WASATCH FRONT REGIONAL COUNCIL

Congestion Management Report

for the

2027-2055 Regional Transportation Plan

April 15, 2025

Wasatch Front Regional Council

Kip Billings, Suzie Swim, and Bill Hereth

Purpose

The purpose of this report is twofold. First, this report will determine whether added capacity is needed to address future congestion, or whether congestion can be addressed through Transportation System Management and Operations (TSMO) strategies for existing facilities. Second, this report describes a process by which future congestion can be identified by location and intensity.

Define the Congestion Management Process Network

The highway network considered in this report includes freeways, principal arterials, minor arterials in the Wasatch Front urbanized area which includes Weber, Davis, Salt Lake, and southern Box Elder counties. Many other lower-volume facilities such as collectors, local roads, and centroid connectors are included in the Wasatch Front Regional Council (WFRC) travel demand model to best reflect the travel network, but are not included in the Congestion Management Process (CMP) network. Transit services including buses, bus rapid transit, light rail, and commuter rail are also included in the travel demand model and the transportation system management and operations strategies.

Travel Model Scenarios

At the time of this report, socio-economic data for the year 2055 was not available at the traffic-analysis-zone level as necessary for use in the travel demand model. For this report, 2050 socio-economic data was used as an approximation of 2055 conditions.

Travel Time Index (TTI) was selected as the performance measure to identify current and future congestion conditions. TTI is defined as the ratio of peak travel time to free-flow travel time.

$$TTI = \max(\text{Travel Time}_{AM}, \text{Travel Time}_{PM}) / \text{Travel Time}_{\text{Free Flow}}$$

A TTI value is calculated for each roadway link in the travel demand model. For this analysis, a TTI value of 2.0 or greater was considered to be congested. For each scenario below, the year in the scenario name refers to the socio-economic conditions applied to the travel demand model.

TTI values were analyzed for four different scenarios:

1. “2023” - current traffic conditions
2. “TIP 2028” - the future completed Transportation Improvement Program (TIP)
3. “NB 2050” - the future “No Build” conditions for the last year of the Regional Transportation Plan (RTP) assuming no other roadway improvements are made other than those in the TIP that already have a financial commitment
4. “CMP 2050” – the future conditions for the last year of the RTP assuming that all projects in the TIP have been implemented, and that TSMO improvements are also implemented including all phases of transit improvements defined in the latest RTP.

The “CMP 2050” scenario includes the TIP and committed projects and some assumptions about the transportation network to reflect TSMO strategies in the travel model. The “CMP 2050” scenario was created as follows:

a. Start with the roadway network used in the “TIP 2028” scenario

b. Add all transit improvements in all funded phases of the current 2050 RTP. For planned transit improvements that require new road construction, the transit service was routed to the nearest existing roadway for this analysis.

c. Add TSMO improvements as follows:

    i. Connected/Automated Vehicles (CAV) – It was assumed that by the year 2055, 45% of the vehicle fleet would consist of connected or automated vehicles. These vehicles would incorporate technology that allows them to continuously sense the presence of surrounding vehicles as well as critical roadway conditions reported from roadside sensors. It was assumed that this technology would result in shorter headway between vehicles on the freeway thus increasing freeway capacity. For this analysis, freeway capacity was assumed to increase by 10%.

    ii. Access Management and Operations – It was assumed that improved access management and traffic operations on arterial roads could increase arterial capacity by 5%. Access management includes strategies such as reduced or consolidated driveways, relocated driveways, and median barriers. Operational strategies include coordinated and managed traffic signals, reversible lanes, innovative intersection design for delay reduction, reduced crashes, and other traffic improvements.

    iii. Work from Home – It was assumed that future telecommuting rates for all jobs would increase. For non-home-based jobs, the percentage was increased from the current value of 10% to 15% for the year 2050. For home-based jobs, the percentage remained the same at 3.22%. The overall effect of these changes raises the percentage of jobs working at home from 13.22% to 18.22% of all jobs. This increase of working from home reduces overall trip demand for the roadway network.

Map Congestion Scenarios

The first three scenarios described above are shown in Figure 1a for the Ogden/Layton Area and in Figure 1b for the Salt Lake Area. As demand increases into the future, the number of links exceeding the TTI congestion threshold of 2.0 increases.

The "2050 No Build" scenario is a hypothetical condition that assumes no improvements are made to the transportation network other than those that are currently funded in the TIP. In reality, there will be improvements made, and with each change to the transportation system, the stress of congestion shifts to other locations. The "No Build" scenario, although hypothetical, is useful as a stress test of the transportation network to reveal potential locations where future congestion could be an issue. This planning exercise to expose future congestion is repeated every four years as part of the RTP planning cycle, thereby exposing future congestion needs in an iterative process as the transportation network evolves over the years.

In Figure 1a, the following Ogden/Layton Area corridors are a few of the roads that show evidence of increased congestion in 2050 as future transportation demand grows:

East/West Corridors

1. SR-134/2700 North, Farr West/Peasant View
2. 1500 North, Plain City
3. Pioneer Road, Marriott-Slaterville
4. 1900 North, Plain City
5. 2050 North, Plain City
6. SR-39, West Weber
7. Antelope Drive, Syracuse

North/South Corridors

1. Legacy Parkway, North Salt Lake to Farmington
2. SR-134/4700 West, West Weber
3. Midland Drive, West Haven
4. SR-89/Washington Boulevard, Harrisville
5. 3000 West, Clinton
6. 2000 West, Clinton
7. 1000 West, Clearfield
8. Main Street, Sunset/Roy

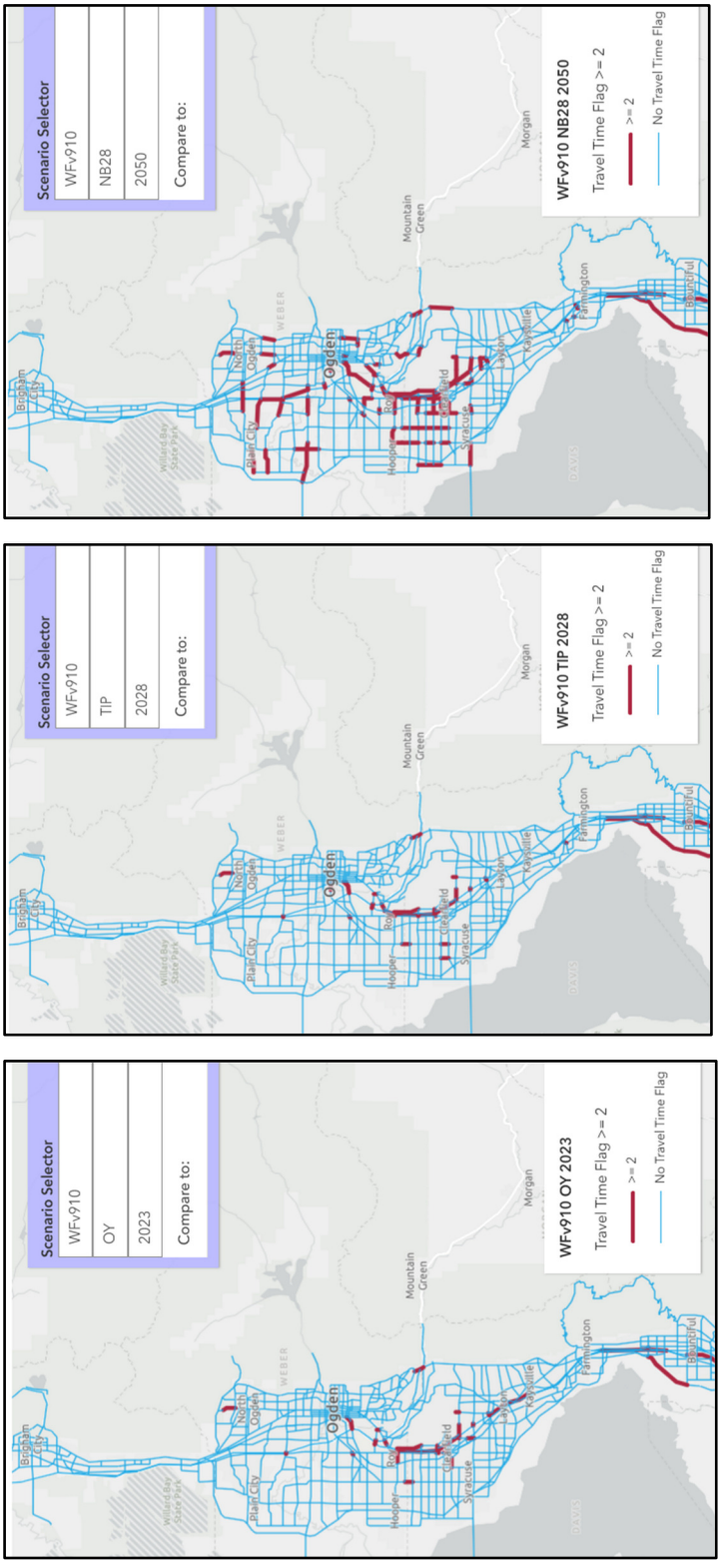

Figure 1a – Travel Time Index > 2.0, Ogden/Layton Area: 2023 (Opening Year), 2028 TIP, 2050 No Build

In Figure 1b, the following Salt Lake Area corridors are a few of the roads that show evidence of increased congestion in 2050 as future transportation demand grows:

East/West Corridors

1. I-80 (west of Salt Lake City)
2. I-80 (Parley's Canyon)
3. SR-201 (I-80 to I-15)
4. 700 South, Salt Lake City (west)
5. I-80 (I-15 to Parley's Canyon)
6. I-215 (west, south, and northeast sections)
7. 7000 South (I-15 to SR-154)
8. 9000 South (I-15 to SR-111)

North/South Corridors

1. I-15, Salt Lake County
2. 5600 West, Salt Lake City & Kearns
3. SR-111 (6200 South to 11800 south)
4. Mountain View Corridor, Salt Lake County
5. Bangerter Highway, Salt Lake County
6. Hwy-89/State Street, Midvale
7. 700 East, Sandy
8. 1300 East, Sandy
9. Highland Drive, Cottonwood Heights
10. Redwood Road, West Jordon
11. I-215 (west side)
12. 3200 West, West Jordan
13. 2700 West, West Jordan
14. 1300 West, South Jordan

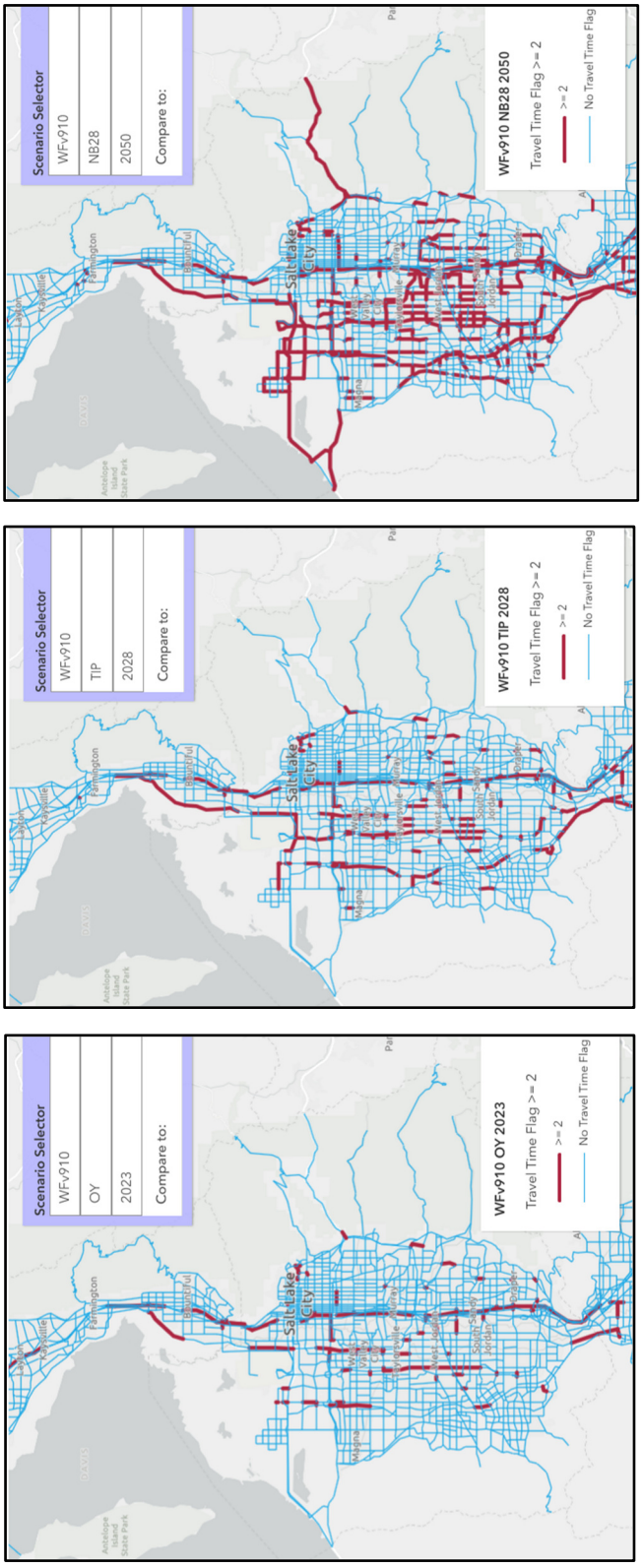

Figure 1b – Travel Time Index > 2.0, Salt Lake Area: 2023 (Opening Year), 2028 TIP, 2050 No Build

Recommended Operational Improvements

The fourth scenario described above, the "2050 CMP," adds TSMO improvements to the "2050 No Build" scenario. The maps shown in Figure 2a and Figure 2b highlight the top 10% of reduced TTI for congested road segments (TTI>2.0) comparing the "2050 No Build" scenario with the "2050 CMP" scenario which includes TSMO.

The analysis identifying the top 10% of reduced TTI was performed separately for two functional classes of roads: freeways and arterials. In the travel demand model, a freeway is defined as a divided highway with controlled access and full grade separation for all crossing roadways. The travel demand model classification of arterials refers to roads with at-grade intersections including expressways, principal arterials, and minor arterials. Collectors and local roads were not included in this congestion analysis.

A list of the top 10% of road segments with reduced TTI is provided in Appendix A1 for freeways and Appendix A2 for arterials. The roads highlighted in Figures 2a and 2b and in Appendices A1 and A2 should be considered as priorities for TSMO improvements for the greatest congestion reduction benefit. TSMO improvement strategies should be applied to all proposed RTP projects to maximize congestion benefits of all transportation investments.

An interactive map of the Congestion Management Process 2027-2055 is available to explore the reduced TTI comparison of "2050 CMP" to the "2050 No Build Scenarios" shown in Figures 2a and 2b.

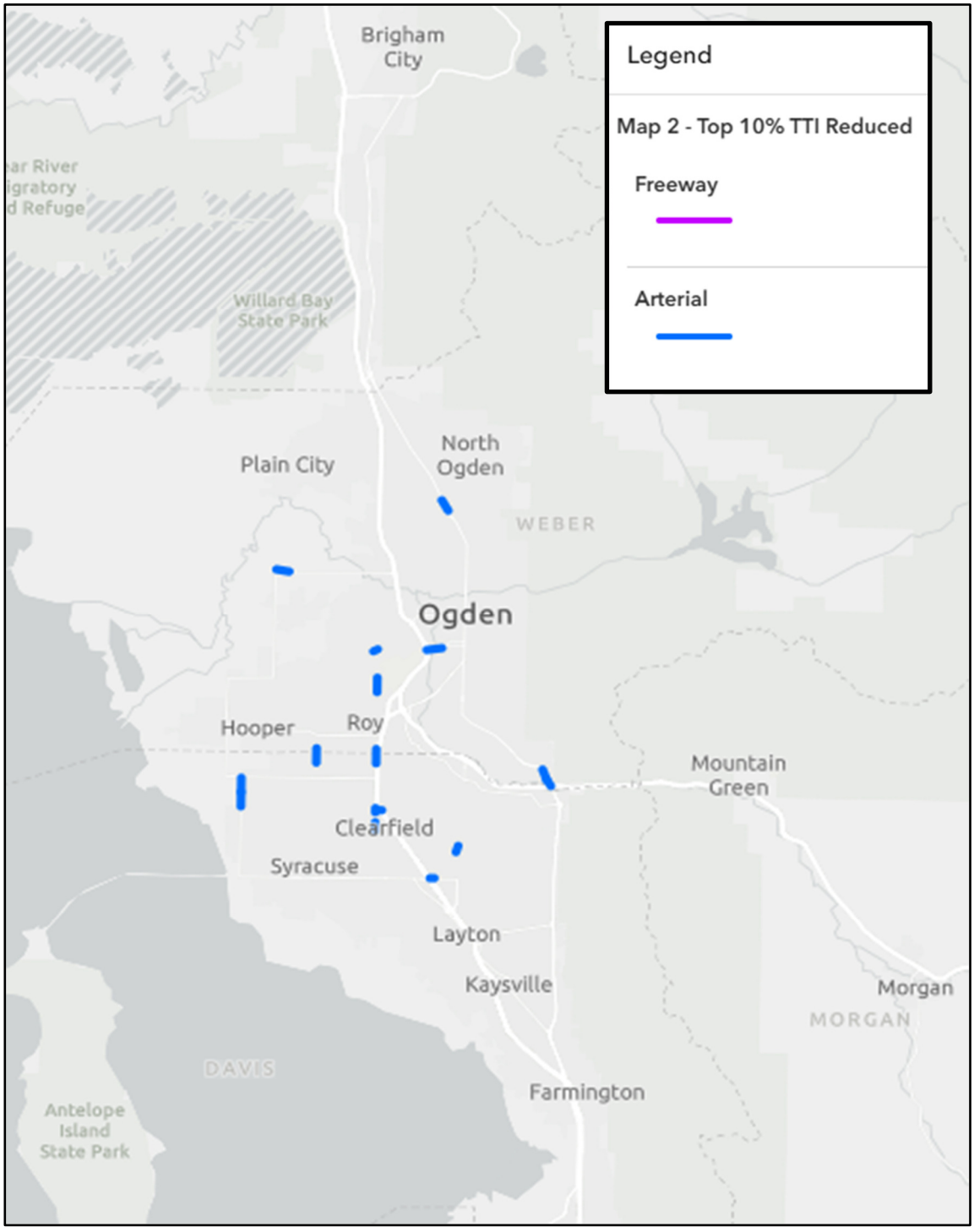

Figure 2a – Top 10% Reduced TTI for Congested Roads (TTI > 2.0) in the Ogden/Layton Area. These are priority segments for TSMO improvements which should be considered for all RTP projects.

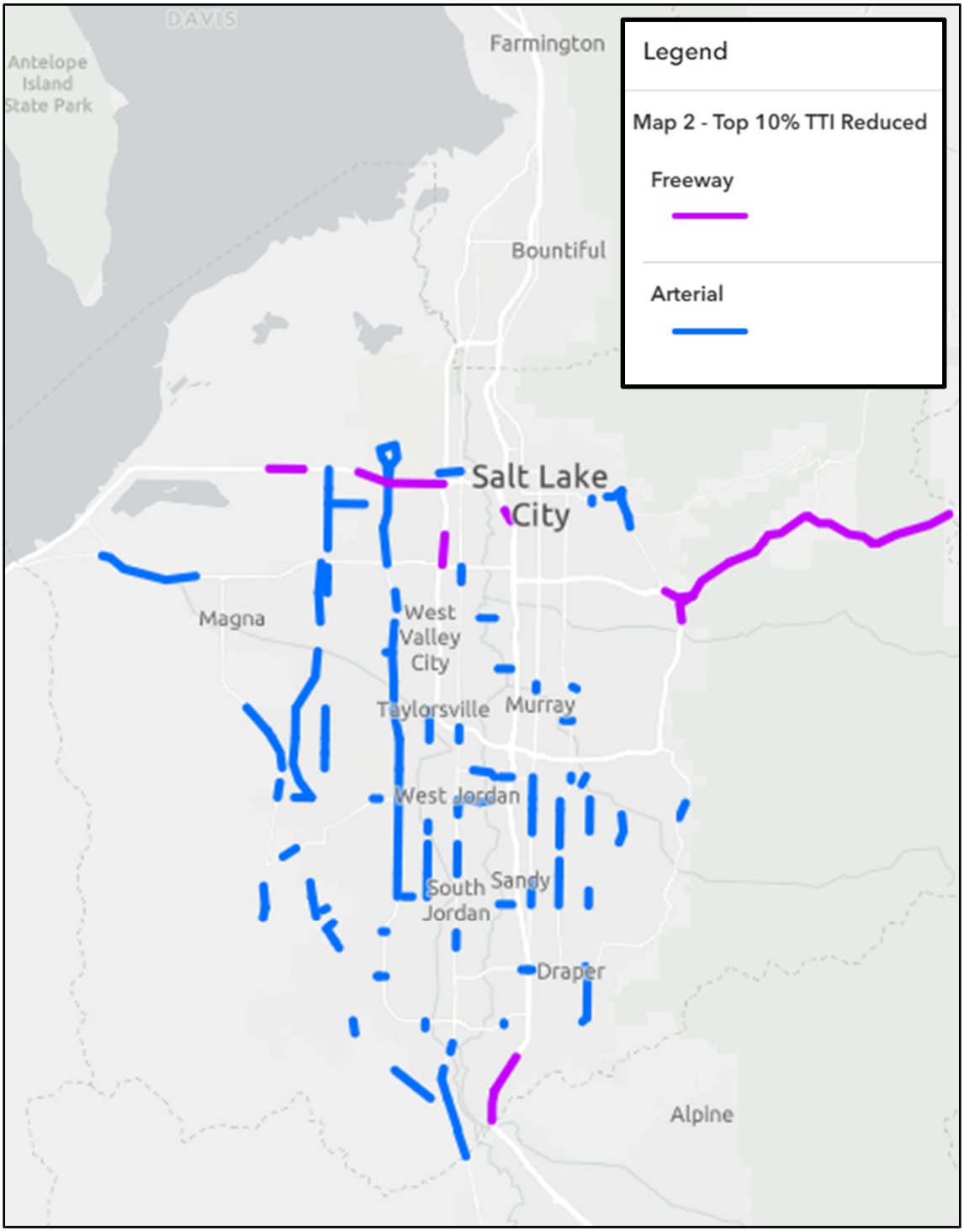

Figure 2b – Top 10% Reduced Travel Time Index for Congested Roads (TTI > 2.0) in the Salt Lake Area. These are priority segments for TSMO improvements which should be considered for all RTP projects.

Recommended Capacity Improvements

Figure 3a and Figure 3b are maps of road segments from the “2050 CMP” scenario with TTI ranges greater than 2.0 and between 1.4 and 2.0. While roadway segments with a TTI value greater than 2.0 are emphasized as representing segments with the greatest congestion, a TTI value in the range of 1.4 - 2.0 is also considered by definition as congested and a location recommended for capacity or operational improvements. The analysis of TTI values for road segments was performed separately on two functional classes: freeways and arterials as described above. A list of the road segments with TTI > 2.0 is also provided in Appendix B1 for freeways and Appendix B2 for Arterials. The TTI ranges for road segments shown in Figure 3a and Figure 3b and listed in Appendix B1 and Appendix B2 are candidates for capacity improvements to address future congestion.

An interactive map of the Congestion Management Process 2027-2055 is available to explore the TTI values of the “2050 CMP” scenario shown in Figures 3a and 3b.

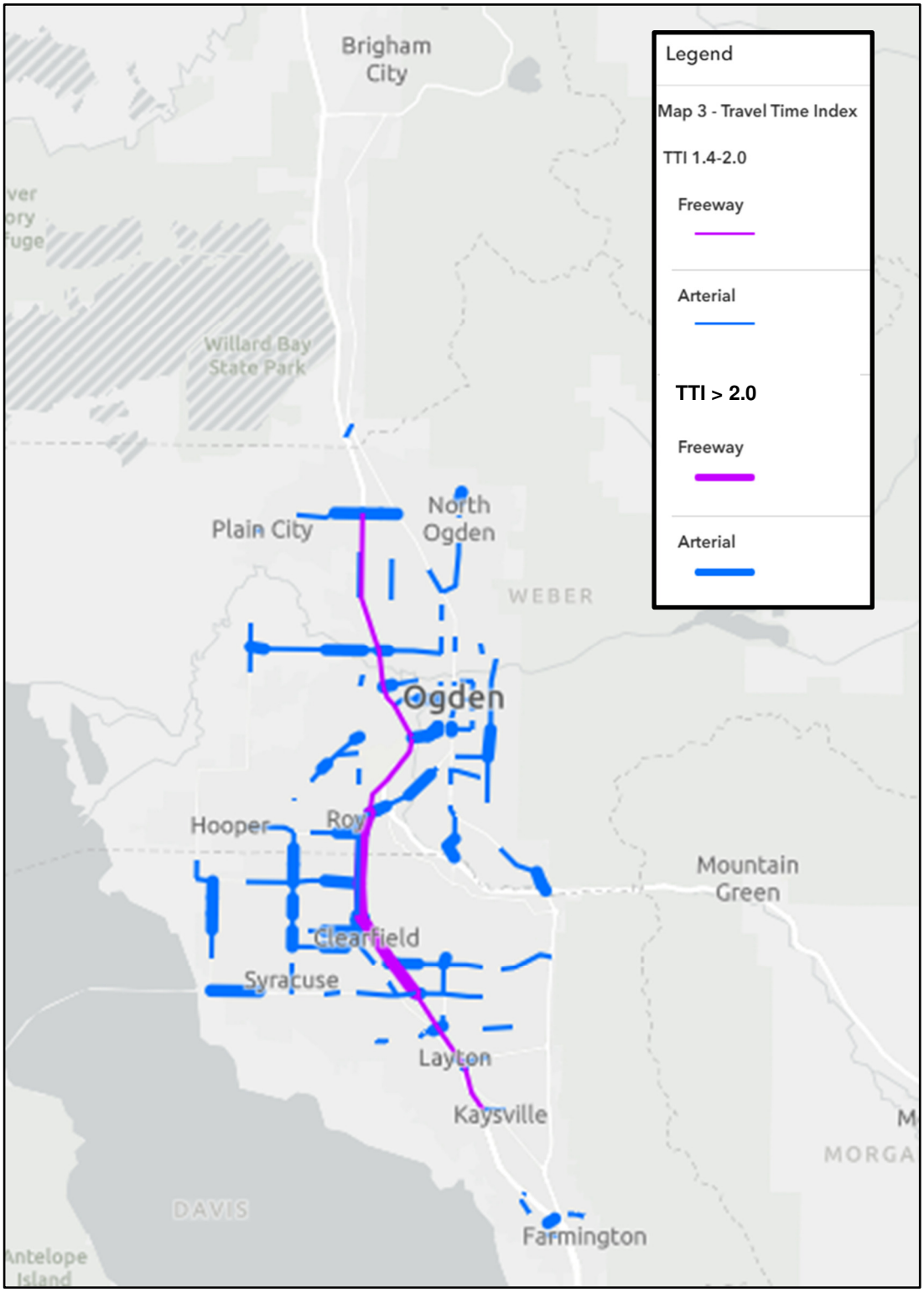

Figure 3a – Ogden-Layton Area Congested Road Segments Recommended for Additional Capacity.

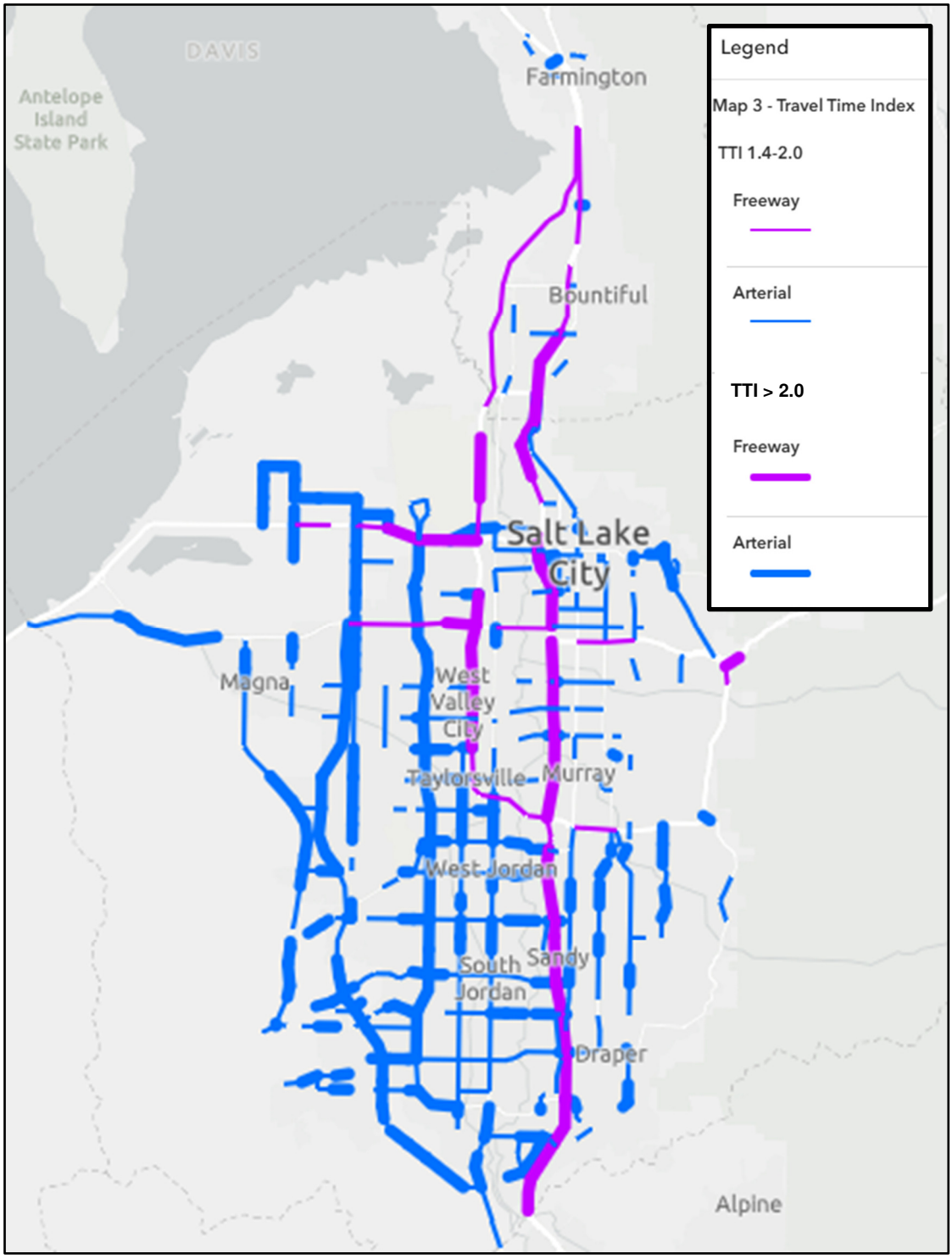

Figure 3b – Salt Lake Area Congested Road Segments Recommended for Additional Capacity.

Congestion Intensity

TTI is useful to analyze and compare changing congestion conditions over time, but the TTI does not identify the degree or intensity of the congestion. To illustrate with a question, which condition represents the most severe congestion: a two-lane minor arterial 3.6 miles long with Travel Time Index of 2.9 and a daily volume of 3,000 vehicles or a four-lane arterial 8.7 miles long with a Travel Time Index of 2.2 and a daily volume of 15,000 vehicles? A performance measure that includes volume, delay, distance, and travel lanes is needed.

To measure congestion intensity, Vehicle-Delay per Lane-Mile (VDpLM) was selected as the performance measure. Vehicle delay is the time difference between actual travel time and free-flow travel time multiplied by the volume of vehicles. Lane mile is the product of the link distance in miles and the number of travel lanes. For each link in the travel model network, the VDpLM is evaluated for each time-period (AM, Midday, PM, and Evening), and then summed for a daily value. In most cases, Evening travel times will approach free-flow times, so VDpLM in the Evening time-period will therefore be very small or possibly zero.

A map was then created of the road segments in the top 10% of Vehicle-Delay per Lane-Mile. Freeways and arterials were evaluated as two separate groups as before. Figure 4a and Figure 4b shows a map of the top 10% of freeway links and the top 10% of arterial links with the greatest VDpLM. A list of these freeway and arterial road segments in the top 10% of VDpLM is provided in Appendix C1 and Appendix C2. The segments identified in Figures 4a and 4b highlight the most intense congestion in the area and are a useful tool to identify priorities for increased capacity.

An interactive map of the Congestion Management Process 2027-2055 is available to explore the VDpLM values of the “2050 CMP” scenario shown in Figures 4a and 4b.

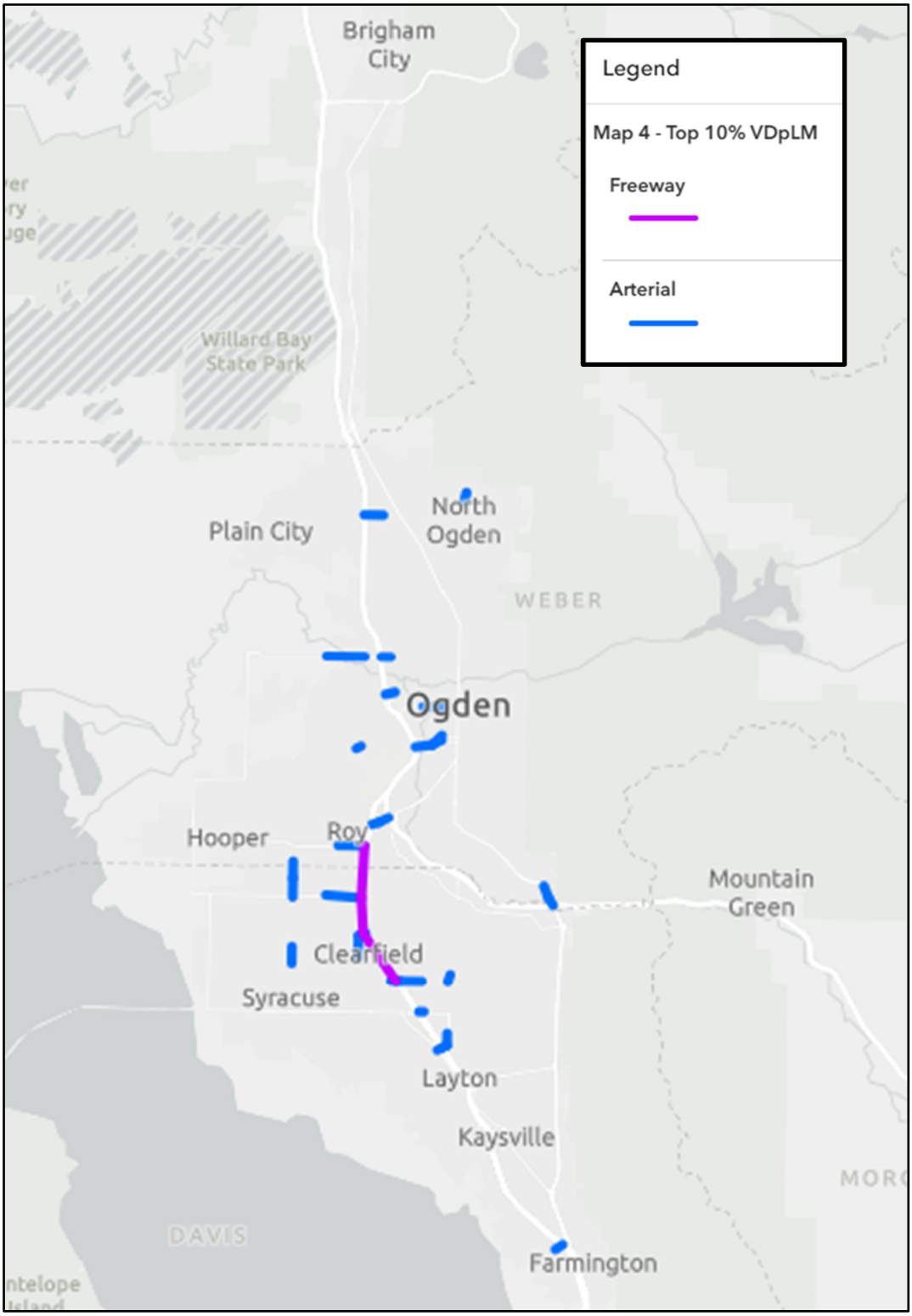

Figure 4a – Ogden/Layton Area Top 10% Vehicle-Delay per Lane-Mile (Congested Network).

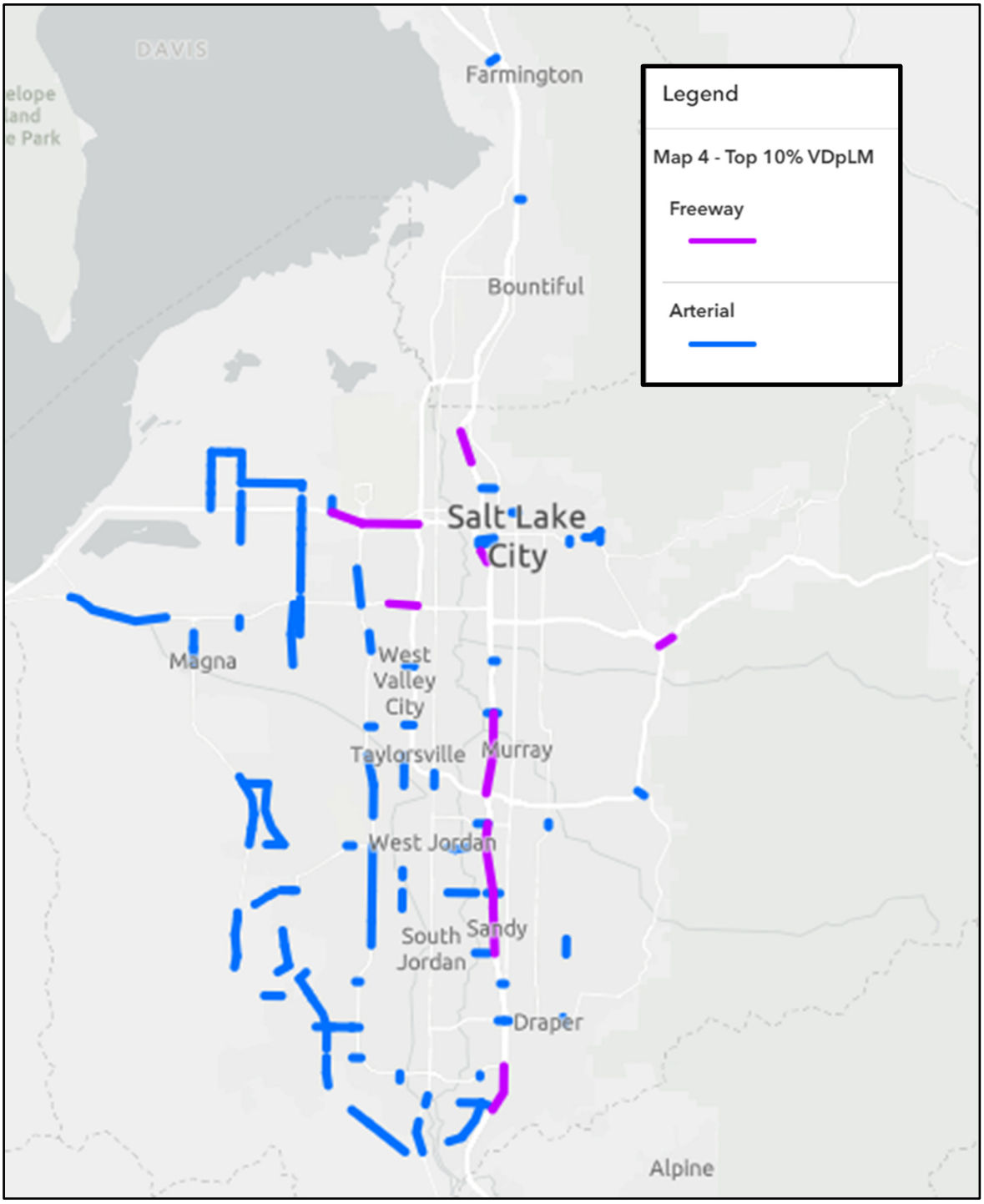

Figure 4b – Salt Lake Area Top 10% Vehicle-Delay per Lane-Mile (Congested Network).

Appendix A1
Freeway Segments Recommended for TSMO
Top 10% Travel Time Index Reduction

(Transportation System Management and Operations)
Refer to Map 2 - Top 10% TTI Reduced for the extent of each Street segment listed.

Appendix A1 - Freeway Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
Salt Lake County (other counties were not in the top 10% of reduced TTI)							
CD Road	1.9	10	Freeway	215,176	70	5,314	-3.30
CD Road	0.6	2	Freeway	37,264	55	404	-2.40
HOV I-15	1.4	12	Freeway	326,815	75	2,574	-1.72
HOV I-15	0.4	10	Freeway	323,076	73	1,188	-1.68
I-15	1.0	12	Freeway	326,817	75	1,805	-1.70
I-215	0.5	6	Freeway	109,964	75	100	-2.96
I-215	1.1	8	Freeway	182,932	73	587	-1.53
I-80	1.1	6	Freeway	185,330	73	13,857	-23.63*
I-80	1.2	4	Freeway	93,114	80	225	-3.35
I-80	1.0	4	Freeway	60,488	75	48	-1.80
I-80	2.4	6	Freeway	97,461	75	141	-1.62
I-80	2.8	6	Freeway	96,965	75	160	-1.61
I-80	1.7	6	Freeway	97,752	75	102	-1.60
I-80	1.5	6	Freeway	97,752	75	87	-1.60
I-80	1.8	6	Freeway	97,493	75	104	-1.58

**This extreme value is a modeling anomaly, but this segment is clearly congested.*

Appendix A2
Arterial Segments Recommended for TSMO
Top 10% Travel Time Index Reduction

(Transportation System Management and Operations)
Refer to Map 2 - Top 10% TTI Reduced for the extent of each Street segment listed.

Appendix A2 - Arterial Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
Davis County							
1900 West	0.5	4	Principal Arterial	27,440	32	153	-0.37
2000 West	0.5	2	Principal Arterial	32,513	38	324	-0.45
4500 South	0.5	2	Minor Arterial	17,258	35	82	-0.35
4500 South	0.5	2	Minor Arterial	19,242	43	82	-0.30
650 North	0.1	4	Minor Arterial	66,310	30	764	-3.76
Antelope	0.1	4	Minor Arterial	54,934	30	253	-0.43
Hillfield	0.2	4	Minor Arterial	60,872	30	758	-2.11
Main St	0.2	4	Minor Arterial	29,987	30	51	-0.43
Main St	0.3	4	Minor Arterial	45,596	30	221	-0.37
Salt Lake County							
Mountain View	2.2	4	Expressway	68,470	53	1,650	-0.54
Mountain View	1.0	4	Expressway	65,581	53	506	-0.34
Mountain View	2.2	4	Expressway	65,200	53	943	-0.33
10200 South	0.3	4	Principal Arterial	39,155	30	96	-0.30
10200 South	0.2	4	Minor Arterial	40,621	30	79	-0.29
11400 South	0.1	4	Minor Arterial	56,164	30	254	-0.77
12300 South	0.1	6	Principal Arterial	71,383	32	153	-0.60
12300 South	0.2	4	Principal Arterial	56,606	32	449	-0.37
12600 South	0.1	4	Principal Arterial	67,116	38	203	-0.32
12600 South	0.2	4	Principal Arterial	67,116	38	262	-0.32
1300 East	0.2	2	Minor Arterial	23,711	33	116	-0.88
1300 East	0.5	4	Minor Arterial	47,043	35	387	-0.81
1300 East	0.2	4	Minor Arterial	40,076	24	107	-0.45
1300 East	0.6	2	Minor Arterial	15,235	35	81	-0.44
1300 East	0.3	6	Minor Arterial	46,624	30	145	-0.37

Appendix A2 - Arterial Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
1300 East	0.9	2	Minor Arterial	15,433	32	123	-0.35
1300 East	1.1	4	Minor Arterial	30,457	32	312	-0.29
2700 West	0.2	2	Minor Arterial	23,685	35	122	-0.73
2700 West	0.5	2	Minor Arterial	19,083	35	158	-0.48
2700 West	0.5	2	Minor Arterial	17,596	35	102	-0.45
2700 West	0.2	2	Minor Arterial	22,764	35	114	-0.42
2700 West	0.1	2	Minor Arterial	18,065	35	12	-0.42
2700 West	1.0	2	Minor Arterial	26,430	35	394	-0.39
2700 West	0.8	2	Minor Arterial	13,292	30	84	-0.29
3300 South	0.5	6	Principal Arterial	51,653	32	130	-0.57
4100 South	0.3	4	Minor Arterial	40,642	30	127	-0.29
5600 South	0.3	2	Minor Arterial	21,426	30	53	-0.29
5600 West	0.5	4	Principal Arterial	39,738	32	487	-0.52
5600 West	1.0	4	Principal Arterial	70,031	38	3,552	-1.82
5600 West	0.5	4	Principal Arterial	52,118	35	693	-1.50
5600 West	0.5	4	Minor Arterial	37,744	35	245	-0.51
5600 West	0.5	4	Minor Arterial	35,223	35	185	-0.38
5600 West	1.0	4	Principal Arterial	34,481	38	358	-0.38
5600 West	0.6	4	Principal Arterial	52,021	32	354	-0.34
5600 West	0.5	4	Principal Arterial	44,426	32	424	-0.34
5600 West	0.3	4	Principal Arterial	45,581	32	290	-0.31
700 East	0.8	4	Principal Arterial	40,507	32	304	-0.49
700 East	1.0	4	Principal Arterial	23,253	32	179	-0.40
700 East	0.5	4	Principal Arterial	36,984	32	165	-0.36
700 East	0.5	4	Principal Arterial	41,883	32	163	-0.35
700 East	0.3	4	Principal Arterial	40,958	32	101	-0.34
700 South	1.2	2	Minor Arterial	8,281	29	178	-0.57
700 West	0.1	4	Minor Arterial	58,049	30	247	-0.71
7000 South	0.8	4	Principal Arterial	38,468	32	252	-0.35
7200 South	0.3	6	Principal Arterial	82,326	32	493	-0.47
7800 South	0.3	4	Minor Arterial	59,885	35	416	-0.55
7800 South	0.5	4	Minor Arterial	52,119	30	528	-0.45
7800 South	0.2	4	Minor Arterial	48,418	30	185	-0.43
7800 South	0.5	4	Minor Arterial	44,484	35	312	-0.38

Appendix A2 - Arterial Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
7800 South	0.5	4	Minor Arterial	45,711	30	271	-0.33
Bangerter	3.4	3	Expressway	40,014	48	873	-1.14
Bangerter	0.8	6	Expressway	95,556	53	1,249	-0.93
Bangerter	1.0	6	Expressway	99,072	53	1,965	-0.91
Bangerter	1.0	6	Expressway	91,160	53	1,183	-0.70
Bangerter	1.0	6	Expressway	102,072	53	1,805	-0.61
Bangerter	1.5	4	Expressway	51,988	48	771	-0.59
Bangerter	0.5	6	Expressway	81,565	43	593	-0.59
Bangerter	1.5	6	Expressway	92,917	53	1,756	-0.57
Bangerter	1.0	6	Expressway	85,684	53	759	-0.53
Bangerter	1.2	4	Expressway	55,428	48	811	-0.46
Bangerter	1.0	6	Expressway	87,291	47	852	-0.38
Bangerter	1.0	6	Expressway	76,700	43	654	-0.37
Bangerter	1.0	6	Expressway	73,523	43	573	-0.31
SR-201	3.4	4	Expressway	51,177	56	2,735	-1.41
Foothill	0.5	6	Principal Arterial	52,284	32	352	-0.42
Foothill	0.4	6	Principal Arterial	57,445	38	206	-0.35
Frontage	0.6	4	Expressway	85,518	53	1,892	-1.79
Frontage	0.5	4	Expressway	85,518	53	1,422	-1.79
Frontage	1.5	4	Expressway	78,665	53	2,573	-0.49
Frontage	0.5	4	Expressway	74,202	53	387	-0.47
Frontage	0.5	4	Expressway	77,681	53	542	-0.31
Frontage	0.3	4	Expressway	83,538	53	483	-0.31
Highland	0.2	2	Principal Arterial	20,963	38	69	-0.82
Highland	1.0	4	Principal Arterial	46,913	38	443	-0.36
Husky Hwy	0.1	4	Principal Arterial	47,421	32	99	-0.52
Lake Ave	0.3	2	Minor Arterial	23,189	30	117	-0.45
MVC	1.0	4	Expressway	72,126	53	922	-0.49
MVC	1.0	4	Expressway	69,774	53	799	-0.30
New Bingham Hwy	0.5	2	Principal Arterial	28,018	38	228	-0.30
North Temple	0.7	4	Minor Arterial	24,162	31	192	-0.40
Redwood Rd	0.3	6	Principal Arterial	43,107	32	113	-0.82

Appendix A2 - Arterial Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
Redwood Rd	0.2	6	Principal Arterial	58,731	32	170	-0.62
Redwood Rd	0.2	6	Principal Arterial	53,542	32	171	-0.46
Redwood Rd	1.1	4	Principal Arterial	39,229	43	608	-0.45
Redwood Rd	2.1	4	Principal Arterial	27,712	32	548	-0.43
Redwood Rd	1.0	6	Principal Arterial	49,179	32	595	-0.43
Redwood Rd	0.3	4	Principal Arterial	45,361	34	281	-0.42
Redwood Rd	0.3	6	Principal Arterial	52,444	32	190	-0.42
Redwood Rd	0.4	8	Principal Arterial	82,607	32	810	-0.38
Redwood Rd	0.5	6	Principal Arterial	41,998	38	134	-0.34
South Campus	0.6	4	Minor Arterial	45,470	30	805	-2.57
South Jordan Pwky	0.4	6	Principal Arterial	60,846	32	409	-0.39
SR-111	0.4	2	Minor Arterial	33,449	35	581	-1.66
SR-111	0.7	2	Minor Arterial	32,005	33	1,099	-1.34
SR-111	0.5	2	Minor Arterial	26,995	35	233	-0.53
SR-111	1.2	2	Minor Arterial	24,221	35	519	-0.46
SR-111	0.2	2	Minor Arterial	25,752	35	79	-0.37
SR-111	1.1	2	Minor Arterial	25,871	43	276	-0.31
State St	0.8	4	Principal Arterial	36,805	32	435	-0.57
State St	0.2	6	Principal Arterial	50,993	32	60	-0.53
State St	0.7	6	Principal Arterial	47,031	32	300	-0.46
State St	0.4	6	Principal Arterial	44,119	32	119	-0.33
State St	0.7	6	Principal Arterial	47,090	32	265	-0.31
Taylorsvi	0.5	4	Principal Arterial	49,489	32	199	-0.38
Van Winkle	0.1	4	Principal Arterial	44,351	32	55	-0.73
Wasatch Blvd	0.5	2	Principal Arterial	15,554	38	56	-0.58
Wasatch Dr	0.4	4	Minor Arterial	38,961	30	597	-1.18
Weber County							
1200 South	0.5	2	Principal Arterial	28,422	48	123	-0.36
1900 West	0.5	4	Principal Arterial	42,299	38	140	-0.31
30th St	0.5	4	Principal Arterial	75,015	29	1,648	-0.33
Midland Dr	0.2	2	Principal Arterial	36,345	38	215	-0.50
US-89	0.2	4	Expressway	75,086	48	1,657	-0.52

Appendix A2 - Arterial Segments Recommended for TSMO – Top 10% TTI Reduction							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free-Flow Speed**	**Daily Vehicle Hours Delay**	**Travel Time Index Reduction**
US-89	0.3	4	Principal Arterial	36,553	38	66	-0.44
US-89	0.4	4	Expressway	69,899	48	956	-0.41

Appendix B1
Freeway Segment Candidates for Additional Capacity
(2050 CMP network with TTI > 2.0, or TTI 1.4 - 2.0)
Refer to Map 3 - TTI > 2.0 or TTI 1.4 - 2.0 for the extent of each Street segment listed.

Appendix B1 - Freeway Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Davis County							
I-15	1.2	8	Freeway	215,505	68	1,325	2.14
HOV I-15	1.5	8	Freeway	226,994	75	3,623	4.60
HOV I-15	1.1	8	Freeway	235,896	68	2,691	3.91
HOV I-15	1.7	8	Freeway	228,953	69	2,905	2.72
HOV I-15	2.1	10	Freeway	250,661	71	2,040	2.38
HOV I-15	1.3	8	Freeway	217,100	75	1,132	2.33
Salt Lake County							
CD Road	1.9	10	Freeway	215,176	70	5,314	7.16
CD Road	0.6	2	Freeway	37,264	55	404	3.69
HOV I-15	0.3	11	Freeway	239,999	63	465	6.22
HOV I-15	2.3	17	Freeway	430,194	69	7,760	4.94
HOV I-15	0.5	14	Freeway	374,815	71	1,232	4.42
HOV I-15	1.5	14	Freeway	374,815	71	3,659	4.42
HOV I-15	1.1	16	Freeway	384,326	68	2,639	4.31
HOV I-15	1.5	14	Freeway	362,225	72	3,350	4.16
HOV I-15	0.4	10	Freeway	323,076	73	1,188	3.88
HOV I-15	1.2	14	Freeway	367,519	72	2,416	3.74
HOV I-15	1.4	12	Freeway	326,815	75	2,574	3.68
HOV I-15	1.0	14	Freeway	365,075	72	1,936	3.61
HOV I-15	1.1	8	Freeway	231,304	75	1,510	2.97
HOV I-15	0.3	13	Freeway	323,077	68	435	2.88
HOV I-15	1.3	11	Freeway	339,783	74	2,789	2.74
HOV I-15	0.4	14	Freeway	363,481	70	850	2.62
HOV I-15	0.2	14	Freeway	326,139	54	518	2.49
HOV I-15	1.4	11	Freeway	340,060	74	2,374	2.41
HOV I-15	0.8	11	Freeway	342,129	74	1,411	2.25
HOV I-15	0.9	11	Freeway	342,129	74	1,540	2.25
HOV I-15	0.5	8	Freeway	223,176	75	364	2.22

Appendix B1 - Freeway Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
HOV I-15	1.3	11	Freeway	334,931	74	1,922	2.01
I-15	1.5	12	Freeway	336,296	74	3,293	3.89
I-15	1.0	12	Freeway	326,817	75	1,805	3.66
I-215	2.0	8	Freeway	185,951	73	1,704	2.54
I-215	2.0	9	Freeway	189,259	71	1,479	2.29
I-215	2.0	6	Freeway	157,680	73	1,017	2.18
I-215	1.1	8	Freeway	182,932	73	587	2.07
I-80	1.1	6	Freeway	185,330	73	13,857	23.65*
SR-201 EB	0.9	6	Freeway	185,729	66	972	2.53
HOV I-15	0.7	8	Freeway	200,876	75	585	2.50
Weber County (There were not any Weber County freeway segments with a TTI value greater than 2.0, but other levels of congestion are evident.)							

**This extreme value is a modeling anomaly, but this segment is clearly congested.*

Appendix B2
Arterial Segment Candidates for Additional Capacity
(2050 CMP network with TTI > 2.0 or TTI 1.4 - 2.0)
Refer to Map 3 - TTI > 2.0 or TTI 1.4 - 2.0 for the extent of each Street segment listed.

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Davis County							
1800 North	1.0	4	Minor Arterial	44,853	32	589	2.18
2000 West	0.5	2	Principal Arterial	32,513	38	324	3.26
2000 West	0.5	4	Principal Arterial	41,915	32	401	2.95
2000 West	0.5	2	Principal Arterial	28,263	38	167	2.45
2000 West	0.5	4	Principal Arterial	43,014	38	222	2.26
300 North	1.0	2	Minor Arterial	23,450	32	255	2.16
4500 South	0.5	2	Minor Arterial	19,242	43	82	2.26
4500 South	0.5	2	Minor Arterial	17,258	35	82	2.19
4500 South	0.5	2	Minor Arterial	18,409	35	91	2.17
650 North	0.1	4	Minor Arterial	66,310	30	764	15.67*
650 North	0.1	4	Minor Arterial	68,672	30	481	5.21
700 South	0.6	4	Principal Arterial	47,820	38	447	2.99
700 South	0.2	4	Principal Arterial	50,644	32	126	2.45
700 South	0.1	4	Principal Arterial	49,325	32	112	2.40
Antelope	0.1	4	Minor Arterial	54,934	30	253	3.64
CD Road	1.1	4	Principal Arterial	43,401	41	452	2.43
Hillfield	0.2	4	Minor Arterial	60,872	30	758	9.32
Hillfield	0.1	4	Minor Arterial	71,092	30	489	5.10
Hillfield	0.1	4	Minor Arterial	58,526	30	239	3.10
Main St	0.3	4	Minor Arterial	45,596	30	221	2.92
Main St	0.3	4	Minor Arterial	57,399	30	436	2.86

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Main St	0.2	4	Minor Arterial	29,987	30	51	2.20
Park Ln	0.3	4	Minor Arterial	43,730	30	171	2.26
Parrish Ln	0.2	4	Minor Arterial	51,192	30	192	2.95
SR-193	0.7	4	Principal Arterial	49,545	34	338	2.21
Syracuse	1.5	2	Minor Arterial	15,984	35	205	2.01
Salt Lake County							
MVC	2.2	4	Expressway	68,470	53	1,650	3.29
MVC	1.0	4	Expressway	65,581	53	506	2.75
MVC	2.2	4	Expressway	65,200	53	943	2.35
10200 South	0.5	4	Minor Arterial	42,256	35	272	2.70
10200 South	0.5	4	Minor Arterial	45,558	30	297	2.52
10200 South	0.5	4	Minor Arterial	35,729	30	202	2.26
10200 South	0.2	4	Minor Arterial	40,621	30	79	2.19
10200 South	0.3	4	Principal Arterial	39,155	30	96	2.12
10600 South	0.2	6	Minor Arterial	63,378	30	167	2.24
11400 South	0.1	4	Minor Arterial	56,164	30	254	5.41
11400 South	0.2	6	Minor Arterial	60,682	30	193	2.66
11400 South	0.5	4	Minor Arterial	43,000	35	232	2.36
11400 South	0.6	4	Minor Arterial	41,264	35	240	2.22
11400 South	0.6	4	Minor Arterial	37,231	30	222	2.21
11400 South	0.2	4	Minor Arterial	40,426	30	99	2.08
11400 South	0.6	4	Minor Arterial	39,828	30	264	2.07
11800 South	0.6	2	Minor Arterial	26,131	35	222	2.70
12300 South	0.2	4	Principal Arterial	56,606	32	449	4.27

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
12300 South	0.1	6	Principal Arterial	71,383	32	153	3.16
12600 South	0.1	4	Principal Arterial	67,116	38	203	4.35
12600 South	0.2	4	Principal Arterial	67,116	38	262	4.35
12600 South	0.3	4	Principal Arterial	60,487	32	244	2.51
12600 South	0.5	4	Principal Arterial	61,666	38	416	2.50
12600 South	0.3	4	Minor Arterial	45,309	30	191	2.14
1300 East	0.2	2	Minor Arterial	23,711	33	116	3.55
1300 East	0.5	4	Minor Arterial	47,043	35	387	3.41
1300 East	0.6	2	Minor Arterial	15,235	35	81	2.16
1300 East	0.2	4	Minor Arterial	40,076	24	107	2.14
1300 East	0.3	6	Minor Arterial	46,624	30	145	2.11
1300 South	0.2	4	Minor Arterial	43,466	30	118	2.29
13400 South	0.2	6	Minor Arterial	59,066	30	264	2.75
13400 South	0.5	2	Minor Arterial	20,103	35	89	2.03
1400 North	0.9	2	Minor Arterial	20,123	30	647	3.84
1400 North	0.6	2	Minor Arterial	9,977	30	243	2.90
14600 South	0.3	4	Minor Arterial	53,994	30	357	3.24
14600 South	0.7	2	Minor Arterial	24,313	30	337	2.99
2700 West	0.2	2	Minor Arterial	23,685	35	122	3.63
2700 West	0.2	2	Minor Arterial	22,764	35	114	3.62
2700 West	1.0	2	Minor Arterial	26,430	35	394	2.88
2700 West	0.5	2	Minor Arterial	19,083	35	158	2.80
2700 West	0.5	2	Minor Arterial	17,596	35	102	2.53
2700 West	1.0	2	Minor Arterial	21,583	35	221	2.28
2700 West	0.1	2	Minor Arterial	18,065	35	12	2.06
2nd Ave	0.1	2	Minor Arterial	29,702	21	40	2.01

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
3300 South	0.1	6	Principal Arterial	86,777	32	231	3.39
3500 South	0.3	6	Principal Arterial	75,971	32	450	2.76
4000 West	0.5	4	Minor Arterial	43,414	35	178	2.09
4100 South	0.3	4	Minor Arterial	40,642	30	127	2.23
4500 South	0.1	6	Principal Arterial	85,054	32	169	2.28
4700 South	0.3	6	Principal Arterial	90,410	32	746	3.66
4700 South	0.2	4	Principal Arterial	54,593	32	150	2.24
4700 South	0.3	4	Principal Arterial	43,219	32	115	2.21
4700 South	0.5	4	Principal Arterial	52,191	38	189	2.06
4800 West	0.2	2	Minor Arterial	39,736	30	2,013	27.15*
4800 West	0.3	4	Minor Arterial	36,919	30	143	2.08
500 South	0.5	4	Principal Arterial	65,570	31	540	2.25
5400 South	0.5	6	Minor Arterial	53,032	35	308	2.16
5600 West	0.4	4	Minor Arterial	77,775	30	5,286	19.39*
5600 West	0.5	4	Principal Arterial	39,738	32	487	2.97
5600 West	0.2	4	Principal Arterial	42,413	32	187	2.65
5600 West	1.0	4	Principal Arterial	70,031	38	3,552	6.84
5600 West	0.5	4	Principal Arterial	52,118	35	693	3.82
5600 West	0.3	4	Principal Arterial	45,581	32	290	3.02
5600 West	0.5	4	Principal Arterial	44,426	32	424	2.98
5600 West	0.2	4	Principal Arterial	45,139	32	152	2.91
5600 West	0.5	4	Minor Arterial	37,744	35	245	2.59
5600 West	0.5	4	Minor Arterial	35,223	35	185	2.26

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
5600 West	1.0	4	Principal Arterial	34,481	38	358	2.26
5600 West	0.5	4	Principal Arterial	36,855	32	227	2.18
5600 West	1.0	4	Principal Arterial	37,412	38	314	2.11
5600 West	0.6	4	Principal Arterial	52,021	32	354	2.11
5600 West	0.5	4	Minor Arterial	45,095	35	199	2.06
5600 West	0.5	4	Principal Arterial	36,179	32	169	2.04
600 South	0.5	4	Principal Arterial	59,934	34	544	2.27
6200 South	0.2	4	Principal Arterial	54,499	32	252	3.17
6200 South	0.5	4	Minor Arterial	39,031	32	245	2.32
700 East	0.5	4	Principal Arterial	36,984	32	165	2.12
700 East	0.8	4	Principal Arterial	40,507	32	304	2.11
700 East	0.4	4	Principal Arterial	39,446	32	165	2.08
700 North	0.8	2	Minor Arterial	43,201	30	7,405	21.58*
700 North	1.2	2	Minor Arterial	25,780	30	5,605	19.26*
700 West	0.1	4	Minor Arterial	58,049	30	247	4.37
7000 South	0.5	3	Minor Arterial	30,863	30	196	2.12
7000 South	0.8	4	Principal Arterial	38,468	32	252	2.12
7200 South	0.3	6	Principal Arterial	82,326	32	493	3.06
7200 West	0.5	2	Minor Arterial	43,524	30	12,589	55.04*
7200 West	0.6	2	Minor Arterial	34,550	30	1,985	10.62*
7200 West	1.1	2	Minor Arterial	19,634	30	338	3.01
7200 West	0.3	4	Minor Arterial	37,374	35	213	2.96
7200 West	0.3	4	Minor Arterial	30,691	35	126	2.31
7800 South	0.3	4	Minor Arterial	59,885	35	416	4.40

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
7800 South	0.5	4	Minor Arterial	52,119	30	528	3.26
7800 South	0.5	4	Minor Arterial	44,484	35	312	2.62
7800 South	0.2	4	Minor Arterial	48,418	30	185	2.59
7800 South	0.5	4	Minor Arterial	45,711	30	271	2.19
7800 South	0.1	4	Minor Arterial	46,958	30	74	2.01
8000 West	0.5	2	Minor Arterial	30,106	30	7,169	35.49*
8000 West	0.4	2	Minor Arterial	19,513	30	2,907	23.60*
8000 West	0.6	2	Minor Arterial	10,453	30	299	3.09
8000 West	0.4	2	Minor Arterial	10,079	30	184	2.95
8400 West	0.5	2	Principal Arterial	31,508	38	287	3.11
8400 West	0.5	2	Principal Arterial	28,973	38	177	2.55
9000 South	0.2	6	Principal Arterial	90,787	32	414	3.02
9000 South	0.2	4	Principal Arterial	62,782	38	203	2.58
9000 South	0.2	6	Principal Arterial	92,785	32	488	2.50
9000 South	1.0	6	Principal Arterial	72,031	32	868	2.46
9000 South	0.4	4	Principal Arterial	47,722	38	194	2.23
9000 South	0.5	4	Principal Arterial	49,369	38	255	2.17
Amelia Earhart	1.0	4	Minor Arterial	28,366	30	533	2.63
Bangerter	1.0	6	Expressway	99,072	53	1,965	5.18
Bangerter	0.8	6	Expressway	95,556	53	1,249	4.52
Bangerter	1.0	6	Expressway	102,072	53	1,805	3.97
Bangerter	1.5	6	Expressway	73,076	53	839	3.74
Bangerter	1.2	4	Expressway	55,428	48	811	3.60
Bangerter	1.0	6	Expressway	91,160	53	1,183	3.52
Bangerter	1.5	6	Expressway	92,917	53	1,756	3.47

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Bangerter	1.5	4	Expressway	51,988	48	771	3.35
Bangerter	0.5	6	Expressway	81,565	43	593	3.20
Bangerter	1.0	6	Expressway	85,684	53	759	2.84
Bangerter	1.0	6	Expressway	87,291	47	852	2.60
Bangerter	1.0	6	Expressway	76,700	43	654	2.36
Bangerter	1.0	6	Expressway	71,567	43	603	2.35
Bangerter	1.0	6	Expressway	73,523	43	573	2.23
Bangerter	1.3	6	Expressway	75,248	53	581	2.22
Bangerter	1.5	6	Expressway	69,804	53	499	2.06
Bangerter	0.5	6	Expressway	75,251	43	279	2.03
SR-201	3.4	4	Expressway	51,177	56	2735	4.58
California	0.5	4	Minor Arterial	23,439	30	159	2.15
CD Road	0.8	4	Minor Arterial	20,952	35	175	2.13
Foothill	0.5	6	Principal Arterial	52,284	32	352	2.18
Foothill	0.4	6	Principal Arterial	57,445	38	206	2.15
Frontage	0.6	4	Expressway	85,518	53	1892	8.34
Frontage	0.5	4	Expressway	85,518	53	1422	8.34
Frontage	1.5	4	Expressway	78,665	53	2573	4.32
Frontage	0.3	4	Expressway	83,538	53	483	3.79
Frontage	0.5	4	Expressway	74,202	53	387	3.31
Frontage	0.5	4	Expressway	77,681	53	542	3.13
Frontage	0.5	4	Expressway	75,586	53	418	2.68
Frontage	1.0	4	Expressway	77,426	53	903	2.51
Frontage	0.7	4	Expressway	69,933	53	431	2.41
Frontage	0.8	4	Expressway	73,085	53	448	2.41
Frontage	0.5	4	Expressway	68,466	53	229	2.26
Frontage	0.3	4	Expressway	70,479	53	114	2.22
Frontage	0.8	4	Expressway	68,492	53	399	2.18
Herriman	0.6	2	Minor Arterial	21,223	35	118	2.11
Highland	0.2	2	Principal Arterial	20,963	38	69	3.09
Highland	1.0	4	Principal Arterial	46,913	38	443	2.35

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Highland	0.6	4	Principal Arterial	44,900	35	303	2.20
Highland	0.5	4	Principal Arterial	45,937	32	268	2.15
Highland	0.6	6	Principal Arterial	60,456	35	364	2.15
Husky Hwy	0.1	4	Principal Arterial	47,421	32	99	2.77
Lake Ave	0.3	2	Minor Arterial	23,189	30	117	2.66
Main St	0.5	2	Minor Arterial	21,009	32	90	2.09
MVC	1.0	4	Expressway	72,126	53	922	3.61
MVC	1.0	4	Expressway	69,774	53	799	3.24
MVC	1.0	4	Expressway	70,393	53	542	2.38
New Bingham	0.5	2	Principal Arterial	28,018	38	228	3.13
New Bingham	0.3	2	Principal Arterial	32,253	38	110	2.22
North Temple	0.7	4	Minor Arterial	24,162	31	192	2.28
Porter Rockwell	0.5	2	Minor Arterial	29,331	35	193	2.84
Porter Rockwell	1.3	2	Minor Arterial	25,617	30	416	2.49
Redwood Rd	0.3	4	Principal Arterial	45,361	34	281	4.19
Redwood Rd	0.4	8	Principal Arterial	82,607	32	810	3.54
Redwood Rd	1.1	4	Principal Arterial	39,229	43	608	3.31
Redwood Rd	0.2	6	Principal Arterial	58,731	32	170	2.62
Redwood Rd	0.2	6	Principal Arterial	53,542	32	171	2.51
Redwood Rd	0.3	6	Principal Arterial	52,444	32	190	2.41
Redwood Rd	1.0	6	Principal Arterial	49,179	32	595	2.35
Redwood Rd	0.8	4	Principal Arterial	36,498	34	269	2.29
Redwood Rd	1.0	6	Principal Arterial	51,240	33	567	2.29

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
Redwood Rd	0.3	6	Principal Arterial	43,107	32	113	2.25
South Campus	0.6	4	Minor Arterial	45,470	30	805	4.90
South Jordan Pwky	0.4	6	Principal Arterial	60,846	32	409	3.13
South Jordan Pwky	0.2	6	Principal Arterial	64,922	32	198	2.49
SR-111	0.4	2	Minor Arterial	33,449	35	581	7.04
SR-111	0.7	2	Minor Arterial	32,005	33	1099	6.87
SR-111	1.2	2	Minor Arterial	24,221	35	519	3.31
SR-111	0.5	2	Minor Arterial	26,995	35	233	3.16
SR-111	0.5	2	Minor Arterial	24,051	35	150	2.67
SR-111	0.2	2	Minor Arterial	27,914	35	75	2.51
SR-111	0.5	2	Minor Arterial	27,914	35	206	2.51
SR-111	0.2	2	Minor Arterial	25,752	35	79	2.50
SR-111	1.1	2	Minor Arterial	25,871	43	276	2.34
SR-111	0.1	2	Minor Arterial	23,828	35	15	2.22
SR-111	0.5	2	Minor Arterial	24,964	35	120	2.07
State St	0.8	4	Principal Arterial	36,805	32	435	2.50
State St	0.7	6	Principal Arterial	47,031	32	300	2.10
Taylorsvi	0.2	4	Principal Arterial	59,313	32	195	2.28
Van Winkle	0.1	4	Principal Arterial	44,351	32	55	2.22
Wasatch Dr	0.4	4	Minor Arterial	38,961	30	597	3.99
Wright Brothers	0.5	4	Minor Arterial	50,088	30	5633	18.53*
Weber County							
1200 South	0.5	2	Principal Arterial	28,422	48	123	2.44
1200 South	0.3	4	Principal Arterial	47,554	38	199	2.39
1200 South	1.1	2	Principal Arterial	31,033	44	325	2.22

Appendix B2 - Arterial Segment Candidates for Additional Capacity							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**CMP Travel Time Index**
1900 West	0.4	5	Principal Arterial	52,554	32	276	2.78
2100 South	0.3	4	Minor Arterial	37,089	35	186	2.82
24th St	0.6	2	Minor Arterial	28,137	30	353	2.89
2600 North	0.8	2	Minor Arterial	22,097	38	194	2.26
2700 North	0.5	4	Principal Arterial	48,952	38	275	2.27
2700 North	0.5	4	Principal Arterial	51,926	38	319	2.16
30th St	0.5	4	Principal Arterial	75,015	29	1648	4.39
30th St	0.4	2	Principal Arterial	37,935	30	324	2.74
31st St	0.3	2	Principal Arterial	40,783	34	268	2.36
5600 S	0.2	6	Principal Arterial	64,682	32	145	2.54
5600 S	0.7	4	Minor Arterial	48,775	34	410	2.33
Adams Av	0.8	4	Minor Arterial	27,143	35	193	2.03
Elberta Dr	0.4	2	Minor Arterial	25,603	35	144	2.81
Harrison	0.8	4	Principal Arterial	48,285	38	408	2.25
Midland Dr	0.2	2	Principal Arterial	36,345	38	215	4.06
Midland Dr	0.3	4	Principal Arterial	41,433	38	93	2.04
Riverdale	0.3	6	Principal Arterial	81,553	32	635	3.01
Riverdale	0.2	6	Principal Arterial	75,009	32	294	2.27
Riverdale	0.9	6	Principal Arterial	65,512	32	724	2.18
US-89	0.2	4	Expressway	75,086	48	1657	20.23*
US-89	0.4	4	Expressway	69,899	48	956	5.76
Wall Ave	0.1	4	Principal Arterial	38,328	32	52	2.14
Washington	0.1	5	Principal Arterial	37,029	26	47	2.06

**This extreme value is a modeling anomaly, but this segment is clearly congested.*

Appendix C1
Freeways - Top 10% Congested
(Vehicle-Delay / Lane-Mile)
Refer to Map 3 - Top 10% VDpLM for the extent of each Street segment listed.

Appendix C1 - Freeways - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
Davis County							
HOV I-15	1.5	8	Freeway	226,994	75	3,623	298
HOV I-15	1.1	8	Freeway	235,896	68	2,691	295
HOV I-15	1.7	8	Freeway	228,953	69	2,905	210
Salt Lake County							
CD Road	0.6	2	Freeway	37,264	55	404	351
CD Road	1.9	10	Freeway	215,176	70	5,314	280
HOV I-15	0.4	10	Freeway	323,076	73	1,188	298
HOV I-15	2.3	17	Freeway	430,194	69	7,760	198
HOV I-15	1.3	11	Freeway	339,783	74	2,789	196
HOV I-15	1.5	14	Freeway	374,815	71	3,659	174
HOV I-15	0.5	14	Freeway	374,815	71	1,232	174
HOV I-15	1.1	8	Freeway	231,304	75	1,510	170
HOV I-15	1.4	11	Freeway	340,060	74	2,374	159
I-15	1.5	12	Freeway	336,296	74	3,293	178
I-80	1.1	6	Freeway	185,330	73	13,857	2,107
SR-201 EB	0.9	6	Freeway	185,729	66	972	182
Weber County (There were not any Weber County freeway segments in the top 10% of congestion, but other levels of congestion are evident.)							

Appendix C2
Arterials - Top 10% Congested
(Vehicle-Delay / Lane-Mile)
Refer to Map 3 - Top 10% VDpLM for the extent of each Street segment listed.

Appendix C2 - Arterials - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
Davis County							
1800 North	1.0	4	Minor Arterial	44,853	32	589	147
2000 West	0.5	2	Principal Arterial	32,513	38	324	325
2000 West	0.5	4	Principal Arterial	41,915	32	401	193
2000 West	0.5	2	Principal Arterial	28,263	38	167	166
650 North	0.1	4	Minor Arterial	66,310	30	764	2,222
650 North	0.1	4	Minor Arterial	68,672	30	481	845
700 South	0.1	4	Principal Arterial	49,325	32	112	225
700 South	0.2	4	Principal Arterial	50,644	32	126	200
700 South	0.6	4	Principal Arterial	47,820	38	447	175
Antelope	0.1	4	Minor Arterial	54,934	30	253	423
Hillfield	0.2	4	Minor Arterial	60,872	30	758	1,085
Hillfield	0.1	4	Minor Arterial	71,092	30	489	877
Hillfield	0.1	4	Minor Arterial	58,526	30	239	408
Hillfield	0.4	4	Minor Arterial	48,676	30	240	150
Main St	0.3	4	Minor Arterial	57,399	30	436	316
Main St	0.3	4	Minor Arterial	45,596	30	221	188
Park Ln	0.3	4	Minor Arterial	43,730	30	171	158
Parrish Ln	0.2	4	Minor Arterial	51,192	30	192	305
Salt Lake County							
Mountain View	2.2	4	Expressway	68,470	53	1,650	188
10200 South	0.5	4	Minor Arterial	45,558	30	297	156
11400 South	0.1	4	Minor Arterial	56,164	30	254	608
11400 South	0.2	6	Minor Arterial	60,682	30	193	177
11800 South	0.6	2	Minor Arterial	26,131	35	222	195
12300 South	0.2	4	Principal Arterial	56,606	32	449	454

Appendix C2 - Arterials - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
12300 South	0.1	6	Principal Arterial	71,383	32	153	197
12600 South	0.1	4	Principal Arterial	67,116	38	203	401
12600 South	0.2	4	Principal Arterial	67,116	38	262	400
12600 South	0.3	4	Principal Arterial	60,487	32	244	241
12600 South	0.5	4	Principal Arterial	61,666	38	416	192
12600 South	0.3	4	Minor Arterial	45,309	30	191	144
1300 East	0.2	2	Minor Arterial	23,711	33	116	246
1300 East	0.5	4	Minor Arterial	47,043	35	387	207
1300 East	0.2	4	Minor Arterial	40,076	24	107	178
13400 South	0.2	6	Minor Arterial	59,066	30	264	178
1400 North	0.9	2	Minor Arterial	20,123	30	647	369
1400 North	0.6	2	Minor Arterial	9,977	30	243	219
14600 South	0.3	4	Minor Arterial	53,994	30	357	305
14600 South	0.7	2	Minor Arterial	24,313	30	337	234
2700 West	0.2	2	Minor Arterial	23,685	35	122	260
2700 West	0.2	2	Minor Arterial	22,764	35	114	238
2700 West	1.0	2	Minor Arterial	26,430	35	394	197
2700 West	0.5	2	Minor Arterial	19,083	35	158	144
2nd Ave	0.1	2	Minor Arterial	29,702	21	40	349
3300 South	0.1	6	Principal Arterial	86,777	32	231	321
3500 South	0.3	6	Principal Arterial	75,971	32	450	247
4500 South	0.1	6	Principal Arterial	85,054	32	169	208
4700 South	0.3	6	Principal Arterial	90,410	32	746	426
4700 South	0.2	4	Principal Arterial	54,593	32	150	159
4800 West	0.2	2	Minor Arterial	39,736	30	2,013	5,742
500 South	0.5	4	Principal Arterial	65,570	31	540	250
5600 West	0.4	4	Minor Arterial	77,775	30	5,286	3,510
5600 West	0.2	4	Principal Arterial	42,413	32	187	229
5600 West	0.5	4	Principal Arterial	39,738	32	487	227

Appendix C2 - Arterials - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
5600 West	1.0	4	Principal Arterial	70,031	38	3,552	884
5600 West	0.5	4	Principal Arterial	52,118	35	693	340
5600 West	0.3	4	Principal Arterial	45,581	32	290	219
5600 West	0.5	4	Principal Arterial	44,426	32	424	216
5600 West	0.2	4	Principal Arterial	45,139	32	152	204
5600 West	0.6	4	Principal Arterial	52,021	32	354	147
600 North	0.4	4	Minor Arterial	53,529	30	314	186
600 South	0.5	4	Principal Arterial	59,934	34	544	280
6200 South	0.2	4	Principal Arterial	54,499	32	252	305
6200 South	0.8	2	Minor Arterial	31,193	35	344	206
700 North	0.8	2	Minor Arterial	43,201	30	7,405	4,618
700 North	1.2	2	Minor Arterial	25,780	30	5,605	2,352
700 West	0.1	4	Minor Arterial	58,049	30	247	518
7200 South	0.3	6	Principal Arterial	82,326	32	493	248
7200 West	0.5	2	Minor Arterial	43,524	30	12,589	12,768
7200 West	0.6	2	Minor Arterial	34,550	30	1,985	1,634
7200 West	0.3	4	Minor Arterial	37,374	35	213	170
7200 West	1.1	2	Minor Arterial	19,634	30	338	155
7800 South	0.3	4	Minor Arterial	59,885	35	416	388
7800 South	0.5	4	Minor Arterial	52,119	30	528	274
7800 South	0.2	4	Minor Arterial	48,418	30	185	189
7800 South	0.5	4	Minor Arterial	44,484	35	312	145
8000 West	0.5	2	Minor Arterial	30,106	30	7,169	7,815
8000 West	0.4	2	Minor Arterial	19,513	30	2,907	3,749
8000 West	0.6	2	Minor Arterial	10,453	30	299	246
8000 West	0.4	2	Minor Arterial	10,079	30	184	227
8400 West	0.5	2	Principal Arterial	31,508	38	287	278
8400 West	0.5	2	Principal Arterial	28,973	38	177	177
9000 South	0.2	6	Principal Arterial	92,785	32	488	360
9000 South	0.2	6	Principal Arterial	90,787	32	414	330
9000 South	0.2	4	Principal Arterial	62,782	38	203	268
9000 South	0.4	4	Principal Arterial	56,494	38	234	153
9000 South	1.0	6	Principal Arterial	72,031	32	868	145
Bangerter	1.0	6	Expressway	99,072	53	1,965	326

Appendix C2 - Arterials - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
Bangerter	1.0	6	Expressway	102,072	53	1,805	300
Bangerter	0.8	6	Expressway	95,556	53	1,249	265
Bangerter	1.5	6	Expressway	92,917	53	1,756	196
Bangerter	1.0	6	Expressway	91,160	53	1,183	190
Bangerter	0.5	6	Expressway	81,565	43	593	181
Bangerter	1.2	4	Expressway	55,428	48	811	164
SR-201	3.4	4	Expressway	51,177	56	2,735	199
Frontage	0.5	4	Expressway	85,518	53	1,422	732
Frontage	0.6	4	Expressway	85,518	53	1,892	732
Frontage	1.5	4	Expressway	78,665	53	2,573	416
Frontage	0.3	4	Expressway	83,538	53	483	409
Frontage	0.5	4	Expressway	77,681	53	542	261
Frontage	1.0	4	Expressway	77,426	53	903	216
Frontage	0.5	4	Expressway	75,586	53	418	205
Frontage	0.5	4	Expressway	74,202	53	387	197
Frontage	0.7	4	Expressway	69,933	53	431	155
Frontage	0.8	4	Expressway	73,085	53	448	146
Husky Hwy	0.1	4	Principal Arterial	47,421	32	99	177
Lake Ave	0.3	2	Minor Arterial	23,189	30	117	189
MVC	1.0	4	Expressway	72,126	53	922	229
MVC	1.0	4	Expressway	69,774	53	799	196
New Bingham	0.5	2	Principal Arterial	28,018	38	228	230
New Bingham	0.3	2	Principal Arterial	32,253	38	110	216
North Temple	0.2	4	Minor Arterial	48,007	21	90	149
Porter Rockwell	0.5	2	Minor Arterial	29,331	35	193	213
Porter Rockwell	1.3	2	Minor Arterial	25,617	30	416	160
Redwood Rd	0.3	4	Principal Arterial	45,361	34	281	271
Redwood Rd	0.4	8	Principal Arterial	82,607	32	810	234
Redwood Rd	1.1	4	Principal Arterial	39,229	43	608	143

Appendix C2 - Arterials - Top 10% Congested							
Street	**Distance**	**Lanes**	**Functional Class**	**Daily Volume**	**Free Flow Speed**	**Daily Vehicle Hours Delay**	**Daily Vehicle Delay per Lane Mile**
South Campus	0.6	4	Minor Arterial	45,470	30	805	362
South Jordan Pwky	0.4	6	Principal Arterial	60,846	32	409	174
SR-111	0.4	2	Minor Arterial	33,449	35	581	768
SR-111	0.7	2	Minor Arterial	32,005	33	1,099	766
SR-111	0.5	2	Minor Arterial	26,995	35	233	227
SR-111	1.2	2	Minor Arterial	24,221	35	519	223
SR-111	0.5	2	Minor Arterial	27,914	35	206	203
SR-111	0.2	2	Minor Arterial	27,914	35	75	203
SR-111	0.2	2	Minor Arterial	25,752	35	79	172
SR-111	0.5	2	Minor Arterial	24,051	35	150	152
Taylorsvi	0.2	4	Principal Arterial	59,313	32	195	226
Wasatch Dr	0.4	4	Minor Arterial	38,961	30	597	401
Wright Brothers	0.5	4	Minor Arterial	50,088	30	5,633	3,053
Weber County							
1200 South	0.3	4	Principal Arterial	47,554	38	199	150
1200 South	1.1	2	Principal Arterial	31,033	44	325	144
2100 South	0.3	4	Minor Arterial	37,089	35	186	149
24th St	0.6	2	Minor Arterial	28,137	30	353	305
2700 North	0.5	4	Principal Arterial	51,926	38	319	152
30th St	0.5	4	Principal Arterial	75,015	29	1,648	858
30th St	0.4	2	Principal Arterial	37,935	30	324	384
31st St	0.3	2	Principal Arterial	40,783	34	268	403
5600 South	0.7	4	Minor Arterial	48,775	34	410	152
5600 South	0.2	6	Principal Arterial	64,682	32	145	144
Elberta Dr	0.4	2	Minor Arterial	25,603	35	144	190
Midland Dr	0.2	2	Principal Arterial	36,345	38	215	549
Riverdale	0.3	6	Principal Arterial	81,553	32	635	327
Riverdale	0.2	6	Principal Arterial	75,009	32	294	204
US-89	0.2	4	Expressway	75,086	48	1,657	1,947
US-89	0.4	4	Expressway	69,899	48	956	611