

Welcome



WEST DAVIS
CORRIDOR

West Davis Corridor

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Open House 4:00 - 8:00 p.m.
& Public Hearing 6:00 - 9:00 p.m.

TUESDAY, June 11



Legacy Events Center
151 South 1100 West
Farmington

WEDNESDAY, June 12



West Point Jr. High
2775 West 550 North
West Point

THURSDAY, June 13



Freedom Elementary
4555 West 5500 South
Hooper

What is the purpose of the Draft Environmental Statement



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The West Davis Corridor Environmental Impact Statement (EIS) study team has released the Draft EIS and is seeking your comments. The Draft EIS is a report containing all the data and analysis that the study team has collected and evaluated over the last three years. The Draft EIS also identifies UDOT's locally preferred alternative.

We invite you to review the information presented tonight and formally submit your comment on the contents of the Draft EIS to the project team.

The Draft EIS is also available for review and comment at www.udot.utah.gov/westdavis.



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What is an EIS?

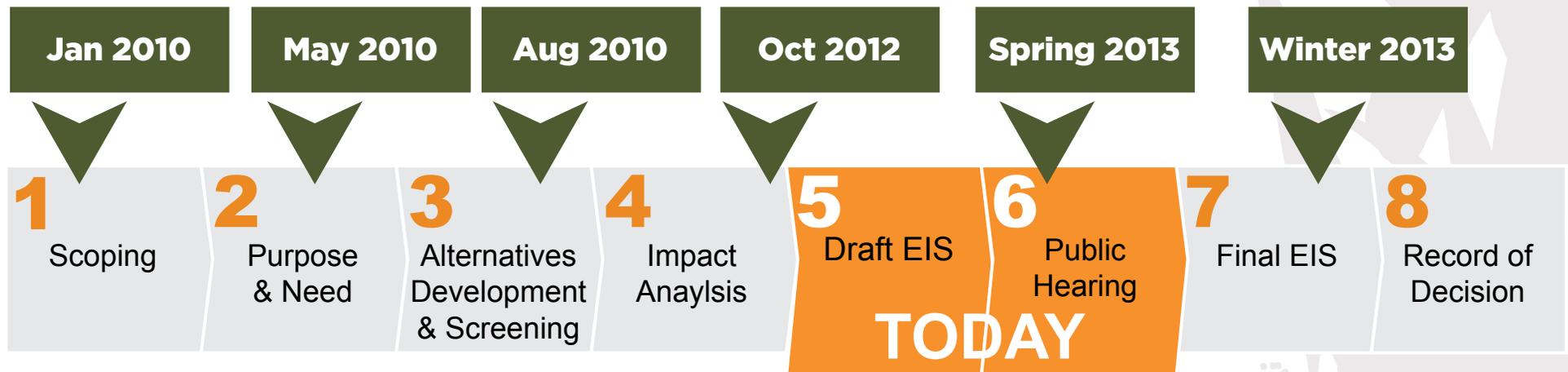
An Environmental Impact Statement, or EIS, is a document required by the National Environmental Policy Act (NEPA) for federal actions which could affect the quality of the human and/or natural environment.

An EIS outlines how we conduct the West Davis Corridor study and ensures that public participation is a key factor in the process. NEPA also requires that we meet certain federal and local laws.



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EIS Process and Schedule



West Davis Corridor Study Area



Scoping



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The EIS kicked off in January 2010. In the scoping phase the study team gathered input and ideas from all interested parties, collected data on resources in the study area, and assessed transportation needs through 2040.

Members of the public and agency representatives provided comments regarding potential issues, subjects to study, and possible solutions.

The scoping phase included 3 public open houses and an official public comment period.



Purpose & Need

Why do we need the West Davis Corridor?

FROM 2009 TO 2040

- Population growth is expected to increase **64%**
- Employment is anticipated to rise **49%**
- Housing is expected to increase **90%**
- Travel delay is anticipated to increase **122%** due to roadway congestion
- Improved north-south mobility will relieve inefficient east-west travel patterns

What will the West Davis Corridor achieve?

Primary Purposes

- Improve regional mobility
- Enhance peak travel period mobility

Secondary Objectives

- Increase connections between transportation modes
- Support local growth objectives
- Increase bicycle and pedestrian options

Alternatives Development

In August 2010, more than **500 members of the public** participated in three open houses to identify alternatives that met the purpose and need. After extensive public input, 46 preliminary alternatives were identified to be evaluated.



Level 1 Screening Results

Level 1 Screening analyzed if the alternatives could substantially improve regional mobility by reducing delay and congestion over the next 30 years.

- Reduced 46 alternatives to 14
- Eliminated all 2-lane highways
- Eliminated 5-lane arterials south of 5500 South in Weber County
- Eliminated transit-only
- Advanced 4-lane divided highways
- Advanced widening of I-15 and some east-west and north-south roads

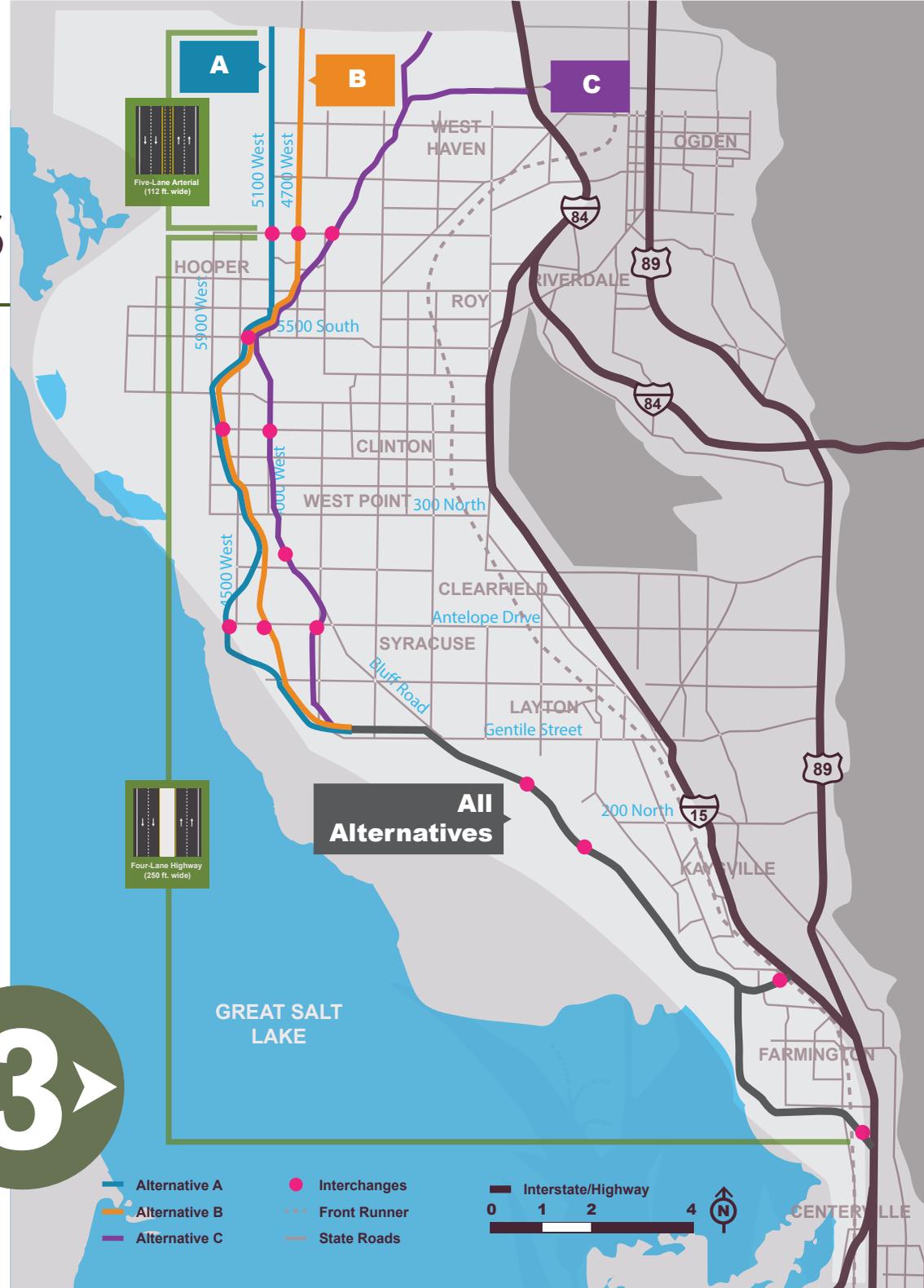


Level 2 Screening Results

Level 2 Screening evaluated which of the 14 remaining alternatives best met transportation needs while minimizing and balancing community and environmental impacts.

In February 2011, the three alternatives that advanced were presented to the public at a series of open houses and a public comment period was opened. **Over 5,000 comments were received and evaluated during this time.**

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Refined Alternatives

Between February 2011 and October 2012, the remaining alternatives were refined down to two basic alignments based on public input and additional data. These two alignments with their north and south options resulted in eight unique alternatives.



Alternatives Advanced to the Draft EIS

A1 - Glovers Lane/4700 W

A2 - Glovers Lane/5100 W

A3 - Shepard Lane/4700 W

A4 - Shepard Lane/5100 W

B1 - Glovers Lane/4100 W

B2 - Glovers Lane/4800 W

B3 - Shepard Lane/4100 W

B4 - Shepard Lane/4800 W





Impact Analysis

The study team completed an in-depth Impact Analysis on each of the alternatives. The study team evaluated a wide range of resources:

Land Use

Farmland

Agricultural Protection Areas

Community Impacts

Relocations/Potential

Relocations

Environmental Justice

Transportation

Economics

Joint Development

Pedestrians & Bicyclists

Air Quality

Noise

Water Quality

Ecosystem Resources

Floodplains

Historic/Archeological/
Paleontological Resources

Hazardous Waste Sites

Visual

Construction Impacts

Short Term Uses vs. Long Term

Productivity

Irreversible & Irretrievable

Commitment of Resources

Indirect Effects

Cumulative Impacts

THE RESULTS OF THIS ANALYSIS ARE DOCUMENTED IN THE CHAPTERS OF THE DRAFT EIS.

WDC Team Recommendation

Alternative B1

- Serves significantly more traffic per mile
- Features a better functioning interchange with I-15 and Legacy Parkway
- Lower impacts to Section 4f resources
- Lower impacts to farmlands, including Agricultural Protection Areas
- Lower impacts to residences
- Lower cost
- Most consistent with city plans

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Southern Options



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UDOT recommends Glovers Lane



Transportation
Performance

- better transportation operations and design
- avoids railroad and commuter rail relocation



Environmental
Impacts

- no Section 4f full uses
- avoids Haight Creek riparian/floodplain corridor
- only ½ acre more wetland impact than Shepard Lane

(Note that the Glovers Lane alternative entirely avoids the Farmington Bay Waterfowl Management Area)



Residential
Impacts

- up to 11 fewer homes
- preserves community cohesion
- avoids golf course community impacts
- no Agricultural Protection Areas impacted
- minimal long term farmland impacts

Syracuse North



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UDOT recommends Alternative B



Transportation
Performance

- better transportation performance



Environmental
Impacts

- 2 to 5 fewer Section 4f full uses
- not adjacent to the Great Salt Lake Shorelands Preserve
- 20 fewer acres of conservation easements



Residential
Impacts

- up to 25 fewer homes
- more consistent with city plans



Agricultural
Impacts

- 35 to 53 fewer acres of Agricultural Protection Areas
- up to 52 fewer acres of prime farmland
- up to 142 fewer acres of cropland



Cost

- \$60 - \$87 million less than Alternative A



Northern B Option

UDOT recommends 4100 West



Transportation
Performance

- better transportation performance



Environmental
Impacts

- 2 fewer Section 4f resource impacts



Residential
Impacts

- more consistent with city plans



Agricultural
Impacts

- 17 fewer acres of Agricultural Protection Areas
- 8 fewer acres of prime farmland
- 31 fewer acres of cropland



Cost

- \$18 million less than 4800 West option

Trails



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- Met with counties and trail groups
- Great existing trail networks
- Current system lacks connections

West Davis Corridor proposes:

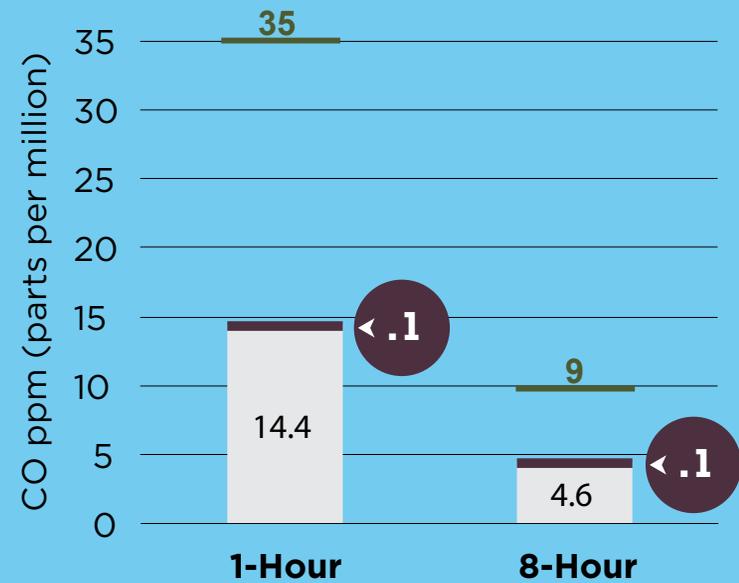
- **Connect D&RG Rail Trail and Emigrant Trail**
- **Connect Emigrant Trail and 5500 West Trail**
- **Will require local capital and maintenance funding:**
 - **Trail improvements, underpasses at key locations**

Air Quality

Alternative B1 meets all Air Quality Standards

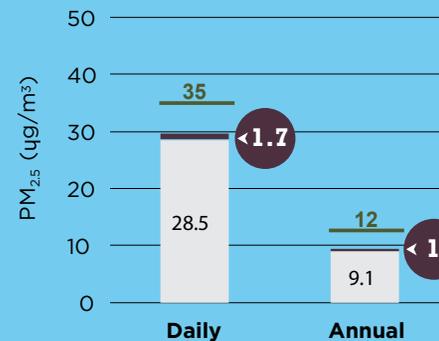
- Hotspot Analysis at Right-of-Way line for CO, PM_{2.5}, and PM₁₀
- Modeled with EPA's new MOVES model
- Meets EPA's newest standards
- Conforms with the State Implementation Plan

Carbon Monoxide



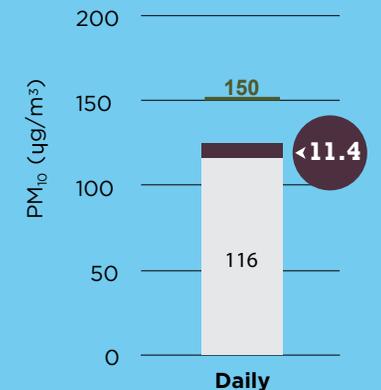
*Carbon Monoxide has both a 1-Hour and 8-Hour Standard

PM_{2.5}



* PM_{2.5} has both a Daily and Annual standard

PM₁₀



* PM₁₀ only has a Daily standard

- WDC increase to existing levels
- Existing Levels
- EPA Standards

Noise



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- Monitored existing noise levels at 45 locations
- Modeled future noise levels at 650 locations
- Modeled noise walls in 28 locations

None of these evaluations:

- **Achieved the 8 dBA reduction required for 75% front row residences**
- **Met the cost effectiveness criteria of \$30,000 per residence**
- No noise walls are proposed
- At the Syracuse Arts Academy, indoor noise would be 30-40 dBA (similar to library noise levels)



Next Steps

- 1 NOW - Public Comment Period (May 16-August 23)**
 - A 90-day public comment period will be open until August 23, 2013.
 - Comments can be submitted online, emailed, mailed, or submitted during the public hearings.
 - Public comments from the public comment period will be studied and responded to in the Final EIS document.
- 2 SUMMER 2013 - LATE 2013: Prepare Final EIS**
 - The study team will consider and respond to comments on the Draft EIS and make any applicable updates as it prepares the Final EIS document.
- 3 LATE 2013: Final EIS**
 - The Final EIS is expected to be released to the public in late 2013.
- 4 SPRING 2014: Record of Decision**
 - A Record of Decision (ROD) from the Federal Highway Administration (FHWA) is expected in spring 2014.



How do I submit a comment?

You may formally submit your comments on the Draft Environmental Impact Statement in a variety of ways:

Online: www.udot.utah.gov/westdavis

Email: westdavis@utah.gov

Mail: West Davis Corridor Team
466 North 900 West
Kaysville, UT 84037

Open House: Fill out a paper comment form inside the Open House or leave your comment with an official court recorder.

Public Hearing: Sign-up to verbally submit your comment outside the Public Hearing room.