

Comment 634

Response Section in Chapter 32



Comment #: 634

Date: 7/8/2013

Source: In Person

Name: Ann Floor

Location: Salt Lake City

Comments:

<Public Hearing Comment_6-11-13>

ANN FLOOR: Thank you, Dan and Randy. Thank you for giving us this opportunity to say a few things about this proposal.

My name is Ann Floor. I'm a cochair with Roger of Utahns for Better Transportation. I live in Salt Lake City, as well, and I'm here to just reiterate what Roger was talking about, the Shared Solution.

We've been meeting with UDOT for three years now on this project, and we've also been organizing with some of the residents of West Davis who are opposing the -- not just the route, but the road. (Applause.) And there is a better idea that we are proposing that we have asked UDOT to take a very serious look at, and we're calling it the Shared Solution.

Roger has identified a little bit of it. It would be using the arterials east/west to get people to the I-15 corridor and Frontrunner corridor. It would involve what's called boulevard communities, which is a different type of development that is a lot more civilized and smaller scaled, with jobs and housing mix and innovative intersections to get people through quickly by taking them right to the corridor so they can hop on Frontrunner and take I-15. And we feel like this is very worthwhile to look at seriously.

Let me just see what else. I just think that -- we've been told by UDOT that the whole purpose of this is to reduce the lag during peak hour, during rush hour. And to spend 600 million hours to reduce delays of two hours in the morning and two hours in the evening by a few minutes is just an old-fashioned way of thinking. It's out of date and does no longer work.

So, really, we're just asking you to give full consideration to our proposal. And we're inviting everyone to join us in this. And you can get more information on our website, utahnsforbettertransportation.org.

32.2.1G

32.1.2A

32.2.1G

Comment 635

Response Section in Chapter 32



Comment #: 635

Date: 7/9/2013

Source: Website

Name: Stephanie Greenwood

Location: Bountiful

Comments:

There are currently no bus lines to residential areas west of I-15 in Kaysville or Farmington. the rest of the county is terribly underserved by buses, limiting the utility of the mass transit system. Once upon a time, the WFRC had a transit plan recommending a collector bus route that would run through west Farmington and Kaysville to pick up residents wishing to use Frontrunner. Why doesn't the state work to make the most of the major investment we have made in Frontrunner to get more people using that mode of transportation?

32.2.1A

32.2.1J

32.1.2C

Comment 636

Response Section in Chapter 32



Comment #: 636
Date: 7/9/2013
Source: Website
Name: Johnson
Location: Syracuse

Comments:

It's interesting that pipe seems to have already been laid along the west edge of this proposed route. If no decision has been made, why is pipe already going in? Also, it seems reasonable to me that the proposal that goes the farthest west impacts the fewest people. Truly, it isn't progress or anything positive when the lives and livelihoods of so many are so adversely affected. Of course it's an emotional issue... Did anyone imagine for a second that it wouldn't be? To unilaterally disregard the human factor, which frankly is being paid lip service only is not only a mistake but so wrong on so many levels. Here's a question...how many people who will make final decision will be personally impacted?

32.2.13M

32.2.13G

32.31P

Comment 637

Response Section in Chapter 32



Comment #: 637
Date: 7/9/2013
Source: In Person
Name: Jeff Tolman
Location:

Comments:

<Public Hearing Comment_6-11-13>

JEFF TOLMAN: Good evening, my name is Jeff Tolman. I live in Farmington.

One of the objectives of the road is to reduce congestion and plan for future growth, which I'm going to come back to that thought in a minute. This road has a significant impact on Farmington, particularly West Farmington. And there's significant growth going on in West Farmington right now. You've heard the number of homes that live there -- the number of people that live there. And each community from Kaysville, Shepard Lane community, and the Farmington community don't want the impact of a road. (Applause.)

I suspect there will be a road, so I'm going to say if -- and this is the big if of the night -- if there's going to be a road, then I would say what benefit does the Farmington residents get from it? They have a major impact, but there's no benefit. There is no access to the road, but there's the noise.

You have the flyover. Nobody's talked about the impact of the flyover to the south. People that live in South Farmington around Skater Park, there's going to be a lot of noise because that road is going to be high, and I doubt there will be a sound wall 20 feet tall. So there's impact to thousands of people that live in South Farmington and in that area.

There's no access for emergency vehicles to get to that part of the freeway. You can't get to it, unless you go south and come back up and take the Glover flyover. What value is this road to Farmington? That's my point. I would ask you to consider -- if you're going to build a road, you put access at the south point of Farmington and to the north on the west side, so people that live here, if they're going to have to put up with the road, they can benefit from the road. Please consider that. Thank you. (Applause.)

32.1.2F

32.12A

32.2.13C

32.2.13C

32.2.1E

Comment 638

Response Section in Chapter 32



Comment #: 638
Date: 7/9/2013
Source: In Person
Name: Colby Poulson
Location: Farmington
Comments:
<Public Hearing Comment_6-11-13>

COLBY POULSON: My name is Colby Poulson. I'm a resident of Farmington, just live down the road here. Thanks for the opportunity to come and address this. I actually wanted to kind of address the public here a little bit, so I'm going to turn around. Forgive me for reading.

I'm a little bit sad, first of all, because I have a feeling that most of the people that were here from Kaysville that are for the Glover's Lane option have probably spoken their piece and left. But I wanted to say that, you know, seems like everyone who wants this road built has done a job of getting us to fight with each other, you know, Glover's Lane versus Shepard, Farmington versus Kaysville, and really it should be Farmington and Kaysville versus the West Davis Corridor.

Both of the Glover's and Shepard options will obstruct the wetlands and worse, encourage more driving, which will worsen the horrendous air quality we suffer from. I can't figure out why so many of us are willing to admit that the road would be bad if it were in our backyard but perfectly okay with it going through our neighbors'. If it's bad for my quality of life, if it's bad for my health, it's bad for my children, it's bad for my neighbors, as well.

I hope this road never gets built under either option. I hope they take the money instead and spend it on improved public transportation, including an east and west route, rail route. We have no -- as has been said, we have no idea what the transportation needs of northwest Davis will actually be in ten to twenty years. With public transportation on the rise, building this road doesn't make a lot of sense. It's not a full-on conclusion that it must be built. We don't need to encourage more squalor, more crime.

Not only that, but funding hasn't even been allocated yet for this road. We know that if plans start to go through, it's going to be buried in lawsuits from environmental organizations. It's going to cost us millions of dollars, taxpayer money. So please don't waste our time and money, don't squander our health and quality of life. Don't build a freeway. (Applause.)

32.2.3A
32.14.3A
32.11.1A

32.2.3A
32.2.1A
32.2.1J
32.1.2A
32.31B
32.2.3A

Comment 639

Response Section in Chapter 32



Comment #: 639
Date: 7/9/2013
Source: In Person
Name: Mark Holbrook
Location: Farmington
Comments:
<Public Hearing Comment_6-11-13>

MARK HOLBROOK: My name is Mark Steven Holbrook, and I agree with everything that Colby Poulson, the previous gentleman, said.

My family is a six-generation Davis County family. So to have deeper roots in this community, you have to be a Native American in my family. So I've lived in Farmington since 2003, and we were about to build in near -- in Hunters Creek and Quail Crossing and we did our research and found out there was going to be a corridor there, so we moved down by Glover's Lane. And, obviously, we must -- we chose wrong, I guess.

But it's my belief at this time that there are better alternatives that we can go with without the road. Just like Colby said, we can go -- we've got a beautiful Frontrunner, which we paid heavy tax dollars for. We should funnel all the traffic towards that. There is a great opportunity there.

But this meeting has reenergized me. We've been fighting this -- some of you have lived here for four years. We've been fighting this for ten years. And, again, my family has been rooted in this community for a long, long time, so I'm very passionate about this. But I'm reenergized about this. And as long as I have oxygen mixed with Red Fern CO2 in my lungs, I will fight the corridor. Thank you. (Applause.)

32.2.3A
32.2.1A
32.2.1J

32.2.3A

Comment 640

Response Section in Chapter 32



Comment #: 640
Date: 7/9/2013
Source: In Person
Name: Jeff & Mollee Steele
Location:

Comments:

<Public Hearing Comment_6-11-13>

JEFF STEELE: My name is Jeff Steele, and I live in Farmington.

It's -- I think most of them are probably gone now, but it's been extremely disheartening and sad for me to listen to those of our friends and neighbors who live in Kaysville express gratitude to UDOT for accepting a lesser of two evils. (Applause.) In my mind, this isn't which of these two options UDOT should take but whether a road should be built at all. And I don't think it should. (Applause.)

There is a couple of reasons for that, but I just want to touch on a few. First off, invariably, every winter UDOT and the governor urge us to drive less and use mass transit, and yet hypocritically you're now building more roads for more pollution. I just can't understand that. (Applause.)

It concerns me a great deal that UDOT seemingly doesn't care that its proposed road will be extremely close to at least three existing or planned schools, that you have little regard for our children and their safety.

It concerns me that UDOT hasn't offered any of the same concessions that it gave for the Legacy Freeway. I can only assume that you're saving that as a negotiating point when you get sued and you have to have a fallback.

I don't believe we need this freeway. I support a Shared Solution, and I urge you to consider that. Thank you.

32.1.2A
32.2.3A

32.2.2H
32.2.13C
32.2.13G

32.2.1H
32.1.2A
32.2.1G

Comment 641

Response Section in Chapter 32



Comment #: 641
Date: 7/9/2013
Source: In Person
Name: Peter Sabey
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

PETER SABEY: My name is Peter Sabey. I moved to Farmington just over a year ago and experienced what I describe as an infuriating winter of inversion after I moved here from Colorado.

I'd like to refer you to a February 23rd, 2013 New York Times article that states that for the last few years Utah has been grappling with one of the nation's most vexing pollution problems, where atmospheric inversions during the winter months lead to a thick fog of dirty air cloaking the region. Building another freeway is not a good option for Utah. Utah needs to change. (Applause.)

I commute to Salt Lake City every day. I drive my Prius or I take the train. I prefer to take the train. (Applause.) And all of those who we've heard for over an hour and a half thanking and praising UDOT because they spared them, their children will be attending the high school that will be built right next -- literally next to this freeway. They'll spend as much time in that high school breathing in the pollution that would have been going by their houses, and their children will suffer the same consequences. No freeway, please.

32.11.1A
32.1.2A

32.2.3A

Comment 642

Response Section in Chapter 32



Comment #: 642
Date: 7/9/2013
Source: In Person
Name: Mary Kimball
Location: Farmington
Comments:
<Public Hearing Comment_6-11-13>

MARY KIMBALL: My name is Mary Kimball, I'm a Farmington resident.

I don't have anything major prepared. I've done as much research as I can to understand these situations. I want to start by saying I was also bothered by the proponents of the Glover's Lane route by saying, We're so confident that you've made the right choice, that this is the best choice. I don't think this is the best choice. I don't think either of these choices are good choices.

When I look at this map -- I've been studying it as I was sitting here for the last two and a half hours, listening to comments. And I'm looking at this, noticing Farmington is this little skinny section of road. And then there's all these other places which need roads, but Farmington doesn't need it. So why are we taking the impact for all these areas that need it? Why can't we find -- (applause).

If indeed a road is needed, why can't we find an area somewhere in here which would be just as effective for -- I hate taking the four miles out to get to RC Willey or to wherever it is, to get to a football game. So I agree that there could be a need for those residents to have a road, but does it need to be where we don't need it? Does it need to be through our corridor that we've already given up so much for transportation and air quality? It's terrible. We need to find a better solution. I would prefer no road, obviously. But for those areas that need a road, can there be a better access, because we get no benefit and all the detriment from this proposed route? Thank you.

32.2.13C

32.2.1A

32.2.3A

32.2.1A

Comment 643

Response Section in Chapter 32



Comment #: 643
Date: 7/9/2013
Source: In Person
Name: Melinda McDwaine
Location:
Comments:
<Public Hearing Comment_6-11-13>

32.2.3A

MELINDA MCDWAIN: I'm Melinda, a voice for a no-build solution, and I am here to represent the birds. We've been talking a lot about -- (applause).

32.14.2A

We've been talking a lot about, you know, the big environment out there and the wildlife and the neighborhoods and the, you know, fragmenting of communities. And there have been communities around here way before people ever showed up.

32.23A

The largest Godwit numbers, Wilson's Phalarope. This is the Great Salt Lake. Your Grebes. The Great Salt Lake represents the only staging area in the interior of the United States for Marbled Godwit. Some of the highest concentrations of American Avocets, Black-necked Stilts, Snowy Plovers, Western Sandpipers, and Long-Billed Dowitchers exist right here just to the west.

And there's no, you know -- when does the building stop? You know, you build a road, there's going to be development just like the ones to the east of here with, you know, Taco Time, Toys "R" Us, Lowe's, and all the rest of the box stores.

32.14.2A

So here is some of our friends that actually live here -- and you cut me off any time. These are the animals that we're talking about: The Western Grebe, the Pied-billed Grebe, Double-crested Cormorant, the American White Pelican, Great Blue Heron, the Great Egret, Snowy Egret, the White-faced Ibis, American Green-winged Teal, Blue-winged Teal, Cinnamon Teal, Mallards, Gadwall, American Wigeon, Canvasbacks, Redheads, Ring-necked Ducks, Common Goldeneye, American Kestrel, Ring-necked Pheasant, Mourning Dove, Black-chinned Hummingbird, Western Kingbird, Loggerhead Shrike, Common Raven, Tree Swallow, Violet-green Swallow, Northern Rough-winged Swallow, Cliff Swallow, Bank Swallow, American Robin, Virginia Rail, the Solura, the American Coot, Sandhill Crane, Semipalmated Plover, Snowy Plovers, Killdeer, Black-necked Stilts, American Avocet, Long-billed Curlew, Spotted sandpaper -- sandpaper -- Sandpipers, Long-billed Dowitcher, Wilson's Phalarope, California Gull, Franklin's Gull, Bonaparte's Gull, Forster's Tern, Northern Harrier, Swainson's Hawk, Red-tailed Hawk, Yellow Warbler, Yellow-rumped Warbler, American Tree Sparrow, Vesper Sparrow, Savannah Sparrow, Song Sparrow, Red-winged Blackbird, Western Meadowlark, Yellow-headed Blackbird, Brewer's Blackbird, Brown-headed Cowbird. That's 61 species of the 237 that use the Great Salt Lake corridor.

Comment 644

Response Section in Chapter 32



Comment #: 644

Date: 7/9/2013

Source: In Person

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

JULIE ANN PRESCOTT: Hi, I represent roughly 2,500 residents who have followed the process. Not researched it, but trusted the process, following the channels as you directed. We've heard from Quail Crossing and Hunters Creek and how it's affected them. Ditto for us.

One person stated that we need to suffer for economic prosperity. Farmington has the least amount of land between the mountains and the lake. We already have I-15, Legacy Parkway and Highway 89. We're suffering.

Many people who have stood up are really supporting a road not going behind their homes, not which freeway route will function or even which is cheaper, because when not too long ago the Shepard route was quoted as several million dollars more expensive than Glover's, those people didn't volunteer up their home to save the taxpayers money. (Applause.)

Both routes are functioning freeways. One, the Shepard route actually provides intermodal connectivity for residents of not only Kaysville but also Farmington and Fruit Heights. The Glover's Lane route is not \$7 million cheaper, because you're not counting two interchanges, the local Shepard's I-15, the part that UDOT would have built, and the one planned just west of the meat farms. (Applause.)

Also, to those who stood up earlier saying the Shepard route would have gone right through their property and impacted the lives of their family and for kids to drive the proposed Glover's route, it comes within 50 feet of our homes, crosses up to the edge of our yards, yards where our children play.

This corridor is a short-sighted, money-hungry way of addressing transportation needs. Our governor says drive less, help our dirty air. I ask him to put his money where his mouth is and funnel dollars to the Shared Solution plan -- (applause) -- the plan for boulevards and public transportation. I will provide a link for each of you.

On a personal note, I signed up to get one of the free passes from UTA. If you make it affordable, people will come. The big question is why throw it all toward a road? What's the relevance of it for building this -- let's call it by a more accurate name -- the Farmington bypass or, as we 2,500 people like to call it, the Farmington -- noose around Farmington? What is the purpose? What is the motive? Do any state congressmen, senators in particular, have something to gain from this road being built? Who benefits from this change?

Would politicians that are also big land developers and home builders be better off with a four-lane elevated freeway running along their properties? What influence could they put on city and county government to help push forward what they want, where they want it?

An interesting new story, in my opinion, would be to learn more about a \$6 million land bill, 15 acres of land on Clint Street --

Thank you.

32.2.13C

32.24A

32.2.13C

32.2.2H

32.2.1G

32.2.1J

32.1.2A

32.310

32.31D

Comment 645

Response Section in Chapter 32



Comment #: 645

Date: 7/9/2013

Source: In Person

Name: Chelsie, John Kraczek

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

JOHN KRACZEK: Good evening. I'm 77 years old. I spent way more than half of my life in Davis County, and I commuted to Salt Lake for 30 years. A lot of this -- so many young folks are -- we all -- we have a lot of experiences in 77 years. A lot of things stay the same. People have talked about using more mass transportation for years. I think the real solution is eventually a technical one, of cars that do not pollute as much as they do. And I think it's really coming.

And I think there's going to be another freeway. There's going to have to be, if my experience over all of those years of commuting mean anything. We kept getting more and more jammed up until a lane was added to I-15 and then Fronrunner and then we've got Legacy Highway, which is a need.

Now, as an older resident, who was told a long time ago I didn't have to worry about my home on Glover's Lane because Farmington City had set up, in 1994, a corridor that they were going to protect Shepard Lane -- so we didn't worry until today when we find the tables are all turned.

So I believe that to be fair, as an older resident, you should give it the same consideration that the others have asked for. I'd like it, you bet, if the road that is built is built like Legacy. It's a great road to drive on. I'd also like it if you'll build it as far south as Glover's Lane, going down the hill.

Right now, Packs are building a big set of storage sheds right where you want to put the freeway. Right now, they're pouring concrete. Get south of them. Get the darn thing done so it doesn't spoil our views. And give us access to it. It makes no sense for us to not have access. Because as it's been said, an emergency vehicle -- there's buses on Glover's Lane, there's tons of buses. They're driving all over city streets to get to where they're going.

If there was an access on Glover Lane, say, at the point where the road dips south of Glover Lane and you can actually get onto it, you could go any way you wanted, because there's that huge spaghetti bowl coming over there. The buses could get where they needed to go. Emergency vehicles could get where they need to go. And the wife and I could get out to the Great Salt Lake like we like to do.

32.1.2B

32.2.1H

32.2.8K

32.2.1E

32.2.13C

32.2.1E

Comment 646

Response
Section in
Chapter 32



Comment #: 646

Date: 7/9/2013

Source: In Person

Name: Bart & Melissa Brisko

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

MELISSA BRISKO: My name is Melissa Brisko, and I'm from Farmington. Farmington is one of the narrowest cities in the whole Wasatch Front. We have I-15 riding through it. We also have 89 and Legacy connected in the narrowest city in the Wasatch Front.

I didn't come here to make any comments, but after hearing -- after hearing some of the arguments and reading UDOT's rationale for putting a road in my backyard, I was forced to get up.

Kaysville has said many things about UDOT saving their families and their children and the question what -- about their homes, how you saved their home and their children and family. And many people talked about -- this is one of the things I feel that if you want to take a house, I mean, like -- I'm sorry, I can't read my notes.

But I say if, you know, you want to take my house, I'm in Farmington, take it, because that would be a more humane thing to do, take my house. I would rather not be living in Farmington with that freeway coming over there. And I'm not even that close. I'm not even 50 feet, I'm like 200 feet. I don't want to be there.

My concern is for our environment, our school children, our homes, our lifestyle. We moved out to the west because we knew it was wetlands and knowing wetlands are protected lands. I'm against the Glover Lane option. I'm against the freeway. I'm against all roads going out west of Farmington.

32.5.6A

32.2.13C

32.1.2A

32.2.3A

Comment 647

Response
Section in
Chapter 32



Comment #: 647

Date: 7/9/2013

Source: In Person

Name: Heather Morgan

Location: Draper

Comments:

<Public Hearing Comment_6-11-13>

HEATHER MORGAN: My name is Heather Morgan, and I'm actually a resident of Draper, but I've lived in Davis County for most of the last 30 years. And my husband and I often commute up here, as all of my sisters and my parents live up here. We have often considered moving to Davis County, namely Farmington, because we love the conservation areas and the natural surroundings.

This is not a Glover Lane versus Shepard Lane argument, and I think it's kind of outrageous that it's been made into that. We need to fight for a Shared Solution. And regardless of where the freeway goes, the communities will be affected. And even if it doesn't go through Shepard Lane, it will still be in your background and still affect you.

And calculations made -- I'm talking to you guys, even though I have to face this way. Calculations made by UDOT by their own calculators show that by the year 2040, the road would only be at 20 percent capacity. Are we really going to spend \$600 million for a 20-percent-capacity road? They also said that this will reduce the travel time by seven minutes. \$600 million for seven minutes of travel time. There are much better solutions.

We need to ban together to make a transit change. There are so many options. The Shared Solution component would include local focused roadway design; innovative intersections; boulevard community development patterns, which can also increase business and help our communities; system management strategies and bicycle trail networks with good connections for transit.

I have seen UDOT make a lot of good decisions in the past few years. I don't understand why we would be making such an archaic decision and just building a highway. Frontrunner, Legacy Highway. In Draper, we have new U-turn lights that have increased the flow. And my son lives in Taylorsville. The flex lanes out there are incredible. Why are we going back to something that's an old idea? There are so many new ideas that we can use. (Applause.)

If the road has to be built, at least take into consideration the people living there, make it a nice road like Legacy, no billboards, speed regulations, sound regulations, no trucks, light regulations. That is why someone a few hours ago said that homes have been built even all the way up to Legacy, because it's a nice road. It's something we can live with.

So I say let's do a Shared Solution, but at the very least, we need a road that can benefit everyone. Thank you. (Applause.)

32.2.1G

32.2.2G

32.1.2A

32.2.1G

32.2.1A

32.2.1A

32.2.1H

32.2.1G

Comment 648

Response
Section in
Chapter 32



Comment #: 648
Date: 7/9/2013
Source: In Person
Name: Chris Burns
Location: Farmington
Comments:
<Public Hearing Comment_6-11-13>

32.2.3A
32.1.2A
32.2.1A

CHRIS BURNS: I'd say it's a bad solution all the way around. It's a lose/lose. The pros don't outweigh the cons. No freeway is better than even the Legacy-type freeway. I don't agree with a new freeway. There's other solutions. We don't need to spend the money building another road with more pollution. There's other solutions than Glover.

Comment 649

Response
Section in
Chapter 32



Comment #: 649
Date: 7/9/2013
Source: In Person
Name: Jared and Denise Schetselaer
Location: Farmington
Comments:
<Public Hearing Comment_6-11-13>

32.2.3A
32.11.2A

DENISE SCHETSELAAR: My name is Denise Schetselaer. I'm a resident of Farmington City.

I'd like to say that there should not be a freeway built. (Applause.) I have a personal perspective. I'm a nurse by profession. Did you know -- the three of you sitting there and the rest of the people in this room, do you know that Primary Children's ER has a special unit just for asthma and RSV? Did you know that? The demand has been so great in our valley that they've had to create a separate unit with separate nurses, separate physicians, because the need is so strong.

And it doesn't end there. The kids don't get better. They end up having to create a floor on the unit at Primary Children's for these kids, because they don't get better from just oxygen and nebulizer treatment and a shot of Decadron steroid. They need multiple, so they're admitted, and they have to stay there for days.

32.11.1A

I'd like to challenge the three of you to be smarter than the bosses that hired you. (Applause.) I would like to be -- I would like to challenge the three of you to do something that you've never done before and go talk to a pulmonologist at Primary's, talk to the ER physician that runs the ER at the asthma unit and ask them how many babies and children that they took care of this past winter. Ask them how many deaths we had, because these could kids could not -- if you've seen a child -- if you've seen a child with nasal flaring, with their diaphragm going up and down so hard that they're fighting to breathe, to see their skin retracting down through their ribs, intercostal retractions because they can't catch their breath, then you will know that this environment that we live in is not healthy. And by building another freeway, we will contribute to that.

32.11.2A

I want you to seriously take into consideration of how we're affecting the environment that we live in. 30, 40 years from now, I will be dead, but my children will be here and my grandchildren will be here and we need to think about the future of generations that are to come. And the solution isn't to build a Primary Children's Hospital just for asthma. We need to create a better environment. I would challenge you to talk to those physicians.

Comment 650

Response Section in Chapter 32



Comment #: 650

Date: 7/9/2013

Source: In Person

Name: Paul Hayward

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

PAUL HAYWARD: My name is Paul Hayward. I'm here representing myself.

I suggest to everybody that that talks about planning what's happening apply the Great Basin Kingdom and see what they said about planning the State of Utah around the year 1900. They said all the developable land was built by 1900. We could see how wrong that was. Cities are not pushing people to develop, it's privateland owners that want to sell their properties. If you don't want a house next to the freeway, you buy that property and you keep it vacant.

Before they built Legacy South, if you had a 9:00 flight out of Salt Lake airport and you had to be there at 8:00, you had to leave Farmington before 7:00 or you'd miss your flight.

The first person to speak at Bountiful Junior High against Legacy South was Samoan. When they had the hearing at Woods Cross, the former mayor of Salt Lake City didn't ride his bicycle to Woods Cross High School. I suggest everybody that is against this highway decide if they're going to ride their bike or ride a horse or walk. Give up their car, show us how much they're willing to contribute to the lack of pollution. When you talk about pollution, pollution comes from when cars are stuck in a traffic jam and they idle. It doesn't come when cars drive down the road. The more free flowing the automobiles go, the less pollution you have.

Well, I had trouble breathing last summer. Why was that? Because we had wildfires in Idaho that came down and polluted our air. I didn't have any trouble until we had the atmosphere polluted from the fires in Idaho.

Humans are more important than birds. One of these handouts talks about the birds, that they built -- the Boy Scouts built a nest thing. That can be moved easier than you can take out people's houses.

The Shared Solution will fail. It totally depends on using I-15 which is a choke point. Remember when they had the shooting in Kaysville and I-15 was shut down for eight hours? I had a friend, before they built Legacy South, that left Salt Lake City at 3:00 to get to his son's high school graduation at Davis High School at 7:00 at night. He missed it because they had an accident on I-15.

I-15 alone is not the answer. There is no bus service in my area. You take that accident where the highway was closed for eight hours and tell me how many people times seven minutes times how many people that were stalled on 89.

West Jordan, when I worked there for ten years, had Redwood Road, 90th South, Old Bingham, New Bingham, 78th South and 70th South. Every one of those roads were added to when they were built. Every one of those has since been rebuilt to a larger road.

We're developing. People want to sell their land, developers want to develop it. That's an American right, to sell your property to a developer, as much as it is to get in your car and drive to Salt Lake or drive to Ogden or anywhere else.

You should discount comments from anybody that won't use this road. You should give more emphasis to people who will use this road. The one thing that I totally support on Glover's that I think we've left out is there

Comment 650 (continued)

Response Section in Chapter 32



32.2.1E

needs to be some connection for emergency service. There needs to be some benefit for Farmington City. That needs to happen. But it's disingenuous for people to get up and criticize people in Kaysville for thanking you for not taking out their houses. My word, what a statement that is.

32.1.2B

32.2B

32.1.2D

32.2.13L

32.2.1E

Comment 651

Response Section in Chapter 32



Comment #: 651

Date: 7/9/2013

Source: In Person

Name: Carl Ingwell

Location: Salt Lake City

Comments:

<Public Hearing Comment_6-11-13>

CARL INGWELL: Thank you, Dan. Thank you, Randy. So you guys have a \$600 million budget for this freeway. I think you guys spent a million dollars on cookies tonight. So way to utilize our taxpayer money.

So I'm here to say that I don't support the Shepard Lane option, and I'm here to say that I don't support the Glover Lane option, either. I'm here to support the Shared Solution. We're asking that UDOT take that \$600 million and instead invest on improving already existing infrastructure, all of things that Roger laid out when he talked about the Shared Solution earlier.

Here are the lies that I think are being told to the public: One, this is a Shepard Lane versus Glover Lane thing. This is not. We all need to ban together and we need to fight this freeway. I want there to be no freeway, whatsoever.

Another lie is that this road is necessary. As a woman before us said, the Wasatch Front Regional Council's modeling showed that this road in the year 2040, what you guys are building this for, for a doubling population, will be at 20 to 40 percent capacity.

The other words that the Wasatch Front Regional Council uses for this road is "underutilized." So there are hundreds of people here tonight, and I think if all of us got together, we could -- I mean, think if all of us got up here and said, "Hey, we don't want a road, if the Shepard Lane people could get with the Glover's Lane people and we could all fight against this road. And that's what I'm hoping happens in the future.

I'm really here -- I'm really here to talk about air quality. I'm with the Governor's group We Cannot Breathe and Using Clean Air Network. For the last six months or so, UCARE, the governor's panel created to address air quality solutions, has told us to drive less. The Governor has told us to drive less.

We find it a contradictory message for one branch of the government to tell us to drive less while another branch of the government, UDOT, is building a road that will only make it easier for us to drive more and for us to drive longer distances.

Bryce Bird, head of the DAQ, said that smart growth is what is necessary to tackle our air quality problem in the state of Utah. A new freeway, more urban sprawl, higher vehicle miles traveled, that is not smart growth, that is stupid growth. With that, I'll end. Thank you.

32.2.3A

32.2.13C

32.2.1J

32.2.1A

32.2.1G

32.1.2A

32.2.2G

32.2.3A

32.11.1A

32.2.2H

32.2.3A

Comment 652

Response Section in Chapter 32



Comment #: 652

Date: 7/9/2013

Source: In Person

Name: Heather Dove

Location: Salt Lake City

Comments:

<Public Hearing Comment_6-11-13>

HEATHER DOVE: Good evening, gentlemen. My name is Heather Dove, and I am a member of Great Salt Lake Audubon, and I'm here to talk tonight for the birds, the wildlife and the environment.

Great Salt Lake wetlands are a gem -- an international gem. They provide a connection for birds that migrate from South America, from Argentina and Chile, Central America through the arid desert west and then many of them up to Canada and Alaska to breed.

I won't go through all the wonderful species that we have here in the Great Salt Lake area since Linda went through 60 something of them -- of the 237 that we know are here and use the lake, but I want you to know that in the lower 48 states, 50 percent of the wetlands that were here originally are gone. And here in Utah, 90 percent of the wetlands are already gone. This freeway is going to have huge impacts on these birds. It will decimate the diversity and the numbers.

There will be direct and indirect impacts. We'll be taking away the natural habitat. You'll also -- for the birds that try to remain, they will be disturbed by the noise and the pollution and the light. They cannot function and breed with that pollution present.

I think the West Davis freeway is entirely unnecessary. These population study projections do not support it. The whole idea of building another road is antiquated. It's from the 1950s, and we are in the 21st century. We need a 21st century solution.

So I just want to say -- you know, you talk about mitigation in the EIS. I have to say that no degree of mitigation or creation of a habitat will compensate for the permanent loss of this high-quality, complex wetland mosaic which now exists along Farmington Bay and the Great Salt Lake natural shoreline. Thank you.

32.14.2A

32.14.3A

32.14.2A

32.1.2A

32.14.2A

Comment 653

Response Section in Chapter 32



Comment #: 653

Date: 7/9/2013

Source: In Person

Name: Stephanie Greenwood

Location: Bountiful

Comments:

<Public Hearing Comment_6-11-13>

STEPHANIE GREENWOOD: Hello. My name is Stephane Greenwood, and I am a resident and business owner in Bountiful. I'm here today on behalf of the Utah Birders. The Utah Birders is an informal organization of birders from around the state and we have around 200 individuals.

We believe that the West Davis Corridor is detrimental to the environment, serenity, and intrinsic value of West Davis County. It poses a major threat to the already fragile ecosystem of Farmington Bay. It puts wildlife in danger, it puts motorists at risk, and risks to natural resources that the area provides.

We support the Shared Solution. As birders, Farmington Bay and West Davis County is one of our most frequented areas, offering views of hundreds of different species. In 2012, at the Great Salt Lake Bird Festival, 92 species of birds were observed from one location in Farmington Bay in a 24-hour period.

In the last few years, several rarities have been found at Farmington Bay, specifically the Glover Lane pond. This habitat also supports a more common but valued species, such as the American White Pelican and the Bald Eagle. These are not sightings that are within the protected areas of Farmington Bay, but the areas right on the fringes that would be directly impacted by the corridor.

Over the last few years, the water quality of Farmington Bay has been some of the worst in the state, and DWR has been working diligently to monitor and remedy this issue so the birds can continue to nest and fly here. The potential pollution the corridor brings to the area could upset this fragile balance, putting the entire bay at risk.

One species of particular concern is the barn owl. Barn owls hunt by flying low over the ground at night, and they are at particular risk for collisions with traffic. In the Idaho study of I-84 they found that over a two-year period 812 barn owls have been killed over that stretch of interstate, with the agricultural areas having the most concentrated problem with a death rate of 1.64 owls per kilometer per year. At the same rate with this corridor, 54 barn owls will die every year; that is, if their population held along the West Davis Corridor. Not only is this traffic a substantial risk to the local owl population, but a hazard to motorists, as well.

There's also another species of song bird that's called a Babalu. It's a beautiful black and yellow bird that can only be seen in maybe three or four different locations around the state. Babalus are in serious decline because of the grassland habitat construction around the country.

Over the last couple of years, they were discovered to be nesting right along 1750 West in Kaysville. The proposed corridor will completely destroy this established nesting area, further destroying the habitat for the species.

The Utah Birders support a Shared Solution expanding existing roadways so that the serenity and natural resources of the area are not disrupted and the acres of vital habitat are not destroyed. Thank you.

32.14.2A

32.2.1G

32.14.2A

32.14.2B

32.13B

32.14.2A

32.14.2F

32.2.1G

Comment 654

Response Section in Chapter 32



Comment #: 654

Date: 7/9/2013

Source: In Person

Name: Bart & Melissa Brisko

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

BART BRISKO: I'm Bart Brisko. I live in Farmington. To start off, I've heard the general candor of things tonight. I kind of think it's pretentious to think people are arguing anything other than along the geographical areas where they live. So we can all stand up and give different arguments as to why, but basically it falls along the geographical lines of where they live.

I am opposed to the Glover Lane option. When you talk about the amount of people that will be affected, I think in a lot of ways the people for the Glover Lane option are being discounted because of the fact that they're still keeping their homes. When given the opportunity to choose between having your home taken away and getting that compensation as opposed to having a freeway 50 to 100 feet from your house, it's very debatable as to what people will choose. I'm not going to say whether you would or wouldn't, but it's very debatable one way or the other. And so, basically, I would be for no freeway and for a shared option.

When you look at -- another thing that doesn't make sense to me is when you look at the map of the road itself, the southernmost ten and three-quarters miles has no exits. So what is Farmington -- what is Farmington supposed to do if there's an accident or if they need to respond somehow to something on that freeway?

Conversely, the northern 12 and change miles of road has six different accesses to this road. So, basically, I would ask you to look at that, and I would -- I think our best option is for the shared option for all of us to work together. Thanks.

32.2.13C

32.1.2A

32.2.3A

32.2.1G

32.2.1E

32.2.1G

Comment 655

Response
Section in
Chapter 32

Comment 655 (continued)

Response
Section in
Chapter 32

Comment #: 655

Date: 7/9/2013

Source: In Person

Name: Scott C. & Kristen Harbertson

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

SCOTT HARBERTSON: My name is Scott Harbertson. I'm the mayor of Farmington. And I've been quoted a couple of times tonight, so I thought I'd be heard on the record, just to set the record straight on a couple of things.

Since the onset of the EIS and finding out we had a couple of options in Farmington, Farmington's position has not changed. We have always been in favor of the Shepard Lane option, and that's for a number of reasons. A couple of them have been mentioned here tonight. The access into Farmington, helping us to increase our economic development, a business park, a number of reasons for it.

But beyond that there has also been a lot of planning that has been done over the years to make sure that that happens. I just wanted to say that with the announcement of the Glover's Lane and seeing where that is going, we are concerned -- we're very concerned about the fact that we do not have any access into Farmington through that option. We feel to make that viable for us is to make it meaningful to Farmington, it needs to be something more than a road to nowhere for us. So we are interested in working with UDOT, with the Wasatch Front Regional Council to ensure we have our voice heard.

I've received a lot of e-mails in this past couple of days concerning, Where is Farmington on this issue? Why aren't you voicing your opposition of where they put the alignment of that road, and so on and so forth. I just want to be clear on this point. This is an EIS study that was 1,500 plus pages. It's something that we don't want to have a major reaction to. So we're taking the time, as a city, to make sure we go through that EIS. We're making sure that UDOT has done their homework, that they've got the data that's there, that they've dotted their Is and crossed their Ts, and we will be coming forward with an opinion ourselves on that. We just don't want to have this look like we were running this through like the Obama Healthcare plan. So anyway, we will take the time to make sure that we come up with the right response.

The next thing I'd like to just mention is if I was to ask the residents here at Farmington that are in this room, or any resident in Farmington and ask them, Are you happy with the way Farmington at this point has been planned and developed, I think I would have a pretty good majority saying, Yes, we are very happy. That is not to say that, you know, the current mayor or city council has had a whole lot to do with that.

I've lived in Farmington for 30 years and at that point, 30 years ago, it was five to 6,000 residents and very little was developed on the west side. But now we're approaching 20,000 residents, and the growth is happening on the west side quite rapidly. And so I feel that Farmington as a whole, not only as elected officials going back a number of years or -- and staff over that period of time have done a wonderful job in planning and preparing for the future.

One of the things I wanted to mention was just the fact that in doing that planning and preparing for the future, we took the Division of Utah's ideas, we took the planning ideas that we've had before us, the tools in our quiver, and we have taken less Farmington, but we've pocketed our density. We put housing in the areas it should be in. We've also put the open space where it needs to be, as well. And I just want to say that because of our planning, we left the open space out there in the west.

I appreciate it. I'll take two minutes of Jim's.

Anyway, with that open space out west, that gives UDOT what they need to build this road. If it wasn't for Farmington doing the proper planning and preparing, that option would not be there. We would have homes out there, we would have other things going on and, therefore, you would be taking out homes to get that road along the way. I just want you to know that. Thank you.

32.3C

32.2.13C

32.2.13D

32.2.1E

32.31D

32.3C

Comment 656

Response Section in Chapter 32



Comment #: 656

Date: 7/9/2013

Source: In Person

Name: Jim Talbot

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

JIM TALBOT: My name is Jim Talbot. I represent Farmington on the city council.

First of all, I'd like you to know that I've been involved in this process, it seems like, for the past seven or eight years. I remember being on the planning commission for five years and then three and a half years so far on the city council.

I want the residents to know, as well as you gentlemen to know, that we take seriously the comments that come from all sides. We want to make sure that the things that are being done have an advantage to Farmington. And even though the mayor has echoed some of the things that I really feel strongly about, I do feel like if the road does come at some point in time, I'm concerned that there's no access. I just really think that our citizens who live in this bottleneck area really deserve the right to be able to use the transportation available and to be able to get where they need to get in a timely manner.

I will say this with regard to not only this city council but previous city councils, and that is that we have been in the same -- we've all voted and have always felt comfortable with the solution that we had previously shared, and that is that of Shepard Lane, for the very reason that it helps our economy and helps our citizens. Thank you very much.

32.2.1E

32.2.13D

Comment 657

Response Section in Chapter 32



Comment #: 657

Date: 7/9/2013

Source: In Person

Name: Christine & Erin Mikkelsen

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

CHRISTINE MIKKELSEN: Hello. I'm Christine Mikkelsen. I live in Farmington. I would like to submit to you a solution to your problems with this road. I carpool three days a week, and I telecommute two days a week. If we could get more carpooling and telecommuting, we wouldn't need so many roads.

Also, I'm against this road, even if it were not in my backyard, literally, because I think that this road just doesn't meet our needs and address the problems that we've had. I've been involved with this process for a very long time and you have told me, "Trust the process. The process will bring us to a better road." It hasn't done that. It has brought me to a road that is longer than it needs to be, which is going to create additional driving, more air pollution, creating paths through wetlands, pollute the Great Salt Lake and have a huge impact to our wildlife. This is not a process that has benefited me nor the state from the design of this road.

I grew up in Utah in a very rural community, and I married a husband in the military. We left for 30 years. I have moved 12 times. People can move. But I came back to a state that I don't recognize anymore. There's not anything left of what I grew up with. The things that have made Utah great are our snow, Zions, and the Great Salt Lake and Antelope Island. And this road puts the Great Salt Lake and Antelope Island at risk. I have people in my neighborhood on a continual basis who drive down and try to look at Antelope Island from your area. They ask how they can get to Antelope Island, how can they view it? And what's going to happen when you build a 30-foot column road, or however many feet it ends up being? No one is going to have a view of Antelope Island and you ruin that pristine area.

I'm for progress, but I believe that there are some things that we just cannot replace. And the impacts to our farmland, our wetlands, and Antelope Island and the Great Salt Lake are not beneficial to Utah. Farmington was named in CNN Money as being, in 2009, in the top 14 of 100 places to live. In 2011, it was named in the top 12 of 100 places to live. That is not because we have a highway running through our backyard.

I would ask you to consider a Shared Solution. Let's expand our existing infrastructure. Let's improve our existing infrastructure. Let's make it so the people in Davis County can get where they need to go on the roads that they currently have -- they can drive where they want to go on the roads that they currently have. If you ask people right now their preference of which road they would take, I-15 or Legacy, they will always take I-15. Thank you.

32.2.1C

32.1.2A

32.2.3A

32.11.1A

32.14.2A

32.14.2A

32.18A

32.2.13C

32.4A

32.2.13C

32.2.1G

32.2.1A

Comment 658

Response
Section in
Chapter 32



Comment #: 658

Date: 7/9/2013

Source: In Person

Name: Brian Moench

Location:

Comments:

<Public Hearing Comment_6-11-13>

BRIAN MOENCH: Good evening. I'm Dr. Brian Moench. I'm the president of the Utah Physicians for a Healthy Environment. I speak on their behalf, the hundreds of physicians who are members of our group and the thousands and thousands of patients that we treat.

The much-wanted UDOT process that received so much adoration an hour and a half ago ignores thousands of medical studies that confirm the health threat of freeway pollution. I'm going to give you a two-minute sampling of thousands of medical studies.

The rate of progression of the hardening of the arteries that causes strokes, heart attacks and generalized aging is double for those living within a hundred meters of a freeway. Children who live within 500 meters of a major highway are not only more likely to develop asthma and other respiratory diseases, but their lung development may also be stunted permanently.

Living within a thousand feet of a freeway doubles the risk of a child being born with autism. Utah has the highest rates of autism in the country. Children growing up with more traffic pollution have significantly lower IQs and impaired memory.

Pregnant mothers exposed to more air pollution give birth to children with lower intelligence and behavioral and attention deficit disorders, even if the children breathe clean air themselves.

Pregnant women who live close to high-traffic roadways during pregnancy are more likely to give birth prematurely or have low-birth-weight babies, putting their children at risk for multiple life-long chronic diseases.

Living within 100 meters of a freeway increases the risk of childhood leukemia 370 percent. Living within 300 meters increases the risk 100 percent. Pregnant mothers breathing higher rates of air pollution give birth to children who have higher rates of several types of rare childhood diseases; specifically, the childhood cancer that Derek Fisher's child got, who used to play for the Jazz.

Women exposed to more traffic-related air pollution have higher rates of breast cancer and decreased survival rates if they get breast cancer. Background Wasatch Front levels correlate with an increased risk of about 125 percent. Living near a freeway increases that much more.

Chronic exposure to traffic air pollution increases the risk of lung cancer. High-traffic air pollution exposure more than doubles the rate of cervical and brain cancer and increases the risk of prostate cancer and stomach cancer.

People exposed to more traffic-related air pollution have more DNA damage, a trigger for multiple chronic diseases, including cancer. Traffic-related air pollution shortens telomeres, a critical part of chromosomes. Shortened telomeres are highly correlated with reduced life expectancy.

Residential proximity to major roadways is associated with decreased kidney function. Long-term exposure in traffic-related air pollution is associated with insulin resistance in children and Type II diabetes in adults. These are one of the reasons why the following communities are tearing down freeways, not building them: Portland; Seattle; New Haven; San Francisco; Baltimore; Milwaukee; New Orleans; and Seoul, Korea. Thank you.

32.11.2A

32.2.3A

Comment 658 (continued)

Response
Section in
Chapter 32



(Applause.)

Comment 659

Response Section in Chapter 32



Comment #: 659

Date: 7/9/2013

Source: In Person

Name: Wayne Martinson

Location: SLC

Comments:

<Public Hearing Comment_6-11-13>

WAYNE MARTINSON: My name is Wayne Martinson, and I represent Utahns for Bird Areas and the National Audubon Society, and I live in Salt Lake City. I wish I had the same kinds of statistics that Brian just gave for human for birds. I don't have that kind of information, but I think it will be similar.

I started looking at -- when I started looking at the draft EIS, I started calling it the West Davis Expenseway. There are costs to human. There's physical costs. I want to talk primarily about costs to shoreline, wetlands, wildlife, and nature education. The Great Salt Lake, as we've talked about, is a wonderful international treasure for water birds. And the West Davis Corridor would take about seven miles of the shoreline of the Great Salt Lake. That's a significant portion of the shoreline of the Great Salt Lake and Farmington Bay.

So we're talking about this wonderful area and we're talking about impairing this habitat, wetlands, upland shoreline that would impact birds and humans on each side. And as shown on Figure 14-4 of the Wildlife Management Conservation Area, most of the areas west of the proposed expenseway are managed for wildlife on their conservation team. In other words, the shoreline is primarily managed as an intact ecosystem in relationship to the uplands, wetlands shoreline and bed of the Great Salt Lake.

Therefore, the expenseway would have a large footprint in the area and have large indirect impacts, but at the same time would provide no or have very limited value as a buffer. Until just south of Gentile Street there are no houses west of the proposed expenseway, except for one, as far as I could tell. In other words, perhaps only one household west of the proposed expenseway would benefit from this roadway, as far as trying to access the roadway. People are going to have to travel to the west and then travel back east. So you're really so far out that you're increasing traffic, as far as I can tell, even though you're having impact on birds.

Cost to wetlands for the proposed West Davis expenseway on page S25, the draft states that alternative B1 is the selected alternate in part because it has no greater impact to high-quality wetlands than the other alternatives.

Well, according to this table, if the table is accurate, alternative B1 has the highest direct impact to wetlands at 51.9 acres, and it has the highest impact to acres within 300 feet of the right-of-way at 134.7 acres. And, furthermore, as discussed under the constant shoreline, the wetland habitat along the shore of the Great Salt Lake is part of an integrated pole. In other words, the impacts to wetlands from B1 are highest of any of the alternatives.

Time is up? Just there are costs to birds and cost to nature education, which I didn't get to and will provide comments there. Thank you.

32.14.2A
32.14.2D

32.1.2A

32.14.3A

Comment 660

Response Section in Chapter 32



Comment #: 660

Date: 7/9/2013

Source: In Person

Name: Lori Kalt

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

LORI KALT: Okay. I'd like to tell a true story. Last week, a good friend of mine got all dressed up real fancy, went to the Oak Ridge Country Club. She spoke to the general manager. She said, "I'm from out of town and I'd like to learn more about your country club and I'm interested in joining."

He spent some time talking with her about the country club at great length. At the end of the conversation, she told him she's interested, but she has some reservations because she'd heard about the highway that could possibly bring some changes to the country club and could impact the country club.

The general manager said this: "The country club put a lot of money into making sure that the Shepard Lane option was not chosen and that UDOT was very much on board with not disturbing the country club."

This causes great concern for me. Obviously, it causes me to wonder how objective this whole process has been. If what the general manager country club said is true, that they put, quote, a lot of money into making sure the Shepard Lane option was not chosen, then you tell me why I should, quote, trust the process? (Applause).

32.2.13C

32.310

Comment 661

Response Section in Chapter 32



Comment #: 661

Date: 7/9/2013

Source: In Person

Name: Gary Berger

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

GARY BERGER: My name is Gary Berger. I'm a Farmington resident. I've lived here about ten years now, and I am a daily commuter. I've been on the train or UTA buses for the last 18 years. (Applause.)

UTA has continued to improve their system and I enjoy it, and I think more of us should use that as a solution to get to work. And I, with the governor, encourage us all to drive less.

I would say that in Farmington we already have three freeways with the I-15, the Highway 89, and the Legacy freeway, and so we do not desire a fourth freeway. The existing three freeways already dissect and isolates our community and divided Farmington City, and so we are not interested in any more division with the Farmington bypass road.

I also support the Shared Solution idea with the boulevard communities, as Roger talked about earlier. We have enough red burn air days already in our state, and we need to be living in a way to have more clean air for us to breathe.

As is shown in the study, the solution shows we should shift existing infrastructure -- use existing infrastructure, widening roads and making smart intersections and so on with our existing infrastructure and make that work better for our community. Thank you.

32.2.2H

32.2.3A

32.2.1G

32.2.1A

Comment 662

Response Section in Chapter 32



Comment #: 662

Date: 7/9/2013

Source: In Person

Name: Anita Todd

Location:

Comments:

<Public Hearing Comment_6-11-13>

ANITA TODD: Hello, my name is Anita Todd. And some of your faces, I think, I have seen more often than my home teachers.

I've been involved in this study for a good lot of years, and I was not about to speak, but I got a little infuriated over the Kaysville folks speaking up and felt it was important for me to say something, as well, so I've made some notes. I just want to say I love West Farmington. We moved here for this wonderful open space and the birds and the whole nine yards that we came here for. And I feel like something is rotten.

For many years, I've watched the data from UDOT shift to accommodate whoever speaks the loudest or has a billboard or an attorney or planned development. I think it's pretty clever of UDOT to split our community. I think the study is a joke, and I think UDOT's concern for the environment is a joke. And I think this concern for conservation is a joke. And this is all about using federal money to waste people's time, to keep you employed.

The federal government -- one of you fellows told me this -- gets more than 18 cents a gallon of gas for -- 18 cents for every gallon of gas that's purchased, so why on earth would they want to be environmentally sound and discourage the building of roads?

Kaysville's and Shepard Lane folks are very organized and the Farmington folks should be infuriated with their concept. Kaysville is kidding themselves if they don't think a thoroughfare will happen in their neighborhood as an exit. UDOT cannot be trusted and they'll get it, too.

Farmington should not be expected to bear the brunt of all the transportation challenges in Davis County. Farmington has done enough. I am begging you to leave Farmington alone and find another way.

32.2.13C

32.310

32.31D

32.2.3A

Comment 663

Response Section in Chapter 32



Comment #: 663
Date: 7/9/2013
Source: In Person
Name: Allyson & Steve Schmid
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

32.5.6A

ALLYSON SCHMID: My name is Allyson Schmid, and I live in Farmington. If this freeway is built, it will be built behind my house, in my backyard. And my house won't be taken, but I wish it would be, if there is going to be a freeway in my backyard.

32.30C

And one thing that I would like to bring up, too -- it was already said before -- that your maps are so old. There are homes -- it shows just my home and my neighbor's home across the street from me are the only homes that you show on my street, and my entire street is it full of homes now. And not only that, but the entire area that I live in is full of homes. And so when you're looking at the map saying there won't be people -- as many people impacted that way, there are entire groups of neighborhoods all along that route that don't even show homes in them. There are hundreds of homes along that route now that will be impacted if that freeway goes there.

32.14.2B

Also, one thing I would like to bring up is the eagles. I have a neighbor who has several trees in her backyard, and I have a picture of her trees. There are 18 eagles in her trees in the picture that I have. And that -- you can't tell me that a raised freeway back there isn't going to impact those eagles who nest in those trees.

32.2.13C

Also, we have a huge fog problem in Farmington already, and then with this past winter that we had, with the horrible inversion that we had, I literally could not see my neighbor across the street. I could not see their house over the entire winter. And that's across the street. So that is unsafe driving conditions.

And so I really feel like -- I don't think that that's something that's been studied very well, and I think it needs to be looked into further. So, thank you.

Comment 664

Response Section in Chapter 32



Comment #: 664
Date: 7/9/2013
Source: In Person
Name: Todd Karl Jensen
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

32.30F

TODD JENSON: Good evening. My name is Todd Jensen. I'm a Farmington resident.

I've been watching the Environmental Impact Statement as it progresses and UDOT seems to be in a hurry, a hurry to reach the end and get the decision so that construction can begin. We have a limited amount of time under this process. UDOT sets the time parameters. They set the deadlines. UDOT creates the criteria for the highway that they want to build. UDOT is in control of the process.

32.2.1G

32.2.3A

With a limited amount of resources, UDOT needs to take the time to evaluate the Shared Solution. UDOT knows there's an alternative. It's a modified no-build alternative. UDOT is running out of land to build freeways and highways along the Wasatch Front. Right now they've managed to squeeze a highway through vacant fields, conservation easements and public trails that are protected by federal law. And they have done this because they know they're running out of time. With population growth, the amount of development that takes place here, Utah is running out of time to build freeways.

32.11.1A

32.11.2A

People have -- people are getting fed up with air pollution. We've learned about the negative consequences to people's health from air pollution, and UDOT is running out of time. They understand that. That's why I think UDOT is rushing for this process. UDOT has learned from past litigation with the Legacy Highway. They've learned some things. They've learned they need to follow procedural steps, but they're missing the substantive steps. I don't think UDOT understands that, in a rush to reach the decision to begin highway construction, but the Tenth Court of Appeals in Denver recognizes the importance of substantive steps.

32.14.2A

The first thing that they said in their decision against the State of Utah, UDOT and Legacy Highway litigation was the importance of the Great Salt Lake to the five million birds that use this area and importance of the wetlands. UDOT fails to appreciate that and instead focuses on the procedural steps.

32.30F

However, in UDOT's rush to reach a favorable decision, they've also neglected some of the more important details, like open and honest public representation. So when UDOT officials go and meet with homeowners along the Glover's Lane option and explain to them their homes will be impacted by the Glover's Lane option, that they qualify to have their home taken, but then a month later in public meetings UDOT says that zero homes will be impacted, people remember that. People make statements about that. Those written statements are there, and it's too late for UDOT to take them back. It's too late for UDOT to go back and correct procedural missteps they have taken.

When UDOT meets with individuals in their homes and says, You'll be safe because the wetland studying Syracuse is going to protect your home, it's too late. It's too late for UDOT to take back those words and those statements. It's too late for UDOT to correct the errors they've made, and they're rushed to reach the right decision.

Comment 665

Response Section in Chapter 32



Comment #: 665
Date: 7/9/2013
Source: In Person
Name: Bernard Josten
Location: FARMINGTON

Comments:

<Public Hearing Comment_6-11-13>

BERNARD JOSTEN: Good evening. My name is Bernard Josten, and I live in Farmington. And it's been a long night for you guys. I appreciate you staying here. There's two concerns with the Environmental Impact Statement that I'd like to raise and highlight for you. And since it's a draft, maybe you should consider taking a look at them. First is that for the Glover Lane option, there's no consideration that's been set for entries into Farmington. And for a long time, a lot of the city planners I talked to indicate that there are plans to have an exit at Shepard Lane and are trying to pursue money for that, if this goes forward. And it seems to me that that cost, about \$30 million, or something in that neighborhood, is something that makes the cost of the Glover Lane and Shepard Lane options imperative. And a lot of people have the misconception that it is cheaper to do the Glover Lane, but there's going to be a Shepard Lane exit anyway. Then there's going to be a cost associated with that. And that's a cost and a traffic pattern related to the Glover Lane option. So I'd recommend that you guys take that into consideration. The other thing is that it talks about the highway speed being 65 miles an hour, and that five percent of the traffic is going to be trucks on there. A lot of people have commented here or are asking you guys for 55 miles an hour and asphalt so it's a quiet road. And the only way that Legacy got that way is through litigation, which it's really a messy way to do that. So if you guys would consider making that change as part of the plan, that would probably go a long ways to reducing hassle as the thing goes forward. And then, finally, I live in Farmington and I really don't want to lose part of that town. I would ask you guys to take a look at the Shared Solution, and let's flesh that one out and see if we cannot have that West Davis Corridor and what that would do to our community. Thank you for your time.

32.2.1E

32.24A

32.2.1H

32.2.1G

32.2.3A

Comment 666

Response Section in Chapter 32



Comment #: 666
Date: 7/9/2013
Source: In Person
Name: Aaron Gardner
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

AARON GARDNER: My name is Aaron Gardner. I'm a West Farmington resident speaking for my wife. She had to go be with our kids. First off, I'd like to thank all of you for taking the time to see this democratic process through. That's democratic with a small D, obviously. And to listen to everyone's time -- I appreciate everyone that's made a comment so far. I'd like to thank all my neighbors for taking the time to make this an issue, and I would just like to echo their sentiments. There's nothing really novel that I have to bring to the table, other than to encourage you to look at the Shared Solution, which I think is an excellent option for growth for the State of Utah. I had a child with RSV in January, so pollution is a huge concern for me. That was a terrible, terrible thing. Also, I echo Allyson's comment about the fog. You've really understated that in the draft EIS. It is terrible out there. I remember driving multiple times over the last several years -- in the four years I've been in West Farmington and the fog dissipates significantly as you get to I-15. It is terrible. It is, you know, within 15-foot visibility. I encourage you to study that in depth, because that road will be impassable at certain times as that lake fog rolls over. Also, there are eagle nests out on the Buffalo Ranch. I don't know if you've -- that's bald eagle, that's federally protected. I would like to see that addressed, at least, in some way, shape or form. And lastly, just as a conservationist, that beautiful land out there. It is a site to behold in the afternoon when the sun sets, to go out there on the trails. And I think you've significantly undervalued, as several other people have said, the values of the trail systems out there. It is not a convenience impact at all, not for the residents that live there. Finally, I'd just like to say to the Kaysville residents, we're just as impacted as you are, living where we live and being so close to the freeway, for all the health concerns and so forth. We appreciate your right to speak out, but we have rights, as well, and we will be heard. And to UDOT, again, please don't mire this down in litigation, evaluate these concerns beforehand so unlike the previous Legacy freeway, which was costing the state of Utah a million dollars a day while it was mired in litigation. Please consider these factors beforehand, so we don't end up in the same fog. Thank you. (Applause.)

32.2.1G

32.11.1A

32.2.13C

32.14.2B

32.2.13C

32.31B

Comment 667

Response
Section in
Chapter 32



Comment #: 667
Date: 7/9/2013
Source: In Person
Name: Rebecca Stevens
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

REBECCA STEVENS: Okay. I'm Rebecca Stevens, and I'd like to echo what the previous talker had said about the Buffalo Ranch. It is a beautiful site, and for the past few years my dad and I have been able to walk the Buffalo trail and see the beautiful birds and scenery. And it would be a shame if a freeway would be built, because there wouldn't be a trail to walk and the birds wouldn't be there. And I live in Farmington. And I know that I'm just a teenager, but that's a good thing, because I have time to build, to have a family. And I want to be in Farmington, but I don't want to be sick and to not be healthy from the pollution that is going to be here if the freeway is here. Thank you. (Applause.)

32.10F

32.2.13C

Comment 668

Response
Section in
Chapter 32



Comment #: 668
Date: 7/9/2013
Source: In Person
Name: Brittany Badger
Location: Salt Lake City

Comments:

<Public Hearing Comment_6-11-13>

BRITTANY BADGER: My name is Brittany Badger. I work in the health field. I am an educator. I work for prevention. I'm a teacher. I teach about community health issues, so I look into this kind of stuff all the time. But, more importantly, I grew up here. I grew up in Kaysville and my family still lives here and it is absolutely maddening to kind of just hear how UDOT has done just a fantastic job of really creating adverse system. It has created this kind of a false fight between communities. It's tearing people apart. There's so many angry statements that have been brought up tonight about, Not in my backyard, but it's okay if it's in theirs. It shouldn't be okay in anyone's yard, especially when this project is not necessary, according to the modeling and according to research that's been done. So I just kind of have a couple of requests and kind of just urge not only UDOT, but also the residents of Farmington and West Davis County in general and Kaysville, and all of those people that will be impacted by this. First, to UDOT. With what I do in prevention, we have a saying where you have to make the healthier choice the easier choice. We can educate people, tell them to eat healthier or to drive less, but if you make that task truly less difficult by building more roads, not trying to work with UTA to try to create a good infrastructure that people actually utilize mass transit in an effective way where it doesn't take people an hour and a half just to get downtown, it's not going to happen. And so please be innovative. You know, do something different. Don't build roads just to try and alleviate traffic congestion. Do something innovative that hasn't really been done around here, because we need a different direction. We need some changes. To the people and the residents around here -- and I wouldn't turn, but she wouldn't be able to hear me. The one thing that I really enjoyed about growing up here is that there is such a strong sense of community in Davis County, in general. People look out for their neighbors. People look out for each other. When a neighbor is in trouble, they help whatever way they can. And we have very quickly forgotten that idea, because of this proposal. And so I just urge all the residents to please come together on this and to not forget how strong you can be as a community and to fight this. And fight like hell, because this absolutely does not need to happen. So thank you.

32.310

32.1.2A

32.2.1C

32.2.1A

32.2.1J

32.2.3A

32.1.2A

32.2.3A

Comment 669

Response Section in Chapter 32



Comment #: 669
Date: 7/9/2013
Source: In Person
Name: Fawn Barker & Jim Morgan
Location: Kaysville

Comments:

<Public Hearing Comment_6-11-13>

FAWN MORGAN: My name is Fawn Barker Morgan. I live in Fruit Heights, so I feel like I have a vested interest in a lot of different communities. I'm a teacher at Layton High School. I have a son, a daughter-in-law, a grandson and a grandson-to-be that live here in West Farmington. I have a son-in-law who is a driver on Frontrunner. My family has pioneered Davis County over 160 years ago, and I have lived here for 60 years. 25 years ago, I first became involved in the UDOT process. I was intimately involved with a lot of different committees, as Fruit Heights City had interchanges hanging over their heads on Highway 89, and I appreciate the process. I represent family and friends from Fruit Heights City and neighbors who support the shared -- alternative Shared Solution. My mother has asthma, living off Highway 89, and my father has failure of the kidneys. I'm not sure that that's just incidental or accidental. I have a great-grandfather who worked in the coal mines. He came from England where he worked in the coal mines, starting at nine years old. And then he came to Wyoming, worked in the coal mines outside Evanston and then he came to Coalville. He worked in Carbon County for a lot of years and moved to Kaysville. We've heard some mall mocking of birds compared to humans. In the coal mines, they used birds as an indicator of the seriousness of a condition that could impact humans with the environment in the coal mines. I wish that you would take that into consideration and not just offhand think that birds are secondary to humans, when indeed they stand for humans.

32.31D

32.2.1G

32.11.2A

32.31D

32.14.2A

Response Section in Chapter 32



Comment #: 670
Date: 7/9/2013
Source: In Person
Name: MICHAEL BALL
Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

MIKE BALL: My name is Mike Ball. I showed up because I heard you guys spent a million dollars on cookies. I just wanted one. I'm a Farmington resident. I grew up here. I've been here since I was three years old. I grew up on the other side of Farmington, but I wanted to voice my opinion about the decision in the EIS proposal to go west and the Glover's Lane route. The first I've heard about this Shared Solution is tonight, and I think it's interesting that it hasn't been brought up before. As I understand, they asked you to delay the EIS proposal because they had some other ideas and you denied that delay. I also understand that there are some former UDOT employees that are among their experts that would like to give you some ideas, but you won't allow them to. I want to know why a Shared Solution board member, like these two over here, aren't up here with you guys taking suggestions and giving you input. I've followed closely throughout the analysis -- since 2010, at least, the things that you brought to the table. And originally -- I found it interesting that the Shepard Lane route was frowned upon originally. It wasn't until a concerned citizen brought forward information that you seriously analyzed that. Another thing is -- a couple serious questions. If the primary purpose of the West Davis Corridor is to increase regional mobility, why are they no longer offering off-ramps along Glover's Lane, ramp or exits? You are asking Farmington City to provide the land, but you're not letting them use the road. Another question is one of the secondary reasons of building a road to increase connections between transportation modes, why would you completely bypass Farmington station, requiring people to do a U-turn to get on UTA or express buses? I commute every day to Salt Lake on the express bus, and that's one of the well-used systems there is, and it reduces pollution but you're bypassing it with your option. The other two secondary objectives that are stated in your EIS are support local growth objectives and increase bicycle/pedestrian options. Those are completely ignored, I believe, under the Glover's Lane option. Station Park is the economic hub of Farmington and it will be bypassed. In regards to wetland, I think it's unique that three years ago, when we brought forth the thing, there were more wetlands along the Glover's Lane route, but you since redefined them as 4F wetlands, saying the Shepard Lane route is more importantly -- has more important wetlands than the Glover's Lane wetlands. And I think it's -- you know, I want to know why we define wetlands. Why is 4F wetlands more important than other wetlands, in general. Lastly, I was just reading over your booklet. The growth principal, I think, was initially a non-point and somewhat benign. I think you're completely disregarding -- mainly providing regional mobility to a variety of interconnected transportation, integrated local land use with regional transportation systems and ensure public health and safety, enhance regional economy, promote regional collaboration, strengthen sense of community, promote and enhance the environment. Our community is destroyed. Our sense of ownership is -- we're pitted up against one another because of this road. When I grew up here, it was a different feel than it is now. My kids aren't growing up in the same city that I grew up in. And I think -- it's not completely to blame you guys, but I think there's a large part of you guys pitting us one against another. I believe there are sweetheart deals going on, that your sense of practice has a hurried nature about it all. That's just all I'm going to say.

32.2.1G

32.2.1E

32.2.13D

32.31J

32.14.3C

32.2.13C

32.31O

Comment 671

Response Section in Chapter 32



Comment #: 671

Date: 7/9/2013

Source: In Person

Name: David Rathbun

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

DAVID RATHBUN: I'm David Rathbun. I'm a Farmington citizen opposed to the whole thing, to begin with but, in particular, Glover's Lane. This is the first night I've learned a lot, particularly about the Shared Option. I couldn't be behind that more. So first and foremost, I'd like to voice my wife's and my vote for that option. However, if that isn't going to happen, I'm opposed to Glover's Lane. The Shepard's Lane route already has space set aside and I assume there will be a connection there of some sort to the West Davis Corridor from I-15. When the impact study showed there will be a higher impact on Shepard Lane, it didn't take into account that connection. The impact -- the final impact should be the difference between the multilane connection and the corridor, not the corridor by itself. That would result in a smaller impact, both in cost to homes, environment and more. This should be studied and considered and the result should be made public before a final decision is reached. The information I got was from the gentlemen out here who worked -- one of the consultants for UDOT told me this, and that is where I'm getting my information. Another consideration is emergency response time to get to Glover's Lane should be four to eight minutes for emergency personnel to reach the site of an accident. It's estimated it will take 15 to 30 minutes for emergency services to arrive. Not only does this mean traffic will be backed up while the accident waits to be cleared, which defeats the entire purpose of the corridor to begin with, it means that if you're the one in an accident, injured in your car, or if your wife or your children or your husband is in an accident, they're going -- waiting an inappropriately long amount of time to have emergency services reach them. That, to me, is absolutely unacceptable. You would want emergency services to reach you or them, your loved ones, as soon as possible, but that isn't an option if you build on Glover's Lane. Thank

32.2.3A

32.2.13C

32.2.1G

32.2.4A

32.2.13C

32.2.1E

Comment 672

Response Section in Chapter 32



Comment #: 672

Date: 7/9/2013

Source: In Person

Name: Alan Stevens

Location:

Comments:

<Public Hearing Comment_6-11-13>

ALAN STEVENS: My name is Alan Stevens, and one of the beauties of talking last is most of my concerns have been already stated, and so I'm not going to repeat much. I grew up in Seattle in the '70s and left there in 1982, and trusting government and government agencies -- (Reporter clarifies.) Trusting government is really important to me. I grew up in Seattle in the '70s, and we came - my wife and I were married in '89, and we've been here 20 some odd years. I'm a fourth-grade teacher and I teach about the wetlands. You've heard lots about the wetlands. You know about them. Let me ask this. When I go down Park Lane, the speed limit in 35 miles an hour and I have to go down to 15, 20 miles because of the patchy fog. Has that been addressed? I'd like to have that looked at. I was out talking with an engineer, and he didn't know the difference -- the linear difference between the Shepard Lane option and the Park Lane option. That concerns me. It also concerns me that there's a decision made on the maps that are five years old. That's something somebody else -- multiple people have mentioned. I want to be able to trust UDOT. I didn't know much about UDOT until a couple years ago. I did a Google search, did some research, and you're still earning my trust. It's nothing personally, but I don't trust UDOT right now because of the past -- the recent past. I want to be able to trust you. The posters out here that I saw I can't trust yet. I see some shallow talking points. I see outdated -- I didn't catch it, but people tell me they're outdated maps. That concerns me when it comes to government. We can be creative. We can solve this together. That's the way to do it. Thank you.

32.2.13C

32.30C

32.31D

Comment 673

Response Section in Chapter 32



Comment #: 673

Date: 7/9/2013

Source: In Person

Name: Alicia Lambert

Location: Kaysville

Comments:

<Public Hearing Comment_6-11-13>

ALICIA LAMBERT: I'm Alicia Lambert. I'm from Kaysville. Please don't hurt me. I live on the west side of Wellington at the end of Galbraith Lane. At one point my house was in jeopardy or nearly in jeopardy. Now it's not. Many of my neighbors' homes were slightly affected. Their yards were certainly affected. I am here alone. I don't know why they're not here. I think the reason is because they think that this highway is Legacy. It is not, from my understanding. It is a road. It is a highway. And you're going to take my life and all of my neighbors' lives who moved out there for the country charm and it's going to suck. So thanks. So let me give you a little background. I grew up in Perry when Perry was cool. I grew up on Highway 89. The speed limit there is 50 miles per hour. It still is. It was, all the time I was growing up. Every single year, we had a major accident on that highway when I was growing up. It wasn't until recently -- and I'm proudly 35 years old - probably about five years ago, UDOT finally put in a sidewalk. I've had to ride a bicycle on that road for a long, long time and it not being safe. And you want to put that exact same thing to the side of my house, where my kids go out there to look at the sunsets, to see the horses, to see the cows, to see the birdies, to be eaten alive by mosquitos. That's part of the country feel and you're taking that away from us. I don't know what the solution is - the Shared Solution is. I'm just a Joe Schmoe. I don't care about all that mumbo jumbo, about, We're going to make your community a better place. Bullcrap. You're making my town suck. You're making my community suck. And the reason you don't care is because you're not there. You're not there every day dealing with our families and dealing with our kids. And I think a lot of people aren't here because, guess what, they're dealing with their families. They're living their lives. (Applause.) I'm really angry that this has turned into a pit against each other. I thought we were all on the same page. I thought we were all trying to find a better solution. If the road is inevitable, then you better damn well make it the most beautiful road you've ever put out there, because I don't want to live next door to some noisy, crazy place. I already hear trains, planes and automobiles where I live, and now you want to add another highway out there with noise and ugly billboards and you're taking away all of that wonderful feel. This has become a personal and emotional issue because this is our lives. It's not personal and emotional to you because it's just your job. I'm sorry that you have that job and that you have to deal with our emotions and our personalisms about it, but these are our lives and livelihood. One thing. That girl is not just a teenager. You are severely understating that that young lady and so many other young people are appreciating wildlife and respecting life and green space.

32.2.1H

32.5.4A

32.2.1G

32.2.13C

32.2.1H

32.31D

Comment 674

Response Section in Chapter 32



Comment #: 674

Date: 7/9/2013

Source: In Person

Name: Barbara Stevens

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

BARBARA STEVENS: Thank you. That teenager was my daughter. I'm Barbara Stevens, and I'm a resident of Farmington. And I think the consensus tonight is that nobody wants this freeway, not even the people who told you thank you so many times, because it's not in their backyard. They don't want the freeway. We are not residents of Syracuse, we -- my husband and I teach in Salt Lake, teach elementary school. We're not residents of Syracuse, we're residents of Farmington, because when we moved to Farmington we realized we didn't want to have a long commute, so we chose Farmington. However, I was raised in Seattle, Washington, and I have been a resident of Utah for 23 years. I took mass transit all my life. I'm 50 years old. Okay? So for 27 years I never even owned a car. Mass transit came and, in 15 minutes, I could go anywhere. I could go to the mall. I could go to three cities far away in a quick amount of time. Utah has not improved mass transit in the 27 years that I've rode it, even Frontrunner. It's inaccessible. It's not economical. The roads don't connect safely. What's the purpose of building a freeway when there are existing infrastructures not seriously studied and improved? A smarter solution is a Shared Solution between UBET and UDOT. I am against all of Utah's options as it stands. I am against building a massive freeway that will endanger all of our health. My childhood friend who was raised with me in Seattle was a CHIP officer in California. She died two years ago. She's my same age. She died when she was 48. For 20 years she worked both L.A. and San Diego freeways. She died of lung cancer. She never smoked in her entire life, neither did any of her family. Three of her coworkers died within two years of the time she died. They all died from either brain cancer or lung cancer. They're still deciding whether there's a connection. As an elementary school teacher in Salt Lake, we had 23 red and green day -- not red and green - red and yellow days this last winter, and I spent those days with my students inside, wondering why they couldn't go play outside. There's not a need for this freeway. It's hard to trust the process when you're using 2008 data. I prefer not to spend my nights and days working on fighting this freeway. However, I feel that I'm forced to do that. I've written letters to the editors of the newspapers. The Clipper was the only one who would print it. You will be receiving a petition from change.org to Governor Herbert to not allow the West Davis Corridor to be funded, to support the Shared Solution and Utahns for Better Transportation instead. I ask that you study that petition and study the organizations I've listed. Thank you.

32.1.2A

32.2.1A

32.2.1G

32.2.3A

32.11.1A

32.11.2A

32.30C

32.2.1G

Comment 675

Response Section in Chapter 32



Comment #: 675

Date: 7/9/2013

Source: In Person

Name: Garth & Karen Ball

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

GARTH BALL: Thanks for staying around. I'm a resident of Farmington. My name is Garth Ball. I raised my family in Farmington. I was raised in Bountiful, Utah, and when I got married, I went to Idaho and, contrary to popular belief, I moved back to Utah in '85, to Farmington, because of the community, because of the air, because of the lifestyle, the family growth. I feel that the heavy-handed nature of UDOT in making this decision and saying that, Well, we're going to go with Glover's Lane or we're going to go here, is really a bit premature. I have my oldest son living 100 yards from I-15. He's wishing that UDOT would have pushed the sound barrier wall, but they didn't. They decided to let the residents of that area decide whether they wanted a sound barrier or not, but now he wishes he had one there because of the house -- the noise and the impact on his family. I have a son that lives in Clearfield. He will be impacted -- right next to Antelope Drive. He will be impacted by this. I have a son who lives in West Farmington. And the way you moved the freeway up so close to these houses is really premature and I feel like the heavy-handed nature of UDOT is trying to -- I'm not sure whether it's the money, the influence, the people, I'm not sure why. Making up for past mistakes? Putting in this Glover's Lane option is not the option. I'd rather have no freeway, no access. I would rather see a Shared Solution, because I love -- it's a big year for me. I'm out looking for birds. I would like to see more birds. I'd like to see more of the nature-type situation pasture next to my house that I can take my grandchildren to. But right now I have John that lives next to I-15. I have Rachel that lives in Bountiful. She likes the bigger roads that go east and west so she can get to I-15. I like the nature of I-15 where you widened it out. I wish you'd continue that multilane past Beck Street. You stopped it at Beck Street and all the traffic gets jammed. You come up here, and it gets jammed right here at Lagoon. But I don't think Glover Lane is going to be the best option to take care of that traffic jam. And I thank you for your time. And I wish you'd take more time to decide whether you want to put -- split Farmington up or not, because it's just going to destroy Farmington, as far as I'm concerned.

32.12A

32.2.8D

32.310

32.2.13C

32.2.1G

32.31D

32.2.13C

Comment 676

Response Section in Chapter 32



Comment #: 676

Date: 7/9/2013

Source: In Person

Name: Corinne Apezteguia

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

CORINNE APEZTEGUA: Thanks for waiting here for us. I appreciate it. I recently got diagnosed with ADHD and a couple of my children, as well. And in part of that we learned that one of the keys to managing it is exercise, which has kind of been a little challenging already here with the bad air. So my name is Corinne Apezteguia. Four years ago, my family moved from Farmington -- moved to Farmington from Colorado. We searched all over Davis County, and we fell in love with Farmington because of -- on the east side of the mountains. And it's just a beautiful, quaint, small town, and on the west we love the trails and open spaces. Since that time I started running on the Buffalo Ranches Trail, and I found that I could think more clearly about my life, my goals as a person and as a mother when there was nothing between me and God and salt water and some seagulls. I have taken my scouts there to learn about rare birds and conservation. I've taken my children there, carried them on my back as we trudged over dusty trails while the sun set over Farmington Bay and the mosquitos ate us alive. I understand the need to plan for the future. I totally get it. I understand no one wants to lose their homes, but I also -- I think we need to consider other parts of our children's future than just a minute's faster commute from city to city. We can't reclaim the wildlife space once it's been lost. I've lived in England where 60 million people live in the space the size Oregon, yet they found ways to preserve a lot of beautiful open space. I don't want to see a competition between our neighbors and friends or between people versus animals. For someone like me, animals and open space is essential to physical and emotional health and will be for all the generations to come, especially in this gorgeous state, and as we see land like this becoming more and more rare. Of course, I already talked about the air pollution. And I have small children, so that's a concern. And then, lastly, I don't want to see my town that I love so much become -- it's already so narrow along this Wasatch Front -- become an island of freeway. So I just hope that you'll consider that shared option and consider that -- I mean, yes, I've lived in Dallas. I know that freeways are a reality, but the most important thing in the end, really, is our children's future and I really think we ought to consider preserving that open space forever. That's all. Thanks.

32.11.1A

32.3C

32.2.13C

32.3C

32.11.1A

32.3C

Comment 677

Response Section in Chapter 32



Comment #: 677

Date: 7/9/2013

Source: In Person

Name: Diana Neff

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

DIANA NEFF: Hi, my name is Diana Neff. I'm new to Farmington. I actually grew up in Nevada, wide-open spaces. We lived in Herriman for about six years. And due to my husband's commute riding -- he actually rode one of the buses to downtown Salt Lake, 200 South Temple, so we chose Farmington so we could get a closer commute. Every morning he goes to the train station and he takes the train. After living in San Diego, he realized mass transit has to happen in large communities like we live in now. This community is getting bigger, and I think there does need to be change and people need to understand that mass transit is kind of where we need to head, because there's so many people here. I come to you as a mother, however, because I'm also a registered nurse. I know that you've heard some doctors and nurses speak. I only have anecdotal information, but I do know since we've lived in Davis County, where there is more pollution, my kids have allergies. Some are starting to develop asthma. I don't think that you can discount the pollution from another freeway system. I would hope that you would consider and listen to the needs of, you know, the residents. I know that your job is hard and you're trying to get North Davis down to jobs and employment, but I hope you recognize that pollution is a huge problem here, and that we will pay in future costs. Also, I'm concerned if you put in a freeway, at some point there's going to be on-ramps. And I live on Ranch Road. It's not announced yet, but I will see the freeway. I will look out my window and see many people. I'm really concerned that you're going to put an on-ramp on Park Lane where my kids go to Eagle Bay Elementary. I'm concerned about the impact that they won't get to walk to school. And that is why we chose Farmington. We chose a rural area, to have kids that could walk to school, that they won't suffer from asthma, they won't suffer from obesity that they won't suffer from some of those things. So I come to you, pleading, as a mother, that you consider -- you consider how this impacts our families here in Farmington and perhaps consider the shared plan or other things or ways to get mass transit. My husband is going to talk about mass transit a little bit. It is actually cheaper for him to drive than to ride the train, and I think something's wrong with that. I think that needs to change, as well. So thank you for staying up for me.

32.1.2A

32.2.1A

32.11.1A

32.11.2A

32.31I

32.11.1A

32.2.13C

32.2.1G

32.2.1A

32.2.1J

Comment 678

Response Section in Chapter 32



Comment #: 678

Date: 7/9/2013

Source: In Person

Name: Karl Neff

Location:

Comments:

<Public Hearing Comment_6-11-13>

KARL NEFF: I'm glad I get to go almost last. Maybe you can remember the words that I'm saying. I'm not convinced that you're listening. I would really appreciate it if you could listen and really remember, even review the notes that have been taken here tonight, so that you can really see the concern that the residents of Farmington have for this community. If it were your own community that were affected, I'm sure that you would be very interested in that and you would find other alternatives. I moved to Farmington just over a year ago. I haven't been a resident for that long. We moved here for some much-needed peace and tranquility, and we got that. We moved out to West Farmington. We live right across the street from the Buffalo Ranch Trail. The freeway is going to go, literally, a couple hundred yards from our home. On a clear day, we can now see Antelope Island. In a year or maybe more from now, with the freeway in place, we'll have a view of a nice, elevated freeway, not what we were looking for when we moved to Farmington. Every morning I commute from Farmington to downtown Salt Lake on the Frontrunner. (Applause.) My coworkers, who are spread all over Davis County, including even Weber County -- I don't know what county Ogden is in, but they live in Ogden, Syracuse, Layton. They all take the Frontrunner to downtown Salt Lake, and they don't do it out of convenience. They do it out of a simple matter of economics. Our employer heavily subsidizes the train for us. It's not affordable unless there's some kind of subsidy in place. And UDOT needs to take the \$600 million that they're spending on this freeway and put it toward mass transit subsidies. I am very opposed to this freeway option. Mass transit is the only way, not more freeways. Thank you.

32.2.3A

32.2.13C

32.2.1J

32.2.1A

32.2.3A

Comment 679

Response Section in Chapter 32



Comment #: 679

Date: 7/9/2013

Source: In Person

Name: Dallas & Jennifer Despain

Location: Farmington

Comments:

<Public Hearing Comment_6-11-13>

JENNY DESPAIN: Great. You're almost done. My name is Jenny Despain, and I'm a resident of West Farmington, and I love living here. Our neighborhood is peaceful and close-knit. We chose Farmington because of its access to the beautiful Farmington Bay, Buffalo Ranch public trails, and Great Salt Lake trails, which the West Davis Corridor will terribly impact. I was hearing comments earlier and hearing a lot of support from the Shepard Lane crowd. That is true. People who live close to both of the options that are on the table do not want this freeway in their backyard, but to me, this is so much more than that. The peaceful wetlands and trails that will be ruined by this freeway is all of our backyard. As our population grows, it is more crucial than ever to preserve these open spaces. Once they are gone, you cannot get them back. This is the legacy we need to preserve for your children, not another highway. Federal law protects the trails and conservation easements from highway development according to the Federal Highway Administration regulations. UDOT can only enact the plan if Farmington City agrees in writing that there is no impact. I am here to say that there is a huge impact, and I strongly urge Farmington City to recognize this. I also want to say that there will be a connected road one day along the Shepard Lane route, as outlined in Farmington's massive transportation plan. While it might be a smaller road than the West Davis Corridor, it will still be there one day. It seems extremely wasteful to build along the Glover's Lane route when we already have so much infrastructure already built and planned to be built near Shepard Lane. We have the worst air in the country, and we should be driving less, not more. The cost for a family of four to ride Frontrunner from Farmington to Salt Lake City roundtrip is \$24.80. That price is ridiculous and restrictive. UDOT claims they -- (applause) - planned for regional mobility, planned for reconnections between transportation modes, such as automobiles, transit, bicycles. If this is truly one of UDOT's objectives, then the road should connect the trains and other modes of transportation and public transportation. It should be made affordable, instead of being one of the highest in the nation. I do not support the Glover's Lane route for the West Davis Corridor. Our home is more than the house we live in. And I believe the Shepard Lane route is a better alternative, that, over time, it impacts less people and will be a better legacy to our children. Ultimately, I support the Shared Solution that would actually serve to benefit the residents in Davis County, rather than being solely another direct transport to Salt Lake City. The Shared Solution would help improve air quality by reducing idle time at intersections, have non-environmental impact, protect wildlife and protect our current quality of life. Thank you.

32.2.13C

32.27A

32.24A

32.11.1A

32.2.1J

32.2.13D

32.2.1G

Comment 680

Response Section in Chapter 32



Comment #: 680

Date: 7/9/2013

Source: Website

Name: Amelia Mun

Location: Farmington

Comments:

I have been following this study from the beginning. I used to live in west Layton but now live in west Farmington. I have a few reasons for a need to change this freeway. First of all, the location in Farmington does not help the citizens in Farmington. We already have 2 freeways running through our city which give us access to where we need to go. A third freeway just hurts us. Second, this solution doesn't help with the pollution we are trying to combat. Adding this freeway will encourage more driving instead of encouraging carpooling and mass transit. Third, we have many roads that could be utilized and expanded to get traffic to where it needs to go. Utah County has it so why can't we use a similar system? Fourth, this freeway is very close to homes built out here in Farmington. These homes, including mine, will have an increase of noise and pollution not to mention it will change a beautiful west scenery into an ugly freeway. It makes the quality of life unpleasant for us who are living out here. Fifth, I know wildlife is a concern and I didn't realize how many birds and other wildlife live out here until I moved here. It would be devastating to see that change. Sixth, I'm concerned with roads leading to the freeway. I'm concerned about the increased traffic - especially when one of those roads is where an elementary school is located and the other is where a future elementary school will be built. Seventh, I'm concerned that there is not restrictions on this freeway like there is with Legacy Highway. I'm concerned that billboards will go up, the speed limit will be high, and semi-trucks will be allowed. I'm also concerned about the freeway being raised - which increases noise. Eighth, I'm saddened that the city of Farmington planned the homes and property to have space out west here for us citizens to enjoy but that will be ruined by the freeway. Finally, I just want to say that I really wish UDOT would seriously look into the Shared Solution option. It would benefit all involved - including UDOT. I know if we used the money that would be spent on the freeway to fix up our problem areas now and to help with mass transit then it would help those who travel and help us who want to keep our home and community a beautiful place to live. Please don't ruin Farmington!!!

32.2.3A

32.2.13C

32.11.1A

32.2.1C

32.2.1A

32.2.13C

32.2.1H

32.12A

32.3C

32.2.1G

32.2.1J

Comment 681

Response
Section in
Chapter 32



Comment #: 681

Date: 7/11/2013

Source: Website

Name: Megan Dyreng

Location: Farmington

Comments:

My family and I moved to Utah two years ago from the Dallas, TX area. We chose to purchase a home in Farmington as we wanted a quiet, safe area to raise our family. We love the quiet rural atmosphere of West Farmington. Many people choose to live in West Davis County for the same quiet atmosphere. Building a freeway will destroy our quiet atmosphere, pollute our air, and affect the wetlands. The freeway will be too close to Eagle Bay Elementary in Farmington, where children will be affected by the noise and air pollution. The people who live in West Davis County that you say "need" this road DO NOT want this freeway! Please, let us work toward a shared solution! Let's not spend money on a freeway we don't need or want! Let's improve public transit to help our air quality. Our family has lived in a major metropolitan area with much cleaner air than here. Let's not make our air worse with another freeway.

32.12A

32.11.1A

32.14.3A

32.2.13C

32.1.2A

32.2.1G

32.2.1A

32.11.1A

Comment 682

Response
Section in
Chapter 32



Comment #: 682

Date: 7/11/2013

Source: Website

Name: KRIS

Location: SALT LAKE CITY

Comments:

PLEASE QUIT BUILDING NEW ROADS!!! IF FOLKS CHOOSE TO LIVE A DISTANCE FROM THEIR WORK AND COMMUTE DAILY, LETS FOCUS ON PUBLIC TRANSPORTATION AS IT HAS LESS IMPACT UPON OUR ALREADY FRAGILE WETLANDS AND LOCAL ENVIRONMENT. WE ARE ALREADY TOP IN THE NATION IN WINTER MONTHS IN AIR POLLUTION. WE SHOULD BE EMBARRASSED AND DO EVERYTHING POSSIBLE TO CHANGE THIS TREND OF PROVIDING MORE ROADS AND MORE TRAFFIC POLLUTION.

32.1.2A

32.2.1A

32.14.2A

32.14.3A

32.11.1A

Comment 683

Response
Section in
Chapter 32



Comment #: 683

Date: 7/11/2013

Source: Website

Name: Natalie Larson

Location: Farmington

Comments:

Please consider improving mass transit services and existing roadways before constructing a large freeway through the important wetland areas in Farmington and the Great Salt Lake Shoreline. Our green spaces are being significantly diminished and our air quality is getting so bad. We need to preserve nature and green space for future generations. There is always more than one way to solve a problem, and I believe there are good alternatives being made available to UDOT in the form of the shared solution plan and I ask that UDOT seriously consider these recommendations before diving into constructing another massive, detrimental freeway through Davis County. Mass transit will be used more if it is made more affordable and operates more efficiently. This cannot happen without funding and good transportation planning, and this is what our tax payer dollars need to go instead of the WDC. I am pleading with UDOT to do the right thing and give the residents of Utah the option of efficient and affordable mass transit and see what happens.

32.2.1A
32.14.2A
32.11.1A
32.2.1G
32.2.1J

Comment 684

Response
Section in
Chapter 32



Comment #: 684

Date: 7/11/2013

Source: Email

Name: Rory Davies

Location:

Comments:

My wife and I are considering purchasing a house off of Glover Lane on Country Lane. Will Glover lane feature an onramp to the West Corridor Highway? Will it be a park and ride bus station? I would like to put an offer on the home but am weary of what a highway less than half a mile away will do to property values. Any information you can give me would be extremely helpful.

32.2.2A
32.2.1E
32.8A

Rory Davies, PharmD.



Comment 685

Response
Section in
Chapter 32



Comment #: 685

Date: 7/15/2013

Source: Website

Name: Kambry

Location: Farmington

Comments:

I do not want a freeway near my home. This new plan for a freeway on Glovers Lane in Farmington would destroy the wildlife and ruin the serenity of the ponds and the fields nearby. Please DO NOT do this. I greatly enjoy going for walks on the Buffalo Ranches Trail, and if you smashed down a freeway in its place, I wouldn't like even going out of my house. The alleged freeway exit is supposed to be the road that goes in front of my home. I have two younger siblings and the vast majority of my neighbors are all below the age of seven. This could be a hazard for them and the pollution from the freeway would hurt to breathe and it would destroy our lungs. Do you really want to endanger our lives, and the wildlife around us? Please, please rethink this plan. Your roads should connect to mass transit, not to the middle of a very beautiful animal habitat. Please consider my words and the many other people who do not want this freeway. Please stop.

32.1.2A

32.14.2A

32.2.13C

32.31D

32.5.4A

32.11.2A

32.2.1A

32.2.3A

Comment 686

Response
Section in
Chapter 32



Comment #: 686

Date: 7/15/2013

Source: Website

Name: John Turpin

Location: Sandy

Comments:

I am a member of utah audubon society. I think your west davis corridor is a great idea. Bet that surprised you Not all people who like birds hate highways. Thanks.

32.1.2B

32.2.13A

Comment 687

Response Section in Chapter 32



Comment #: 687

Date: 7/15/2013

Source: Website

Name: Jaimee

Location: Farmington

Comments:

I understand the need to expand transportation needs for the future. As a resident of a part of Farmington in which the corridor swings extremely close to my street I am very concerned. If you continue with a "Legacy" type road ie: no billboards, no trucks and 55 mph, you will not hear objections from me. I will however fight a full blown highway. It ruins the beautiful Utah landscape and pollutes so much of the nature that lives there.

32.1.2B
32.1.2H
32.18A
32.11.1A
32.14.2A

Comment 688

Response Section in Chapter 32



Comment #: 688

Date: 7/15/2013

Source: Website

Name: Rachel LeBlanc

Location:

Comments:

I have been a member of the Nature Conservancy for the past forty years or so and have always been proud of the work that they are doing protecting land and water for people and wildlife around the world. One of the great things about living here in Salt Lake City area is that we have the Great Salt Lake Shorelands Preserve. The Nature Conservancy has worked for 27 years to piece together and protect this important wildlife habitat adding a piece at a time. This preserve resides along the eastern shore of the Great Salt Lake between Farmington Bay Waterfowl Management Area and Antelope Island State Park Causeway. It is roughly 4,400 acres and provides key nesting and foraging habitat for over 250 species of birds (which can number anywhere between two and six million birds a year).

32.14.2D

The current proposed West Davis Transportation Corridor highway alignment will violate parts of the Great Salt Lake Preserve's land base, not just reducing its size but also displacing wildlife in the surrounding areas. We can just imagine the severity of the impact to nature there due to noise, pollution, trash, and loss of habitat for nesting and foraging. If this area is paved over it will be lost for this and future generations.

Nature Conservancy's staff and volunteer birders (of which I am one of twelve volunteers) have been counting birds all spring and summer along the east coast of the Great Salt Lake that would be directly impacted by the proposed West Davis Transportation Corridor. This data then will be compiled and presented to UDOT for their consideration.

32.2.31D

I always look forward to my survey days. The survey area borders the Great Salt Lake with no houses, roads, or buildings in sight looking west. It's quiet, beautiful and peaceful. The only noises are that of the birds calling, insects buzzing and a few cows grazing. The air is fresh and clean. There are little ponds and tiny creeks running through. It's a spiritual place which soothes my soul and is my version of religion.

I just read my quarterly newsletter from the Nature Conservancy Utah Chapter yesterday (Basin, Range & Rimrock Summer 2013 Newsletter). I just wanted to quote a few lines from it: "At this April's Stegner Symposium at the University of Utah, Elder Marcus Nash made an inspiring call for better stewardship a rare statement from the LDS Church on the environment. "Unbridled consumption is not consistent with God's plan. Despoiling nature is almost always a result of selfishness. We are all stewards, not owners, and we will be accountable to God for how we use his creation. Our test on this Earth is whether we will choose wisely and follow God and treat His creations with respect. The better we care for the Earth, the better it will care of us." Elder Marcus B. Nash, First Quorum of the Seventy, The Church of Jesus Christ of Latter-day Saints."

32.2.1A

32.2.1J

32.2.1G

In conclusion I am against the West Davis Transportation Corridor for the detrimental environmental impacts to people and wildlife. There are other solutions that must be considered. Use the \$600 million that would be spent for this freeway toward connecting bus routes to Frontrunner, make public transit free or considerably reduced and more efficient to eliminate freeway congestion, consider the "Shared Solution."

Thank you.
Rachel LeBlanc

Comment 689

Response Section in Chapter 32



Comment #: 689

Date: 7/15/2013

Source: Email

Name: Abe & Em Millet

Location: Centerville

Comments:

32.2.13C

The West Davis Corridor "Glovers Lane" Alternative is proposed to begin immediately in front of our home in Centerville (). I have my concerns about the proposal in general and it's negative effect on the neighborhood. The intent of this letter however, is not to address the general concerns about the Glovers Lane alternative as a whole. My objective is to address some specific concerns of the Glovers Lane alternative on my home were it to be selected as the preferred option.

32.12A

32.18A

Our family, the occupants of (), consists of me, my wife and our four children (and eventually four young drivers) you can understand our concerns over traffic safety with respect to Frontage Rd. The speed limit is 40 mph as opposed to the typical 25 in a neighborhood and the volume of traffic is much higher on Frontage Rd than on a more residential neighborhood street. In addition to the concerns with Frontage Rd, the proximity to the freeway presents it's own issues to include: noise levels, visual effects and environmental concerns. The concerns of Frontage Rd and the freeway were significant issues we considered prior to relocating. The layout of the property, orientation of the home, floor plan of the home, construction materials etc were all influenced by the location of the Frontage Rd and the freeway.

A few examples:

Property layout: The home is set back as far to the east as the fire code will allow. The objective is of course to remove as far as possible from the dangers of Frontage Rd.

Orientation of the home: The home faces south with the narrow end facing Frontage Rd. The garage was designed to cover the entire width of the house and is located between the house proper and Frontage Rd. The objective is again to minimize the exposure to the Frontage Rd and to allow the garage to serve as a barrier between the home and the dangers of Frontage Rd.

32.31D

Floor plan of the home: The bedrooms are located on the eastern end of the home. An additional dividing wall is located across the middle of the home. The objective is to reduce sound levels to the maximum extent possible and once again to create distance between the Frontage Rd and family.

Construction Materials: We built the home using Insulated Concrete Forms (ICF). ICF construction is accomplished by stacking interlocking foam blocks into the desired shape, installing #5 rebar then filling the forms with concrete. The net result is a home which from the foundation to the roofing is a minimum of 6" reinforced concrete with a 1.5" foam veneer both inside and out. The objective of this more costly form of construction was to address the sound levels and safety concerns associated with living in close proximity to Frontage Rd (and the noise of the freeway).

Sufficient details have been shared above to demonstrate that significant research, design and costs have been associated with minimizing the danger of living in close proximity to Frontage Rd.. However, since moving into the home in July of 2012, the dangers of living by the freeway have proven to be more than we anticipated.

Within the last year we have had one fatal accident on I-15 immediately in front of our home, another fatal accident on Parrish Lane exit (the exit closest to our home) and still another accident which resulted in shutting down Frontage Rd to deal with a vehicle which left the freeway and penetrated the barrier between I-15 and Frontage Rd. Of lesser concern, but none the less worth mentioning, are the multiple stranded motorists who

Comment 689 (continued)

Response Section in Chapter 32



have arrived at our door. This in and of itself I am not concerned with and am happy to help as I am able. However, already some have shown remarkably poor judgment by interacting with my children and entering our home uninvited by an adult.

32.12A

32.5.4A

One of the more concerning aspects of the Glover Lane proposal (again addressing just the immediately effects of the proposal on our home rather than the effects on the neighborhood concerns) is the lack of a physical barrier between the Freeway and our home. A properly constructed physical barrier would serve to mitigate (at least in part) the visual, audio and (most importantly) safety concerns associated with an interchange immediately in front of our home. It is my understanding that the construction of a sound wall is approved only if certain criteria are met. I understand two of those criteria to include population density and timing.

32.31A

32.12A

Our home is surrounded on three sides by undeveloped horse pasture. Our home is an island in the center of a (roughly) 10 acre parcel. I am unaware of any immediate plans to develop any of the land surrounding us. In short, I do not foresee the area surrounding our home qualifying for the population requirement associated with sound wall construction (assuming that construction happens sometime in the near future). Additionally, I am concerned over the timing requirement indicating a sound wall must be constructed as part of a larger UDOT project making this project the only likely opportunity to construct a physical barrier.

I would like to formally make a request that consideration be given to the unique circumstances our home would be placed in if the Glover Lane proposal is selected and that appropriate measures be taken to provide an appropriate physical barrier between the freeway and our home. Frontage Rd presented a number of challenges which we went to great lengths to mitigate. Moving proposed alterations to the freeway would move it closer to our home and increasing the dangers substantially.

I would appreciate a dialogue with an empowered UDOT representative to discuss these concerns and to arrive at a mutually satisfying solution.

Respectfully,

Abe Millet

Comment 690

Response
Section in
Chapter 32



32.2.13C
32.310
32.31P

Comment #: 690

Date: 7/16/2013

Source: Website

Name: Shaunee ericksen lamb

Location: Farmington

Comments:

http://cp.mcafee.com/d/1jWViqdElzCjhOMyCUMrKrvhjppvs76TQkSmn6rCTQkSmnT3hOrbECPpLX_H7ELZvxNEVd7bOqfnKnhvujV54sevs7sJteOaaGdT-l3PWApmlU6CQjq9K_9TLuZXTLsTsS02Evecy7bVg-sp4cGJa4GMNZNZMsqemhNtVf9NS55GNDIVlnrDFcKX7_cqmbEqpBjwRgB6VgD7RF80GNtqdk6XjBm74T3hODR9XoHF0_OtqjVsSOOOUr0nO1Ew3lIGNCrKrAPiD

This article says it all. This highway you are pushing is so corrupt! This conflict of interest the senator has and being on the deciding committee is beyond dirty. I am disgusted by your lack of consideration. Lets put a highway through your house and see how you all feel

This space is intentionally blank.

Comment 691

Response
Section in
Chapter 32



32.31F

Comment #: 691

Date: 7/22/2013

Source: Email

Name: Shelley King

Location:

Comments:

I think this study has gone on waaaaaay to long. The new highway was proposed more than thirty years ago. You need to get off the ground and get it going before I am dead.

Sincerely
Shelley King
Hooper resident

Comment 692

Response
Section in
Chapter 32



32.2.1G

32.2.1G

32.2.13C

32.11.1A

32.18A

32.2.1G

32.2.13C

32.2.1G

Comment #: 692

Date: 7/22/2013

Source: Website

Name: Emily Murray

Location: Farmington

Comments:

In the SL Tribune, Kris Peterson is quoted saying "UDOT officials have met such groups (supporters of shared solution) "on multiple occasions to try to identify what that "shared solution" is so that we can fully evaluate it and vet it out relative to all the rest of the options." Well, that doesn't seem exactly truthful. What multiple occasions were those, and who have they met with?

Because in the Davis Clipper it states: "UDOT has said it will consider a shared solution, Borgenicht said, but they need something more to look at than is currently available. "We don't have to have the shared solution developed, but should have more than just a concept," Borgenicht said."

I would surely hope they would consider the Share Solution, as I believe it would benefit our community in many ways. Increased traffic flow with no destruction of property, or wetlands. No collapse of neighborhoods, and additional horrible pollution. Not to mention the EYE SORE of a massive raised freeway ruining our beautiful views of Antelope Island.

So, I wouldn't hope they would consider it, but it would seem UDOT is trying to take credit for meeting with people and listening to the details of the Shared Solution. But then, they've also stated, they don't really know anything about it. How can you not know anything about it if you've met with people on "multiple occasions". We need some transparency here. It's becoming clear that UDOT is doing things of their own volition (i.e. meeting with Oakridge Country Club outside of the meeting period, and then stating they gave them "no special treatment").

Please, seriously look into the Shared Solution. People have put together a great video of how it could work. It would be great to have boulevard communities. Great for business and bringing people together, rather than dividing like this whole WDC project has done. <http://www.sharesolution.org/>

Comment 693

Response
Section in
Chapter 32



Comment #: 693
Date: 7/22/2013
Source: Mailed In
Name: Lance S. Gudmundsen
Location:
Comments:
<See mailed-in letter on next page, titled Lance Gudmundsen letter_7-20-13.pdf>

Comment 693 (continued)

Response
Section in
Chapter 32



Lance S. Gudmundsen 
84105

July 20, 2013

West Davis Corridor
466 North 900 West
Kaysville, UT 84037

Gentlemen:

I oppose the proposed West Davis Corridor.

This ill-conceived project will divide neighborhoods, destroy irreplaceable wetlands, contribute to air pollution and cost an exorbitant \$600 million. Further, it simply isn't needed.

The Utah Department of Transportation's mandate is "to preserve infrastructure, optimize mobility, improve safety and strengthen the economy" to quote from its website ... not just built more and more roads.

Utah taxpayers are looking upon state government with justifiable suspicion. Giving the green light to this questionable project will amplify those concerns.

Sincerely,


Lance S. Gudmundsen

32.1.2A

32.5.1D

32.14.3A

32.11.1A

32.1.2A

32.1.2C

Comment 694

Response
Section in
Chapter 32



Comment #: 694
Date: 7/23/2013
Source: Email
Name: Ralph D. Burnside
Location:

Comments:

Sir

32.1.2B

We have needed another freeway going north and south for years. Utah has a problem: We fight over the road until when they get built they are out of date. Same States are able to get their roads built ahead of time and can handle the traffic when it comes. The sooner we start the better.

32.31F

You know what is coming and you know we are not prepared. The longer we put it of because of people wrangling over it the more the problems down the road.

Comment 695

Response
Section in
Chapter 32



Comment #: 695
Date: 7/23/2013
Source: Website
Name: Paul Sharp
Location: Salt Lake City

Comments:

We are absolutely in favor of this extension and hope you ignore the clamoring of the few - the car haters, environmental whackos, etc. BUILD THE ROAD! We need it badly.

32.1.2B
32.31F

Comment 696

Response
Section in
Chapter 32



Comment #: 696

Date: 7/23/2013

Source: Website

Name: Stephanie

Location: farmington

Comments:

I am against ANY new corridor being built in Davis County. I feel that it is not necessary at this time and will contribute to urban sprawl which I am against. I love the quaintness of Farmington and would like to see that preserved.

32.2.3A
32.1.2A
32.2.3A

Comment 697

Response
Section in
Chapter 32



Comment #: 697

Date: 7/23/2013

Source: Website

Name: Kevin Smith

Location: Farr West

Comments:

I am in favor of aproving the route UDOT has proposed. We need to move forward to give relief to the congestion on I-15 in the Davis county area. We can't be held hostage by the extreme enviornmental groups like the Sierra Club as we were with the first phase of the Legacy hiway. We could have paid for this back then with the costs they drove into that project! Let's move forward!

32.2.13A
32.1.2B
32.31F

Comment 698

Response Section in Chapter 32



32.5.1D
32.14.3A
32.11.1A
32.2.1A
32.1.2C
32.2.3A

Comment #: 698

Date: 7/23/2013

Source: Website

Name: Matthew Kirkegaard

Location: Salt Lake City

Comments:

I do not support this highway expansion for the sake of homeowners in the area, the critical wetlands that would be disturbed, and air quality in our valley. Utah's transportation needs can and should be met with the expansion of cleaner, mass transit options which require the disruption of no sensitive habitat or of Utah's residents' homes, and the construction of more walkable and bikeable neighborhoods where cars are not needed for every trip.

I strongly oppose the proposed West Davis corridor.

This space is intentionally blank.

Comment 699

Response
Section in
Chapter 32



Comment #: 699

Date: 7/30/2013

Source: Website

Name: susan

Location: salt lake city

Comments:

Building another highway AT ALL is a message telling people using more gas, driving more cars is just fine. The Wasatch Front has air pollution levels at times the WORST IN THE WORLD! What was Fronrunner for? How to you incentivise people to use it if you keep building more freeways? You don't. Congestion CAN be avoided by living closer to where you need to go, or using pubic transportation. Then, proposal A, which would move freeway into a wildlife santurary is simply appalling beyond belief!!It's sad this would be contemplated at all. Please STOP THE WEST DAVIS CORRIDOR - and if somehow this cannot be done, at least keep it within currently settled property and NOT in WILDLIFE HABITAT.

32.1.2A
32.11.1A
32.2.1J
32.1.2C
32.2.1A
32.14.2A
32.2.3A

Comment 700

Response
Section in
Chapter 32



Comment #: 700

Date: 7/30/2013

Source: Website

Name: Brian Fowers

Location: Roy

Comments:

UDOT needs to look at other ways to improve the transportation of residents without building a new large freeway. Fronrunner and Trax, along with buses can better serve the needs if UDOT could get the timing of them fixed. Having to wait for 85 minutes for train out of SLC to Ogden on a Sat night is not an option that many people would want to have.

32.2.3A
32.2.1A
32.2.1J

Comment 701

Response
Section in
Chapter 32



32.30A
32.5.6A

Comment #: 701

Date: 7/30/2013

Source: Website

Name: Nancy Armstrong

Location: West Point

Comments:

Since my husband and I are among the 26 properties that will be removed for this Corridor, I am wondering why no one has personally contacted us and left us with any updates. I find that to be amazing (in a negative way, sadly). We are left to try to find out what is happening and in the meantime are in limbo.

Comment 702

Response
Section in
Chapter 32



32.2.13F

32.1.2A
32.11.1A
32.23A
32.2.1A
32.2.1J

Comment #: 702

Date: 7/30/2013

Source: Website

Name: Gorman Turner

Location: West Point

Comments:

First of all, if you build the West Davis Corridor, you should go with the 5100 West option as it would save more houses and create less impact on current environment.

Secondly, The highway is not needed and will create a lot of urban sprawl and more pollution. UDOT should concentrate on more east/west Bus service to Front Runner stations in Davis County and reduce the ticket prices on Bus and Front Runner service.

Comment 703

Response
Section in
Chapter 32



Comment #: 703

Date: 7/30/2013

Source: Website

Name: Elliott R. Mott

Location:

Comments:

I believe Legacy Highway expansion is a bad idea in any form, and that it should not be allowed. I believe a higher purpose is to keep western Davis and Weber Counties rural and that anything promoting alternatives is foolish; in sum, I submit we need to protect farm and ranch lands as a number one priority and develop public transit and active transportation alternatives to Legacy Highway expansion. Thank you.

32.2.3A
32.1.2C
32.4D
32.2.1A

Comment 704

Response
Section in
Chapter 32



Comment #: 704

Date: 7/30/2013

Source: Website

Name: Amy Mills

Location:

Comments:

As a member of The Nature Conservancy, I'm concerned about the loss of precious wetlands and shrinking migrating bird habitat from the construction of the proposed road. Given in addition the need to reduce carbon emissions, the need to promote public transportation over individual cars, the loss of residents' homes, and the huge cost to taxpayers of building this new road, the downsides of this project seem to far outweigh the benefits. Have the courage to call it a mistake and abandon the plan now.

32.14.3A
32.14.2A
32.11.3A
32.2.1A
32.2.3A

Comment 705

Response
Section in
Chapter 32



Comment #: 705

Date: 7/30/2013

Source: Website

Name: Mollee Steele

Location: Farmington

Comments:

I live just by where the proposed WDC would be. I cannot imagine having a freeway in my backyard. Can you? I moved out here 6 and 1/2 years ago for the peace and quiet and because I would be close to my kids' elementary school. Now, instead of a quiet country feel, we will have smog, noise and a monstrosity in place of a beautiful sunset. My son has asthma and he will never be able to escape the bad air whether he is at school or home because the freeway will always be right there. The residents here were never told the freeway would go through this part of Farmington, unlike the residents off Shepard Lane. This is a blindside that will affect way more residents because of the height of the freeway and how far it goes around ALL of West Farmington. This affects WAY more people than the Shepard Lane option. Why can't this money be put into making better roads and decreasing public transportation costs? Utah has some of the worst air quality in the nation, why add to that when there are other options? Choose other options and save our homes, our health and our children. Thank you.

32.2.13C
32.11.2A
32.11.1A
32.5.1A
32.18A
32.2.1A
32.2.1J
32.11.1A
32.2.3A

Comment 706

Response
Section in
Chapter 32



Comment #: 706

Date: 7/30/2013

Source: Website

Name: Kerry Lee

Location: Westpoint

Comments:

B2 & B4 is the best choice for me other then back on the bluff. There are 8 homes, 6 on the south side of 300 North and 2 on the north side that will be affected by the freeway. B2 & B4 will keep freeway as far away from us as possible. All of the routes will be taking some of my land but B2 & B4 will take the least amount. Keep the freeway as far west as possible!
Thank you

32.2.1F
32.2.13J
32.2.1B

Comment 707

Response
Section in
Chapter 32



32.2.3A
32.14.3A

Comment #: 707

Date: 7/30/2013

Source: Website

Name: Robert Hills

Location: Sandy

Comments:

To Whom it May Concern,

I'd like to chime in and state that in my opinion the West Davis Corridor being considered should be abandoned. I think we have gone far enough in eliminating wetlands in Davis County. Thank you for your consideration in this matter.

Bob Hills

Comment 708

Response
Section in
Chapter 32



32.2.3A
32.11.1A
32.14.2A
32.2.1G

Comment #: 708

Date: 7/30/2013

Source: Website

Name: Carolyn Tuttle

Location: SLC

Comments:

I am strongly opposed, because of serious needs for cleaner air, preservation of vast bird populations, and less vehicle domination of our living space. Please try to implement the SS alternative proposals.

Comment 709

Response
Section in
Chapter 32



32.1.2A
32.23A
32.14.2A
32.3B
32.2.1J

Comment #: 709
Date: 7/30/2013
Source: Website
Name: Richard Middleton
Location: Salt Lake City

Comments:

From all I read, this project is not needed in the immediate future, and exemplifies UDOT's misguided over-emphasis on highway projects. This encourages urban sprawl, with well-known adverse effects on the environment we all have to live in. It is doubly unfortunate that it once again places the Great Salt Lake and its immediate surroundings in jeopardy. UDOT needs to shift its focus to encourage infill and densification. My daughter drives a UTA bus - it is depressing to think what the \$600M cost of this highway could achieve if it were devoted to making bus travel more convenient, more affordable, and better integrated with TRAX and Frontrunner.

Comment 710

Response
Section in
Chapter 32



32.2.8H

32.2.1H

Comment #: 710
Date: 7/30/2013
Source: Website
Name: Leon Eddy
Location: West Point

Comments:

I have a recommendation.

To lessen the impact to a number of residential lots and eliminate some land purchase negotiations near 1300 N in West Point, I propose moving the right of way slightly West.

With a minor route change I believe the direct impact can be reduced from 11 to 5 or 6 lots. Please refer to an email sent by me on 7/29/13. It contains a PDF file of what I am talking about.

Also a couple of questions:

- 1- Will the asphalt be the same (quiet) type as with the Legacy highway?
- 2- Will the speed limit be 55 mph? If so, is this a permanent situation?

Thank You, Leon Eddy

Comment 711

Response Section in Chapter 32



Comment #: 711

Date: 7/30/2013

Source: Website

Name: Chris Griffin

Location: Kaysville

Comments:

32.1.2B

I have read through several chapters of the draft EIS and here are my thoughts. First off, I personally agree with the overall need to have an additional transportation infrastructure in Davis County. I travel this stretch of highway for work every day and have already seen an increase in congestion and delays let alone the expected growth that will definitely occur in the future. The area definitely needs the highway.

32.2.13B

Secondly, I completely agree with your conclusions and the reasoning behind your selections including that of the B1 Alternative (Glovers) as your preferred alternative. It will truly provide an independent alternative together with a better interchange system and it has far less impacts to the community and its residents with no additional impacts to wildlife and wetlands. It truly is the best alternative to meet the project's purpose of improving overall mobility in the region.

32.30B

Lastly, I feel Randy Jefferies and the UDOT team have done an exceptional job on this project and I have been very impressed with UDOT's openness and willingness to meet with and listen to and in some cases incorporate the public's comments and feedback. I think UDOT has been very diligent in following the EIS process as you have refined and ultimately determined your recommendations in the draft EIS and for that I thank you.

Comment 712

Response Section in Chapter 32



Comment #: 712

Date: 7/30/2013

Source: Email

Name: Ron Rankin

Location:

Comments:

32.2.3A

32.11.1A

32.2.1A

32.2.1J

I think that UDOT should abandon their plans to extend the Legacy Highway through west Davis. This will only encourage yet more highway travel and significantly more air pollution. We already are approaching a crisis in air quality.

The area could be better served by expanding public transportation instead of using this mindless Los Angeles type approach. This is a time for UDOT to serve the public by leading the way to modern efficient public transit.

R.S.Rankin, M.D.

Comment 713

Response Section in Chapter 32



Comment #: 713
Date: 7/30/2013
Source: Email
Name: Jacob & Amy Alvord
Location: Kaysville

Comments:

I would like to comment on the proposed West Davis Corridor options that UDOT has selected.

32.2.13A

1. Thank you for moving the corridor west of the power lines in west Kaysville. This will save many homes and most of my neighborhood along View Crest Lane, and many other residences. I am firmly in support of this option, and hope that the federal government will agree with the draft EIS.

32.2.1B

2. The farther to the west the highway can be moved the better, to allow for reduced noise, pollution, bright lights, etc for those of us who will be so close to the highway. Right now it is planned for immediately west of the power lines, but moving it just another 200 yards (or more!) west, for example, would make it all the more tolerable to hundreds of families who will have it so close to their home. In most areas, that area farther west has no more wetlands than its current path, nor does it involve buildings since it is undeveloped.

32.2.2A

3. I see an overpass or underpass is planned for the western end of Roueche Lane in west Kaysville. This is just south of my home, so I am curious if any details are yet known on this overpass. Will this be decided before the draft EIS goes to the federal government? Will the corridor go over Roueche Lane, or under it? Or will there be a combination of both digging under for one, plus a reduced overpass for the other? I am very concerned about this because if the 4-lane corridor is the overpass, will that mean a huge, long berm of earth and retaining walls will be used for several hundred feet approaching and descending it, going north and south? How long and how high? I fear it will be like a giant fortress/prison wall, all along the whole neighborhood. Having the highway so close is bad enough, but having it on top of a big overpass, will destroy all of the view, plus amplify the sound of vehicles and the brightness of lights since it is all going downwards with less ground and foliage to block it.

32.18A

32.12A

32.2.2K

If you need to contact the owners of the agricultural/grazing property at the end of Roueche Lane, please call [redacted] and [redacted] to discuss options of having Roueche Ln be the overpass, which I suspect would be much better for more residents and for UDOT.

32.2.1H

4. What kind of lighting, asphalt, signage, lights, etc will be used? Where will they be placed? Please, please, please make it all match the existing Legacy Highway: quiet asphalt, no large semi-trucks allowed, 55 mph limits, nice decorative touches, reduced lighting, etc. Again, having a four-lane highway so close is bad enough, but could be made unbearable if there are bright lights from signs, loud semis, etc. blaring right into our bedrooms.

Please note that these requests are coming from a neighborhood which will benefit very little from the highway, yet will have to have it in our backyards. The nearest onramps will be many miles north or south of us, so much so that we will use the highway very little (and will use I-15 instead), yet we will be the ones hearing and seeing the highway 24 hours a day, 365 days a year, for years and years to come. Any little help made with the above mentioned items will be most appreciated.

Thank you,

Jake Alvord
[redacted]

Comment 714

Response Section in Chapter 32



Comment #: 714
Date: 7/30/2013
Source: Email
Name: Adam Hellewell
Location:

Comments:

Hi,

32.5.6A

I'm looking into building a home in west Farmington in the ranches, and wondered how the proposed routes for the corridor will impact that neighborhood?

32.2.2A

I tried looking at the maps provided on the website, but the glover lane pointer is over the part of the map I am interested in. Could you provide me with a map without that pointer? Or at least some information about how that neighborhood will be impacted?

Thank you!
Adam Hellewell

Comment 715

Response
Section in
Chapter 32



32.2.1B
32.2.1A

Comment #: 715

Date: 7/30/2013

Source: Email

Name: Pete Darling

Location:

Comments:

Several years ago during all of this debate, there was a "letter to the editor" of the Standard-Examiner, that put forth what sounded like the perfect solution.

It was to build a dike out in the lake to put the road on. It also created the added benefits of a fresh-water bay like Willard, and a magnificent scenic drive to Salt Lake City. WHAT HAPPENED TO THAT IDEA?

Comment 716

Response
Section in
Chapter 32



Comment #: 716

Date: 7/30/2013

Source: Email

Name: Rick & Julie Smith

Location: Layton

Comments:

32.2A

We think that the process has been very thorough and extensive. We agree that the two freeways should not run in the same alignment and parallel too often. They both provide alternatives and if WDC is westerly, that provides a way to reduce some East-West traffic. This is especially true for the western parts of Kaysville and Layton, Syracuse, West Point, west part of Clinton, and Hooper. Refinements at this point could enhance the overall long-term project.

32.24A

From what we gather, based on regional plans, there will be an I-15 interchange at Shepard Lane. Why not incorporate that future project with the two proposals in the area? That future project impacts the analysis of the two southerly alternatives. If Glover Lane is the preferred route for WDC, then provide a WDC interchange south of the sewer plant and have the future arterial go from it and tie into the future Shepard Lane interchange. This provides access to the new roadway for the local area. There is limited access now; the proposed plans only has an interchange at 200 North in Kaysville and no other way to get on WDC, except for the existing Farmington access to Legacy Highway. This idea is a hybrid of the two proposals and allows for more access to WDC in this area and interlinks the two freeways. Both Kaysville and Farmington would be served well with this possibility. When developments came in, a corridor was preserved for a major arterial, if not the WDC. UDOT and the Cities should use the preserved corridor to help regional transportation.

32.2.8M

32.2.4B

In Syracuse, why not have the Alternative A hug closer to 3700 S. (West end of Gentile St.) and make it (3700 W) a frontage road? Another concern or comment is about utilities. Especially in the West Point/Clinton area, there are utilities that need to be considered throughout the alignment. Piped canals and other facilities will need to be upgraded, protected, or rerouted. Those costs will impact the project alternatives. Is it necessary for Syracuse to have two interchanges, when larger cities only have one or none? West Point does not have an interchange. How about an interchange at the extension of Hwy 193/700 South (south of golf course)? Or 300 North (SR-107)?

32.5.5D

32.2.2L

32.2.2F

Thank you for considering our comments.

Rick & Julie Smith



Comment 717

Response
Section in
Chapter 32



32.14.2G

Comment #: 717

Date: 7/30/2013

Source: Email

Name: Becky Willard

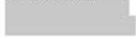
Location: Syracuse

Comments:

<See photo on next page, titled _MG_7239_7-29-13.JPG>

This picture was taken July 22, 2013 in my backyard. Are you sure you really want to put a highway here? This is a magical place, don't take it away!

Becky Willard



Comment 717 (continued)

Response
Section in
Chapter 32



Comment 718

Response
Section in
Chapter 32



Comment #: 718

Date: 7/31/2013

Source: Website

Name: Jaimi Haig

Location: Salt Lake City

Comments:

As a citizen who loves Utah's natural wetlands, I am very concerned over this proposed freeway that seems to be completely unnecessary. Please, please consider our pollution, our natural resources, the animals and the environment and vote for the Shared Solution. This is our future - let's not do something that won't benefit anyone.

32.1.2A

32.2.1G

Comment 719

Response
Section in
Chapter 32



Comment #: 719

Date: 7/31/2013

Source: Website

Name: Mollee Steele

Location: Farmington

Comments:

I have a question as to why the Glovers Lane route is cheaper. How is that possible? I don't understand how that much more freeway could cost less? Are any of the people that work for UDOT or politicians who support UDOT involved with Oakridge Country Club? I am wondering if people with money and influence swayed UDOT to opt for the Glovers Lane option so that Oakridge Country Club would not be adversely affected. I certainly hope that is not the case but have heard it from more than one source. Rebuttal?

32.31H

32.2.2D

32.2.13C

Comment 720

Response
Section in
Chapter 32



Comment #: 720
Date: 7/31/2013
Source: Website
Name: Ginny Buhler
Location: Ogden

Comments:

32.2.3A
32.14.2A

Do not go forward with the West Davis Freeway! The wetlands area around the Great Salt Lake is habitat to numerous species, particularly a number of migratory shorebirds that are endangered due to projects like this that have destroyed their nesting grounds elsewhere. The Great Salt Lake is the last major nesting spot for many birds and further diminishing the wetlands is going to be disastrous for them. I want my children and grandchildren to be able to see American Avocets and Black-necked Stilts and hear about how I worked on a research project on them in college. I don't want to have to go to a natural history museum to show them those birds!

32.2.3A

You go the Legacy Highway. Be happy with that and leave the rest of the wetlands alone.

Comment 721

Response
Section in
Chapter 32



Comment #: 721
Date: 7/31/2013
Source: Website
Name: John Long
Location: West Point

Comments:

32.2.1F

Prior to the purchus of my property i walked the corridor to the east of the property i was looking at acquiring with a West Point city official. I determined that the corridor was not that large of an impac and i bought the property and built a home there. I am shocked that the commity has selected two path ways that converge together south of 300 north and to the west of the bluff corridor that West Point has so diligently kept for 40 yrs. The corridor movement west affects the city master plan that brings a road in on the west side of my home. This city road will open my property and others up for development. A sewer main has already been put in and 2 culinary water mains at this location. The movement west of the original 40 year old corridor has a significant effect upon my 11 acers and home. The bridge over 300 north will be a hillside of dirt that will become my evening view of the sunset. I am disaponted that the bluff has been abandend in this proposed corridor. Of all cites along the rout West Point was the most diligent of all to keep the corridor whole yet they and I are being let down by this new rout. This also demonstrates the lack of trust and devotion to keeping future corridors. This needs to be moved back to the original bluff location. This violates the trust and credibility for UDOT. My neighbors and people on 25south and 625 south also have major issues with this moving close to their homes when they knew about the bluff corridor that was away from their homes and now it is in thier backyard. Please reconsider and move it back to the bluff. Thank you for your time.

Comment 722

Response Section in Chapter 32



Comment #: 722
Date: 7/31/2013
Source: Website
Name: Karissa Killian
Location: Grantsville

Comments:

- 32.2.3A I think this highway is a terrible idea. It goes practically parallel to I-15 and it is not the only solution. In fact it seems like the most expensive solution in many respects such as money, time, and environmental impact. There are several other options that can be considered such as widening of I-15 and improving the east-west roads leading to I-15. An even more environmentally conscious option would be improving public transit during peak hours (in the morning and night when people leave and come home from work). If these options don't work, why would we build another highway to encourage fossil fuel emissions and the awful commute to SLC each day? There comes a limit to every city so why would we encourage further development? This will just add to the congestion problem as more people consider making the move north if another highway is built. Thus, this does not solve the problem at all. It simply would create two highly congested highways and leave us yet again to come up with a better solution. I don't agree with destroying the wetlands habitat that so many organisms rely on, we have already destroyed enough habitat and Legacy Parkway was a step too far. If this highway is built too many birds, macroinvertebrates, frogs, and other organisms will be displaced. On top of that, the wetlands surrounding the highway will be full of excess nutrients leading to algal blooms which offset the balance of the food chain in these natural areas. My sincere hope is that this highway is not built and that other more environmentally conscious options are considered and that someone realizes that northern Utah cannot sustainably support very many more people if they simply live there but work and commute to SLC every day.
- 32.2.1A
- 32.2.1J
- 32.2.1C
- 32.1.2J
- 32.23A
- 32.14.3A
- 32.2.3A

Comment 723

Response Section in Chapter 32



Comment #: 723
Date: 7/31/2013
Source: Website
Name: Eric Bushman
Location: syracuse

Comments:

- 32.31D I live on the proposed route (one way or the other) in syracuse. We bought our house in 1998, and AT THAT TIME, we were advised that this highway was going in front of us at some point. Everyone in that area has known it was coming, and everyone knew that it would likely follow the path of the old Bluff Road. So, most of the cities kept that land open and used it for grazing, etc.... SYRACUSE, on the other hand, developed subdivisions, parks AND the school in question right smack in the middle of the swampy wetlands designated for the future highway. Number one, why would anyone look at an area full of cattails and bulrushes and think, "Gee, what a great place to build my new home!" and secondly, why would the city LET them build, when it was virtually assured that the highway was going in there? Sounds like sneaky, nasty, small-town politics to me!! As far as UDOT not planning, that's incorrect because everyone has known for at least 20 years syracuse should be held responsible for moving it and have to give up there stuip pond that no one wanted anyway and the last mayor made it happen anyway now us people that checked with the city have to suffer for what syracuse has done. we checked with the city before we even bought our land and built our home now you guys want to put a highway in my back yard we DONT WANT IT. put it back on the bluff road or take it around the lake have you ever driven in this area in the morning we have awful fog some mornings you can see you hand in front of you and you want to put a raod here? I ask you is this the best idea. Exactly. The city planners and elected officials should be held accountable for the sprawl, as it is not 'caused' by the freeways (correlation doesn't equal causation). A city can zone and not allow additional build-up beyond a certain point, to preserve 'quality of life' for residents. Allowing certain lot sizes or densities of residential units are ways of doing this. come on syracuse step up to the plate you are the cause of all this you made the changes with out even asking anyone. I would think residents beef should be with the city that mislead them not UDOT that has been planning the expansion project for 10+ years.
- 32.2.3A I am not really against the removal of people to make a road but just wait until they see the meager sums that will be paid for the property. When UTA did this for that garbage trax train they screwed everyone over BIG time. any way Syracuse knew about the proposed venues and they are dishonest and crooked in there dealings, I hope UDT take this un consideration before they destroy my back yard and home with a freeway thanks Eric Bushman
- 32.2.8A
- 32.2.1B
- 32.2.13G
- 32.31D
- 32.5.6A

Comment 724

Response
Section in
Chapter 32



32.2.1F

Comment #: 724

Date: 7/31/2013

Source: Email

Name: Jesse & Candise Smith

Location: West Point

Comments:

I would like to voice concern over the proposal to abandon the corridor preserved and planned around by the city of West Point for these many years. Many citizens and a city as a whole have planned around the corridor in accordance with an agreement and trust made with UDOT. These are intelligent, industrious and motivated people who have actively looked into agreements made in the past and the effects on the city and their immediate neighborhoods and homes and planned accordingly. A choice to abandon the corridor takes the trust and efforts of these citizens and hands back betrayal and confusion. I urge the planners to consider the message they want to send to citizens and cities for future transportation projects. By shifting the consequences of poor planning by some cities to those who to planned you will encourage cities and citizens to disregard future agreements made with the department. If the department holds to agreements future dealings will be easier and the public trust will be enhanced. In addition to these points reduction in the amount of properties being purchased and destroyed, overall construction traffic and ease of access would suggest a savings financially. Please take these factors into consideration.

Comment 725

Response
Section in
Chapter 32



32.2.3A

32.2.1G

Comment #: 725

Date: 8/1/2013

Source: Website

Name: Kimberly Kelley

Location: Harrisville

Comments:

I am a concerned citizen who is opposed to UDOT's project of developing the West Davis Corridor. I travel to Salt Lake frequently and am a former Davis County resident. My opinion is that the Shared Solution is a more viable alternative than the West Davis Corridor. Remember the Legacy controversy? Everyone worked together to come up with a viable solution that worked and this collaborative thinking is needed at this time.

Comment 726

Response
Section in
Chapter 32



Comment #: 726

Date: 8/1/2013

Source: Website

Name: Danica Francom

Location: Farmington

Comments:

Dear UDOT,

The building of the West Davis Corridor is very troubling to me and my family. First the amount of money to build such a freeway would be much better spent reducing the cost for public transportation and improving I15. My husband would gladly ride front runner more often if the cost to ride was actually less than the cost of gas to his work. Another problem with front runner is that it drops him off on the opposite side of the the freeway than his work. Thus his commute is twice as long since he has a 15 minute walk to work. More buses from the front runner station to places of work would be useful. Please do not spend hundreds of millions of dollars on a new freeway when all we need is cheaper and more public transportation. The air pollution in Utah is already at the worst level in the US at times. Please don't make it easier to drive, make it easier to take public transportation. The building of West Davis Corridor would cut through our wonderful community of Farmington without much benefit for those who are affected the most. The worst place to put the intersection would be at Glover Lane. PLEASE reconsider this if West Davis Corridor is to be put in place. Even the mayor of Farmington has stated that Shephard Lane would be a much better place to start the West Davis Corridor than Glover Lane. I strongly oppose a major freeway intersection being built at Glover Lane. Please don't.

Thank you for your consideration,
Danica Francom

32.2.1J

32.2.1A

32.2.1J

32.11.1A

32.2.1J

32.2.13C

32.2.3A

Comment 727

Response
Section in
Chapter 32



Comment #: 727

Date: 8/5/2013

Source: Website

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

In the Trib this morning: "UDOT found, by an independent study to be among the worst in the Nation at controlling administrative costs." How much did udot contract to pay the langdon group for this EIS? Hoe much did the draft EIS cost?

32.31N

Comment 728

Response
Section in
Chapter 32



Comment #: 728

Date: 8/5/2013

Source: Website

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

32.2.1J

Use \$600 million toward connecting bus routes to frontrunner, making public transit free or considerably reduced to eliminate freeway congestion, etc.

Comment 729

Response
Section in
Chapter 32



Comment #: 729

Date: 8/5/2013

Source: Website

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

32.2.1J

32.2.1A

Wouldn't it be better to get some additional transit value out of UTA before building a freeway out west? Shouldn't we see if transit works?

32.2.1J

There are currently no bus lines to residential areas west of I-15 in Kaysville or Farmington. the rest of the county is terribly underserved by buses, limiting the utility of the mass transit system. Once upon a time, the WFRC had a transit plan recommending a collector bus route that would run through west Farmington and Kaysville to pick up residents wishing to use Frontrunner. Why doesn't the state work to make the most of the major investment we have made in Frontrunner to get more people using that mode of transportation? We have too many "public servants" trying to build their fiefdoms!

Comment 730

Response
Section in
Chapter 32



Comment #: 730
Date: 8/5/2013
Source: Website
Name: Shane & Julie Ann Prescott
Location: Farmington

Comments:

32.11.1A

32.20C

I was reading this article on KSL and was thinking about all of the dirt/sand/gravel that is going to be dug up and hauled around in order to build an elevated freeway from Farmington to Hooper, and how bad the air is going to be during construction. Does anyone know what role the Utah Department of Environmental Quality plays when it comes to the building of freeways and evaluating the impact of road construction projects like the WDC? It looking at their website it would seem that they would have some involvement with the whole process but I don't know how it all works; just curious if anybody knows. I put the link to the KSL article below, and the website for the DEQ is <http://www.deq.utah.gov/>. Sure looks like when it comes to air quality a lot of the government agencies are not doing their job and looking the other way. So frustrating!

http://www.ksl.com/?sid=26024799&nid=148&title=audit-finds-deq-negligent-in-regulating-permits-that-affect-pollution-levels&fm=home_page&s_cid=queue-11

Comment 731

Response
Section in
Chapter 32



Comment #: 731
Date: 8/5/2013
Source: Website
Name: Shane & Julie Ann Prescott
Location: Farmington

Comments:

32.2.13L

Udot needs to put this plan to a vote by alternative study area. It doesn't matter if that hadn't been done before. You are a publically funded company and we deserve a democratic process. Approach the utah legislature to approve a vote by the people, for the people.

Comment 732

Response
Section in
Chapter 32



32.2.1G

Comment #: 732

Date: 8/5/2013

Source: Website

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

What is the FHWA opinion on the shared solutions plan? Specifically why or why not? If communities want boulevard communities why won't our publically funded organizations respond to the wishes of the people? Look to oregon for examples of infrastrucue done smart.

Comment 733

Response
Section in
Chapter 32



32.5.6E

Comment #: 733

Date: 8/7/2013

Source: Email

Name: Dan Hendry

Location: West Point

Comments:

I was looking in the Draft EISA App 5A and was wondering where you got the parcel numbers at for the lots or partial lots, that maybe bought for the right of way for this road?

Comment 734

Response
Section in
Chapter 32



32.5.6F

Comment #: 734

Date: 8/7/2013

Source: Email

Name: Tanya & David Katzourakis

Location: Kaysville

Comments:

Hello my home is one of the homes on the Shepard lane route that would be torn down if the road came through, if I sell my home do we have to legally disclose that intonation? Thank you

Comment 735

Response
Section in
Chapter 32



Comment #: 735

Date: 8/7/2013

Source: Mailed In

Name: Richard and Karen Thornley

Location: Roy

Comments:

<See mailed-in letter on next page, titled Dick Thornley comment_8-5-13>

Comment 735 (continued)

Response
Section in
Chapter 32

LAW OFFICES OF
PARKER, THORNLEY & CRITCHLOW
2610 WASHINGTON BOULEVARD
P. O. BOX 107
OGDEN, UTAH 84402
TELEPHONE (801) 399-3303
FAX 399-4033
AREA 801

8-5-13

West Davis Corridor
466 North 900 West
Kaysville, Utah 84037

Gentlemen:

This letter is a follow-up
to our recent meeting with
Dianne Olsen.

We own 35 acres of pasture
land adjacent to the Bluff Road
trail and 26 acres of farm ground
adjacent to the trail on the north
side of 700 South in Syracuse, UT.

The title to this ground
is under the name of Richard
H. & Karen F. Thornley, trustees.

The only access to the farm
ground (East of the trail) is
located on the southwest
corner of the farm ground.

Comment 735 (continued)

Response
Section in
Chapter 32

The farm access and two
of our rental units are scheduled
to be taken by the proposed
corridor.

This will landlock our
farm ground and severance
damages will be huge.

We are enclosing a map
provided by Dianne. You
will note that the proposed
corridor goes to the east
instead of staying west and
hooking into the corridor
just west of the golf course.

The pasture has been
considered wet lands even
though it is not. It has
no water source, no cattails
and only gets its water from
our farm irrigation water
run-off. It turns into
sand if we stop the
farm run-off.

-2-



Comment 735 (continued)

Response
Section in
Chapter 32

32.2.8L

It seems the prudent course would be to not go to the east and instead go straight along the east side of our pasture and west of the jogging trail. This will not landlock our farm access.

You could deal with the wet lands issue the same as you did west of the golf course.

I am a retired attorney and handled the condemnation work for AT&T when it ran a line from Breckham City to Salt Lake City. I

handled the work through
top Elder & Weber counters.
We are trying to be
helpful.

Sincerely,
Dorothy Karen Thornley
Trustees

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Comment 735 (continued)

Response
Section in
Chapter 32

Comment 735 (continued)

Response
Section in
Chapter 32
→



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