



MIDVALLEY CONNECTOR FINAL DECISION DOCUMENT

AUGUST 2019



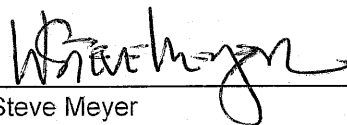
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MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT DECISION DOCUMENT

Pursuant to the Utah Transit Authority (UTA) Corporate Policy No. 4.4.1, Environmental Protection, and Board of Trustees Policy No. 3.3, Capital Development Project Implementation, UTA issues this Decision Document on the environmental analysis for the Midvalley Connector Bus Rapid Transit (BRT) Project. UTA has determined that the Midvalley Connector Final Environmental Study Report (ESR), dated August 2018, was prepared in accordance with the UTA's *Environmental Review Process for Non-Federally Funded Projects* procedures and fully evaluates the potential environmental impacts of the project. This Decision Document summarizes the Midvalley Connector BRT Project and provides the basis for UTA's decision regarding environmental review of the project. The document includes purpose and need, preferred alternative, environmental impacts, agency coordination, public comments, response to comments, and mitigation measures. After careful consideration of the ESR, its supporting documents, and the public comments, UTA finds that, provided that the mitigation measures described in the ESR and summarized in this Decision Document are undertaken, there should be no significant impacts to the environment associated with the development and the operation of the Midvalley Connector BRT Project.



Steve Meyer

Interim Executive Director

Utah Transit Authority

8/16/19

Date

**DECISION
DOCUMENT**





Rendering of Center-running Station along 4700 South Serving both Directions of Travel

INTRODUCTION

Taylorsville, Murray, West Valley City, the Utah Transit Authority (UTA), the Utah Department of Transportation (UDOT), Salt Lake Community College (SLCC), Salt Lake County, and Wasatch Front Regional Council (WFRC) worked together to prepare an Environmental Study Report (ESR) for the proposed Midvalley Connector Bus Rapid Transit (BRT) project. The proposed project is a new BRT facility connecting the Murray Central TRAX and FrontRunner station to the SLCC Redwood campus in Taylorsville to the West Valley Central TRAX station.

The portion of the BRT route from Murray Central station to the SLCC Redwood campus was analyzed as the Preferred Alternative in the 2013 Taylorsville-Murray Transit ESR completed by UTA in coordination with Taylorsville, Murray, UDOT, SLCC, WFRC, and Salt Lake County. A subsequent Decision Document was issued by UTA supporting the Preferred Alternative and the associated

environmental consequences and mitigation commitments. Since the completion of the 2013 ESR, Murray, Taylorsville, West Valley City, and UTA have agreed to extend the proposed route from the SLCC Redwood campus to West Valley Central station. The Midvalley Connector ESR was prepared to document the extension of the BRT route, as well as any refinements or changes to the 2013 Preferred Alternative.

Refinements to the 2013 Preferred Alternative focused primarily on the following:

- Extension of the BRT route from SLCC to the West Valley Central station
- Removal of the portion of the route through the Murray City Center District
- Addition of a station at Vine Street in Murray
- Refinements to the East Atherton station type and location
- Refinements to the BRT route at the 4700 South/Redwood Road intersection

The ESR included an evaluation of the potential effects of the project on resources within the study area. The project evaluated in the ESR is the subject of this Decision Document, and the ESR is hereby incorporated into this Decision Document by reference. The analysis of potential environmental impacts and the proposed mitigation measures discussed herein are described in more detail in the ESR.

PURPOSE AND NEED OF THE PROJECT

The purpose of the Midvalley Connector project is to:

- Provide a local and regional connection for destinations from the Murray Central TRAX and FrontRunner 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 need for the Midvalley Connector project includes the following:

- The existing transit network lacks an efficient and direct transit connection from FrontRunner commuter rail and TRAX to local and regional destinations in the study area.
- Accessibility and visibility are limited due to a lack of direct transit service connections between the redevelopment 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.

PREFERRED ALTERNATIVE

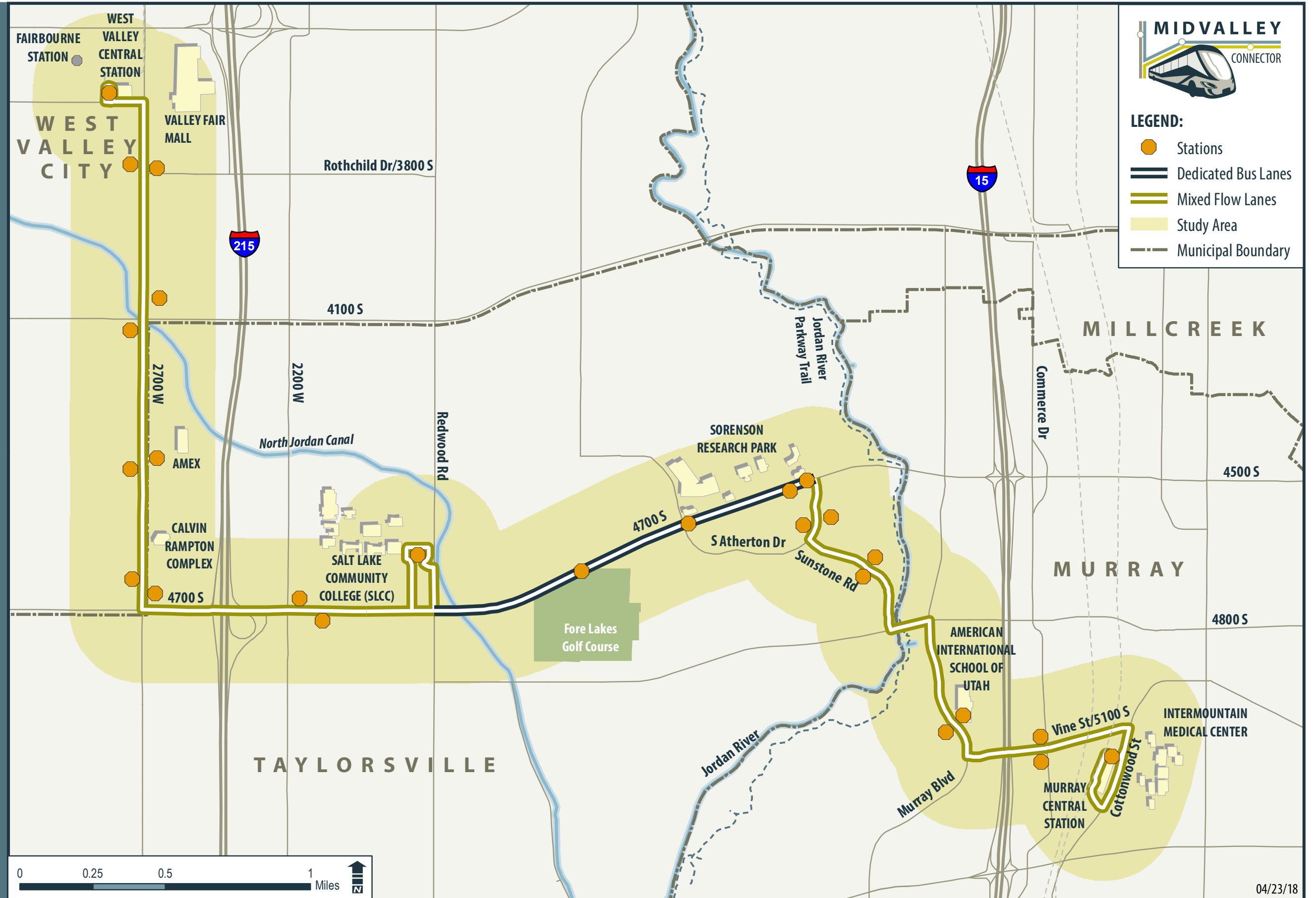
The Preferred Alternative (Figure 1) would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road, Atherton Drive, along 4700 South to SLCC. From SLCC, the BRT route would follow 4700 South west to 2700 West and then north along 2700 West to the West Valley Central station.

For most of the route, the bus would travel in mixed-flow lanes, meaning the bus would travel in the existing travel lanes with other vehicles. The Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road (Figures 1 and 2).

The Preferred Alternative includes:

- **7 miles of BRT service** to large employment, activity, and civic centers
- **Connections** to regional TRAX and FrontRunner service at the Murray Central and West Valley Central stations
- **15 stations** featuring amenities such as shelters, benches, real-time bus information, unique branding and infrastructure, and off-board fare collection/ticketing machines (Table 1)
- **1.4 miles of dedicated center-running transit lanes** on 4500/4700 South with three center stations
- **Frequent service** throughout the day (10- to 15-minute headways), with transit signal priority for BRT buses at most intersections
- **An enhanced transit plaza** at SLCC
- **A new road** at 1780 West connecting the SLCC transit hub with 4700 South
- **35-minute travel time** from Murray Central station to West Valley Central station
- **Multi-use path** and “complete street” design elements along 4500/4700 South (see Figure 2)

FIGURE 1
PREFERRED
ALTERNATIVE



**Westbound 4500/4700 South
(Atherton Drive to Redwood Road)**

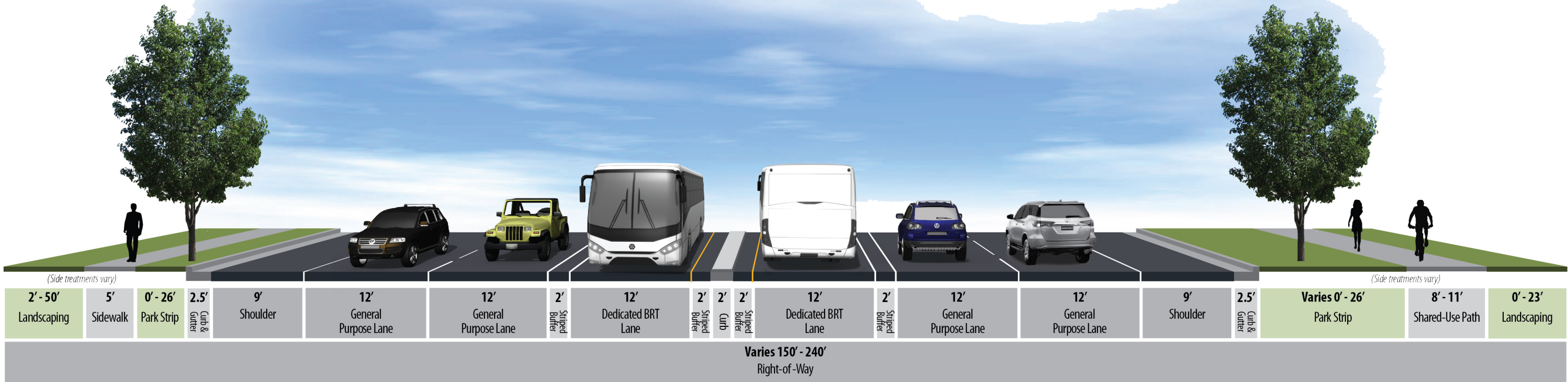


Figure 2 Dedicated BRT Lanes - Westbound 4500/4700 South (Example shown at 935 West 4700 South)

Table 1: Preferred Alternative Stations¹

STATION NAME	TYPE OF STATION (SIDE VS CENTER)
Murray Central	Transit Hub
Vine Street²	Side
Murray Boulevard	Side
Sunstone Road	Side
South Atherton	Side
East Atherton	Center/Side ³
West Atherton	Center
Fore Lakes	Center
SLCC	Transit Hub
Golden Living	Side
4700 South 2700 West	Side
American Express	Side
2700 West 4100 South	Side
2700 West 3800 South	Side
West Valley Central	Transit Hub

1. Shaded rows indicate stations that have been added since the 2013 ESR.

2. Vine Street station to be phased into the project based on Murray City and UTA determining funding and timing of station construction.

3. The westbound station would be a center platform; whereas, the eastbound station would be a side platform on the south side of 4700 South.

ENVIRONMENTAL IMPACTS AND MITIGATION

Table 2 summarizes the environmental impacts of the Preferred Alternative and applicable mitigation measures. These items are described in detail in Chapter 3 of the ESR.

Table 2: Summary of Environmental Impacts and Mitigation for the Preferred Alternative

RESOURCE	IMPACTS	MITIGATION
Land Use	<ul style="list-style-type: none"> The Preferred Alternative would support existing and future land use and redevelopment in Taylorsville, Murray, and West Valley City. 	<ul style="list-style-type: none"> No mitigation is needed.
Socio-Economic	<ul style="list-style-type: none"> The Preferred Alternative would improve access to and from the study area with improved transit service. Implementation of the Preferred Alternative would result in negative impacts to the Casa Linda Apartments, affecting the character and cohesiveness of the apartment complex. 	<ul style="list-style-type: none"> Adequate, decent, safe, and sanitary replacement housing is available within the area at affordable costs. Relocation resources will be made available to affected residents. In addition, the City of Taylorsville plans to redevelop the current Casa Linda parcel to provide new services for the surrounding neighborhoods and SLCC community.
Environmental Justice	<ul style="list-style-type: none"> The Casa Linda Apartments, a low-income and minority apartment complex, would be affected. 30 partial land acquisitions would be required. Since 2013, Taylorsville City has purchased the Casa Linda Apartments. The buildings no longer need to be purchased, but the 30 units will need to be relocated. 	<ul style="list-style-type: none"> Property acquisitions and relocations will be made according to the State of Utah Relocation Program, as specified in the Utah Relocation Assistance Act (Utah Code 57-12). Relocation resources are available to all relocated persons without discrimination.
Public Facilities	<ul style="list-style-type: none"> Local bus routes may be modified. 	<ul style="list-style-type: none"> Modifications to local bus routes will be determined during final design. UTA will complete a new service plan for any revised routes. This plan will include outreach to current riders, a public comment period for the draft plan, and public hearings in the affected area.
Transportation	<ul style="list-style-type: none"> The Preferred Alternative would improve transit connectivity and travel time between the Murray Central station, SLCC, and West Valley Central station. Local bus routes may be modified as a result of the Preferred Alternative. Construction impacts may include increased travel times and changes to travel patterns during construction. Impacts would not occur at all construction locations simultaneously, but would correspond with the phasing of construction activities. 	<ul style="list-style-type: none"> A public involvement plan will be developed to provide construction activity information to the public and businesses. A traffic management plan coordinated with Murray, Taylorsville, and West Valley cities may be necessary to assure access to local roads and businesses during construction activities.

Table 2: Summary of Environmental Impacts and Mitigation for the Preferred Alternative (continued)

RESOURCE	IMPACTS	MITIGATION
Utilities	<ul style="list-style-type: none"> The Preferred Alternative would result in impacts to utilities; specific locations and levels of impact would be updated throughout the final design process as more detailed utility information is gathered. Utility service could be disrupted during construction. 	<ul style="list-style-type: none"> Appropriate coordination will occur with all utility providers within the study area to ensure that necessary permits and agreements are in place prior to construction. Utilities directly in conflict with proposed construction will be relocated outside of the new roadway, within public right-of-way. Utilities impacted by construction that do not require relocation will be protected in place (e.g., through the use of a utility casing, adjusting the height of the utility, or adjusting the grading around the utility). Utilities that are minimally impacted by construction will require protection only during construction.
Right-of-Way Acquisition and Relocations	<ul style="list-style-type: none"> 30 partial land acquisitions would be required. Since 2013, Taylorsville City has purchased the Casa Linda Apartments. The buildings no longer need to be purchased, but the 30 units will need to be relocated. 	<ul style="list-style-type: none"> Property acquisitions and relocations will be made according to the State of Utah Relocation Program, as specified in the Utah Relocation Assistance Act (Utah Code 57-12). Relocation resources are available to all relocated persons without discrimination.
Air Quality	<ul style="list-style-type: none"> Construction may result in a temporary increase in emissions and fugitive dust. BRT can provide air quality benefits by helping to reduce overall vehicle emissions and pollutants by replacing separate private vehicle trips with fewer BRT buses that generally emit less pollution on a per-person basis. 	<ul style="list-style-type: none"> Best management practices (BMPs) such as watering will be used to minimize short-term construction air quality impacts. A fugitive dust control plan will be prepared and followed for the construction phase.
Noise and Vibration	<ul style="list-style-type: none"> No long-term noise impacts. Noise generated from construction activities would be temporary and would occur during daytime hours. 	<ul style="list-style-type: none"> BMPs such as time restrictions will be used to minimize noise impacts during construction. Construction activities will primarily occur during daytime hours (7AM to 10PM); however, some work may be completed at night. For work completed during nighttime hours, the appropriate permit will be obtained and residents adequately notified. All construction work will be subject to Salt Lake County and city noise ordinances unless exempt by a temporary noise permit obtained from the Salt Lake County Health Department.
Water Resources and Water Quality	<ul style="list-style-type: none"> Extension of the culvert at the North Jordan Canal would be required. The Preferred Alternative would result in an increase in impervious area and a corresponding increase in storm water runoff peak flow. During construction, runoff from disturbed areas could temporarily increase pollutants. The Salt Lake County trunk line may be replaced or rehabilitated where there would be road widening on 4700 South. 	<ul style="list-style-type: none"> A permit from the U.S. Army Corps of Engineers and a Salt Lake County Flood Control Permit will be required for the North Jordan Canal culvert extension. A Utah Pollutant Discharge Elimination System storm water permit will be needed during construction for impacts greater than 1 acre. BMPs such as silt fences will be used during construction, and an erosion control plan will be developed and incorporated into construction documents.

Table 2: Summary of Environmental Impacts and Mitigation for the Preferred Alternative (continued)

RESOURCE	IMPACTS	MITIGATION
Natural Resources	<ul style="list-style-type: none"> Up to 0.06 acres of non-jurisdictional wetlands may be impacted through temporary construction easements. During construction, ground-disturbing activities have the potential to spread invasive species and noxious weeds. There is potential for impact to migratory birds and raptors due to the suitable habitat found within the study area. 	<ul style="list-style-type: none"> A Section 404 permit will be required for impacts to wetlands; wetland mitigation will be determined during the Section 404 permit process. BMPs will be used to minimize the spread of invasive weeds. Vegetation should not be removed during the bird breeding season (March to August). If construction is to occur during this time, bird nest clearance surveys should be done by a qualified biologist to verify the absence of nests prior to vegetation removal. If nests are found, further coordination with the U.S. Fish and Wildlife is required.
Hazardous Waste	<ul style="list-style-type: none"> There is moderate risk that the Murray Central station construction could affect the Smelter Site Overlay District (SSOD) repository cap, exposing contaminated soils. Hazardous materials could be encountered during construction. 	<ul style="list-style-type: none"> Final design and construction work in the SSOD will be coordinated with the U.S. Environmental Protection Agency, the Utah Department of Environmental Quality, Murray City, and the property owner. Excavation or breaks in the cap over the category II material is prohibited. Specifications for protecting the cap will be included in construction documents. A development permit will be required for any work within the SSOD. Coordination with local, state, and federal agencies will be conducted if hazardous materials are encountered during construction.
Cultural Resources	<ul style="list-style-type: none"> A finding of No Historic Properties Affected for 68 eligible historic structures and two railroads. A finding of No Adverse Effect for the culvert extension at the historic North Jordan Canal, and 33 eligible historic structures. A finding of Adverse Effect for two eligible buildings (the Casa Linda Apartments). During construction, cultural resources could be discovered during ground-disturbing activities. 	<ul style="list-style-type: none"> If previously unidentified resources are discovered during construction, activities in the area of the discovery will immediately stop. The process outlined in Section 36 of the Code of Federal Regulations Part 800.13 will be followed. Coordination with local, state, and federal agencies will be conducted if cultural resources are encountered. A Memorandum of Agreement will be prepared with the Utah State Historic Preservation Office identifying mitigation measures to address the Adverse Effect. The memorandum will be prepared once project funding has been identified and the 1780 West portion of the project advances into design and construction.
Cumulative	<ul style="list-style-type: none"> Redevelopment is likely to occur at a faster rate with the Preferred Alternative. The Preferred Alternative would result in wetland impacts and contribute to the cumulative loss of wetlands in the study area. 	<ul style="list-style-type: none"> Wetland impacts will be mitigated during the Section 404 permit process.

AGENCY COORDINATION AND PUBLIC OPPORTUNITY TO COMMENT

Agency coordination and public outreach began in 2017, and included public updates via a project website and emails, outreach materials, and a public open house; monthly meetings with Taylorsville, Murray, West Valley City, WFRC, SLCC, UDOT, and UTA; and formal coordination with relevant federal, state, and local agencies.

UTA sent scoping letters on November 16, 2017, inviting comment on project information to the following agencies: U.S. Army Corps of Engineers, Utah State Historic Preservation Office, Jordan River Commission, and North Jordan Irrigation Company. No responses were received.

Additionally, UTA sent Section 106 Tribal Consultation letters to Native American tribes and relevant agencies on November 16, 2017. Though the project does not include tribal lands, Native American tribes could have an interest in the project due to the potential discovery of historic resources. No responses were received.

Over the course of the project, the project team updated the public through project and city websites, social media, newsletters, poster distribution at public locations throughout the study area, city council updates, and meetings with community councils. The project team also participated in Taylorsville Dayzz in June 2017 and 2018, at which residents were able to sign up for email updates and receive information regarding the proposed route and service improvements.

City council updates, community council meetings, and one-on-one meetings with key stakeholders and business owners also took place to allow for input on the proposed route, station locations, and potential impacts.

The public was notified of the availability and opportunity to review and comment on the Draft ESR via newspaper notices, city and project websites, email, and flyers placed in public locations and private businesses and distributed door-to-door in neighborhoods along the project route. State and local agencies also received notice of the availability of the Draft ESR for review and comment, and were given the opportunity to request a digital copy of the document.

An open house was held at the Taylorsville Recreation Center on November 28, 2018, to provide the public a direct opportunity to review the ESR and ask questions of representatives from the project team. A total of 26 people attended. A public comment period was held between November 27, 2018, and December 28, 2018. The Midvalley Connector BRT ESR was available on the project website (www.midvalleyconnector.com) and at locations listed in Table 3. Public comments received are included and addressed in Appendix A.

Table 3: Draft ESR Distribution Locations

FACILITY	ADDRESS
West Valley City Hall	3600 Constitution Blvd. West Valley City, UT 84119
West Valley City Library	2880 W. 3650 S. West Valley City, UT 84119
Murray City Hall	5025 S. State St. Murray, UT 84107
Murray City Library	166 E. 5300 S. Murray, UT 84107
Taylorsville City Hall	2600 W. Taylorsville Blvd. Taylorsville, UT 84129
Taylorsville City Library	4870 S. 2700 W. Taylorsville, UT 84129
UTA Frontlines Headquarters	669 W. 200 S. Salt Lake City, UT 84101

ADOPTION OF THE PREFERRED ALTERNATIVE

Taylorsville City, Murray City, and West Valley City each adopted resolutions in support of the Preferred Alternative on January 17, 2019, April 16, 2019, and March 12, 2019, respectively. In addition, the UTA Local Advisory Council and Board of Trustees each passed a resolution of support for the Preferred Alternative on July 17, 2019, and July 31, 2019, respectively. These resolutions are included in Appendix B.

PLANNED OUTREACH

The project team will continue to coordinate with the public and stakeholders during the final design and construction phase of the project.

COMMENTS AND RESPONSES TO THE ESR

A total of 10 comments and one petition were received during the public comment period. A summary of these comments and corresponding responses are included in Appendix A. The comments received did not reveal any material or new information or raise any issues that would require additional analysis.

DECISION DOCUMENT REQUIREMENTS

Logical Termini

The eastern terminus of the Preferred Alternative is at the Murray Central station. The western terminus is at the West Valley Central station. The logical termini were based on the need for a connection from Murray Central station to the West Valley Central station and local destinations, including SLCC, in between.

Independent Utility

The project does not depend upon the construction of other new roadways or transit facilities to be a usable and reasonable expenditure. The project will have independent utility by providing a needed transit connection from FrontRunner commuter rail and TRAX to local and regional destinations. The functionality of the project is not contingent on any new developments or transportation system changes in the cities along the BRT route.

Other Transportation Projects

As proposed, the project will not affect the ability of Taylorsville, Murray, West Valley City, UTA, UDOT and/or other local governments to implement other transportation projects. The Preferred Alternative will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

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Appendix A

PUBLIC COMMENTS & RESPONSES



Table A1: Midvalley Connector Draft ESR Public Comments and Responses

COMMENTER	COMMENT	RESPONSE
1	Yes! Yes! Yes!	Comment noted.
2	<p>1. At peak times, like 8 and 5 perhaps a bottle of traffic, north, south, east, and west, could occur.</p> <p>2. Communicate to all cities affected by the new Midvalley Connector.</p> <p>3. Drivers still driving too fast coming off of 4700 S. Drivers not being very cautious. Drivers still darting into Mountain West Credit Union haphazardly.</p> <p>4. Drivers are not cautious when pedestrians passing in front of them. Drivers behind other drivers are sometimes following to close.</p> <p>5. Merging problem on 2700 W. Its a congested road.</p> <p>6. Times on schedule - How does one have access? 10-15 Minutes</p> <p>7. So, how many vehicles does it keep of the roads. Have you forecast? Will other Cities?</p>	<p>1. Bottlenecks can be common during peak travel periods. A traffic analysis was prepared to determine how the proposed BRT route would affect traffic and bus operations during peak periods. This analysis showed that the BRT line would not result in failing operations to traffic or for the bus route during peak periods.</p> <p>2. Murray, Taylorsville, and West Valley City have been closely involved in the project by participating in monthly meetings and city council updates to each city by project team members.</p> <p>3. This comment will be provided to Taylorsville City and UDOT for consideration and is outside the scope of the proposed BRT project.</p> <p>4. The Preferred Alternative includes plans to improve pedestrian connectivity and safety throughout the study area using complete street design elements such as shared pedestrian and bicycle space, landscaping, upgraded crosswalks, increased station accessibility, and connections between regional trails. Under the Preferred Alternative, signalized intersections in the study area would feature painted crosswalks, push button activation, countdown timers, median refuges, signage, and textured curb ramps. In addition, the Preferred Alternative would improve the existing pedestrian and bicycle facility on 4500/4700 South through a multi-use path along 4700 South.</p> <p>5. Comment noted. This comment will be provided to Taylorsville City and UDOT for consideration and is outside the scope of the proposed BRT project.</p> <p>6. Buses will run with up to 10-minute headways during peak travel periods and 15-minute headways in off-peak travel periods. Route information is accessible on UTA's website at www.rideuta.com.</p> <p>7. A traffic analysis was prepared that evaluated the future ridership on the proposed BRT route and the traffic operations of the roadways and intersections. The ridership of the project is projected to be 2,200 to 2,700 riders per day. It can be assumed that a portion of these individuals who choose to use transit are not driving a vehicle and thereby reducing the number of vehicles from the roadways.</p>

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTS	COMMENT	RESPONSE
3	We are concerned about this project for several reasons. Our backyard faces 4700 S. We want to make sure that the sound walls go up before the designated route goes in. Also, we do not want 1300 W. opened up to traffic and we will fight against that.	A noise analysis was prepared to evaluate noise impacts and potential mitigation such as noise barriers. The results of the noise analysis showed that there would be no noise impacts warranting noise barriers along 4700 South. The project has the potential to lower overall noise by decreasing the number of cars on the road. Please see the noise section in the ESR for an explanation of the noise analysis process. The existing walls and/or fences that delineate the properties along 4700 South will be removed and reconstructed as part of the project. Opening 1300 West to vehicles is independent of the BRT project and is a conceptual plan by the City. It is dependent on the redevelopment of Fore Lakes Golf Course and will require an independent intersection study performed by the City and UDOT that will ultimately determine changes to the 1300 West intersection.
4	1300 West - Cars within neighborhood think they can access 4700 S. Do something to provide pedestrian access but discourages vehicle access.	The project includes a shared-use path on the north side of 4700 South that will improve both pedestrian and cyclist accessibility to the stations and surrounding neighborhood. Opening 1300 West to vehicles is independent of the BRT project and is a conceptual plan by the City. It is dependent on the redevelopment of Fore Lakes Golf Course and will require an independent intersection study performed by the City and UDOT that will ultimately determine changes to the 1300 West intersection.
5	Sign at Sunstone; turning radii; Sunstone station location further south.	Comment noted. Once the project advances into final design, orientation of the station in relation to the Sunstone sign and turning radii will be finalized.
6	Great project! Please let me know if you need UDOT transit assistance. One question - 15 stops in 7 miles is more than 2 stops per mile in mostly non-downtown environment. Does ridership justify slowing overall system? Has your team considered some stations as future stations that are lower in ridership? For comparison BRT UVX is approximately 1.5 stops per mile.	Station sites were determined on a case-by-case basis based on major trip generators and attractors. Additionally, it was preferred to have stops spaced closer to improve accessibility to the route. The large blocks along the route impede accessibility.
7	What is being done to protect the families that live along 4700 south and 45? Are they building a wall?	A noise analysis was prepared to evaluate noise impacts and potential mitigation such as noise barriers. The results of the noise analysis showed that there would be no noise impacts warranting noise barriers along 4700 South. The project has the potential to lower overall noise by decreasing the number of cars on the road. Please see the noise section in the ESR for an explanation of the noise analysis process. The existing walls and/or fences that delineate the properties along 4700 South will be removed and reconstructed as part of the project.

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTER	COMMENT	RESPONSE
8	<p>To begin with, they're [UTA] cost over run on the Provo-Orem line was so astronomical and out of line it's not even feasible to do that. The fact that UTA is \$2 billion in debt and they're letting people ride the bus free in Orem and Provo is totally ridiculous, and I don't believe we need to support any more of UTA and their pipe dreams. All they've been is a drain on tax dollars since they've first come into existence. I think we need to shape them up and get somebody in there that knows what the hell is going on, get out of debt, and slow down on this construction that they cannot, will not, and have not filled their ridership quotes on any line they've built in the last five years, that I know of. So, if you're affiliated with them, please relay that to them. I personally think there's too much hanky panky going on with UTA to even support them in any way. And by the way, they've killed enough people that the surgeon general should put a warning, "this train can be hazardous to your health". Thank you!</p>	<p>Comment noted. Ridership data from the opening year of UVX indicate strong ridership and support for the BRT service in Orem/Provo. The UVX line has more than 2 million boardings in less than a year since opening (August 2018 to June 2019). Ridership along the corridor has more than tripled since UVX opened, with 8,300 average weekday boardings (UTA Operations Analysis and Solutions, July 23, 2019).</p>
9	<ol style="list-style-type: none"> 1. How is this going to be paid for - state, local, federal, etc. ? 2. What is this ridership? 3. Why are there so many stops and so close together? 4. How will there be such fast service with so many stops? 5. Will this increase our taxes? 	<ol style="list-style-type: none"> 1. Taylorsville City is the project sponsor and is working with project partners to secure state and local funds for the construction and operation of the project. 2. Ridership is projected at 2,200 to 2,700 riders per day in the opening year (2021). Ridership on the existing route 47 is estimated to decrease from nearly 1,800 average daily boardings to between 800 and 900 daily boardings by opening day of the Preferred Alternative (2021), compared to 2,000 to 2,400 daily boardings (2021) without the Preferred Alternative. 3. The stops were evaluated and determined based on criteria such as ridership capture, proximity to major trip generators, and attractors and input from the cities and stakeholders. The project does include transit signal priority to expedite travel time at intersections. 4. The dedicated lanes on 4500/4700 South remove the bus from traffic. Signals may include bus priority timing. 5. It is expected that the funds will come from existing tax revenue.

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTS	COMMENT	RESPONSE
9 (continued)	<p>6. You're going to destroy two homes for this idea? These people have been living in their homes for 40 years. It will be a burden for these people if they are finished paying their mortgage.</p> <p>7. Where is the funding coming from if UTA is already \$2 billion in debt?</p> <p>8. Concern over voter approval over taxes for UTA operations.</p> <p>9. Have already increased taxes this year for police, fire, sales, mortgage</p> <p>10. Concerned that buses will not have good ridership. Buses along 4700 S are not used.</p> <p>11. You don't know where your money is coming from. The bigger the system gets the more we have to pay for.</p> <p>12. Everyone has cars - the buses won't be utilized.</p> <p>13. This should be canceled. You don't have the money and we don't want more taxes. There aren't any people using TRAX or buses, especially during the day.</p> <p>Salt Lake Tribune - Thursday December 13 - page. A-12</p>	<p>6. The only properties requiring relocation are the two buildings associated with the Casa Linda Apartments. The two buildings as part of Casa Linda Apartments were purchased in 2013 by the City of Taylorsville. Residents in the apartment complex are in month-to-month contracts and were notified of the future removal of the buildings. The residents will be relocated in conformance with the Utah Relocation Assistance Act (Utah Code 57-12).</p> <p>7. Taylorsville City is the project sponsor and is working with project partners to secure state and local funds for the construction and operation of the project.</p> <p>8. It is expected that the funds will come from existing tax revenue or other funding sources.</p> <p>9. It is expected that the funds will come from existing tax revenue or other funding sources.</p> <p>10. Route 47 currently has a ridership estimated at 1,800 daily boardings per day. The travel time along the route will be comparable to cars, creating a competitive alternative that may be faster than cars as congestion increases over time.</p> <p>11. Taylorsville City is the project sponsor and is working with project partners to secure state and local funds for the construction and operation of the project.</p> <p>12. Ridership data from the opening year of UVX indicate strong ridership for BRT service. The UVX line has more than 2 million boardings in less than a year since opening (August 2018 to June 2019). Ridership along the corridor has more than tripled since UVX opened, with 8,300 average weekday boardings (UTA Operations Analysis and Solutions, July 23, 2019).</p> <p>13. Ridership data from the opening year of UVX indicate strong ridership for BRT service. The UVX line has more than 2 million boardings in less than a year since opening (August 2018 to June 2019). Ridership along the corridor has more than tripled since UVX opened, with 8,300 average weekday boardings (UTA Operations Analysis and Solutions, July 23, 2019).</p>

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTER	COMMENT	RESPONSE
10	<p>I am against UTA attempting any other large transit projects until they can show that they can successfully build, operate and get ridership on expensive projects.</p> <p>The 35MAX BRT on 3500 S. has had about 3200 passengers a day despite using 2 lanes of traffic for BRT (part of the way in the most congested part of 3500 South) that could carry 5000 ADT a lane of cars with more than one passenger. The ridership has stayed about the same and only saves 15 minutes of a 70-minute trip. A successful BRT would generally be handling 5000 plus passengers a day. The Provo BRT is not able to show success due to the free fare. The Weber State Ogden BRT proposal will be spending over \$60 million to save 5 minutes out of a very efficient and effective 15-minute bus ride to Weber State University. The hope, of course, is to help redevelop 25th Street west of Washington Blvd. But the single-family homeowners along the route may end up fighting at every step of the construction. The hope of development keeps coming up, but I have found no real evidence that it significantly helps in Utah. Development in many TRAX station areas is very slow. Portland had the same thing happening. The successful Farmington station was due to the aggressive efforts of the Farmington Economic Development team (who fought hard for Cabela's). Most of the station developments are car oriented like Murray and Farmington and Central Pointe.</p> <p>The large developments in Sugar House can be attributed to the linear park (Parleys Trail) and two large parks with significant amenities. The S-Line did not result in construction of a mixed use and walkable area. It resulted in a lot of zombie buildings with ground floors off limits to the public. Sugar House got its character because it was walkable and had a lot of windows for showrooms. The new developments did away with that and cars proliferated. The S-Line ridership is about a third of what was predicted.</p> <p>If the community knew that part of the effort of this BRT plan is to close and redevelop Fore Lakes Golf Course, UTA would be tarred and feathered and run out of town on an electric scooter. That is reason enough to not consider this plan. From the ESR: "development of this station depends on the transformation of the existing Fore Lakes Golf Course site into a transit-oriented development. While not currently planned, this modification could have significant positive impact on the surrounding neighborhood and community at large, in addition to enhancing long term BRT ridership."</p>	<p>35 MAX BRT and Weber Ogden BRT: Comment noted. This issue is not in the scope of this project. Despite the free fare, the UVX line has more than 2 million boardings in less than a year since opening (August 2018 to June 2019). Ridership along the corridor has more than tripled since UVX opened, with 8,300 average weekday boardings (UTA Operations Analysis and Solutions, July 23, 2019).</p> <p>Sugar House and the S-Line: Comment noted. This issue is not in the scope of this project. It is difficult to determine the cause and effect of all the changes that have happened in Sugar House over the last 10 years, but UTA is not responsible for land use decisions. The "predicted" ridership published in the Environmental Assessment (EA) for the Sugar House Streetcar (S-Line) was for year 2030 and was based on assumed growth, land use and demographics. The EA describes two methodologies resulting in 2030 ridership ranging from 2,000 to 3,400 boardings per day. In 2018, the S-Line average weekday boardings were 1,350. In addition to the S-Line, UTA also constructed a portion of the Parley's Trail within UTA rail right-of-way as part of the greenway improvements for the Sugar House area.</p> <p>Fore Lakes Redevelopment: The potential redevelopment of Fore Lakes Golf Course is based on Taylorsville City land use planning documents. As stated in the document, Taylorsville City's land use and transportation plans identify the golf course as a potential transit-oriented development. However, no development plans have been brought to the City, nor have there been discussions between a willing seller and the City. Redevelopment of Fore Lakes is independent of this project. UTA is not involved in the potential Fore Lakes redevelopment.</p>

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTER	COMMENT	RESPONSE
10 (continued)	<p>But a bigger reason is to recognize and study the LA study last year that showed that, to get more ridership, LA spent over \$15 billion. It resulted in ridership, after 20 years, going from 147 million a month to 154 million a month! Almost nothing.</p> <p>Before projects, a robust bus system should be restored in accordance with the last UTA audit. Buses provide a cheaper, more efficient (shared with cars, the preferred choice of transportation) mass transit service. If the State wants a nicer ride, remove the ugly coverings from the windows so riders can look out and enjoy our beautiful State (studies show that a clean window is the second biggest reason for riding a bus - right after a pleasant bus rider). The goal should be to encourage those who can only afford an older car that pollutes more, to want to use the bus system. But if stations are far apart (4 blocks) people won't walk to ride them. Proof is the effort by cities to put in mid-block crosswalks along State Street because they acknowledge that people won't walk half a block to the light! A bus stop every block is the best way to encourage ridership.</p> <p>The BRT would cost about \$15 million a mile while an effective enhanced bus would cost a tenth of that cost and have a lane at lights and light priority. The area needs a freeway more than a BRT. According to the report, UDOT is going to add two lanes. I wouldn't be surprised if they try to add 4 lanes (which is needed at 39,000 ADT). The Report made the best point, "Can BRT move enough people to allow state to forego extra lanes?"</p>	<p>Robust Bus System: BRT is defined by fewer stops and improved travel times, as buses do not have to stop every block. Route 47 will still provide underlying service to stops with less spacing between them.</p> <p>BRT Costs and UDOT Widening: Cost estimates completed by the project team have concluded that the BRT project would be approximately half the cost stated in this comment. Any widening of 4500/4700 South will be at the State's discretion, as it is a State road.</p>

Table A1: Midvalley Connector Draft ESR Public Comments and Responses (continued)

COMMENTER	COMMENT	RESPONSE
10 (continued)	<p>The center road stations require slowing traffic for pedestrian crossings which increase pollution, especially at the Fore Lakes Station! The center stations create danger for those who have difficulties crossing high traffic streets, like wheelchairs. Riders tend to race across traffic lanes to catch a TRAX or bus in the center lane which is less probable if there are 6 lanes of traffic between the ride and the rider.</p> <p>If the biggest potential development areas say no, then even trying to justify the project with development potential does not make sense. SLCC is the only potential and they do not redevelop. The golf course is a big fight. The low-income housing will also result in a fight and will not be easily replaced (SLC lost housing despite promises to replace the redeveloped low-income housing! Low income housing loss is irreversible. Eminent domain can be messy and unfair. UTA has been fighting one fight for 10 years. Sorenson Research Park estimates very low employee ridership. I agree. Highly paid jobs result in more cars and very little ridership.</p> <p>The BRT should not have zig zags. They, like rail should go straight. Before spending money on this project, a real cost benefit analysis should take place and compare a higher frequency regular and enhanced bus with the costly BRT and loss of 2 lanes for 1.4 miles.</p> <p>Note that there is no further funding from the State, but it is/will be in the next RTP. But it is not prioritized with more important projects and service expansions. The ESR should have that prioritization and cost benefit analysis and ridership predicted based on historical data which indicates predictions to be three times reality of ridership.</p> <p>Station concepts look like they won't work in sunshine and snow and rain - Minnie mouse /tiny cover for riders? It is time that UTA listens to riders that complain about being forced to stand in a 3-foot-wide covered area. The fancy designs look really expensive with a micro shelter! How about a minimum of 10-foot-wide shelter cover?</p> <p>In other words, I am against this project until bus service is increased. Don't do what LA did and the study from last year (2017) showed, almost no increase in ridership.</p>	<p>Center-Loading Stations: The stations create equal walking distance for riders approaching the station from both sides of the road. Stations located on one side of the road require riders to cross the entirety of the road if they are traveling in the direction opposite of the flow of traffic on their side of the road. Additionally, the stations act as refuge for pedestrians crossing the street. This benefits people in wheelchairs, as signal cycles may be too short for them to cross safely. Pedestrian crossings and safety features are incorporated into the project and will comply with the Americans with Disabilities Act.</p> <p>Potential Redevelopment, Housing, and Sorenson Research Park: Redevelopment of land is under the jurisdiction of each municipality. The Casa Linda Apartments were purchased by Taylorsville City following the completion of the 2013 Taylorsville-Murray Transit ESR. Relocation of the apartment's residents will be done in compliance with the Utah Relocation Assistance Act (Utah Code 57-12). New construction of low-income housing to replace Casa Linda is not planned; however, there are various low-income apartment complexes in Taylorsville (one of which, Bridgeside Landing, is just north of the project area off 4500 South), five in Murray, and approximately 20 in West Valley City. As congestion increases in the study area, BRT will be a competitive alternative to cars.</p> <p>BRT Cost/Benefit Analysis: The 2009 Taylorsville-Murray Transit Corridor Alternatives Analysis evaluated alternative modes including forms of enhanced bus, light rail, and BRT. BRT was chosen as the preferred mode in that study. Moreover, the 2013 Taylorsville-Murray Transit ESR compared side-running, north-running, center-running, and queue jump systems on 4700 South. Center running was identified as the preferred transit lane option as it improves walkability, does not interfere with local bus service, and has higher modeled ridership.</p> <p>Funding: Taylorsville City is working with project partners to obtain local and state funding.</p> <p>Stations: Comment noted. The shelter is approximately 12 feet wide. The platform is approximately 14 feet wide.</p>

12/26/2018

Mail - info@midvalleyconnector.com

BRT comments

Naida Stayner [REDACTED]

Tue 12/18/2018 4:38 PM

To: Midvalley Connector Project Team <info@midvalleyconnector.com>;

📎 2 attachments (6 MB)

BRT Petition.docx; Petition signatures.pdf;

Please see the attached petition and signature pages with 145 signatures expressing the opposition of the residents of the Meadowbrook subdivision to opening 1300 W. at 4700 So. to vehicular traffic. All addresses are in Taylorsville, 84123. Please respond to the following email address and as many other email addresses as you prefer. All replies will be passed on to the residents of this subdivision.

Sincerely,

Naida Stayner

[REDACTED]

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name Print/sign	Address	E-mail for updates - optional
Naida Stayner Naida Stayner	[REDACTED]	[REDACTED]
ROB STAYNER Robert Stayner	[REDACTED]	[REDACTED]
Lisa Stoumell	[REDACTED]	[REDACTED]
Judy Lynne Talbot	[REDACTED]	[REDACTED]
Lary Talbot [Signature]	[REDACTED]	[REDACTED]
Rita Offrett Rita Offrett	[REDACTED]	[REDACTED]
Jerry Fullmer Jerry Fullmer	[REDACTED]	[REDACTED]
Ann Fullmer Ann Fullmer	[REDACTED]	[REDACTED]
Helen Shaw Helen Shaw	[REDACTED]	[REDACTED]
Leland K. Putnam Leland K. Put	[REDACTED]	[REDACTED]
CAROLYN OSTERMAN Carolyn Osterman	[REDACTED]	[REDACTED]
ELDON ROBERTS (Bud) Eldon Roberts	[REDACTED]	[REDACTED]

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name	Address	E-mail for updates - optional
Marcus Singleton <i>Marc Singleton</i>	[REDACTED]	[REDACTED]
Holly Flitton <i>Holly Flitton</i>	[REDACTED]	[REDACTED]
Skip Musgrave <i>Skip Musgrave</i>	[REDACTED]	[REDACTED]
Albert Kendal Flitton <i>Albert Kendal Flitton</i>	[REDACTED]	
GARY MANNING <i>Gary Z Manning</i>	[REDACTED]	
Lucinda S Manning <i>Lucinda S Manning</i>	[REDACTED]	
JILL M. PEIL <i>Jill M. Peil</i>	[REDACTED]	
Tammy Parker <i>Tammy Parker</i>	[REDACTED]	
CLAUDIA M. WILSON <i>Claudia M. Wilson</i>	[REDACTED]	
BRAD EDGINTON <i>Brad Edginton</i>	[REDACTED]	
STEVE JONES <i>Steve Jones</i>	[REDACTED]	
Gigi Corpe <i>Gigi Corpe</i>	[REDACTED]	

ks.org

84123

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Randy Ortiz <i>Randy Ortiz</i>	[REDACTED]	
Jeremiah Spence <i>Jeremiah Spence</i>	[REDACTED]	
Mary Ellen Thomas Mary Ellen Thomas	[REDACTED]	[REDACTED]
CHRIS MAJOREK <i>Chris Majorek</i>	[REDACTED]	
DUSTIN GIRA LA <i>Dustin Gira</i>	[REDACTED]	
MUSIC THE TRAIL <i>Music the Trail</i>	[REDACTED]	
Lyndsey Hotmer <i>Lyndsey Hotmer</i>	[REDACTED]	[REDACTED]
Connie Richards <i>Connie Richards</i>	[REDACTED]	[REDACTED]
<i>Andrew J. ...</i>	[REDACTED]	
<i>H. ...</i> Hunter Dear	[REDACTED]	
Jeremy Roberts <i>Jeremy Roberts</i>	[REDACTED]	[REDACTED]

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
CLIFT T. BLAIR <i>Clift T. Blair</i>	[Redacted] 84123	[Redacted]
Mary L BLAIR <i>Mary L Blair</i>	[Redacted] 84123	[Redacted]
Tiffany Belcher <i>Tiffany Belcher</i>	[Redacted] 84123	
Kenneth Filton <i>Kenneth Filton</i>	[Redacted]	
Steve Tafer <i>Steve Tafer</i>	[Redacted]	
Ben Tafer <i>Ben Tafer</i>	[Redacted]	
Daryl Reeves <i>Dm</i>	[Redacted]	
Ken Reeves <i>Ken Reeves</i>	[Redacted]	
ANN KLEINBERG <i>Ann Kleinberg</i>	[Redacted]	[Redacted]
Gertrudys Richardo <i>Gertrudys Richardo</i>	[Redacted]	
Lidia Perez <i>Lidia Perez</i>	[Redacted]	

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
George Nolan <i>George Nolan</i>	[Redacted]	[Redacted]
Alexis Wilson <i>Alexis Wilson</i>	[Redacted]	[Redacted]
Rosalie Nolan <i>Rosalie Nolan</i>	[Redacted]	
Vivian Wood <i>Vivian Wood</i>	[Redacted]	
Vernal D. Wood <i>Vernal D. Wood</i>	[Redacted]	
Chloe Grossman <i>Chloe Grossman</i>	[Redacted]	[Redacted]
Melvin J. Pack <i>Melvin J. Pack</i>	[Redacted]	[Redacted]
Paula Pack <i>Paula S. Pack</i>	[Redacted]	[Redacted]
Robin M Edwards <i>Robin M Edwards</i>	[Redacted]	[Redacted]
Ross Jones <i>Ross Jones</i>	[Redacted]	[Redacted]
CLAUDIA L. JONES <i>Claudia Jones</i>	[Redacted]	[Redacted]
Betty Valera <i>Betty Valera</i>	[Redacted]	[Redacted]



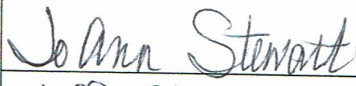



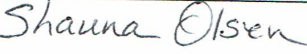

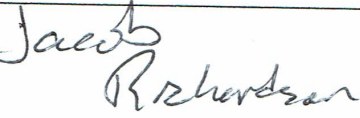





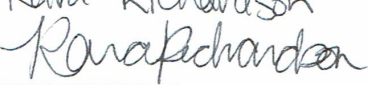




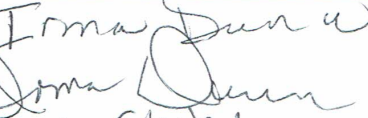
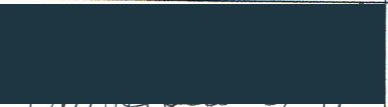
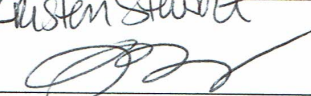

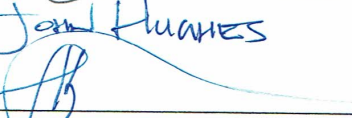

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Bobbie King Bobbie King	[REDACTED]	
Don Jones Don L. Jones	[REDACTED]	
Tasha Prettyman Tasha Puller	[REDACTED]	[REDACTED]
Shawna Cannon Shawna Cannon	[REDACTED]	
Judy Hawes Judy Hawes	[REDACTED]	
Sterling Hawes Sterling Hawes	[REDACTED]	[REDACTED]
Tyler DePeit Tyler DePeit	[REDACTED]	
Barbara Drabner	[REDACTED]	[REDACTED]
Marianne Van Beekum Richard Van Beekum	[REDACTED]	
MCKENNA COOK MCKENNA COOK	[REDACTED]	
Sandra Smith Sandra Smith	[REDACTED]	
Thomas Smith Thomas W. Smith	[REDACTED]	

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Perry Van Schelt <i>Perry Van Schelt</i>	[Redacted]	[Redacted]
Douglas E Kemp <i>Douglas Kemp</i>	[Redacted]	[Redacted]
Vyonne D Kemp <i>Vyonne Kemp</i>	[Redacted]	[Redacted]
S.M TAYLOR <i>S. M. Taylor</i>	[Redacted]	[Redacted]
Larry V. Thomas <i>Larry V. Thomas</i>	[Redacted]	[Redacted]
Janice G. Thomas <i>Janice G. Thomas</i>	[Redacted]	[Redacted]
Susan Hawkins <i>Susan Hawkins</i>	[Redacted]	[Redacted]
JAMES P. RICHENS <i>James P. Richens</i>	[Redacted]	[Redacted]
Dixie Richens <i>Dixie Richens</i>	[Redacted]	[Redacted]
Judy Moksnes <i>Judy Moksnes</i>	[Redacted]	[Redacted]
Ray Moksnes <i>Ray Moksnes</i>	[Redacted]	[Redacted]
Britta Hughes <i>Britta Hughes</i>	[Redacted]	[Redacted]





















We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
<p>Dave Stewart </p>		
<p>Jo Ann Stewart </p>		
<p>Jeff Olsen </p>		
<p>Shauna Olsen </p>		
<p>Jacob  Richardson</p>		
<p>Angus Wright </p>		
<p>Suzanne Enriquez </p>		
<p>Kara Richardson </p>		
<p>Roger Dun </p>		
<p>Irma Dun </p>		
<p>Kristen Stewart </p>		
<p>Joni Huarez </p>		


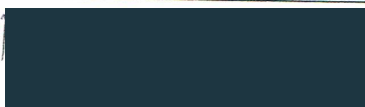

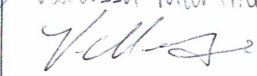

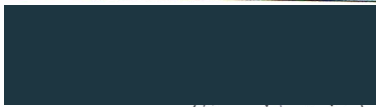


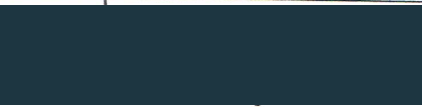


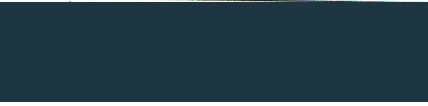

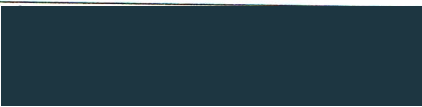






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Name	Address	E-mail for updates - optional
Sally Beesley Sally Beesley	[REDACTED]	[REDACTED]
Sam Beesley Sam Beesley	[REDACTED]	[REDACTED]
DAVID C. HEINZE [Signature]	[REDACTED]	[REDACTED]
Margie Heinze Margie Heinze	[REDACTED]	[REDACTED]
Judy L. Garrigus Judy L. Garrigus	[REDACTED]	[REDACTED]
MICHAEL GARRIGUS Michael B. Garrigus	[REDACTED]	[REDACTED]
Harold Ralph Higley Harold Ralph Higley	[REDACTED]	[REDACTED]
Christine Anderson Christine Anderson	[REDACTED]	[REDACTED]
Blake Anderson Blake Anderson	[REDACTED]	[REDACTED]
melvin lane melvin lane	[REDACTED]	[REDACTED]
Mary SANOK MARY SANOK	[REDACTED]	[REDACTED]
Dennis Sanok	[REDACTED]	[REDACTED]



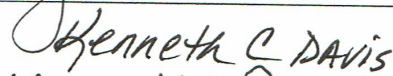







We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Alexandra Harmon 		
Andy Hall 		
Mandy Redmond 		
Rax Redmond 		
Emily Redmond emily redmond		
James Lucero 		
CRYSTAL HUTCHINGS Crystal Hutchings		
Christopher Dizon Crizon		
SUEAN HARMON 		
DANIEL HUTCHINGS 		

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Javier Muñoz 		
Vanessa Martinez 		
Matt Daniels 		
Leydi Daniels 		
Elke Daras Elke Daras		
MORRIS Daras morri Daras		
Kristin Perkins Kristin Perkins		
Amanda Rendón 		

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
JILL DAVIS 		
KENNETH C DAVIS  Kenneth C Davis		
JOANN CRAWLEY 		
Kenneth Perkins 		

We the undersigned express our opposition to the opening of 1300 West to vehicular traffic at 4700 South for the reasons stated on the previous page.

Name – Print above Sign below	Address	E-mail for updates (optional)
Brittany Vogen <i>Brittany Vogen</i>	[REDACTED]	[REDACTED]
Chris Strub <i>Chris Strub</i>	[REDACTED]	[REDACTED]

On Thu, Dec 20, 2018 at 2:58 PM Kristie Overson <koverson@taylorsvilleut.gov> wrote:

Dear Naida and Meadowbrook Subdivision Residents,

First, I want to say thank you for your comments, questions and involvement in this important project for our city. I understand the concerns that have been expressed in this petition for the future intersection concept at 1300 West and 4700 South.

As requested, detailed responses to each of your questions are provided below.

1 – Can you please detail the current plans for a mid-road bus stop at 1300 W. and 4700 South, including vehicular and pedestrian traffic?

The Midvalley Connector Bus Rapid Transit (BRT) Preferred Alternative includes a new traffic signal and center-loading station at 1300 West and 4700 South, across from the entrance to the Fore Lakes Golf Course.

The Fore Lakes signal and station provide several key aspects for the BRT route:

1. **Left-hand Turns:** The new signal would provide a left-hand turn for westbound traffic into Fore Lakes Golf Course.
2. **BRT Operations:** As the Fore Lakes signal turns green, the westbound bus will receive priority to advance in front of the general traffic to move to the outside lane as it approaches Redwood Road. Signal priority is needed at the Fore Lakes intersection to allow for the westbound bus to exit the dedicated transit lane and safely advance to the Redwood Road intersection without vehicle-bus conflicts and delay due to the congestion at Redwood Road.
3. **Safe Pedestrian Crossing:** The Fore Lakes signal will allow for a safe signalized pedestrian crossing to and from the BRT station and across 4700 South (see Figure 1 below).

- 4. Fore Lakes Station:** A station analysis was first performed in 2011 as part of the 2011-2013 BRT study. The 2011-2013 study found that a new Fore Lakes station was warranted to accommodate current and future BRT riders and support redevelopment along 4700 South. The 2017-2018 study advanced the 2011-2013 decision for a Fore Lakes station and reaffirmed the need for a new station and signal at Fore Lakes. Any center-boarding station, like Fore Lakes, would be located at a signalized intersection to allow for bus signal priority (as described in #2 above). The Fore Lakes station would be located just west of a new signalized intersection and include pedestrian crossings, benches and a shelter.

It is important to note that the BRT Preferred Alternative assumes that the Fore Lakes signal and station does not include the opening of 1300 West to traffic. 1300 West would remain as it is today, closed to traffic to and from 4700 South. The study does include the phased concept plan to open 1300 West to traffic in the future, but this is entirely dependent upon the redevelopment of Fore Lakes Golf Course.



Figure 1: BRT Preferred Alternative: Fore Lakes Center-boarding Station and Signal Rendering

2 – Would left-turn access continue to be available at the Fore Lakes Golf Course intersection? Will the left turn access be controlled or protected?

Yes, a left-turn lane for westbound traffic into the Fore Lakes Golf Course would be provided at the new Fore Lakes signalized intersection.

3. – **Most importantly**, at what point would it be recommended to open up 1300 West at 4700 South to vehicular traffic and if the connection at 1300 West and 4700 South is recommended for vehicular traffic or to be a full access intersection, what criteria do you anticipate be met for such a connection?

The concept to open 1300 West to traffic is dependent upon Fore Lakes redeveloping. It is important to note that the concept for opening 1300 West to traffic is just a concept. If Fore Lakes develops, and if the City desires to move forward with the concept of opening 1300 West to vehicular traffic, a traffic and preliminary design study would be warranted. A traffic study would detail the projected traffic at the Fore Lakes intersection if 1300 West were to be opened to traffic. The traffic study would detail how many cars are expected to use each leg of the intersection. For instance, the traffic study would project how many cars would travel through 1300 West into the neighborhood from 4700 South or the new Fore Lakes development. The results of the traffic study would then be used for a preliminary engineering design layout of the new four-way intersection. The results of the traffic and preliminary engineering study would inform the potential impacts to the neighborhood. The City would use the results of the traffic and preliminary engineering study to make an informed decision on whether or not to move forward with the opening of 1300 West.

I hope the responses provided above have helped to clarify the proposed BRT Fore Lakes station and signal design, and the future 1300 West intersection concept.

Again, I appreciate you taking the time to provide meaningful comment and feedback on the project. If you have further questions or comments or would like to meet in person to discuss or clarify issues, please let me know and we can make additional arrangements.

Thanks and have a Merry Christmas!

Kristie S. Overson

Mayor, City of Taylorsville



2600 W. Taylorsville Blvd. · Taylorsville, UT 84129

801-955-2002 office · 801-244-2462 cell · 801-963-7891

koverson@taylorsvilleut.gov · www.taylorsvilleut.gov

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Please do not print this e-mail unless it is completely necessary!

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Appendix B

RESOLUTIONS



CERTIFICATE OF PASSAGE

STATE OF UTAH)
) SS:
COUNTY OF SALT LAKE)

I, Cheryl Peacock Cottle, do hereby certify that I am the duly appointed, qualified and Acting City Recorder for the City of Taylorsville, State of Utah, and do hereby certify that the foregoing is a true and correct copy of Resolution No. 19-03 entitled:

“A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT”

duly adopted by the City of Taylorsville, by the City Council thereof at a meeting duly called and held in Taylorsville, Utah, on the 16th day of January, 2019, at the hour of 6:30 p.m. of said day, and I certify that after its passage I caused to be filed a copy of the Resolution.

Dated this 17th day of January, 2019.

S E A L:




Cheryl Peacock Cottle, CMC
Taylorsville City Recorder

TAYLORSVILLE, UTAH
RESOLUTION NO. 19-03

**A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR
THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the Taylorsville City Council (the “Council”) met in regular session on January 16, 2019, to discuss, among other things, declaring support for the locally preferred alternative for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”), which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville and to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, and the existing transit network lacks an efficient and direct connection to regional destinations including Taylorsville; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road and Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then North along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes - the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road
- South Atherton

- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Taylorsville City Council that the City supports the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connecting the Murray Central station to Salt Lake Community College and the West Valley Central station, as described above and shown in the figure attached hereto.

This Resolution, assigned Resolution No. 19-03, shall take effect upon passage and approval.

PASSED AND APPROVED by the Taylorsville City Council this 16 day of January, 2019.

TAYLORSVILLE CITY COUNCIL

By: 
Daniel J. Armstrong, Council Chair

SEAL

VOTING:

Meredith Harker	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Ernest Burgess	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Dan Armstrong	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Curt Cochran	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Brad Christopherson	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>

PRESENTED to the Mayor of the City of Taylorsville for approval this 17 day of January, 2019.

APPROVED this 17 day of January, 2019.



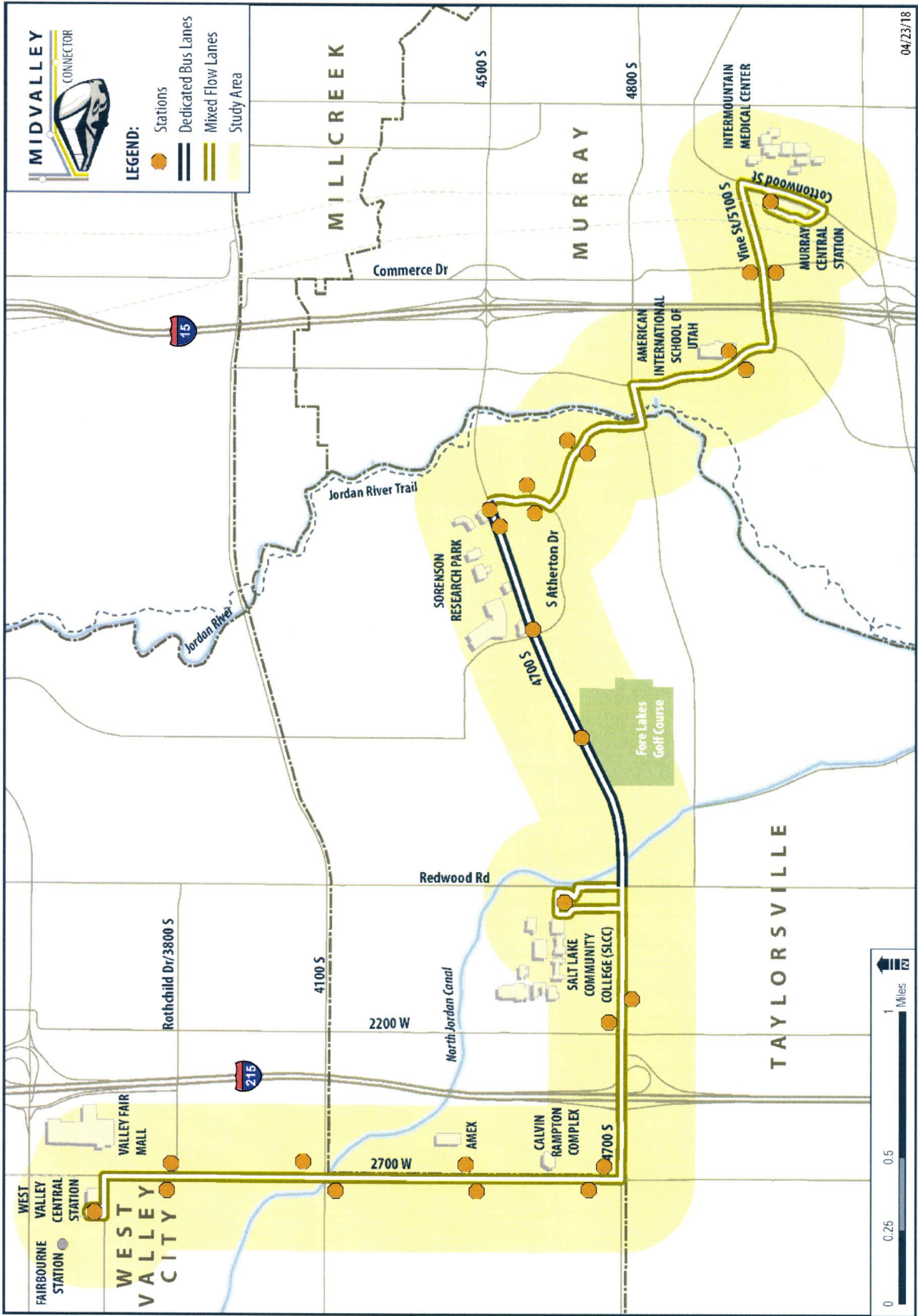
By: Kristie S. Overson
Mayor Kristie S. Overson

ATTEST:

Cheryl P. Cottle
Cheryl P. Cottle, City Recorder

DEPOSITED in the office of the City Recorder this 17 day of Jan, 2019.

RECORDED this 17 day of January, 2019.



Midvalley Connector Bus Rapid Transit Locally Preferred Alternative

RESOLUTION NO. 19-16

A RESOLUTION DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT.

WHEREAS, the Murray City Municipal Council met in a regular meeting on [insert dates] to consider, among other things, declaring support for the *Locally Preferred Alternative* for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, Murray City, the City of Taylorsville, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”) which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Murray City and the existing transit network lacks an efficient and direct connection to regional destinations including Murray City.

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road, Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then north along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes, meaning the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road

- South Atherton
- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Murray Municipal Council as follows:

That that the City's Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connects the Murray Central station, to Salt Lake Community College, to the West Valley Central station, as described above and shown in the figure attached.

This resolution shall take effect immediately on passage.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council this 16th day of April, 2019.

MURRAY CITY MUNICIPAL COUNCIL



Dave Nicponski, Chair

ATTEST:



Jennifer Kennedy
City Recorder



WEST VALLEY CITY, UTAH

RESOLUTION NO. 19-24

**A RESOLUTION DECLARING THE CITY'S
SUPPORT FOR THE LOCALLY PREFERRED
ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, Murray, and West Valley City and the existing transit network does not provide high-quality, timely transit service with a direct connection to regional destinations in Taylorsville, Murray, and West Valley City; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”) which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR (the “Preferred Alternative”) to be implemented as described in Exhibit A, which is attached hereto; and

WHEREAS, the City Council of West Valley City, Utah determines that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to support the Preferred Alternative;

NOW, THEREFORE, BE IT RESOLVED by the City Council of West Valley City, Utah that the City Council does hereby support the Preferred Alternative.

PASSED, APPROVED AND MADE EFFECTIVE this 12th day of March, 2019.

WEST VALLEY CITY


MAYOR

ATTEST:


CITY RECORDER



**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE MIDVALLEY CONNECTOR BUS
RAPID TRANSIT PROJECT LOCALLY PREFERRED ALTERNATIVE**

AR2019-07-01

July 17, 2019

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the demand for transit service is anticipated to increase as populations continue to grow in the City of Taylorsville, Murray City, West Valley City, and Salt Lake County;

WHEREAS, the City of Taylorsville, Murray City, West Valley City, Utah Department of Transportation, Salt Lake County, Salt Lake Community College, Wasatch Front Regional Council, and the Authority (the “Project Partners”) have jointly prepared an Environmental Study Report that evaluates a future bus rapid transit alignment connecting the Murray Central TRAX and FrontRunner stations to the Salt Lake Community College Redwood campus in Taylorsville and to the West Valley Central TRAX Station (“Midvalley Connector Bus Rapid Transit Project”);

WHEREAS, based on the Environmental Study Report and input from affected communities, a proposed Locally Preferred Alternative (“LPA”) for the Midvalley Connector Bus Rapid Transit Project has been adopted by the City of Taylorsville, Murray City, and West Valley City, as set forth in Exhibit A, and has been included in the Wasatch Front Regional Council’s adopted 2019-2050 Regional Transportation Plan;

WHEREAS, the Authority’s Board of Trustees has adopted Policy No. 3.3 – Capital Development Project Implementation (the “Policy”) that requires the Local Advisory Council to review and approve capital project plans, including locally preferred alternatives that have been approved by local partners and the affected Metropolitan Planning Organization, prior to approval by the Authority’s Board of Trustees;

WHEREAS, approval of the LPA by the Local Advisory Council and the Board of Trustees will allow the project partners to complete the Decision Document for the Midvalley Connector Bus Rapid Transit Project’s Environmental Study Report while continuing to work on developing the project funding plan; and

WHEREAS, the Local Advisory Council has reviewed the LPA for the Midvalley Connector Bus Rapid Transit Project and believes it is in the best interest of the Authority and the affected communities to approve the LPA for the Midvalley Connector Bus Rapid Transit Project and to forward it to the Board of Trustees for review.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the LPA for the Midvalley Connector Bus Rapid Transit Project, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the LPA to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 17th day of July, 2019.



Jeff Acerson, Chair
Local Advisory Council

ATTEST:




~~Karen Gronin~~ Troy Walker
Second Vice Chair

(Corporate Seal)



Approved As To Form:



Legal Counsel
Michael L. Bell
Assistant Attorney General
Counsel for UTA

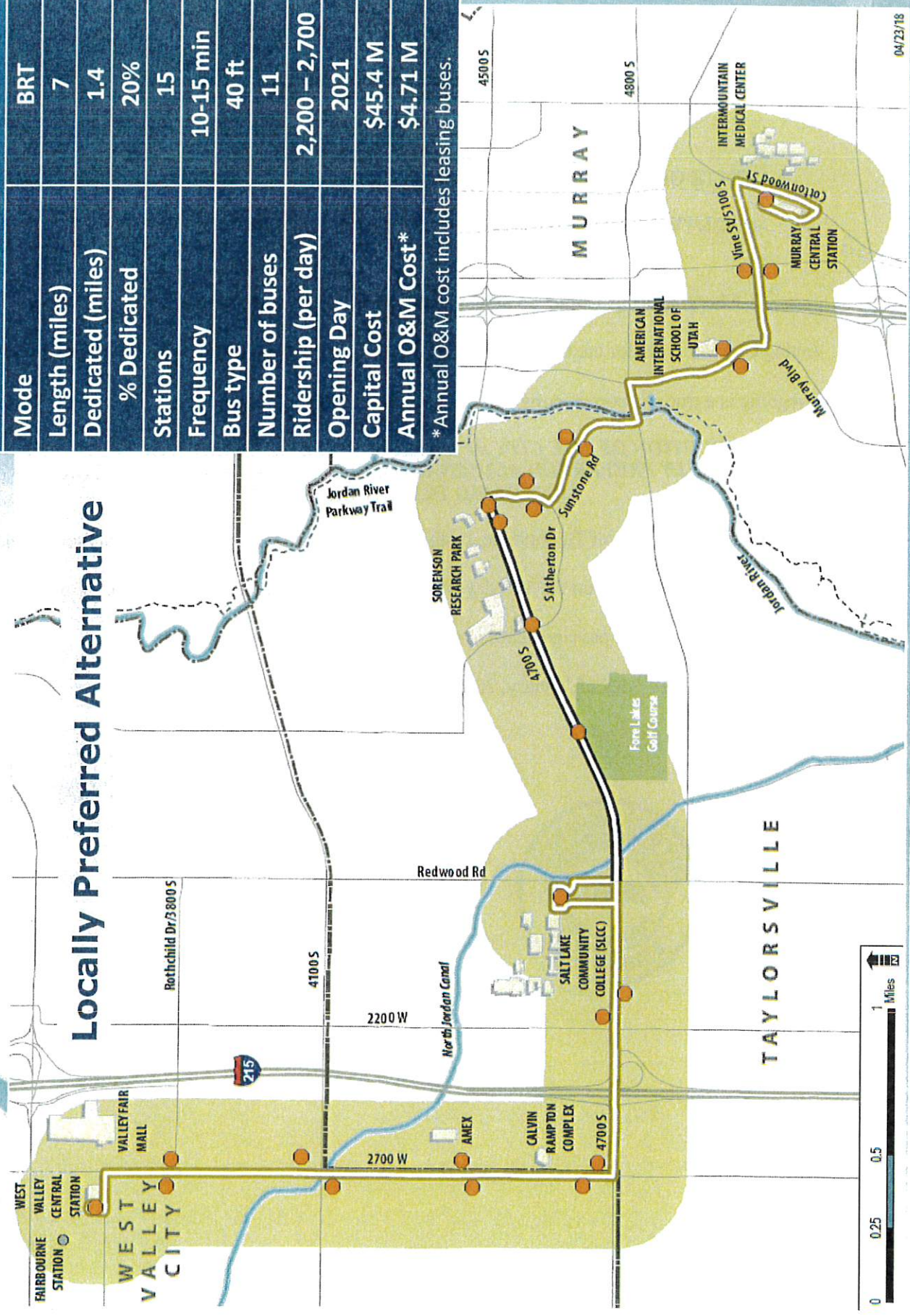
Exhibit A



Locally Preferred Alternative

Midvalley Connector	
Mode	BRT
Length (miles)	7
Dedicated (miles)	1.4
% Dedicated	20%
Stations	15
Frequency	10-15 min
Bus type	40 ft
Number of buses	11
Ridership (per day)	2,200 – 2,700
Opening Day	2021
Capital Cost	\$45.4 M
Annual O&M Cost*	\$4.71 M

* Annual O&M cost includes leasing buses.



04/23/18

CERTIFICATE OF PASSAGE

STATE OF UTAH)
) SS:
COUNTY OF SALT LAKE)

I, Cheryl Peacock Cottle, do hereby certify that I am the duly appointed, qualified and Acting City Recorder for the City of Taylorsville, State of Utah, and do hereby certify that the foregoing is a true and correct copy of Resolution No. 19-03 entitled:

“A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT”

duly adopted by the City of Taylorsville, by the City Council thereof at a meeting duly called and held in Taylorsville, Utah, on the 16th day of January, 2019, at the hour of 6:30 p.m. of said day, and I certify that after its passage I caused to be filed a copy of the Resolution.

Dated this 17th day of January, 2019.

SEAL:



Cheryl Peacock Cottle
Cheryl Peacock Cottle, CMC
Taylorsville City Recorder

TAYLORSVILLE, UTAH
RESOLUTION NO. 19-03

**A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR
THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the Taylorsville City Council (the “Council”) met in regular session on January 16, 2019, to discuss, among other things, declaring support for the locally preferred alternative for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”), which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville and to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, and the existing transit network lacks an efficient and direct connection to regional destinations including Taylorsville; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road and Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then North along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes - the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road
- South Atherton

- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Taylorsville City Council that the City supports the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connecting the Murray Central station to Salt Lake Community College and the West Valley Central station, as described above and shown in the figure attached hereto.

This Resolution, assigned Resolution No. 19-03, shall take effect upon passage and approval.

PASSED AND APPROVED by the Taylorsville City Council this 16 day of January 2019.

TAYLORSVILLE CITY COUNCIL

By: Daniel J. Armstrong
Daniel J. Armstrong, Council Chair

SEAL

VOTING:

Meredith Harker	Yea	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>
Ernest Burgess	Yea	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>
Dan Armstrong	Yea	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>
Curt Cochran	Yea	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>
Brad Christopherson	Yea	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>

PRESENTED to the Mayor of the City of Taylorsville for approval this 17 day of January, 2019.

APPROVED this 17 day of January, 2019.



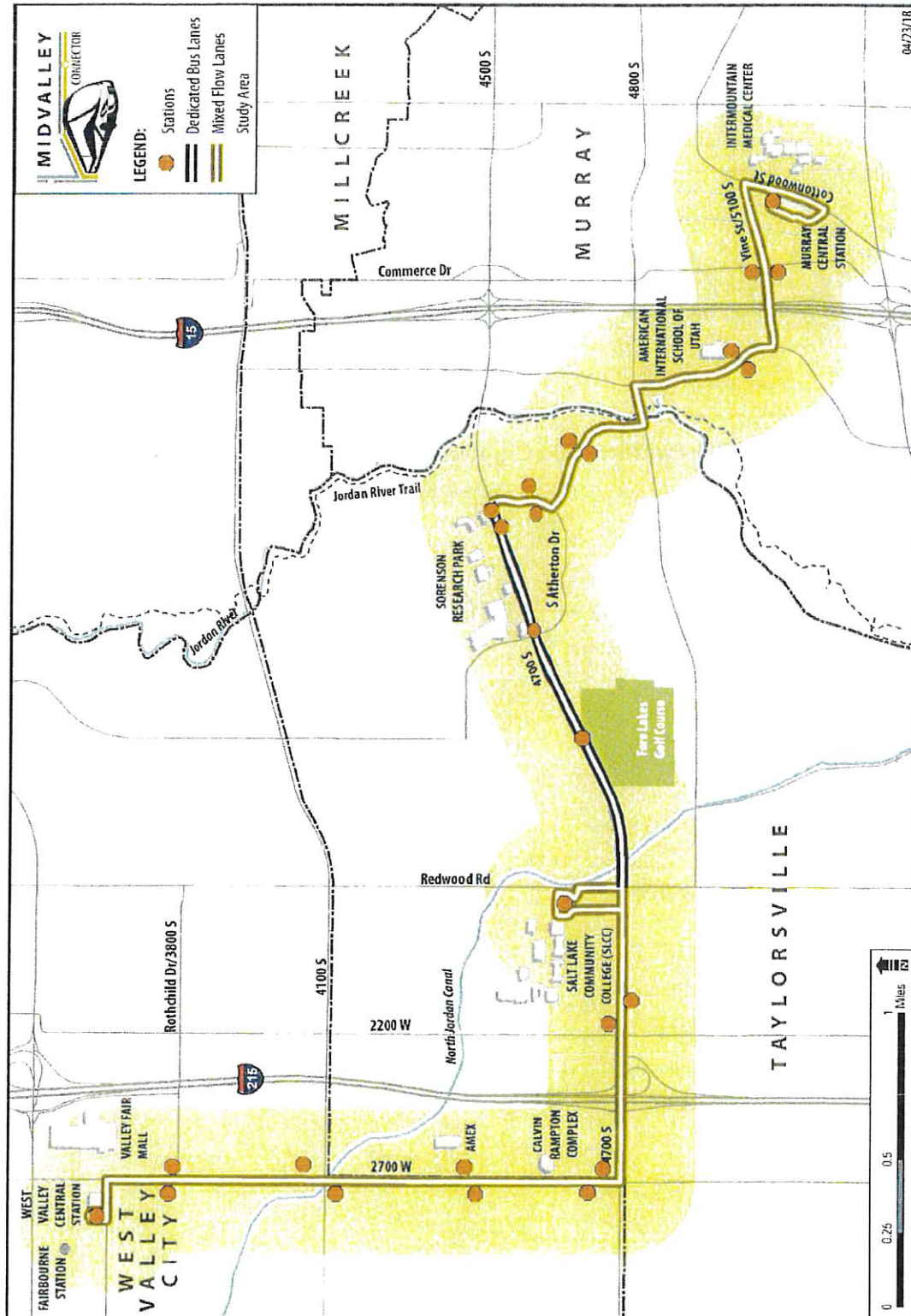
By: Kristie S. Overson
Mayor Kristie S. Overson

ATTEST:

Cheryl P. Cottle
Cheryl P. Cottle, City Recorder

DEPOSITED in the office of the City Recorder this 17 day of Jan, 2019.

RECORDED this 17 day of January, 2019.



Midvalley Connector Bus Rapid Transit Locally Preferred Alternative

WEST VALLEY CITY, UTAH

RESOLUTION NO. 19-24

**A RESOLUTION DECLARING THE CITY'S
SUPPORT FOR THE LOCALLY PREFERRED
ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, Murray, and West Valley City and the existing transit network does not provide high-quality, timely transit service with a direct connection to regional destinations in Taylorsville, Murray, and West Valley City; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report ("ESR") which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR (the "Preferred Alternative") to be implemented as described in Exhibit A, which is attached hereto; and

WHEREAS, the City Council of West Valley City, Utah determines that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to support the Preferred Alternative;

NOW, THEREFORE, BE IT RESOLVED by the City Council of West Valley City, Utah that the City Council does hereby support the Preferred Alternative.

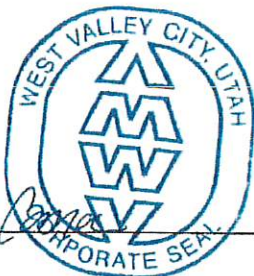
PASSED, APPROVED AND MADE EFFECTIVE this 12th day of March, 2019.

WEST VALLEY CITY


MAYOR

ATTEST:


CITY RECORDER



RESOLUTION NO. 19-16

A RESOLUTION DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT.

WHEREAS, the Murray City Municipal Council met in a regular meeting on [insert dates] to consider, among other things, declaring support for the *Locally Preferred Alternative* for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, Murray City, the City of Taylorsville, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”) which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Murray City and the existing transit network lacks an efficient and direct connection to regional destinations including Murray City.

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road, Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then north along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes, meaning the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road

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- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Murray Municipal Council as follows:

That that the City's Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connects the Murray Central station, to Salt Lake Community College, to the West Valley Central station, as described above and shown in the figure attached.

This resolution shall take effect immediately on passage.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council this 16th day of April, 2019.

MURRAY CITY MUNICIPAL COUNCIL



Dave Nicponski, Chair

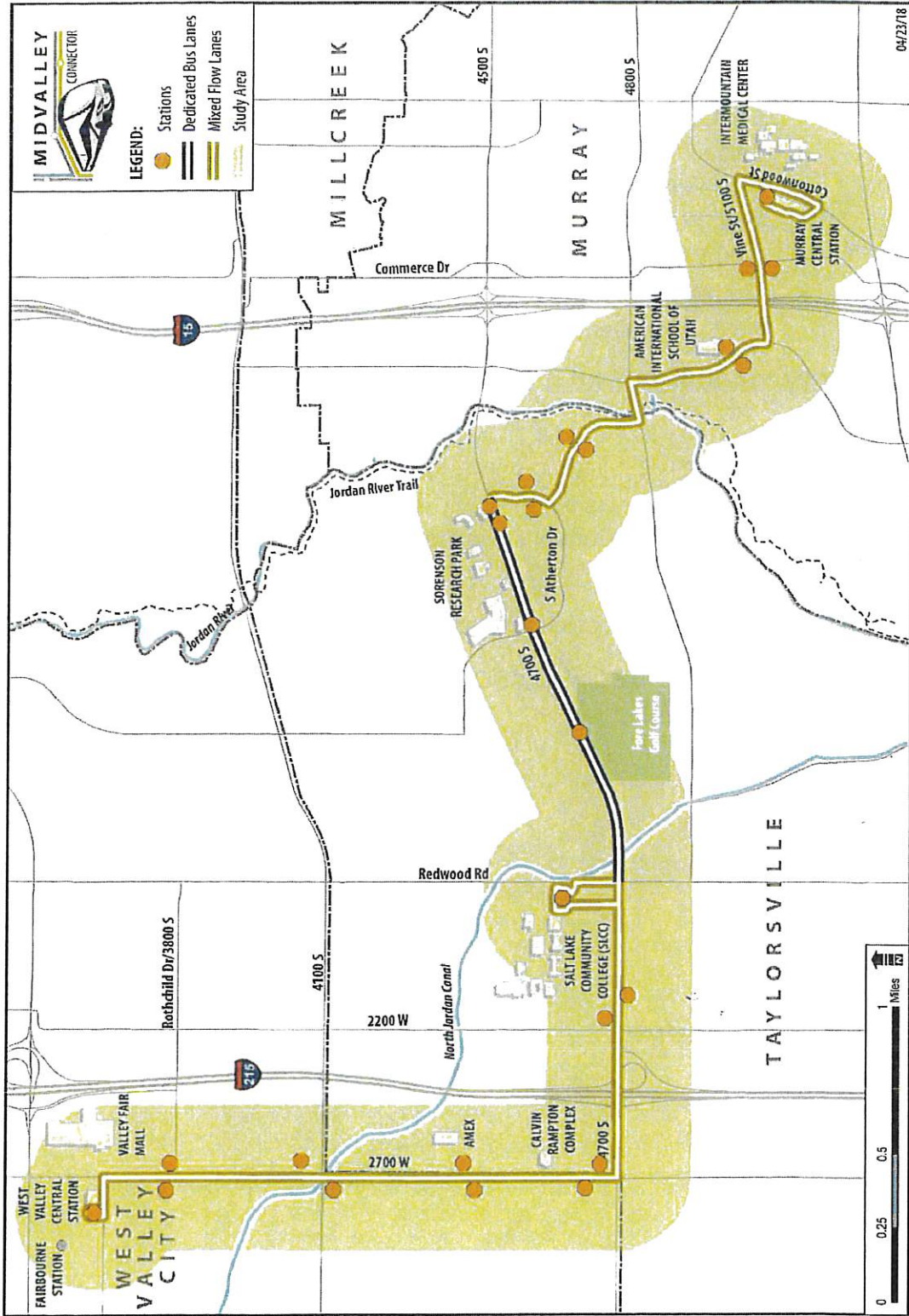
ATTEST:



Jennifer Kennedy
City Recorder



Midvalley Connector Bus Rapid Transit Locally Preferred Alternative



**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE MIDVALLEY CONNECTOR BUS RAPID
TRANSIT PROJECT LOCALLY PREFERRED ALTERNATIVE**

No. R2019-07-04

July 31, 2019

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the demand for transit service is anticipated to increase as populations continue to grow in the City of Taylorsville, Murray City, West Valley City, and Salt Lake County;

WHEREAS, the City of Taylorsville, Murray City, West Valley City, Utah Department of Transportation, Salt Lake County, Salt Lake Community College, Wasatch Front Regional Council, and the Authority (the “Project Partners”) have jointly prepared an Environmental Study Report that evaluates a future bus rapid transit alignment connecting the Murray Central TRAX and FrontRunner stations to the Salt Lake Community College Redwood campus in Taylorsville and to the West Valley Central TRAX Station (“Midvalley Connector Bus Rapid Transit Project”);

WHEREAS, based on the Environmental Study Report and input from affected communities, a proposed Locally Preferred Alternative (“LPA”) for the Midvalley Connector Bus Rapid Transit Project has been adopted by the City of Taylorsville, Murray City, and West Valley City, as set forth in Exhibit A, and has been included in the Wasatch Front Regional Council’s adopted 2019-2050 Regional Transportation Plan;

WHEREAS, the Authority’s Board of Trustees has adopted Policy No. 3.3 – Capital Development Project Implementation (the “Policy”) that requires the Local Advisory Council to review and approve capital project plans, including locally preferred alternatives that have been approved by local partners and the affected Metropolitan Planning Organization, prior to approval by the Authority’s Board of Trustees;

WHEREAS, approval of the LPA by the Local Advisory Council and the Board of Trustees will allow the project partners to complete the Decision Document for the Midvalley Connector Bus Rapid Transit Project’s Environmental Study Report while continuing to work on developing the project funding plan; and

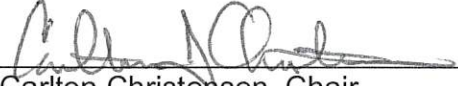
WHEREAS, the Local Advisory Council has reviewed the LPA for the Midvalley Connector Bus Rapid Transit Project and believes it is in the best interest of the Authority and the affected communities to approve the LPA for the Midvalley Connector Bus Rapid Transit Project and to forward it to the Board of Trustees for review.

WHEREAS, the Local Advisory Council has approved the LPA for the Midvalley Connector Bus Rapid Transit Project in Resolution AR2019-07-01 at the July 17, 2019 meeting of the Local Advisory Council and forwarded it to the Authority's Board of Trustees for recommendation and approval.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority


1. That the Board of Trustees hereby approves the LPA for the Midvalley Connector Bus Rapid Transit Project, attached hereto as Exhibit A.
2. That the corporate seal be attached hereto.

Approved and adopted this 31st day of July 2019.



Carlton Christensen, Chair
Board of Trustees

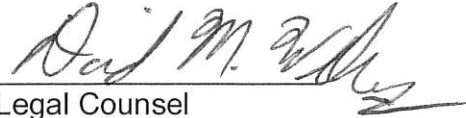
ATTEST:



Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

Approved As To Form:



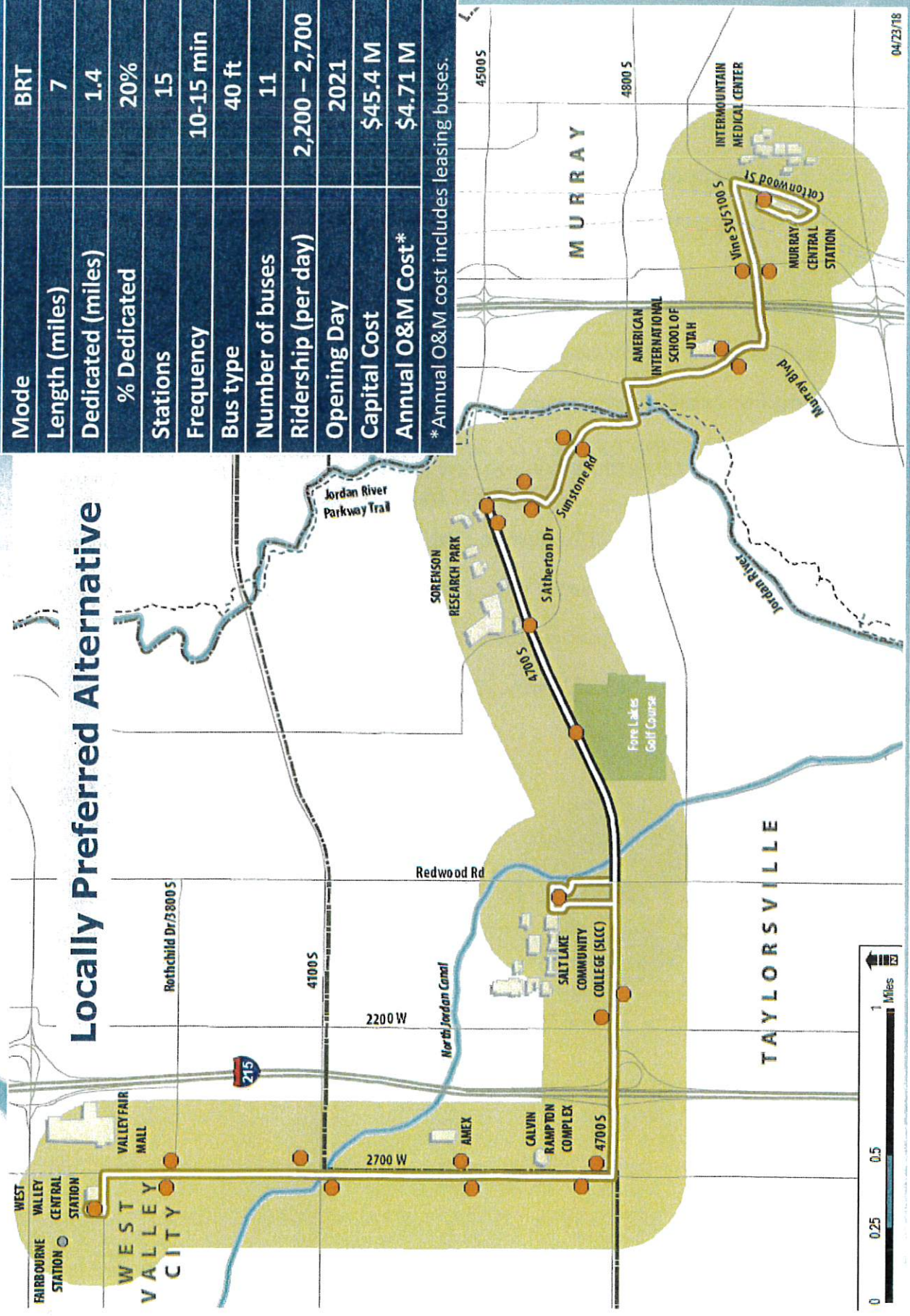
Legal Counsel



Exhibit A



Locally Preferred Alternative



Midvalley Connector	
Mode	BRT
Length (miles)	7
Dedicated (miles)	1.4
% Dedicated	20%
Stations	15
Frequency	10-15 min
Bus type	40 ft
Number of buses	11
Ridership (per day)	2,200 – 2,700
Opening Day	2021
Capital Cost	\$45.4 M
Annual O&M Cost*	\$4.71 M

*Annual O&M cost includes leasing buses.



04/23/18

CERTIFICATE OF PASSAGE

STATE OF UTAH)
) SS:
COUNTY OF SALT LAKE)

I, Cheryl Peacock Cottle, do hereby certify that I am the duly appointed, qualified and Acting City Recorder for the City of Taylorsville, State of Utah, and do hereby certify that the foregoing is a true and correct copy of Resolution No. 19-03 entitled:

“A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT”

duly adopted by the City of Taylorsville, by the City Council thereof at a meeting duly called and held in Taylorsville, Utah, on the 16th day of January, 2019, at the hour of 6:30 p.m. of said day, and I certify that after its passage I caused to be filed a copy of the Resolution.

Dated this 17th day of January, 2019.

SEAL:




Cheryl Peacock Cottle, CMC
Taylorsville City Recorder

TAYLORSVILLE, UTAH
RESOLUTION NO. 19-03

**A RESOLUTION OF THE CITY OF TAYLORSVILLE DECLARING SUPPORT FOR
THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the Taylorsville City Council (the “Council”) met in regular session on January 16, 2019, to discuss, among other things, declaring support for the locally preferred alternative for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”), which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville and to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, and the existing transit network lacks an efficient and direct connection to regional destinations including Taylorsville; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road and Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then North along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes - the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road
- South Atherton

- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Taylorsville City Council that the City supports the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connecting the Murray Central station to Salt Lake Community College and the West Valley Central station, as described above and shown in the figure attached hereto.

This Resolution, assigned Resolution No. 19-03, shall take effect upon passage and approval.

PASSED AND APPROVED by the Taylorsville City Council this 16 day of January, 2019.

TAYLORSVILLE CITY COUNCIL

By: Daniel J. Armstrong
Daniel J. Armstrong, Council Chair

SEAL

VOTING:

Meredith Harker	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Ernest Burgess	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Dan Armstrong	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Curt Cochran	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Brad Christopherson	Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>

PRESENTED to the Mayor of the City of Taylorsville for approval this 17 day of January, 2019.

APPROVED this 17 day of January, 2019.



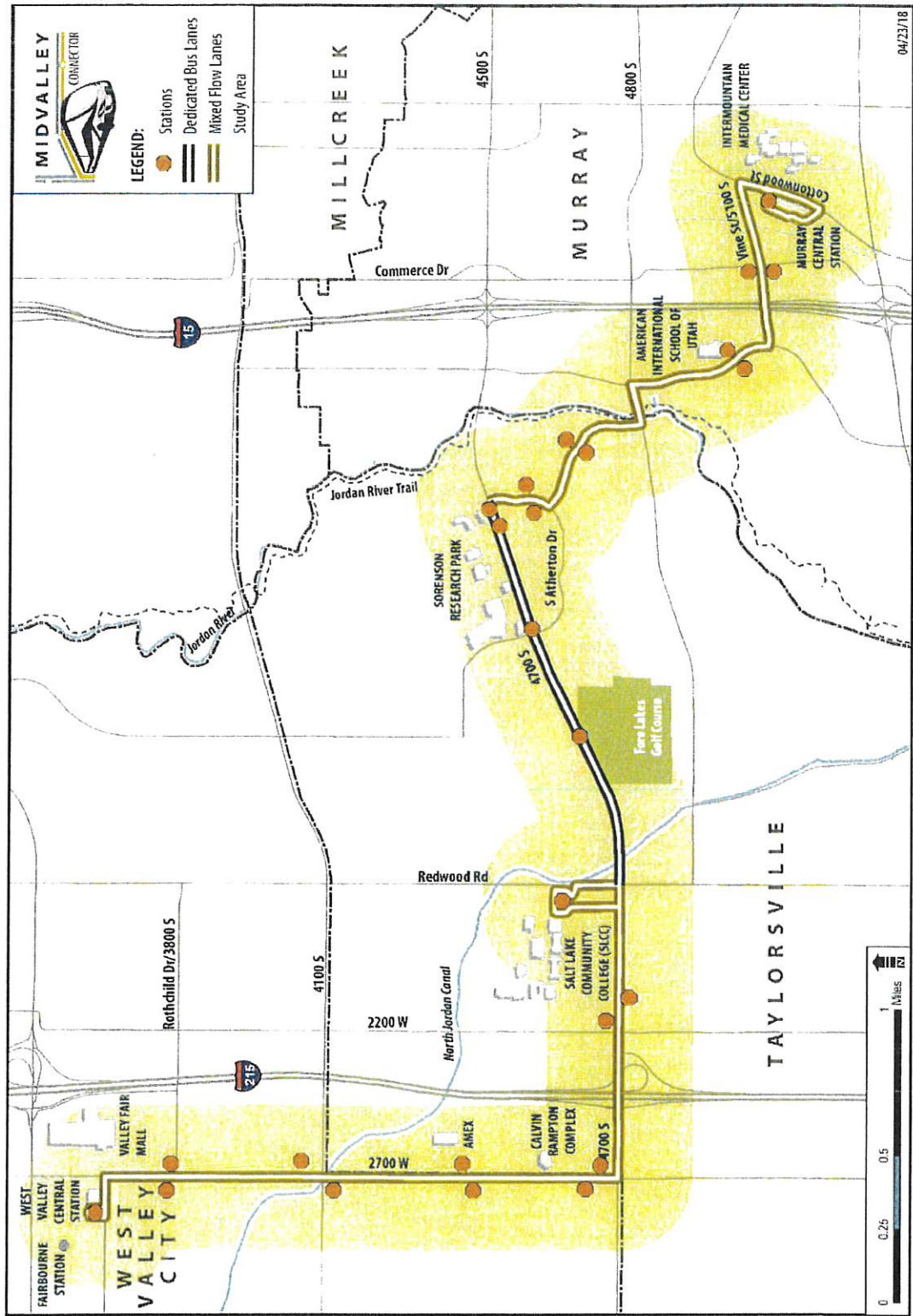
By: Kristie S. Overson
Mayor Kristie S. Overson

ATTEST:

Cheryl P. Cottle
Cheryl P. Cottle, City Recorder

DEPOSITED in the office of the City Recorder this 17 day of Jan, 2019.

RECORDED this 17 day of January, 2019.



Midvalley Connector Bus Rapid Transit Locally Preferred Alternative

WEST VALLEY CITY, UTAH

RESOLUTION NO. 19-24

**A RESOLUTION DECLARING THE CITY'S
SUPPORT FOR THE LOCALLY PREFERRED
ALTERNATIVE FOR THE MIDVALLEY
CONNECTOR BUS RAPID TRANSIT PROJECT.**

WHEREAS, the demand for transit service will increase as population continues to grow within Taylorsville, Murray, and West Valley City and the existing transit network does not provide high-quality, timely transit service with a direct connection to regional destinations in Taylorsville, Murray, and West Valley City; and

WHEREAS, the City of Taylorsville, Murray City, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report ("ESR") which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR (the "Preferred Alternative") to be implemented as described in Exhibit A, which is attached hereto; and

WHEREAS, the City Council of West Valley City, Utah determines that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to support the Preferred Alternative;

NOW, THEREFORE, BE IT RESOLVED by the City Council of West Valley City, Utah that the City Council does hereby support the Preferred Alternative.

PASSED, APPROVED AND MADE EFFECTIVE this 12th day of March, 2019.

WEST VALLEY CITY


MAYOR

ATTEST:


CITY RECORDER



RESOLUTION NO. 19-16

A RESOLUTION DECLARING SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE MIDVALLEY CONNECTOR BUS RAPID TRANSIT PROJECT.

WHEREAS, the Murray City Municipal Council met in a regular meeting on [insert dates] to consider, among other things, declaring support for the *Locally Preferred Alternative* for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, Murray City, the City of Taylorsville, West Valley City, the Utah Transit Authority, the Utah Department of Transportation, Salt Lake County, Salt Lake Community College, and the Wasatch Front Regional Council have jointly prepared an Environmental Study Report (“ESR”) which evaluates the future Bus Rapid Transit alignment connecting the Murray Central TRAX and FrontRunner station to the Salt Lake Community College Redwood campus in Taylorsville to the West Valley Central TRAX station; and

WHEREAS, the demand for transit service will increase as population continues to grow within Murray City and the existing transit network lacks an efficient and direct connection to regional destinations including Murray City.

WHEREAS, the City has considered various alignment alternatives as part of the ESR and hereby recommends the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit ESR to be implemented as described below:

The Locally Preferred Alternative would begin at the Murray Central station, travel along Vine Street to Murray Boulevard, and traverse Taylorsville via Sunstone Road, Atherton Drive, along 4700 South to Salt Lake Community College. From Salt Lake Community College, the route would follow 4700 South west to 2700 West and then north along 2700 West to the West Valley Central station. For most of the route, the bus would travel in mixed-flow lanes, meaning the bus would travel in the existing travel lanes with other vehicles. The Locally Preferred Alternative includes one section of the route with dedicated bus lanes—along 4500/4700 South from East Atherton Drive to Redwood Road.

Stations to be implemented as part of the Locally Preferred Alternative include:

- Murray Central
- Vine Street
- Murray Boulevard
- Sunstone Road

- South Atherton
- East Atherton
- West Atherton
- Fore Lakes
- Salt Lake Community College
- Golden Living
- 4700 South 2700 West
- American Express
- 2700 West 4100 South
- 2700 West 3800 South
- West Valley Central

NOW, THEREFORE, BE IT RESOLVED by the Murray Municipal Council as follows:

That that the City's Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit project connects the Murray Central station, to Salt Lake Community College, to the West Valley Central station, as described above and shown in the figure attached.

This resolution shall take effect immediately on passage.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council this 16th day of April, 2019.

MURRAY CITY MUNICIPAL COUNCIL


Dave Nicponski, Chair

ATTEST:


Jennifer Kennedy
City Recorder



Midvalley Connector Bus Rapid Transit Locally Preferred Alternative

