Comment 969

Response Section in Chapter 32 ➥

Comment #: 969

Date: 9/6/2013

Source: Email

Name: Luke & MaKayle Larsen

Location: Farmington

Comments:

Dear UDOT,

32.2.3A
32.2.1G
32.11.1A
32.1.2A
32.1.1B
32.2.1J
32.2.1A
32.30C
32.2.13D
32.2.2H
32.14.3D
32.14.3E
32.2.1G
32.2.1G

I strongly oppose the WDC and strongly support the shared solution! We do not need another freeway!! I'd much rather see my tax dollars go to improving the roads we have and public transit.

My daughter has some major health issues and when we have our bad air quality days it makes her condition worse. Our air quality is already bad enough! We don't need to make worse?

Where exactly is the need for this? What data exactly did you use for your traffic modeling? What were the assumptions built into the model and when were they last updated? Who validated those assumptions? Why is this information not being supplied to the public? Why not try things like making Frontrunner cheaper or even FREE, and then re-evaluating to see if there is still a need for a $600 million freeway!??

Why did you use at least 5 yr old maps at your public hearings? Many homes have been built along the WDC route that will be affected but were not displayed on the outdated maps. I don't feel like you properly portrayed to those at the meetings exactly how many people this road will affect. Very deceitful in my opinion.

One of your supposed objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel . . . " If this is truly one of your objectives, then the roads should connect to trains and other modes of transportation. Explain how the proposed WDC increases intermodal transportation and meets this stated objective.

The building of this road will decrease the congestion on I-15 which will also decrease the amount of people riding front runner. Isn't this the exact opposite of what we want to happen!? Why'd we spend so much on putting in front runner if we're just going to decrease the need for it!? So building this road actually defeats the purpose of "increasing intermodal transportation"? And isn't it contrary to what our Governor is trying to get people to do –drive less? How are the Governor and UDOT working together to encourage less driving, more mass transit, and better air quality?

You have to select the Least Environmentally Damaging Practicable Alternative, right? There is no way that the Glover Lane alternative is the Least Environmentally Damaging Practicable Alternative. Explain how You have come to this conclusion. Can you demonstrate that no less environmentally damaging practicable alternative is available? What about the Shared Solution? Isn't that less environmentally damaging and practicable?

Other options, like the Shared Solution, are available that could improve projected transit ridership, including expanded express bus service operating in bus-only or bus/high occupancy vehicle (HOV) lanes, additional park and ride facilities, commuter rail operating at greater frequencies, subsidized or free fares, rail transit combined with local shuttles to provide additional access to employment sites and midday destinations, rail transit combined with land use measures (such as density requirements near station locations), and combinations of these options. Can you honestly say that these options, and others like them, have been fully examined in order to satisfy the test that all alternatives to building West Davis Corridor have been exhausted?

According to a letter from the EPA to UDOT January 6, 1999, the wetlands along the shore of the Great Salt Lake " . . . are part of the Western Hemispheric Shorebird Reserve Network, providing resting, feeding, breeding, nesting, and rearing habitat for numerous species and millions of individual shorebirds, wading birds, and

Comment 969 (continued)

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waterfowl. Many of these are migratory, while some are year- round residents. In addition to those avian species that are commonly recognized as specifically requiring wetlands and other aquatic habitats, the project area wetlands and playas serve the needs of many passerine and raptor species. The habitat values of the area wetlands alone make it imperative that these wetlands be avoided to the maximum extent practicable." What have you done to avoid these wetlands?

32.14.3A

West Farmington suffers from SEVERE fog, especially in the winter, and most often during peak traffic hours (morning or evening). Often the fog is so bad that homes are not even visible from the street. Won't it be deadly to have 55-65 mph traffic driving thru such conditions? Not to mention the winds that pass through this area. It creates very deadly driving to conditions. We need less people on the roads during these times not more on another 65 mph freeway! And there's not access to a huge stretch of the freeway going through Farmington. Now are emergency personnel supposed to respond to deadly crashes caused by these, and many other, issues in a timely manner?

32.2.13C

Species of Concern that have been identified in Farmington Bay, such as the Bald Eagle (who we love to go watch), the American White Pelican, the Burrowing Owl, and the Ferruginous Hawk etc. will be impacted by the proposed freeway. Have you considered the "Ecological and Beneficial Use Assessment of Farmington Bay Wetlands" study done by Theron Miller, PhD and Heidi Hoven, PhD, and others like it (and if so, which studies) to determine both the direct and indirect impacts to these and other wildlife species? Additionally, the Great Salt Lake will have detrimental impacts as a result of road runoff which will include oil and gas byproducts. Very harmfully for these creatures!

32.14.2B
32.14.2H
32.13B

People living within 2 miles of a freeway live in a zone of increased air pollution. Those within 165 feet are exposed to 25-30 times more fine particulate matter than other people, and studies show this increases heart and lung disease, strokes, mortality rates, affects pregnancy outcomes, leads to cancer and autism etc. Freeways are literally cancer and autism corridors. How many homes will be within a 2 mile corridor of the proposed WDC? What studies has UDOT considered regarding air pollution and health hazards? If none, why not?

32.11.2A
32.11.1A

One stated objective is to "support the objectives of the adopted local land use and transportation plans for communities west of I-15 in Weber and Davis Counties." This freeway goes against the transportation plans and land-use plans for Farmington City, so UDOT is clearly not meeting this stated objective. Why not?

32.3C
32.3E

Legacy Parkway had special pavement used to reduce the noise associated with that Parkway. The proposed elevation of the freeway will cause sound to carry further into our neighborhoods. This was demonstrated this past winter when fog caused the noise from a bombing exercise on the Great Salt Lake bombing grounds to roll through the entire Salt Lake valley. I do not see that any actions been taken to reduce the noise levels that will impact our neighborhoods – perhaps lower speed limits, special pavements, sound walls, etc. These considerations should be made for the benefit of the community and the costs should be included in the DEIS.

32.12A
32.2.1H

Our house will be located directly within sight of the first overpass in Farmington and along with the extra air and sound pollution we'll have to also deal with the light pollution which is being linked to increasing numbers of health concerns including sleep issues and certain types of cancers. Specialized lighting for roadways directs the light downward rather than out and into our neighborhoods. Is this type of lightening being considered for the freeway and if so are the costs associated with this specialized lighting included in the cost estimates in the Draft Environmental Impact Statement (Draft EIS)?

32.18B

The proposed Glover Lane option runs right through a 100 year flood plain. Us homeowners in the area are required by many lenders to maintain flood insurance as a result. Heavy rains in this area cause large amounts of runoff that all drain to the west toward the proposed freeway. What actions will be taken to ensure that drainage in the area does not adversely affect us in the area? Is it going to drown us out even more!?

32.15A

Since this freeway runs thru residential neighborhoods, we DEMAND that trucks be banned, that there are speed restrictions, that sound-reducing pavement be used, that sound walls are built, and that billboards are banned, similar to what's been done on Legacy Parkway. And these limitations should not expire in ten or twenty years because the people around there certainly will not!

32.2.1H

Comment 969 (continued)

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32.2.1E

As said before, there are no connections onto the WDC in Farmington. There will need to be but why they not identified? Such as Clark Lane? If such a connection were to be added it would be a disaster for the Many more houses. It would divide the neighborhoods, be a safety hazard for children and would have a severe negative impact on Eagle Bay Elementary.

32.31I
32.12A
32.18A

An elevated freeway has more impacts than a non-elevated road. The costs are huge, there will be more noise pollution, sight pollution (western views are GONE), and it will surely alter the hydrology system. What are the direct and indirect impacts to the hydrology system and how will those changes affect wildlife and biological species?

32.13A
32.24A

Why did you double-count the costs of the Shepard Lane interchange in the Shepard Lane alternative? Isn't that a sneaky way to elevate the costs of the Shepard Lane alternative and make it look more expensive than the Glover Lane alternative?

32.2.8M
32.20B
32.20C

In many areas fill will be placed to elevate the roadbed to a height above potential flooding. This will be very large amount of material and will increase as the alternatives move west. What this fill material will consist of and where it will come from need to be documented. The direct and indirect impacts resulting from fill acquisition and especially the numerous trucks which may need to travel local roads to transport the fill need to be evaluated.

32.2.1G

Like mentioned above, I support the shards solution. This is NOT a no-build alternative but an option that would enhance the existing transportation infrastructure to increase flow, expand east-west arterials, create boulevards to attract local businesses and new employers, implement more mass transit, and preserve quality of life in Davis County. The Shared Solution would actual serve to benefit residents of 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 no environment impacts, protect green space, and protect our current quality of life. I plead with you to look at the Shared Solution as another alternative BEFORE you move forward with this project!

32.14.2H

Fragmentation is the loss of habitat integrity through the creation of barriers to species and ecological processes. Fragmentation will no doubt occur as a result of this freeway. Fragmentation of habitats can have serious consequences, and may include the following: erosion of genetic diversity and amplification of inbreeding, increased probability of local extinction from small population sizes and reduced likelihood of reestablishment, loss of area sensitive species, and increased abundance of weedy species. What have you done to study the impacts of fragmentation and what are UDOT's plans for mitigation?

32.14.2H

THE "EDGE EFFECT" AND DEGRADATION - Associated with fragmentation is habitat degradation through what is called the "edge effect" or reduction in habitat integrity at the boundary of a highway corridor caused by disturbance, contamination, or other degrading factors that extend into the natural habitat. Numerous studies have been done on the edge effect of highways, and they generally conclude that the effects of highways extend considerable distances into existing habitats to which organisms have become adapted.

32.13B
32.14.3A

The wetlands of Farmington Bay and the Shoreland Preserve will be degraded by this freeway. Fossil fuel runoff will leach into soils and eventually make their way into the wetlands. Litter along the freeway will make it into the wetlands. Both fossil fuel runoff and litter will have impacts on breeding birds in the area. Have you considered the edge effect and degradation of wetlands an "impact" and if not, why not?

32.14.2H

It is clear that you have underestimated and failed to recognize the significance of the aforementioned impacts on wildlife species, biological species, terrestrial and aquatic habitat, etc. Though these systems may not be immediately or completely lost, the extent to which they perform will be moderately to severely reduced. I demand that you take these factors into account and identify them in your DEIS.

32.1.2H
32.1.2A

And last but not least, as we continue to see an increase in gas prices, I believe we'll see a decrease in driving. Has you even taken that into consideration? Will this road really be used as much as you think!? Is it REALLY, TRUELY NECESSARY!? I think not.

Sincerely,

Comment 969 (continued)

Response Section in Chapter 32 ➥

MaKayle Larsen

Resident of Farmington City

Comment 970

Response Section in Chapter 32 ➥

Comment #: 970

Date: 9/6/2013

Source: Email

Name: Karl and Colenda Judkins

Location: Kaysville

Comments:

32.2.13B

32.2.6A

I am writing to help make sense out of the Glovers lane versus Shepard lane option. I am clearly against the Shepard lane option. I think that UDOT has done a masterful job in sorting out what matters most in deciding on the Glovers lane option. The impact to the Davis county residences is greatly minimized with this choice. EPA's charter to protect Human health and the environment is supported by this choice. The Shepard lane option would rip out homes and put remaining residents so close to the freeway causing a negative impact on human health. The option supported by UDOT allows planning around future development to keep homes a safe distance from automotive emissions. Even worse would be emissions from vehicles on I-15 If neither option was built and there were daily gridlock causing more pollution in this area.

32.1.2B
32.2.13A

It is time to continue on with the right choices made so far on this project. We appreciate that you have listened to the public that is so closely effected by the decisions made.

Karl Judkins

Comment 971

Response Section in Chapter 32 ➥

Comment #: 971

Date: 9/6/2013

Source: Email

Name: John P. Kraczek

Location: Farmington

Comments:

32.5.1A

Having followed the West Davis Corridor (WDC) highway discussions for about the past 20 years, thinking about the many comments made at UDOT's 6/11/2013 WDC hearing in Farmington, looking at the available "shared solution" appeals on the internet, and reading the Department of the Interior's response to your EIS, I ask you to seriously consider a compromise, not so much of route, as rationale.

Background

In 1994, the residents of Farmington were told by our elected officials that they had consulted with UDOT, explained that Farmington wanted, and was prepared for, new freeway construction to be along the I-15 corridor. They further stated that UDOT had been advised of their having set aside a 154' wide corridor for a WDC freeway link to I-15 via an interchange at Shepherd Lane. We were pleased to know that the matter was settled.

However, in the 6/11/2013 hearing we learned from numerous "newer" Farmington / Kaysville residents that they had been told by their developers that that 154' corridor was for a "collector" road, NOT a freeway. In my opinion, they were misled, as to that corridor's original purpose.

Suggested Solution

32.2.1H
32.2.1I
32.24A
32.2.8M
32.2.1I

Give both "newer" and "older" Farmington / Kaysville residents a more acceptable alternative; and one that has a number of advantages over UDOT's 6/11/2013 choice. Think of the WDC, not as a city freeway, but as an extension of Legacy "Parkway." Design it as a somewhat limited-access roadway passing thru a geographically unique semi-rural area: Run a "collector road" east from the main North/South "stem" of the WDC, meeting I-15 at Shepherd Lane , as "newer" residents had been told. Make the interchange with I-15 the new space-saving "bridge type (A one-level-up bridge with a full choice of egress – as Farmington's recent "Park Lane" interchange with I-15, and interchanges along the southern part of Legacy Highway)." Then do the same for the whole WDC project.

Proposal Advantages, Details

32.2.1H

1. Less Expensive. Building the entire WDC project as a ground-level parkway, with occasional bridge type interchanges can be done because of Davis County's unique geography – jammed between the mountains and the Great Salt Lake. Just as Highway 89 north of Farmington is up against the mountains, and needs only limited access from the east, the WDC is largely up against the Great Salt Lake and associated wet lands, and needs only limited access from the west.

32.2.1H
32.2.8D
32.2.1B

2. Reduces Environmental Concerns; helps preserve West Farmington's rural atmosphere. Building the WDC with a Legacy Highway look and feel (No billboards, Lower speed limit, quieter pavement, no trucks (except in emergencies), etc.) will reduce the chance for an expensive environmental challenge to the project. Originally I would have suggested that the WDC be as far west as possible (The way Legacy Highway is south of Centerville -- at the western limit of buildable land), and as far south as possible, as close to Farmington Bay as

Comment 971 (continued)

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32.31I
32.2.1E
32.2.13O

32.2.1P
32.2.1A
32.31F

possible. Now that the Department of the Interior has clearly stated why the Glover Lane option will not work, why not use Clark Lane / Park Lane as the southernmost "collector road" for I-15.

3. Makes the WDC More Useful to the City of Farmington and to the Davis County School District Bus Routes. It is also an inexpensive correction for an unacceptable omission in UDOT's current plan (pointed out by speakers on 6/11). Currently there is no access or egress to the WDC from within the City of Farmington. The use of a bridge intersection or two (At Shepherd Lane and at Park Lane?) will allow access in all directions and eliminate undue delays in emergency vehicle response time. Of course, use "bridge" intersections at other collector roads as needed (at 200 North in Kaysville, Antelope Drive in Syracuse/Layton, etc, ?).

4. Additional Benefits will be gained, by using other good ideas expressed on 6/11: Make better use of the I-15 corridor by running traffic only southbound in the morning and only northbound in the evening on a selected group of center lanes (Similar to Chicago's Expressways); Widen "collector road" intersections; etc.

5. The Sooner, The Less Costly. Whatever is done, begin soon. Preserve key highway corridors. So much home building in Davis County has occurred since 1994 – And continues today.

Where Next?

I would be happy to further discuss all or any part of this proposal with UDOT representatives

Comment 972

Response Section in Chapter 32 ➥

Comment #: 972

Date: 9/6/2013

Source: Email

Name: Camie Sunderland

Location:

Comments:

32.2.1G

I just want to express my concerns. I am in favor of the shared solution and creating better use of our current traffic infrastructure.

32.2.13C
32.2.3A

The Farmington west corridor is an excessive use of tax payers money due to the cost of construction, the necessary bridges, and destruction of valuable wet lands.

Please consider the alternate options and do your research! Be wise with the stewardship you have!

Camie Sunderland

WEST DAVIS CORRIDOR

Comment 973

Response Section in Chapter 32 ➥

Comment #: 973

Date: 9/6/2013

Source: Email

Name: David Stringfellow

Location: FARMINGTON

Comments:

Utah Department of Transportation and Federal Highway Administration,

32.31S This letter of comment is for inclusion as a public comment in the Environmental Impact Statement (EIS) regarding the proposed West Davis Corridor (WDC). Farmington City recently sent in it's public comment on the draft EIS. It appears their statement is confused, disjointed, if not outright inaccurate. The following elucidates the issues I find with the statements communicated to you by Farmington City.

Farmington makes 5 disputable claims that I will categorize as follows: (C1) the WDC causes direct harm to Farmington interests; (C2) the WDC causes indirect and cumulative impacts to resources in Farmington; (C3) the WDC frustrates Farmington's efforts to remain a rural community; (C4) the WDC will injure Farmington's residents and environment; (C5) the WDC will create economic losses.

Farmington City also disputes: (D1) the assumptions underlying the demand for the future freeway; (D2) the extent and contiguous nature of the study area; (D3) the regional need for an additional interchange near Farmington; (D4) the legal status and treatment of Farmington City's conservation easements; (D5) the specificity of the study's direct and indirect effects; (D6) that the EIS ignores local planning.

These concerns lead Farmington to claim that the draft EIS is fundamentally flawed to the point of delaying the final EIS. I believe Farmington's concerns were hastily drafted, ill conceived, arbitrary, and reflect a fundamental misperception of the Environmental Impact Statement process.

32.1.2B (D1) Has Farmington City purchased a regional economic model? On what basis do they disagree with the employment projections released by the Governor's Office? I doubt it. Their speculations regarding future employment and population growth are not moored in serious study. I attest that the projections upon which the travel demand model are based are of the highest professional caliber.

32.1.1C (D2) Farmington claims the study boundaries should be expanded east. If serious, I think a potential corridor should be placed close to the firebreak road as far west as feasible. Clearly the study boundary does not exclude the traffic demand from vehicles east of I-15 in calculating the need for a potential freeway. Perhaps Farmington City is operating under a flawed assumption and vague grasp of how the transportation demand model works.

32.1.2F 32.2.13O (D3) It also appears Farmington did not review the scoping section of the EIS that eliminated for consideration many options (expanding I-15, connecting the WDC further north of Farmington, meeting demand with more efficient transit). The notion that regional demand necessitates another freeway interchange as Farmington suggests is not based on analysis of any kind. The recently completed regional transportation plan from the Wasatch Regional Council ranks the need of such an interchange. When there is appropriate need for such, it should be built separate from the WDC project.

32.27A 32.3E 32.1.2B (D4) It is my understanding conservation easements are not automatically considered to be section 4(f) properties. To designate conservation easements as section 4(f) requires careful analysis. This point is internally inconsistent with (C3) Farmington's claim they expend effort to remain a rural community. Farmington has aggressively pursued both retail and housing developments on the same or similar land as the conservation easements they claim to care so much about. Farmington's population expanded from about 12,000 in 2000 to over 20,000 in 2012. It is disingenuous at best for the city to claim Farmington does not need or benefit from additional transportation infrastructure. I believe the modeling in the draft EIS shows these facts, but Farmington

Comment 973 (continued)

Response Section in Chapter 32 ➥

refuses to recognize them due to some irrational political need to justify the hasty positions they took early in the EIS process.

32.2.2I 32.30H (D5) Regarding the specificity of the draft EIS, I agree that UDOT should release more information regarding the interplay of options and the matrix of possibilities given different options. It seems that a requirement for specialty software to fully understand the modeling of the WDC could be overcome by providing detailed output or summaries from the model. I have requested some of this type of information during the draft statements (kmz or equivalent files), but was denied access to them. I believe in the interest of transparency, UDOT should release as much information as practicable from the models underlying the draft or final EIS.

32.3E 32.3F (D6) The draft EIS does not ignore local planning. It carefully weighed local impact, but properly discounted the importance of such preferences as I read the EIS. Farmington City even recognized after a few years of study, and abundant expert testimony, that a Shepard Lane connection was impossible. Subsequently, the city adopted a Master Transportation Plan that states the city's preferred route is as far to the south and west of the city as practicable while taking especial consideration to avoid homes and property. It appears this aligns with the current Glover's option, further placing in question the city's ignorance of potential impacts, direct and indirect (C1-C5) of a potential freeway corridor in the area identified in the draft EIS. They were aware of the potential impacts to these resources, but approved of the developments knowing and preferring that the WDC be located near Glover's Lane.

32.1.2F 32.2.13C (C1) Farmington does not understand what regional mobility means. Regional mobility can improve without providing Farmington an interchange north of the intersection of the transportation infrastructure. Connecting to this system-to-system infrastructure provides the same access to the retail or commercial developments as would a local interchange or connecting the WDC near Shepard Lane. Vehicles wanting such access can proceed north on I-15 or Legacy highway and exit at Park Lane. In addition, emergency vehicles can also move north on the WDC by heading south on I-15 or Legacy Highway while making proper movements. Farmington will be connected to the WDC without a local interchange, if Farmington desires more varied connections to

32.3E provide more convenient or varied access to it's population, it should pursue such through the Wasatch Front Regional Council. The extraordinary claim of the city that they view the conservation easements to be unmitigable is defied by their adoption in their own Master Transportation plan of a similar preferred alignment.

32.23F (C2) Farmington appears to complain there is not enough information about the indirect impacts, but assumes these are negative and preferable at Glover's Lane relative to Shepard Lane. Without such data it appears these conclusions and analysis are hasty. The letter mentions issues with the Shepard Lane alignment, yet elaborates little about them. I concur that it would be helpful to know if the city believes the local alignment of roads are preferred to some alternatives. Many residents of both Kaysville and Farmington have complained to me that the connection of these local roads is not preferred by them - yet Farmington to my knowledge has not addressed such concerns or others specifically in their communication to UDOT regarding the draft EIS. As such, it appears hastily constructed and of limited value.

32.3E (C3) Farmington does not want to remain a rural community. This is farcical, the city approves dozens of new housing developments, dramatically expands retail and commercial centers and plans for many more. It will end up allowing development on nearly all of it's accessible land by 2050.

32.31D (C4) It is my opinion that increased congestion will harm Farmington's residents and environment more than the alternative of constructing the WDC.

32.23G 32.23H 32.23I (C5) Farmington claims that the Glover's Alignment will reduce the value of the retail established near Park Lane. Their claim is unsubstantiated by credible evidence. Ease of access will be nearly equivalent, if not outright equivalent between the two connection options. To claim otherwise shows political bias and outright economic naivety.

32.2.2I 32.30H 32.2.13B I commend UDOT for the careful and thorough analysis provided in the draft EIS. I would appreciate as stated earlier, more detailed information or summaries from the travel demand models or other supporting material in the EIS. I agree with and support the delineation to place the corridor on the Glover's Lane alignment. I do not believe, nor do many hundreds of residents in my area, that Farmington City represents our position regarding

Comment 973 (continued)

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32.2A
32.31F

the draft EIS. This is a position of general support for the process and conclusions reached in the EIS. Can the EIS produce information only obtained in later stages of building transportation infrastructure, no. Granted there are refinements that could improve the Glover Lane option as more funding is allocated for the design, engineering, and ultimate build of the project. The Federal Highway Administration should move forward in approving the final EIS as soon as possible.

Regards,

David Stringfellow

Comment 974

Response Section in Chapter 32 ➥

Comment #: 974

Date: 9/6/2013

Source: Email

Name: Nate Nixon

Location: Farmington

Comments:

32.2.2H

Go green, ride share, mass transit, UCAIR. The buzzwords go on and on and make for great PR sound bites for public officials, however, when it comes to action, the State government is far behind. There is much talk about simply making citizens aware of pollution problems, etc. and they will regulate themselves. The problem is that the government (UDOT, Gov Herbert, etc.) continue to act as "enablers" skewing public behavior towards poor habits that lead to less than desirable environmental outcomes. Enter West Davis Corridor.

There is a better solution. It is time for Gov Herbert to lead out and coordinate the efforts of UTA and UDOT towards efficient transportation that will lead to desirable outcomes through positive public habits. The State's decision to move forward with the WDC makes it evident that there is no master plan that will help us to avoid becoming the next L.A. A simple master plan that dictates that mass transportation will have to serve the needs of commuters outside of a certain radius from a major economic hub (e.g., SLC) would serve dramatically to influence public behavior and would also lend to form more localized economic hubs and strengthen the fabric of communities all over the state. Plans such as the "Wasatch Front Transit Oriented Development Guidelines" exist, but appear to lack much backing.

32.2.3A

32.2.1A
32.2.1J

In the case of WDC, I strongly oppose enabling the freeway commute of Utahans that live 40+ miles from SLC. There are better ways. I will be the first to admit that those Utahans have every right to work in SLC, however, their commute should primarily be via public transportation. We have a great asset in FrontRunner, however, the general public sentiment is that it is still more cost effective to drive than to take FrontRunner. Add to that the additional time to commute on FrontRunner and you end up with an underutilized public transportation system. Putting WDC funds towards subsidizing mass transit and further developing "final leg" options (e.g., bike share, zip cars, etc.) would push us as a State toward the environmentally-friendly, sustainable path that we want to be on.

32.31D

Lastly, I challenge you to read the book, "The Long Emergency." While the book undoubtedly has some controversial views, it forces us to reflect on the future and how we will be able to sustain our quality of living well into the future. Each of you in government are some of the few people whose decisions have a highly-leveraged impact on the quality of our future - and quality of life is much more encompassing than just our commute times. If you are in the position to be making such critical decisions such as building more freeways, you owe it to the public to take the 20 hours or so to read this book. At a minimum you will gain some new perspective as you reflect on the major themes of the book. Read it.

Respectfully,

Nate Nixon
Farmington, Utah

Comment 975

Response Section in Chapter 32 ➥

Comment #: 975

Date: 9/6/2013

Source: Email

Name: Lori Kalt

Location: Farmington

Comments:

<See email attachment on next page, titled 00975_Lori_Kalt_9-6-13>

Subject: Public Comment from Lori Kalt/SaveFarmington

Attached please find my official public comment. Please advise that this was received. Thank you.

Sincerely,
Lori Kalt

Comment 975 (continued)

Response Section in Chapter 32 ➥

September 6, 2014

Lori Kalt
[redacted]
President, SaveFarmington

Randy Jeffries
West Davis Corridor
466 N 900 W
Kaysville, UT 84807
By email: westdavis@utah.gov

Paul Zinman
James Christian
FHWA Utah Division
2520 W 4700 S, Ste. 9A
Salt Lake City, Ut 84115

Messrs Jeffries, Zinman & Christian,

I appreciate the opportunity to submit a written comment regarding the proposed West Davis Corridor. Please understand that the comments that I put forth here are representative of a citizens group comprised of over 667 citizens who live in and around Farmington, Utah. As president of this citizens group, I would like to put forth these comments both for myself and on behalf of the 668 members of SaveFarmington.

32.31Q

I will begin by stating that the WDC DEIS is fatally flawed, inaccurate, incomplete, and the NEPA process has not been followed throughout its development. For these reasons, the WDC DEIS should be withdrawn, and I would like to formally request that it is.

My comments and concerns are as follows.

32.1.2A

THERE IS NO NEED FOR THE FREEWAY

The DEIS does not even come close to showing a need for this freeway. Simply put, the only argument that the DEIS makes for a "need" is that there will be population growth. This is a weak argument at best. More people does not mean you need more roads. It means you need a smart transportation plan, but transportation, as UDOT indicates in it's DEIS is not and should not be limited to roads.

I would like to point out, using 7th grade math, UDOT's own serious flaws in its numbers that it uses to argue a "need" for this freeway. It all comes down to whether or not you use unit rates to make your comparisons. UDOT does not use unit rates.

Comment 975 (continued)

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32.1.2I

UDOT claims in its DEIS that we "need" this road based on "projected traffic, travel delays, and lost productivity. However, based on the numbers shown in the DEIS Purpose and Need, the travel delays would be insignificant, and the lost productivity is also insignificant.

32.1.2I

Population growth from 2009 to 2040 is shown to be a 63% increase. Lost productivity per day is shown to be a 122% increase. This seems strange when you think about it. That is, if people think about it. The thing is, most people will not think about it, they will just look at those numbers and go "wow, that's a big increase!" But if the population increases by 63%, does it really seem reasonable that lost productivity would increase by twice that much? No!

32.1.2I

I teach 7th grade math, and I always tell my students that in order to make comparisons, they have to compare apples to apples. How do you do that? You change everything to a unit rate first, and only then can you make accurate comparisons. UDOT failed in their DEIS to make comparisons between unit rates, and that leads to false perceptions.

32.1.2I

If you divide the amount of lost productivity per day by the population ($126,000/156,000), you see that the per person (unit price) of lost productivity is $0.81 in 2009. If you do the same thing for 2040 ($277,000/255,000), you see that the lost productivity is $1.09 per person per day. Then if you calculate the % increase, it is only a 35% increase in lost productivity. That a HUGE difference from the 122% that UDOT's DEIS would lead you to believe!! UDOT has made a HUGE error in calculating this increase in lost productivity! Really, it's shameful.

* Source: DEIS Purpose & Need

	2009	2040	% increase
Population of of WDC study area	156,000	255,000	63%
Lost productivity Per day	$126,000	$277,000	~~122%~~ ?
Per person (unit price)	$0.81	$1.09	35%

32.1.2I

UDOT would have you believe there will be an increase of 122% in lost productivity
The truth is that there would only be a 35% increase in lost productivity!
AND THAT'S WITH A NO-BUILD ALTERNATIVE!
Since the WDC is only projected to displace 30% of the traffic on I-15, the WDC only saves us 30% of that 35%, so **10.5% in lost productivity – not 122%!**

Comment 975 (continued)

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32.1.2I

That's a HUGE DIFFERENCE from the 122% that the DEIS believes people to believe they are saving if the WDC is built! The DEIS is outrageously misleading. Furthermore, in order to make an accurate comparison, one must consider the DIFFERENCES in lost productivity between the no-build alternative and the build-alternative. According to the DEIS, if the WDC is built, it would displace approximately 30% of the projected traffic from I-15. If this is the case, then we could assume that building the WDC would only decrease projected lost productivity by that same amount. 30% of the increase in lost productivity ($0.89) is only $0.08 (30% x 0.28 = .08). **SO BY BUILDING THE WDC, WE ARE ONLY SAVING 0.08 PER DAY PER PERSON IN LOST PRODUCTIVITY.**

32.1.2I

This simple comparison is not even made within the DEIS. The DEIS only states what will happen if we DON'T build. It does not show what happens IF we build the WDC. The differences between the no-build alternative and the build-alternative are slight, and **I put forth that these comparisons are made in the DEIS as a way to mislead the public. And if this was not intentional, then it is a major flaw in the DEIS itself. Enough of a flaw that the DEIS should be withdrawn, as it is the crux of the entire DEIS.**

32.31Q

32.2.1I

Furthermore, this small amount of savings in "lost productivity" is not even close to the $600 million that it will cost the public to build it. If you calculate $0.08 per person, over 20 years for 277,866 (and this is a generous calculation because there will be *fewer* than 277,866 in the years leading up to 2040), you get about $69 million. So we'd be spending $600 million to save $69 million. That's not a reason to build a freeway!

32.2.1I

The DEIS also fails to accurately portray the saving in travel times, should the WDC be built. As was done with the loss in productivity, numbers are only given to show how long travel times will be in the no-build situation. The DEIS fails to compare those times accurately with what the actual travel times will be if the WDC is built. The savings in travel times is much less than the DEIS leads people to believe.

Comment 975 (continued)

Response Section in Chapter 32

32.1.2I

The DEIS shows travel times within the study area during PM Peak Periods ranging from 26 minutes to 54 minutes in 2040. Next to that, the percent of increase in travel times are also shown. But this is if the WDC is not built. It leads people to believe that if the WDC is built, they will save those same percentages of travel time (ranging from 19% to 32%). However, since the WDC is projected to displace only 30% of the traffic from I-15, we could assume that's only a savings of 30% of the travel time. The actual difference in travel time savings IF THE WDC IS BUILT is only between 5.7% and 9.6%, which translates into a savings of only 1-4 minutes.

The TRUTH about Travel Times . . .

How much time are we really saving?

Time saved AFTER 27 years!

BIG DIFF B-4 WDC

NOT MUCH DIFFERENCE AFTER WDC

Table 1-4. Travel Time in Minutes for Specific Trips into the Needs Assessment Study Area in the PM Peak Period under No-Action Conditions

in minutes

From	To	Trip ID	Travel Time with No Congestion	2040 Actual Travel Time	Percent Difference	Percent Difference	Minutes Saved
South Temple St. and Main St. in downtown Salt Lake City	West end of 100 North, Farmington[a]	Trip A	22	26	19%	5.7%	1 min.
	Bluff Road and Antelope Drive, Syracuse	Trip B	34	44	29%	8.7%	3 min.
	5900 West and 5500 South, Hooper	Trip C	41	54	32%	9.6%	4 min.
	5100 West and 4000 South, West Haven	Trip D	42	54	29%	8.4%	3 ½ min.

Source: Based on results from the 2011 WFRC regional travel demand model (version 7.0)

[a] See Figure 1-10, West Davis Corridor Specific Trip Travel Time (2040), in Volume IV for the endpoint of each trip.

32.1.2I

Once again, the DEIS leads people to believe that the savings of building the WDC is exactly the same as the increase if it is not built. This is simply NOT TRUE and it is **SERIOUSLY MISLEADING and FLAWED**. If UDOT is proposing to spend $600 million on a freeway, and their argument is that it will decrease travel times, then the data portraying the actual decrease in travel times should be accurate and it **IS NOT ACCURATE**!

32.1.2I

UDOT claims the need for this road rests with a need to save "lost productivity" and "travel times." However, the DEIS fails to accurately portray these savings and in fact, goes as far as to actually mislead the public. The real numbers are FAR from what is portrayed in the DEIS, and in fact, so small that one cannot make the argument that there is a "need" for this road.

32.1.2I

Putting a bunch of numbers on paper does not mean there is a need for a freeway. No qualified statistician reviewed these numbers. Engineers are not statisticians, clearly.

Comment 975 (continued)

Response Section in Chapter 32

32.1.2A

These numbers can are easily shown to be inaccurate using 7th grade math. This DEIS should be withdrawn. There is no need for this freeway.

32.2.13C
32.2.13D

DEIS OBJECTIVES ARE NOT SUPPORTED

One of UDOT's objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel . . . " If this is truly one of UDOT's objectives, then the **roads should CONNECT to trains** and other modes of transportation. The WDC fails to to connect transportation modes as listed above. In fact, it does the opposite, by completely bypassing a major transportation hub, the Frontrunner Station in Farmington. This is a vital hub that brings together not only cars and trains, but busses, bikes and pedestrians. UDOT has failed miserably to work with other municipalities and governmental agencies such as UTA to improve regional mobility and improve connections between different modes of transportation.

32.27A

VIOLATION OF CLEAN WATER ACT, SECTION 4(f)

WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails. The Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Federal law protects the trails and the conservation easement from highway development according to Federal Highway Administration regulations. UDOT can only impact this land if Farmington City agrees in writing that there is no impact, after Farmington City hears public comment.

32.27A

In order to make a de minimus finding on a 4(f) impact, there must be written concurrence of the officials with jurisdiction (in this case, that would be Farmington City), and the public must be made aware of their loss and allowed an opportunity to comment. Regarding the Buffalo Ranch Trail in Farmington, in which a de minimus finding has occurred, none of the above requirements have happened. In fact, Farmington City has made it clear that they do not concur regarding this de minimus finding. (See Farmington City's official Public Comment to the DEIS). As you can also see from the attached letters, Vince Izzo wrote to Farmington City on April 27, 2012 asking for assistance in making this determination. It is my understanding that in Farmington City's response, dated May 11, 2012, they in no uncertain terms say that this trail system is of utmost significance and importance to Farmington City. Furthermore, the citizens of Farmington have clearly not been made aware of this de minimus finding nor have they been allowed an opportunity to comment on it. This de minimus finding is bogus and was not properly made according to the guidelines contained within section 4(f) of the Clean Water Act.

Comment 975 (continued)

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FAILURE TO SELECT THE LEAST ENFIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE

32.14.3D

32.2.1G

According the the Clean Water Act, section 404, the alternative which is the Least Environmentally Damaging Practicable Alternative (LEDPA) must be chosen. The Glover Lane alternative is certainly not the LEDPA (see official Public Comments from the Department of the Interior, dated August 14, 2014). Other alternatives such as the Shepard Lane alternative and the Shared Solution (as put forth by the Shared Solution Coalition) are less environmentally damaging and both are practicable. UDOT has failed to consider the Shared Solution as a viable and practicable and less environmentally damaging alternative. UDOT has also refused to FUND the development of this alternative despite the fact that it has been proposed time and time again by citizens and local organizations. According to the Clean Water Act, an alternative is practicable where "it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes." UDOT must further develop the Shared Solution alternative so as to make an appropriate comparison.

32.14.3E

Furthermore, I ask that this permit not be issued by the Army Corps of Engineers because there is a practicable alternative to the proposed project which would have less adverse impact on the aquatic ecosystem. The destruction of wetlands along the shores of the Great Salt Lake can be avoided in this case. And according to the Clean Water Act, if such destruction can be avoided, it should be avoided.

32.2.1G

All alternatives that achieve the basic project purpose practicably should be considered, therefore the Shared Solution should be considered. Furthermore, UDOT should fund its consideration, and not put that burden on the citizens.

32.14.3E

UDOT has failed to provide sufficient evidene to the Corps demonstrating that the proposed project is the LEDPA and that all impacts to the wetlands of the Great Salt Lake have been avoided to the extent practicable. (see DOI's comments dated August 14, 2014) UDOT bears the burden of demonstrating to the Corps that no less environmentally damaging practicable alternative is available and that the project complies with the 404(b)(1) guildelines, and UDOT has failed to do this.

32.2.1G

Other options, like the Shared Solution, are available that could improve projected transit ridership, including expanded express bus service operating in bus-only or bus/high occupancy vehicle (HOV) lanes, additional park and ride facilities, commuter rail operating at greater frequencies, subsidized or free fares, rail transit combined with local shuttles to provide additional access to employment sites and midday destinations, rail transit combined with land use measures (such as density requirements near station locations), and combinations of these options. Can UDOT honestly say that these options, and others like them, have been fully examined in order to satisfy the test that all alternatives to building West Davis Corridor have been exhausted?

According to a letter from the EPA to UDOT January 6, 1999, the wetlands along the shore of the Great Salt Lake " . . . are part of the Western Hemispheric Shorebird

Comment 975 (continued)

Response Section in Chapter 32 ➥

32.14.3F

Reserve Network, providing resting, feeding, breeding, nesting, and rearing habitat for numerous species and millions of individual shorebirds, wading birds, and waterfowl. Many of these are migratory, while some are year-round residents. In addition to those avian species that are commonly recognized as specifically requiring wetlands and other aquatic habitats, the project area wetlands and playas serve the needs of many passerine and raptor species. The habitat values of the area wetlands alone make it imperative that these wetlands be avoided to the maximum extent practicable. " UDOT has not done enough to avoid the wetlands along the shores of the Great Salt Lake.

32.2.13C

DEADLY FOG

West Farmington suffers from SEVERE fog, especially in the winter, and most often during peak traffic hours (morning or evening). Often the fog is so bad that homes are not even visible from the street. Won't it be deadly to have 70 mph traffic driving thru such conditions?

32.14.2B

32.13B

WILD LIFE

Species of Concern that have been identified in Farmington Bay, such as the Bald Eagle, the American White Pelican, the Burrowing Owl, and the Ferruginous Hawk etc. will be impacted by the proposed freeway. Has UDOT considered the "Ecological and Beneficial Use Assessment of Farmington Bay Wetlands" study done by Theron Miller, PhD and Heidi Hoven, PhD, and others like it (and if so, which studies) to determine both the **direct and indirect impacts** to these and other wildlife species? Additionally, the Great Salt Lake will have detrimental impacts as a result of road runoff which will include oil and gas byproducts.

32.11.1A

32.11.2A

AIR POLLUTION HEALTH HAZARDS

People living within 2 miles of a freeway live in a zone of increased air pollution. Those within 165 feet are exposed to 25-30 times more fine particulate matter than other people, and studies show this increases heart and lung disease, strokes, mortality rates, affects pregnancy outcomes, leads to cancer and autism etc. Freeways are literally cancer and autism corridors. How many homes will be within a 2 mile corridor of the proposed WDC? What studies has UDOT considered regarding air pollution and health hazards? If none, why not?

32.2.1E
32.2.8M
32.24A
32.2.13O

FAILURE TO MAKE A LOCAL INTERCHANGE IN FARMINGTON

The DEIS is severely negligent in failing to include a local interchange in Farmington. UDOT was well aware of this lack of an off-ramp. It is virtually unheard-of for a 9+ mile stretch of freeway to NOT have an off-ramp. I questioned Vince Izzo about this at June 2014 working group and he said that UDOT was "waiting for Farmington City to tell them where they want it." This was intentionally misleading because at that point, Farmington City had already made it clear to UDOT that they indeed wanted local access. I assert that an interchange in Farmington was not included in the DEIS because it would have increased the impacts to the environment (acres of impacted wetlands), it would have increased the cost of the Glover Lane alternative, and it would have increased public involvement (outrage). As a means to avoid all of these, a local interchange was simply "left-off" the DEIS. If it was not intentional, then the lack of an

Comment 975 (continued)

Response Section in Chapter 32

local interchange in Farmington is a serious flaw and therefore the DEIS should be withdrawn.

FRAGMENTATION

32.14.2H

Fragmentation is the loss of habitat integrity through the creation of barriers to species and ecological processes. Fragmentation will no doubt occur as a result of this freeway. Fragmentation of habitats can have serious consequences, and may include the following: erosion of genetic diversity and amplification of inbreeding, increased probability of local extinction from small population sizes and reduced likelihood of reestablishment, loss of area sensitive species, and increased abundance of weedy species. UDOT has not done enough to study the impacts of fragmentation.

32.14.2H

THE EDGE EFFECT AND DEGRADATION Associated with fragmentation is habitat degradation through what is called the "edge effect" or reduction in habitat integrity at the boundary of a highway corridor caused by disturbance, contamination, or other degrading factors that extend into the natural habitat. Numerous studies have been done on the edge effect of highways, and they generally conclude that the effects of highways extend considerable distances into existing habitats to which organisms have become adapted.

32.13B
32.14.2H

The wetlands of Farmington Bay and the Shoreland Preserve will be degraded by this freeway. Fossil fuel runoff will leach into soils and eventually make their way into the wetlands. Litter along the freeway will make it into the wetlands. Both fossil fuel runoff and litter will have impacts on breeding birds in the area. UDOT has not undervalued the impact of edge effect and its resulting degradation to the wetlands of the Great Salt Lake.

32.30F

UDOT HAS NOT BEEN OPEN WITH THE PUBLIC

UDOT is required to make this an open and fair process. Information is to be made available to the public for their review and comment. However, UDOT has failed to make this an open and honest process. After many requests from SaveFarmington to meet with UDOT representatives about this freeway, UDOT finally agreed to meet with us. Upon hearing that media would be present and that there would be protests, UDOT declined to meet with SaveFarmington in February 2013. After further conversations, UDOT again agreed to attend a public meeting with SaveFarmington members in April 2013. However, 48 hours before the meeting, and after threats of backing-out of the meeting, UDOT sent the attached e-mail to SaveFarmington, stating that they would only meet with members at the public meeting if the following conditions were met (see attached e-mail below):

Comment 975 (continued)

Response Section in Chapter 32

32.30F

1 – no media
2 – no special interest groups may present
3 – Farmington City Mayor may not speak
4 – UDOT would moderate the meeting
5 – questions would be written ahead of time and "fielded" by a UDOT representative before answering
6 – SaveFarmington must e-mail certain verbage (provided by UDOT) to its members before the meeting

32.30F

This violated the open process that was supposed to have been followed by UDOT. 2 weeks later, UDOT met with another citizens group in which there were not restrictions on media, speakers, etc. Representative Barrus spoke at the meeting, the Kaysville Mayor spoke, and media was not restricted from the event. Approximately 1 week later, the DEIS was released.

32.30F
32.3E

In conclusion, UDOT has misrepresented many numbers throughout the DEIS, including costs, impacts, and numbers showing a "need" for this freeway. UDOT has willfully mislead the public, misrepresented facts, tainted the truth, and not been open with the public throughout this process. UDOT has severely undervalued significant impacts to Farmington City and its citizens. UDOT has undervalued environmental impacts that cannot be mitigated away. UDOT has failed to follow the NEPA process and the guildelines of the Clean Water Act. In light of these things, the DEIS should be withdrawn. It is flawed, inaccurate and misleading.

32.31Q

Sincerely,
Lori Kalt
President, SaveFarmington

Comment 975 (continued)

Response Section in Chapter 32 ➥

From: **Dan Adams** <dadams@langdongroupinc.com>
Date: Tue, Apr 16, 2013 at 5:35 PM
Subject: FW: Thursday's Meeting
To: "Bruce Bassett (brucebassett22@gmail.com)" <brucebassett22@gmail.com>

Bruce,

Thanks for taking my call today.

Per our discussion, here are the conditions (see below) by which we will come to the meeting on Thursday. I will look forward to your response if this is acceptable either tonight or tomorrow morning.

Thank you,

Dan

From: Randy Jefferies [mailto:rjefferies@utah.gov]
Sent: Tuesday, April 16, 2013 2:51 PM
To: Dan Adams
Subject: Thursday's Meeting

1. No media invited
2. Special interest groups will not present
3. Farmington will not present
4. Dan will moderate
5. All questions will be submitted to Dan on note cards
6. Bruce to send e-mail (cc us) to those he invited with the following or similar:

Looking forward to our meeting Thursday night, I wanted to make sure you all knew what to expect. In speaking to UDOT, there is no new information to share at this time. The latest information is the October 2012 update, with the latest maps and documents available on the project website at www.udot.utah.gov/westdavis. As far as schedule goes, UDOT says that they are on schedule to release the Draft EIS this Spring. I just wanted to make you aware of this so that you were not frustrated at the meeting that UDOT has no new information.

At the meeting, UDOT will give a brief presentation of the EIS process and review of the alternatives based on the October 2012 update. After the presentation, those with questions will be able to write their questions on a notecard to be read by the moderator. UDOT will then answer the questions based on the available information. We did this a couple of years ago and it worked very well to ensure everyone got their questions answered.

This e-mail and any attachments transmitted with it are created by and are the property of The Langdon Group and may contain information that is confidential or otherwise protected from disclosure. The information it contains is intended solely for the use of the one to whom it is addressed, and any other recipient is directed to immediately destroy all copies. If this electronic transmittal contains Professional Design Information, Recommendations, Maps, or GIS Database, those are "draft" documents unless explicitly stated otherwise in the email text.

Comment 975 (continued)

Response Section in Chapter 32 ➥

WEST DAVIS CORRIDOR

April 27, 2012

Dave Millheim, City Manager
City of Farmington
160 South Main St.
Farmington, UT 84025

Subject: Farmington Conservation Easements and West Davis Corridor Project

Dear Mr. Millheim:

The Utah Department of Transportation (UDOT) and Federal Highway Administration (FHWA) request your assistance to help FHWA make a necessary determination about conservation easements the City of Farmington holds on several tracts in the western part of Farmington. FHWA and UDOT are completing an environmental impact statement (EIS) and Section 4(f) evaluation for the West Davis Corridor Project, located in part in Farmington. UDOT is pursuing multiple alternative alignments for this new highway, including some that could affect lands on which you hold a Deed of Conservation Easement. The primary conservation easements in question are the Farmington Meadows easement, signed by Mayor Scott Harbertson 10/12/2007; the Farmington Ranches phase 6 easement, signed by Mayor David Connors 12/22/2005; and the Buffalo Ranch easement signed by Mayor Connors 7/2/2003. FHWA, as a potential funder of the project, is required to determine if certain park, recreation, or wildlife refuge lands are protected by federal transportation law known as "Section 4(f)." Section 4(f) is so called for the section of the U.S. Department of Transportation Act in which it originated. It now is codified at 23 USC 103(c) and further detailed in FHWA regulations at 23 CFR 774. Your assistance as the owner and manager of the conservation easement will be appreciated.

To qualify for Section 4(f) protection, a property must be publicly-owned. If it is a park or recreation area, it must be open for use by the general public. If it is a waterfowl or wildlife refuge, it generally would be open to the public unless restricted specifically to protect wildlife resources. The law also applies to historic or archaeological properties on or eligible for the National Register of Historic Places, but that seems unlikely to apply to these conservation easements. Finally, the property must be a "significant" park, recreation area, or wildlife refuge.

Significance. FHWA has a Section 4(f) policy paper that states:

> *The meaning of the term, "significance," for purposes of Section 4(f), should be explained to the official having jurisdiction. Significance means that in comparing the availability and function of the park, recreational area or wildlife and waterfowl refuge, with the park, recreation or refuge objectives of the community of authority, the resource in question plays an important role in meeting those objectives.*

466 NORTH 900 WEST KAYSVILLE, UT 84037 • 877.896.1991 • westdavis@utah.gov • www.udot.utah.gov/WestDavis

Comment 975 (continued)

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Dave Millheim
April 27, 2012
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Public Ownership. It is our understanding that the conservation easement is "publicly owned" by the City of Farmington, and that the conservation easement terms are managed through the City of Farmington.

Public Access. It is our understanding through the easement language that the land is available in designated areas, as illustrated on the respective exhibits attached to each easement, for public recreational use and/or community open space.

Park, Recreation Area, or Wildlife or Waterfowl Refuge. The easement language is similar for these conservation easements. The purposes statement is identical:

> *The purpose of this Easement is to ensure that the Property will a retained forever in its natural, scenic, agricultural and/or open space condition and to prevent any use of the Property that will significantly impair or interfere with the conservation values of the Property. Any use of the Property which may impair or interfere with the conservation values, unless expressly permitted ! this Easement, is expressly prohibited. Grantor agrees to confine use of he Property to activities consistent wit the purposes of this Easement and preservation of the conservation values of the Property.*

The "Recitals" sections of the respective conservation easements have only minor variations. The following example is from the Farmington Meadows easement:

> *WHEREAS, the Property possess unique, sensitive, natural, scenic, aesthetic, open space, wildlife, ecological, floodplain, riparian communities and/or wetland values (collectively referred to as "conservation values") of great importance to the Grantor, the Grantee, and the Public; and*
> *WHEREAS, Grantor intends that the conservation values of the Property be preserved and maintained by continuation of use of the Property in such a way which does not significantly impair or interfere with those values and which provides for appropriate natural, ecological, agricultural, open space and recreational uses of the Property....*

The Farmington Ranches phase 6 and Buffalo Ranch easements leave out "aesthetic" and "ecological" values and add "farm" values in the first paragraph. Both of these easements also "provide for" "educational" uses and do not provide for "natural" uses in the second paragraph. All the easements mention recreation and wildlife.
Our understanding from the Farmington City 2011 Official Zoning Map is that these areas are zoned as AA, "Agricultural, Very Low Density." On the city's 2011 General Land Use Plan map, they are noted as DR, "Development Restrictions, Very Low Density, and/or Agricultural" and not as PPR, "Public/Private Recreation, Open Space, and/or Parks, Very Low Density." Buffalo Ranch trails show on the city's trail map.

Section 4(f) does not protect agricultural land and only protects those portions of multiple-use lands that are designated for or function as significant public parks, significant public recreation areas, or significant public wildlife or waterfowl refuges. The easement language quoted above could be construed as protecting the lands for recreation area purposes or wildlife refuge purposes, or possibly for park purposes. The easements allow for construction of certain trails, and it is our understanding that substantial public-use recreation trails do exist on the Buffalo Ranch property. Less clear is the intent and management of general conservation portions of these easements.

Please provide a written response to this letter by May 11, 2012. In it, please address the following:

1. Does the City of Farmington, as the public body with jurisdiction over the Farmington conservation easements, considers these lands and easements, or delineated portions of them, to be publicly-owned parks, recreation areas, or wildlife/waterfowl refuges? Please provide any documentation of their designation or management for these purposes.

Comment 975 (continued)

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Dave Millheim
April 27, 2012
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2. Does the City of Farmington consider these lands, or delineated portions of them, to be "significant" (as defined in the quote above) as a parks, recreation areas, or refuges?
3. How and by which department does the City manage or oversee these lands and terms of the easements?
4. What group or organization actively manages the land for the purpose stated in the conservation easements?
5. How are the conservation easements currently used?
6. How does the City view the similarities and differences among the easements (including mentions of agriculture, trails, recreation, and wildlife), the City's land use plan, and the city's zoning plan? Are other parks or conservations areas in the City designated with the same zoning and land use as the conservation easements?
7. Are the conservation easement lands, or delineated portions of them, specifically open to the public or closed/restricted?
8. Are there designated areas within the easement lands that are specifically planned to be developed for park, recreation, or waterfowl/wildlife refuge purposes? Please provide any documentation showing official intent to develop these lands for such purposes.

Please don't hesitate to call Vince Izzo at [redacted] if there are questions. Thank you for your assistance.

Sincerely,

Vincent J. Izzo

Vincent Izzo
HDR Engineering
West Davis Corridor Consultant Project Manager

cc: Project File
Paul Zinnan, FHWA

Comment 975 (continued)

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FARMINGTON CITY

Scott C. Harrison
Mayor

John Bilton
Cory R. Ritz
Cindy Roybal
Jim Talbot
James Young
City Council

Dave Millheim
City Manager

May 11, 2012

Vincent Izzo
HDR Engineering
West Davis Corridor Consultant Project Manager
466 North 900 West
Kaysville, Uth 84037

Mr. Izzo:

I received your request for a written response to eight questions presented in your letter to me dated April 27, 2012. Thank you for taking the time to seek Farmington City's input regarding the large tracts of open space preserved on the west side of our community. Your questions are set forth below, with my response following each question:

1. Does the City of Farmington, as the public body with jurisdiction over the Farmington conservation easements, consider these land and easements, or delineated portions of them, to be publicly-owned parks, recreation areas or wildlife/waterfowl refuges? Please provide any documentation of their designation or management for these purposes.

Yes. The public owns the easements, they are under the ownership of Farmington City. The City acquired these easements through in-kind compensation of comparable value by substantially increasing in the number of lots available to the then existing property owners for their proposed developments. Our records show that three conservation easements (please see attached documents), and soon to be a fourth, encumber the ground in the path of the proposed westerly alignment of the West Davis Corridor (WDC) [note: the conservation easement for the Hunters Creek development will be recorded soon and will be similar to the others].

Each easement, as expressly stipulated therein, possesses unique and sensitive natural scenic, open space, wildlife, farmland, floodplain, and/or wetland conservation values, and was recorded for the purpose of preserving and maintaining these uses. Publicly-owned parks, recreation areas or wildlife/waterfowl refuges are allowed within the easement area. Presently, for example, the City has an improved trail approximately 3 miles in length (and additional 1.3 miles of trail soon to be improved) available to the public across all three easements and the yet be recorded 4th easement.

Farmington City is legally responsible and must expend public monies to enforce violations of the easement and ensure that parks, recreation areas or wildlife/waterfowl uses of the easement are still available to the public (see enclosed easements). The City has taken such enforcement action in the past when debris has been dumped on the property, when property owners have desired to encroach on conservation land with buildings or unauthorized improvements, or to construct buildings beyond what the easements would allow, etc.

160 S Main · P.O. Box 160 · Farmington, UT 84025
Phone: (801) 451-2383 · Fax (801) 451-2747
www.farmington.utah.gov

Comment 975 (continued)

Response Section in Chapter 32 ➥

2. Does the City of Farmington consider these lands, or delineated portions of them to be "significant" (as defined in the quote above) as parks, recreation areas, or refuges?

Yes. The lands are significant due to their location along the shore of the Great Salt Lake, and their unique conservation values previously mentioned, and the lands are identified on the City's Resource and Site Analysis Plan (an element of the City's General Plan) and must be preserved for such things as parks, recreation areas or wildlife/waterfowl refuges. The lands are also significant because of the magnitude of the size of area that they encompass. They cover hundreds of acres.

3. How and by which department does the City manage or oversee these lands and terms of the easements?

AND

4. What group or organization actively manages the land for the purpose stated in the conservation easements.

The Farmington City Community Development Department, with the assistance of its legal consultants, enforces and oversees the lands in terms of the conservation easements, and the City's Public Works and Parks and Recreation Departments, and the City's Trail Committee, manage and oversee these lands in terms of trail use. A "Trail Boss" (or in certain circumstances more than one trail boss) is assigned by the Trails Committee to walk and inspect the trails/lands on a regular basis.

5. How are conservation easements currently used?

Recreation (trails), natural scenic open space, wildlife habitat, farmland, floodplain and wetland preservation, and green space, preservation of streams, stream corridors, and water courses.

6. How does the City view the similarities and differences among the easements (including mentions of agriculture, trails, recreation and wildlife), the City's land use plan, and the city's zoning plan? Are other parks or conservation areas in the City designated with the same zoning and land use as the conservation easements?

I will answer this question in three parts because it appears that one can construe the first question in this section regarding "similarities and differences" in two ways. Section A and B below deal with the first question and Section C is in response to the question in the last sentence.

A. Similarities and differences among the easements, the land use plan, and zoning [ordinance]: The easements, the City's land use plan (or General Plan), and the city's zoning plan (or Zoning Ordinance) are similar in purpose and function. Farmington views no differences in purposes among the three documents. They are extremely compatible.

All the easements were obtained consistent with purposes set forth in Section 11-12-010 of the Farmington City Municipal Code including, among other things, 1) "conservation of open space land, including those areas containing unique or natural features such as meadows, grasslands, tree stands, streams, stream corridors, flood walls, berms, watercourses, farmland, wildlife corridors and/or habitat, historical buildings and/or sites, archeological sites, and green space, by setting them

Comment 975 (continued)

Response Section in Chapter 32 ➥

aside from development"; 2) "provide incentives for the creation of greenway systems and open space within the City for the benefit of present and future residents"; and 3) "create neighborhoods with direct visual and/or recreational access to constrained sensitive and conservation land".

The purposes of this Section of the Municipal Code (as well as the easements) are consistent with goals, objectives, policies of the General Plan. These include, but are not limited to the following: 1) "The Farmington City General Plan is based on the overall goal of creating within the community a healthy, attractive, and pleasant living environment for its residents. This is the most significant element underlying the General Plan", 2) "Maintain Farmington as a community with a rural atmosphere, preserving its historic heritage, and the beauty of the surrounding countryside", 3) "Develop a trails system in the City which includes bike paths, jogging/hiking trails, and equestrian trails, etc.", 4) "Explore the potential of preserving open space and greenbelt areas for recreation purposes and for use as buffer zones in developed areas where appropriate and cost efficient", 5) "Encourage the maintenance of farmland and other open lands if they are historically or environmentally unique", 6) "The acquisition and development of open space and park property should be a priority of the Capital Improvement Program", 7) "Continue to conserve conservation and open space land including those areas containing unique or natural features such as meadows, grasslands, tree stands, streams, stream corridors, flood walls berms, watercourses, farmland, wildlife corridors, and/or habitat, historical buildings and/or archeological sites, and green space by setting them aside from development", 8) "Foster an environment within the City in which agriculture lands can co-exist in urbanized areas", 9) "Explore alternatives for preservation of agriculture lands as open space through purchase, lease, conservation easements, or otherwise", and 10) "Maintain Farmington as a predominately low density residential community".

As mentioned previously the easements also protect sensitive land resources identified on the City's Resource and Site Analysis plan, and element of the City's General Plan.

B. Similarities and differences among the easements. The three existing conservation easements include the easement recorded in conjunction with the Farmington Meadows Phase 1 Subdivision dated October, 12, 2007, the easement associated with Farmington Ranches Phase 6 dated December 22, 2005, and the easements regarding the Buffalo Ranch project dated July 3, 2003. All easements were recorded for the purpose of preserving and maintaining the same unique and and sensitive natural, scenic, open space, wildlife, farmland, flood plain, and/or wetland values; and three additional values were contained in the recitals to Farmington Meadows easement: aesthetic, ecological, agriculture and recreational values [note: the other easements mention farmland but the Farmington Meadows easement does not]. It is anticipated that the soon to be established easement with the Hunters Creek subdivision will be recorded with similar purposes.

The first two easement primarily encompass wetlands and wildlife habitat with some acreage available for pasture and farm land. Meanwhile, the Buffalo Ranch Easement constitutes a horse farm, with several out-buildings. Nevertheless, this easement also includes significant areas of wetlands and wildlife habitat. All three easements include flood plains, natural and scenic areas, and open space. Public recreational opportunities including but not limited to, hiking, bicycling, bird watching, equestrian uses, etc., are also prevalent to all three easements.

Comment 975 (continued)

Response Section in Chapter 32 ➥

C. Yes, there are other parks or conservation areas in the City designated with the same zoning and/or land use as the conservation easements. These include, but are not limited to 1) the public trail and quasi-public park in the Hunter's Creek subdivision, 2) the public park in the Spring Creek Estates subdivision, 3) the public park and public trail system in the Farmington Ranches subdivision, 4) the public trail and board walk system in the Farmington Greens Planned Unit Development, 5) the addition of public park property to the Farmington Pond park, 6) public trails and trail access/trail heads in the Deer Pointe, Shepard Heights, Oakwood Estates, Compton's Pointe, Farmington Manner, Silverwood, Farmington Ranches, Farmington Ranches East, Chestnut Farms, Eagle Creek, Miller Meadows, Deer Hollow, Sunset Hills, Mountainside, Hughes Estates, Tuscany Cove, Tuscany Village, and Willow Creek subdivisions/PUDs.

7. Are the conservation easement land, or delineated portions of them, specifically open to the public or closed/restricted?

Yes, portions of the conservation easement lands are open to the public. The easements contain the Great Salt Lake Shoreline Trail, a segment of the City's Trail Master Plan, an element of the Farmington City General Plan. Approximately, 3 miles of this trail are improved with 1.3 miles still to be developed.

8. Are there designated areas within the easement lands that are specifically planned to be developed for park, recreation, or waterfowl/wildlife refuge purposes? Please provide any documentation showing official intent to develop these lands for such purposes.

Yes, these areas include the trail system as discussed above. Enclosed for your review are photos of the trail. Copies of the easements enclosed herein also delineate the trails.

Thank you for your efforts regarding the EIS for the WDC. If you are in need of further information, please contact me at [redacted] or by email at [redacted] or contact our Community Development Director, David Petersen at [redacted] or by email at [redacted]

Sincerely,

Dave Millheim
City Manager

cc: Mayor and City Council

Comment 976

Response Section in Chapter 32 ➥

Comment #: 976

Date: 9/6/2013

Source: Email

Name: David Stringfellow

Location: FARMINGTON

Comments:

EIS Team,

32.31D
32.30A

I heard that in order for comments to matter, they needed to be submitted again after the release of the draft EIS. If this is true, I formally submit the attached pdf containing the formal comments and email strings I've had connected to the comments I have sent westdavis@utah.gov concerning the EIS for the last several years.

If these comments are already included in the EIS, it is my understanding you will not duplicate them.

Regards,
David Stringfellow

Comment 977

Response Section in Chapter 32 ➥

Comment #: 977

Date: 9/6/2013

Source: Email

Name: Lynn Carroll

Location: Ogden

Comments:

Dear West Davis Corridor EIS Team:

32.2.13C
32.2.13C

1. I strongly oppose the choice of the Glover Lane alternative over Shepard Lane as the place where the highway would intersect with I-15.
   A. It doesn't make sense to send traffic so far west in order to travel north, thus adding to the miles travelled for most users.

32.2.13C

   B. I'm concerned about negative impacts to the Farmington Bay Nature Center and its programs to educate youth about wetlands and the wildlife in and around Great Salt Lake. I'm also concerned about the impacts to the birds that use Glover Ponds and the surrounding area. According to UDOT's analysis, they've chosen alternatives with the lowest wetland impacts, but the wetlands closest to Great Salt Lake are generally most valuable, and these are heavily impacted by the "preferred" alternative.

32.14.2D
32.2.1A

2. The highway should not run so close to The Great Salt Lake Shorelands Preserve.
   A. By routing the highway along the edge of the Nature Conservancy's Great Salt Lake Shorelands Preserve, UDOT has chosen the route that would be useful to the smallest number of drivers. Almost everyone's starting point and destination would be further east than the highway, yet they'd have to begin by traveling west to enter the new highway. To be most useful, the route should be closer to the center of the area it's intended to serve.

32.2.13E

   B. Again, I prefer to see the effects on wildlife given more weight. My husband and I have supported the Conservancy ever since we moved here in the 1980s so that the habitats bordering the lake can be protected and the biodiversity they support can be maintained.

32.11.3A
32.2.1J

3. I believe that every effort must be made worldwide to reduce greenhouse gas emissions. A big difference can be made in Utah by providing more energy-efficient transportation, which in many situations would be mass transit. Diverting funding from road construction to expand transit options would aid in achieving this, so I am in favor of supporting the Shared Solution.

32.2.1A
32.2.1G

Others have provided more useful, in-depth comments along these same lines. I am writing to help demonstrate that their ideas have wide-spread support.

Sincerely,

Lynn Carroll
Ogden, UT

Comment 978

Response Section in Chapter 32 ➥

Comment #: 978

Date: 9/6/2013

Source: Email

Name: Jeff Salt

Location:

Comments:

<See email attachment on next page, titled 00978_Jeff_Salt_9-6-13>

To Whom It May Concern:
Please see attached public comment from Great Salt Lakekeeper regarding the DEIS for the West Davis Corridor project.
Thank you,
Jeff Salt
Executive Director,
Great Salt Lakekeeper

Comment 978 (continued)

Response Section in Chapter 32 ➥

September 6, 2013

Great Salt Lakekeeper
P.O. Box 522220
Salt Lake City, UT 84152

James Christian, Division Administrator
FHWA Utah Division
2520 West 4700 South, Suit 9A
Salt Lake City, UT84118

RE: Draft Environmental Impact Statement Comments, West Davis Corridor Project

Dear Mr. Christian:

Great Salt Lakekeeper (GSLk) is writing to provide public comment regarding the Draft Environmental Impact Statement for the West Davis Corridor Project (WDC). Great Salt Lakekeeper is an environmental public interest organization whose mission is to protect and defend the watershed resources of the Great Salt Lake drainage basin, which includes water resources, wetlands, and water-dependent wildlife.

I. General Comments

GSLk recognizes the need to plan and provide transportation infrastructure to meet the varied demands of a growing urban population in Utah. However, we also believe that long-range transportation needs can be met without necessarily sacrificing or diminishing the quality and value of public trust resources such as water, wetlands, wildlife, and wildlife habitat.

The Great Salt Lake ecosystem is a unique and irreplaceable resource due to its location in an arid region, large size, diversity of habitats, situation along international flyways for migratory birds, and influence on local climate. GSL supports large populations and a high degree of diversity of wildlife, especially migratory shorebirds, waterbirds and waterfowl. GSL is part of the Western Hemispherical Shorebird Reserve Network, which in order to qualify, must meet certain criteria for supporting shorebird populations. GSL supports large populations of migratory shorebirds such as Wilson's phalarope, American avocet, red-necked phalarope, black-necked stilt, Western sandpiper, marbled godwit, and long-billed dowitcher. GSL provides the most important waterfowl habitat in the Intermountain West, and attracts 35 species of waterfowl numbering between 3 – 4 million annually. GSL also supports one of the nation's largest populations of wintering bald eagles.

The Great Salt Lake ecosystem is a complex mosaic of interdependent habitat types, which include saline open waters, freshwater marshes, seasonal wetlands, playas, riparian deltas, and uplands. These varied habitat types provide critical nesting, feeding, resting and breeding grounds for large numbers of migratory birds. The majority of these functional wildlife habitats

1

Comment 978 (continued)

Response Section in Chapter 32 ➥

occur along the eastern shores of GSL, where up to 90% of bird use associated with the lake takes place. In addition to providing primary habitat functions for wildlife, the vast open lands surrounding GSL, especially uplands and agricultural land, provide secondary habitat during flood cycles and wind run-up events.

32.14.2H

The proposed alignments for the WDC would cross and pass by some of the last undeveloped and unprotected habitats on the eastern shore of GSL. These critical areas for wildlife would be greatly impacted by the proposed freeway and expose these lands to further impacts and degradation from future development. The GSL ecosystem is an irreplaceable resource. Transportation infrastructure can be planned and designed in innovative ways other than traditional freeways so that demands caused by urbanization and population growth can be met while preserving the quality and value of public trust resources. Federal law requires that project proponents fully study ways to accomplish their project goals and objectives while at the same time demonstrate that they have done all that is possible to preserve public trust resources, reduce or avoid impacts, or mitigate unavoidable damages. Clearly, the DEIS demonstrates that UDOT has not met its obligation under the law to preserve public trust resources, reduce impacts, or provide adequate mitigation for unavoidable damages because it has narrowed its focus on construction of a traditional freeway to meet future transportation needs.

32.30F

II. Comments To Build Alternatives

32.31R

GSLk agrees with the analysis of the build alternatives made by United States Department Of Interior (DOI) and supports their conclusions regarding the impacts to public trust resources associated with each alternative (see comment letter from DOI, dated August 14, 2013). In addition, GSLk agrees with DOI regarding the least damaging alternative of those proposed in the DEIS. However, GSLk believes that UDOT has not given sufficient consideration or attention to what we might call the no-freeway-build alternative proposed by a local coalition called the Shared Solution. We consider the Shared Solution proposal of enhancing existing transportation infrastructure, utilizing mass transit, and modifying development patterns as the least environmentally damaging practicable alternative to the WDC. We therefore support DOI's recommendation that the Shared Solution alternative be fully and equally vetted as the other alternatives were studied for the project.

32.14.2H

32.2.1G

III. Comments To The Locally Preferred Alternative

32.31R

GSLk agrees with the DOI analysis of UDOT's locally preferred alternative and supports their conclusions regarding the impacts to public trust resources associated with UDOT's preferred alternative. However, GSLk believes that UDOT's locally preferred alternative does not represent the least environmentally damaging practicable alternative available, which is clearly the Shared Solution concept of smarter transportation planning and design. We therefore reject UDOT's locally preferred alternative because options for smarter transportation planning and design have not been considered in the alternatives analysis, which if fairly studied and developed demonstrate less impact to public trust resources must be chosen over any other alternative in accordance with Section 404 of the Clean Water Act.

32.14.3E

32.2.1G

IV. Summary

2

Comment 978 (continued)

Response Section in Chapter 32 ➥

In conclusion, GSLk believes that despite considerable investment of time and research, UDOT has not met its requirement under the Clean Water Act to fully study and develop viable alternatives for the proposed action and to choose the least environmentally damaging practicable alternative. More specifically, UDOT has failed to study alternatives that would prevent or minimize the impacts to public trust resources by enhancing existing transportation infrastructure, developing or expanding mass transit, and modifying development patterns as described in the Shared Solution. GSLk therefore recommends the following actions be taken: 1) the DEIS be rejected because it is incomplete and violates federal law, 2) UDOT be required to develop a new and more complete alternatives analysis, and 3) the DEIS be resubmitted for public comment and review by regulatory agencies

32.14.3E
32.2.1A
32.2.1G

32.31Q

3

Comment 979

Response Section in Chapter 32 ➥

Comment #: 979

Date: 9/6/2013

Source: Email

Name: Jeromy McBride

Location: Layton

Comments:

The Biggest Problems With The West Davis Corridor Plan

32.31D 1. The biggest problem in the world is human overpopulation and our society should be ashamed of itself for its great ignorance of this problem. Enormous amounts of money are spent, or I should say borrowed, to try to deal with the effects of this problem but little invested to prevent the problem in the first place. In actuality, prevention is far less expensive: education, basic reproductive healthcare and birth control, that's it. It's not complicated. It's time to end the ignorance.

32.31D 2. Transportation infrastructure layout has suffered greatly from band-aid & duct tape "solutions". Yet, nothing gets learned from the past mistakes and instead we get more band-aid and duct tape "solutions" such as this West Davis Corridor.

32.2.1A 3. The whole approach to the layout is wrong. When you have a narrow strip of land you want to service, you don't run a number of expressways across its length and largely ignore properly developing tributaries, yet that is how UDOT wants to do things here. What makes sense is to have a minimal number of expressways running along the length and have proper limited access tributaries. When I-15 was built, the tributaries were terribly placed, there was little thought put into it. Following that, the tributaries were anemic and no development was put into them until absolutely necessary. On top of that, there were no limitations put on roads connecting to those tributaries and commercial development right on those tributaries. This is particularly a problem close to the main expressway. Traffic notoriously backs up on these tributaries close to the main expressway. The poor placement of these tributaries also leads to certain tributaries attracting more traffic than others. Traffic could instead be more evenly distributed.

32.1.2A 4. The main excuse for the West Davis Corridor is that it will alleviate traffic from I-15 and other roads. But this will only do so temporarily. The problems with I-15 and its tributaries will not be addressed. Commercial and residential development will continue out of control and population continues to grow out of control, both around the West Davis Corridor and around I-15, the traffic problems around I-15 will return. But then it will be even more difficult to fix those problems.

32.1.2A 32.1.2C 5. Too much focus is put on a certain timeframe such as from now until 2040. Then what? Time is a continuous thing. We need to focus on real sustainable solutions.

32.31D 6. Technology now exists to move entire houses and even larger buildings. Yet, current road designers chose convoluted designs to avoid every structure in place.

32.31L 7. There are better and more important things the money should be spent on.

32.31D 8. Just think, if it wasn't for the human overpopulation problem described above that is so greatly constraining the world's resources, we'd all have those flying cars we dreamed of; then we wouldn't even need any roads.

32.3B 32.3D 9. I don't want to say Portland, Oregon is so great but they did something great. They drew a line around the city and said no more new development outside this line. Developers had to stay within the line. Instead of having a dying city, the city was refreshed. Instead of having urban sprawl, the surrounding space was preserved. Keeping most traffic in the city and the natural encouragement of the use of alternative transportation systems reduced the city's overall emissions. In general, people don't have to travel as far to get what they need. No why

Comment 979 (continued)

Response Section in Chapter 32 ➥

32.31D can't we don't something like that.

10. Open space WILL be destroyed if this Corridor goes through. The most ironic thing is the logo chosen for the West Davis Corridor. No image of an expressway. Instead green land and stalks of corn. Exactly what the Corridor will be destroying. So ironic. Just stop this.

Please seriously consider these issues before attempting to proceed. Thank you.

-Jeromy McBride
P.S. I will post this and updates to it on my personal website which currently can be found by going to ContinuousInnovations.Com and scrolling down to find the link to the "Founder's Personal Website".

Comment 980

Response Section in Chapter 32 ➥

Comment #: 980
Date: 9/6/2013
Source: Website
Name: Ashley Squires
Location: Farmington

Comments:

32.14.2A 32.31O 32.12C 32.1.2C

Please take time to consider the negative damage the West Davis Corridor will have on our environment. It is time for Utah to take on more green solutions. This highway is politically motivated and should be reconsidered. We need to protect our natural bird population and the quality of our air. Please lead the way to showing everybody that we care about Utah!

Comment 981

Response Section in Chapter 32 ➥

Comment #: 981
Date: 9/6/2013
Source: Website
Name: Jennifer Marietta
Location: Farmington

Comments:

32.2.13C 32.31I 32.2.13C

I am writing to voice my concern of putting a West Davis Freeway in my backyard. The most recent artist rendition scares me to death! It showed an on-ramp almost right in my backyard just off of Clark Lane. This is extremely dangerous because cars would be driving through a 25mph zone, through a neighborhood with tons of kids, runners, bikers, moms with strollers, etc, and by an elementary school!! You can't tell me this is a good idea!! Please do not put a freeway in my backyard, and especially not an on-ramp that is accessible through my neighborhood!

Comment 982

Response Section in Chapter 32 ➥

Comment #: 982

Date: 9/6/2013

Source: Website

Name: Hayleigh Davis

Location: Farmington

Comments:

32.1.2A
32.31D
32.2.2H

We don't need another major road in Davis county! Traffic levels will increase near my home putting children in the areas safety at risk, it's bad for the environment, and it defeats the purpose of trying to get people to drive less. We already have easy and adequate access to the things we need in Farmington.

Comment 983

Response Section in Chapter 32 ➥

Comment #: 983

Date: 9/6/2013

Source: Website

Name: Michael Shaw

Location: Holladay

Comments:

32.2.1A
32.2.3A

I have maintained an American Kestrel nest box study in this corridor for many years. It is a highly productive area for this falcon species as well as numerous other birds. I strongly support investing in all alternative transportation options before moving ahead with this destructive measure.

Comment 984

Response Section in Chapter 32 ➥

Comment #: 984

Date: 9/6/2013

Source: Website

Name: Jalair Janke

Location: Farmington

Comments:

32.2.2H
32.11.1A
32.31L
32.8A
32.2.1H
32.5.1D
32.5.1A
32.2.1A
32.2.1G

The west corridor freeway makes no sense. Governor Herbert has been and continues to promote driving less and yet putting this freeway will only promote more driving and along with that all of the negative repercussions from it. Pollution, raising tax dollars, lower home values besides having a big high rise freeway in our backyards. This is not a Legacy Highway with no big trucks and slower speeds as was portrayed in the beginning. The negative impact of this potential freeway is huge! We moved out here 10 years ago to get away from the Big City. There was never any mention of a potential freeway. We moved here for the small town country feel. This will be taken away from us. With the other considered option those homes were built and the owners knew at that time that there was a potential for a freeway to happen which is really beside the point. We need to be looking at alternative transportation in lessening freeway traffic. There are many alternatives that haven't even been considered but need to so that we can maintain the open space that drew us to the area where would continue to raise our family and grandchildren.

Comment 985

Response Section in Chapter 32 ➥

Comment #: 985

Date: 9/6/2013

Source: Website

Name: Amy Davis

Location: Farmington

Comments:

32.31D
32.2.3A

Ive been so stressed abut this issue. My family lives on 1100 west in Farmington as well as my sister and her husband with three children under the age of 5 years old lives down the street from them. The past few months the city is trying to make another freeway onto the wetlands, which would mean the street in front of our house would become a freeway entrance!! It would change everything abut living here. It would create so many problems with children and busy roads and would defeat the purpose of living in the country. My parents finally got enough money to move into a nicer home with more space, and less traffic, and now we are dealing with this issue.

Comment 986

Response Section in Chapter 32 ➥

Comment #: 986

Date: 9/6/2013

Source: Website

Name: Jason Ellsworth

Location: Farmington

Comments:

32.2.1A

I have reviewed the summary for the EIS and I don't see where expansion of current East-West corridors was considered. Driving Antelope Drive yesterday, it seemed that it and similar roadways could be more easily be made into highways/freeways/collectors than cutting in a Western North-South corridor through/near existing neighborhoods. Were these kinds of options considered?

32.2.13C
32.2.1F
32.3E

Also, I know the recommended solution satisfies most of the cities polled, but is it really the best overall if it is the worst solution for Farmington City? Especially where the potential financial impacts are so significant for Farmington.

Thank you,
Jason Ellsworth

Comment 987

Response Section in Chapter 32 ➥

Comment #: 987

Date: 9/6/2013

Source: Website

Name: Mike Patterson

Location: Ogden

Comments:

32.14.3A
32.2.3A

There are times I wonder if mankind cares at all about the path we are taking. On a daily basis we continue to chew through this planet and it's content like a sci-fi movie. I see no benefit in continuing these actions by destroying the ever so shrinking wet lands we have. Do you even understand the impact your choices will have? The impact will go on for years to come! Please reconsider your choice for the West Davis Corridor, 1000's upon 1000's of lives depend on it. They may not be human lives but have we not caused enough damage already?

Comment 988

Response Section in Chapter 32 ➥

Comment #: 988
Date: 9/6/2013
Source: Website
Name: Sharon Wendt
Location: Ogden
Comments:

32.2.3A People can live anywhere. Leave the lake untouched & unchanged. The Birds needs all the habitat for migrating.

Comment 989

Response Section in Chapter 32 ➥

Comment #: 989
Date: 9/6/2013
Source: Website
Name: Brian Lifferth
Location: Farmington
Comments:

I support as much public transportation as possible and realize that roads will also need to be built.

However, there are several problems with the Glover Lane interchange.

32.2.13C 1) it will not utilize the existing Station Park transportation hub.

32.2.13O 2) It has no access for those who live in West Farmington - but it goes through their back yards.

32.5.1A 3) there is already a corridor set aside and earmarked for the Shepard Lane interchange

32.2.1H 4) Wherever it is built - please have it be a "legacy parkway" type road - with 2 lanes each direction, no semi trucks, slower speed limit, walking path near by.

32.31H 5) Please report the full costs involved - and any conflicts of interest of local elected officials and UDOT employees or board members.

32.31O

Sincerely,
Brian Lifferth

Comment 990

Response Section in Chapter 32 ➥

Comment #: 990

Date: 9/6/2013

Source: Website

Name: Kathy Knight

Location: Farmington

Comments:

32.2.13C, 32.14.2B — I live in Southwest Farmington and will be impacted by the proposed road. Currently I have a beautiful field that Alan Bangerter farms directly behind me. I love it and chose to live here because of it and his hopes to farm for many years to come. The latest proposed road would come directly through his fields and I will get the unfortunate luck to view the road, smell and see the pollution and notice the absence of wildlife. I have watched a family of foxes that live out behind me. I have counted up to 32 bald eagles at a time sitting in the very trees that will be taken out due to the proposed road.

32.4D — Speaking of farming, it's proven that it's better to buy the freshest fruits & vegetables you can. We are soon going to be buying fruits & vegetables in our local stores year round that have been shipped from Brazil & so forth if we keep overtaking the farmers! Farmers markets will be unheard of. I recently bought peaches from an orchard in Fruit Heights that said their orchard wasn't that big anymore and they drive to Brigham City to purchase peaches to sale here. Alan Bangerter sales his produce locally and you want to come take property away from him. It's how he makes his living.

32.2.13C, 32.5.6I, 32.18A, 32.5.1A — I have a friends and neighbors like Bruce Bassett and Paulynn Hacking who will have the proposed road skim their property but have been told that this proposed route has less impact. Yes, there might be less homes that have to be taken out initially but what happens in ten or fifteen years when the road needs to be widened and there are many more homes that will be affected. What about the impact to all of West Farmington who had great views and now will have a freeway to look at. Have you factored in that impact or does it mean nothing because you can't put a dollar figure on it. People didn't buy their homes where the road was originally going to go because of a great view. They didn't have one anyway. They didn't care that they were close to a freeway.

32.5.1A — I also am offended there are people in Kaysville who were told a road might someday run through their home and now they are jumping for joy at the lower price they paid for their homes while I paid for a nice home with a great view and will see it's value go down due to a road that was supposed to be going somewhere else!

32.1.2F — Farmington already is spliced up by freeways. This proposed road in no shape or form is going to help and benefit the people that live in Farmington.

32.31I — What happens when another way to access the West Corridor is needed. Do you come down Clarke Lane and take out all the homes there so that Farmington could actually use the road. There is 3/4 mile of homes on both sides of the road and an Elementary School that would be impacted. Has that even been considered?

32.31H — We have been told that this route is cheaper. I don't see how building another interchange and providing Centerville residents with a not so beautiful view of a big interchange is cheaper.

32.10M — I enjoy going on walks 4-5 times a week. Even when it's quite cold. I have been told that 1525 W. a road I walk & bike on will be raised up over the new corridor. So much for the families that take their little kids out on a nice bike ride. They will no longer be able to ride their bikes along 1525 W. since their little kids won't be able to bike over a hill.

32.1.2A, 32.2.1A, 32.2.1J — I don't understand where the need for another road is. I feel that if it gets built that Frontrunner will continue to be under-utilized. We have a chance to spend money to improve Front-Runner & Trax and make it more accessible to more people. If you make it easy for Syracuse & West Point & West Layton & Kaysville, they will continue to drive further and further.

Comment 990 (continued)

Response Section in Chapter 32 ➥

32.2.1J, 32.2.1G, 32.31D — I have looked into taking Front-Runner to SLC for shopping but it turns out to be cheaper for me to drive & park than it is for me to take the train. I always consider the train for Jazz games but once again it's cheaper to drive & park. My daughter recently had several appointments at the Salt Lake Clinic the train would have been nice but it's cheaper to drive. Fix Front-Runner costs & a road won't be needed. Shared Solution!

There should not be an expiration date to the current Legacy road or any new proposed road that allows big trucks and the width of the road to be unlimited. It is nice to drive the current Legacy road and removing/allowing big trucks is a very bad idea.

32.11.1A, 32.1.2C, 32.2.1C, 32.2.13C, 32.31O — I have read in the Wasatch Front Regional Councils vision & transportation booklet that "Air quality will continue to improve in the future as a result or further reductions in emissions from new vehicles and increased use of transportation options such as public transit, carpooling, combining trips and enhanced bicycle and pedestrian opportunities. In fact, vehicle emissions are projected to decrease by 52 percent between 2008 & 2019". My feelings are maybe somehow they have measured us to have cleaner air but it sure doesn't seem like it come wintertime and how does building another super road help meet the goals stated above. We are making it more difficult for bikers (who are in Farmington in a major way) Building a new road isn't going to increase carpooling.

I feel like UDOT has just manipulated things to make this seem like a better option. Kaysville residents have been loud & I feel UDOT just caved into Oakridge County Club and whatever political & financial influence is backing their city.

32.2.13C, 32.31H, 32.30C — The whole idea of the access to Legacy at Park Lane and then another separate road through West Farmington shows the lack of thought & planning on UDOT's part. I attended your open house and not one reasonable explanation could be made to me to explain why now the road needs to go someone else than the original plan. No one could explain why it's cheaper to build a whole new interchange and more miles of road. It was a joke & an insult that UDOT's maps were out of date. It was obvious UDOT is trying to fit a size 11 foot in a size 6 shoe. It's just not right not matter how hard you try to convince yourselves that it is.

32.2.13C — Please be fair! Farmington may not be as vocal but that doesn't make the new proposed route right. Funny how just a few years ago this wasn't even one of the top two choices. You just keep trying to find any other route than your original one.

Comment 991

Response Section in Chapter 32 ➥

Comment #: 991
Date: 9/6/2013
Source: Website
Name: Lisa Dee
Location: Salt Lake City
Comments:

32.31D
32.31L
32.2.3A

We, the citizens of Utah, ask that our taxes are used for transportation projects which do not waste our money. We also request that UDOT work side by side with other agencies such as Utahns for Better Transportation, UTA, as well as environmental groups to protect Utah's landscape, air quality, and wildlife! Our infrastructure is outdated and in need of repair BEFORE considering more freeways. Thank you!

Comment 992

Response Section in Chapter 32 ➥

Comment #: 992
Date: 9/6/2013
Source: Website
Name: Andrew Davis
Location: Farmington
Comments:

32.23A
32.14.2H
32.14.2I
32.12A
32.18B
32.2.1A
32.2.1S
32.2.3A

Surrounding people by highways makes people more mobile and the surrounding area more populated. People will move their after the highway is built, and then another highway will be built to support the increase in population, right through the center of it all, you are not fixing the problem, you are exasperating it. Anticipating growth is one thing, fueling it is another. A main highway on the edge of the bird reserve will only leave more garbage, emissions, and waste for everybody. Noise and light pollution will increase as a by product and eventually population density will become to thick and people will move north again, to 'get away from it all' at which point, you will respond with your projected increases in population and traffic congestion and suggest yet another highway further north. To fix projected traffic issues, fix actual traffic issues. Instead of another highway, be innovative for once, and suggest something else that is extremely cost inefficient. Talk to Elon Musk and implement the hyperloop here. For the love, stop building roads and highways everywhere, they look like garbage, create garbage, and ultimately drive people away. Is it any wonder why people live in the mountains? It's so you don't build a main highway across their property.

Comment 993

Response Section in Chapter 32 ➥

Comment #: 993
Date: 9/6/2013
Source: Website
Name: Erianne Poulson
Location: Farmington
Comments:

32.2.3A
32.2.1A
32.31O

I not in favor of the WDC. I just seems silly to build yet another highway, when we can use the money to improve I-15 and public transportation. Especially on that serves the people of Syracuse, soley. I also do not agree with the the conflict of interest the head of the Transportation Committee stands to gain on the development of the land near the proposed highway.

Comment 994

Response Section in Chapter 32 ➥

Comment #: 994
Date: 9/6/2013
Source: Website
Name: L. Steele
Location: Cottonwood Heights
Comments:

32.2.1G

I urge you to reconsider the WDC in the form of a shared solution.

Comment 995

Response Section in Chapter 32 ➥

Comment #: 995

Date: 9/6/2013

Source: Website

Name: Alan Bangerter

Location: Bountiful

Comments:

32.5.6A

32.2.13C
32.2.8K
32.30A
32.5.6A
32.2.13C
32.1.2F
32.2.13O

We had 30 acres taken in 2001 for the 1st Legacy Highway just south of the State Street overpass over I-15 in Farmington. We were only able to buy 22 acres with what we were paid. That was done with the understanding that the continuing route would be on through Farmington and Shepherd Lane. Now we see that the area that was taken then for the highway will not really be of much value like it should have been since the new route is going to cut off further south. That cut deeply into our Vegetable Farming operations then and now you want to take more acreage and close a vital entrance into our property west of Shirley Rae Drive with the Glovers Lane route. Each acre produces the highest output in the State of Green Beans - Peppers, Squash, Sweet Corn, etc. We will need to be paid for years and years of the loss of these crops as well as the value of the land. There is very little good farmable land available in close proximity to our property that could be obtained. But I guess you would take care of all of that for us.(Unlike what took place in 2001.) There will also need to be arrangements made so we can continue to have an entrance into the south end of our property. We take large trucks and trailers in and out that can't be turned around in the property - so we go in one way and out the other (Shirley Ray Drive on the south and 500 South and 1100 West on the north). We bought a 'lot' on Shirley Rae Drive (a platted subdivision) when we bought the rest of the 44 acre farm parcel and had to pay 6 times what we paid for the 44 acres per acre to obtain that needed 2nd entrance into our property. Now you will take this 2+ acre 'lot' as well as more good farm ground continuing west 1000 feet. All of these issues will have to be resolved! I can't for the life of me understand why the proposed route is not going on through Shepherd Land or why at the last minute the Glover Lane Route took a "funny twist" to the north across Glover's Lane and into our most fertile property instead of the original plan continuing on down over worthless property that can't even grow much grass on it south of Glover's Lane. No one has contacted me in this "study" to see what "impact" this highway will have on our Business and on our families. We support 4 families on this farm as well as hundreds of both adult and teenage hired help and don't know if we can continue to keep our current operation levels going if this property is taken. Will the State support one of the families that this will impact? Please use some 'common sense' and find another way to take this Highway that no one in Farmington can use because the closest exits seem to be at Parrish Lane in Centerville and 200 North in Kaysville. How does this help anyone in West or East Farmington?

Comment 996

Response Section in Chapter 32 ➥

Comment #: 996

Date: 9/6/2013

Source: Email

Name: Barbara Stevens

Location: Farmington

Comments:

<See attachments on next pages, titled 00996_Change.orgPetition_BarbaraStevens_9-2-2013.pdf and 00996_1162_signatures_Change.orgPetition_9-2-2013.xls>

<The petition attached includes 394 comments that have been included in this report>

Comment 996 (continued)

Response Section in Chapter 32 ➥

Utahns for Better Transportation (UBET)

https://www.youtube.com/watch?v=jpKFrn6usew&feature=player_embedded

www.utahnsforbettertransportation.org/

32.2.1G would like the opportunity to work WITH UDOT on a shared solution. However, the financial burden of researching the alternative is being placed on the backs of private citizens. Governor, PLEASE insist that UDOT bears the expense of exploring and analyzing this shared solution in partnership with UBET. We want to work WITH our adjacent communities, not be pitted against them in a survival of the fittest contest. YOU can help!

32.2.1G The Shared Solution is ONE example of how to re-work our existing infrastructure in smarter ways, but it will take more funding and having UDOT experts work hand in hand with UBET to come to a SHARED solution to FIND THE LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE ALTERNATIVE. (LEDPA)..

http://www.youtube.com/watch?v=gEOQOXs0LjA

32.14.3E By building the WDC, it will violate the EPA's 404(b)(1) guidelines to select the Least Environmentally Damaging Practicable Alternative . UDOT has not studied other solutions which have a FAR LESS DAMAGING IMPACT because they purposely did not include them on their 46 alternatives and did not ask for other alternatives.

32.11.2A The nearly 300 members of Utah Physicians for a Healthy Environment (UPHE.org) have compiled thousands of medical studies confirming the health consequences of our air pollution, which is sometimes the worst in the United States. Those who live within 2 miles of a freeway are the most victimized by this pollution. UDOT is ignoring the entire body of medical research that would condemn this project as a serious health hazard.

32.3E One of UDOT's own stated objectives is to "support the objectives of the adopted local land use and transportation plans for communities west of I-15 in Weber and Davis Counties." UDOT is NOT meeting their own stated objective. The roads we build should improve and enhance our communities.

UDOT has come up with its own options for the freeway and has been successfully using a "divide and conquer" strategy to create citizen "buy in"... I even fell for it, writing an article only in support of leaving the freeway out of my backyard. But, I am now convinced we must work TOGETHER for the benefit of ALL our communities.

Comment 996 (continued)

Response Section in Chapter 32 ➥

http://davisclipper.com/view/full_story/22684083/article-Letter--Glover-Lane-route-is-wrong-for-West-Davis-corridor

32.2.1G BY SUPPORTING A SHARED SOLUTION WITH THE STATE OR FEDERALLY-FUNDED ASSISTANCE OF UTAHNS FOR BETTER TRANSPORTION, UDOT CAN MEET THEIR STATED OBJECTIVE OF IMPROVING AND ENHANCING OUR COMMUNITIES. UDOT can't seriously think that a MASSIVE, NOISY, POLLUTION-SPEWING, ELEVATED EYE-SORE of a freeway is going to enhance our communities!

32.1.2C In conclusion, UDOT's proposal is in direct opposition to the Federal Highway Administration's Livability Principles contained in this document:

http://www.fhwa.dot.gov/livability/state_of_the_practice_summary/research00.cfm

32.31D We, the undersigned request that our taxes are used for transportation projects which do not waste our money. We also request that UDOT work side by side with other agencies such as Utahns for Better Transportation, UTA, as well as environmental groups to protect Utah's landscape, air quality, and wildlife! Our infrastructure is outdated and in need of repair BEFORE considering more freeways.

32.31L 32.2.3A

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*****EXAMPLES OF SMARTER TRANSPORTATION PLANNING*****

32.31D Watch this video of the removal of the San Francisco Embarcadero elevated freeway with a boulevard showing how smarter planning can enhance beauty of natural surroundings increasing tourism, reduce emissions, encourage mass transit and other forms of travel, while increasing economic development and tourism. http://www.streetfilms.org/lessons-from-san-francisco/

Read this article on effective bicycle planning:

32.31D http://grist.org/biking/2011-03-14-tearing-down-urban-freeways-to-make-room-for-a-new-bicycle-econ/

32.31D "Urban freeways are also ineffective as transportation solutions. Caught in the vicious feedback loop of induced demand, they cannot be expanded fast enough to keep up with increasing traffic — yet each expansion lures yet more drivers who create yet more congestion and demand more lanes, ad infinitum. The maintenance and expansion of these roadways gobble up transportation funds that could create and maintain less costly and destructive alternatives."

Comment 996 (continued)

Response Section in Chapter 32 ➥

32.31D Read this article appropriately called "How to Slay a Concrete Dragon" about the proposed "ramps to nowhere" in Seattle that ultimately went unfunded. I have personally frequented the Arboretum mentioned in the article and was fortunate to have seen the natural beauty of the Japanese gardens that were to be removed for these ramps (corridors).

32.31D http://crosscut.com/2013/05/29/mossback/114699/concrete-dragons-how-slay-freeway/?page=1

******CURRENT NEWS ARTICLES IN REGARDS TO PETITION*********

32.31D http://www.deseretnews.com/article/705267777/UDOT-chief-floats-gas-tax-change.html?pg=all

"Meantime, transportation commissioners are hopeful that President-elect Barack Obama will advocate for a stimulus package for states of more than $500 billion over two years to provide 2.5 million jobs by investing in the nation's infrastructure.

32.31D UDOT would apply for the money. "Hopefully, we'll be able to ramp up some of the projects," Commissioner Meghan Holbrook said."

32.2.2H Too bad that "infrastructure" is interpreted as freeways and not other options.

This news article was just written today AGAIN with Governor Herbert attempting to address the pollution problem... GOVERNOR: TELL ME AGAIN WHY UDOT IS

32.2.2H PROPOSING A FREEWAY THAT WILL ONLY ADD TO OUR POLLUTION?

http://www.deseretnews.com/article/865581514/Governor-Herberts-clean-air-partnership-takes-on-new-form-sets-initiative.html

PERHAPS, it has to do with this 2008 article which showed that UDOT favors building roads and NOT building infrastructure because it reduces UDOT's capital:

32.31O For every gallon of gas, UDOT receives 24.5 cents. They are receiving incentives to DISCOURAGE mass transit!

http://www.ksl.com/?nid=148&sid=4418168

EPA is considering reducing the ozone standards from 75 ppb to 60 ppb. More freeways will create more pollution, idling or no idling.

32.11.1A http://www.kutv.com/news/top-stories/stories/vid_5373.shtml

32.11.1A "EPA Concludes Fine Particle Pollution Poses Serious Health Threats"
"Causes early death (both short-term and long-term exposure)

Comment 996 (continued)

Response Section in Chapter 32 ➥

Causes cardiovascular harm (e.g. heart attacks, strokes, heart disease, congestive heart failure)
Likely to cause respiratory harm (e.g. worsened asthma, worsened COPD, inflammation)

32.11.2A May cause cancer
May cause reproductive and developmental harm

—U.S. Environmental Protection Agency, Integrated Science Assessment for Particulate Matter, December 2009. EPA 600/R-08/139F"

32.11.2A http://www.stateoftheair.org/2013/health-risks/health-risks-particle.html

Even the Government's Environmental Protection Agency knows that this freeway

32.31D is not "smart" planning. Read the link below:

"Four transportation and land use strategies that enhance quality of life and protect

32.31D human health and the environment are:
Smart and sustainable street design.
Transit-oriented development.
Parking management.
Sustainable transportation planning."

32.31D http://www.epa.gov/smartgrowth/topics/transportation.htm

EPA REGULATORS LOOK TO REDUCE POLLUTION-CARS STILL BIG PROBLEM

32.11.2A http://www.ksl.com/index.php?sid=25682911&nid=148&title=regulators-look-to-reduce-pollution-cars-still-big-problem&fm=home_page&s_cid=queue-1

32.11.2A Link between pollution and autism::

32.11.2A http://www.environmentalhealthnews.org/ehs/news/2013/pollution-and-autism
Unacceptable Air Quality:
http://blog.utahmomsforcleanair.org/2013/04/24/another-f-grade-utah%E2%80%99s-air-quality-unacceptable-for-utah%E2%80%99s-children-utah%E2%80%99s-politicians-are-to-blame/

32.11.2A UCAIR, INITIATED BY GOVERNOR HERBERT AND INTRODUCED JANUARY 31, 2012 BECAME A NON-PROFIT ON JUNE 11, 2013 http://www.ucair.org/

32.11.2A http://www.youtube.com/watch?v=QDV1-RrSoDc Jan 31, 2012 Governor Announces UCAIR

Comment 996 (continued)

Response Section in Chapter 32 ➥

32.31D

http://fox13now.com/2013/06/11/ucair-becomes-a-non-profit-organization/ June 11th 2013 UCAIR is now non-profit

CNN MONEY MAGAZINE RANKS FARMINGTON, UTAH THE 12TH BEST PLACE TO LIVE OUT OF AMERICA'S BEST SMALL TOWNS!

http://www.farmington.utah.gov/displayarticle304.html

32.2.1G

UBET attempted to work with UDOT on a shared solution:

http://www.sltrib.com/sltrib/politics/56273541-90/freeway-groups-http-lake.html.csp

32.31D

This section labeled "quality of life" encompasses more advantages for our citizens than the definition provided by UDOT.
http://www.publictransportation.org/benefits/qualityoflife/Pages/default.aspx

32.31D

Salt Lake Resident wrote letter against building this west davis corridor:
http://davisclipper.com/view/full_story/22898769/article-Letter--Corridor-plans-are-an-outrage?instance=secondary_stories_left_column

32.11.2A

Dr. Moench's article in the Salt Lake Tribune regarding harmful ozone levels in Utah and the effect of the West Davis Corridor.

http://www.sltrib.com/sltrib/opinion/56478797-82/ozone-utah-smith-stewart.html.csp#comments

32.14.2B

FEDERAL LAWS THAT PROTECT BALD EAGLES.. There are many in Farmington, Utah.

http://www.fws.gov/midwest/eagle/protect/laws.html

32.2.13C

UDOT 'S RECOMMENDATION AND OAKRIDGE COUNTRY CLUB

http://www.sltrib.com/sltrib/politics/56478726-90/club-udot-course-oakridge.html.csp?page=1

32.30F

Opposers to freeway attempted to meet with UDOT early on:

http://www.sltrib.com/sltrib/politics/56185892-90/davis-group-kalt-media.html.csp

**********PUBLIC INPUT RALLIES 6-11-2013**********

http://fox13now.com/2013/06/11/hundreds-pack-meeting-to-protest-west-davis-corridor/

Comment 996 (continued)

Response Section in Chapter 32 ➥

32.2.3A
32.2.1G

http://www.ksl.com/?nid=148&sid=25561042

****ORGANIZATIONS OPPOSED TO THE WEST DAVIS CORRIDOR and FAVORING A SHARED SOLUTION WITH UBET & UDOT:*****

(PLEASE CONTACT ME IF YOUR ORGANIZATION WOULD LIKE TO BE ADDED TO THIS LIST)

Utah Physicians for a Healthy Environment
http://www.uphe.org/

Protect Utah Wildlife
www.facebook/protectutahwildlife

Utah Tar Sands Resistance
http://www.tarsandsresist.org/

Governor We Cannot Breath
http://wecannotbreathe.blogspot.com/

University Student Clean Air Network
http://sustainableutah.wordpress.com/2013/04/02/university-student-clean-air-network/

Utah Birders
http://www.utahbirders.com/

Great Salt Lake Audubon
http://www.greatsaltlakeaudubon.org/

Peaceful Uprising
http://www.peacefuluprising.org/

********** CITIZENS SIGNING THIS PETITION: **********

PLEASE MAKE COMMENTS WHY THIS ISSUE IS IMPORTANT TO YOU. OUR GOVERNOR AND ALL OF OUR ELECTED LEADERS NEED TO HEAR FROM YOU!

PLEASE MAKE AN OFFICIAL COMMENT ON THE LINK BELOW TO OUR GOVERNOR IN ADDITION TO A COMMENT ON THIS PAGE AND UDOT.

http://governor.utah.gov/goca/form_comment.html

Comment 996 (continued)

Response Section in Chapter 32 ➥

Responses to comments are addressed for each individual comment.

ALSO: MAKE COMMENTS THROUGH AUGUST 23rd 2013 ON UDOT'S WEBSITE: http://www.udot.utah.gov/westdavis/get_involved#contact

or VISIT THEIR WEBSITE http://www.udot.utah.gov/westdavis

Call, email, or write comments to your local leaders.
Syracuse citizens can make their comments via an online form.

Emails are not publicized...

http://syracuseut.com/YourGovernment/ContactMayorandCityCouncil.aspx

* "Farmington Bay Bald Eagle" Photo Credit: Used by permission by Brent Clark. All rights reserved. Taken winter 2013 in Farmington Bay Farmington, Utah.

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Comments

Name	Location	Date	Comment
Barbara Stevens	Farmington, UT	2013-06-11	I care about the health and environment of Davis County Residents. We recently earned an "F" grade by the American Lung Association and we were one of the most polluted cities nationwide this winter. Building a freeway is going backwards in solving this problem. By signing this petition I look forward to seeking a shared solution to the traffic congestion studies and increasingly dangerous pollution. Show your support for a Shared Solution and say "NO" to the proposed West Davis Highway by signing below. Make comments to UDOT by August 23rd 2013. Thank you.
Stephanie Greenwood	Bountiful, UT	2013-06-11	I believe the West Davis Corridor to be an expensive and un-needed project that would threaten the serenity of the area, displace families, harm the wildlife and adjacent wetlands, risk the health of residents, and is contrary to the goals of UDOT. According to the Clean Air Act "areas that do not meet air quality standards must develop plans and take actions to improve their air quality." The Wasatch Front is one of these areas. The job of UDOT is to decrease the amount of pollution, not encourage more traffic by building more freeways. The state has sunk millions of dollars in to the mass transit FrontRunner line which is highly under-utilized. Building the West Davis Corridor would discourage use this state-of-the-art, environmentally-friendly option that the state has invested in. One of UDOT's objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel . . . " The WDC does not meet this criteria and works against these objectives. I encourage you to consider the Shared Solution that has been set forth. This project would save taxpayers millions of dollars, keep UDOT in compliance with the Clean Air Act, encourage mass transit, and better fits UDOT's goals. Additionally it would save the serenity of the area while still encouraging growth. It is a win-win for everyone.
Sara Rasmussen	Farmington, UT	2013-06-11	Because it will be built near my neighborhood and I don't want it here.
Jeff Bilsky	Salt Lake City, UT	2013-06-11	Critical, unique habitat that ought to be treasured and Marketed, not destroyed.
Kevin Hixson	Farmington, UT	2013-06-11	We truley need open space. The preserves that are out their for all to enjoy is worth far more than the $600 million eye sore they wish to build. The freeway will KILL people expecially in the winter time due to severe fog. Truly a life is worth more than that $600 million. Right?

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Natalie Larason	Farmington, UT	2013-06-11	Utah needs to start addressing the growth in population and transportation needs in a smarter and more responsible way. Our air quality is bad, especially in Davis County. We have an awesome Front Runner station only 2 miles from our house that could potentially play a huge role in helping Utah cut down on the congestion on our freeways and emissions being release. We need to push this type of alternative over just building another freeway. We have been asked by your office to carpool, drive less, and use mass transit yet our own state's transportation department wants to build yet another freeway to make it too convenient for people to drive their cars. We live in a beautiful county and state but this is always being lessened due to building large intrusive freeways instead of being creative and thinking of smarter solutions like the Shared Solution that is being presented. Make the right choice. Keep my community clean, quiet, and a nice place to live.
Jennie Frey	Farmington, UT	2013-06-11	There has got to be a better solution than building a massive freeway through communities. A solution that would encourage public transportation and one that would enhance communities instead of damaging them.
Gerald Rampton	Mapleton, UT	2013-06-11	Because we DO NOT need this Corridor-period! Also, because we need to look at the "Shared Solution" as the best & cheapest alternative !!!
Rebecca Berry	Farmington, UT	2013-06-11	I have lived in Davis County my entire life. I recently bought a new home in Farmington. If built, the WDC would be within 1/4 of a mile of my home and where my children play and go to school. I am concerned for their health safety and do not support this road. Governor Herbert, there are better options available than building this road thru Farmington and its protected wetlands. If you are serious about having more Utahans taking part in mass transit, if you want to help our air quality and save tax payers millions of dollars-then you will stop this road before it even starts!
Kami Stewart	Farmington, UT	2013-06-11	This freeway would be an unnecessary expense and pollutant!
Margarer Cady	Maple Valley, WA	2013-06-11	I have lived in Utah for 10 years and the air quality needs solutions not more freeways! It has only gotten worse. I also know that the proposed area has many bald eagles that need protecting!
Jessica Endrizzi	Farmington, UT	2013-06-11	I don't want the pollution near my home, or to divert traffic from my business.
Lisa Teuscher	Syracuse, UT	2013-06-12	We moved here because we wanted to be out in a rural setting, away from big roads and traffic. I'm concerned about being so close to this highway also because we already struggle with my little girl's asthma.
Jamie McGarry	Syracuse, UT	2013-06-12	My family has a lot of health problems and do not want all this smog and emissions close to my house
Kim Hunt	Farmington, UT	2013-06-12	We don't want this freeway!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Sharidee Wood	Farmington, UT	2013-06-12	Pollution, Home value, Noise, Safety

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Dennis Law	Syracuse, UT	2013-06-12	• WHERE IS THE NEED? – The actual need for this road seems to hang by a thread. Before UDOT moves forward with a plan to spend $600 million of OUR hard-earned tax payer money, we want UDOT to prove beyond a shadow of a doubt that there is a NEED for this freeway. Show the public EXACTLY how you came to the conclusion that there is a need for this road? What data did UDOT use for their traffic modeling? What were the assumptions built into the model and when were they last updated? Who validated those assumptions? Why is this information not being supplied to the public? Why not try things like making Frontrunner cheaper or even FREE, and then re-evaluating to see if there is still a need for a $600 million freeway? • CONNECTING TO TRAINS - One of UDOT's objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel . . . " If this is truly one of UDOT's objectives, then the roads should CONNECT to trains and other modes of transportation. Explain how the proposed WDC increases intermodal transportation and meets this stated objective. • LESS CONGESTION = LESS RIDERSHIP ON FRONTRUNNER - Less congestion leads to fewer people using Frontrunner and other methods of transportation, so doesn't building this road actually defeat the purpose of "increasing intermodal transportation"? And isn't it contrary to what our Governor is trying to get people to do –drive less? How are the Governor and UDOT working together to encourage less driving, more mass transit, and better air quality? • Violation of Department of Transportation Act, Section 4(f) – WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails. The Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Federal law protects the trails and the conservation easement from highway development according to Federal Highway Administration regulations. UDOT can only impact this land if Farmington City agrees in writing that there is no impact, after Farmington City hears public comment. Tell UDOT, Farmington City Mayor and City Council members to protect Buffalo Ranch Trail and conservation easement under the Department of Transportation Act, Section 4(f). Tell UDOT they ARE NOT "de minimus" impacts! • LEDPA – The steepest hurdle in obtaining a Clean Water Act section 404 permit is complying with the EPA's 404(b)(1) guidelines to select the Least Environmentally Damaging Practicable Alternative. There is no way that the Glover Lane alternative is the Least Environmentally Damaging Practicable Alternative. Explain how UDOT has come to this conclusion. Can UDOT demonstrate that no less environmentally damaging practicable alternative is available? What about the Shared Solution? Isn't that less environmentally damaging and practicable? • EXHAUSTING ALL OTHER OPTIONS - Other options, like the Shared Solution, are available that could improve projected transit ridership, including expanded express bus

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Chris Packard	Layton, UT	2013-06-12	The West David Corridor will only detract from the peace and beauty of west Davis county. That is why most people moved out there, to get away from traffic and the city.
Jana Leavitt	Fruit heights, UT	2013-06-12	The West Davis Corridor is not the right choice. Clean air means healthier people and less pollution!!!
Mollee Steele	Farmington, UT	2013-06-12	I live close to where this freeway would go and there is a school close by as well. MANY people will be affected. I am worried that this freeway will adversely affect our health and make my son's asthma worse. Also, it will greatly affect our peace and quiet out here.
Fawn Morgan	Fruit Heights, UT	2013-06-12	Been working for 30 years for safe and sane solutions to Highway 89. If we are going to build the Front Runner then we should use that solution. People have to adapt their habits rather than running rough-shod over the wetlands and Farmington residents.
Tricia Smith	Farmington, UT	2013-06-12	This option is morally and ethically wrong. The impacts on the environment, schools, neighborhoods, air quality, our walking and horse trails as well as our way of life will be changed and not for the better. The cost to build a raised freeway will still affect the wetlands and with the Farmington fog and wind, accidents will be an absolute. Please say NO to this option.
Tyler Poulsen	Farmington, UT	2013-06-12	I do not want Clark Lane in Farmington to turn into an equal to Parrish Lane in Centerville, this is a home community with an elementary school on this road not a business route.
Rachel Hixson	Farmington, UT	2013-06-12	I would gladly take Trax to work daily but UDOT instead focuses on more & more roads. This road in particular obliterates the Farmington Nature Preserve, threads a third highway through the tiny, barely 5 mile wide strip of land between the mountains and the Great Salt Lake that is central Farmington and leaves a heavy burden of destruction and pollution when other, better, cheaper, wiser, healthier options are available. DON'T let this happen. Honor your own advice to our state.
Hayleigh Davis	Farmington, UT	2013-06-12	I already worry about my nephews and niece running off and crossing 1100 west to get to grandpa and grandmas house. If 1100 W is extended into Glover Lane the worry will be much more with the high traffic level that will result. Not only will this effect my family but all the others in the area with small children.
Casey Williams	Syracuse, UT	2013-06-12	The chosen option through Syracuse is the one that will harm the most residents and families by FAR, while the empty farmlands and wetlands to the west are protected. Stupd much? YES! Absolutely ridiculous.
Tristin Jensen	Syracuse, UT	2013-06-12	The preferred alternative currently will be built 15 feet behind my chain link fence. I will have 4 young children around the time of the proposed building of the freeway. I am worried about how the noise/air/light pollution will affect my young family as well as putting them in danger and dropping all value of my home.
Cory Jensen	Syracuse, UT	2013-06-12	Let's stop dumping money into more roads and dump money into making mass transit affordable and practical.

Comment 996 (continued)

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Name	Location	Date	Comment
Jodie Garlick	Farmington, UT	2013-06-12	We live in West Farmington. Our family moved out here to enjoy the beautiful scenery and quiet neighborhood. I, myself, along with many many people in our area area, if not all, re absolutely opposed to having any freeway extensions built around our homes and neighborhoods. I'm appalled that the rights and voices of the citizens of Farmington are going unheard. And that once again pur city must give up land, and pay more taxes for a roadway that no one in Farmington wants. We made concessions before and land was taken to make way for legacy and trax, and now, with Farmington having such little land available, as opposed to other cities, we are basically being forced to give up more. I'd certainly hope that we the people are more important and also the protected wildlife are more important than a costly roadway. If meeting bout this are poorly attended it certainly doesn't speak for the people. People are busy enough as it is, and now we are supposed to put aside our schedules and try and make a meeting that takes place when many of our families have dance recitals, sport events and practices to argue something that shouldn't be an issue. Please consider that these are families you displace, homes and lives you destroy, peaceful neighborhoods and communities that are being uprooted and tax paying citizens who's children, families, schools, land and also opinions matter. Not just UDOT.
Shelley Rampton	Mapleton, UT	2013-06-12	I honestly think it to be unneeded!
Jacque McBride	Farmington, UT	2013-06-12	Yo block a terrible location for a freeway
Michael Larsen	Syracuse, UT	2013-06-12	It is more than sad to destroy our peaceful neighborhood, divide our city, and build what could be built somewhere else without the impact on families, property, communities, and the health and well being of individuals. Please stop this from happening.
Elizabeth Stair	Farmington, UT	2013-06-12	The last thing this state needs is another freeway. Farmington already has two freeways (three if you count the 89) bisecting it, do we need another? This is completely contrary to Utah's needs and goals of having better air quality and encouraging the use of public transportation. Please do not fund this project.
Andrea Kitajo	Clearfield, UT	2013-06-12	I do not want my child going to school next to a busy highway dealing with the health risk. We move out this far from the freeway for reason. I already have respiratory problems and do not want my daughter to have to suffer with it also.
Alicia Moon	Clearfield, UT	2013-06-12	This project would affect tremedously my daughter's school (SAA) and the enviroment in that area. I do not believe that smoother traffic is more important than education and clean enviroment for my children!
Lindsay Cook	Farmington, UT	2013-06-12	That would be a very long comment. Let's see...healthy air is important to me, spending tax payer and federally subsidized money on mass transit is a much better way to prepare for the future population growth, building more freeways is NOT, farmington does not need another freeway, nor will it service farmington residents at all, it will ruin my beautiful view from my house, it will destroy the beautiful farmington bay. Those are just some of the reasons this freeway should not be built.
Kimberley Rivers	Bountiful, UT	2013-06-12	I love love love love love my farmington community. After moving around the country for years we finally feel settled and have a wonderful home, community and city to raise our children. It really breaks my heart to hear about the WDC and feel that it will break our community apart or make it a much less desirable place to live. There must be other solutions. Please lets find them together.

WEST DAVIS CORRIDOR

Comment 996 (continued)

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Name	Location	Date	Comment
nikki holbrook	farmington, UT	2013-06-12	There are so many reasons why I don't want this freeway built. My main concern is pollution and the bird preserve. The wetlands by the GSL are amazing, how can we destroy a bird preserve unique in it's kind? Also Utah's air is one of the worst in the country and we already can't breath in the winter months here. We live in such a beautiful area, please don't destroy it.
Charity Peterson	Syracuse, UT	2013-06-12	I moved to Syracuse for a reason, I do NOT want to be near a freeway with 65mph traffic let alone, semi-trucks, smog and billboards. I love the peace and quiet I have out here. Please do not allow this corridor!!!!
Trisha Simmons	syracuse, UT	2013-06-12	My kids safety and air quality at school!! they attend the arts academy right there! and I also live in the neighborhood where it will be running behind! there has to be a better option!
Elisabeth Taylor	Farmington, UT	2013-06-12	Do not allow this residents! We pay so much for our homes and taxes to allow this and lose so much!! This is such insanity! Not only will we lose BIG financially, but we will lose the great beauty which drew us all to this area in the first place! Please get this stopped!!!!!!!
Megan Rolfson	Farmington, UT	2013-06-12	The elevated highway is bordering my property. Safety for our kids is in jeopardy. Why not extend mass transit? Telling us to drive less and carpool but yet building more roads.... Not making much sense.
Mindi Huntington	Panguitch, UT	2013-06-12	The corridor affects my sister and her small family.
Kristyan Williams	Farmington, UT	2013-06-12	The West Davis corridor plans would uproot my friends, devalue my home and neighborhood, butcher the park my kids and I play at, and all without any greater access to freeway or really any benefits for me and mine. It also will all but wipe out the Bird Reserve Wetlands that I love to visit and photograph.
Alice Palmer	Farmington, UT	2013-06-12	Govenor Herbert, please take a stand. Put a stop to the West Davis Corridor! Keep your campaign promises. This is a bad proposal. It's bad for wildlife and the environment. It's bad for our economy--there are better uses for our tax dollars. Do what is right. Don't let us down.
Ashley Reid	Syracuse, UT	2013-06-12	I live in a neighborhood that is suppose to be right next to it! I didn't move here to have a freeway with high speed limits and billboards and light pollution!
Shannon Day	Farmington, UT	2013-06-12	This directly affects my home. My community park, air quality, and safety of my children in a negative way. Please stop and think about the thousands of children and helpless animals you are willing to harm by building an UNNECESSARY road. Please spend the money to increase public transit opportunities.
MARY JOHNSON	WEST POINT, UT	2013-06-12	My daughters school is right next to the proposed Corridor and the health and safety risks are too high.
Molly Prentice	Salt Lake City, UT	2013-06-12	I think it is time to plan for wiser travel options in our bowl shaped, pollution prone valley. I also think it is time to put a higher value on the other species that populate our planet but who do not have a voice.
Lori Kalt	Farmington, UT	2013-06-12	I demand that my tax money be spent responsibly. The Governor is not being responsible with our money if he allows UDOT to build a road that clearly is not in alignment with the Governor's campaign for clean air. Nor does the road follow the guiding principles set forth in the Wasatch Choice for 2040. This is wrong and Governor Herbert needs to pay attention and listen!
Allisha Larsen	Syracuse, UT	2013-06-12	I don't want a freeway running through my neighborhood, plowing under agricultural land or destroying the parks, trials, ponds and schools that are in the path of this monstrosity. Find options with less impact.
Doug Greenwood	Bountiful, UT	2013-06-12	To preserve the wetlands of Great Salt Lake, Utah.

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Name	Location	Date	Comment
Julene Kowallis	Syracuse, UT	2013-06-12	The main reason I don't want the new freeway is because after years of working hard to pay off our home, it will be accomplished in two more years. My husband and I will retire within five years, and the freeway will take our home. We don't want to start over at age 65. This is our home. We are living on land that has been in our family for over 100 years. We don't need to cut our city in half especially when there is so much open land further west.
Steve Beardall	Farmington, UT	2013-06-12	Pollution is at an all time high in Utah and there is no need to spend 600 Million to increase it. Its is counter productive and if we are going to spend the money we should be using it to reduce pollution and make mass transit more accessible and timely.
Michelle Thurber	Farmington, UT	2013-06-12	The West Davis Corridor goes too far south. There is no reason for this road to go through flood plains and right next to a bird refuge. There is no benifit for Farmington or Kaysville residents. It is more road where it is not needed.
Ashley Graves	Farmington, UT	2013-06-12	We don't need to spend millions on another road!!
Brad Holje	Farmington, UT	2013-06-12	The negative effects far outweigh benefits of this corridor. (These negatives have been addressed in counsel meetings.)
Kellee Grose	Farmington, UT	2013-06-12	Farmington City has the most to lose from the West Davis Corridor project. We have the least amount of useable land between the lake and the mountains yet UDOT is proposing to take a good portion of this land away to create a road that will not benefit residents of Farmington. We paid a premium price to move to Farmington City to avoid the long commute to SLC. If others would like to avoid a commute they should do the same. In addition to the human impacts we have to consider the wildlife. Building another interstate will forever negatively impact the environment. These are just a few resons why I oppose spending $600M dollars to fund this intrusive uneccessary project.
Luke Larsen	Farmington, UT	2013-06-12	There has to be a better solution that won't negatively impact so many families. My family is one that would be greatly impacted. Please don't go forward with this.
Bruce Bassett	Farmington, UT	2013-06-12	Any new solution must tie into mass transit. This currently proposed solution will kill hopes for Frontrunner!
Sandy Jensen	Syracuse, UT	2013-06-12	Because it is going through good neighborhoods, the wetlands and all that remains of the "countryside". It also costs way too much....the rest of our roads are in terrible shape!
Todd Smith	Syracuse, UT	2013-06-12	I HATE IT!!! When we built our home we knew that there was supposed to be a highway coming to the area. We were told that it was going down Bluff road so we were in the clear. Now the plan is to by-pass the Bluff and skirt around right through our yard. We bought 4 acres here in Syracuse so we could have our horses and raise a family. If they come through our place we will no longer have a barn or be able to keep 6 horses on our place. Why should the State be able to come in and TAKE what is NOT theirs?!?!?

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Name	Location	Date	Comment
Heather Steed	Syracuse, UT	2013-06-12	This road is currently slated to be about 200 feet from my home. While I understand the need for roads, I don't believe the current plans for the road are appropriate. The road goes right though communities where people live, not through a commercial corridor as does I-15 in SLC, yet it appears that the same approach will be used in the guidelines for the West Davis Corridor. It appears it will be an oversized, no-restriction freeway, with no soundwalls or other protections for the people, like me, who will be living right next to it. Please stop UDOT from pushing their agenda and encourage them to listen to the MANY voices that have cried out in opposition. We once had representatives from UDOT come and talk to a group at our home, and it was pretty clear to me that they had their talking points. Though they put on a good show of "listening" to our point of view, it was apparent to me at that time that they were only trying to appear to listen. They always knew which road they would "prefer". Well, it's not locally preferred around here, that's for sure!
Peyton Smith	Syracuse, UT	2013-06-12	Its taking my home out!!!
Jan Rooklidge	Farmington, UT	2013-06-12	It is affecting my daughter's home!!
Tracey Michie	Syracuse, UT	2013-06-12	The current freeway proposal would essentially be right in front of my house with no sound barrier and a terrible eyesore. It also has already affected the value of my home and has proven to be a deterrent for potential home buyers as we tried to sell our home this past year. There is nothing but wide open spaces west of us that could accommodate this freeway where fewer families will be affected. It makes no sense to build it in the proposed site.
Hannah Smith	Syracuse, UT	2013-06-12	It is affecting my home!!
Heather Dove	Salt Lake City, UT	2013-06-12	This freeway is completely unnecessary. It will ruin prime migratory bird habitat in Farmington Bay. It will foster urban sprawl, more driving, more air pollution, noise pollution, light pollution. The only ones who stand to benefit from this are the big landowners along the route and the developers. The rest of us will lose our health, our environment, our happiness and our tax dollars. We want UDOT to adopt the Shared Solution, a much more sane, measured, modern approach to mitigating traffic congestion and fostering urban renewal and development of local businesses and jobs.
Hailee Smith	Syracuse, UT	2013-06-12	Its taking my home and my animals home!
Jason Crozier	Layton, UT	2013-06-12	right in my back yard
Sandra Smith	W. Bountiful, UT	2013-06-12	It is going through my sons home!!
Jenny Munns	syracuse, UT	2013-06-12	I do not want a freeway to split the middle of our town we as like many others moved out here to be away from all of that and we love it!!!
Cathryn R Cordray	slc, UT	2013-06-12	endless roads and development dependent on fossil fuels are destroying Utah
Naomi F Penrod	Orem, UT	2013-06-12	It will only add to the pollution we already have and cut the effectiveness of our mass transit already in place. That will undercut TRAX and cost double for that investment.
Nathan Tanner	Farmington, UT	2013-06-12	If we make it easier for people to drive more they will. Lets encourage mass transit. Building this Freeway may make someones commute shorter by a few minutes temporarily but at what cost? The old ways cant continue without a significant cost to our health, our way of life, and the environment.
David Jones	Provo, UT	2013-06-12	I have a lot of close family that live in this area and will have their home life disrupted by this decision. I am voicing my opinion to petition the government to listen to the people.
Darren Maxfield	Syracuse, UT	2013-06-12	If you build it, they will use it. Build better public transit instead of unneeded freeways. Reduce pollution and protect our towns.

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Name	Location	Date	Comment
Pat Walsh	Bountiful, UT	2013-06-12	Govern for the people by the people in the smartest way possible
Mary Silver	Farmington, UT	2013-06-12	For one thing, my daughter and her family live where this interchange at Glover Lane will be going and it will ruin their neighborhood. There is already interstate 15 and Legacy Highway coming right through this area. Give us a break.
Melinda Allred	Syracuse, UT	2013-06-12	This unneeded freeway rips through my neighborhood, destroying homes of my friends and family and sits right in my front yard.
Dallas Despain	Farmington, UT	2013-06-12	The glover's lane option would destroy Farmington's beautiful community. Please don't fund it! We need smarter solutions. UDOT seems to have an ulterior motive here because they are choosing the most expensive option!
Kristen Child	Salt Lake City, UT	2013-06-12	It is important this corridor not be funded because environmental studies/surveys have shown how great the devastation will be to some of the last protected wetlands in this area. There are better places to put this corridor, and we should take the time to do the homework to find the right spot that will have the least environmental/social impact as possible.
Janet Tate	Cottonwood Heights, UT	2013-06-12	I am very concerned about the wetlands in the area.
David Stump	Taylorsville, UT	2013-06-12	It will forever damage wildlife habitat and we do not need another freeway.
Nancy Matro	Park City, UT	2013-06-12	This freeway truly is not needed. Farmington Bay is a precious wetlands area for migrating and seasonal birds. PLEASE do the right thing and don't destroy this invaluable habitat.
edie trimmer	SLC, UT	2013-06-12	I lived in SLC for almost 30 years. My Poplar Grove neighborhood knows about the impacts of fireeways and heavy rail lines on quality of life. My grandson has asthma which I attribute to poor air quality in the Salt Lake Valley. UDOT needs to broaden its visitio.
Andrea Nelson	Salt Lake City, UT	2013-06-12	We must invest in clean and smart transportation options. Another freeway will encourage sprawl, ruin wetlands and wildlife habitat, and cause an increase in air pollution. We need to invest in mass transit and walkable communities.
Brenda Kidman	South Weber, UT	2013-06-12	By the year 2014 this road will be underused. Please do not allow this to go through.
Nancy Howard	Salt Lake City, UT	2013-06-12	WDC will destroy wetlands for birds and other wildlife that can never be restored. Please do not fund.
mavourneen strozewski	syracuse, UT	2013-06-12	This is probably one of the worst decisions to be made about Traffic and convenience for Northern Utah. You have the Great Salt Lake habitat that will be affected (land & animals alike), noise to neighborhoods and yes, more pollution. It's such a bad idea!! For nature lovers this will destroy what we've helped to conserve.
Kelly Horne	Syracuse, UT	2013-06-12	We need the open areas of the State and the west side from I15 to the GSL for recreation, beauty and wildlife. Quit taking the beauty of our State away from us!
Becky Stauffer	North Salt Lake, UT	2013-06-12	Instead of spending $600 million on building more freeways to encourage more driiving, why not use the money to make public transporation more accessible and affordable and reduce the number of cars on the road and reduce pollution from cars.
Josie Douglass	farmington, UT	2013-06-12	This directly affects me and will take part of my backyard. I have grown up all my life in davis county and love it and wouldn't want to live anywhere else. I am finding so many of my fellow school mate from elementary to high school feel the same and we have all ended up staying to raise our own families now, Me and my husband built our house 3 years ago and are still working hard at getting the yeard and everything finished and now this will ruin all of that.

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Name	Location	Date	Comment
Carl Ingwell	Salt Lake City, UT	2013-06-12	Our governor has asked us repeatedly to drive less to improve air quality in the state of Utah. Numerous studies show that new roads generate new traffic and encourage people to make trips they wouldn't normally make. This new road would also encourage longer trips. Here's an example. If someone normally shops at the Smith's 2 miles away near there home, and all of a sudden there is a new Costco built 10 miles away from their home along a new freeway, many would choose to drive the further distance to shop at the Costco. This is just one example, but I believe that the new freeway would drastically increase VMTs in West Davis County, and increase air pollution. New freeways encourage new suburban sprawl. Suburban sprawl and freeway travel propagate global climate change, they further degrade already damaged wetland habitat, and they support an outdated system. This freeway isn't even necessary. Modeling by the Wasatch Front Regional Council shows this freeway will be "underutilized" in the year 2040. Governor Herbert, please do not support the West Davis Freeway and use your executive powers to block this construction.
Larry Kienke	Bountiful, UT	2013-06-12	South Davis County already has polluted air from the refinery. Now we want to add more freeways. How will this help are citizens of South Davis County. We need to find a better way. Plus this will hurt Farmington Bay and the surrounding area. WDC will destroy wetlands for birds and other wildlife that can never be restored. Please do not fund.
Mary Ellen Sloan	Salt Lake City, UT	2013-06-12	It is important to preserve animal and bird habitat; to decrease air pollution and support more sustainable transportation alternatives. Let's give it a chance please!!
William P. Helsley	Salt Lake City, UT	2013-06-12	The proposed route will destroy a famous viable birding location that is included in the Great Salt Lake Birding Festival each year.
Pamela Grubaugh Littig	Salt Lake City, UT	2013-06-12	The Lake is very important to us!!!
Kendall Watkins	Riverton, UT	2013-06-12	I am a 14 year old birder and if this freeway is built, it will not only destroy some of my favorite places to bird, but hurt the wildlife around it through noise and car pollution. We do not need a freeway going through important bird migration areas. This past winter the Salt Lake Valley had more red air days than I can ever remember. Another freeway will not help the pollution levels. Lower bus and train fares instead of building the freeway.
Larene Wyss	Murray, UT	2013-06-12	When the Legacy Parkway was built, there were some promises that nothing else would be built west of there in order to protect critical habitat for birds and to prevent urban sprawl. This proposed highway goes against those commitments. This area is extremely important habitat as a migratory path for birds. They won't just go elsewhere -- they'll be killed by motor vehicles. Once the habitat is lost, there is no going back. Please slow this decision process down and make sure you and others are aware of the impact this will have. Supporting a shared solution with UDOT and Utahns is a better way to go.

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Name	Location	Date	Comment
Diana Vos	Salt Lake City, UT	2013-06-12	A highway adjacent to the Great Salt Lake Nature Center and the Farmington Bay WMA (Glovers Lane Option) will have significantly greater negative impacts than described within the Draft EIS. There would be impacts beyond the actual acreage footprint of the highway to the area's wetlands. The impacts extend outward and upward a great distance and so the calculation of the loss of wetland habitat is much lower than it would really end up being. There is also a riparian corridor along Farmington Creek with large cottonwoods within which wintering bald eagles regularly roost that would be obliterated by a highway. The water quality of Farmington Creek would also be greatly lowered by a highway crossing it. All the waters of the Great Salt Lake Nature Center come from Farmington Creek. The Glovers Lane option for the WDC is the worst choice. I believe a new highway is not even a good choice. There are many other options that don't destroy wetlands, farmlands nor homes. For example, significant improvements can be made can be made to mass transit, increasing business opportunities locally, telecommuting, encouraging smaller family sizes to slow growth, etc. Open areas like those surrounding Farmington, Farmington Bay and the Great Salt Lake are what give Utah its great quality of life. Please don't allow more roads to destroy wetlands and farmland. Houses can be replaced, but wetlands and farmland are in very short supply.
Geri Litster-Gordon	sunset, UT	2013-06-12	I cannot have a high speed freeway right next to my children's school! UNBELIEVABLY UNSAFE!!!! I have seen so many cars that fly off the road or spin off on the ice, and if that happens in syracuse CHILDREN could be killed!
Lindy Davis	SLC, UT	2013-06-12	The beautiful areas of West Davis County are like a little haven not far from the city. It reminds me of how Draper, Riverton, Bluffdale & Herriman used to be BEFORE, Bangerter Hwy was built and all the land was developed. Please keep the highways away & don't ruin Davis County like you've ruined Salt Lake & Utah Counties! I understand it's more convenient and will help promote growth. I ask you, is that really necessary? There is still plenty of land in other areas - Don't take away the country feeling, just for more suburbs.
Jalair Janke	Farmington, UT	2013-06-12	There is so many things wrong with the potential for this freeway...air quality, ruined wet lands and bird refuge, astronomical cost, noise...to the more personal issues, that being the peace and serenity of why we moved here 10 years ago to enjoy the western sunsets and open land. As I listened to the comments of a top UDOT representative and his comment about this being an "emotional issue" for those who might be potentially impacted I wondered how "emotional" would he become if it was proposed to have a freeway coming through his backyard and what lengths would he go to to stop this from happening. There are several transportation alternatives without a $600 million freeway. These are the options that should be in debate.
Dennis Coleman	Salt Lake City, UT	2013-06-12	Dear Governor Herbert, Please do not allow UTA to encroach and destroy critical wetlands and the farmland and homes that already exist along the West Davis Corridor. By building this freeway you will only add to the polluted air in this valley by increasing the number of cars on the road and you will contribute to the loss of critical wetlands along the East side of the Great Salt Lake. Do not fund the WDC and support a shared solution that will improve public transportation and help take cars off the road.
Todd Jenson	Salt Lake City, UT	2013-06-12	We all breath the same air.

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Jennifer Despain	Farmington, UT	2013-06-12	As our population grows it is more critical than ever to preserve open spaces so we all can breathe- both literally and emotionally. Farmington Bay and the trails surrounding it are a vital space for Families, bikers, birders, hunters, air boaters, runners, the list goes on. This is the legacy we need to leave our children, not a highway with more pollution of all kinds. Utah can be a better place. We can achieve smart growth and have others states look to us as a model for smart growth! Please do the right thing.
Jeffrey Mendenhall	Salt Lake City, UT	2013-06-12	The Shared Solution favored by the majority of voters/citizens in Davis & SLC would preserve precious wetlands that we rapidly losing to so-called progress.
Madelyn Meier	Salt Lake City, UT	2013-06-12	I grew up in davis county, it's not the same since all the freeways moved in.. ... Preserve the beauty and air quality that is left and find another way ! Fund other options! No more freeways in Farmington or in the west area of DAvis county!
Brett Anderson	Farmington, UT	2013-06-12	I live in west Farmington. This proposed route would have a visible and undeniable effect on the surrounding and unique environment of Farmington Bay. It would permanently impact waterfowl, eagles, and other migratory birds.
jon watkins	riverton, UT	2013-06-12	Is this really necessary, especially at such a highly sensitive area? I think those in the area can manage long term, as long as Utah is wisely enabling alternate transportation options (and smart development).
Florence Shepard	Bondurant, WY	2013-06-12	The Great Salt Lake eastern shoreline and wetland are too valuable to be ruined by a highway. They are an iconic emblem of the Utah's history and natural beauty. Please do not let this UDOT project go forward. Shared solutions is a visionary alternative.
Kathryn Albury	SLC, UT	2013-06-12	I am concerned about clean air, increased burning of fossil fuel, and wild life living in and passing through the area.
Laura Heslop	Farmington, UT	2013-06-12	I don't want my neighborhoods destroyed!
Katie Holmes	Farmington, UT	2013-06-12	Besides what is stated the the petition I have become increasingly worried and physically ill because of the worsening air quality in out area. The first few months of 2013 I had to use an inhaler because of the pollution. This road will cause more pollution. It affects humans, plants and animals alike. One way to stop this problem from increasing is to use more public transport. We need to become more environmentally savvy and building a new road is not the answer.
Rachel Jackson	farmingtonWayfarmington, UT	2013-06-12	Farmington appealed to our family because of the 'farm' in the city-because of the good schools, the close knit friendly neighborhoods, the safe community. Farmington has been rated one of the top cities to live in the nation---all of theses reasons that make Farmington such a delightful and successful community will be affected by a highway going right through it. Please preserve Farmington-it's worth saving!!!
Andrea McDonnell	Cottonwood Heights, UT	2013-06-12	Increasing air pollution, undermining mass transit, impact on communities, birds, and wildlife
Katie Watkins	Riverton, UT	2013-06-12	The wetlands and wildlife are too important to let this go through, not to mention the added pollution it will bring.
Edith OBrien	Salt Lake City, UT	2013-06-12	We citizens of Utah prefer a Shared Solution to address transportation needs as our population grows. More highways will not provide clean air AND will do much harm to the cities it passes through as well as to the environment. I spend a good deal of time enjoying Farmington Bay Nature Center and Antelope Island. The Nature Conservancy's Shorelands Preserve is also an important element in providing open space for people as well as birds to enjoy.

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Rhonda Devereaux	Salt Lake City, UT	2013-06-12	Viewing an issue from many angles and being open in regards to the best solution always achieves the most promising results.
Yvonne Stroup	Salt Lake City, UT	2013-06-12	As outlined in the petition this road is not needed. It's negative impact on the environment would be unforgivable.
Stephen Carr	Holladay, UT	2013-06-12	The freeway will heavily impact the wetlands around Farmington Bay WMA, which are in short supply anyway.
Amy Lund	Farmington, UT	2013-06-12	I live a hundred feet (give or take) from the proposed freeway. We enjoy a nice quiet, serene neighborhood with lots of trails for walking nearby, the freeway would take all of that away. My children attend the Elementary school that will also be just a few feet from the proposed freeway, and while they won't be in elementary school when the freeway is built, they will possibly be attending the High School on Glover's lane that is proposed which would be right next to the freeway. It is not fair that we would be surrounded with noise, pollution, and a horrible eyesore, and this freeway goes against your own clean air initiative. Farmington is a small, narrow city. We already have HWY-89, I-15, and Legacy, and we don't need another freeway in our neighborhoods. We have no benefit from this freeway, we only get all the negative that comes with it. Every March we go and see the hundreds of eagles that gather at Farmington Bay, and many other times throughout the year we see Bald Eagles flying overhead, or resting in neighborhood trees. Who truly knows the impact on them?Where else in the country is there a gathering place for these birds like here in Farmington. This must be preserved and protected and not taken for granted. Who stands to gain from this freeway? UDOT, Senator Adams? who else? They should not have the power to impact so many lives, and so many households negatively. This Freeway is WRONG for West Davis, and especially WRONG for Farmington.
Anita Todd	Farmington, UT	2013-06-12	The preservation of wildlife and wetlands and open space and clean air means alot to a community!!!!!
Christine Skalka	Farmington, UT	2013-06-12	Because this is my home and were my kids go to school.
Mike Poler	Salt Lake City, UT	2013-06-12	More highways simply promote more cars ! Not a solution .....
Paul Gilmore	Holladay, UT	2013-06-13	I travel by car and bike (Legacy trail) several times a year to hike, bike and bird the Farmington bay areas. It is wonderful natural scenery and wildlife habitat. The highway should be built elsewhere or save tax dollars and make Utah a better state with a different emphasis, like Trax along the interstate. Thank you.
Clare Gilmore	Holladay, UT	2013-06-13	It is time to reset our state's priorities and focus on preserving our natural wonders (tourism!!) and making public transportation convenient and affordable (invest in TRAX!)
Jolene Despain	Brighton, UT	2013-06-13	Explore more affordable mass transit options not more freeways.
Kathleen Dennis	Bountiful, UT	2013-06-13	I am very concerned about the air quality in Davis County and don't want to see another freeway that encourages private automobile use. Mi believe a much better plan would be to develop east/west public transit corridors and utilize frontrunner more in the future. It is there, can be stimulated with discounted fares, and would help mprove the horrible air quality we have here I Davis County.
Sarah Uhle	Salt Lake City, UT	2013-06-13	The Great Salt Lake has been invaded too much already. This roadway would be devastating to the lake, to wildlife, especially to migrating birds, and to people who have already built in the area and were told that their properties would not be damaged or taken from them.

WEST DAVIS CORRIDOR

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
richard Nowak	West Valley, UT	2013-06-13	We are a Bird specific rescue and recovery, more dead and injured birds are found on high speed roads and specificly by refuges for wildlife. Reconsider the Environmental impact to include an accual study including stats from surrounding animal agencies.
Stan Rifw	Orem, UT	2013-06-13	I am a wildlife photographer and have enjoyed Farmington Bay's wildlife since I learned of it in 2008. Please preserve this area for the wildlife that lives here and that which it migrates to it each year... The American Bald Eagles. PLEASE, by doing so you are doing the right thing. I supported you with my vote last year please continue to support us with your honorable right decision. Best regards
cody hoagland	spanish fork, UT	2013-06-13	I photograph Eagles there every year, its important habitat for all water Fowl, Save the Wet lands!
JoDell Parke	Salt Lake City, UT	2013-06-13	It's a simple equation; fewer roads + more accessible/affordable mass transit = fewer cars and fewer noxious emissions = better air quality for all of us. Determine your priorities governor and then stick to them!
Heidi Robb	Farmington, UT	2013-06-13	Please don't put the highway in Farmington, we love it here. One one of the reasons we moved here is because of the "small town" feel. We don't need another road on the west side. Thank you.
Boni Peterson	Farmington, UT	2013-06-13	Our state is beautiful and has the unique Great Salt Lake. It seems drastic to build such an invasive freeway and destroy such natural beauty. Please put the 600 million to better use. Use the money to enhance and make the mass transit more effective and efficient, so more people will be willing to use it. Money has already been spent on the front runner, why not improve it and make it affordable for commuters to use? Have trains come more often, more buses come more often, to make commuting using mass transit more accessible and as I stated before more affordable.
Carolyn Tuttle	SLC, UT	2013-06-13	We need those birds protected, for our own health and life; that is way more vital than traffic.
Elizabeth Moffat	Farmington, UT	2013-06-13	I'm saddened, and extremely concerned that the adverse environmental affects and compromised quality of living, overwhelmingly outweigh the need for yet another freeway in the area.
Angela Bowker	Farmington, UT	2013-06-13	I want to be able to preserve our beautiful environment for all the migratory birds and for our families and children. Come and visit this area and see what we are talking about. Thank you
Edward Fisher	Bountiful, UT	2013-06-13	I bird watch, hunt, walk, and bicycle in this area. It is a unique place that deserves protection not destruction.
Mark Stackhouse	Salt Lake City, UT	2013-06-13	This highway would do incredible harm to a priceless and irreplaceable ecosystem. It is not needed, and there are better alternatives for our transportation.
JaNae Haycock	Farmington, UT	2013-06-13	I don't understand why we need another freeway! Let's put the money to better use and encourage mass transit and other alternatives. I love west Farmington! My family and I enjoy the trails and wetlands and the peace here. The proposed freeway would destroy that.
Scott Dimmick	Spanish Fork, UT	2013-06-13	The bald eagles, owls, foxes, and other wildlife must be left alone.
Katie Sorenson	SLC, UT	2013-06-13	Pollution, birds, unnecessary road...need I say more!
mat mckenna	Salt Lake City, UT	2013-06-13	bad air pollution
Brittany Badger	Salt Lake City, UT	2013-06-13	Please do not fund the Worst Designed Corridor.

Comment 996 (continued)

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Name	Location	Date	Comment
Andrea Richman	Centerville, UT	2013-06-13	I volounteer at the great salt lake nature center where thousands of people come each year to see the birds. Over 5 million birds migrate through there each year. 2-4 hundred eagles alone come in the winter. Do we really want to disrupt an area so vital to our national symbol, our bird population and the precious education of our children. Nature matters. Please don't destroy one of our last treasures in Davis county
Susan Snyder	Ogden, UT	2013-06-13	I work as an outdoor educator, and this past year has been the absolute WORST in terms of air quality. We don't need to make it more convenient to commute long distances in personal vehicles. We need to make it more convenient to use transit by funding it fully and by making it easier for people to live closer to their jobs. You want to help commuters and improve air quality? Make transit a BETTER option than personal vehicles. Many, many metro areas have.
Amanda James	Farmington, UT	2013-06-13	Please STOP the west corridor!
Christopher Strong	Salt Lake City, UT	2013-06-13	More roads are not necessarily the best solution to our transportation needs.
Charles Trentelman	Ogden, UT	2013-06-13	clean air -- i am a lung disease survivor (so far).
Brian Holje	Farmington, UT	2013-06-13	PLEASE, No loud freeway in my backyard
Randy Gardner	Syracuse, UT	2013-06-13	We don't need more cars on the road---we need more informed people around public transportation. Less pollution in our already poor air quality environment.
Kristine Hirschbeck	Salt Lake City, UT	2013-06-13	My understanding is that the road will create too big of an impact on the eco system for a road that isn't necessary. I don't want my tax dollars going toward this project.
Annie Huffman	Syracuse, UT	2013-06-13	I live in Syracuse, and commute to Draper, which is approximately an hour each direction. I can tolerate this commute because I live in a place where there is still plenty of open space, and wildlife. As I drive home I have the privilege of seeing cranes, herons, ibis, swan, geese, raven, kestrel, owl, hawk, eagle, pheasant, duck, dove, red-winged blackbird, and any number of other birds I cannot identify. We need to preserve open space, not just for ourselves, but for the many many animals who rely on it. Who've relied upon it for generations.
Jim Maxwell	Farmington, UT	2013-06-13	Living in the Farmington Area I am very concerned about the decreased quality of life this road will cause. The road completely by-passes Farmington/Kayesville and yet will fully impact both communities with increased noise, pollution and decreased home valuations. Please help your Davis County constituents and do what you can to stop the funding for this project and instead push for a Shared Solution that would better meet your stated transportation goals.
Carol Clayton	SLC, UT	2013-06-13	You say that we need to cut down on vehicle pollution. Please follow through by not funding the West Davis Corridor. There are better solutions out there.
David Iltis	Salt Lake City, UT	2013-06-13	The West Davis Corridor would a. diminsh air quality. b. impact wildlife c. is a waste of taxpayer dollars since it would barely be used. d. Would wreck recreational bicycling in West Davis County, including ruining the Cycle Salt Lake Century, a ride that has over 2000 participants.
Michael Shaw	Holladay, UT	2013-06-13	I am in this corridor consistently in late winter through mid summer monitoring a long term nesting study. I cannot imagine the disruption this very questionable project will bring to the wildlife, long time residents, and scenic qualities of the area. And my lungs.

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Marti Grace Ashby	SLC, UT	2013-06-13	Please follow through on your stated goal to deal with our pollution problem. This means the need for you and UDOT to engage in a shared solution. Please, Governor, do this for the people of your state.
Michael Milligan	Bountiful, UT	2013-06-13	We have too much pollution of the air and wetlands already; this is a very unwise choice.
deborah carter-drain	Holladay, UT	2013-06-13	The State of UT has already lost 90% of our wetlands, which are critical to maintaining clean water supplies, wildlife habitat, and healthy ecosystems. We also suffer from the dirtiest air in the nation, and a good part of the world. The construction of a road that is unnecessary based on projected population growth that will contribute to urban sprawl; contribute to air, surface water, groundwater, noise, light, and wetland pollution; contribute to further loss of wetlands; and is contrary to smart growth is simply wrong. In addition there has been inadequate evaluation by UDOT to assess expanded mass transit and to assess whether existing infrastructure can be utilized to improve traffic flow at periods of high use, such as expanding existing roadways to manage traffic more efficiently, creative intersections (Draper), lane direction changes during peak flow (Taylorsville), etc. What UDOT has effectively done is pit one community against each other, instead of developing a communities-wide approach to doing what is best for the impacted communities and the residents of the Wasatch Front who all suffer from the effects of air pollution and to do what is best for the Great Salt Lake ecosystem which is considered world-wide critical habitat. UDOT's approach is short-sighted and backward looking; A 1950's solution is inappropriate in 2013. Please do what is right, do not support this roadway with funding, require that UDOT perform further evaluation of a Shared Solution, and support your own request of Utah citizens to "drive less". Just think what $600M dollars (in today's money) could do to expand public transportation, existing infrastructure, and subsidize those with limited resources to better utilize existing public transportation. Utah has already lost so much of what makes this State so incredible to developer's greed and lack of appropriate oversight, it is time to stop.
Daniel Southerland	Salt Lake City, UT	2013-06-13	It is a misuse of funds
Jake Hanson	Salt Lake City, UT	2013-06-13	Highways like this represent antiquated thinking about how human beings relate to the lands on which we live. We need real solutions to transportation needs--like changing land use patters and building walkable/bikeable/public transit friendly places.
Glen Bushman	Syracuse, UT	2013-06-13	This road will create congestion on the under passes and split my city in two. The road will be underutilized in a few years. Put the 600 Mil to better use with alternate forms of transportation.
sean lang	salt lake city, UT	2013-06-13	With some of the worst air in the country, we don't need another highway. We don't need to follow the Los Angeles model of growth of urban sprawl. There are better alternatives that need to be explored.
Markus Mika	Salt Lake City, UT	2013-06-13	To reduce the severe impacts from increased traffic on my wife's asthma and on my 3-yr old son's longterm health prospects!
Caroline Goldman	Salt Lake City, UT	2013-06-13	We need less pollution and more wild space -- not the opposite.
Brandee LeRoy	Farmington, UT	2013-06-13	People make choices on where to live, very well knowing about commute and congestion. We don't need another road to destroy the calm, wildlife and air quality of the western cities. It seems that UDOT will not consider other options. I do not support the west davis corridor, nor do I want my taxes going to pay for it.
Clint Huffman	Syracuse, UT	2013-06-13	Because you'll destroy the wetlands I know and love and create a noisy smoggy mess of my neighborhood.

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Jeanne Hauze	Farmington, UT	2013-06-13	We are senior citizens who moved to West Farmington for the quiet and clean air. We understood the Legacy Highway extentsion and its approved route of Shepard Lane. After carefully making a life decision, UDOT suddenly is changing to a FREEWAY that will be in our back yard. We constantly see postings in the newspaper, and on the freeways encouraging us to "drive less" because of the air quality. We need more mass transit and fewer roads. We have a unique situation here with our wetlands and bird sanctuary. This will be destroyed, and who wants to see the sunset on the Great Salt Lake with a raised road in the view? Please support the citizens of Farmington, Kaysville and Syracuse. We do not want the freeway. The only benefit will be to developers who are looking to make money at our expense. Thank you for listening.
April Schow	Draper, UT	2013-06-13	I'm signing to save the wetlands & the bird refuge. How many more roads do we need!? If it's so important, look at other location options. I'm sure there are some. Stop taking the "easy road."
Paul w Erekson	Syracuse, UT	2013-06-13	Solving the pollution problem along the Wasatch Front is at least 10 times (probably 50 times) more important than any other consideration. The way to achieve a clean air Wasatch front is to significantly reduce or eliminate Fossil fuel emissions. This can be achieved by switching from burning fossil fuels to electricity for powering our transportation vehicles. Great accomplishments can be achieved by concentrating our minds, Talents, ingenuity and efforts in a unified manner. Nothing is impossible for intelligent, committed individuals.
Julie Bushman	syracuse, UT	2013-06-13	We live in the country We have pigs and chickens ducks cats dogs horses cows. We have red fox, wild pheasant's, wild geese, wild peacocks that nest in our back fields. where will they go what will happen to all the wild life, my neighbors raise cattle for a living on 2000 west if you take our homes or land he loses his living. What's he supposed to do? Syracuse changed the plans form the original place it was supposed to go we all checked with the city so we bought and built now they changed and want to take our homes and lands it's not fair to us people that made plans and have the city UDOT change them after 20 years. I could see it if we didn't look into it but we did. Do the right thing don't build the highway. is this important to you? (Optional) its my life its very important.
Christine Grafer	Salt Lake City, UT	2013-06-13	Utah has some of the worst air quality in the country. We don't need another freeway, we need better public transportation solutions.
jodi singley	Farmington, UT	2013-06-13	cleaner air
Beverly Hanson	Salt lake city, UT	2013-06-13	I want to breathe clean air...or move out of a place I love.
Tyler Servoss	Farmington, UT	2013-06-13	I live and recreate in the communites that are effected and do not want to see the project go forward.
Jason Steed	Syracuse, UT	2013-06-13	UDOT's solution doesn't consider viable alternatives to population growth and transportation needs. Their freeway will be overbuilt and will not include any restrictions that give Legacy Highway its appeal.
Philip EMMI	Salt Lake City, UT	2013-06-13	New road induce drawl and further traffic.
Daniel Davis	Sandy, UT	2013-06-13	Pollution.
Darlene Gardner	Farmington, UT	2013-06-13	This is road is absolutely useless for the city of Farmington there is no on ramp or off ramp through the entire town. Leave the road where it was originally planned to go through Shephards Lane.

WEST DAVIS CORRIDOR

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Traci Kite	Hooper, UT	2013-06-13	I grew up in Syracuse, Ut. 2996 S. 2000 W. Our family has lived at this address for 16 years. My parents and ALL of their neighbors went to Syracuse city and asked the city officials where the Legacy highway was going to be built. ALL of them were told that Bluff road in Syracuse was going to become the Legacy highway. All of these neighbors have either lived on this section of 2000 W. most of their lives, or built their dream homes where they could be out in the country, be able to have farms/ farm animals. These people have hundreds upon thousands of dollars wrapped up into their homes and their land. If it weren't for the city of Syracuse telling ALL of these people that Bluff road was going to be Legacy highway, NONE of these families would have built their home in that area. NOT ONE OF THEM!!!! And worse yet is that they city of Syracuse is still allowing new homes to be built in this area. I am strongly against putting this highway anywhere near this area. Their are better solutions to help out our commute than this. Please don't make all of these hard working families loose their homes, their property, their dreams and all the memories each of our familes have made over the Legacy highway. I am sick to my stomach and heartbroken that the city of Syracuse would choose to lie to its citizens instead of telling the truth about where the Legacy highway was going to go. Please Governor Herbert, choose a better plan, a better way. Thank you so much for your time. Sincerely, Traci Kite
la roxe	midvale, UT	2013-06-14	it is important because there isn't any room for this. Unless, you know a magical way to create land mass. work within your means. incorporate mass transit. just don't do it.
Joy Bradley	Helper, UT	2013-06-14	Many people built their homes (including my brother) where Syracuse promised them would be safe and now they want to change that? It is wrong.
Stephanie Moore	Ogden, UT	2013-06-14	I like shared solutions for transportation - cars and trolleys/ trains and front runner.
Patty Riddle	Farmington, UT	2013-06-14	This highway affects my neighborhood, my city, and the air in which my grandchildren breathe.
Daniel Bushman	North Ogden, UT	2013-06-14	man its messed up dawg
Martha Westman	Salt Lake City, UT	2013-06-14	Please help protect this important area. Please support the shared solution!
David Eccles	North Salt Lake, UT	2013-06-14	This will devastate The wetlands at Farmington Bay Waterfowl Management Area. We seem to build more and more roads to places less and less worth going to.
Linda Emerson	Salt Lake City, UT	2013-06-14	We just moved out of state from SLC partly because of the terrible air quality. Please help this improve!!
Bernadette Bittner	Salt Lake City, UT	2013-06-14	I value the wetlands for migratory pathways and the little air quality that we struggle to maintain. Please consider an alternative to this freeway by improvement mass transit state systems. Thank you for your consideration.
Michelle Barber	Kaysville, UT	2013-06-14	Preserve our quality of life and our animal populations!
Jennifer Perry	Syracuse, UT	2013-06-14	I do NOT want the WDC to go through Bluff or close to schools! Our children and environment would suffer. PLEASE stop this funding! It is not worth it!
Jan Maxwell	Albuquerque, NM	2013-06-14	I Can't See How This Will Help The Terrible Brown Cloud Thru The Beautiful Area
Shelly Filgo	Sandy, UT	2013-06-14	The reason we live in Utah is because we enjoy wildlife, outdoors we need more of it not more Roads and Cars

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Name	Location	Date	Comment
Ashton Jenkins	Salt Lake City, UT	2013-06-14	Farmington Bay is one of our family's favorite spots to enjoy nature. Our little boys were able to watch a family of foxes the last time we were there. Also, lets take care of the roads we have before building more roads that aren't even a major need.
KATHY TATUM	SALT LAKE CITY, UT	2013-06-14	Building a 600 million dollar freeway that UDOT's own data shows will be "underutilized" by 2040, at the uncountable expense of critical habitat and people's communities and air quality, just doesn't make sense. We need a collaborative approach, such as the shared solution to address future transportation needs instead of more freeway.
Jennifer Bunker	Ogden, UT	2013-06-14	Don't allow Utah's backroom good ol' boys to take away one of the rarest treasures in the US - the Great Salt Lake! UDOT wants to ram a freeway that by their own studies will be under utilized and will be loaded with signs and pollution right through your neighborhood, our precious local farms, and our irreplaceable wetlands and wildlife. Just say NO!
Amy Brunvand	Salt Lake City, UT	2013-06-14	We can't solve our air quality problems by building more freeways. This is a chance to do the right thing for the future by pursuing better transportation options now.
Kyle Williams	Syracuse, UT	2013-06-14	This will affect the value of my home, and the safety of my children. They attend a school that will be GREATLY impacted if this happens.
n burns	Salt Lake City, UT	2013-06-14	I want clean air.
Katie Sabey	Farmington, UT	2013-06-14	Please do not allow the WDC to be built!! There are better, less expensive options! We should be focusing on making mass transit more affordable and reducing pollution.
Rebecca Steed	Syracuse, UT	2013-06-14	Dear Governor, I am a spatial analyst studying the impacts of pollution on the State of Utah. The correlation between transporation corridors and various illness grows monthy as studies and reports find car emissions are some of the most caustic forms of pollution to humans. Your healthcare costs for the State will continue to increase unless a social-cultural, ecological system for transportation is utilized.
Kathy Van Dame	SLC, UT	2013-06-14	Mobil source emissions are choking us. Road maintenance is underfunded at the state, county and municipal level. Before we build new roads that need maintenance, let us take care of the roads we have.
Rob Tautges	salt lake city, UT	2013-06-14	I just like breathing air and I very much dislike the fact that we continue to build our cities in a very inneficient way.
Nancy Nielsen	Farmington, UT	2013-06-14	I would like to be able to continue with the quality of life I enjoy in the country with the sounds of frogs and birds the background music to my ears.....not the blaring of car horns, noisy traffic nor the sights of billboards cluttering the beauty of the sunsets!
Amy Astle	Encinitas, CA	2013-06-14	I lived near there for year and don't want to see the area marred by UDOT
Michael Dervage	Salt Lake City, UT	2013-06-14	Utahns DO NOT want freeways everywhere. Do not trade wetlands for more cars. The current "transportation industry" is milking this at the expense of wildlife and more sane solutions to transportation. It's another case of a vested interest pitted against straight thinking and planning.
Tish Lund	Farmington, UT	2013-06-15	To save Farmington from added pollution.
Helen Jeppsen	Smithfield, UT	2013-06-15	we need to preserve our mother earth
Christine Mikkelsen	Farmington, UT	2013-06-15	Another freeway will not help our current air quality issues. It will destroy land and bird habitat that cannot be replaced. I do not believe that it is the best use of our tax dollars and I believe there are better options to correct our transit issues.

Comment 996 (continued)

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Name	Location	Date	Comment
David L Walton	Orem, UT	2013-06-15	It is highly likely that the proposed freeway will have significant negative impact on the wildlife of the Great Salt Lake wetlands through which, or near which, this road will pass. More alternatives must be investigated.
Natalie Shurtliff	Farmington, UT	2013-06-15	I moved to Farmington to enjoy the beautiful scenery, peace and quiet and nature. If a freeway is built in my backyard, then every reason I moved here is gone. I want a place to live that is healthy for my children. Please do not let this freeway be built!
Diane Ruybal	Layton, UT	2013-06-15	I have in the last years seen Utah lower it's standards of education and quality of life for the residence of this state. Our mass transit with front runner was suppose to help but costs were to high and even with gas prices it is still more economical for most to drive rather than take mass transit. Try reworking that system
Carson Gadd	Cedar City, UT	2013-06-15	Please DO NOT spend my money on more freeways. I INSIST and DEMAND that my money be spent in the best interests of Utahns, the air they breathe, and future growth of the city. This will NOT come from a freeway. We need to revamp our public transportation in a serious and ambitious way. The bus system needs to fixed. The train systems need to be expanded. A subway would be amazing. Use this money for public transportation to reduce emissions, promote community, create affordable, quick, and effective transportation for residents across the valley, and put the needs, interests, and well-being of Utah residents above the profit interests of UDOT.
matt saylor	farmington, UT	2013-06-15	Don't like the thought of displacing Eagles from their home and another freeway is not needed.
Merilee MacKay	Farmington, UT	2013-06-15	I want to preserve the community I live in. we chose this town for specific reasons that will be destroyed by this highway.
Darlene Fultz	farmington, UT	2013-06-15	Because we need to preserve wildlife habitat and encourage clean air policies and encourage public transportation over building more roads.
Mikell DeMille	Farmington, UT	2013-06-15	We don't believe this will help Utahans air quality and does not support the use of public transportation. We want a say in how the 600 million dollars of tax payer money should be used. There has to be a better option such as the shared solution option. Building another freeway is not always the right solution.
carrie cox	Bountiful, UT	2013-06-15	It's a huge display of backhanded dishonest politics.
Julie DeYoung	Salt Lake City, UT	2013-06-15	I have lots of family members who live in Davis county and do not want this corridor to be funded. Thank you for your time.
Janel Cottle	Farmington, UT	2013-06-15	West Farmington is a very beautiful community that will be largely impacted by a freeway coming here. There is farmland, wetlands and property that has been established because of the quiet beautiful town that Farmington is. There is no reason why using the Kaysville location would not be most effective.
Jenny Peterson	Farmington, UT	2013-06-15	This road is completely unnecessary! If you need the road, please stick to the plan of where the corridor is actually built. Those residents knew that the road was planned for there and signed when they built their homes! You are now dividing Farmington into 4 different sections!
Izabelle Reece	Farmington, UT	2013-06-15	I have a strong belief that if they were to build this it would ruin animal habitats and result in many animal deaths. It would also ruin Farmington's beauty and peacefulness creating a stressful area that people won't like as much anymore.
Lynn Carroll	Ogden, UT	2013-06-15	I don't agree with adding highways to reduce congestion, because it encourages use of cars. I'm especially unhappy about the choice of a route that passes so close to the Farmington Bay Nature Center and encroaches on land that The Nature Conservancy is trying to protect from development.

Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Sheree Bennion	Farmington, UT	2013-06-15	I live in the affected area
Randall Pinson	Farmington, UT	2013-06-15	Because there will be a 30 foot overpass right next to my home and another 30 foot bridge about 100 feet from my warehouse in west Farmington. Is this the best idea we can come up with? It certainly isn't the most creative.
Adam Smart	Farmington, UT	2013-06-15	Farmington does not have room for a freeway, what is going to happen to the wet lands and the animals that use them? I am very up set about the "back door" deals going on with udot and developers and the people we have elected to watch out for us. I am worried about the noise and pollution this freeway will create where ever it is put. Udot has done a great job putting neighbors and friends against each other. Has Udot or any one noticed the school, Farmington bay out here? What are we teaching out kids? I'm sad at what is so beautiful and rare is going to be gone. And at last please don't make this about the money and being responsible.
ELEANOR THOMPSON	Ogden, UT	2013-06-16	I would prefer that money be spent on the existing infrastructure. Keep the neighborhoods safe from emission pollution. Keep the wildlife in Farmington Bay safe and pollution free.
Theron Twogood	Fruit Heights, UT	2013-06-16	Former NPS Ranger/Naturalist. Former Bird Study Merit Badge Counselor for BSA. LOVE BIRDS!
Chris Demille	Farmington, UT	2013-06-16	We need cleaner air not 650 million dollar roads to increase car pollution
Jayden Carter	Farmington, UT	2013-06-16	Save the eagles and all of the other birds at the bird refuge! Also save the homes and families that will be affected from the new highway from having troubles! Also I think it will also be a disaster to build a highway because of costs and the economy being so bad that it will cause troubles most likely! Save Farmington from a lot of troubles and issues!
mary ann tordiff	farmington, UT	2013-06-16	to better preserve wildlife and farmlands and the beauty in west farmington. the beauty. take that money and make public transportation more affordable.
Charlotte Packer	Farmington, UT	2013-06-16	Because UDOT did not stick to their original plan and I built my house with the intent and knowledge that they were not going to build a freeway in my backyard!
Chantelle Barker	Farmington, UT	2013-06-16	We live in the country and want to keep it that way. The freeway was always going to be in a different place, we checked the maps before we built our house. Those houses who built on the original path should have know they were taking a risk in building on a path for a future freeway. It is not fair to change it now just because others choose to not care where they were building. We did and do care and looked into it before we built.
Michelle Carman	Salt Lake City, UT	2013-06-16	I'm sick and tired of Utah tearing up what open space we have for yet another highway. If public transportation were more affordable on a daily basis and reliable I would be more inclined to use it. It's time to think of the future and change the mindset of Utah drivers and stigma of 'public transportation'. Enabling more pollution when we're already advised to stay indoors in the winter is ridiculous, please, let's come up with a better solution.
Crystal Lindeman	Farmington, UT	2013-06-16	You can't let beautiful West Farmington be destroyed by a highway that isn't even necessary. Please help us say NO to UDOT! Thank you!
Janet Pinson	Farmington, UT	2013-06-16	I have children, their businesses, and friends and their homes that will be sorely affected. I also think this highway is ill-advised and expensive. There are many things that Davis County and the State would be better served with.
Brandon O'Brien	Farmington, UT	2013-06-16	Environmental impact and location of the proposed road

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Comment 996 (continued)

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Dale Shutt	Farmington, UT	2013-06-16	It will affect noise as well as sight pollution, right by my house where I have worked so hard to provide a clean and safe environment for my family. It also ruins the parks that we use all the time The bird refuge will also be affected. What a terrible loss and finally this does not benefit anyone in our area. It does not give us any easier access. This is where it appears those with money always run the show!!!
Laura Hallen	Farmington, UT	2013-06-16	This is NOT what Farmington needs.
Ryan Shurtliff	Farmington, UT	2013-06-16	Another Freeway means another means for a pollution solution to our growing population on the Wasatch Front. We need more clean methods of transportation and roads that lead TOWARD mass-transit, not away from them.
Jon Shurtliff	Farmington, UT	2013-06-16	This is NOT the right place for a Freeway! There are nature preserves, wetlands, and a bird refuge that the freeway will travel right through. Even some Eagle's trees with nests will be taken out for this road. Stick with the ORIGINAL PLAN that Farmington laid out for this road - put it where there is already land designated - closer to the Mass Transportation at Farmington Station (not around it!). Closer to the main interchange that allows ALL residents to use - not just people on the north end. The residents of Farmington will have to put up with all the noise, pollution, and unsightliness of the road, but there will be no interchange that allows us to even use it. Reduce the total number of miles of this freeway and move it North!
T. Thurgood	Farmington, UT	2013-06-16	I am against the west davis corridor because it will be a huge negative impact to our to our environment in this area. There is so much wildlife in this area and beautiful spaces that need to be preserved. I feel that if the corridor does go through that the Legacy highway to the east of us will be a waste, it will not be used. Also, the distance of on and off ramps is so long for emergency vehicles that it just doesn't make good sense. The residents that this option is affecting have been in this area alot longer than the residents in Kaysville. I can't tolerate government planning and doing something and then later on changing their minds. It was planned to go through the Kaysville area, subdivisions have been developed around the proposed highway and people moved into that are knowing that the highway would go through one day. I am very against this highway and wish that the government would again hear the people!
Lynn Nylund	Sandy, UT	2013-06-16	I walked through a wetland in Farmington protected for the birds, and it will be destroyed by the WDC freeway.
Stephanie Smith	Salt Lake City, UT	2013-06-16	I value our environment and want to protect the wetlands. And it feels like this deal was shady and lots of lies. I am also surprised that the original route was not used.
Jack Johnson	Bountiful, UT	2013-06-17	We need to use mass transit and save tax payers money. To cut down pollution in our state. Use freeways we already have. Widen I-15 and extend Legacy highway is a better option. Shared solution is the best option.
Andy Wykstra	Syracuse, UT	2013-06-17	I originally thought it was going to be like Legacy now knowing if will be a full access highway I am totally opposed
Nelda Bishop	Bountiful, UT	2013-06-17	Don't ruin my favorite wetlands where I get away from traffic to watch the migration! Let's get mass transit right and forget about building more freeway that even UDOT admits will not be used much for years and years. It goes against all aspects of masterplanning.
Kathy Stockel	North Salt Lake, UT	2013-06-17	The West Davis Corridor would increase cars on the road exacerbating our "dirty air days". Instead, let's keep Utah healthy and increase mass transit.

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
George Bachman	Syracuse, UT	2013-06-17	This freeway is not required. Use the funding to subsidize frontrunner, and other mass transit instead of promoting more vehicle traffic.
Alan Burns	Clemson, SC	2013-06-17	My son, daughter-in-law and three grandchildren live within 500 yards of this proposed highway to nowhere.
Stephen Mikkelsen	Salt Lake City, UT	2013-06-17	Air quality is awful, let's not create more auto generated pollution
jon stevens	Edmonton, AB, Canada	2013-06-17	Because I'm from Farmington, Utah and I love the quite peacefulness that we have in the Ranches. If there is a highway through there, it would ruin that peacefulness. please find a new solution. thanks.
Adelaide Ryder	Salt Lake city, UT	2013-06-17	It is time to start recognizing that the air quality is hazardous to our health, and make some changes for the better.
Erianne Poulson	Farmington, UT	2013-06-17	I don't want to live this close to a freeway that is not built for Farmington residents. I also don't want to deal with the emissions aspect & increase my risk for asthma and lung related diseases.
Shelley Neville	Farmington, UT	2013-06-17	It is where I live!!!
Wendy Parker	Salt Lake City, UT	2013-06-17	For the benefit of all....
Brett Bushman	Syracuse, UT	2013-06-17	I do not want my city to be divided, nor do i want the traffic to come bringing noise and pollution with it also it is taking families homes from them that they have built and planned to live there the rest of there lives.
Fran Caughlan	Fruit Heights, UT	2013-06-17	The bid refuge would be impacted as well as the issues stated in the petition.
Greg VanZweden	Fruit Heights, UT	2013-06-17	Sick of pollution, and I don't want Lung Cancer
Pam Mattinson	Farmington, UT	2013-06-17	We worked hard for over 20 years to be able to build our dream home. We decided to build in Farmington because it was quiet and peaceful. There are so many great people here that are raising great families. There is not a better place to raise a family. We want to keep the peaceful, quiet, unhurried feeling we have in Farmington. We want to keep our families healthy. We want to preserve the beautiful views and landscape. We are very involved with activities and the GSL Nature Center. What an amazing place to have so close to home. Many of our scouts have completed eagle projects there and also served out there. The highway will run right beside it. We love to see the eagles early in the year when they stop to feed for a few weeks. Our children love to count them. Who can say that? We love Farmington. Please help us keep the peace. Thank you.
Jaimee McFarland	Roy, UT	2013-06-18	Noise, Pollution, Totally Unnecessary.
Annalisse Anderson	Utah, UT	2013-06-18	Not only did I use to live there, I love the nature and quietness that came when I was there, that will be destroyed if there is a free way.
Lisa Coles	Farmington, UT	2013-06-18	We do not want to see our kids have to grow up and go to school amongst all the unhealthy air that a freeway mere feet away will create.
Michelle Belden	Farmington, UT	2013-06-18	I love Farmington with open spaces to go walking and biking, these precious areas will be gone forever with that freeway going in and destroying the beauty and quite of west Farmington. The air quality is a huge problem in our valley and that will only contribute to it. I believe there are better, cleaner, ways of addressing the problem of congestion on our freeways.
Oren Child	Hooper, UT	2013-06-18	25% of the homes that will be taken out by the unnecessary and unwanted WDC "freeway" are at the end of the line in a small community in Weber county. We are suffering a dissporportionate share of the burden . Improve the roads we have and leave the "freeways' to the LA area. Learn from others mistakes.

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Andrew Warner	Farmington, UT	2013-06-18	I want my kids to enjoy an upbringing not surrounded by the noise and air pollution of this freeway. I don't want it to destroy our view of the beautiful wetlands.
Lindsay Kossin	Farmington, UT	2013-06-18	This would destroy property in my area. It would also put the road right by a lot of my friends and neighbors homes. They have lived in a quiet secluded area by choice, and that would destroy their way of life.
Kim Hudson	Bountiful, UT	2013-06-18	To protect the environment, clean air, the bird refuge, and the people of Farmington.
Nancy Tyson	Fruit Heights, UT	2013-06-18	I do not believe we need more pollution in this area. We can find something better for our air and less cost . $600 million to pollute our air more?? Lets be smarter than this!!
Holly Taylor	Farmington, UT	2013-06-19	Four of my family members have asthma. The pollution this will create twill be very bad for their lungs and make it difficult to breath.
Ashley Huefner	Farmington, UT	2013-06-19	We do not need the road through Farmington as we have 1-15 and highway 89....we do not need another road to add to the turmoil.
Stephanie Mercer	Bountiful, UT	2013-06-19	Pollution and the birds.
LouWanda Child	Hooper, UT	2013-06-19	We need to improve the roads we have, not build freeways that disrupt peoples lives,homes, farms, wildlife and the enviroment.
Brad Rich	Farmington, UT	2013-06-19	Please don't allow this road. We really need ot look at all options.
Wendy Inkley	Farmington, UT	2013-06-19	I just feel like the new homes on Shepherd were planning on this all along and our homes were not built with this knowledge.
Ryan Gregerson	SLC, UT	2013-06-19	I would rather see funding put into more public transit options such as front runner. Also, the negative environmental impact.
Hans Ehrbar	Salt Lake City, UT	2013-06-20	I live in the same airshed. We need better mass transportation.
chad nielson	slc, UT	2013-06-20	I live in Utah and breathe the air. Enough with profit and oil over health already.
Heath Davis	Farmington, UT	2013-06-20	Governor, do not fund this road. We do not need this road here in Davis County, what we need is a shared solution with smarter roads such as boulevards. That link to mass transit and allow for other methods of transportation. Please stop killing us slowly with these unnecessary freeways. Support better city planning and growth and no more urban sprawl. Thanks for representing us and our counties wishes to decrease pollution and pursue a shared solution.
Jason Rampton	Eagle River, AK	2013-06-20	I came to Alaska by military assignment but I was raised in Syracuse. We have owned our family farm for 5 generations. We have endured many struggles to keep it. It is wrong to have our own state government cut a 250 foot swath right thru our farm. It would greatly damage our property. It would be legalized theft. I respectfully request that Gov. Herbert call me at 907-694-9563 (H) or 907-694-5207 (W). I feel like I deserve to be heard
Karen Rasmussen	Ogden, UT	2013-06-20	We need better transportation!
Ashley Squires	Farmington, UT	2013-06-20	It's time to think about the environment and the important role it plays in our lives. It is time to think about our children and the negative impacts our choices will have on them and future generations. It's time to pay into a environmentally friendly solution.
Matt Pacenza	Salt Lake City, UT	2013-06-20	We've got enough highways in Utah. Time for some 21st Century vision.
Forrest Gladding	Salt lake City, UT	2013-06-20	Air quality is a real issue in our state and I feel the Corridor is not the solution to our air and transportation problems!
Luisa Larson	Farmington, UT	2013-06-20	Safety for my family

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Name	Location	Date	Comment
Marie Fulmer	Kaysville, UT	2013-06-21	I live in nearby Kaysville and I value the wildlife this project would disrupt.
Anne Terry	Austin, TX	2013-06-21	The best thing Utah has going for it is its natural beauty and wildlife. The worst thing it has going on is the horrible air quality along the Wasatch Front. This corridor destroys the natural beauty and encourages people to continue to pollute the air. Use the money instead to make mass transit for affordable.
Helen Dishaw	Salt Lake City, UT	2013-06-21	I'd like to be able to breathe clean air and we're only making our already bad problem worse. Our wetlands are important and valuable - we should be preserving and protecting them, not paving them over.
Beverly Blenkinsop	kaysville, UT	2013-06-21	the bald eagles need a home!!!
Rick Shurtliff	North Salt Lake, UT	2013-06-21	Overall quality of life for me and my extended family.
Sydnie Shurtliff	Bountiful, UT	2013-06-21	I feel it is only fair to put the road where UDOT had warned home owners BEFORE they built that a road might be going through it. The Grover Lane option is putting a road where no one if the area of the road can even access. Put it with the Farmington interchange
Heidi Bitton	Ogden, UT	2013-06-21	Our natural wildlife and open space is more important than more roads to be driven on. If you can't plan your cities wisely without adding more roads as an afterthought, you shouldn't be planning the city! Utah can barely take care of the roads it has now.
Lauren King	San Antonio, TX	2013-06-21	This corridor is expensive for your taxpayers and (important to me and your grandkids) destroys wetlands!
Abigail Buchmiller	Farmington, UT	2013-06-21	We love our neighborhood. Please reconsider
John Wilkes	Salt Lake City, UT	2013-06-21	The decreasing air quality along the Wasatch Front affects everyone's health. We need to do more to improve it, along with reducing traffic congestion, keeping our water sheds and waterways within and around our city cleaner. Wildlife is also impacted up and down the food chain. We are destroying the natural beauty of our Earth with overcrowding and fossil fuels. It needs to stop, and alternative forms of transport and energy must be adopted, not today, but yesterday.
KayeLynn Farnsworth	Farmington, UT	2013-06-21	I live in this city, I chose to raise my family in a quiet, loving community and I would like it to stay that way.
Brittani Pyper	Farmington, UT	2013-06-22	One of the biggest reasons we love living on the west side of Farmington is the quiet, beautiful country-like setting. Life seems a little slower-paced out here, yet is still conveniently close to everything. We love to visit the bird refuge and walk the trails weekly, and that would truly be ruined by running a freeway in the middle of all of it.
Susan Skankey	Salt Lake City, UT	2013-06-22	We just need better public transportation, not more cars.
Laura Jamison	Layton, UT	2013-06-22	I feel residents of the neighborhoods affected to should say in what is built in their communities. These are their homes, their communities. They should be respected. There are other options available and it's each parties responsibility to truly consider all possible option and come to an acceptable agreement.
gary berger	farmington, UT	2013-06-22	We need to drive less. This freeway would make more driving trips possible. Please support shared solution.
Jana Rae Grose	Midway, UT	2013-06-22	My grandchildren attend the school that this freeway will impact. Why would you want to ruin the wetlands in this area?
NaKeisha Moffett	Bountiful, UT	2013-06-22	My family lives in the neighborhood that would be affected, and I lived there for quite a few years. I feel there are other options that would be much more fair to everyone involved.

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Name	Location	Date	Comment
Jaci Patterson	Gentry, AR	2013-06-22	I am from that area and my family still lives there. I want to preserve the beauty they live in and not fill it with a freeway.
Heather Morgan	Draper, UT	2013-06-22	I think putting in a full freeway would be not only an eyesore but increase driving and pollution. I love the beautiful area that is West Farmington and I vote we keep it beautiful while still making it useful with a shared soloution.
David Kowallis	Syracuse, UT	2013-06-23	It is important to me because if this corridor is built, my wife and I will lose our home. We have it almost paid off, and are planning on retiring within the next 5 years. We have no children and this is our home. We have alot of memories here and we don't really want to have to start over. Because of the economy and retirement, we won't be able to get a loan to purchase another house let alone pay for one. Also, we already have enough air pollution. Isn't the corridor defeating your purpose when you request that we drive less? We don't want this corridor to divide our city. PLEASE don't build it.
Kristin Barrus	Lehi, UT	2013-06-23	This will destroy prime habitat that is needed for our environment
Kim Bullock	North Salt Lake, UT	2013-06-23	For the health of my grandchildren, breathing bad air. It would be right in their back yard.
David Druker	Holladay, UT	2013-06-23	Governor, This highway is not needed and and will cause unnecessary destruction of wetlands and housing.
Nate Cook	Farmington, UT	2013-06-23	I'm personally concerned with the effect this freeway will have on Farmington and my neighborhood in particular. Farmington has no benefit of having another freeway running through it, and yet will incur all of the noise, pollution, and health effects that come along with it. Utah has some of the worst air quality in the nation and it would be in everyone's best interest to put our money and efforts towards a better run, cheaper, and more efficient public transportation system. I also think it would be terrible to destroy the wildlife, beauty and peacefulness that we have here in the Farmington Bay.
Keslee Tyson	Farmington, UT	2013-06-23	No more pollution!!
Fay Croxford	Layton, UT	2013-06-23	Our kids live really close to the proposed corridor in their dream house built just 1.5 yrs ago. We hope for a better solution to the transportation needs.
Jeffrey Moon	Clearfield, UT	2013-06-23	I do ot want this freeway built because it posses risks to my daugther's school.
Kevin Humberstone	Portland, OR	2013-06-23	To ensure our continued existence, on this planet, is a healthy one, having clean air is a necessary step. Plus if there is any hope of me moving back to Salt Lake, healthy, clean air must be achieved.
vivian schneggenburger	salt lake city, UT	2013-06-23	I am an active birder & have spent many wonderful hours in Farmington Bay & on the Nature Conservancy property. Can't imagine loosing this resource! We all need places to go to breathe easily & enjoy the solitude.
Eric Wanner	Syracuse, UT	2013-06-24	This a complete waste of my tax dollars! I will vote people into office who agree with me on this issue.
Collete Anderson	Ogden, UT	2013-06-24	We have legacy highway that gets hardly any use. Put this money toward more exits for legacy and toward our schools instead of wasting it on another freeway that is not needed!
Joyce Bleazard	Eagle Mountain, UT	2013-06-24	I sign this for many reasons; it doesn't seem necessary, it is detrimental to the environment, it is damaging to the health of those people living nearby, a lot of cost for something people don't want. The money is needed in the schools and other places. That's just a few reasons.

Comment 996 (continued)

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Name	Location	Date	Comment
Angela Davis	Farmington, UT	2013-06-24	I love Farmington. I hate the idea of having a major road built that will negatively impact us all. The pollution, the impact it will have on the health of all those who live nearby, the damage it will cause to the wildlife, and the cost associated with it are all reasons not to build this road. Our state needs someone to be an advocate for cleaner air. We need to improve our current methods of transportation instead of building a new road that encourages more driving. There are so many reasons not to build this road, please listen to these concerns.
Jon Berry	Kearns, UT	2013-06-24	Do not fund this road! It's a ridiculous tax burden.
Greg Berry	Springville, UT	2013-06-24	I have family that lives there.
Sarah Mackliet	Farmington, UT	2013-06-24	Because I live by the free-way and I don't see any positives.
Tara Stewart	Bountiful, UT	2013-06-24	I live in Farmington and want to protect the beauty of this city. A freeway is absolutely NOT needed.
Gail Prims	Layton, UT	2013-06-24	Our communities do not need the added pollution of another freeway. We need to look for other smarter solutions beyond paving over our beautiful wetlands and farmlands.
Catherine Sharpsteen	Fruit Heights, UT	2013-06-24	Wetlands, open space protection, air quality, efficient transportation planning
Cinnamon Fox	Salt Lake City, UT	2013-06-24	I live and breath in Utah. Are air quality is horrible plus I don't own a car I take the bus or ride my bike. It's so important for Utah to get with it. Lets breath again.
Betty Berry	Seneca, MO	2013-06-24	We visit Utah all the time, and the pollution is horrendous. We have loved ones affected by it.
Mary McKinley	Ogden, UT	2013-06-24	The proposed West Davis corridor is not the best location. It will have a devestating impact on the environment and on species such as the bald eagle. Additionally, if it is determined that a new road is essential to our future, it should be located where it is needed the most. It is needed the most where the population is the most dense - not the least dense.
Amy Sessions	Syracuse, UT	2013-06-24	I don't feel this road is needed and the money that it will cost is too much.
Leslie Hugo	Sandy, UT	2013-06-24	Please consider other transportation means that will cut down on more cars on the road and help our air pollution problem!!!
Alan Berry	Seneca, MO	2013-06-24	Too much pollution!
Lincoln Hobbs	Salt Lake City, UT	2013-06-24	Improvements in our air quality will require a change in mindset.
Tim Bleazard	Salt Lake City, UT	2013-06-24	I have brothers and sisters, nieces and nephews there that I wanna keep safe and help keep the noise down for them.
Christy Bills	salt lake city, UT	2013-06-24	Pleae do not let our air quality and our bird refuges be impacted more!
Steve Wasmund	Bountiful, UT	2013-06-24	Encouraging driving, by making it easier and faster and keeping it cheap, is moving in the wrong direction!
Lisa Saunders	Syracuse, UT	2013-06-24	A raised freeway will ruin our city and all it stands for.
Bruce Ewert	Sandy, UT	2013-06-24	We do NOT need more highways!
Catherine Jorgensen	Brighton, UT	2013-06-24	We need to work more to protect the environment.
Glenda Cotter	Salt Lake City, UT	2013-06-24	Habitat loss is one of the primary threats to migratory bird species, and the proposed West Davis Freeway would degrade or destroy critical habitat on the shores of the Great Salt Lake.
alvin ogles	farmington, UT	2013-06-24	I've been a resident of Farmington for 13 years now and own 2 homes here. I love nature and beauty of the wetlands and I spend time at Farmington Bay. I don't want a highway messing up the area I live to accomodate the people who chose to live in west Davis County. No more highways in Farmington!

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Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Michelle Finley	Farmington, UT	2013-06-24	We will be affected by the pollution, noise, traffic, loss of wet lands
Amy Peterson	Layton, UT	2013-06-24	I have a 6 year old who loves to play in the backyard and it's just really to close to home, we want clean AIR!!!
Susan Hawkins	Davis, CA	2013-06-24	My daughter's home backs up to the proposed freeway.
Emily Hanna	Salt Lake City, UT	2013-06-24	I have a lot of family in Davis County, this will not only effect them, but us living in the valley as well, there is absolutely NO need for a third freeway when we have a second that barely gets any use.
Jeni Miller	Syracuse, UT	2013-06-24	We specifically chose Utah to live in because of the values Utah espouses. My husband works in Salt Lake and commutes by train every day. Even though his commute would be lessened if there was a large highway right outside our door, it is not worth the pollution, noise, division of community, destruction of wetlands, etc. that would ensue. Please do not destroy our community when so many other forms of public transportation would be more beneficial.
Brad Finch	Syracuse, UT	2013-06-25	Road is too close to residents, destroys park and trail system, runs through a elementary school's parking lot, and is destructive on the residential community
Brad Peterson	Farmington, UT	2013-06-25	I was hoping to use front runner, but found it to be so costly. Money should be used to make mass transit more affordable and accessible.
Suzanne Oborn	Ogden, UT	2013-06-25	Utah has been ranked second in the country for the highest increase in temperatures. More cars driving on more freeways won't help. Think of a way to reduce the number of cars on the roads and freeways.
Lee Walker	Salt Lake City, UT	2013-06-25	the lake wetlands are critical habitat for thousands of migratory birds. We need birds and bees, not development that destroys their nests and food sources, and encourages urban sprawl and auto polution.
Connie Cook	Centerville, UT	2013-06-25	I don't think it is worth the money to take it west just tie it in to Sheperd lane.
Jeff Cook	Centerville, UT	2013-06-25	Don't spend the money just tie in to Sheperds lane
sara straw	aurora, UT	2013-06-25	the world continues after our lives are over. It seems short sighted, selfish, and brutal to make decisions that only benefit a few in the short term, while poisoning the many in the long term. This is how HISTORY works.
Lin Ostler	Salt Lake City, UT	2013-06-25	Marsh birds, wildlife, natural habitat's importance in the balance of life. ENCOURAGES MORE driving.
Gretchen Lund	Salt Lake City, UT	2013-06-25	My children and grandchildren live right where this corridor would be built. It would impact them greatly by creating pollution, noise and ruining the landscape. Please do not fund this!!!
Jane Rasmussen	Boise, ID	2013-06-25	We need to preserve nature.
Bryce Perry	Syracuse, UT	2013-06-26	more traffic issues; pollution and safety of environment; safety of families
Jill Westergard	Roy, UT	2013-06-27	The pollution in this state is insane, there is no need to add more!
Tricia Roundy	Syracuse, UT	2013-06-27	Let's work together to find ways to ENHANCE Syracuse. As I look around at other cities in Utah, I see some that have tried to develop wisely and have maintained the beauty of their neighborhoods (such as Farmington)..... and I have seen others that have a huge tax base, at the expense of families and neighborhoods (West Valley, for example). Running a freeway along, the now beautiful, Bluff Road will ultimately uglify our city. The families along Bluff Road who work hard to keep our yards beautiful, will not stay in this area next to a noisy freeway. It will become an area of blight. Our City leaders are insisting that the corridor be as close to Wal-Mart as possible, but at what cost? Our families are at the mercy of UDOT, and our own mayor, who are "selling us down the road" .

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Constance McManus	Nibley, UT	2013-06-28	There are several reasons why I am signing this petition. 1) I want to see the rampant, uncontrolled, disorganised development that is occurring in Utah. This road is, in all truth, unnecessary and really should not be built at all. We have the infrastructure for public transportation in place that can be - and needs to be - more fully utilised. There many good reasons why more people do not commute by train or bus and UTA should address these issues to gain a larger ridership. The dollars spent to build this unnecessary road would serve the people of Utah better by investing in UTA instead. By building this road, we will be creating more traffic than reducing it. The way to get people off the interstate for their daily commute is to enhance public transportation, not build more roads that really don't go anywhere. By that, I site the Legacy Parkway as an example. This road is a shortcut between I-15 and I-215. It doesn't take you into Salt Lake or anywhere usefull. The biking path is wonderful and is a nice thing to have, but the divided 4-lane road is unnecessary. The West Davis Corridor will be a nowhere road. This segues into 2) the wetlands are important bird and wildlife habitat. This is not only important for the other creatures we share this world with, it is important for humanknd as well. God provided a beautiful world for us to live in and enjoy. There needs to be balance in all things. Development in Utah is overtaking the things that make this state worth living in ... The wild places, the farms, the wetlands. Development along the Wasatch Front is a cancer that will poison us all. I do not want a compromise to this road - I DO NOT WANT IT AT ALL!!
Lee Hester	Layton, UT	2013-06-28	I have an interest in conserving the Farmington Bay water foul management area.. This corridor with destroy and further encroach on habitat that is already short in supply for our future generations. I am in favor of a low impact solution and not the corridor plan that has been put into place.
Janet Frost	Salt Lake City, UT	2013-06-28	It seems there are better alternatives to another highway--alternatives that will not damage surrounding homes and wildlife and that won't further contribute to our air pollution.
Candice Hansen	Layton, UT	2013-06-30	It will run right next to my kids school, ruining the beautiful environment, quiet area, and further pollute the air.
Kathy Knight	Farmington, UT	2013-07-01	Have you seen the wildlife & bikers in this area? More road = less carpool & Trax. If the road needs to go in, keep it where it was originally planned not where thousands have moved to enjoy the rural feel only to find out an ugly freeway will be their view! Please help & please listen.
Ji Yeong Mun	Orem, UT	2013-07-01	Aside from all the proposed hazards outlined in the letter (pollution, cost, environment, health, disincentive to use mass transit, etc.), I have nieces and nephews that live in that area and attend Eagle Bay Elementary who, along with their classmates, are too precious to expose to such ill-advised, unnecessary and unhelpful changes to their quiet, peaceful and innocent way of life. Also, having lived and having been a commuter in Utah for most of my life (from Provo to Logan), I have, for the most part, appreciated the construction and updates to our freeways up to now. Looking at the proposed corridor alternatives, I see no real solutions that would benefit even the rural areas the corridor accesses. All I see is a freeway going and literally ending no-where that seems to be masquerading as "infrastructure." If, along with that ruse includes the hefty price tag of air pollution infecting our children's health attested to by our physicians, I strongly encourage Governor Herbert to choose the better and smarter solutions UBET and the Sierra Club is proposing. Sincerely, Ji Yeong Mun, RN

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Kilyoung Kim	Orem, UT	2013-07-01	Utah does not need more pollution, more negative impact on the environment, more taxes for a freeway that won't be used, or more disruption to our cherished quaint family-oriented neighborhoods. Kilyoung Kim, Ph.D.
Melanie Fairchild	Kaysville, UT	2013-07-04	The corridor will be too close to my residence.
Josh Taylor	Salt Lake City, UT	2013-07-06	It's my understanding that this project destroys bird and other wildlife habitat in the Farmington Bay WMA area which is a national treasure. Please find a better solution.
Janelle Heck	Salt Lake City, UT	2013-07-07	We are sick, sick, sick of our dirty air. Funds should instead be set up for more mass transportation and pollution cutting programs. I am also sick of the administrative payments to employees of UDOT who have sent Utah on a gluttony filled road building empire. It is important to preserve our wetlands so that we can have healthy living environments for humans and animals alike.
Lorraine Miller	Teasdale, UT	2013-07-07	protection of wetlands and wildlife habitat is critical to the survival of everyone!
Andrew Spencer	Cottonwood Heights, UT	2013-07-07	Government is by the people, for the people. This is obviously not what the people want. There are other solutions.
Kathy Olsen	Salt Lake City, UT	2013-07-08	This is critical habitat for many species and does not need to be eliminated because of poor planning and sprawl.
Dave hensler	American Fork, UT	2013-07-11	Save the wild life
Megan Dyreng	Farmington, UT	2013-07-11	We moved to Utah from the Dallas, TX area two years ago. We chose to purchase a home in Farmington as we wanted a nice, quiet, safe area to raise our children. We loved the quiet rural atmosphere of West Farmington. Many people live in West Davis County for the same reason. A freeway will ruin our quiet communities, pollute our air, and destroy the wetlands. We need to improve our air quality, save the wetlands, and work together to find a "shared solution!"
Ray Janus	Gilbert, AZ	2013-07-12	Governor; As the former Commodore of the Great Salt Lake Yacht Club (1989-91), it was with great regret that I had to follow many of my fellow sailors to deeper waters, most to San Diego, and in my case, to Lake Pleasant, AZ. Where we used to see millions of dollars of fine large boats on the GSL, I believe that ours was the last to leave the GSL south marina in 2009, due to the danger of being stranded in the marina from the dropping lake levels. This resulted in my belief from developments of one of the greatest treasures in the western US, and my understanding is that the West Davis Corridor will add significantly to further degradation of the lake. While it may mean a different trip for Ogden-SLC commuters, I predict that the exposed GSL bottom will result in measureable mercury and other toxins to be released over the Wasatch Front, as the ever increasing storms dramatically increase the PM-10s from the lake, something noticeable by my friends at the GSL marina, and also in the glorious sunsets on the GSL, in large part resulting from this airborne contamination. My suggestion is to focus on expanding light rail between Ogden-SLC, to tie into the excellent transit system already in Salt Lake City. Doing otherwise will continue the migration out of the Wasatch Front, as I find that more and more former Utah residence are calling Arizona their new home. Please consider the above in your decision.
Kathlene Butler	West Valley City, UT	2013-07-30	This highway will allow more traffic, and will encourage people to drive more, not less. Those who live within 2 miles of a freeway are the most victimized by this pollution. UDOT is ignoring the entire body of medical research that would condemn this project as a serious health hazard. Please research and consider other alternatives.

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
Angie Branch	sandy, UT	2013-07-30	The great salt lake and its wetlands are important to me.
Darlene Jones	Layton, UT	2013-07-30	It's time for our children to be protected from the pollution in our environment. It's time we take the action in the beginning of a learning experience for our dear little ones. That experiecence is Mass Transit and doing everything in our know to save Mother Earth!!! Let's Take It On!!! And So It Is!!!
Tyra Williamson	Farmington, UT	2013-08-03	This is my home and my community. There's no place like it and it's unique attributes will all go away if another highway gets torn into it. Why can't we think outside of the little box and make a change for the better--not worse?
Stephanie Dolmat-Connell	Park City, UT	2013-08-07	The Great Salt Lake and its wetlands are a major migratory and nesting corridor for bird species. These birds and their habitat are the very fabric of what makes our state unique and beautiful. Let's preserve the beauty we have for future generations to enjoy rather than put highways through a piece of paradise on earth.
Sylviau Gray	Salt Lake City, UT	2013-08-14	UDOT's proposed extension of West Davis Corridor would be a disaster for tax payers, our health and the environment.
Fred Adler	Salt Lake City, UT	2013-08-19	I enjoy the outdoors and the rare beauty of the Great Salt Lake and the birds that need it. Please do not use tax money to endanger this, and instead do what's best for both transportation and the environment.
Starleen ORULLIAN	SLC, UT	2013-08-21	I believe the shared solutions is a better way to resolve the issues and is a win win.
Mary Jones	Sandy, UT	2013-08-21	Let's work at finding solutions to our poor air quality.
Mark Kindred	Salt Lake City, UT	2013-08-22	This is an unneeded road for that will encourage more development on native wild lands in a place that already has an interstate and a major state freeway going through these communities. Coordinate public transit better rather than build a new road!
Adam Fischmann	New York, NY	2013-08-22	As a frequent visitor to Utah, I know the severe air pollution that plagues the city. More freeways will only make this worse. Please expand the train network!
Jay Blain	Salt Lake City, UT	2013-08-22	A shared solution is a better way to go!
Gwen Crist	SLC, UT	2013-08-26	Preserving farmland, and Utah's quality of life, is of utmost importance. We must think of the future in our planning and not just the immediate. Funding should be directed toward smart growth and mass transit projects instead of another highway.
Bill Wegesser	SLC, UT	2013-08-26	Increased freeway construction and congestion does not solve the problem! Look forward to the future rather than the past for solutions.
KENNETH HANSEN	LAYTON, UT	2013-08-26	REMEMBER THE GOLD AND BALD EAGLE PROTECTION ACT ?
Ryan Metzger	sandy, UT	2013-08-27	Air pollution is a problem in our state

Comment 996 (continued)

Response Section in Chapter 32 ➥

Comments were all entered separately. See responses in later comments.

Name	Location	Date	Comment
suzanne McDougal	South Jordan, UT	2013-08-28	We killed the Jordan River and are having to spend millions to try to resuscitate it. Doesn't it make more sense to save the Davis County Wetlands now instead of having to resurrect them later? We have alternatives, Please, please, please don't do this to the wetlands that are nationally known as a breeding/migration/feeding ground for some of our continent's most endangered and most beautiful species. I am not an "Environmentalist" I am just a person who cares that we still value life on our planet other than just human life. I wish I could send you pictures of some of the amazing things I have seen and experienced in and around Farmington Bay Migratory Bird Refuge and all of the wetlands that run along Legacy Freeway to the Willard Bay area. Bald Eagles have flown right over my head there. The Heron nesting platforms are a little microcosm of the way we interact as humans. Please use a solution that will preserve these wetlands. I promise you that it will be a huge loss for our children and grandchildren and their children if we don't. Thank you for your time.
Carole Straughn	Salt Lake City, UT	2013-08-29	In the long term economy and ecology are the same thing. No economy can operate without clean air, clean water, fertile soil and the myriad other services provided by the natural world--overlooked because no money changes hands. We cannot afford to destroy the ecology of West Davis County. Let's build smarter, not bigger.

Comment 997

Response Section in Chapter 32 ➥

32.2.1G

Comment #: 997

Date: 9/6/2013

Source: Website

Name: STARLEEN ORULLIAN

Location: Salt Lake City

Comments:

I ask that UDOT reconsider the WDC in the form of a SHARED SOLUTION. Not often do we have other viable options, but in the situation we do. Before a final decision is made sincerely hope our decisions are a win win on this topic where it certainly can be. Thank you for taking the time to read my post.

Comment 998

Response Section in Chapter 32 ➥

Comment #: 998
Date: 9/6/2013
Source: Website
Name: Dennis P Law
Location: Syracuse
Comments:

32.2.1G
32.2.3A

I urge you to consider the shared solution. This is a much better option than the WDC. The WDC is the worst thing possible for this area.

Comment 999

Response Section in Chapter 32 ➥

Comment #: 999
Date: 9/6/2013
Source: Website
Name: Thomas Bland
Location: Syracuse
Comments:

32.14.3B

Will the current project along Bluff Road where the U S Corp of Engineers is forcing Syracuse City to restore wetlands that they had previously covered up impact the decision of UDOT regarding the WDC placement?

Comment 1000

Response Section in Chapter 32 ➥

Comment #: 1000

Date: 9/6/2013

Source: Website

Name: Rebecca Fenton

Location: Ogden

Comments:

32.1.2A
32.14.3A
32.2.2J
32.31L

Must we destroy more wetlands? If we insist on building this western Davis corridor then these roads should be elevated. Yes, this is cost prohibitive but if it were a toll road then that will help pay for construction and maintenance.

Comment 1001

Response Section in Chapter 32 ➥

Comment #: 1001

Date: 9/6/2013

Source: Website

Name: Natalie Larson

Location: Farmington

Comments:

32.31I

There have been reports of a possible interchange needed at Clark Lake in Farmington despite there being no mention of this in the DEIS. IF a connector road is going to be needed along this route in Farmington, why has there been no mention of it in the DEIS? With the very close proximity to an elementary school and neighborhood park, and likely home demolitions, it seems as though this should be part of the DEIS as possible impacts. Shouldn't all of the parties involved in reviewing the plans for this freeway know the possible implications and impacts of the connector roads and interchanges that will also be needed to make the freeway accessible and beneficial to local communities, and why weren't these considered in the DEIS? If a connector road and interchange will truly be needed in Farmington and Clark Lane is a consideration, this needs to be addressed in any EIS that is pushed forward for approval so everyone can see just how many negative impacts the WDC would have on a community that has no need for the freeway in the first place.

Comment 1002

Response Section in Chapter 32 ➥

Comment #: 1002

Date: 9/6/2013

Source: Website

Name: Kristy Powell

Location: Farmington

Comments:

32.31I When all this WDC was set out at even at all the public hearings, etc. THERE WAS NO OFF RAMP IN FARMINGTON. Now there is this huge nightmare projected to run off Clarke Lane, right by Eagle Bay Elementary and a public park. How many deaths is it going to take for you to realize this is NOT a good plan?!

Comment 1003

Response Section in Chapter 32 ➥ Duplicate of comment 928

Comment #: 1003

Date: 9/6/2013

Source: Website

Name: Lionel Trepanier

Location: slc

Comments:

This project proposal does not comply with the law. COnsider these issues:

32.14.3E 32.2.1G LEDPA The steepest hurdle in obtaining a Clean Water Act section 404 permit is complying with the EPA's 404(b)(1) guidelines to select the Least Environmentally Damaging Practicable Alternative. There is no way that the Glover Lane alternative is the Least Environmentally Damaging Practicable Alternative. Explain how UDOT has come to this conclusion. Can UDOT demonstrate that no less environmentally damaging practicable alternative is available? What about the Shared Solution? Isn't that less environmentally damaging and practicable?

32.2.1G 32.2.1A 32.2.1G EXHAUSTING ALL OTHER OPTIONS - Other options, like the Shared Solution, are available that could improve projected transit ridership, including expanded express bus service operating in bus-only or bus/high occupancy vehicle (HOV) lanes, additional park and ride facilities, commuter rail operating at greater frequencies, subsidized or free fares, rail transit combined with local shuttles to provide additional access to employment sites and midday destinations, rail transit combined with land use measures (such as density requirements near station locations), and combinations of these options. Can UDOT honestly say that these options, and others like them, have been fully examined in order to satisfy the test that all alternatives to building West Davis Corridor have been exhausted?

32.14.2I 32.14.3F EPA SAYS AVOID WETLANDS TO MAXIMUM EXTENT POSSIBLE - According to a letter from the EPA to UDOT January 6, 1999, the wetlands along the shore of the Great Salt Lake . . . are part of the Western Hemispheric Shorebird Reserve Network, providing resting, feeding, breeding, nesting, and rearing habitat for numerous species and millions of individual shorebirds, wading birds, and waterfowl. Many of these are migratory, while some are year-round residents. In addition to those avian species that are commonly recognized as specifically requiring wetlands and other aquatic habitats, the project area wetlands and playas serve the needs of many passerine and raptor species. The habitat values of the area wetlands alone make it imperative that these wetlands be avoided to the maximum extent practicable. What has UDOT done to avoid these wetlands?

32.2.13C DEADLY FOG - West Farmington suffers from SEVERE fog, especially in the winter, and most often during peak traffic hours (morning or evening). Often the fog is so bad that homes are not even visible from the street. Wonâ€™t it be deadly to have 70 mph traffic driving thru such conditions?

32.14.2A 32.13B WILD LIFE - Species of Concern that have been identified in Farmington Bay, such as the Bald Eagle, the American White Pelican, the Burrowing Owl, and the Ferruginous Hawk etc. will be impacted by the proposed freeway. Has UDOT considered the Ecological and Beneficial Use Assessment of Farmington Bay Wetlands study done by Theron Miller, PhD and Heidi Hoven, PhD, and others like it (and if so, which studies) to determine both the direct and indirect impacts to these and other wildlife species? Additionally, the Great Salt Lake will have detrimental impacts as a result of road runoff which will include oil and gas byproducts.

32.11.2A AIR POLLUTION HEALTH HAZARDS People living within 2 miles of a freeway live in a zone of increased air pollution. Those within 165 feet are exposed to 25-30 times more fine particulate matter than other people, and studies show this increases heart and lung disease, strokes, mortality rates, affects pregnancy outcomes, leads to cancer and autism etc. Freeways are literally cancer and autism corridors. How many homes will be within a 2 mile corridor of the proposed WDC? What studies has UDOT considered regarding air pollution and health hazards? If none, why not?

Comment 1003 (continued)

Response Section in Chapter 32 ➥

32.3E

32.2.1H
32.12A

32.18B

32.15A

32.2.1H

32.31I

32.2.13C
32.13A
32.14.2H
32.24A

32.31H
32.20B
32.31O

32.2.1G

UDOT'S OWN OBJECTIVES CONTRADICTIONS - One stated objective is to support the objectives of the adopted local land use and transportation plans for communities west of I-15 in Weber and Davis Counties. This freeway goes against the transportation plans and land-use plans for Farmington City, so UDOT is clearly not meeting this stated objective. Why not?

SOUND POLLUTION Legacy Parkway had special pavement used to reduce the noise associated with that Parkway. The proposed elevation of the freeway will cause sound to carry further into our neighborhoods. This was demonstrated this past winter when fog caused the noise from a bombing exercise on the Great Salt Lake bombing grounds to roll through the entire Salt Lake valley. I do not see that any actions been taken to reduce the noise levels that will impact our neighborhoods perhaps lower speed limits, special pavements, sound walls, etc. These considerations should be made for the benefit of the community and the costs should be included in the DEIS.
LIGHT POLLUTION Light pollution is being linked to increasing numbers of health concerns including sleep issues and certain types of cancers. Specialized lighting for roadways directs the light downward rather than out and into our neighborhoods. Is this type of lightening being considered for the freeway and if so are the costs associated with this specialized lighting included in the cost estimates in the Draft Environmental Impact Statement (Draft EIS)?
FLOOD PLAIN DRAINAGE CONCERNS The proposed Glover Lane option runs right through a 100 year flood plain. Homeowners in the area are required by many lenders to maintain flood insurance as a result. Heavy rains in this area cause large amounts of runoff that all drain to the west toward the proposed freeway. What actions will be taken to ensure that drainage in the area does not adversely affect the homeowners in the area?
THIS IS NO LEGACY PARKWAY - This is no Legacy Parkway like UDOT's photo simulations depict. Since this freeway runs thru residential neighborhoods, tell UDOT we demand that trucks be banned, that there are speed restrictions, that sound-reducing pavement be used, that sound walls are built, and that billboards are banned, similar to what's been done on Legacy Parkway. Tell UDOT there should also be no associated time limitations with these restrictions i.e. they should not expire in ten or twenty years.
POTENTIAL ADDITIONAL OFF RAMPS - The DEIS does not identify Clark Lane as a connection to WDC, but once the record of decision is made, will UDOT change its tune? Has UDOT already considered this as a possible connector road but failed to disclose that information for fear of public outrage and because it would elevate the cost and impacts of the Glover Lane alternative over the Shepard Lane alternative? Making Clark Lane a connector road would be a disaster for the Ranches. It would divide the neighborhood, be a safety hazard for our children and would have a severe negative impact on Eagle Bay Elementary.
ELEVATED FREEWAY CONCERNS - An elevated freeway has more impacts than a non-elevated road. The costs are huge, there will be more noise pollution, sight pollution (western views are GONE), and it will surely alter the hydrology system. What are the direct and indirect impacts to the hydrology system and how will those changes affect wildlife and biological species?
COST CONCERNS - Why did UDOT double-count the costs of the Shepard Lane interchange in the Shepard Lane alternative? Isn't that a sneaky way to elevate the costs of the Shepard Lane alternative and make it look more expensive than the Glover Lane alternative?
COSTS AND IMPACTS OF FILL DIRT - In many areas fill will be placed to elevate the roadbed to a height above potential flooding. This will be very large amount of material and will increase as the alternatives move west. What this fill material will consist of and where it will come from need to be documented. The direct and indirect impacts resulting from fill acquisition and especially the numerous trucks which may need to travel local roads to transport the fill need to be evaluated.
PERSONAL GAINS - Are there people such as land developer, Senator Stuart Adams, who will benefit from this highway being built along west Farmington, that have influenced UDOT's decisions? How can UDOT expect the public to â€œtrust the processâ€ in light of questions like this?
SHARED SOLUTION This is NOT a no-build alternative but an option that would enhance the existing transportation infrastructure to increase flow, expand east-west arterials, create boulevards to attract local businesses and new employers, implement more mass transit, and preserve quality of life in Davis County. The Shared Solution would actual serve to benefit residents of 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 no environment impacts, protect green space, and protect our current quality of life. Tell UDOT to look at the Shared Solution as another alternative BEFORE they move forward with this project!
FRAGMENTATION Fragmentation is the loss of habitat integrity through the creation of barriers to species and

Comment 1003 (continued)

Response Section in Chapter 32 ➥

32.14.2H

32.14.2H

32.13B
32.14.2M

32.14.2M

ecological processes. Fragmentation will no doubt occur as a result of this freeway. Fragmentation of habitats can have serious consequences, and may include the following: erosion of genetic diversity and amplification of inbreeding, increased probability of local extinction from small population sizes and reduced likelihood of reestablishment, loss of area sensitive species, and increased abundance of weedy species. What has UDOT done to study the impacts of fragmentation and what are UDOT's plans for mitigation?
THE EDGE EFFECT AND DEGRADATION - Associated with fragmentation is habitat degradation through what is called the "edge effect" or reduction in habitat integrity at the boundary of a highway corridor caused by disturbance, contamination, or other degrading factors that extend into the natural habitat. Numerous studies have been done on the edge effect of highways, and they generally conclude that the effects of highways extend considerable distances into existing habitats to which organisms have become adapted.
The wetlands of Farmington Bay and the Shoreland Preserve will be degraded by this freeway. Fossil fuel runoff will leach into soils and eventually make their way into the wetlands. Litter along the freeway will make it into the wetlands. Both fossil fuel runoff and litter will have impacts on breeding birds in the area. Has UDOT considered the edge effect and degradation of wetlands an impact and if not, why not?
FAILING TO RECOGNIZE SEVERITY OF IMPACTS - It is clear that UDOT has underestimated and failed to recognize the significance of the aforementioned impacts on wildlife species, biological species, terrestrial and aquatic habitat, etc. Though these systems may not be immediately or completely lost, the extent to which they perform will be moderately to severely reduced.

I Demand that UDOT take these factors into account and identify them in their DEIS.

Thank you.

~Lionel Trepanier
Salt Lake City UT

Comment 1004

Response Section in Chapter 32 ➥

Comment #: 1004

Date: 9/6/2013

Source: Website

Name: Barbara Stevens

Location: Farmington

Comments:

32.31I 32.31Q 32.30F I DEMAND that UDOT RE-DO their DEIS and then have another public comment period if they are actually NOW considering an interchange at PARK LANE.

This process is not only NOT TRUSTWORTHY; it is ILLEGAL! We are considering alternatives that are NOT real alternatives.

32.31I UDOT KNOWS that if they had included the PARK LANE interchange, it would have increased the costs for the Glover Lane Option AND increased the impact.

32.24A I call "FOUL" on UDOT and demand that UDOT follow an HONEST PROCESS!

32.30F AS a taxpayer, I want a CHOICE on REAL alternatives! SHOW THE COST AND IMPACT AND RE-OPEN THE PUBLIC INPUT TIME FRAME.

You've misspent ALOT of MY money on advertising a FALSE process. Shame on UDOT!

Comment 1005

Response Section in Chapter 32 ➥

Comment #: 1005

Date: 9/6/2013

Source: Website

Name: Barbara Stevens

Location: Farmington

Comments:

32.2.1G 32.31R I have just read the recommendation sent to UDOT on August 14, 2013 from the U.S. Dept of the Interior for Environmental Policy and Compliance. Their recommendation is for UDOT to fully fund the Shared Solution as a viable alternative and recommends the Shepard Lane Alternative over the Glover Lane option. Certainly UDOT must have the checks and balances to follow the recommendations of the COMPLIANCE dept of Environmental Policy of the United States Dept. of the Interior... If UDOT chooses NOT to follow the recommendations of a Federal government agency over environmental policy, I question UDOTs ethics and motives.

32.2.3A 32.2.1G NO WDC OR FUND THE SHARED SOLUTION FOR ANOTHER ALTERNATIVE!

Comment 1006

Response Section in Chapter 32 ➥

Comment #: 1006

Date: 9/6/2013

Source: Website

Name: John Middletobn

Location:

Comments:

32.14.2M I am writing to record my opposition to the placement of the proposed West Davis Highway. This highway is being placed into high quality habitat that is of worldwide significance for bird migration corridors and is irreplaceable.

32.14.2H The shortsighted process that resulted in this proposed highway is flawed and does not take into account the irreparable harm that will be done to these important lands.

32.14.2J Utah has only a tiny percentage of its original wetlands left and these need to be zealously protected for their immense value, not casually jettisoned for a short-term, autocentric project . The usual mitigation measures, where habitat is created to replace those destroyed, would result in poor-quality, dispersed habitats, degraded quality and consequently, lower bird populations.

32.2.1A I strongly urge you to reconsider this matter, and consider transit alternatives that will benefit the people of Davis County and preserve the small amount of immensely ecologically important wetlands we still have left.
Thank you.

John Middleton

Comment 1007

Response Section in Chapter 32 ➥

Comment #: 1007

Date: 9/6/2013

Source: Website

Name: Roberta Fletcher

Location:

Comments:

32.2.3A 32.14.2H 32.11.1A 32.12A 32.5.1D Please do not build this West Davis Highway because it has a negatively impact food and nesting resources of resident and migrating birds, will pollute the air, create more noise pollution, is expensive, and will destroy people's homes and businesses.

Comment 1008

Response Section in Chapter 32 ➥

Comment #: 1008

Date: 9/6/2013

Source: Website

Name: jon watkins

Location: riverton

Comments:

32.2.1A
32.2.1J
32.2.3A

I do not think an interstate is the answer here; rather smarter use of, and wise expansion of public transportation. Let's not continue to proliferate noise-generating, habitat-destroying, pollution-emitting freeways all for the sake of convenience. Let's look far ahead, realizing the importance of these precious few gems of habitat we have remaining, and tackle growth with ideas that preserve vs destroy.

Comment 1009

Response Section in Chapter 32 ➥

Comment #: 1009

Date: 9/6/2013

Source: Website

Name: bruce bassett

Location:

Comments:

32.2.2H
32.2.13C
32.2.13D

I absolutely can't believe the Governor's office promotes clean air and public transportation, BUT YET when UDOT has the option to connect the West Davis Corridor to Frontrunner - they prefer NOT to connect it but rather choose a LONGER freeway route causing more pollution. Step up and tell UDOT to CONNECT TO FRONTRUNNER on the Shepherd Lane option for WDC!

Comment 1010

Response Section in Chapter 32 ➥

Comment #: 1010

Date: 9/6/2013

Source: Website

Name: Jennifer Despain

Location: Farmington

Comments:

32.2.13O
32.30F
32.24A
32.31I
32.1.2F
32.31O

Dear UDOT, You should be so ashamed of the way you have gone about your whole "process" on choosing the West Davis Corridor route. It is clear that you are trying to pull something by not including an interchange in Farmington on the EIS and now, just as comments are about to be closed and your public input meetings are over it is announced that indeed there will be one. All of your numbers and impacts are skewed. The Shepard lane option is not less expensive or will have less of an impact than the Glovers option. You know this and we know this. Clark lane should not even be thrown out there as an option. You need to provide solid data on the true costs and impacts of this study. Please do not ruin this beautiful place. Farmington does not need this highway and should not have to carry its burden because we have planned our city well and we have "trusted the process" from you which is a complete joke. Is somebody bribing you? This is just crazy. Please do the right thing and It sickens me that you are ok with doing this in such a dirty way. Thank you.

Comment 1011

Response Section in Chapter 32 ➥

Comment #: 1011

Date: 9/6/2013

Source: Website

Name: Lori Kalt

Location: Farmington

Comments:

32.31R

I would like to refer to the Division of Fish and Wildlife, Department of the Interior's official commented dated August 14, 2014. They recommend that UDOT take a serious look at the Shared Solution, and in fact, the recommend that UDOT FUND the Shared Solution. According to LEDPA, the alternative that is the least environmentally practicable alternative must be sought. UDOT has failed to fully give credence to the Shared Solution, which if a viable alternative, would most certainly be the least environmentally damaging practicable alternative. Although citizens have been asking and urging UDOT for a long time now to take a serious look at the Shared Solution, and although UDOT has agreed to do so, they have failed to provide any funding for the development of this alternative. UDOT must fund the development of the Shared Solution. It is the alternative that would benefit the environment and the communities the most and it is UDOT's legal obligation to fund further exploration and development of this alternative. If UDOT refuses to do this, then they have failed in the NEPA process.

32.2.1G

32.31R
32.14.2H

Furthermore, UDOT must seriously consider the comments put forth by the Department of the Interior, Division of Fish and Wildlife. UDOT has failed to fully consider both the direct and indirect impacts to the upland and wetland habitats of the shores of the Great Salt Lake. I am urging UDOT to give the DOI's comments serious consideration and to make changes to the DEIS necessary based on these recommendations.

Lori Kalt
President, Save Farmington

Comment 1012

Response Section in Chapter 32 ➥

Comment #: 1012

Date: 9/6/2013

Source: Website

Name: Edward Fisher

Location: Bountiful

Comments:

First, let me preface my comments by stating that I am a lifelong resident of Davis County. I hunt at FBWMA, I am a birder, cyclist and amateur photographer. All told, I visit the area that would be affected by the WDC over 120 times per year. I am intimately familiar with the wildlife, flora, and agricultural characteristics of the areas surrounding and including FBWMA, west Farmington, Kaysville, Layton, and Syracuse. Your proposed freeway is an unacceptable intrusion on what is one of the most peaceful, diverse and biologically important stretches of land in the state if not the country.

Section 1.3 states that the idea of a north-south transportation facility, west of I-15, between Salt Lake County and Weber County was first conceptualized in the 1960s.
32.2.1G Comment: Has nothing changed in the intervening half century relative to UDOT's understanding of air and water pollution, loss of wetlands and the fact that we cannot build our way out of traffic congestion problems? Why has UDOT not looked beyond Utah's borders for examples, both good and bad, that would guide a more cost effective solution to the problem? Why doesn't UDOT consider the Shared Solution that is being proposed by Utahns for Better Transportation?

Section 1.4.1, under Purpose of the Project it states that the WDC is intended to improve regional mobility.
32.2.1A Comment: There is no mass transit component to this proposal. It is simply another freeway. Why is the WDC an exception to the rule that all new transportation projects are to have intermodal components?

Section 1.4.1, under Purpose of the Project it states that the WDC is intended to enhance peak-period mobility.
32.1.2C 32.2.1P 32.1.2F Comment: Certainly there are more cost-effective ways to solve a commute-time problem. Flex lanes come to mind. We are an increasingly technology enabled society. Much of the projected congestion will likely not occur due to workers telecommuting and shifting their work hours. Were these effects considered?

Section 1.4.1 Of the three stated secondary objectives, it appears that the only objective that is met or
32.2.2D 32.31O addressed is to support local growth objectives by enabling more development. Of course this will give a financial benefit to some Davis County politicians at the expense of the taxpayers of the State of Utah. Can UDOT prove to the citizens of Utah that there is no influence by politicians, either at the local, state or federal level that influenced their decision?

Section 1.5.1 UDOT presents the following numbers as projections from 2009 to 2040 for the study area:
63% increase in population
90% increase in households
49% increase in employment
32.1.1D Comment: What is the source of these projections?
Do these projections assume construction of the WDC?
Given the fecundity of Utahns, how can UDOT say that a 63% in population results in a 90% increase in households?

General comments:

32.10H In your selection of the Glovers Lane alternative, you have not given adequate consideration to the impact of the WDC on the Buffalo Ranches trail system and the Great Salt Lake shoreline trails. Why did UDOT minimize the impacts on this important area?

Comment 1012 (continued)

Response Section in Chapter 32 ➥

32.14.2N 32.14.2P 32.7G 32.14.3E Impacts to migratory bird flyways and nesting areas are vastly underestimated. The affected area is prime habitat for Bald Eagles, American Kestrels, Red-tailed Hawks (including rare Harlan's), Ferruginous Hawks, Great Horned Owls, Barn Owls, Burrowing Owls, Sandhill Cranes, many shorebirds and waterfowl. Why were impacts to these populations not addressed by the DEIS?

The DEIS did not address the negative impact of the WDC on Frontrunner ridership. So, not only is there no intermodal component to the project but it will actually increase automobile miles driven. Why was this not considered in the DEIS?

How did UDOT determine that the Glovers Lane alternative meets LEDPA requirements? With the proximity of wetlands and FBWMA to Glovers Lane, it clearly cannot be the least damaging alternative. How did UDOT come to this determination?

32.11.1A This freeway will bring unacceptable increases in local air pollution to the communities it runs through. Furthermore it will increase pollution throughout the Wasatch Front. How did UDOT consider the effect of these increased pollution levels on the health of residents of Davis, Salt Lake and Weber counties?

32.12A 32.18B 32.14.2H The effects of noise and light pollution on both humans and wildlife have not been adequately addressed by the DEIS. There is peer reviewed science regarding this type of pollution. Why did UDOT minimize these effects in the DEIS?

32.2.1G In summary, I do not see that UDOT has given proper consideration to all possible alternatives. You should review and seriously consider the Shared Solution that has been proposed by Utahns for Better Transportation.

Ed Fisher

Comment 1013

Response Section in Chapter 32 ➥

Comment #: 1013
Date: 9/6/2013
Source: Website
Name: Carma Dorney
Location: Ogden

Comments:

32.31D 32.13B 32.14.3A 32.2.1A

Has an environmental study been done on the proposed 7 mile highway that will affect the Farmington Bay Wet lands? As you know, the wet lands act as a sponge and a filter. They absorb water that will flood people's homes. They are a filter for ground water. Not to mention the Pacific Flyway will be affected, which is an important part of bird migration. People need to use more public transit. There are better ways to handle the increase in traffic than to destroy something beautiful.

Comment 1014

Response Section in Chapter 32 ➥

Comment #: 1014
Date: 9/6/2013
Source: Website
Name: Emily Murray
Location: Farmington

Comments:

32.31I 32.30F 32.31Q 32.2.1G

Why on earth is an interchange being recommended by the commission (at Clark Lane) and its NOT included in the DEIS? It would seem the DEIS does not have the correct information for people to evaluate, if there are huge projects completely omitted. It's obvious to us as citizens that this seems as though it was done on purpose; to make it seem as though the Glover option was less expensive than it actually is, with less impact. This whole project reeks of deceit. Please do the honorable thing, and go back to the drawing board. Take the citizens ideas into consideration (ie the Shared Solution!).

Comment 1015

Response Section in Chapter 32 ➥

Comment #: 1015

Date: 9/6/2013

Source: Website

Name: Emily Murray

Location: Farmington

Comments:

32.31R
32.30F
32.2.2D
32.31R
32.2.13C
32.2.1G

I recently saw the letter that was sent from the Department of the Interior concerning the WDC. Are you guys going to listen now? It's not just us in these neighborhoods, being biased or something. It's true; this DEIS has incorrect information along with under estimating the true effect of the project at hand. How can it be a statement of the study for us to all evaluate and comment on, if its not even correct?! It's obvious that UDOT is passionately trying to get this road built. And not to help the citizens, because that could be accomplished in other ways, so the only other option must be because of money. Please consider the Department of the Interior's suggestion, and abandon the Glover lane option all together; then seriously look at the Shared Solution.

Comment 1016

Response Section in Chapter 32 ➥

Comment #: 1016

Date: 9/6/2013

Source: Website

Name: Chester barber

Location: West Point

Comments:

32.1.2A
32.2.1A
32.11.1A
32.2.1G

As a mother and citizen of Davis county, I would like to voice my concern over the new freeway. I feel it is unnecessary and harmful. I do not know how udot can in good conscience propose this freeway without looking more fully into increasing public transportation when our air quality is so dangerous! it is wrong and irresponsible. i fully support the shared solution as the right solution to protect all involved-children, the environment, the wildlife.

Comment 1017

Response Section in Chapter 32 ➥

Comment #: 1017
Date: 9/6/2013
Source: Website
Name: Stephanie Greenwood
Location: Bountiful
Comments:

32.31R
32.2.1G

The Department of the Interior has advised that UDOT do NOT choose the Glove Lane option due to the risks it poses to irreplaceable habitat of the GSL ecosystem and that it consider the Shared Solution instead. Please adhere to federal regulations and consider the Shared Solution.

Comment 1018

Response Section in Chapter 32 ➥

Comment #: 1018
Date: 9/3/2013
Source: Website
Name: Edith OBrien
Location: Holladay
Comments:

32.2.3A
32.2.1G
32.14.2M
32.31R
32.15A
32.2.1H
32.31D
32.31L
32.2.1G

I object to any construction of a new highway north. I prefer The Shared Solution to take care of traffic needs in 2040 & beyond.
Reasons:
1. I love the unique habitats offered by Great Salt Lake & its wetlands, playas, & upland areas along its shore. Its wildlife values are tremendous. The damage that would be caused by the WDC cannot be mitigated. Every acre currently intact is essential.
2. I read most of the Fish & Wildlife response to the EIS and think their points are valid. This highway will do unneccesary damage to a valuable, unique resource.
3. I was here for the flooding of GSL in the 1980's. Despite the pumps, GSL continually shows it cannot be controlled by man. Your proposed highway could be through the lake at some point in time.
4. To me this proposed highway negates the good of Legacy Highway as it will have trucks & high speeds closer to the lake, both of which threaten wildlife. Viewing the map in detail horrifies me.
5. The price tag in taxpayer dollars is high, too.

Please give serious consideration to the Shared Solution to satisfy future transportation needs.
Thank you for reading my respone.
Edith OBrien - August 30, 2013

Comment 1019

Response Section in Chapter 32 ➥

Comment #: 1019

Date: 9/3/2013

Source: Website

Name: Jake Barker

Location: Farmington

Comments:

32.5.6I
32.5.6H
32.5.6I
32.5.1A

After attending the open house and conversing with the engineers making the decision to use the Glover Lane alternative, it was apparent to me that the overriding issue was that of impact to the community. I would like to respectfully disagree that the Glover Lane option conveys the least impact. It appears that the heaviest weight for impact value has been placed on the number of homes being torn down and that has driven the Glover Lane option. I would argue that there is little impact to them. They will be compensated to move and they will be able to move away from the freeway. The next weighted value seems to be number of homes within 200', also driving the Glover Lane option. I would argue, that by the time the freeway is built, there will be many more homes along the Glover Lane option that fall within the 200'. In addition, there will be thousands of more homes along the Glover Lane option than the Shepherd Lane option within 1000'. This is where I believe the greatest impact is. If you build more freeway mileage, it will have greater impact! You may argue that those thousands of homes will choose to live by the freeway, since they have not been built yet. However, the same argument applies to the Kaysville neighborhood protesting the Shepherd Lane option. They built their homes on an existing UDOT ROW! Please consider the entire buildout for you impact consideration.

Regards,
Jake Barker

Comment 1020

Response Section in Chapter 32 ➥

Comment #: 1020

Date: 9/3/2013

Source: Website

Name: Jake Barker

Location: Farmington

Comments:

32.5.1A
32.8A
32.2.13C

From my conversations with UDOT engineers at open houses, it is apparent that impact was the critical reason the Glover Lane option was chosen. I have a severe issue of common fairness with this proposal. The main opposition to the Shepherd Lane option has been the neighborhood that was build next to the existing UDOT ROW. The developer of that neighborhood was warned in a letter from Farmington, that there was a risk the future freeway could be built there. Of course, that property was purchased and developed at a deep discount because of that ROW. When I purchased my property, I did my due diligence and saw on plats that ROW. I built my home far away from that ROW, and paying a higher premium for my property. Now that the options are on the table, it doesn't seem quite fair, that property purchased with a UDOT ROW in their backyard appreciate in value, while my property will decrease. Please utilize the existing UDOT ROW. That is the fair route! I site power lines for a living, and every community I have ever worked with asks us to utilize existing ROW before blazing new trails. You have an existing route. Please use it.

Regards,
Jake Barker

Comment 1021

Response Section in Chapter 32 ➥

Comment #: 1021

Date: 9/3/2013

Source: Website

Name: Jake Barker

Location: Farmington

Comments:

32.14.2B

Over the past 7 years I have lived within 1000' of the Glover Lane option, I have observed hundreds of bald eagles roosting in the very trees that will be razed for the Glover Lane option. Only 6 years ago, the bald eagle was an endangered species and razing their roosting areas would have been a crime! I have done a search on your environmental sections of the EIS, and I cannot even read mention of their being an issue with bald eagles, let alone any mitigation plans. Apparently UDOT is more afraid of the Kaysville neighborhood who built their homes on a UDOT ROW, that they are about killing our national bird only 6 years after being delisted as an endangered species. Nice.

Regards,
Jake Barker

Comment 1022

Response Section in Chapter 32 ➥

Comment #: 1022

Date: 9/6/2013

Source: Website

Name: Spencer Brady Evans

Location: Farmington

Comments:

32.31R
32.2.1H
32.2.1G

After reading the letter from the dept of the Interior it is obvious that the DEIS did not take in to consideration all the effects of the Great Salt Lake wildlife area. I agree with the recommendations of the Dept. of the Interior that the Shepard Lane option would have far less impact on Farmington Bay Wildlife Management Area than the Glover Lane option. But I also agree that a Shared solution is the best option.

Comment 1023

Response Section in Chapter 32 ➥

Comment #: 1023

Date: 9/6/2013

Source: Email

Name: Rebecca Whittington

Location: Syracuse

Comments:

32.31R
32.2.1G

I demand that UDOT follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE who have asked UDOT to FUND the Shared Solution as a viable alternative to protect the wetlands of Farmington Bay!

Comment 1024

Response Section in Chapter 32 ➥

Comment #: 1024

Date: 9/6/2013

Source: Website

Name: Chaney Packer

Location: Farmington

Comments:

32.2.1G
32.31R

I support the Shared Solution and please ask that UDOT follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE who have asked UDOT to FUND the Shared Solution as a viable alternative to protect the wetlands of Farmington Bay!

Comment 1025

Response Section in Chapter 32 ➥

Comment #: 1025
Date: 9/6/2013
Source: Website
Name: Stephanie Peterson
Location: farmington
Comments:

32.2.3A
32.31L
32.1.2C

Putting money (citizens money) into building a road and crushing memories being made in NEWLY built homes is a waste! Let build SCHOOLS. Jr. Highs. Elementaries. High schools! Lets put in action what we all say and make our kids learning future excel!

Comment 1026

Response Section in Chapter 32 ➥

Comment #: 1026
Date: 9/6/2013
Source: Website
Name: Laura Jamison
Location: Layton
Comments:

32.2.1G
32.31R

I am in full support of the shared solution option for the WDC. I hope UDOT follows the recommendations from the dept of the Interior to protect the wildlife and the neighborhoods.

Comment 1027

Response Section in Chapter 32 ➥

Comment #: 1027

Date: 9/3/2013

Source: Website

Name: Pamela Vineyard Boucher

Location: Farmington

Comments:

32.2.13B

32.23C

32.2.13B

I commend UDOT on selecting the alternate which proved to have the least impact on residents, wetlands, and is financially far more cost effective than other options. I request that you investigate the motives of the Farmington Mayor and City Council. There seems to be a hidden agenda -- I see no other explanation as to why these individuals are fighting so hard against UDOT's preferred route. If they (Mayor & Council) believe that the Shepard Lane option will draw I-15 drivers like a magnet, to double-back to get to Station Park to fill Farmington's coffers with tax dollars, they better think again. There is already Park Lane, which takes traffic immediately and efficiently to the shopping center. No one in their right mind is going to bypass Park Lane and backtrack through neighborhoods to get to Harmon's or Gordmanâ€™s. That's ridiculous. When I'm headed home, I will take the path of least resistance if I need to pick up items at the store. That path? Park Lane. Please don't let the Farmington City control freaks sway UDOT's decision, which UDOT made in the best interest of ALL stakeholders. Kudos to UDOT for a mindful and comprehensive study and (hopefully) final decision.

Comment 1028

Response Section in Chapter 32 ➥

Comment #: 1028

Date: 9/6/2013

Source: Website

Name: David Jolley

Location: Kaysville

Comments:

32.10E

The legacy bike trail is an extremely safe biking corridor. This feature should continue with this expansion. I can see where you have modified the current trails as necessary but not really expanded. Do not assume that the rail trail is an adequate trail. With all the road crossings the rail trail is not an adequate substitute to the standard set on the Legacy parkway.

Comment 1029

Response Section in Chapter 32 ➥

Comment #: 1029
Date: 9/6/2013
Source: Website
Name: Brad Rich
Location: Farmington
Comments:

32.2.1G
32.31R

Please fund the shared solution. We would like more reasearch done. The dept of the interrior recommend you fund reasearch this alternative and I also recomend you research this alternative. I surpport this alternative.

Comment 1030

Response Section in Chapter 32 ➥

Comment #: 1030
Date: 9/6/2013
Source: Website
Name: Brad Rich
Location: Farmington
Comments:

32.2.8D

Please research moving the road farther west near our residence. I have had teams look at the wetlands and they are nearly identical east to west near my house. Why can't you move the road farther west so it is not in the back yard of all our houses.

Comment 1031

Response Section in Chapter 32 ➥

32.2.1G
32.2.3A

Comment #: 1031
Date: 9/6/2013
Source: Website
Name: Chester barber
Location: West Point
Comments:

I would like udot to fund the shared solution as proposed by the us dept of the interior. i do not want the west Davis corridor in any form.

Comment 1032

Response Section in Chapter 32 ➥

32.2.13C
32.31I
32.1.2A

Comment #: 1032
Date: 9/3/2013
Source: Website
Name: JERRIN wood
Location:
Comments:

I think the design of the new road is way to close to many homes in west Farmington. An elevated road is a bad idea. And we MOST certainly do NOT need a on/off ramp on to Clark lane right by an elementary school. Please realize that any vehicle already driving on the proposed legacy highway can get to any location in Davis county by connecting to I-15.

Comment 1033

Response Section in Chapter 32 ➥

Comment #: 1033

Date: 9/6/2013

Source: Website

Name: Katie Holmes

Location: Farmington

Comments:

32.31I
32.1.2F
32.31R
32.2.1G
32.30F
32.31O

I am becoming ABSOLUTLEY more and more frustrated with UDOT and the many others who are working to continue with plans for the West Davis Corridor. I feel that the tactics being used are dishonest as more plans (â€œsuggestedâ€ interchanges in the heart of Farmington) for the road are emerging after the DEIS has been presented. Farmington has NO need for this road and the City Officials do not like it. Clearly the Department of Interior does not like it. Support a Shared Solution. Be honest with the plans from the beginning, (ooops, too late). I have utterly lost my confidence in many of my elected officials. They are neither supporting the environment nor the voters who put them in office in the first place. Bad politics and bad business.

Comment 1034

Response Section in Chapter 32 ➥

Comment #: 1034

Date: 9/3/2013

Source: Website

Name: Jo Carmiol

Location: Farmington

Comments:

32.2.3A
32.2.13C
32.11.1A
32.12A
32.18B
32.31I
32.2.1G

The West Davis Corridor will NOT benefit my neighborhood. I'm very concerned about the environment the elevated freeway will create. Pollution (air, sound, light) will be added to my neighborhood. I live on Clark Lane and do NOT want the potential for a an off ramp close to my house NOR near the elementary school.
I support the shared solution group and want other solutions to be found.

Comment 1035

Response Section in Chapter 32 ➥

Comment #: 1035
Date: 9/6/2013
Source: Website
Name: Natalie Shurtliff
Location: Farmington

Comments:

32.31R
32.2.1G

We ask that you follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and Compliance and FUND the Shared Solution as a viable alternative to protect the wetlands of Farmington Bay! Thank you.

Comment 1036

Response Section in Chapter 32 ➥

Comment #: 1036
Date: 9/6/2013
Source: Website
Name: Victoria
Location: South Ogden

Comments:

32.2.3A
32.1.2C
32.2.1A

Until we get off of relying on fossil fuels (a non - renewable, polluting energy sources) in transportation, I urge you to consider alternatives to another roadway... What if we, as a people, asked "What else is possible here.?" What would it take to work towards a sustainable, environmentally friendly solution? With the amount of air pollution we all had to endure last winter, I would like to put emphasis on mass transit, etc. (I was pregnant and had to be indoors on many of the 'red air' days.)
How does it get any better than this?
Regards,
Victoria

Comment 1037

Response Section in Chapter 32 ➥

32.2.13C
32.2.1G
32.2.3A

Comment #: 1037

Date: 9/3/2013

Source: Website

Name: Amy Clarke

Location:

Comments:

Our family has recently moved to West Farmington just 2 years ago and we love it! After living in several cities in Utah, we found this to be our favorite and intend to reside here for at least 20 or more years to raise our family. My husband and I love to go jogging down Clark Lane to the west. We love the quiet, country like feel of our neighborhood and the peace it brings. We will be sorely disappointed if one day while jogging in this area we hear the noise of traffic and have to breathe the fumes of exhaust. I feel there is a better solution to the West Davis Corridor and support the Shared Solution. Please don't build this freeway in our backyards!

Comment 1038

Response Section in Chapter 32 ➥

32.1.2A
32.2.1A
32.2.1C
32.2.1J
32.2.3A

Comment #: 1038

Date: 9/6/2013

Source: Website

Name: Suzanne Stensaas

Location: salt Lake city

Comments:

I think this is unnecessary and not environmentally appropriate. There are other solutions to the transit problem and they don't cost so much. Alternatives include cleaner autos, better mileage, hybrid, electric cars, car pool, lower transit fares, more frequent schedules. Use the $600,000 to subsidize mass transit.
I OPPOSE THE PROPOSED ROAD/HIGHWAY

Comment 1039

Response Section in Chapter 32 ➥

Comment #: 1039

Date: 9/6/2013

Source: Website

Name: Charlys Huerta

Location: Logan

Comments:

32.3D

I am writing to express my concern over the proposed Western Corridor route which would infringe on the natural habitat adjacent to Antelope Island state park--one of the major migratory routes for several bird species. With so much suburban sprawl and commercial development, this is one of the few natural habitats on the western side of the county where citizens can go to get away from it all. Please reconsider a more responsible solution to the traffic congestion, such as putting a cap on suburban development in west Davis County once and for all and leaving some green space and open ranges to beautify the neighborhoods that already exist there and keep it a pleasant place to live--for people and the natural wildlife we've come to appreciate around Antelope Island.

Comment 1040

Response Section in Chapter 32 ➥

Comment #: 1040

Date: 9/3/2013

Source: Website

Name: Angela Stringfellow

Location: Farmington

Comments:

32.5.4A

32.2.6A

If the Shepherd Lane route is ultimately chosen, my home will only be 20-40 feet from the freeway. About 2 years ago (not long after Farmington city changed their preferred route), a semi lost control at 2600 S. in Bountiful, went through the barrier/sound wall and ended up in someone's yard. If this were to happen around my house (many other houses are just as close), it wouldn't just end up in my yard (or my neighbor's yard); it would end up in our houses. Just imagine what it would be like to watch your family get hit by a semi in your own home. The Sheperd Lane route comes too close to too many houses to considered a safe and viable option.

Comment 1041

Response Section in Chapter 32 ➥

Comment #: 1041
Date: 9/6/2013
Source: Website
Name: Alec Hay
Location: Logan

Comments:

32.2.3A
32.14.2H
32.1.2A
32.23A
32.1.2C
32.2.3A

I strongly object to the construction of the West Davis Corridor project along the shores of the Great Salt Lake. The planned route is far too close to critical habitat and a one-of-a-kind natural resource, the Great Salt Lake. Additional highways will not address the core issues of uncontrolled urban sprawl and a woefully inadequate public transportation system. Please consider using these resources for a project with more long-term benefit for all citizens of the Salt Lake area, human and otherwise.

Comment 1042

Response Section in Chapter 32 ➥

Comment #: 1042
Date: 9/3/2013
Source: Website
Name: Angela Stringfellow
Location: Farmington

Comments:

32.11.1A
32.2.13B

The Clean Air Act requires that people cannot smoke within 25 ft of a public doorway. My home would only be 20 feet from the Shepherd Lane route. I want to know how a freeway with traffic 24 hours a day 7 days a week can be built so close to homes. The toxins would be constantly in my home and would be much worse than the effects of someone smoking next to a doorway for 5 minutes every few hours.
I also want to thank you for preferring the Glovers Lane route.

Comment 1043

Response Section in Chapter 32 ➥

Comment #: 1043
Date: 9/6/2013
Source: Website
Name: Shawna Asay
Location: Farmington

Comments:

32.2.13B
32.31S
32.2.6A

I wanted to congratulate UDOT's recommendation to support the Glover Lane route. I'm disappointed in the Farmington City governments response to this choice. They do not represent all of the people of Farmington. Using a rural route instead of displacing people and the golf course along Shepard is the best choice. Thank you.

Comment 1044

Response Section in Chapter 32 ➥

Comment #: 1044
Date: 9/3/2013
Source: Website
Name: Angela Stringfellow
Location: Farmington

Comments:

32.1.1A
32.2.6A
32.2.13B

If the Shepherd Lane route is ultimately chosen, the only way to ever expand the freeway will be to take more homes or build another freeway out west. I think it would be better to just build the freeway out west to begin with so that homes will not be built out there, preventing another horrible ordeal like this one.

Comment 1045

Response Section in Chapter 32 ➥

Comment #: 1045
Date: 9/6/2013
Source: Website
Name: Jean Arnold
Location: SALT LAKE CITY

Comments:

32.2.3A
32.14.2H
32.11.1A
32.31D
32.2.13C
32.5.1D

I am opposed to the construction of the West Davis Freeway for many reasons:
It would negatively impact wildlife.
It would contribute to more air pollution by encouraging more driving.
Its costs would be huge to build an elevated freeway. Also the impacts are greateer.
It would be susceptible to fog and snow.
It would be too close to residential areas.

Comment 1046

Response Section in Chapter 32 ➥

Comment #: 1046
Date: 9/6/2013
Source: Website
Name: MarJean Muhlestein
Location: Fruit Heights

Comments:

32.14.2H
32.14.2M
32.14.2N
32.14.2P

Please reconsider and keep our wildlife wetlands available for the millions of migrating birds that make this "their" home. Thousands more travel through twice each year on their 5000 mile journey in the Spring and again in the Fall. They come hungry, and will loose their lives if this highway is built. Take the time to visit Farmington Bay and see for yourself this amazing place. Bring your children and gr-children here. As you learn and understand the significance of this land you will leave it alone, and let the wildlife have their homes to come to. You have a home please let them have one to. Their survival is at risk with your decision and you will be held accountable. Thank you.

Comment 1047

Response Section in Chapter 32 ➥

Comment #: 1047
Date: 9/3/2013
Source: Website
Name: Tyler Yeates
Location: Bountiful

Comments:

32.11.2A, 32.2.3A, 32.2.1A

I am writing as a concerned citizen, father, and local physician. Our air pollution is already among the worst in the nation. People living within 2 miles of a freeway live in a zone of increased air pollution. Those within 165 feet are exposed to 25 to 30 times more fine particulate matter than other people, and studies show this increases heart and lung disease, strokes, mortality rates, affects pregnancy outcomes, leads to cancer and autism etc. Freeways are cancer and autism corridors. This is reason enough to not produce any more freeways. The safer, wiser, and economic choice is to expand public transportation. Thank you.

Comment 1048

Response Section in Chapter 32 ➥

Comment #: 1048
Date: 9/6/2013
Source: Website
Name: Kenny Frisch
Location: Salt Lake City

Comments:

32.1.2A

This project is a problem on all accounts. You are wasting taxpayer dollars on a highway that doesn't need to be made.

32.31L, 32.2.2G

The Legacy Parkway already exists and is under used. The WDC will be under used as well and only make the Legacy Parkway more under used.

32.14.2H

The worst part is all the damage this project will cause on the environment. You will destroy one of the most important environmental areas in the state and cause untold damage to wildlife there.

End the project now.

Comment 1049

Response Section in Chapter 32 ➥

Comment #: 1049

Date: 9/6/2013

Source: Website

Name: Stacy Frasure

Location: Farmington

Comments:

32.2.13A

32.2.13B

I would like to comment that I am in full support of the route chosen for the West Davis Corridor. I am impacted by either route in the Farmington area, but the Glovers Lane was the correct decision. It provides a true alternative to I-15, which is beneficial for emergency situations. It also provides room to expand for future growth as needed. Most importantly, it impacts less homes and businesses!
I'd like to thank those who researched all options and had the difficult job of determining the best solution. I think the Glovers Lane route is the clear choice, and I hope that the federal gov't feels the same way.
Thanks,
Stacy Frasure

Comment 1050

Response Section in Chapter 32 ➥

Comment #: 1050

Date: 9/6/2013

Source: Website

Name: Antonella Kelly

Location: Bountiful

Comments:

32.2.3A
32.11.1A
32.2.1H
32.2.3A
32.14.2A

As a aperson in davis county who has many days a year I can't go out due to the baD AIR WE HAVE TO BREATHE. I WOULD LIKE TO ASK THE uDOT TO RECONSIDER THE BUILDING OF A FREEWAY THAT WILL ONLY ENCOURAGE MORE DRIVING MORE BAD AIR DAYS,i BELEIVE SOME P[EOPLE GAVE YOU SOME IDEAS ON A SIMILAR HIGHWAY LIKE THE LEGACY HIGHWAY, THA WOULD STILL NOT BE MY OPTION BUT I COULD DIGEST THAT. however, I DON'T WANT ANOTHER FREEWAY THAT WILL INFRINGE ON THE WETLANDS AND TAKE WAY FROM THE MANY BIRDS THAT COME AND NEST MAKE THIS STATE MORE WONDEROUS AND BEAUTIFUL
dOWN WITH THE FREEWAY.

Comment 1051

Response Section in Chapter 32 ➥

32.2.13K

Comment #: 1051
Date: 9/6/2013
Source: Website
Name: Debra Rowe
Location: Hooper
Comments:
I support options A1/A3; feel that this route would have the least impact on surrounding land and residences.

Comment 1052

Response Section in Chapter 32 ➥

32.2.3A
32.11.1A
32.11.2A
32.1.2C

Comment #: 1052
Date: 9/6/2013
Source: Website
Name: Jill Merritt
Location: Salt Lake City
Comments:
A good alternative to the WDC would be to allocate $600 million to a trust reserved for treating the health problems created by breathing our already polluted air. We should not be encouraging more driving. We should be jumping to the inevitable path of renewable energy like wind and solar power.

Comment 1053

Response Section in Chapter 32 ➥

Comment #: 1053
Date: 9/6/2013
Source: Website
Name: Cindy Wilde
Location: Sandy

Comments:

32.14.2D
32.2.3A
32.2.13C

Nature Conservancy's Great Salt Lake Shorelands Preserve (4,500 acres/11 shoreline miles) will be directly impacted by the footprint of the WDC (loss or isolation of acres). Stop the WDC no new freeway in Farmington to close the wildlife

Comment 1054

Response Section in Chapter 32 ➥

Comment #: 1054
Date: 9/6/2013
Source: Website
Name: Cory Jensen
Location: Syracuse

Comments:

32.11.1A
32.1.2C
32.2.1A
32.2.1J
32.11.1A

I am concerned with the lack of focus towards reducing air pollution when it comes to the WDC discussion. It is embarrassing to Utah as a state to have some of the worst air in the country on certain days of the year. I understand that we have an inversion, but that doesn't eliminate the fact that the air our children are breathing is becoming quite toxic. I am a music teacher and it is alarming to see the number of asthma-related problems that kids are having. I see that number climb each year. Let us put the money that the WDC would require into our public transportation infrastructure and civilian use. Reduce the costs of using mass transit for the civilians. We keep investing money into new projects, but we never maximize our potential of those projects (Frontrunner is a prime example). Lets fix our air before we become like Beijing on certain days of the year.

Comment 1055

Response Section in Chapter 32 ➥

Comment #: 1055

Date: 9/3/2013

Source: Website

Name: P K Sanders

Location:

Comments:

32.2.3A
32.14.2M
32.14.2H
32.1.2A

I am opposed to the new routes for West Davis. This is important bird habitat and the routes will alter habitat forever. There seems to be no end to highway building in the valley. Construction of more and bigger roads will not alleviate the congestion on roads.

Comment 1056

Response Section in Chapter 32 ➥

Comment #: 1056

Date: 9/6/2013

Source: Website

Name: robert tatum

Location: Salt Lake City

Comments:

32.2.3A
32.1.2A
32.2.2G
32.5.1D
32.14.3A
32.2.1G

I am against the current siting by UDOT of the proposed West Davis corridor/freeway since it is not a needed highway (current plans do not connect it with rail or bus; projections show only busy during peak rush hour), disrupts existing neighborhoods, and has negative environmental impact on wetlands in the area. Please consider alternative shared solutions.

Comment 1057

Response Section in Chapter 32 ➥

Comment #: 1057
Date: 9/6/2013
Source: Website
Name: Tracy Silva
Location: Syracuse

Comments:

32.2.13G
32.11.1A
32.11.2A
32.2.13G
32.2.13G
32.14.3L
32.2.13G
32.2.1A
32.2.1G
32.1.2A

I would like to express my deep concerns for the current preferred WDC route. First, the proposed route will go right past my childrens school Syracuse Arts Academy. I have done sufficient research to fully believe that this poses a health and safety threat to my children as well as all the children at SAA. Many already suffer from asthma and cant play outside on red alert days, the pollution this freeway will cause many of these kids wont be able to play outside on any day. As a parent who has been extremely active in the traffic/carpool volunteering at our school, this will pose other traffic nightmares as Antelope will be closed off at the corner of Bluff. Myself along with over 200 other parents have stated we make a choice to be at SAA, if this freeway comes through we will have no choice but to pull our children and place them back into already overcrowded public schools, but our childrens safety comes first. Second, the amount of wetland that will be destroyed at almost triple that of the A route, even my 12 yr old realized the necessity of wetlands and the delicate balance of our ecosystem, he said if there are no frogs who will eat the flies and mosquitos? This is not some hippie tree hugger POV, even conservatives can care about the environment and this will directly affect me even sitting in my own yard. I dont understand how this route could even be put on the table when Section 4(f) of the Federal Department of Transportation Act clearly states these areas are protected, things like city parks, school playgrounds, public trails and recreation areas, wildlife refuges, historic sites, archaeological sites, etc., almost every single item on that list will be affected by this monstrosity.
Lastly, what this freeway will do to this small city, it will destroy it. I do not believe that Mayor Nagle and our city council are acting in the best interest of all Syracuse citizens by votng for this route. UDOT needs to focus efforts on East/West traffic, so the freeway doesnt get so backed up simply because people cant exit. They also need to look at fully expanding the I15 to its fullest potential first, and look into more mass transit. The Shared Solution group makes more sense than destroying Syracuse with a much unwanted, and unneeded freeway. Thank you

Comment 1058

Response Section in Chapter 32 ➥

Comment #: 1058
Date: 9/3/2013
Source: Website
Name: Natalie Brown
Location: West point

Comments:

32.2.13G
32.2.13J

Our neighborhood just noticed in the paper the other day that the new revised plan that is preferred is going to run right in our backyards. I know you are never going to be able to make a final decision without someone complaining about it one way or another, but we would like to vote against the 4100 w. Plan so that we can continue to look out our Windows and see cows instead if a free way. We like to live out here for the peace and quiet and fresh air, where the geese fly over and farm animals and farm land are everywhere. This is our passion. Please reconsider another plan so our neighborhoods won't be torn in half. I appreciate the opportunity to voice our opinions. Thank you
Sincerely, Natalie Brown

Comment 1059

Response Section in Chapter 32 ➥

Comment #: 1059

Date: 9/6/2013

Source: Website

Name: Diana Neff

Location: Farmington

Comments:

32.2.13C
32.2.1A

I oppose the west corridor going through west Farmington. There are already 3 major arterial roads going through our narrow city. The answer is the creation of better access to mass transit to connect north Davis county to Salt Lake county. At some point, such as now, we must quit using Farmington city land to build more roads.

32.11.1A
32.14.2A
32.1.2C
32.1.2A
32.11.2A
32.14.2M
32.2.3A
32.2.1A

The cost of the added pollution is the health of the citizens of Farmington and the health of the animals which live and migrate through our wetlands. Both are expendable resources which will not return once gone.

It is difficult for me to understand why such a large population along the Wasatch front continues to ignore the need for mass transit and maintain an antiquated desire to build more pollution producing roads. We will pay for these decisions with increasing asthma and autism rates along with the loss of vital wildlife resources. The cost of treatment and loss of function ability will be expensive for Utahan's to pay.

I say no to the building of the west corridor and yes to UDOT working with the state of Utah to increase access to mass transit.

Comment 1060

Response Section in Chapter 32 ➥

Comment #: 1060

Date: 9/6/2013

Source: Website

Name: James V. Anderson

Location: Syracuse

Comments:

32.2.13A

I am looking forward to expanding our dental office group along the cooridor. All of us absolutely support the idea and are certain that we can create 100+ jobs. Build this.

Comment 1061

Response Section in Chapter 32 ➥

Comment #: 1061

Date: 9/3/2013

Source: Website

Name: Kent Draper

Location: Farmington

Comments:

32.2.1H
32.12A
32.15A
32.2.1G

The WDC should have the same restrictions as legacy. No semi traffic. 55 mph speed limit. Noise reducing pavement and sound walls. No billboards and must have light restrictions. It should not be built in the 100 year flood plain. The Shared Solution should be used as an alternative way to move traffic!

Comment 1062

Response Section in Chapter 32 ➥

Comment #: 1062

Date: 9/3/2013

Source: Website

Name: Merry White

Location: Salt Lake City

Comments:

32.7E
32.14.2A
32.2.3A
32.2.1G

Really?? Another north-south freeway through Davis County that will funnel into I-15 north of Salt Lake City and create even more congestion? Come now. Building has already encroached upon wetlands bordering the Great Salt Lake, must we add another highway to the mix and lose even more bird habitat? Please reconsider or at least use the shared solution.

Comment 1063

Response Section in Chapter 32 ➥

32.2.3A

Comment #: 1063

Date: 9/3/2013

Source: Website

Name: jodie hunt

Location:

Comments:

i say no to the west davis freeway plan...there are better solutions to this damaging plan

Comment 1064

Response Section in Chapter 32 ➥

32.2.1G
32.14.2A

Comment #: 1064

Date: 9/3/2013

Source: Website

Name: Marilyn Osborne

Location: Salt Lake City

Comments:

I am an educator who has brought many young children to the Farmington Bay wetlands to learn from and appreciate this beautiful and vital bird habitat. Please adopt the UBET's Shared Solution to protect this area from the impacts of freeway development. Let's think long term and keep these irreplaceable natural habitats as they are. Thank you for your consideration of alternative planning.

Comment 1065

Response Section in Chapter 32 ➥

32.2.3A
32.14.3A

Comment #: 1065
Date: 9/3/2013
Source: Website
Name: Erika McCarthy
Location:
Comments:

NO!, No more taking wetlands... there are other ways, routes , answers to this age old question of Human Traffic. Human traffic is not more important to Land for the birds.

Comment 1066

Response Section in Chapter 32 ➥

32.2.3A
32.2.1G

Comment #: 1066
Date: 9/3/2013
Source: Website
Name: Jeanne Zeigler
Location:
Comments:

No, No, NO to the West Davis Freeway!...a shared solution is the way to go.

Comment 1067

Response Section in Chapter 32 ➥

Comment #: 1067

Date: 9/3/2013

Source: Website

Name: Elizabeth Higdon

Location: ogden

Comments:

32.2.3A
32.4A

Please don't approve this to go through what little bit,of farm land we have left. O have so many memories of driving through west Davis county and seeing how things used to be. I love sharing this with my kids and hope they can share it with their children.

Comment 1068

Response Section in Chapter 32 ➥

Comment #: 1068

Date: 9/3/2013

Source: Website

Name: Shelley Rampton

Location: Mapleton

Comments:

32.2.3A
32.2.13G
32.4A
32.5.6A
32.31B
32.2.13G

To those who make decisions;
I, and my numerous Family (around 20 others) members, do NOT want the proposed WDC at all. And, specifically, we do NOT want it to be going through Syracuse Bluff street area. Why? It would go through 40 plus acres of our farm land if allowed to go through the most recent proposed area B. We don't want to - but are prepared to & will fight you legally if need be - should you continue with your proposed B path, because our land is worth several million dollars, and we have bids to prove it.
So, if you are "hell-bent" on building a WDC, please take note that we do NOT want the B route - but rather the more "western" route closer to the lake. The birds will adapt...
We won't!!!

Please think all this through- as to what is best for the people, and not the birds, etc..

Good day!

Shelley Rampton

Comment 1069

Response Section in Chapter 32 ➥

Comment #: 1069

Date: 9/3/2013

Source: Website

Name: Emily Murray

Location: Farmington

Comments:

32.2.2H
32.11.1A
32.2.2G
32.1.2A
32.2.1J
32.2.1G
32.2.1A
32.2.3A
32.31D

I heard the radio advertisement where the Governor was encouraging us as citizens to use our mass transit to help our horrible air quality. Why on earth then, would is UDOT trying to build a freeway (in my next door neighbors backyard) that will only increase the air pollutants in our already horrible air?! A freeway, that as yet has been estimated to be carrying only 40% traffic capacity at a 40 year projection? Really, it's that desperately needed? Why can we not use the money to subsidize front runner, make that even more convenient and affordable? Use the shared solution; avoid ruining neighborhoods? Do we not want to have a great urban downtown setting? Well then we need to get mass transit running smoothly, like every other major town in this country. Please, do not go forward with this ill thought out, horribly expensive, destructive, freeway. There are better ways. It's interesting that UDOT is trying go exactly what the Governor has publicly asked about transportation (not to mention the fact that it would seem the Governor isn't that committed himself...).

Comment 1070

Response Section in Chapter 32 ➥

Comment #: 1070

Date: 9/3/2013

Source: Website

Name: Barbara Stevens

Location: Farmington

Comments:

32.2.3A
32.2.1A
32.2.1J

I am the author of this petition (http://www.change.org/petitions/governor-herbert-do-not-allow-the-west-davis-corridor-to-be-funded-support-a-shared-solution-with-udot-and-utahns-for-better-transportation-instead) and I ask that you consider ALL of my comments INCLUDING all of the embedded newspaper articles, links, and statements. Although I wrote the petition to Governor Herbert (it did not allow me to include others in the "presented to" part, it also includes EVERYONE listed as recipients. So, this petition is also written to UDOT and the Federal Dept of Transportation along with several other stakeholders in the proposed WDC. This petition is not a professional document. It is a result of a private citizen garnering support from other private citizens who do NOT want the WDC built at all. We feel it is a waste of taxpayer monies that could be better put to fixing transportation infrastructure issues with UDOT and UTA. We have front runner, but it is neither conveniently accessible, nor is it inexpensive. When it costs more to take public transit than one's own private vehicle, there is an issue. We are tired of UDOT building freeways without making public transit a reality for most people. UTA admitted that Davis County was underrepresented just a few months ago. Additionally when given free UTA passes, the public responded quickly.

32.2.1G
32.2.1A

The Shared Solution is an alternative that needs to be at the top of your list of consideration. We are tired of having our taxpayer monies wasted and our communities destroyed. Freeways are not the ONLY way to build the economy! Make our public transit system work better without adding more pollution and taxpayer waste into the equation.

32.2.1G

THESE ARE MY PERSONAL RECOMMENDATIONS:

1) Work with the Shared Solution experts for more input

32.1.2F
32.31L

2) Do not consider the WDC in Farmington (14TH BEST PLACE TO LIVE IN US ACCORING TO MONEY MAGAZINE) at all where even you have stated it will never be needed

3) Give taxpayers a CHOICE where we want to put our money (AFFORDABLE AND CONVENIENT MASS TRANSIT AND ENHANCING EXISTING ROADS VS FREEWAY)

32.31I

4) Do NOT consider the most recent artist's rendition of putting an even bigger eyesore of an on and off ramp at Park Lane right in front of an elementary school and destroying many existing homes

32.30F
32.31O

5) Stop pitting neighborhoods against neighborhoods by asking which neighborhood these freeways will go and start asking "Do you want a freeway in your own neighborhood?" This is where you will get your honest feedback. This whole process is manipulative from the start. If there is a need in a neighborhood, then that neighborhood can work with its own neighbors in finding a solution; whether it be a freeway or mass transit or carpooling. I find your whole existing process UNETHICAL. You are really asking people "Which neighborhood do you want to increase pollution, put children and elderly at risk, increase taxes, take from the water supply to build the roads, etc. etc. etc."

32.31D

6) Understand that MANY residents in these neighorboods who will be affected are steaming mad. We have been told by UDOT to "Trust the Process" and "there is no choice..there WILL be a freeway built..it is just a matter of which alternative." As a taxpayer, I find that highly offensive and unethical. Because of this process that has made many of us question the ethics of UDOT and some government officials, many of us are making changes in how we vote. Many city council and mayoral positions are up for re-election. Some who have voted a

Comment 1070 (continued)

Response Section in Chapter 32 ➥

particular way in the past are beginning to see how government works and will be voting out those who do not listen to their constituents and voting in people who do. On a state and national level, our votes can change the way that federal and state organizations work. Do not ever underestimate that honest people who have been manipulated, lied to, and bullied will not find a more ethical way for government agencies to work FOR THE PEOPLE.

Comment 1071

Response Section in Chapter 32 ➥

Comment #: 1071

Date: 9/3/2013

Source: Website

Name: Tyson

Location:

Comments:

32.2.1A
32.2.1J
32.1.1A
32.2.1A

Let us first try harder and exhaust all efforts in utilizing our current public transportation system. Let's spend a small portion of the 600 million dollars for the proposed freeway on beefing up what we already have. If UDOT does build the freeway, what will we do in another 10-20 years when that's not enough? Another freeway?? Why not educate people on a better way to use public transportation?

Comment 1072

Response Section in Chapter 32 ➥

Comment #: 1072

Date: 9/3/2013

Source: Website

Name: Kendall Watkins

Location: Riverton

Comments:

32.1.2A
32.14.2H
32.2.13C
32.14.2B

We do not need another freeway. If this is built it will ruin so much great bird habitat near the Great Salt Lake such as Farmington Bay WMA and TNC Shorelands Preserve.

If I'm correct, the "corridor" will run down Glover's Lane creating lots of noise and car pollution creating an unsafe environment for the birds both nesting or passing through that area. Farmington Bay is probably one of the best, if not the best spot in Utah to see Bald Eagles in the winter. I know many people love to go out and watch them in the winter months, non-birders and birders alike. Last year I counted a total of 83 Bald Eagles in one day, careful not to recount any birds. While watching this spectacle, I'm sure that people will be a little annoyed by the sound of hundreds of cars rushing by as will the birds.

32.14.2A

Farmington Bay is also a large stop over for many, many migrating birds including the White-faced Ibis, American Avocet, Black-necked Stilt, Wilson's and Red-necked Phalaropes, Bank Swallows, Long-billed Curlews, Marsh Wrens, Franklin's Gulls, American White Pelicans, Rough-legged Hawks, and more.

thought of the freeway coming within 100 yards of the preserve is a little frightening.

32.2.13C
32.2.13F
32.2.1G

If UDOT really feels that a freeway needs to be built, take the option that goes down Shepherd Lane and and goes down Bluff Road instead of down by the Shorelands Preserve and the lake. Or use the shared solution (my preferred option). http://www.sharedsolution.org/

Thank you for your time,

Kendall Watkins
Riverton, Utah

Comment 1073

Response Section in Chapter 32 ➥

Comment #: 1073

Date: 9/3/2013

Source: Website

Name: Tye Evertsen

Location: syracuse

Comments:

32.31G
32.31B
32.2.13F

I just built a brand new house. The builder didn't tell us one of the options was in our back yard. I wouldn't have bought my new house if I would have known. That road would flip us upside down in our house, and never be able to sell it. If that happens I will make a joint law suit. Please don't bring it through our neighborhood. Bridgeway island doesn't want it.

Comment 1074

Response Section in Chapter 32 ➥

Comment #: 1074
Date: 9/3/2013
Source: Website
Name: nick burns
Location:
Comments:

32.2.3A
32.1.2C
32.2.1A
32.2.3A

I am not in favor of the West Davis Corridor. Utah needs to think beyond cars and roads; instead, investment should be in mass transit, saving wetlands and preserving wildlife.
The true social cost of relying on the automobile is too high.
Thank you -

Comment 1075

Response Section in Chapter 32 ➥

Comment #: 1075
Date: 9/3/2013
Source: Website
Name: ELEANOR THOMPSON
Location: Ogden
Comments:

32.31L
32.2.1A
32.2.1J
32.1.2C
32.2.1A

Repair the existing roads and subsidize TRAX. Keep more cars off the roads and make public transportation easier, cheaper, more efficient.

Comment 1076

Response Section in Chapter 32 ➥

32.2.2H
32.1.2A
32.11.1A
32.14.2H
32.18A
32.2.3A
32.2.2D

Comment #: 1076
Date: 9/6/2013
Source: Email
Name: Jeanne Hauze
Location: Farmington

Comments:

We are senior citizens who moved to West Farmington for the quiet and cleanair. We understood the Legacy Highway extentsion and its approved route ofShepard Lane. After carefully making a life decision, UDOT suddenly is changing to a FREEWAY that will be in our back yard. We constantly see postings in the newspaper, and on the freeways encouraging us to "drive less" because of the air quality. We need more mass transit and fewer roads. We have a unique situation here with our wetlands and bird sanctuary. This will be destroyed, and who wants to see the sunset on the Great Salt Lake with a raised road in the view? Please support the citizens of Farmington, Kaysville and Syracuse. We do not want the freeway. The only benefit will be to developers who are looking to make money at our expense. Thank you for listening.

Comment 1077

Response Section in Chapter 32 ➥

32.1.2A
32.2.3A

Comment #: 1077
Date: 9/6/2013
Source: Email
Name: April Schow
Location: Draper

Comments:

I'm signing to save the wetlands & the bird refuge. How many more roads do we need!? If it's so important, look at other location options. I'm sure there are some. Stop taking the "easy road."

Comment 1078

Response Section in Chapter 32 ➥

Comment #: 1078

Date: 9/6/2013

Source: Email

Name: Paul Erekson

Location:

Comments:

32.1.2C
32.11.1A
32.2.1C
32.31D

Solving the pollution problem along the Wasatch Front is at least 10 times (probably 50 times) more important than any other consideration. The way to achieve a clean air Wasatch front is to significantly reduce or eliminate Fossil fuel emissions. This can be achieved by switching from burning fossil fuels to electricity for powering our transportation vehicles. Great accomplishments can be achieved by concentrating our minds, Talents, ingenuity and efforts in a unified manner. Nothing is impossible for intelligent, committed individuals.

Comment 1079

Response Section in Chapter 32 ➥

Comment #: 1079

Date: 9/6/2013

Source: Email

Name: Julie Bushman

Location: Syracuse

Comments:

32.5.6A
32.14.2G
32.2.8A
32.4A
32.2.3A

We live in the country We have pigs and chickens ducks cats dogs horses cows. We have red fox, wild pheasant's, wild geese, wild peacocks that nest in our back fields. where will they go what will happen to all the wild life, my neighbors raise cattle for a living on 2000 west if you take our homes or land he loses his living. What's he supposed to do? Syracuse changed the plans form the original place it was supposed to go we all checked with the city so we bought and built now they changed and want to take our homes and lands it's not fair to us people that made plans and have the city UDOT change them after 20 years. I could see it if we didn't look into it but we did. Do the right thing don't build the highway. is this important to you? (Optional) its my life its very important.

Comment 1080

Response Section in Chapter 32 ➥

Comment #: 1080
Date: 9/6/2013
Source: Email
Name: Christine Grafer
Location: Salt Lake City
Comments:

32.11.1A
32.1.2A
32.2.1A

Utah has some of the worst air quality in the country. We don't need another freeway, we need better public transportation solutions.

Comment 1081

Response Section in Chapter 32 ➥

Comment #: 1081
Date: 9/6/2013
Source: Email
Name: Jodi Singley
Location:
Comments:

32.31D
32.11.1A

cleaner air

Comment 1082

Response Section in Chapter 32 ➥

Comment #: 1082
Date: 9/6/2013
Source: Email
Name: Beverly Hanson
Location: Salt Lake City
Comments:

32.31D
32.11.1A

I want to breathe clean air...or move out of a place I love.

Comment 1083

Response Section in Chapter 32 ➥

Comment #: 1083
Date: 9/6/2013
Source: Email
Name: Tyler Servoss
Location: Farmington
Comments:

32.2.3A

I live and recreate in the communites that are effected and do not want to see the project go forward.

Comment 1084

Response Section in Chapter 32 ➥

Comment #: 1084
Date: 9/6/2013
Source: Email
Name: Jason Steed
Location:
Comments:

32.2.1I
32.2.1H

UDOT's solution doesn't consider viable alternatives to population growth and transportation needs. Their freeway will be overbuilt and will not include any restrictions that give Legacy Highway its appeal.

Comment 1085

Response Section in Chapter 32 ➥

Comment #: 1085
Date: 9/6/2013
Source: Email
Name: Philip Emmi
Location: Salt Lake City
Comments:

32.31D
32.23A

New road induce drawl and further traffic.

Comment 1086

Response Section in Chapter 32 ➥

32.31D
32.11.1A

Comment #: 1086
Date: 9/6/2013
Source: Email
Name: Daniel Davis
Location: Sandy
Comments:
Pollution.

Comment 1087

Response Section in Chapter 32 ➥

32.1.2F
32.2.13C

Comment #: 1087
Date: 9/6/2013
Source: Email
Name: Darlene & Lance Gardner
Location:
Comments:
This is road is absolutely useless for the city of Farmington there is no on ramp or off ramp through the entire town. Leave the road where it was originally planned to go through Shephards Lane.

Comment 1088

Response Section in Chapter 32 ➥

Comment #: 1088
Date: 9/6/2013
Source: Email
Name: Traci Kite
Location: Hooper

Comments:

32.2.8A

grew up in Syracuse, Ut. [redacted] . Our family has lived at this address for 16 years. My parents and ALL of their neighbors went to Syracuse city and asked the city officials where the Legacy highway was going to be built. ALL of them were told that Bluff road in Syracuse was going to become the Legacy highway. All of these neighbors have either lived on this section of 2000 W. most of their lives, or built their dream homes where they could be out in the country, be able to have farms/ farm animals. These people have hundreds upon thousands of dollars wrapped up into their homes and their land. If it weren't for the city of Syracuse telling ALL of these people that Bluff road was going to be Legacy highway, NONE of these families would have built their home in that area. NOT ONE OF THEM!!!! And worse yet is that they city of Syracuse is still allowing new homes to be built in this area. I am strongly against putting this highway anywhere near this area. Their are better solutions to help out our commute than this. Please don't make all of these hard working families loose their homes, their property, their dreams and all the memories each of our familes have made over the Legacy highway. I am sick to my

32.2.3A
32.2.13G

stomach and heartbroken that the city of Syracuse would choose to lie to its citizens instead of telling the truth about where the Legacy highway was going to go. Please Governor Herbert, choose a better plan, a better way. Thank you so much for your time.

32.2.3A

Sincerely,
Traci Kite

Comment 1089

Response Section in Chapter 32 ➥

Comment #: 1089
Date: 9/6/2013
Source: Email
Name: La Roxe
Location: Midvale

Comments:

32.2.1A
32.2.3A

it is important because there isn't any room for this. Unless, you know a magical way to create land mass. work within your means. incorporate mass transit. just don't do it.

Comment 1090

Response Section in Chapter 32 ➥

Comment #: 1090
Date: 9/6/2013
Source: Email
Name: Joy Bradley
Location: Helper
Comments:

32.2.8A

Many people built their homes (including my brother) where Syracuse promised them would be safe and now they want to change that? It is wrong.

Comment 1091

Response Section in Chapter 32 ➥

Comment #: 1091
Date: 9/6/2013
Source: Email
Name: Stephanie Moore
Location: Farmington
Comments:

32.2.1G

I like shared solutions for transportation - cars and trolleys/ trains and front runner.

Comment 1092

Response Section in Chapter 32 ➥

32.5.1D
32.11.1A

Comment #: 1092
Date: 9/6/2013
Source: Email
Name: Patty Riddle
Location:
Comments:
This highway affects my neighborhood, my city, and the air in which my grandchildren breathe.

Comment 1093

Response Section in Chapter 32 ➥

32.31D

Comment #: 1093
Date: 9/6/2013
Source: Email
Name: Daniel Bushman
Location: North Ogden
Comments:
man its messed up dawg

Comment 1094

Response Section in Chapter 32 ➥

32.2.1G

Comment #: 1094
Date: 9/6/2013
Source: Email
Name: Martha Westman
Location: Salt Lake City
Comments:
Please help protect this important area. Please support the shared solution!

Comment 1095

Response Section in Chapter 32 ➥

32.14.2A
32.14.2H

Comment #: 1095
Date: 9/6/2013
Source: Email
Name: David Eccles
Location: North Salt Lake
Comments:
This will devastate The wetlands at Farmington Bay Waterfowl Management Area. We seem to build more and more roads to places less and less worth going to.

Comment 1096

Response Section in Chapter 32 ➥

Comment #: 1096
Date: 9/6/2013
Source: Email
Name: Linda Emerson
Location: Salt Lake City

Comments:

32.1.2C
32.11.1A

We just moved out of state from SLC partly because of the terrible air quality. Please help this improve!!

Comment 1097

Response Section in Chapter 32 ➥

Comment #: 1097
Date: 9/6/2013
Source: Email
Name: Bernadette Bittner
Location: Salt Lake City

Comments:

32.2.1A
32.31D
32.1.2C

I value the wetlands for migratory pathways and the little air quality that we struggle to maintain. Please consider an alternative to this freeway by improvement mass transit state systems. Thank you for your consideration.