

Spanish Fork Main Street Alternatives

October 2021

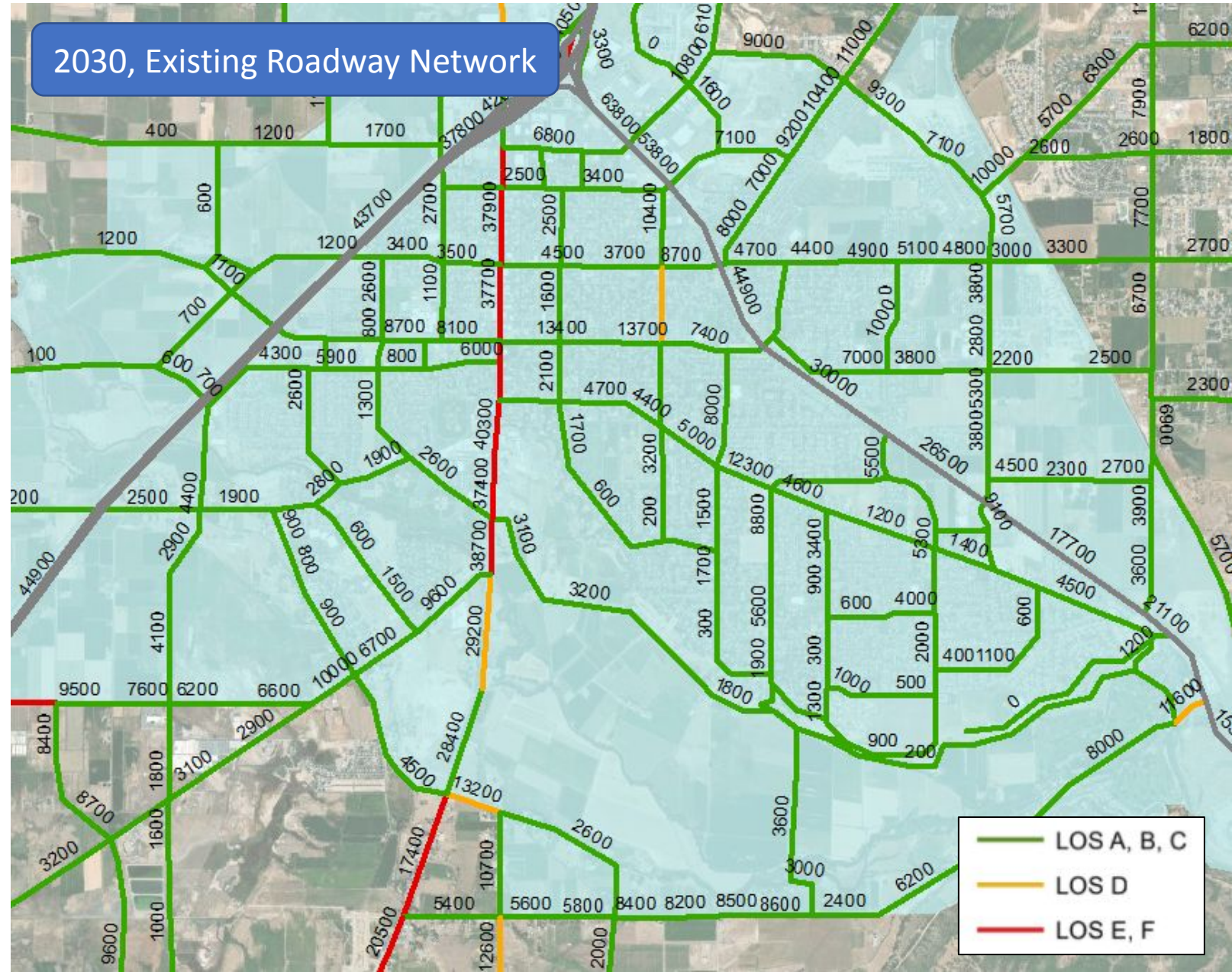
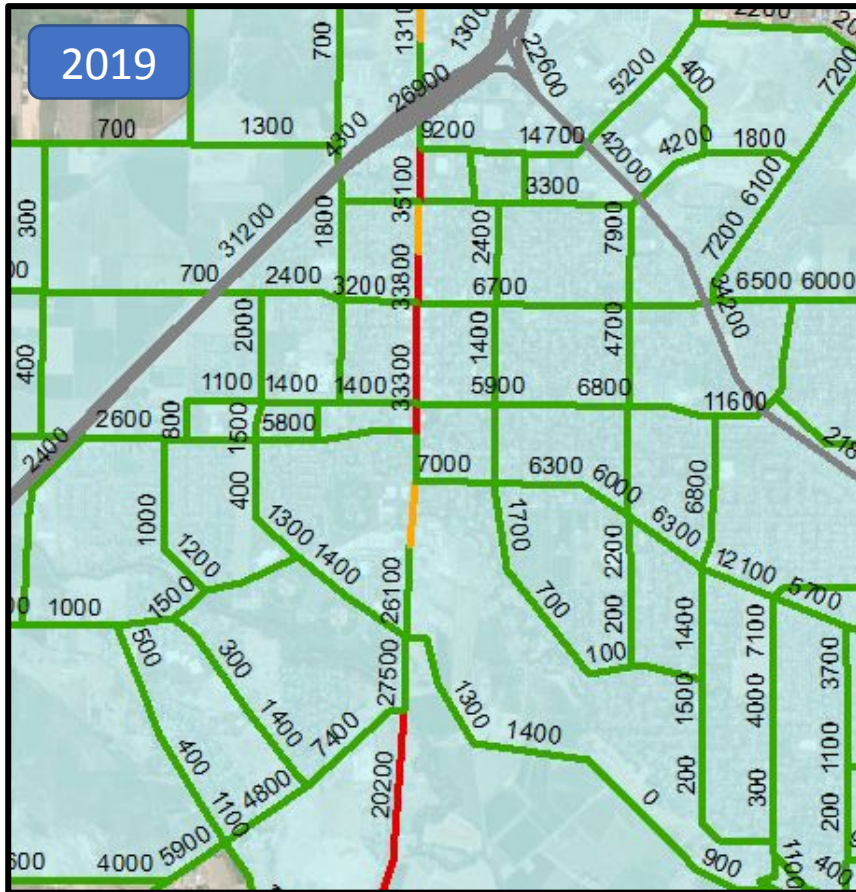


Introduction

- Problem:
 - Increasing traffic demands on Spanish Fork Main Street (SR-156) are reaching, and often exceeding, roadway capacity
- Goals:
 - Understand the types of trips utilizing Main Street
 - Estimate the traffic impacts of Main Street traffic reduction strategies
 - Develop short and long-term recommendations

2019 to 2030 Volume Increases

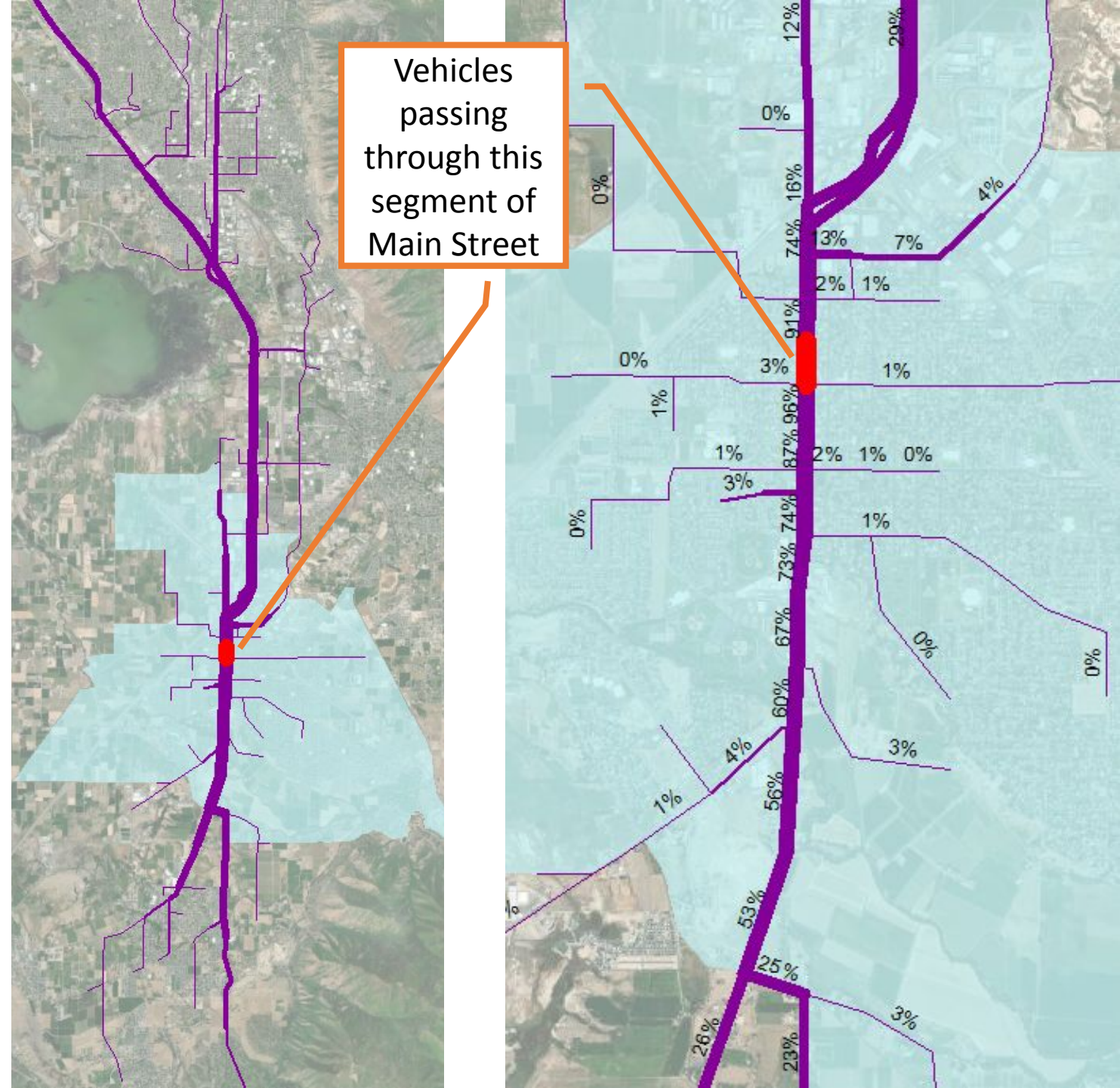
- 5,000 to 10,000 vehicle per day increase along Spanish Fork Main Street.



Who uses Main Street?

- Long distance trips through SF = **38%**
- Trips that either start OR end in SF = **43%**
- Trips that start AND end in SF = **19%**

- ***Conservative Estimates.** Model estimates are based on a before Covid condition. Due to increases in WFH arrangements the number of long-distance trips likely decreased.
- Additionally, due to significant increases in commercial attractions less trips are leaving Spanish Fork*



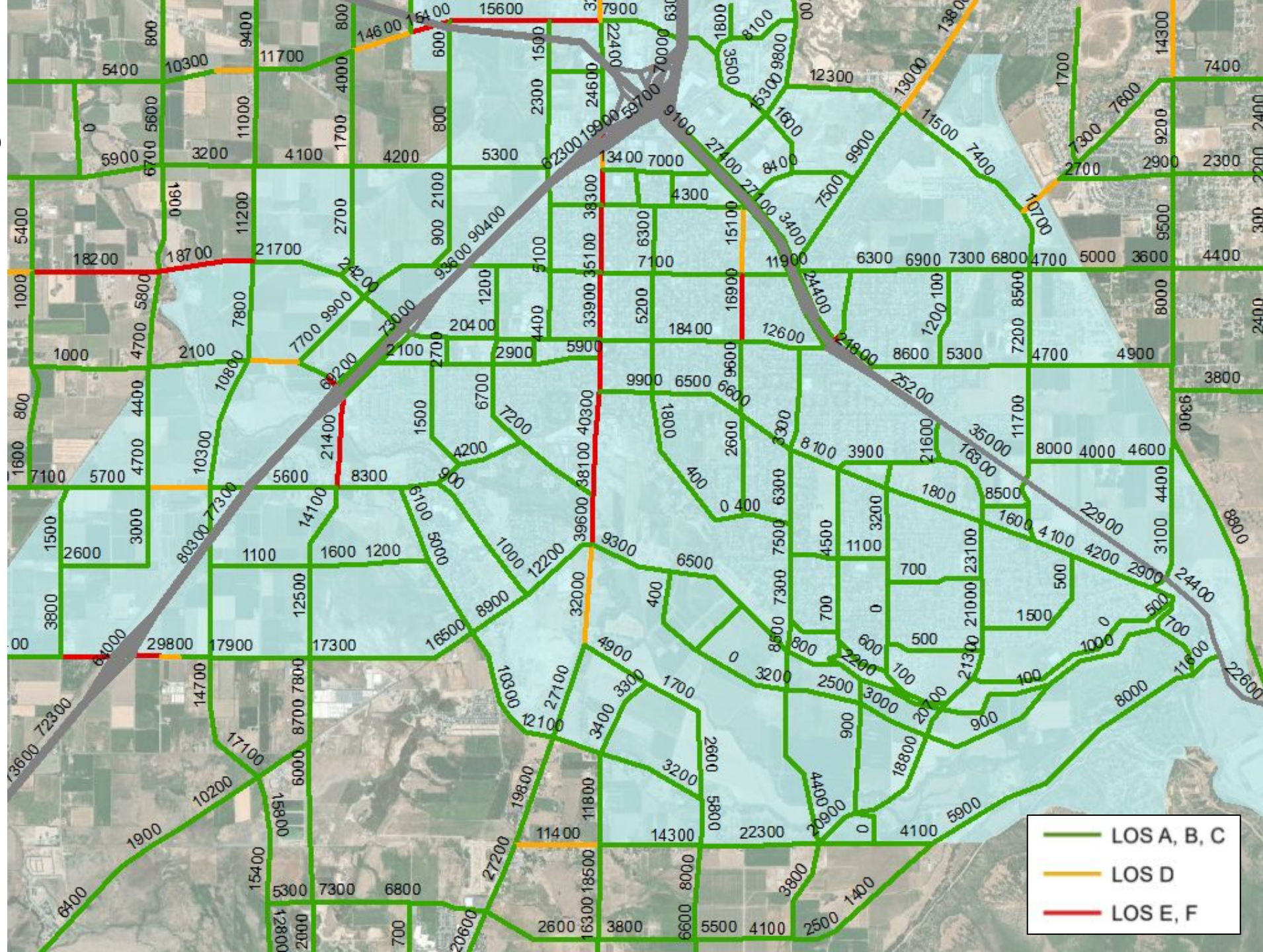
Potential Volumes Reduction Strategies for Main Street (2030 analysis)*

- **Center Street Interchange:** ~4,000 vehicles per day
- **2300 East Extension:** ~1,000 vehicles per day (potentially higher depending on access management and design speed)
- **Prioritize alternative N/S grid streets:** ~2,000 vehicles per day
- **Speed Management** (provide higher speeds and priority to Volunteer Drive, reduce speeds along Main Street via traffic calming): ~3,000 vehicles per day

**All volumes changes are estimated for Main Street between Center Street and 400 North.*

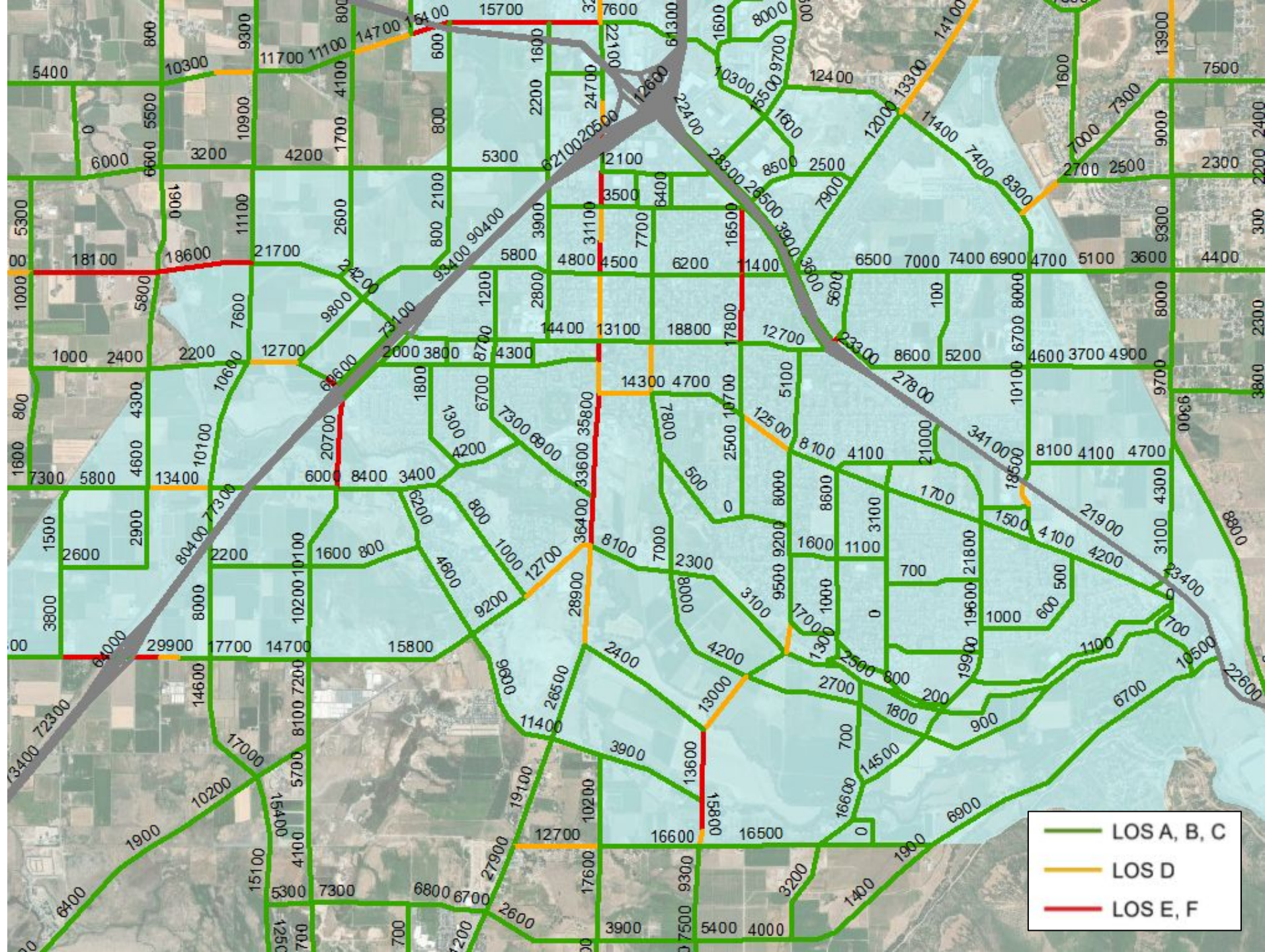
2050, all improvements

- Center St Interchange, 2300 East Extension, N/S grid alternatives, speed management
- Maintains current 5-lane cross section on Main Street
- **Main Street Volumes** = 27,000 to 40,000 (*high end* = ~4,000 higher than 2019)



2050 (plus 300 East extension)

- Decreases Main Street traffic
~2,000 vehicles per day.
- **Increases** 300 East and 800 East traffic.



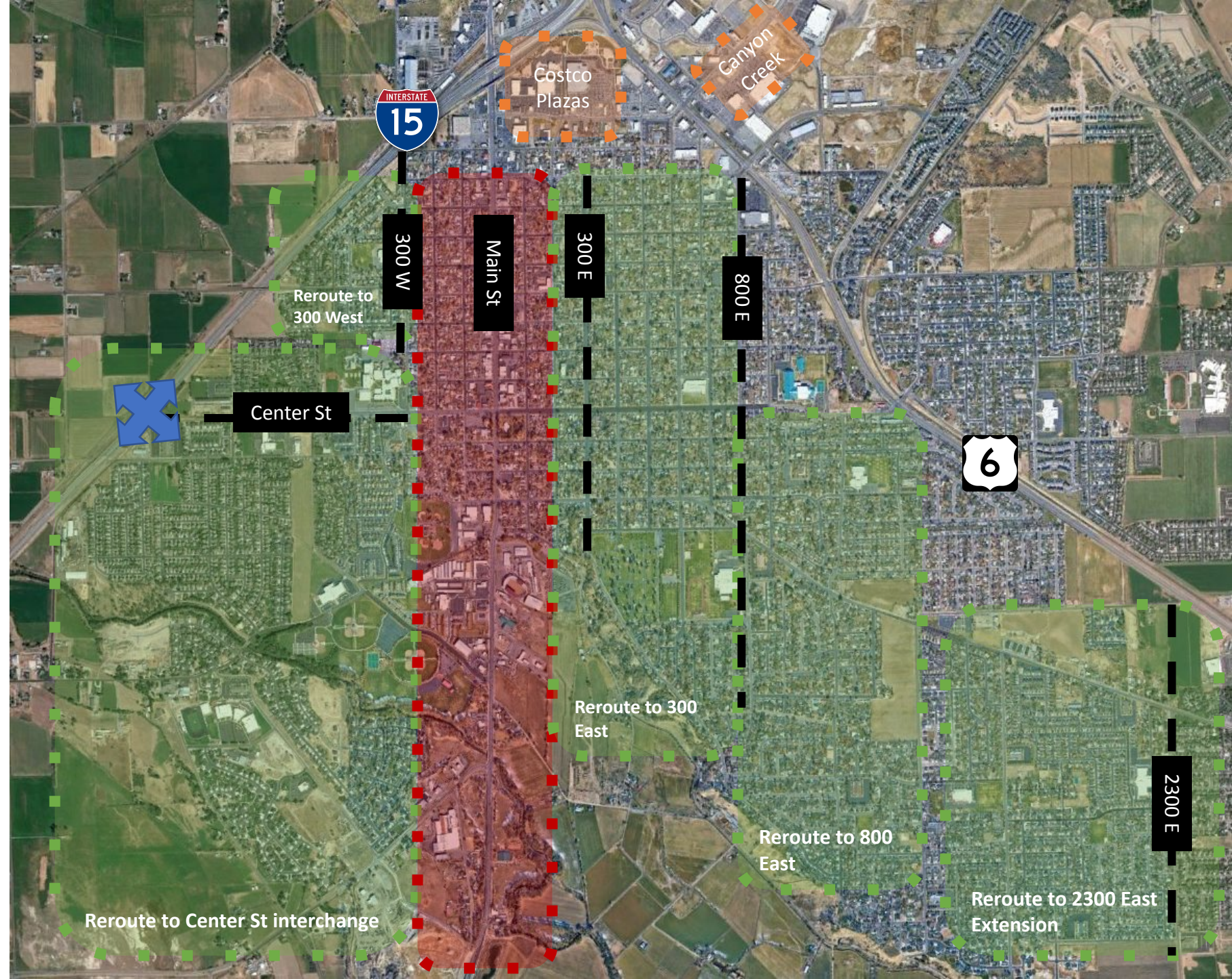
2050, all improvements (7 lane Main Street)

- All previously described improvements implemented.
- **7 Lane Main Street:** Roadway is currently at capacity, adding lanes will add **5,000** vehicles per day back on Main Street (Volunteer Drive to 1000 N)
- Assumed no change in free flow speed
- 7 lanes will likely create **similar environment to Orem State Street**



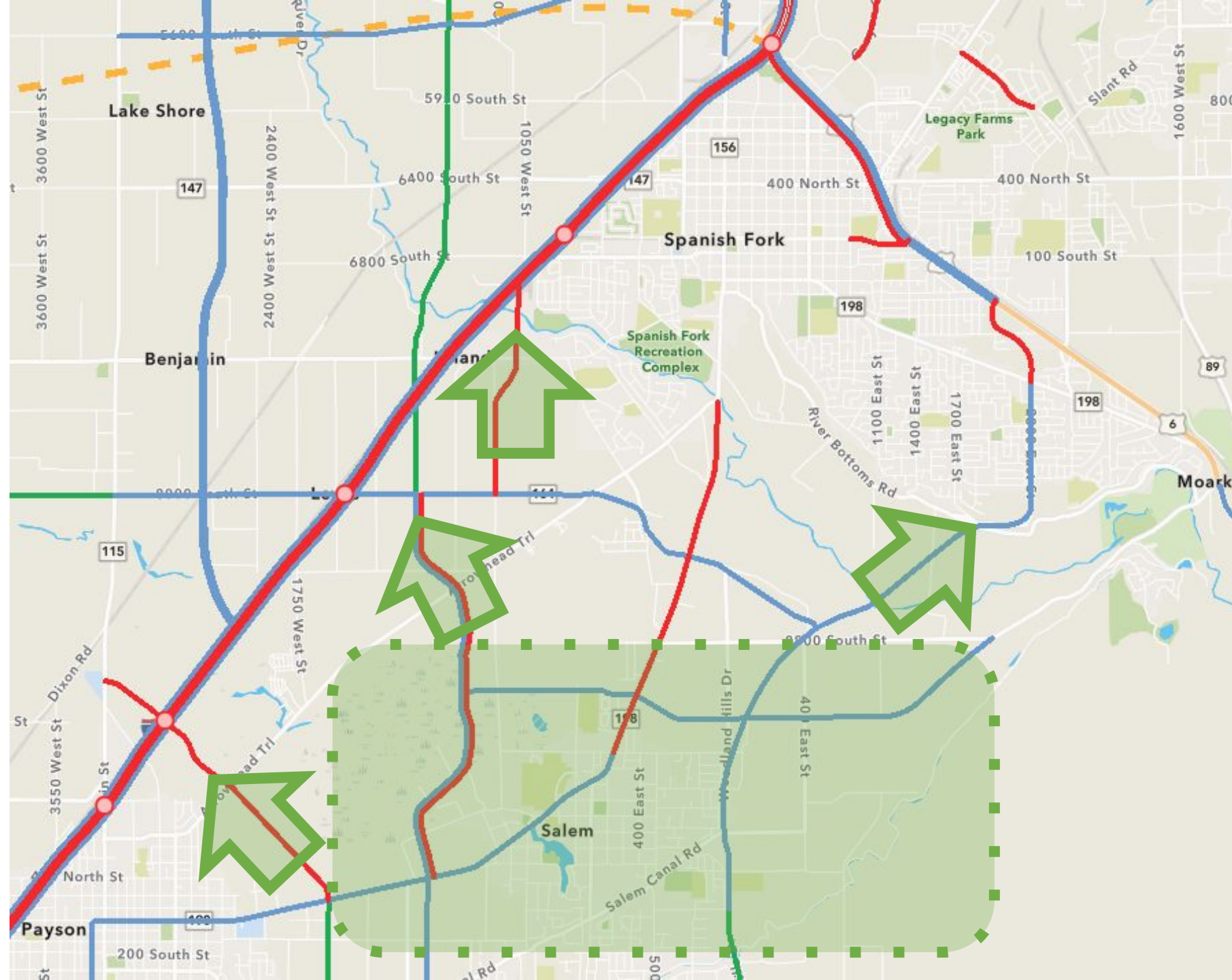
Potential Rerouting (City)

- **Green:**
Potentially reroute from Main Street
- **Red:**
Likely continue to utilize Main Street



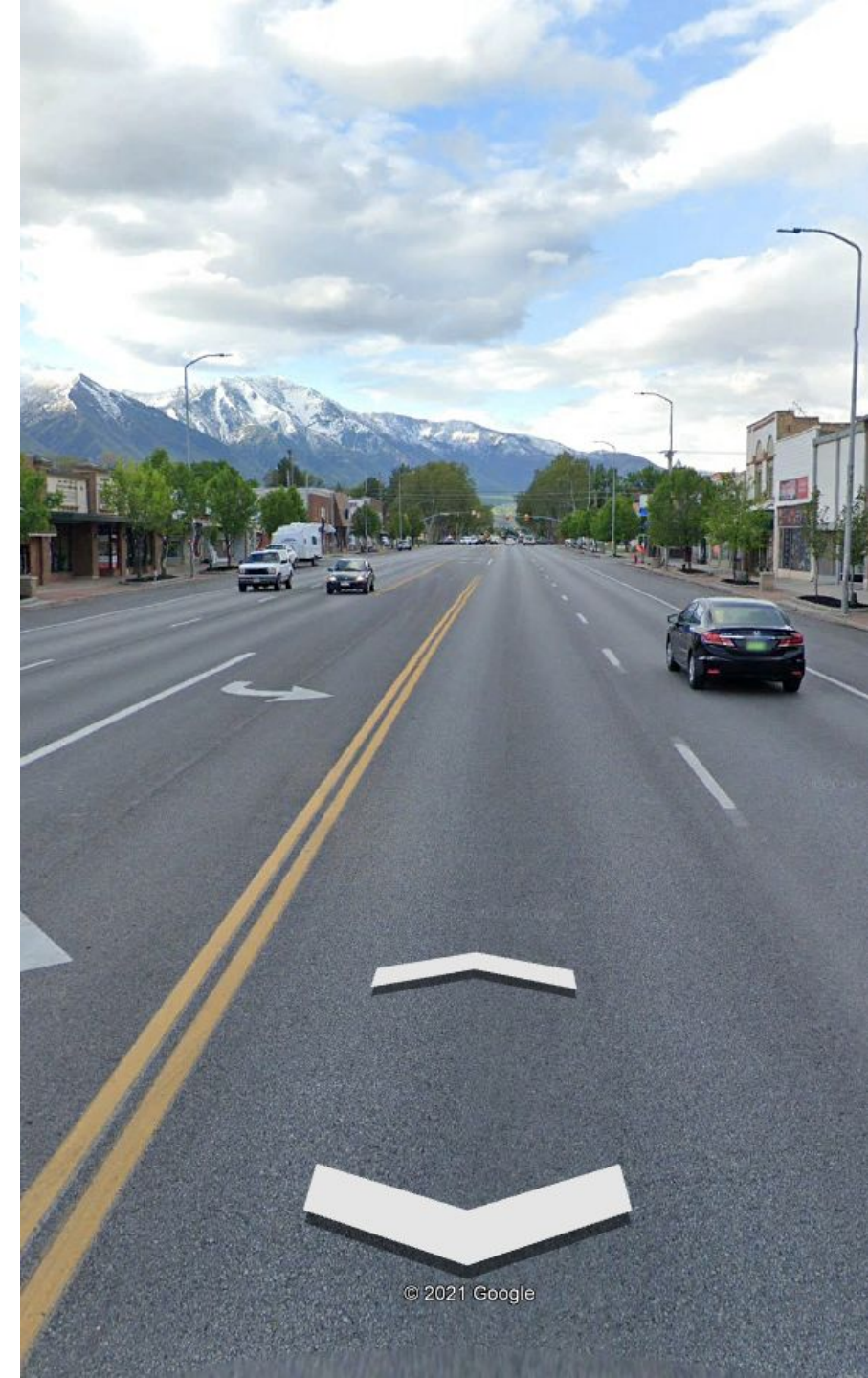
Potential Rerouting (Regional)

- **Green:** Many MAG Phase 1 & 2 projects for alternative long distance trip routing



Summary

- Many vehicles are utilizing Main Street as a direct connection to between I-15 and cities to the south.
- While the Center Street interchange, Salem Parkway, and 2300 East extension will alleviate some pressure on Main Street, Main Street is still a more direct connection and thus remains highly desirable.
- Main Street will always be the most direct path I-15 from points South. The question is, will it always be the faster?
- A combination of multiple solutions is likely the only way to minimize congestion on Main Street.



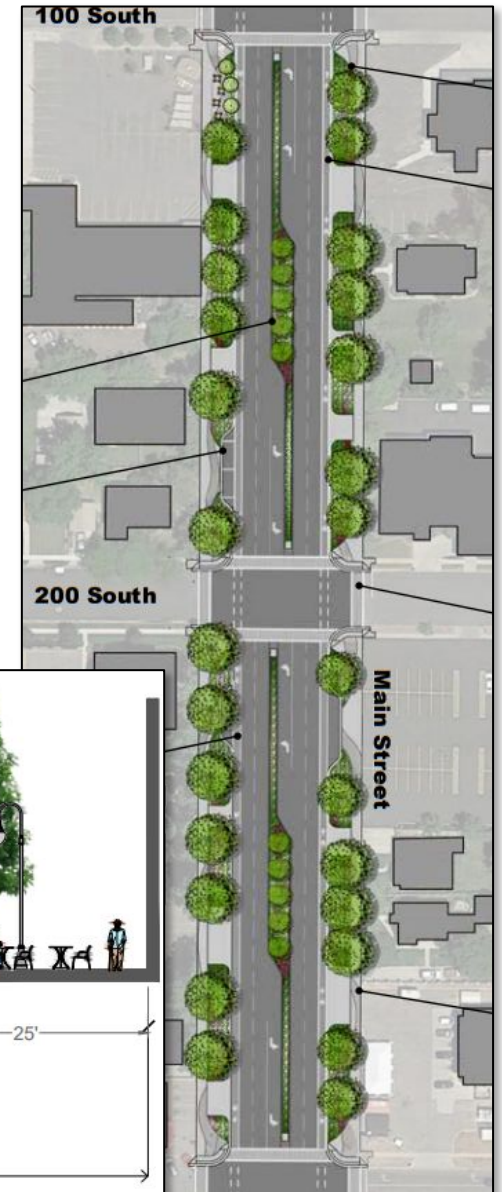
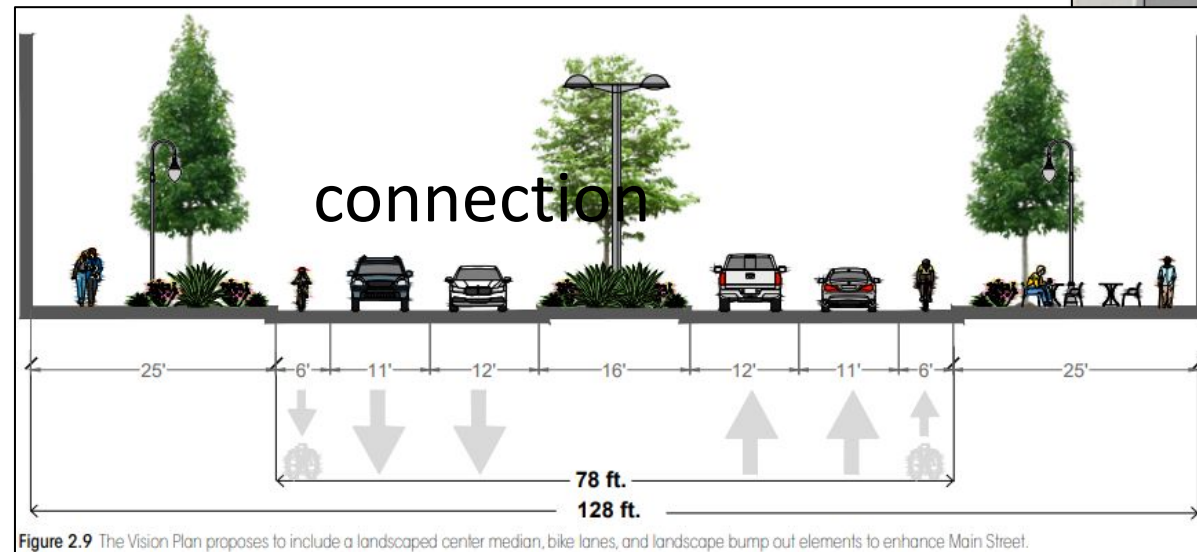
Recommendations – Short Term

- Signage to direct vehicles heading to I-15 from Woodland Hills Drive intersection with Main Street (both Northbound and Westbound approaches)
- Reconfigure stop control on alternative grid streets
- Potentially increase speed limits on alternative grid streets



Recommendations – Long Term

- Signage to I-15 from Volunteer Drive intersection with Main Street
- Roundabouts and signals along alternative grid streets
- Lower speeds along Main Street via raised median, bulb outs, pedestrian crossings, etc.
- Higher speed limit and increased access management on Volunteer Drive
- 2300 East to US-6



Thank you!



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