WEST DAVIS C O R R I D O R

ALTERNATIVES DEVELOPMENT & SCREENING

The Utah Department of Transportation (UDOT), in cooperation with FHWA, is preparing an Environmental Impact Statement (EIS) for a potential transportation corridor in western Davis and Weber counties. In an effort to identify a solution that will benefit these areas, the West Davis Corridor Study is evaluating which options best meet the transportation needs while balancing community and environmental impacts.

The current phase of the study, "Alternatives Development & Screening," began in June 2010 after defining the project's purpose and need with input from local communities, agencies and other interested groups. This phase involves three steps:

Step I: Preliminary Alternatives Development

The first step of this phase was to prepare initial transportation options or "alternatives." These were developed based on your input and past studies and included various transit and roadway options. In August 2010, more than 500 members of the community participated in three open houses and provided additional ideas. A total of 398 comments were received and 46 alternatives were identified.

Step II: Level 1 Screening

Each alternative was analyzed to determine how well it met the project's purpose and need using the following criteria:

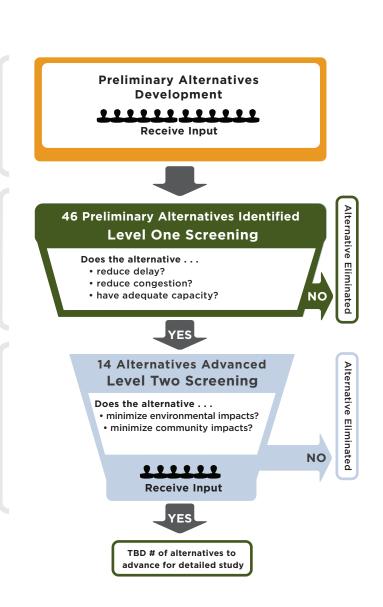
Level 1 Screening Criteria

• Reduce Delay • Reduce Congestion • Have Adequate Capacity

Based on these criteria, 32 alternatives were eliminated (or screened) and 14 were advanced for further review. Visit the study website (udot.utah.gov/westdavis) to view the alternatives that passed Level 1 Screening.

Step III: Level 2 Screening

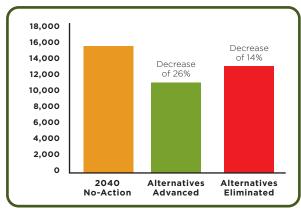
The final step in this phase is to evaluate which of the 14 remaining alternatives best meet the transportation need while minimizing community and environmental impacts. Only the alternatives that meet these criteria will be advanced for final consideration.



Level I Screening Results

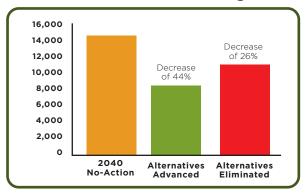
The following graphs show the results of the Level 1 Screening process. All numbers are based on estimated 2040 population and traffic data.

Daily Total Delay



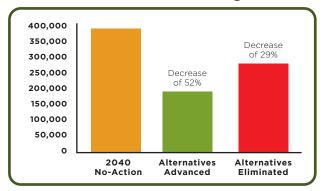
On average, the alternatives that passed Level 1 Screening decrease the daily hours of delay by 26 percent as compared to 2040 No-Action. Those that were eliminated reduce delay by an average of only 14 percent.

Vehicle Hours Traveled in Congestion



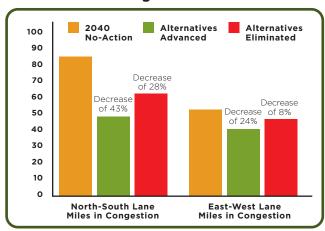
Compared to the 2040 No-Action alternative, the number of hours motorists spend in their vehicles during the peak period decreases by an average of 44 percent with the alternatives that advance, versus an average decrease of only 26 percent with the eliminated alternatives.

Vehicle Miles Traveled in Congestion



The advancing alternatives cut the number of miles traveled in congestion by almost half, while the eliminated alternatives resulted in a 29 percent average decrease from the 2040 No-Action option.

Lane Miles of Congestion



In both the north-south and east-west directions, the number of congested miles in 2040 during the peak period decreases significantly with the advancing alternatives.

Visit the study website (udot.utah.gov/westdavis) to view a map of the 14 advanced alternatives.

HOW CAN I PROVIDE FEEDBACK?

Public open houses will be scheduled in February 2011 to receive your feedback on the alternatives that advance through the screening process. Your continued participation in this phase is critical to the success of the study. A final alternative will not be selected until the completion of the study.



For a copy of the Alternatives Development and Screening Process, visit **udot.utah.gov/westdavis** or call 877-298-1991. To provide comments on the screening process or other feedback regarding the study, call 877-298-1991, e-mail **westdavis@utah.gov**, or use the online comment form at **udot.utah.gov/westdavis**.