

**Final Environmental Impact Statement
and
Section 4(f) Evaluation**

September 2008

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

by

Federal Highway Administration
Utah Department of Transportation
Utah Transit Authority

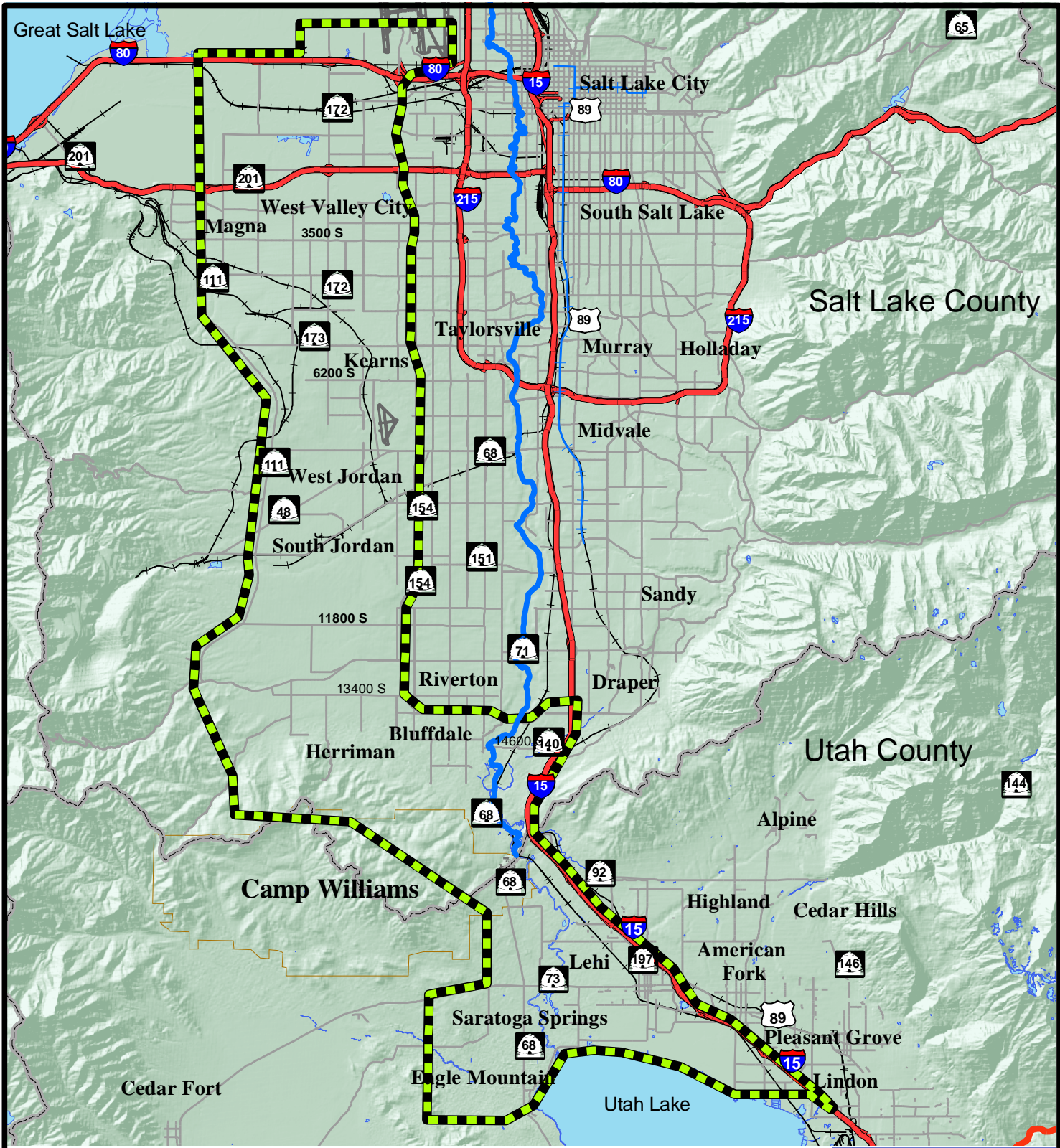
FHWA-UT-EIS-07-02-F

*SP-0067(3)0

Volume 7 of 8

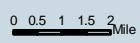
Figures





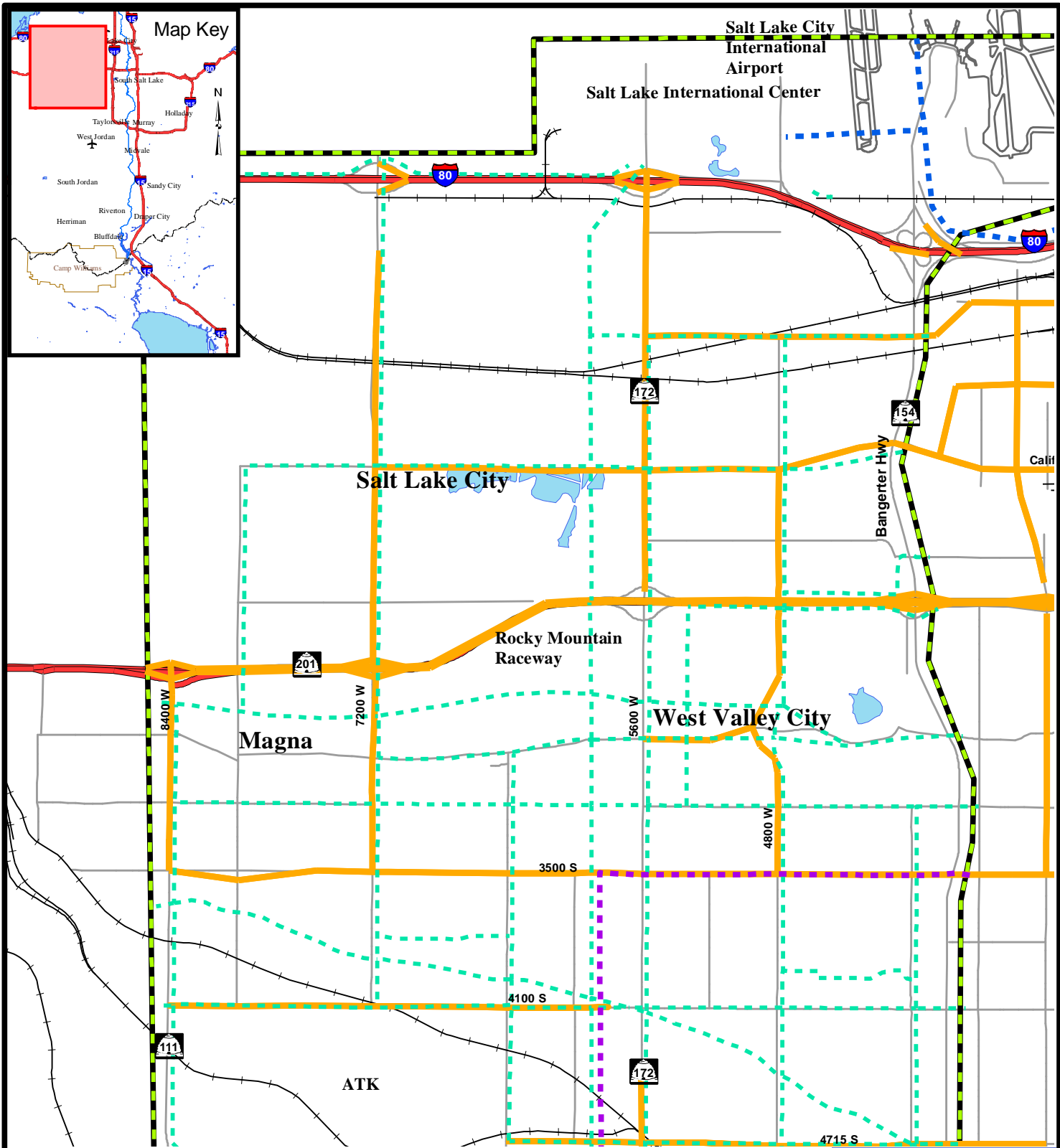
- ▬ Study Area
- ▬ Interstate/Freeway
- + TRAX
- ▬ Collector/Arterial
- + Railroads

ENVIRONMENTAL
IMPACT STATEMENT

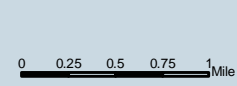


Mountain View Corridor
Study Area Map

Figure 1-1

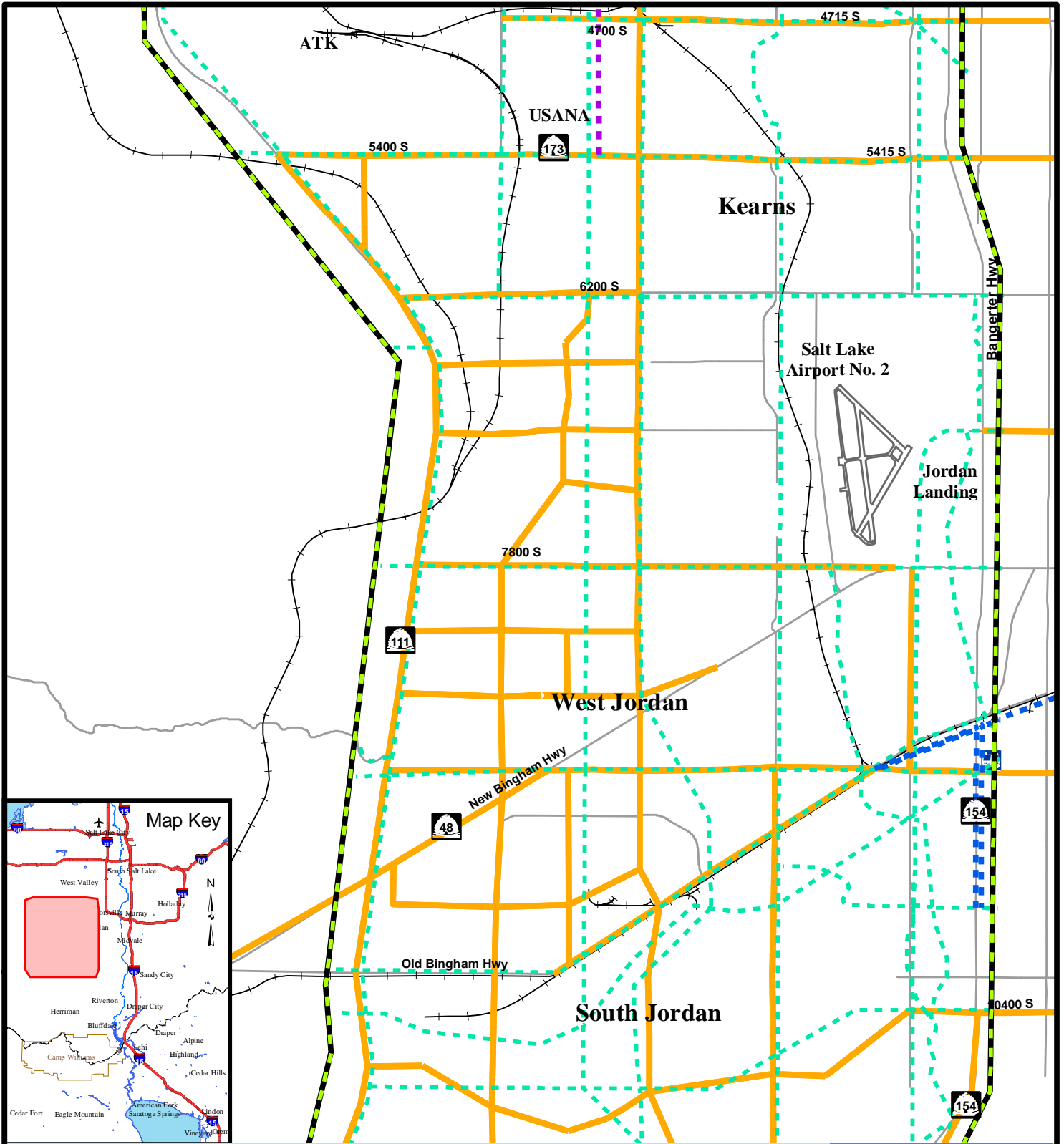


- Study Area
- Light Rail
- Transitways
- - - Bike Routes
- Road Improvements
- Interstate/Freeway
- Collector/Arterial

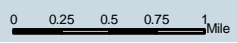


Future (2030) No-Action
Transportation Network -
I-80 to 4100 South

Figure 1-2

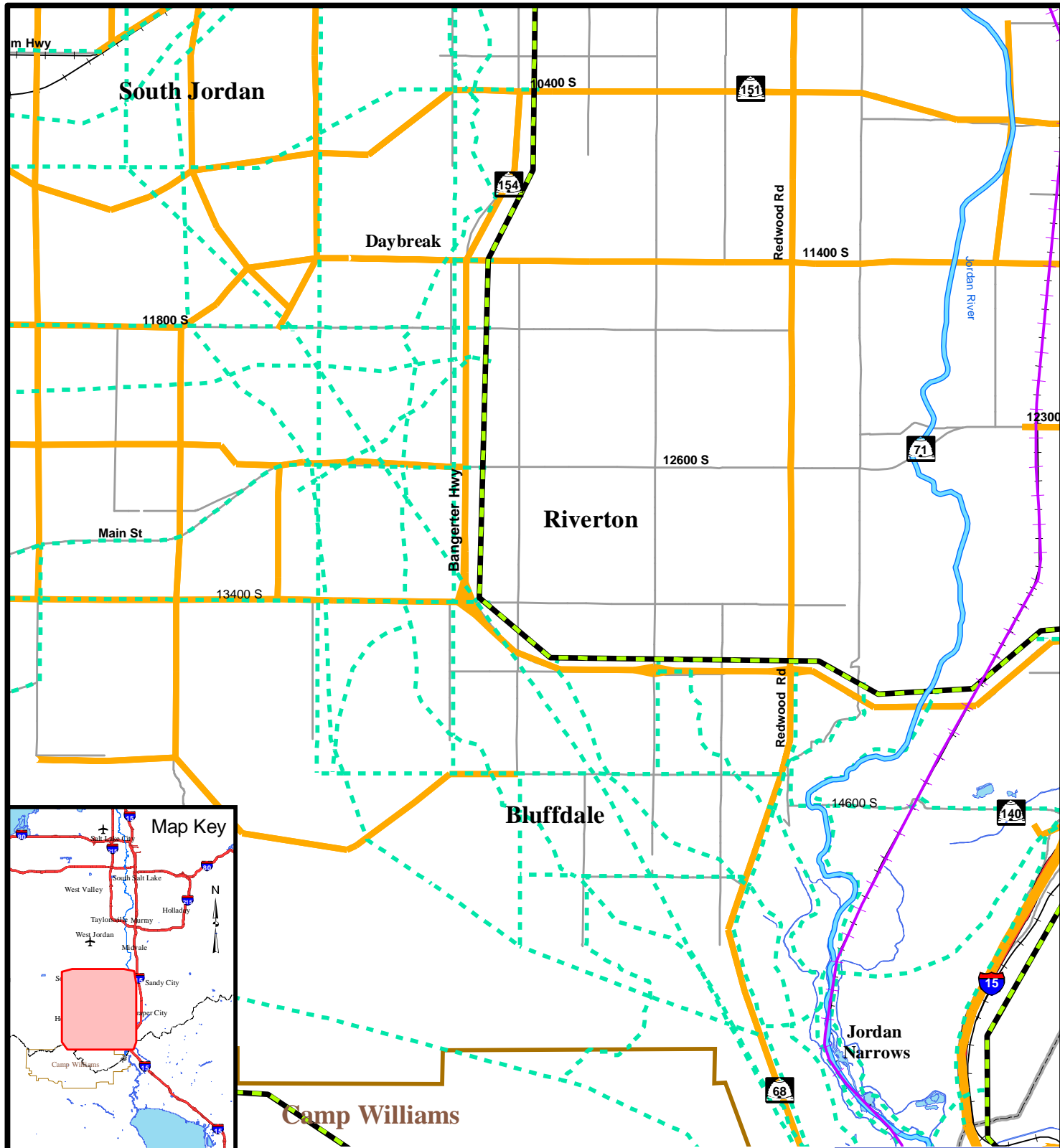


- Study Area
- Light Rail
- Transitways
- - - Bike Routes
- Road Improvements
- Collector/Arterial



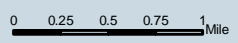
Future (2030) No-Action
Transportation Network -
4100 South to
10400 South

Figure 1-3



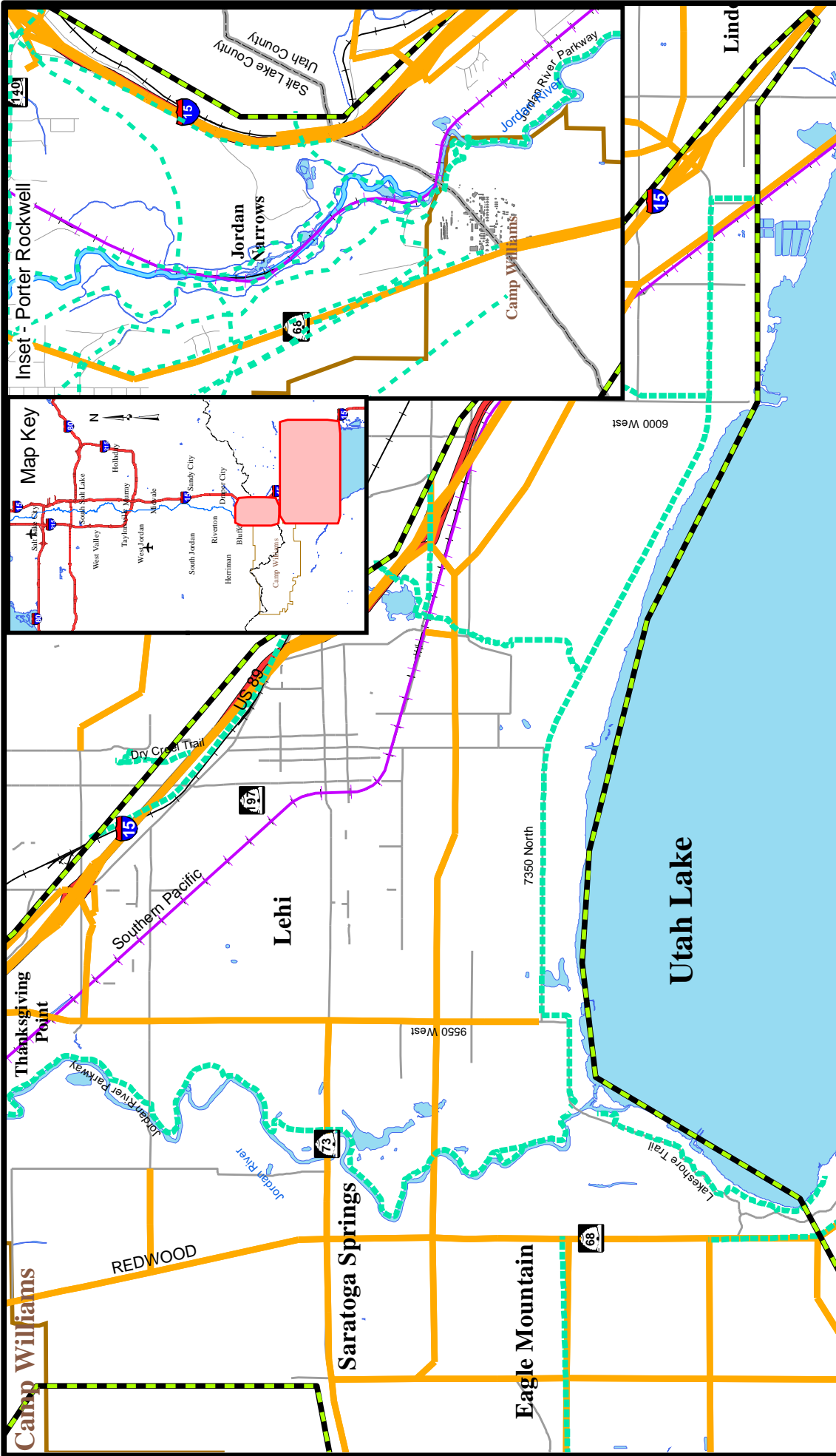
ENVIRONMENTAL
IMPACT STATEMENT

- Study Area
- Bike Routes
- Light Rail
- Transitways
- Commuter Rail
- Road Improvements
- Interstates
- Collector/Arterial



Future (2030) No-Action
Transportation Network -
10400 South to
Point of the Mountain

Figure 1-4

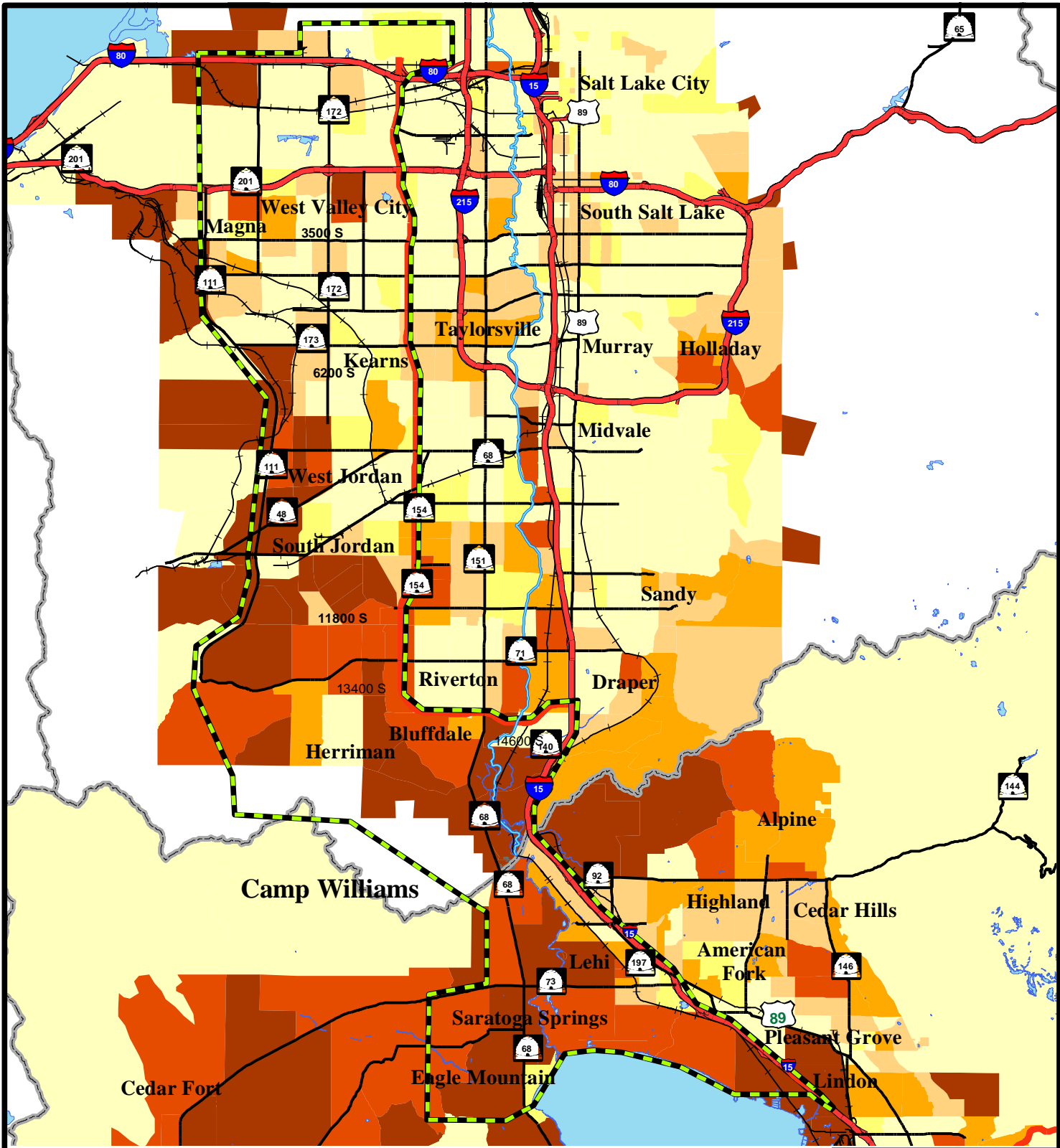



- Interstates
- Collector/Arterial
- Bicycle Routes
- Road Improvements
- Commuter Rail



Future (2030) No-Action
Transportation Network -
Point of the Mountain to
Utah Lake

Figure 1-5






**MOUNTAIN VIEW
CORRIDOR**

ENVIRONMENTAL
IMPACT STATEMENT

- Study Area
- Interstate/Freeway
- No TAZ information available
- 15% and lower

- 16% - 25%
- 26% - 50%
- 51% - 100%
- 101% - 500%
- 501% and higher

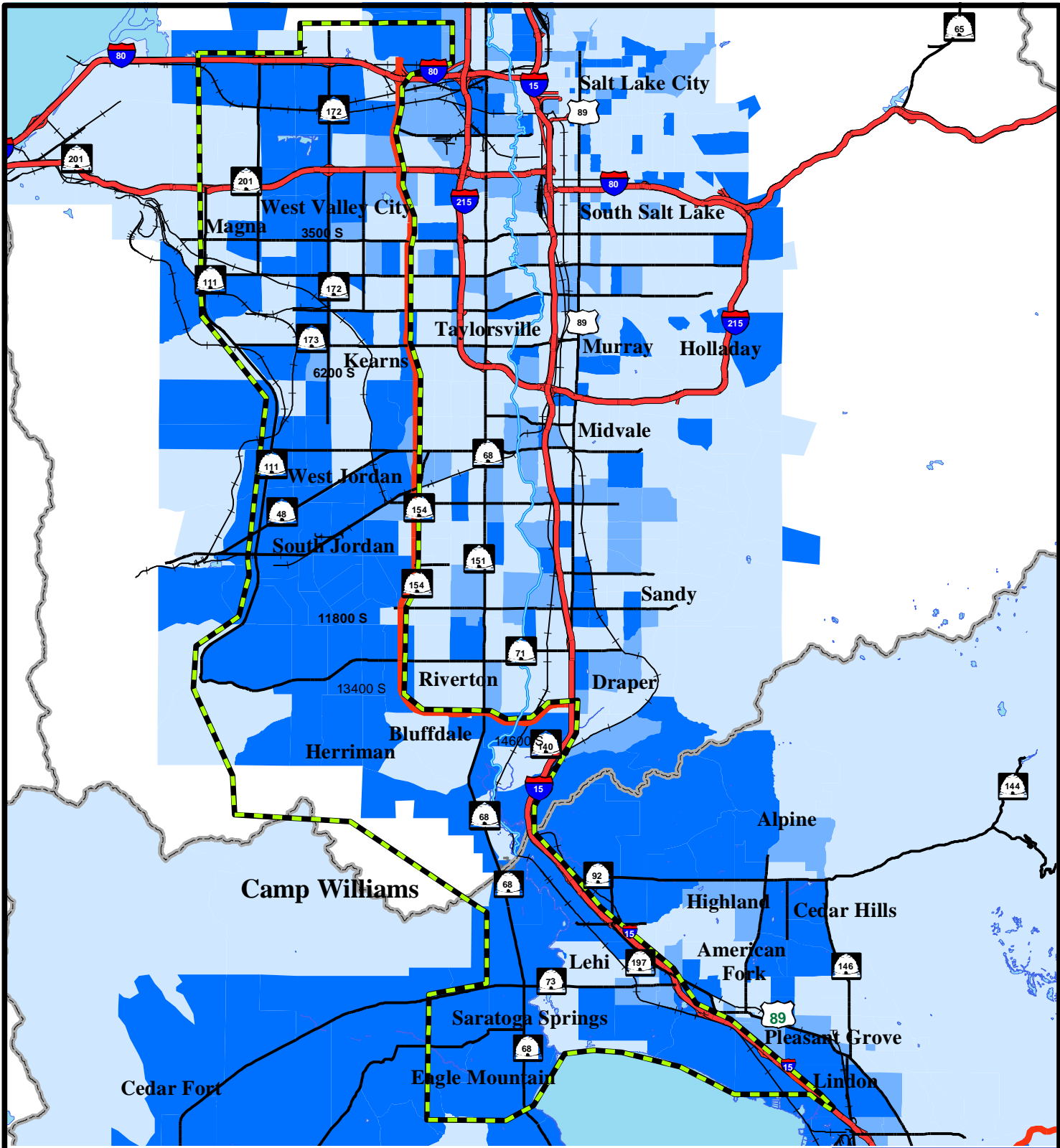
N



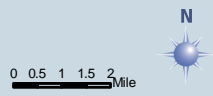
0 0.5 1 1.5 2 Mile

2005-2030
Population Growth

Figure 1-6

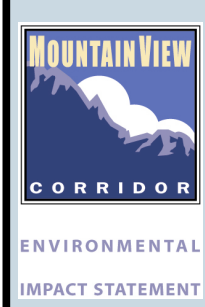
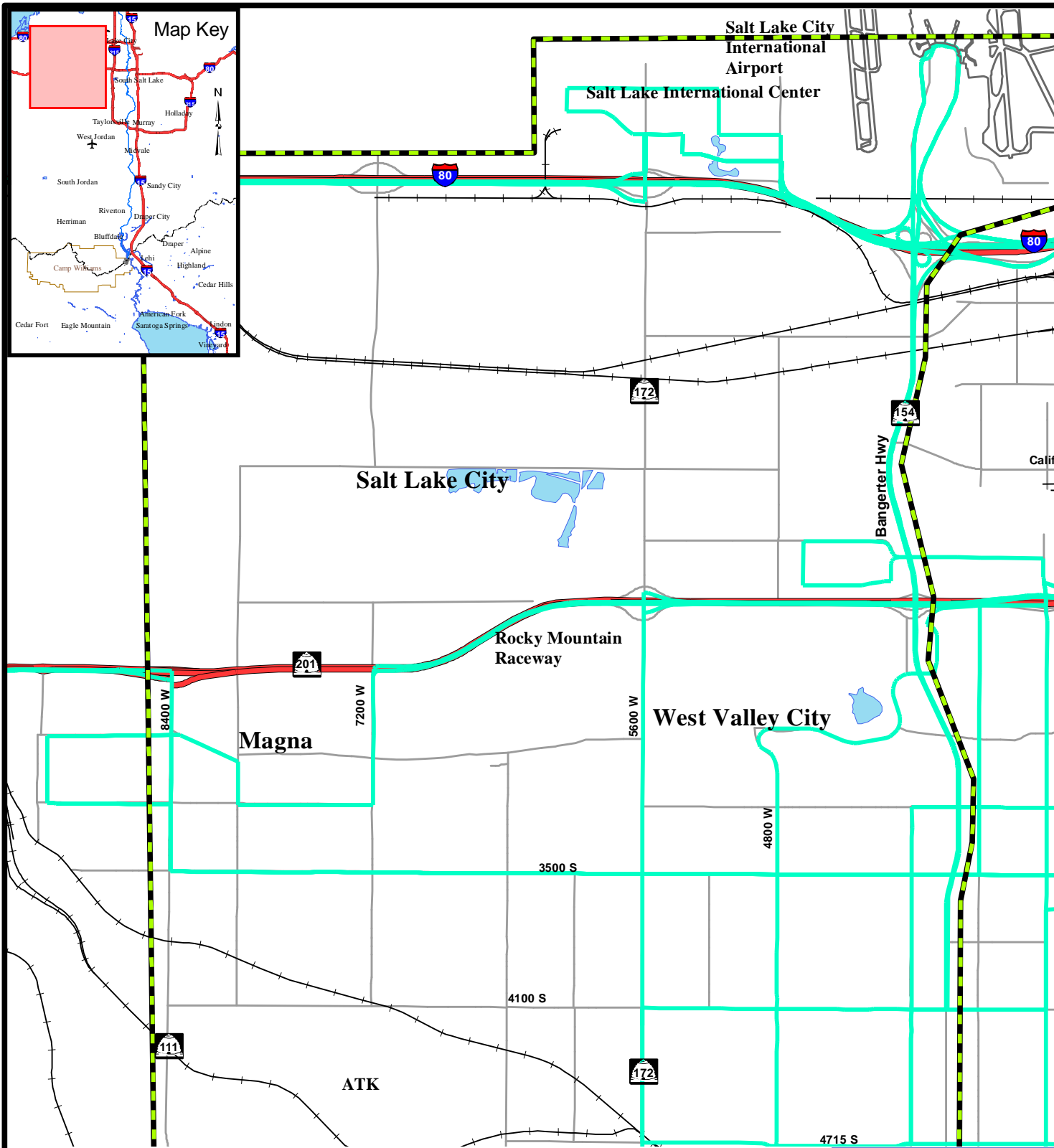


- Study Area
- Interstate/Freeway
- No TAZ information available
- 50% and lower
- 51% - 100%
- 101% and higher

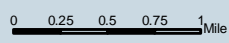


2005-2030
Employment Growth

Figure 1-7

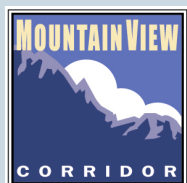
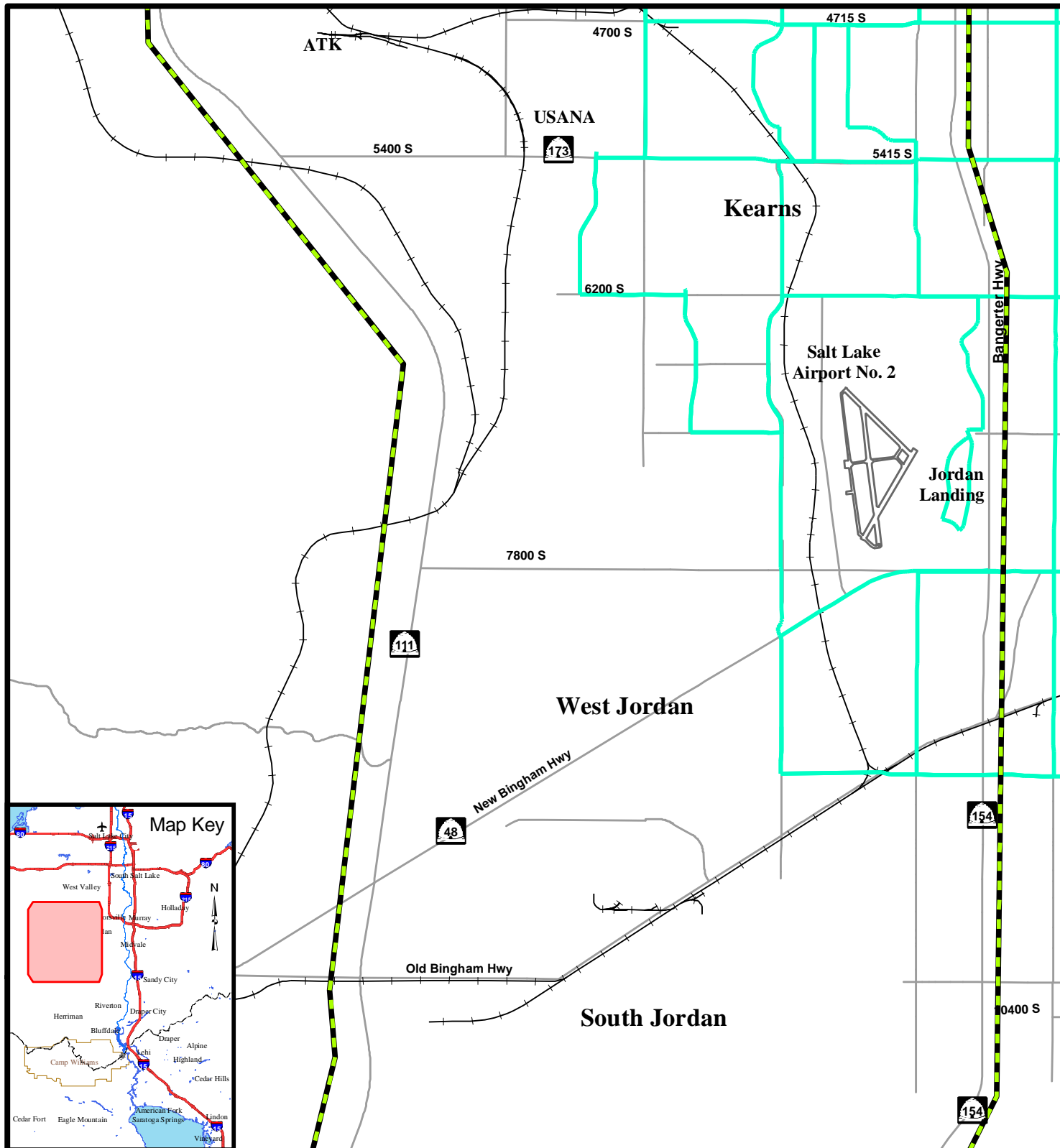


- Study Area
- Interstate/Freeway
- Bus Routes
- Collector/Arterial
- Railroads







Current (2005)
Transportation Network -
I-80 to 4100 South

Figure 1-8



ENVIRONMENTAL
IMPACT STATEMENT

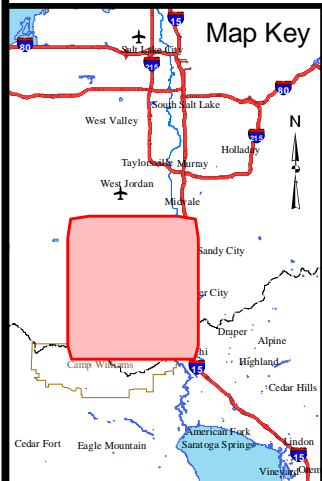
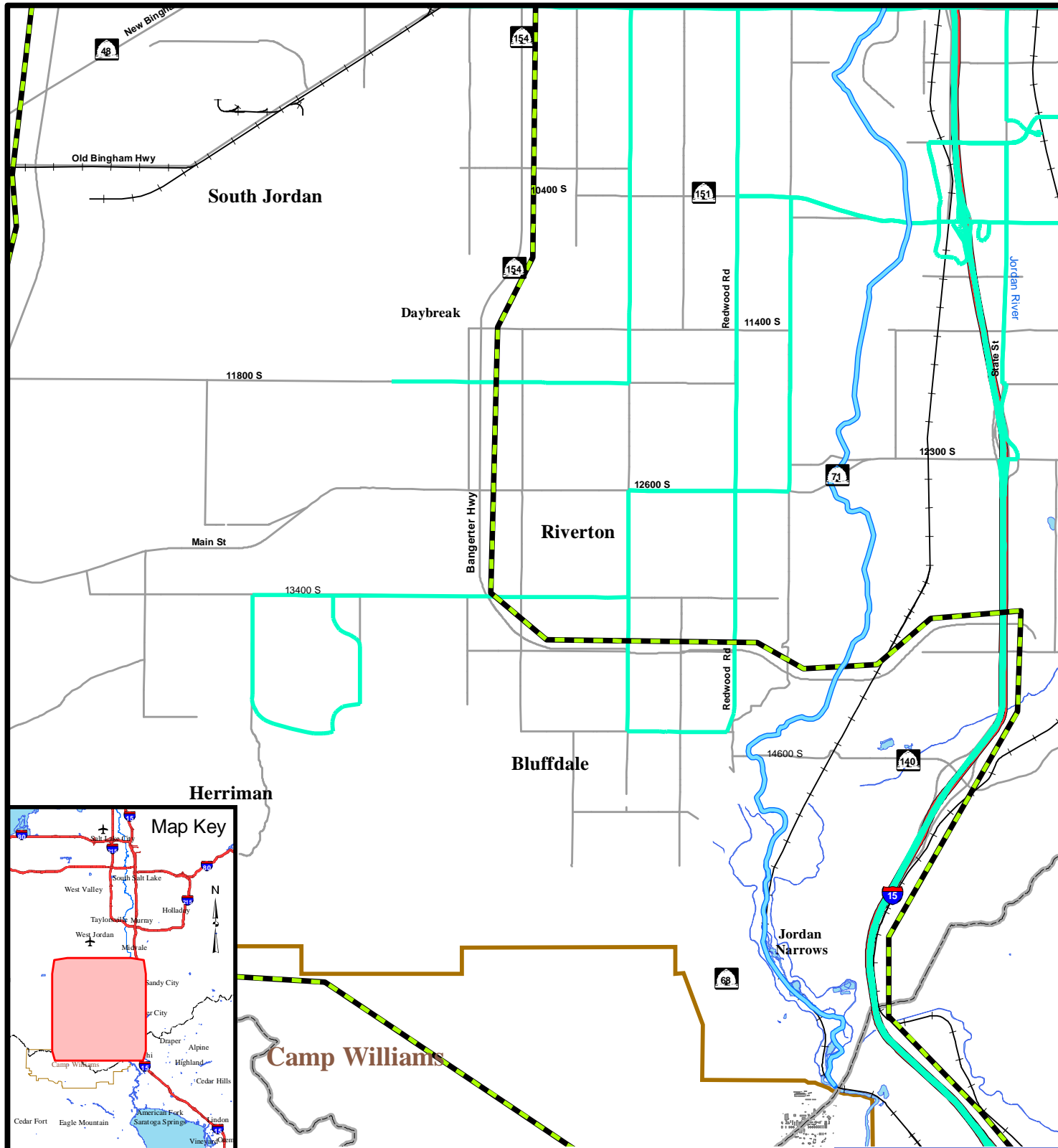
-  Study Area
-  Bus Routes
-  Railroads
-  Collector/Arterial

0 0.25 0.5 0.75 1 Mile



Current (2005)
Transportation Network -
4100 South to
10400 South

Figure 1-9



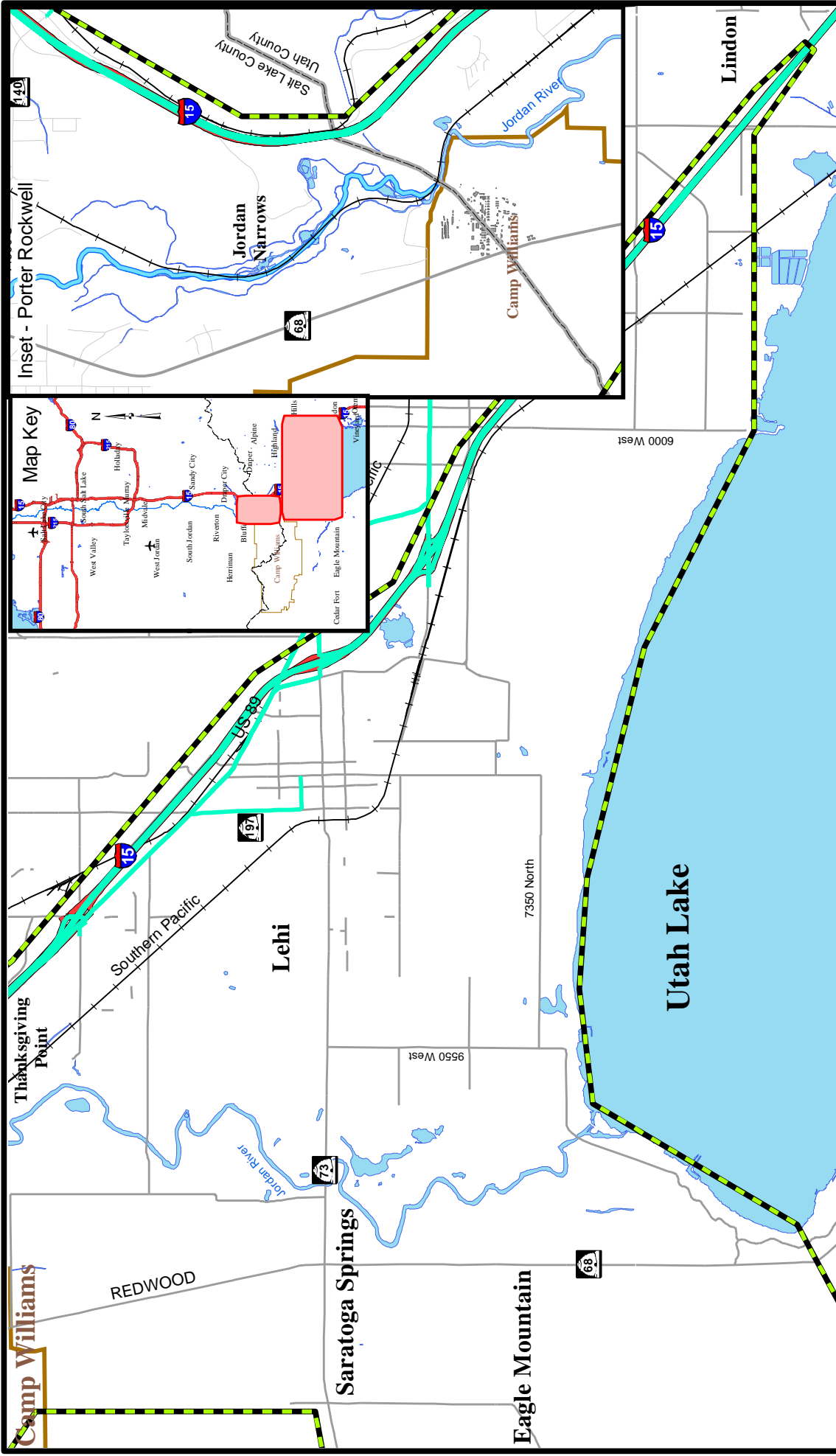
- - - Study Area
- Bus Routes
- Railroads
- Interstate/Freeway
- Collector/Arterial

0 0.25 0.5 0.75 1 Mile



Current (2005)
Transportation Network -
10400 South to
Point of the Mountain

Figure 1-10



Current (2005)
 Transportation Network -
 Point of the Mountain to
 Utah Lake

Figure 1-11

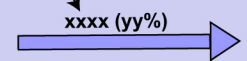


ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

Key to Numbers Listed on Desire Line Arrows

HBW Trips From Zone to Destination



% of All HBW Trips From Zone



Indicates Trips that remain in the same Zone

Note:
Zones A, B, and C represent the Mountain View Corridor

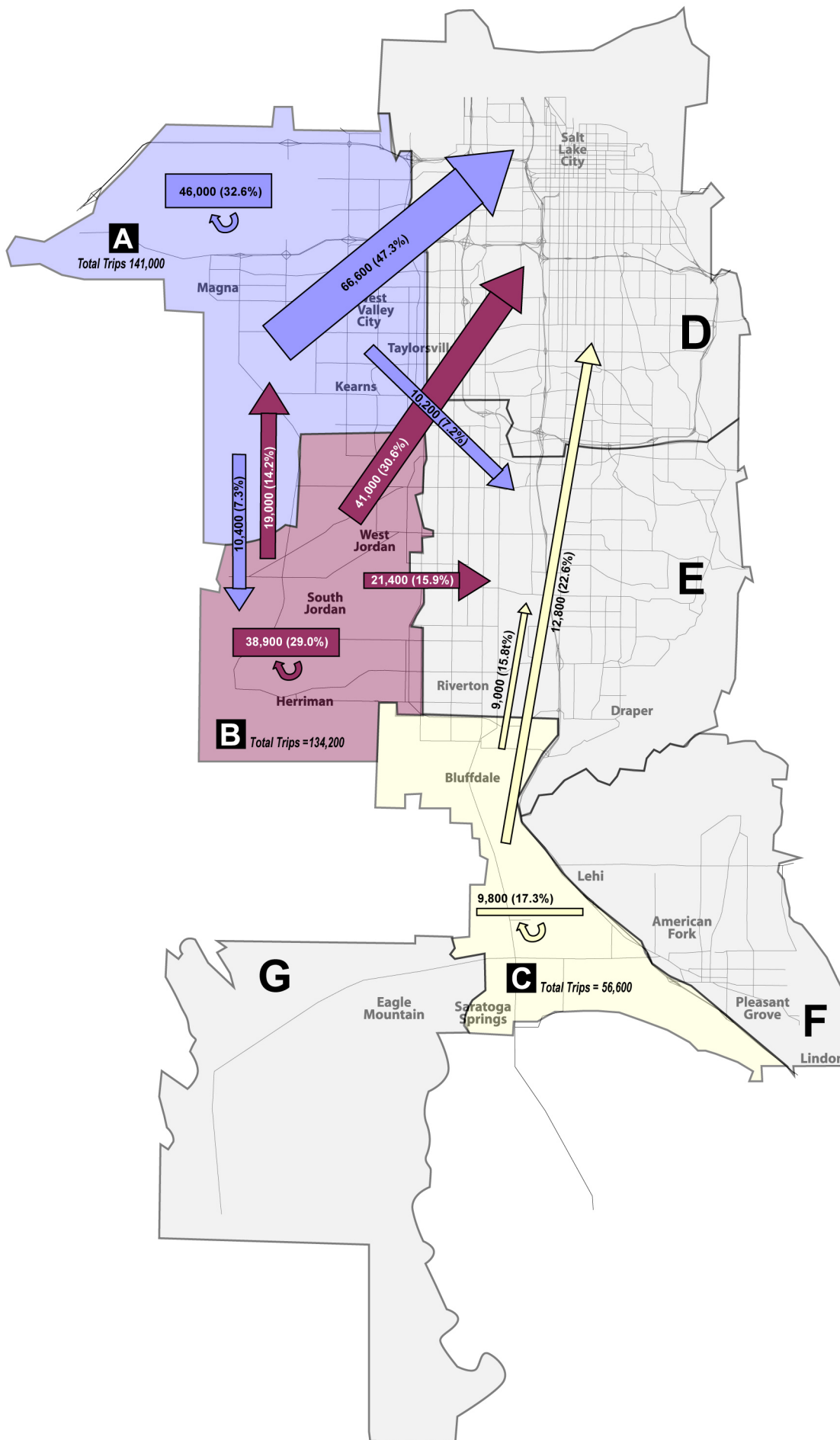
NOTE:
Interzonal Trips with 2030 volume of less than 8,500 are not shown

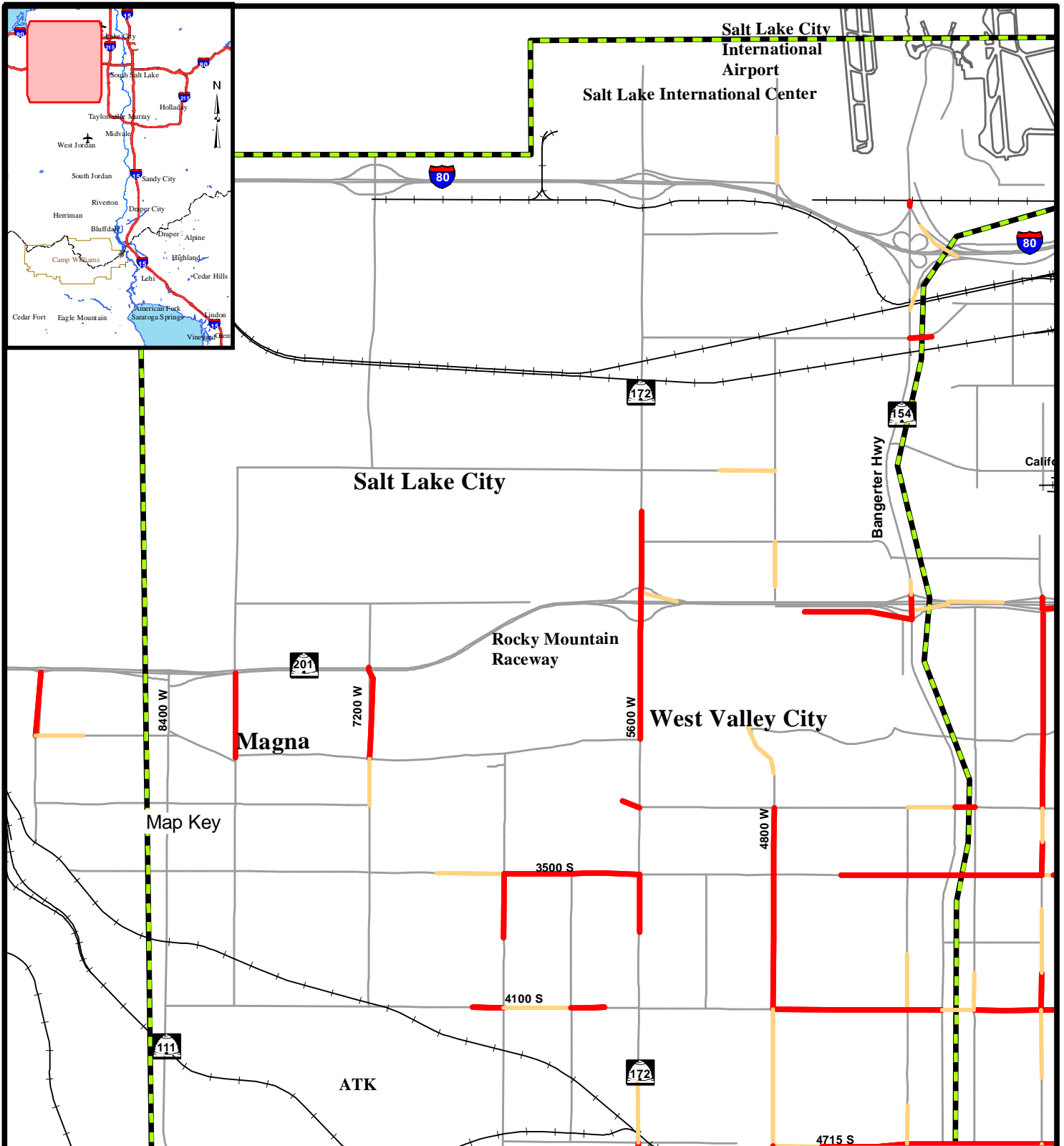



NOT TO SCALE

2030 Home-Based Work Trips Originating in the Mountain View Corridor

Figure 1-12





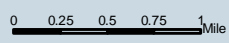


ENVIRONMENTAL
IMPACT STATEMENT


— Study Area
— Collector/Arterial

Peak PM Period (3-6 pm) Peak Direction
2005 Level of Service
— LOS E
— LOS F

Current (2005) Level of Service Deficiencies - I-80 to 4100 South

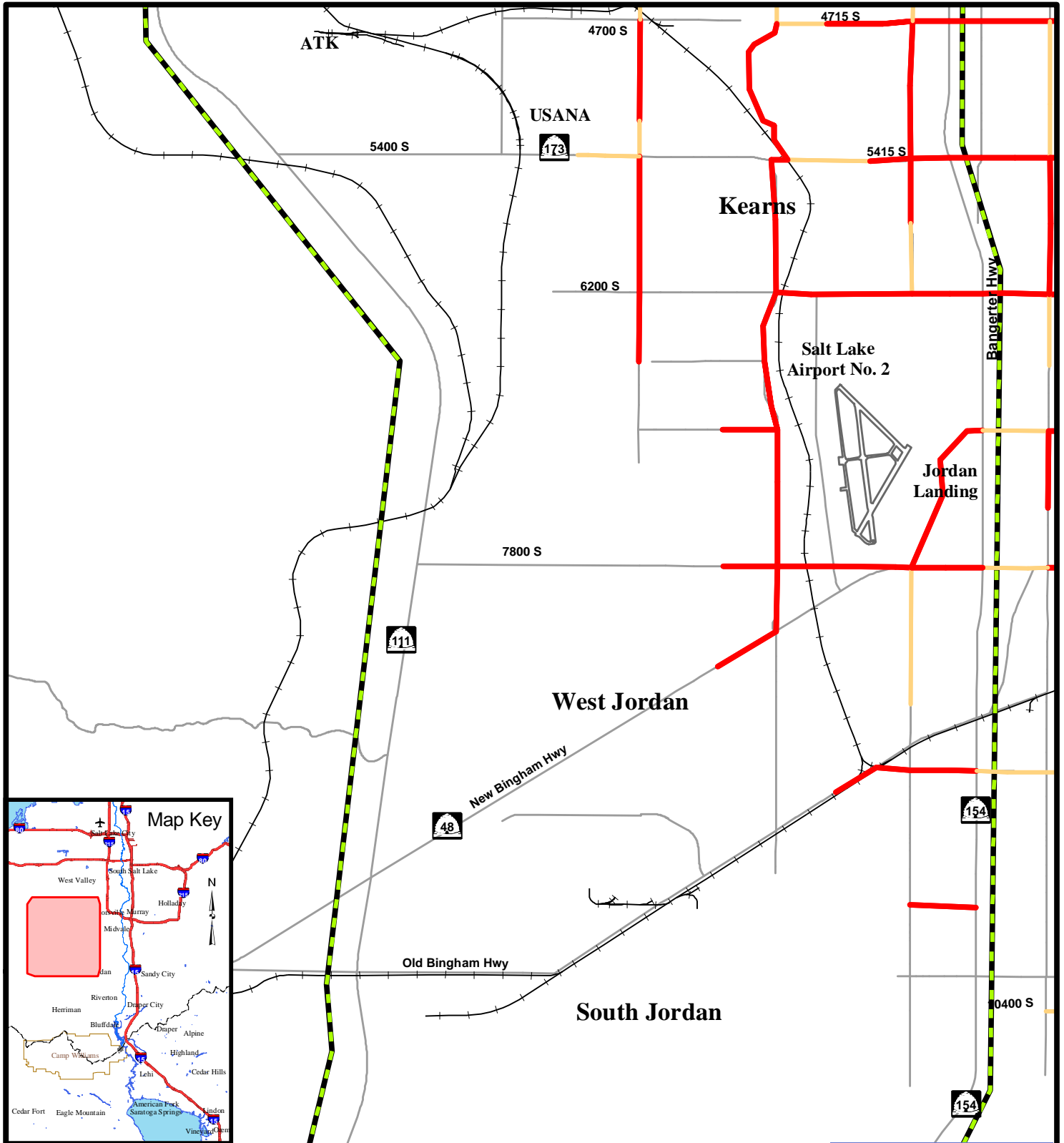


0 0.25 0.5 0.75 1 Mile



N

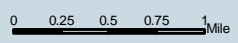
Figure 1-13



- - - Study Area
— Collector/Arterial

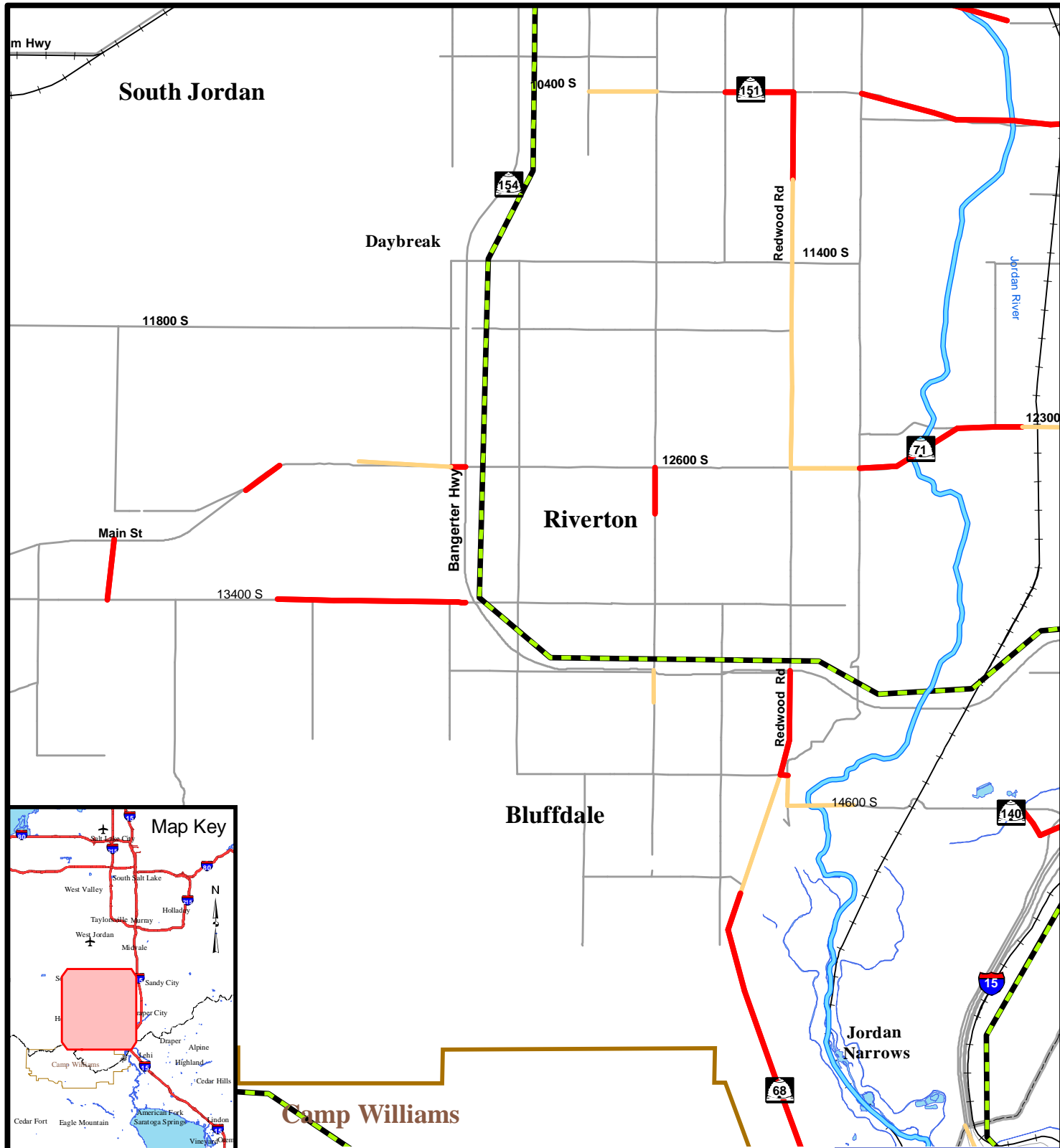
Peak PM Period (3-6 pm) Peak Direction
2005 Level of Service

— LOS E
— LOS F



Current (2005) Level of Service Deficiencies -
 4100 South to 10400 South

Figure 1-14

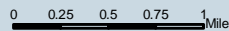


ENVIRONMENTAL
IMPACT STATEMENT

- Study Area
- Collector/Arterial

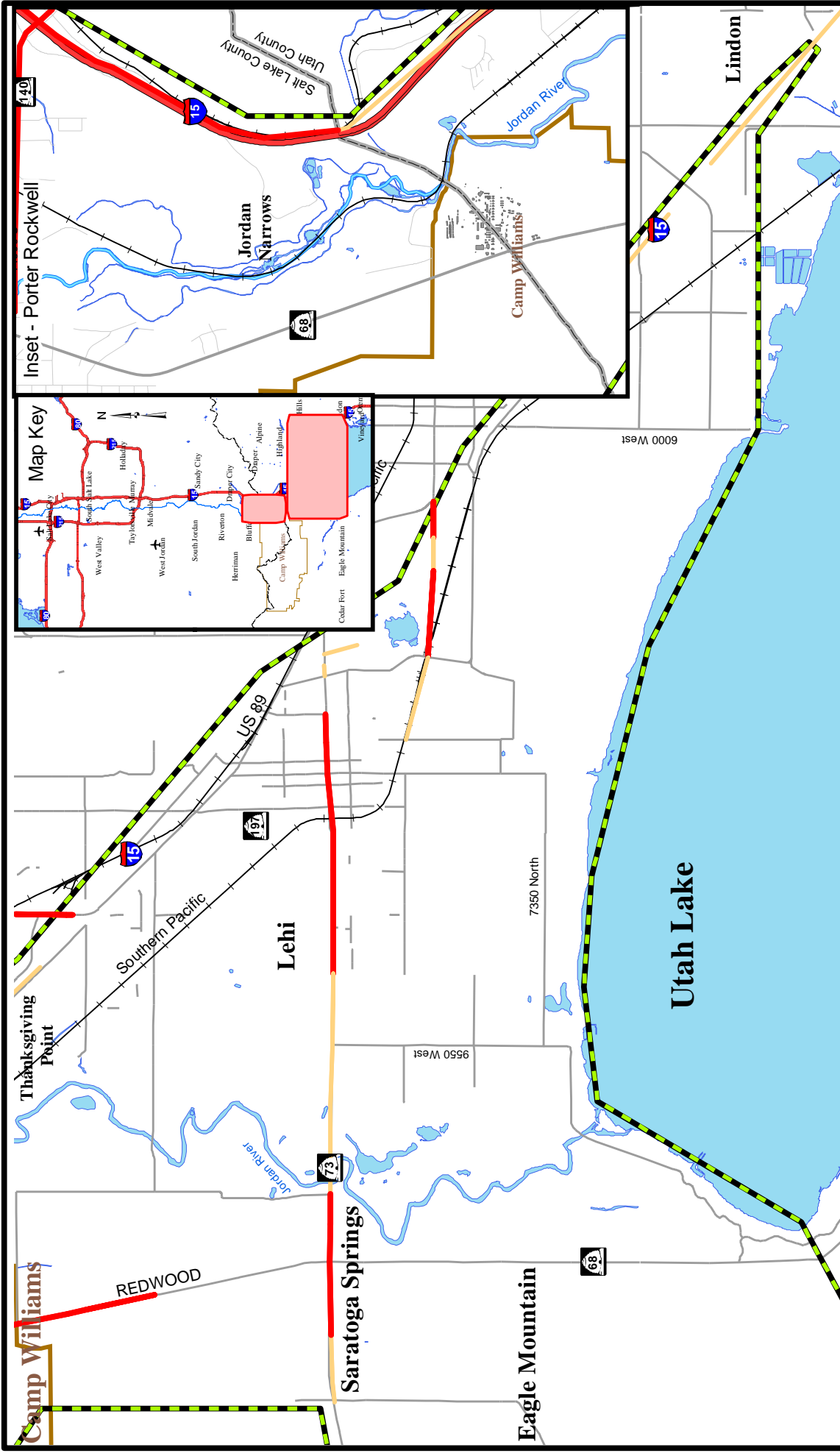
Peak PM Period (3-6 pm) Peak Direction
2005 Level of Service

- LOS E
- LOS F



Current (2005) Level of Service Deficiencies - 10400 South to Point of the Mountain

Figure 1-15



Mountain View
CORRIDOR

ENVIRONMENTAL
IMPACT STATEMENT

0 0.25 0.5 0.75 1 Mile

Study Area Peak PM Period (3-6 pm) Peak Direction

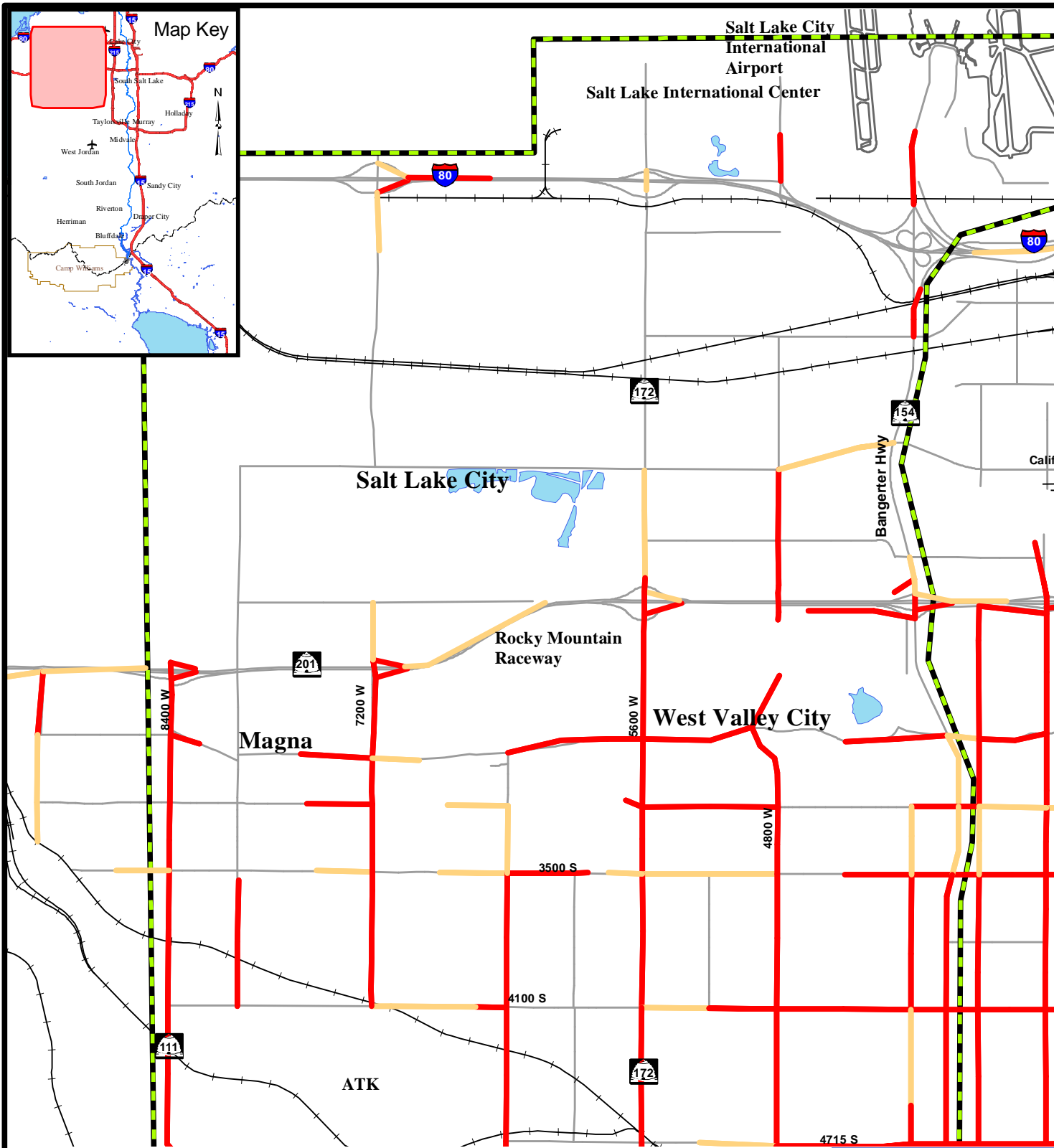
Collector/Arterial 2005 Level of Service


LOS E

LOS F

Current (2005) Level of Service Deficiencies - Point of the Mountain to Utah Lake

Figure 1-16





ENVIRONMENTAL
IMPACT STATEMENT

— Study Area
— Collector/Arterial

Peak PM Period (3-6 pm) Peak Direction
2005 Level of Service
— LOS E
— LOS F

Future (2030) Level of Service Deficiencies - I-80 to 4100 South

0 0.25 0.5 0.75 1 Mile


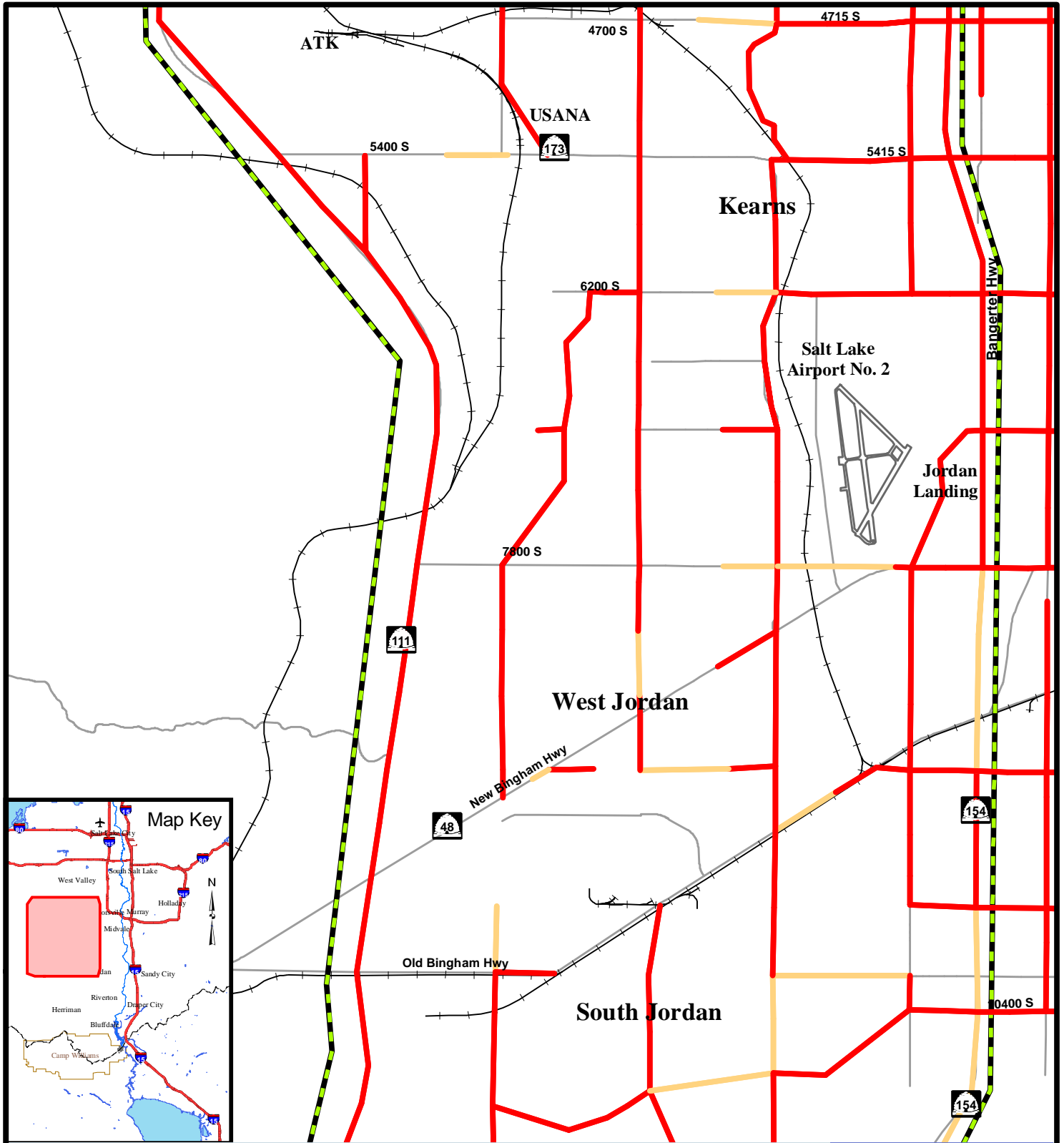
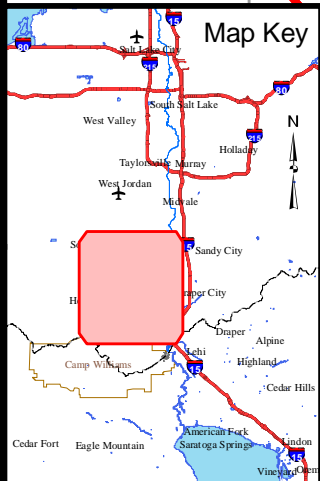
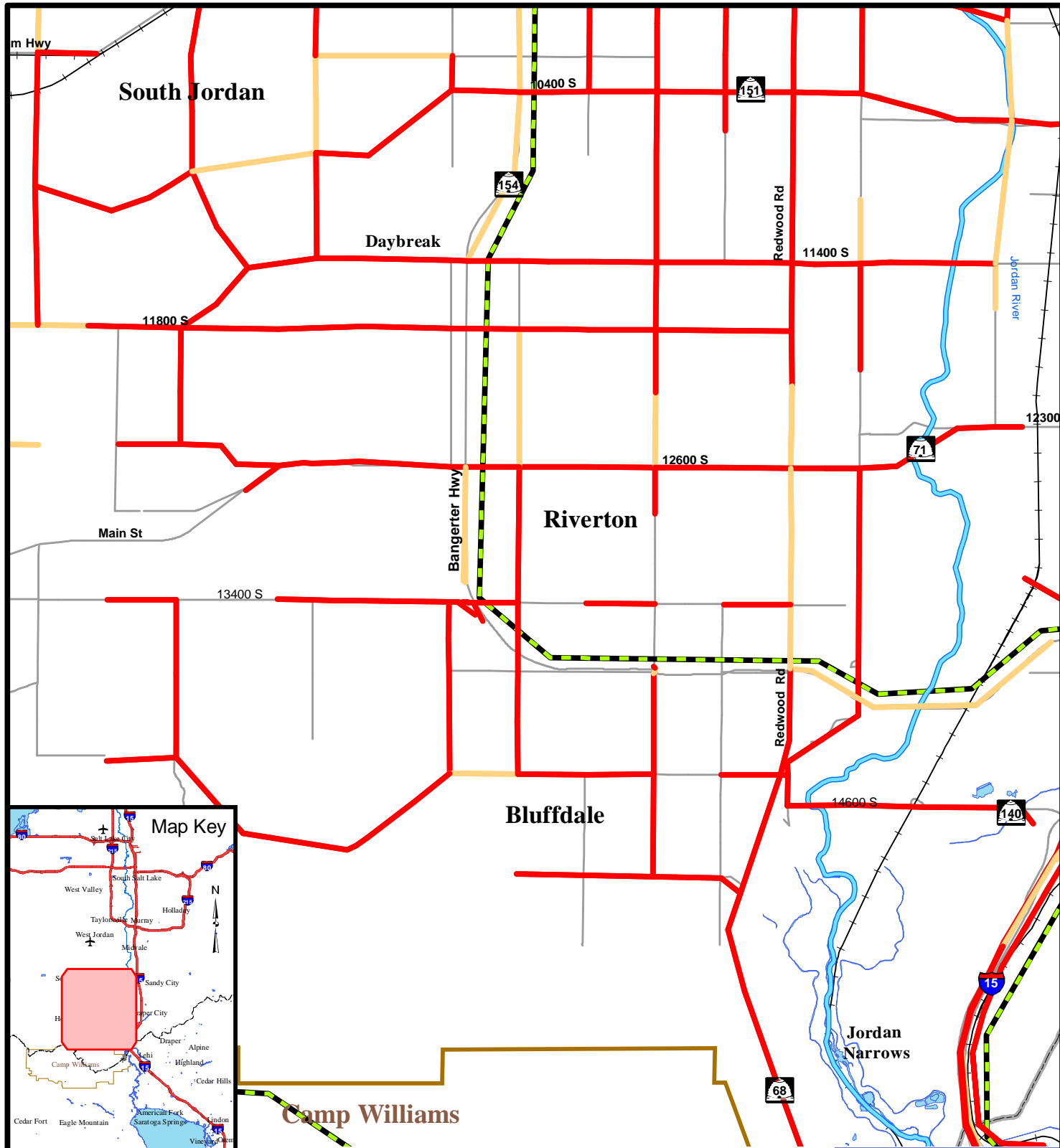


Figure 1-17

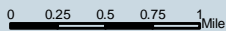


Future (2030) Level of Service Deficiencies - 4100 South to 10400 South

Figure 1-18

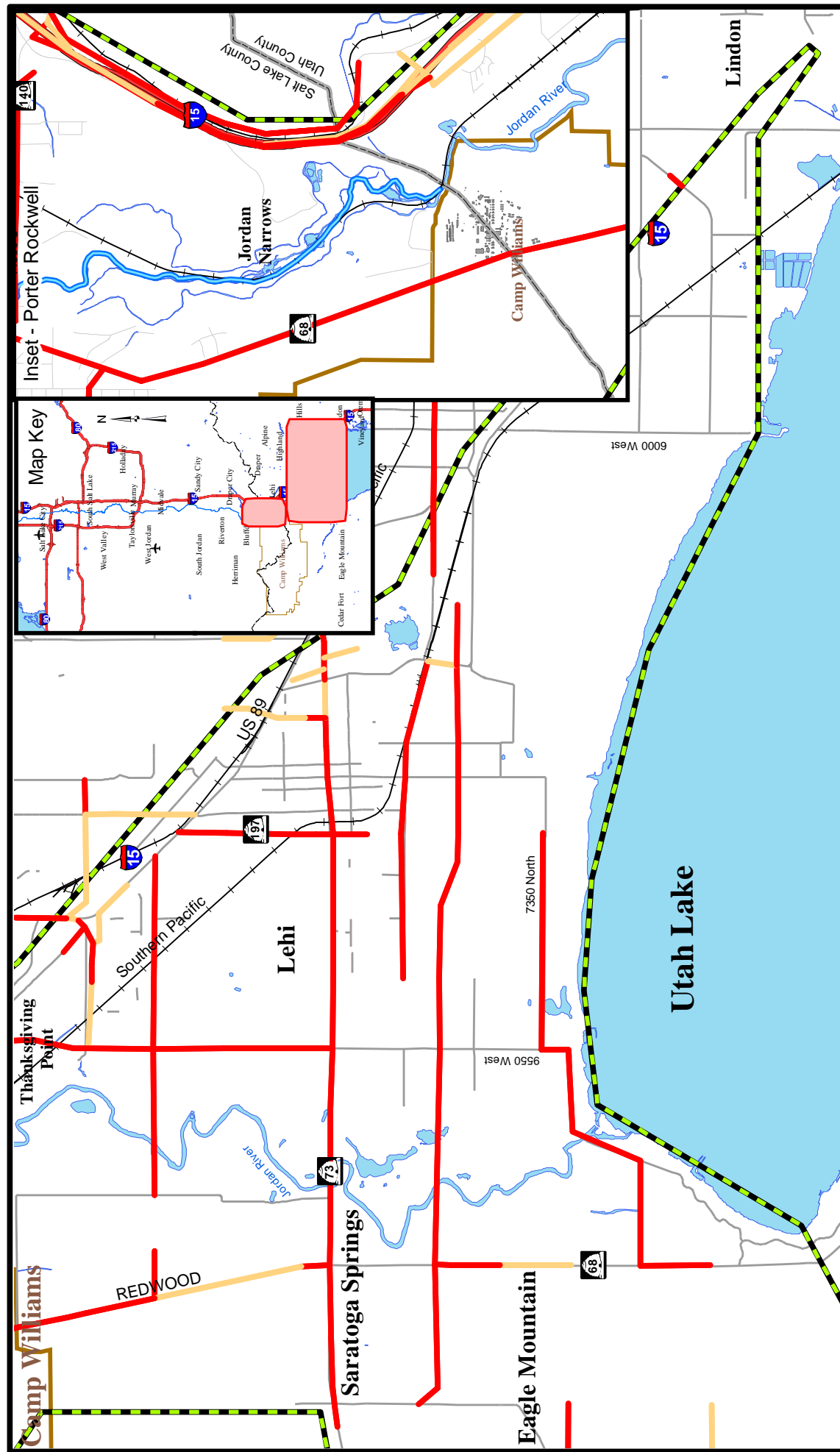


- - - Study Area
- Collector/Arterial
- Peak PM Period (3-6 pm) Peak Direction**
- 2005 Level of Service
- LOS E
- LOS F



Future (2030) Level of Service Deficiencies - 10400 South to Point of the Mountain

Figure 1-19



Future (2030) Level of Service Deficiencies - Point of the Mountain to Utah Lake

MOUNTAIN VIEW

CORRIDOR

ENVIRONMENTAL

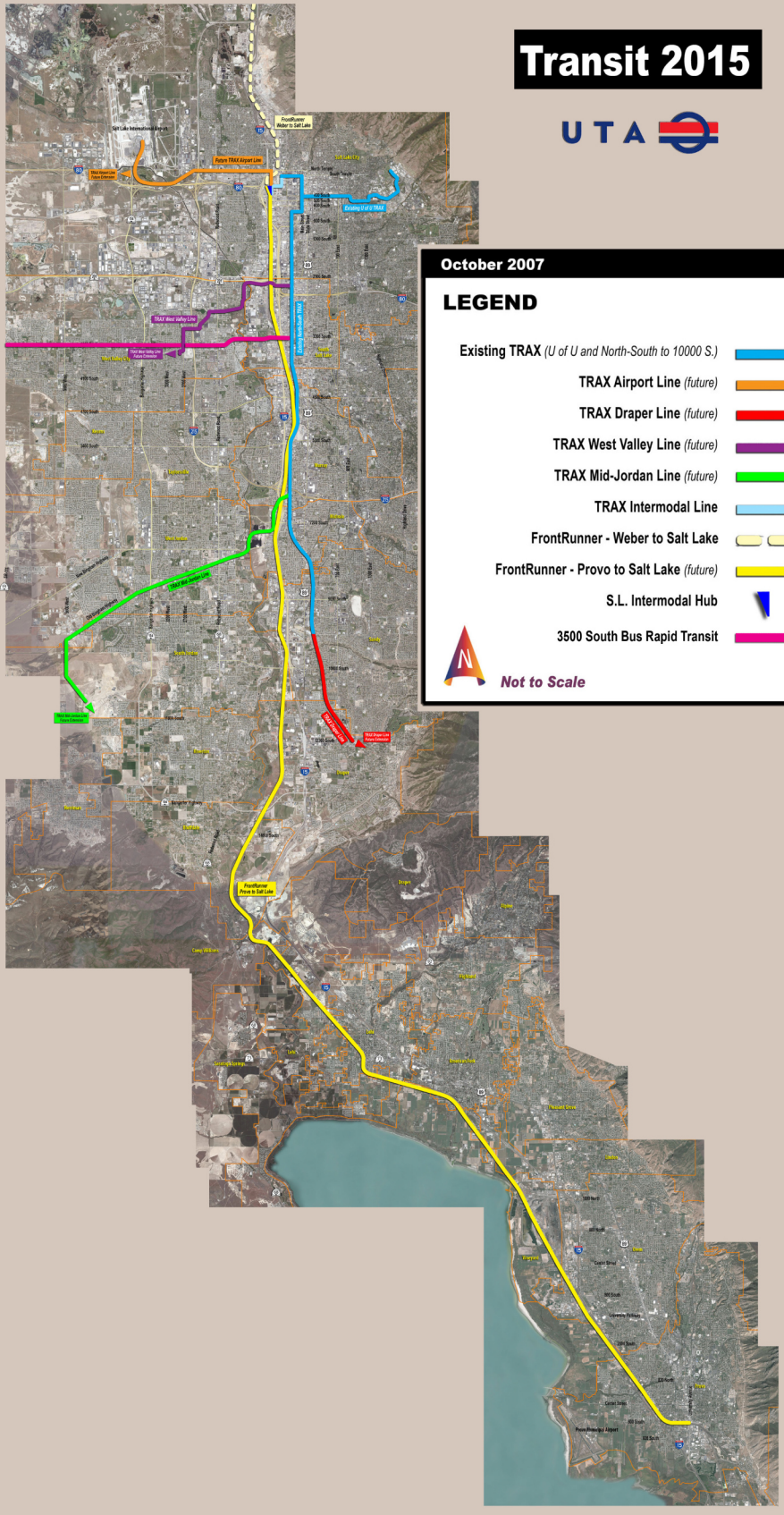
IMPACT STATEMENT

0 0.25 0.5 0.75 1 Mile

N

Figure 1-20

Transit 2015



October 2007

LEGEND

- Existing TRAX (U of U and North-South to 10000 S.) █
- TRAX Airport Line (future) █
- TRAX Draper Line (future) █
- TRAX West Valley Line (future) █
- TRAX Mid-Jordan Line (future) █
- TRAX Intermodal Line █
- FrontRunner - Weber to Salt Lake █
- FrontRunner - Provo to Salt Lake (future) █
- S.L. Intermodal Hub
- 3500 South Bus Rapid Transit █

Not to Scale



ENVIRONMENTAL
IMPACT STATEMENT



UTA
Transit
Implementation
(MVC No-Action
Alternative)

Figure 1-21