



**WEST DAVIS
CORRIDOR**

ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Working Group Meeting

November 3, 2010



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Goals for Today

- Understand the screening process
- Understand results of Level 1 screening
- Provide your feedback (support or concerns)



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Agenda

- Introductions
- Stakeholder Working Group Discussion
- Review Level 1 Screening Process
- Share Level 1 Screening Results
- Discuss Level 2 Screening Process
- Next Steps & Schedule
- Meeting Evaluation



Introductions

- Name
- Organization
- What have you been hearing about the West Davis Corridor?



What have we heard? (examples)

- “G4 is just illogical. Too far west to make sense.”
- “The only logical place for this road to go is to the west.”
- “Looking at the maps, the C-1 proposal makes the most sense by far!”
- “The design of C-1 would destroy the economic benefit of what all the Stakeholders of this area have been working on for over the past 14 years.”



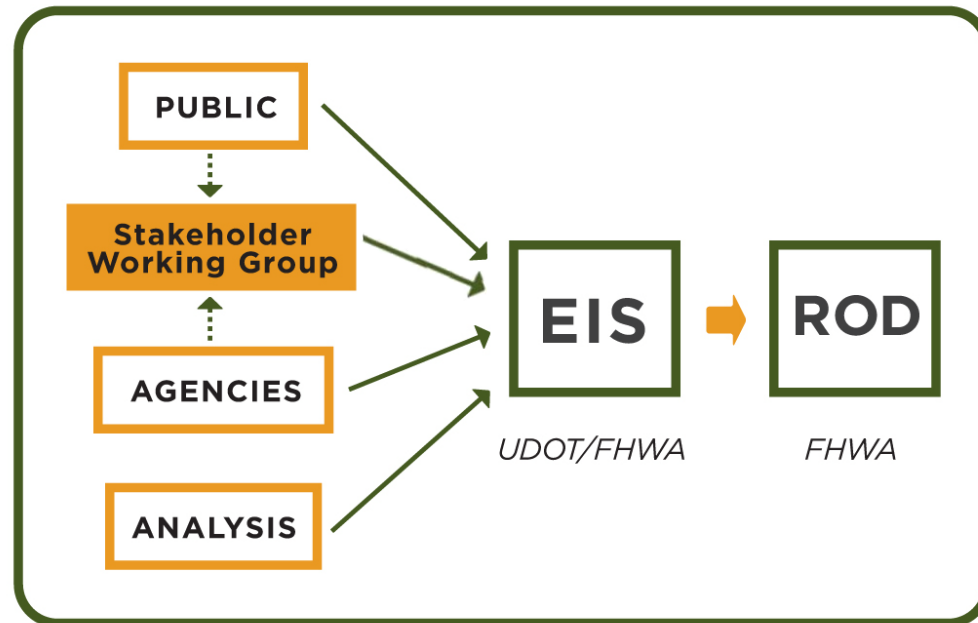
What have we heard?

- Concern for impacts to homes and neighborhoods
- Concern for impacts to the environment
- Desire to be involved in the public process
- Support for a new north-south road on the west side of Davis County



Stakeholder Working Group

- Why do we convene the Stakeholder Working Group?



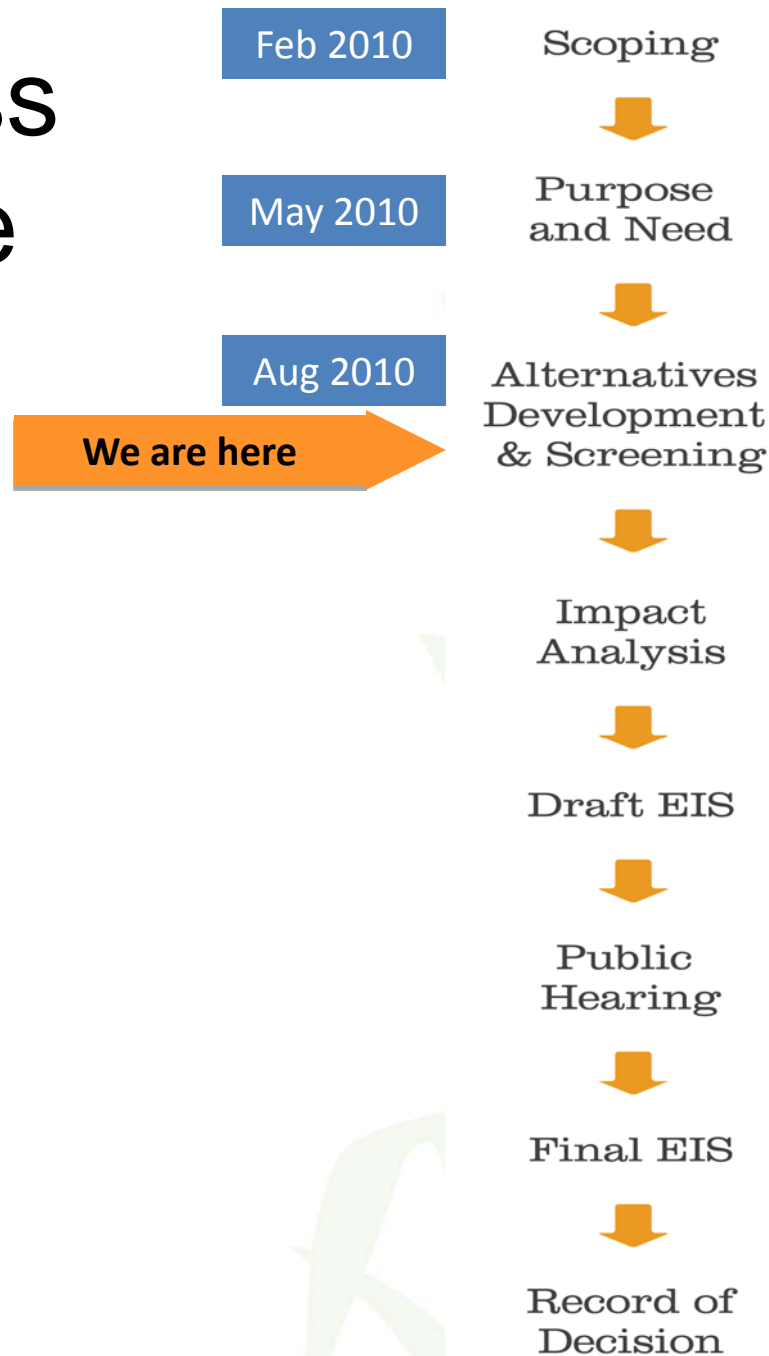
Stakeholder Working Group

Our Expectations of You:

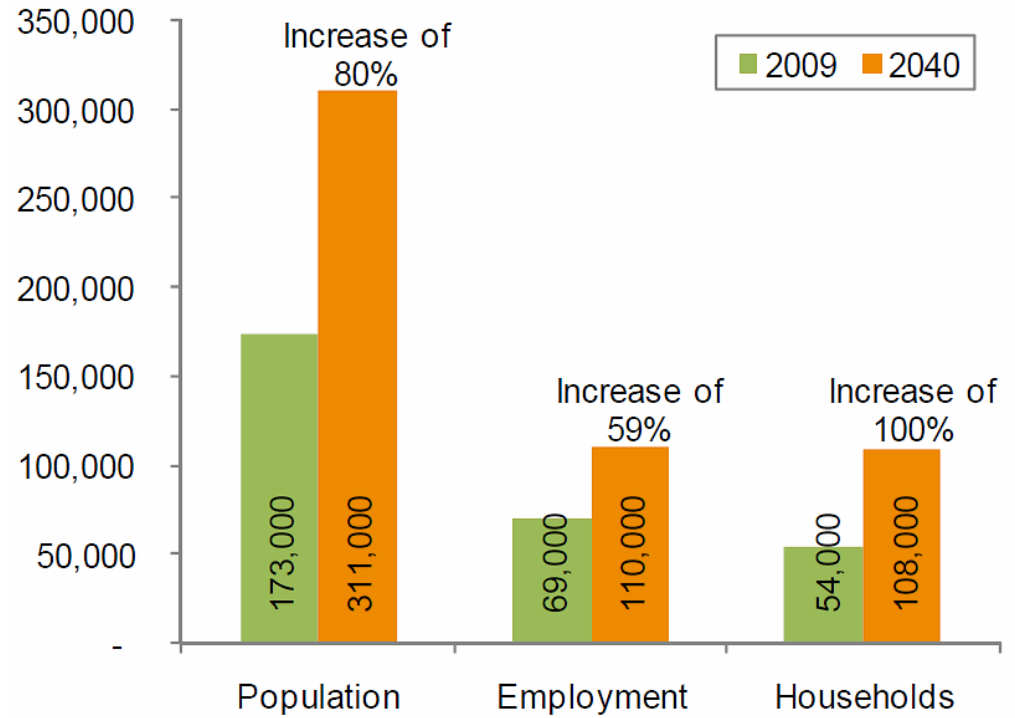
- Attend the SWG meetings
- Share your thoughts during the meetings
- Share your thoughts in writing
- Share information with those you represent
- Support the decision or cooperate



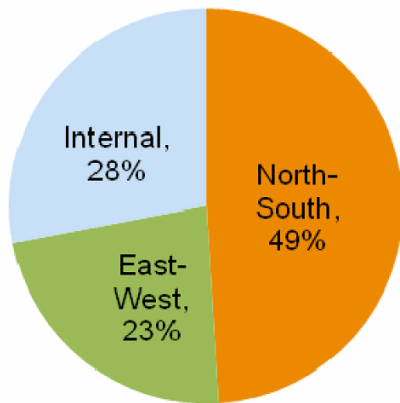
EIS Process & Schedule



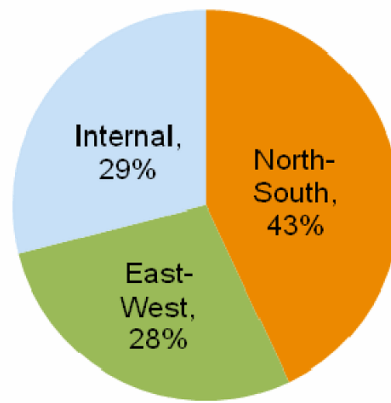
Scoping Phase



2009

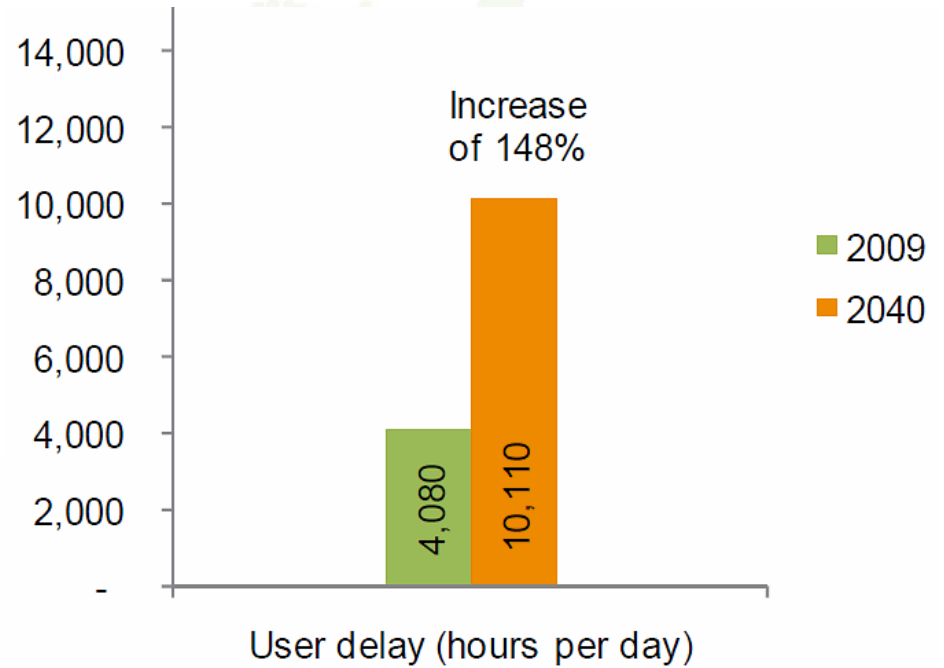
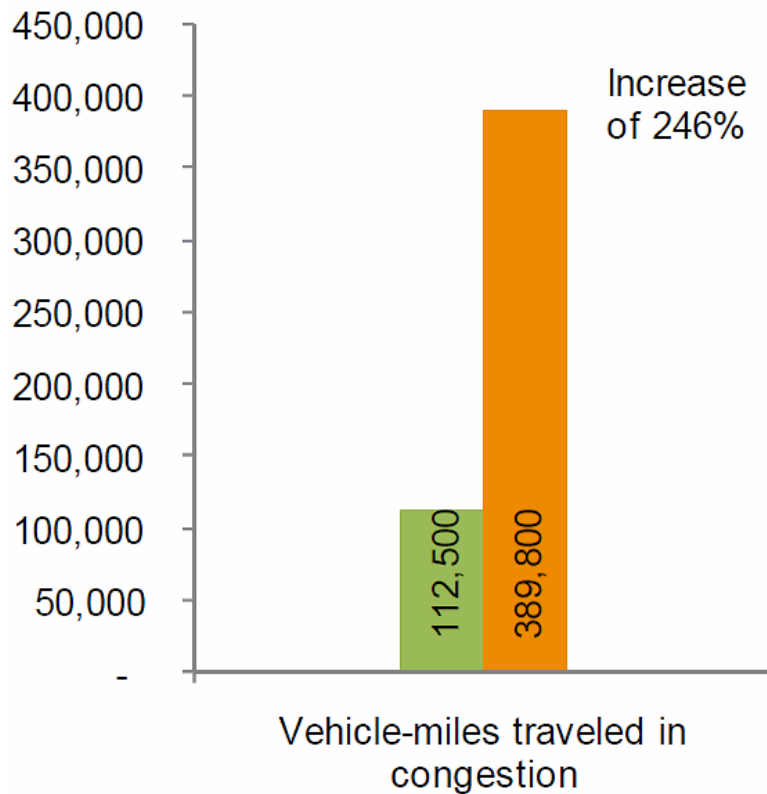


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Scoping Phase



Purpose & Need

Primary Purposes

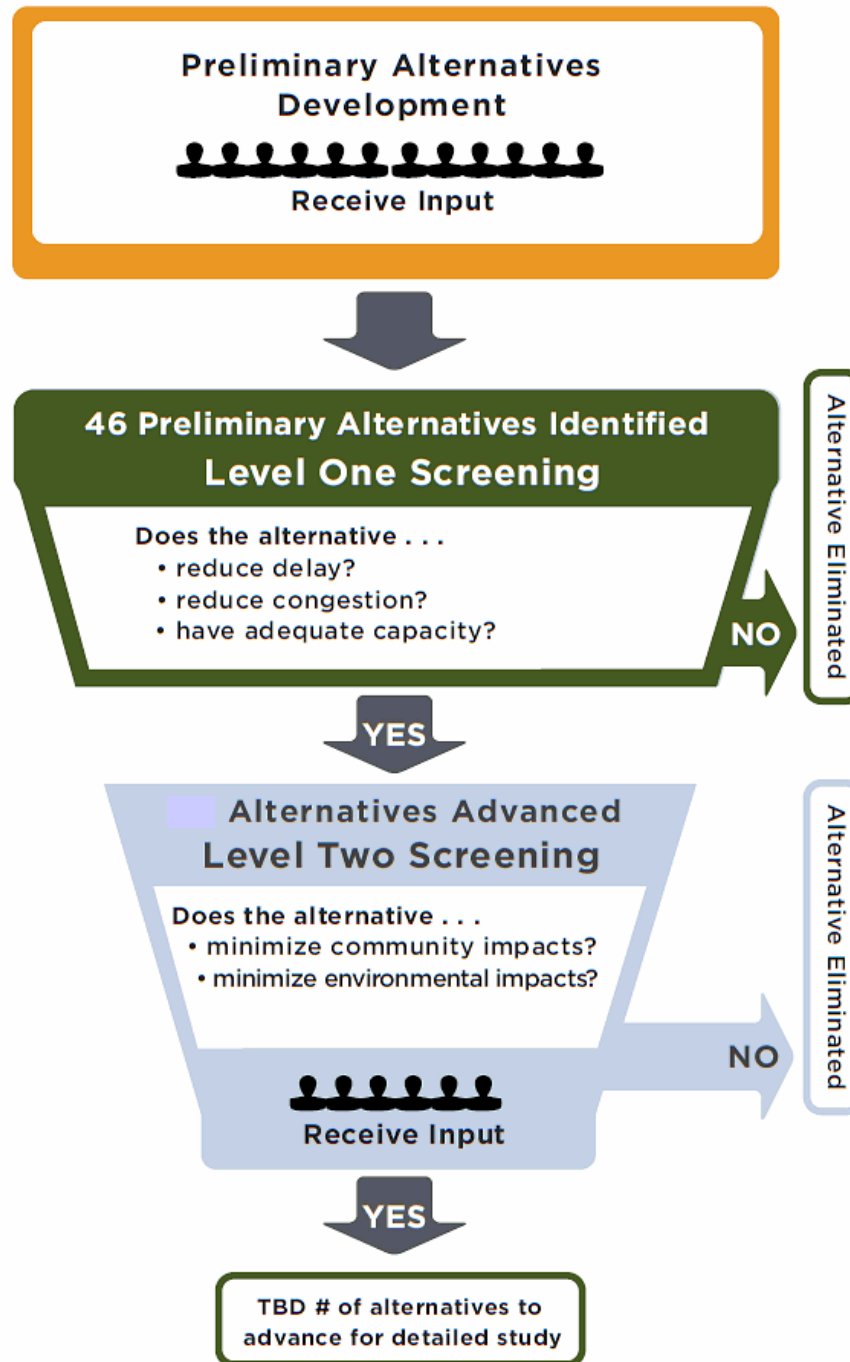
- Improve Regional Mobility
- Enhance Peak-Period Mobility

Secondary Objectives

- Enhance Transportation Mode Relationships
- Support Local Growth Objectives
- Provide Increased Bicycle and Pedestrian Options

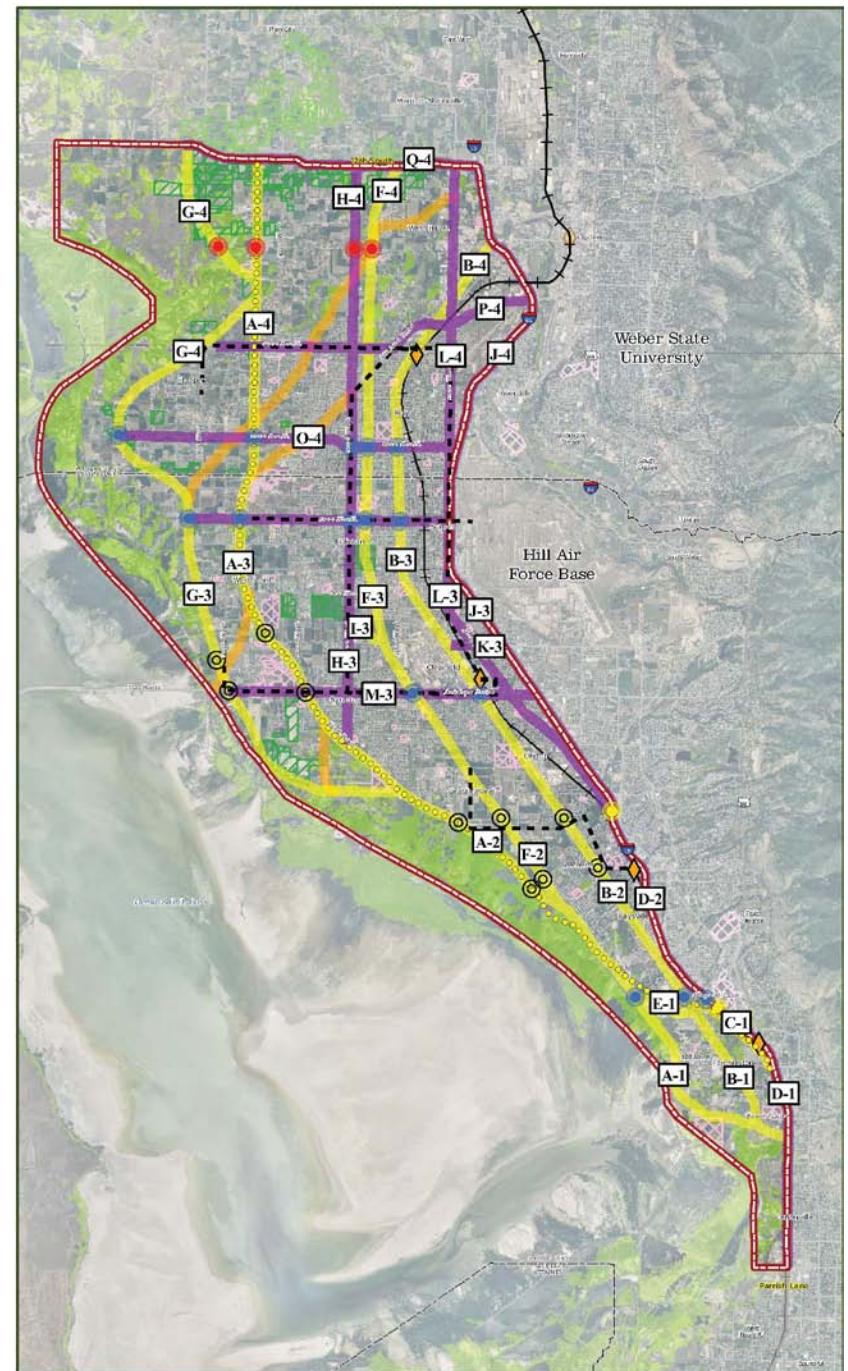


Alternative Development & Screening



Alternatives Development

- 46 Alternatives
- Included roadway and transit options
- Included new and existing corridors
- North-south and east-west



Level 1 Screening Criteria

Daily

- Daily Hours of Delay

Peak Period

- Vehicle-miles Traveled in Congestion
- Vehicle-hours Traveled in Congestion
- North-South Lane-miles in Congestion
- East-West Lane-miles in Congestion

QUESTIONS??



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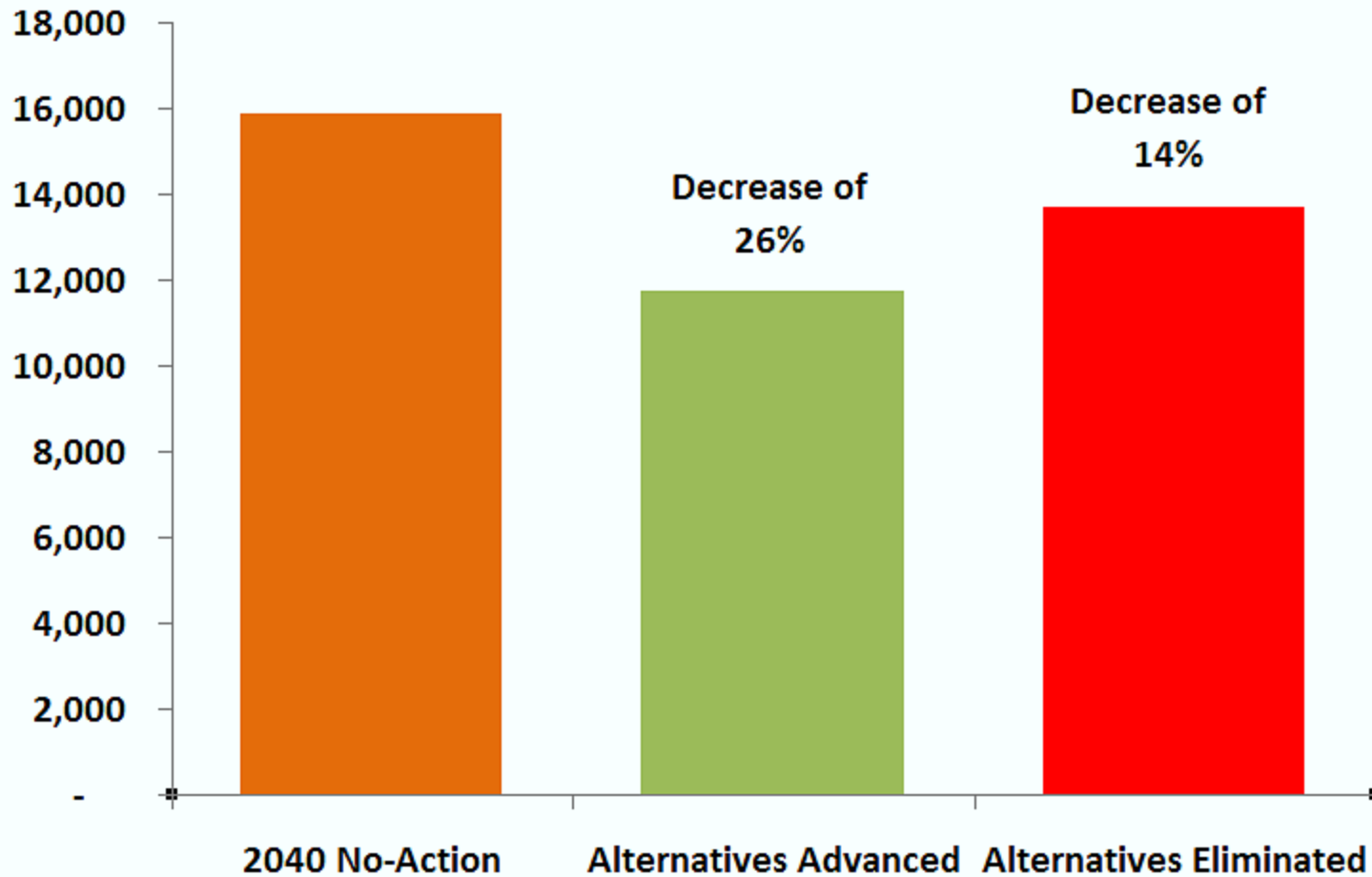
Level 1 Screening Process

1. Run a separate model for each alternative
2. Output raw data from for each criteria
3. Eliminate any alternative that performs worse than the no-action in any criteria
4. Eliminate any alternative that performs worse than the average in any criteria
5. Advance all others

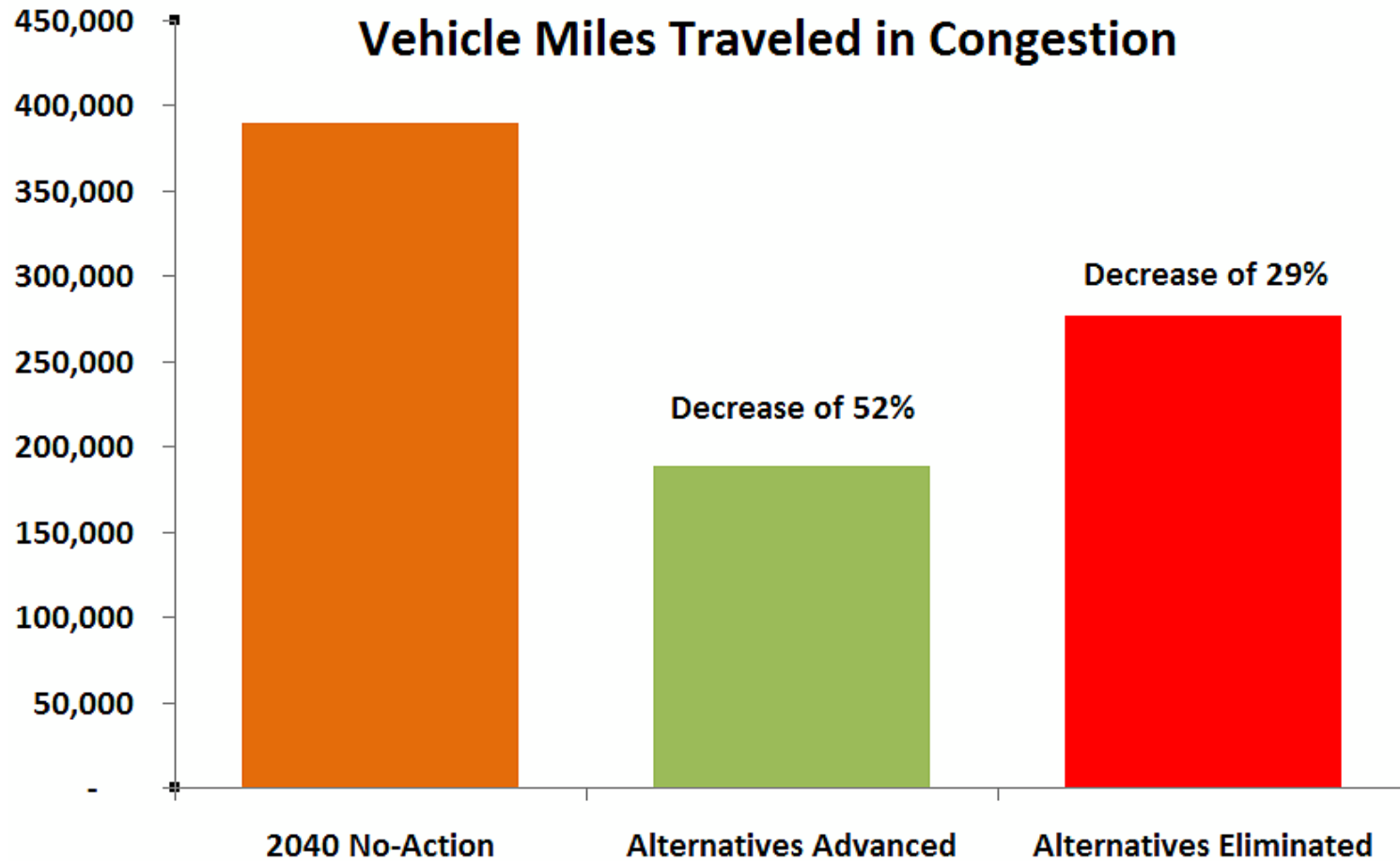


Level 1 Screening Results

Daily Total Delay



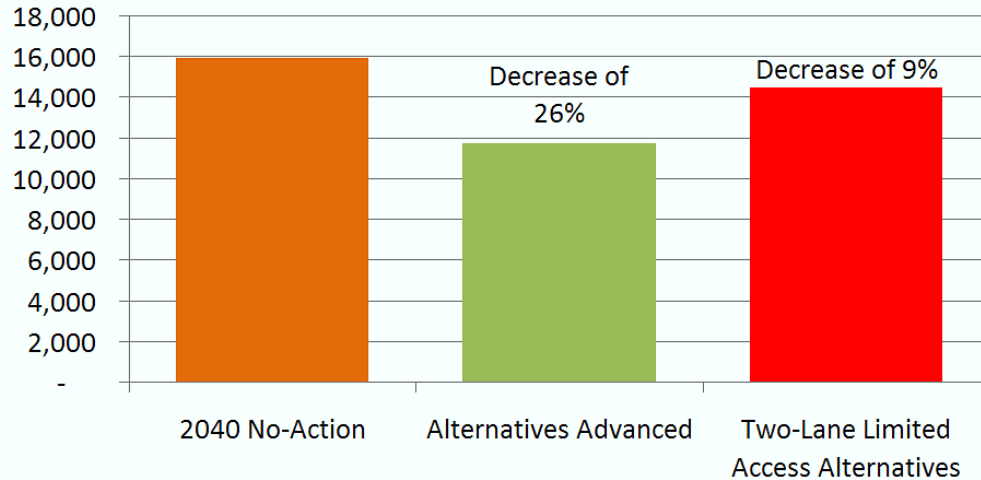
Level 1 Screening Results



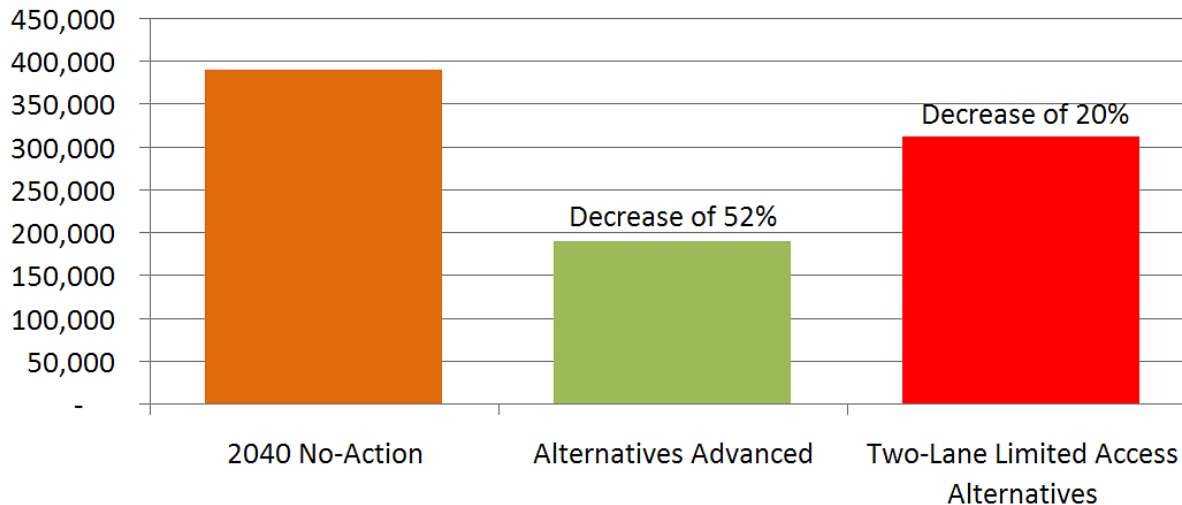
Eliminated Alternatives

2-Lane Arterial:

Daily Total Delay



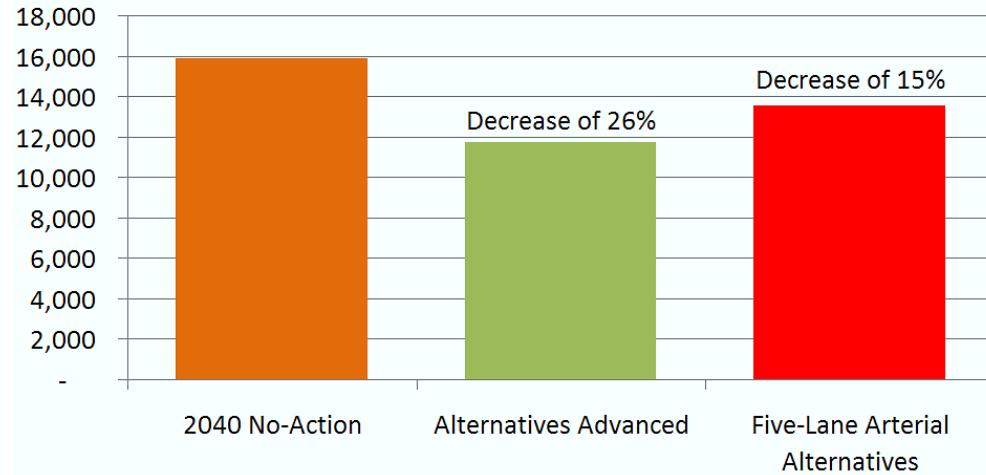
Vehicle Miles Traveled in Congestion



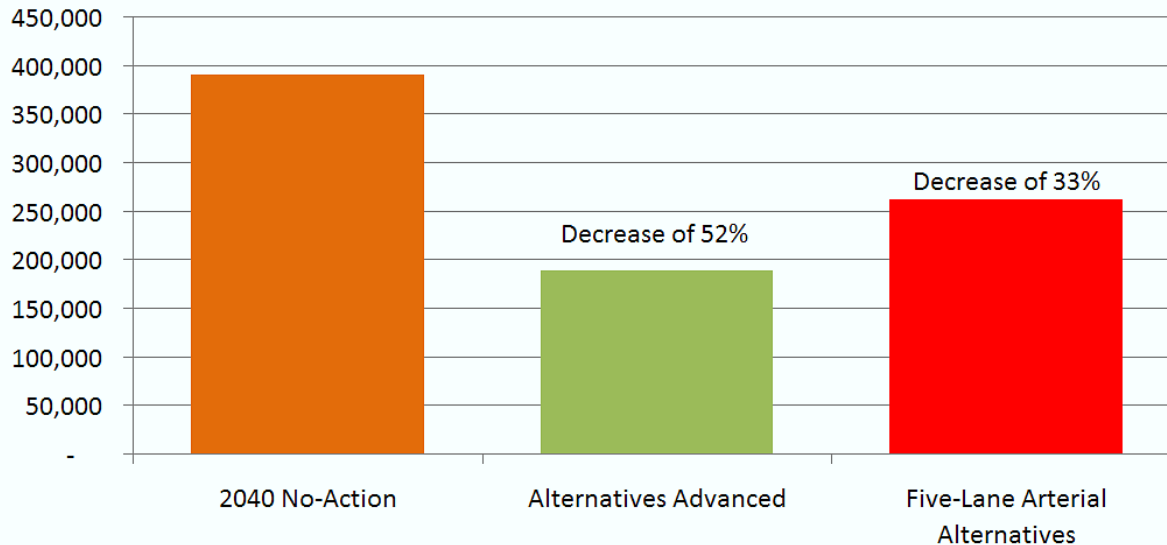
Eliminated Alternatives

5-Lane Arterial:

Daily Total Delay



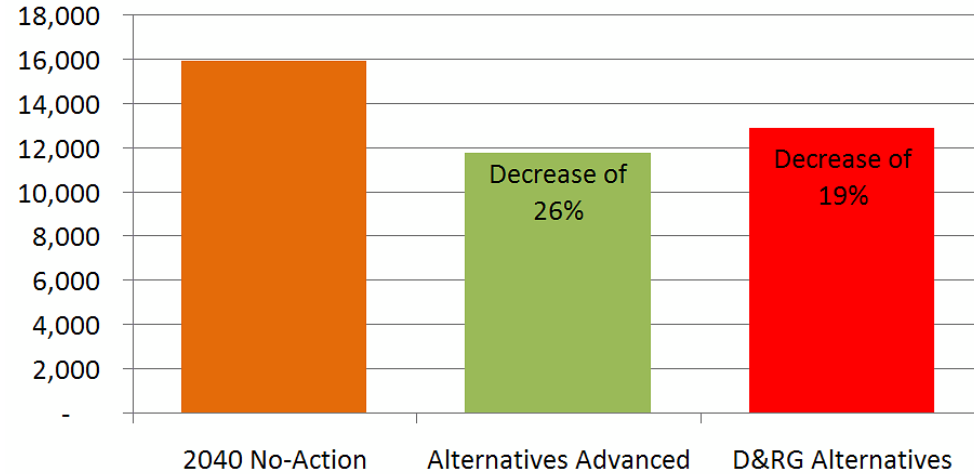
Vehicle Miles Traveled in Congestion



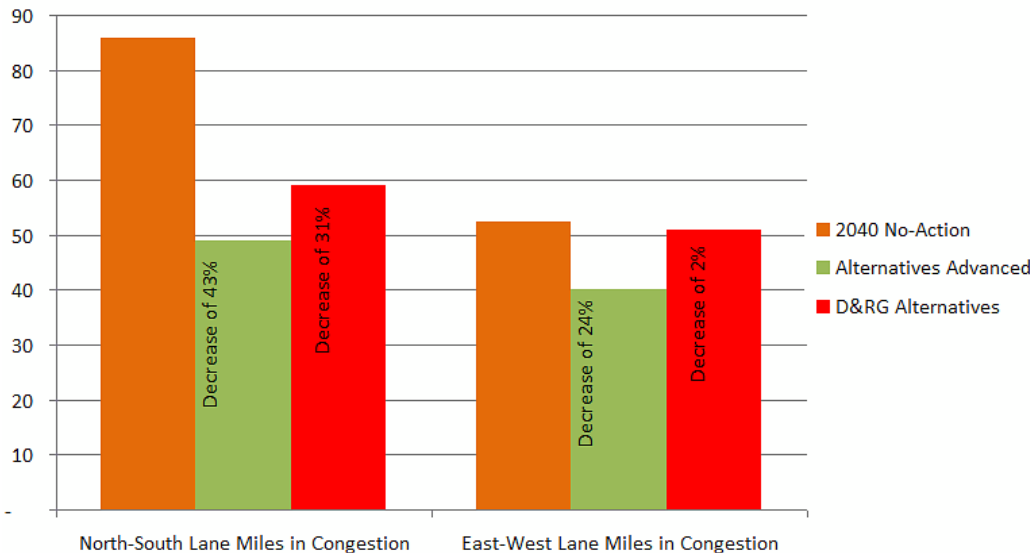
Eliminated Alternatives

D&RG Alignment: (north of Farmington)

Daily Total Delay



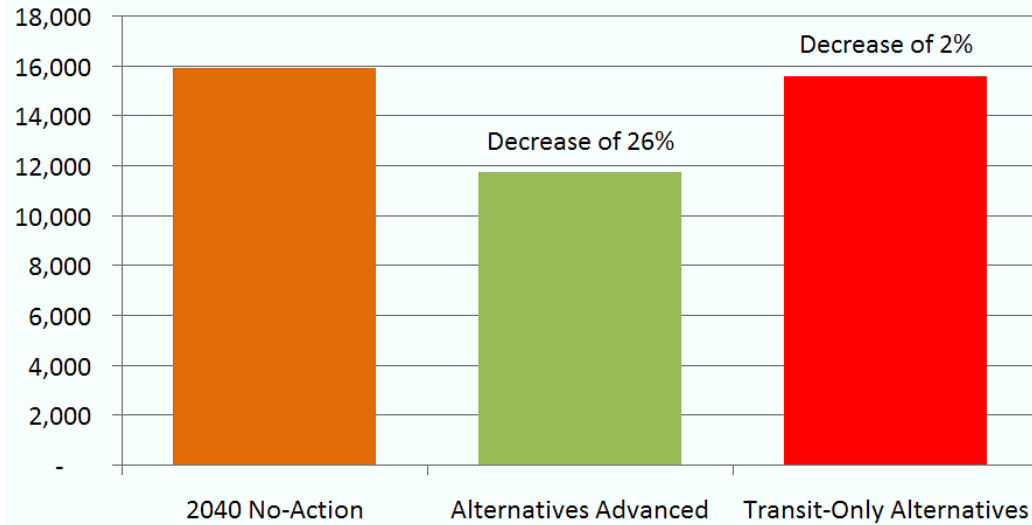
Lane Miles of Congestion



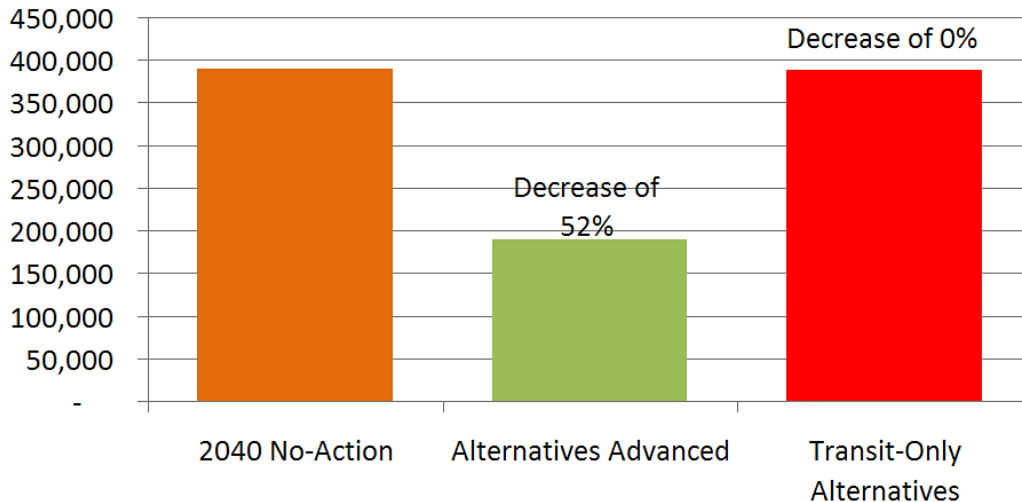
Eliminated Alternatives

Transit Only Alternative

Daily Total Delay



Vehicle Miles Traveled in Congestion



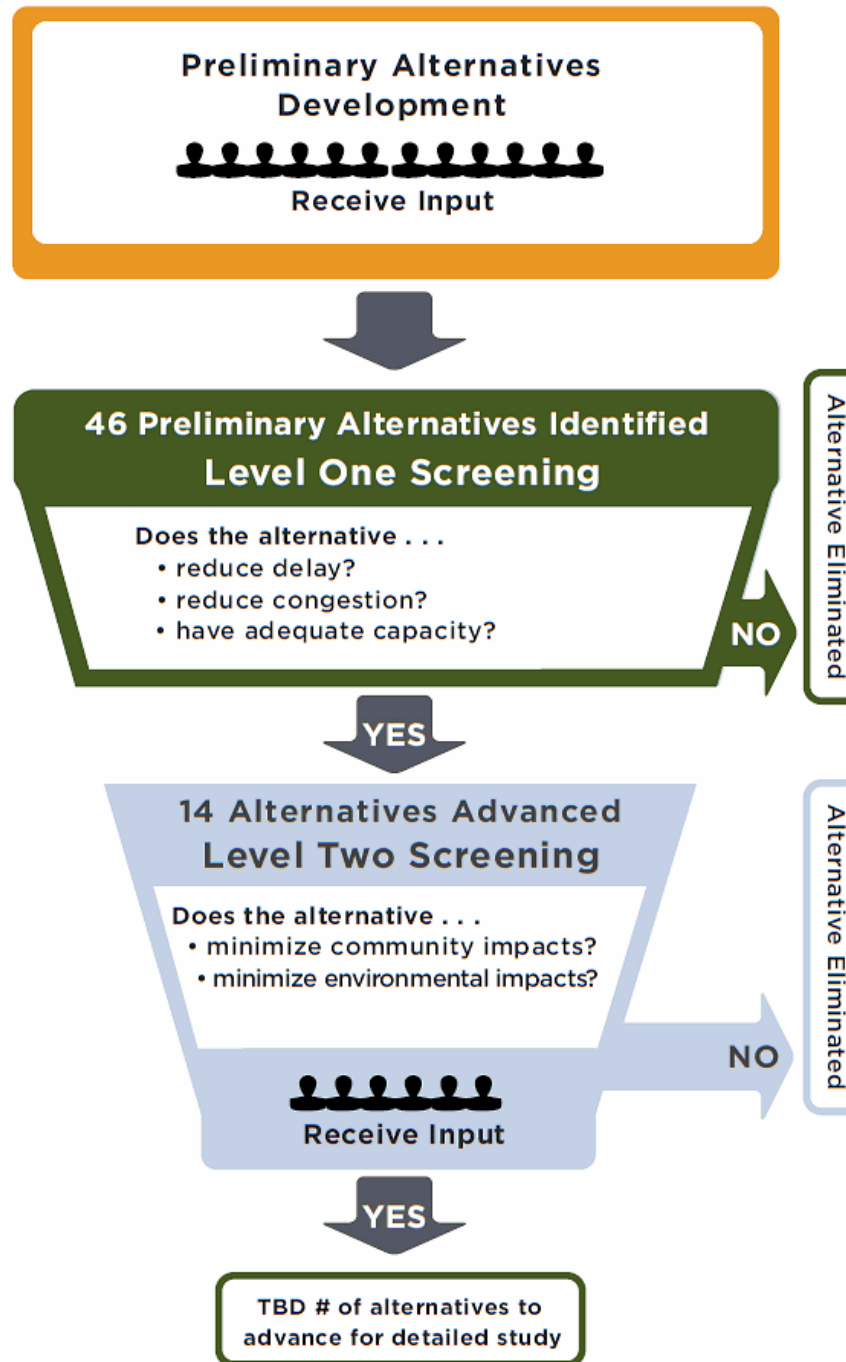
Eliminated Alternatives

Transit Only Alternative:

Alternative	Daily Total Delay (hr)	North-South Road Lane-Miles with V/C ≥ 0.9	East-West Road Lane-Miles with V/C ≥ 0.9	Vehicle-Miles Traveled (VMT) with V/C ≥ 0.9	Vehicle-Hours Traveled (VHT) with V/C ≥ 0.9
No-Action	15,880	85.7	52.3	389,800	14,760
Average	13,062	57.8	45.2	247,683	10,013
1st Quartile	11,858	48.7	41.0	196,175	8,503
01	16,130	87.3	55.4	401,000	15,150
01B	15,730	86.4	52.5	391,300	14,720
01C	14,870	81.7	50.5	360,800	13,590
01D	15,300	88.6	54.3	396,900	14,860
23	15,870	86.5	52.4	391,600	14,780



Screening Process



QUESTIONS??



Level 2 Screening Criteria

Natural Resources:

- Acres and types of wetlands and other waters of the U.S. affected.
- Acres and types of sensitive wildlife habitat affected.
- Number of cultural resources affected (for example, historic and archaeological).
- Number of agriculture protection areas affected.
- Acres of floodplain affected.
- Percent increase in vehicle emissions (that is, reduction in air quality) based on VMT.



Level 2 Screening Criteria

Built Environment:

- Number and area of parks and trails affected.
- Number of community facilities affected.
- Number of potential acquisitions.
- Number of Section 4(f)/Section 6(f) uses.



Level 2 Screening Criteria

Access to Transit and Pedestrian Facilities

- Number of mode transfer locations (for example, park-and-ride lots, bus stops, and so on).
- Mode share.
- Rate of growth in VMT.
- VMT per capita



Level 2 Screening Criteria

- Alternative considers objectives of local and regional land-use and transportation plans.
- Number of trails that will be interconnected.
- Estimated project cost (general).
- Constructability given available technology.
- Logistical considerations.

QUESTIONS??



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Level 2 Assumptions

Corridor:

- 250 feet wide
- Trail to be considered later
- New corridors become arterials north of 4000 South



Also:

- Alignment parallel to I-15 in Farmington is possible

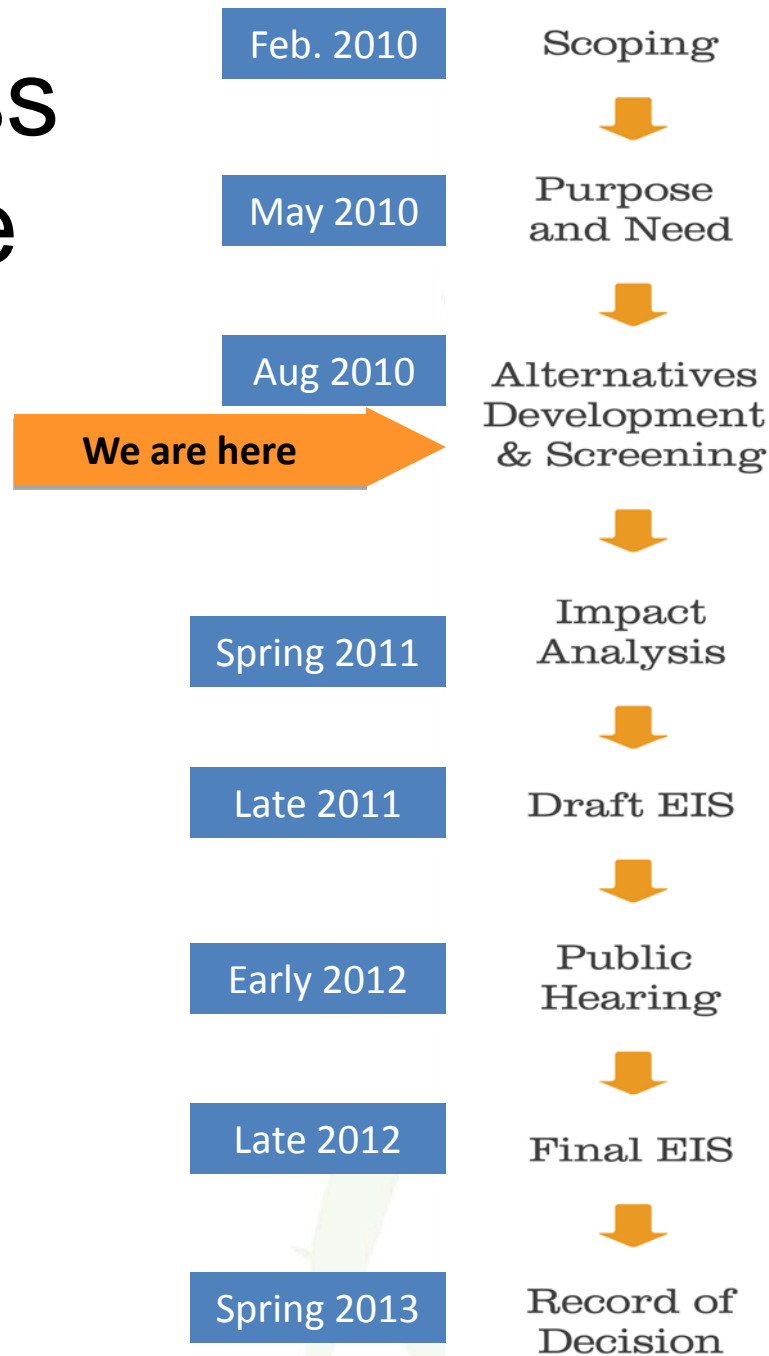


Next Steps

- **Level 2 Screening** (October - January)
- **City Council & COG presentations**
(November - December)
- **Stakeholder Working Group Meeting**
(Early February)
- **Public Open House** (Early February)
- **Finalize Range of Alternatives** (February)



EIS Process & Schedule



F
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U
S



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Questions & Evaluation



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