MIDVALLEY CONNECTOR

UTA

WELCOME

PUBLIC OPEN HOUSE

Midvalley Connector Public Meeting | July 18th 2022

Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Purpose of Meeting

- Discuss purpose and need of the project
- Present the project elements
- Disclose environmental impacts
- Review project timeline
- Provide opportunity to review Environmental Assessment
- Obtain public comment

Project Partners

Federal Transit Administration

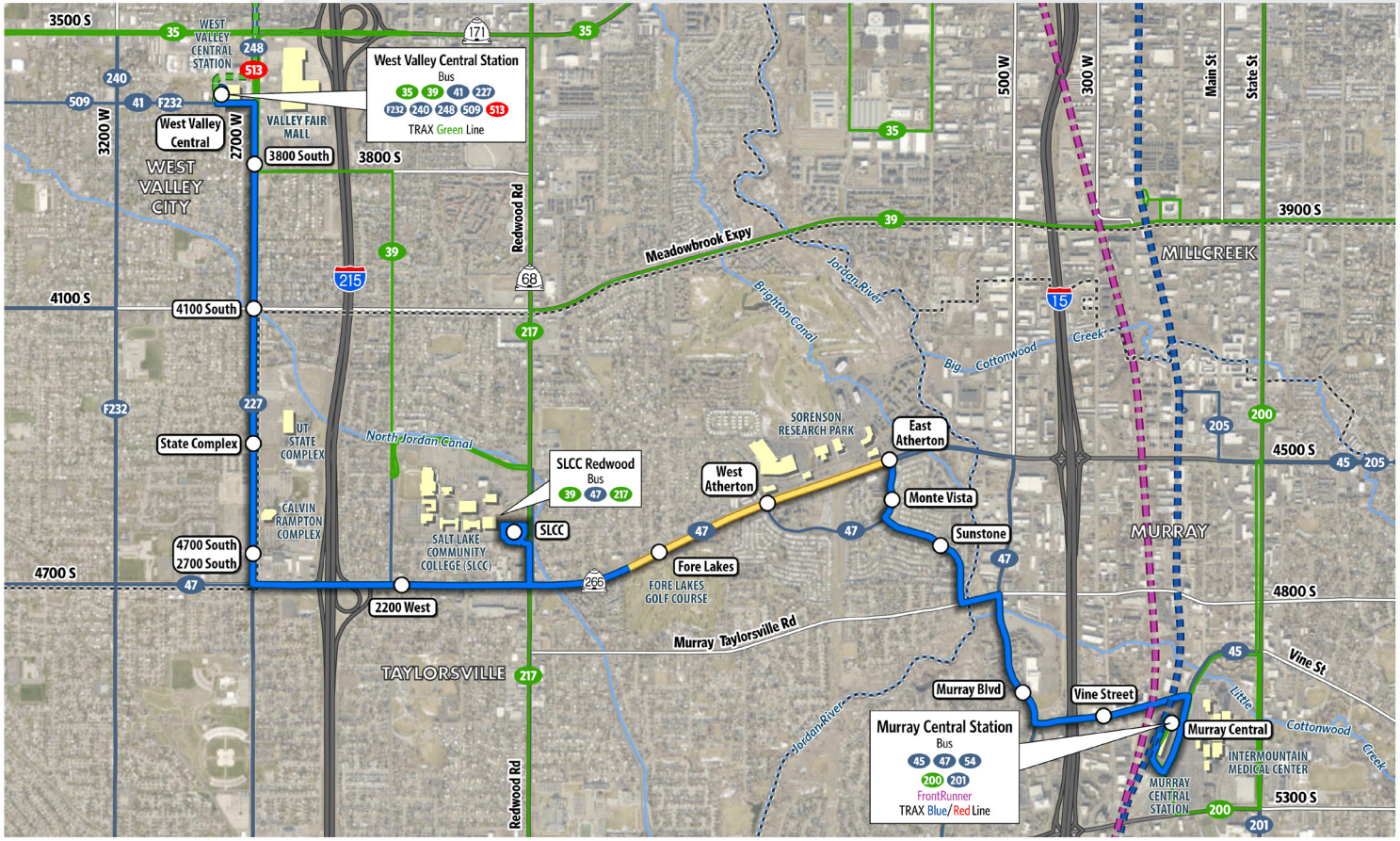
UTA

Salt Lake Community College

WASATCH FRONT REGIONAL COUNCIL

Midvalley Connector Public Meeting | July 18th 2022
Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Project Area



Locally Preferred Alternative

- Dedicated Bus Lanes (BRT in dedicated lane)
- Mix Flow Lanes (BRT in general traffic lane)
- Station

Bus Frequency*

- Every 15 Minutes
- Every 30 or 60 Minutes
- Limited Stops/Peak Only

* Reflects August 2021 Routes

Rail

- TRAX Green Line Light Rail
- TRAX Blue Line Light Rail
- FrontRunner Commuter Rail

- Municipality Boundary
- River/Creek/Canal

0 0.25 0.5 Mile

N

Midvalley Connector Public Meeting | July 18th 2022
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Purpose

MIDVALLEY CONNECTOR UTA

Need

- Provide a local and regional connection for destinations from the Murray Central Station to the West Valley Central Station.
- Improve transit service frequency and visibility to attract riders.
- Increase mobility and provide an alternative mode of transportation for future population and travel demand growth.
- Enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.

- The existing transit network lacks an efficient and direct transit connection from FrontRunner commuter rail and TRAX light rail stations to local and regional destinations in the project area.
- Accessibility and visibility are limited due to a lack of direct transit service connections between existing and planned development areas in the region.
- Transit service demand and the need for alternative mobility options will increase as the population and SLCC student enrollment continue to grow.

Midvalley Connector Public Meeting | July 18th 2022
Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Locally Preferred Alternative

The Locally Preferred Alternative (LPA) is a 7-mile BRT route that connects local destinations and planned developments across Murray, Taylorsville, and West Valley City.
The route includes 15 stations.

What to Expect:

FREE FARE
for 5 years

TICKET VENDING MACHINES
for faster boarding

Travels with other vehicles in **EXISTING LANES**

TEN
Electric Buses

Comfortable, sheltered **STATION SEATING**

TRANSIT SIGNAL PRIORITY
at signalized intersections

BUS ONLY LANES along 4500/4700 south from East Atherton Drive to Redwood Road

15-MINUTE EXPECTED SERVICE
Evaluating faster service

Midvalley Connector Public Meeting | July 18th 2022
Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Impact Summary & Mitigation Measures

Resource	Impact	Mitigation Measures
Transportation	Construction impacts including detours, changes to bicycle and pedestrian travel patterns, delays, and dust could temporarily alter the connectivity, accessibility, and walkability of the neighborhoods adjacent the corridor. Eliminating left-turn lanes at 1175 West and 4700 South would require motorist to travel to the next intersection.	A traffic management plan coordinated with UDOT, Murray, Taylorsville, and West Valley cities may be necessary to assure access to local roads and businesses during construction activities. Traffic signal at 1300 West will allow protected U-turn accommodating westbound traffic wishing to travel south on 1175 West.
Cultural Resources	Acquisition of a minor amount of right-of-way would be required at 18 historic properties, there would be no adverse effect to these resources resulting in a "de minimis" use under Section 4(f) of the US DOT Act. Construction would temporarily disturb 14 historic properties, there would be no adverse effect to these resources resulting in "temporary occupancy" of the properties under Section 4(f). The North Jordan Canal culvert would be extended by 60 feet, there would be no adverse effect on this historic site resulting in a "*de minimis*" use under Section 4(f).	If previously unidentified cultural resources are discovered during construction, activities in the area of the discovery will immediately stop. The process outlined in 36 CFR 800.13 will be followed.

Midvalley Connector Public Meeting | July 18th 2022
Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Impact Summary & Mitigation Measures

Resource	Impact	Mitigation Measures
Right-of-way Acquisition	Acquisition of a minor amount of new right-of-way would be needed from private landowners to construct new stations, to widen 4700 South, and to improve and extend the North Jordan Canal.	Property acquisitions will include fair compensation measures for property owners. All acquisitions will be conducted in accordance with 49 CFR Part 24, the Uniform Relocation Act, and the State of Utah Relocation Program, as specified in the Utah Relocation Assistance Act (Utah Code 57 12).
Noise	If diesel buses are used, there would be a moderate noise impact along Sunstone Road and Atherton Drive. No noise impact would occur if electric buses are used (preferred). During construction, short-term noise impacts may occur as a result of both stationary and mobile construction equipment.	No noise mitigation is warranted. Temporary construction noise mitigation measures will include limiting construction activities to daytime hours (between 7 a.m. and 10 p.m.) in accordance with the Taylorsville, Murray, and West Valley City noise ordinances, as well as adequately notifying the public of construction operations and schedules.
Water Resources	North Jordan Canal culvert would be extended by 60 feet. Construction may permanently impact up to 0.061 acre of wetlands and 0.021 of surface waters. Based on current design, the project qualifies for a Section 404 Nationwide Permit Number 14 with a Pre-Construction Notification (PCN) submittal and authorization from USACE.	During final design, the area of impact will be reviewed to verify this is still the appropriate permit. UTA and its contractor will submit a PCN to USACE for authorization and will comply with all terms and conditions of NWP No. 14 and Section 401 Water Quality Certification conditions. No work will occur until authorization is given by the USACE. Salt Lake County Flood Control permit will be obtained for the proposed work in the North Jordan Canal to confirm the project will not impact or cause additional is'. for flooding relative to existing conditions.

Midvalley Connector Public Meeting | July 18th 2022
Taylorsville City Hall Council Chambers | 4:00 p.m. - 7:00 p.m.

Impact Summary & Mitigation Measures

Resource	Impact	Mitigation Measures
Water Quality	Increased impervious surfaces can result in increased storm water runoff. Construction activities may disturb vegetation which could facilitate erosion. Runoff from disturbed areas could temporarily increase pollutants in nearby waters.	UTA and the contractor will submit a Notice of Intent and Notice of Termination to UDEQ for the UPDES construction storm water general permit. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared as required by the UPDES permit and will be reviewed by agencies with MS4 UPDES permit within the study area including UDOT, Murray City Public Works Department, Taylorsville City Public Works Division, and West Valley City Public Works Department. An erosion control plan will be developed and incorporated into construction documents.
Migratory Birds and Raptors	While no nests were observed in the study area, there is potential migratory bird and raptor habitat within project area. Migratory birds and raptors would likely avoid the construction area if affected by the noise. Comparable habitat is nearby, so this would not adversely affect birds or raptors. Impacts to birds during construction would be temporary and would be minimized by the implementation of the Best Management Practices.	If any active nests are located during project construction, the species-specific buffers found in the Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances (United States Fish and Wildlife Service [USFWS] 2002) will be applied. To comply with the Migratory Bird Treaty Act, trees, shrubs, and herbaceous plants will not be removed during the bird breeding season (typically April 1 to July 31). If construction occurs during this time, bird nest clearance surveys will be completed by a qualified biologist to verify the absence of nests prior to plant trimming or removal. If nests are found, further coordination with USFWS will occur. Construction activities occurring completely outside the nesting season do not require surveys.

Impact Summary & Mitigation Measures

Resource	Impact	Mitigation Measures
Invasive Species	Invasive species can potentially be spread during vegetation clearing. Weed seeds can be introduced to the study area or taken from the study area and distributed elsewhere due to mud or vegetation stuck to the construction equipment.	The project will comply with Executive Order 13112 Invasive Species and follow the recommendations and objectives described in the National Invasive Species Management Plan to prevent the introduction of invasive species and provide for their control and minimization. Construction would comply with Rule R68-9-4 of the Utah Noxious Weed Act to prevent the spread of noxious weed seeds or parts of noxious weed plants (such as a buds or offshoots, which can be used to reproduce the plant) that could cause new growth if deposited elsewhere. Any clearing of vegetation will be performed using appropriate best management practices to ensure that weed seeds and/or other plant parts are not transported.
Hazardous Materials	There is a moderate risk of exposure at Murray Central Station where construction would overlap the former Murray Smelter Site Overlay District (SSOD).	Final design and construction work in the Murray SSOD will be coordinated with the EPA, UDEQ, Murray City, and the property owner. Excavation or a break in the cap over the contaminated category II material is prohibited. Specifications for protecting the cap will be included in construction documents. A development permit must be obtained from Murray City prior to demolition, excavation, or construction within any area of the SSOD. If any unforeseen hazardous materials are encountered during construction, necessary procedures will be implemented in conformance with local, state, and federal regulations, and the appropriate authorities will be notified. In addition, appropriate handling and disposal procedures will be implemented during construction to reduce or eliminate impacts from hazardous materials.

Impact Summary & Mitigation Measures

Resource	Impact	Mitigation Measures
Utilities	There are potential utility conflicts within study area.	Appropriate coordination utility providers in study area would ensure that necessary permits are obtained, and agreements and notifications have been issued prior to construction. Utilities directly in conflict with proposed construction will be relocated outside of the new roadway within public right-of-way. Utilities that are in the project area but do not require relocation will be left in place and protected from damage.
Air Quality	Construction would temporarily increase PM_{10} through emissions and fugitive dust.	A dust-control plan will be prepared for the construction phase of the project
Energy	Minor increase in demand for electricity due to charging electric buses. Reduction in emissions due to converting from diesel to electric buses and reduced auto use.	Project design will incorporate efficient and environmentally sustainable measures.
Construction	Temporary changes in access, lane closures, detours, increased noise, and increased dust.	A public involvement plan will be developed to work with the public and provide them with up-to-date construction information.

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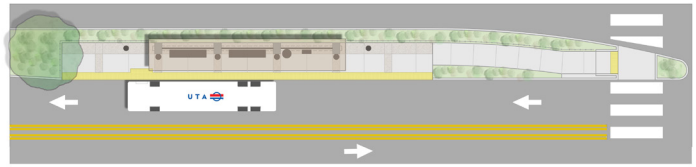
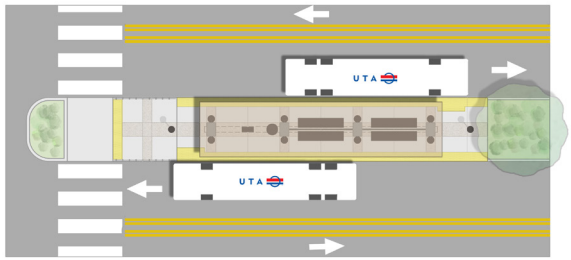
Station Types

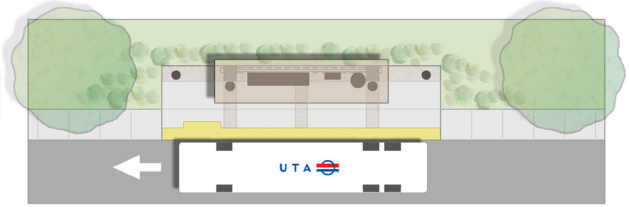
One-Sided Center Station:

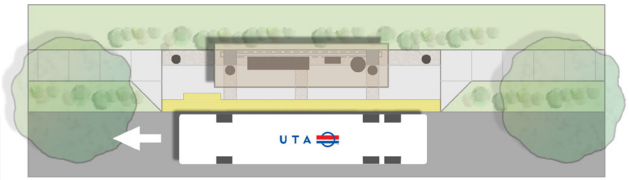


Two -Sided Center Station:



Side Station:





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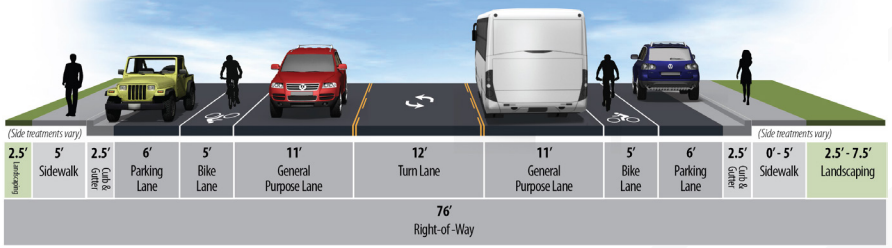
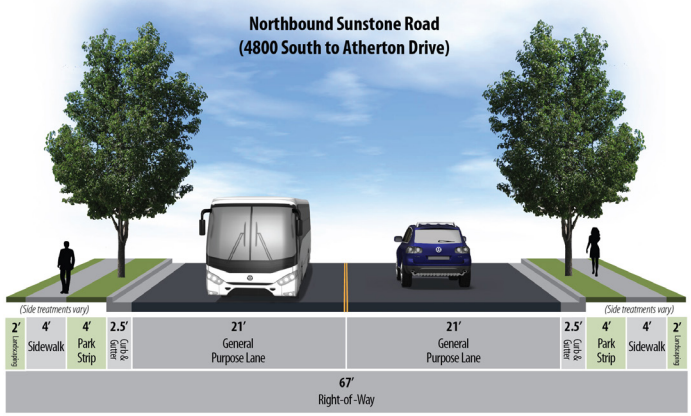
Road Configuration

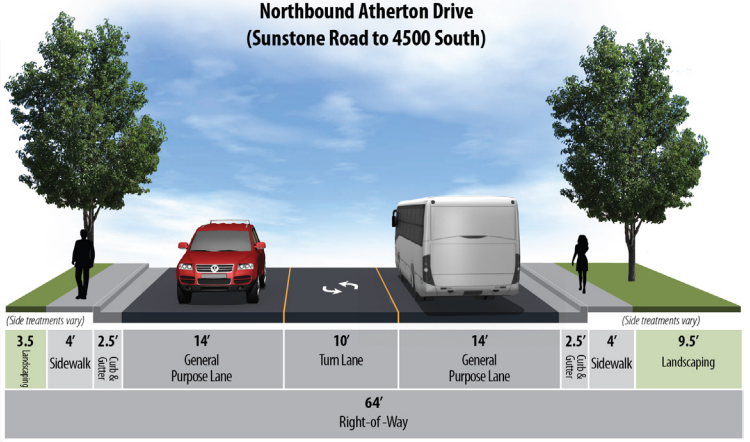
Northbound Murray Boulevard
(5115 South to Sunstone Road)



Northbound Sunstone Road
(4800 South to Atherton Drive)



Northbound Atherton Drive
(Sunstone Road to 4500 South)



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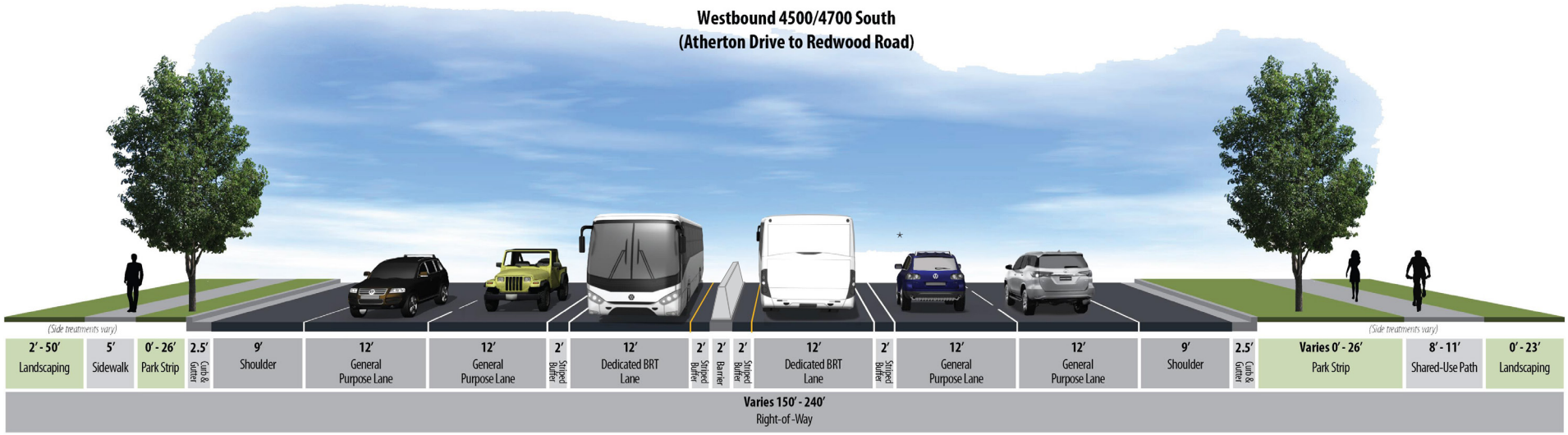

**Safety barriers will be added at required locations in the center of the road along 4500/4700 South*

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Project Timeline

August 2019
UTA Final Environmental Study Report and Decision Document

December 2019
Design Advanced Up to 60%

December 2021
Design Resumed

Spring 2023 - Fall 2025*
Construction

** Preliminary Subject to Change*

November 2018
Public Open House

December 2020
Insufficient Local Funds, Project Federalized

May 2022
1175 West Community Meeting

Summer 2022
FTA Environmental Assessment and Public Meeting

Fall 2022
FTA NEPA Decision and Start Final Design

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Connect with Us

The Environmental Assessment will be available for public comment from

July 1st, 2022 – August 2nd, 2022.

How to Comment

info@MidvalleyConnector.com

(801) 901-7888 **MidvalleyConnector.com**

Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101

Midvalley Connector Public Meeting | July 18th 2022
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Next Steps

- Collect input and feedback
- Complete environmental process
  - FTA to issue a decision document
- Determine funding
- Complete design
- Construction