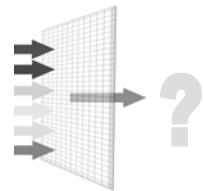


Design Considerations

In addition to project alternatives, members of the public, stakeholders, and agency representatives have also provided other suggestions that could be incorporated into this project. Some of these suggestions could become enhancements for a project design or could provide mitigations for project impacts:

- Support multi-modal transportation options
- Develop a trail system – provide new bike/walking trails, connections to existing trails
- Redevelop the I-15 Center Street interchange
- Build tunnels at Geneva Road/Center Street
- Build a new roadway as far north as possible to avoid wetlands
- Build a new roadway as far south as possible to avoid farmlands and provide recreation access to Provo Bay
- Follow the existing power line corridor from the I-15 University Avenue interchange
- Build portions of the road on an elevated structure over wetlands
- Incorporate “SmartGrowth” principles
- Provide recreational access to Utah Lake
- Prevent development south of the new roadway
- Create wildlife habitat/wetland sanctuary protected from high water levels in Utah Lake
- Add an I-15 frontage road
- Plan commercial services on the west side of I-15 to reduce trips
- Revise the Provo City General Plan
- Don’t allow new development in the project area
- Prevent new development south of a new east-west connector
- Relocate the airport
- Improve Center Street with curb and gutter



What’s Next?

Please provide your comments on the initial project alternatives, screening process, and design considerations. The proposed alternatives will be screened again to further narrow the list of alternatives to those that will have detailed analysis in the Draft Environmental Impact Statement (EIS). You will receive a newsletter updating you of progress as the Draft EIS process advances. When complete, the Draft EIS will be available for public review and comment.

Comments can be submitted at any time throughout the EIS process using any of the following methods:

- **Website:** www.provowestsideconnector.com
- **Email:** hyatt@pbworld.com
- **Telephone:** (801) 288-3207
- **Mail:** Provo Westside Connector EIS
c/o PB
488 East Winchester Street, Suite 400
Murray, Utah 84107

Additional information is also available on the project website: www.provowestsideconnector.com

Initial Project Alternatives

Public Open House: May 22, 2008



Identifying Needs

Following the Public Scoping Meeting in June 2007, the project team has been evaluating how the Provo Westside Connector can improve transportation in the project area. Based on input from the public and from participating agencies, the project team identified the following transportation deficiencies:

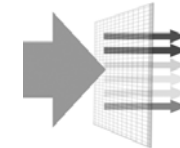
- The project area does not currently support the goals and objectives of the transportation planning processes (Regional Transportation Plan, Utah County General Plan, Provo City General Plan, and Provo Municipal Airport Master Plan).
- The area lacks an alternate east-west transportation facility supporting planned local and regional growth, economic development, and land use changes.
- The area lacks sufficient emergency vehicle access and evacuation routes; trail, walkway, and bicycle path connectivity; access to recreation areas; and public transportation service routes.



Identifying Alternatives

With these needs in mind, the project team began considering project alternatives. The project team held an alternatives “brainstorming” meeting on March 26, 2008. Then a joint agency/stakeholder workshop was held on April 8. The project stakeholders group included representation from local Provo residents, neighborhood chairs, environmental interest groups, Provo City staff, Airport staff, and others.

More than 30 suggestions were proposed through these efforts. Of these, 20 represented distinct project alternatives. Other suggestions concerned project design considerations, enhancements, or possible mitigations for project impacts.



Screening Alternatives

Screening is the process of identifying alternatives to carry forward for detailed evaluation in the Draft Environmental Impact Statement (EIS).

The initial screening of alternatives was based on two criteria:

- 1) **Would the proposed alternative provide a new capacity roadway from I-15 to 3110 West?**
- 2) **Would the proposed alternative provide an alternate east-west transportation facility?**

Your input is needed to help determine which alternatives to carry forward for the Draft Environmental Impact Statement.

Suggested Actions and Screening Notes:	Advance for Further Screening?
<p>1. Expand bus service with connections to the Provo Airport and Utah Lake State Park. <u>Screening notes:</u> This action would not provide a higher capacity roadway or additional east-west connectivity for the project area. It is part of the Regional Transportation Plan (RTP) and will be considered in conjunction with other alternatives.</p>	No
<p>2. Develop a light-rail corridor to the Provo Airport. <u>Screening notes:</u> Although this action would provide additional east-west connectivity, it would not provide a higher capacity roadway for the project area.</p>	No
<p>3. Develop a ferry service to the Provo Airport. <u>Screening notes:</u> This action is not a planned multimodal transportation option in the RTP. It would not provide a higher capacity roadway with alternate east-west connectivity for the project area.</p>	No
<p>4. Develop "hovercraft" as a mode of transportation. <u>Screening notes:</u> Hovercraft is not yet among the planned multimodal transportation options in the RTP. It would not provide a higher capacity roadway with additional east-west connectivity.</p>	No
<p>5. Improve Center Street from Geneva Road to 3110 West. <u>Screening notes:</u> Improvement of Center Street east of Geneva Road is being considered in the Geneva Road Project. In conjunction with that action, this alternative would provide a higher capacity roadway. However, it would not provide additional east-west connectivity.</p>	No
<p>6. Develop a center-lane expressway at Center Street (similar to SR-92). <u>Screening notes:</u> As with 5, this action would not provide additional east-west connectivity for the project area.</p>	No
<p>7. Develop an elevated expressway over existing Center Street. <u>Screening notes:</u> In contrast to 5 and 6, this action would create a higher capacity roadway with additional east-west connectivity for the project area.</p>	Yes! PURPLE ALTERNATIVE
<p>8. Extend existing east-west roads to 3110 West (600 South, 1150 South, 1560 South). <u>Screening notes:</u> Extension of these residential collector roads is included in the Provo City General Plan. Although this would provide additional east-west connectivity, it would not provide a higher capacity (arterial) roadway.</p>	No
<p>9. Improve existing east-west roads as higher capacity roads. <u>Screening notes:</u> In contrast to 8, this action would provide higher capacity but would not provide additional east-west connectivity.</p>	No
<p>10. Extend existing north-south roads (2050 West, 1600 West, 1100 West, 500 West). <u>Screening notes:</u> Extension of these residential collector roads is included in the Provo City General Plan. For the current project, these improvements would not provide higher capacity, east-west connectivity.</p>	No

Suggested Actions and Screening Notes:	Advance for Further Screening?
<p>11. Improve existing north-south roads as higher capacity roads. <u>Screening notes:</u> Improving these existing roads would not provide higher capacity, east-west connectivity.</p>	No
<p>12. Improve and extend one or more existing roads with I-15 underpasses (600 South and 920 South) from University Avenue to 3110 West. <u>Screening notes:</u> This action would provide a higher capacity road(s). If one or both were completed from University Avenue to 3110 West, it would also provide additional east-west connectivity.</p>	Yes! RED ALTERNATIVE
<p>13. Develop additional I-15 underpasses and east-west roads at approximately 1200 South and/or 1500 South. <u>Screening notes:</u> At the 1200 South location, the I-15 Corridor Project is planning a new north-south underpass (for 500 West). However, a new east-west roadway could possibly be completed at approximately 1500 South from University Avenue to 3110 West.</p>	Yes! ORANGE ALTERNATIVE
<p>14. Develop a roadway on a new alignment from the I-15 University Avenue interchange to 3110 West. <u>Screening notes:</u> This alternative is consistent with conceptual alignments in local transportation plans. This facility would provide a higher capacity roadway and additional east-west connectivity.</p>	Yes! TURQUOISE ALTERNATIVE
<p>15. Develop a shorter connector – for example, from the I-15 University Avenue interchange to 1600 West <u>Screening notes:</u> This action would not provide additional east-west connectivity.</p>	No
<p>16. Connect the I-15 University Avenue interchange to 1600 West, then improve existing portions of 1600 West and 600 South and complete 600 South to 3110 West. <u>Screening notes:</u> This action would provide a higher capacity roadway with additional east-west connectivity.</p>	Yes! BLUE ALTERNATIVE
<p>17. Build a new road that connects I-15 interchange at State Road 75 (Springville) to 3110 West in Provo. <u>Screening notes:</u> This action would not provide a higher capacity roadway with additional east-west connectivity.</p>	No
<p>18. Build an east-west causeway through Provo Bay from I-15 to 3110 West. <u>Screening notes:</u> This action would provide a higher capacity roadway with additional east-west connectivity.</p>	Yes! GREEN ALTERNATIVE
<p>19. Build a north-south causeway through Provo Bay. <u>Screening notes:</u> This action would not provide a higher capacity roadway with additional east-west connectivity.</p>	No
<p>20. Take no action. <u>Screening notes:</u> A No-Action Alternative is required for every Environmental Impact Statement. This alternative will disclose how "no-action" related to the project needs would impact the project area.</p>	Yes! NO-ACTION ALTERNATIVE