

Comment 1098

Response
Section in
Chapter 32



32.1.2C
32.31D
32.11.1A

Comment #: 1098
Date: 9/6/2013
Source: Email
Name: Michelle Barber
Location: Kaysville
Comments:
Preserve our quality of life and our animal populations!

Comment 1099

Response
Section in
Chapter 32



32.2.1A
32.1.2C
32.2.2D
32.30F
32.14.2H
32.31R

Comment #: 1099
Date: 9/6/2013
Source: Website
Name: marianna hoad
Location:
Comments:
Why do you seek still more money being spent on still more road miles? What alternatives to roadways have been investigated? What's wrong with more mass transit? Is this about federal dollar subsidies--that more is available for roads than for improved mass transit (hard to believe) or is simply easier to apply for? Who is going to make money off of development which is inevitable result of road's path? Transparency? Follow the money. . . (?)
The idea of building an elevated (!) expressway through an environmentally sensitive area such as the GSL wetlands is patently absurd; glad to see the Federal government and EPA are calling you out on this.
Simply senseless proposal.

Comment 1100

Response
Section in
Chapter 32



32.31R
32.2.13C
32.1.2C

Comment #: 1100

Date: 9/6/2013

Source: Website

Name: Tally Tingey

Location: Farmington

Comments:

I just want to add my voice to agreement with Farmington City. Don't use Glover Lane as your access to I-15. Don't erode the natural beauty that exists in Farmington. Protect the wildlife that exists in this area.

Comment 1101

Response
Section in
Chapter 32



32.11.1A
32.310

32.2.13C

32.31I

32.31R

32.1.2F
32.2.3A

32.1.2F
32.1.2G

32.1.2C
32.11.1A
32.2.1J
32.2.2D

32.2.3A
32.2.1G

Comment #: 1101

Date: 9/6/2013

Source: Website

Name: Jennifer Diehl

Location: Farmington

Comments:

To Whom it May Concern:

I am a relatively new resident of the Farmington area, and though I grew up in Logan, have spent most of my adult years in various cities around the country. My husband and I moved to Farmington because of the quality of life we can enjoy here including close proximity to Salt Lake where my husband works. We have become appalled with the apparent disregard for this quality of life enjoyed here in Farmington by what appears to be special interest groups, the Utah Department of Transportation (UDOT) and the State of Utah.

The West Davis Freeway is an absurdity at best, fraudulent and irresponsible at worst. The idea that what is most beneficial to residents of west Davis County and the taxpayers of Utah is to run a Legacy extension parallel to the existing Legacy Highway starting at Glover Lane is clearly being driven by irrational or dishonest motives. The existing Legacy Parkway doesn't even end until Park Lane, north of where the Glover Lane interchange would be constructed. Not to mention the idea that a feeder road would be constructed at Clark Lane where Eagle Bay Elementary School is located. There can be no financial or other rational justification, particularly considering the amount of wetland and wildlife the freeway would displace were it put in at Glover Lane.

Yesterday, I read the report produced by the United States Department of Interior which also clearly disputed the claims made by UDOT regarding the viability of the Glover Lane alternative. Farmington City has also recently taken a stand against the West Davis Freeway. Farmington residents already enjoy to I-15, the existing Legacy Highway, I-89, and FrontRunner. There is no need for this extension in Farmington. I would argue, alongside the Department of Interior, that there is no need for this freeway at Shepherd Lane in Kaysville either. West side residents of both Farmington and Kaysville can never build far west enough due to the same wildlife and wetland issues to justify west side access to a Legacy extension.

Clearly residents of Syracuse, Roy, and potentially Layton, may be much more interested in this extension and are the only communities to actually be served by the proposed freeway. It would stand to reason that these communities should develop solutions, but ones that don't severely and negatively impact ours. The Shared Solution, proposes to convert existing infrastructure into more efficient thoroughways. I would urge you to more seriously consider this alternative.

Considering the poor air quality along the Wasatch Front, it is very frustrating that there continues to be no real commitment to transportation solutions that improve the air quality and encourage market-driven incentives to drive less, increase FrontRunner ridership and other public transportation options, and preserve some of the land that makes this state so amazing. It seems that developers and deep pockets are driving much of the decision-making regarding this freeway and many of the growth policies in the state.

I understand that growth needs to occur and that progress sometimes means new roads, freeways and other public infrastructure, but there needs to be accountability from UDOT with regard to how taxpayer money and resources are utilized. Please reconsider your position on this freeway and further explore more viable, environmentally friendly, and financially responsible alternatives such as the Shared Solution.

Very sincerely yours, John and Jennifer Diehl

Comment 1102

Response
Section in
Chapter 32



32.2.3A
32.2.13G

Comment #: 1102
Date: 9/6/2013
Source: Email
Name: Jennifer Perry
Location: Syracuse
Comments:
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!

Comment 1103

Response
Section in
Chapter 32



32.31D
32.11.1A

Comment #: 1103
Date: 9/6/2013
Source: Email
Name: Jan Maxwell
Location: Albuquerque
Comments:
I Can't See How This Will Help The Terrible Brown Cloud Thru The Beautiful Area

Comment 1104

Response
Section in
Chapter 32



Comment #: 1104
Date: 9/6/2013
Source: Email
Name: Shelly Filgo
Location: Sandy

Comments:

The reason we live in Utah is because we enjoy wildlife, outdoors we need more of it not more Roads and Cars

32.2.3A

Comment 1105

Response
Section in
Chapter 32



Comment #: 1105
Date: 9/6/2013
Source: Website
Name: Randy Parks
Location: West Haven

Comments:

To UDOT and west davis corridor authorities.

I am a long time resident of west davis county 47 years. I am now a resident west weber county 7 years. I moved to west weber county because of the urban sprawl in davis county. the days of fresh air and open spaces are disappearing fast. My biggest concern with the proposed highway is the space between I-15 and the great salt lake. unlike west valley in salt lake county, there is no room to expand , if fact in most places places along the proposed route there is less than a mile before you reach the lake. If there is no room to expand or progress, it doesn't make any sense to put in a new highway. I urge the state officials to reconsider alternative transportation along the I-15 corridor where it is already impacted. 600 million would go along way to expand are current interstate. also state could make incentives for people who would use front runner & light rail to commute,we also should have more bus routes inter-city tolleys and bicycles routes. If the proposed highway does go thru the quality of life for the residents of the area will be greatly diminished also the impact it will have on the wetlands & waterfowl will not truly be seen until the highway is completed. I feel the highway is wildly over estimated and unneeded. the growth along the wasatch front will continue to grow That is why, WE THE PEOPLE and our state officials need to have the vision and insite to set aside open spaces and respect the land we have in this great state so we can set a example for our future generations.

Sincerely
Randy Parks

32.1.2A
32.2.1A
32.2.1J
32.5.1D
32.14.2A
32.1.2A
32.23A
32.23A

Comment 1106

Response
Section in
Chapter 32



Comment #: 1106

Date: 9/6/2013

Source: Email

Name: Ashton Jenkins

Location: Salt Lake City

Comments:

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.

32.31D
32.31L
32.2.1A

Comment 1107

Response
Section in
Chapter 32



Comment #: 1107

Date: 9/6/2013

Source: Website

Name: Sarah wiser

Location: Farmington

Comments:

I have friends that live by both proposed freeways. I personally think we need to push a better rail system. Trax needs to be used more and get people off the roads. I recently traveled to Europe. No one drove, the trains were amazing and the buses went everywhere! It needs to be more convenient to go where we need to go and not drive.

32.2.1A
32.2.1J

Comment 1108

Response
Section in
Chapter 32



Comment #: 1108
Date: 9/6/2013
Source: Email
Name: KATHY TATUM
Location: SALT LAKE CITY

Comments:

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.

32.2.2G
32.2.3A
32.2.1G

Comment 1109

Response
Section in
Chapter 32



Comment #: 1109
Date: 9/6/2013
Source: Website
Name: Tristin Jensen
Location: Syracuse

Comments:

I urge UDOT to please take another look at the shared solutions option instead of adding another freeway. My home will be directly behind this proposed freeway, thus endangering my family with increased air and noise pollution not to mention the the only things keeping my family safe from 65+ mph speeding vehicles is a chain link fence and an embankment. There has got to be a better option and I believe that the options presented by the shared solutions group and endorsed by the US Dept of the Interior and Office of Environmental Policy is a viable alternative.

32.2.1G
32.11.1A
32.12A
32.5.4A
32.2.1G
32.31R

Comment 1110

Response Section in Chapter 32



Comment #: 1110

Date: 9/6/2013

Source: Email

Name: Jennifer Bunker

Location: Ogden

Comments:

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!

32.14.2A

32.2.2G

32.11.1A

32.5.1D

32.4D

32.14.2M

32.2.3A

Comment 1111

Response Section in Chapter 32



Comment #: 1111

Date: 9/6/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

Comments:

As a Farmington resident, I fail to see why Farmington should have to bear the longest stretch of the freeway when an off ramp is not even provided to the City. If an off ramp is not needed in the area, I question as to why the road has to run through this area. The freeway will provide no benefits to the residents of Farmington but will adversely affect their quality of life with noise, pollution, light, and environmental effects. I don't believe the freeway would be able to be completed in this area without an off ramp being added due to safety concerns in allowing timely access to emergency personnel if needed. By not including an off ramp in the estimates for the freeway, I believe the two options between Shepherd Lane and Glover Lane have not been fairly compared. Those of us in Farmington do not want this freeway and we are especially against it in light of the unfair comparison of the two options by not costing out an off ramp for Farmington that would allow any kind of benefit to the residents of Farmington from this freeway.

32.1.2F

32.2.1M

32.2.13C

32.24A

32.2.3A

Comment 1112

Response
Section in
Chapter 32



Comment #: 1112
Date: 9/6/2013
Source: Email
Name: Amy Brunvand
Location: Salt Lake City

Comments:

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.

32.2.3A
32.1.2C
32.11.1A

Comment 1113

Response
Section in
Chapter 32



Comment #: 1113
Date: 9/6/2013
Source: Website
Name: Jeanmarie Bassett
Location: Farmington

Comments:

UDOT: I support the Shared Solution and request 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!!!

32.2.1G
32.31R
32.2.1G

Comment 1114

Response
Section in
Chapter 32



32.8A
32.2.13G

Comment #: 1114
Date: 9/6/2013
Source: Email
Name: Kyle Williams
Location: Syracuse
Comments:
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.

Comment 1115

Response
Section in
Chapter 32



32.31D
32.11.1A

Comment #: 1115
Date: 9/6/2013
Source: Email
Name: N Burns
Location: Salt Lake City
Comments:
I want clean air.

Comment 1116

Response Section in Chapter 32



32.2.3A
32.2.1J
32.1.2C

Comment #: 1116
Date: 9/6/2013
Source: Email
Name: Katie Sabey
Location: Farmington
Comments:

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.

Comment 1117

Response Section in Chapter 32



Comment #: 1117
Date: 9/6/2013
Source: Website
Name: Dana Pickard
Location: Syracuse
Comments:

32.2.13G

32.5.6H

32.1.2A
32.2.13G
32.1.2A
32.11.1A
32.8A
32.2.13G

32.8A

32.5.6A

32.2.13G

I have spent several hours studying the DEIS for the WDC. In particular the sections that pertain to the section that runs along the Bluff Road in Syracuse. I have several concerns with the DEIS and its lack of inclusion of the direct impact to peoples lives who live along this section of the proposed corridor. While it does address certain aspects I feel that the study does not truly determine the adverse effect and costs that this highway would have to the people along this route. Within 1/2 mile of this short section there lies 7 parks, a golf course, a walking trail, an Equestrian center, 6 churches, a medical center, a library, 5 schools, the Syracuse Fire Dept and the Syracuse Police Dept. Again this is just within the Syracuse section of the highway. The study does not mention how many residences lie within 1/2 mile of this route, but it is much higher than if the more western route was chosen. The negative effects of this highway will extend much further than just the families that will have to be relocated.

This highway, if truly necessary, should be built where it will have the least detrimental effect on people lives and the community as a whole. This was obviously not the objective of the decision makers in deciding the Bluff Route alignment. While the study is full of statistics and figures to qualify the decision, the real life consequences to those people most effected are not taken into consideration. The study indicates that the noise and pollution levels are within "acceptable levels". I question, who along the route that are most affected would agree that the increase in noise and pollution and decrease in property values is acceptable. From the reaction I have seen from those people who's lives are directly affected it is not acceptable. Therefore I can only assume that these negative impacts are only acceptable to those whose lives are not affected at all. This route should be located where there will be the least negative impact to the fewest real people, not based on meaningless statistics version of "acceptable levels". In my personal situation I have lived along Bluff road for almost 20 years. When we built here we checked with both Syracuse city and Davis County and were told there were no plans on the books to build a road along the Bluff road so we decided to build. Our plan was to live here while raising our family and then sell our home to buy a smaller home to retire in and use the excess proceeds to help fund our retirement. This will not be possible because of the decrease in property values of our existing home. We will now be forced to either stay here in a home located next to a freeway or take a huge loss and relocate in a much smaller home in a lower priced area and work several more years to make up for the loss. Most everyone along this route can give you similar stories of this negative and real impact on their lives. Just because the state will not have to compensate for the loss of value if they do not have to relocate the family does not mean that those lives are not disrupted. This real loss will be born by these families, not the state. Again, this is not spelled out in the facts and figures in the study. It is unfair to burden these families with this cost without just compensation. If any other entity caused such a decrease in value of someones property by their actions they would be held accountable.

My daughter attended the Syracuse Arts Academy for 6 years. During this time we were in a carpool that transported her and other students to and from the school each day. The amount of congestion during drop off and pick up is currently very difficult because of the traffic on Antelope Drive. The DEIS study says that there is no evidence that the increased congestion and decrease in student safety would have a negative impact on enrollment. I would ask if it was your child and you had a choice between comparable schools, which would you choose. One school will be located within a few feet of a major freeway, with the associated noise and air pollution and a decrease in your child's safety and a very difficult and congested drop off and pick up each day. The other school would not have these negatives. Lets be realistic and again use real peoples experiences vs meaningless statistics. This freeway will have a very detrimental impact to one of the highest rated schools in the state.

Comment 1117 (continued)

Response Section in Chapter 32



The riding trail and parks will also see a decrease in usage. I was told by a UDOT representative that there are no studies that show how many people prefer to use trails and parks located within a few feet of a freeway. I think most people would prefer to recreate away from the noise and pollution of a freeway. Both the Syracuse walking trail system and the Jensen Nature Park are located directly next to this preferred route. These are great assets to the community that will be have their tranquil and natural beauty destroyed because of this freeway.

32.1.2A

32.2.3A

I spent the last couple of days riding my bike around the Syracuse area where both of the proposed alignments are located. This is some of the most beautiful and tranquil areas you will see. What a shame it would be if we took such a short sighted view of our childrens future and destroy this beauty. The study said that the commute from Syracuse to SLC would be increased by 10 minutes in 2040 if the road is not built. This does not seem to me to be such a high priority as preserving this valuable scenic area for future generations. I remember that during the construction in SLC prior to the Olympics that because of the increase congestion more people were using mass transit. I am sure the same would happen over the next few years as the congestion increases. This would be a win-win for all involved. Less congestion, less pollution, more conservation of resources and preservation of our scenic rural areas.

32.2.1G
32.2.13G

I would ask that the planners please take into consideration how real lives are negative impacted. Either use the Shared Solution or build this freeway where the fewest real lives will see a negative impact.

Thank you for your time.

Dana Pickard

Comment 1118

Response Section in Chapter 32



Comment #: 1118

Date: 9/6/2013

Source: Email

Name: Rebecca Steed

Location: Syracuse

Comments:

32.11.2A
32.1.2C

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 monthly 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.

Comment 1119

Response
Section in
Chapter 32



Comment #: 1119

Date: 9/6/2013

Source: Email

Name: Kathy Van Dame

Location: SLC

Comments:

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.

32.11.1A
32.31L
32.2.3A

Comment 1120

Response
Section in
Chapter 32



Comment #: 1120

Date: 9/6/2013

Source: Website

Name: Kathy Allred

Location: Syracuse

Comments:

Dear UDOT,

I have lived in Syracuse nearly 14 years. When we first moved here there were no stop lights, our mail was delivered by a broken down jeep, and our police car looked like it was from the Dukes of Hazard. A lot has changed in 14 years, to say the least. As a family we have watched our city change and grow. What drew us to live in Syracuse was the country living, open spaces, birds, wildlife and distance from the busy city and freeway. You can image our disappointment when we heard of plans for a highway. We realize our city has grown, but big enough for a highway? We don't think so. Our disappointment continued when we heard the plan for the highway was to go right through our city, completely dividing it in half. Looking at the more southern part of the highway is it on the outskirts of every town but ours. How disappointing. It seems the route should be consistent by continuing on the outskirts to avoid dividing any cities and minimizing the amount of wetland, open space and housing impacts. The approved highway alternative also runs too close to schools, ruins the existing trail system, and compromises the only open space that exists in our city. More homes are also directly and indirectly impacted by the highway if it cuts through the middle of the city. Being a part of the Citizens for a Better Syracuse group we have done extensive research and studying of both alternatives. As we have met with you, the city and other groups we feel that special considerations have been made that are contrary to the voice and will of the citizens. I feel that there are many other solutions that have not been seriously considered that would be a better transportation alternative for our city than a community dividing highway. UDOT, are you really listening to the people?

Sincerely,
a disappointed citizen,
Kathy Allred

32.1.2A

32.2.13G

32.2.1A
32.30A

Comment 1121

Response
Section in
Chapter 32



Comment #: 1121
Date: 9/6/2013
Source: Website
Name: Paul Gilmore
Location: Holladay

Comments:

The wetlands are important to Utah's future and quality of life. Similar to the Book Cliffs situation whereby pristine hunting and wilderness should trump oil and gas leasing. The bird support for nesting and migration is not just a Utah issue, but international in scope. The concept of endless expansion and development is not compatible with keeping Utah a great place to live. Please consider the Dept of Interior recommendation and do not build on or over the wetlands. Maybe the Shepard lane or shared solution would be better options. Thank you.

32.31D
32.31R
32.2.13C
32.2.1G

Comment 1122

Response
Section in
Chapter 32



Comment #: 1122
Date: 9/6/2013
Source: Email
Name: Rob Tautges
Location: Salt Lake City

Comments:

I just like breathing air and I very much dislike the fact that we continue to build our cities in a very inefficient way.

32.31D

Comment 1123

Response
Section in
Chapter 32



Comment #: 1123
Date: 9/6/2013
Source: Website
Name: Tamara Martinez
Location: Ogden

Comments:

Please consider the no-build option. Utah, with its worries about air pollution, needs to focus on improving mass transit. It must improve bus routes to FrontRunner, and it ought to get going a car-share program in major cities along the FrontRunner route, possibly at each transit station. That way, people can use mass transit, but will have access to vehicles for short trips around town as needed. Improving mass transit will reduce traffic on our roads and improve our air quality, which should be of major concern to the state and its residents.

32.2.3A
32.1.2C
32.2.1C
32.2.1A
32.2.1J

Comment 1124

Response
Section in
Chapter 32



Comment #: 1124
Date: 9/6/2013
Source: Email
Name: Nancy Nielson
Location: Farmington

Comments:

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!

32.2.3A

Comment 1125

Response
Section in
Chapter 32



32.1.2A
32.14.2D
32.14.2J
32.14.2I
32.2.1G

Comment #: 1125

Date: 9/6/2013

Source: Website

Name: Jennifer Speers

Location:

Comments:

This highway is likely not even needed. Both alignments A&B do damage to The Nature Conservancy's Great Salt Lake Shorelands Preserve. There is no mention of mitigation for this Preserve and the noise that will effect the Preserve and the West Davis Children visiting the Preserve have not been adequately studied. Please listen to the Shared Solutions Alternative outlined by Utahns for better Transportation. Thank you, Jennifer Speers

Comment 1126

Response
Section in
Chapter 32



32.31D

Comment #: 1126

Date: 9/6/2013

Source: Email

Name: Amy Astle

Location: Encinitas

Comments:

I lived near there for year and don't want to see the area marred by UDOT

Comment 1127

Response
Section in
Chapter 32



Comment #: 1127

Date: 9/6/2013

Source: Website

Name: Clare Gilmore

Location: Holladay

Comments:

This highway does not need to be built. Please allow the Shared Responsibility proposal the time and energy it deserves. Enhanced public transportation would save a valuable flyway...an attraction to tourists...that will be destroyed if the concrete is poured.

32.1.2A

32.2.1G

32.2.1A

32.14.2A

Comment 1128

Response
Section in
Chapter 32



Comment #: 1128

Date: 9/6/2013

Source: Email

Name: Michael Dervage

Location: Salt Lake City

Comments:

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.

32.2.3A

32.2.2D

Comment 1129

Response
Section in
Chapter 32



Comment #: 1129

Date: 9/6/2013

Source: Website

Name: Glenda Cotter

Location: Salt Lake City

Comments:

I have attended several of the public hearings and open houses, and I've looked through the DEIS for the project and in my opinion this project is fatally flawed for many reasons. First, it is unnecessary--the freeway to no where for no one. Second, the impact on families and homeowners living in the impacted area will be significant--catastrophic in many cases. Third and most important, the impact on bird and wildlife habitat in the wetlands around the Great Salt Lake. The freeway as proposed would cause significant and irreparable degradation to Farmington Bay, the Nature Conservancy Shorelands Preserve, and other important habitats adjacent to the lake. These are some of the most important stopover points for millions of migrating birds along an important hemispheric flyway. Not only will the freeway corridor destroy important habitat, but the runoff, light, and noise pollution will have long-lasting effects that are not appropriately or adequately addressed by the state agencies consulted for the DEIS.

It is time for UDOT to join the 21st century and realize that building more and more freeways is not the answer to Utah's transportation issues. Instead, it is time for UDOT to take a responsible and holistic approach by embracing the Shared Solution. I urge and request that taxpayer dollars not be spent on the outrageously wasteful and harmful proposal that is currently under consideration.

Thank you.

Glenda Cotter

32.1.2A

32.5.1D

32.14.2H

32.14.2I

32.14.2H

32.2.1G

32.2.3A

Comment 1130

Response
Section in
Chapter 32



Comment #: 1130

Date: 9/6/2013

Source: Email

Name: Tish Lund

Location: Farmington

Comments:

To save Farmington from added pollution.

32.31D

Comment 1131

Response
Section in
Chapter 32



Comment #: 1131

Date: 9/6/2013

Source: Website

Name: Kristina Allison

Location: Farmington

Comments:

I'm concerned about the location of the Farmington corridor in general. I am an RN and see, experience and understand the effects of air pollution on our bodies and of the studies from the U of U showing the effects to our actual DNA increasing known and unknown risks to the fetus' and already living from our choices to ignore (largely as a community) our pollution problem here. Now we're talking of creating/supporting even more emissions west of homes/people that can cause even more harm to humans. Our air mostly pushes west to east so this means more exposure to us than we have now. I wish our public transportation was more accessible and plentiful which takes more thought and money and less profits being pocketed. I live in Farmington Crossing, a dense housing development I chose mainly for environmental reasons; a smaller carbon footprint left for us all to burden. There is NO GOOD OR TIMELY ALTERNATIVE for anyone in my neighborhood to access the light rail system at Farmington Station at this time or I'd be using it. I was told when I bought my home by Garbett that there were plans to put in a tunnel to the rail station which has never materialized. I just read that now citations will be given for people or bikes using Park Lane to get to Farmington Station!! I'm from Portland Oregon where light rail is used by a huge amount of the population to get about. Why isn't Utah more proactive in this pursuit to help people live less harmfully in this environment and more safely health-wise? I think Utah officials need to think of LONG-TERM SOLUTIONS instead of short-term fixes. I'm hoping UDOT will quickly cooperate financially to assist with any supportive measures that have long-term solutions to our obvious air issues.

Thank you
Kristina Allison

32.11.2A

32.2.1A

32.2.1J

32.31D

32.1.2C

32.2.3A

Comment 1132

Response
Section in
Chapter 32



Comment #: 1132

Date: 9/6/2013

Source: Email

Name: Helen Jeppsen

Location: Smithfield

Comments:

we need to preserve our mother earth

32.31D

Comment 1133

Response
Section in
Chapter 32



Comment #: 1133
Date: 9/6/2013
Source: Email
Name: Christine Mikkelsen
Location: Farmington

Comments:

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.

32.11.1A
32.14.2M
32.2.3A
32.2.1A

Comment 1134

Response
Section in
Chapter 32



Comment #: 1134
Date: 9/6/2013
Source: Email
Name: David L. Walton
Location: Orem

Comments:

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.

32.14.2H

Comment 1135

Response
Section in
Chapter 32



32.2.13C
32.2.3A

Comment #: 1135

Date: 9/6/2013

Source: Email

Name: Natalie Shurtliff

Location: Farmington

Comments:

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!

Comment 1136

Response
Section in
Chapter 32



32.2.1G
32.31R
32.2.1G

Comment #: 1136

Date: 9/6/2013

Source: Website

Name: Robert Cantonwine

Location: Kaysville

Comments:

I support the Shared Solution and 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 1137

Response
Section in
Chapter 32



Comment #: 1137

Date: 9/6/2013

Source: Email

Name: Diane Ruybal

Location: Layton

Comments:

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

32.31D

32.2.1A

32.2.1J

Comment 1138

Response
Section in
Chapter 32



Comment #: 1138

Date: 9/6/2013

Source: Website

Name: Jill Merritt

Location: Salt Lake City

Comments:

I oppose building the WDC through the wetlands. Even I could see that was the plan when I looked at the map. Now the Department of the Interior has warned against it. Please support the Shared Solution-- or forget the whole thing. Thank you.

32.2.3A

32.31R

32.2.1G

Comment 1139

Response
Section in
Chapter 32



Comment #: 1139
Date: 9/6/2013
Source: Email
Name: Carson Gadd
Location: Cedar City

Comments:

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 be 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.

32.2.3A
32.31L
32.2.1A
32.2.1J
32.1.2C

Comment 1140

Response
Section in
Chapter 32



Comment #: 1140
Date: 9/6/2013
Source: Website
Name: Bill Fenimore
Location: Farmington

Comments:

I support the Shared Solution and 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!

32.2.1G
32.31R
32.2.1G

Comment 1141

Response
Section in
Chapter 32



32.14.2B
32.1.2A

Comment #: 1141

Date: 9/6/2013

Source: Email

Name: Matt Saylor

Location: Farmington

Comments:

15 Don't like the thought of displacing Eagles from their home and another freeway is not needed.

Comment 1142

Response
Section in
Chapter 32



32.2.3A
32.2.13C
32.1.2F
32.2.8D
32.2.1H

Comment #: 1142

Date: 9/6/2013

Source: Website

Name: Toni

Location: Farmington

Comments:

I'd rather not have this freeway built in Farmington at all. Farmington has to take all the negative and receives hardly any benefit. Make this freeway travel out west further North to avoid Farmington which is a small community that already has too many interchanges.

If it is to be built at all please make it similar to Legacy highway with two lanes, open space, reduced speed limits, no trucks and pathways.

Comment 1143

Response
Section in
Chapter 32



32.31D
32.1.2A

Comment #: 1143

Date: 9/6/2013

Source: Email

Name: Merilee MacKay

Location:

Comments:

I want to preserve the community I live in. we chose this town for specific reasons that will be destroyed by this highway.

Comment 1144

Response
Section in
Chapter 32



32.31D
32.1.2C
32.2.3A

Comment #: 1144

Date: 9/6/2013

Source: Email

Name: Darlene Fultz

Location: Farmington

Comments:

Because we need to preserve wildlife habitat and encourage clean air policies and encourage public transportation over building more roads.

Comment 1145

Response
Section in
Chapter 32



32.11.1A
32.7G
32.31L
32.2.1G
32.2.3A

Comment #: 1145

Date: 9/6/2013

Source: Email

Name: Mikell DeMille

Location: Farmington

Comments:

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.

Comment 1146

Response
Section in
Chapter 32



32.310

Comment #: 1146

Date: 9/6/2013

Source: Email

Name: Carrie Cox

Location: Bountiful

Comments:

It's a huge display of backhanded dishonest politics.

Comment 1147

Response
Section in
Chapter 32



32.2.3A

Comment #: 1147

Date: 9/6/2013

Source: Email

Name: Julie DeYoung

Location: Salt Lake City

Comments:

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.

Comment 1148

Response
Section in
Chapter 32



32.2.13C

Comment #: 1148

Date: 9/6/2013

Source: Email

Name: Janel Cottle

Location: Farmington

Comments:

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.

Comment 1149

Response
Section in
Chapter 32



Comment #: 1149

Date: 9/6/2013

Source: Email

Name: Kirt & Jenny Peterson

Location: Farmington

Comments:

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!

32.1.2A
32.5.1A
32.5.1G

Comment 1150

Response
Section in
Chapter 32



Comment #: 1150

Date: 9/6/2013

Source: Email

Name: Izabelle Reece

Location: Farmington

Comments:

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.

32.14.2A
32.2.13C

Comment 1151

Response
Section in
Chapter 32



Comment #: 1151
Date: 9/6/2013
Source: Email
Name: Lynn Carroll
Location: Ogden

Comments:

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.

32.2.3A
32.2.2H
32.14.2A
32.14.2D

Comment 1152

Response
Section in
Chapter 32



Comment #: 1152
Date: 9/6/2013
Source: Website
Name: Jake
Location: Farmington

Comments:

I'd rather not have this freeway built in Farmington at all. Farmington has to take all the negative and receives hardly any benefit. Make this freeway travel out west further North to avoid Farmington which is a small community that already has too many interchanges.

If it is to be built at all please make it similar to Legacy highway with two lanes, open space, reduced speed limits, no trucks and pathways.

32.2.3A
32.2.13C
32.1.2F
32.2.8D
32.2.1H

Comment 1153

Response
Section in
Chapter 32



32.31D
32.31R

Comment #: 1153
Date: 9/6/2013
Source: Website
Name: Richard Muhlestein
Location: FRUIT HEIGHTS
Comments:
Please follow the recommendations as outlined in the letter. We need the wetlands preserved!

Comment 1154

Response
Section in
Chapter 32



32.2.1G
32.23A
32.3D

Comment #: 1154
Date: 9/6/2013
Source: Website
Name: constance crompton
Location: Salt Lake City
Comments:
Intensive studies and public concern should compel UDOT to work for a shared solution. We share this state and we share responsibility for a healthy and prosperous future. Unmonitored growth is dangerous to health and economy. Bigger???? We can do better.

Comment 1155

Response
Section in
Chapter 32



32.31R
32.14.2A
32.14.3A

Comment #: 1155

Date: 9/6/2013

Source: Website

Name: MarJean Muhlestein

Location: Fruit Heights

Comments:

I respectfully ask that the recommendations given by the U.S. Dept. of the Interior, Office of Environmental Policy & Compliance be followed. The wetlands & all of Farmington Bay's ecosystem deserve & warrant protection. Please follow these recommendations.

Comment 1156

Response
Section in
Chapter 32



Comment #: 1156

Date: 9/6/2013

Source: Website

Name: Mary Ann Garner

Location: Salt Lake City

Comments:

September 5, 2013

Carlos Braceras, Executive Director
Utah Department of Transportation
West Davis Corridor EIS
466 North 900 West
Kaysville, UT 84037
westdavis@utah.gov

RE: Comments on Draft WDC Environmental Impact Statement

Dear Mr. Braceras:

As you no doubt know, the Great Salt Lake is part of the Western Hemisphere Shorebird Reserve Network. It is critical to millions of migrating shorebirds and waterfowl. For some it is a place to rest and refuel so they can continue their journey north. For some it is a place to nest and reproduce. And as you probably know, 90% of the 7.5 million birds that visit the Great Salt Lake use the Eastern side where there are fresh water wetlands and uplands. A recent 2013 Survey identified 134 different species, including six State Sensitive birds using the area.

32.14.2I

The West Davis Corridor Draft Environmental Impact Statement which was released and will supposedly be used by UDOT to determine the West Davis corridor is incomplete and flawed. It does not adequately consider the numbers and diversity of avian life nor does it consider the importance of critical uplands.

32.14.2H

I am particularly sensitive to the flaws of this report because of its impact on the 4,400 acre Great Salt Lake Shorelands Preserve that is owned and managed by The Nature Conservancy. This natural Preserve which protects eleven miles of wetland/shoreland has been painstakingly put together over a period of 27 years. It is one of the most important and most highly used sections of the Eastern shore. Both Alignment A and Alignment B would cause damage to this Preserve not only by taking critical acres but also by blocking water sources and creating noise pollution. The USFWS literature indicates there will be an indirect and significant impact to the shorebirds from a highway located within 3/4 of a mile of their activity.

32.14.2M

As a former banker and construction lender in Davis County, I appreciate the demand for new housing and infrastructure. But there are some lands too important to pave over with asphalt. The Great Salt Lake is considered one of the top five most important birding sites in the world. It would be a tragedy if our political leaders did not protect the wetlands/uplands that so many shorebirds and waterfowl need to survive.

32.2.1G

I understand that UDOT must select the least damaging alternative. The Shared Solution Alternative which has been outlined by Utahns for Better Transportation is the better choice. And before either Alignment A or B is selected, the EIS needs to address more thoroughly how the loss of these important lands will be mitigated.

32.14.2J

Not only did the EIS fail to fully consider the impacts to wildlife and to clearly address mitigation, it does not present appropriate alternatives. Is this highway really needed? I hope you and your team will really think about the damage that it will do to a critical and wonderful resource for millions of living creatures.

32.14.2I

32.14.2H

32.1.2A

Comment 1156 (continued)

Response
Section in
Chapter 32



Sincerely,

Mary Ann Garner

cc: Governor Gary Herbert, Lt. Governor Greg Bell, Alan Matheson, Jeffrey Holt, Wayne Barlow, Meghan Holbrook, Maunsel Pearce, Chris Montague

Comment 1157

Response
Section in
Chapter 32



Comment #: 1157

Date: 9/6/2013

Source: Email

Name: Sheree Bennion

Location: Farmington

Comments:

I live in the affected area

32.31D

Comment 1158

Response
Section in
Chapter 32



32.5.6A
32.31D

Comment #: 1158

Date: 9/6/2013

Source: Email

Name: Randall Pinson

Location: Farmington

Comments:

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.

Comment 1159

Response
Section in
Chapter 32



32.2.13C
32.14.2A
32.31O
32.12A
32.11.1A
32.31O
32.31D

Comment #: 1159

Date: 9/6/2013

Source: Email

Name: Adam Smart

Location: Farmington

Comments:

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.

Comment 1160

Response
Section in
Chapter 32



Comment #: 1160

Date: 9/6/2013

Source: Email

Name: ELEANOR THOMPSON

Location: Ogden

Comments:

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.

32.31L
32.2.1A
32.11.1A
32.14.2A

Comment 1161

Response
Section in
Chapter 32



Comment #: 1161

Date: 9/6/2013

Source: Email

Name: Theron Twogood

Location: Fruit Heights

Comments:

Former NPS Ranger/Naturalist. Former Bird Study Merit Badge Counselor for BSA. LOVE BIRDS!

32.31D

Comment 1162

Response
Section in
Chapter 32



Comment #: 1162
Date: 9/6/2013
Source: Email
Name: Emma & Chris Demille
Location: Farmington
Comments:
We need cleaner air not 650 million dollar roads to increase car pollution

32.1.2C
32.2.3A
32.11.1A

Comment 1163

Response
Section in
Chapter 32



Comment #: 1163
Date: 9/6/2013
Source: Email
Name: Jayden Carter
Location: Farmington
Comments:
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!

32.14.2B
32.5.1D
32.31D

Comment 1164

Response
Section in
Chapter 32



32.2.3A
32.2.1J

Comment #: 1164
Date: 9/6/2013
Source: Email
Name: Marry Ann Tordiff
Location: Farmington
Comments:
to better preserve wildlife and farmlands and the beauty in west farmington, the beauty, take that money and make public transportation more affordable.

Comment 1165

Response
Section in
Chapter 32



32.5.1A

Comment #: 1165
Date: 9/6/2013
Source: Email
Name: Charlotte Packer
Location: Farmington
Comments:
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!

Comment 1166

Response
Section in
Chapter 32



32.5.1A
32.2.13C

Comment #: 1166

Date: 9/6/2013

Source: Email

Name: Chantelle Barker

Location: Farmington

Comments:

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.

Comment 1167

Response
Section in
Chapter 32



32.2.3A
32.2.1J
32.11.1A
32.2.3A

Comment #: 1167

Date: 9/6/2013

Source: Email

Name: Michelle Carman

Location: Salt Lake City

Comments:

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.

Comment 1168

Response
Section in
Chapter 32



32.2.13C
32.2.3A

Comment #: 1168
Date: 9/6/2013
Source: Email
Name: Crystal Lindeman
Location: Farmington
Comments:
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!

Comment 1169

Response
Section in
Chapter 32



32.2.3A
32.31L

Comment #: 1169
Date: 9/6/2013
Source: Email
Name: Janet Pinson
Location: Farmington
Comments:
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.

Comment 1170

Response
Section in
Chapter 32



Comment #: 1170
Date: 9/6/2013
Source: Email
Name: Brandon O'Brien
Location: Farmington
Comments:
Environmental impact and location of the proposed road

32.31D

Comment 1171

Response
Section in
Chapter 32



Comment #: 1171
Date: 9/6/2013
Source: Email
Name: Dale Shutt
Location: Farmington
Comments:
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!!!

32.12A
32.18A
32.31D
32.14.2D
32.1.2F

Comment 1172

Response
Section in
Chapter 32



32.1.2F

Comment #: 1172
Date: 9/6/2013
Source: Email
Name: Laura Hallen
Location: Farmington
Comments:
This is NOT what Farmington needs.

Comment 1173

Response
Section in
Chapter 32



32.11.1A
32.2.1A
32.2.1J

Comment #: 1173
Date: 9/6/2013
Source: Email
Name: Ryan Shurtliff
Location: Farmington
Comments:
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.

Comment 1174

Response Section in Chapter 32



Comment #: 1174
Date: 9/6/2013
Source: Email
Name: Jon Shurtliff
Location: Farmington

Comments:

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!

32.2.13C

32.14.2B

32.5.1A

32.2.13C

32.1.2F

32.2.13C

Comment 1175

Response Section in Chapter 32



Comment #: 1175
Date: 9/6/2013
Source: Email
Name: T. Thurgood
Location: Farmington

Comments:

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!

32.2.13C

32.5.1A

32.2.3A

Comment 1176

Response
Section in
Chapter 32



32.31D
32.14.3A

Comment #: 1176
Date: 9/6/2013
Source: Email
Name: Lynn Nylund
Location: Sandy
Comments:
I walked through a wetland in Farmington protected for the birds, and it will be destroyed by the WDC freeway.

Comment 1177

Response
Section in
Chapter 32



32.30F
32.2.13C

Comment #: 1177
Date: 9/6/2013
Source: Email
Name: Stephanie Smith
Location: Salt Lake City
Comments:
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.

Comment 1178

Response
Section in
Chapter 32



Comment #: 1178

Date: 9/6/2013

Source: Email

Name: Jack Johnson

Location: Bountiful

Comments:

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.

32.2.1A
32.11.1A
32.2.1A
32.2.1G

Comment 1179

Response
Section in
Chapter 32



Comment #: 1179

Date: 9/6/2013

Source: Email

Name: Andy Wykstra

Location: Syracuse

Comments:

I originally thought it was going to be like Legacy now knowing if will be a full access highway I am totally opposed

32.2.1H
32.2.3A

Comment 1180

Response
Section in
Chapter 32



Comment #: 1180

Date: 9/6/2013

Source: Email

Name: Nelda Bishop

Location: Bountiful

Comments:

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.

32.2.1A
32.2.3A
32.2.2G
32.2.1N

Comment 1181

Response
Section in
Chapter 32



Comment #: 1181

Date: 9/6/2013

Source: Email

Name: Kathy Stockel

Location: North Salt Lake

Comments:

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.

32.11.1A
32.2.1A

Comment 1182

Response
Section in
Chapter 32



32.1.2A
32.2.1J
32.2.1A

Comment #: 1182
Date: 9/6/2013
Source: Email
Name: Julie and George Bachman
Location: Syracuse
Comments:
This freeway is not required. Use the funding to subsidize frontrunner, and other mass transit instead of promoting more vehicle traffic.

Comment 1183

Response
Section in
Chapter 32



32.31D

Comment #: 1183
Date: 9/6/2013
Source: Email
Name: Alan Burns
Location: Clemson
Comments:
My son, daughter-in-law and three grandchildren live within 500 yards of this proposed highway to nowhere.

Comment 1184

Response
Section in
Chapter 32



32.11.1A

Comment #: 1184
Date: 9/6/2013
Source: Email
Name: Stephen Mikkelsen
Location: Farmington
Comments:
Air quality is awful, let's not create more auto generated pollution

Comment 1185

Response
Section in
Chapter 32



32.2.13C
32.2.3A

Comment #: 1185
Date: 9/6/2013
Source: Email
Name: Jon Stevens
Location: Edmonton
Comments:
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.

Comment 1186

Response
Section in
Chapter 32



32.1.2C
32.11.1A
32.11.2A
32.31D

Comment #: 1186
Date: 9/6/2013
Source: Email
Name: Adelaide Ryder
Location: Salt Lake City
Comments:
It is time to start recognizing that the air quality is hazardous to our health, and make some changes for the better.

Comment 1187

Response
Section in
Chapter 32



32.1.2F
32.11.1A
32.11.2A

Comment #: 1187
Date: 9/6/2013
Source: Email
Name: Erianne Poulson
Location: Farmington
Comments:
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.

Comment 1188

Response
Section in
Chapter 32



32.31D

Comment #: 1188
Date: 9/6/2013
Source: Email
Name: Shelley Neville
Location: Farmington
Comments:
It is where I live!!

Comment 1189

Response
Section in
Chapter 32



32.31D

Comment #: 1189
Date: 9/6/2013
Source: Email
Name: Wendy Parker
Location: Salt Lake City
Comments:
For the benefit of all....

Comment 1190

Response
Section in
Chapter 32



32.2.13G
32.12A
32.11.1A
32.5.1D

Comment #: 1190

Date: 9/6/2013

Source: Email

Name: Brett Bushman

Location: Syracuse

Comments:

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.

Comment 1191

Response
Section in
Chapter 32



32.14.2A

Comment #: 1191

Date: 9/6/2013

Source: Email

Name: Fran Caughlan

Location: Fruit Heights

Comments:

The bid refuge would be impacted as well as the issues stated in the petition.

Comment 1192

Response
Section in
Chapter 32



32.31D
32.11.2A

Comment #: 1192
Date: 9/6/2013
Source: Email
Name: Greg VanZweden
Location: Fruit Heights
Comments:
Sick of pollution, and I don't want Lung Cancer

Comment 1193

Response
Section in
Chapter 32



32.2.13C

Comment #: 1193
Date: 9/6/2013
Source: Email
Name: Pam Mattinson
Location: Farmington
Comments:
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.

Comment 1194

Response
Section in
Chapter 32



32.1.2A

Comment #: 1194
Date: 9/6/2013
Source: Email
Name: Jamiee McFarland
Location: Roy
Comments:
Noise, Pollution, Totally Unnecessary.

Comment 1195

Response
Section in
Chapter 32



32.31D
32.12A

Comment #: 1195
Date: 9/6/2013
Source: Email
Name: Annalisse Anderson
Location:
Comments:
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.

Comment 1196

Response
Section in
Chapter 32



Comment #: 1196
Date: 9/6/2013
Source: Email
Name: Lisa Coles
Location: Farmington

Comments:

32.11.1A

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.

Comment 1197

Response
Section in
Chapter 32



Comment #: 1197
Date: 9/6/2013
Source: Email
Name: Michelle Belden
Location: Farmington

Comments:

32.3E
32.3F
32.11.1A
32.2.3A

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.

Comment 1198

Response
Section in
Chapter 32



Comment #: 1198
Date: 9/6/2013
Source: Email
Name: Oren Child
Location:

Comments:

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 dissportionate share of the burden . Improve the roads we have and leave the "freeways" to the LA area. Learn from others mistakes.

32.2.1A
32.2.3A

Comment 1199

Response
Section in
Chapter 32



Comment #: 1199
Date: 9/6/2013
Source: Email
Name: Andrew Warner
Location: Farmington

Comments:

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.

32.12A
32.11.1A
32.2.3A
32.18A

Comment 1200

Response
Section in
Chapter 32



32.5.1D
32.12A

Comment #: 1200
Date: 9/6/2013
Source: Email
Name: Lindsay Kossin
Location: Farmington
Comments:
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.

Comment 1201

Response
Section in
Chapter 32



32.31D
32.1.2A

Comment #: 1201
Date: 9/6/2013
Source: Email
Name: Kim Hudson
Location: Bountiful
Comments:
To protect the environment, clean air, the bird refuge, and the people of Farmington.

Comment 1202

Response
Section in
Chapter 32



Comment #: 1202
Date: 9/6/2013
Source: Email
Name: Nancy Tyson
Location: Fruit Heights

Comments:

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!!

32.11.1A
32.2.3A
32.31L

Comment 1203

Response
Section in
Chapter 32



Comment #: 1203
Date: 9/3/2013
Source: Website
Name: Michael Shaw
Location: Holladay

Comments:

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.

32.2.3A
32.14.2A

Comment 1204

Response
Section in
Chapter 32



32.11.1A
32.11.2A

Comment #: 1204
Date: 9/6/2013
Source: Email
Name: Holly Taylor
Location: Farmington
Comments:
Four of my family members have asthma. The pollution this will create will be very bad for their lungs and make it difficult to breathe.

Comment 1205

Response
Section in
Chapter 32



32.1.2F
32.1.2A

Comment #: 1205
Date: 9/6/2013
Source: Email
Name: Ashley Huefner
Location: Farmington
Comments:
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.

Comment 1206

Response
Section in
Chapter 32



Comment #: 1206

Date: 9/5/2013

Source: Website

Name: Lee Anne Walker

Location: Salt Lake City

Comments:

I am glad to see the letter from Mr. James Christianson supporting the Shared Solution for the West Davis corridor.

Save the wetlands. Save the birds and wildlife species.

Roads contribute to sprawl, degrade air quality by perpetuating car culture. Overhead mass transit on the existing I-15 corridor median would be best, but this Shared Solution is much better than the UDOT proposal.

Thank you in advance for yielding to the will of the people.

32.2.1G

32.31D

32.23A

32.11.1A

32.2.1A

32.2.1G

Comment 1207

Response
Section in
Chapter 32



Comment #: 1207

Date: 9/6/2013

Source: Email

Name: Stephanie Mercer

Location: Bountiful

Comments:

Pollution and the birds.

32.31D

32.11.1A

32.14.2A

Comment 1208

Response
Section in
Chapter 32



32.2.1A
32.2.3A

Comment #: 1208
Date: 9/6/2013
Source: Email
Name: LouWanda Child
Location: Hooper
Comments:
We need to improve the roads we have, not build freeways that disrupt peoples lives,homes, farms, wildlife and the enviroment.

Comment 1209

Response
Section in
Chapter 32



32.2.3A

Comment #: 1209
Date: 9/6/2013
Source: Email
Name: Brad Rich
Location: Farmington
Comments:
Please don't allow this road. We really need ot look at all options.

Comment 1210

Response Section in Chapter 32



Comment #: 1210
Date: 9/5/2013
Source: Website
Name: Anne Terry
Location: Salt Lake City

Comments:

32.2.1G I am writing to you to implore that you fund the Shared Solution as an alternative to the West Davis Freeway. I
32.2.3A understand that the intentions of the West Davis Freeway proposal are good, but I believe that it is not in our best interest.

32.1.2F The majority of people in my generation (twenty-somethings) and younger are tired of the motor vehicle-based culture. We keep cars for special occasions--camping trips and the like--but we prefer not to use them in our day-to-day travel. If efficient infrastructure is there, we gladly use alternative transit options. As our population shifts to one where motor vehicle use is only a fall-back plan, I am proud to see all that UDOT has done to support biking, walking, and public transportation. When I have out-of-state visitors, I love that they marvel at our TRAX system and how walkable our neighborhood is.

32.14.2A Another thing to which I direct visitors' attention is our incredible Great Salt Lake and its beautiful wetlands. I always tell them that it's so great that Farmington Bay is an easy way to see what our wetlands have to offer. If we run a freeway through this precious habitat, that not only provides services to wildlife but to people as well, we will both contribute to the loss of over fifty percent of wetlands worldwide and destroy a large part of what makes our state so incredible. Wetlands are the second most biodiverse type of habitat in the world, and we are the stewards of this habitat that is so important to millions of migratory birds, many of which are already in decline.

32.2.1G Now that the Shared Solution has the support of the U.S. Department of the Interior, I hope you will fund the
32.31R Shared Solution put forth by Utahns for Better Transportation, which not only addresses the trends and issues I've mentioned here, but also makes our communities safer and healthier, especially for seniors and children.
32.2.1G

Thank you so much for your time and consideration.

Comment 1211

Response Section in Chapter 32



Comment #: 1211
Date: 9/6/2013
Source: Email
Name: Wendy Inkley
Location:

Comments:

32.5.1A I just feel like the new homes on Shepherd were planning on this all along and our homes were not built with this knowledge.

Comment 1212

Response
Section in
Chapter 32



32.2.1A
32.2.1J

Comment #: 1212
Date: 9/6/2013
Source: Email
Name: Ryan Gregerson
Location: Salt Lake City
Comments:
I would rather see funding put into more public transit options such as front runner. Also, the negative environmental impact.

Comment 1213

Response
Section in
Chapter 32



32.31D
32.1.2A
32.11.1A

Comment #: 1213
Date: 9/6/2013
Source: Email
Name: Hans Ehrbar
Location: Salt Lake City
Comments:
I live in the same airshed. We need better mass transportation.

Comment 1214

Response
Section in
Chapter 32



Comment #: 1214
Date: 9/6/2013
Source: Email
Name: Chad Nielson
Location: Salt Lake City
Comments:

I live in Utah and breathe the air. Enough with profit and oil over health already.

32.31D
32.11.1A
32.2.2D

Comment 1215

Response
Section in
Chapter 32



Comment #: 1215
Date: 9/6/2013
Source: Email
Name: Heath Davis
Location: Farmington
Comments:

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.

32.2.3A
32.2.1G
32.1.2A
32.3B
32.3D
32.2.1G

Comment 1216

Response
Section in
Chapter 32



32.5.6A

Comment #: 1216

Date: 9/6/2013

Source: Email

Name: Jason Rampton

Location: Eagle River

Comments:

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 [REDACTED] I feel like I deserve to be heard

Comment 1217

Response
Section in
Chapter 32



32.31D

Comment #: 1217

Date: 9/6/2013

Source: Email

Name: Karen Rasmussen

Location: Ogden

Comments:

We need better transportation!

Comment 1218

Response
Section in
Chapter 32



32.31D

Comment #: 1218

Date: 9/6/2013

Source: Email

Name: Ashley Squires

Location: Farmington

Comments:

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.

Comment 1219

Response
Section in
Chapter 32



32.1.2A

32.2.3A

Comment #: 1219

Date: 9/6/2013

Source: Email

Name: Matt Pacenza

Location: Salt Lake City

Comments:

We've got enough highways in Utah. Time for some 21st Century vision.

Comment 1220

Response
Section in
Chapter 32



32.11.1A
32.1.2A

Comment #: 1220
Date: 9/6/2013
Source: Email
Name: Forrest Gladding
Location: Salt Lake City
Comments:
Air quality is a real issue in our state and I feel the Corridor is not the solution to our air and transportation problems!

Comment 1221

Response
Section in
Chapter 32



32.31D

Comment #: 1221
Date: 9/6/2013
Source: Email
Name: Luisa Larson
Location: Farmington
Comments:
Safety for my family

Comment 1222

Response
Section in
Chapter 32



Comment #: 1222
Date: 9/6/2013
Source: Email
Name: Marie Fulmer
Location: Kaysville
Comments:

32.31D

I live in nearby Kaysville and I value the wildlife this project would disrupt.

Comment 1223

Response
Section in
Chapter 32



Comment #: 1223
Date: 9/6/2013
Source: Email
Name: Anne Terry
Location: Salt Lake City
Comments:

32.14.2A
32.11.1A
32.2.1J

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.

Comment 1224

Response
Section in
Chapter 32



32.11.1A
32.1.2C

Comment #: 1224
Date: 9/6/2013
Source: Email
Name: Helen Dishaw
Location: Salt Lake City
Comments:
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.

Comment 1225

Response
Section in
Chapter 32



32.31D
32.14.2B

Comment #: 1225
Date: 9/6/2013
Source: Email
Name: Beverly Blenkinsop
Location: Kaysville
Comments:
the bald eagles need a home!!!

Comment 1226

Response
Section in
Chapter 32



32.31D

Comment #: 1226
Date: 9/6/2013
Source: Email
Name: Rick Shurtliff
Location: North Salt Lake
Comments:
Overall quality of life for me and my extended family.

Comment 1227

Response
Section in
Chapter 32



32.2.13C
32.5.1A
32.2.13C

Comment #: 1227
Date: 9/6/2013
Source: Email
Name: Sydnie Shurtliff
Location: Bountiful
Comments:
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

Comment 1228

Response
Section in
Chapter 32



Comment #: 1228
Date: 9/6/2013
Source: Email
Name: Heidi Bitton
Location: Ogden

Comments:

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.

32.1.2C
32.2.3A
32.31L

Comment 1229

Response
Section in
Chapter 32



Comment #: 1229
Date: 9/6/2013
Source: Email
Name: Lauren King
Location: San Antonio

Comments:

This corridor is expensive for your taxpayers and (important to me and your grandkids) destroys wetlands!

32.31D
32.31L
32.1.3A

Comment 1230

Response
Section in
Chapter 32



32.31D
32.5.1C

Comment #: 1230
Date: 9/6/2013
Source: Email
Name: Abigail Buchmiller
Location: Farmington
Comments:
We love our neighborhood. Please reconsider

Comment 1231

Response
Section in
Chapter 32



32.31D
32.11.1A
32.2.1A

Comment #: 1231
Date: 9/6/2013
Source: Email
Name: John Wilkes
Location: Salt Lake City
Comments:
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.

Comment 1232

Response
Section in
Chapter 32



32.31D
32.5.1C

Comment #: 1232
Date: 9/6/2013
Source: Email
Name: KayeLynn Farnsworth
Location: Farmington
Comments:
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.

Comment 1233

Response
Section in
Chapter 32



32.2.13C

Comment #: 1233
Date: 9/6/2013
Source: Email
Name: Brittani Pyper
Location: Farmington
Comments:
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.

Comment 1234

Response
Section in
Chapter 32



Comment #: 1234
Date: 9/3/2013
Source: Website
Name: Eric Rossi
Location: Farmington

Comments:

I am opposed to the West Davis Corridor being routed through the Glovers Lane area of Farmington. This route would be directly adjacent to the Farmington Bay Bird Refuge. The bird refuge is a unique treasure that should not be endangered. The proposed route would certainly impact wetlands. That would mean securing other wetlands to offset the loss and adding unnecessary costs to the project. Alternative routes would not have as much wetland impact. It would be an embarrassment to our State to spoil the Farmington Bay refuge when other alternatives are available. It would be foolish to incur the costs of wetland offset when alternatives are available.

32.2.13C

32.14.3E

32.2.13C

32.2.3A

Comment 1235

Response
Section in
Chapter 32



Comment #: 1235
Date: 9/6/2013
Source: Email
Name: Susan Skankey
Location: Salt Lake City

Comments:

We just need better public transportation, not more cars.

32.1.2A

32.2.1A

Comment 1236

Response
Section in
Chapter 32



32.31D
32.2.1A

Comment #: 1236
Date: 9/6/2013
Source: Email
Name: Laura Jamison
Location: Layton
Comments:
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.

Comment 1237

Response
Section in
Chapter 32



32.2.3A
32.2.1G

Comment #: 1237
Date: 9/6/2013
Source: Email
Name: Gary Berger
Location: Farmington
Comments:
We need to drive less. This freeway would make more driving trips possible. Please support shared solution.

Comment 1238

Response
Section in
Chapter 32



32.31D
32.2.13G
32.14.3A

Comment #: 1238

Date: 9/6/2013

Source: Email

Name: Jana Rae Grose

Location: Midway

Comments:

My grandchildren attend the school that this freeway will impact. Why would you want to ruin the wetlands in this area?

Comment 1239

Response
Section in
Chapter 32



32.31D

Comment #: 1239

Date: 9/6/2013

Source: Email

Name: NaKeisha Moffett

Location: Bountiful

Comments:

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.

Comment 1240

Response
Section in
Chapter 32



Comment #: 1240
Date: 9/5/2013
Source: Website
Name: Steve Harmon
Location: Salt Lake City

Comments:

I object to the planned West Davis Corridor Highway as proposed by UDOT. The proposed design will cause irreparable damage to the Great Salt Lake wetlands resulting in disastrous consequences for myriad species of wildlife, especially migratory birds. I favor a much lower impact approach that would enhance existing highway infrastructure and lessen impact on the wetlands. Please include my comments in your record of public comments. Thank you.
Steve Harmon

32.14.2H
32.14.2N
32.2.1A

Comment 1241

Response
Section in
Chapter 32



Comment #: 1241
Date: 9/5/2013
Source: Website
Name: David L. Walton
Location: Orem

Comments:

I appreciate the analysis of the options for the West Davis Corridor you are conducting. I am aware that the US Department of the Interior has recently reviewed the proposed alternatives, and sent you their analysis. I am writing to add my support of further study of the "shared solution." The USDI evaluation includes this statement, "All build alternatives would cause significant, permanent impacts to the wetland and wildlife resources associated with the GSL ecosystem." This is followed by detailed impact results of each option. Please delay your decision and give further study to the Shared Solution.

32.31R
32.2.1G
32.14.2H
32.2.1G

Comment 1242

Response
Section in
Chapter 32



32.31R
32.2.1G
32.31D

Comment #: 1242
Date: 9/5/2013
Source: Website
Name: Stanley Slater
Location: Clearfield

Comments:

To whom it may concern,

I have read the Department of Interior's comments on the impact of the west Davis corridor project and I agree with them that UDOT should fully explore the, "shared solution," alternatives to the proposed road build. Due to the impact on historic properties, park areas and waterfowl areas, alternatives should be explored to the fullest extent possible before a road build is carried out that would do irreparable damage. There are alternatives to endless road building and they should be given all due consideration. Thank you for your time and attention.

Regards,
Stanley Slater

Comment 1243

Response
Section in
Chapter 32



32.2.1G
32.1.2F
32.31R

Comment #: 1243
Date: 9/5/2013
Source: Website
Name: Ashley Graves
Location: Farmington

Comments:

To whom it may concern:

I am writing this comment because I believe that the Shared Solution is the BEST option for the WDC. In Farmington we already have 3 major roads, we don't need another one!

I ask that you, UDOT, please follow the recommendations of the US Dept. of the interior, Office of Environmental Policy and Compliance. It will save our wetlands and keep our neighborhoods safer and cleaner.

Thank you,
Ashley Graves

Comment 1244

Response
Section in
Chapter 32



32.2.1G

Comment #: 1244

Date: 9/5/2013

Source: Website

Name: Edie Trimmer

Location: Big Pine

Comments:

I urge UDOT to work with Utah citizens to come up with a shared solution to transportation needs in West Davis County

Comment 1245

Response
Section in
Chapter 32



32.2.3A

Comment #: 1245

Date: 9/5/2013

Source: Website

Name: Jacob Packard

Location: Utah

Comments:

Hello I am one of the homes the freeway actually touches based on the current plans for the highway. We feel the plans are awful and feel like UDOT made these plans based on what they think could possibly happen at some point in the future possibly. It is a waste of money completely and absolutely a horrible idea. The fact that any sort of precedence is give to mosquitos and birds over the well being of my three boys makes me sick. The fact that UDOT is considering trying to move forward with all signs pointing towards it being a bad idea even makes me sicker.

Comment 1246

Response
Section in
Chapter 32



Comment #: 1246
Date: 9/5/2013
Source: Website
Name: Kristie
Location: Farmington

Comments:

The 'Shared Solution' seems like a solution for all. It just makes sense to take what we already have and make it better. It would protect what little nature we have left and wildlife can thrive in it's natural habitat. Another freeway only means more pollution. The Davis Corridor would adversely affect not only wildlife, but our way of life and our health. Save Farmington and save our wildlife. Go with the 'Shared Solution'.

32.2.1G
32.11.1A
32.14.2A
32.5.1D
32.11.2A
32.2.1G

Comment 1247

Response
Section in
Chapter 32



Comment #: 1247
Date: 9/5/2013
Source: Website
Name: Sherri Gunn
Location: Farmington

Comments:

The Farmington wetlands are one of the unique qualities that drew us to live in Farmington. There is no other place in Utah like it. Please do not destroy something that cannot be replaced. Once a freeway is there, the eagles and other wildlife will leave.

32.2.13C
32.14.2B

Comment 1248

Response
Section in
Chapter 32



Comment #: 1248

Date: 9/5/2013

Source: Website

Name: Michael Dervage

Location: Salt Lake City

Comments:

Please, please, please, save the GSL wetlands. Birds have to survive every year, but highway destruction is FOREVER!

32.1.2C
32.31D
32.14.2M

Comment 1249

Response
Section in
Chapter 32



Comment #: 1249

Date: 9/5/2013

Source: Website

Name: Christine Barker

Location: Sandy

Comments:

I support the Shared Solution.
UDOT should follow the recommendations of the US Department of the Interior, Office of Environmental Policy and Compliance and fund the Shared Solution as an alternative that would protect the wetlands of Farmington Bay.

32.2.1G
32.31R
32.2.1G

Comment 1250

Response
Section in
Chapter 32



Comment #: 1250
Date: 9/5/2013
Source: Website
Name: Chad Mullins
Location: Salt Lake City

Comments:

Please follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE. The Shared Solution is the best viable alternative to protect the wetlands of Farmington Bay. Shared solutions will be the best policy to meet our transportation needs.

32.31R
32.2.1G

Comment 1251

Response
Section in
Chapter 32



Comment #: 1251
Date: 9/5/2013
Source: Website
Name: Susan Beck
Location: Salt Lake City

Comments:

Please reconsider the extension of the legacy parkway based on current information regarding the impact it will have on wetlands and all living animals who depend on the ongoing health of the wetlands. It is too valuable to be used for something as non-essential as another road. Especially when there is a reasonable alternative. The suggestion of using footprint of existing roadways sounds like a workable non-invasive solution.

32.14.2M
32.2.1A

Comment 1252

Response
Section in
Chapter 32



32.31R
32.2.1G

Comment #: 1252
Date: 9/5/2013
Source: Website
Name: Tiffany Lord
Location: Farmington
Comments:
I ask that UDOT follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE and support the Shared Solution.

Comment 1253

Response
Section in
Chapter 32



32.31R
32.14.2A
32.11.1A
32.12A
32.1.2A
32.2.1G
32.14.2H
32.2.1G

Comment #: 1253
Date: 9/5/2013
Source: Website
Name: KATHY TATUM
Location: SALT LAKE CITY
Comments:
I demand that you follow the recommendations in the US Dept. of Interior report, regarding the West Davis Corridor. UDOT's assessment of the environmental impacts of this proposed freeway has been woefully inadequate, minimizing the direct and indirect impacts on the critical habitat areas nearby (ex. bald eagles, road salt and trash pollution, air quality and noise issues). The need for this freeway at all, has not been demonstrated, but if you are to proceed with building it I urge you to look at the "Shared Solution" to minimize the devastating impacts on the surrounding wildlife habitats. The irreparable damage, direct and indirect to these vital habitats is unjustified and unconscionable. The Shared Solution at least helps mitigate the negative impact of a freeway, both on our wildlife areas and our air quality for the communities in proximity.

Comment 1254

Response
Section in
Chapter 32



32.14.2A

Comment #: 1254

Date: 9/5/2013

Source: Website

Name: Sharron Preston

Location: West Jordan

Comments:

I am very concerned that this project will affect bird migration around Farmington Bay and the Great Salt Lake. This area is a haven for bird migration. For years I have enjoyed watching wonders of nature in this area. I want to keep this option open for my children and grandchildren As a people we have to stop stealing for wildlife.

Comment 1255

Response
Section in
Chapter 32



32.2.13C
32.30F

32.31I

32.2.13C
32.31I
32.31O
32.31R
32.2.1G

Comment #: 1255

Date: 9/5/2013

Source: Website

Name: Dallas Despain

Location: Farmington

Comments:

Dear UDOT,

I demand that you cease pursuing the West Davis Corridor as currently specified in the EIS. There is something devious going on. Why doesn't the EIS contain any information about a local interchange in Farmington?! Don't you think that is a pretty important part of the EIS study?

Now after the study has been finalized, you're recommending clark lane as the local interchange. Why didn't you put it in the EIS? Don't you think that would have affected the numbers and conclusions? Frankly, this whole thing smacks of something criminal and the only reason that could be happening is corruption.

We, the residents of farmington will not be deceived and robbed of our beautiful community just so that a few rich land developers can line their pockets! This is blatant highway robbery and a shameful misuse of the trust placed in you by the people you are meant to serve. I think you excluded a local interchange because it would have influenced the results of the survey in a direction that you didn't like.

Please, listen to the Department of Interior and support the shared solution to Davis County's future transportation needs.

Thank you,

Dallas Despain

Comment 1256

Response
Section in
Chapter 32



32.31R
32.2.1G

Comment #: 1256
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

The U.S. Dept. of the Interior, Office of Environmental Policy and compliance have recommended that UDOT FUND the Shared Solutions alternative which is viable and far less harmful to the environment, neighborhoods, etc. I demand that UDOT fund the Shared Solutions alternative.

Comment 1257

Response
Section in
Chapter 32



32.27A
32.3E
32.3C
32.3E
32.14.2H

Comment #: 1257
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

I am concerned about the violation of Department of Transportation Act, Section 4(f). The lands on the west side of Farmington are conserved for the beautiful recreational trails. They have been maintained by Farmington city for the enjoyment of everyone. These shorelines are amazing and unique to our state. To harm them and rip them up to put in an ugly freeway, would be insanely disturbing. Just to cut someone's commute by 7-10 minutes? What are we leaving behind for our children? Pavement, billboards, noise, pollution! These lands are supposed to be preserved. The Buffalo Ranch easement protects approximately 284 acres. Why is this easement being discarded? Furthermore, UDOT has not sufficiently reported on all the indirect impacts this freeway will have on the wetlands. A more thorough research needs to be done.

Comment 1258

Response
Section in
Chapter 32



32.2.13C

Comment #: 1258
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

The fog in west Farmington is downright scary. West Farmington suffers from severe fog, especially in the winter, and mostly during the high traffic times, mornings and evenings. Add on the icy conditions and you have a disaster waiting to happen and it will! The fog can be so bad that it is even difficult to see the homes from the streets. How are emergency crews going to help all these accidents when there are no interchanges? Is this really a safe route? With no interchanges, (which I don't want) then emergency help will be delayed. Who is going to fund this help? Farmington city, which has no access to the freeway in the first place?

Comment 1259

Response
Section in
Chapter 32



32.14.2B
32.14.2A
32.14.2H

Comment #: 1259
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

What happened to protecting the American Bald Eagle? There are hundreds of these eagles that roost at Farmington Bay in the winter months. This area will be destroyed and then what? Not to mention all the other hundreds of birds that depend on this area for feeding all year long. Birds migrate all the way from South America as well as Canada. It would be a shame to destroy what few precious areas they have left, for an unsightful freeway. It is not only noise pollution that will drive them away, but light pollution, air pollution and other factors that were not considered in the DEIS.

Comment 1260

Response
Section in
Chapter 32



Comment #: 1260
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

Utah is unfortunately becoming infamous for its poor air quality. Governor Herbert continues to promote "clearing the air." Yet, building another freeway only promotes and encourages more driving. The funds should be put in mass transit. When I was a second grade teacher a few years back, there were several days that the children were not even allowed to go out to recess due to the poor air quality. In fact, there was one full week of not allowing the children to go outside! This is a problem that needs to seriously addressed and building a new freeway only goes in the opposite direction of what we should accomplish which is to "clear the air."

32.11.1A
32.2.2H
32.2.1A
32.2.1J
32.11.1A

Comment 1261

Response
Section in
Chapter 32



Comment #: 1261
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

As proposed, UDOT wants to build this freeway that doesn't even connect to mass transit. By going with the Glovers Lane option, it completely bypasses Station park in Farmington. Supposedly one of UDOT's objectives is to connect to mass transit, yet this route is contradictory to that. How does UDOT address this concern?

32.2.13D

Comment 1262

Response
Section in
Chapter 32



32.2.1H
32.12A

Comment #: 1262

Date: 9/5/2013

Source: Website

Name: Boni Peterson

Location: Farmington

Comments:

The WDC is proposed to be an elevated freeway with no regulations such as was instated for the Legacy highway. Legacy has special pavement to reduce the noise. Why are not the same regulations being proposed for the WDC? What actions are being taken to help reduce the noise in our neighborhoods?

Comment 1263

Response
Section in
Chapter 32



32.18B
32.14.2H

Comment #: 1263

Date: 9/5/2013

Source: Website

Name: Boni Peterson

Location: Farmington

Comments:

The WDC would also bring light pollution. Light pollution is now being linked to many health problems, including cancer. Is UDOT considering putting in special lighting to not have these problems? Are these included in the costs? Why not? Did UDOT consider how light pollution effects the many different bird species as well?

Comment 1264

Response
Section in
Chapter 32



32.15A

Comment #: 1264

Date: 9/5/2013

Source: Website

Name: Boni Peterson

Location: Farmington

Comments:

The homes near the Glovers Lane option are required to have flood insurance. Now, UDOT wants to build a freeway even further out west increasing the risk of getting flooded. What precautions is UDOT doing to prevent flooding for the freeway? What about lake effect? Has UDOT considered the variations in weather and the closeness of having cars zoom by 65+ mph on a freeway that will most likely get flooded or at least have some water issues? How is building this freeway going to impact the flood plain and the homes that live near there? As of now, the wetlands help prevent flooding in the areas where homes are, yet if they are destroyed, then what? Has UDOT thought about this?

Comment 1265

Response
Section in
Chapter 32



32.2.1H

32.30C

32.2.1H

Comment #: 1265

Date: 9/5/2013

Source: Website

Name: Boni Peterson

Location: Farmington

Comments:

UDOT has been deceptive in their photo simulations, making it look like another Legacy. The aerial photos they provided at the open house in June 2013 were taken way back in 2008! Thus, making it look less devastating for the homes, parks and schools near the proposed route. This freeway runs through neighborhoods thus I demand that trucks be banned, that there be speed restrictions, that sound-reducing pavement is used, that sound walls are built, and that billboards are banned.

Comment 1266

Response
Section in
Chapter 32



Comment #: 1266
Date: 9/5/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

Currently, UDOT doesn't have any interchanges in the DEIS report. Is this realistic? This proposes cause for concern when it comes to safety regarding accidents. Why is there not an interchange? Did UDOT not want to show the true costs versus the Shepard Lane option? I demand that a new DEIS report be made including the interchange that no doubt will be built with the new freeway! It has been reported that the interchange would be on Clark Lane, which is right where an elementary school is. Are you kidding me? Who in their right mind would put a freeway interchange on the same road as an elementary school?!? Please reconsider this

32.2.13C
32.24A
32.31I

Comment 1267

Response
Section in
Chapter 32



Comment #: 1267
Date: 9/5/2013
Source: Website
Name: MARY HILL
Location: OGDEN

Comments:

I sooo support the recommendation of the Dept of the Interior that UDOT Fund the Shared Solution as a viable alternative. Please support the recommendation and support the Shared Solutin plan!

Thank you!

Mary Hill

32.31R
32.2.1G

Comment 1268

Response Section in Chapter 32



Comment #: 1268
Date: 9/5/2013
Source: Website
Name: Kathy Van Dame
Location: SLC

Comments:

32.31L

1. Utah has difficulty funding the maintenance & repair of our existing highway system; we should maintain what we have before adding new highways.

32.2.1G

2. We note that Robert F. Stewart of the DOI wrote on Aug. 14, 2013 acknowledging "...another alternative which has been termed the 'Shared Solution.' We encourage UDOT to fully vet this alternative as it did with all 23 preliminary alternatives, and to provide its agency resources to further develop and assess its details... We support further development of this alternative." See <http://www.scribd.com/doc/165590596/Interior-Department-objects-to-Utah-highway-plan>

32.31R

3. We endorse the comments submitted by Western Recourse Advocates, Friends of the Great Salt Lake, &al.

Comment 1269

Response Section in Chapter 32



Comment #: 1269
Date: 9/5/2013
Source: Website
Name: Diane Walker
Location: Salt Lake City

Comments:

32.1.2A

32.11.1A

32.31L

32.31D

As a taxpayer, I feel the last thing we need is another freeway. Extensions to an already redundant Legacy highway system promote traffic and congestion, while destroying more precious habitat for wildlife. Look around. Don't we have enough dirty air caused by car pollution? How about preserving some wetlands for future generations? I've used the Legacy Highway trail a number of times for exercise. I see first-hand how the land development already is having a serious detrimental impact on wildlife. UDOT should focus on fixing the roads we already have and stop developing plans that just promote wasteful sprawl, longer commutes, and more cars on the roads. You really should be looking to reduce your budget. This project costs everybody, and benefits only a few.

Comment 1270

Response
Section in
Chapter 32



Comment #: 1270
Date: 9/5/2013
Source: Website
Name: Maurine Kelsey
Location:

Comments:

32.2.1H

If you have to build it, build it flat like Legacy, and able to have trails and landscaping added at some point. You're building in people's backyards, after all, who moved out there for the peace and quiet and beauty. Don't ruin it.

Comment 1271

Response
Section in
Chapter 32



Comment #: 1271
Date: 9/5/2013
Source: Website
Name: Linda Johnson
Location: Salt Lake City

Comments:

32.2.1A

As a clean air question, I think it's time to build less highway and more transit. For the cost of this, one could run Frontrunner for years for free to the riders with less air pollution.

32.11.1A

32.2.1J

As a location question, I think the Department of Interior's objections are important and entirely valid. My comment would have been that both choices impact the GSL and shouldn't happen. There is a distinct difference, and the more impactful alternative MUST BE DISCARDED.

32.31R

32.31D

From the point of view of development, I am pretty sure that all kinds of "growth" in that area should be on hold until a complete and careful assessment of water supplies for the entire Wasatch Front is done. Water is the lowest common denominator for carrying capacity. If there can't really be more and more housing in West Davis, perhaps no highway is needed.

32.3D

32.1.2A

As a general statement, there should be no wetland impingement and no highway building at least till all the variables are cleared up.

32.2.3A

Comment 1272

Response
Section in
Chapter 32



Comment #: 1272
Date: 9/5/2013
Source: Website
Name: Kristen Taylor
Location: Salt Lake City

Comments:

I would urge you to find another solution to these traffic problems! The wetland around the Great Salt Lake are essential for the health and well-being of hundreds of thousands of wild birds. In addition, the degradation of our wetlands will only cause the pollution issues in our valley to get worse - wetlands are key in water filtration and water is something that we, in our desert, cannot afford to undermine
PLEASE find another solution - you have a lot of brilliant minds working on this - they can come up with something that will not destroy our precious wetlands!

32.2.3A
32.14.3A
32.2.3A

Comment 1273

Response
Section in
Chapter 32



Comment #: 1273
Date: 9/5/2013
Source: Website
Name: Steve Haycock
Location: Salt Lake City

Comments:

We don't need another highway, especially one that will destroy the character of West Davis and its wetlands. Let's work on better mass transit solutions. With our air quality problems, why would we encourage more driving?

32.1.2A
32.2.1A
32.11.1A

Comment 1274

Response
Section in
Chapter 32



Comment #: 1274
Date: 9/5/2013
Source: Website
Name: Heath Davis
Location: Farmington

Comments:

I am writing this comment asking that the WDC not be built and if so to chose a different route away from glovers lane.

I also am wondering what work had been done prior to the DEIS to explore the shared solution and to try to understand why this freeway would not leverage more driving people to the mass transit options versus helping people to drive more? How heavy do you weigh the fact that the US Dept of Interior has asked you to reconsider the "locally preferred" route? Also, why it that Farmington city has asked for an exit in the city for its people to use why is this excluded? Why is it a tbd? should this not be known to determine to cost comparision? Leaving out pieces that are obviously are needed seems kinda shady. Why was the Farmington wetlands and nature preserves valued so low in comparison to other areas? Is the cost of the current legacy that runs to I15 and Hwy 89 factored into the cost? This seems almost as a throw away at this point if the glover lane option is used to route people around the farmington city and away from the mass transit options.

I think there should be a greater value added to the importance of the GSL and the impact that will be done.

I ask you to please not build this free way and most definately don't destroy the GSL nature preserves by running this freeway so close to the lake and farmington bay.

32.2.3A
32.2.13C
32.2.1G
32.31R
32.2.13O
32.2.3C
32.24A
32.2.13C
32.14.2A
32.2.3A
32.14.2A

Comment 1275

Response
Section in
Chapter 32



Comment #: 1275
Date: 9/5/2013
Source: Website
Name: Ann Carter
Location: Salt Lake City

Comments:

Please do not build the Legacy connection. We do not need any more roads going through wetlands. We should know this by now!

32.2.3A

Comment 1276

Response
Section in
Chapter 32



Comment #: 1276
Date: 9/5/2013
Source: Website
Name: Amy Brunvand
Location: Salt Lake City

Comments:

I support the shared solution alternative for the West Davis Corridor: <http://www.sharesolution.org/>

32.2.1G
32.14.2H

I live in Salt Lake County, not Davis County, but I drive to Davis County to view the eagles that roost in Willard bay and to see the Spring and Fall migration. The Great Salt Lake is an internationally important bird habitat. It is not appropriate to build an old-fashioned freeway type road in the wetlands, especially not when a much better plan is on the table.

32.11.1A
32.2.1A

I am also concerned about air quality impacts from freeway building. I support transit-first planning that is already creating an infrastructure of trains and buses so that I don't always need to use my car. For instance, I was able to ride FrontRunner to the Ogden bluegrass festival, and to professional meetings at UVU and in Provo.

Comment 1277

Response
Section in
Chapter 32



Comment #: 1277
Date: 9/6/2013
Source: Website
Name: Tami Suzuki
Location: Syracuse

Comments:

2000 W from 1700 S to 700 S was to be widened. The plan ended up being scaled down. We now can barely get out of our driveway and it is dangerous. The road does need to be widened even more.

32.31D

Comment 1278

Response
Section in
Chapter 32



Comment #: 1278

Date: 9/6/2013

Source: Website

Name: Richard and Emma Finger

Location: Syracuse

Comments:

Hello, as residents who will be directly impacted by the selection of alternative B, we would like to voice some concerns we have with the option of having the corridor go up and over Antelope Dr. Our first concern is regarding the access to emergency services. Currently emergency personnel leaving the fire station on 3000 W. can come directly East on Antelope Dr. and access Bluff Rd. This route is less than 1 mile. We would like to request that if Bluff Rd, north of antelope Dr. is made into a cul-de-sac, that at minimum there would be an emergency access road available. For emergency services to be limited to the alternative routes would drastically increase the potential response time.

Our next concern is in regards to the proposal that the corridor be routed over Antelope Dr., rather than under. Being that our home faces west, raising the corridor over Antelope Dr. and as we understand potentially 3000 W. (to the north of us) will mean that even though our home is at a raised level above Bluff Rd., we will in essence look out our front windows and look directly at the corridor. Not only does this diminish the views that we currently have, but it will greatly affect the privacy that we feel in our home. We feel as though it would greatly reduce the impact to most of the residents on both sides of Antelope Dr., Bluff Rd. and 3000 W. if the corridor were to be kept at a low level and instead route Antelope Dr. and possibly 3000 W. over the corridor.

Regards,
Richard & Emma Finger

32.2.8F

32.2.13G
32.18A
32.2.8F

Comment 1279

Response
Section in
Chapter 32



Comment #: 1279

Date: 9/6/2013

Source: Website

Name: Antonella Kelly

Location: Bountiful

Comments:

As a Utah citizen concerned with the kind of pollution we deal with in Utah. I am very concerned that U dot would insist to build a freeway that will increase The inquination of the air; I support the alternative of using more public transportation as me and my husband already do. Please do what is right for Utah.

32.11.1A
32.2.1A
32.2.1G

Comment 1280

Response
Section in
Chapter 32



32.31R
32.2.1G

Comment #: 1280
Date: 9/6/2013
Source: Website
Name: Sean Hunt
Location: Pleasant Grove
Comments:
Please follow the recommendations of the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE: Fund the Shared Solution.

Comment 1281

Response
Section in
Chapter 32



32.31R
32.2.3A
32.2.1A

Comment #: 1281
Date: 9/6/2013
Source: Website
Name: Frank Roskelley
Location: Roy
Comments:
I agree with the Interior Departments 'No-built option'. Use your time and money to improving existing roads.
Thank You.

Comment 1282

Response Section in Chapter 32



Comment #: 1282

Date: 9/6/2013

Source: Website

Name: Nathan Tanner

Location: Farmington

Comments:

The preferred route chosen by UDOT for the West Davis Corridor is a poor choice; it ignores the full costs to wildlife and West Davis communities and the tax payers in Utah.

Safety Concerns

The inversions and fog in the winter along the lake will make for a terribly dangerous route.

Cost to the ranches community

I purchased property in the Ranches of West Farmington because there was preserved wetland and a conservation easement adding to the rural feel. I payed a premium to live in West Farmington when compared to communities near the freeway. The loss of value to our properties and our style of living is not adequately considered in the decision making process.

Cost to our health

Significant air pollution in the summer has been a great concern for residents along the Wasatch front. Governor Herbert has expressed a need to clean up our air yet building the West Davis Corridor only encourages driving and will contribute to air pollution.

Cost to wildlife

Is there an understanding of how the noise, elevated road and traffic will affect the great migratory route and resting place that the shores of the great salt lake provide for wildlife. Farmington Bay is a resting place for numerous birds and habitat for other wildlife the costs to them need to be considered and carefully evaluated.

Lack of transparency in the process

One example is a connector road in Farmington was conveniently left out of the plans. This appears to make it look like UDOT is trying to sneak it in after the fact because they are afraid of the public outcry and increase in financial and community costs. All building costs that the WDC will create should be included in the analysis and made clear to the public not after the decision is made.

Waste of Taxpayer Dollars

Transportation models show the road will be underutilized. Its an expensive freeway to build to only delay congestion in the short term. There will always be rush hour traffic and those that choose to live far away from work should accept the cost of where they choose to live and the distance and times that will cause in there commute. Corridors where preserved for the freeway with taxpayer money and yet the planning and preservation is thrown out the window with this preferred route given by UDOT.

A better Solution

The "Shared Solution" is a better solution. It's a plan that seeks to minimize costs and increase efficiencies of existing roadways. For example having the ability to increase northbound lanes during the morning rush hour for the majority of traffic traveling South into Salt Lake then reversing that in the afternoon for traffic traveling North back to Davis County in the afternoon. It encourages better use of mass transportation and living closer to ones place of work.

The past is not the future

Our way of doing things in the past is a poor way to plan for the future. We need to address the problems we are

Comment 1282 (continued)

Response Section in Chapter 32



32.2.1G

32.1.2F

32.2.1G

creating with innovation and thoughtfulness. The shared solution is a way to do that and should be investigated and reviewed as a viable alternative to the West Davis Corridor. There is a declining love of automobiles and driving and an increase and awareness for mass transit, biking and walking to work and being more environmentally aware. The bus I ride to work on each day is frequently packed to standing room only. People are happy to ride that bus and the demand continues to increase. Yes the state of Utah continues to grow and develop but how much can we support. The road systems are only one part of the problem. Being in a drought this summer we're well aware of the increasing demands on water as well. The status quo of continuing to build freeways as we have done in the past will only get us so far. The Shared Solution asks that we plan for a better future that is sustainable, more cost effective and solves real problems that will face us in the future.

Comment 1283

Response Section in Chapter 32



32.2.3A
32.2.13C

32.14.2B
32.14.2A
32.31L
32.11.1A
32.18B
32.12A

Comment #: 1283

Date: 9/6/2013

Source: Website

Name: Kymberly Burgess

Location: Farmington

Comments:

Engineers in Florida were proud to show how Florida could grow if water was redirected and pump out swamplands. That was years ago, roads were built, houses went in, business grew. Where is Florida now? Spending taxpayer dollars trying to reclaim their lost habitats, reclaim their lost wetlands and let the Everglades replenish. Don't think for a moment their hard lessons learned don't apply to us here in Davis County. We have a national treasure in our backyard, and you want to build a freeway over it. Engineer it, it can be done. But what we will lose in wildlife, scenic beauty, air quality, and possible human safety is in no way worth it. I can't believe for a minute UDOT employees have walked the trails in Farmington Bay and think that a freeway next to them is a good idea. Or gone up Farmington Canyon to look at the view to the West and think that an elevated freeway in front of the lake wouldn't destroy the view of from there, and for everyone living below the canyon. Watched eagles fly overhead and hunt in the Bay, or any of the other MILLIONS of migratory birds - see them then think, a freeway through this land won't affect them. It is ludicrous!

It is disheartening to hear of pedestrian deaths in Ogden this summer that could be rectified through road design, but there isn't money for it. It is disheartening to see reports of so many Utah bridges that require repair, but there isn't money for it. How on Earth can you dig up hundreds of millions of dollars for a project like this and not take care of projects like those?

Take care of what we already have, both roads and bridges we already have we and the wildlife and scenery that cannot be replaced.

Worst air quality in the nation? Light pollution, noise pollution? What are your answers to these problems?

Another freeway seems like a sure fire way to lead to a whole lot of regret and wishful thinking to return things to how they once were.

Comment 1284

Response Section in Chapter 32



32.2.6A
32.2.13A

Comment #: 1284

Date: 9/6/2013

Source: Website

Name: Angela Stringfellow

Location: Farmington

Comments:

I'm sure this will be a controversial comment, but I feel the question needs to be asked. During the early settlement of our country, Native American's were moved from their homes to what the newcomers called comparable land. How is moving families now any different? We're told we'll be compensated by getting market value for our homes, but at that point, the market value will have diminished extensively. There is un-populated land that can be used for the road and it has already been shown as the preferred route; please keep it that way.

Comment 1285

Response Section in Chapter 32



Comment #: 1285
Date: 9/6/2013
Source: Website
Name: Angela Stringfellow
Location: Farmington

Comments:

32.2.6A

32.2.13B

If the Shepherd Lane route is ultimately chosen, there will be 16 lanes of freeway/highway traffic plus the front runner for about two miles in Farmington. This doesn't seem wise. If there is a big accident (like an oil spill) all the freeway routes will be diverted to local roads. It is a rare occurrence, but has happened in the recent past. For hours there was non-stop traffic going through Farmington/Kaysville local roads because all freeway traffic was closed. Hopefully someone sent footage to you. It would make more sense to build the freeway further West and South (The Glover Lane route) making the West Davis corridor a true alternative to I-15.

Comment 1286

Response Section in Chapter 32



Comment #: 1286
Date: 9/6/2013
Source: Website
Name: Angela Stringfellow
Location: Farmington

Comments:

32.2.6A

32.2.13B

32.2.6A

I know the EIS only has to take into consideration population estimates through 2040. I believe it is unclear whether the Shepherd Lane route would even make it through 2040 before being just as congested as the area around Farmington is now. The state has population estimates through 2060. Those estimates show that the Shepherd Lane option would NOT hold even through 2050. It makes more sense to build the freeway as far South and West (Glover Lane option) as possible to begin with, saving time and tax dollars by doing something that will ultimately be done in the future anyway. Not only will it save time and hundreds of millions of dollars in the long run, it will save future home builders of West Farmington the anguish of going through an EIS wondering if their houses will be taken by a freeway. If the freeway is already slated to go as far West and South as possible, homebuyers/builders will know there is a freeway and can choose whether they want to build a house close to a freeway rather than having to hope a freeway that was not in the city's Master Transportation Plan will be built just feet from their homes.

Comment 1287

Response Section in Chapter 32



Comment #: 1287

Date: 9/6/2013

Source: Website

Name: Barbara Stevens

Location: Farmington

Comments:

Many people probably do not know the process that an individual or a community can go through to ensure that UDOT is following a legal and ethical process. So, I am giving the link just in case there are issues with UDOT and the process we are supposed to simply "trust." This online hotline form to report UDOT abuse is just as easy as this WDC form. I hope it never has to be used. I hope that UDOT follows the law.

<http://www.oig.dot.gov/Hotline> AS UDOT considers all the comments, questions, and feedback I, and many others, will be watching to see if LEDPA's process is being followed legally and ethically. With a documented \$15 million illegal payoff that was reported by a UDOT whistleblower, I am very concerned about where my tax monies are going. I do NOT want them going into building more freeways. I want the transportation options we have now and our current roads improved so that we reduce congestion IMMEDIATELY. Make UTA affordable, convenient and make sure our current roads meet up with frontrunner. Beef up our existing mass transit system.

Also, many are asking, "Who is UDOT's direct supervisor?" There needs to be a legitimate checks and balance system here. If your supervisors are the same people who give you free license to do whatever you want, I will go to the hotline instead if the legitimate need arises. Follow the LEDPA process, do not engage in back door deals, and listen to the thousands who do not want this freeway in Farmington at all.

Comment 1288

Response Section in Chapter 32



Comment #: 1288

Date: 9/6/2013

Source: Website

Name: Ginnie

Location: Kaysville

Comments:

I AM STRONGLY OPPOSED TO THE SHEPHERD LANE OPTION. THE IMPACT ON OUR COMMUNITY WOULD BE SEVERE. TOO MANY HOMES WOULD BE AFFECTED AS WELL AS THE INCREASED TRAFFIC TO SURROUNDING NEIGHBORHOODS. I AM ALSO CONCERNED ABOUT THE KIDS TRAVELING TO SCHOOL. THE MOST BAFFLING PART OF SHEPHERD BEING CONSIDERED IS THAT IT COSTS MORE!

32.30F
32.14.3E
32.31D
32.2.3A
32.2.1A
32.2.1J
32.31D
32.14.3E
32.310
32.2.3A

32.2.13B
32.2.6A

Comment 1289

Response
Section in
Chapter 32



Comment #: 1289
Date: 9/6/2013
Source: Website
Name: Shawn olsen
Location: Kaysville

Comments:

32.2.13A

32.2.13B

I support UDOT's preferred alternative and appreciate the level of detail they've provided and the 3 years of research completed to arrive at their conclusion. I urge UDOT to stay the course and know that Davis County residents support this highway and the infrastructure it will provide. Last minute flailing by Farmington City to pursue possible tax revenue is just noise. They haven't demonstrated interest in protecting citizen's property in the past. I whole heartedly support UDOT's preferred alternative, B-1, following the Glover Route. This is the only option that provides a true alternative to I-15 and room for future transportation needs. Thank You, Shawn Olsen.

Comment 1290

Response
Section in
Chapter 32



Comment #: 1290
Date: 9/6/2013
Source: Website
Name: Lyndi Daly
Location: Farmington

Comments:

32.5.1D

32.2.3A

Building the West Davis Corridor would have dramatic negative effects on thousands of residents throughout Davis and Weber Counties. Please consider the quality of life that would be compromised for all of those families, farms, neighborhoods, parks, trails and wildlife. There has to be a better solution than putting a giant concrete barrier around thousands of residents effectively trapping them in on all sides by noise, pollution, and stress. Please find a way to solve transportation problems without ruining the western edges of our communities.

Comment 1291

Response
Section in
Chapter 32



Comment #: 1291
Date: 9/6/2013
Source: Website
Name: Barbara Lambert
Location: Farmington

Comments:

32.2.3A
32.2.13C

My husband Gary and I are adamantly apposed to another major highway in Farmington. In this narrow-neck of land, we already have three major Highways. Adding another in such a narrow stretch would make our historic pioneer city feel like Grand Central Station. It would not only destroy the aesthetically preserved character of our town, but would also increase the noise and decrease the air quality, which is already an unsolvable problem. We live on the East side, but have a rental home on the West. The noise affects all of Farmington. The sound of the freeway bounces off of the mountain-side, while keeping the smog in the valley.

32.12A
32.11.1A

Surely there is a way to solve the problem without destroying our town, and the view of the sunset. Extend Legacy beyond Farmington with parkways or boulevards servicing different northwestern cities, taking traffic off of I-15 sooner. Legacy is a beautiful highway, and from what I see, it can accommodate many more vehicles. If I-15 becomes too congested through Farmington, perhaps people will be more apt to ride Front Runner or take Legacy where they can slow down and enjoy the ride.

32.18A
32.2.1A
32.2.3A
32.2.1A

Is it possible to widen I-15 northward beyond Farmington; or feasible to construct a highway over the train tracks north of Farmington, or beyond the wetlands in the Great Salt Lake? There must be a better way than turning Farmington into a hub between the MUCH larger southern and northern communities. Farmington is, I guess, a beautiful 6 to 8 mile ride. It wouldn't be such a bad thing if people had to slow down a bit.

Comment 1292

Response
Section in
Chapter 32



Comment #: 1292
Date: 9/6/2013
Source: Website
Name: Greg Daly
Location: Farmington

Comments:

32.2.3A
32.2.1A
32.2.1G

I don't believe that you need me to come up with a unique reason to not build the West Davis Corridor, you have already read hundreds of reasons not to build the new road. I simply ask that you exhaust every possible option to share the solution amongst existing roadways and improve other modes of transportation.

Comment 1293

Response
Section in
Chapter 32



Comment #: 1293

Date: 9/6/2013

Source: Website

Name: shelley woods

Location: farmington

Comments:

I feel that the practice of just building more roads, is ridiculous. We need to plan for future growth, by increasing the use of front runner and trax. Get businesss to use existing mass transit for employees. Build mass transit to move those people from west haven to front runner. Building rodes, will not help us 40 years from now,but changing behaviors to people using mass transit, will last a lifetime.

32.2.3A

32.2.1J

32.2.1A

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