

## Comment 448

Response  
Section in  
Chapter 32



**Comment #:** 448  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Mark Holbrook  
**Location:** Farmington

**Comments:**

West Davis Team,

- 32.2.13C How is the fact that Oakridge Country not being affected part of the EIS? Only a small % of farmington residents are even members there. That makes zero sense.
- 32.14.2B How are you going to keep the many bald eagles unharmed that perch in the trees on Shirley Rae?
- 32.11.2A Locally preferred? You should say Locally preferred by the senator who will benefit financially, locally preferred by those that live by Shepard Lane that don't want their kids to have increased risk of RSV, Respiratory issues and Autism.
- 32.1.2A
- 32.310 Why is ok that this freeway will be ok for my kids to have these illnesses?  
Why is UDOT working against the governor's advice to drive less?  
  
When is UDOT going to think OUTSIDE OF THE BOX?  
  
Be innovative and stop doing what hasn't worked for years.
- 32.31B You can put this on record....the GLOVER's lane option will NOT be the cheaper solution when all the law-suits are said and done with. Legacy Highway's wasted tax dollars (my dollars) will be just a drop in the bucket compared to what lies ahead of this storm.
- 32.2.1A More roads is not the solution, we can have smarter growth within communities. Telecommuting, ride sharing, building communities where people can live and work, encourage mass transit, tax lines running east/west to tie into front runner, enhance bus routes.
- 32.2.1G I am for a SHARE SOLUTION! What we have been doing for the last 100 years here needs to change, or we will continue to have the worst AIR in the nation during many months in the year.
- 32.2.13C We can't breath UDOT and your corridor will do nothing for me as a local and it is definitely not LOCALLY preferred.
- 32.2.1M If people in Syracuse want to live 45 minutes away from the freeway, give them the corridor, but then cut it back into I-15 before it reaches Farmington.  
  
DO not build the freeway through farmington!  
  
Mark Holbrook

## Comment 449

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**Comment #:** 449  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Dennis and Gloria Boyer  
**Location:** Syracuse

**Comments:**

We support your decision for Alternative B1 locally preferred, we have lived in Syracuse city for 27 years and feel this is the best route if new highway was needed.

32.2.13A

## Comment 450

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**Comment #:** 450  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Jake Johnson  
**Location:**

**Comments:**

I do NOT support the idea of the legacy extension for many reasons.(As follows)

32.1.2A

I have commuted 1-15 for many years and it has always been a great source of transportation, and i think suits our community just fine.

32.11.2A  
32.12A

I don't like the idea of bringing such pollution, noise, construction,and the risk of having it near my home. I don't want me or my kids exposed to more haze in OUR local community.

I don't like the idea of them turning the 2 lane road in front of my house into a butchered 5 lane highway that they are talking about.

32.14.2A  
32.13B  
32.2.13C

I don't think we should impact the beautiful one of a kind Great salt lake we have by destroying wildlife habitation, and having all the construction chemicals and pollutants draining into the water system and into the lake etc.

Also the idea of the fog that we get around the lake will bring many fatal accidents annually.

Last but not least i think the idea of spending this kind of money on building and maintaining a super highway is not smart at all.

This is just a few reasons of many i do not support the idea of extending legacy.

Sincerely, Jake J.

## Comment 451

### Response Section in Chapter 32



**Comment #:** 451  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Dan Hendry  
**Location:** West Point

**Comments:**

32.2.8C

My name is Dan Hendry. We live in the new path of the North Davis Corridor. The long understood route was west of us between our house and the canal, I have heard that UDOT has purchased land in anticipation of this route. Between September 2011 and September 2012 the route between 1300N and 1800N was moved to the East. It must have been in this time period that the wetlands became a concern. The original route took out the west side of one persons property. The new route fragments 3 different properties and appears to take a small corner of another. The new route takes out six houses and effects another in a major way as well as a 3 acre pond and surrounding ecosystem. The pond is a nesting place for Canadian geese, 64 babies hatched out this year. It is also the hangout of Blue Herons, Pelicans, 2 types of cormorants, Sand Hill Cranes, and a large variety of the more common birds, turtles, snakes, frogs and fish. The original route took out a barn and 25 acres of cattails. For a project that claims to do its best at minimizing the impact on people and their property, the environment, and keeping cost down; it seems that all 3 were sacrificed to save this 25 acres of isolated cattails!! This seems like a very high price to pay for this isolated patch of cattails that will probably dry up over the next couple of years because I cut back on irrigation water. I somewhat understand the 1974 Clean Water Act and how it protects wetlands, I do not believe it was intended to protect every patch of cattails in the United States. This total protection is because of extremist and their lawyers, some common sense is long over do. Six houses and some prime wildlife habitat is a better deal for people and the environment than 25 acres of cattails that will stay totally isolated and be a major mesquite hatchery. I have been in contact with our elected officials and some environmental groups without much feed back! I have talked to UDOT and its people and the Army Corps of engineers, their stance appears that it is wetlands and Federally protected, the end! I am willing to show anyone what I am talking about that is interested. I would like to talk to someone that can help me understand why this new route is so right. Thank You.

## Comment 452

### Response Section in Chapter 32



**Comment #:** 452  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Mary Hill  
**Location:** South Ogden

**Comments:**

Hello,

32.2.13C

I just sent a message from the website asking to please not take Farmington Bay from us. I have recently thought of another point.

32.2.1D

We have I-15. As an alternative to and from SLC and Farmington, we now have Legacy Highway, which was bad enough. As for an alternative from Farmington to Weber County, I myself take Hwy 89. The fact that we need anymore road space is ridiculous and irresponsible.

32.2.13C

If it has to happen, I vote that we inconvenience ourselves instead of the wildlife we've already disturbed enough in the area. There's obviously too many people in the area. If people want this Highway, then they can give up their own space. Use the residential and/ or commercial and/or farmlands, but please leave the few wild places we have left alone, especially Farmington Bay.

Thank you,

Mary Hill

## Comment 453

### Response Section in Chapter 32



**Comment #:** 453  
**Date:** 6/24/2013  
**Source:** Email  
**Name:** Mark Holbrook  
**Location:** Farmington

**Comments:**

UDOT,

32.2.1G

Will you consider a shared solution?

32.4.2B

See how these bald eagles are protected by federal law?  
<http://www.fws.gov/midwest/eagle/protect/laws.html>

32.2.13C

The glover lane option through Shirley Ray takes out trees that play host habitat to many BALD EAGLES, during the winter months.

Mark Holbrook

### Comment 454

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**Comment #:** 454  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Brock Williamson  
**Location:** Farmington

**Comments:**

32.2.1H

Please make WDC more like Legacy. Do not turn it into I-15. I understand the need of WDC and traffic. However, please respect the residents of Farmington, Kaysville, Layton, Syacuse, Ogden and do not allow big trucks, billboards and high speeds. Legacy is a beautiful highway that has residents very close in north salt lake making it disirable for the community and commuter. Please do the same thing for WDC! Add some trees, shrubs and burms and the highway will be a benifit to all. Don't sell out for higher profits for advertisements and billboards. Keep Davis and Weber county beautiful by adding ristrictions on the road for no advertisements and size of vehicles permitted to travel.

### Comment 455

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**Comment #:** 455  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Ryan Hill  
**Location:** Hooper

**Comments:**

32.2.13G

32.2.4A

I am a member of the Hooper City Planning Commission and attended the Hooper City council meeting yesterday 6/20/13. A presentation was given on the preferred design and comments were given on this. I wanted to share some feelings about this also. During the presentation it was estimated that almost 25,000 cars per day will enter/exit WDC from 5500 S. in Hooper. Where will all this traffic go after that? If the idea for the West Davis corridor is to provide an artery and alternate to I-15 then why are we dumping 25K cars per day right in the middle of a small town like Hooper? The WDC should extend to 4000 S. where the traffic could tie in to 31st street or even 12th St. to have better access to I-15. The way it is designed now gives very few options for access to I-15. 5600 S. in Roy is already at capacity and goes through 3 school zones. 5100 W. in Hooper is in no way prepared to handle the increased traffic. Please consider another ending/starting point for WDC. The Legacy highway starts and stops at I-15 and I-215, and so should WDC if it is going to serve the correct purpose.

### Comment 456

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32.2.1A

**Comment #:** 456  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Debbie Cope  
**Location:**

**Comments:**

I feel with the population growing as rapidly as it is, we ought to look more indepth at public transportation with the Fronrunner. This cuts down on polution, saves fuel, and saves the environment, as it is, all we are becoming a nation of houses and highways. Has there been a inquirey on how to make the Fronrunner more accesible to the public, and bussees to carry the mass public to locations of employment? We need to take care of the balance in nature to protect the future.

### Comment 457

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32.2.1G

**Comment #:** 457  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Victoria Cramer  
**Location:** Bountiful

**Comments:**

No more added pollution! Enogh freeways! I want a Shared Solution!

## Comment 458

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Comment #: 458  
Date: 6/24/2013  
Source: Website  
Name: Lisa P  
Location: NSL

**Comments:**

Please stop building roads. Invest more money in public transportation and get UTA to reduce the fares of public transportation so more people will use it. building more roads is not the answer.

32.2.1A  
32.2.1J

## Comment 459

### Response Section in Chapter 32



Comment #: 459  
Date: 6/24/2013  
Source: Website  
Name: Marcy Taylor  
Location: Ogden

**Comments:**

I would like the Shared Solution to be given full and equal consideration, as federal law requires any viable alternative be analyzed.

Also, a new freeway is in direct contradiction to the Wasatch choice 2040.

The remaining wetlands and natural areas surrounding Farmington Bay are too precious to the survival of millions of migratory birds. Paving over more of this critical landscape is not an option.

It makes more sense to put scarce tax dollars into more community-oriented transportation solutions rather than another expensive freeway that only serves to increase real estate values, cars and pollution.

These are but a few reasons to consider a Shared Solution.

Thank you for your time,

Marcy Taylor

32.2.1G

32.2.1N  
32.14.2A

32.2.1A

## Comment 460

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32.2.1A  
32.11.3A

**Comment #:** 460  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Ray Worthen  
**Location:** Morgan

**Comments:**

I am opposed to this proposal. We need to decrease the use of cars and trucks and encourage the use of rails lines and mass transit both for cleaner air to breath and to lower greenhouse gas emissions.

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32.2.1G  
32.2.1N  
32.2.14A

32.1.2A

32.2.1A

**Comment #:** 461  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Brett Adams  
**Location:** Logan

**Comments:**

Dear UDOT,

I want the Shared Solution to be given full and equal consideration.

A new freeway is a direct contradiction to the Wasatch Choice 2040.

The remaining wetlands and natural areas surrounding Farmington Bay are too precious to the survival of millions of migratory birds.

Paving over more of this critical landscape is not an option.

Your own computer modeling data does not support the project.

It makes more sense to put scarce tax dollars into more community-oriented transportation solutions rather than another expensive freeway that only serves to increase real estate values, cars and pollution.

Thank you!

## Comment 462

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32.2.1G

**Comment #:** 462  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Patrick Redding  
**Location:** Logan

**Comments:**

Please give the Shared Alternative equal consideration as you are required by law.

Thanks,

Patrick Redding

## Comment 463

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32.11.2A

**Comment #:** 463  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Robyn Jorgensen  
**Location:** Clinton

**Comments:**

I moved to Clinton near 2000 West to be far away from the pollution from I-15 your corridor would put my home and those in my community in a high pollution area, we moved out west for a reason! I do not have the means to relocate and I do not want my children to be affected by the pollution from a freeway!



### Comment 464

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**Comment #:** 464  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Jonathan Jorgensen  
**Location:** Clinton

**Comments:**

32.1.2A  
32.2.1A  
32.2.2G

I would like to let you know that I would not use this corridor and I have not spoken to 1 single person who would. I do not use the legacy highway as it is more of a nuisance than a help! To continue this road rather than make improvements I-15 smacks of ridiculousness. The off ramps like the one just made for the roy exit and carpool lanes are what we need across the wasatch front. NOT a slow new road that hardly anyone will drive and that will hinder davis residents who live in the west of having a peaceful residents far from the activity of a roadway.

### Comment 465

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**Comment #:** 465  
**Date:** 6/24/2013  
**Source:** Website  
**Name:** Suzanne Stensaas  
**Location:** Salt Lake City

**Comments:**

32.2.1A  
32.2.1J  
32.2.1G

With our air pollution more freeways is the last thing we need. Please instead increase better public transportation subsidized at an affordable rate. The benefits of a shared solution and not more pavement means more open space, less VOC, ozone, CO2, less stressed commuters and a better quality of life for all of us. I support the shared solution and oppose the current proposal by DOT

### Comment 466

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Comment #: 466  
Date: 6/24/2013  
Source: Website  
Name: Tyler Yeates  
Location: Bountiful

**Comments:**

- 32.2.1G
- 32.2.1N
- 32.14.2A
- 32.2.1A

Please give Shared Solution full and equal consideration.  
A new freeway is a direct contradiction to the Wasatch Choice 2040.  
The remaining wetlands and natural areas surrounding Farmington Bay are too precious to the survival of millions of migratory birds. Paving over more of this critical landscape is not an option.  
It makes more sense to put scarce tax dollars into more community-oriented transportation solutions rather than another expensive freeway that only serves to increase real estate values, cars and pollution.

### Comment 467

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Comment #: 467  
Date: 6/24/2013  
Source: Website  
Name: Mike Conatser  
Location: Roy

**Comments:**

- 32.2.1A
- 32.23A
- 32.11.2A
- 32.2.1J
- 32.2.1A

I oppose the extension of the legacy through west davis and weber counties. I understand traffic is bad and will only get worse in the future. I don't believe the answer to this is more freeways. More freeways will create more urban sprawl and more air pollution. The salt lake valley already suffers from some of the worse air quality in the country at times of the year. We don't need to compound this problem with more cars on the road. Instead I would like to see an overhaul of the public transit system. I would like to see a carbon tax pay for free public transit. I would like to see the bus system hubbed off of the frontrunner system. This would stop busses from running up and down the wasatch front and eliminate the current problem of a class divided transit system with the poor on busses and the wealthier using the frontrunner. This is a more sustainable system. Expanding the freeway is not a sustainable solution to our traffic problems.

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Comment #: 468  
Date: 6/24/2013  
Source: Website  
Name: deb christiansen  
Location: Petersburg

**Comments:**

I feel this should get the complete "Shared Solutions" inquiry. This does not go along with the Wasatch 2040. Utah is known for it's beauty and wild life. The last thing we need is more concrete to cover the state with. Ask California if the highways they've built have helped or hindered their state- in the long run.  
sincerely  
deb christiansen

32.2.1G  
32.2.1N  
32.14.2A

### Comment 469

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Comment #: 469  
Date: 6/24/2013  
Source: Website  
Name: Holly Hufstetter  
Location: Clearfield

**Comments:**

We have the choice to do the right thing for the environment and our future. DO NOT BUILD THIS FREEWAY! Instead make public transportation (the Fronrunner) more accessible and affordable. Please do not ruin more of Utah's environment.

32.2.1A  
32.2.1J

### Comment 470

Response  
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Comment #: 470  
Date: 6/24/2013  
Source: Website  
Name: Mary Hill  
Location: South Ogden

**Comments:**

32.2.13C

Please Please don't take Farmington Bay from us. It is such a peaceful area that already has human encroachment reaching it. Yet you can still go there and not hear traffic, but lots of birds. Just because there are lots of humans in an area does not mean we have to use up every square inch of it and leave nothing for the wildlife. It's not their fault we act like infestations. I can go there and see birds that I don't get to see otherwise because they are still SAFE there. Please don't take that away from us.

### Comment 471

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Comment #: 471  
Date: 6/24/2013  
Source: Website  
Name: Rise' Johnson  
Location: Syracuse

**Comments:**

32.2.3A  
32.2.1A  
32.2.13G  
32.4C

Please! Please! Do not put this freeway in. As it is we have several accesses to the freeway without disturbing our resources and established assets of our area. I suggest widening Gentile on the west end to accommodate more traffic. We moved to this area because of the peace and quiet of the area. If you put this highway in that will destroy it and the on and off ramp will be in our back yard and destroy our paths around Jensen Park which is a great resource for our community. I don't know what the farmers in our community feel about all this but it doesn't seem very fair to them. Saving the golf course is more important than the farmers and other great resources? Looks to me that the one with the most money wins. That is not right! Again please do not put in this freeway, we do not want it!!!

## Comment 472

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Comment #: 472  
Date: 6/24/2013  
Source: Website  
Name: John Mayer  
Location: Ogden

**Comments:**

32.2.1G

From what I know thus far, this proposal seems like a BAD idea. Please consider the "Shared Solution"

## Comment 473

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Comment #: 473  
Date: 6/24/2013  
Source: Email  
Name: Jim Smith  
Location: Kaysville

**Comments:**

<See letter on next page, titled West Davis Corridor DRAFT EIS position stmt FINAL\_6-12-13.docx>

**Comment 473 (continued)**

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**Davis Chamber of Commerce**  
**Position Statement in Support of the West Davis Corridor**  
**Recommendations**

June 12, 2013

**Position**

The Davis Chamber of Commerce has reviewed the efforts of UDOT in preparing the DRAFT Environmental Impact Statement (EIS) for the West Davis Corridor. Based on information gathered, we believe the study is thorough and the conclusions are sound. We support the recommendations as presented.

**Identifying the Need**

The Davis Chamber strongly supports the need for an additional north/south transportation corridor on the west side of Davis County. Based on current population, growth projections for the next 30 years, and current congestion on I-15, there is a vital need for additional transportation infrastructure. The addition of the Legacy Park Scenic Byway in the south part of our county, combined with the opening of the FrontRunner, dramatically reduced congestion and improved the commute time to points south.

**Issues Raised**

The Davis Chamber embraces the efforts of Envision Utah in planning our communities to handle projected growth. Under every scenario, Davis County will need to focus on higher density housing and transit oriented development if we are to maintain our quality of life and encourage economic growth. We are aware of the concern over air quality that has recently become a key political issue. We also recognize the need of an alternate north/south route through our county as essential in the event of an emergency, from earthquakes to terrorism to catastrophic accidents. We believe that the proposed route addresses each of these issues.

Although this new road is essential, building a complex artery is a very emotional issue, particularly for those whose property and lives are impacted. We are encouraged by UDOT's efforts to solicit participation from all stakeholders in this process. We appreciate the open and thorough process that UDOT has followed as these very difficult decisions are made.

32.2.13A  
32.2A

**Comment 473 (continued)**

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**Economic Vitality**

As we reviewed the detailed data supporting UDOT's conclusions and recommendations, we are impressed by the exceptional job of addressing the complex issues faced. The final recommendations are well-researched and supported by sound engineering and science. We applaud the efforts of UDOT in this work. We encourage UDOT to work with local municipalities to design adequate on/off access throughout the system. If one of UDOT's defined missions is to promote economic vitality, then allowing additional points of access to the business community is vital. Additional on/off access points will also improve emergency response time for the municipalities along the route.

**Community Involvement Encouraged**

That said, UDOT has been quick to point out that the recommendations are not finalized. We encourage all Davis County residents to get involved in the process, attend the Public Meetings scheduled for June 11 -13, and provide additional input to assure the best possible final project design.

## Comment 474

### Response Section in Chapter 32



**Comment #:** 474  
**Date:** 6/25/2013  
**Source:** Website  
**Name:** Emily & Michael Murray  
**Location:** Farmington

**Comments:**

32.2.13C

I am really disturbed by what I have been learning about the Oakridge Country Club and the special treatment they've received. I don't know how UDOT can say that didn't play into the decision, and yet that's one of the great "benefits" UDOT has stated about the Glover's route. It's wrong. They're a private, "elite" institution, and for those in government to be catering to them speaks highly toward corruption.

32.2.13I  
32.2.13L

Please remember who Government is supposed to be working for; at least in this country. The people! Not just the rich. UDOT's preferred alternative is NOT the locally preferred alternative. It's NOT. Just because UDOT says it is, doesn't mean it is. How can we know the studies are not biased? The only way we would know would be to have a vote. Or is UDOT saying it is "locally" preferred because people who don't live where it will be built, who won't be impacted, and don't know much about it, just hear "freeway, less traffic" and think, great! Well that's not an accurate assumption. Those who ARE local, and know what it entails, DON'T want it!

32.2.13C  
32.310

I'm losing a lot of confidence in the way UDOT is conducting things. How are we to trust them. They say to trust the process, and then we hear things like this? About the country club? senator Adams? A lot of different estimates about the costs of the alternatives? But UDOT will only consider the opinion of THEIR estimator. There should be much more transparency and unbiased opinions and estimations.

32.2.1G

The Shared Solution continues to be the least damaging to our environment and neighborhoods. At least it seems that way, if UDOT could also study that, maybe we could find out. Oh, and maybe have several different people study it, so the data can be compared, and we can find what is truly realistic.

## Comment 475

### Response Section in Chapter 32



**Comment #:** 475  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Dorothy Law  
**Location:**

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. LAW: First I want to thank you guys, Randy Jefferies, and your whole team. You guys have done a great job, in our eyes, in representing and researching and listening and being fair to everyone.

My name is Dorothy Law. I am with Black Island Farms. We are located on 3000 West along the wetlands in Syracuse. This is where our fourth-generation 250-acre active vegetable farm has been operating for over 45 years.

32.4D

Over the past 45 years, we've employed hundreds of young men, teaching them the values of hard work. Black Island Farms -- we also celebrate the farming community's strong link to the local landscape. In fast-developing Syracuse, our farm remains a treasured expanse of open space and valuable farmland.

During the fall, we host Black Island Farms Harvest Festival Corn Maze and Nightmare Acres. We are Utah's largest corn maze, which includes a Utah's own farmers market, educational pumpkin hay rides, Straw Mountain educational activities, and much more.

We offer an array of attractions that are meaningful to the community, like the agriculture, education, farmland preservation. We have over 50,000 Utahns that come to visit our farm in the fall that travel through the heart of Syracuse. We also have over 6,000 students that come through for educational field trips. We employ over 150 teenagers and adults during the season.

Syracuse is known for its small-town feel and integrity and safe place to raise a family. By taking away local farms and open space, we take away what makes Syracuse special, so we appreciate, you know, that effort in preserving our farm.

In the U.S. right now, we have fewer than 2 percent of the population feeding other -- all Americans. Here in Utah, farmers and ranchers represent less than 1 percent of our population. Our dependency on foreign energy has increased dramatically over the past 50 years. Data and trends are showing that unless we work towards producing more of our own locally-grown food, that we can experience that same type of dependency on fresh fruits and vegetables.

You know, in Utah alone, we have lost over 500,000 acres of agriculture lands to development. We all eat. We don't want to become completely dependent on outside food and sources. We need to maintain our local production. By doing so, we'll be helping preserve the environment and strength our community by investing, you know, food dollars close to home.

You know, the Utah Agriculture Protection Act was put in place, you know, to help guarantee the local farmer could remain in agriculture production. For Utah, it was a great milestone, but -- and compared to the long history of some communities around the world, we have, you know, only come a short way.

You know, Utah needs to learn the hard lessons of other countries and, you know, their dependency. You know, they're looking outside of their countries for sources for fresh fruits and vegetables.

32.2.13A

We would like just to thank you for your support to not alter what has been put in place by those before us along

### Comment 475 (continued)

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the Bluff Road and destroy what makes Syracuse so special. I think we can have the best of both worlds by maintaining a beautiful city center with thriving business, community, and open space and farmland.

I would just like to use this as a statement to say that open space and growth can coexist in a positive way. And, again, thank you guys very much.

### Comment 476

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Comment #: 476

Date: 6/26/2013

Source: In Person

Name: Pat Hale

Location: Syracuse

Comments:

<Public Hearing Comment \_6-12-13>

32.5.6A

MS. HALE: I just have a question. I've been to meetings before this one, and they've thought that they would take some of my front property, and I would like to know how much and when I can find out how much. That's it.



## Comment 477

Response  
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Comment #: 477  
Date: 6/26/2013  
Source: In Person  
Name: Nile Carlson  
Location: Clearfield

**Comments:**

<Public Hearing Comment\_6-12-13>

32.2.13A

MR. CARLSON: Nile Carlson. I'm from here in West Point. I am here representing the Davis Conservation District, who takes in -- it's a government agency. We are voted in as the -- by the farmers and ranchers here of Davis County.

I'm speaking for the whole conservation district and want to thank you people for the efforts that you've put forth in getting this road, highway, whatever you want to call it, started. It's something that we do need.

Route B is the original corridor designated that has been in several cities' master plans for decades, and this route was -- has a lower-quality soil wetland. It does have wetland, but it's a poor-quality wetland, in general, than the other routes. The EIS process recognized this, confirming the earlier studies.

Somebody is -- you know, there are wetlands and there's farmlands that's going to get hit with this road, but I think that the major -- the quality of land, farmland, is by far better on this route than the A route. The big route has high-quality soils and the microclimate that are amongst the best in the state for production of produce. As a result, Davis County is famous for providing fresh local produce to the Wasatch Front and the surrounding areas.

32.4D

That soil is not a renewable resource if it is lost. Losing it to a road would be devastating to local agriculture, so keeping it under (inaudible) is not only a matter of local food, it's also a concern for the food security, open space, the economy, and it helps reduce the carbon footprint that we want here in Davis County.

Determining where to put your road has been a complex decision that impacts wetlands, agriculture, homes, businesses, schools. They're all going to be impacted and are important to have a road in our community. The wetland and the soil around me is a lesser quality than the alternatives in most prime agriculture lands, critical wetland habitat. Soil is a nonrenewable resource. It cannot be created -- Okay. -- mitigated or moved. When it's developed, its benefits are lost, but we do appreciate you going with this route.

## Comment 478

Response  
Section in  
Chapter 32



Comment #: 478  
Date: 6/26/2013  
Source: In Person  
Name: TJ (or T.J.) Jensen  
Location:

**Comments:**

<Public Hearing Comment\_6-12-13>

32.2.10

MR. JENSEN: Hello. I'm TJ Jensen, a resident of Clearfield City. I do have property that's going to be underneath either alternates A or B, so the one (inaudible) alternate B. That essentially is the closest alternative we have to a road that's been proposed in Davis County for years. The West Davis Highway (inaudible).

There are some people that have said they were never aware that, you know, there was a plan to put a road along Bluff Road at some point, so I -- I, growing up as a kid in Syracuse, had always heard (inaudible) the old road, that there would eventually be a road there. The size of the road, of course, you know, we didn't really know what that was. I think at that time -- I think it would be a boulevard or maybe even, you know, like, make it a highway, or something like. I don't think we were expecting (inaudible).

But, nevertheless, that was destroying -- that was (inaudible) if you want to call it (inaudible) but where some people are saying that, "Well, you know, it's wasn't on a national plan," (inaudible) I took some time and I was down in Davis County -- and back in the '70s, Davis County used to keep copies of all the state's master plans, and so, going to (inaudible), I did manage to find a copy of the Syracuse City master plan dated 1907 to 1990, which was prepared by R.K. Allred & Associates, consultants, and it talks about a couple things.

One, which is kind of interesting, is even back then, they were thinking that Syracuse (inaudible) built, that would be 9,300. Right now our buildout in our current master plan is basically 37 to 40 thousand, is our current estimate, so we're way past 9,300, but even back then, along Bluff Road they show a proposed West Davis Boulevard on this master plan, so I just want to send a copy of this so you guys have it for your records. Thank you.

## Comment 479

### Response Section in Chapter 32



**Comment #:** 479  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Brian Young  
**Location:** West Point

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. YOUNG: Thanks for having this comment period for us. My name is Brian Young. I live at [REDACTED]. Right at the bottom of my bluff is where this freeway is proposed to go. I feel like this is de javu all over again. I lived in Southern California for most of my life. The first home I bought, which was all I could afford, was a home that was reduced and reduced and reduced in price because it was about as close to the new 210 freeway, Foothill Freeway in San Diego Valley, Southern California. Glendora was the city.

And we purchased it because, as I say, it was all we could afford. And within two years we had to move. The pollution. We had persistent cough. I couldn't sleep through the night from the diesel trucks. I'd hate to see this happen. I don't know what else to say, other than sounding like NIMBY, you know, not in my backyard.

But it isn't just my backyard. You're talking about affecting every resident along 4100 and further north. To me, the only thing that makes sense is to go around these houses, out past 4800, where -- and I realize that the farms will be impacted. Personally, I'm not sure it's even necessary.

Southern California tried to build out with freeways to solve their problems and it didn't work. They got more smog, more gridlock, more pollution. So what are they doing now? They're trying to back into rapid transit at a huge cost, because they're trying to accumulate properties that have been built in the path.

I think we have an opportunity, maybe, to build another FrontRunner through this corridor, possibly. People will never leave their cars if they're not forced to do so, but once they're forced to do so, they'll find that it's a viable alternative.

My next-door neighbor, Don Porter, takes FrontRunner in to Questar every day. His company gives him credit for work time on the train because he plugs in and uses his computer and does work. He loves it. He didn't think he would, but he does. And I think it's a viable alternative, and I sure as heck don't want to have to move again for the same reason I had to move 30 years ago, with a cough and sleepless nights. So that's all. Thank you.

32.11.2A

32.12A

32.2.13J

32.2.1A

32.1.2C

32.2B

32.2.1J

## Comment 480

### Response Section in Chapter 32



**Comment #:** 480  
**Date:** 6/26/2013  
**Source:** Website  
**Name:** Elizabeth Stair  
**Location:** Farmington

**Comments:**

The last thing this state needs is another freeway. The immediate reaction to population growth is to accommodate it by building more infrastructure to suit the growing transportation needs. But this is a new era, one where we recognize how poor our air quality is, how unhealthy it is to drive from point A to point B, and how there are other alternatives.

I am a concerned citizen living in Farmington, right where the preferred alternative will be passing. Although this is, of course, great concern to me because I will lose the small bit of rural peacefulness I have here, I am even more concerned by the fact that a freeway seems to be the only solution this state's transportation planners can come up with.

Please consider supporting Utahns for Better Transportation's Shared Solution alternative. Instead of building an expensive freeway, work with the infrastructure that is already in place, promote mass transit (that big train UTA just built up north!) and encourage people to ride their bikes or walk. Pretend for a moment that we have a limited amount of space to grow and build, like Washington DC, San Francisco or Boston, and create more useable transportation around that (yes, driving is incredibly inconvenient in said places, but it still works if you must, and there are alternatives if you wish not to).

If you do still chose to build the freeway and use the Glovers Lane option, please consider putting up little/no lighting or billboards, just like the Legacy. Please consider making this the least impactful freeway possible. Also, please consider using the same type of road material as the Legacy, and not allow large trucks - these will all help minimize the impact.

Thank you,  
Ellie Stair

32.2.3A

32.1.2A

32.11.2A

32.2.13C

32.2.1G

32.2.1A

32.2.13C

## Comment 481

### Response Section in Chapter 32



**Comment #:** 481  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Charles Black  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

### 32.4D

MR. BLACK: I'm Charlie Black. My family farms in the West Syracuse area. We have four generations on the farm now. We've been farming for over 50 years. The land that we farm has been farmed continuously since the 1880s. It came from homesteads and Union Pacific land grant sales, so this is typical of most of the farms in a strip of prime farmland that runs from Syracuse along the east shoreline of the Great Salt Lake and all the way to Plain City, but this highway starts in our area and takes farms away. You lose the critical mass that's needed to maintain farming.

Farmers trade, trade water, and machinery companies need to have an amount of farmers to stay in business, so this road going through there would be detrimental to agriculture. Everybody talks about eating local fresh produce, healthy. It's a trend that's going on now. Even the supermarket, retail supermarkets, are buying more local produce. There's farmers markets, CSA, farm programs going on. This could be lost just before it gets a chance to have a foothold in it.

So we don't want to lose agriculture. It's important. I know that people don't want a freeway or a highway next to their house, but houses -- you know, it might not be fun, but they can be relocated. Wetlands -- it's bad to put a highway through wetlands, but they can be mitigated. Farmland can't. We're using all the good farmland right now. You take it away, you minus it out of the equation and it's gone.

### 32.2.13A

We're behind it with OPEC and we're importing more than we produce and it's caused a problem. It will be a bigger problem if we start to have to import more food than we produce here. I think there is a need for this road. I think it's been studied fairly. To be frank, I didn't much care for UDOT when they first came around, but after dealing with them for a period of time, they have listened to us, and the farmers support this alternative that they've come up with.

I was on the Davis County Planning Commission in the 1970s, and every year we would approve the West Valley Highway at one of our meetings. We didn't have money to buy the ground, but it was approved to keep it on the books.

In 2001, it was studied by the Wasatch Front Regional Council and it was recommended again to be on this route. So it has been on the books as a route for many, many years.

Farmland and wetland together are better. Upland and wetland are more productive than just wetland alone. Okay. Thank you.

## Comment 482

### Response Section in Chapter 32



**Comment #:** 482  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Christine Bastian  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. BASTIAN: Hi. My name is Christine Bastian. Two years ago I moved to Farmington, Utah from Seattle, Washington, and I've often been asked why. Washington is a beautiful state, but if you live anywhere near the Seattle area, you cannot get to that beauty, not without fighting through hours of congested traffic. The wild places and the beauty have been pushed far beyond reach.

You see, Seattle made a huge mistake. Instead of putting effort into building commuter trains and viable transit systems, they put funds into building more roads, freeways, and corridors, and they rely on these to adequately move people in and out of the city. Despite promises, this led to more congestion, more pollution, and more waste.

### 32.2.1A

### 32.2.1J

We, as Utahns, have a rare opportunity to learn from these mistakes. If we have a chance -- we have a chance at a true solution. UDOT, spend your time and your energy, not to mention our tax dollars, into improving a convenience that's already established by trains. Open them up to run on weekends, increase the hours of operation to meet the needs of all commuters, and lower the fares to a level of practicality that makes taking the train make sense.

This will help keep people from getting on the freeways. It will make a huge impact against congestion, pollution. It will keep our communities vital and economically strong. It will keep our wild places accessible for all to enjoy.

### 32.2.2G

UDOT's own data analysis indicates that this new corridor, as they call it, will be underutilized by -- even by and during the time the Wasatch Front is more than double the population, rendering this freeway a \$600 million waste of our taxpayer money. It will not ease congestion and will only wreak havoc in Utah's natural and unique beauty that makes our communities desirable to live and work in.

### 32.2.13C

With a better solution on the table, why are we being forced to move forward on this one? Any continuing support from our government and from UDOT regarding the wasted funds and environmental nightmare points in one direction: cronyism and corruption. This is nothing more than an attempt to funnel \$600 million from us to those seeking to increase their own budgets and pad campaigns.

Governor Herbert, I speak directly to you. We charge you with the responsibility to rise above the belligerent waste of \$600 million. Utah does not need its own version of a bridge to nowhere. Utah citizens deserve more than to fall victims to cronyism.

Utah should remain an exemption to the national trend of wasted money and false promises. This is not about "not in my backyard." This is not about "not in my neighbor's backyard." This, when it comes to back-room court deals, high-dollar fraud, this message is clear. It is not in Utah.

## Comment 483

### Response Section in Chapter 32



**Comment #:** 483  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Cory Jensen  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

32.8A

MR. JENSEN: My name is Cory Jensen. I'm mostly -- I'm a resident of Syracuse but also an instructor at a youth class at the University of Utah on alternative forms of energy, specifically solar power. I pretty much wanted to say ditto to the previous comments, but I had a couple of -- couple of other points here, the first being that we want to look at our long-term economic sustainability as a state, and by adding this freeway, as was mentioned, we do lower the property value of the homes and the areas that are along this corridor. In so doing, then we're also going to be receiving lower -- receiving lower taxes from that area, as a state, and it doesn't make financial sense to do that.

32.2.1A

If we do take this \$600 million, whatever the amount ends up being, and apply that to existing infrastructure, such as UTA or the FrontRunner, any of those options, and make that a financially sound idea so that people are saving money by using mass transit, rather than spending more money, then we're going to save a lot of problems.

32.11.2A

I'm also a schoolteacher, and I've noticed, just in the past few years, that we seem to be getting record number of kids with asthma and other breathing-related problems, and this isn't -- having any type of freeway here isn't going to solve our problems. We need to look seriously at the long term. Our long-term goal as a country is to become energy sufficient -- or energy efficient and to break away from the addiction that we have to oil. By adding a freeway, we're just enabling that addiction, and we need to step away from that, look at our mass transit forms, and put our money where our mouth is, so thank you.

32.2.1A

### Response Section in Chapter 32



**Comment #:** 484  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** John (Jack) Diamond  
**Location:** Clinton

**Comments:**

<Public Hearing Comment\_6-12-13>

32.4D

MR. DIAMOND: My name is John Diamond. I represent Hooper Irrigation Company and also Wetland Management. I'd just like to mention that I've grown up here all my life (inaudible) third generation of family that has grown up in this area dealing with agriculture.

I'd like to compliment Randy and his team for the due diligence that they've done on their research and everything, and we're very much in favor of alternative B. It impacts very little, but not the agricultural land, and, as has been mentioned, agricultural land cannot be made. It's there. Once it's destroyed, it's gone.

And I would say that probably the majority of the people in this room probably have no idea what the impact of agriculture has on Davis County, and in the same token, they probably don't have any idea where the majority of their food comes from, and if we become independent on out-of-state sources or out-of-country sources -- we know what's happened with the oil industry and things of that nature, and we're going to be in dire trouble that way.

So we're very much in favor of protecting the ag land that we have left in Davis County.

32.2.13E

One concern that I have is on the intersection of 300 North and 4000 West. The plat shows it going west down towards the upper canal. UDOT already owns the property through there, and, talking with Randy, he indicated that it was considered wetlands. Once again, wetlands can be mitigated, and I would like to see that moved back up east to where we planned before, and I think that would help a lot of the residents in that particular area.

Once again, appreciate all the work that you've done and the opportunity you've had, listening to us in the last couple of years. That's all I have to say.

## Comment 485

### Response Section in Chapter 32



**Comment #:** 485  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Kelly Craythorne  
**Location:**  
**Comments:**  
 <Public Hearing Comment\_6-12-13>

MR. CRAYTHORNE: Frankincense and myhhr and monopoly.

Let me -- I might have a different take than what you've heard so far tonight, but more of a personal touch, perhaps. I live in -- my name is Kelly Craythorne. I live in Hooper. Recently, though, I tried to move to West Point. My brother and my sister live here side by side. Beautiful area. And recently my sister's son's home became available, and I wanted to sell my house and move there, be next to my brother and my sister.

32.5.6A

So I put it up on the market, and then you folks made your announcement, and the family that was going to buy my house in Tooele called -- or e-mailed and said "Sorry. Good luck." I cannot -- according to the Realtor, I can't give my house away now. He says there's a chance, one in a thousand, the way it comes together. Your alternatives come together -- your alternatives come together and take up the southeast corner of my property. It doesn't matter which alternative you choose over another. It affects me.

32.31K

I, personally, don't think you'll ever have the funds to build it. That's my personal -- I mean, I look at the scratching and clawing that you went through to get Legacy through that swamp-infested area west of Centerville and the money situation. I don't think you'll ever have the money to build it, anyway.

32.31L

But the damage is done now to people, to people like me. This fellow that mentioned, you know, the view off of the bluff and everything, he's been affected because he could not sell his house now for what it was worth. I cannot sell my house for anything close to what it's worth. I lost a lot of money. I had to back out of that deal to come to West Point to live by my family, and I am virtually or literally a prisoner in my house.

32.8A

You might as well, you know, throw up a wall around it like a prison, because I cannot move, unless I want to give it away. And now when I inquire about compensation, they say, "Well, there's no funds for that. And, besides, it may or may not ever happen." Well, I said, "Well, that's good, but the damage has happened. It has affected me." And someone should have been thinking of that, saying, "You know, when we announce these things," just like the fellow on the bluff -- he also had another good point about living by the freeway. I remember when the houses along Centerville right next to -- or Kaysville were being built, and they said \$110,000. Well, they sold them all, but people knew that the deal is because we're living by a freeway.

Those of us out here didn't plan on having a freeway on our front door. You take out all of my neighbors up to me, then you cross over the canal, and you leave me and my neighbor there to fester and wallow. And I -- like the politician once said, "Where do I go to get my good name back?" Where do I go to get my value back? I guess that's it.

## Comment 486

### Response Section in Chapter 32



**Comment #:** 486  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Charles & Donna Persinger  
**Location:** West Point  
**Comments:**  
 <Public Hearing Comment\_6-12-13>

MR. PERSINGER: My names is Charles Persinger. I live in West Point. You don't need it at all until the FrontRunner is full and running every two minutes. You don't need another highway. Thank you.

32.2.1A

32.1.2A

## Comment 487

### Response Section in Chapter 32



**Comment #:** 487  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Dr. Gerald Rampton  
**Location:** Mapleton

**Comments:**  
 <Public Hearing Comment\_6-12-13>

MR. RAMPTON: I thought it was a question-and-answer format, which isn't the platform, correct? Okay. So I'm already probably disarmed somewhat, but I -- I'll be very brief (inaudible), especially since I'm not prepared to answer any questions. I'm Gerald Rampton, property owner in Syracuse.

32.2.1G

One thing I just wanted to ascertain is that everyone was aware of the shared solution that -- as far as UDOT. Since (inaudible) Utah, I believe, is behind that, Roger Borgenstine. I'm probably pronouncing his name wrong, but, anyway, they, in essence, are opposing that the lanes be expanded, among other things, like Antelope Island, Gentile, other roads, and then they be increased in the speeds and no freeway whatsoever would have to be built.

I just wanted to make sure -- I don't see any nods. That's okay. But have you heard of this, any of you?

Oh, okay. All right. Well, anyway, I wanted to propose that the shared solution be given some adequate time, if I could, and that's already been proposed, I know, in numerous e-mails, so I assume that you all do know that.

32.2.13G

I've spoken with -- with a lot of people with UDOT. The other thing that I wanted to -- to bring up, since I'm not really prepared, as I said, more with a question and answer, would be that if a freeway did have to come through the area -- we're all divided, I'm certain, here in the area, but I think the majority of people -- not all, because you'll never make everyone happy, but if there did have to be a freeway, I think the majority of people -- and we'll see if I get applause or not -- not that I'm looking for them, but I think most would prefer alternative A, not -- as opposed to alternative B, and that's -- there's a lot of reasons for that. In Syracuse School, K through 9 will be affected, Syracuse Arts Academy, and noise and carbon pollution, whatnot.

This thing keeps kind of falling down here, but I guess we're okay.

So it will affect the children, but it will also affect a lot of homeowners and home -- or people with -- Okay. All right. Thank you.

## Comment 488

### Response Section in Chapter 32



**Comment #:** 488  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Rodney Carter  
**Location:** West Point

**Comments:**  
 <Public Hearing Comment\_6-12-13>

MR. CARTER: My name is Rod Carter. I have been a resident of West Point for 50 years, and when I moved here, I bought property on 4500 that runs back, and the man that sold it to me told me at that time there would be a highway that would come through West Point. He also told me it would follow right under the bluff, and that, of course, didn't affect me. I could live with that. That would be fine.

32.14.3C

But I've lived here long enough to know that that the so-called wetland is man-made wetlands, and if you pour water over a piece of land and continue doing that long enough, it will show all of the signs that needs to be shown to say, "Yes, this is wetlands." But I know for a fact that if you stop the water that's coming down over that hill, that is not wetlands.

And I also know for a fact that so-called wetlands -- last summer we had an accident there. They called the Medevac to be brought in here and landed a five-ton helicopter right in the middle of that so-called wetlands, and the people walked back and forth, and yet we call that wetland and (inaudible) five-ton helicopter in it. So I know that that is not wetlands. That makes its own water. That water is there because we pour water on it for a hundred years or so and it turns it to wetlands.

32.5.6A

I also know that sugar beets used to be raised years ago up on some of that area. My history in West Point goes back a long ways. The alternatives now, either A or B, affect my property, which I did not think would happen because of what I had been told, and I know for a fact that that's not following the route that has been reserved for 40 years in West Point, as the flier said that was delivered to my home on 31 May. I don't know who's responsible for it. UDOT doesn't claim responsibility. West Point doesn't claim responsibility.

They claim victory that the road was put back on the corridor that had been reserved for it for 40 years. I can't find out who is responsible for that flier.

32.4D

But the alternatives -- I'm also a farmer in Box Elder County, a 300-acre irrigated farm, and I don't want to see the farmers lose that land, because I also know the importance of farmland, and I hope those who destroy it and save wetlands will have to live off the wetlands and not the farmland that will be taken when the food gets a shortage.

32.2.3A

32.5.6A

I also would like to state -- make a couple of questions and observations. Since it is going to come through my property, either A, out -- A or B, it doesn't really matter. I prefer to see no road at all, but alternative B that will leave the farmers alone is the better those that are left, but if it does come through properties -- if you went through part of a business and left just half of the business, I assume that you'd be prepared to buy the entire business, so if you go through property and take in part of the property and your road is supposed to be done on that property, I would suppose you'd be prepared to buy the entire property.

32.8A

And I would also assume that if you destroy homes, like the value of homes like you have done for Mr. Craythome and others, that there could be appraisals made of properties if the highway didn't come and appraisals if the highway did come, and UDOT would be prepared to pick up the difference so that they wouldn't be sacrificing

### Comment 488 (continued)

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their  
properties and the value of those properties because of that highway coming through.

The other question I would want to know is -- I'm sorry? Okay. I'll stop there, but I just want -- the other thing I would just like to know about is when would that property be purchased, or would we just be held hostage until the road comes?

### Comment 489

Response  
Section in  
Chapter 32

Comment #: 489

Date: 6/26/2013

Source: In Person

Name: Nathan Miller

Location: Syracuse

Comments:

<Public Hearing Comment\_6-12-13>

MR. MILLER: Nathan Miller from Syracuse. There's a lot I could say. I could go on, but we're just going to say this: I think there's a PR problem that's being created. A lot of -- a lot of people are in my community, a lot of neighbors, a lot of friends, and even the newspapers even this morning suggested that protesters are opposing the Legacy extension, and this is not a Legacy extension with the type of road that's going in, the visual standards that are going in. This is not a Legacy extension.

32.2.1H  
32.2.13C

I know UDOT has not suggested that it is, but UDOT has not been forcible to suggest to the communities that this is not a Legacy extension. I know I could go on the draft EIS and look at it and tell it's not an extension of Legacy, as far as what Legacy is, but I would ask that UDOT consider having some sort of a statement out there to the public to say, "Hey, this is not Legacy. This is something completely different." This is a roadway that's going to be 14 feet high going over roads, not roads going over it. It's going to be this big block of concrete, concrete pathway allowing 18-wheelers, et cetera, and I think the public needs to understand what they're getting themselves into here. And that's really all I have to say today. There will be more, I'm sure, later. Thank you.

## Comment 490

### Response Section in Chapter 32

Comment #: 490  
Date: 6/26/2013  
Source: In Person  
Name: John Long  
Location:

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. LONG: John Long up in West Point. I live [redacted]. Right there by the canal where the new proposed route goes through goes right next to my house.

To give you a little history, back in 1997, when I bought my property, before I bought it, Howard Stoddard, who was the mayor at the time, told me that there was going to be an interstate going down through there, and Norm Whitaker, who worked for the city -- I says, "Well, let's walk it and see where that's at as to" -- "according to the property I'm looking at purchasing."

We walked that corridor. I was okay with it. Purchased the property and built a nice home there with a large yard, about three acres of lawn, and lots of landscaping. I have a total of 11 acres. When I purchased the property, I had to go through the Corps of Engineers, and they said it's wetland. I was going to have to mitigate in order to build my home.

I fought the Corps of Engineers. Did a lot of research. There's three criteria that has to be met for wetlands. Number one is vegetation. That was marginal. Number two is the soil condition with mottling where the top water comes down and the surface water meets and it leaves a deposit of organic matter, and it did meet that. Number three is standing water 14 consecutive days during the designated growing season, which it did not meet that, so, through that, I was able to fight the Corps of Engineers and I won.

And there was a paper -- an article done in the Standard-Examiner on it, how a little guy beat the feds and won. The wetlands, what they're calling wetlands along there, is marginal to poor quality wetlands. It does not have -- on my neighbor's property over (inaudible), it does not have standing water for 14 consecutive days, except for the canal that they've dug along there to take the irrigation water away.

The other property to the south of that, I don't know about that. One of the things Mayor Craythorne said is that -- West Point Mayor Erik Craythorne said in 20 years the area will be filled with homes. It would be better to build the road within the 2001 corridor and create more wetlands of a higher quality elsewhere. I would totally agree with that comment. The wetlands, again, are poor quality.

The corridor. West Point has kept this corridor open. This is a huge part of the corridor that you have taken out. They've kept that open for over 30 years. There's only one home built in that whole Bluff Road Exchange. And I also say that pioneers way back when in the 1800s used this Bluff Road as a trail to take goods from Salt Lake to Ogden and also for travel to California, and through wetlands -- to take a horse and wagon through wetlands would be virtually impossible of that caliber.

And, fortunately -- unfortunately, we don't have satellite images of the 1800s. Didn't come about till, what, 1937, something like that, so I think, historically, if you look at historical records and based on that, you could fight the wetlands issue and you can win that, and the state of Utah can put this freeway where it was proposed to go.

I also liked a couple comments from John Diamond and Rod Carter regarding the bluff and this corridor and to maintain it where the State said it was going to go. All right. Thank you for your time.

32.14.3C

32.2.1F

## Comment 491

### Response Section in Chapter 32

Comment #: 491  
Date: 6/26/2013  
Source: In Person  
Name: John Prince  
Location: Kaysville

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. PRINCE: Thank you for the opportunity to address you. My name is John Prince and I'm from Kaysville, and I'm actually here more on behalf of my daughter, who lives in Syracuse, Heidi Lemon, and her husband, Derrick, and my grandchildren, who will live within a hundred yards of this freeway, and they -- I'm more concerned about their welfare and their well-being.

It's pretty well evidenced now that air pollution from cars, from freeways causes asthma. Recently it's even been determined that it may have a very definite link to autism. I don't think we can turn a blind eye to these things.

I also -- you know, I know it's not a question-and-answer period, but, like the gentleman a minute ago, I've had the impression all along that this was going to be a Legacy extension and a Legacy-type highway. UDOT has made no effort whatsoever to clarify the differences. And they're fast. It's not going to be a quiet highway. It's going to have billboards. Well, I shouldn't say it will, but you mention about a question and answer. I asked several people in there these questions. Nobody had answers. "To be determined." That's not the way to run things. That's not the way to make a public proposal.

These things need to be determined ahead of time, because they will make a difference in how the public views this, whether semis will be allowed, whether there will be a speed limit of 55. Legacy works very well under these circumstances, and it should be the same here. It should be -- if it's going to be built, which I oppose -- I don't think it should be -- it should be a commuter highway with the same types of circumstances as Legacy.

To do otherwise -- I don't see the need for semis on that road. I don't -- you'd save an awful lot of money not pouring concrete, and using asphalt, much less the benefit of being quieter. I just don't get it, and I -- I think we get into this mode of kingdom building by -- if we don't spend it, if we don't do these projects, we don't justify what we do. It just doesn't make sense.

The other thing that came out yesterday that I wasn't aware of at all -- and I've read quite a bit about the highway -- is that it's intended only, at 2020, to terminate at Antelope Drive, and 2030 will be the final extension. All that traffic at 2020 is going to dump onto Antelope. Where does it go from there? And nobody is going to say that's true or not, because I've asked the question in there and nobody can answer it.

Your people in there aren't very well educated for our answers to these things, so it's disturbing to me, and it's disturbing that UDOT is not taking the time to answer these questions in the public for the public.

I was really surprised at what this gentleman said about, you know, why aren't you making a difference (inaudible). I'm thinking and talking to the same people in the there, for the same reason there are people in there, and I didn't know other people were thinking the same thing, so it's obviously a problem, and it just doesn't feel right. It doesn't look right; it doesn't feel right.

I think -- you know, the extension from Antelope -- may never even occur. Who knows? It's just a wish list. Thanks.

32.11.2A

32.2.13G  
32.2.1H

32.30F



## Comment 492

### Response Section in Chapter 32



**Comment #:** 492  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Glen & Nancy Wade  
**Location:** West Point

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. WADE: (Inaudible). My name is Glen Wade. I have a doctorate degree from Georgetown University and a degree in chemistry and math from Weber State, and I'm currently on the committee for the advancement of science at Weber State College. I'm also a farmer in West Point.

32.2.10

In 2001, a public hearing and a vote was held on the corridor. It was -- that was shared by -- and UDOT did do a big effort to warn people, forewarn people. It's on the master plan. I have evidence they may want to look at it in Syracuse. Going back to 1953, plan B was going to be where it is.

32.2.1A

It was shared by Marta Delree, Marty Stevens (inaudible), and also Dan Eastman, so I'm sorry if someone is there and moved in, but this is no surprise.

Number two, people talk about why the existing corridors. There's going to be, in my opinion, much more impact to homes and slower traffic and more pollution if we do widen existing corridors for slower traffic and more pollution.

32.2.1A

I really honestly believe, as a farmer, that I do as much or more than I ever did when I was with the city council at West Point of maintaining the ambiance and the quality of life in West Point by maintaining these farms, and, believe me, it's not easy. One of the most difficult thing I've ever done.

32.2.13A

It's been brought up to use mass transit, but we all vote with our keys when we go out and turn our cars on. Americans love cars, and that's a fact. That's all I'm going to say about that.

I applaud UDOT for realizing that we're going to need this transportation corridor. I believe that UDOT -- UDOT has not given us surprises. They've advertised. I've got a file this thick on articles in the paper, the public hearings. They welcomed all the input that we could give them, and I applaud your decision. I vote for alternative B1. I think it's the best and it's historically right, and I appreciate your time.

## Comment 493

### Response Section in Chapter 32



**Comment #:** 493  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Howard and Anne Stoddard  
**Location:** West Point

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. STODDARD: Howard Stoddard, former mayor and city council member. Back in the 1977 area, when this route was proposed -- so far we have been able to maintain pretty well the right-of-way along the bluff for development and against development so that it would be -- not be an expense to UDOT and the people who are by that right-of-way.

32.2.10

There's been 14 parcels that's been purchased along the bluff, and I have been one who has been encouraged by that, and too bad that we didn't follow the ideas of Mike LeFevre, who used to be the head of UDOT in Ogden. He said, "Howard, we made a mistake when we didn't buy up the property back in those days." He says, "It would have been paid for now and been a lot cheaper than what is being proposed today."

32.2.1F

I'd just like to say that I would like to see this go along the bluff where we have proposed and had properties held for that purpose, and I'm sure there would be a benefit. I can understand some of the people that's up on top of the hill along 300 and 800, but I think this property was designated or that route was designated prior to them moving in, yet I can understand. I've got a (inaudible) that lives there.

32.5.5B

But I'd like to see them to change and go back along the bluff where we proposed all these times and years and stay away from the farm grounds and expenses of going over the Hooper Canal through good properties down there. Thank you.

## Comment 494

### Response Section in Chapter 32



**Comment #:** 494  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Jamie Nagle  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. NAGLE: My name is Jamie Nagle and I'm the mayor of Syracuse, and I'm here tonight with a probably a little different take. I do support the road. I do believe we have need in Davis County, and I also believe that UDOT has been very transparent in the process.

There's a lot of emotional decisions, a lot of emotional factors that have to be taken into play, and I respect UDOT's willingness to listen to those. Even when I've not liked the answer, you've listened and you have tried to mitigate concerns from a city standpoint and for the residents.

32.2.8A

Syracuse made some planning decisions a while back, though, that has made it infinitely harder for the Legacy corridor to come through. Originally Syracuse Arts Academy was built, and it -- we engaged, as a city, in land swaps to make sure that we preserved that Antelope corridor for an interchange there.

32.2.13G

That school now is very against that road, and I get the impacts, and they're real and they can't be minimized, but there is continued conversations and legal deals that were done to make sure that that was put in place.

32.2.8A

Conversely, the city made some decisions to build Jensen Park and locate our secondary water pumps right through that corridor, which now makes it so that people who did their due diligence and researched where that corridor would come through, now we're going to be impacted when they made some big life decisions on where to locate their homes, and I don't want to understate those impacts, and I want to make sure that everybody recognizes how large those are.

But what happens one day impacts the decisions the next day, and who wants it one day doesn't want it the next day.

32.2.13G

So, I do recognize the significant impacts and I do want to ask UDOT -- I've talked about this with your team, both in public comments and in private meetings. I would ask you to consider the Legacy Corridor continuation. I do believe that that's a better benefit for our city and our county.

I also would ask in another setting tonight that you address the sound issues. You said that there's not going to be any sound wall, so I've asked you to revisit that and also revisit the pavement that's used to direct those sound issues.

We have young families who will be displaced by this if it's on corridor B. I noticed the Schofields, who are one of the original residents of Syracuse, that would be dislocated if it goes on option A, so I -- I feel like UDOT has taken it on the chin and you guys are the bad guy, which the road needs to come through, I feel, but I do respect the process and I thank you for the openness in the process, and I respect your decisions and how difficult they are.

## Comment 495

### Response Section in Chapter 32



**Comment #:** 495  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Lynn de Freitas  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. DE FREITAS: Thank you. My name is Lynn de Freitas. I live in Salt Lake City. I am the executive director of Friends of Great Salt Lake, which is a nonprofit organization that works to preserve and protect the Great Salt Lake ecosystem through education, research, and advocacy. I'm here tonight representing my board of directors and our membership, which is represented in the five counties that surround Great Salt Lake and beyond.

32.2.3A

32.2.1G

I have some prepared comments that I'd like to share. Friends is opposed to the West Davis Freeway in concept and principle. We support a "no build" alternative with a fair and thorough analysis of the shared solution proposed by Utahns for Better Transportation and many of the residents that live within the West Davis Corridor. The shared solution alternative would invigorate communities and their economies instead of destroying them.

32.1.2A

We need a visionary approach to our transportation needs as we grow along the Wasatch Front. This freeway epitomizes tired and myopic habits that are characteristic of UDOT and what it thinks is the answer to our future transportation picture.

32.13A

Some observations just after a brief run-through of the DEIS: Except for the mention of water quality, there is no substance on the hydrological impacts of the proposed project. We know from Legacy Parkway that the footprint of the roadway on the landscape has created pooling and flooding conditions along the corridor. The hydrological reliance of farmlands and wetlands on the springs and ground water are important factors that should be analyzed.

32.14.2C

As a reference to noise impacts from the project, the DEIS lists a noise study that was conducted during the construction of the Legacy Parkway. The study was supposed to determine whether noise from the construction had impacts on birds that were resting or nesting in the Legacy Nature Preserve. This study has not been peer reviewed and it is inconclusive. As such, the integrity of the study as a reference in the DEIS is questionable and should be eliminated.

The DEIS does not consider impacts to wildlife beyond 1,000 feet of the proposed right-of-way of the freeway. It appears that UDOT has forgotten the opinion rendered by the Tenth Circuit Court of Appeals on the inadequacies of the Legacy Highway EIS, which included a robust study of impacts to wildlife beyond 1,000 feet of that roadway.

Building more freeways and new roads with our tax dollars impacts our ability throughout the state to maintain existing transportation infrastructure. This includes the incorporation of bike lanes, elimination of potholes, and snow removal.

32.14.3A

As we continue to develop our wetlands and uplands, it raises the question, "What constitutes meaningful mitigation for impacts to these important landscapes and habitats" -- I'm done? I'll submit these in writing. Thank you very much.

## Comment 496

### Response Section in Chapter 32



**Comment #:** 496  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Carl Ingwell  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. INGWELL: Thank you, Dan, Randy. So my name is Carl Ingwell. I'm here representing the U Student Clean Air Network.

32.2.3A We believe that the West Davis Freeway will lead to more suburban sprawl and more development, which will propagate global climate change and air pollution along the Wasatch Front. We do not need another freeway that leads to more of the same problems we've encountered since the onset of the automobile. With air pollution that threatens the health of Wasatch Front residents, the already-apparent threats of global climate change and the decline of fossil fuels and the disruption and degradation of our communities, we need a new solution.

32.11.3A

32.11.1A

32.2.1G

32.2.1N

We need a shared solution, a solution that, rather than just focusing on moving vehicles, builds on the idea of boulevard communities and utilizing and improving existing infrastructure. We need a new way forward. We need innovative transportation solutions along the Wasatch Front, solutions that are more in line with the Wasatch Choice for 2040, rather than a new fossil freeway.

32.2.1A

32.3A

Here are a couple studies I have that reinforce the innovative growth that the Wasatch Front so desperately needs: A June 2000 study titled "How Better Suburban Design Can Reduce Traffic, Save Open Space, and Promote Community," by the Transportation Choices Forum and Urban Ecology, recommends to build higher-density housing. They estimate that 20 units per acre will generate 39 percent fewer automobile trips per day than lower-density housing, averaging two to six units per acre, due in part to improved bicycle, foot, and public transit options at higher densities.

32.2.1G

They found that doubling of residential density in the Bay Area, where the study was conducted, decreases vehicle miles traveled per household by 40 percent. Increasing densities along boulevard communities proposed in the shared solution could generate fewer car trips and cut down on vehicle miles traveled.

32.2.1A

The study recommends to eliminate big box stores near freeways that don't serve local community needs and only generate traffic and recommends increasing bus service to every 20 minutes and starting bus services earlier and ending them later. It asks for bus shelters, conveniently posted schedules, and promotion that would boost ridership, and it recommends affordable housing along boardwalk-type communities to encourage folks to live closer to entertainment, jobs, and public transit, which would ultimately cut down on automobile trips and vehicle miles traveled.

32.3A

In a 1996 study titled "A Network of Livable Communities," the Chesapeake Bay Foundation states that more boulevard-type communities benefit the community by leading to a strong community identity, they retain landscape character and open space, they reduce environmental impacts, they increase public safety, and they encourage residents to participate in community affairs.

More boulevard-style communities benefit by creating more efficient and less costly infrastructure, more efficient provision of public services, a reduced need for new or improved roads, and a higher tax revenue.

The recommendations of this study are as follows: Plan and act as a region, not as individual competing entities within a region.

## Comment 496 (continued)

### Response Section in Chapter 32



32.2.1G

I'm almost done. Thirty more seconds. So these are two studies out of the thousands of studies that are published. These thousands of studies would support a shared solution.

This discussion shouldn't be about reducing congestion along freeways. This should be a long-term travel plan that is forward thinking, community oriented, and sustainable. The West Davis Freeway has none of these qualities. The shared solution does. Thank you.

## Comment 497

### Response Section in Chapter 32



**Comment #:** 497  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Renae Widdison  
**Location:** SLC

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. WIDDLESON: I'm Renae Widdison and my family has lived in Davis and Salt Lake Counties for many generations, farming and working and living here, and I moved to the Wasatch Front five years ago and have grown to love this place as a very unique place to live.

We have proximity to wilderness, mountains, views of an amazing, amazing feature, the Great Salt Lake, unlike any place in the United States, and that vision and that uniqueness is threatened by this road, deeply, deeply, threatened by this road.

32.1.2A

I've lived all over the world and I'll tell you that the road capacity we have here is truly expansive, and this road is not necessary. There's discussion that I have heard a lot that this road could have been on the books for 50, 60 years. That doesn't mean it's necessary. That just means it's an old idea.

32.2.1G

There are a lot of things that were planned in the 1950s and '60s that we would not (inaudible) today because we have better ideas now. And I want to speak to you for people in this audience who are going to be affected by this road, because I think we need to start speaking to each other.

32.2.3A

I really respect everybody who is here today, the citizens that are affecting our lives and our futures, and we can't just be speaking to officials. We need to be speaking to each other and making these decisions. So thank you for being here and participating in these conversations.

32.31D

So I want to reiterate. This road is not necessary. "Necessary" means we don't have any choices. We do have choices. As a community, we get to decide what kind of future we want. Do we want a future where we continue to be addicted to fossil fuels and bound to our automobiles where we're forced to pay to fill our cars to travel long distances to get basic needs met, to get our kids to school, to go to the grocery store, to visit friends and family? I don't want that future. And I represent, I think, as a 26-year-old, many, many, many, people who also do not want that future. So I want to say we have (inaudible).

32.2.1A

I also want to add that, you know, as part of our conversation about being a community and understanding the choices that are impacting us, that the Legacy Parkway that I think many of us in this room cherish, the trail, the different kind of road it represents, it's only slated to be on the books till 2020, at which point it will be opened up to semis and billboards and the kind of development that I think many people in this room who live in this valley, who live in the beautiful open spaces of West Davis don't want to see and don't anticipate seeing, but that's expected to be -- that's expected to happen in 2020, and I hope that we continue to show up in this way as communities when that decision starts being made so that we can fight back.

32.2.1G

So I just want to reiterate, this is not a necessary piece of infrastructure. We have enough. A new road -- \$600 million is a gluttonous approach to our needs. We get to decide, and I really hope that the people in this room and the people sitting at that table recognize that we have choices as a community and we should choose a livable future with a shared solution and not a fossil fuel automobile-addicted future with gluttonous highways. Thank you.

## Comment 498

### Response Section in Chapter 32



**Comment #:** 498  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Heather Dove  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comments\_6-12-13>

32.14.2A

MS. DOVE: My name is Heather Dove, and I represent The Great Salt Lake Audubon and I live in Salt Lake. Last night I was at the hearing and I spoke about the five million birds that use the Great Salt Lake wetlands, how the numbers and diversity will be seriously degraded if UDOT is allowed to follow through on this proposal to ruin seven miles of wetlands along the Great Salt Lake shoreline.

32.14.2B

32.14.2C

32.2.1G

Tonight, though, I want to focus on the shared solution, the same creative measure and modern alternative that's being proposed by Utahns For Better Transportation, instead of your antiquated notion of building an unnecessary, unwanted freeway.

32.1.2A

So I want to ask the question -- and I realize I'm not going to get answers because of the process, but here's my question: Why are you proposing to spend \$600 million on a new and unnecessary highway when you cannot adequately maintain the ones you have now? You have abandoned maintenance of various rural roads throughout the state because you don't have the funds. Why are you going to build yet another road when the Wasatch Front Regional Council (inaudible) shows that even in 2040, this road you want to build will only have a (inaudible) capacity ratio of .2 to .4 at peak hours. Anything under .5 is underutilization.

32.2.2G

32.11.1A

32.2.2H

My next question is, why are you shirking your responsibility to help us improve our air quality by providing transportation plans that reduce vehicle miles traveled? When the governor's solution to fix our horrendous air quality problem is to urge citizens to drive less, why are you proposing to build a road that will only encourage urban sprawl and, therefore, more driving?

32.11.1A

32.11.2A

32.14.2A

32.14.3A

32.2.13C

Another question: Why are you doing the bidding of the big landowners along the route while asking the taxpayers to pay for this debacle? Why are you asking the citizens to pony up \$600 million for a project that will jeopardize the people's health, air quality, homes, and natural environment? So that maybe a few big landowners and wealthy developers can make a grundle on this deal?

UDOT works for the citizens of Utah, not for the purpose of further enriching a few powerful people.

Why are you proposing a high-speed freeway, complete with semi trucks in the low elevation (inaudible) of the lake in an area that (inaudible) thickest smog and the poorest visibility and the biggest lake effect storms? UDOT pays lip service to maximizing safe driving conditions, yet this route you're proposing on this unnecessary freeway represents an extremely dangerous driving scenario.

I want to urge the citizens of Kaysville, Farmington, Syracuse, West Point, and Hooper to realize that UDOT's proposed route is not the only choice, even though that's what they would have you think.

Okay, I'm just finishing. We can still achieve a safe, manageable, user-friendly traffic pattern if we adopt the shared solution.

## Comment 499

### Response Section in Chapter 32



**Comment #:** 499  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Jay & Susan Stuart  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. STUART: Hi. My name is Jay Stuart. I live in Syracuse. I do not represent (inaudible). I represent a nonprofit organization, is one of the things -- one of the points I wanted to make. That nonprofit organization represents a lot of us, a lot of people, and they have to take a hit. I've spent all of my life saving up money, investing in a home and property and these kinds of things, and now I'm going to be a member of that nonprofit organization.

32.5.6A  
32.8A

I've got three of my neighbors who have already made an effort to sell. I just found out a fourth one has got his land up for sale. And they're going to take a terrible beating. Not as bad as I'm going to take when I get to that point in life.

One other point, just quickly, the original plan was not the Bluff Road. We -- when we built our house in 1962, we had an engineer come up from the State of Utah, and it was supposed to be three-fourths of a mile west. He stood on our property and showed us on the plot where the road would go, but that's immaterial. But it gets batted and forth and back and forth and it creates an emotional issue. Now, this is an emotional issue. I think it's a matter of priorities. What do you want, good kids or carrots? Is there anyone in here who does not live on farm ground? I don't know of anyone who does not.

32.2.13G

When I first lived in Syracuse, there was one home that did not exist on the mile perimeters. That was Wade (inaudible). We all lived on farm ground. It was a good place to raise a family, in part because it was farm ground. We all had jobs. We all worked on -- I worked for Charlie Black on his farm long before it was Charlie Black's, when it was Beezers and Rocks and Barbers.

Now, what do we want, veggies or kids? And I think if we are not careful with this program, we are going to create an environment where people are going to want to sell, we're going to degrade the neighborhoods, and with the degrading of the neighborhoods, we're going to have higher crime rates, these kind of things.

32.2.13G

And don't kid yourself. You know, I am living in a situation where I would be able to get, with a rock, the four-lane highway going down Antelope Drive and the freeway going in front of my house, except that I'll have to throw up to get to the freeway.

Okay. Now, I have a very big bias of my own here, but I think that we need to take a look at what's going to happen with this thing down the road 50 years from now, 60 years from now. Are we going to be living in ghettos? I know that's an exaggeration, but we'll have fruit. I am a fruit, in some people's opinions.

## Comment 500

### Response Section in Chapter 32



**Comment #:** 500  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Justin & Avry Byington  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. BYINGTON: My name is Justin Byington. I'm a resident of Syracuse City, and I'd like to echo the comments of Syracuse Mayor Jamie Nagle. She spoke earlier.

32.30B

I've had the opportunity to be part of a resident working group that UDOT has put together representing the Ridgeway Highland Homeowners Association in Syracuse for the last 18 months or so. I would like to publicly express my thanks to Randy Jefferies and the entire UDOT team for their communication and their due diligence throughout this process and their willingness to listen and discuss and follow up on any concerns by those potentially impacted by this proposed project.

32.1.2B  
32.2.13A

In conclusion, I feel this corridor is necessary, and I support the West Davis Corridor and UDOT's preferred alternative. Thank you.

## Comment 501

### Response Section in Chapter 32



**Comment #:** 501  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Adasha Law  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. LAW: Hi. My name is Adasha Law. I live in Syracuse. I just moved from Salt Lake City to 200 East right by a freeway. I moved here because I have triplets. One of my daughters passed away three months ago. And I am right in between three roads, a freeway, 2000 West, and on 2700. I'm surrounded.

32.1.2A  
32.1.2C

I am here because of my kids' safety. I left Salt Lake because I want a better place for my children to grow up, to know what it is to earn money, to be responsible. I moved on a farm. I do not want a freeway in my backyard. It's taking two acres off my property. All around me I'm trapped in roads. That should not be fair. What you guys should do, put that money to better healthcare for American people.

32.1.2A  
32.31L

Second of all -- or education. Fix the roads we have today. Fix the bumps on it, fix the road on 2000, fix the road on Bluff Lane. You guys sell property right before other people, and all you knew that the roads were going to come there, or had a solution. You guys should not put a path there. The homes that's on that area, people spend all their lives being there, every moment they have. They have good memories there of all their kids growing up who experienced grandkids. People did not move from where they are (inaudible) to go to a place that will have no (inaudible), and you guys are just going to come and just take it away because you think that's the best way.

32.1.2C

Why you guys don't put signs up to help people better places to know where to go in the way -- how to leave and get -- the freeway right now is blocked. (Inaudible) pass somebody else. Show them signs, not try to take people's property away. Take that money and give better healthcare. We've had enough kids that already (inaudible) today, because you're not going to get money away from that. You're going to have people driving every day and people going to get drunk. Easy access to crime rate be in the good neighborhoods right now, and that should not be fair, and you guys should consider that, really. Take Bluffdale, that's the better solution to do right now and just leave it like that. Thank you.

32.2.10

## Comment 502

### Response Section in Chapter 32



**Comment #:** 502  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Reed Child  
**Location:**

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. CHILD: My name is Reed Child. I'm a resident of West Point. I served on the West Point City Planning Commission from 1992 until 1996. Observed that the corridor was on the master plan at that time, spelled it out for a lot of folks.

32.1.2A  
32.2.3A  
32.11.1A

People have developed, since that time, golf courses, communities, houses within the proximity of that original corridor. Most of them have acknowledged that that was going to come, so I believe, in fairness to everyone else, that that was a good plan and is a plan that has been there for decades. The people have had visibility of and have had the option to make decisions without any surprises. They've known it was going to come.

It's unfortunate. You never want to have one right in your backyard and so on, but at least people have the opportunity to make that decision with that plan in place.

That being said, my preference would be no highway, and the reason I say that is principally because of the pollution problem we have that's staring us in the face. We know that that's just going to increase and make that situation far worse than it is, and we've already got a huge problem. That's about all I've got to say right now.

## Comment 503

### Response Section in Chapter 32



**Comment #:** 503  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Dan Hendry  
**Location:** West Point

**Comments:**

<Public Hearing Comment\_6-12-13>

32.2.8C

MR. HENDRY: My name is Dan Hendry. I live in West Point, and right now we live in the new path of the North Davis Corridor. The long-understood route was west of us between our house and the canal, and I've heard that UDOT owns some land with that in mind, but between September 2011 and September 2012, the route between 1300 North and 1800 North was moved to the east. It must have been in this time period that the wetlands became a concern.

32.2.10

The original route out on the west side of -- excuse me. The original route took out the west side of one person's property. The new route fragments three different properties and appears to take a small corner of another. The new route takes out six houses and affects another in a major way, as well as a three-acre pond and the surrounding ecosystem.

32.2.1F

The pond is a nesting place for Canadian geese. This year, 64 babies hatched out. It is also the hangout of Blue Herons, pelicans, two types of cormorants, sandhill cranes, and a large variety of more common birds, turtles, snakes, frogs, and fish.

The original route took out a barn and 25 acres of cattails. For a project that claims to do its best at minimizing the impact on people and their property, the environment, and keeping costs down, it seems all three were sacrificed to save this 25 acres of isolated cattails. This seems like a very high price to pay for this patch of cattails that will probably dry up, since I'm going to get cut back on my irrigation now.

I somewhat understand the 1974 Clean Water Act and how it protects wetlands. I do not believe it was intended to protect every patch of cattails in the United States. This total protection idea is based on extremists and their lawyers that have made the law read their way. A little common sense is long overdue. Six houses, some prime wildlife habitat is a better deal for people and the environment than 25 acres of cattails that will stay totally isolated and be a major mosquito hatchery.

I've talked to our elected officials and some environmental groups without too much feedback. I have met with UDOT and Army Corps of Engineers. They were very helpful and talked to me, but their stance is that the wetlands are federally protected, and that's it. They're untouchable.

I've been told that the Army Corps of Engineers are the ones who made the final decision that the cattails are more valuable than the homes and other property, so I'll be talking to them tomorrow, and I hope a lot of you will, too, you know.

I'm willing to show anyone what I'm talking about that is interested. Just get ahold of me. Come out and look at the area and I'll show you the path of the road and different routes. Thank you.

## Comment 504

### Response Section in Chapter 32



**Comment #:** 504  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Jennifer Bunker  
**Location:** Ogden

**Comments:**

<Public Hearing Comment\_6-12-13>

32.2.1G

MS. BUNKER: My name is Jennifer Bunker. I'm from Ogden. And I'll just say, in case I get cut off, I'm not for any of the solutions that UDOT is proposing. I support the shared solution.

Last night I was invited to a wonderful ceremony for the Bear River Migratory Bird Refuge in Brigham City. Presenting there was our congressman, Jim Hansen. I had a conversation with him about why he is so supportive of wildlife. He said, "It's simple. Legacy." He told us about first hunting experiences with his father out in the wetlands and about his father's and grandfather's experiences. He reminded us that Utah has a gift unlike any other state, one that Utah families for generations have been protecting, nourishing, and building lifelong memories around, the Great Salt Lake and its incredible numbers of birds and other inhabitants.

Did you know that we have over 275 species of birds who call the Great Salt Lake their home at some point in the year? No other state has this amazing gem.

32.14.2A

As you know, our state, and particularly the Great Salt Lake corridor, are part of a critical migrational flyway called "the Pacific flyway," which is the pathway for migrating birds who move from Alaska and Canada to the southern hemisphere and all points in between.

Because Utah citizens don't actually see this happening a lot of the time, I'm not sure that people realize the sheer numbers of birds that stop in and add to our unique landscape every year. According to Ducks Unlimited, the Great Salt Lake is a critical portion of the Pacific flyway, making it one of the most important waterfowl habitats in the entire Western Hemisphere. Annually, millions of birds, including four million ducks and geese, utilize its vast marshes and plentiful food resources for feeding, rejuvenating, and breeding.

From this, we can easily deduce that a healthy wetland ecosystem in the Great Salt Lake area remains absolutely critical for the health and well-being of large segments of the population of many waterfowl species, and yet here we are today arguing over the need for one more harmful freeway, something that, by UDOT's own study numbers, is not needed, would be underutilized, and harmful to the millions of birds who need the Pacific flyway for their very survival. Urban sprawl is the number one threat to many species of birds and would be especially damaging in this area where there is the least amount of usable land between the lake and the mountains.

32.1.2A

32.2.2G

32.2.14A

32.2.1G

I am here today to ask you to please say no to the West Davis Freeway and then consider looking into shared solutions, which is a great alternative. Thank you.

## Comment 505

### Response Section in Chapter 32



**Comment #:** 505  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Rock Hendry  
**Location:** West Point

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. HENDRY: My name is Rock Hendry. My brother Dan spoke just before she did. We have a pond in our front yard, his backyard. It's approximately three acres. Twenty-five years ago, my dad started buying the property down there. We bought the pond. It was just a washed-out ravine. We dammed it off and built the pond.

The geese have been coming in there. This year we've had 64 baby geese hatch, numerous ducks. We have a wide variety of birds that come there every year. During the fall migration, it's nothing to see over 2,000 geese in my front and backyard. We have a variety of songbirds, herons, sandhill cranes, reptiles. These animals live in this pond. They nest in this pond.

The cattails there on Boyd, nothing uses them. There's a few raccoons downthere, which is not a native species. The geese use this pond. I've got pictures of swans, snow geese, blue geese, hawks, redtail. We've got falcons. Got a big barn owl that flies around every night. They all centralize on our pond.

32.2.10

It don't make sense to me to save a patch of worthless cattails to disrupt this nesting area. This is basically a small ecosystem there. Take out six houses -- I mean, you're taking how many miles of wetlands, anyway. Another quarter mile, there's no problem. There's property that's -- would be willing to be sold alongside of this. All you'd have to do is add water and you'd get your cattails back.

I live in the wetlands. I got cattails in my front yard, but they're taking those. I don't see how they can say the cattails are better wetlands than this pond and the cattails that's growing around the pond. It's going to save the taxpayers somewhere in the neighborhood of two-and-a-half million dollars by going and taking the wetlands and re-establishing them. They could put their bicycle path along it. It just makes no sense.

There's just -- whoever has come up with this idea that these cattails are worth more than six people's homes and these birds' nesting area, I don't think they're looking -- taking a realistic look at it. It's a common-sense factor. Any of you guys want to come down and sit on my front porch in the evening and watch these geese fly in and ducks fly in and herons, I'll buy you a drink. I'll buy you a cold water, buy you a beer, whatever you drink. Come down and sit and look at it. And while you're there, look at the cattails. Nothing. Nothing uses them. I mean --

32.2.1F

Okay. I just -- we've known the road was going to go there for 30 years. We built our houses up above where the road was going to go. Now in the past year they've decided to move it. Come on, people. Wake up. Look at this. You know, look what you're doing. It's not right. You know, it's -- I'm not against the road, but use some common sense in where you put it.

## Comment 506

### Response Section in Chapter 32



**Comment #:** 506  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Paul Erekson  
**Location:**

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. EREKSON: I'm a pretty old guy. I may not look it. I'm not sure. But I don't know whether you can see how old I am. I'm an old World War II veteran, 87 years old.

Now I grew up in Payson, Utah. I got my -- well, I went away to the Navy in the Second World War and then came back. BYU, first engineering. They didn't have engineering back when I was in the Navy, but later in the '50s, they started up an engineering school, and I was one of the first graduates in the first graduating class of engineers from BYU in 1955,'54, '56, in that time frame.

I have since been involved in many projects throughout the world from -- let's see. Well, the Bay Area Rapid Transit, the BART system in Atlanta. That's some of the transportation systems. Highway, waterways, missile bases, all of those things. Many, many projects. And so I have a lot of background and I have a tendency to look at the big picture.

32.11.1A

The greatest problem facing Utah and its transportation is the great pollution problem along the Wasatch Front. If you have that and you accept that as a problem and you assign a value to it and say, "This is how important that is," then you need to increase that by at least ten times or maybe 50 times. Solving the Wasatch Front pollution problem is big, and I don't see a concerted effort to get that done.

Yes, the FrontRunner is good. I go back to the old days when the (inaudible) was running from Payson to Ogden, so I know what that was, but the FrontRunner is great because it's electric and it is not -- a nonpolluter. It's not polluting.

32.2.1J

Now, when you have a transportation system, the Bay Area Rapid Transit system, the Atlanta BART system, they have -- they are not self-sufficient. No transportation system is self-sufficient. It must be subsidized. And so the system here along the Wasatch Front needs to be primarily electric and it will have to be subsidized. Am I out of time?

32.1.2A

32.2.1A

Oh. Anyway, that's it. So go electric. I want to say one more thing. We have wonderful schools here, and why isn't -- aren't we working on improving the batteries so the cars can be electric? I mean, we're doing nothing to make our automobiles electric, and yet that problem can be solved. So it's just futile to be building this system out here, this western road. What do you call it? The -- what is it?

32.2.1B

Yeah, corridor. The West Corridor. Why don't you put a highway out on Antelope Island or the causeway over to 80? That would make just about as much sense. So thank you very much.



## Comment 507

### Response Section in Chapter 32



**Comment #:** 507  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Patrick McCleary  
**Location:** Syracuse

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. McCLEARY: My name is Patrick McCleary and I'm a resident of Syracuse, and I just wanted to say I appreciate everybody's comments. It's nice to live in a country and a community where people can come and talk about things, even though it's rough, at times, to discuss things that impact people.

32.1.2B

I just wanted to publicly state I'm in favor of having a road, as stressful as that is on everything, and I'm in favor of putting it on Bluff for the same reasons that Mayor Jamie Nagle mentioned, as well as Justin Byington.

32.2.13F

If you look at the hours and hours and hours of research that UDOT has done, obviously government officials and neighbors don't want to destroy lives and they don't want to destroy futures and -- but such is life. Everything can't work out 100 percent all the time.

So my point is, barring some sort of other worldly find, a holy grail of knowledge that's going to be unearthed, I don't know what else UDOT can do to look at the dollars and cents, and when it comes to placing the road further west, it costs more money. It destroys more homes.

32.2.13F

We've already talked about the history of the Bluff Road option, so I'll just close in saying that I'm in favor of placing it there on Bluff, and I appreciate your time.

## Comment 508

### Response Section in Chapter 32



**Comment #:** 508  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Sandy & Tyler Brooke  
**Location:**

**Comments:**

<Public Hearing Comment\_6-12-13>

MS. BROOKE: My name is Sandy Brooke and I'm from the Syracuse area. One of my major concerns with any of the routes -- one, I don't agree with (inaudible), but the second reason is, over there by the Syracuse Arts Academy, if you've ever been there between 8:30 -- or 8:15 and about 8:45 in the morning, as well as going there in the afternoon when the school lets out -- because we have another elementary school, the Bluff Elementary School, I believe. The problem is there's so much congestion right there. My concern is for the safety of the children. A lot of the cars that park at the Syracuse Arts Academy to pick up their children from school goes right along Antelope and Bluff Road, and so my concern is more for the children. I believe that we need to put the children first.

32.2.13G

Also, there are many people whose parents both work, and the children are using that walking path to get to the Syracuse Arts Academy, and I really believe that if the alternative of going down Bluff Road is instituted, I believe that we need to re-establish the sound barrier issue to make sure that we have a sound barrier going in, but I also believe that there's other alternative solutions that can be made. For 2000 West, my proposed solution would be making that its own lane all the way from 2000 West to Ogden, since you can already get that proposed way, and then maybe taking the West Davis Corridor from the end of Syracuse, about 3000 West, up into Farmington.

32.12A

And I also have concern with the fire station off of 3000 West. With that fire station there, is it going to affect the firemen from being able to get to the houses and the homes that they need to because of the proposed solution of the Bluff Road? I definitely don't want to go through the farmland. If I have my choice, I'd rather go to shared solution or no highway at all. Thank you.

32.2.1G  
32.2.3A

## Comment 509

### Response Section in Chapter 32



**Comment #:** 509  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Jeremy McBride  
**Location:** Layton  
**Comments:**  
 <Public Hearing Comment\_6-12-13>

32.1.2A  
 32.30A

MR. McBRIDE: My name is Jeremy McBride. I grew up in Syracuse. I still have family in Syracuse, so I still have an attachment to Syracuse. So when you want to make a big change to Syracuse, it kind of concerns me, so I don't -- I see a lot of other problems with the transportation system as it is, and so -- I don't see a lot of those problems being addressed well enough, and so what -- overall, I'm opposed to the whole project, but, of course, if those of us opposed to it can't stop it, I don't think you guys will listen to our concerns.

32.2.13G

What I see is a design with a lot of complications that is actually a work-around for something -- a design that has problems that should be -- that really should be addressed in a different way. The Wasatch Front is a narrow strip. It meanders a little bit, but it's just a narrow strip, and it doesn't make sense to have a whole bunch of north-south expressways going parallel through that strip, especially when those expressways go around the outskirts. When you go around the outskirts, you're not going where the people are. The people -- you only have people on one side. It doesn't make sense to make an expressway if you only have people on one side.

32.2.1A

If you have a narrow strip, the way you do it is an expressway right down the center, and then you design tributaries, well-designed tributaries to connect to it, and that's where I see a lot of the problems, is the tributaries are poorly designed.

32.4D

The biggest problem with I-15 is just getting on I-15, and then -- and when you get off it. Of course, you know, I'm not a professional environmentalist or anything, but yes, I do care about the environment. I care about preserving some open space. Farmland is, I think, important. I don't think that we should just look -- "Oh there's open space. Let's go right through there," because I think farmland, even though we're using the land, it does preserve some open space, and there are (inaudible) uses for the farmland.

32.2.3A

I don't want to see North Davis County and the north part of Davis County and Weber County turning into Salt Lake Valley. I don't like -- when I go to Salt Lake, it drives me nuts. The spaghetti bowl is confusing. I get off on the wrong exits all the time. I don't want to see that kind of mess in our area. I don't think it's good. About there?

I'll try to write it up and submit it to you, but I appreciate you listening to our concerns.

## Comment 510

### Response Section in Chapter 32



**Comment #:** 510  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Tony Thompson  
**Location:** Clinton  
**Comments:**  
 <Public Hearing Comment\_6-12-13>

32.2.13A

MR. THOMPSON: Tony Thompson, [REDACTED]. Looking at the alignment in the B1 that you're looking at, I think you've done a very well-orchestrated job on threading the needle through the county with the alignment and the choice and the overall impact to the community. I mean, if you're looking -- is it 28 homes is what's impacted with the B1 alignment? And that's very minimal. I mean, that's -- you look at it overall, that's like one home per mile in that entire right-of-way, and put a highway in through a suburb, which is Davis County starting to get, is -- you know, the rural lands are very far and few in between, and you start putting a highway through a suburb area, and only to displace 28 homes is a very low impact, in my opinion, and I just -- the overall need for the highway, I feel it's there. I would be one that would probably utilize it on every trip going to and from my house, because it would be closer oriented to me than traveling up through town to Interstate 15, and it would be more of a direct route to and from the Salt Lake Metro area.

32.1.2B

32.2.13A

Again, compliment you on your due diligence and your studies and wish you good luck with it.

## Comment 511

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**Comment #:** 511  
**Date:** 6/26/2013  
**Source:** In Person  
**Name:** Elliot Christensen  
**Location:** Sandy

**Comments:**

<Public Hearing Comment\_6-12-13>

MR. CHRISTENSEN: Just wanted to commend everyone that has worked so hard to make this come to the point where it is. My only concern, in looking at the major objectives in the secondary objectives as shown on the charts out there, is I'm not seeing an objective, and perhaps it's secondary, of having -- of public safety and security. Safety and security.

In other words, if the freeway is blocked on I-15, we need another way in and out of the county to deal with those emergency situations. I've seen it happen before. It does happen, and I would like to see that as more of a stated goal or objective to provide a second way, in the case of emergency or accidents, for the public to be able to move in and out of those -- both of the counties.

And good luck on finding the environmental people, because I'm not seeing where there's any -- the uplands are plentiful for the bird nesting, and you're staying out of the (inaudible) and the wetlands, so hang tough. Don't let them push you around.

32.1.2D

## Comment 512

Response  
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**Comment #:** 512  
**Date:** 6/27/2013  
**Source:** Website  
**Name:** Jon Shurtliff  
**Location:** Farmington

**Comments:**

Glover Lane is not an option:

This is NOT the right place for a Freeway! There are nature preserves, wetlands, and a bird refuge that the freeway will travel right through. Even some trees with Eagle's nests will be taken out for this road. The Glover Option has to dart in and out and around current houses, wetlands, and nature preserves and really looks like a poorly planned road. Don't make all the twists and turns and ruin the west (best) part of Farmington. With a road running right through neighborhoods, no one will want to stay or move in. With a freeway running right on the edge of their preserve, birds will move elsewhere. With pavement adjacent to wetlands, pollution, oil, and debris will enter and destroy the wetlands.

Stick with the ORIGINAL PLAN that Farmington laid out for this road - put it where there is already land designated - closer to the Mass Transportation at Farmington Station (not around it!). Closer to the main interchange that allows ALL residents to use - not just people north of it. The residents of Farmington will have to put up with all the noise, pollution, and unsightliness of the road, but there will be no interchange that allows us to even use it. Reduce the total number of miles of this freeway and move it North!

No matter where this road goes, it MUST have similar restrictions to Legacy Parkway: No Trucks, No Billboards, and slower speeds. Whatever measures can be taken to reduce noise pollution, air pollution, and visual pollution should be taken.

The best answer for this freeway is no freeway at all! Please consider the Shared Solution and find a way to build up businesses closer to where people live. Add to the mass-transit infrastructure that already has a good start so we can reduce the number of cars on the road.

PLEASE find other ways than a freeway to reduce congestion and grow the Wasatch Front!

32.2.13C

32.2.1H

32.2.3A  
32.2.1G

## Comment 513

### Response Section in Chapter 32



**Comment #:** 513  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Bette Wilson  
**Location:** Hooper

**Comments:**

<Public Hearing Comment\_6-13-13>

32.5.6A

MS. WILSON: Thank you very much for having this meeting. Bette Wilson is my name. I am -- consider this. Hooper is not a large city. We're small. We're a little over ten years old. We really don't want to be broken up. And look at the people whose houses you're going to destroy and the people that you're going to put out of place. Those people have worked all of their lives to have (inaudible).

32.2.2J

I was down in Louisiana, and down there they had a big highway and the highway came over the marshlands, and it was just a beautiful, beautiful highway. Came over the marshlands and they had these big columns holding up the highway, and it was just beautiful. It didn't interfere with the migratory birds, and if you visualize that and you're thinking what you're going to decide to do, that should be considered up front. It would be a beautiful highway and you wouldn't be destroying people's property. You wouldn't be putting anybody out of place, and that big highway with the columns just enhanced the project. Thank you very much.

## Comment 514

### Response Section in Chapter 32



**Comment #:** 514  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Mike Craythorne  
**Location:** Hooper

**Comments:**

<Public Hearing Comment\_6-13-13>

32.5.6A

MR. CRAYTHORNE: Hi. Thanks. You guys probably heard last night from my dad. I'm here representing my parents. My Hooper all of his life. My family, Craythornes, helped -- was one of the first settlers. I've lived in Hooper where this road is going to go for 26 years, so that's where I grew up.

And I'm here for my dad. He's out driving truck. He's been driving truck for 41 years. Worked hard his whole life. (Inaudible) a few years ago and had (inaudible) retirement. Had nice plans to, at some point, probably downsize, and the opportunity came up recently for the home right next to his brother and sister, who live in West Point, to -- the home right next to them on a dead end street, to live right next to his brother and sister. They thought, "Great. Perfect timing. We'll buy that house and we'll sell our house."

Put the house up for sale in February. Very first people that came through said, "Great. We love the house. This is" -- "It's move-in ready. We love it. One concern is you're one of the two preferred routes that is going to go right through your front yard. And if it wasn't for that, we'd do it, but we don't know at this point, and we need to wait and see what happens."

Since the end of -- that was a common theme from everyone that saw the house. Since the announcement was made, the activity stopped. Our Realtor is selling homes left and right. He can sell them in other states. He can sell them in other areas that don't have this highway coming through their front yard.

So at this point, we look at it and we say -- you know, and I've talked to the ombudsman. I talked to the lead attorney, Brent Bateman. He's very helpful. And everyone that I described and I show this map to and I show this picture and I circle it and I say, "This is their home, and they're going to take out the neighbor's house and then they're going to cut through the front corner of their house, but it's not going to knock it down." everyone feels bad for them and says, "Man, that sucks. That's too bad. That's really frustrating. That doesn't seem right."

That's the worst possible situation. It's so close that it knocks out the neighbor's house but it doesn't take corner. To the south they're going to have an overpass. To the north they've got a Park & Ride. Across the street they've got the detention basin.

Right now it's a farm field. He's worked -- driven truck for 41 years and the house is paid free and clear. Had the opportunity to move. Now they're stuck. They have no options.

And they're not the only ones, right? There's Web sites -- there's e-mails that I've found and the Web sites. People along the route have experienced this going back for the last few years.

My background is in business and finance. If there's a plan in place, and where there's a debate and they don't know what the solution is, the idea is not to just move forward without having answers, because everyone I show this to and ask questions feels bad, and they say, "That's not right, but what do we do?"

32.31K

So, in the meantime, we hold hearings like this. We had to maybe say it's not finalized after this. We'll secure funding at some point. Don't know the timeline on that. Once the funding is secured, they're in the negotiation process. In the meantime, what do people like my parents do? Because they're not the only ones. What

## Comment 514 (continued)

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32.31F

options do they have? What options do they have? They don't have anything. There's nothing they can do. They're stuck at this point.

And everyone is saying, "You guys are reasonable people." You would say, "That doesn't seem right. That's frustrating," right? So my frustration is that you don't proceed with the plan if you don't have options, if you don't have a solution in place to take care of this.

We've studied -- everything under the sun you've studied. All the reports are listed on the Web site. And I've heard in some of these previous meetings people have stood up and said, "I want to thank you for your hard work," and, "Great job. We like the route," and that's because it doesn't go through their front yard, and it seems like it would be a common thing (inaudible) if everybody said -- you know what? I live in Syracuse. I'm okay. But I'm here because I'm frustrated for my parents. It's going through their front yard, and it's not right, and it's not right for them to sit and wait for however many years it's going to take for them to negotiate this process.

## Comment 515

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32.1.2B

32.31K

Comment #: 515

Date: 6/27/2013

Source: In Person

Name: Greg Senkel

Location: Syracuse

Comments:

<Public Hearing Comment\_6-13-13>

MR. SENKEL: I just want to say that I appreciate you all taking the time to listen to us today. I'm one of the 26 who are as a relocation. My house will be taken out by the highway, and I just wanted to say that I understand the need for expanded transportation. I can see how congested the roadways have been since I've been here in the last ten years.

My wife and I are at peace with selling our home to you guys and moving out. My only concern is that if it were to happen three to five years out, I understand (inaudible) funding, and we're pretty okay with that.

However, I would direct my comment to any transportation commissioner, any state legislator, any other entity that has any control or influence over the purse strings or any money control over this project, because if this goes ten, 15, 20, 25 years out -- and right now the timeline is specified to secure the funding -- then that leaves me and my family permanently stuck, and I can't sell my house because my house has a highway going in right over it.

So I will respectfully ask that UDOT, any state legislators, transportation commissioners, anybody else, would procure funding in a timely manner so that my family and other families in my situation can move on and go forward with their lives. Thank you for your time.

## Comment 516

### Response Section in Chapter 32



**Comment #:** 516  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Mark & Kori Ann Edwards  
**Location:** Hooper

**Comments:**

<Public Hearing Comment\_6-13-13>

32.1.2B

MS. EDWARDS: Hi. My name is Kory Ann Edwards. Thank you for this opportunity to address you with our concerns. I do want to say that I've always been conflicted about this, because, from a state perspective, I've always been a big supporter of economic growth in the state and development of infrastructure, so I don't want to come out and say I'm not in favor of that, because I absolutely am.

Of course, take a different look at this when you're impacted personally and your homelife is impacted, but my home is no more important than somebody else's home.

32.2.1H

So my concerns, I think, today are some of the misconceptions that this West Davis Corridor has -- or is giving to the impacted community. I think that people have the impression -- and I did up till recently, and I've been a part of this study from the inception, or believe I have followed it since the inception. I feel like I have not been properly instructed about the look and style of this corridor.

I think the misconception is it's going to be a Legacy-style design and it's going to have the look and feel of what has been accomplished on Legacy Parkway, and, in fact, for those that don't know, it's not. It's more of an I-15 structure with 65 miles an hour, which you know that means 80 miles an hour, and 18-wheelers and all of that, billboards and all of that infrastructure that I-15 has versus what Legacy has.

So I think there's a misconception to those that are impacted as to what the style of this is, and I would appreciate maybe a little bit more education to those impacted about those things, because I don't feel like that's been well communicated.

32.5.1C

The next thing is, I agree with a lot of the comments that it really is truly dividing a small little town -- or a city that's been -- that's very young and it ties into ruining the quality of life and devaluing the property and all of that that we have worked to get.

32.8A

32.2.1H

So solutions or recommendations from my end would be, if infrastructure is deemed to be necessary, I would like to see a look and feel more similar to a Legacy style versus an I-15 style. I would like to see a design more tied into all the public -- TRAX, FrontRunner. I mean, Roy has got a great FrontRunner center station. I don't see any ties into FrontRunner here, any usage of that. That was very expensive for us, as taxpayers, and I don't see a tie into that or infrastructure that's been built around that, so if I had any comments or suggestions, some of those (inaudible), so thank you.

32.2.1A

## Comment 517

### Response Section in Chapter 32



**Comment #:** 517  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Katrina Pearce  
**Location:** Hooper

**Comments:**

<Public Hearing Comment\_6-13-13>

32.11.1A

32.11.2A

MS. PEARCE: Hi. I'm Katrina Pearce and I am a Hooper resident. I don't know if you guys read the paper last week, but that was my daughter on the front page where her asthma is affected by air quality. That is us at the Rising Star Farm out there where people come to the country to visit our animals.

We tried to get away from the city. We lived in the city; she did terrible. We tried to get more in the country without being clear out in Tremonton where my husband can still work at the base and still make it livable for my daughter.

32.5.4A

I do have concerns about that. I also have two little kids that get on the school bus on 5100 West every day. My concern is just people driving by. I look at the litter that's on the side of the road. I look at, like, on the freeways and everything. That's going to be in my front yard, and I'm truly concerned about that.

32.1.2A

People take no regard. This week in the paper, the person that hits a baby stroller and kills a baby, that could be my kid, and I really don't want that freeway or people driving -- you know, you say, "Don't text and drive." You know everybody does that that's not supposed to do it. My kids are standing there. I don't want the freeway in my front yard.

And I want to keep the country feel. People come from Salt Lake or Bountiful to come visit my farm and to see my animals, to get away from the city, and I don't make money off of it. I give over 500 hours of volunteer service a year, the U.S. Presidential Award every year for the past eight years, and volunteerism and teaching kids about agriculture through 4H through animals, caring for animals, living a country lifestyle, how to start your own farm, how to, you know, become independent and raise your own food, different things like that.

And when you have a freeway in your front yard, it's kind of hard to say, "Hey, you know, come see us in the country," and that's a concern to me. I mean, that's why people come to me, is because I live in the country, and I enjoy that. So, anyway, those are just my major concerns about it.

32.12A

And the noise. I'm also not looking forward to the noise and the freeway noise. I used to live on the train track on 2550, and the whole wall, like, that was facing the train, I couldn't hang anything on that side of my house. I couldn't have my kitchen hutch in there because of all of my dishes would fall off because of the vibration of the wall. And I know that's a train versus the freeway, but if you get enough traffic, I don't know what that's going to bring. I don't know how that will affect my house.

32.31D

I do know that when people came to look at my house when we went to sell it, because my husband was military, it really -- people were like, "Ooh." You know, we definitely didn't get very much for our house, what we would have in the country, so -- thank you.

## Comment 518

### Response Section in Chapter 32



**Comment #:** 518  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Rane Johnson  
**Location:** Hooper

**Comments:**

<Public Hearing Comment\_6-13-13>

MS. JOHNSON: Hi. I'm Rane Johnson. I'm a lifetime resident of Hooper. My family has had farmland in Hooper and West Point for many generations, and my main concern -- I appreciate the fact that you're holding public hearings, but I think you're asking the wrong questions.

32.1.2A Ever since Governor Leavitt went out to the fire station in West Haven and said, "I'm going to put this wonderful freeway system out West," we started talking about why -- or about where and how and when. We didn't ask why or if it was a good idea, and I don't think it is.

32.11.1A Utah has transit problems. I-15 can be a mess. We also have huge air quality problems. We had worse air quality here for several days last winter, and in the (inaudible) where people wear masks to protect their lungs. Building another highway adds to that. It doesn't solve it.

The other thing that concerns me is that no one looked at the tiny little things that, in combination, could do as much or more to alleviate our transit problems as building a new road would. When I look at Legacy -- I haven't taken a formal survey, but people that I talk to use Legacy to go to the airport or to head west on I-80.

32.1.2A People will not drive west to take a road that takes them south when they really need to go back east. It just doesn't make sense. And especially as far west as it is down here in Hooper. There is not enough population living west of 5100 West, and there won't be, because the lake is down there at 6700 West.

32.1.2C The other thing that really concerns me is that we built the FrontRunner and bus service to and from the stops. It's so inadequate and inconvenient that people don't take the FrontRunner. I worked in Woods Cross for several years and, luckily, right by the FrontRunner stop. I could walk. But there were people working at the hospital in Bountiful, a mile, mile-and-a-half up the road, who had to get off in Farmington to get on a bus to get to work.

I think Salt Lake has done really well doing buses around FrontRunner. The rest of the area really sucks. There's no convenient way to get from the FrontRunner to where you want to go if you're willing to use it.

The other thing is tiny little fixes make a huge difference. Just the exit-only lanes on I-15 from Layton to Roy have made a huge difference in the congestion at rush hour. You can get off into that lane, if you are exiting, get over there and get off, and that exit lane has made a world of difference in that congestion.

32.2.1A Also, the corridor roads that go to and from I-15 are really inadequate, Roy to Clinton especially, and so I would say ask the right question. Ask, "What can we do to not damage air quality, not dislocate families, disrupt neighborhoods, and destroy pristine farmland and wetlands instead of building roads?" Thank you.

## Comment 519

### Response Section in Chapter 32



**Comment #:** 519  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Carl Ingwell  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-13-13>

MR. INGWELL: So my name is Carl Ingwell. I represent Governor, We Cannot Breathe and the U. Student Clean Air Network. This is my third night that you guys have had to put up with me.

The past two nights I've addressed the air quality concerns and the land use concerns associated with the West Davis Freeway, and tonight I'm here to address a third set of concerns. I'm going to be addressing the impacts that the West Davis Freeway will have on our strong family-oriented communities and our local economies.

Boulevard communities are defined in the shared solution as "a linear center coupled with a transit route." A boulevard community may not necessarily have a commercial identity but may vary between housing, employment, and retail along any given stretch.

32.2.1G Boulevard communities create a positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable, even as traffic flow is maintained.

It's my group's opinion that boulevard communities suggested by the shared solution will keep our strong, family-oriented communities intact and encourage our local economies of West Davis County to thrive.

32.23A Freeways encourage box store chain development on off-ramps, while boulevard communities will create a more vibrant city center, which encourages thriving local businesses. According to localfirst.org, for every dollar spent at a locally-owned business, three times more of that dollar stays in the local economy than would be the case with a national retailer.

Boulevard communities would contain a mix of housing, employment, and retail, which would encourage more local jobs, which would cut down on vehicle miles traveled by allowing many people to work closer to their homes rather than making the daily commute from West Davis County to Salt Lake City or Ogden.

Local businesses are better than chains at creating more jobs per consumer dollars spent, and also, local businesses along boulevard communities means less corporate infrastructure and more tax money left available to enhance local communities, again quoting localfirst.org.

32.2.1G As suggested in the shared solution, improving arterials and designing boulevard communities will keep more tax dollars at home, because people that are able to work in their communities are able to contribute their tax dollars to their community rather than commuting and generating tax revenue for the communities to which they're commuting.

Boulevard communities suggested by the shared solution also keep local communities intact. Freeways divide communities, both physically and otherwise. Freeways can be a physical barrier between neighbors, making it nearly impossible to interact with neighbors that live just on the other side of the freeway. Freeways also give easy access to entertainment, restaurants, and shopping outside of one's local communities.

32.1.2C We are drawn to bigger box stores, shopping malls, and megaplexes a few exits down the road. Instead of focusing on freeways, box stores, and suburban sprawl, UDOT should be more focused on developing boulevard communities that encourage parks, entertainment, restaurants, local businesses, and jobs closer to home.

## Comment 519 (continued)

### Response Section in Chapter 32

#### 32.2.1G

With these developments, our needs can be met within our communities, which will provide more interaction with our neighbors and build a stronger sense of place for where we live.

Five more seconds. Boulevard communities are also linked to bike lanes, walking paths, and public transit, which will get us out of our cars and into public spaces where we can more easily interact with those in our community.

It is our suggestion that UDOT diverts these funds from this project and uses that money to invest in the shared solution, which calls for improving existing infrastructure and developing boardwalk communities.

We believe that this shared solution will build stronger local communities, which will cut down the time for travel outside these communities, which will reduce the number of automobile trips per household and decrease vehicle miles traveled.

The shared solution will meet our travel demands of the future, while building stronger local economies and building stronger communities. We are a community-oriented people and we have been for the last 150-plus years.

The West Davis Freeway will degrade our communities which we have worked so hard to build. Thank you.

### Response Section in Chapter 32

#### 32.14.2A

#### 32.1.2A

#### 32.11.1A

#### 32.310

#### 32.30F

#### 32.2.1G

Comment #: 520

Date: 6/27/2013

Source: In Person

Name: Heather Dove

Location: Salt Lake City

Comments:

<Public Hearing Comment\_6-13-13>

MS. DOVE: My name is Heather Dove and I represent the Great Salt Lake Audubon and I live in Salt Lake.

On Tuesday night in Farmington, I spoke about the five million birds that use the Great Salt Lake wetlands and how UDOT would destroy their habitat by taking out seven miles along the Great Salt Lake shoreline.

Last night in West Point, I posed questions about the rationale behind the idea of building of an unnecessary highway that would cost an enormous amount of tax dollars, cause even greater pollution than we already have -- air pollution than we already have, and take away homes.

Tonight I want to talk about UDOT's process. For months now, I've been hearing about "the process" and how UDOT trusts in the process and that will lead to the best choice. From what I have observed, there's been a great deal of manipulation of the real method or process by which UDOT has arrived at their preferred choice.

I believe that UDOT all along has known that they wanted the alignment that they have identified. The other choices were all foils used to demonstrate that the one they chose is the best alternative.

In fact, the other of the two final choices did not even satisfy the NEPA requirements of a viable realistic alternative. The Shepard Lane alignment was purposely routed by UDOT through the Height Creek channel so that it would make the Glover Lane alignment, by comparison, appear less environmentally destructive.

In fact, Haight Creek is protected as a water of the U.S. under the Clean Water Act, and, as such, the Army Corps of Engineers would never have signed off on such an alignment. Therefore, that alternative was actually a sham choice used by UDOT to distract and divide communities and pit neighbor against neighbor, the old divide-and-conquer approach.

UDOT has used lots of buzz words as part of their image management and distraction from the real issues at hand. I think my favorite is talking about how this is such an emotional issue for the citizens. With this label, UDOT has attempted to show sympathy for what the citizens are going through, but, in so doing, they also imply that people who are realizing that they stand to lose their homes, their health, their air quality, and their environment, that these people are thinking emotionally, not rationally.

Finally, I find it outrageous that UDOT says they will seriously consider the shared solution, yet they refused to do so during the pre-DEIS phase, despite many months of meetings when they were asked or requested to do so. Now they are saying they will seriously consider the shared solution in a supplemental DEIS, yet they fail to fund due diligence for both the development and the analysis of the shared solution.

How fair and thorough do you think their consideration of the shared solution will really be?

I want UDOT to stop giving lip service to "the process" and how you "will consider all comments." Stop with your image management and buzz words. Do something honest and substantive. Serve the people of Utah, not the big landowners and wealthy developers. Give us a shared solution.

## Comment 520



## Comment 521

### Response Section in Chapter 32



**Comment #:** 521  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Tim Wagner  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-13-13>

MR. WAGNER: My name is a Tim Wagner. I'm with the Sierra Club in Salt Lake. I represent about -- officially represent about 160 members of the Sierra Club in Utah, and I don't profess to speak for other folks who are not members of the club, but I think you've heard a lot of (inaudible) comments from a lot of folks in West Haven the last two nights. Probably some of the same sentiments that I have.

32.30B

First of all, I want to say thanks to you guys for having a series of meetings. It's a big deal. You know, obviously it takes everybody away from families and other things that you'd much rather be doing besides sitting here, so I really appreciate the opportunity and having have an opportunity to talk about this.

32.1.2A

I think, overall, my main concern that I have (inaudible) EIS focused on purpose and need. I don't see the purpose and need for this project, and I've stated that from the very beginning (inaudible). I really don't. I think to construct a four-lane major freeway through this part of the state is absolutely a backwards way of thinking.

32.2.1G

We can talk all night about those impacts to the project, but I don't think we need to do that. I think we need to be talking about other options, such as improving transportation needs in West Davis County, and that's where the shared solution comes in.

I've been involved in this process personally now for over two years. We've been involved before that with my predecessor, and we've been talking a lot about other ways of getting people -- moving people around, and largely those -- those suggestions have fallen on deaf ears, and it's very frustrating, as you guys know.

Now we're building momentum. We want the shared solution analyzed. We want your help in developing a shared solution and we ask for your help.

Randy, I have heard you say at least a dozen times to my face, "We just want to work with you." That's right. We want to work with you. Now is your opportunity, point blank. Let's work together and get this alternative developed and get it analyzed as part of the EIS process. If you don't, then I think you've committed a grave mistake.

32.1.2C

There's a lot of support for this. There's a lot of support for other concepts behind -- besides just building two lanes or four lanes of asphalt down through the middle of farmlands and wetlands to get people to be able to drive to one place two minutes faster than they could before.

This is really about serving the needs of West Davis County and providing for the community that's here and improving their quality of life, not destroying their quality of life, and I don't believe the project, the preferred alternative that is proposed, is a way to do that. I think it's going to destroy the quality of life, and maybe (inaudible) for a couple of minutes of drive time, and then after that, what do you have? More congestion.

32.2.1G

So we cannot (inaudible). Shared solution is where you've got to go. Thank you.

## Comment 522

### Response Section in Chapter 32



**Comment #:** 522  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Rick Proffer  
**Location:**

**Comments:**

<Public Hearing Comment\_6-13-13>

32.5.3A

MR. PROFFER: Rick Proffer, Hooper. My concern is primarily related to both of the options that I saw over there, the neighborhood and schools that will be impacted. This particular school has a large amount of traffic that comes past it every day. In particular, in the afternoon, when school lets out, it's about 15 minutes at the end of the school day where traffic doesn't even get past here, so if one of the options is to have a stop just to the west of us, not only do they have a major impact on the students that are walking home, walking to school, but also if the intention is to improve the freeway, if folks are trying to get over towards 15 and there's no improvement in infrastructure at 5500 and 5600, and even at that particular time of day, a very specific situation exists, they'll be frustrated as they come down to try and get over onto I-15.

If they get frustrated, they'll try and drive through neighborhoods. There really isn't much in terms of building (inaudible) neighborhoods. Some of them (inaudible) roads, back roads.

As I come to work each day, I go past Country View Elementary. Then I come back over here. It looks like one of the options is just to go just to the west of Country View, so Country View Elementary also has a pretty major impact in terms of traffic there as well.

Midland is improved just a little ways, about a mile that way, but a lot of folks continue on through Midland, which is part of the school's neighborhood, to get over through here and get over to I-15, and it's a 25-mile-an-hour zone. It's very -- that speed limit is broken consistently, so that isn't attended to as well. These folks are going through Midland to try and get over -- back over to I-15, and it's going to be a major issue.

So, just attending to the infrastructure, because of the impact on the immediate neighborhood and schools right around here, it's going to be pretty significant. Thanks.

## Comment 523

### Response Section in Chapter 32

**Comment #:** 523  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Lynn de Freitas  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-13-13>

32.4A

MS. DE FREITAS: I'm Lynn DeFreitas from Salt Lake City, Utah, and I spoke last night and I want to continue with some of the remarks that I made so this audience could hear them, but as a preface to those remarks, at the Farmington hearing on Tuesday, I was talking with Commissioner Rhonda Downs, and we were reflecting on the implications of what this proposal means to the landscape, to the wildlife and so forth, and she said, "You know, the biggest concern that I have is the fact that" -- "you know, concern that we won't be able to take care of ourselves," and she meant that the disappearance of our farmlands, our agricultural activity, is truly at risk every time we lay down more roadways through these open spaces.

32.2.1G

I also served in the capacity as Habitat (inaudible) in an upland capacity. So to the extent that, as we lose our farmlands, we lose the ability to take care of ourselves and that lack of productivity, but also we lose that character of our quality of life, the farming character and also the wildlife habitats that are a part of our quality of life, open space, fresh air, and solitude. So it's -- you know, we need to look at the shared solution as a viable alternative to this proposal.

32.2.13C

Now, one of the other points I wanted to make was -- and a lot of this is relevant to the Glover Lane preferred alternative, but it has to do with mitigation that exists in that area, and in 2011, a letter to UDOT from the Utah Wildlife Conservation Foundation, which is a foundation arm of the Utah Division of Wildlife Resources, stated that the proposed Glover Lane alternative would severely impair the wildlife recreational values of the Great Salt Lake Nature Center at Farmington Bay, and I know you've all gone to Farmington Bay at some time or another. You know, this very foundation raised \$1 million for the center, which includes a \$160,000 grant from Federal Highways to fund a boardwalk at the center to increase access so people could walk around and see more of the Farmington Bay Area.

Sixty acres of the nature center were acquired by UTA to mitigate wetland impacts from FrontRunner. The West Davis Freeway project would put at risk the mitigation value of this property.

According to John Harja, who is the director of Public Lands Policy Coordinating Office in Governor Herbert's office, 120 acres of wildlife habitat would be impacted at the Farmington Bay Wildlife Management Area by the Glover Lane alternative.

32.14.2D

As you know, the Nature Conservancy's Shorelands Preserve in Layton and Kaysville consists of 4,500 acres and is the largest protected natural shoreline on the eastern shore of the Great Salt Lake. This preserve would face devastating impacts from the Glover Lane alignment. So we have to think of better alternatives to grow and what the transportation answers are that we need. Thank you.

32.2.1A

## Comment 524

### Response Section in Chapter 32

**Comment #:** 524  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Roger Borgenicht  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-13-13>

MR. BORGENIGHT: Good evening. Thank you for allowing us to speak. I spoke in Farmington. I'm Roger Borgenicht, Salt Lake City, representing Utahns For Better Transportation. There are two points I want to make. I contacted Federal Highways last week, contacted UDOT, that a public hearing should start with a presentation so everybody is on the same page, not finding out information from this poster or that poster.

32.30E

My experience has been that everyone finds out some of the information based on what they're -- who they've spoken to, what their particular interest is, and it's part of the democratic public process to have everyone start with the same information about, "What's this project about?" "Why are we doing it?" "What do we look at?" "What are the outcomes?" "And why were the recommendations made in the draft environmental impact statement?"

I got a call back on Monday from Federal Highways. They said you would not be making a public presentation. I sent back an e-mail saying "Ten years ago when the federal government came and did an audit of UDOT and Wasatch Front Regional Council public process, we chimed in that the public process should be at least a highway meeting program where you have a poster session, where there" -- "so if people don't want to people publicly, they can go speak to a court reporter." That's entirely appropriate. That then there is a presentation at a specific time, and then there's an open mic, like we have.

That was denied and they sent me back an e-mail from the federal government complaining that that's a diminution of the democratic process that started back in (inaudible) where we get to learn from our neighbors their concerns, their comments, their questions.

The second -- and the reason for that is that the purpose -- the highest purpose of this environmental impact statement is through use, automobile delay at the peak, after the rush hour. And I have a chart here from the EIS table (inaudible) that shows on 5600 South, compared to the no action, the southbound lanes of I-15 ramps, we would benefit in 2040. The delay would go down from 28.8 seconds to 25.3. We could save three-and-a-half seconds if we build this freeway.

32.1.2A

The northbound ramps on 5600 South would go from 58.7 seconds down to 43.6 seconds, a savings of 15.1 seconds. So I think it is hurtful to a process (inaudible) to understand -- having the citizens understand what the purpose of this proposed freeway would be, which is solely to meet the reduced automobile delay peak hour.

32.2.1G

Every city in the world has congestion in the rush hour. That's the definition. We to have an acceptable level. The way to reach that acceptable level is to have a balanced approach with a shared solution, which, back in 2002, UDOT raised -- when we got the Legacy Parkway, recognizing that transit bikes and cars need to be the future. Thank you.

## Comment 525

### Response Section in Chapter 32



**Comment #:** 525  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Roy Shadbolt  
**Location:** Ogden

**Comments:**

<Public Hearing Comment\_6-13-13>

32.1.2B

MR. SHADBOLT: My name is Roy Shadbolt. I don't know how prepared I was to speak tonight, but I'm in support of the Legacy Parkway and the extension. I look into the future and see a need for additional traffic ways and lanes.

I spend a good majority of my time in the evenings on 3500 West in Weber County, which turns into 2000 West in Davis County, and I don't know about 15 seconds' difference, but I know that I wait for three or four changes of the lights, going north or southbound, at that time of day. I would extrapolate that into quite a bit of larger difference in time than 15 seconds.

32.2.8J

The 5600 east-west corridor is a challenge, and I'm not sure I understand why it wasn't made four lanes when it was closed down about ten years ago for the bridge to be put in, but that would have been a great opportunity to make it four lanes, because the growth is to the west of the valley here.

32.2.13A

That's what I have to say. I support you. You're doing a good job. Thanks.

## Comment 526

### Response Section in Chapter 32



**Comment #:** 526  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Ellen Mouldry  
**Location:**

**Comments:**

<Public Hearing Comment\_6-13-13>

32.2.1A

MS. MOULDING: Unfortunately, the parties (inaudible) where my hearing was, I could not understand what the speakers were saying. I was further in the back, so I don't know what has been said, but I -- I hope that somebody has commented on the fact that I have never really seen any alternative plans. It seems to me that the people who have planned this street looked at the map and saw that there's no streets out there near the lake and that's (inaudible), but that is peaceful countryside and why do we want to destroy that? Why don't we stay in the area that is already -- has already streets going through it for the -- for the east?

32.1.2A

It's -- I'm not a specialist in these things, but it seems to me, if I would get into this, I would be able to maybe find a different solution than destroying this peaceful countryside that we have here. I'm really unhappy if that has -- if that is not the solution, if that's -- if you would have to go forward with it. Thank you.

## Comment 527

### Response Section in Chapter 32



**Comment #:** 527  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Ann Floor  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-13-13>

### 32.2.1H

MS. FLOOR: Hi again. I'm Ann Floor, cochair for Utahns for Better Transportation. There's been some confusion about whether this freeway would be an extension of Legacy Parkway. Some people are under the impression that it would have the same features, so there's been some confusion about whether this freeway would be -- would have the same features as Legacy Parkway. Some people are under the impression that it would, that it would still have slower speeds and no sound walls and -- I mean -- yeah, and no billboards, but this would be a full-on freeway with high speeds and everything that comes with that, so -- (interruption.)

There's confusion about whether this freeway would be an extension of Legacy Parkway and have the same features as Legacy Parkway, but it won't. It will be a full-on freeway at high speeds, sound walls, trucks, and billboards. So that distinction needs to be made clear. Thank you.

## Comment 528

### Response Section in Chapter 32



**Comment #:** 528  
**Date:** 6/27/2013  
**Source:** In Person  
**Name:** Garth & Karen Ball  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-13-13>

MR. BALL: My name is Garth Ball. I'm from Farmington, Utah. I'm just an ordinary citizen. I did give a statement in the first meeting in Farmington. I felt, after that meeting, that I should make a comment. I scribbled a little comment. I didn't sleep very well and I thought that I would tell you a little story.

I got on my motorcycle one day, went to work. I work in Salt Lake City on 39th South. I travel I-15 every day. I either travel I-15 or I take the bus. And oftentimes the bus doesn't (inaudible), because it takes a different route. It doesn't hit I-15 all the time.

So I got on my motorcycle, went to work. I got on the interchange there to get on I-15, and I looked over, and there was Mayor Harper. He had the strangest look on his face. He looked like somebody had died in his family. And I scratched my head, puzzled. Wondered why.

### 32.2.13I

I found out later in the week that that's when you guys released the environmental impact statement for your preferred route. I take kind of a -- as I'm thinking, I take offense to that preferred route, because it's not my preferred route. I do not believe that that is the people's preferred route of I-15.

### 32.2.13C

I'm of the opinion that Shepard Lane, as the mayor stated in his statement, is the more preferred route for the City of Farmington. And thinking and logically trying to mull over, after that first meeting, all the chaos and the struggle that happened, this traffic is all going to funnel right through Farmington, right through that (inaudible) of land that I live on.

Environmentally, it affects my son, who is living right next to this proposed route, Glover Lane route. I don't know why they skipped (inaudible) or traded with Buffalo Ranch or how this situation happened, but the route takes a curve up by my son's house and right in the subdivision to bypass the view that he's got. A 65-mile-an-hour freeway is all he's got to look out his back door at. He looks to the east and there's many houses and developments.

### 32.2.13D

I don't think the preferred route should be Glover Lane. I think it's a better route to keep the business and the traffic up where the new mall is up there in Station Park where the new UTA station is, to keep that route as the preferred route.

But, anyway, I scratched my head and slept on it, woke up (inaudible) the next day. Why is the mayor so upset? Well, I thought I'd come up and see here where the whole route starts, what is going on, how four lanes of traffic are going to funnel down into two lanes and go through Farmington. Like a jet engine, you have a big explosion. Or like a creek, a small stream, the headwaters here are going to funnel down. It's going to be a big mess. Or is it going to be something that will environmentally -- time's up?

### 32.2.1A

Okay. Anyway, I think there is a better solution. In talking with Paul, I've learned of an express lane that's going to go into I-15, which will greatly improve the traffic. Every time I come home, I hit Beck Street. I'm riding in -- my motorcycle on the express lane. There's no express lane. I learned there's going to be a hot lane or an express lane continue through Davis County.

### 32.2.1G

I think the east-west corridor or a shared solution would be better than the solution you have right now, or your

## Comment 528 (continued)

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32.2.13C

preferred, and I think that if we can't share this environmental situation with the people, which is the number one concern here, we ought to scrap the whole thing.

Thanks for your time. Appreciate you. Sorry to bother you.

Didn't mean to cause much trouble, but I -- you know, I lost some sleep, and it's my environment, too, and that's impacted me, so -- and then it not only impacts me, but it also impacts my children. My one son, Mike, will be right next to that. Every time you put a curve in a road there's troubles.

Just like coming off of Beck Street into that curve. It slows right down. You put an intersection there at Glover Lane along that straight road between Centerville and Farmington, we're going to have troubles.

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## Comment 529

### Response Section in Chapter 32



**Comment #:** 529  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Kristy Powell  
**Location:** Farmington

**Comments:**

32.2.2G  
32.1.2A

UDOT, I am concerned that this road, which dead ends at Antelope is a WASTE of tax payer money. \$600 million for this road that will only save about 7 minutes of commuter time and only be about 20% capacity??? I just think this is a waste and fiscally irresponsible.

## Comment 530

### Response Section in Chapter 32



**Comment #:** 530  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Christopher and Sherrie Hall  
**Location:** Ogden

**Comments:**

32.2.13C  
32.2.2D

It certainly appears as though the rule of thumb in Utah, "one hand feeds the other" is intact and going strong with UDOT. Lo and behold, the Salt Lake Tribune utilizes the open-records law and discovers your special favor and response to a request made by the attorney for Oakridge Country Club AFTER the initial comments period.

32.1.2A  
32.2.3A

Another freeway, more development of urban sprawl, more auto pollution, and added long commutes to work is a backwards attitude! This is no longer the 1950's and 1960's!!!! This is NOT something most of Davis County wants (Oakridge Country Club and land developers want this.)

32.14.2A

The Farmington Bay Wetlands are the most important nesting sites for western migratory birds in the United States. When we have the science of the importance of all species on this planet to one another why would UDOT disregard the precarious nature of a major freeway along with the resulting development within that wetland? Again, Utah's proverbial "one hand feeds the other" and the lack of foresight that so readily accompanies that apparent mutual greed seems to be the answer.

32.2.1N

Please strongly consider the approach by Wasatch Choice 2040. This is a sustainable model which, unlike your West Davis Freeway model, will contribute to the quality of all life along the Wasatch Front and specifically Davis & Weber counties.

Thank you for your consideration of this matter.

### Comment 531

Response  
Section in  
Chapter 32



**Comment #:** 531  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Cheryl Farnsworth  
**Location:** Farmington

**Comments:**

32.2.13C  
32.14.2B

Please do not cut more roads through the wetlands by taking a road west on Glover Lane in Farmington. This entire area is directly in the migratory path for the Bald Eagles who we are graced with their presence every year from November to March, as well as MANY other birds and animals.

Farmington is the most narrow city along the Wasatch front between the lake and the mountains. We don't have room for anymore cutting, slicing and dicing, and putting any more roads that will divide us even further and take away the reason that we all have chosen to live where we live for the quiet, peacefulness of our small community.

32.2.13C

Legacy North should be continued from the overpass that already connects Legacy South. The only people that will be served by putting more roads going to and from the west side are the people that live farther north in Kaysville, Layton, Syracuse, etc. NOT FARMINGTON people!

So please keep the development and Legacy North, north of Legacy south. The overpass/intersection that has already been created and is huge, should be adequate to connect the two parts of the road and any other connecting roads should run north of that in the cities that they will serve.

Please consider the health of the citizens of Farmington as well as all the birds and animals that we are privileged to host during their migration. If a larger road is made out of Glover Lane, this will directly impact ALL OF US!!!

32.2.13C

Once the damage is done, there is no undoing it! We must preserve the wetlands, the open spaces and put roads where they are needed and in the cities of the people that will use them.

Thank you for your thoughtful consideration in this matter. We all chose to live here for a reason! We'd like to keep it this way!

Sincerely

Cheryl Farnsworth  


### Comment 532

Response  
Section in  
Chapter 32



**Comment #:** 532  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Justin Thompson  
**Location:** Syracuse

**Comments:**

32.1.2E  
32.2.13L

In looking at the documents of predicted growth, do we really have that much room to grow? in Syracuse we have build as far west as it appears we can go. Second, has this been asked of each cities residents what they want? Our nation was built on the concept of the voice of the people not a few individuals. In my opinion this type of a thing should be in a vote of the people to decide what they want. Most of us moved out west to get away from the busy highways and freeways. I think the people should decide not UDOT.

### Comment 533

Response  
Section in  
Chapter 32



**Comment #:** 533  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Charlene Kellmer  
**Location:** Syracuse

**Comments:**

32.1.2A  
32.2.1A

I've lived most of my years outside of Utah, in much bigger cities, and fail to see the need for another major highway. Even our future population does not really justify it. I would prefer to widen our existing roads, which is an option that will have to happen anyway. I like the small town feel of our city.

### Comment 534

Response  
Section in  
Chapter 32



**Comment #:** 534  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Dimond Loosli  
**Location:** Syracuse

**Comments:**

32.2.1B

What would be the reason why the selected route would go through our park and destroy homes on 2000 W when there is nothing south of Gentile except junk land. The alternate route at that point would obviously make much more sense. Please consider that. Thank you for all your hard work.



### Comment 535

Response  
Section in  
Chapter 32



**Comment #:** 535  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** Tamara Johnson  
**Location:** Syracuse

**Comments:**

This plan to put the corridor right next to schools and homes is not a good plan. It's been stated the growth is going to occur farther West. If that's truly the case, put it West so that the traffic doesn't have to travel just as far to get to a highway type road and save the extra pollution. Also, the sheer cost of the project for Syracuse city alone with having to widen streets which are next to schools, too, and the impacts on the residential homes next to Antelope isn't even considered in this proposal. Move this monstrosity out West and get it out of our backyards and schoolyards. If you wanted to build this, you shouldn't have allowed schools or homes to be built on the land you were looking at originally-then you wouldn't have this problem.

32.2.1B

32.2.13G

32.31C

### Comment 536

Response  
Section in  
Chapter 32



**Comment #:** 536  
**Date:** 7/1/2013  
**Source:** Website  
**Name:** John Alley  
**Location:** Hyrum

**Comments:**

Has UDOT become an insatiable beast willing to gobble up our tax dollars and landscape regardless of cost and for no greater reason than to feed its bloated appetite for more concrete and public revenue? Once again you mindless bureaucrats set out to damage a world treasure, the Great Salt Lake flyway, a natural heritage whose significance dwarfs the sum of your organization's engineering accomplishments. At least some of those could be measured as necessary and beneficial, but not this latest freeway. It is not needed, certainly not in comparison to the many other things on which our taxes could be much better spent, starting with education. All this huge project will accomplish is more development where it doesn't belong, at the expense of irreplaceable environment and wildlife. There are better alternatives. I know. While I commute regularly from Cache Valley, I neither have to drive all the way, all the time nor am unduly inconvenienced by traffic in North Davis County when I do. If others are and there is a need for the future, adding lanes to I-15, especially HOV north of Layton, is a better solution.

32.14.2A

32.1.2A

32.2.1A

## Comment 537

Response  
Section in  
Chapter 32



Comment #: 537  
Date: 7/1/2013  
Source: Email  
Name: Sabina Shah  
Location: Layton

**Comments:**

Hello,

32.2.2A

I have a concern question. My address is [REDACTED]. I live on the corner house and the road on the side of my house leads into a dead end. That road is called Bluff Ridge. My question is, rumor has it, that would be an on/off ramp for legacy highway. I just wanted to know if that was the future of that road so I can be prepare for it. Any info would be greatly appreciate it. Thank you,

Concern Citizen,  
Sabina Shah

## Comment 538

Response  
Section in  
Chapter 32



Comment #: 538  
Date: 7/1/2013  
Source: Email  
Name: Kevin & Shawnette, Keiann Page  
Location: Kaysville

**Comments:**

UDOT & FHWA,

32.1.2B

A northern extension of Legacy Parkway will be a reality in the near future. After reviewing all the data, I am convinced of this. The only open question is the extent of the impact on the community.

32.31F

UDOT and FHWA needs to continue forward now to minimize the human impact.

- When the first studies were done decades ago, there was nothing but open land in West Farmington and West Kaysville. But no action was taken. Homes were built
- The 2001 alignment was done. Again, open land (but getting tighter) along multiple routes. No neighborhoods existed south of Sheppard Lane, all the way through West Farmington. No action was taken, neighborhoods were built.
- 2007 Farmington City Evaluation Study - changes plans, developments changed and more homes built - still no actions taken.
- 2011 Two Options advance to EIS. At this time there was nothing but open land between the existing Hunter's Creek and Farmington Ranches. But the options were to go out and around Farmington Ranches or through Quail Crossing/Hunters Creek.
- 2012 - No land gaps between Hunters Creek and Farmington Ranches. Developments continued and the land was consumed.
- 2013 - Only one route remains that doesn't go through a neighborhood. But plans exist for further developments south of Glover.

32.31K

There is no future scenario that will have less of an impact on the human environment. Every month of delay will put more homes closer or in the way of the actual route. Those who are developing the area are not concerned and have a history of just continuing the development. (examples: D&RG route is no longer available because of homes; The gap between Hunter's Creek & Ranches filled in 2012; Hunter's Creek moved right next to Quail Crossing after decision to not preserve the 328 ft)

Today's Options - 214 homes - Sheppard vs 37 homes Glover within 300 ft. A 6:1 ratio of homes within 300 ft between the two routes. This ratio exists today. If delayed, the number of homes only goes up. More and more homes will be built. New options will need to be reviewed. New families will live the nightmare of debating which route UDOT should go with, more lives put on hold for years of debate.....all while the only remaining option to avoid going through a neighborhood is developed away.

32.2.13B

32.11.2A

- I want to add a new twist to what you saw on Tuesday June 11 from the protestors.
- There were masks worn by children and signs warning of health issues/dust/pollution;
  - a nurse passionate about asma wings in the childrens' hospital;
  - residence quoted by reporters stating that they won't do home improvements, since the highway would be 200 yds from their home;
  - complaints of being "blindsided"

32.30A

32.2.6A

All of these are true and I have been making these comments since March 2011. The human impact of the road is real and it is a huge ask from the community. We're taking it on the chin so that others get the road they need. But this is the last chance to build this road before all of the land is developed. Wetlands will not stop these builders, future roads wont stop these builders. They get their money and walk away. The cities get their

### Comment 538 (continued)

Response  
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Chapter 32



32.31F

32.2.1H

taxes and look the other way. The citizens in these areas will pay.

There's only one question for me now. Is there a need for a road in the foreseeable future? If these other options only delay this road for a few years, then there is no debate. To minimize the impact, this is the only option left. The only way to minimize the impact that people were protesting is to proceed forward.

Legacy today ends in the middle of Farmington and needs to be connected. Failure by many entities has left us with an impact that is not ideal. But the number of homes that go within 300ft of the road (which is the key distance in all the health studies) will never be less than 37. If we delay, the minimum will be hundreds higher.

As we move forward, all considerations to make the road as much like Legacy should be the goal. This is still a rural part of the county.

Thank you for your time,

Kevin Page

### Comment 539

Response  
Section in  
Chapter 32



32.1.2B

32.31K

32.5.6A

32.31K

Comment #: 539

Date: 7/1/2013

Source: In Person

Name: Greg Senkel

Location: Syracuse

Comments:

<Court Reporter Comment at Open House\_6-13-13>

GREG SENKEL: Greg, G-r-e-g, Senkel, S-e-n-k-e-l, [REDACTED].

I am one of the relocations, and I am actually very supportive of the project. I understand the need to expand transportation, you know, out in Davis County. My only concern is that the funding will not be in a timely manner. If it's three to five years, I'm pretty good with that. However, if it turns into 10, 15, 20 years down the road, it would be problematic because I have a line drawn over my house for a highway zone, and it would make

it very hard for me to sell my house and basically I would feel that I'm being held hostage in my house.

So I would encourage the transportation commissioners and the state legislatures and anyone else who has control and pull over the purse strings to adequately fund this project, especially so people in my situation have the latitude to move on with their lives. That's it.

## Comment 540

### Response Section in Chapter 32



**Comment #:** 540  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Helen & Maynard Rasmussen  
**Location:** West Haven

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

HELEN RASMUSSEN: Helen and Maynard Rasmussen, R-a-s-m-u-s-s-e-n, West Haven.

32.2.1A

We would just like to see that the mass transit is brought up and utilized to its best potential before getting carried away with too many roads here and there. We lived in the Bay Area for years. The land mass and the geography draws some parallel. We've got mountains on the east side and the great Salt Lake on the west, so we only have a certain amount of mass left to work with like they did.

32.31D

And we'd like to see the power lines go underground. Over time that would be more effective, cost effective. You don't have to do as many repairs. They are not going to be blown over in horrible snow storms, that kind of thing. So the power would be more stable. Of course, if there's a massive earthquake, there could be some problems.

So we think there's a lot that can be done, and I'm sure the people doing the study are well aware of all of that too, but just our voice on the record for that.

Shoots them more directly.

32.2.1A

We would like, before we get too carried away with freeways and expand roadways and stuff, to really look at the monorail. They had that in Sydney, Australia when I was there years ago, and you're up above. It's a beautiful way to enjoy where you live, and the beauties around while you're just being shot around the city so fast, and that was in Sydney, Australia.

At the time I was there it was the seventh largest city in the world, and it was so efficient. You could be miles out into a suburb in five minutes. It was fantastic. It saved time, saved stress. You could get home to your peaceful environment, so that's all I wanted to add. I hope they are looking at that. It's not that we hate UDOT because I love the roads that they do do for us.

32.4D

But I think in this -- we know it's going to get busier and busier. That would help to preserve what we have. I'd like to see people that want to have country and farm be able to maintain that, and if times got really tough, we would have land mass so we could live off, you know, what we grow ourselves. So I think we all need to preserve that alternative. So that's all I wanted to add is to look at that.

## Comment 541

### Response Section in Chapter 32



**Comment #:** 541  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Kerry Gibson  
**Location:** Ogden

**Comments:**

<Court Reporter Comment at Open House\_6-3-13>

32.31D

KERRY GIBSON: Kerry Gibson. I just ate the cookie without milk. People are a lot happier with milk with their cookies.

## Comment 542

Response  
Section in  
Chapter 32



**Comment #:** 542  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Helen & Maynard Rasmussen  
**Location:** West Haven

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

32.2.1A

MAYNARD RASMUSSEN: One of the biggest things we see in this state, you know, is as the west grows and the population, you know, north of us, you know, Washington and Portland and all these other, there's so many semis coming up and clogging the highways, and we would like to see them where these power lines go from clear up to Willard Bay, you know, clear down to past Farmington, and see if they could put about maybe six lanes, you know, to take these semis, you know, from the south to the north, and we'd get less pollution because they would spend less time. And then if we get all these roads coming out here and the semis, they have to come, you know, west quite a bit and then when they go down there they are going to have to go east, so it just --

Yeah, they do more miles and everything else. And that's what we would really like to see because we have enough lateral trucks to handle everything, but it would certainly help us in that particular way.

## Comment 543

Response  
Section in  
Chapter 32



**Comment #:** 543  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Kathy and Jim Manning  
**Location:** Hooper

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

32.5.6A

JAMES D. MANNING: James D. Manning, [REDACTED].

Actually, mine is probably a question more than a comment, but I live at this last house on 5100 going south out to the road, on the road. And their right-of-way comes right up to the road. My real question is are they going to buy me out or what's going to be the deal, because I'm never going to sell this house with a freeway in front of it. It ain't happening, and if I did, I'd probably have to almost give it away, so I'd like them to tell me if they are going to buy me out or --

## Comment 544

### Response Section in Chapter 32



**Comment #:** 544  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Kathy and Jim Manning  
**Location:** Hooper

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

KATHLEEN MANNING: Or give us that option possibly because we're so close right on the road. There's a house that sits back in and there's another big house with 18 acres behind us. We have nothing. I mean, we'd be staring at that road.

32.5.6A

It depreciates us so bad, and I'm hearing from our neighbors, the neighbors that have come and talked to me and also with them, the little survey had a couple of them just come up. They said it ruins their property everywhere because it comes down along 5100 West, swings up over the canal. So on the west side of 5100 West swings over the canal and now it's on the east side. So all of the houses right along 5100 West, both things are going to have nothing.

It's only taking out a couple house, so they are going to be facing the road either way, and they are pretty upset, not that we're protesting -- fine what Farmington did, but it's very concerning because all of a sudden now instead of moving it over into a field area where it's a little bit -- right now there are fields there that could move without taking out homes, but I guess the thing is then you've got your agriculture.

So our proposal is, if you're going bring it that close, take us out. That's our request is the consideration of buying us out where we're so close to sitting on the road like that.

The home just north of us, there's no one living there at the moment, but like I said, they have a bunch of properties. That's our issue. I think that's what he's talking about because our depreciation will be so bad, we couldn't sell it.

32.8A

We're getting to that age we might want to -- we talked about selling it. Now that this is coming, I doubt anybody will buy it. It's way too close, and it's just like the right-of-way goes right down 5100 for that one section on the west, and it's just a road which really isn't a two-lane road really. Our house is right there.

See, the alternative right here, this is their preferred, the preferred comes right in here. This is a dead end. It swings over like this, and our house is like -- if that's the one. Oh, it's this one, and our house is sitting between them. We're right here on the corner where it's just going to come up and go up here because this must be -- it's a hard map to look at. Anyway, it's right in front of us, and that swings, goes down the road just a bit and they are old homes. It swings across the canal and goes in the field across the street, and everybody on that side faces it, and everybody on the east side faces it. So it's kind of bad.

If you can get anything out of the comment, it's upsetting because we were always told it was coming down over top us, right down 5100, which it is, just not quite far enough to buy the home out, and we don't have enough property to move it back or build back or anything else. It's just right across, so we're kind of stuck.

## Comment 545

### Response Section in Chapter 32



**Comment #:** 545  
**Date:** 7/1/2013  
**Source:** In Person  
**Name:** Brian Zaugg  
**Location:** West Haven

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

BRIAN ZAUGG: My name is Brian Zaugg, Z-a-u-g-g, [REDACTED].

32.31D

If you don't live in the impacted area, please don't come take up valuable time. I'm serious. People from Salt Lake should not be here talking about the ducks, talking about the cattails, talking about all the other liberal crap. Stay home and let the people that live in this area voice their opinion. That's my comment. I don't have time for that. Thank you.

## Comment 546

Response  
Section in  
Chapter 32



Comment #: 546  
Date: 7/1/2013  
Source: In Person  
Name: Steve Carter  
Location:

**Comments:**

<Court Reporter Comment at Open House\_6-13-13>

STEVE CARTER: Steve Carter, [REDACTED].

My concern is that dumping off from 5600 South and 5100 West, the freeway exit, highway exit, and my concern it dumps off into a two-lane road continuing north, and so if they are going to widen 5100 West -- they need to widen 5100 West because it's currently a two-lane road, and they need to go all the way down to 4000 South, and they need to add some traffic lights in there as well at the intersections to go in there so that with all the new traffic we're going to pick up there it's better regulated. I think that that's it, I think.

Just widening 5100 West as part of this project somehow because once they get it all done they are going to bottleneck right there, and we're going to have all these problems at 56 and 51. That's just what I'm thinking because it will impact me because I live just below 5100 and because they say they are going to stop at 56 and 51 -- and I thought they were going to build all the way through, but they are going to stop it there -- and 51 is their end point, which is okay, but it needs to be regulated somewhat because we are going to pick up a lot of traffic down there, I think, by the time it actually gets done, and maybe I'll be too senile to even know what's going on by then. That's about it. I wanted to make sure we have the capacity with all of the vehicles that are going to be using the road.

32.7A

## Comment 547

Response  
Section in  
Chapter 32



Comment #: 547  
Date: 7/1/2013  
Source: In Person  
Name: Norma and Ken Patterson  
Location: Syracuse

**Comments:**

<Court Reporter Comment at Open House\_6-12-13>

NORMA PATTERSON: I'm Norma Patterson. I live at [REDACTED].

UDOT has been great to work with. We're hoping they take our house. We love working with James Olschewski, and Randy -- I don't remember what his last name is. They've answered all of our questions. They've been really great. Just appreciate the open houses and the chance to give our opinion and talk to people who can answer our questions and concerns about where we're going to live and how things are going to be handled. I think that about does it. Glad you're here. That was so much faster.

32.30B

32.30D

## Comment 548

Response  
Section in  
Chapter 32



Comment #: 548  
Date: 7/1/2013  
Source: In Person  
Name: Tim Neufer  
Location: Clearfield

**Comments:**

<Courter Reporter Comment at Open House\_6-12-13>

32.2.13G

TIM NEUFER: My name is Tim Neufer. Last name is spelled N-e-u-f-e-r, [REDACTED], right on the corner of where they proposed right on the bluff. Their proposed option B is right in my backyard, and we just purchased the property in hopes it would go to the west. It's going to the east, and it's going to be right there in my backyard, and the understanding is that if they did Option B the property would be taken.

From other people talking to other people about the situation, so we bought it a year and a half ago, and now I'm finding that I got the worst case scenario; they are going to put a highway in my backyard and they have no intention of purchasing the house, so I'm 150 feet away from the highway with 65-mile-an-hour traffic, no sound wall, and now they are going to put in an overpass. That's not a very good sight to see in the morning.

32.5.6A

The 193 intersection will be just on the other side, further north of 700 South, and the guy who owns the land, he's going to give it up to commercial. Now, my wish is if you're going to build the freeway back there, I would have them consider purchasing my property. There's no way I'm living there. They are saying that the EPA standards say it doesn't warrant the sound wall. Yet they've already told me it's going to accommodate more traffic and it's going to allow trucks and they are not going have a sound wall and now I've got an overpass and then in the future I'm going to be right across the street from this commercial development, and I don't want that.

32.12A

I bought the house to be out in the country, stare west at the marshlands, stare east at the mountains, and now I'm going to be watching traffic go by, and in the future I'm going to be more or less across the street from Wal-Mart. That's the way I feel.

32.5.6A

So if this is going on and in any consideration, I do not want to live there. I wish they would just buy my property. Right now they've got me right on the edge, and they are saying it's okay. Through their computer models and their sound simulation, it's going to be okay and I'll be happy, and I don't agree with it at all. That's it.

## Comment 549

Response  
Section in  
Chapter 32



Comment #: 549  
Date: 7/1/2013  
Source: In Person  
Name: Nancy and Glen Marple  
Location: West Point

**Comments:**

<Court Reporter Comment at Open House\_6-12-13>

NANCY MARPLE: Nancy Marple, M-a-r-p-l-e, [REDACTED].

I wish there wasn't going to be 18-wheeler, big trucks, because of the noise, and like she said, I'm not a fan of billboards, and our street has a lot of kids, and it's going to come at the end of our street, so that's why I'm not big on the big 18-wheelers or billboards because if it's got to be at the end of my street at least try and keep it a little bit quieter, a little more calmer.

32.2.1H

I like Legacy Highway. I like the 55 miles per hour. If it was like Legacy the whole way, I'd be like okay, but it sounds like it's going to be a little more than Legacy Highway. So that's what I've got. That's all I wanted to say.



## Comment 550

### Response Section in Chapter 32



Comment #: 550

Date: 7/1/2013

Source: In Person

Name: Julie & Glen Bushman

Location: Syracuse

**Comments:**

<Court Reporter Comment at Open House\_6-12-13>

GLEN BUSHMAN: Glen Bushman, G-l-e-n B-u-s-h-m-a-n, [REDACTED]

32.2.1F

When I built my property in 1998, we went to Syracuse City and found out where the road was supposed to go. My wife's from Syracuse her whole life. So they promised us it was going to go down the bluff. That's where it was going to go. So with that information I went and built my house down there on four acres right below the bluff, and the Syracuse City comes back and builds their pond. And I'm like, "Wow, that's right on the road."

32.5.6A

Then they build a roundabout, and then they build a couple subdivisions. And I'm like, "I guess they are trying to force it back around and everything." Then they built their city buildings right behind our house, and now with this new proposal coming out, it's going right around the pond, right through my backyard. It's cutting my backyard in half. My front yard will be useless because who's going to buy my house sitting next to a freeway and on-ramp.

32.2.1F

My backyard, the back two acres on the other side -- I bought that house with a dream of retiring in two years, and I wanted to have horses, cows, chickens, and we ride our snowmobiles and four-wheelers on it to keep the grandkids safe in the backyard, and now that road is going to cut my backyard right in half. So my whole life as I know it is ruined.

32.2.1B

32.2.13G

I bought the house in good faith with Syracuse City of having it run down the bluff, and now they've created their nightmare. Now UDOT is going right around right through the middle of my yard so Syracuse funneled the road right through my yard. I want to have them go far west as possible because I do not want my city cut in half. If the city is cut in half, it's going to have congestion points all along there. We may not have a problem people getting through Syracuse but we will have a problem getting through east to west Syracuse through the congestion points.

32.310

I'm so mad I can't even think. I'm just so frustrated. They cut my yard in half. They are going to cut the city in half. Syracuse manipulated the process because the mayor lives by the pond, the new pond, so it would force the road around. Now all the road is -- it just goes right around the bluff right back to the bluff right through my yard, so the only place it's moved is where Syracuse created the problem.

32.2.8E

I have personal knowledge that Black Island Farms is going to be out of business in two years. My friend has worked there for 30 years, and he knows that. Hamblin Dairy down west of it, they are already out of business. They are looking for jobs.

32.5.6A

The only reason they don't want to go through the farmland is because it will cut the value of their properties so they won't be millionaires, but the average Joe like me will lose our whole property.

Now I'm held hostage because I can't sell my house because of the proposal for the next four to ten years, how long it takes. I can't build nothing because it's going to take it out. I'm just stuck in limbo. My whole life and my whole dream of life as I know it is ruined with this proposal.

I already wrote a couple of letters. I better leave it at that time before I get in trouble I'm so upset with it. I built that property down there with the plan of having horses and cows for my retirement because I'm not the type of

## Comment 550 (continued)

### Response Section in Chapter 32



32.2.13G

person to live in a subdivision. So I planned it specifically to be away from the rat race, living below the bluff with the knowledge from Syracuse, out of the subdivision so I can sit in my backyard -- now I'm going to be sitting in my swimming pool with the on-ramp 2200 feet from my house, people racing up and down it, no backyard, land on both sides of the freeway. Sounds kind of bad, huh? Well, I better leave it at before I get too upset. Tell them I'm extremely upset and I'm going fight this any way, any means possible. It's worst-case scenario.

## Comment 551

### Response Section in Chapter 32



**Comment #:** 551  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Matthew & Nikki Gore  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

MATTHEW GORE: Matthew Gore, G-o-r-e. My address is [REDACTED].

I am a government relations officer for the Farmington Ranches HOA, and I'm speaking on behalf of nearly 2500 residents who own property in the Farmington Ranches HOA and are collectively owners of the conservation easement.

Farmington Ranches is a conservation subdivision and is one of only two in the entire city that has that designation, and I believe the only two that would be affected by the B1 route.

These conservation easements within our subdivision have a significant public purpose, as does the adjoining Buffalo Ranch 282-acre conservation easements, in preserving the open space of the city and of its residence and more directly of those within these subdivision. These subdivisions are unique in that they are unlike others in our city.

The Ranches is a master-planned community that has been set up uniquely with the emphasis on open space, natural habitat, and with a rural feel and atmosphere. All the homes are unique and are not from the same home builder and are not densely packed into a small geographical area. These two subdivisions, The Meadows and The Ranches, share these unique characteristics and consist of over 660 lots of which more than 90 percent are occupied. Geographically they encompass an area that is over a mile long north to south and a mile wide.

These easements were also set up in part to acquire the housing density to build upon these subdivisions and to be preserved as undeveloped natural open space of wetlands, pasture grasses, wildlife habitat, agricultural, educational, and recreational purposes.

The two trails that are recognized as 4F impacts only exist because of these conservation easements as a whole and not just a part.

With the existing three highways and the addition of the Farmington bypass route to the west part of our city, you will effectively ensure that every Farmington residence is impacted by a highway. From the mountain benches to Main Street to the open space and farmlands, everyone will feel the negative impacts of freeways through our entire community.

The other option through Farmington would lessen the impact to the most residents possible, especially those who did not choose to build near a transit corridor.

The Farmington bypass route effectively takes away our unique designation of a conservation subdivision, and the public purpose of open space that falls under that conservation easement and the reason why we all moved out here and has a great impact upon our quality of life and property values of over 2500 residents of the HOA.

32.3C

32.27A

32.2.13C

## Comment 552

### Response Section in Chapter 32



**Comment #:** 552  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Susan & John Openshaw  
**Location:**

**Comments:**

<Courter Reporter Comment at Open House\_6-11-13>

SUSAN OPENSHAW: Susan Openshaw, [REDACTED].

I feel this freeway is going to ruin our way of life in West Farmington, what we enjoy about West Farmington -- the quiet, the wildlife, being close to Huntington Bay where the birds and eagles come in wintertime, all the migration of birds that come through. The farmlands that are still there. The rural setting, the whole rural setting, and a freeway just coming through there is just going to ruin the atmosphere and what we like best about West Farmington.

There seems to be no accountability for the City of Kaysville issuing permits to build homes next to that easement that they knew might be a road some day or that still is, I guess, going to be one.

And the environmental impact that it will create on the Glovers Lane option is huge, I believe. I'm sorry. I'm just really -- this just really upsets me. It just causes stress. I have a stressful job. This adds to the stress. I just wish there was some way we could come to a compromise and just make a smaller road and utilize the infrastructure that we have already without disturbing all the land that it will take to build this freeway.

Farmington already has I-15 and Legacy Parkway running through it. We don't need another freeway or big road like this going through Farmington. Farmington is too small. It is not fair to have this impact on our community.

I just wish they could -- I mean, I feel for the other people. I just wish they could really look at what this will do to the west side of Davis County, that we should try to minimize the effect on our environment with the pollution, all the land it takes to build this road. We should encourage more public transportation, carpooling, other means to try to lessen the congestion on the roads.

There's no benefit to Farmington at all. This road has no benefit to Farmington at all. We don't need it coming through the city at all. I've never been involved in anything like this. I've never been passionate about this before. I've never chosen to live in an area where there might be a big road.

I've always lived closer in a city area. I've never lived in such a rural city as Farmington is. I've lived in a subdivision basically always. So this is the first time I've lived here like this, and I really love it.

We love to raise our -- we have our horses. You know, we've had cows. We have one now. You know, we have chickens, and we raise turkeys for the summer, and, you know, we just enjoy the whole thing out here. I guess that's good enough. Thank you.

32.2.13C

32.5.1A

32.2.13C

32.1.2A

32.2.1A

32.2.13C

## Comment 553

### Response Section in Chapter 32



**Comment #:** 553  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Nate Cook  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

NATE COOK: I'm Nate Cook, [REDACTED].

As homeowners in the Farmington Meadows HOA, we bought lots and built our homes in a community that we thought would be surrounded by wildlife and nature, and we bought into it. It's a conservation subdivision which is surrounded by conservation land of which Farmington City is the grantee of the conservation easements.

By putting this road in the place that you're putting it in relation to Farmington Meadows, you would be taking away probably 75 percent or more, probably close to 95 percent of our land, our conservation land, which basically makes us not a conservation subdivision anymore at all, just an average old subdivision which greatly effects all of our property values and our views and our way of life.

We'll go from seeing five pheasants a day in all of our backyards and ducks and geese and everything to counting the number of cars that drive by our windows, and some of the people -- I'm not sure how they classify views and whatnot, but I've heard from some of my neighbors that have read the report, they classify our views as not that great or whatever, but we challenge them to live in one of our homes and come look at our views and find a better view in the valley that some of us have that look out west where that road will be, and we wouldn't trade it for a mountain view or anything else. It's a better view, and we're part of a -- where we are, we are part of the wetlands and part of nature instead of just someone up on a hill looking out on nature. It's pretty amazing.

And the next think I have is I haven't read the report as much as I should have, but from what I understand, for some reason the Shepard Lane interchange and all that is not be calculated in the cost of this road nor is the environmental impact of that road that it would be going from Shepard Lane down to this West Davis Corridor, which is going to happen in the future, and UDOT has even said it's going to happen.

So if we're doing a really good environmental impact study, why are we not truly calculating what is really going to be there which is Shepard Lane will have an interchange one day, will have a road going west. So are we really doing environmental study or are we just doing a study based on "black-and-white that's easy to do right now"?

Because if we really care about the environment and are really doing a study, we're going to figure out what is really probably going to go on through Shepard Lane west, what exact interchanges are really going to be put on the B1 option and going to figure it all out. And we're going to figure out we're wasting our time and money and environment and quality of life by running this B1 option.

32.3C

32.8A

32.2.13C  
32.18A

32.24A

32.2.3A

## Comment 554

### Response Section in Chapter 32



**Comment #:** 554  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Shauna Lund  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

SHAUNA LUND: Shauna Lund, S-h-a-u-n-a L-u-n-d, [REDACTED].

First comment -- this is Richard Lund. He'll have his comment too. First of all, Legacy Highway right now is very underutilized. Where we start to get glitches in traffic right now is right around Parrish Creek in Centerville in the Centerville area. Is there some reason why it couldn't be considered to take the traffic -- that is to start the corridor in Centerville at the Legacy Freeway so if people are driving north on I-15 that there would be some way that they could be transitioned over and start the corridor at that point to put them on Legacy?

It seems crazy right now where Legacy is so underutilized to be building another freeway going parallel north and then taking off just before the Glover's Lane. It seems if there's some way they could get them on to the Legacy and start the corridor at that point on Legacy and have it take off from Legacy, having like an interconnection between I-15 and Legacy, of course.

But it just seems where southbound they'll be able to get the western corridor from Legacy, why not northbound make it from Legacy as well and take some of the traffic that's already on I-15 and have it go on to Legacy and head north.

Secondly, as it gets north and goes into the Syracuse area, the freeway comes up through Bluff area and essentially cuts the city of Syracuse into two sections. The new firehouse is located on the with western side of the proposed corridor, where a lot of the homes and the density of Syracuse is located on the right-hand side of the corridor.

I would prefer having the alternative area where the alternative area -- true it does cost more at this point. It impacts fewer home, fewer people. It does take a little bit further to go from that exit point of Syracuse to get to the traffic inwardly, but it would allow the city to remain one whole place and not two divided areas.

So my vote would be to have it go on the proposed alternative versus where it is now. I'm concerned about where it is now and the new fire station being alienated and having to go through that big bunch of traffic if they needed to get to somebody who was on the east side.

32.2.8K

32.2.13G

## Comment 555

### Response Section in Chapter 32



**Comment #:** 555  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** David Petersen  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

DAVID PETERSEN: David Petersen, P-e-t-e-r-s-e-n, [REDACTED].

I'm a city planner for Farmington City, community development director. Apparently, it's my understanding a citizen just informed me that in Section 23 page 9 of the EIS that I'm being quoted as talking about a Shepard Lane interchange and regarding specific alignment, and I said to him, "What do you mean?" He said you didn't mention -- "They didn't mention that your stand and the City of Farmington's stand is that we need access and an interchange by what is currently the mink farm, known as the mink farm, or the west end of 950 North Street." And I said, "Yes, indeed we want that access."

32.2.13D

32.2.13C

The City's preferred alignment all along has been the Shepard Lane alignment, but we realize that in the event UDOT chose the Glovers Lane alignment as the preferred alignment, we wanted access to it and have our citizens have an opportunity to get to it, and there is not an interchange on the western alignment between 200 North in Kaysville and Parrish Lane in Centerville. And there's just no way in that 10-mile stretch of area for anyone to access it, and we need local access.

32.24A

Now that the western alignment has been the preferred alternative, it has always been our stand -- and it's shown in our City's master transportation plan -- that there will be or should be an interchange by the mink farm at 950 West, and I don't know if I can say anymore.

If the EIS says otherwise, that is not the stand of Farmington City from my understanding. Now, the mayor and city council might have a different take on things, but I don't think so. I think I'm echoing their sentiments.

## Comment 556

### Response Section in Chapter 32



**Comment #:** 556  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Nellie & Niels Plant  
**Location:**

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

NIELS PLANT: My name is Niels, N-i-e-l-s, Plant, P-l-a-n-t, last name.

32.2.13C

I guess we better start where this alternative route that's proposed to go through Glovers Lane in West Farmington has to take in serious consideration of fog in the wintertime, in the spring, and in the fall. Fog is going to be a major concern, and the concern being Farmington would not have direct access to Legacy in case of an emergency.

32.2.1H

Again, I understand the speed limit might be increased above 55, but I'm hoping it will stay 55. My third concern is access underneath Legacy for mounted riders that would ride their horses under Legacy so they don't have to get off their horse to ride through; they could ride through on their mount under Legacy. There's not enough access points under Legacy and West Farmington if this proposal goes through to allow people with horses to get access to the western part of Farmington. There's only a 15, 25 West and a Prairie Lane access under Legacy.

32.10F

32.12A

My fourth concern is attenuating noise wall mitigation. I understand they don't want to put any of noise walls up or mitigate noise, but they are going to have to mitigate noise in certain areas definitely. Noise is going to be a big variable on this route.

32.2.13C

And, personally, this route, to my feeling, is all wrong. It should be the other route that was proposed by Farmington City many, many years ago, and the council on Farmington City that that route would be up towards I-15 where it comes in around Shepard Lane.

32.14.2B

They are going to kill Shirley Rae with two cul-de-sacs on both sides.

I have two more items I would like to add. My concern being for us out in the West Farmington area and also all of Farmington and Davis County is the eagles that nest here in the wintertime, especially in the February, and how are we going to protect the eagles when we start closing off a portion of Shirley Rae Drive and when we start taking down their cottonwood trees along Farmington Creek?

32.2.13C

Are we going to put artificial trees up for the eagles? What are we going to do? How are we going to mitigate that? Then the habitat for bird refuge, has there been sufficient studies for the bird refuge that they are not going to upset the migratory habit of the birds and nesting areas for this freeway that's proposed.

Emergency personnel needs access to the freeway, some kind of emergency personnel-only access in a certain localized area to get access to that, and that's what I was really trying to say. I don't know how UDOT thinks, but some kind of emergency access for emergency personnel to get access to Legacy and only the emergency people, not a ramp for everybody else.

**Comment 556 (continued)**

Response  
Section in  
Chapter 32  
↳  
32.2.1H

If it is proposed to go up Glovers Lane in this route on Legacy, I trust that UDOT will make quiet pavement, pavement that's very quiet, like asphalt, no concrete, and keep the speed limit as posted like the other Legacy at 55 miles an hour and keep the trucks off, the heavy diesel trucks off Legacy. That is not for them, only in case of emergency of I-15 being shutdown.

**Comment 557**

Response  
Section in  
Chapter 32  
↳

Comment #: 557

Date: 7/2/2013

Source: In Person

Name: Nellie & Niels Plant

Location:

Comments:

<Court Reporter Comment at Open House\_6-11-13>

NELLIE PLANT: Nellie Plant.

32.14.2B

I'm concerned about the eagles on Shirley Rae. They are going right through Shirley Rae there, and those eagles are in those trees.

32.2.13C

And all those trees will be gone, and where are the eagles going to go then? They need to stick back with their other plan over at Shepard Lane and stay out of there. You have deer down there. You have foxes. You have all sorts of wildlife down there, and I think the eagles is the biggest thing. Where are they going to go?

## Comment 558

### Response Section in Chapter 32



**Comment #:** 558  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Kathy & J Michael Place  
**Location:**  
**Comments:**  
 <Court Reporter Comment at Open House\_6-11-13>

KATHY PLACE: Kathy Place.

I'm old enough to know that the shortest distance between two points is a straight line, and this curves and curves and interferes with homes, and I notice that the power line that runs right through here is further away from the homes so that the homes aren't impacted so much and the power line is already on a raised -- it's already built up above ground, and I know they want this road above ground too.

Seems to me they would save a lot of money by going straighter and utilizing that land that's already raised and going kind of under the power line. I'm just feel really bad for these homes that are affected. And it's kind of sneaky. They say if you're 10 feet away from the home you're okay, from the property line, and so they went exactly 11 feet away from the property line. So all these people whose properties are devalued if you run past them, they are tricking them, moving an extra feet away, so they don't have to give them any compensation or anything. It just seems very sneaky.

And it seems senseless when a straight line is, you know -- I've always learned a straight line would save you money, and the power lines are already built up, and I don't understand why they don't just move it a little bit further and not impact all those homes.

32.31D  
32.2.1B

32.8A  
32.5.6A

32.31D

## Comment 559

### Response Section in Chapter 32



**Comment #:** 559  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Marc Bowman  
**Location:** Farmington  
**Comments:**  
 <Court Reporter Comments at Open House\_6-11-13>

32.1.2A

32.2.1A

MARC BOWMAN: Marc, M-a-r-c, Bowman, B-o-w-m-a-n. I want to say that I think there's not a need for this project. We have a great regional transportation system in place with Front Runner. We've built the backbone for a strong regional transit system, and we need to examine adding to that strong backbone with additional modes of public transit and feeding into that regional commuter system rather than building another freeway that will contribute to urban sprawl and pollution.

### Comment 560

Response  
Section in  
Chapter 32



Comment #: 560  
Date: 7/2/2013  
Source: In Person  
Name: Darlene & Lance Gardner  
Location:

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.2.13C

32.5.1A

DARLENE GARDNER: Darlene Gardner, D-a-r-l-e-n-e, Gardner, G-a-r-d-n-e-r. My comment is when we built our home in Farmington, there was no information on a freeway going on Glovers Lane. So I do not support the Glovers Lane option because the Shepard Creek option, that's where the freeway has been going this entire time for 15 years. So everyone that built their homes in that Shepard Creek knew that the freeway was going to be there. All these people that built their homes on Glovers Lane had no idea. So it's wrong. That's my opinion.

### Comment 561

Response  
Section in  
Chapter 32



Comment #: 561  
Date: 7/2/2013  
Source: In Person  
Name: Scott & Tamra Behunin  
Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

TAMRA BEHUNIN: Tamra Behunin, T-a-m-r-a B-e-h-u-n-i-n.

32.5.1A

32.14.2A

32.2.13C

We live on Country Lane in Farmington. Shepard Lane, they knew when they built that there was a freeway there, and they have that. When we built, there was nothing that said we were going to have a freeway in our backyard. So they knew when they were building that they had a freeway there existing. So that's my only comment.

It will impact on Farmington Bay? What about all wildlife down there?

## Comment 562

### Response Section in Chapter 32



**Comment #:** 562  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Scott & Tamra Behunin  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.5.1A

SCOTT BEHUNIN: Scott, same last name. I know this has been going on for a number of years. For them to settle on this corridor is a complete surprise to us. We thought they were leaning towards Shepard because of the known corridor my wife was talking about. That would be the choice. It's the choice of the city, and I don't understand where things like golf courses impact where a road goes versus where people are and live, and they proposed that with the Shepard Lane that the rail lines will be relocated. Why can't they build bridges over top of rail lines? They do it everywhere.

32.2.13C

That's not why we moved to West Farmington. We moved there because it was quiet and where we have wildlife in our backyard. If the road goes in the wildlife will be gone.

## Comment 563

### Response Section in Chapter 32



**Comment #:** 563  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Ashley Graves  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

ASHLEY GRAVES: My name is Ashley Graves, A-s-h-l-e-y G-r-a-v-e-s. I live on [REDACTED].

The freeway will be like 95 feet away from my backyard. So I feel like I'm the one that gets the most screwed over in this whole West Davis Corridor. I don't think it's right because we've already spent millions on Front Runner, on Legacy, and we're not even going to be able to have access to this road.

32.2.13C

32.1.2A

32.5.4A

I think it's foolish. I don't think we need it, and I want to feel like I'm safe in my own home. I don't feel like I can send my kids out to play in the backyard with a freeway that close. I don't want it. We don't need it.



## Comment 564

Response  
Section in  
Chapter 32



Comment #: 564  
Date: 7/2/2013  
Source: In Person  
Name: Jennifer and Dennis Graves  
Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

JENNIFER GRAVES: My name is Jennifer Graves. It's spelled J-e-n-n-i-f-e-r, Graves, G-r-a-v-e-s. My address is [REDACTED].

I just wanted to let them know that I am opposed to this freeway. It's not going to benefit anyone in Farmington, and I think \$600 million is a lot to spend on an underutilized freeway when it could go to needs like education.

32.1.2A  
32.2.13C

## Comment 565

Response  
Section in  
Chapter 32



Comment #: 565  
Date: 7/2/2013  
Source: In Person  
Name: Raymond & Nancy Bingham  
Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

RAYMOND BINGHAM: Raymond Bingham, R-a-y-m-o-n-d B-i-n-g-h-a-m, [REDACTED]. I want to know why they are not showing nor including the proposed off-ramp off the west end of Clark Lane, why they are not showing that as an access, and why they are not including that in the environmental impact study because that will have major impact on that community of some 700 homes. They will be devastated to send all that traffic through there. It will split that community. There's no mention of that in the EIS that I've read.

32.31I

32.20B

Second thing I would like to know, which no one seems to be able to answer, is what mountain are they going to move to create 20 miles of elevated road? It's going to take multimillions of cubic yards of dirt to create 20 miles of elevated road. That's got to have a significant impact.

Well, third point is it's notorious out there for fog on the west side. We don't see any address to that in terms of how much of a hazard that's going to be if this highway is eventually built, and they are not addressing those issues.

32.2.13C

Fourth thing is we live in one of the -- we live in the highest wind corridor in the state. The December 1st windstorm that came through here, the epicenter was Centerville. This thing would be just north of this. High winds rated 110 miles an hour. We have east downdraft winds all the time, very common in the 60, 70 miles an hour.

When they put a truck up on that fourth level on the collector where it interchanges on the flyover when it intersects with I-15, how are they going to build that in such a way that that truck -- traffic in general, high profile traffic is not going to be impacted when they have those type of winds? I don't see that considered in the EIS. I think there are a lot of things missing or at least they are not willing to tell us.

## Comment 566

### Response Section in Chapter 32



**Comment #:** 566  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Natalie Larson  
**Location:**

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

NATALIE LARSON: Natalie Larson. That's N-a-t-a-l-i-e, and Larson is L-a-r-s-o-n. [REDACTED]

My biggest issue is it's going in a hundred feet from my house. I really feel like UDOT is saying, "It's worth destroying your community and your neighborhood and devaluing your house" -- it's where we've lived for a long time -- "so that in 40 years people have a ten-minute shorter commute" and that those thousand commuters going up north or whatever have a higher priority than a whole city who already have a freeway going through it -- I-15, Legacy, the Trax station -- and now they want to add another freeway in an area that is so small to begin with, and we get no benefit from it.

32.2.13C

We don't even have an on-ramp or off-ramp to it, and we're told that this is the preferred option and this is what Davis County needs when no one in our area wants it. No one feels it's necessary, and we're just being told in 20 years someone might benefit from this because it will take five minutes off their commute.

32.1.2A

I really think that if Governor Herbert is going to put up signs "Drive less; use mass transit and carpool," he needs to back that up by telling UDOT to make smart decisions to make the population growth and the transportation needs fit that agenda he's pushing to clean our air up and to make our roads clearer and get people using mass transit. Because if you make people's commute even five minutes less, they are going to drive over using mass transit.

32.2.2H

32.2.1A

And that Front Runner station there is awesome. It's nice. It's convenient. It can move a lot of people, but it's too expensive and people don't use and then they say they are going to use \$600 million to build a freeway that in 2040 even UDOT says will be 20 to 40 capacity, and that's during rush hour. During the day -- I run by Legacy every day, and half the time there's really few cars on it. So, yeah, it's great during rush hour to save people time off their commute, but how many people does it affect so UDOT can make money building a road?

32.2.2G

We do not want this, and they need to know we do not want it, and if they do this, West Davis is going to lose its appeal to people. The city officials and all the county officials and the governor, they are not going to be looked on highly. We feel like we're not represented at all. We feel like UDOT's a corporation that's just trying to push their agenda what's going to make them money despite what the people around us want.

32.1.2A

The elevated freeway, my kids are going to be 100 feet from an elevated freeway with trucks on it, and we now can't sell our house because no one is going to want a house a hundred feet from an elevated freeway that allows trucks on it. And we don't want to live by that, so we're stuck, and we're in a bad position, and it's horrible they can do that to people to benefit others who want a short commute.

32.2.13C

32.8A

If my husband gets a job in Salt Lake, he's going to deal with the commute, and if he doesn't want to, he'll get a job closer to where we live. We don't have to accommodate everyone at the expense of everyone else.

## Comment 567

### Response Section in Chapter 32



**Comment #:** 567  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Fawn Barker & Jim Morgan  
**Location:** Kaysville

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

JIM MORGAN: Jim Morgan, J-i-m, M-o-r-g-a-n, [REDACTED]

My concerns go back a ways with UDOT. I'm going to say roughly 15 years ago I was on a city committee for Fruit Heights representing the citizens for Fruit Heights as it related to another issue with UDOT, and that was the expansion of Highway 89.

My in-laws have already given land three times for that project as that has expanded over the years. The current plan has kind of been put on the back burner because of a lot of other things, lights have been put on I-89 and so forth. As the property has been taken, a lot of things have also been taken with it. Those would be things that affect people's health. We had trees growing up around my mother-in-law's property that basically saved her life as it related to filtering the air that could have caused probably her death via asthma.

32.30A

What I see is a situation where UDOT kind of offers a blind ear to the public. They listen, but then they turn around and do what they darned well please. I've seen that happen more than once as we dealt with UDOT, again, as a committee representing the City of Fruit Heights.

In the end, they basically accepted a plan that physically will not work. It's a plan that will not allow medical, fire safety people to access some of the residents of Fruit Heights. They would not be able to have the support of those needs -- fire department, police help, ambulances -- any of those. To get medical help or to get help from fire, if the plan that was accepted by UDOT, which was not a very good plan, there are a fair number of Fruit Heights residents that would not have access to those facilities in a timely manner. In other words, the police, the fire, medical people would have to go around about way to get there.

32.2.1A

What I see here is a situation where the health of not only the land itself but the health of people, the fact that there are better ways to solve this issue -- we've already -- I was here when they rebuilt I-15. I was here when they built Legacy. I hope I'm not here when they build the new one, but you never know. It just seems like we want to throw roads at things instead of finding better ways.

32.1.2A

I've got a son-in-law that's an engineer on Front Runner. His comments are "It's not used well. There are always empty seats." We need to find better ways to utilize what we already have or expand what we already have. We don't need another new road. There's got to be better ways. Thank you.

## Comment 568

### Response Section in Chapter 32



Comment #: 568  
Date: 7/2/2013  
Source: In Person  
Name: Gary Berger  
Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

GARY BERGER: Gary Berger, B-e-r-g-e-r, [REDACTED].

I would like to say that we already have three freeways here in Farmington -- I-15, 89, and the Legacy Parkway -- which bisect our community, already isolates members of our community.

I think the question of our community here is not Farmington against Kaysville and some of these plans but rather "yes freeway" versus "no freeway." Myself and my community believe that this shared solution, the so-called Boulevard Solution, is a better plan for Davis County going forward.

I personally work in Salt Lake and have commuted with the buses or trains, UTA system, for over 14 years daily, rarely take my car in to work and have enjoyed that mode of transportation. I think more of our citizens can enjoy that and see the real value of this shared solution.

Most of all I'd like to say we already have three freeways. We do not want a fourth, and really this Boulevard Solution, shared solution, I think is the way that Davis County can move to the future and have people and communities together and brought together rather than isolated and cut off from each other. Thank you.

32.2.1G

32.1.2A  
32.2.1G

## Comment 569

### Response Section in Chapter 32



Comment #: 569  
Date: 7/2/2013  
Source: In Person  
Name: Karlene Mower  
Location:

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

KARLENE MOWER: Karlene Mower, [REDACTED].

What I'm concerned about with this is I live on 650 West, and the new Legacy -- is this what it's called? The new Legacy that hooks on to the old Legacy? There will be -- to cross 650 West there will be two overpasses -- the gentleman told us over there -- that would be at least 25 feet high or higher, and I'm just concerned about the closeness of our houses to this and the noise and also the traffic.

We have a lot of traffic that goes down there on 650 West, and there will be that traffic plus if they make overpasses over that. And also I talked to the gentleman over there from UDOT about how far away that new road would come, and he says he doesn't know exactly, but he took the measurements of my home that shows on the map, and he said maybe a hundred feet maybe to Milt's home. Milt's home will be the closest to the new road, and then mine comes next, and I just wanted to know how close it was going to be to Milt's home, and he said maybe 50 to 100 feet, but he's not exactly sure on that either.

And so I asked him about that and if there was going to be any sound walls or -- what do you call them -- barriers and anything and he said no, there wouldn't be anything there, so I'm very concerned about that. And also I'm concerned about when they start -- I wanted to know when they were going to start the construction. He said probably if everything goes well with the money and everything passes the way it is and they okay this Glovers Lane route instead of one on Shepard Lane -- he says it would be 2017.

And so I have a neighbor that was over there, and she asked him about how they would -- she'd be right on the road. They probably want to take hers, her home, and how they would come in and give her the best price that would be relative to a home of that same type and then they would consider the overpass as part of that -- talking about the home.

But we're concerned down there because of noise and also traffic on 650 and then when it goes over, and we feel like, if they would move everything south a ways, this would eliminate all these problems.

And then I don't know if you're aware of this, it was on my mailbox this morning, and it talks about the shared solution. It had some really good ideas of putting a middle lane in I-15 and going south could use it in the morning and going north could use it in the evening, and it makes more sense to me to have all that together than to have a brand-new freeway that comes so close to our houses and make all this noise and construction.

32.12A  
32.2.13C

32.5.6A

32.12A

32.5.6A

32.2.8K

32.2.1G

## Comment 570

### Response Section in Chapter 32



32.2.8K  
32.12A  
32.2.13C

Comment #: 570  
Date: 7/2/2013  
Source: In Person  
Name: Jackie Hardy  
Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

JACKIE HARDY: Jackie Hardy, [REDACTED].

They need to make it not so close to houses, and the noise, since it seems like they are dead set on putting it on Glovers Lane or close to it, if they just could switch, go south more away from the homes. We're dead set about we don't want it to go down that route anyway. We want it to go to Kaysville because we've already got all this interchange in Farmington already. We're already kind of divided and messed up and have all the noise.

## Comment 571

### Response Section in Chapter 32



Comment #: 571  
Date: 7/2/2013  
Source: In Person  
Name: Eric Larson  
Location:

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.1.2A  
32.2.13C

ERIC LARSON: This is Eric Larson. I'm opposed to this for several reasons. It obviously goes very close to my house. I guess I'll start with that. We built our house before it was ever planned. We didn't move out because we wanted a view of different types of cars on a 15-foot freeway out our back window.

We moved because we like the ponds behind our house, the birds, the different wildlife we get to see. All the wild animals running around in the wetlands behind our house that were supposedly protected from something like this. It's tragic to see that UDOT chose a plan that pollutes our land, takes away the wildlife, ruins the peaceful feeling of our neighborhood that people have spent years even decades building.

32.2.2G  
32.1.2A  
32.2.1A  
32.5.4A

They are going very close if not through many wildlife preserves which is totally beyond me why they would have to do that building a road that in most estimates is not going to be highly utilized. It's not necessary right now. They could spend their money much more wisely on improving mass transit, improving connector roads, improving intersections, making I-15 more utilized during peak hours. There's no need for 22 of the 24 hours a day to build a \$600 million road that is literally if someone flies off that roads they go into my house on a sharp turn that's 15 feet in the air.

32.2.1H

Billboards, semi trucks -- how does that protect the environment? I'm appalled at how UDOT has gone about this process, the numbers they've skewed. It's been very frustrating to watch this process and to watch how little they value the environment, and I was told here tonight that the reason this summary shows no homes need to be demolished or relocated is because they quote, unquote called them potential relocations.

32.5.6A

That doesn't mean they may or may not. That means they know they will, but they can say they don't. It goes 15 feet from one house, not from a yard, from an actual structure, over a septic tank that they are deeming potential. The guy admitted to me that that will have to be rectified, that he is a relocation that will probably have to happen, but on their EIS report, no houses are impacted by this.

32.2.13C

Furthermore, you drive that route -- it baffles me how they claim no house is impacted when they are going through farmlands. That's their living or secondary living. That's part of why people have lived out here, and destroying those farmlands, you may not have to relocate them out of the house, but you can't make up for that lost income and the lost benefit of those.

32.11.1A

In addition, the air pollution, the air quality in Salt Lake is so bad. I've watched my own grandpa have to move 300 miles away because he couldn't breathe here. I don't want that for myself and my kids. This is where a lot of people made their home. This is why people like Utah, like the Wasatch Front, like Davis County, like Farmington.

32.2.13C

To pollute the air, to destroy the environment that's made it this way and drive people from their homes I think is totally and utterly wrong, and I see no evidence to prove wrong all the people claiming that UDOT is corrupt. And that's all I have to say.

## Comment 572

### Response Section in Chapter 32



**Comment #:** 572  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Brad Rich  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.2.13C

BRAD RICH: Brad Rich, [REDACTED], so obviously we prefer the Shepard Lane route. But my comment is they moved the road farther east because of the wetland study, so right where I'm at they moved the road farther east next to my house. I would like them to research it and see if they could move it back farther west past the power poles because they moved it farther east because of the wetlands, but to me I've walked out there and wetlands are going to be affected no matter what.

32.2.1B

So my comment is mainly just look at it, look at the feasibility of moving it west of the power poles, but specifically right there by Buffalo Ranch and by my exact address. So that's my one comment. Look at the feasibility because there is wetlands. No matter what they are going to have to go through them because they run all the way along.

32.2.8D

So moving it out west or east it's going to affect it either way, so I'd like them to look at that again because I think they made a rash decision moving them east. If they looked at the option of moving them farther west, it would affect just as much wetland and it would be farther away from our houses. I don't know how many power poles they are going to have to remove or not, but no one knows the answer to that. So that's my one.

32.2.2J

The other comment is I'd like to see, same spot, how high the road's going to be and if the likelihood of trying to get it lower and making it -- there's an underpass right there, making that go underneath the ground rather than building up the road 15 feet and then going underneath. Does that make sense? So those are my two comments.

## Comment 573

### Response Section in Chapter 32



**Comment #:** 573  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Kim Crowley  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.2.13C

KIM CROWLEY: Kim Crowley, K-i-m C-r-o-w-l-e-y, [REDACTED]. Okay. I'm not understanding -- as much as I've listened to UDOT planners and other people that have talked about putting the freeway down Glovers Lane versus Shepard, I see a very, very small difference.

32.5.1A

I see Shepard Lane was in the planning 20 years ago. People who live down Shepard Lane knew that there was going to be a freeway. They are still going to put some sort of -- I can't call it a freeway, but a byway, a large area. They are still going to use that area.

32.2.13C

They are saying that using Glovers Lane is cheaper in cost and lower pollution, lower congestion, but I see a very minimum of that with Shepard Lane being used anyway. So the congestion, the pollution is still going to be there, maybe not today when they build the freeway but in five years it's still going to be there.

32.8A

So why create a large freeway that takes out so much property off of Farmington? It's going to lower so much land property values on a large scale versus the small scale down Shepard. People got their homes at a lesser value knowing that the freeway was going to go in there. Farmington is being built up, and people are not aware of a freeway coming in there with all this land. The people can sell this land, but their land will be less valuable.

32.2.13D

So Farmington will be having many, many problems because of the freeway going in there because of property values going down. And also they have planned the station park around the freeway going down Shepard Lane, the access to the Farmington station Trax -- no, Front Runner. They won't have access to that. In ten years the gas prices are going to be up to \$5 an gallon. People need public transportation, but we have a freeway. Why don't we spend money on the transit on commuter transit instead of freeways?

32.2.1A

32.2.13C

So I could go on and on, but I can't do to this. This is too hard my health to just sit and talk to somebody. My house is going to have a freeway in the front. So I'm very adamant about this. I just feel very strongly that Farmington is just going to be ruined with this freeway coming in. I've got homes just being built like crazy around me, and they are very expensive homes. People have put their life savings into these homes, and they are just going to be ruined with this freeway coming in.

32.14.2A

People don't realize -- they think it's all about birds. They just don't realize how beautiful it is out there, and you've got people with bikes and recreation come out there, enjoy it. That's going to be gone. You're going to be riding by a freeway. Birds aren't going to be there anymore. They think they are, but they are not.

32.14.2B

The eagles, the egrets, the cranes -- they come in my backyard, and they are beautiful, but they won't be there. I've seen so many birds leave because of all the construction and all the freeways coming in. So I'm very emotional about it. Sorry.

32.2.13C

I'm very sad because of all the people building these beautiful homes, and Farmington having this new station park come in, and it's just a beautiful place, and I just think this freeway going around it is going to ruin Farmington, and I just don't want that to happen. That's all.

### Comment 574

Response  
Section in  
Chapter 32



**Comment #:** 574  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Brittany Brown  
**Location:** Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.2.1J

BRITTANY BROWN: Brittany Brown, B-r-i-t-t-a-n-y B-r-o-w-n, [REDACTED]. I know a solution needs to be met. I think that the better solution would be putting the billings that are going to be put towards the West Davis Corridor into mass transit, making it more affordable for people, making them want to utilize it.

32.2.1H

If the west corridor has to happen. I think definitely it should be put in place the way that Legacy has with the speed limits, the trails, the landscaping, making it nice and a little more environmentally friendly.

32.2.13C

I'm not for the Glovers Lane option. I've seen bald eagles there. I've seen nests on the trails, in the trees, and that would destroy it. I get up early in the morning every morning, and whenever I pull out of my driveway from fall to early spring, there is fog super dense. I mean you can't even see -- I can literally not see 20 feet in front of me in West Farmington, and that would be extremely dangerous.

32.2.2D

I have heard that one of the biggest reasons as well as for not using Shepard Lane is because of the Oak Ridge Country Club, which is a private club, and I have heard that they have given UDOT a lot of money. And I feel like that's very corrupt. I feel like that's not taking account with the public and with the people.

### Comment 575

Response  
Section in  
Chapter 32



**Comment #:** 575  
**Date:** 7/2/2013  
**Source:** In Person  
**Name:** Julie & Ricky Long  
**Location:** Kaysville

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

32.2.13B

32.1.2B

RICKY LONG: Ricky Long, R-i-c-k-y L-o-n-g, [REDACTED]. I support UDOT's decision to go the Glovers Lane route. I wish there wasn't a road, but I understand that there needs to be and it just makes more sense to have the Glovers Lane route financially, economically, and as far as the impact on the citizens and community.

32.14.2E

I am an avid outdoorsman. I spend a lot of time at Farmington Bay. I was very concerned when Legacy was originally built, the impact that it was going to have on the bird refuge and on the birds that nest there. I know the wildlife biologist over there very well, and he shared the same concerns, but after Legacy was built they had a huge increase of nesting birds on Farmington Bay and the migratory birds as well, and it's directly impacted because of Legacy creating a barrier on the outskirts of the waterfowl refuge that helps eliminate a lot of the predators that go into the refuge to feed on nesting birds and the eggs and the hatchlings.

So I do hope that if they continue to support the Glovers Lane route that we'll see the same kind of effect and the wildlife refuge is going to benefit from it greatly.

## Comment 576

### Response Section in Chapter 32



Comment #: 576

Date: 7/2/2013

Source: In Person

Name: Leo C. and Rosemary Wilcox

Location: Farmington

**Comments:**

<Court Reporter Comment at Open House\_6-11-13>

LEO WILCOX: First name is Leo, L-e-o. Last name is Wilcox, W-i-l-c-o-x, [REDACTED], on the old highway.

I was born over on Glovers Lane. I grew up here in South Farmington. I've lived here probably longer than maybe 95 percent of the people here. They are all happy, "Oh, we don't want a road, oh, no," clapping. "We don't want the pollution."

I went to a meeting when they were arguing about the Legacy Highway a few years ago in Bountiful. I think half the environmentalists from Salt Lake were there. "The ducks, the Geese, oh, it's going to" -- they make it sound like every duck and every bird is going to lose its life when they build a road.

Heck, they've got the road now, cars go on; birds fly overhead like birds do. The birds are still here, and I haven't heard of anybody dying of affixation because of somebody else's exhaust smoke. There's another point that people don't understand. If you want to have the pollution from automobile exhaust, just have those cars going slow by you. If they go zooming past, you don't get much of it. Automobiles moving fast doesn't burn as much -- leave as much residue for people to choke on. It's when they are sitting there going slow blowing exhaust out of the exhaust pipe.

32.1.2B

There's going to be growth here. There's no gainsaying that, but, boy, if you put the road in while you've got space, you're doing a smart thing. People are going to drive their cars. All these people arguing about pollution and that, they drive cars. You're not going to find a single bicycle outside this building right now. They came here in cars, but they don't want you and me to have one and drive in front of their house. It might choke them to death. It's nonsense.

32.31D

People don't want this. "We don't want anymore roads." They applaud like it's wonderful. They wouldn't like the consequences if it got all built up so they couldn't drive their car from one block to the other. It's just part of progress. If we don't have roads around here -- you can't drive up on the mountain. You can get up Farmington Canyon. I think they opened that road so you can drive up the mountain to come down in Bountiful. We call it around the loop, Farmington down to Bountiful. That's a beautiful drive. I don't know if you've been up there or not. It's beautiful.

32.1.2B

It's changed around here. Like I said, I was born and raised in Farmington, but I spent 13 and a half years in a foreign country in Europe and Japan, the Middle East, and the Far East, and I've been in places where they have traffic congestion, and it's no fun. I've driven where it's congested in Japan. It's no fun. It takes the pleasure out of driving.

These are things to think about. You would imagine if you didn't build this thing and they built houses everywhere, first thing, you know, "I can't get on the I-15 it's so congested, and 89, forget that, that's old fashioned road. It's congested too." Take advantage of the opportunity while you have it. As long as we have cars, we're going to need roads, and these people are applauding, "Don't have a road for somebody else, but I want a road for myself," you know. It works both ways.

Like this here, this narrow bit here, you've just got to have space for something to go through here. Okay, so

## Comment 576 (continued)

### Response Section in Chapter 32



you've got you've Union Pacific Railroad and now you've got Front Runner and the highway and so forth, but there's a limit to how many things you can put in there.

32.1.2B

When I was a kid we owned about 300 acres at the foot of Glovers Lane, and I know the area like the back of my hand. My brother still has several acres down there. We had 60 or 70 head of cattle down there and we'd go down there in the middle of winter all winter long with a team and hay rack on a wagon or with a bobsled to feed the cattle. In the summer we would go down there and put up the hay and stack it for the cattle. Sometimes we had milk cows down there, and I've driven them up and down Glovers Lane hundreds of times, probably know more about that area than anybody around here except for cousin Joe. He's a year and a half older than I am. But, boy, when you need roads, for goodness sake, build them.

32.1.2B

You may not agree with me, but if you wait, you're going to have houses, subdivisions everywhere. I can show you acres and acres around here. Farmington used to be open farmland. Now, it's full of houses. People like it. They take one look at this area, the mountains, wow, the valley. They fall in love with the place on first sight and want to live here and build a house, and that's okay. We welcome them.

But when they come and say, "Don't build another road. I don't want a car going in front of my house," cough, cough, cough, "I won't be able to breathe" -- nonsense. Now, you many not agree with me, but really, like I said first, I commend our highway people for recognizing the need to build one while we have the space to do it because there will come a time in a few years when there won't be space. "What are we going to do?" "Well, stop driving your cars." "I can't stop driving my car. It's the only way I can get around." Heck.

32.31D

Anyway, I better run home. Have you been recording all of this? You're pretty fast on that thing. Give that to the highway people. Tell them this is an old timer here. I've been around Farmington probably longer than 98 percent of the people in this building right now. I'm 86 years old, so I've been around here for a while.

I say build the darned road and we're wise for using this right here, this road, and like I say, I've known this whole area. We had probably at least 300 acres down there at the bottom of Glovers Lane and on north all the way clear up Lake Park all the way to the lake from the east road that goes over the fish and game bird refuge all the way to the lake and from Glovers Lane south all the way to bird refuge, and couple pretty good-sized fields on the north side of Glovers Lane down where the golf balls are, that aircraft control thing, north from clear up to the section to where four sections meet up there up to Lake Park or where Simon Bamberger had his railroad.

He ran tracks down there and went right through our field between those two rectangular ponds that are down there. Those were salt ponds. You get water out of the lake, let it settle, and you get salt. That was the Royal Crystal Salt Company. That was on our property until a few year ago. My folks sold it, about 330 acres to Wheeler Machine, and Wheeler used it as a test area, and they overhaul a piece of equipment in Salt Lake, Caterpillar and all that and send it out to Farmington to test it, testing process. He was making himself a farm or something would be useful for some other purpose. It doesn't go on. I guess he still owns it, but he never got a farm out of it, some, yeah. Anyway, it's been interesting. But I've got to get back.

### Comment 577

Response  
Section in  
Chapter 32



**Comment #:** 577  
**Date:** 7/3/2013  
**Source:** Website  
**Name:** Patrick Cowley  
**Location:**

**Comments:**

32.1.2B

I am a big proponent of improving mobility in Davis County. Having been a user of Legacy parkway to the south for a number of years, I believe that in a similar fashion, the West Davis Corridor will be a major boon to the cities and communities that have access to it.

### Comment 578

Response  
Section in  
Chapter 32



**Comment #:** 578  
**Date:** 7/3/2013  
**Source:** Website  
**Name:** Summer Nebeker  
**Location:**

**Comments:**

32.1.2A

Many (if not most) people opposed legacy highway, but ultimately those who stood to make a profit from the construction of it won the fight and the highway was eventually built.

People live this far west because they do not want to be near a freeway! They are willing to drive further, and spend more time on the road to avoid it. Yet, still, this highway is being forced upon them.

32.2.2D

If people want easy access to the freeway, then it is easy enough to live near 1-15. The residents here do not want that and that is why they live this far west! Perhaps if/when traffic congestion becomes unbearable, the residents will want a highway built in their backyard, but until then, why force it upon them?

I believe that once again, udot and large construction companies who will stand to make a profit from this highway are the ones forcing this down everyone's throat, all the while appearing as though they have nothing but our best interest at heart.



## Comment 579

### Response Section in Chapter 32



**Comment #:** 579  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Carol Werner  
**Location:** Farmington

**Comments:**

25 June 2013

Comment on Proposed Legacy Extension to West Davis Highway

32.2.13C

This comment focuses on the potential loss of wildlife habitat if the proposed Gloverå™ Lane route is chosen for the Legacy Extension. The heart of this comment is that we should have a professional census of wildlife so that we know the consequences to all species if this route is constructed. We and future generations should be aware of what is proposed for destruction.

32.14.2A

Note that there are many varieties of birds in the area and -- as migrants -- all have both state and federal protection. Destroying their habitat or interfering with their well-being should not be allowed without careful consideration and explicit permission. This is a request for protection of wetlands, uplands, riparian areas, and other wildlife habitat.

There are generally two kinds of habitat: the trees along Farmington Creek and the fields along much of the chosen route. I list nesting, foraging, and migrating bird species. The highway will be elevated to span Farmington Creek, but I worry about how the highway will change the available habitat below and adjacent. Trees North of Gloverå™ Lane. A review of the proposed route indicates a section of very productive trees along the north side of Gloverå™ Lane will be at risk if the Gloverå™ Lane route is built. I have never walked along these trees, as they are on private property. However, I have seen two species nest successfully north of Gloverå™ Lane and close to Farmington Creek. These are Red Tailed Hawks and Great-horned Owls.

I am most familiar with a similar riparian area just south of Gloverå™ Lane. This habitat begins as trees along Farmington Creek and then continues into the wetlands of the Farmington Bay Mgt. Area. In order to focus on an area comparable to the trees affected by the proposed freeway route, my lists do not include species from the wetlands.

I have lived here for 35 years and know most of the birds that nest south of Gloverå™ Lane and with those who pass through during migration. Below is the list of nesting birds and a second list of migrants.  
Nesting Birds: species that have nested south of Gloverå™ Lane, along Farmington Creek (i.e., due south and within 1/10th mile of Gloverå™ Lane, that is, roughly the same habitat as will be destroyed/affected by the freeway).

American Robin; Barn Swallow; Yellow Warbler; Eastern Kingbird; Western Kingbird; Northern or Bullockå™ Oriole; Mourning Dove; California Quail; Pheasant (European); Killdeer; Maggie

Other birds seen during nesting season but not known to nest:

Hummingbirds (broad-tailed); American goldfinches; Tree Swallows; Violet green Swallows; Rough winged swallows; American Coots; Mallards

Migrants who depend on the trees and habitat along the Creek for rest and/or forage:

Bald and Golden Eagles; White-crowned sparrow; Chipping sparrow; Least Flycatcher; Green-tailed Towhee; Rufous-sided Towhee

Open Fields along the proposed freeway route:

Additional species that have nested or foraged in the open fields along the route especially in the far western areas:

Western Meadowlark (nesting); Sandhill Crane (nesting); Vesper Sparrow; Long-billed Curlew (courting displays); American Kestrel; Barn Owl (nested in barn adjacent to route, foraged in proposed route); White-faced Ibis (flooded fields)

## Comment 579 (continued)

### Response Section in Chapter 32



Regular Migrants:  
Rough-legged hawk; Northern Harriers; Short-eared owls

Conclusion:

32.14.2A

These lists are incomplete because it is based only on birds that I have seen and remember. It is also incomplete because I have focused on birds. Birds are a highly visible part of complete ecosystems; these ecosystems are at risk because of the freeway. Protecting these birds would protect the ecosystem. The variety and number of species warrants a professional census of all wildlife so that we know what is at risk from the proposed Gloverå™ Lane freeway extension.

In addition to my concerns of wildlife and habitat that will be destroyed by the freeway, I am also concerned about how wildlife and habitat will be affected in these and adjacent areas during the construction process. A few summers ago UP&L repaired and added to the power lines; the construction process displaced snakes, rodents, and birds that prey on them (unusual numbers of snakes and rodents came to my neighborå™s and our yard and on the road between us and the construction area). These relatively short-term impacts must also be considered for their impacts on wildlife and habitat.

32.11.1A

The argument that å™wildlife can simply find another place to nestå™ is specious. There is no additional available habitat å™ if there is any open space, it is already occupied by other wildlife. We need to be very clear that destroying this nesting & foraging areas means removing habitat for wildlife currently living there.

As a regular transit user, I support improving access to transit rather than building additional freeways. In addition to caring for wildlife and open space, I enjoy breathing healthy air.

Thank you,  
Carol Werner

## Comment 580

Response  
Section in  
Chapter 32



**Comment #:** 580  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Joshua Taylor  
**Location:** Salt Lake City

**Comments:**

32.14.2A

As a new resident of the area, who has been extremely impressed with the beautiful wild habitat which has been preserved here, most applicably the Farmington Bay WMA, I'm extremely disturbed at the transportation plans which are being suggested. The habitat along Great Salt Lake is a national treasure, and any transportation solution which threatens that habitat (such as Farmington Bay WMA) either directly through destruction for a road or indirectly through runoff, pollution, and other environmental factors is extremely short sighted. Please consider options which do not impact our amazing wildlife and outdoors in this area, which are some of our area's biggest assets.

32.2.13C

## Comment 581

Response  
Section in  
Chapter 32



**Comment #:** 581  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Christine Holt  
**Location:** Syracuse

**Comments:**

32.2.13F

Alternate B is a better choice as it will allow both West and East commuters to access, whereas if you use Alternate A, it is only beneficial for the west commuters to use (4000 W and westword) commuters east of 4000W will not use it. Alternate A also isolates the city and businesses of Syracuse whereas Alternate B will not.

### Comment 582

Response  
Section in  
Chapter 32



**Comment #:** 582  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Cassie Mecham  
**Location:** Roy

**Comments:**

I would like to post my opposition to the B1 and B3 options for the new corridor. The regularly proposed A option listed on the interactive tool seems to affect more rural/agricultural area as opposed to placing the corridor through directly through residential. In addition we have an elementary school on 5800. It seems like a safety hazard to place this new roadway so close to the elementary- I worry about the safety of my kids. 5600 is very congested and busy as is... this seems like a horrible idea to make it even more congested. My home would be 50 feet away from the roadway. Please take these comments into consideration. We love our home and our area and I would hate to see our community and neighbors impacted by this decision.

32.2.13N

### Comment 583

Response  
Section in  
Chapter 32



**Comment #:** 583  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Cassie Mecham  
**Location:** Roy

**Comments:**

Hi, I live fairly close to the 4100 West B1 option to the proposed West Davis Corridor expansion. May I ask if my home and/or partial property will be affected by this option? I live fairly close to 6000 South as well as 4100 West and the boundaries are a little unclear on what property will be affected with the arteries, etc. Is additional property seized for easements in addition to the proposed 250 ft or 112 ft width of the new roadway? I'm probably going to list my home for sale depending upon these answers. When is construction forecasted to begin?

32.5.6A

32.20A

## Comment 584

### Response Section in Chapter 32



**Comment #:** 584  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Jon R. Hendry  
**Location:** WEST POINT

**Comments:**

32.5.6A  
 32.12A  
 32.2.8C

We noticed on the map you are taking our drive way, which included gas, power, secondary water and phone. We are wondering where we will access our property from and where our utilities will be ran. Also how long of a sound wall will be installed along our property?

It still does not make sense, why you are taking a productive nesting area and seven homes to save a patch of cattails, that provide little or no habitat for wildlife.

## Comment 585

### Response Section in Chapter 32



**Comment #:** 585  
**Date:** 7/8/2013  
**Source:** Website  
**Name:** Janelle Heck  
**Location:** Salt Lake City

**Comments:**

32.1.2A  
 32.11.1A  
 32.14.3A  
 32.1.2C  
 32.2.1J

Please do not add another corridor. 1. We do not need it since the current transportation options are plentiful 2. We have VERY BAD AIR and adding another road will only increase the problem 3. We want to keep our wetlands so that we can enjoy a fantastic recreational activity. 4. I am very tired of all the money spent on roads to the exclusion of many other things and Utah does not need more roads for many years to come 5. The money that is planned for this project should go toward finding solutions to increase effective mass transportation and to find ways to improve our air quality. Bad, very bad, idea to build this corridor.

## Comment 586

### Response Section in Chapter 32



**Comment #:** 586  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** David and Karen Austin  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

DAVE AUSTIN: I guess it's okay if the mike is up too high. It's not up too high?

My name is Dave Austin. I'm from Kaysville, and I'm glad I get to go first tonight. I've got to coach my kids' baseball team and got a game at 6:30, so I thought I'd be the first one to comment here.

I wanted to just say about a month ago, a couple weeks before the decision was announced, we had an informational meeting, there were 560 people in attendance. There were also hundreds of others who couldn't make it but wanted to be there, as well, as a voice for opposition to the Shepard option of the West Davis Corridor. We wanted to unequivocally state that we support UDOT's decision and preferred alternative, particularly to not pick the Shepard option of the West Davis Corridor. And this is for many reasons.

According to Google Earth, there are six times as many homes within 300 feet of the Shepard option as there are on UDOT's preferred alternative, which means less people will be subjected to health risks such as autism and leukemia, among other things.

According to the designs, if Shepard were picked, the West Davis Corridor would run parallel to I-15 for 1.2 miles. We all know about the shooting on I-15 a few months ago. It shut down traffic for ten hours. The traffic somehow was diverted through our neighborhood -- which we don't know why it went through our neighborhood -- for over six hours.

Last week, on Friday, a friend and I were driving down south from Farmington. As we were getting on I-15, heading south, we noticed the traffic was backed up and it was at a standstill all the way from Farmington to Centerville. We got all the way down to Centerville and thought there was an accident in our lane going southbound and, actually, the accident was over on the northbound side, on the shoulder, about 300 feet away. And it was purely rubberneckers that were looking over at the accident. And, of course, we're all curious by nature. And so that would definitely happen if the freeway were parallel to I-15 for that mile period of time.

We also know that accidents increase with on- and off-ramps, and there's 2,300 lane changes estimated in the peak hours. That would definitely contribute to those accidents. The alternative of UDOT'S alleged alternative B1 provides a truly alternate route for all Utahns.

That being said, we support that UDOT make the Glover's portion of the West Davis Corridor as least impacted as possible. We support rubberized pavement to reduce the sound. We support lowering the freeway, where it's raised 14 feet in the air. We support not allowing semi trucks on the freeway, not allowing billboards on the freeway. Even moving it further west, if possible, to be even a little further away from some of the homes. Our neighborhood is still impacted by this, it is just not destroyed. And for that, we thank you. Thanks, UDOT.

32.2.13B

32.11.2A

32.2.1H

32.2.1B

## Comment 587

### Response Section in Chapter 32



**Comment #:** 587  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Kevin & Shawnette, Keiann Page  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

SHAWNETTE PAGE: My name is Shawnette Page, and I support UDOT's decision not to build on the Shepard route. I want to repeat the points of comment my family made on March 23rd, 2011, to avoid, minimize, and remediate the human impact on the route chosen. The remediation includes bike and walking trails, which I use daily and love on the Legacy Parkway; access to high-quality wetlands created, like the ponds on Legacy; slower speed limits; no billboards; and the truck restrictions.

32.2.1H

Until taxpayer demands no longer allow for the restrictions, the Legacy Parkway restrictions should be extended to include the West Davis Corridor and for a longer period of time. Thank you.

## Comment 588

### Response Section in Chapter 32



**Comment #:** 588  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Barbara and Dave Smith  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

BARBARA SMITH: My name is Barbara Smith. I'm from Kaysville. Several years ago when I first became involved with the discussion of the North Davis Corridor, some people told me I was wasting my time, stating that UDOT would not listen to what I said. They believed that UDOT would do whatever they wanted and there was no point in my investing my time.

32.30B

Now we are at the final EIS impact date in this process, and I would like to personally thank UDOT for the professional manner in which they've handled this process. I have reviewed the draft EIS and, in my opinion, they have listened to the concerns of the citizens and have now chosen a route based on our input. I thank them for taking time to listen and with receptiveness of the impact.

32.2.13B

It is my firm belief that the route along the perimeter of the settlement, or what is called the Glover's Lane option, is in the best interest of all citizens of Utah, Davis County, Farmington, and Kaysville. By taking the route along the perimeter of the settlement, they have created an alternative route for anyone who travels up and down I-15.

Providing an alternative route through Davis County benefits all citizens of our state, not just one neighborhood. The traffic flow designed by interchange of a Glover's route allows for more options, is safer and provides a better use of funds. The Glover's route allows for a safer design, meaning the freeway will not be parallel to I-15, separated only by a small barrier that would be under the Shepard option.

32.2.6A

In the Shepard's Lane option, an accident on either road will create massive backup on both roads due to rubbernecking. The design of the Glover's interchange will be safer and will require less changing of lanes, thereby reducing the potential for accidents.

And, finally, the Glover's route does not require the investment of over \$10 million to move the existing railway. The Glover's route also has far less people impact. There are over 1,116 homes within one-quarter mile of the Shepard lane option compared to 461 on the Glover's option.

32.2.1H

A football field is 100 yards long. There are 214 homes within 100 yards, or a football field length, with the Shepard's lane option compared to 37 on the Glover's lane route. By selecting Glover's route, the road could be designed similar to the Legacy Parkway, with trails and landscaping, with less impact on environment, providing the ability to design a road that can serve the county and entire state in the years to come.

The choice of the Glover's option does not mean that the people along the Shepard route will not have the impact of a new freeway. All of us will be impacted, but the choice of the Glover's Lane option means there will be less homes destroyed and less human impact. Some advocacy of our positions were noted as well, but growth and change happen; otherwise, we would still be riding horses.

32.2.13B

I believe it is in the best interest of all to manage the growth and change, and I believe that by choosing the Glover's option, UDOT has worked to manage the road in the way that is least damaging to the area as a whole. Thank you.

## Comment 589

### Response Section in Chapter 32



**Comment #:** 589  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Julie, Eric, Tayler Brenchley  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

TAYLER BRENCHLEY: Hi, my name is Tayler Brenchley, and I'm 14 years old. And I live in the Quail Crossing neighborhood. I'm here to thank you for picking the Glover's lane option and to tell you some of the reasons why I feel you made the right choice.

If the Shepard Lane option would have been chosen, ten houses in my neighborhood would be destroyed, including the homes of some of my friends, not to mention there would be a huge freeway at the bottom of my cul-de-sac, and that would kind of suck.

32.2.13B

And another reason that I'm happy you would choose the Glover's Lane option is because it preserves the peace and quiet of our neighborhood. Knocking down homes and building a freeway would require lots of construction and noise that would probably drive everyone insane, especially my ten-year-old brother. My brother has autism and he's super special, and lots of loud noises really bother him, and it would be pretty hard for him to have to hear that.

My mom was pretty worried that if the road came through, we would have to move. But because of your decision, we can stay in the home and neighborhood we love, so I appreciate the decision.

## Comment 590

### Response Section in Chapter 32



**Comment #:** 590  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Julie, Eric, Tayler Brenchley  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

ERIC BRENCHLEY: Good evening, gentlemen. My name is Eric Brenchley. I'm a homeowner living in the Kaysville area.

32.2.13B

Let me start off by saying, as my friends and neighbors have said before me, that my family and I support UDOT'S decision to take the Shepard Lane option for the West Davis Corridor. By your selection you've chosen a route that adversely affects the least amount of people and their personal property. A heartfelt thank you for not destroying our homes and keeping our neighborhood intact.

In the Glover's option, we'll get a generally alternative route for drivers in Davis and Weber County. The fact that it affects fewer people, costs significantly less and provides for further growth up north makes it the logical and sensible choice.

32.2.1H

In addition, I'm thrilled that my health and, more importantly, the health of my family and friends will not be impacted because of your decision. In supporting the Glover's Lane option, I would like to see the road be built in a similar manner to the Legacy Highway. Keep the semi trucks off of it; don't elevate it anywhere, unless it's completely necessary; and make it as quiet and least impactful to the environment as possible. I'm sure you'll do your best to do that.

Once again, you should be sincerely commended for the decisions you have made, and thank you again.

## Comment 591

### Response Section in Chapter 32



**Comment #:** 591  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Katrina, Mike, & Dallin Woolley  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

MIKE WOOLLEY: Good evening. My name is Mike Woolley. I support the Glover's Lane option. I appreciate the opportunity for public input. For the last several years, I've been part of the process, submitted my comments in paper and electronically, met with the individuals like Mr. Jefferies and others with my neighbors.

32.30B

For years I've been concerned that my voice hasn't been heard. I saw it as self-interest by Farmington City and Station Park owners. I was told by various officials years ago that they attempted to resolve my concerns. My concern forever has been I thought the Shepard Lane option was a bad idea. I'm grateful that this huge public outcry has taken place and that officials have actually listened to this large outcry. I think that the public outcry for the last several years is because the Glover's option is the better route. I think the huge public outcry also justifies mitigating wetlands. Wetlands are important, but people are more important and relationships are more important and we should care more about that. I want to be clear that it's not just about Farmington City. It's about all of Davis County.

I want to talk just briefly about one thing that I know a little bit about. I work as a lawyer for a trucking company. It's one of the larger trucking companies in the United States, and we have about 4,000 power units. So I litigate tractor-trailer accidents throughout the country. As you are all aware, 8,000-pound tractor-trailers cause more damage than passenger vehicles. There are two things that can be done to minimize the change for a fatality or serious tractor-trailer accident, and those things are done through selecting the Glover's Lane option.

Number one is minimizing the option of traffic flow. Number two is to keep tractor trailers only on one artery of I-15. The Glover's Lane option serves more traffic and results in less delays.

32.2.13B

There is a study done, and you can find it on the USDOT website done by the Federal Motor Carriers Safety Administration and the National Highway Traffic Safety Administration. They looked at over -- over a thousand elements of factors in an accident, from roadway factors to weather conditions to driver behaviors. Statistically significant lengths between ten factors are evaluated. The number one factor in preventing a serious tractor-trailer accident, a fatality, the kinds of things I have to deal with every day, is interruption of the traffic flow.

Now, there are a variety of things that we do as a trucking company to improve driver behavior, but the one thing that you can do to increase fatalities and increase traffic accidents is to choose the Shepard Lane option and make for problems related to traffic flow.

I understand from a study so far that the Glover's Lane option serves more traffic, and I approve that decision to allow for better traffic flow. Thank you.

## Comment 592

### Response Section in Chapter 32



**Comment #:** 592  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Jennifer Cieslewicz  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

JENNIFER CIESLEWICZ: My name is Jennifer Cieslewicz, and I'm a Kaysville resident. I've lived in Davis County for more than 33 years, and I feel I have a unique and valuable perspective.

For the last ten years, I have lived in West Farmington and West Kaysville. My husband and I have owned three different homes from Glover's Lane to Shepard's Lane. Two of our homes were located in the Farmington Ranches, and my current home is located in Quail Crossing and would be demolished if the Shepard Lane option were chosen. We've come to know many, many good people over the years, and there's no doubt in our minds that this was a choice they can live with.

32.1.2B

In our present Kaysville home, we enjoy unparalleled panoramic views and seeing a variety of wildlife on a regular basis. We're all aware that the continuing growth out west constitutes the need for a true alternative route to I-15, and I strongly believe that the Glover's Lane option offers this in the least impactful way.

32.2.13B

I believe that wildlife and nature are important, and a part of what makes living out west so enjoyable. And I'm very satisfied with the extensive and meticulous study that UDOT has done and implemented. If impact to the wetlands was the only consideration, it would be extremely difficult to choose between the two options, if there's only a half-acre difference. However, when we consider the results of the human impact, it's obvious which choice has the least negative impact.

32.2.6A

As stated before, the Shepard Lane option would result in ten homes being demolished and the Glover's Lane option none. The Shepard Lane option would leave 214 homes within 300 feet of a highway, and the Glover's Lane option, 37. The numbers inarguably confirm that the path with the least human impact would be UDOT's Glover's Lane option.

Of course, I prefer not to lose my home of seven years -- sorry -- but I would be financially compensated -- sorry. Nevertheless, it would be unprincipled to leave a freeway in the front yard of my neighbor to the north or in the backyard of my neighbors to the south. This is why I so strongly support the Glover's Lane option.

32.2.13B

I also acknowledge that while it would be much less impactful to proceed with the Glover's Lane option, it would, nonetheless, still have a negative impact on people I care about. I don't want anyone's quality of life to be ruined or the value of our homes to be negatively impacted by the new highway. It is evident that the Glover's Lane option is the best and least impactful choice for the West Davis Corridor; however, I believe that this impact could be lessened even more.

32.2.1B

32.2.8D

In closing, I would like to request with great fervor that UDOT do everything in their power to alleviate some of the negative impact that would result in UDOT's Glover's Lane option by locating this new highway even further south and further west than it's presently proposed. I am supportive -- Thank you.

## Comment 593

### Response Section in Chapter 32



**Comment #:** 593  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Brian Cieslewicz  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

BRIAN CIESLEWICZ: Hi, my name is Brian Cieslewicz. I live in Kaysville. I'd like to thank you for allowing me to make a public comment at this time.

32.2.13B

32.1.2B

As a resident of Davis County for 35 years, I believe UDOT made the correct choice in choosing the Glover's Lane alternative as the preferred route for the West Davis Corridor. This road is necessary and needs to be built in order to ease congestion on I-15 and provide an alternative route between Ogden and Salt Lake.

Besides the handful of critics of UDOT'S choice, I believe the majority of Davis County residents support the B1 alternative. This is reinforced by the fact that over 600 supporters of the B1 option from South Kaysville and North Farmington attended the UDOT informational meeting on May 1st at Endeavor Elementary.

There are many reasons why the B1 option is the correct choice for Davis County: Number of homes affected. There are over 1,200 homes within a quarter mile of the proposed freeway near Shepard Lane compared to 461 near Glover's Lane. There are 214 homes within 300 feet of Shepard compared to 37 near Glover's. It's nearly six times as many homes within 300 feet. And, of course, the number of homes that would be demolished is ten for Shepard and zero for Glover's Lane. Based on these numbers, it's obvious that the Glover's Lane option is the better choice.

32.2.13B

Impact to wetlands. There is only a half acre in length in the number of wetlands that would be affected. In my opinion, the effect on wetlands is now a moot point and should no longer be used as a point of argument in choosing one option over the other. And I would like to thank UDOT for extending the draft EIS period to more carefully consider the wetlands and catalog them and make sure that they were identified correctly.

We also know that the Glover's Lane design outperforms the Shepard Lane design. The slides from the shareholder's working group meeting indicate that the Glover's Lane option outperforms Shepard Lane by meeting 22 out of 25 of the design criteria that UDOT has established. Glover's Lane provides less delays, shorter travel times, higher speeds, simpler driver tasks, a more conventional design, and better signing and decision time for the drivers.

Most importantly, Glover's Lane would be a truly independent route between Salt Lake and North Davis County. The last thing we need to do is concentrate all of our traffic in one spot near Lagoon, which is where all the traffic is right now. By going out and around, we will have more of an alternate route.

Glover's Lane is clearly the correct option for Davis County, and numerous other examples can be found in the draft EIS that support this. I appreciate the detailed analysis that's gone into the draft EIS. There are many critics who are criticizing UDOT's choice, but I believe that these critics do not represent the majority of Davis County residents. Thank you for letting me speak.



## Comment 594

### Response Section in Chapter 32



**Comment #:** 594  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Katrina, Mike, & Dallin Woolley  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

KATRINA WOOLLEY: My name is Katrina Woolley, and I support UDOT's decision to use the Glover's route for the West Davis Corridor. This route has been modified to have the least possible impact to the natural environment while still respecting the rights of private homeowners.

Davis County is a great place to live and that's not a secret. As people continue to move to Davis County, more and more homes will be built mostly in the northwest part of the county where land is still available. UDOT is doing the right thing to consider multiple ways to deal with this route.

32.1.2B

Building a highway along the west side to help alleviate traffic congestion on I-15 seems to be an inevitable part of this plan. Building a road now allows for better planning of future developments near the west corridor. It's important that this road be built with special consideration of the communities already developed along the route. UDOT's preferred route accomplishes this.

The Glover's option goes around existing development. The Shepard's route, on the other hand, cuts right through existing development, dividing communities and forcing the relocation of ten homes. Those aren't just ten buildings that would be torn down, they are homes with families mostly built in the last ten years.

32.2.13B

The families moved to this area hoping to be a part of a community for years to come. Some moved here to be close to family and friends. Others have developed friendships and established new roots. Forcing ten families to move is more than an economic cost. Although the government has the power to take private property when necessary, it should be avoided at all costs. The right to own our home is one of our most basic rights and should be protected when there's any possible way to do so.

Fortunately, UDOT has recognized that the Glover's route is a better alternative that will not take any homes. My friends and neighbors will not be forced to move. Besides protecting the right of homeowners, choosing the Glover's route makes more sense in the long run.

I know this study is only intended to analyze needs for the next few decades, but I think you must also consider the options that would be available after that time frame. The Shepard route will leave no room for expansion in some areas, and we have major impacts if expanded in other areas. The Glover's route, on the other hand, allows for possible future expansion, if necessary. Although this benefit doesn't fit into one of the purposes of the study, it should not be ignored as a major benefit of choosing the Glover's option.

32.2.1H

When designing the final route, UDOT should do everything possible to make the least impact on surrounding communities, similar to their efforts on Legacy Highway, such as reducing the speed limit, using quieter pavement, and only raising the highway when absolutely necessary. With these considerations, I support UDOT's preferred route of the Glover's Lane option. Thank you.

## Comment 595

### Response Section in Chapter 32



**Comment #:** 595  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Katrina, Mike, & Dallin Woolley  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.31D

DALLIN WOOLLEY: My name is Dallin Woolley, and I live in Kaysville, and I'll be a tenth grader at Davis High in the fall.

Even though I'm relatively young, I think it's important to be involved in the community. I've been to city council meetings and learned about issues that affect us. I've also learned that it's important to let your voice be heard about things you care about.

When they were deciding boundaries for the new junior high, they originally wanted our neighborhood to go to a different junior high, Farmington, rather than Centennial. And then a handful of kids from our neighborhood would have to go to school at Davis with all the kids from the new junior high, Centennial, instead of going with the kids that we would have gone to junior high with.

We wanted to go to junior high with the kids that we would be going to high school with. I saw how getting a petition and making comments at public meetings could make a difference. We were able to convince them to change the junior high boundary to match and include our neighborhood.

32.30B

When we heard that UDOT was considering putting a highway through our neighborhood, I was kind of upset. There's room for a small road, but not a highway. To build a highway, you'll have to tear down most of the houses on one side of the street, including some of the houses of my close friends.

I went to open houses and meetings to hear about the road alternatives. I wasn't sure UDOT would listen to our concerns, but they did. I am very grateful for that. When my neighbor gave them ideas about how to move the road to avoid wetlands and homes with Glover's, they changed the design. When we had a meeting, over 500 people from our community came to ask questions and express our concerns with the Shepard route. UDOT listened and tried to answer our questions.

32.2.13B

I was still worried about which route UDOT would choose, kept checking to see when they would post a preferred route. I was excited to hear that they chose the Glover's option, and my friends won't have to move and there won't be a highway through my neighborhood.

I'm glad they also chose a route to try to protect the environment. It's great to see that UDOT really cares about what people in the community think and be willing to stand up for what we believe. Thank you very much.

## Comment 596

### Response Section in Chapter 32



**Comment #:** 596  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Alison Wood  
**Location:** Kaysville

**Comments:**  
 <Public Hearing Comment\_6-11-13>

ALISON WOOD: Thank you. My name is Alison Wood, and I live in Kaysville, also.

32.2.13B

I would like to applaud UDOT for taking the most constructive route through this area out of consideration. Shepard Lane would be the most dangerous route. That's complicated. It requires the most shifting of traffic. It requires the most homes to be taken out. It reroutes tracks. It causes the most relocations of local roads. It interferes more with the bike trail. It interferes with the Heat Creek area with wetlands.

If you go to the Glover's Lane option, no home -- one home would only be torn down. And it places the huge spaghetti bowl more on the edge of the city, between Farmington and Centerville where Farmington and Kaysville are already sliced in half on I-15. To cut it into quarters would be devastating to the community. Also, the purpose of the West Davis Corridor is to pull traffic west in order to ease east/west congestion, and a road that parallels I-15 would not do that.

32.2.3A

However, I think the best choice is no freeway at all. My husband works in downtown Salt Lake, and we looked into moving to Davis County and we realized that it was a ridiculous commute. And so we lived in Salt Lake, and we dedicated that next four and a half years of our life trying to preserve our city.

32.31D

I lived in South Salt Lake and I was there in the aftermath of the destruction of government interference. I-80 gutted through that city with a spaghetti bowl. And then we had a huge correctional facility. Kind of like the town Farmington, we've already had an expansion here. And South Salt Lake has never recovered from what happened. In fact, when I was on the planning commission there, South Salt Lake is used as a case study throughout the nation of how government can destroy a city. I do not want to see that happen here.

Granite High is even closed down because there's just no people left in the city. I would like to see Davis High stick around. Freeways push viable neighborhoods further and further away from cities into open spaces giving way for transients, unviable neighbors.

32.2.3A

In fact, when we moved again, we finally got so tired of being a victim of crime that we moved back here. And we were from Weber County, and we wanted to move closer to home. And we went and looked for a home further north. And we finally thought it's ridiculous to park ourselves out there on the edge of Davis County and demand UDOT to come build us a road so we can commute into Salt Lake so we could save \$20,000 on our home.

If you choose to live in the outer proximity, you need to realize it's a bad commute, you don't live there. And as families make their decisions, they're going to come back in and they're going to revitalize -- oh, time's up? Thanks.

## Comment 597

### Response Section in Chapter 32



**Comment #:** 597  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Neal & Kathryn Geddes  
**Location:** Kaysville

**Comments:**  
 <Public Hearing Comment\_6-11-13>

NEAL GEDDES: My name is Neal Geddes. I live in the Quail Crossing Subdivision in Kaysville.

32.30B

First of all, I want to thank UDOT for their diligent efforts in actually listening to the public. I feel that you asked us, going back several years, to provide you with public input. We have provided you with public input, and I believe that you have truly considered that input and I appreciate that.

My comments are simple. I support your decision to choose the Glover route. I think it makes sense financially. As we know, it's several million dollars less than the Shepard route and it passes the common sense test.

As you've heard already tonight, the Glover's Lane option serves more traffic, it performed better in the studies, and it truly provides an alternate route to I-15. And perhaps most importantly to me, it has the least impact by far on homes and families.

32.2.13B

If UDOT chooses the Shepard route, my home -- my family and I would lose our home, as would several of my neighbors who you've already heard from tonight. As you know, the Shepard route would have a significantly far greater impact on families and their children.

Several week ago, we had a meeting with UDOT officials at Endeavour Elementary School. We had close to 600 people there. And as we left, we had a great opportunity to share our concerns and ask our questions, and UDOT answered those questions.

And one of the questions that I had when we left was if we failed to present UDOT with a real visual of what this decision would mean on the community, and I felt as if -- I regretted that we didn't -- that I didn't come up with my family to show you, This is my family, and invite my nine neighbors to say, All of these children will need to look for new schools and new homes. And then the 20 neighbors across the street on both sides will now have a road within a few hundred feet of their home.

So I would rather we didn't do that, and I appreciate that you did, in fact, take into consideration the significant impact that the Shepard route would have on homes and family and children. Thank you.

## Comment 598

Response  
Section in  
Chapter 32



**Comment #:** 598  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Diane Lawson Glenn  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

DIANE GLENN: I'm Dianne Glenn. I live in Quail Crossing in Kaysville, also. This is my little family. And I don't have anything really prepared, but I do have my story.

I moved to Kaysville -- we just moved here about two and a half years ago, was completely unaware of this whole thing. And we chose the neighborhood we chose because of the safety, because of the park, because of the neighborhood. And when we learned that there was possibly a road going to go through, we were devastated and we were once again going to uproot our family.

And we are so grateful and support the decision to go with Glover's Lane for the safety of my children -- for their health and their safety, for the commute, just all the reasons that have all been shared here tonight. And I just thank you for listening to our comments.

32.2.13B

## Comment 599

Response  
Section in  
Chapter 32



**Comment #:** 599  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Ted and Lori Dunaski  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

TED DUNASKI: My name is Ted Dunaski, and I live in the Kaysville area. Can I raise this up?

Okay. UDOT has completed an extensive study. Many, many hours of consideration went into the recommendation. I, for one, and I think I speak for many, I want to thank you for your efforts. The UDOT team recommended the Glover's option over the Shepard Lane option because of facts, not guessing or what-ifs. They expended hours upon hours of efforts in the decision process. Glover's Lane is a recommendation instead of Shepard for many reasons.

You published all of your findings to the public, all your reasoning and rationale. For all of this, we're grateful. Nothing was left in the corners, unturned and not openly published to the public. Again, we thank you for that. The Glover's Lane choice has many advantages.

In my few minutes left, I'd like to comment on maybe two that compliment the UDOT decision. One of the key findings is Glover's Lane serves more traffic, provides better transportation, as well as a more favored interchange with the current highway's layout. To me, that's key and that, more or less, meets most of your objectives.

The second is a family aspect, which is a very dramatic decision. There will be no residential relocations required. Repeat, no residential relocations required. No displaced families, no relocation of children to a new school, no, of course, finding for those children to have new friends.

For parents, never have to look at their home, standing on their sidewalk with their children with their last claimable personal belongings, explaining to the kids that their home is being taken for a road. I think that's extremely important for the family environment.

Many of the Shepard Lane children were born into the Shepard Lane area. We have many children in the area. Their home provides stability to their lives. It was planned by thoughtful parents for a long time to come. They're pleased to hear that no homes will be displaced and the community for these events will be maintained.

In conclusion, we're thankful for the recommendation decision by UDOT, which is considered the most important aspect of the process, as well as the most efficient route, Glover's Lane, in order to meet their main objectives. Thank you.

32.2.13B

## Comment 600

### Response Section in Chapter 32



**Comment #:** 600  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Dale G. & Barbara Newbold  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

DALE NEWBOLD: I'm Dale Newbold, and I'm an engineer by training. Over the years, I've been involved in a lot of strategic things, as well as systems testing. You've taken a very emotional kind of situation and analyzed it thoroughly, and I commend you for that.

32.2.13B

Glover's Lane proposition certainly meets more of the criteria, and you know all the details of that and the people have heard it here. I'll reiterate further.

32.2.6A

It's two or three things. Most of you are engineers and as you're in the community -- everybody is aware of Murphy's Law, which basically says that if it can happen, it will happen. To put all those lanes of traffic up there next to I-15 would have been a total disaster. It would have unquestionably caused major problems. And any kind of situation, from hazmat to others, shuts down the whole north/south corridor. So I commend you for that.

32.2.8D

I commend you for researching to find that solution, which seems to be the best. I would encourage going as far west as you can on both sections, both here and further north, knowing you've got some environmental changes there. But the further west I think you can go, the more you would benefit.

32.1.2B

The road is needed. We've been in Davis County a long, long time, even before I-15. And to start to recognize if we had not put I-15 and that argument concern and whether or not we should add a corridor that would move people, I think becomes essential. It's very emotional. It's concerning. People have legitimate concerns. I think in terms of a planning mode, from an engineering standpoint, it's essential. Thank you for your hard work. Appreciate it. Thank you very much.

## Comment 601

### Response Section in Chapter 32



**Comment #:** 601  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Barry & Windy, Hailey Lueckler  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.30B

BARRY LUECKLER: My name is Barry Lueckler, and I'm a resident of Kaysville. And I like seeing the other side of it, but studying the big part of this process for the last four or five years, and I appreciate the time of day that we go through and talk and ask questions again. And your answers have always been straightforward and without emotion, which is very refreshing.

32.2.13B

I'm a lifelong resident of Davis County. And I picked the Kaysville/Farmington area as my home on purpose, because I think it's one of the most beautiful places on this earth. And, you know, the opportunity we get to step out of our front door every day and look at the view outside of our door is spectacular. I also support the decision that you've made in the Glover's route for the North Legacy Highway.

32.1.2B

A couple things that I'll just add to what's been said. You know, the road is needed. I've commuted for my entire professional life through Davis County to get to Salt Lake City, as most of the residents in my neighborhood and in this city commute. And the Legacy Highway, as it exists today, has been a huge improvement in our life and it has made the quality of our life much better. And because of that, I understand that -- that it would be irresponsible to not provide the citizens north of us with that same opportunity, with some other option besides I-15.

32.2.13B

It's obvious, too, that some of our early politicians have chosen -- have seen that this needed to happen long-term. I know that they purchased the right-of-way and property on the west side. So, once again, your decision to follow that route whenever possible, especially through the Glover's Lane option is -- was an excellent choice and a wise choice and something that will make everybody's quality of life much better.

32.31F

If you're going to build this road, build it quickly and don't make us go through this again, because this was very hard. My house is one of those that would have been taken, and my life has been on hold and my neighbors have waited for this decision to be made one way or the other. And if you're going to build it, build it quickly. If you're going to do it, make it quiet, make it flat and make it as blending -- blended into the existing landscape as much as possible, so that we don't have to look at an eyesore every day and hear it and breathe it.

32.2.1H

I think that also the cost of this -- your choice in choosing the less costly alternative was an excellent choice. And I, again, support your decision and appreciate the time and effort you put into this. Thank you.

32.2.13B

## Comment 602

Response  
Section in  
Chapter 32



**Comment #:** 602  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Jennifer & Shane Rodda  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

JENNIFER RODDA: My name is Jennifer Rodda, and I am from the Quail Crossing neighborhood. I live specifically on 2300 South. I live on the north side of the street where my home would not have been taken; however, the freeway would have been, what, 50 feet in front of my house. Not a football field away, not miles away, not -- it would have been directly on the street in front of my home.

32.2.13B

I am here in support of UDOT for the decision they have made to not go the Shepard route, to not interrupt our lives, to not change our plans for our future where we are with our children, where we decided to raise our children. I have teenagers in my home. The last few years have been extremely emotional, extremely stressful. It's been -- as Barry said, we've been put on hold, wondering if we'd ever be able to move, being that our home would be sitting in front of the freeway.

Recently, we've seen many signs placed throughout the neighborhood, and I commend those people. They are fighting just as hard as we are, but the problem is one sign I saw placed in our Quail Crossing neighborhood said, "We won, you lost." I was very offended by that, because it implies that this was a competition or a contest from south and north, from Shepard to Glover's. And that's not the case. It was trying to prove where a freeway would have the most impact for the purpose that it served.

32.30B

I appreciate UDOT listening, looking at the facts, looking at the money. It comes down to money, we know that. Looking at the facts of the better impact, the better route, the less impact on I-15, such as the accident we've heard about that drained through our neighborhood for many, many hours recently, you've done well. You've made a good choice in not choosing the Shepard route. I appreciate that. My family appreciates that.

32.2.13B

I appreciate knowing we're not sitting out my front door looking at a freeway raised where my friends used to live. Thank you. Thank you for your time. Thank you for listening and hearing all points, hearing both sides of the story and understanding where we were coming from as humans. The human impact was so important and I appreciate that and I appreciate your time tonight.

## Comment 603

Response  
Section in  
Chapter 32



**Comment #:** 603  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Michael Muirbrook  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

MICHAEL MUIRBROOK: I'm Michael Muirbrook. I live in the Quail Crossing neighborhood on the Kaysville side. I grew up in Farmington, spent my entire life in this area. And this is an important issue. And I fully support the decision UDOT's made to not choose the Shepard Lane route and go with the Glover's route.

32.2.13B

I believe that the facts that have been collected point to that being a better option. As the Legacy Highway was built and it's essentially gone towards the north, one of the options and ideas that were presented was this was truly an alternative route.

To take it out on Glover's Lane and go out west keeps it away from the middle of neighborhoods, keeps it as a viable option, a secondary option and keeps things separate.

32.2.6A

One of the negative impacts that could have been put in place by going through the Shepard route was the road right behind my home would have been the alternative route to connect Farmington and Kaysville. And by doing that, you would have expanded that road, which is a small neighborhood road, to remove the sidewalks and the walkway that all the children use to get to school, making it a lot more dangerous place in our neighborhood for the children to move through and get to their friends, get between the neighbors and also make it to school.

32.2.13B

By taking the route that you've chosen, the facts point to -- I think it would be better for traffic. I think that, as someone pointed out, putting a parallel road -- I've seen many times, driving back and forth to Salt Lake every day, that it doesn't matter which side of the road the wreck is on, rubbernecking takes place, traffic slows down and there is a lot of congestion. I think that would eliminate the efficiency of having a secondary route. And as I said before, we fully support UDOT's decision. Thank you.

## Comment 604

### Response Section in Chapter 32



**Comment #:** 604  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Michael Muirbrook  
**Location:** Kaysville

**Comments:**  
 <Public Hearing Comment\_6-11-13>

LAURA MUIRBROOK: My name is Laura Muirbrook, and I live in Quail Crossing on the Kaysville side.

32.2.13B

And I just first want to say that I fully support UDOT's decision in not selecting the Shepard's option for the West Davis Corridor for lots of lots of reasons. But being the fact that I'm a mother and I have children, the biggest worry to me was what was going to impact my family, my children, my neighborhood, my friends, basically the impact to people, and the huge amount of homes that are -- that would have been next to the freeway, had the Shepard's route been taken, was a worry. I have three children, and it's been a very emotional thing for my family.

As you can see many kids -- and lots of tears have been shed through the neighborhood -- can't even figure out -- my little kids say -- probably every two or three days, they'd say, for the last years, "Mom, have they made a decision on this road yet? Am I not going to be able to get to my friend's house on the other side."

And my daughter was worried that one of her best friend's home was one of them that would be taken out and she would ask me all the time, "Mom, what is going to happen? Are they going to take my best friend away?"

So the emotional effects are huge, and I really appreciate UDOT for working so hard to look at all the facts and to listen to people and really look at the effects that would happen to people and to their lives and their homes.

32.30B

We moved into the neighborhood that we did because it's a wonderful place to raise our family, and we are grateful to UDOT to choosing Glover so that we could keep that a safe place for our children to play, so they're not playing near a freeway and not having to find ways to cross over towards their friends'.

And -- let's see. Oh, also, I have -- one of my children would have to get past the freeway to get to the school and lots of children from the other side would come the other way to go to school. I think that would be really hard to divide communities like that.

32.2.13B

And, you know, I feel now that we are not out of impact. We are still impacted by this. It would go behind my home. But now I feel like the impact is more spread out. It doesn't cause a complete destruction of the neighborhood and the bonds of friendships that have been built within that and also, you know, the many homes that are close.

You know, I worry about my children's health. And, also, I worry about the safety. My husband drives back and forth from Salt Lake, and I worry about his safety and the safety of all the other drivers. And I feel like taking it out around Glover's Lane really provides another option, if there's some sort of a major catastrophe or accident, that people can get around and it doesn't become a danger for them.

And I really appreciate UDOT for doing the right thing. I know it's hard, because there's a lot of big people that were against it. I appreciate you doing the right thing.

## Comment 605

### Response Section in Chapter 32



**Comment #:** 605  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Albert & Linda Whipple  
**Location:** Kaysville

**Comments:**  
 <Public Hearing Comment\_6-11-13>

ALBERT WHIPPLE: My name is Albert Whipple. I'm a resident of Kaysville. I've lived in Davis County for about 50 years. I've been involved with community planning in the area for many years, recognizing how difficult it is to come to a solution for many issues in planning, particularly highway.

32.1.2B

We recognize the growth in the area. North Davis County has boomed in the last 20 years and the requirement for transportation circulation is ever increasing. I recognize that there is no easy solution, that there is no solution that will impact no one or nothing, so it's a decision of which is the best.

32.2.13A

I carefully reviewed the environmental impact statement draft, the executive summary, and other important aspects of it, and see you've carefully reviewed all of the important elements for your decision and appreciate that you have chosen the best solution available, the B1 alternative.

32.2.1H

I wish there was a better solution that didn't impact anybody. I've heard of hair-brained solutions going over to Antelope Island and all the way around, and recognize they're not possible. Not building a road is also impractical, with the growth in the area currently and projected in the future. So I support the B1 alternative.

32.31F

I regret that it will impact people. It will impact the environment, but the impact will be less than a path through the Shepard Lane area. I hope that you can do all you can to reduce the impact on the environment and the people in the area. I hope you can lower the speed limit to 55, like the Legacy Highway is now, restrict truck traffic except for emergencies and prohibit the use of billboards, keep the highways low to the ground and lowest visibility as possible to reduce the impact on everyone.

I do appreciate your effort. I hope you can quickly move out on construction so we don't have to go through this process again in a few years. And thank you for your time.

## Comment 606

### Response Section in Chapter 32



**Comment #:** 606  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Albert & Linda Whipple  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

LINDA WHIPPLE: My name is Linda Whipple. I also have been a resident of Davis County for many years. I've owned a home in Centerville and Farmington, and now I live in the Quail Crossing neighborhood of West Kaysville, as well.

Last Friday, my husband and I decided we would walk the trail from our house to Station Park, which is a pretty good hike for old people. But today I learned that if you had chosen the Shepard Lane way, half of that or part of that trail would have gone away and we wouldn't have been able to do that. So I really appreciate the decision that you have made to lessen the impact as much as possible and choose the Glover's Lane option, B1.

If the West Davis Corridor were to go through the Shepard's Lane area, I think our noise would go up, pollution would go up, disease would also go up. It would not be the enjoyable walk that it can be now through that neighborhood and through those trails that have been created for our enjoyment.

A couple of days after the 1st of May meeting, I was walking through the neighborhood early in the morning and I saw about 20 children on bikes coming from the neighborhood beyond where the West Davis Corridor would have gone. That would not happen if the Shepard Lane option were to be chosen. There would be an underpass on one side of my street and an overpass on the other. And very unseemly activities happen where there are underpasses and overpasses, especially with little children, grade school and even high school. And I think that would not be the right thing for our Quail Crossing neighborhood.

And so tonight I looked at the neighborhood and I went through and I saw which houses would be affected. That's 35 people in our neighborhood that would be left homeless. Now, I know they're not homeless, because they would be given an alternative. They would be given money to buy a home somewhere else, but they wouldn't be in the same neighborhood they've chosen to live now with their family, they would be spread out throughout who knows how many communities. And so that would adversely affect our whole neighborhood.

I believe that any of the Glover Lane options are better than any of the Shepard Lane options. The design of the Shepard Lane alternative negatively impacts us across the Southern Kaysville or Southwest Kaysville entrances to and from I-15 and to our neighborhoods within the community.

Southbound I-15 to Park Lane would be congested with a mixing of Legacy, and that could make for a very dangerous situation. Northbound I-15 to Park Lane would also be congested with Legacy traffic, as well.

The Glover Lane B1 alternative is estimated to cost less than any of the other alternatives, and that's extremely important to me as a taxpayer. I appreciate that. That's one of the big impacts that would happen for our community, for our state, is we would have less taxes to pay if that Glover Lane B1 is chosen completely.

After traveling many times on the Legacy Highway that's been created already, I think -- okay -- that the 55 mile an hour speed limit would be the right choice as well as not having semi trucks, unless it's an emergency. Thank you.

32.2.13B

32.2.1H

## Comment 607

### Response Section in Chapter 32



**Comment #:** 607  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Kevin & Shawnette, Keiann Page  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

KIEANN PAGE: My name is Keiann Page. I'm 15 years old, and I live in the Quail Crossing area.

I agree with the Glover's Lane route for the corridor, because the kids won't be exposed to the pollution in the area caused by the high-traffic roadway, and also because the Glover's route is a truly alternate route and provides drivers a true way to get into northern Davis County, which will serve Davis County for years, which the Shepard will only serve what it's going for. Thank you.

32.2.13B

### Comment 608

Response  
Section in  
Chapter 32



**Comment #:** 608  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Everett Page  
**Location:**  
**Comments:**  
<Public Hearing Comment\_6-11-13>

EVERETT PAGE: Hi, my name is Everett Page, and I live in Kaysville.

I support UDOT's decision to put the Glover's Lane option throughout the West Davis Corridor. This will mean that my neighborhood will not be divided and my friends will not have to walk through a high traffic roadway to go to school.

32.2.13B

### Comment 609

Response  
Section in  
Chapter 32



**Comment #:** 609  
**Date:** 7/8/2013  
**Source:** Email  
**Name:** Mark Holbrook  
**Location:** Farmington  
**Comments:**

West Davis Team,

Here are the 7 reasons not to go Glover or to Scrap the whole thing:  
1-The winter fog is extremely and dangerously heavy in that area and is a safety concern

2-Farmington City's preferred route that they planned for since the late 90's is no where near Glover lane. Don't you think Farmington City understands what's best for their city and citizens more so that UDOT? Go with what the city suggests

3-The path taken will run right next to a new Elementary school by Shirley Rae on Glover then near a future high school.

4-Winter Red Burn days, we have enough of these already, should we look at mass transit options? Air Quality is horrible IE: Trax lines heading east in Syracuse up then to frontrunner. Our Governor is asking us to drive less, this Freeway says, "DRIVE MORE."

5-Bird Preserve for humans and birds to get away from the noise of life. That is all gone with this option and can never come back

6-I find it interesting that there are many politicians that would benefit more from the Glover lane option either personally or financially from the Glover Lane option. Looks like dirty politics to me.

7-Let's look at a shared solution and scrap the entire 660 million dollar freeway, that will help our future generations avoid cancer, autism, asthma and even death.

Thank you!

Mark Holbrook



32.2.13C

32.2.3A

32.2.13C

32.2.1A

32.11.1A

32.2.2H

32.2.13C

32.310

32.2.1G

32.11.2A



## Comment 610

Response  
Section in  
Chapter 32



**Comment #:** 610  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Barry & Windy, Hailey Lueckler  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

HAILEY WECKLER: My name is Hailey Weckler. I'm from the Quail Crossing area, and I support UDOT's decision of not picking the Shepard Lane option. I want to say that it will impact many families, including my own house. It would be destroyed if you were to pick Shepard Lane option and force us to move from our home.

We came to Kaysville so we could enjoy a quiet neighborhood where we can safely grow and play with family and friends. And the highway through the middle of our neighborhood affects hundreds of children and teenagers and other people.

We live in a great, fantastic area with an awesome school and friendly people, and a massive highway through the center of the neighborhood has the power to wreck lives. Choosing the Glover's Lane alternative has preserved families and neighborhoods and both communities.

I also want to say that I care about the environment, and it is nice to know that you have also taken into consideration the beautiful surroundings. And I'd like to not have to choose between my house and saving the environment. By taking your time to study this out, we can have the best alternative, a road that doesn't split our neighborhood and minimizes the impact to the environment and wildlife in the area.

32.2.13B

## Comment 611

Response  
Section in  
Chapter 32



**Comment #:** 611  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Daniel Porter  
**Location:**

**Comments:**

<Public Hearing Comment\_6-11-13>

DAN PORTER: My name is Dan Porter. I'm a resident of Kaysville.

I appreciate the opportunity to allow me to make a comment today. I fully support the decision that the community has made to not choose the Shepard Lane option. I do believe that the highway is necessary, but I think it's important to consider the option for two main reasons.

One, I think it's important to not build next to I-15 or adjoin I-15. I think that's putting all of our eggs in one basket, and it's waiting for a disaster to happen. We do need an alternate road north and south. People are going to build houses, we're going to expand, and this happens. Farmers are going to sell their properties, developers build subdivisions, people build houses, and there are going to be more people.

I think -- the second reason I think is because -- I think as citizens -- as responsible citizens of government agencies, we need to take the solutions that can provide for development with the least amount of impact on people's lives and their property. And I think this provides for that and I appreciate that that may have been part of this decision-making process.

I live right where -- the road will go right behind my house. I could be selfish and say, Don't build the road, but I know that that's not really an appropriate option. When it goes in, I'll hear it, but I think it has to be there because we've got to provide for all the people to move north and south and there needs to be a safe way to would like to see the road built much like the Legacy Highway is now, which is low to the ground, move people in any event, whatever the case might be.

I would like to see the road built much like the Legacy Highway is now, which is low to the ground, quiet pavement and no trucks. When you drive Legacy Highway now, it's somewhat of a serene, even relaxing experience. And I'd like to see that experience continue going northbound. Thank you.

32.2.13B

32.1.2B

32.2.13B

32.2.1H

## Comment 612

### Response Section in Chapter 32



**Comment #:** 612  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Connie Porter  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

CONNIE PORTER: You guys need to laugh. I'm sorry, this is probably very boring to you. And you've heard it all before.

My name is Connie Porter, and I live on 50 East with my husband, who just spoke.

32.2.8D

The freeway will go -- the highway, whatever, the road will go behind us. I'm thankful that you put it on the other side of the sewer plant. I wish you would go farther west. I realize all the studies you've done and I, you know, will just live with whatever happens, I guess.

32.2.13B

But there are three things on my list that I think is a good reason why you did not choose the Shepard option. The top one is the price tag. Of course, it was a lot cheaper to go through the Glover Lane route, and we all want to save money. All of us.

The second one is that there will be no residents -- I learned today that there may be one resident that may have to be relocated, depending on what happens with the road. But the residents will not be relocated.

And then the fourth -- or the third, sorry, if I can find it, is the emergencies on I-15 also -- an alternate route out of the area, if we need to, for any reason, that would be another way out of the area just for emergencies. We all like to be prepared for those things.

32.2.8D

The -- I would like to say just one more thing. If you can move it west, make it low, make it like Legacy Highway. People love Legacy Highway. I used to drive it to work all the time, and I really -- it really was a relaxing drive for me in the morning when it was built. Before, I was on I-15 and it was just a headache and a mess.

32.2.1H

And so the -- I notice on Legacy Highway now -- I'm sure you have, too -- the homes are being built right up to Legacy Highway. They're starting to come right in. Why? I mean, it's a nice little highway. But I do appreciate you taking the other option and not the Shepard Lane. Thank you.

## Comment 613

### Response Section in Chapter 32



**Comment #:** 613  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Pat & Heber Mower  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

PAT MOWER: Thank you. I'm Pat Mower. I'm a life-long resident of Kaysville. In fact, I was born and raised here. We've moved around and came back, because this is where we want to retire.

32.2.13B

32.2.6A

32.30B

We live on Shepard Lane now and the traffic on Shepard Lane now is huge. It's horrible, because there's three schools that access Shepard Lane to get to the schools. And there's trucks and semis, buses, cars, bicycle riders, a lot of them, and the kids walking to and from school. And so if the Glover's Lane option was not utilized, it would put more traffic on Shepard Lane to access the freeway, and that would add impact to our neighborhood, because our homes have been there 20, 30 years and there's no place to expand. And so I appreciate you listening to the input and the concerns of us citizens that have been there.

We love our community, as you see, and we want it to be safe. And we know -- I say again to all the comments that have been made about the Glover's Lane option, I applaud you for your hard work and all the research you've done and your trying to please everyone, which is virtually impossible. But I know you'll make the right decision and I thank you for listening. Thank you.

## Comment 614

### Response Section in Chapter 32



**Comment #:** 614  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Pat & Heber Mower  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

HEBER MOWER: I'm Heber Mower. My wife said we live in Kaysville on Shepard Lane. And I'm grateful for the decision you've made to choose Glover Lane.

As I look at the employment prospects and what's happening to people here within Davis County and throughout the State of Utah, I'm grateful that we have more and more companies that want to come and live here and produce their products here, because it means more income and more opportunities for our people. But, at the same time, it provides more and more difficulties.

32.1.2B

We're going to get more cars, more travel, more problems, more difficulties. But I'm glad to see that Legacy Highway has been developed and that you've set it up so that it gives us an alternative route. Some days I wish we could get back and forth without having bottlenecks and problems in our life as we travel. I'm grateful to you for this, and I pray that all the issues and difficulties that you've made that you will continue to encourage Glover Lane as your choice.

32.2.13B

And I know it's going to take a long time to set this up, get it organized, get the construction done, get it prepared so we can start driving on it, but I encourage you to make this happen as quickly as possible and as beautiful as possible.

32.31F

32.2.13B

And I know it affects -- the Glover Lane affects fewer people, costs less money, but yet the flow of traffic is faster and better and it eases the flow and difficulty through Weber and Davis County. And I thank you for the chance to say this.

## Comment 615

### Response Section in Chapter 32



**Comment #:** 615  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Dan and Stacie Quist  
**Location:**

**Comments:**

<Public Hearing Comment\_6-11-13>

DAN QUIST: My name is Dan Quist. I've lived in Kaysville my whole life. I love this community. That's why I live here.

When this whole road stuff came about, one of the options way back when was going down the railroad tracks, which would have been right through our backyard. Now the Shepard Lane would have been on the corner of our lot. With all these routes, we keep going -- my wife says, "Are we going to move? What are we going to do? Do we need to put up a for sale sign? What are we doing?"

32.2.13B

I'm very grateful for your decision to take the Glover's Lane route. I know that it is the best decision. And my kids, they have friends, they go over to Eagle Bay Elementary, so they travel back and forth. And truly for the safety for them, for all the many people, the cyclists that we see all day long, every day, going back and forth and all along there, I know it's a true impact that it could have on them if the Shepard Lane had been chosen.

32.2.1H

I would like to say I would hope that with the road that you would definitely have the speed limit down to 55 miles per hour. I travel on Legacy Highway every day, and I travel on I-15. 55 miles an hour is plenty fast.

32.1.2B

I know we need it. I know we need the road. I mean, every day when I travel home, I sit there and look at the little billboard to say which route is going to be fastest coming home. And every day it gets slower and slower. And I know that the backup is right around the Farmington area. Obviously, it's nice for us, because we can get right off and get home, but I know the people just north of us, they're being impacted by not having another option to get home.

32.2.1H

I also would ask that you wouldn't have any billboards to block any of the views of the people in the area, that you would have sound walls to protect that area. I do thank you for your time in looking through this whole process and listening to our comments. I truly appreciate that. Thank you.

32.12A

32.30B

## Comment 616

### Response Section in Chapter 32



**Comment #:** 616  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Bruce and Amber Campbell  
**Location:** Kaysville

**Comments:**  
 <Public Hearing Comment\_6-11-13>

BRUCE CAMPBELL: I'm am the Bruce part of the Bruce & Amber Campbell. I just want it to be clear.

32.30B

I live in Kaysville. And I've lived in Davis County for 15 or so years, and I appreciate all of your work and what you've done on this project. I want -- I'm one of the eleven homes that -- ten or eleven homes that would have been taken out had the Shepard Lane option been chosen, so I'd like to thank you for choosing the Glover's Lane option and support you in that.

32.2.13B

Some aspects of my life have been on hold for more than a couple years, and it's nice to have that decision. My daughter sleeps in the living room, because I refuse to lay down tens of thousands to finish more space when we have to fight a process to get that money back out of the house. And so my poor daughter. We won't mention the marital stress that may have caused. So it's nice to have that decision.

32.31D

The mayor of Farmington stated, after being presented with some convincing arguments, that if he switched his recommendation on where the road would go, that the developer of Station Park would sue him. I heard that and saw that with my eyes and ears. And in that same city council meeting they refused to answer which of the city council members live close to Glover.

And I don't know what interactions occurred, what promises were made, but it's nice to see that, despite whatever goes, things that went on, that reason prevailed and numbers spoke and research proved things out. And I appreciate your hard work there.

32.1.2B

When the Frontrunner train came through, I-15 was in pretty bad shape. I don't remember if you remember, but Frontrunner opened up first and it didn't really have any impact on I-15. And when Legacy -- I'll call it south -- Legacy opened up, it made all the difference in the world and it was as obvious as night and day.

32.2.13B

So the road is needed. It would be great if people would use these mass transit options, but the fact is they don't. The riders on the train came off of the express buses, for the most part. That's my opinion. That's my guess.

It's nice to see through this process not only did you respect the wildlife and the nature, the land but you also respected us, the people. We feel respected, and it's nice to see -- okay. Thank you for choosing Glover's.

## Comment 617

### Response Section in Chapter 32



**Comment #:** 617  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Christine & Steve Peck  
**Location:** Farmington

**Comments:**  
 <Public Hearing Comment\_6-11-13>

STEVE PECK: My name is Steve Peck. I live in Farmington at Hunters Creek. I've lived there for six years.

32.2.13B

I just wanted to state that I support UDOT's decision to not choose the Shepard option, but to go with the Glover's option. And I don't want to take too much time, a lot has been said already, but for me, the basic reasons -- and one of them, which really does impact almost the whole State of Utah for sure, all of northern Utah, is that choosing Glover is a true alternate route. If Shepard Lane had been chosen, having it close to I-15 would definitely cause some issues.

I work in Ogden and commute, possibly what most people do, but it's been mentioned there was the shooting a few months ago that really caused problems trying to get back. Had we had an alternate route, I could have gotten home a lot quicker.

32.1.2B

Even a few years ago, there was a tanker that turned over near Syracuse, and that took me five hours and 45 minutes to get home, which normally takes me about 40 minutes. So it's definitely needed.

32.2.13B

I want to state that I -- I understand the impact that either option is going to have on many, many people. And I do feel for those people that will be impacted by this decision, but I definitely -- which is proven out there will be less people impacted by this decision that you've made.

We have many, many friends that would have their homes taken if the Shepard Lane was chosen, and it would be heartbreaking for me and my wife, our whole family, to lose the ability to interact with those friends as easily as we do now. We've been through a lot of things together over the years, and I'm really glad they're going to be able to stay in their homes and we can visit them easily. So I appreciate your time. Thank you.

## Comment 618

### Response Section in Chapter 32



**Comment #:** 618  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Scott and Jennifer Corbridge  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

JENNIFER CORBRIDGE: My name is Jennifer Corbridge and I'm a resident in Kaysville, and I have lived in Davis County for over 20 years.

I want to tell you that I support UDOT's decision to choose the Glover's Lane as their preferred choice in the draft EIS. I think it's the best of two options. I think it will best serve present and future transportation needs of the people that travel through Davis County. It allows for future growth, and it has the least impacts overall, especially on people and the communities.

32.2.13B

The Glover's Lane option will be on the outside edge of the Farmington neighborhoods there, south and then west of them. There are far fewer impacts to the people and homes. There the railroad line would not have to be moved, savings millions of dollars and avoiding construction and service during construction.

UDOT stated that the purpose of the West Davis Corridor project is to improve regional mobility and to give commuters options. To accomplish this, the West Davis Corridor needs to be west of the I-15 corridor, not adjacent to it.

The Glover's Lane option will provide a true alternate route. It gives commuters more options. This will also help alleviate traffic problems if I-15 in Farmington is closed or backed up due to an accident or emergency.

There are far too many negative impacts to build the WDC at Shepard Lane. The Shepard Lane option will cut through the heart of a small, tight-knit community made with Farmington and Kaysville neighborhoods. The negative social impact there would be devastating. It would divide and destroy the communities. Many homes would be bulldozed and the remaining neighborhood and friends in the community would be divided by a freeway and busy roads. The resulting increase in air pollution and other health hazards associated with this West Davis Corridor would be closer to more homes and would affect more people at Shepard Lane.

32.2.6A

Right now 350 East is the only north/south road that connects Farmington neighborhoods to Kaysville neighborhoods in the Shepard Lane community. If UDOT built the WDC at Shepard Lane, 350 East will be a dead end. UDOT's proposed solution for this would be to make 50 East the north/south through street. Right now, 50 East is a narrow, neighborhood street lined with homes on both sides.

Many, many children walk to school to Endeavour Elementary on this street. UDOT would widen the street to allow for the increase in traffic that would occur. And to do this, they would remove the parking strips, forcing children to walk right next to the street, putting those children in danger.

UDOT would also make 50 East longer to continue the street further south, with an overpass connecting to the Glover Street neighborhood in Farmington, where it will travel right in front of all those homes, too.

How would the neighborhood children walk or ride bikes to school safely if this happens? How will the children living along this busy street play safely? Building the West Davis Corridor at Shepard Lane would be disastrous. Glover's Lane is the better choice of the two for the south interchange of the West Davis Corridor, and I want to thank UDOT for savings homes and protecting children and choosing the option with the least impact. UDOT made the right decision there.

## Comment 619

### Response Section in Chapter 32



**Comment #:** 619  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

<Public Hearing Comment\_6-11-13>

DAVID STRINGFELLOW: I'm David Stringfellow. I'm going to divide my time. First, I represent Endeavour Elementary School in Kaysville, Utah, as the chairman of the community council there.

One day I noticed my daughter came home a bit upset from school. I asked her what was the matter. She said her friends were talking on the walk home from school, and they all agreed the road is dumb. The kids in our school are worried about it. Some worry about riding their bikes to school.

32.2.13B

As I talked to over 800 kids at our school -- and two years ago it was 400 -- they say -- they say they don't want a freeway to separate them from their school or friends. They really have no vision that this freeway is really for them, as 25-year-olds and their children, will be the ones using it. Our school undoubtedly supports not building on the Shepard Lane option. We support the Glover's Lane option.

Second, I'm also a homeowner, whose house would be next to the freeway. I've lived in Farmington for over 20 years. I'm a product of Farmington, its schools, its churches, its goodness. I knew I wanted to raise my kids here. I empathize with my neighbors to the south. This is a sickening feeling, hearing someone thinks a freeway should go by your property. I understand. My neighbors understand. We've had it happen to us. When our city switched routes that they preferred, we were mad, we were angry, we were enraged. And some of us are still trying to heal from that, what they think was a breach of trust.

32.1.2B

The stark fact, though, is that a road will be needed. I commend UDOT for the professional, meticulous way in which they've studied this. It gives me confidence in government.

In close, I'll quote words that Corey Ricks sent me after me and my neighbors were so irate from an e-mail February 23, 2011. He said, "I personally live in West Farmington and have always tried to fairly represent the views and concerns of my neighbors, as well as those I have had the opportunity to know throughout Farmington.

32.2.13B

"One of my dear friends who I love and respect, in all likelihood, will lose his home on the Shepard option. He said we had so much time trying to find solutions we're not removed from the effects of this decision. The construction of this road, if it is deemed necessary by the state agencies who truly control this decision, will move forward. We hope that if and when it occurs, it will be at a location that creates the least negative impacts. I hope at the end of this process we can all be good neighbors and work cooperatively to find the best way to influence this decision." That's the end of the e-mail.

This is also my hope, that we can come together and work hard and exhaustively, like we have done to this point, to protect all of our interests.

## Comment 620

Response  
Section in  
Chapter 32



**Comment #:** 620  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Peter and Julie Stringfellow  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-11-13>

JULIE STRINGFELLOW: I'm Julie Stringfellow. I've lived in Farmington for 29 years. I lived in South Farmington for seven, and I've lived in North Farmington for the last 22 years. I just live right off of Shepard Lane, on the east side of the freeway.

I have owned a preschool for the last 18 years, and many of the children that come to my preschool live on the other side of the freeway. And knowing that if the Shepard Lane option was chosen that Shepard Lane is going to be closed midway through there, you know, where I live in Farmington -- I live between I-89 -- or Highway 89 and I-15 and in the little pie-shaped area. And to think that they would close off Shepard Lane, as well, we feel a little bit boxed in and cut off sometimes. So I really support the Glover's Lane option, you know, for me personally for that reason.

I realize there is not a great way to please everybody. And I know many people who live over near the Glover's Lane option. And I know that they are upset about having a road near their backyard, and I understand that, but I believe that the Glover Lane option is the way to go. It's less impactful on the environment and money-wise, and it just seems to make a lot more sense to me. Thank you.

32.2.13B

## Comment 621

Response  
Section in  
Chapter 32



**Comment #:** 621  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Scott Stringfellow  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-11-13>

SCOTT STRINGFELLOW: I'm Scott Stringfellow. I'm from Farmington. As you've just heard from my wife, we've lived there a long time. And I've commuted to Salt Lake for most of those 29 years, and I feel like I probably need to represent the commuter, because I have so much experience.

When I moved here originally, I used to brag to my coworkers about how quick it was getting to work in Salt Lake on I-15. 15 years later, I was in the same boat as the south end of the valley, sitting in traffic for up to an hour sometimes.

Legacy Highway was built and immediately, the day after it opened, the traffic improved. So I recognize the need for change. I'm now a rider on Frontrunner every day. It's not empty. Contrary to those who never ride it, it's not empty. It's pretty full during commute times. And I applaud the action that was taken to get that in place, as well. My commute now is 20 to 25 minutes, reading a book, and I enjoy that a lot. I appreciate the efforts that went into making those improvements.

Just a word to those who don't want the freeway there. I think change and growth is inevitable, and if we decide not to build a road, wherever it is, we'll be faced with the same gridlock we see in other cities, and I really don't want that. Thank you.

32.1.2B

## Comment 622

### Response Section in Chapter 32



**Comment #:** 622  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Susan & John Openshaw  
**Location:**  
**Comments:**  
 <Public Hearing Comment\_6-11-13>

32.2.13C

SUSAN OPENSHAW: Hi, my name is Susan Openshaw. I live in Farmington, and I'm not happy with the Glover's Lane option, I have to admit. (Applause.)

32.2.3A

I don't have a script, but this has a huge impact on our community of Farmington, and it does not benefit us at all in the least. It's going to hurt our community. We don't want it. We don't want a freeway, period. And we don't want a freeway on the west side of Davis County. The people that moved to Davis County on the west side moved there for the rural atmosphere, and we love our communities. We don't want a freeway in our backyard. We don't want this freeway in our community, period.

32.2.11

If you have to build the road, make it a small road that is more environmentally friendly, that won't impact so many people in a negative way. Thank you. (Applause.)

## Comment 623

### Response Section in Chapter 32



**Comment #:** 623  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** M. Darin & Gaylynn Hammond  
**Location:** Kaysville  
**Comments:**  
 <Public Hearing Comment\_6-11-13>

DARIN HAMMOND: I'm Darin Hammond. I live in Kaysville, and I live in the Quail Crossing subdivision. The route that you have chosen does not go through my neighborhood, fortunately, but I will still be able to see the freeway as I look out my front window.

And as I contemplate this, it makes me wonder how UDOT has been able to come to its decision. I have read through the draft EIS and I would like to speak in favor of the locally preferred route which UDOT has put into the draft EIS. I support UDOT's decision of not picking the Shepard option for the West Davis Corridor. The damage to the Quail Crossing and Hunters Creek neighborhoods would be immense, if you were to go through that neighborhood.

32.2.13B

I have looked at the National Environmental Policy Act federal law, Code of Federal Regulations. It requires you to take into consideration the environmental impacts on humans, as well as habitat and animals. It requires UDOT to weigh the impact to the human environment. And as I look at the two different options, it appears to me that the human impact is much greater if the Shepard Lane option is chosen.

The National Environmental Policy Act declares that there needs to be productive and enjoyable harmony between human beings and their environment. And significantly impacting the quality of the human environment would go against NEPA.

I believe that UDOT has carefully considered the community views in developing and implementing its preferred route. Now UDOT needs to do the same with developing and implementing mitigation strategies, the impact of choosing the Shepard route to be disproportionately high and have significant and more human health impacts.

32.2.6A

And traffic on I-15, with approximately 16 lanes, by choosing the Shepard alternative would cause significant bottlenecks. It is not a good traffic flow. There's safety problems, they're significant. Money -- a lot more money that's expended, and it would not be an alternate route.

32.2.13B

I understand from the draft EIS that you are supposed to be looking at projections for 2030, but if you look farther, beyond that, you will see that there will probably be much more growth beyond that. And the opportunity for having additional growth to any freeway would be better with the current option as is contained in the draft EIS. Thank you.

## Comment 624

### Response Section in Chapter 32



**Comment #:** 624  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Paul Allred  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

PAUL ALLRED: I'd like to add my voice to those of my neighbors. I'm also in favor of the Glover Lane option. Although it's very painful, there are people here that I share their pain. Having been in the neighborhood about 16 years, it was mostly fields out there when we bought our lot and built our home. We didn't know that this would be a fourth or maybe even the fifth iteration of Legacy Highway in our neighborhood.

For those who have said that there's been a lot of emotion, a lot of tears and a lot of fear, that's how we have felt since he moved into our home. We've been worried continuously about whether or not our home would be severely impacted. And in the end, it is still going to be impacted. Even though the road will -- under the Glover alternate, if it is picked, we will still have an impact of the road 2,000 feet from our home.

32.2.6A

If the Shepard Lane were chosen, 50 East, where I live, would be severely impacted. So under either scenario, I'm going to have some severe impact. However, I will say that I think that this issue of the Legacy Parkway -- Legacy freeway is really function of land use and its function of demographics. We keep having children. We keep -- there's more of us around. We keep gobbling up land, and we gobble up land at a phenomenal rate.

32.1.2B

I did a study for Davis County in 2005 when we looked at what was going to happen to the county, and I could see, even back then, that there's a need for a road. So while I would love to see more of us use mass transit, for some of us it's not a great alternative. For somebody who uses Legacy and I-15 regularly, I'm grateful that Legacy has been built. It's completely changed my situation in terms of my driving to the Salt Lake Valley, which is where my employment is.

And for those who would be critical of those of us who drive 20 or 30 miles to work, sometimes we don't get to choose where we get to work. We build our home and our employment changes. So if I could, I would work closer to home. If I could, I would do that, but at the present time I don't always have that alternative.

32.2.13B

So I applaud UDOT for their thoroughness. I have read through the draft -- portions of the draft EIS. I believe it is the correct decision, although there is no perfect solution to this issue. So thank you again.

## Comment 625

### Response Section in Chapter 32



**Comment #:** 625  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Jim Maxwell  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13C

JIM MAXWELL: My name is Jim Maxwell, and I'm here to comment in opposition to the Glover Lane option, but, more importantly, in opposition to the road in general. (Applause.)

32.2.3A

I moved here several years ago from Swallum, B.C., with my wife coming from this area. And the reason -- we could have moved anywhere in this valley that we wanted to, and we chose Farmington for a specific reason, and that is access to the great schools that we have here in Davis County, access to be able to see the mountains on the east and to be able to look to the west and see open space.

32.2.13C

We moved into Farmington specifically so we did not have to listen to the traffic -- although we were mistaken in that point because where we chose to live, we can still hear I-15, and we missed that one -- minimal, light pollution and access to the many trails that we have -- that Farmington has in place. So all of those things are impacted by this road.

32.2.13D

Farmington is looking -- Farmington and Kaysville are looking to pay the full freight of this road and yet receive none of the benefits. This -- (applause). This road will take tax revenue out of our pockets. And people are bypassing Station Park. The values of our homes will be less because we do not have access to the road. The only place we have access to the road will be down in Glover and much further to the north.

32.2.1H

Having said that, if this road is built -- and I believe it will be, unfortunately. I don't believe that we can stop this at all. But if it is built, I urge UDOT to make the decision to make this road in the same manner, with the same attention to detail and quality of life that was put into Legacy as it stands right now.

32.1.2B

That road provides -- it provides trails. It provides protection to the environment. It provides sound and light protection to the surrounding neighborhoods. I understand that there is need for progress. I cannot say that I don't understand that. I built in a suburban neighborhood and I transit to Salt Lake, but at the same time these things can be controlled. And I have lived in areas where there was not the sense of control that it appears that UDOT is trying to put into this.

32.2.1H

I urge you to do this: To make this road so that it is in accordance with Legacy Parkway, without the litigation that was necessary to put -- the five-year delay to get Legacy into a road that I think everybody in this room would agree is a usable road. I urge you to make that same decision for this freeway. Thank you.



## Comment 626

### Response Section in Chapter 32



**Comment #:** 626  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Matthew & Nikki Gore  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-11-13>

MATTHEW GROVE: I'm speaking for myself, as a resident, and also for the Farmington Ranches HOA, as a government relations officer. I represent over 2,500 residents who live in this unique subdivision. The subdivision is the conservation subdivision which comes with a conservation easement.

32.3C

This subdivision is only one of two in Farmington City, and I believe only -- the only two that have the special designation that would be affected by this route. These conservation easements within our subdivision have a significant public purpose, as does the Buffalo Ranch 282-acre conservation easement, in preserving open space of the city and of its residents and, more directly, of those of the subdivisions.

The subdivisions are unique in that they are unlike others. The Ranches is a master-planned community that has been set up uniquely with emphasis on open space, natural habitat, a rural atmosphere and feel. All the homes here are unique. They are not like other subdivisions. They're not from the same homebuilder. They're not cookie cutter. They are not squeezed in tight. They have unique characteristics, and it's because they are a conservation subdivision.

32.27A

These subdivisions encompass more than 660 lots, of which more than 90 percent are occupied. Geographically this area encompasses an area over a mile long north and south and east to west. These easements were also set up in part to acquire the housing density to build upon the subdivision -- got a fly here -- to get the density needed to build upon these subdivisions and to preserve this land as undeveloped, natural open space of wetlands, pasture grasses, wildlife habitat, agriculture, educational and recreational purposes. The two trails that are recognized in the F4 Impact only exist because of these conservation easements as a whole and not just a part.

32.2.13C

With the existing freeways that we currently have and this addition of the Farmington bypass route to the west of our city, you will effectively ensure that every Farmington resident is impacted by a freeway. From the mountain benches to main streets to the open spaces of Farmington to the west, everyone will feel the negative impacts of the freeway through our entire community.

The other option for Farmington would lessen the impact to the most residents, especially those who did not choose to build near a transit corridor. Those out in Farmington Ranches did not have the opportunity of disclosure to know about a 300-foot possible highway corridor coming through their community. The Farmington bypass route would effectively take away our unique designation of a conservation subdivision and the public purpose of open spaces. Also our city... (Applause.)

## Comment 627

### Response Section in Chapter 32



**Comment #:** 627  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Kristy Powell  
**Location:** Farmington

**Comments:**

<Public Hearing Comment\_6-11-13>

KRISTY POWELL: Hi, my name is Kristy Powell. I am a resident of Farmington. I live about a mile west of here.

32.30C

First and foremost, it was just brought to my attention that the maps you have in the other building over there are from 2008. It's 2013. And I think it's very disheartening that you have outdated maps. (Applause.) You're holding a public hearing and you're showing wrong information. New homes have been built, new businesses have been added, elementary schools have been added, and you have maps that are out of date. That should be embarrassing. I'm sorry -- (applause) -- when you have an issue that isn't small to homeowners and residents out here, to bring us a map to show what you're doing that's five years old is insulting.

32.2.13C

Secondly, I looked at your video that you made that you put on YouTube, it's made by UDOT, an informative video as to why you chose the Glover option. I found it fascinating that you actually listed as one of the reasons you chose Glover Lane is the Oak Ridge Country club is not impacted. It is kind of saying to me that you would do that with a private, members-only club and put that as one of the bullet points as to why the Glover's Lane was chosen, because it did not disrupt the country club. (Applause.)

32.2.1G

Also, to all you Shepard Lane folks out there, this is not an adverse view. We can work together. We can do a Shared Solution. This is not a let's save our children and save our children from the pollution and pollute your children, save our children from traffic to harm your children. We should work together, Shepard Lane. Let's come up with a solution.

Even if it's not in your backyard, the billboards, the pollution, the fast roads, all of it is still going to junk up your view and neighborhood. Let's work together and fight this and get something we can all agree on. Thank you. (Applause.)

## Comment 628

### Response Section in Chapter 32



**Comment #:** 628  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Kevin & Shawnette, Keiann Page  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

KEVIN PAGE: My name is Kevin Page. I'm a resident of Kaysville.

32.2.13B

The timeliness is actually very fortunate. I'd like to first thank UDOT for following the federal process, for gathering information and for not selecting the Shepard route.

32.5.1A

Secondly, I do have one concern within the EIS document that was brought up by one of the former people here. That was Section 5.4.1.3 related to disclosure. For those of us -- over one-third of our community over there, there is no disclosure. We are the second buyers or the third buyers or the fourth buyers. There is no disclosure. That is the question, and I have looked through my documents and I've asked the neighbors, and there is no disclosure.

32.5.1A

For those that did build their home, Farmington City done a good job of discussing two but not the third disclosure. Let me tell you about their disclosure for those -- especially those who built at the same time my home had to be built. This disclosure discusses a collector road. A collector is, as I looked it up on the Internet, something that has about 20 to 45 miles an hour, as a normal road, stop signs. It's just bringing the community roads together and up and out of the community. So it's very important for everybody to understand that people may not have known as they bought their homes that there was a third disclosure.

32.2.1H

Finally, I fully support and I openly support this with my comments dating all the way back to March 2011 for a Legacy-type road, with the slower traffic, no trucks, no billboards. That is definitely something we have supported. And I would really like to see the extension of those trails to give something back -- as discussed multiple times in 2011 in my comments, to give something back to the community that's given up so much. Thank you. (Applause.)

## Comment 629

### Response Section in Chapter 32



**Comment #:** 629  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Jennifer & Shane Rodda  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

32.2.13B

SHANE RODDA: Hi, my name is Shane Rodda. I'm a resident of Kaysville. What I prepared to talk about I'm not going to talk about now. It sure sounds like you want to work together. (Applause.)

32.2.13D

From what I've heard from the options, I support the Glover's Lane decision. I had the distinct opportunity to have a personal conversation with the mayor of Farmington, talking about the concern of the economic impact of Station Park and how important it was that they have some traffic come through there so people could stop for their coffee, quote, unquote, and get what they need.

32.31C

If Farmington is prepared to have an economic stimulus, an economic benefit, they need to be prepared to suffer some of those inconveniences, whether they be traffic or a road behind their house or whatever it is.

32.31E

Another question I have, maybe, for both cities is if they knew this was coming, why are they still allowing us to build where we're building? Right now, right south -- or west of the neighborhood south of me they're building more west now. They're still allowing to build new homes. It's going to impact more people and it's going to upset more people. Why are they allowing this building to go on? Because they want the building permit money. They want the tax money. Maybe that's what we all need to ask ourselves.

32.2.6A

I support the Glover's Lane decision. It impacts less people. One thing that hasn't been brought up today and I appreciate is there is a herd of deer that live just south of Shepard Lane, right west of the freeway. 22 head of deer, some bucks and other. Have they been considered in this? I've heard a lot of stuff about ducks and wildlife and wetlands. What about their lands?

32.2.13B

So I support Glover. I appreciate you guys's due diligence. You've done your work. I appreciate the studies. That's all I've got to say. Thanks. (Applause.)

### Comment 630

Response  
Section in  
Chapter 32



**Comment #:** 630  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Shawn, Rebecca, Julie Olsen  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

SHAWN OLSEN: Shawn Olsen. I live in the Quail Crossing neighborhood, 2300 South in Kaysville. I'll just echo some of the comments that have already been made.

I support UDOT's decision. I know it's not been an easy one. I appreciate the effort, the time and the detail, and it's made -- it's listening to the human impact.

And I've been a life-long resident of Davis County, made the decision to raise my family here. I have a family with children. We have one of the homes that would be taken with the Shepard route, so this discussion has been the topic in our home for a number of years now. I wanted to, you know, be another voice with what was shared around the disclosure of a collector behind our homes, never the actual freeway. So that's important, I think, to note.

I guess to be short, I think that the decision that's been made is the best for all parties. I am also a water fowl enthusiast and have enjoyed hunting ducks my whole life and am conscious and cognizant of the wetlands. And I think that that's important for us to consider, but I also think that the impact of families being uprooted, disruption to children and their lives is something that trumps that. And I appreciate UDOT's decision in this regard and I support the Glover's Lane option. Thank you.

32.2.13B  
32.30B

32.5.1A

32.2.13B

### Comment 631

Response  
Section in  
Chapter 32



**Comment #:** 631  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Shawn, Rebecca, Julie Olsen  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

REBECCA OLSEN: I'm Rebecca Olsen, Shawn Olsen's wife. I just kind of want to repeat what he said.

We've lived here for about eight years. When he moved in, we had no idea -- we heard collector road. Yeah, okay, we can deal with that. And then a month later we went to a Farmington meeting and, wow, this is going to be like the north right here back in our backyard, but now it's moved over and it's our house.

So if that happened with the Shepard Lane option, my house is now gone, along with ten others on my street, and my neighbors across the street get to see the freeway. And I feel for the people that are here arguing the other side, because I was on the other side. So, you know, anyway, I just am glad that the Glover's Lane option was chosen for me, but in other -- when you look at other things, it seems the most logical way to go, too. So thank you.

32.5.1A

32.2.13B

## Comment 632

### Response Section in Chapter 32



**Comment #:** 632  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Kyle "Jake" Jacobson  
**Location:** Kaysville

**Comments:**

<Public Hearing Comment\_6-11-13>

KYLE JACOBSON: My legal name is Kyle Jacobson. I go by Jake. And I've lived in Kaysville for almost 30 years, raised a family here. Four of our children live in the county, in Kaysville. And I'm also an appointed member of the Davis Conservation District.

I know there's a -- the conservation is used a lot with -- the Conservation District, our Heritage District have been active since 1930 in Utah and deal mostly with agriculture, and so I'm here to speak mainly of the agriculture in the county.

32.4A

We know that we need transportation. We need clean air. We need all these things. But we also need food, preferably -- for food security, food in our area. It provides jobs, it provides wholesome nourishment. And so I'm speaking mainly of the route being further north, but all of the people in this area are also impacted by the need for food.

32.2.13A

As a member of -- one of the five members of the Conservation District, the board reluctantly, from the standpoint of the impact on agriculture, supports route B. We recognize that there's no solution that pleases everybody, but at least UDOT has considered agriculture and put agriculture into the decision, which is unique. Even though it should be considered, in all the research and EIS considerations, there is no law yet, because food is so much of an -- it's much better if it's available locally, so I'm going along with the Conservation District. And the fact that I have family here, I do support route B. Thank you.

## Comment 633

### Response Section in Chapter 32



**Comment #:** 633  
**Date:** 7/8/2013  
**Source:** In Person  
**Name:** Roger Borgenicht  
**Location:** Salt Lake City

**Comments:**

<Public Hearing Comment\_6-11-13>

ROGER BORGENT: Good evening. I'm Roger Borgenicht, the chair of Utahns for Better Transportation. I live in Salt Lake City, and I'm here to talk about the future, because the world is changing, even here in Utah. We're communicating differently with our smart phones, having virtual meetings. Some of us are traveling by train, bike and bus. People are making housing choices that reduce their daily commute.

For over 50 years, we've been building our lives and communities around the automobile, but some people are beginning to shift their way to active transportation and transit as an option for some of their trips. We're beginning to see desires in many communities who think that transportation choice is more than which car will you take.

32.11.1A

There is a county capacity to how much road we can pave, how many parking lots we can cover. And, of course, our air quality is at risk if we exceed the capacity in our delicate air. We had proposed, back in March of 2011, based on the draft Environmental Impact Statement, a Shared Solution for future livability and mobility in this beautiful area.

32.2.1G

The Shared Solution is based in the growth vision that we have all adopted, the Wasatch story for 2040, which talks about two key principles for a bright future. The first is using the existing infrastructure or to shift existing and efficiency to improve our communities and, secondly, to improve intersections.

32.2.1H

And Utah is the leader in that for all users, car users, bikers, walkers, and transit. We've engaged world-renowned transportation engineers to fashion the Shared Solution. And the Shared Solution comes from UDOT back in the Legacy Parkway days, when we downscaled what was going to be a highway built at interstate freeway standards to a more civilized road. As you've heard here, 55 miles an hour, no semis trucks, no billboards, quiet pavement.

32.2.1G

And UDOT -- and this is from their own media advisory, a press release from March 16th, 2002, and I quote. From its earliest days, the Legacy Parkway has been designed as part of a, quote, unquote, Shared Solution, along with mass transit, to ease traffic congestion in Davis County.

I would urge the Shared Solution that will be less expensive, more livable and maintain the quality of life, rather than a freeway which will divide communities, encircle schools with interchanges, provide and bring in a pollution corridor to many, many houses. Thank you.