive routing, and peak hour priority bus lanes.
- 4. Connected, protected bikeways** that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasible, possibly as attractive underpasses at challenging intersections.
- 5. Preventative ramp-metering** at all I-15 access points in the study area to optimize freeway flow during peak congestion.
- 6. Strategically placed I-15 overpasses** separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

Boulevard Types



Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. These boulevards maximize traffic flow and safety by limiting left hand turns at major intersections and optimizing signal synchronization.

Multi-way configurations occur at Boulevard Nodes where they provide continuous lanes for through travel and commercial access lanes for destination travel. Median separations reduce side friction on through lanes and provide safety for sidewalk users at these activity centers. Multi-way boulevards also make great Bus Rapid Transit (BRT) corridors and can improve transit opportunities in Davis and Weber Counties.

■ Boulevard Node
Boulevard Nodes are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. These nodes encourage commercial and residential activity while providing safe and convenient transportation options for all. Implementing Form Based Code at these nodes can ensure robust economic development and beautiful place making. Where possible, boulevard nodes incorporate innovative intersections that eliminate left-hand turns thereby improving intersection efficiency. Where possible, Boulevard roadways at the Nodes will become Multi-way Boulevards with separated commercial access lanes.

References:

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010
Wasatch Choice for 2040

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*Map for developed for transportation performance analysis and is subject to change