

Chapter 1: Purpose of and Need for Action

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This Environmental Impact Statement (EIS) for the Mountain View Corridor (MVC) has been prepared according to the provisions of the National Environmental Policy Act (NEPA) and the corresponding regulations and guidelines of the Federal Highway Administration (FHWA), the lead federal agency.

This document also conforms to the requirements of the Utah Department of Transportation (UDOT), the project sponsor and lead state agency. In addition, the Utah Transit Authority (UTA) is a co-project sponsor and provided assistance in developing this EIS.



Lead Agencies and Project Sponsors. FHWA and UDOT have joint responsibility for developing highway infrastructure in Utah. These agencies are working together to make the highway-related decisions for the Mountain View Corridor based on the EIS process. Similarly, the Federal Transit Administration (FTA) and UTA share the responsibility for transit. FHWA, UDOT, FTA (as a cooperating agency), and UTA (as a co-project sponsor) have been working together throughout the EIS process.

Metropolitan Planning Organizations. The Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG) are designated metropolitan planning organizations that work in partnership with UDOT, UTA, and other stakeholders to develop regional transportation plans for the communities in their jurisdictions. WFRC's area of responsibility includes Davis, Morgan, Salt Lake, Tooele, and Weber Counties. MAG's area of responsibility includes the communities in Utah, Summit, and Wasatch Counties. As the regional metropolitan planning organizations, WFRC and MAG provide input into the decision process for highways and transit in Salt Lake and Utah Counties, respectively.

Cooperating Agencies. Cooperating agencies involved with the preparation of this EIS include FTA, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency (EPA). These agencies have been participating in the development of relevant technical studies and methodologies and have been identifying EIS content necessary to meet NEPA requirements and other requirements regarding jurisdictional approvals, permits, licenses, and clearances.

Other Agency Involvement. This EIS could be used by the U.S. Army for portions of the project that cross the Camp Williams National Guard Training Site to fulfill NEPA compliance requirements pertaining to any right-of-way grant across federal lands.



1.1 Study Area Description

The Mountain View Corridor study area for the needs assessment (see Section 1.6, Needs Assessment) extends northward from the northern shore of Utah Lake in Utah County to just north of Interstate 80 (I-80) in Salt Lake County (see [Figure 1-1](#), Mountain View Corridor Study Area Map). The northern portion of the study area is in west Salt Lake County, and the southern portion is in northwest Utah County. The boundaries of the study area are shown in [Figure 1-1](#) and are:

- **Salt Lake County.** The northern limit of the study area is just north of I-80 and includes the International Center and Salt Lake City International Airport. The eastern limits in Salt Lake County are Bangerter Highway from just north of I-80 to 13400 South and Interstate 15 (I-15) from 13400 South to the Utah County line. The western limit is the foothills of the Oquirrh Mountains. The southern limit of the study area in Salt Lake County is the Utah County line.
- **Utah County.** The northern limit of the study area in Utah County is the Salt Lake County line and the southern limit is the northern end of Utah Lake. The eastern limit is I-15 and the western limit is the eastern edge of the city of Eagle Mountain.

The limits of the study area for the needs assessment were developed based on the projected travel demand. These limits consider influencing factors such as growth and development outside the study area in communities such as Eagle Mountain and Saratoga Springs. In addition, to address travel between Salt Lake and Utah Counties and the need for logical project termini, both the west side of Salt Lake County and the northwest portion of Utah County were included in the study area.

In the Salt Lake County portion of the study area, the northern boundary of the transportation network is just north of I-80 because the Great Salt Lake limits growth north of I-80. Travel model sensitivity testing demonstrated that transportation improvements west of State Route (SR) 111 (at the foot of the Oquirrh Mountains) would not serve the projected traffic because most of the traffic in this part of the study area is oriented toward Salt Lake City (eastward) and travel toward SR 111 would be out of direction (westward). Bangerter Highway is the eastern boundary of the study area because transportation improvements east of this highway would not relieve the north-south traffic in the study area.

In the Utah County portion of the study area, there will not be enough traffic by 2030 south of Saratoga Springs, which is north and west of Utah Lake, to warrant major transportation improvements. In addition, about 50% of the trips from the



Saratoga Springs and Eagle Mountain areas are to the Provo-Orem area (southeast) and would not be served with an I-15 connection at the southern end of Utah Lake because of the out-of-direction travel (south and then north). Therefore the study area in Utah County was established from the northern end of Utah Lake to the eastern edge of the city of Eagle Mountain. The eastern limit of the study area is I-15 because this facility is the major north-south highway in the region.

1.2 Project History

The need for a continuous north-south transportation facility from western Salt Lake County to northern Utah County has been identified in long-range transportation plans since the 1960s. A corridor near 5600 West was part of the original *Salt Lake Area Transportation Study* (Wilbur Smith and Associates 1965). The facility was shown as a principal arterial street serving the west side of the Salt Lake Valley from 5400 South to California Avenue (about 1400 South). In addition, the plan showed 5600 West being extended southward to SR 111 as a proposed new arterial.

During the 1990s, FHWA, UDOT, WFRC, and the local governments began an EIS for 5600 West as an arterial with at-grade intersections (controlled by traffic lights) with a southern terminus at Old Bingham Highway (WFRC 1997). During the EIS process, WFRC determined that an arterial with at-grade intersections would not accommodate the expected traffic projections. Because there were unresolved issues regarding the southern connection point and the type of facility (arterial versus freeway), and because resources were insufficient to study a new grade-separated alignment, the Draft EIS was not completed.

Over the past several years, the transportation systems in the study area have been the subject of other studies and plans concerning the need to satisfy future transportation demands. Two studies, the *Western Transportation Corridor Study, I-80 to Salt Lake/Utah County Line* (WFRC 2001) and the *North Valley Connectors Study* (MAG 2002), address the need for major transportation facilities in the study area. In addition, various local governments have developed comprehensive plans that assume continued population growth and the availability of improved transportation facilities.



1.3 Summary of Purpose and Need

1.3.1 Purpose of the Project

The Mountain View Corridor project has both primary and secondary purposes. The primary purposes were used as the main criteria to screen or eliminate alternatives that were not reasonable or practicable. The secondary purposes were used to further refine project alternatives (for example, to make minor shifts to the alignments) but were not used to determine whether an alternative was not reasonable or practicable.

The MVC is primarily intended to achieve the following objectives:

- **Improve Regional Mobility by Reducing Roadway Congestion.** Improve regional mobility for automobile, transit, and freight trips by reducing roadway congestion compared to the No-Action conditions (see the section Definition of 2030 No-Action Conditions on page 1-9) on roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- **Improve Regional Mobility by Supporting Increased Transit Availability.** Improve regional mobility by supporting increased availability of transit compared to the No-Action conditions as an alternative to automobile trips for the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.

Other secondary objectives of the project are as follows:

- **Support Local Growth Objectives.** Support local economic development and growth objectives as expressed through locally adopted land-use and transportation plans and policies, including the principles reflected in the Growth Choices Vision (see Section 1.5.3, Growth Choices Vision) by providing transportation improvements that complement locally established land-use plans.
- **Increase Roadway Safety.** Reduce accident rates and the number of high-accident locations (compared to the No-Action conditions) on the roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- **Support Increased Bicycle and Pedestrian Options.** Support increased availability of bicycle and pedestrian options consistent with the adopted regional transportation plans in the portions of the study area in Salt Lake and Utah Counties.



Table 1.3-1 lists the elements of the project’s purpose, the needs that each purpose element addresses, and the measures that were used to help develop and screen the project alternatives. (For more information, see Section 1.3.2, Need for the Project.)

Table 1.3-1. Measures Used To Define the Project’s Purpose and Need and Develop Alternatives

Project Purpose	Needs Addressed	Alternative Screening Measures
<i>Primary Purposes</i>		
Improve regional mobility by reducing roadway congestion	<ul style="list-style-type: none"> Substantial number of miles of roads in the MVC study area with a PM (afternoon) peak level of service^a of LOS E or F Substantial daily user delay, low average speeds, and lost productivity in the MVC study area 	<ul style="list-style-type: none"> Alternative would reduce miles of roads operating with heavy congestion Alternative would reduce hours of delay
Improve regional mobility by supporting increased transit availability	Lack of transit availability in the MVC study area	Alternative would increase transit ridership to a level that would support financial investment
<i>Secondary Objectives</i>		
Support local growth objectives	Transportation improvements are anticipated in regional and local planning studies and plans	Alternative is compatible with local and regional land-use and transportation plans
Increase roadway safety	Locations with above-average accident rates in the MVC study area	Alternative could reduce accidents
Support increased bicycle and pedestrian options	Lack of pedestrian and bicycle facilities in the MVC study area	Alternative would connect regional trails
^a See Section 1.6.3.1, Level of Service, for an explanation of level of service.		



1.3.2 Need for the Project

The major transportation needs in the Mountain View Corridor study area are a result of rapidly growing population and employment in this area. The existing roadway network in the study area primarily consists of arterial streets that are not intended to accommodate a high volume of long-distance through trips and freight movements. The existing transit network consists primarily of local and express bus service. These conditions have resulted in the following deficiencies:

- Lack of adequate north-south transportation capacity in western Salt Lake County
- Lack of adequate transportation capacity in northwest Utah County
- Increased travel time and lost productivity
- Lack of transit availability
- Reduced roadway safety due to increased roadway congestion
- Lack of continuous pedestrian/bicycle facilities

These principal deficiencies were identified by comparing present and future levels of transportation service in the Mountain View Corridor study area and reviewing the goals and objectives of the 2030 regional transportation plans (WFRC 2007; MAG 2007). [Table 1.3-2](#) below presents a summary of the transportation needs in the study area.

In addition, the need for transportation improvements is recognized by regional and local transportation and land-use plans (see Section 1.5, Regional and Local Planning Objectives). The WFRC and MAG regional transportation plans document the need for additional capacity in the study area and recommend an integrated multimodal approach to accommodate the long-term projected traffic in the region.

In addition, local community land-use plans in the study area as well as regional land-use and transportation plans show major planned transportation facilities in the study area. The jurisdictions of American Fork, West Valley City, West Jordan, South Jordan, Herriman, Kearns, Riverton, and Salt Lake City have detailed the need for regional facilities in their land-use and transportation plans to provide improved mobility to meet the demands from expected growth. An improved transportation system is needed to provide the transportation infrastructure shown in the regional and local transportation and land-use plans.



Table 1.3-2. Summary of Transportation Needs in the Study Area

Need Criterion	Change between Existing Conditions and Projected Conditions in the 2030 No-Action Scenario
Lack of roadway capacity	<p>As population in the study area increases and development occurs, the regional roadway network will not be able to accommodate the transportation demand.</p> <ul style="list-style-type: none"> According to projections, the 2030 (No-Action) operating conditions on the regional roadway network in the study area will be congested, with much of the network operating at an unacceptable PM peak-hour level of service (LOS) of LOS E or F (see Section 1.6.3.1, Level of Service). Some of the current (2005) network is already operating at LOS E or F. Total person-trips in the study area will increase by 123%. <p>There is a need to relieve roadway congestion and improve the level of service and mobility in the regional roadway network.</p>
Increased travel time and lost productivity (regional mobility)	<p>Vehicle travel time on the regional roadway network in the study area is projected to increase.</p> <ul style="list-style-type: none"> The year 2030 vehicle travel-time delay in the Mountain View Corridor study area is projected to increase about 479% by 2030 under the No-Action conditions. In addition, lost productivity is projected to increase from about \$121,000 per day in 2005 to about \$698,000 per day in 2030. <p>There is a need to reduce travel times and associated lost productivity and to improve mobility for trips on the regional roadway network.</p>
Lack of transit availability	<p>Transit service in the study area is currently limited to bus service; no light-rail or other fixed-guideway service is available. Several rail transit projects are under construction or in planning (see Section 1.6.4, Transit Network). In addition, with large increases in travel expected, particularly for work trips, the limited transit options available for such trips (namely bus service) will also be slowed from greater roadway congestion.</p> <ul style="list-style-type: none"> The percentage of work trips using transit is 1.4% and 3.6% for Utah and Salt Lake Counties, respectively. Because the growth in traffic is expected to exceed increases in roadway capacity, new transit capacity is needed to help meet the expected total traffic. Moreover, the new transit modes must match or approach the travel time of automobiles for inter-regional trips in order to provide an attractive alternative to travel by car. Existing transportation choices cannot meet that requirement. <p>There is a need to improve the availability of transit service as an alternative to travel by automobile.</p>
Reduced roadway safety	<p>Within the Mountain View Corridor study area, roadway safety is a concern. Numerous intersections in the study area have accident rates that substantially exceed the statewide average for comparable roadways (see Table 1.6-3, Locations with Above-Average Accident Rates in the Mountain View Corridor Study Area).</p> <ul style="list-style-type: none"> Increased congestion by 2030 would increase the risk of vehicle accidents as traffic increases and the level of service decreases. <p>There is a need to reduce accident rates and to continue providing safe facilities as congestion increases.</p>
Lack of pedestrian/bicycle facilities	<p>Currently, there are no continuous north-south or east-west pedestrian/bicycle facilities in the Mountain View Corridor study area. Expanded trail facilities are included in the WFRC and MAG regional transportation plans.</p> <p>There is a need to improve the availability of pedestrian/bicycle facilities as an alternative to travel by automobile.</p>



The remainder of this chapter presents data that document the need for the Mountain View Corridor project. Project need was determined by quantifying the change in anticipated transportation demand and land use between existing (2005) and forecasted (2030) conditions using empirical measures including projected traffic, travel time, lost productivity, safety, and other measures.

Definition of 2030 No-Action Conditions. The No-Action conditions are the conditions that would be present in the MVC study area if the MVC roadway and transit components are not built. At the start of the EIS process, the No-Action conditions used in this EIS were based on the 2003 WFRC long-range plan (2004–2030) and the 2005 MAG long-range plan (2005–2030) (WFRC 2003; MAG 2005) using Version 5.0 of the regional travel demand model. For the Final EIS, the No-Action conditions in this EIS were updated to reflect the 2007 WFRC and MAG regional transportation plans (2007–2030) using Version 6.0 of the regional travel demand model. The need for transportation improvements in the Mountain View Corridor study area is based on the following 2030 No-Action conditions:

- In the Salt Lake County portion of the study area, the No-Action conditions assume revised population and employment projections from the 2007 WFRC regional transportation plan (see Section 2.1.7.1, Revised Travel Demand Modeling for the Final EIS) and all of the roadway and transit improvements in the regional transportation plan except for those that correspond to the MVC roadway and transit alternatives.
- In the Utah County portion of the study area, the No-Action conditions assume the same demographics (population and employment) as the MAG regional transportation plan (MAG 2007) and all of the roadway and transit improvements in the plan except for the east-west arterials of Porter Rockwell Boulevard (in Bluffdale) (identified in the 2007 WFRC long-range plan), 2100 North (in Lehi), and 1900 South (in Saratoga Springs, Lehi, and American Fork).

With the changes described above, the model (Version 6.0) shows lower roadway use and higher transit ridership in 2030 (see Section 2.1.7.1, Revised Travel Demand Modeling for the Final EIS). [Figure 1-2 through Figure 1-5](#), Future (2030) No-Action Transportation Network, show planned expansion of the roadway and transit networks in the study area as identified in the 2007 WFRC and MAG long-range plans.

A regional transportation plan is a transportation plan with at least a 20-year horizon that describes anticipated highway and transit needs in a specific area. Transportation needs are based on planned and projected socioeconomic factors



and land use within a region. WFRC and MAG are responsible for regional transportation planning in the study area. The regional transportation plans are coordinated with UDOT, UTA, and local governments. The projects identified in the regional transportation plans are used in the 2030 regional travel demand model developed by the metropolitan planning organizations.

1.4 Growth Trends

Population, employment, and household growth are all important factors in determining projected traffic. Large increases in any of these factors over an extended period can cause substantial increases in traffic. Provided below is a summary of the expected growth in the study area and in Salt Lake and Utah Counties by 2030.

Data show that by 2030, population, employment, and households are expected to increase at higher percentage rates in the study area than in the surrounding areas of Salt Lake and Utah Counties. The reason for the high growth rate is that much of the open land available for development in the two counties is within the study area. Although the Mountain View Corridor project is being studied to meet projected traffic in 2030, not all available open land in the study area is projected to be developed by 2030. Therefore, the growth in the study area could continue beyond 2030 if no other factors such as water availability or air quality limit this growth.

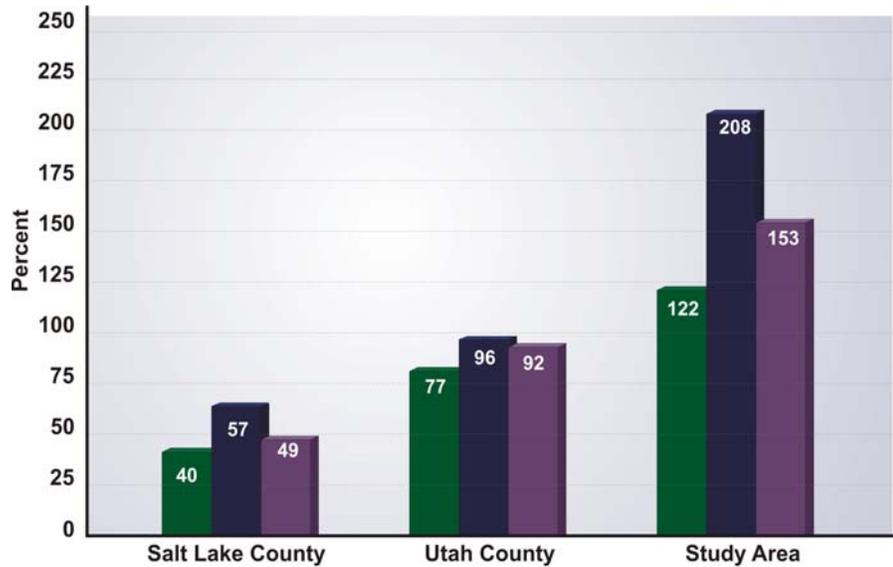
For example, in areas such as the proposed Kennecott Daybreak development and the city of Eagle Mountain, growth is expected to continue past the 2030 timeframe. Such growth will influence the transportation system in the study area by increasing traffic. The population, employment, and household projections in the following sections were obtained from WFRC (2007) and MAG (2007).



1.4.1 Population Growth

Table 1.4-1 shows the projected population, employment, and household growth in Salt Lake and Utah Counties and in the study area. By 2030, population in Salt Lake and Utah Counties is expected to increase by 40% and 77%, respectively, while population in the study area is expected to increase from 258,000 in 2005 to 574,000 in 2030 (an increase of 122%). Figure 1-6, 2005–2030 Population Growth, shows the percent population growth expected in the study area.

Table 1.4-1. Growth in Population, Employment, and Households in the Mountain View Corridor Study Area, 2005 to 2030



	Population		Employment		Households	
	2005	2030	2005	2030	2005	2030
Salt Lake County	986,000	1,384,000	616,000	965,000	330,000	491,000
Utah County	445,000	786,000	200,000	392,000	132,000	254,000
Study Area	258,000	574,000	89,000	274,000	70,000	177,000

Sources: WFRC 2007; MAG 2007



1.4.2 Employment Growth

Between 2005 and 2030, overall employment in Salt Lake and Utah Counties is expected to increase by 57% and 96%, respectively—a slight increase over the expected population growth. However, in the study area, employment growth is expected to increase from 89,000 in 2005 to 274,000 in 2030 (an increase of 208%). [Figure 1-7](#), 2005–2030 Employment Growth, shows the percent employment growth expected in the study area.

In the Salt Lake County portion of the study area, the main employers and employment areas include ATK-Thiokol, the Jordan Landing shopping center, Intel, and the Camp Williams National Guard Training Site. In addition, the Salt Lake City International Airport is just north of the Mountain View Corridor study area. In the Utah County portion of the study area, the major employer is Thanksgiving Point, an entertainment complex with shops, a museum, a movie theater, an outdoor amphitheater, and a golf course.

1.4.3 Household Growth

Between 2002 and 2030, the number of households in Salt Lake and Utah Counties is expected to increase by 49% and 92%, respectively. However, in the study area, household growth is expected to be much higher and is projected to increase from 70,000 in 2005 to 177,000 in 2030 (an increase of 153%).

1.5 Regional and Local Planning Objectives

Under Utah state law, local cities and counties are responsible for setting land-use policy in their jurisdictions. Projections shown in the WFRC and MAG regional transportation plans are based on the land-use assumptions of the individual cities and counties. Chapter 4, Land Use, provides a detailed description of the land uses by municipality in the study area.

Although the majority of the study area is expected to be developed for residential uses, several regional and community plans note that transportation improvements support economic development. The regional and local planning studies include opportunities for commercial nodes, retail centers, and transit-oriented development in the study area.

The following sections provide a summary of the planning studies that relate to the need for transportation improvements in the study area.



1.5.1 Metropolitan Regional Transportation Plans

This section provides an overview of the metropolitan planning organizations' regional transportation plans. A regional plan is a financially constrained transportation plan, with at least a 20-year timeframe, of the anticipated highway and transit needs in a specific area. Transportation needs are based on projected and planned socioeconomic factors and land use within a region. The transportation plans are required to be updated every 4 years.

Wasatch Front Regional Transportation Plan: 2007–2030 (WFRC 2007). This regional transportation plan is the region's plan for highway, transit, and other improvements to meet the growing traffic over the next 30 years. The plan states that the north-south growth in the western portion of Salt Lake County will be inadequately served by existing transportation systems. Within the Salt Lake County portion of the study area, the plan includes the following transportation improvements related to the Mountain View Corridor:

- Construct a freeway in the 5600 West area from I-80 to the Utah County line.
- Widen 5600 West from I-80 to 7000 South and from New Bingham Highway to Old Bingham Highway. Construct new segments of 5600 West from 7000 South to New Bingham Highway and from 11800 South to 14400 South.
- Implement rail transit on 5600 West from the Salt Lake City International Airport to 12600 South. This would be implemented in three phases (see Chapter 36, Project Implementation).
- Implement bus rapid transit in the study area.
- Extend light rail to the Salt Lake City International Airport, West Valley City, West Jordan, and South Jordan. Extend commuter rail from Salt Lake City to Provo.
- Widen Redwood Road from 9000 South to the Utah County line.
- Widen SR 111 to a principal arterial from SR 201 to 11800 South.
- Add bicycle routes on and around 5600 West, 7200 West, and SR 111.
- Provide transitways, high-frequency bus service, and expanded bus service throughout the study area.

Mountainland MPO [Metropolitan Planning Organization] Regional Transportation Plan: 2007–2030 (MAG 2007). This plan is the fiscally constrained plan for the Provo-Orem urbanized area. It details highway, transit,



and other improvements to meet the projected transportation needs in 2030. The plan identifies the need to provide additional east-west roads in the northwest area of Utah County west of I-15, which is experiencing rapid growth due to the two new cities of Eagle Mountain and Saratoga Springs. To address the transportation need, MAG prepared a *North Valley Connectors Study* (MAG 2002) (see Section 1.5.5, Corridor Planning Studies) to analyze east-west mobility in the northwest portion of Utah County. Within the Utah County portion of the study area, the above plans include the following transportation improvements related to the Mountain View Corridor:

- Construct a new freeway extending south from the Salt Lake County line to SR 73 and an east-west arterial connection to I-15 at 2100 North in Lehi.
- Construct arterials at 1900 South and 1000 South.
- Provide commuter rail service between Salt Lake and Utah Counties.
- Provide regional pedestrian/bicycle facilities along Redwood Road, immediately north of Utah Lake, and adjacent to 7350 North in Lehi.

1.5.2 Transportation Planning in the Local General Plans

Table 1.5-1 provides an overview of the local planning studies that identify a need for transportation improvements related to the Mountain View Corridor. Other pertinent local planning documents and land-use plans are summarized in Chapter 4, Land Use.

Table 1.5-1. City and Community General Plans That Identify a Need for the Mountain View Corridor

Community/Plan	Need for Transportation Improvement
City of American Fork General Plan, 2002	A transportation corridor is shown in the southern part of the community along 6400 North in Utah County continuing to 100 West in American Fork. The facility is shown as an arterial-class road with a right-of-way width of 96 feet.
Bluffdale City Revised Capital Facilities Plan, 2004	The Capital Facilities Plan identifies the need for future city projects over a 5-year period. The plan identifies a need for a major arterial called Porter Rockwell Boulevard and shows the MVC corridor in the west part of the city.
City of Herriman General Plan, 2001	The plan includes establishing a future north-south freeway identified in the <i>Western Transportation Corridor Study</i> (WFRC 2001). The City will continue to establish priorities for constructing or improving the highway.
Magna General Plan, 2005	The Magna Township General Plan map shows 7200 West as a freeway between SR 201 and 4100 South. North of SR 201, 7200 West is identified as a freeway alternative.



Community/Plan	Need for Transportation Improvement
Kearns Township Plan, 1996 and 2004	5600 West is noted as a roadway in need of improvement. The 1996 plan recommends that 5600 West should be extended southward to tie into 7800 South and that improvements along 5600 West should be completed as soon as possible to meet future population demands. The plan also notes that Salt Lake County should support mass-transit studies.
City of Riverton General Plan, 2001	A transportation corridor (referred to as the Western Transportation Corridor) is identified as an opportunity for reinforcing the planned employment and regional centers in the city. The proposed freeway is shown as a six-lane facility.
Salt Lake City Transportation Master Plan, 1996 and 2006	The 5600 West corridor is shown in the Transportation Master Plan on both the Major Transit Facilities Plan and the Major Street Plan. On the Major Street Plan, 5600 West is shown as an arterial operated and maintained by UDOT. As a rail transit corridor, the 5600 West corridor is shown as a corridor for potential light rail or significant bus service. The Major Street Plan also shows two alternate locations for the Mountain View Corridor.
Southwest Community (Salt Lake County) General Plan, 1996	The expansion of 5600 West as an arterial to the south is stated as a needed addition to the road network to meet future demands and support access to this part of Salt Lake County.
City of South Jordan Master Transportation Plan, Land Use Element, 2003; Transportation Element, 2001	As part of the Roadway Functional Classification for the city, a UDOT limited-access freeway is shown at 5600 West. Kennecott's Daybreak development has planned a multimodal approach for transportation with a recognized need for north-south travel and a corridor preserved for future transportation improvements. Kennecott's Daybreak development will add about 30,000 people and 14,000 residential units.
City of West Jordan General Plan, 2003	The policies in the General Plan include preserving right-of-way to ensure proper transportation function, cooperating with UDOT to improve all state roads, and developing a close working relationship with mass-transit operators. The plan identifies a proposed freeway just west of 5600 West. A goal identified in the General Plan is establishing a multimodal transportation system including a north-south and east-west light-rail system along with transit-oriented developments.
West Valley City General Plan, 2005	The General Plan calls for definition of an alignment for a freeway-type facility near the utility/power corridor near 5600 West (at about 5800 West).The plan identifies the need for more north-south roads near 5600 West. A specific goal for these north-south roads is to define an alignment for a freeway facility near 5800 West. The City's vision for transportation is to provide a safe, flexible, and aesthetically pleasing transportation network with a variety of transportation modes including public transportation, trails, and roads.
City of Saratoga Springs General Plan, Transportation Element, 2005	The transportation element supports major arterial east-west connection improvements to I-15. The element identifies the Mountain View Corridor and the need to add capacity for east-west travel. The element identifies four potential Mountain View Corridor alternatives.
Lehi City Master Transportation Plan, 2004	The plan shows the need for three new east-west arterials that connect I-15 to 2100 North, 1000 South, and 1900 South.

1.5.3 Growth Choices Vision

As part of the Mountain View Corridor EIS process, UDOT requested that Envision Utah facilitate a process, referred to as the Growth Choices Study, to help the cities in the study area understand the relationship between land-use policy changes and transportation choices in order to facilitate agreement on a vision of future development with unified land-use and transportation policies. 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. A summary of the Growth Choices process is provided in the report *Mountain View Corridor Growth Choices Process: Helping Solve Our Communities' Transportation Problems* (Envision Utah 2004). The process also included representatives from Salt Lake and Utah Counties, 14 cities, four nongovernmental organizations, a school district, two chambers of commerce, and five landowners in the Mountain View Corridor study area. 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 Mountain View Corridor EIS.

At the conclusion of the process, the Mountain View Vision Voluntary Agreement was signed by representatives of the cities that participated in the Growth Choices Study as well as other participating stakeholders. The agreement contained a set of principles central to the future of the Mountain View Corridor. These principles included working toward a common vision; implementing pedestrian-oriented, mixed-use town centers and corridors; providing a variety of housing choices; providing a balanced transportation system; protecting the environment by planning for more open space; supporting the Mountain View Corridor Vision EIS Alternative; and including elements of the Vision in future MAG and WFRC long-range plans.

The roadway elements of the Vision included a six-lane freeway from the Utah County line to SR 201 with a potential connection to I-15 in south Bluffdale. In the Utah County portion of the study area, the Vision included a potential parkway (arterial) running from the Salt Lake County line and connecting to the

Pleasant Grove/Lindon I-15 interchange. In addition, two new five-lane arterials would provide east-west connections at 2100 North and 1000 South in Lehi.

For public transportation, the Vision included a fixed-guideway transit system (for example, a streetcar or bus rapid transit line) along 5600 West from 12600 South to the Salt Lake City International Airport and a bus rapid transit line along SR 73 in Lehi. To support transit, the Vision included compact developments such as mixed-use villages with town centers. Chapter 3, Growth Choices, provides an overview of how the Growth Choices Study was included in the EIS process and the benefits it provided to the natural and human environments.

1.5.4 Regional Planning Studies

Inter-Regional Corridor Alternative Analysis (Carter-Burgess 2002). The Inter-Regional Corridor Alternative Analysis was initiated as a collaborative effort in October 1999 by four sponsoring agencies: WFRC, MAG, UTA, and UDOT. The study was conducted to develop a comprehensive plan for the best mix of transportation solutions to meet long-term (30-year) inter-regional mobility needs. Key elements of the plan included identifying long-term, inter-regional transportation needs; developing and evaluating alternatives that will work together as an integrated, multimodal transportation system; and identifying a long-term, multimodal, locally preferred alternative for the WFRC and MAG planning regions. The locally preferred alternative that was developed in the study included a multimodal solution of commuter rail, bus service, and new highways. This alternative included a new six-lane freeway parallel to 5600 West from I-80 in Salt Lake County to I-15 in Utah County connecting at the Pleasant Grove interchange.

1.5.5 Corridor Planning Studies

5600 West/Jordan Narrows Area Transportation Corridor Major Investment Study (WFRC 1997). This study was undertaken to quantify existing and future transportation needs for the western part of Salt Lake County and the northern part of Utah County and to identify planning-level responses to these transportation needs. The purpose of the transportation corridor was to provide needed capacity to accommodate the expected high population growth; to fulfill the need for another regional, intercity transportation corridor in Salt Lake County; to reduce future congestion; and to improve the level of service on I-15 between the Alpine interchange in Utah County and I-80 in Salt Lake County. The study recommended a transportation corridor, which would accommodate a six-lane freeway and interchanges at each of the major east-west streets. Mass-transit bus service and park-and-ride lots were included as part of the proposal.

Western Transportation Corridor Study, I-80 to Salt Lake–Utah County Line (WFRC 2001). At the request of cities in the Mountain View Corridor area, WFRC initiated this study in 1999 to identify a north-south corridor wide enough to accommodate any of several modes of transportation. The study was conducted to help the cities identify a multimodal transportation corridor to meet the rapidly increasing traffic in western Salt Lake County from I-80 to the Salt Lake County–Utah County line. Communities in the area studied alignments with a tentative width of 328 feet. Several of these communities committed to preserving this corridor from development until after this EIS process is completed. Preservation included integrating the corridor into the adopted land-use plans and dedicating or preserving right-of-way by the landowners. The corridor recommended in the *Western Transportation Corridor Study* was generally along the 5800 West utility corridor in western Salt Lake County.

North Valley Connectors Study (MAG 2002). The purpose of the *North Valley Connectors Study* was to evaluate the east-west transportation needs in the northwest Utah County area west of I-15 and north of Utah Lake. One of the primary purposes of the study was to evaluate the long-range east-west transportation need with the projected population increase of more than 250% (to 175,000 people) by 2030. The study recommended providing three five-lane major arterials (referred to as north, central, and south corridors) to meet projected increases in east-west traffic. Although the need for a north-south, six-lane freeway from Salt Lake County was not evaluated, the study recommended that one of the three proposed east-west arterials in Utah County should be coordinated with the Mountain View Corridor’s connection to I-15. The MAG regional transportation plan identifies 2100 North as a freeway connecting the MVC to I-15 in Lehi.

1.6 Needs Assessment

1.6.1 Transportation Network and Modal Relationships

Figure 1-8 through Figure 1-11, Current (2005) Transportation Network, show the existing transportation system linkages and modal relationships in the study area and the adjacent transportation and modal facilities that play a role in the overall system. Many of the existing major roads in the study area will be congested by 2030. According to traffic projections, total person-trips in the study area will increase from about 1,290,000 in 2005 to 2,870,000 in 2030—an increase of 123%—as a result of the growth in population, employment, and households described in Section 1.4, Growth Trends. Increased traffic will result in congestion in the study area and substantial delays for traffic.

1.6.2 Travel Patterns

To understand travel patterns in the study area (see [Figure 1-1](#), Mountain View Corridor Study Area Map), an origin-destination study was conducted for the Draft EIS to determine the directions of travel (MVC Management Team 2004). The purpose of the study was to confirm that the principal need for transportation improvements was in the north-south direction in Salt Lake County and in the east-west and north-south directions in Utah County as indicated by previous studies (WFRC 2001; MAG 2002). The analysis was conducted for all trips that occur in the study area. [Figure 1-12](#), 2030 Home-Based Work Trips Originating in the Mountain View Corridor, shows the major travel patterns in the study area. For the Final EIS, the results of the study were updated using Version 6.0 of the regional travel demand model.

1.6.2.1 Salt Lake County Portion of the Study Area

Overall Trips in 2005. For overall daily trips (all trips in a single day) in 2005, about 41% of the trips that originated in the Salt Lake County portion of the study area traveled in a north-south direction between the cities of West Valley City, West Jordan, South Jordan, and Herriman. These north-south trips occurred in an area generally from SR 201 to 12600 South centering around 5600 West. An additional 29% of the overall trips in 2005 had their destination in the downtown Salt Lake City area. These are considered northeast-southwest trips. Together, the north-south trips and the northeast-southwest trips account for 70% of the total trips.

Overall Trips in 2030. For overall daily trips in 2030, the north-south trips between the cities in the Salt Lake County portion of the study area are projected to increase from 41% to 45% while the northeast-southwest trips toward downtown Salt Lake City are projected to decrease from 29% to 20%. This combined trip total of 65% accounts for the majority of the overall trips originating in the study area.

Work Trips in 2005. For work trips (trips between home and work during the morning and evening commute) in 2005, about 17% of the trips are north-south trips between cities in the Salt Lake County portion of the study area while 52% are northeast-southwest trips toward Salt Lake City and adjacent areas. These north-south and northeast-southwest work trips account for 69% of the total work trips originating in the study area.

Work Trips in 2030. Similar to the 2030 trip distribution for overall trips, by 2030 the north-south work trips between the cities in the Salt Lake County portion of the study area are projected to increase from 17% to 32%, while the northeast-southwest work trips toward Salt Lake City and adjacent areas are



projected to decrease from 52% to 38%. This shows that the Salt Lake County portion of the study area would experience a major increase in employment compared to the downtown area of Salt Lake City. The north-south and northeast-southwest work trips account for 70% of all work trips originating in the study area.

These numbers show that an overwhelming majority of work trips as well as overall trips originating in the Salt Lake County portion of the study area are oriented either north-south or northeast-southwest. This supports the need for transportation improvements in the north-south direction in Salt Lake County.

1.6.2.2 Utah County Portion of the Study Area

Overall Trips in 2005. For overall daily trips (all trips in a single day) in 2005, about 22% of the trips that originated in the Utah County portion of the study area traveled north to Salt Lake, Davis, and Weber Counties. About 43% of all daily trips traveled east to the American Fork and Provo-Orem areas. Together, trips to the north and east account for 65% of the total trips.

Overall Trips in 2030. For overall daily trips in 2030, the trips to the north to Salt Lake, Davis, and Weber Counties are projected to decrease from 22% to 17%, while the trips to the east toward the American Fork and Provo-Orem areas are projected to decrease from 43% to 38%. This combined trip total of 55% accounts for the majority of the overall trips originating in the study area.

Work Trips in 2005. For work trips (trips between home and work during the morning and evening commute) in 2005, about 48% of the trips are to the north to Salt Lake, Davis, and Weber Counties, while 39% are to the east toward the American Fork and Provo-Orem areas. These work trips to the north and east account for 87% of the total work trips originating in the study area.

Work Trips in 2030. Similar to the 2030 trip distribution for overall trips, by 2030 the work trips to the north to Salt Lake, Davis, and Weber Counties are projected to decrease from 48% to 42%, while the work trips to the east toward the American Fork and Provo-Orem areas are projected to decrease from 39% to 36%. The north-south and northeast-southwest work trips account for 78% of all work trips originating in the study area. Although the percentages of work trips leaving the study area are projected to decrease, they still represent an overwhelming majority of work trips.

These analyses support the need for transportation improvements in both the east-west and north-south directions in northwest Utah County.



1.6.3 Regional Roadway Network

This section provides a summary of the needs assessment for the regional roadway network in the study area under the No-Action Alternative (see Section 2.2.1, No-Action Alternative, in Chapter 2). To evaluate the roadway network, level of service, travel time, lost productivity, and safety were reviewed. For this assessment, the “regional roadway network” includes roads classified as freeways, arterials, or collectors.

1.6.3.1 Level of Service

Level of service (LOS) is a method of measuring the vehicle-carrying capacity of a street or freeway. When the capacity of a road is exceeded, the result is congestion and a poor level of service. Level of service is represented by a letter “grade” ranging from A for excellent conditions (free-flowing traffic) to F for failure conditions (extremely congested, stop-and-go traffic). LOS B through LOS E describe progressively worse traffic conditions. Typically, in urban areas, LOS E and F are considered unacceptable operating conditions and LOS D and above are considered acceptable operating conditions.

Within the study area, many of the current north-south and east-west major roads operate at LOS E or F in the PM (afternoon) peak period and, by 2030, the congestion on these roads will increase. The PM peak period is from 3 PM to 6 PM and is the most congested period of the day.

[Table 1.6-1](#) below summarizes the total miles of freeway, principal and minor arterials, and collector roads that will operate at LOS E or F during the PM peak period in 2005 and 2030 in the study area under the No-Action Alternative. [Figure 1-13 through Figure 1-16](#), Current (2005) Level of Service Deficiencies, show current (2005) road segments that operate at LOS E or F, and [Figure 1-17 through Figure 1-20](#), Future (2030) Level of Service Deficiencies, show future (2030) road segments that are projected to operate at LOS E or F in the study area. As shown in the figures, the number of segments operating at LOS E or F increases from existing (2005) to future (2030) conditions.



Table 1.6-1. 2005 and 2030 Total Miles of Road in the Study Area with PM Peak Period LOS of E or F under the No-Action Alternative

Road Type ^a	Study Area – Salt Lake County			Study Area – Utah County		
	2005	2030	Percent Change	2005	2030	Percent Change
North-south	37	250	+576%	24	67	+179%
East-west	48	178	+271%	10	58	+480%
Total	85	428	+404%	34	125	+268%

^a Roads include freeways (I-15), principal and minor arterials, and collectors.
 Source: Based on results from the WFRC and MAG Regional Travel Demand Model 2007

1.6.3.2 Travel Time and Lost Productivity (Regional Mobility)

Regional mobility addresses the need to develop a transportation system that improves access by reducing travel times. The need for improved regional mobility is demonstrated by the forecasted year 2030 travel times.

Table 1.6-2 below provides the projected travel delays in the study area and the resulting cost in terms of congestion delay for roadway users in the study area under No-Action conditions. The delay, measured in hours, is based on the additional time it takes to travel under congested conditions compared to free-flowing traffic conditions. A cost of \$8.50 per hour is assigned to the delay to arrive at the total lost productivity (Brown 2004).

The increase in travel time in the study area resulted in lost productivity of \$121,000 per day in 2005 and is expected to result in total lost productivity of \$698,000 per day in 2030, an increase of 479% (in 2003 dollars). Taking into account the actual number of drivers in 2005 and the projected number in 2030, the number of drivers would increase by 279%. Within the study area, the average speed is expected to decrease from 43 mph (miles per hour) in 2005 to 36 mph in 2030.



Table 1.6-2. 2005 and 2030 Daily User Delay, Average Speed, and Lost Productivity under the No-Action Alternative

Area ^a	User Delay (hours per day)			Average Speed (mph)			Lost Productivity (per day) ^b		
	2005	2030	Percent Change	2005	2030	Percent Change	2005	2030	Percent Change
Salt Lake County portion of the study area	8,700	63,100	625%	38	32	-17%	\$74,000	\$536,000	625%
Utah County portion of the study area	5,500	19,100	247%	52	45	-13%	\$47,000	\$162,000	247%
Mountain View Corridor study area (Salt Lake and Utah Counties combined)	14,200	82,200	479%	43	36	-17%	\$121,000	\$698,000	479%

^a The table results are for only those portions of Salt Lake and Utah Counties within the Mountain View Corridor study area. The results include freeways (I-15), principal and minor arterials, and collectors.

^b Lost productivity is based on an aggregate user rate of \$8.50 per hour.

Source: Based on results from the WFRC and MAG Regional Travel Demand Model 2007

1.6.3.3 Safety

Within the study area, the primary safety concern is an above-average accident rate at the numerous intersections on arterials (local roads). The local road network in the study area was primarily designed for local traffic. The numerous intersections and business and residential driveways on the principal arterials (for example, 5600 West) increase congestion and accident rates. According to data from UDOT, the accident rate in Utah for principal arterials is 5.1 accidents per million vehicle-miles traveled (VMT), compared to 1.5 accidents per million VMT for freeways such as I-15 (UDOT 2003).

Growth in the study area has increased and will continue to increase the volume of local trips as well as regional trips to job centers outside the study area such as downtown Salt Lake City. As traffic volumes increase on the principal arterials in the study area, it is expected that there will be a proportional increase in the number of accidents.

Within the study area, the locations with a high number of accidents (over the past 3 years) have been identified along with the predominant type of accident (see [Table 1.6-3](#) below). High-accident locations are locations where the accident rate exceeds the expected state average for similar types of roads. These high-accident areas correspond to the LOS E and F locations in Section 1.6.3.1, Level of Service. These locations are expected to experience major increases in traffic volume between now and 2030, which would further increase the accident rates in these areas.

**Table 1.6-3. Locations with Above-Average Accident Rates in the Mountain View Corridor Study Area**

Location	Predominant Accident Cause(s)	Accident Rate ^a	Expected Average ^{a,b}	Percent Difference
4700 South at 4000 West	Head-on turning left	2.11	1.19	77%
4700 South at 4800 West	Rear-end	2.28	1.22	87%
5600 West at 5400 South	Perpendicular accident	1.62	1.22	33%
5400 South at 4000 West	Head-on turning left	3.08	1.25	146%
5400 South at 4800 West	Rear-end	2.62	1.23	113%
7800 South at 4000 West	Head-on turning left	2.96	1.22	143%
New Bingham Highway at 4800 West	Perpendicular accident	8.83	1.22	624%
Redwood Road at 14400 South	Head-on turning left	1.68	1.30	29%
SR 73 at SR 68	Perpendicular accident	4.99	1.30	284%
SR 73 at 850 East	Head-on turning left	3.00	1.04	188%
Bangerter Highway at 5400 South	Rear-end	2.36	1.44	64%
Bangerter Highway at 7800 South	Rear-end	1.70	1.20	42%

^a Expressed as accidents per million VMT.
^b Five-year average for similar types of roads.
Sources: UDOT 2003; West Valley City 2003

1.6.4 Transit Network

Travel in the study area currently consists of private vehicles, regular bus service, express bus service, feeder bus service, private vehicles to TRAX, and non-motorized modes of travel such as bicycling and walking. [Figure 1-8 through Figure 1-11](#), Current (2005) Transportation Network, show the existing bus routes in the study area. The bus system also includes a series of park-and-ride lots. A recent analysis of vehicles in TRAX park-and-ride lots shows that 15% of the trips come from west of Bangerter Highway and 8% come from Utah County.

Most of the 23 local bus routes in the Salt Lake County portion of the study area provide service generally in an east-west direction by either connecting with a TRAX station or continuing to downtown Salt Lake City outside the study area. Three exceptions are Route 232 – 3200 West, which provides north-south service along 3200 West; Route 240 – 4000 West/Dixie Drive, which provides north-



south service on 4000 West; and Route 248 – 4715 South to 1300 South, which provides north-south service along 4800 West. These three routes are outside the study area except for their southern ends. The express routes in Salt Lake County provide peak-period service to and from downtown Salt Lake City.

Transit service in Utah County is concentrated in the urbanized areas of Orem and Provo. Six of the fixed routes serve Lehi. One route (811) serves Lehi locally all day with a connection to the Sandy Civic Center TRAX Station in Salt Lake County. Additionally, Lehi residents are served locally with one fixed route (850) that operates between Lehi and the urbanized areas of Orem and Provo. The other four routes (802, 803, 804, and 810) are peak-hour express service to downtown Salt Lake City and the University of Utah from a park-and-ride lot on the east end of Lehi. Lehi's transit service will be expanded with the addition of a regional commuter rail line that is anticipated to open by 2013. There are no routes to Saratoga Springs or Eagle Mountain.

With large increases in travel expected, particularly for work trips, bus service will also suffer from greater roadway congestion. The opportunities for major improvements to existing roads in both the Salt Lake County and Utah County portions of the study area are limited, and the traffic congestion on the roads that buses currently use will also worsen. The transit options (buses) that are currently available in the study area will suffer from increased roadway congestion in the future by having longer travel times.

Regular bus service and express bus service are the only fixed-route transit services currently available to the communities in Salt Lake and Utah Counties within the study area. Typical transit use for work trips is shown in [Table 1.6-4](#) below. The percentage of all work trips using transit is 1.4% for Utah County and 3.6% for Salt Lake County. About three-quarters of all work trips in each county are shorter than 30 minutes, but only 30% of work trips using transit are shorter than 30 minutes. Because of the growth in traffic, alternatives to the automobile trip need to be supported by providing alternate modes of transportation through transit. Moreover, the new transit modes must match or approach the travel time of automobiles for inter-regional trips in order to provide an attractive alternative to travel by car. Existing transportation choices cannot meet that requirement.

**Table 1.6-4. Transit Use Pattern by County**

Transit Use Pattern	Salt Lake County	Utah County
People who work outside the home	421,679	155,330
People who commute to work using transit	15,332 (3.6%)	2,280 (1.4%)
Percent of all work trips that are shorter than 30 minutes	72%	81%
Percent of work trips using transit that are shorter than 30 minutes	30%	29%

Source: U.S. Census Bureau 2000

Residents along the Wasatch Front have come to recognize the need for more diversified transportation alternatives. Because of this, they have been willing to subsidize the acceleration of many rail transit projects in the region. Given the willingness of the public to fund transit projects, UTA is currently planning a \$2.2-billion rail program to be completed by 2015. That investment includes both commuter rail and light-rail lines. The new projects would include four new light-rail lines: the Airport TRAX Line, the Mid-Jordan Transit Corridor, the West Valley Transit Corridor, and the Draper Extension. The 2015 program also includes commuter rail (FrontRunner) from Salt Lake City to Provo. This project is an extension of the commuter rail line from Weber County to Salt Lake City, which was opened in April 2008 (see [Figure 1-21](#), UTA Transit Implementation – MVC No-Action Alternative). In addition to rail projects, bus rapid transit projects are being planned in West Valley City, Provo, and Orem.

1.6.5 Pedestrian/Bicycle Facilities

Currently, there are no continuous north-south or east-west pedestrian/bicycle facilities through the study area. Expanded trail facilities are included in the WFRC and MAG long-range plans along with improvements to the existing trail system (see [Figure 1-2 through Figure 1-5](#), Future (2030) No-Action Transportation Network). When making transportation improvements, UDOT also considers adding trails or pedestrian facilities in order to be consistent with adopted regional transportation plans.



1.7 Public and Agency Involvement in Developing the Project's Purpose and Need

A draft version of Chapter 1, Purpose of and Need for Action, was made available for public and agency comments in July 2004. This chapter was provided in hard-copy format to cooperating agencies and was made available to the public at libraries and on the project Web site. Information about the purpose and need chapter was disseminated through meetings, a project Web site, local libraries, and other high-traffic areas in the study area. Opportunities to submit comments were provided at meetings, on the project Web site, at comment drop boxes, through a comment telephone line, by e-mail, by fax, and by regular mail.

As part of the public and agency review process, EPA provided comments on the draft purpose and need chapter on October 11, 2004. In its comments, EPA stated that it was concerned about including the goal of “supporting local growth objectives” as a primary purpose of the project. EPA expressed the concern that this goal could result in the elimination of alternatives that otherwise would be considered reasonable and practicable alternatives for avoiding or minimizing impacts to wetlands. Based on those comments and on further discussion with EPA, FHWA and UDOT agreed to include “supporting local growth objectives” as a secondary objective of the project, which means that this goal was not used as a basis for screening alternatives.

As a result of this modification of the project's purpose, the alternative screening decisions were reviewed and updated accordingly (see Section 2.1.4.5, Alternatives Eliminated or Revised During the Refinement Process). This approach addresses EPA's concerns about alternatives screening while continuing to allow local growth objectives to be considered as a factor in evaluating reasonable alternatives and selecting a preferred alternative.

1.8 Conclusion

The Mountain View Corridor study area is projected to experience tremendous growth in the next 30 years with a 122% increase in population, a 208% increase in employment, and a 153% increase in households. This growth will cause many of the major north-south and east-west roads in the Salt Lake County portion of the study area, and many of the major east-west and north-south roads in the Utah County portion of the study area, to operate at LOS E or F. It will also create new demands for transit service, possibly including fixed-guideway transit.

This congestion will cause an increase in travel delay, with the associated total lost productivity projected to increase from \$121,000 per day in 2005 to \$698,000 per day in 2030. The percentage of all work trips using transit is currently 1.4% for Utah County and 3.6% for Salt Lake County. Although the percentage of transit use is low as part of the total work trips, there is an increasing need to provide transit choices within the study area. Based on this need, UTA is making major investments in new transit capacity.

The local road network in the study area was primarily designed for local traffic. The numerous intersections and business and residential driveways on the principal arterials increase congestion and have pushed the accident rates above expected statewide averages. To accommodate the expected growth and resulting congestion, most of the state, regional, and local transportation and land-use plans in the study area identify a need for an improved transportation system.

Based on the above facts, a combination of highway and transit improvements is needed in the Mountain View Corridor study area to meet the project purpose identified in Section 1.3.1, Purpose of the Project.

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