

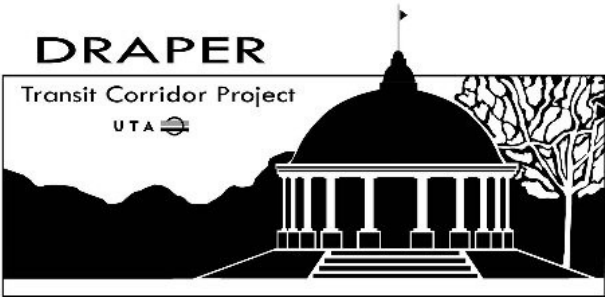
# What will be studied?

Here are some of the environmental impact issues that will be studied in the Draper Transit Corridor Environmental Impact Statement. Citizens will have an opportunity to participate through a robust public participation process.

ISSUE/SUBJECT AREA	QUESTIONS TO BE ADDRESSED
Transportation Impacts	
Public Transportation Impacts	What effect will the project have on transit levels of service or ridership?
Traffic and Circulation	How will the project affect local, corridor, and regional travel conditions/ congestion?
Parking	What effect will the project have on parking supply and demand?
Safety	Will the project affect transportation safety conditions?
Pedestrian Movements	How will pedestrian movements be facilitated?
Freight Operations	How will freight operations affect the project?
Land Use and Socioeconomic Impacts	
Land Use	How will the project affect existing land use patterns? How does the project relate to existing zoning and plans for the corridor?
Economic Development	What effects will the project have on local economic activity and/or development trends?
Neighborhood/Community Cohesion	How will the project affect local neighborhoods and communities?
Employment	What effect will the project have on local employment patterns and/or trends?
Environmental Justice	How will the project affect minority and/or low-income populations?
Acquisition, Displacement and Relocation	Will the project result in the displacement of existing businesses and/or residences? If so, what kind of relocation effort will be necessary?
Visual Quality and Aesthetics	How will the project affect the visual and aesthetic qualities of the corridor?
Historic and Archaeological Resources	What effect will the project have on historic properties in the corridor?
Parklands	Will the project require the use of publicly-owned parkland (e.g., public park, recreation area, wildlife refuge, historic site)?
Natural and Physical Impacts	
Air Quality	What effect will the project have on local, corridor, or regional air quality conditions?
Noise/Vibration	What effect will the project have on noise-sensitive sites? Will project result in adverse impacts on vibration-sensitive land uses (e.g., residential, commercial, institutional, and cultural buildings)?
Energy	What effect will project development have on energy consumption (e.g., propulsion energy for both motor vehicles and rail vehicles)?
Water Resources	How will the project affect local water resources (e.g., surface water, groundwater, floodplains/floodways, wetlands)?
Threatened/Endangered Species	Will the project adversely affect any threatened and/or endangered wildlife species or their habitat?
Toxic and Hazardous Contamination	Will the project affect or be affected by known or potentially contaminated sites?

# Facts About the Draper Transit Corridor Environmental Impact Statement Process

October 2007





# Overview

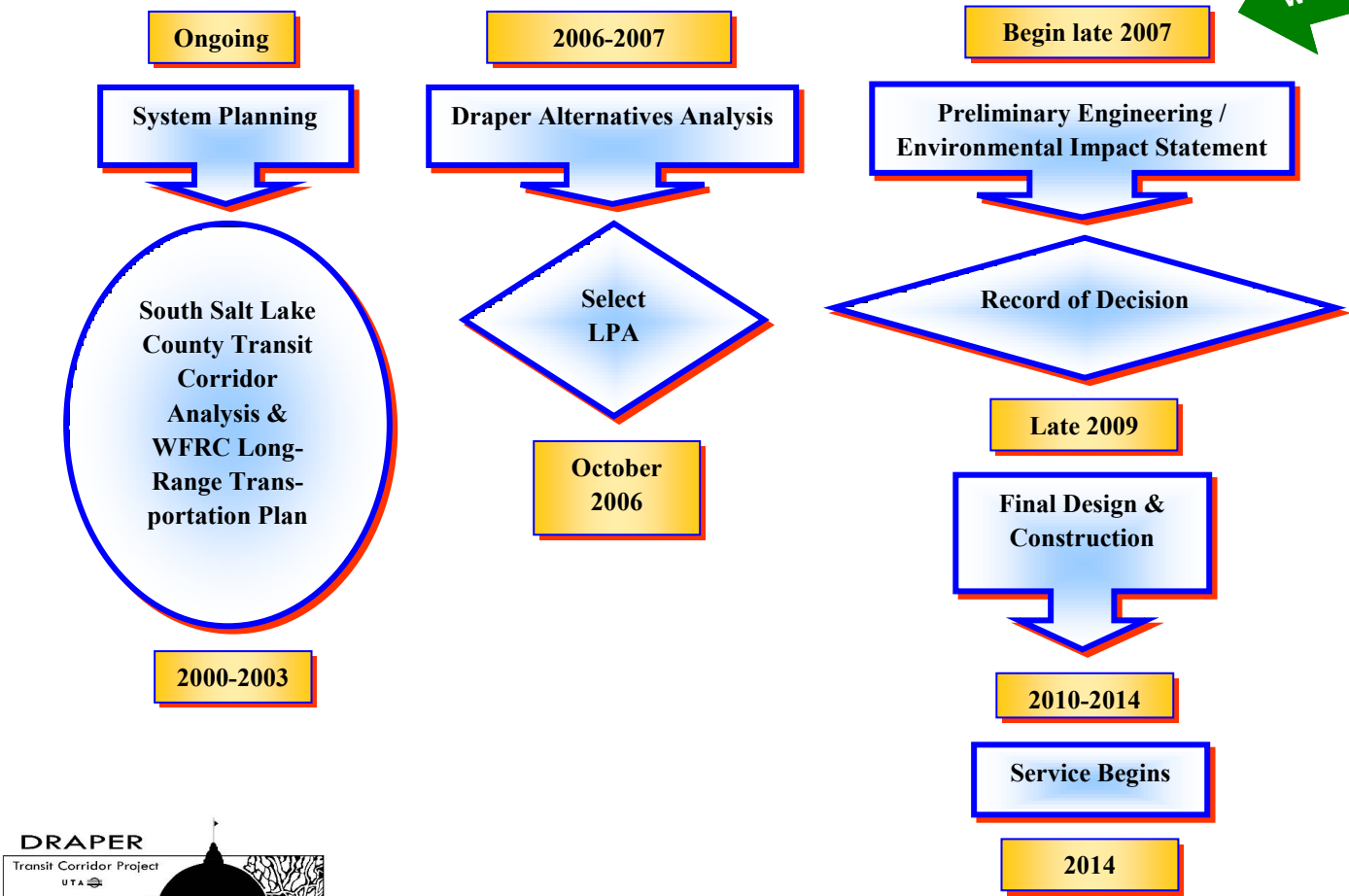
Through several previous regional corridor studies, the Wasatch Front Regional Council (WFRC), Salt Lake County's metropolitan planning organization, and the Utah Transit Authority (UTA), have identified the need for a high-capacity transit option in the southeastern part of Salt Lake County.

In 2006, the Draper Transit Alternatives Study was conducted to look at transportation needs, growth patterns, cost-effectiveness, environment and land use, as well as to identify a preferred alignment and transit technology. Modes considered in the study included bus rapid transit, street car, extended bus service and light rail. After thoroughly studying the benefits and impacts of each alternative, a Locally Preferred Alternative was selected — light rail technology operating on UTA's right-of-way extending from 10000 South to 14600 South and I-15. This decision was made by a steering committee com-

prised of people from Draper city planning and engineering staff, UTA and WFRC.

The next step is to complete an Environmental Impact Statement (EIS), as required by federal law, to further analyze the LPA, as well as the State Street alignment, a baseline alternative (the best mobility improvement without a light rail extension), a no-build (or "do nothing") scenario, and other alternatives developed in project scoping meetings. Work on the EIS will begin in October 2007 and take about 18 months to complete. A Draft EIS is anticipated to be released in fall 2008. The entire EIS process is open and transparent to the public. Comments are welcome throughout the study period and there will be opportunities for interested and concerned citizens to provide input and feedback on the project through at least two public open houses.

## Draper Transit Corridor Development Process



# UTA Right-of-Way & State St. Alternative

