

APPENDIX 2

The following are the conclusions reached by the Wasatch Front Regional Council (WFRC) relative to the Transportation Control Measures that were studied as part of the 1982 State Implementation Plan.

1. Programs for Improved Public Transit

Transit improvements were found to provide the greatest vehicle emissions reductions of any Traffic Control Measure. It was recommended that transit service be expanded. Funding will be a constraint on this action, however.

2. Programs to establish exclusive bus and carpool lanes and areawide carpooling programs

Exclusive HOV lanes were studied in detail but are not recommended because of high costs and safety problems. Areawide carpooling programs will be a part of the transportation brokerage, which is recommended.

3. Programs to limit portions of road surfaces or certain sections of the metropolitan areas to the use of common carriers, both as to time and place

These programs scored low in the initial TOM policy analysis, compared to other strategies. Because of the large capacity of the streets in the downtown areas and the small amount of congestion that currently exists, restricting the use of streets in these areas would not reduce automobile traffic significantly. Therefore, the air quality benefits of this strategy would be very small.

4. Programs for long-range transit improvements involving new transportation policies and transportation facilities or major changes in existing facilities

Long-range transit improvements could not be implemented quickly enough to help meet the air quality standards for the area. However, the WFRC and the UTA will be conducting a long-range transit sketch planning study during the 1982 program year. Air quality impacts will be one of the criteria to be used to evaluate alternative plans.

5. Programs to control on-street parking

Parking strategies ranked low in the initial TOM policy analysis. In 1978 on-street parking made up only 9 percent of the available parking in the downtown Salt Lake City area. Also, because of the large amount of parking available in the downtown area, only 65 percent of all stalls were actually

occupied during the peak periods. Thus, reducing on-street parking would probably have little impact on automobile travel to the downtown area and, therefore, little air quality benefit.

6. Programs to construct new parking facilities and operating existing parking facilities for the purpose of park-and-ride lots and fringe parking

The UDOT has already constructed four commuter parking lots in the Wasatch Front Region along I-15 for the use of carpoolers. It is recommended that this program continue. The UTA currently uses church and shopping center parking lots as joint-use park-and-ride lots. They will continue to add such lots to their system. The Transit Development Program also recommends that the UTA construct exclusive park-and-ride lots. This will be done as funding is available.

7. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place

These programs scored low in the initial TCM policy analysis, compared to other strategies. Because of the large capacity of the streets in the downtown areas and the small amount of congestion that currently exists, restricting the use of streets in these areas would not reduce automobile traffic significantly. Therefore, the air quality benefits of this strategy would be very small.

8. Provisions for employer participation in programs to encourage carpooling, vanpooling, mass transit, bicycling, and walking

This strategy was recommended to be included as part of a transportation brokerage. For the next year the Utah Energy Office will be making contacts with major employers to promote ridesharing. After July 1982, the agency selected to be the transportation broker will assume these responsibilities.

9. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private area

Bicycle use makes up a very small percentage of the total travel of the region. Weather and topography are two major constraints on bicycle use in the area. Even a large increase in biking would not decrease vehicle miles of travel and vehicle emissions significantly. For these reasons, bicycle programs were not considered further.

10. Programs of staggered hours of work

This strategy scored low in the TCM policy analysis process. However, variable work hours programs have been identified as possible energy conservation measures, and the UTA has shown some interest in promoting these programs to make better use of their buses. While not recommended as an air quality improvement measure, variable work hours programs may be promoted for other reasons.

11. Programs to institute road user charges, tolls, or differential rates to discourage single occupancy automobile trips

There are no locations in the region where tolls could be charged. Also, any attempts to institute such charges would meet with severe public opposition. For these reasons, these programs were not considered further.

12. Programs to reduce emissions by improvements in traffic flow

Traffic flow improvements were recommended to be included in the Traffic Control Plan. Included in this recommendation are the installation of Salt Lake City's computerized signal system and the expansion of Salt Lake County's computerized signal system. Other TSM projects will also provide air quality benefits.