ENVIRONMENTAL IMPACT STATEMENT
I-80/I-215 Eastside

WELCOME
Parley’s Interchange EIS
Public Scoping Meeting
March 6, 2018 | 4:00pm – 7:00pm
THE PURPOSE OF TONIGHT’S SCOPING MEETING

- Describe and discuss the environmental analysis process
- Gather public input on the Purpose and Need for the study
- Help define the transportation issues
- Identify community interests
- Understand key environmental resources in the study area
- Discuss preliminary study alternatives
PARLEY’S INTERCHANGE EIS STUDY AREA
WHAT IS AN EIS?

- Describes and confirms the Purpose and Need for the study
- Identifies and evaluates study alternatives
- Studies potential impacts
- Determines and documents a selected alternative, associated impacts, and proposed mitigation
- Informs decision-making

WHAT IS TYPICALLY STUDIED IN AN EIS?

TRAFFIC CONDITIONS
- Congestion
- Safety

NATURAL ENVIRONMENT
- Air quality
- Wetlands and wildlife
- Water quality
- Floodplains

COMMUNITY IMPACTS
- Noise
- Parks and recreation
- Land use
- Residential and commercial
- Cultural resources
- Low-income and minority populations
Improve the traffic flow at Parley’s Interchange in 2050
Meet UDOT’s goal of Level of Service (LOS) D on as much of Parley’s Interchange as possible (LOS D is considered light congestion).

Improve regional mobility in 2050
Improve regional mobility through a key link in the local, state, and national transportation network for automobile, transit, and freight trips by substantially reducing travel delay through the interchange compared to the No-Action conditions.

Improve safety
Improve safety by meeting UDOT’s safety and design standards (such as lane and shoulder widths, horizontal and vertical curves, access, sight distance, weaving movements, structures, and design speeds). Prevent traffic on the Parley’s Interchange exit ramps from backing onto the main and auxiliary travel lanes of I-80 and I-215.
Parley’s Interchange has not had a capacity or major safety upgrade since its completion in the mid-1960s. Parts of the interchange have accident rates above the state average for similar facilities.

Travel delay through the interchange has reduced regional mobility for passenger and freight traffic that use this critical local and national link of the interstate system.

Parley’s Interchange is congested during the morning and evening peak commutes, with traffic backing up onto the interstate travel lanes.

Parley’s Interchange does not meet current design and safety standards.
HOW CONGESTED WILL PARLEY’S INTERCHANGE BECOME WITHOUT IMPROVEMENTS?

UDOT’S GOAL IS LOS D OR BETTER

LEVEL OF SERVICE (LOS)

FREE FLOW
Low volumes and no delays.

STABLE FLOW
Speeds restricted by travel conditions, minor delays.

STABLE FLOW
Speeds and maneuverability closely controlled because of higher volumes.

STABLE FLOW
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

UNSTABLE FLOW
Low speeds; considerable delay; volume at or slightly over capacity.

FORCED FLOW
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

FLOW CONDITIONS

LOW VOLUMES AND NO DELAYS.

SPEEDS RESTRICTED BY TRAVEL CONDITIONS, MINOR DELAYS.

SPEEDS AND MANEUVERABILITY CLOSELY CONTROLLED BECAUSE OF HIGHER VOLUMES.

SPEEDS CONSIDERABLY AFFECTED BY CHANGE IN OPERATION CONDITIONS. HIGH DENSITY TRAFFIC RESTRICTS MANEUVERABILITY; VOLUME NEAR CAPACITY.

LOW SPEEDS; CONSIDERABLE DELAY; VOLUME AT OR SLIGHTLY OVER CAPACITY.

VERY LOW SPEEDS; VOLUMES EXCEED CAPACITY; LONG DELAYS WITH STOP-AND-GO TRAFFIC.
SAFETY HOTSPOTS AND PRIORITY AREAS

Safety Hotspots
Areas with higher than average crash rates*
*Accidents between 2010 and 2015

Priority Areas
Areas with inadequate capacity, congestion, slow speed traffic merging with higher speed traffic, and weaving movements

The crash data and associated analysis in this report is protected by 23 USC 409 and is inadmissible in State or Federal court.
INITIAL POTENTIAL ALTERNATIVES

WE NEED YOUR INPUT ON POTENTIAL ALTERNATIVES

1. No action (no build)

2. Reconfigure Parley’s Interchange to meet safety standards and add additional travel lanes to reduce congestion

3. Reconfigure 3300 South and 3900 South interchanges on I-215 to improve flow into Parley’s Interchange

4. Improve connections to Foothill Drive and Parley’s Way

5. Look at transit options to reduce traffic congestion

6. Combination of any of the above

What are your thoughts on other alternatives that should be considered?
HOW WILL UDOT EVALUATE ALTERNATIVES?

DEVELOP ALTERNATIVES TO BE EVALUATED

LEVEL 1 SCREENING: PURPOSE AND NEED
DOES THE ALTERNATIVE:
- Satisfy the Purpose and Need
- Meet UDOT congestion goals
- Meet UDOT design standards
- Substantially reduce travel time and delay
- Eliminate exit ramp traffic from backing onto the freeway through lanes

LEVEL 2 SCREENING: ENVIRONMENTAL IMPACTS
ALTERNATIVE WITH LEAST IMPACTS TO:
- Wetlands and floodplains
- Historic sites
- Parks and recreation
- Trails
- Homes and business
- Cost

PRELIMINARY ENGINEERING

\{ WHAT CRITERIA WOULD YOU USE? \}
WHAT IS THE EIS SCHEDULE?

EIS Scoping
FEB–MAR 2018

Alternatives Development
APR 2018–SEPT 2018

Draft EIS (DEIS)
SEPT 2018–JUNE 2019

Public Hearing/Comments on DEIS
JUNE–AUG 2019

Final EIS (FEIS) and Record of Decision (ROD)
AUG 2019–FEB 2020

Ongoing Agency Coordination and Public Involvement
We are interested in your comments and suggestions regarding issues, Purpose and Need and preliminary alternatives.

**SUBMITTING YOUR COMMENTS TONIGHT:**

- Hand-written comment sheets
- Notes on easels or maps

**SUBMITTING YOUR COMMENTS LATER:**

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- E-mail: parleysEIS@utah.gov
- Postal mail: Parley's Interchange EIS c/o HDR
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  Salt Lake City, UT 84121-7077

Please submit comments by March 30, 2018
to be considered in the environmental review process