

1 SUMMARY OF FINDINGS

An area in Highland and American Fork lacks an east-west connection between Alpine Highway (SR-74) and North County Boulevard (SR-129). This area is bounded by SR-92 on the north and 300 North on the south and creates a gap in east-west travel that is 3.4 miles long. In 2019, American Fork City will connect the east and west sides of 700 North, thereby reducing the gap in east-west accessibility to 2.8 miles, which is still unusually long for an urbanized area.

The Utah Department of Transportation commissioned a study to evaluate the traffic and transportation need for an east-west connector in this area. The study was not intended to get into the details of specific connector routes or alignments, but rather to focus on how the connector concepts' effect the area's transportation system. Three connector options were evaluated: one in the northern part of the gap area, one in the central part, and one in the southern part. Figure 1 shows the study area and the general location of the three connector options. The bullets below summarize the findings of the evaluation.

- Demand exists for a new east-west connector
 - If the connector were built today, it would carry an estimated 4,700 to 6,200 vehicles per day depending on the option, with the central connector carrying the most traffic.
 - In 2040, the connector is estimated to carry 7,200 to 8,500 vehicles per day, with the southern connector carrying the most traffic.
- The connector will primarily serve local trips
 - The average trip length for people using the connector is estimated to be 6.3 miles.
 - By comparison, the average trip length for people using North County Boulevard is estimated to be nearly 11 miles (70 percent longer than the connector).
- The connector will improve traffic operations throughout the study area, particularly on SR-92
 - The connector reduces existing and 2040 delay at the intersection of SR-92 and North County Boulevard by 3 to 32 percent, with the northern connector reducing delay the most.
 - By reducing out-of-direction travel, total study area travel time is reduced by up to 40 hours per day under existing conditions and by up to 120 hours per day in 2040.

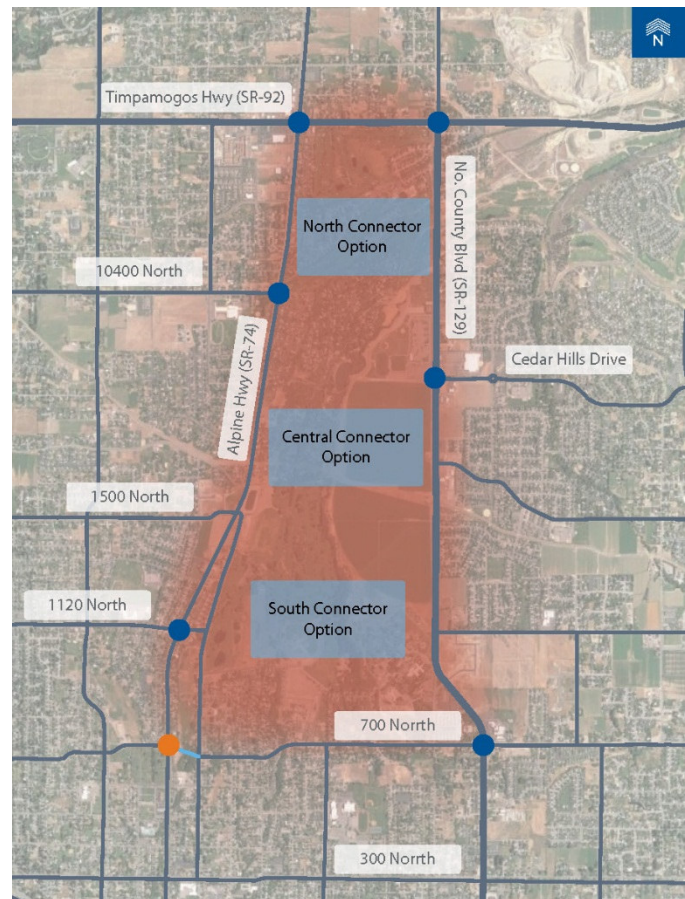


Figure 1: Study Area

The study shows that an east-west connector would benefit the study area by providing better local access and connectivity between Alpine Highway and North County Boulevard. The connector would predominantly be used for short local trips, leaving the longer regional trips on SR-92 and North County Boulevard. The determination of the specific location of the connector would require additional information, such as cost and property impacts. However, a northern connector would provide the most direct traffic benefit to SR-92, while a central connector provides the greatest reduction in out-of-direction travel.

