

Chapter 3: Growth Choices

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As part of the Mountain View Corridor (MVC) Environmental Impact Statement (EIS) process, the Utah Department of Transportation (UDOT) requested that Envision Utah facilitate a process referred to as the Growth Choices Study. Envision Utah is a non-profit organization based in Salt Lake City, Utah, that has been working with local jurisdictions since 1997 to link land use and transportation planning. The Growth Choices process was intended to help the cities in the MVC study area understand the relationship between land-use policy changes and transportation choices and to facilitate agreement on a vision of future development with unified land-use and transportation policies.

A summary of the Growth Choices process is provided in the *Mountain View Corridor Growth Choices Process: Helping Solve Our Communities' Transportation Problems* (Envision Utah 2004) (see Appendix 3A, Mountain View Corridor Growth Choices Study). The Growth Choices process was developed to identify the land use, transportation, and quality of life objectives desired by the local communities. These objectives included providing more transportation options such as transit, providing greater housing choices, and providing more open space.



This chapter explains how the Quality Growth objectives desired by the communities were obtained through the Growth Choices and MVC EIS processes and provides an overview of the following:

- Envision Utah
- Growth Choices process
- Technical results of the Growth Choices process
- Incorporation of the Growth Choices process into the Mountain View Corridor EIS

3.1 Overview of Envision Utah

Envision Utah is an ongoing public/private community partnership that studies the effects of long-term growth on the Greater Wasatch Area of northern Utah. The Greater Wasatch Area is defined as the region from Brigham City in the north to Nephi in the south and from Heber in the east to Tooele in the west. Envision Utah's goal is to create a publicly supported growth strategy that will preserve Utah's high quality of life, natural environment, and economic vitality (Envision Utah, no date). To accomplish this goal, Envision Utah is educating the public about walkable neighborhoods, mixed housing types, higher-density developments, infill and redevelopment, preserved open space, and the protection of sensitive lands and air quality. New Urbanism or Quality Growth alternatives, such as transit-oriented developments and mixed-use developments, are also part of Envision Utah's quality growth strategy.

Envision Utah's goal has been to involve key decision-makers and the community to gain regional consensus on a mutual vision for future growth. The Envision Utah effort has included research concerning core values of Utah residents, workshops with key stakeholders to address where and how to grow, and extensive public awareness and education efforts that asked Utah residents to express their preferences for their communities' future.



Through involvement of the public; local and state elected officials; the business, civic, and religious communities; and other key stakeholders, Envision Utah has gathered information about what Greater Wasatch Area residents value and how they think growth should be accommodated. Based on this information, Envision Utah identified the following six primary goals along the Greater Wasatch Area to help protect the environment and maintain the economic vitality and quality of life while accommodating anticipated growth:

1. Enhance air quality.
2. Increase mobility and transportation choices.
3. Preserve critical lands, including agricultural, sensitive, and strategic open lands.
4. Conserve and maintain the availability of water resources.
5. Provide housing for a range of family and income types.
6. Maximize efficiency in public and infrastructure investments to promote other goals.

The public involvement experience that Envision Utah has gained since 1997 was applied to the MVC Growth Choices process. The following sections summarize the Growth Choices process, the results of the Growth Choices process, and how these results were used as part of the MVC EIS.

3.2 Overview of the Growth Choices Process

The MVC Growth Choices process was an opportunity for the communities in western Salt Lake County and northern Utah County to consider how changing their existing land-use plans could help solve the area's transportation challenges. The process included a stakeholder committee that consisted of representatives from Salt Lake and Utah Counties, 14 cities, four nongovernmental organizations, a school district, two chambers of commerce, and five landowners in the study area (see [Table 3.2-1](#) below). The Growth Choices process included the following goals:

- Combine land-use and transportation strategies.
- Use the principles of scenario planning to explore the effects of different land-use and transportation strategies.
- Implement a wide-ranging public awareness program including workshops to engage the public in developing scenarios and strategies.
- Develop measurable criteria to evaluate different land-use and transportation scenarios.
- Define options to be considered in the MVC EIS.

**Table 3.2-1. Members of the Mountain View Corridor Growth Choices Stakeholder Committee**

Organization	Stakeholder
Local municipalities	West Jordan, American Fork, Bluffdale, Lehi, Pleasant Grove, Riverton, Salt Lake City, South Jordan, West Valley City, Herriman, Saratoga Springs, Eagle Mountain, Taylorsville, Lindon, Salt Lake County, Utah County
Private	Kennecott Land, Sorenson Development Company, ATK Aerospace, Thanksgiving Point, Milcon Inc.
Chambers of commerce	Southwest Valley, Lehi, Salt Lake
Nongovernmental	Future Moves Coalition, Sierra Club–Southwest Region, Great Salt Lake Audubon, Envision Utah
State, federal, regional	UDOT, Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Utah National Guard
Other	The Church of Jesus Christ of Latter-day Saints, Jordan School District, State Representative David Hogue

3.2.1 Public Scoping Meetings

In the spring of 2003, the MVC EIS project team and Envision Utah jointly held a series of scoping meetings and public workshops. The Federal Highway Administration and the Federal Transit Administration felt it would be beneficial to conduct the MVC EIS scoping meetings jointly with the Growth Choices process (see Section 2.1.1.3, Preliminary Alternative Identified from Development of the Growth Choices “Vision” Scenario, in Chapter 2) because the process framed the broad growth-related issues facing the region. Because scoping meetings were conducted as part of the Growth Choices process, the scoping process was as broad as possible and encompassed transportation-specific comments, general comments, and land-use and growth policy suggestions.

During the public scoping meetings, participants worked in small groups using maps, “development chips,” and colored tape (to define transportation options) to create their vision of new growth and transportation in their area on existing maps. The development chips represented a variety of developments including single-family subdivisions, office parks, mixed-use town and village centers, and transit-oriented developments. Participants were instructed to place enough chips on the base map to represent expected growth in the MVC study area in 2030. The total amount of expected growth was obtained from the Governor’s Office of Planning and Budget, which develops the official growth forecast for every county in the state. Participants also used colored tape to represent a variety of transportation options ranging from boulevards to freeways to light rail. The maps used during the workshop contained wetlands, floodplains, stream



corridors, steep slopes, farmland, and parks and schools for the public to consider during the exercise.

About 300 people attended a total of six meetings. The scoping meeting/Growth Choices workshops were highly interactive. Participants identified issues in the study area, indicated their preferences for transportation and development, and discussed how land use and transportation are linked. [Table 3.2-2](#) details the major elements of these meetings and the benefits that each element provided to the MVC EIS process.

Table 3.2-2. Elements and Benefits of MVC EIS Scoping Meeting/Growth Choices Workshops

Element of EIS/Growth Choices Workshop	Benefit to EIS Scoping Process
Presentation on overall EIS process.	The public was educated on the general project and the EIS process.
Presentation on Growth Choices process and table-top mapping exercise.	The public gained an understanding of the link between land use and transportation.
Mapping exercise with participants in small groups (five to eight people) around table-top maps in order to develop ideas and discuss issues in the study area.	The group setting and facilitation allowed interaction between participants and MVC EIS Team members.
Potential land-use and transportation solutions map developed by participants using colored tape to represent types of roadways and transit systems (freeway, arterial, light rail, bus) and stickers to represent types of land use (commercial, high-density residential, and others).	General conceptual alternatives were developed that Envision Utah and the MVC EIS Team could analyze during the screening process.
Presentation of table-top mapping results by one member from each group. Members explained to all meeting attendees why they chose certain elements for their map.	All participants and MVC EIS Team members heard and increased their understanding of a wide range of issues and concept alternatives.

3.2.2 Scenario Development

The next phase of the Growth Choices process was to take the maps developed during the public scoping meetings and enter the information into geographical information system (GIS) software. All maps were compiled and summarized to show a composite of the development types and transportation networks. Once the results were summarized, common themes or patterns were evaluated. Using the common themes, three scenarios for transportation and growth were formed: Trend, Expansive, and Compact. The Trend Scenario illustrates what growth and transportation might look like in 2030 if recent land development patterns continue and existing transportation plans are implemented. The Expansive Scenario reflects more-dispersed development patterns and a greater investment in new roadway infrastructure. The Compact Scenario reflects more-dense development patterns and a greater investment in new transit infrastructure and service. These scenarios are summarized in [Table 3.2-3](#) below.



Table 3.2-3. Characteristics of the Initial Growth Choices Scenarios

Initial Growth Choices Scenario	Roadway Characteristics	Transit Characteristics	Land-Use Characteristics
Trend	Freeway from State Route (SR) 201 to the Salt Lake County–Utah County line between 5600 West and 5800 West. Similar to WFRC long-range transportation plan.	Transit identified along 5600 West corridor. Similar to WFRC long-range transportation plan.	Slight modification to WFRC long-range transportation plan with more emphasis on market conditions.
Expansive	Freeway from SR 201 to the Salt Lake County–Utah County line on SR 111.	Bus rapid transit boulevard in 5600 West corridor.	More emphasis on single-unit dwellings compared to WFRC long-range transportation plan.
Compact	No freeway; system of expressways and arterials.	Bus rapid transit in several corridors in both counties.	More dense development than WFRC long-range transportation plan with the use of town and village centers.

For each scenario, the population and employment totals for the area evaluated by the Growth Choices process were taken from the WFRC long-range transportation plan. For each scenario, these totals were kept constant but were shifted to different locations within the study area to represent the types of growth. For example, for the Compact Scenario, more population and employment was focused around transit centers and along 5600 West to support transit use, and for the Trend Scenario, population and employment were spread throughout the area.

In the **Trend Scenario**, most new residents (about 80%) would live in single-family houses in neighborhoods built on undeveloped land, and jobs and services would be distributed throughout the MVC study area. New development would spread outward, make some trips longer, and increase the average time that people would spend traveling between home, jobs, schools, and shopping.

In the **Expansive Scenario**, most new residents (about 82%) would live in single-family homes built on undeveloped land. Similar to the Trend Scenario, trips would be longer, which would increase the average time spent traveling to destinations. This scenario allows for greater large-lot developments and more support of local commercial development compared to the Trend Scenario.

The **Compact Scenario** is based on compact nodes of development next to transit stations. Although most new residents (about 68%) would continue to live in single-family homes, there would be more townhouses, apartments, and condominiums available. More houses would be located near jobs and services.



More residents would be able to walk or ride their bicycles to shopping or jobs, and there would be greater walking access to transit.

After the initial Growth Choices scenarios were developed, the Stakeholder Committee modified and refined them over an 8-month period as part of the Growth Choices process. During this time, the MVC EIS Team worked closely with Envision Utah to analyze and assess the scenarios. The MVC EIS Team and Envision Utah also met with staff members from each affected municipality to review, discuss, and ask for refinements to the initial Trend, Expansive, and Compact Scenarios.

After reviewing the three scenarios, the Stakeholder Committee decided to create a composite scenario that blended some ideas from the Trend and Compact Scenarios. This composite scenario was called the “Vision” Scenario (see Appendix 3B, Mountain View Vision Voluntary Agreement).

3.2.3 The Vision Scenario

The Vision Scenario was developed collaboratively by the members of the Stakeholder Committee. It reflects their consideration of public input and traffic modeling results as well as their assessment of the feasibility of adopting changes to existing land-use plans. This scenario includes a balanced mix of roadway improvements, transit improvements, and land-use changes.

Roadway Improvements. The Vision Scenario includes roadway improvements in the MVC study area at a conceptual level (no roadway engineering was performed). The primary component of this Vision is a new freeway. In Salt Lake County, the freeway would begin at Interstate 80 (I-80) just south of the Salt Lake City International Airport and would extend south along a route following 5800 West, 6400 West, and 4800 West. As it enters Utah County, the freeway would turn toward the east and would split into two spurs. One spur of the freeway would connect directly to Interstate 15 (I-15) between Bluffdale and Lehi. The other spur would turn to the south and transition to a parkway at Redwood Road. In addition to the freeway, the Vision also includes three east-west parkways in Utah County. These parkways would provide additional connections from the new freeway to I-15.



Transit Improvements. Several different transit systems and methodologies were considered, developed, tested, and analyzed during this process. After comparing these transit alternatives, the Stakeholder Committee included the following transit elements in the Vision:

- A high-capacity transit line on 5600 West from 12600 South to I-80 in Salt Lake County
- A bus rapid transit line on SR 73 in Utah County

As part of the EIS process, the transit networks developed during the Growth Choices process were optimized to provide better connectivity between some routes as well as to improve general service characteristics in order to complement the modified land-use plans developed as part of the Growth Choices process.

Land-Use Changes. The Vision Scenario includes many land-use changes found in the original Compact Scenario, such as:

- Larger town centers with employment centers
- Village centers with mixed-use developments
- Transit-oriented development and pedestrian-oriented development principles
- Denser residential development near planned transit stations

The Vision Scenario is a combination of the Trend and Compact Scenarios. The Vision Scenario includes compact land uses centered around public transportation to support transit use along 5600 West plus single-family residential uses outside the town centers near major roadways, while the Compact Scenario has more developed town centers throughout the study area.

The ongoing local government and nongovernment representation on the Stakeholder Committee increased community leaders' support for and understanding of the MVC project. An overarching benefit of the process was that it educated stakeholders regarding the interrelationship between land-use and transportation choices and produced broad agreement on the mix of roadway, transit, and land-use changes needed in the study area.

3.2.4 Mountain View Vision Voluntary Agreement

At the conclusion of the Growth Choices process, the Mountain View Vision Voluntary Agreement was signed in March 2004 by representatives of the cities that participated in the Growth Choices Study, as well as other participating stakeholders (see Appendix 3B, Mountain View Vision Voluntary Agreement).





The document includes a signed voluntary agreement in which the signatories agree to “support the implementation of the Mountain View Vision to coordinate the activities, policies, and investments of state, regional, and local governments.” The signatories also agree that “[the Vision] will provide a flexible and dynamic framework for local decisions on growth and development which in turn support improved mobility and the transportation preferences delineated in the ‘Vision Map’.”

The agreement also contained a set of principles central to the future of the Mountain View Corridor. Table 3.2-4 shows these principles along with the parties that would be responsible for implementing them.

Table 3.2-4. Mountain View Vision Voluntary Agreement Principles and Responsibilities

Principle	Responsibility
Using teamwork to work toward a common vision	Stakeholder Committee
Implementing pedestrian-oriented mixed-use centers and corridors	Local jurisdictions and developers
Providing a variety of housing choices	Local jurisdictions and developers
Providing a balanced transportation system	UDOT, UTA, WFRC, and MAG in coordination with local jurisdictions
Protecting the environment by preserving open space	Local jurisdictions and developers
Supporting the Mountain View Corridor Vision EIS Alternative ^a	MVC EIS Team, UDOT, UTA, WFRC, and MAG
Including transportation elements in the future MAG and WFRC long-range transportation plans	MAG and WFRC

^a The Growth Choices stakeholders recommended that the MVC EIS Team consider the Vision Scenario “as an alternative” in the EIS. Rather than including the Vision as a single standalone alternative, the MVC EIS Team has included the land-use and transit elements of the Vision into *all* of the action alternatives in the EIS in combination with various types of roadway improvements.

The Vision Scenario also confirmed that, while local governments are willing to make incremental changes in land use near transit, they are not willing to make changes to the fabric of the community that would substantially reduce automobile travel. In particular, the Vision reflects a commitment to adopting more transit-oriented development along 5600 West in Salt Lake County. This shift in land use would support the viability of a transit line along that route. Outside that corridor, existing suburban development patterns would be allowed to continue. As a result, the majority of trips in the study area would continue to be made by automobile, and the overall amount of automobile travel would continue to increase over existing conditions. In short, the Vision Scenario reflects a commitment to adopt incremental land-use changes that will help to



make transit service viable along 5600 West, but will not eliminate the need for additional freeway capacity to meet the demand for automobile travel.

3.3 Technical Results of the Growth Choices Process

This section provides an overview comparison of how the Vision, Trend, Expansive, and Compact Scenarios would affect land-use and transportation choices and in turn would affect the natural and human environments in the study area. Each scenario would have different effects on the amount of remaining open space and wildlife habitat, air and water quality, dependence on automobiles, and the overall quality of life. As detailed in Chapter 1, Purpose of and Need for Action, population in the study area is expected to increase by 122% and employment by 208% by 2030. The four scenarios explore different trends in land use.

- The **Trend Scenario** shows how the study area would look if it continues to grow as it has over the past 10 years. This scenario provides a baseline for comparing the other scenarios. The Trend Scenario shows how growth is likely to occur if existing land-use plans are not changed.
- The land use in the **Expansive Scenario** was based on workshop results in which participants envisioned more rural land use, large lots, and housing separated from jobs and services. In this scenario, retail and employment would grow near highway interchanges and would consist of regional malls, large retail stores, and office parks.
- The land use in the **Compact Scenario** is based on workshop results in which participants envisioned jobs, housing, and services close to one another, including more mixed-use town centers.
- The land use in the **Vision Scenario** is a combination of the Trend and Compact Scenarios. The Vision Scenario includes compact land uses centered around public transportation to support transit use plus single-family residential uses outside the town centers near major roadways. This blend of compact land uses to support public transportation along with single-family residential areas similar to current development was selected by the local communities as their preferred scenario.

Information for the technical results of the Growth Choices process was provided by Envision Utah in the *Mountain View Corridor EIS Growth Choices Technical Report* (Envision Utah 2004).

3.3.1 Land Use

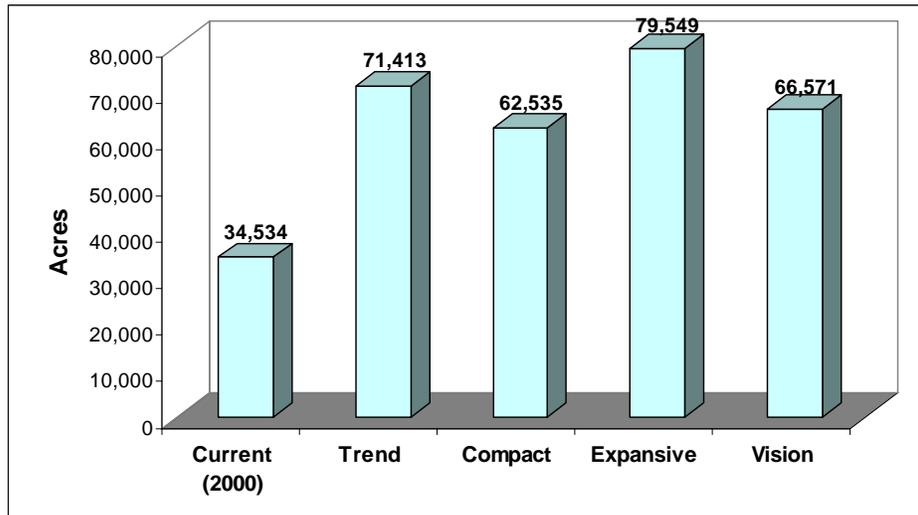
For the analysis of how the Growth Choices scenarios would affect land use, both the amount of land that would be urbanized and the amount that would be undeveloped were analyzed. These numbers were based on a total area of 178,548 acres in the MVC study area. The following sections summarize the expected land use for each scenario in terms of urbanized and undeveloped acres.

3.3.1.1 Urbanized Acres

The amount of urbanized acres represents the amount of developed land in each scenario. Each scenario assumes a different mix of building types and development types and so has a different density of development. Because each scenario assumes the same number of jobs and households (that is, they were kept constant in the MVC study area for each scenario), the number of urbanized acres indicates how much land would be developed under each scenario. To arrive at the total urbanized acres for a scenario, the acres of new development were added to the existing urbanized acres in the year 2000 of 30,534 acres.

As shown in Chart 3-1, the amount of urbanized land would increase under all scenarios compared to existing conditions (30,534 acres) with the Compact Scenario having the fewest urbanized acres in 2030 and the Expansive Scenario the most.

Chart 3-1. 2030 Total Urbanized Acres in the Study Area



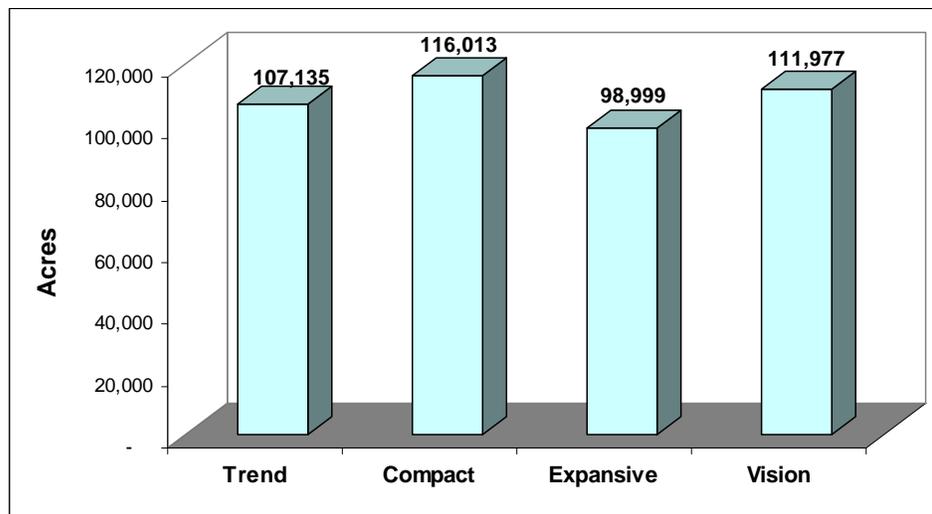


3.3.1.2 Undeveloped Acres

The amount of undeveloped acres represents the amount of land that would not be developed under each scenario by 2030; this is a corollary measurement to urbanized acres. If fewer acres are developed, then more acres are available for permanently conserving some lands as open space or for protecting environmental resources such as wetlands. Although not all of the existing 148,000 acres of undeveloped land in the MVC study area would be developed by 2030, as growth continues beyond this period, much of the undeveloped land would likely be developed.

As shown in Chart 3-2, the Expansive and Trend Scenarios would have the least amount of undeveloped land remaining in 2030, and the Vision and Compact Scenarios would have the highest amount of undeveloped land remaining in 2030.

Chart 3-2. 2030 Total Land Undeveloped in the Study Area

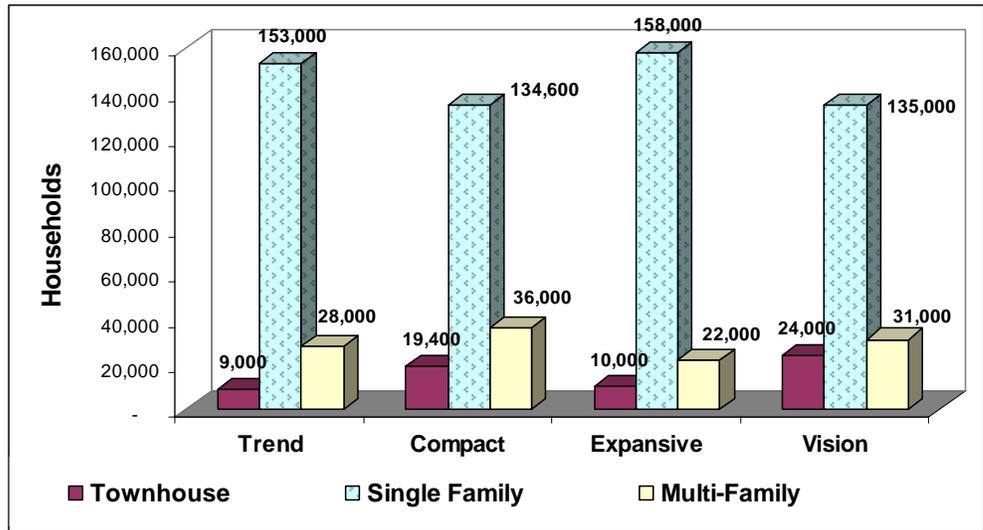




3.3.2 Housing Types

Housing type indicates whether the housing in an area is single-family detached, townhouse, duplex, or apartments. The greater the mix of different housing types, the more an area is likely to accommodate people of varying incomes and at various life stages. The existing housing types in the MVC study area are about 88% single-family with the remaining 12% being townhouses or multi-family units such as apartments. Chart 3-3 shows the housing mix under the four scenarios.

Chart 3-3. 2030 Total Households by Housing Type in the Study Area





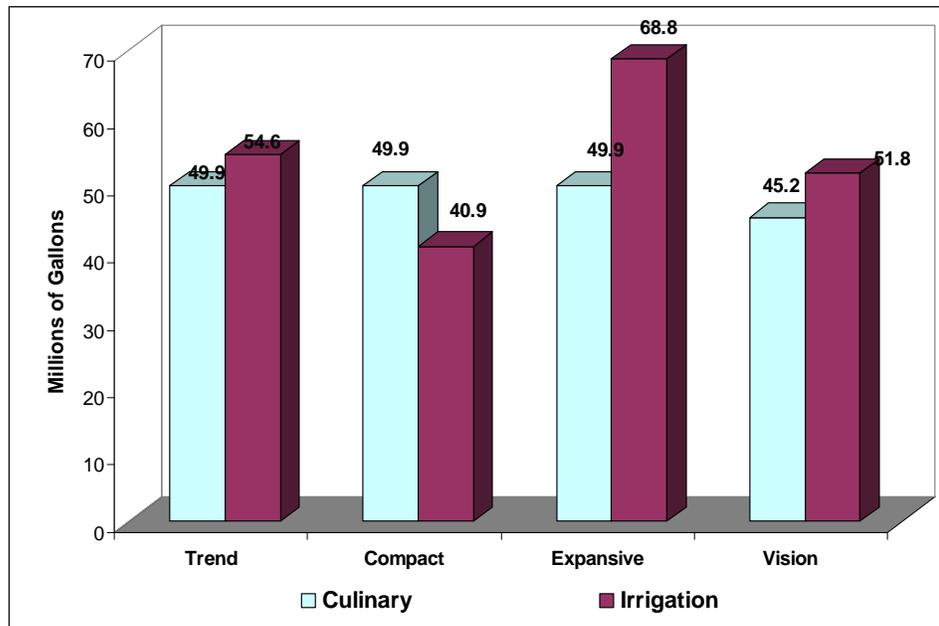
3.3.3 Water Demand

Daily water demand is an estimate of the water needed by future residents and employees based on the amount of landscaping, household water use, and water use by business and industry. Water demand is a function of density because larger lots have more area to irrigate.

Water demand was calculated using the Integrated Model for Planning and Cost Scenarios (iMPACS). iMPACS is a model currently being developed by Envision Utah that builds on earlier growth-cost models created by the Utah Quality Growth Efficiency Tools Committee. The committee’s efforts have been supported by the Utah Division of Water Resources, the Utah Quality Growth Commission, and the Utah Governor’s Office of Planning and Budget.

For this indicator, a greater amount of water demand requires greater water storage capacity. Chart 3-4 shows the amount of water storage required under each scenario. Culinary water is used for drinking water (potable water), and irrigation water is used for agricultural uses, lawn watering, and landscaping. No data were available for existing water storage in the study area.

Chart 3-4. Water Storage Capacity Needs in the Study Area

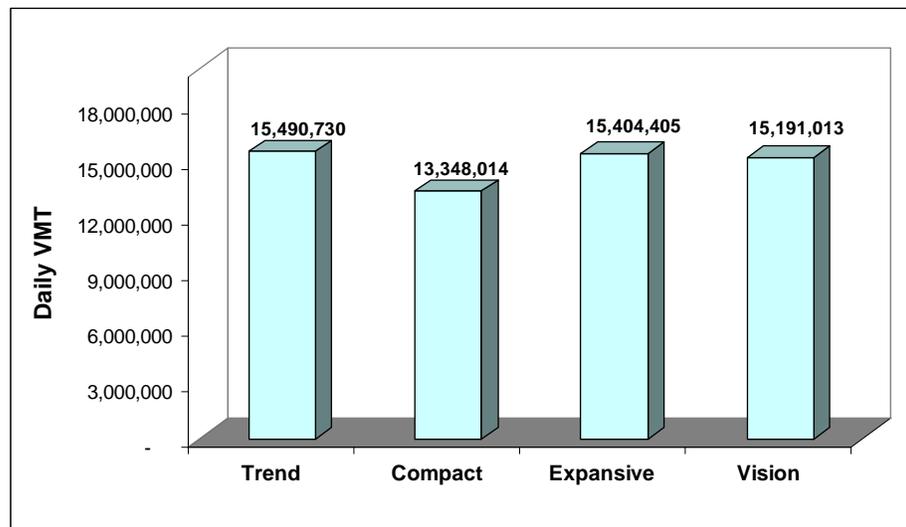


3.3.4 Transportation and Air Quality

Vehicle-miles traveled (VMT) was used as an indicator to compare transportation performance between the four scenarios. VMT is a measure of the distance driven by all vehicles within a given area during a certain period of time. Some growth in VMT is caused by population growth, but other causes of VMT growth include average trip length and travel mode (such as automobile versus transit). The existing VMT (2001) in the MVC study area is 5,798,573.

Chart 3-5 shows the expected daily VMT by scenario generated using the WFRC and MAG regional travel demand model. Depending on the scenario, VMT would increase by 130% (Compact Scenario) to 167% (Trend Scenario) compared to existing conditions (2001). The projected increase in VMT is similar to the expected 122% increase in population in the study area. The Expansive Scenario would have lower VMT than the Trend Scenario due to more dispersed employment (office and shopping) that provides services closer to residential areas. Although the Vision Scenario focuses more transit-oriented land use along the 5600 West corridor, the remainder of the land would develop similarly to the Trend Scenario, which would result in similar levels of VMT.

Chart 3-5. 2030 Daily VMT by Scenario in the Study Area



The total daily emissions generated by vehicles are based on and directly correlated to VMT. Compared to the Trend Scenario, the Expansive, Compact, and Vision Scenarios would reduce daily vehicle emissions by 0.06%, 14%, and 2%, respectively.



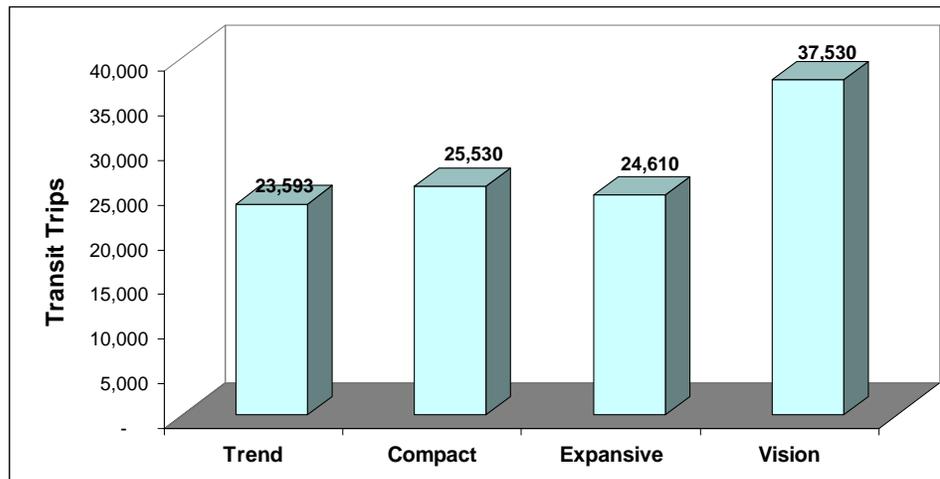
3.3.5 Transit Ridership

Transit ridership was measured under each scenario. As shown in Chart 3-6, the Trend and Expansive Scenarios have lower transit ridership due to more single-family housing types, which results in fewer persons per square mile. These lower densities do not support transit ridership. In contrast, the Vision Scenario has the highest projected transit use compared to the other scenarios (38% greater than the Trend Scenario) because the Vision Scenario includes dense, transit-oriented land use along 5600 West and bus rapid transit on SR 73 in Lehi. The Vision Scenario also has greater transit ridership than the Compact Scenario because the Vision Scenario was developed to maximize transit use.

Overall, these results confirm that transit ridership in the MVC study area depends on local governments' land-use decisions: if local governments are willing to adopt more transit-oriented development patterns with an increased number of homes and jobs located within walking distance of transit stations, then the number of transit trips will increase. These results also confirm that the Vision Scenario, with its transit-oriented development along 5600 West, provides the necessary land-use base for a viable transit line along that route such as bus rapid transit, light-rail transit, or trolley car.

Transit ridership numbers were generated using the regional travel demand model. No data were available for existing transit trips in the study area.

Chart 3-6. 2030 Transit Trips in the Study Area



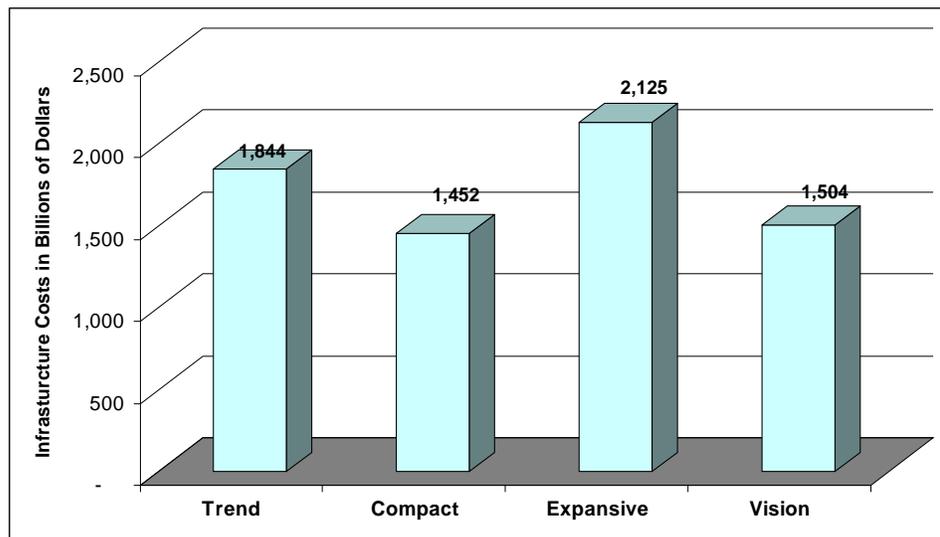
3.3.6 Total Infrastructure Costs

The total infrastructure costs indicator refers to the cost of providing local infrastructure: local roads, culinary water pipes, sewer pipes, and secondary irrigation pipes. These costs are borne by landowners, developers, home buyers, municipalities, and taxpayers.

Different patterns of development have different infrastructure costs per person due to the differences in development density and road network density. Lower-density developments tend to have higher infrastructure costs because they require more piping and roads. These higher infrastructure costs are passed on to the public through higher prices for homes or through higher taxes.

As shown in Chart 3-7, the infrastructure costs for the Compact and Vision Scenarios would be lowest. This is a result of the greater density of development under these scenarios. Infrastructure costs were calculated using iMPACS, which is described in Section 3.3.3, Water Demand. No data were available for existing infrastructure costs in the study area.

Chart 3-7. 2030 Infrastructure Cost in the Study Area

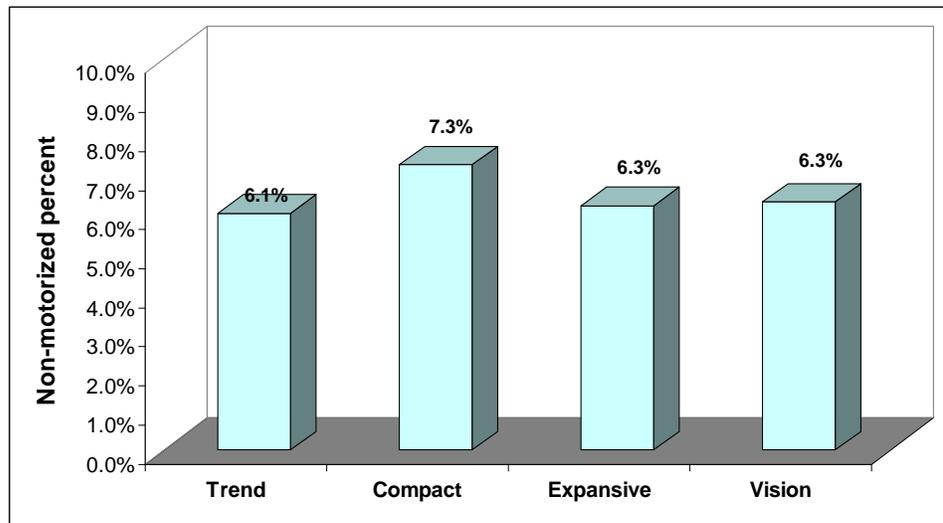




3.3.7 Non-motorized (Pedestrian and Bicycle) Trips

Non-motorized trips are a measure of the percent of trips made by walking or bicycling on an average day. Chart 3-8 shows the percent of non-motorized trips in the study area by scenario. Non-motorized trips were generated using the regional travel demand model. No data were available for existing walking and bicycle trips in the study area.

Chart 3-8. 2030 Walking and Bicycling Trips in the Study Area

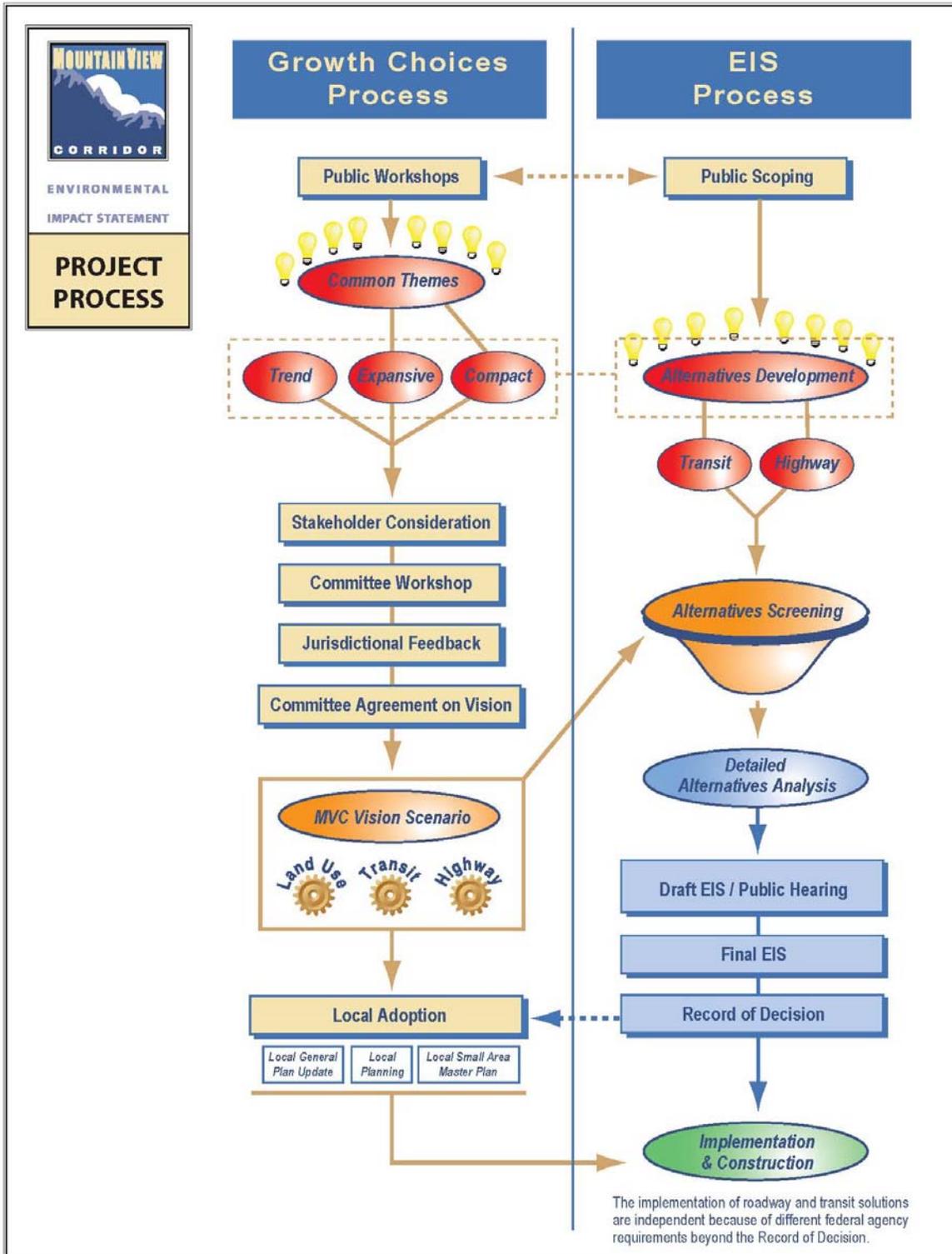


3.4 Incorporation of Growth Choices Process into the Mountain View Corridor EIS

The Growth Choice process has played an important role in the development of the MVC EIS. The Growth Choices process was conducted jointly with the scoping process for the MVC EIS. The results of the Growth Choices process—as reflected in the Vision agreement—have been taken into account in refining the project’s purpose and in determining the range of alternatives carried forward for detailed study in the EIS. The goals reflected in the Growth Choices Vision were also considered when conducting the impact analysis and selecting a preferred alternative. [Figure 3-1](#) below provides an illustration of the relationship between the Growth Choices process and the MVC EIS process.



Figure 3-1. Relationship between Growth Choices and MVC EIS Processes





3.4.1 Incorporation into the Project Purpose Statement

The Growth Choices Vision reflects the local communities’ desire for a combination of roadway improvements, transit improvements, and land-use changes in the MVC study area. These elements of the Vision were considered when developing the MVC purpose statement (see Section 1.3.1, Purpose of the Project), which lists two primary objectives: reducing roadway congestion and supporting increased transit availability. The three secondary objectives are increasing roadway safety, supporting increased bicycle and pedestrian options, and supporting local growth objectives “including the principles reflected in the Growth Choices Vision.”

By considering the principles reflected in the Growth Choices Vision, the purpose statement reflects the local communities’ desire for multimodal transportation improvements and incremental changes in land-use patterns.

3.4.2 Incorporation into the Alternative Development Assumptions

The Growth Choices Vision calls for the consideration of the main elements of that vision—freeway improvements, transit improvements, and land-use changes—as an alternative in the MVC EIS. In this EIS, the spirit of this recommendation has been followed by incorporating elements of the Vision into all of the action alternatives considered. The incorporation of the Vision into the alternatives analysis is shown in [Table 3.4-1](#) and summarized below.

Table 3.4-1. Regional Model Assumptions

Roadway Alternative	Roadway Network Used from Other County	Transit Network Background	Demographic (Land Use) Background
All Salt Lake County alternatives	Southern Freeway Alternative	Vision Scenario	Vision Scenario
All Utah County alternatives	5800 West Freeway Alternative	Vision Scenario	Vision Scenario

Development of the “Vision Alternative.” During the Growth Choices process, it was generally assumed that the Growth Choices Vision would be considered as a stand-alone alternative in the EIS. For that reason, the Vision recommends “supporting the Mountain View Corridor EIS Vision Alternative.” This recommendation implies that there would be a single alternative in the EIS that incorporates all of the Vision’s elements.

Incorporation of the Vision into All Action Alternatives. During the development of the alternatives, the MVC EIS Team concluded that the land-use and transit elements of the Vision would complement any of the potential locations for a roadway in the MVC study area. Therefore, rather than developing



a single Vision alternative, the EIS team incorporated the transit and land-use elements of the Vision into *all* of the action alternatives. This approach recognizes that the land-use and transit elements of the Vision could be combined with any of the potential locations for the roadway improvements. This approach also ensures that the traffic forecasts used in the EIS reflect the maximum level of transit use that could be obtained in the study area if the Growth Choices Vision is fully implemented.

3.4.3 Incorporation into the Impact Analysis

The land-use characteristics under the Vision Scenario (see Section 3.2.3, The Vision Scenario) were also evaluated as part of the impact analysis. The land use developed was used to evaluate indirect and secondary impacts from the action alternatives. The Growth Choices land uses were compared to the No-Action land uses to determine what indirect and secondary impacts the action alternatives would have on the natural and human environments. See Chapter 25, Cumulative Impacts, for a detailed discussion.

3.5 Ongoing Coordination with the Stakeholder Committee

After the initial meetings to develop the Mountain View Corridor Voluntary Agreement, UDOT continued to coordinate with the Growth Choices Stakeholder Committee to update the progress of the EIS and the Growth Choices process and discuss local and statewide transportation issues. [Table 3.5-1](#) provides an overview of the coordination meetings.

Table 3.5-1. Growth Choices Stakeholder Committee Follow-on Coordination Meetings

Meeting Date	Meeting Purpose
April 5, 2006	To discuss statewide transportation needs (roadway and transit) and funding shortfalls, possible funding solutions, and the current status of the MVC EIS.
September 22, 2006	To discuss the MVC tolling analysis findings.
March 27, 2007	To provide an update of the status of the MVC alternatives and review the Growth Choices Vision Voluntary Agreement.

Sources: MVC Management Team 2006a, 2006b, 2007

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3.6 References

Envision Utah

No date The History of Envision Utah.

2004 Mountain View Corridor EIS Growth Choices Technical Report.

MVC Management Team

2006a MVC Growth Choices Stakeholder Committee Meeting. April 5.

2006b MVC Growth Choices Stakeholder Committee Meeting. September 22.

2007 MVC Growth Choices Stakeholder Committee Meeting. March 27.

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