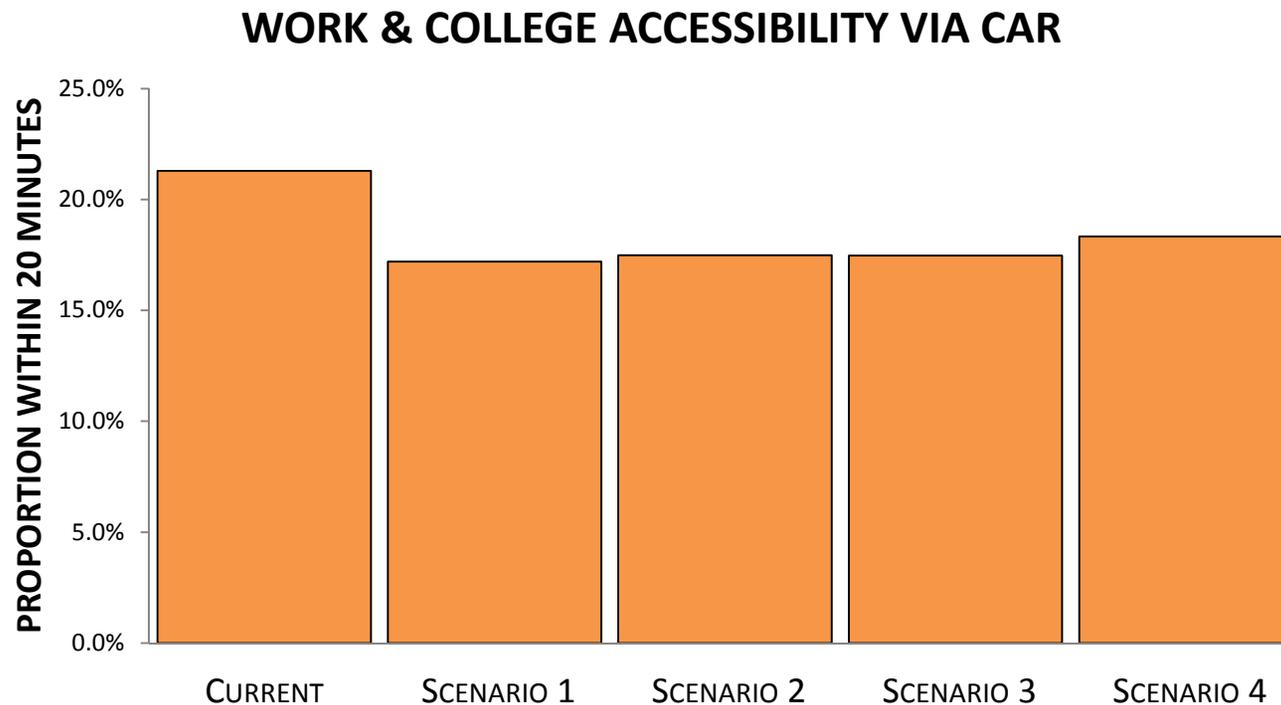


# ACCESSIBILITY

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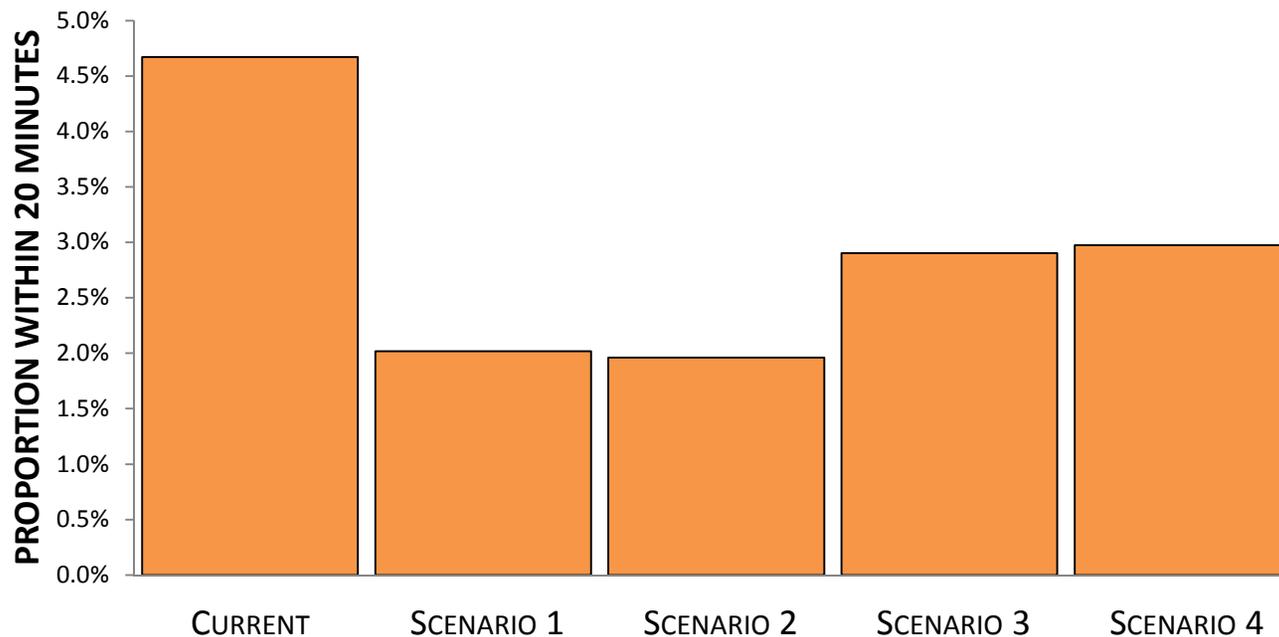
Percent of all regional employment and higher education opportunities accessible within a 20 minute drive of the average household.



# ACCESSIBILITY

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## WORK & COLLEGE ACCESSIBILITY VIA TRANSIT



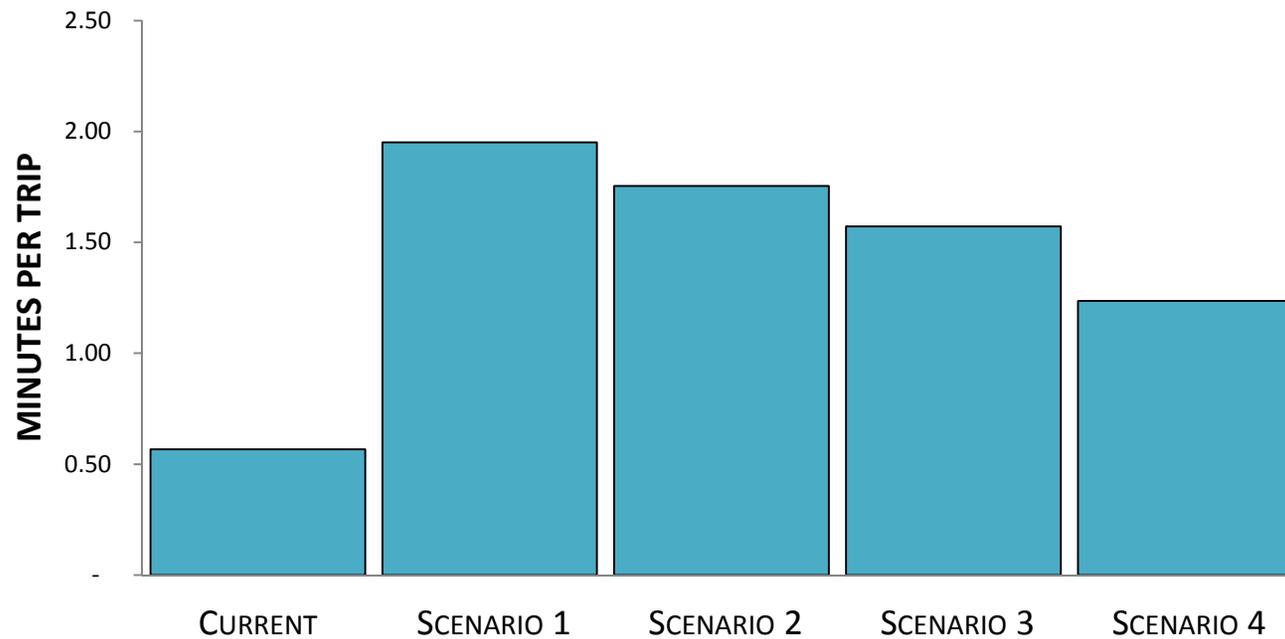
Percent of all regional employment and higher education opportunities accessible within a 20 minute transit trip for the average household.



# MOBILITY

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### TRAVEL DELAY BY CAR

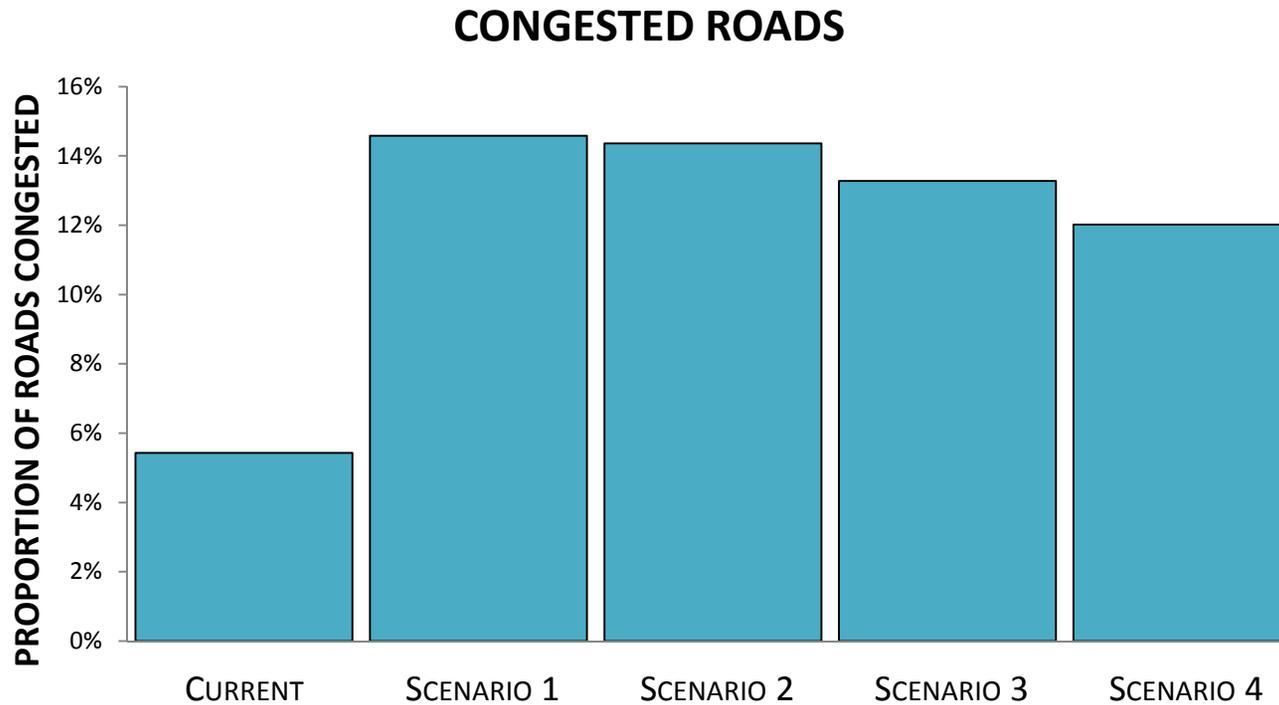


Average difference between the weekday trip in the peak travel period and the posted speed limits.



# MOBILITY

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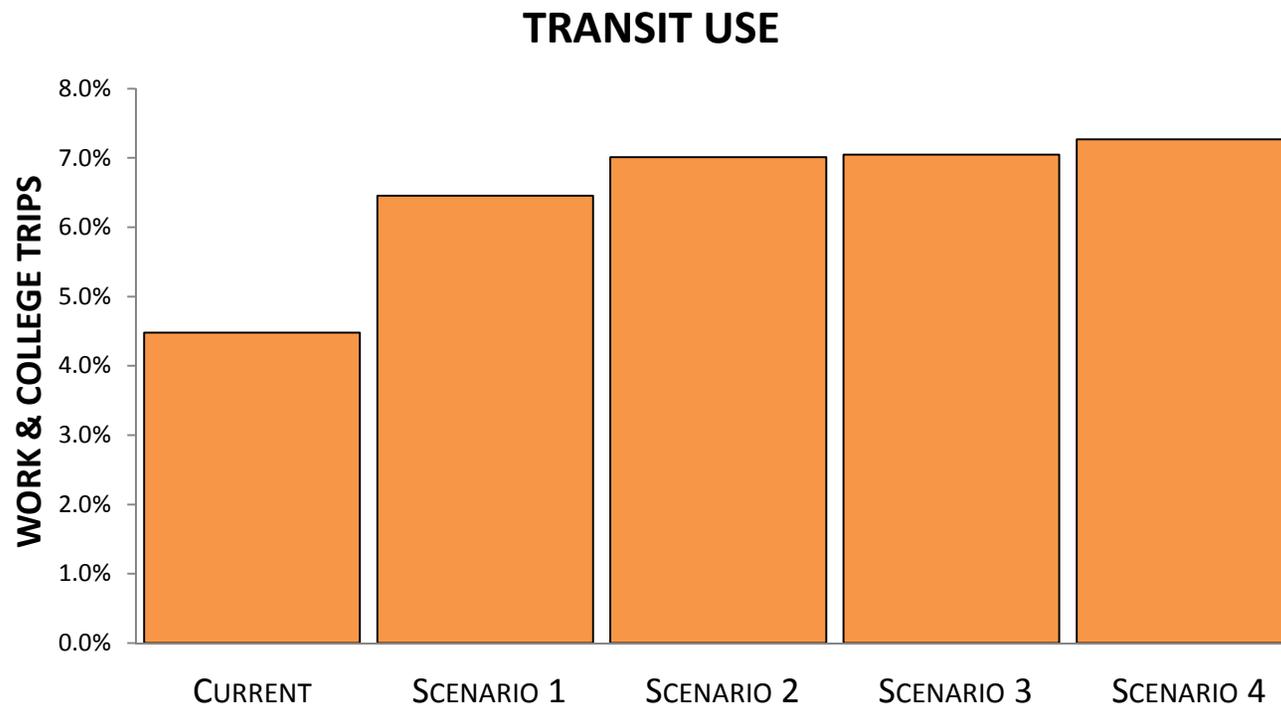


The proportion of the lanes on major streets that are forecasted to be congested in the peak travel period (volume/capacity ratio of 1.0 or greater).



# MOBILITY

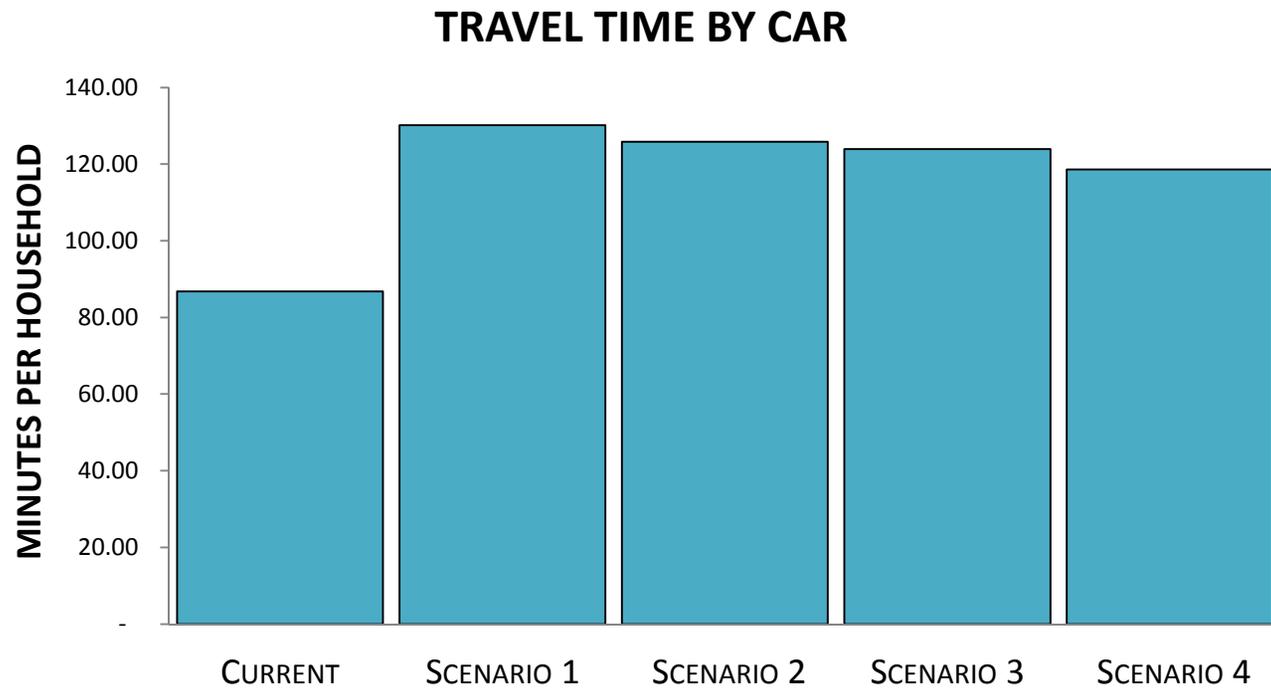
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The proportion of all motorized work and college trips predicted to be taken on the region's major transit lines.

# TRAVEL

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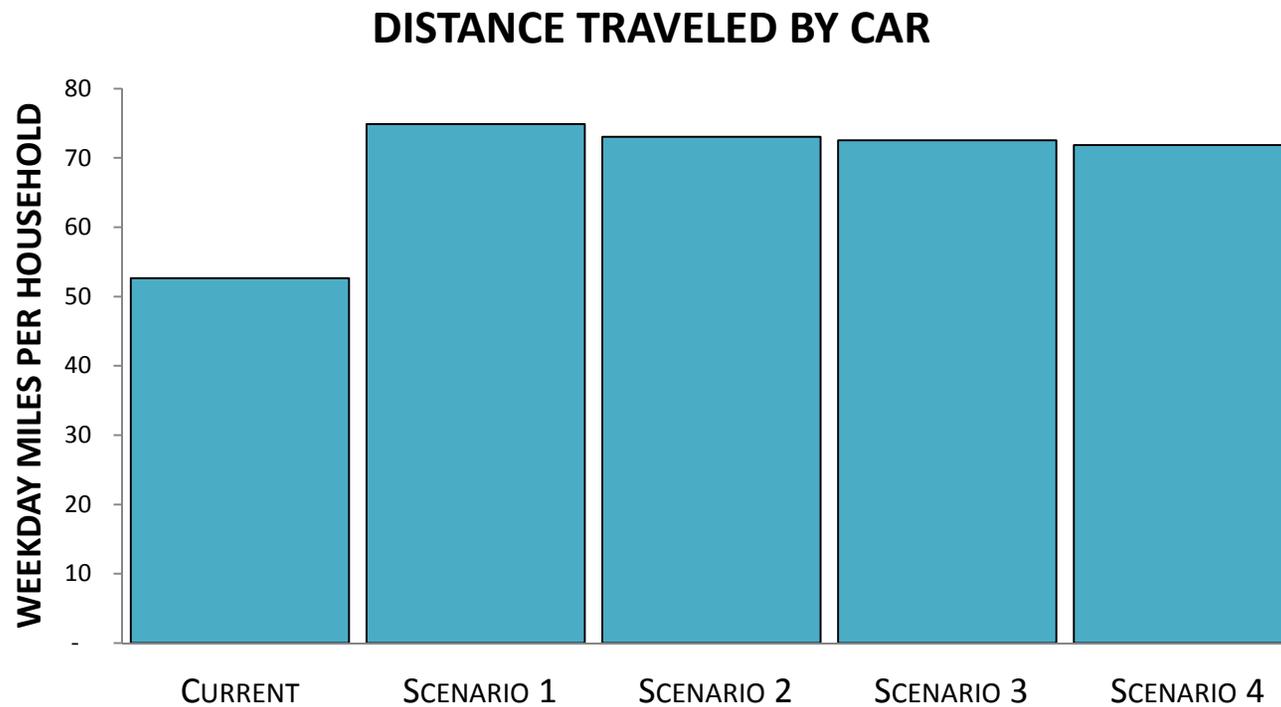


The forecasted duration of travel by each household on an average weekday.



# TRAVEL

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The forecasted number of miles to be traveled by each household on an average weekday.

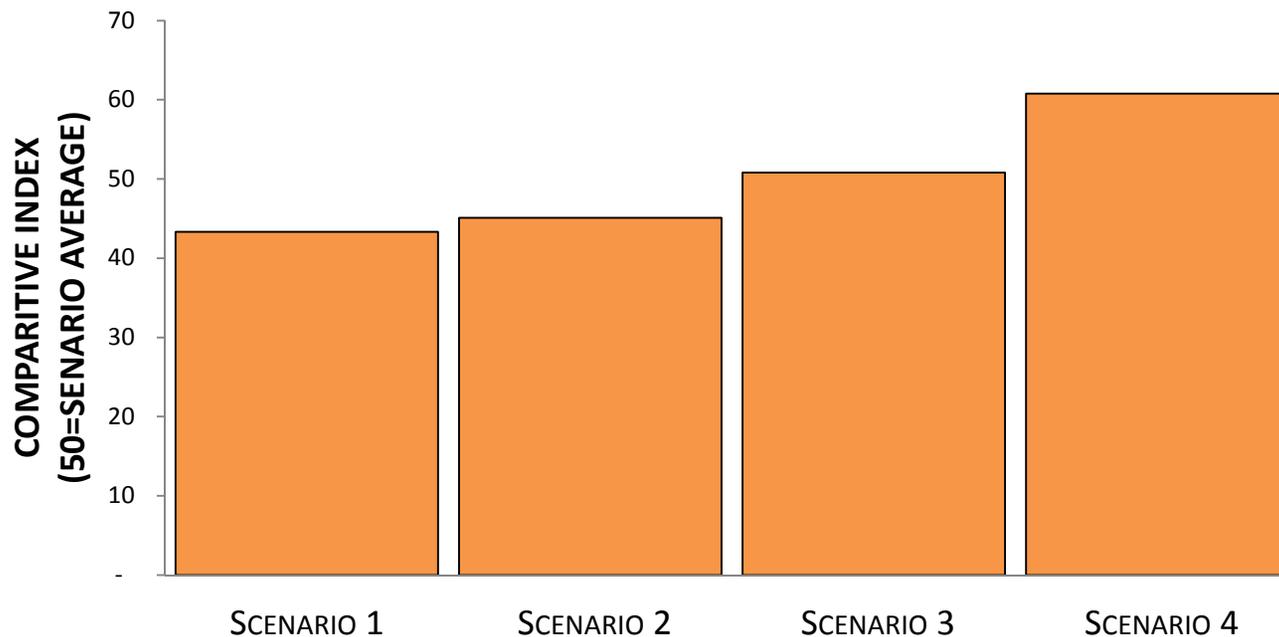
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ORANGE BARS=HIGHER IS BETTER    BLUE BARS=LOWER IS BETTER

# COST EFFICIENCY

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## HIGHWAY SYSTEM COST EFFICIENCY



Cost per unit of forecasted delay avoided, mile congested lane reduced, and percent of access to jobs/college gained. It also takes into account the miles of street lanes with less than half their capacity being used in the peak period.

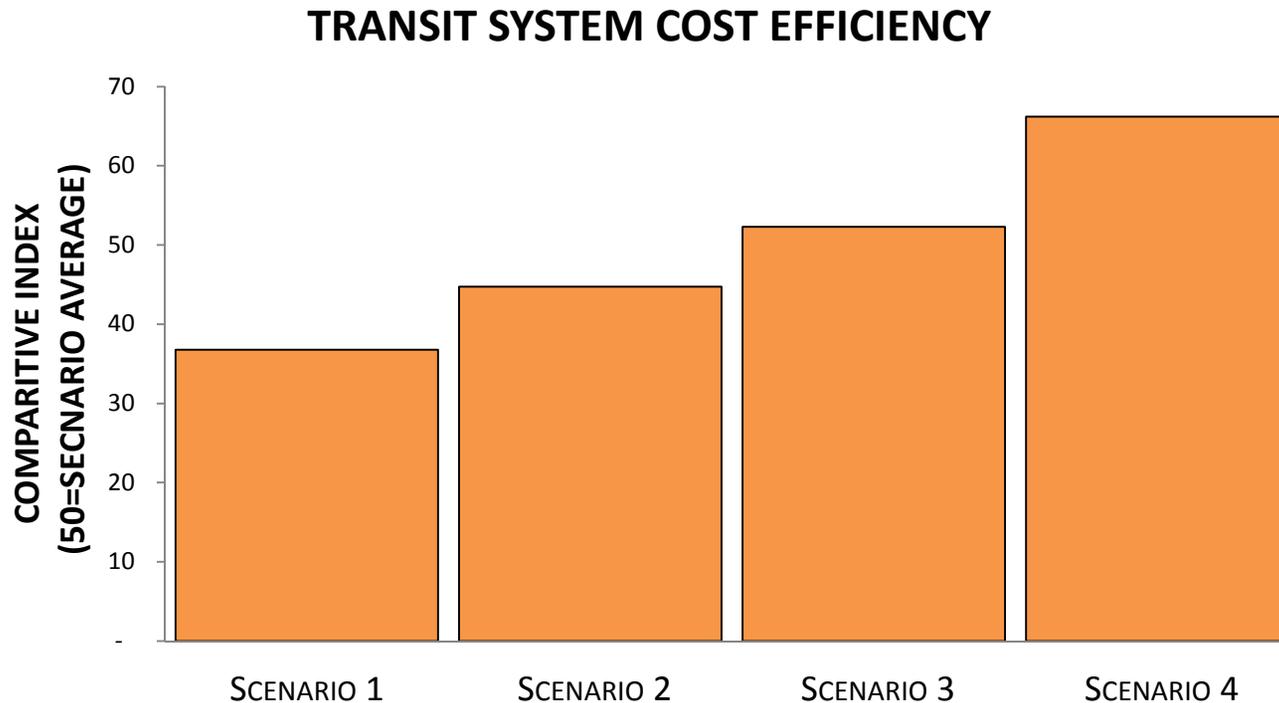


WASATCH FRONT REGIONAL COUNCIL

ORANGE BARS=HIGHER IS BETTER BLUE BARS=LOWER IS BETTER

# COST EFFICIENCY

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Cost per unit of forecasted new linked transit trip, and percent of access to jobs/college gained. It also takes into account the miles of underutilized major transit routes in each scenario based upon cost per rider.

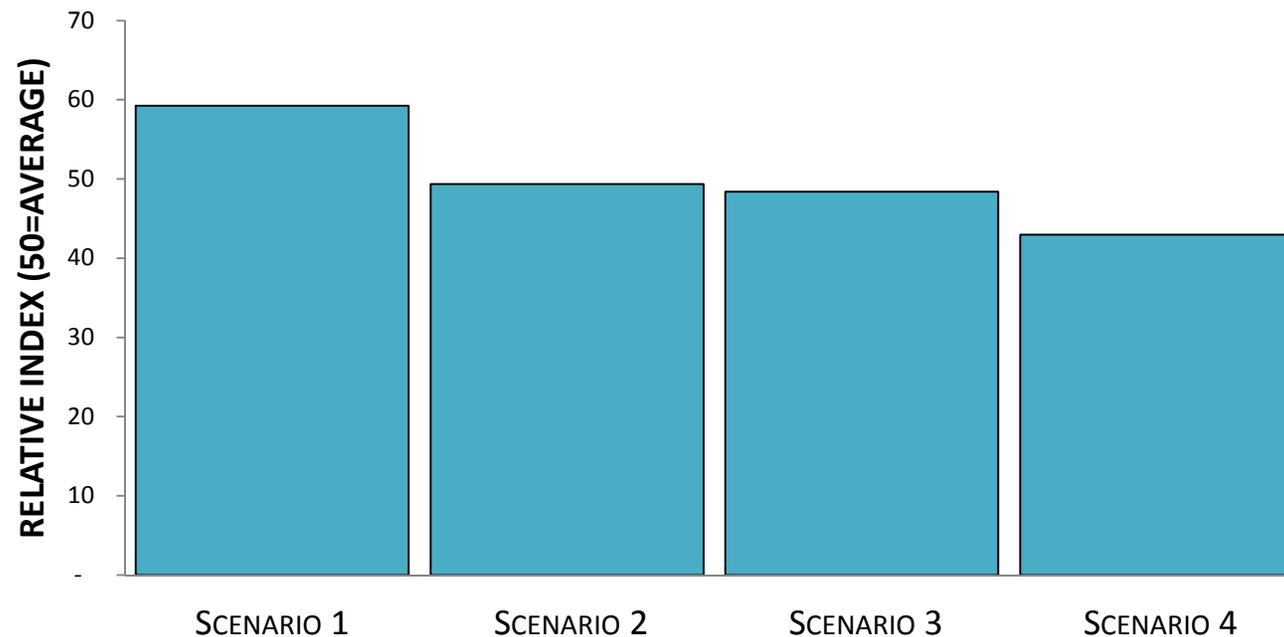


ORANGE BARS=HIGHER IS BETTER    BLUE BARS=LOWER IS BETTER

# LOCAL INFRASTRUCTURE COSTS

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## LOCAL ROAD & UTILITY CONSTRUCTION COSTS

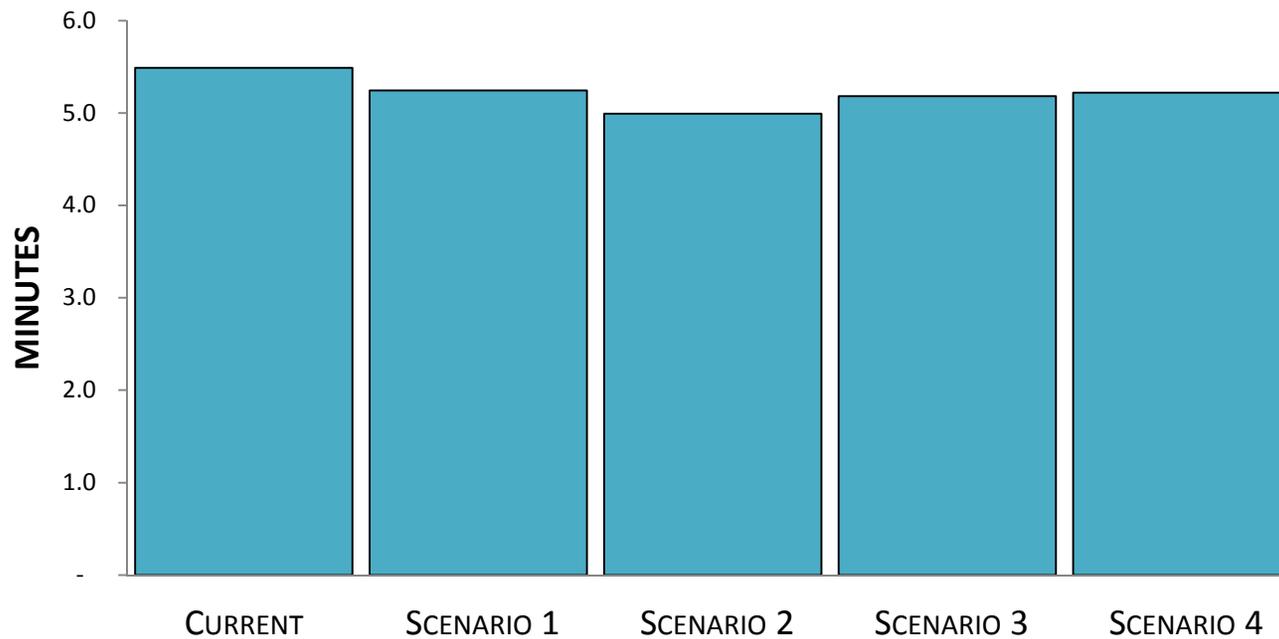


Index based upon estimated local road costs, above ground utilities, and underground water distribution facilities. These costs are related to the footprint and intensity of assumed development.

# ECONOMIC VITALITY

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## TRUCK FREIGHT TRAVEL TIME



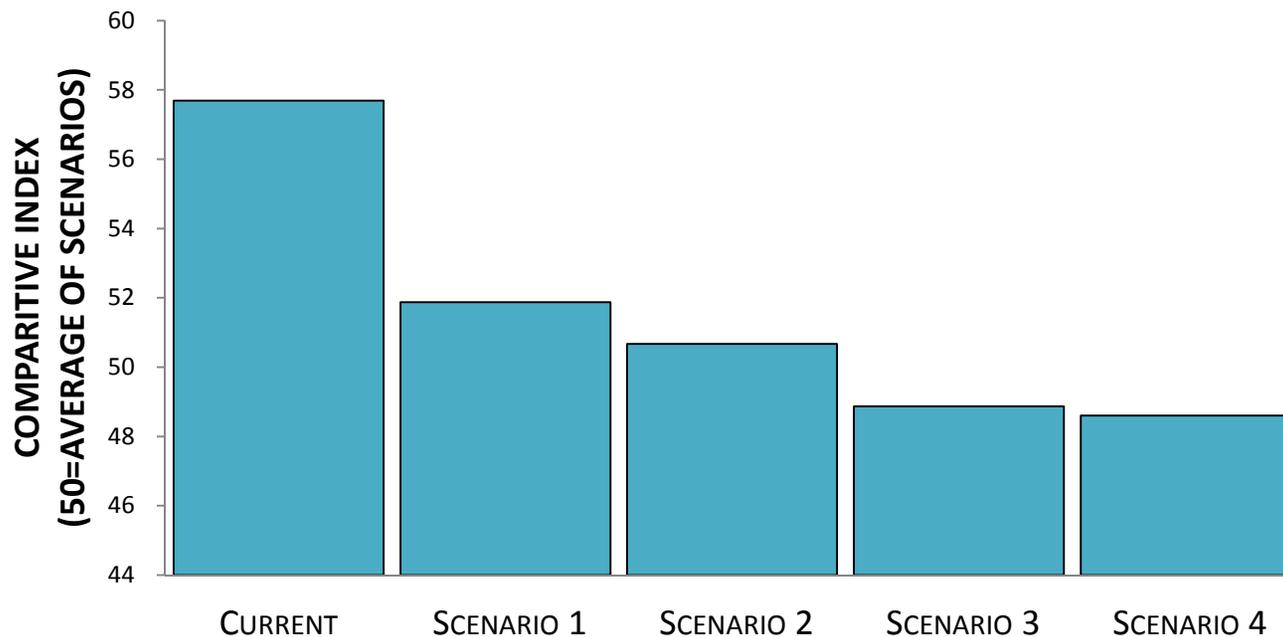
Predicted average weekday peak travel period travel time from 17 of the region's largest freight centers to their nearest freeway.



# HEALTH AND SAFETY

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## MOBILE EMISSIONS



This index is composed of the relative production of five types of emissions from cars and trucks: Volatile Organic Compounds, Nitrogen Oxides, Carbon Monoxide, and small and very small Particulate Matter (pm 10 and pm 2.5).



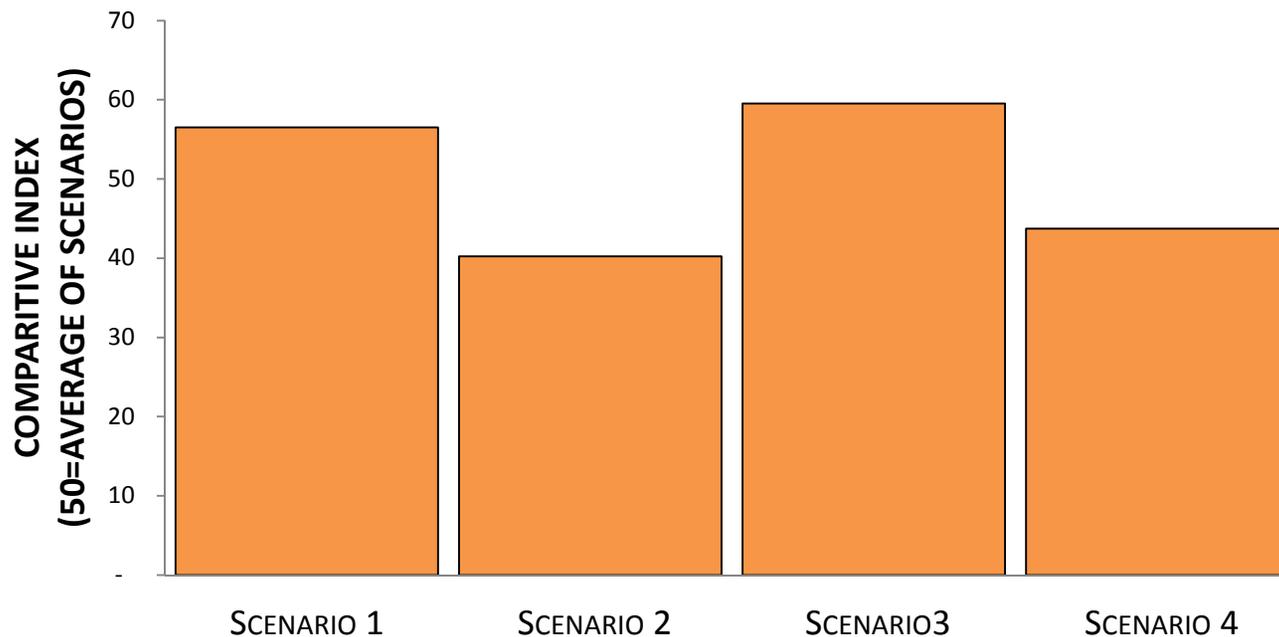
WASATCH FRONT REGIONAL COUNCIL

ORANGE BARS=HIGHER IS BETTER BLUE BARS=LOWER IS BETTER

# HEALTH AND SAFETY

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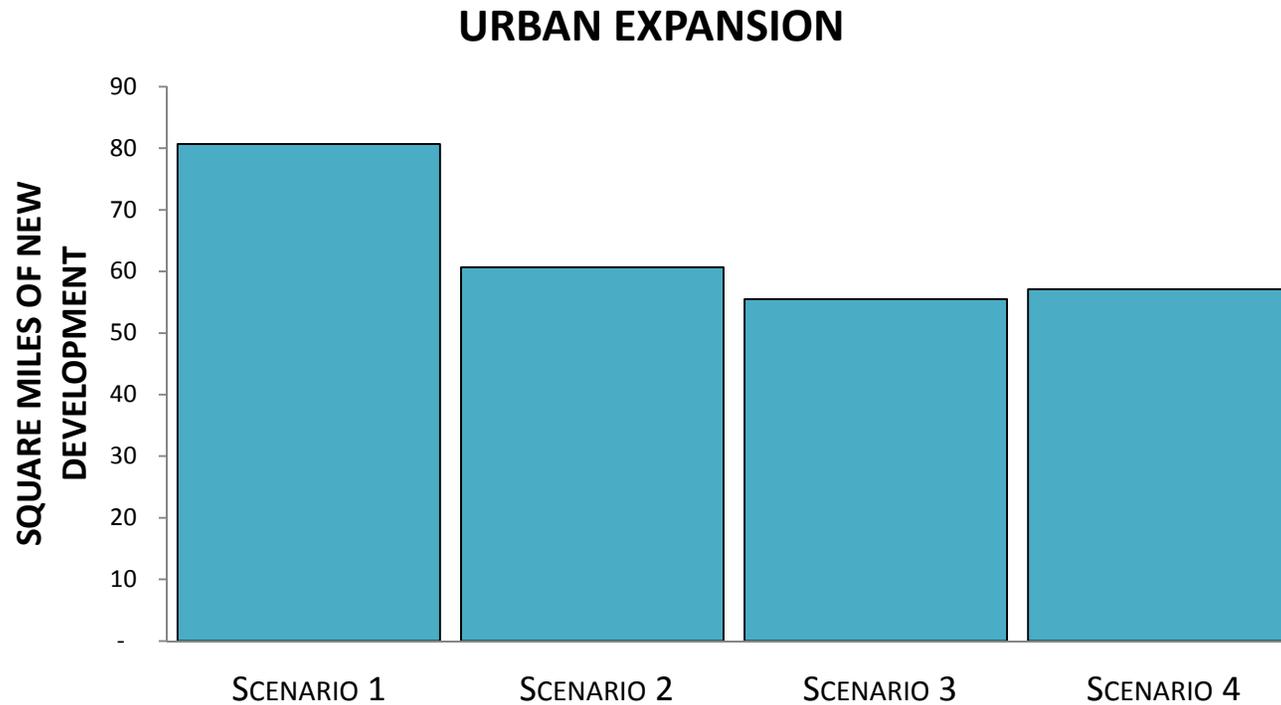
## POTENTIAL SEVERE CRASH AVOIDANCE



It is assumed that rebuilding streets where crashes currently occur would offer the potential to correct any design-related safety issues. This index measures the number of severe crashes that could be reduced through the proposed transportation projects in each scenario.

# URBAN FORM AND COMMUNITY

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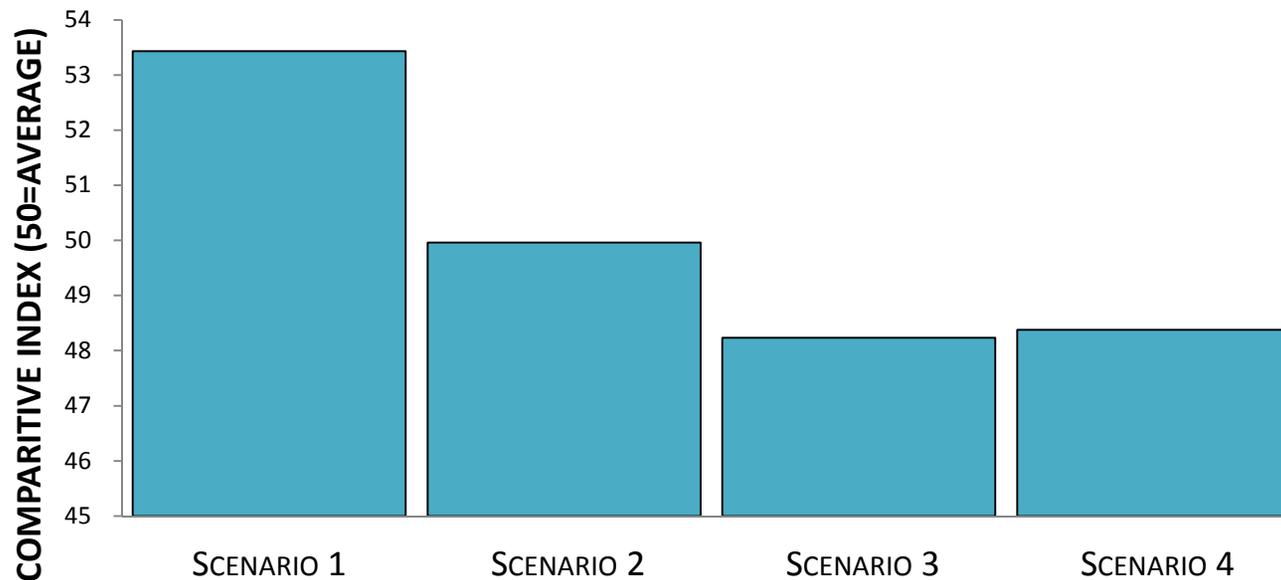


The increase in the size of the urban area due to development on previously undeveloped parcels.

# URBAN FORM AND COMMUNITY

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## COMMUNITY IMPACTS OF LAND USE & TRANSPORTATION PROJECTS

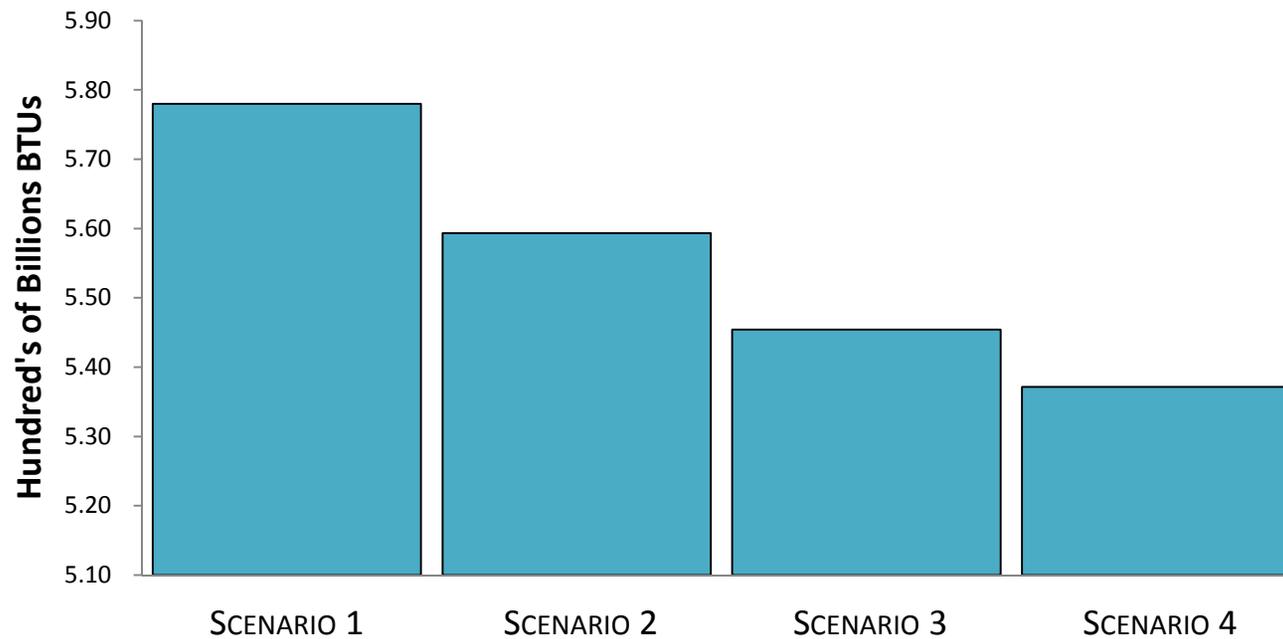


Potential impacts on seven community resources that would result from the land use and transportation in each scenario. The resources include working agricultural lands, conservation and recreational lands, and historic/archeological lands.

# ENVIRONMENT

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## ENERGY USE BY TRANPORATION AND BUILDINGS



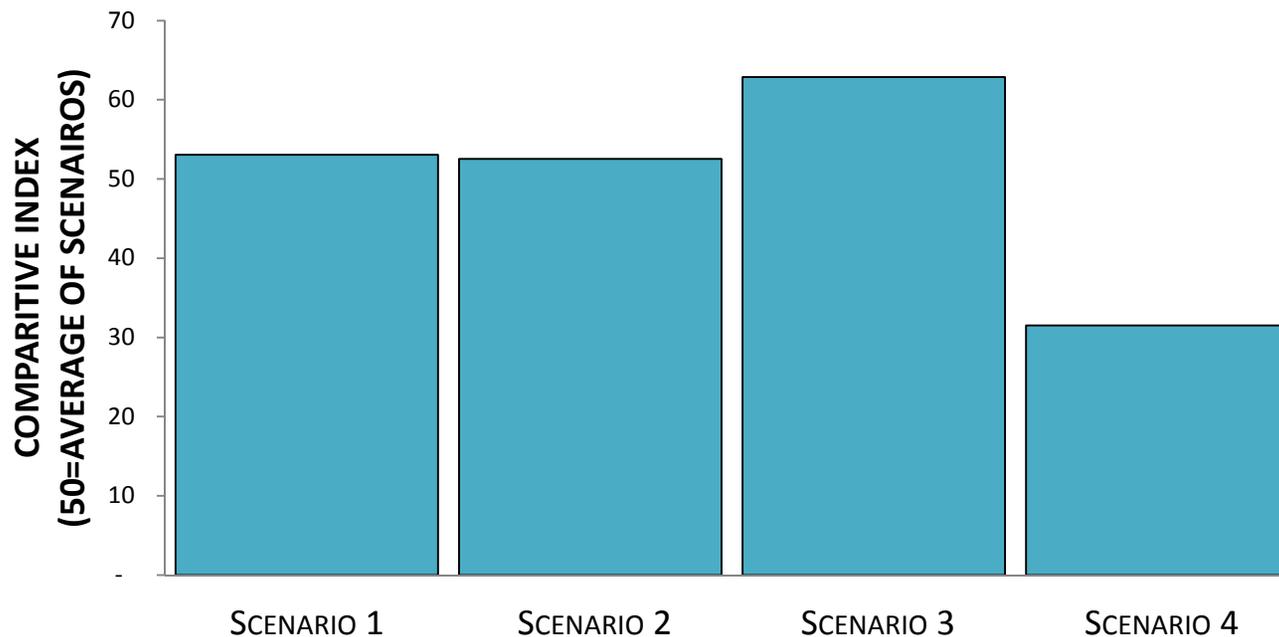
The increase in the amount of energy consumed by buildings and transportation based upon the assumed development types and travel forecasts.



# ENVIRONMENT

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## NATURAL RESOURCE IMPACTS



Potential impacts to seven water and four ecological resources from the new land use and transportation in each of the scenarios; plus indirect development pressure on natural resource areas resulting from increased transportation accessibility.