

PUBLIC REVIEW OF THE DEIS

WFRC and UTA released the West Valley City-Taylorsville Transit Corridor DEIS for public circulation on June 25 and opened a 45-day public comment period from June 25 to August 9, 2006. UTA's project Web site www.rideuta.com/calendarAndNews/westvalleyTrax permits downloads of the DEIS and lists city halls and libraries where copies are available for review.

HOW CAN I COMMENT ON THE PROJECT?

Comments received or postmarked by August 9, 2006 will be addressed in the final environmental study. In addition:

- A public open house will be held July 19, 2006, from 6 to 9 p.m., at West Valley City Hall. Interested citizens may speak directly with members of the West Valley City – Taylorsville Transit Corridor project team and leave written or verbal comments, which will be added to the public record.
- During the 45-day period comment period, feedback will be accepted at the project Web site: <http://www.rideuta.com/calendarAndNews/westValleyTrax> or rideuta@rideuta.com.
- Written comments can also be mailed to: UTA, Attn: West Valley City – Taylorsville Transit Corridor DEIS, P.O. Box 30810, Salt Lake City, UT 84130.

NEXT STEPS

After the DEIS public comment period ends on August 9, 2006, the project will then move into preliminary engineering and a final environmental study in 2007, followed by final design and construction. WFRC and UTA are anticipating the project will be completed by 2012, but the timing of the project depends on the passage of a tax increase for mass transit. Construction schedules could also influence opening day.

PROJECT TEAM

The West Valley City – Taylorsville Transit Corridor project is made possible through the efforts of a number of organizations including:

- Utah Transit Authority
- Wasatch Front Regional Council
- City of South Salt Lake
- City of Taylorsville
- West Valley City
- Utah Department of Transportation
- Salt Lake Community College



West Valley City – Taylorsville Transit Corridor Draft Environmental Impact Statement

WEST VALLEY CITY – TAYLORSVILLE TRANSIT CORRIDOR DRAFT EIS

In its 30-year transportation plan, the area’s transportation planning organization, the Wasatch Front Regional Council (WFRC) recommended a rapid transit corridor extending from the 2100 South TRAX station in South Salt Lake to West Valley’s future intermodal center, to be located near city hall. As a result, the Utah Transit Authority (UTA) is proposing to build and operate a light rail extension in this corridor. The project is expected to improve transit travel times and service for West Valley City, Utah’s second largest community. Light rail will connect West Valley City’s residential, shopping, work and entertainment venues and offer easy connections to downtown, the University of Utah and Sandy City and to the Airport in the future. The project will offer commuters a high-speed transit option that is a viable alternative to the automobile, and it will increase overall mobility in Salt Lake County.

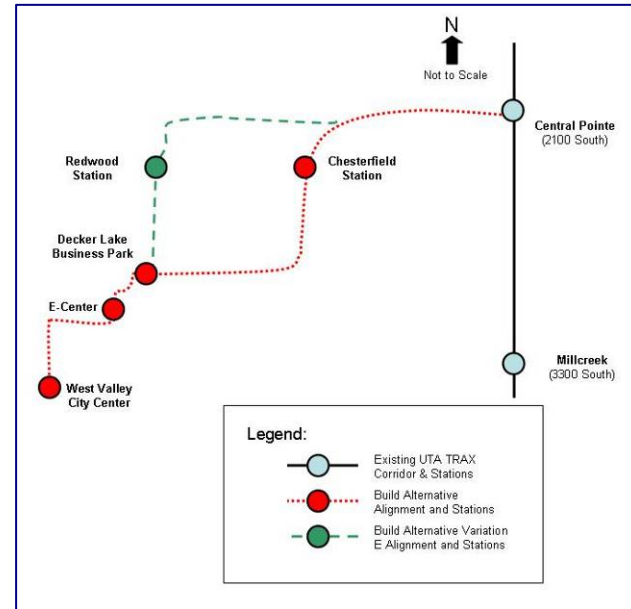
STUDYING THE OPTIONS

WFRC and UTA initiated the project’s Draft Environmental Impact Statement (DEIS) process in 2000. The agencies selected a locally-preferred alternative for a light rail corridor in South Salt Lake and West Valley City after an extensive public planning process that:

- Included several public meetings and a “scoping period” to allow the public to discuss the project and potential environmental concerns
- Established where a rapid transit corridor could be located.

- Identified the transit modes to be studied.

The DEIS evaluates a no-action alternative, an enhanced bus alternative and a light rail alternative with four stations. The DEIS also includes two variations on a portion of the route.



The preferred light rail transit route (shown in red) would leave the TRAX line near the 2100 South TRAX station, turning west to cross under Interstate 15, over the Union Pacific Railroad’s Roper Yard, across 900 West and over the Jordan River. After crossing the Jordan River, the line turns south and then westward to run north of the Redwood Nature Area and the Decker Lake Drainage Canal. It would then cross the Chesterfield neighborhood and continue west across Redwood Road to Research Way, then follow Decker Lake Drive to 3100 South at the E Center. Light rail would then continue west on 3100 South then south on 2700 West across 3500 South to the West Valley City Center and Valley Fair Mall.

The preferred route would feature new light rail stations at Chesterfield, Decker Lake Business Park, the E Center and West Valley City Center (with a park-and-ride lot).



A sub-alternative for a portion of the light rail alignment, called Variation E (shown in green in the figure) was not selected as the preferred route. It would continue west along SR-201 after crossing the Jordan River, follow 2300 South to Redwood Road and then turn south to Research Way, where it would resume along the same alignment as the preferred alternative. Variation E would have a station at Redwood Road instead of a Chesterfield station.

The DEIS is intended to inform the public of the potential environmental impacts of the proposed project and alternatives. The DEIS discusses land use, social and economic conditions, transportation, air quality, public safety and security; noise and vibration, water resources, biological resources, hazardous waste, utilities, energy, cultural resources, parks/open space, visual resources, and indirect and cumulative impacts.

PROJECT FEATURES

- Five miles of double track, both in separate rights-of-way and at-grade along roadways
- Connects with the Sandy/Salt Lake TRAX line at the 2100 South Station
- Four new stations as described above
- Initial 15-minute service frequency

- Projected cost of \$250-290 million in years of expenditure (2010-2012)
- Projected ridership of 9,000-12,000 daily passengers in 2025

TRAVEL TIMES AND BENEFITS

Light rail transit offers an attractive alternative to automobile travel and paid parking. A trip on TRAX in 2025 from West Valley’s Intermodal Center to the 2100 South Station will take 14 minutes. The table below shows estimated travel times between the West Valley Intermodal Center and other destinations, including necessary transfers.

Year 2025 Travel from WVC to:	Minutes By Car	Minutes By Bus (No-Action)	Minutes By TRAX
Delta Center	16	40	34
Gallivan Plaza	18	35	26
Univ. of Utah Medical Ctr.	28	50	38

Other benefits of new light rail service:

- Reliable schedules and more frequent service
- Smooth interface with existing TRAX services (to downtown, the U and Sandy) as well as other planned rail corridors (Airport, Commuter Rail, Mid-Jordan)
- A safe, comfortable ride where passengers can read, work or relax
- Transit stations with rider information and improved amenities compared with existing bus stops.

