WELCOME AND INTRODUCTIONS

- **UDOT Lead Agency in preparing EIS**
  - Becky Stromness – UDOT Project Manager
  - Naomi Kisen – UDOT Environmental Lead
  - Tim Beery – UDOT Public Involvement Lead

- **Consultant Team**
  - Vince Izzo – Consultant Project Manager
  - Kevin Kilpatrick – Environmental Lead
  - Tammy Champo – Public Involvement Lead

- **Stakeholder Working Group Members**

  *The environmental review, consultation, and other actions required by applicable federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.*
PURPOSE OF MEETING

- To initiate the SWG and provide orientation to the Parley’s Interchange EIS process
- Define the role of the SWG in the EIS process
- To present and gather comments on the draft Purpose and Need.
- To present and gather comments on preliminary alternatives
MEETING AGENDA

- Welcome and introductions
- Project overview
- SWG Orientation and Role
- Issues and conditions
- Draft purpose and need
- Preliminary alternatives
- Actions and next steps
PARLEY’S EIS STUDY AREA

- Sugar House Park
- Salt Lake Country Club
- Stringham Ave Intersection
- Parleys Way Park
- Parleys Historic Nature Park

EIS Study Area

- To Downtown Salt Lake City
- 1-80 Exit 132
- To Park City

SALT LAKE CITY
MILL CREEK
HOLLADAY

PARLEY’S INTERCHANGE - ENVIRONMENTAL IMPACT STATEMENT - I-80/I-215 Eastside
Public Scoping Meeting
- March 6, 2018 between 4-7pm
  - Highland High School

Purpose and need – March/April 2018

Stakeholder Working Meeting #2 – Alternatives, June 2018

Stakeholder Working Group Meeting #3 – Draft EIS, June 2019

Final EIS/ROD – February 2020

No funding for construction has been identified.

Project identified in Phase 2 (2025 to 2034) of Regional Transportation Plan.
NEPA

Must be completed for federal actions

- Approval of modifications of the interchange – FHWA.
- Wetlands – U.S. Army Corp of Engineers.
- NEPA requires lead agencies to evaluate a range of alternatives even if they are different from what might have been presented in previous studies.
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
RESOURCES CONSIDERATIONS

- Traffic conditions
  - Congestion and safety

- Community Impacts
  - Business and residential access
  - Property impacts
  - Noise
  - Historic resources
  - Recreational Resources
    - Tanner Park
    - Parley’s Way Park
    - Parley’s Historic Nature Park
    - Numerous trails

- Natural Environment
  - Air quality
  - Water quality and infrastructure
  - Parley’s Creek and associated potential wetlands
GOALS OF THE ENVIRONMENTAL STUDY

- Conduct a thorough, objective, and technically sound environmental study.
- Evaluate solutions that will accommodate those needs in a context-sensitive transportation manner and that:
  - Addresses the transportation need
  - Is an asset to the community, and
  - Is compatible with the natural and built environment
- Engage all project stakeholders in a proactive and cooperative manner to solicit feedback, resolve concerns, and build consensus.
- Provide comprehensive, accurate, and well-organized documentation of the environmental process
Represent your organization’s interests.
Be open to the perspectives of others.
Participate fully in the discussions.
Work collaboratively to reach consensus.
Share the work of the group with your organization and relay any input back to the group.
WHY IMPROVEMENTS ARE NEEDED

Safety
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.

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

Regional Mobility
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.

Updated Design
Parley’s Interchange does not meet current design and safety standards.
CONGESTION

UDOT’S GOAL IS LOS D OR BETTER

LEVEL OF SERVICE (LOS)       FLOW CONDITIONS

FREE FLOW
Low volumes and no delays.   LOS A

STABLE FLOW
Speeds restricted by travel conditions; minor delays.   LOS B

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

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

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

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

2050 AM LOS

2050 PM LOS

PARLEY’S INTERCHANGE   ENVIRONMENTAL IMPACT STATEMENT   I-80/I-215 Eastside
SAFETY NEEDS

Safety Hotspots
Areas with higher than average crash rates*
*Averages 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.
Based on previous needs, the draft project purpose is:

- **Improve the Level of Service at Parley’s Interchange in 2050**
  - Level of Service D is UDOT’s goal
- **Improve Regional Mobility in 2050**
- **Improve Safety**

What are your thoughts?
ALTERNATIVES BEING CONSIDERED

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?
OTHER STUDIES CONSIDERED

- I-80 Major Investment Study – 1998
- Foothill/I-80/I-215 Interchange Study – 2017
- Foothill Drive Implementation Study - 2017
Becky Stromness
UDOT Project Manager
rstromness@utah.gov

Website
www.udot.utah.gov/parleysEIS

Email
parleysEIS@utah.gov
FINAL DISCUSSION

- Remaining Comments/Related Issues
- SWG Meeting #2, date, time, location
- Additional Input
  - Phone
  - Email
- Additional Information
  - See Newsletter
  - Website: udot.utah.gov/parleysEIS
QUESTIONS?