

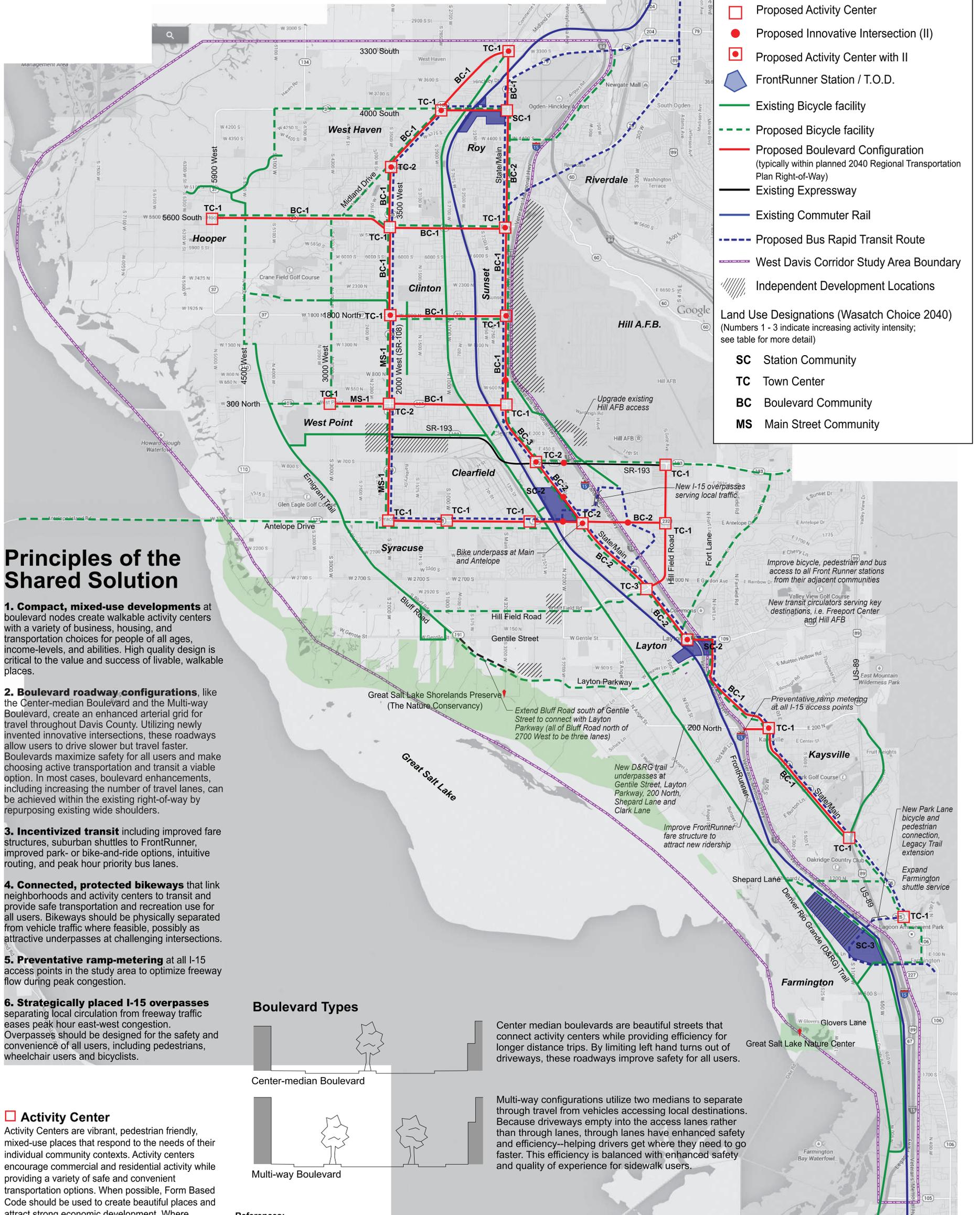
# The Shared Solution Alternative

## 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 proposes 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.



### Map Legend

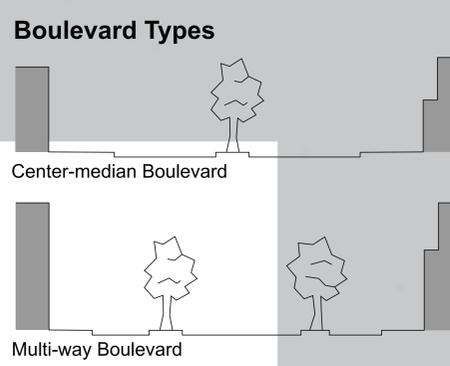
- Proposed Activity Center
- Proposed Innovative Intersection (II)
- Proposed Activity Center with II
- FrontRunner Station / T.O.D.
- Existing Bicycle facility
- Proposed Bicycle facility
- Proposed Boulevard Configuration (typically within planned 2040 Regional Transportation Plan Right-of-Way)
- Existing Expressway
- Existing Commuter Rail
- Proposed Bus Rapid Transit Route
- West Davis Corridor Study Area Boundary
- Independent Development Locations

Land Use Designations (Wasatch Choice 2040)  
(Numbers 1 - 3 indicate increasing activity intensity; see table for more detail)

- SC Station Community
- TC Town Center
- BC Boulevard Community
- MS Main Street Community

### 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 safer 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.



Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. By limiting left hand turns out of driveways, these roadways improve safety for all users.

Multi-way configurations utilize two medians to separate through travel from vehicles accessing local destinations. Because driveways empty into the access lanes rather than through lanes, through lanes have enhanced safety and efficiency—helping drivers get where they need to go faster. This efficiency is balanced with enhanced safety and quality of experience for sidewalk users.

**Activity Center**

Activity Centers are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. Activity centers encourage commercial and residential activity while providing a variety of safe and convenient transportation options. When possible, Form Based Code should be used to create beautiful places and attract strong economic development. Where necessary, activity centers also feature “innovative intersections” that divert left turns, enhance pedestrian safety, and increase automobile efficiency.

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