

Parley's Interchange EIS Council Meetings

February 2018

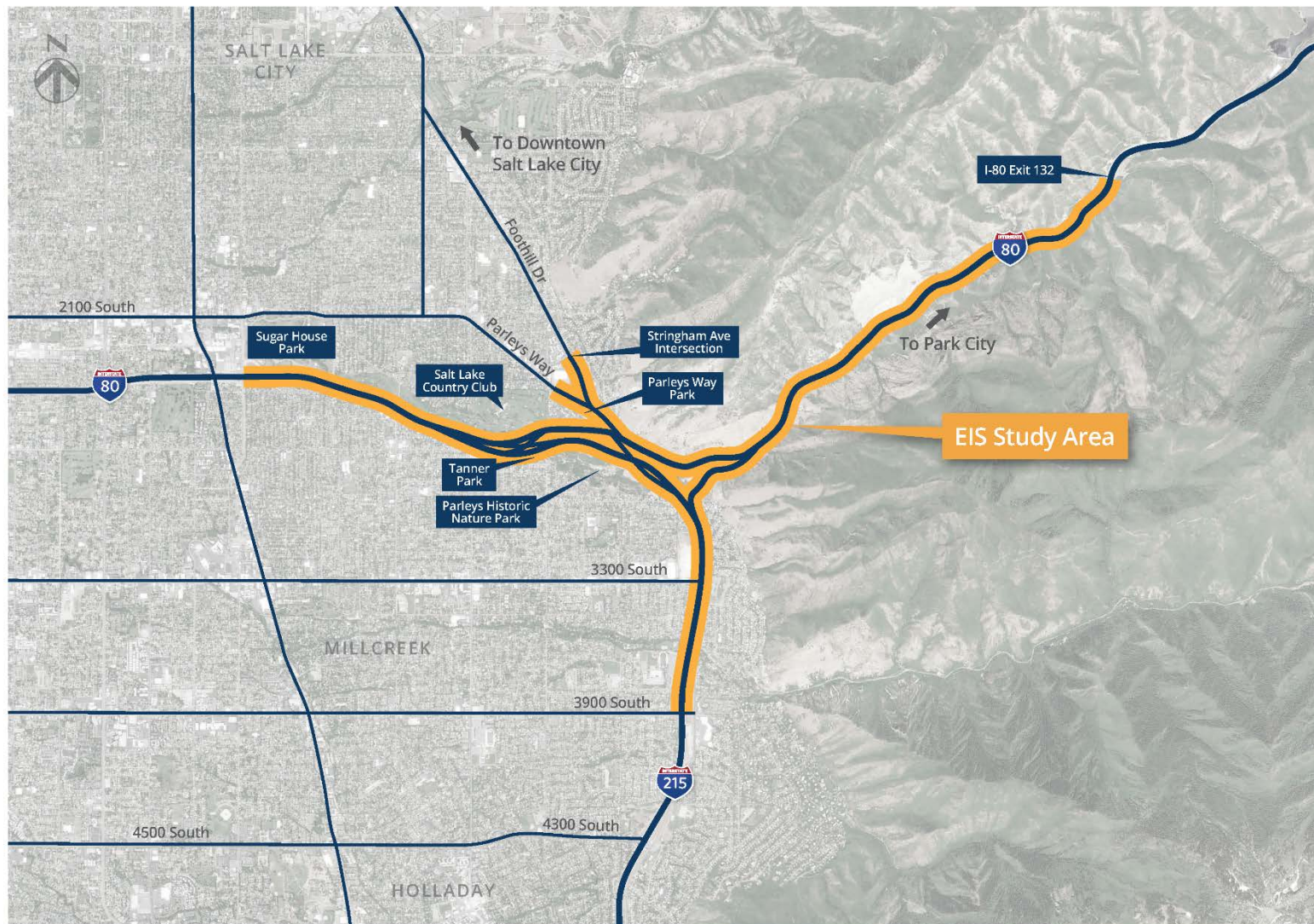


PARLEY'S ENVIRONMENTAL IMPACT STATEMENT

- UDOT Lead Agency in preparing EIS*
- Cooperating and Participating Agencies
 - Salt Lake City - Participating
 - Salt Lake County - Participating
 - Summit County - Participating

*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.

PARLEY'S EIS STUDY AREA



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.

WHAT IS THE PROJECT PURPOSE?

- 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?

Levels of Service

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

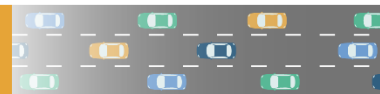


STABLE FLOW

Speeds considerably affected by change 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

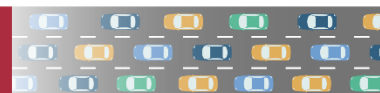


FORCED FLOW

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

LOS

F



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

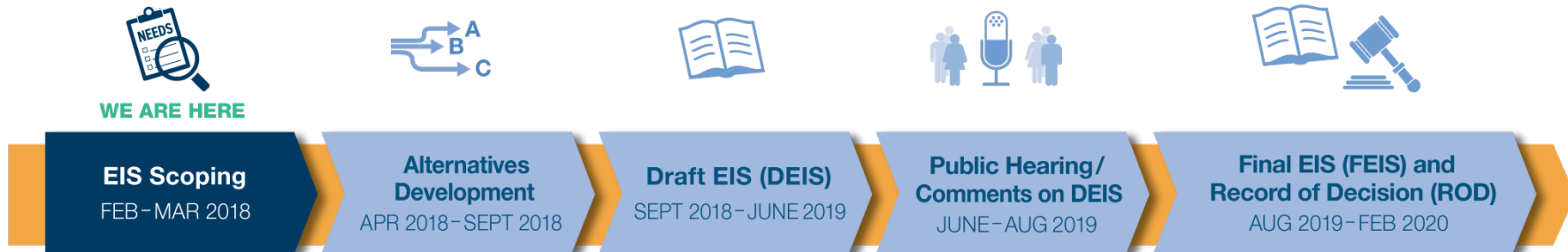


CURRENT AND UPCOMING EVENTS

- Scoping period to seek public and agency input
 - February 9 to March 30
 - Scoping comments due by March 30, 2018
- Public scoping meeting
 - March 6, 2018 – 4 p.m. to 7 p.m.
 - Highland High School

EIS SCHEDULE

Schedule and Process



Ongoing Agency Coordination and Public Involvement

- The EIS will take about 2 years (February 2020).
- No funding for construction has been identified.
- Project identified in Phase 2 (2025 to 2034) of Regional Transportation Plan

TEAM CONTACT INFORMATION

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QUESTIONS?

