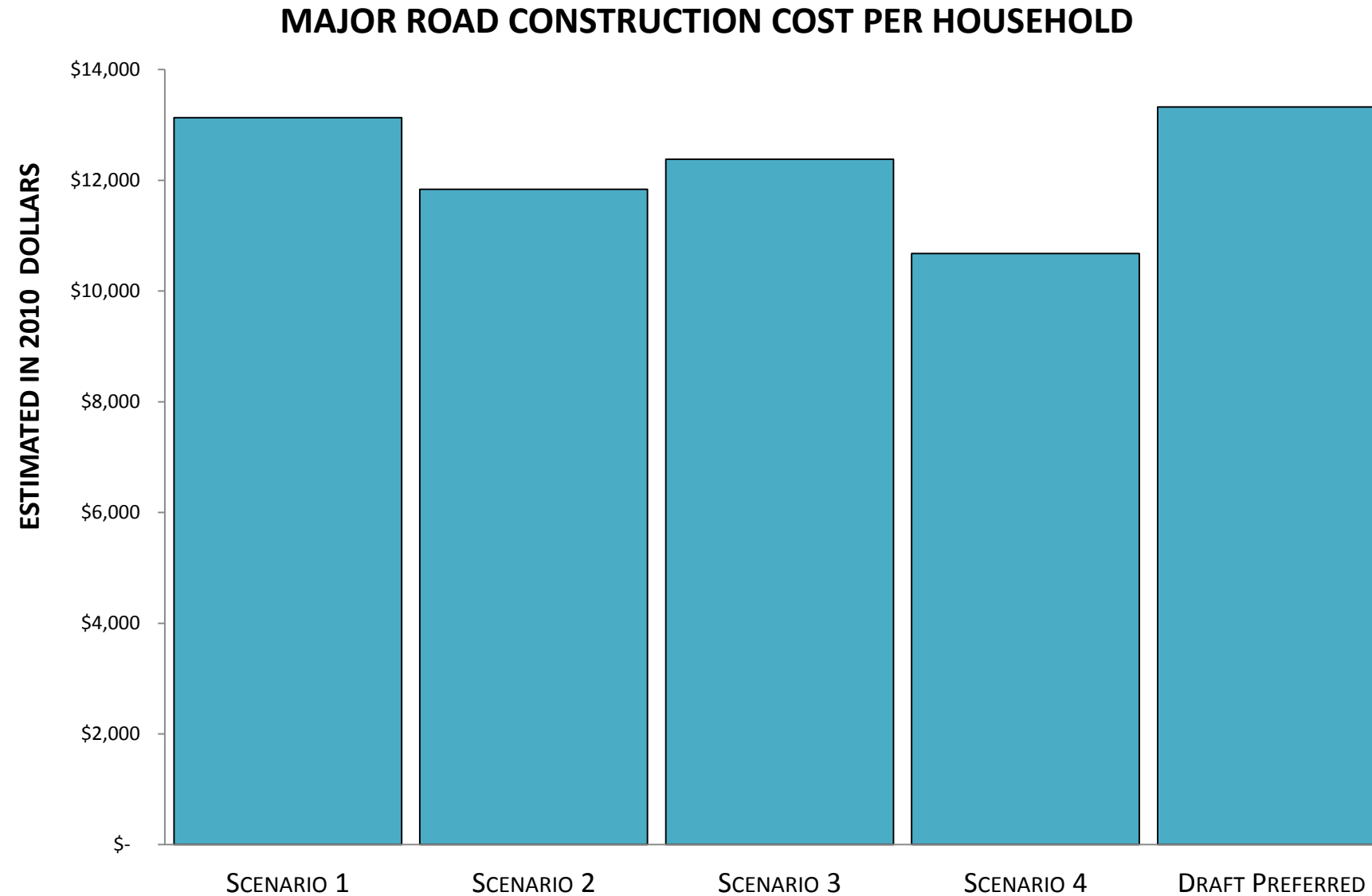


SCENARIO PERFORMANCE MEASURES

- The Scenario Performance Measures in this report card represent selected Wasatch Choice for 2040 Growth Principles and goals from UTA and UDOT.
- Each scenario measured represents a package of land uses forecasts and regional transportation network assumptions.
- The 'Current' scenario represents 2016 conditions whereas the remainder of the scenarios represent 2040 conditions.
- The transit networks were evaluated without a supporting local bus network in order to isolate the benefits of each scenario and therefore do not represent the benefits of a more fine-grained transit network.
- Orange graph bars indicate that higher measures are better and blue graph bars indicate that lower measures are better. Below each graph is a brief description of the measure.



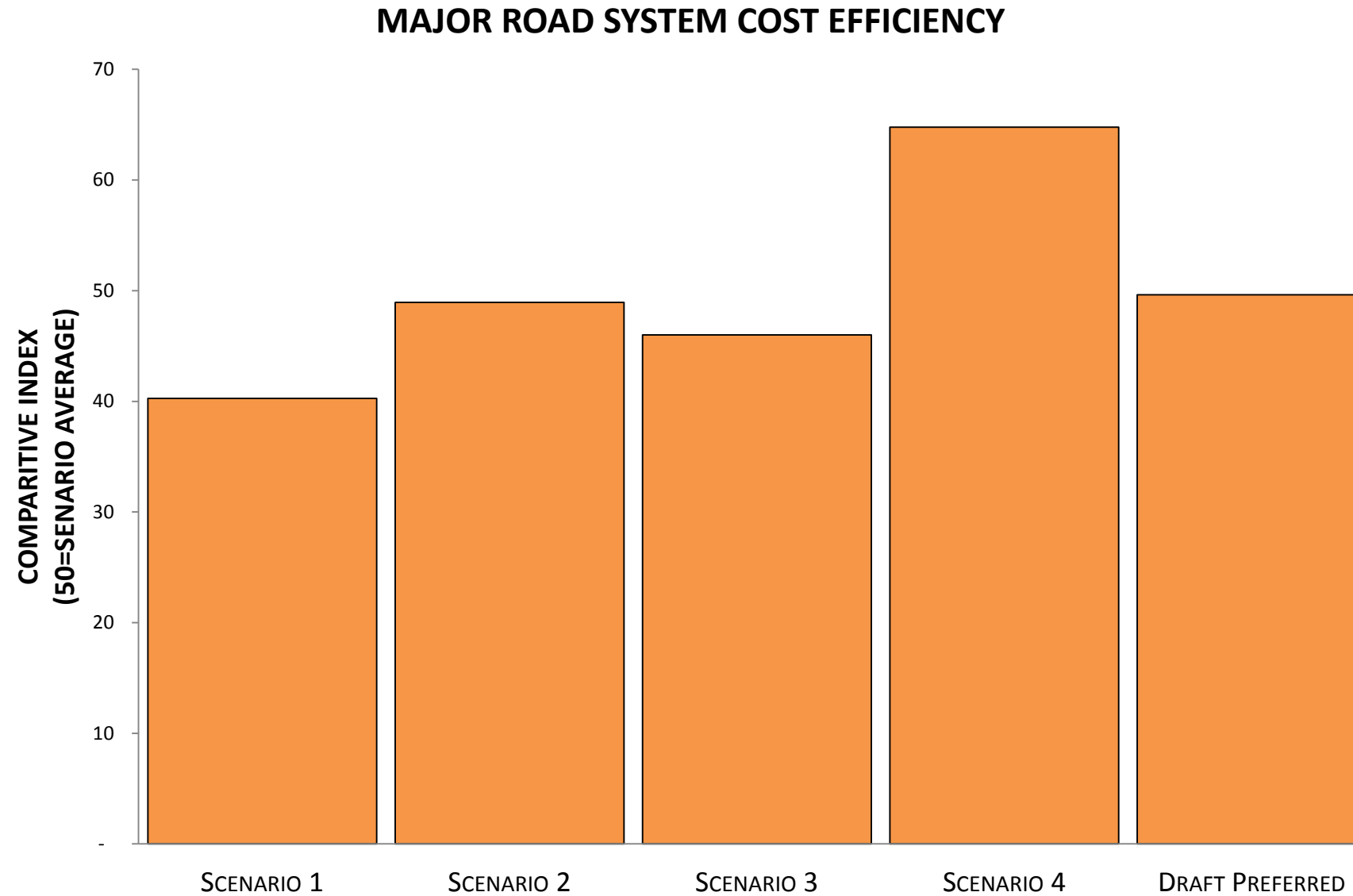
COST EFFICIENCY



Construction costs of road in the Draft Preferred Regional Transportation Plan divided by the number of households in the WFRC region. In 2010 value dollars.



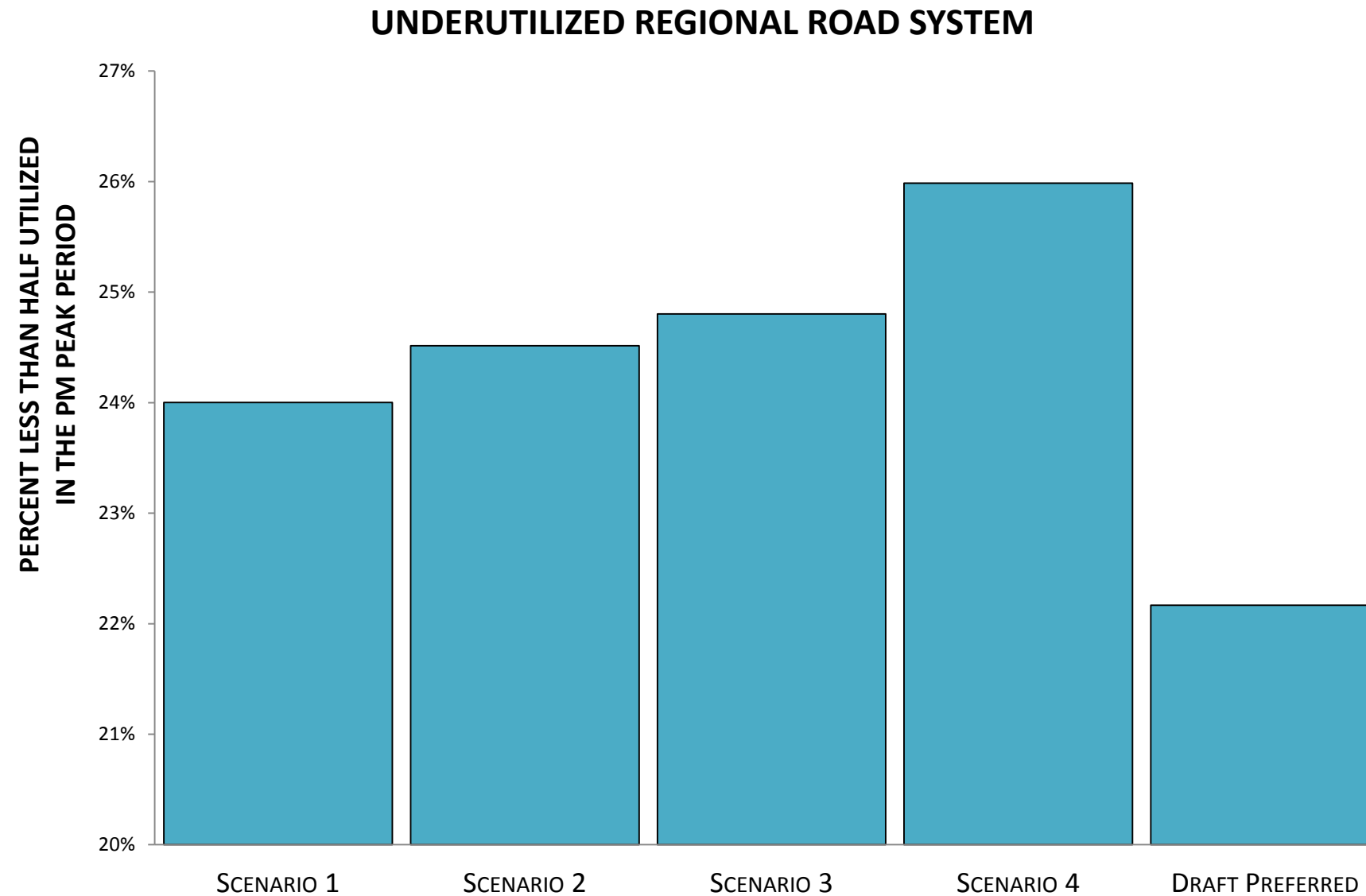
COST EFFICIENCY



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.



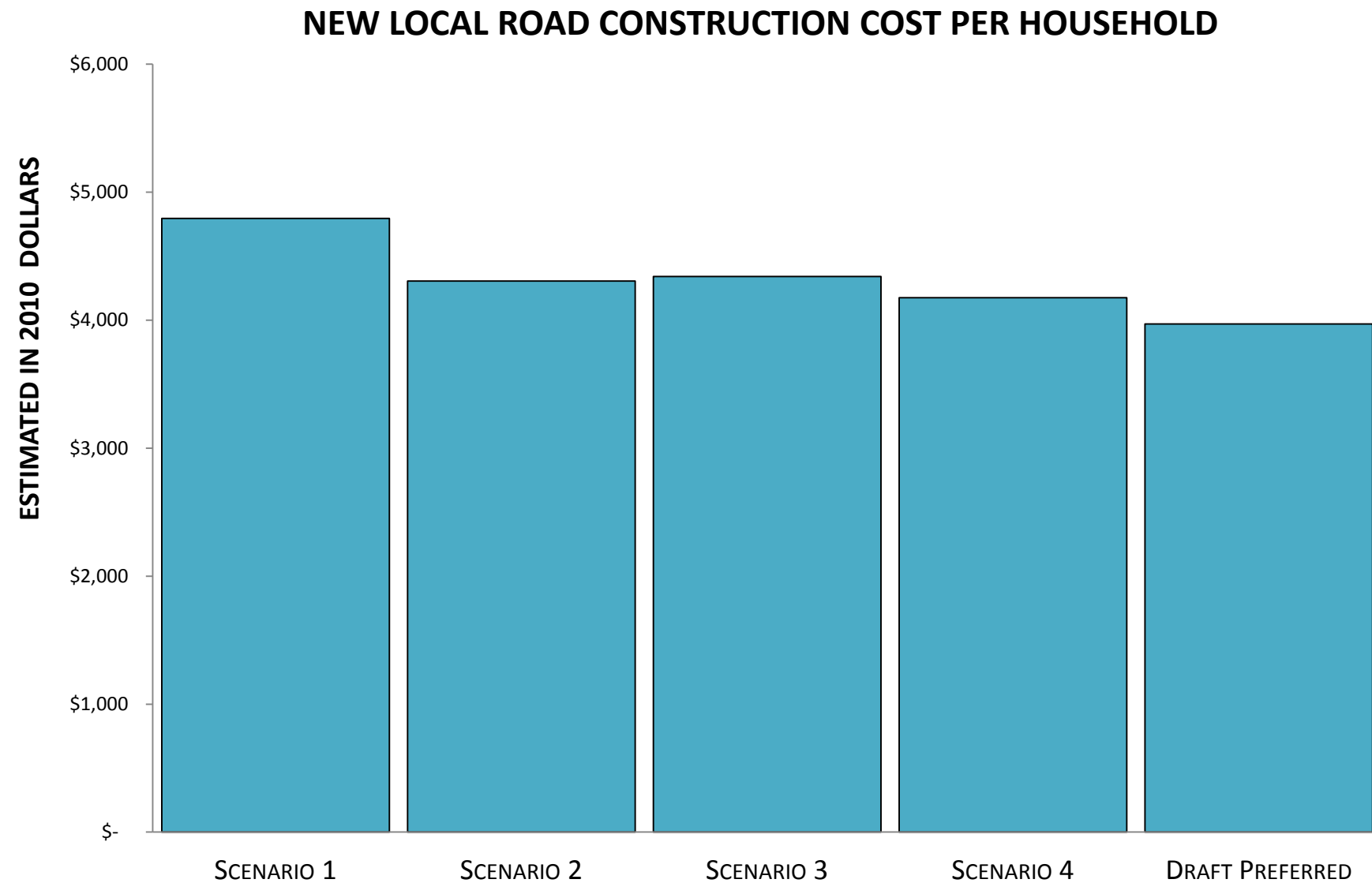
COST EFFICIENCY



Proportion of regional Collector or larger road lane miles less than half full in the peak period.

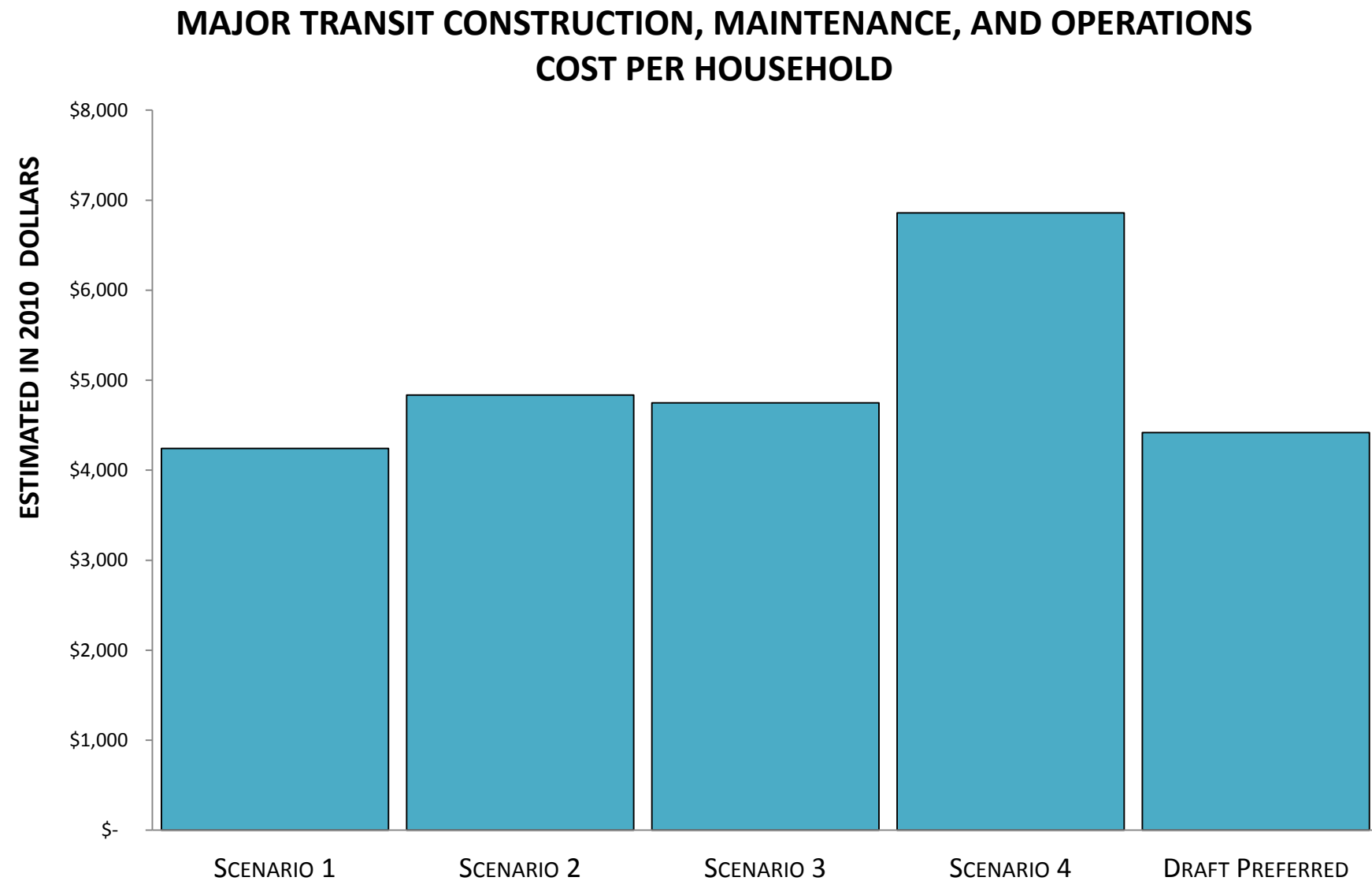


COST EFFICIENCY



Construction costs of local roads not in the Regional Transportation Plan divided by the number of households in the WFRC region. Construction cost of roads in the Draft Preferred Road Network (2040) in 2010 value dollars.

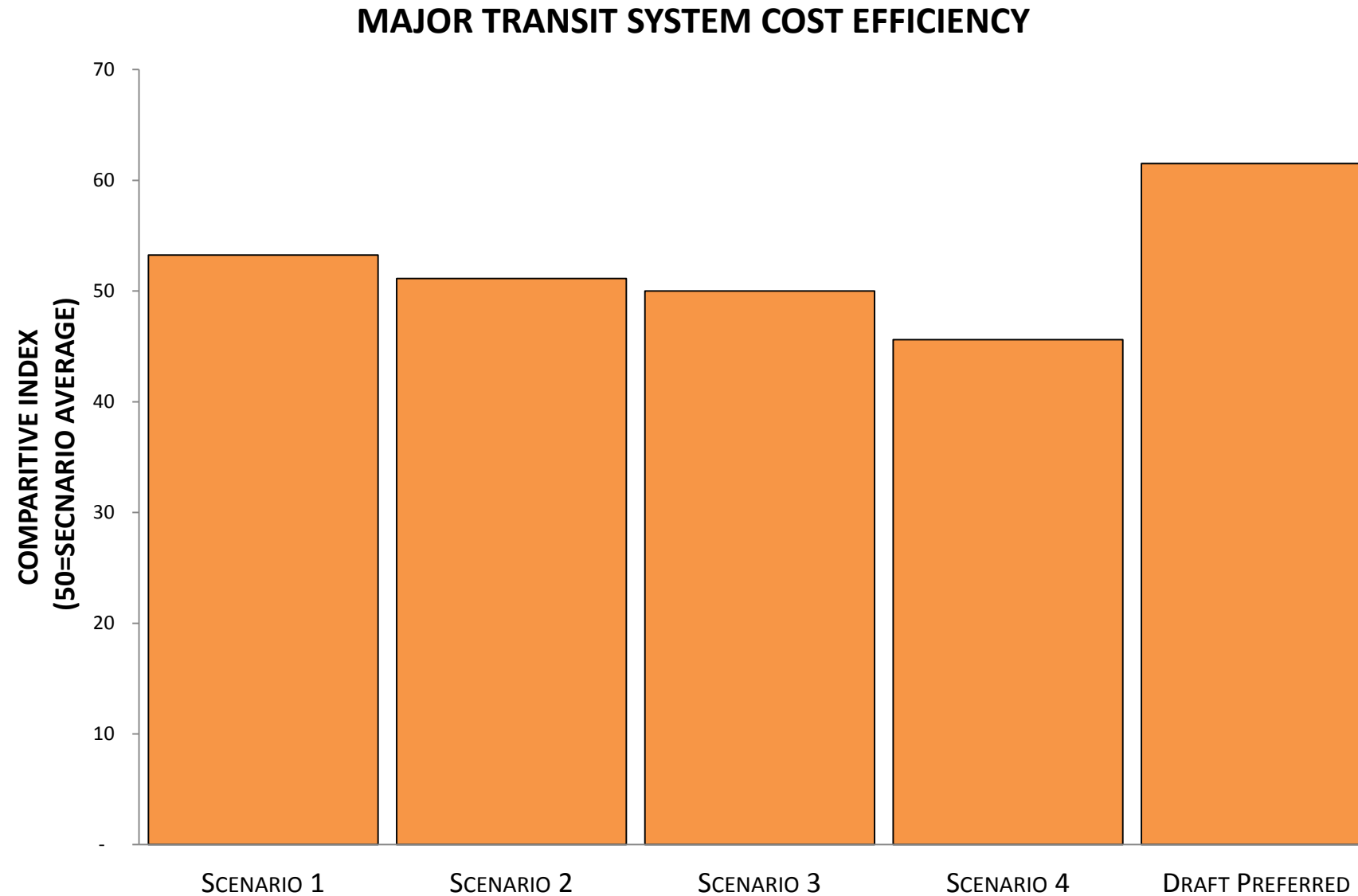
COST EFFICIENCY



Construction, Operation, and Maintenance costs of the Transit Projects in the Regional Transportation Plan divided by the number of households in the WFRC region. Costs in 2010 value dollars.

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

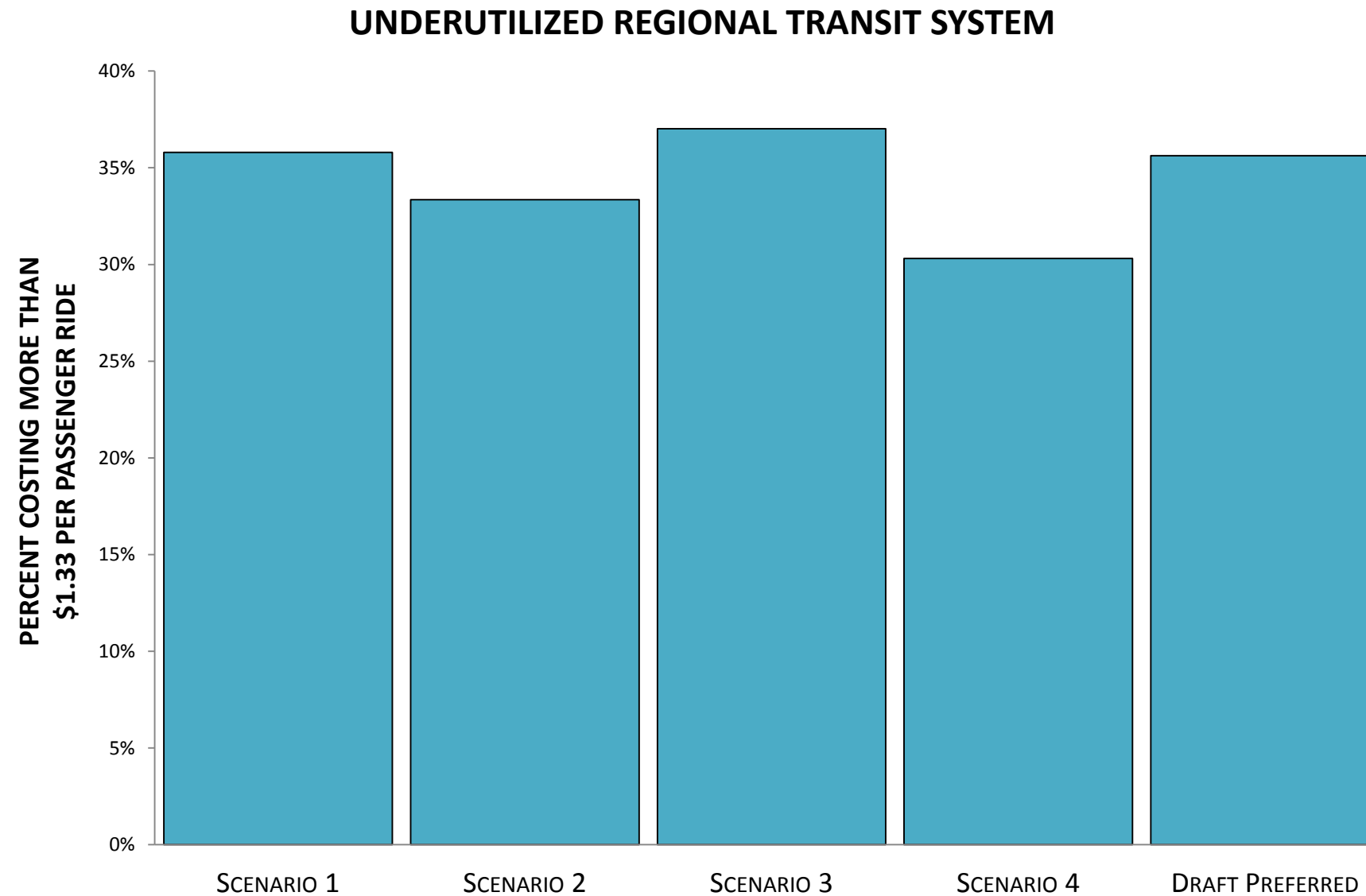
COST EFFICIENCY



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.



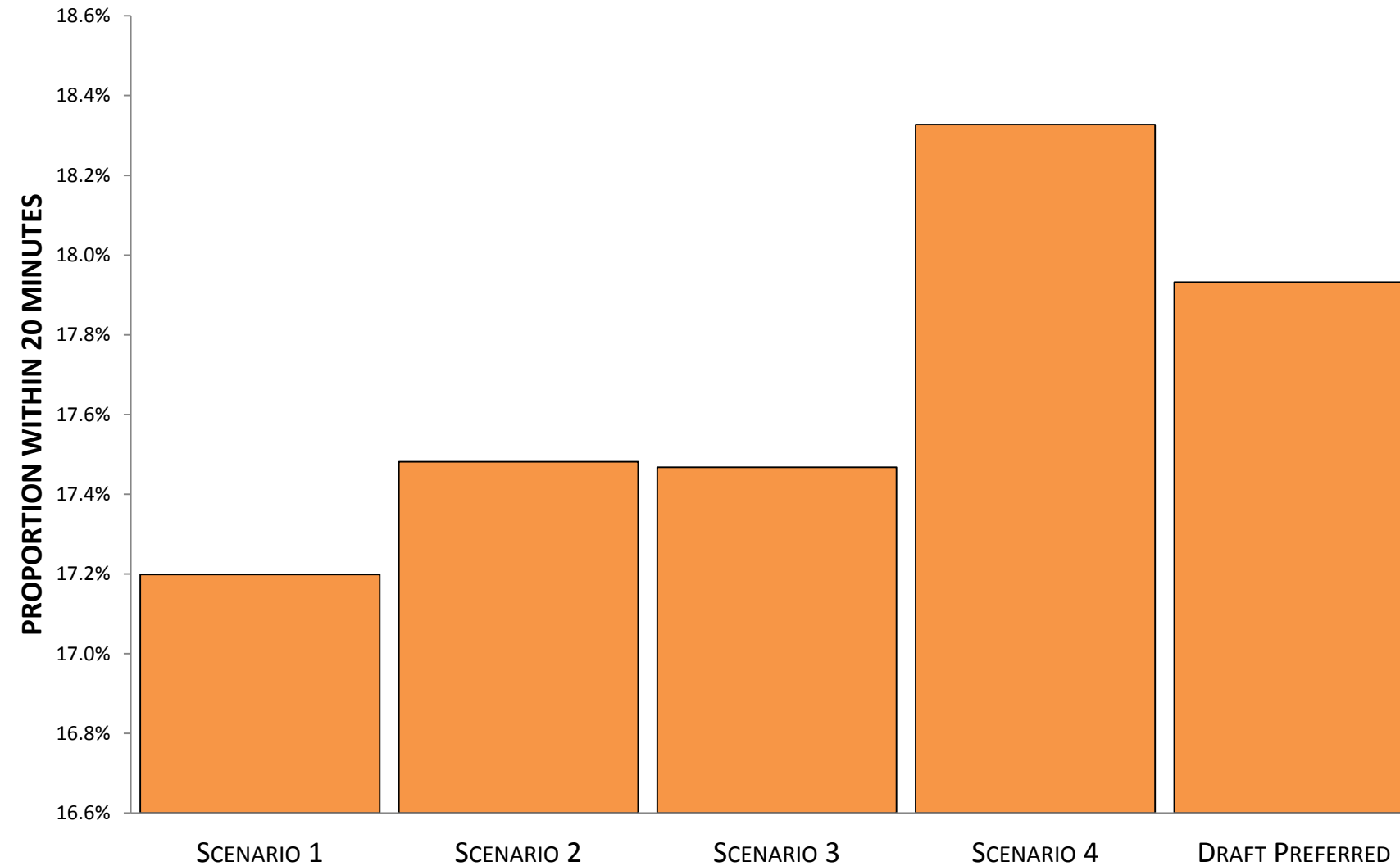
COST EFFICIENCY



See Map for more info. Proportion of regional transit services with moderately high or high costs per passenger. These are Enhanced Bus or Bus Rapid Transit line segments of <1,000 riders a day and rail segments with <4,500 riders a day in 2040.

ACCESSIBILITY

WORK & COLLEGE ACCESSIBILITY VIA CAR

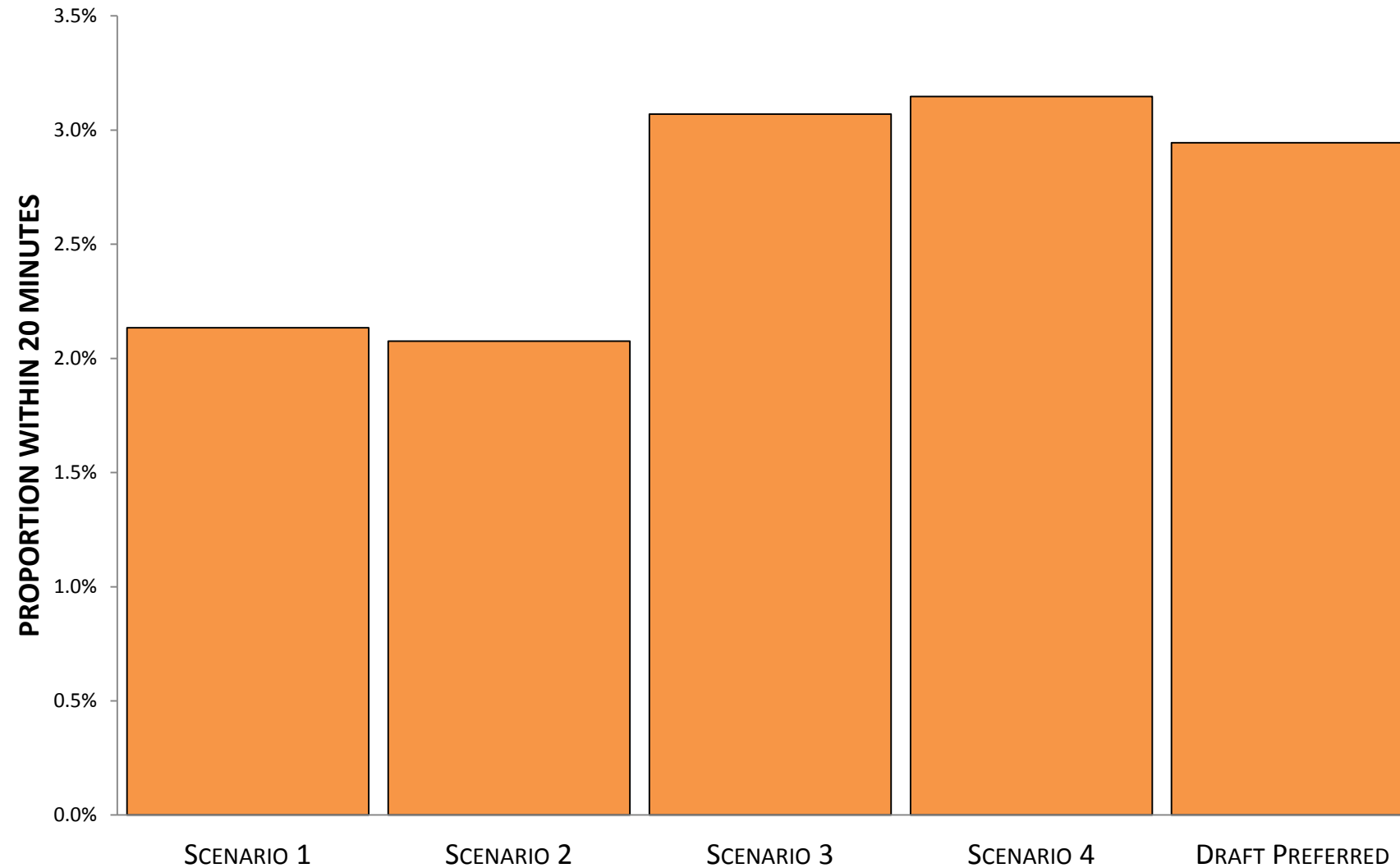


Percent of all regional employment and higher education opportunities accessible within a 20 minute drive of the average household.



ACCESSIBILITY

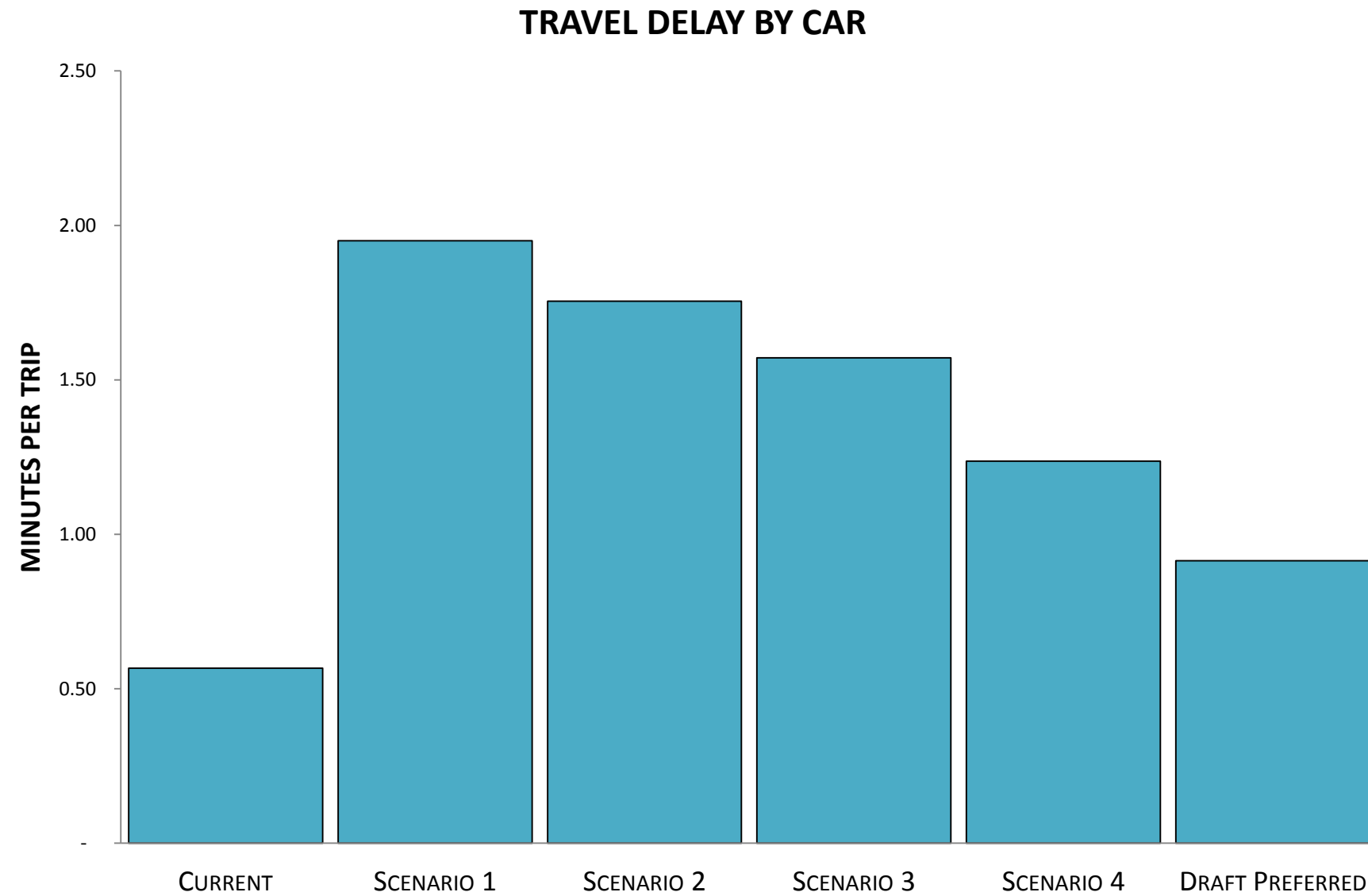
WORK & COLLEGE ACCESSIBILITY VIA TRANSIT



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



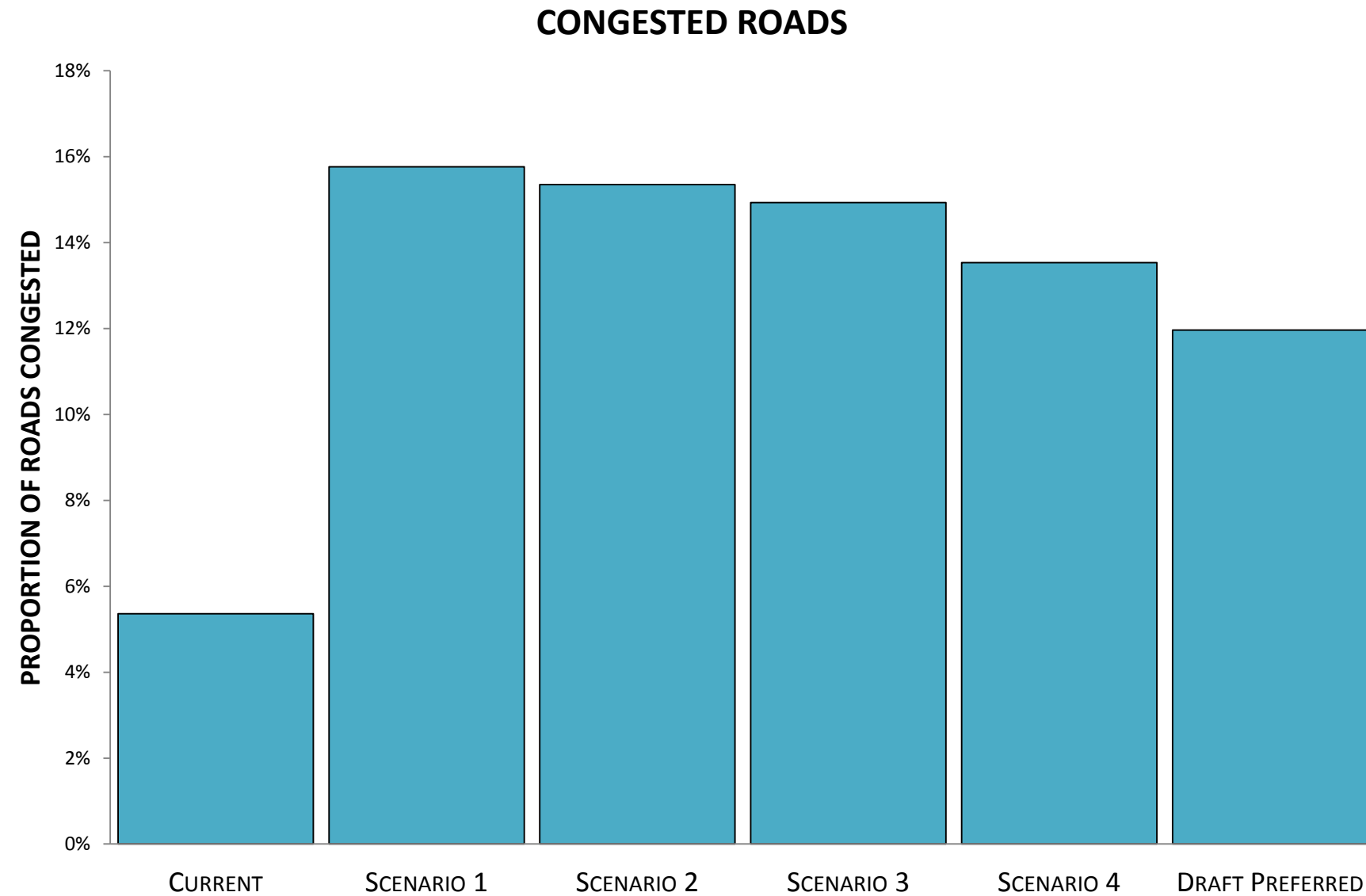
MOBILITY



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



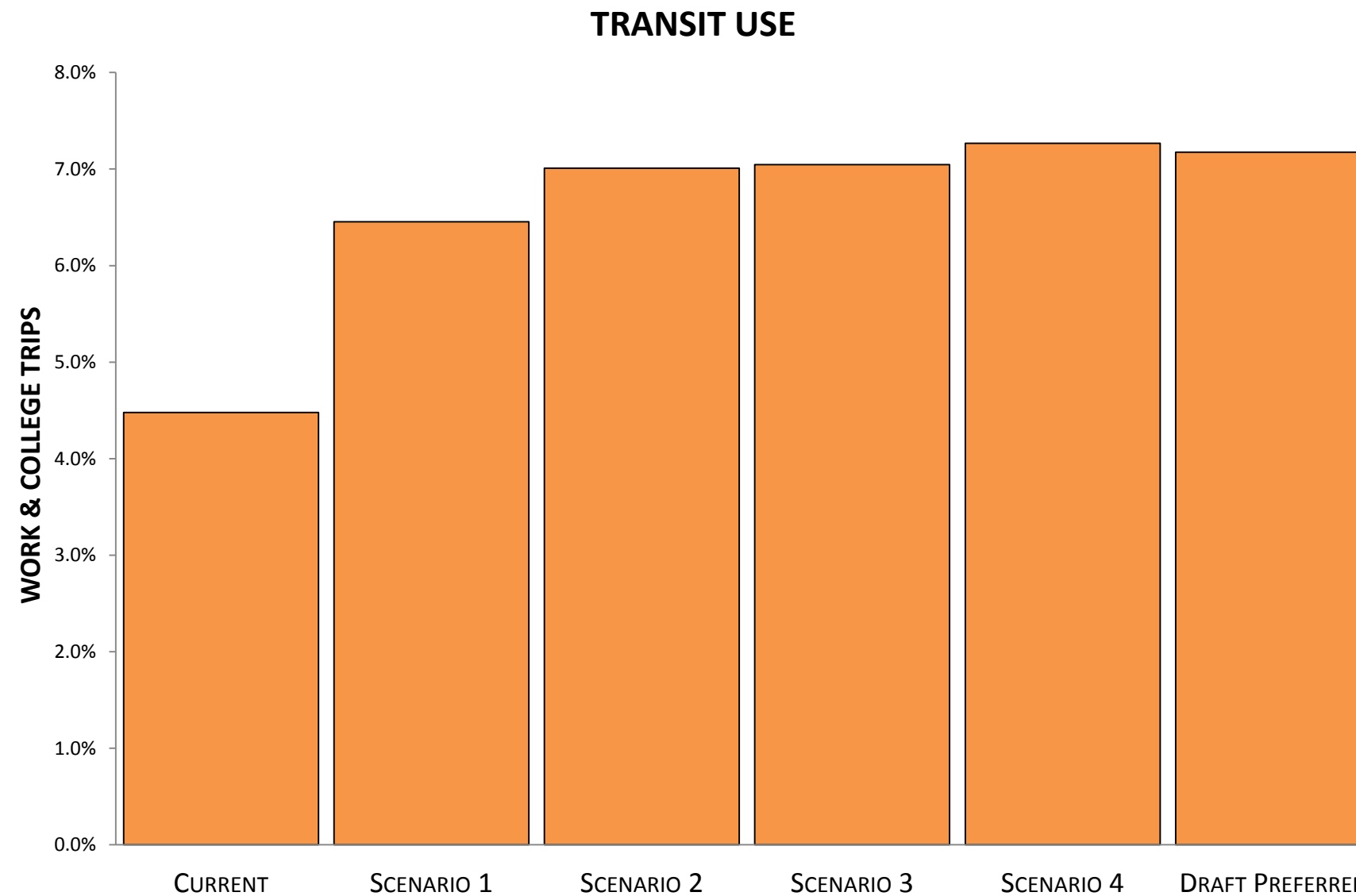
MOBILITY



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).



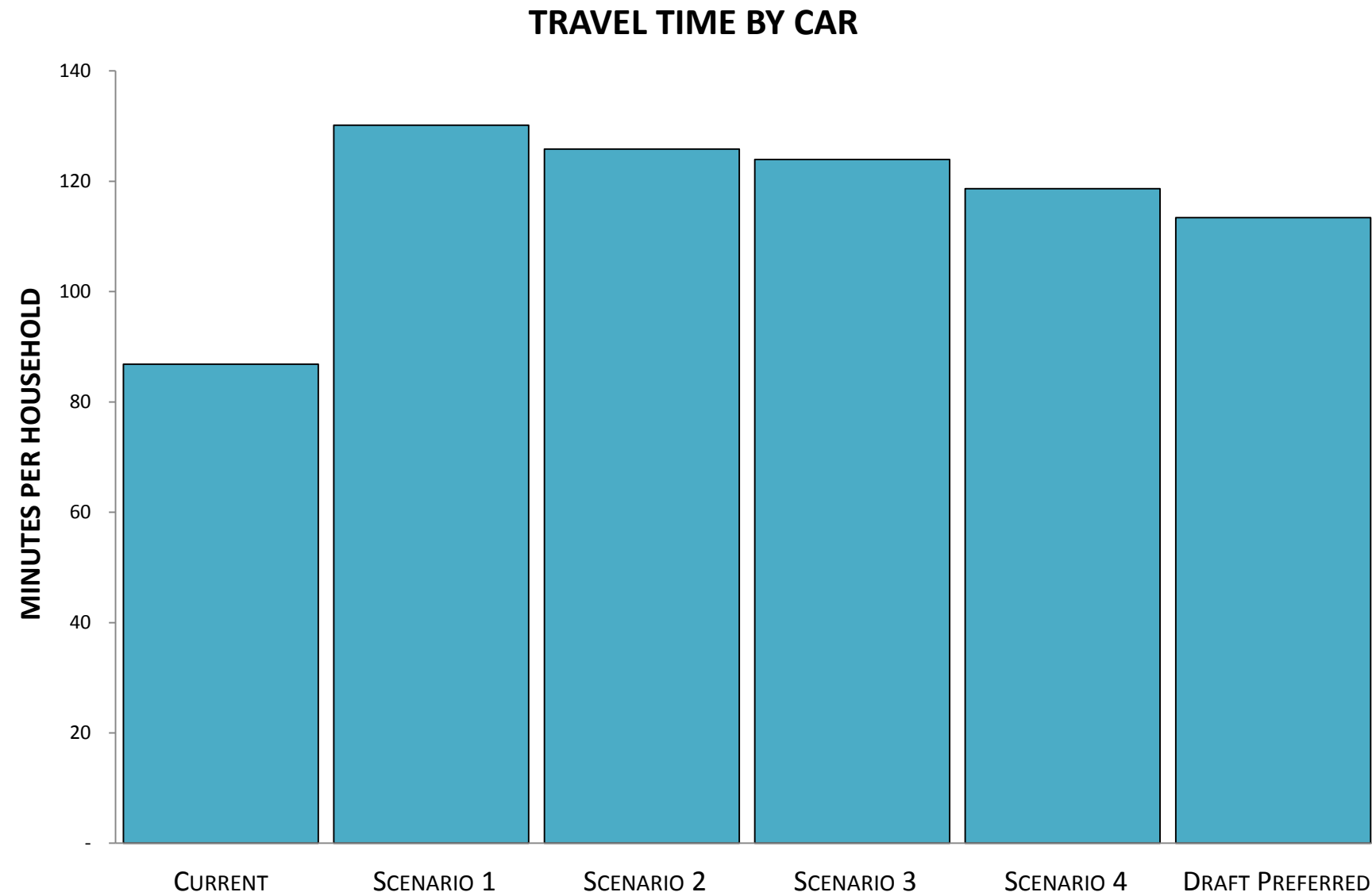
MOBILITY



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



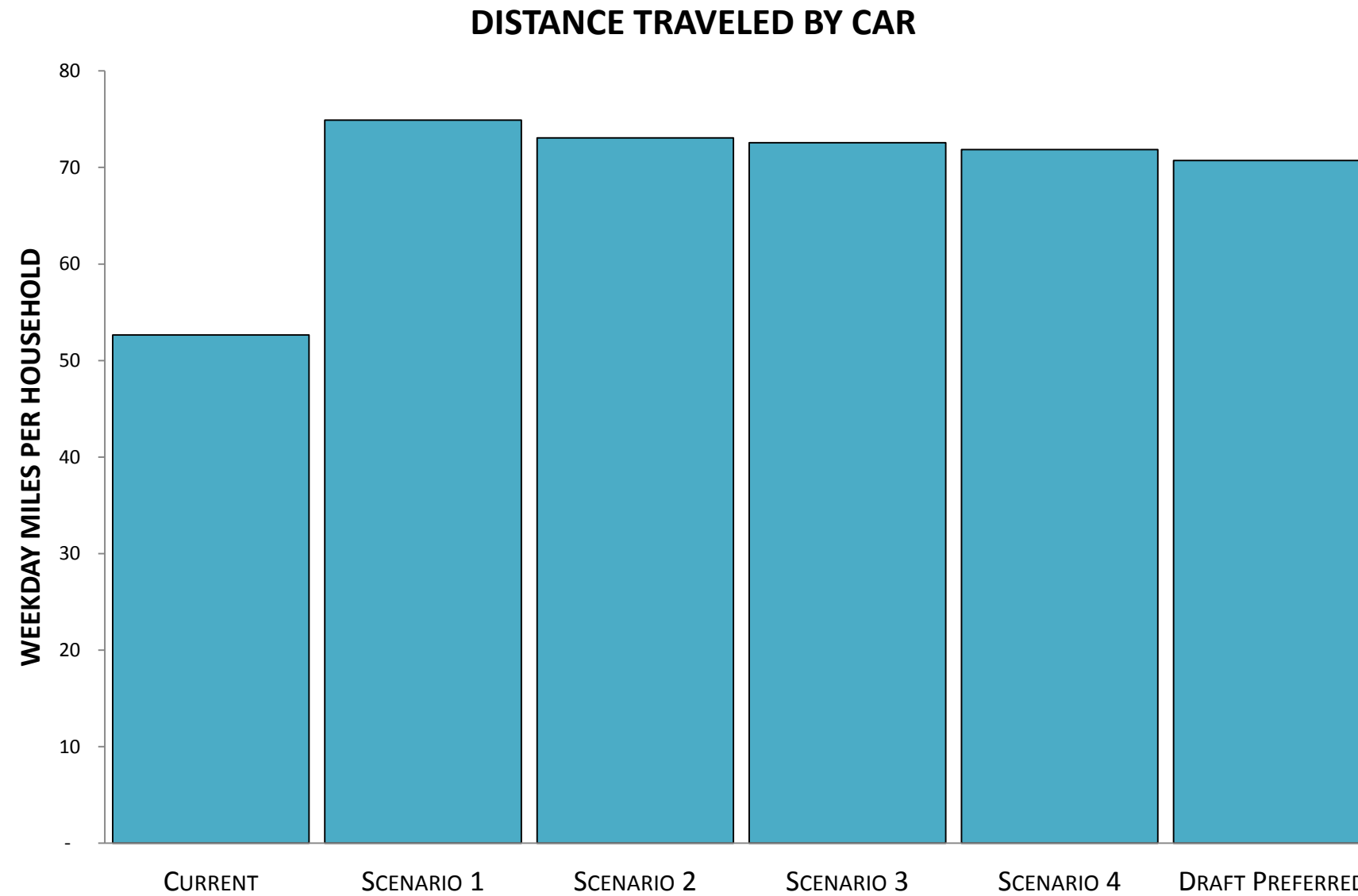
TRAVEL



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



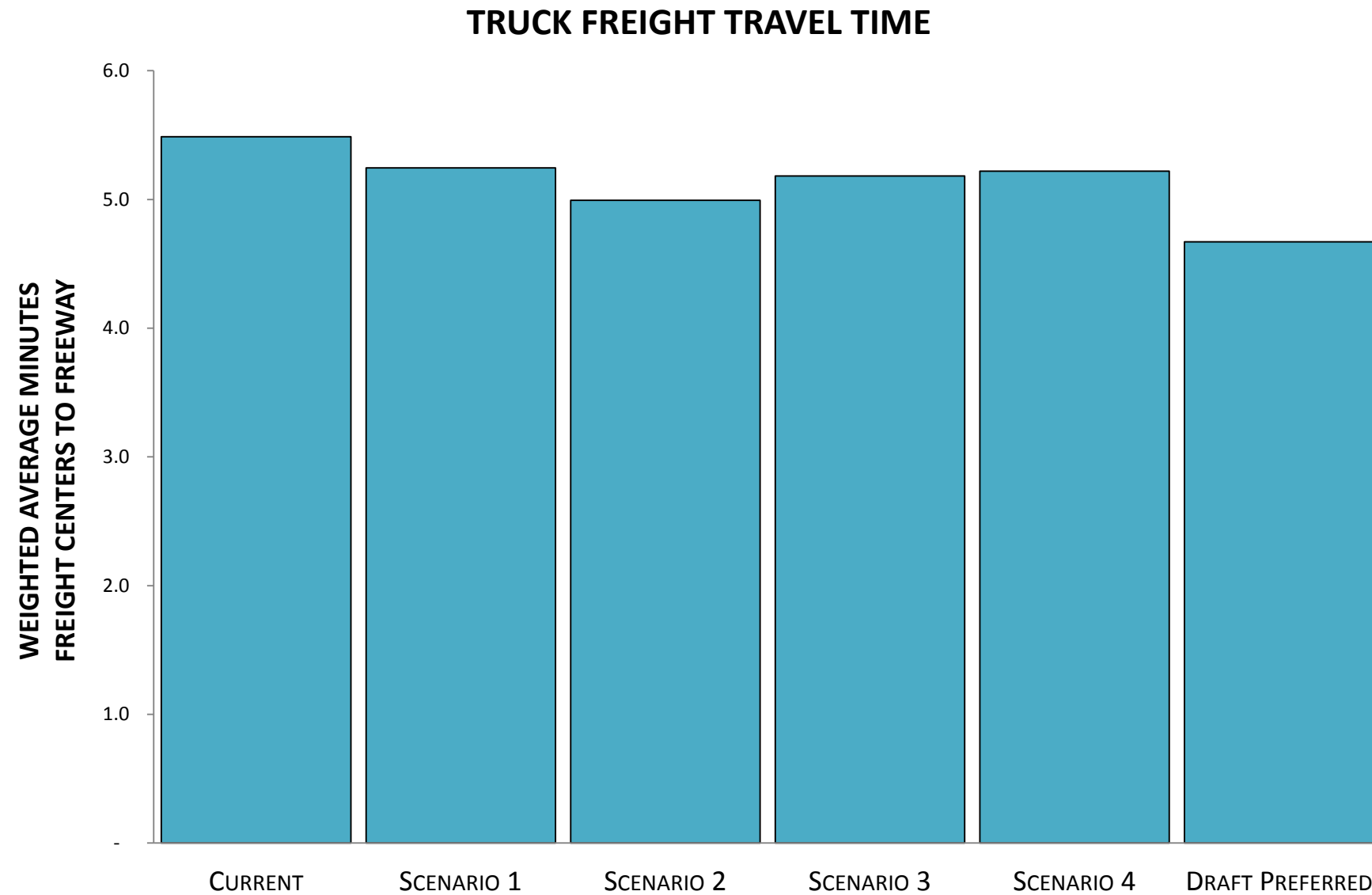
TRAVEL



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

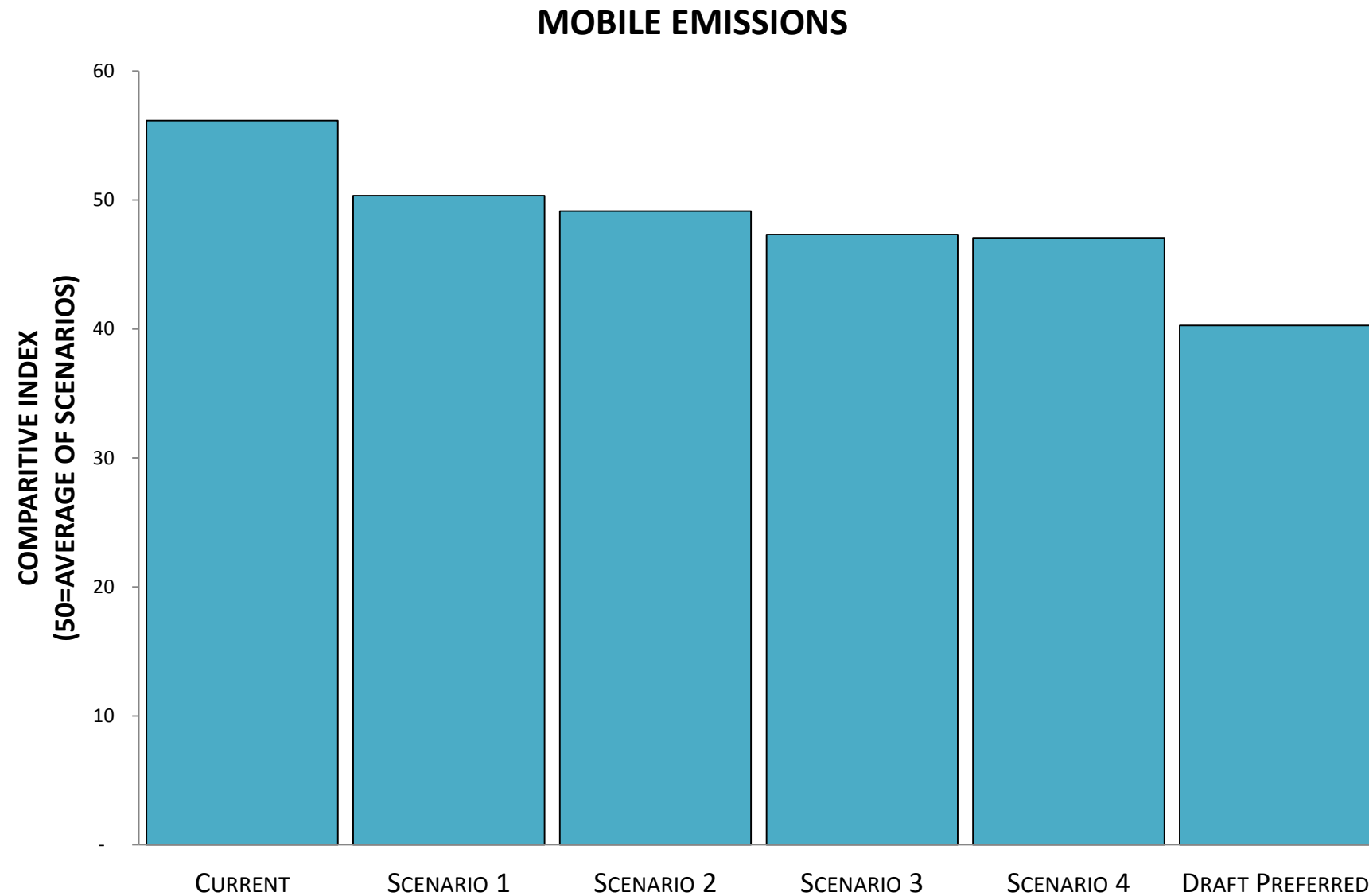


ECONOMIC VITALITY



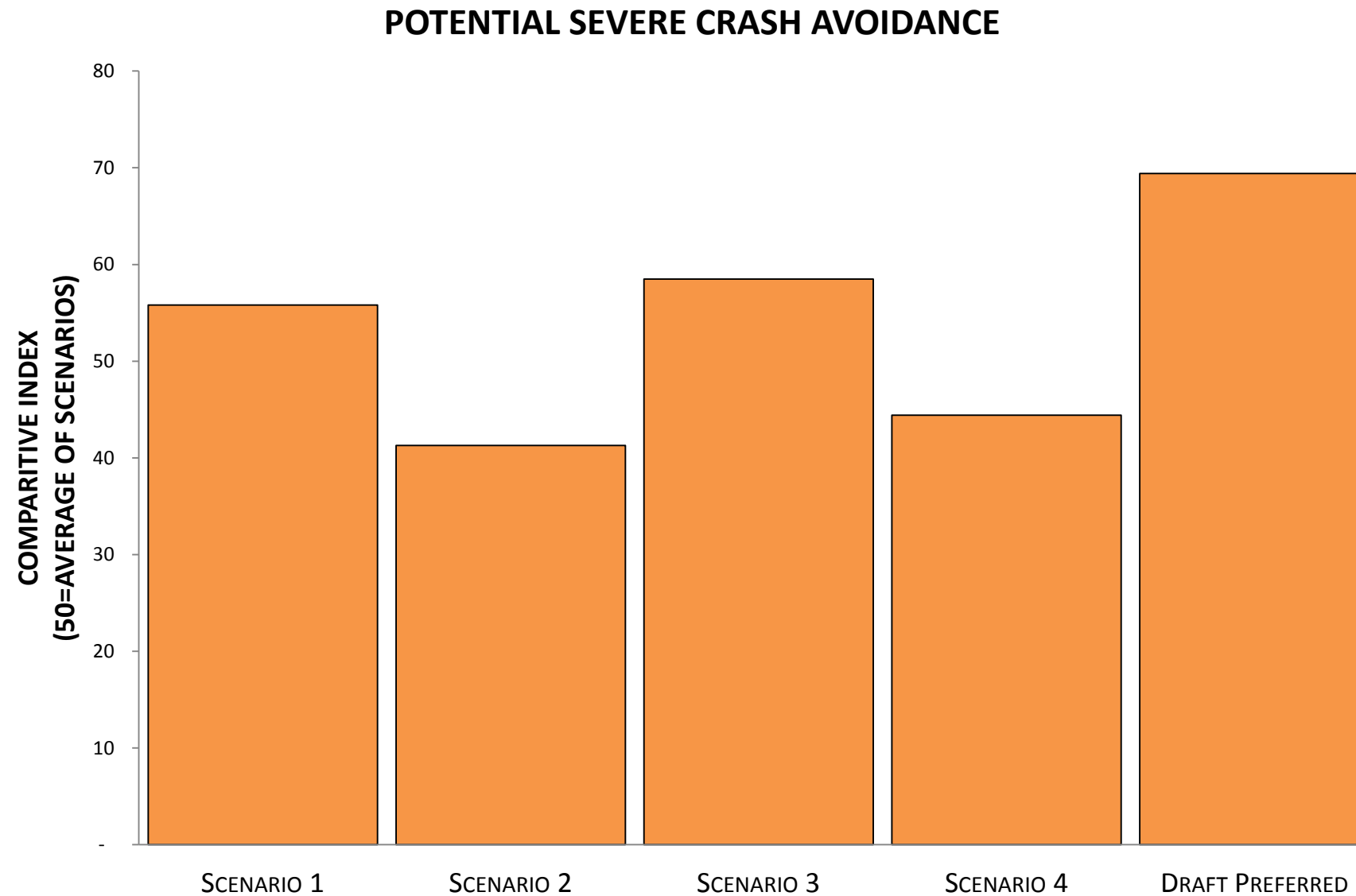
Predicted average weekday peak travel period travel time from 17 of the region's largest freight centers to their nearest freeway.

HEALTH AND SAFETY



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).

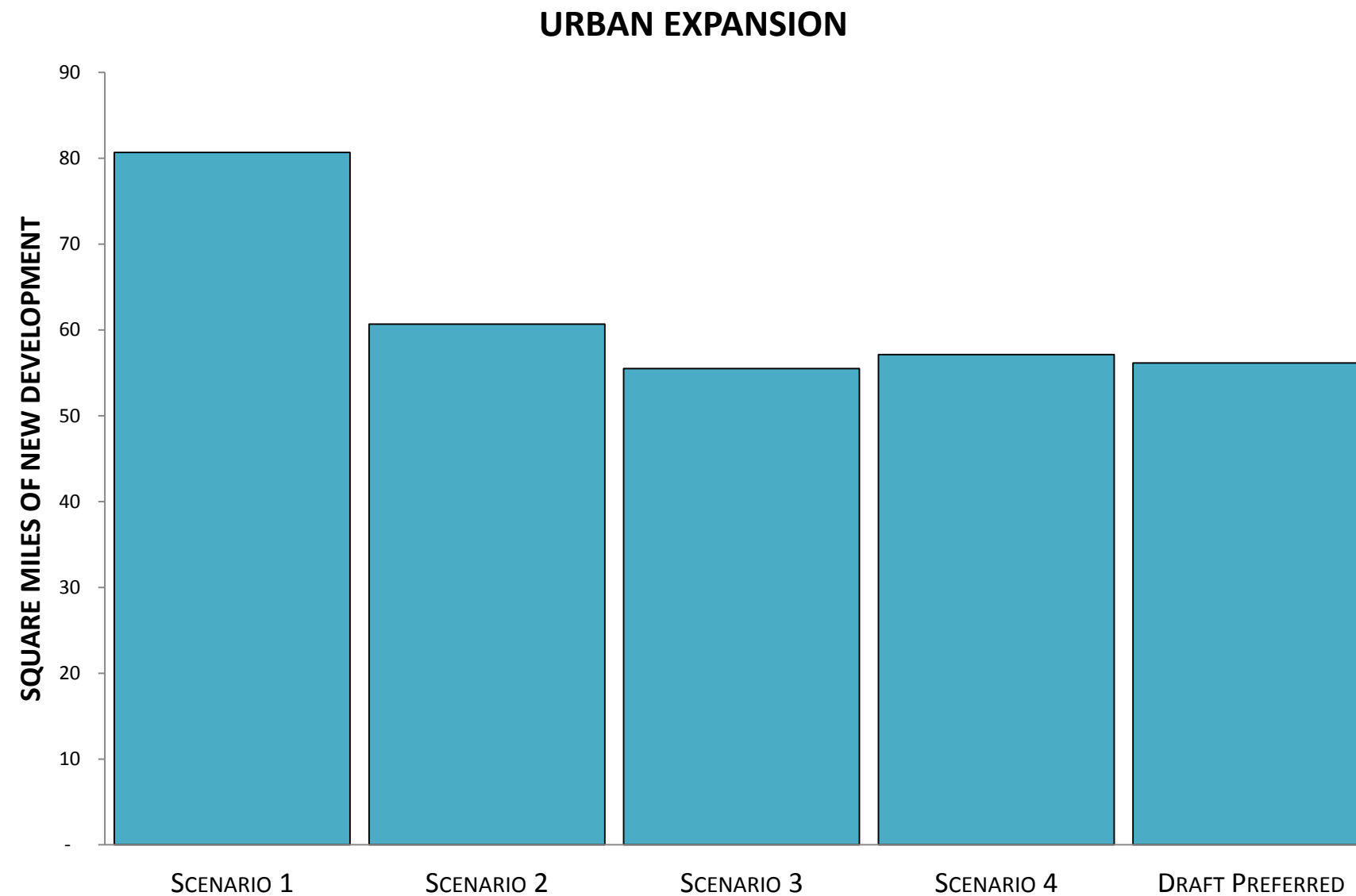
HEALTH AND SAFETY



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

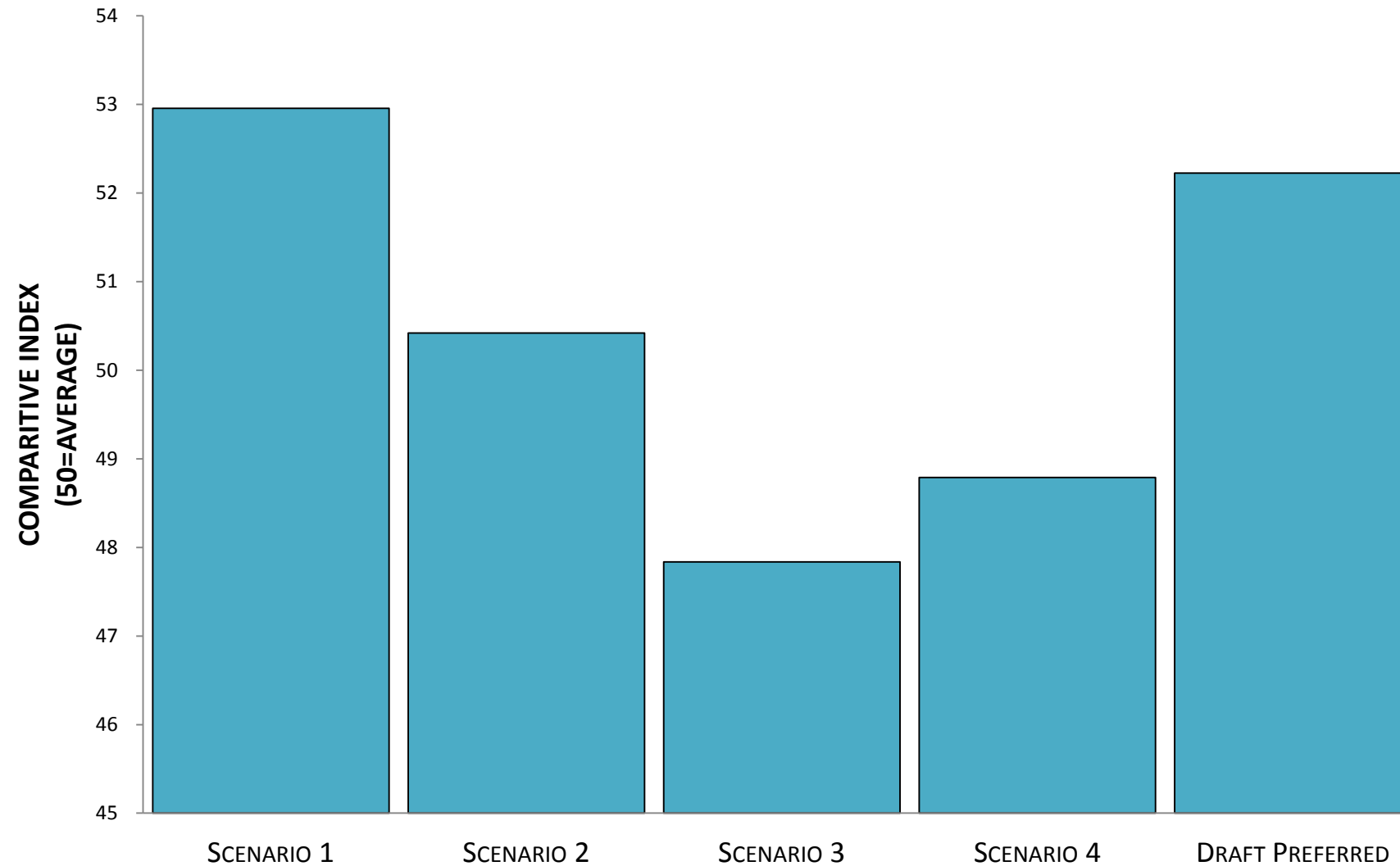


The increase in the size of the urban area due to development on previously undeveloped parcels.



URBAN FORM AND COMMUNITY

COMMUNITY IMPACTS OF LAND USE ASSUMPTIONS

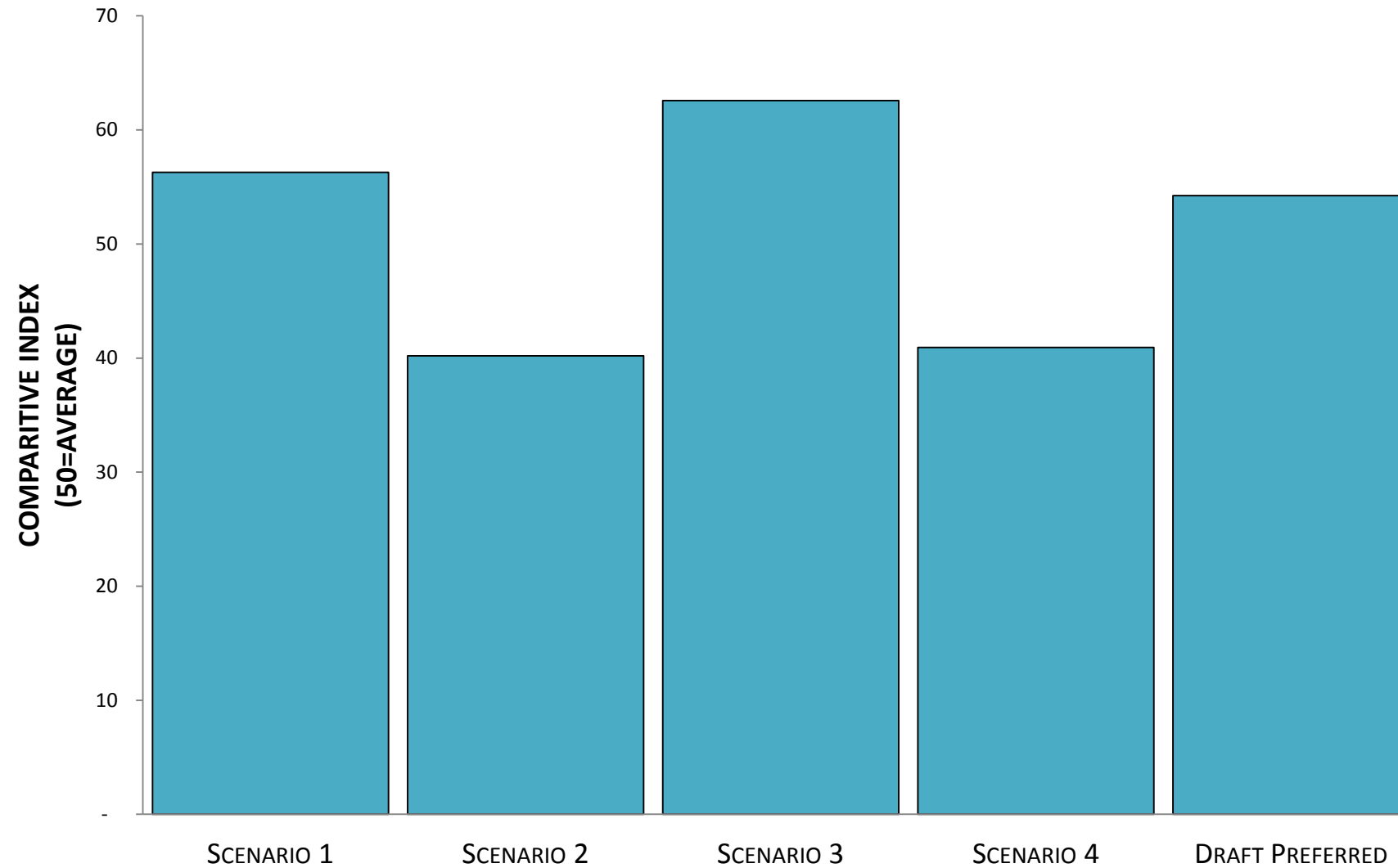


Potential impacts on six community resources that would result from the land use in each scenario. The resources include working agricultural lands, conservation and recreational lands, and historic properties.



URBAN FORM AND COMMUNITY

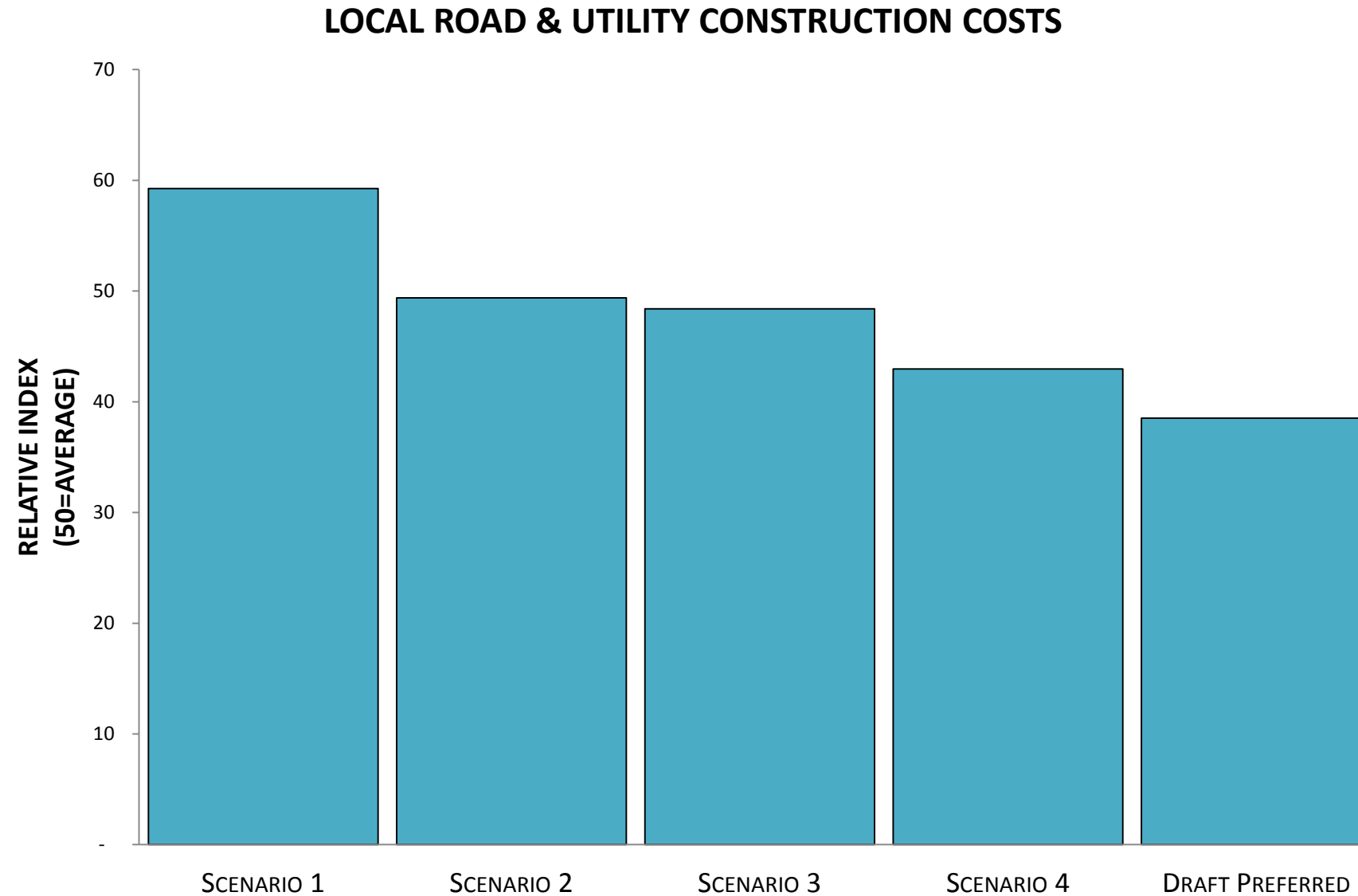
COMMUNITY IMPACTS OF TRANSPORTATION PROJECTS



Potential impacts on six community resources that would result from the transportation in each scenario. The resources include working agricultural lands, conservation and recreational lands, and historic properties.



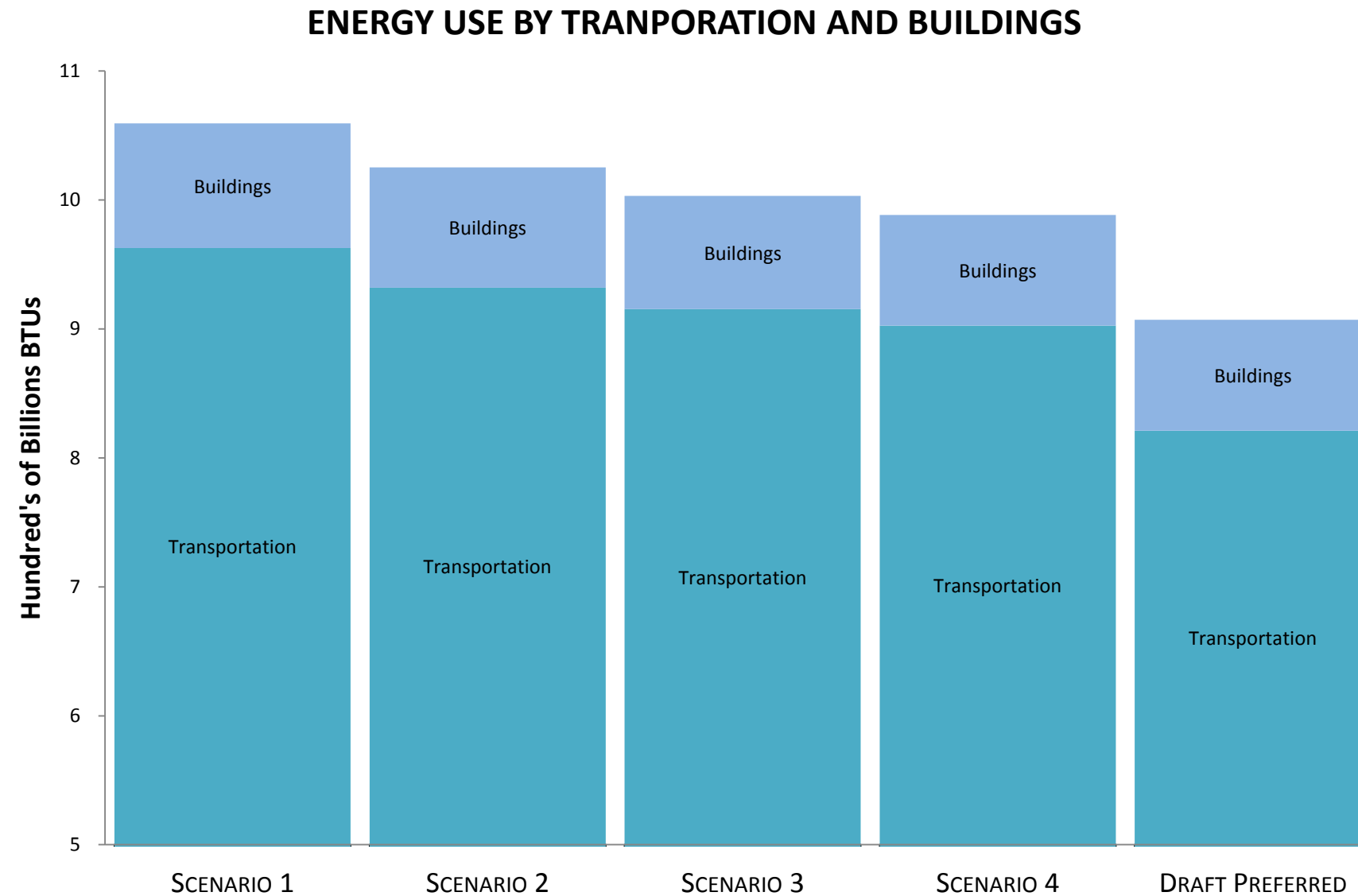
LOCAL INFRASTRUCTURE COSTS



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.



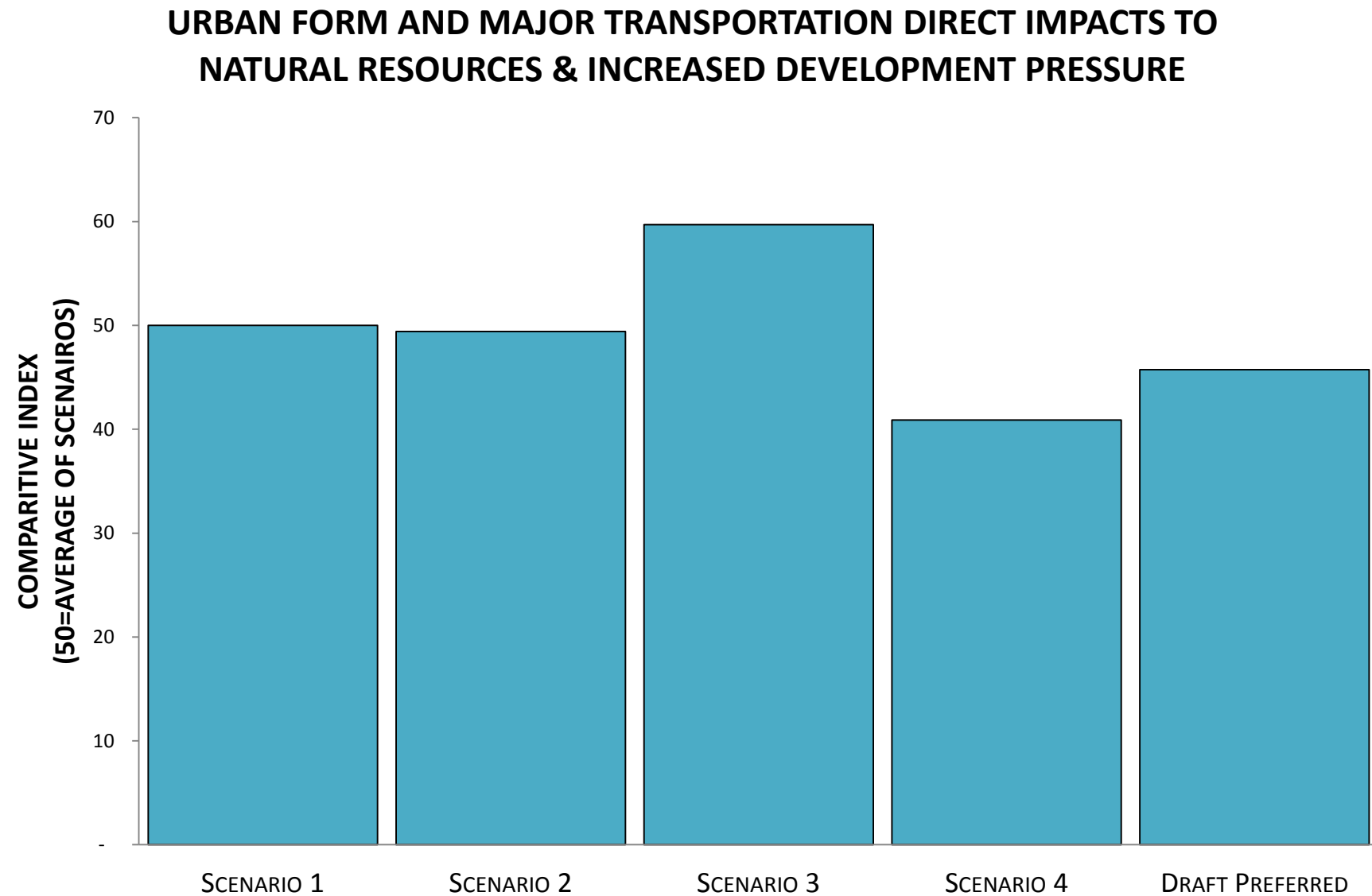
ENVIRONMENT



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



ENVIRONMENT

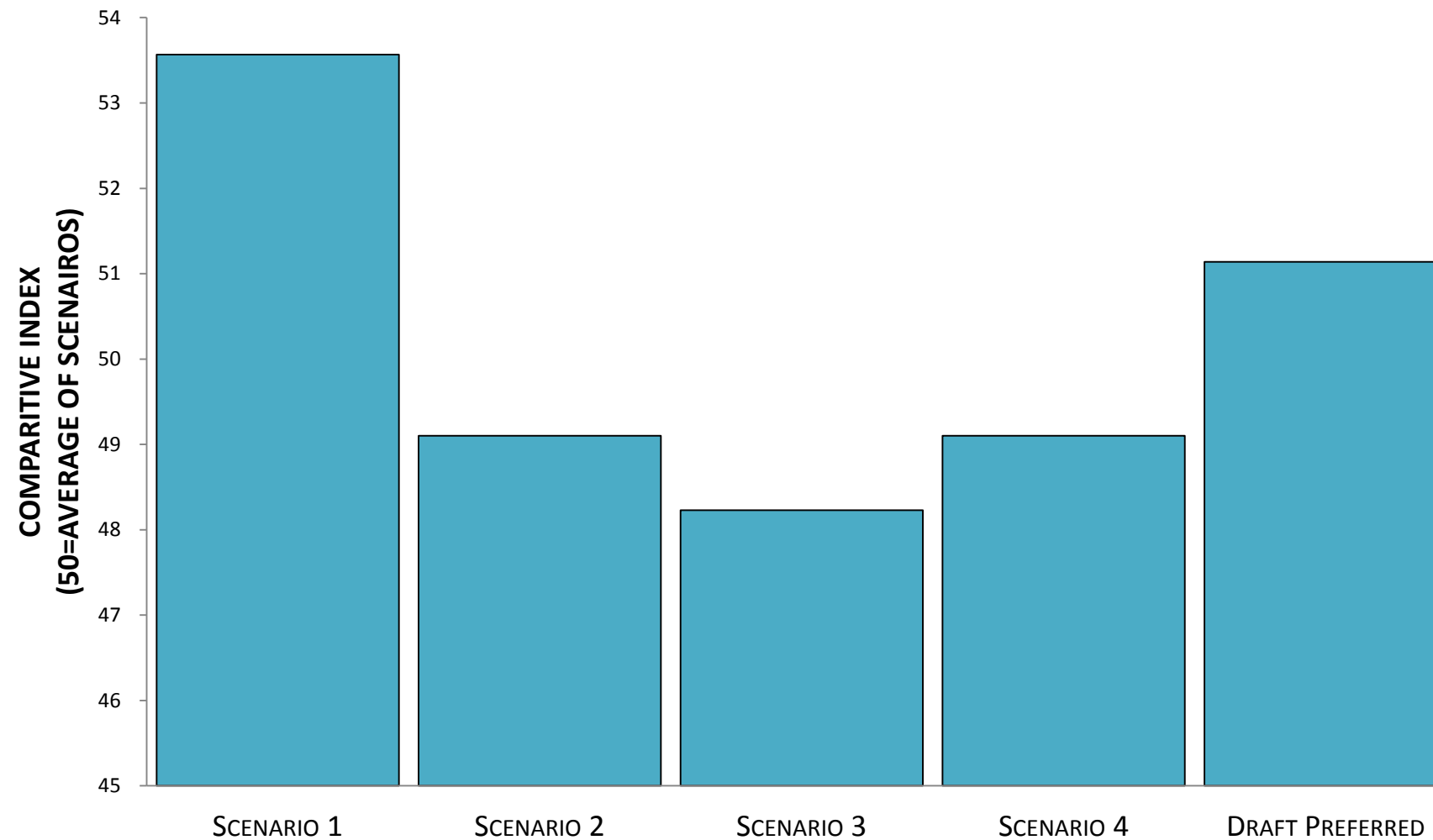


Potential impacts to seven water and four ecological resources from the new land use and transportation in each of the scenarios; plus indirect development pressure on natural resource areas resulting from increased transportation accessibility.



ENVIRONMENT

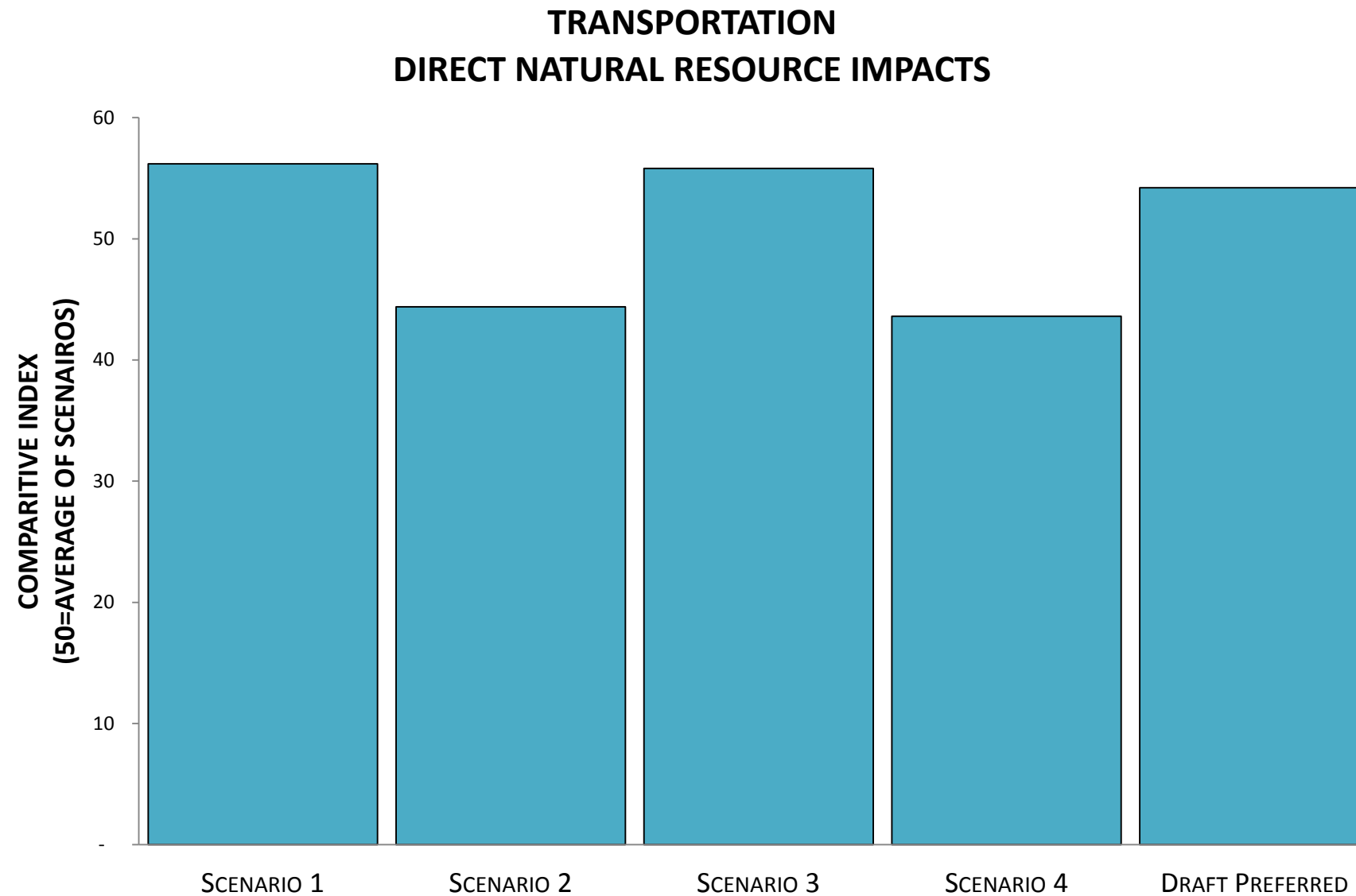
URBAN FORM AND TRANSPORTATION DIRECT NATURAL RESOURCE IMPACTS



Potential impacts to seven water and four ecological resources from the new land use and transportation in each of the scenarios.



ENVIRONMENT



Potential impacts to seven water and four ecological resources from the new land use in each of the scenarios.

