



FRONT LINES 2015

Draper Line

Project Basics

Utah Transit Authority, in cooperation with the U.S. Department of Transportation Federal Transit Administration (FTA), is currently preparing an Environmental Impact Statement (EIS) to evaluate the extension of a fixed guideway light rail transit service through the cities of Sandy and Draper to the southernmost part of Salt Lake County.

The study area is located primarily in the cities of Sandy and Draper and includes parts of White City, South Jordan and Bluffdale. It encompasses about 26.5 square miles and begins at the current terminus of the Sandy/Salt Lake TRAX Line at 10000 South and extends to 14600 South. It is generally bounded on the east by 1300 East and a line located 1 mile east of the UTA-owned railroad right-of-way and on the west by the western Draper City limits and the Jordan River.

Project Studies

The project team evaluated several possible alignments for the line: 1) along a UTA-owned right-of-way (the former Union Pacific Railroad right-of-way), 2) along State Street, and 3) west of I-15. After extensive study of ridership projections, traffic and right-of-way impacts, and capital and operating costs for each alternative, the project team selected the UTA-owned right-of-way as the preferred alternative to be analyzed in detail in the EIS. Subsequently, the Wasatch Front Regional Council, Salt Lake County's metropolitan planning organization, formally adopted the UTA-owned right-of-way as the locally preferred alternative and identified a minimum operable segment (MOS) extending from 10000 South in Sandy to 12400 South (Pioneer Road) in Draper. Extension of the line beyond the MOS to 14600 South is envisioned for the future phases of the project.

Each alignment alternative will be documented in an Alternative Analysis (AA) report and further studied in the EIS. The AA report is expected to be released in Fall 2008. Release of the Draft EIS document is expected in early 2009. As alternatives are evaluated during the alternatives analysis and environmental study process, the following transportation demands will be addressed:

- How to provide faster, more-reliable transportation services
- How to improve mobility and connectivity within the Draper transit corridor and between the south end of the Salt Lake Valley and downtown Salt Lake City, the University of Utah and other regional areas
- How to increase travel capacity by providing expanded multi-modal transportation choices.

The AA report will be submitted to the FTA for approval and

use in rating the project for eligibility to receive federal funding to advance into preliminary engineering.

After approval of the AA report, the Draft EIS will be presented to the public for review and comment. All comments received on the Draft EIS during the 45-day public comment period will be addressed in the Final EIS. The Final EIS will be available for public review for 30 days, after which time FTA will issue their Record of Decision (ROD). The ROD will identify the selected action and UTA's mitigation commitments for any project-related impacts. After the ROD has been issued, UTA will begin final design and construction of the new transit line.

Project Benefits

The line will provide dependable mass transit alternatives to help reduce traffic congestion in the area. The new line is expected to be open for service no later than 2014 and is estimated to provide 4,500 new riders a day or 2.6 million transit trips annually.

For more information on the Draper Line visit www.rideuta.com or call 1-888-UTA-RAIL.

