

Comment 1294

Response Section in Chapter 32



Comment #: 1294
Date: 9/6/2013
Source: Website
Name: Molly Prentice
Location: West Valley City

Comments:

I think Utah has a chance to be a leader in doing something different. The Wasatch Front is beautiful and a wonderful place to live, but it has terrible air which will continue to get worse if we don't start deciding on different priorities. We need to prioritize our environment - the air, the wetlands, the birds, the view, the open space. The concerns:

1. increased air pollution
2. increased sound pollution
3. destroyed wetlands and migratory safe harbors.
4. reinforcing more driving instead reinforcing the encouraged less driving

Please consider the Shared Solution or something more similar to it.

Thank you

32.1.2C

32.11.1A

32.12A

32.14.3A

32.2.2H

32.2.1G

Comment 1295

Response Section in Chapter 32



Comment #: 1295
Date: 9/6/2013
Source: Website
Name: Brad Peterson
Location: Farmington

Comments:

It is my understanding the wetlands in west Farmington are protected? Why is UDOT violating the Department of Transportation Act that is supposed to conserve the Great Salt Lake Shorelines?

32.27A

Comment 1296

Response
Section in
Chapter 32



32.2.13C

Comment #: 1296

Date: 9/6/2013

Source: Website

Name: Brad Peterson

Location: Farmington

Comments:

Has the fog out here in West Farmington fully been researched and analyzed? How safe is it to build a freeway when the fog is so dense and dangerous for vehicles traveling at 65+mph?

Comment 1297

Response
Section in
Chapter 32



32.14.2H
32.31Q

Comment #: 1297

Date: 9/6/2013

Source: Website

Name: Brad Peterson

Location: Farmington

Comments:

It appears that the DEIS is insufficient in it's report regarding the direct and indirect ecological impacts to the Farmington Bay wetlands. I feel that UDOT needs to do further research and resubmit the DEIS with ALL the impacts.

Comment 1298

Response
Section in
Chapter 32



32.11.1A
32.1.2A

Comment #: 1298

Date: 9/6/2013

Source: Website

Name: Brad Peterson

Location: Farmington

Comments:

Utah has some of the worst air in the country. Yet, we are willing to build a new freeway to encourage people to drive more, thus creating more pollution? We all breath the same air, let's please reconsider the need for this freeway.

Comment 1299

Response
Section in
Chapter 32



32.2.13C

Comment #: 1299

Date: 9/6/2013

Source: Website

Name: Brad Peterson

Location: Farmington

Comments:

Upon moving here to West Farmington, I have discovered the winds here are very strong and very frequent. Has UDOT considered the wind out here? Has there been sufficient research on the wind patterns in West Farmington? Would this really be a safe place for a freeway?

Comment 1300

Response
Section in
Chapter 32



32.31I

Comment #: 1300
Date: 9/6/2013
Source: Website
Name: Brad Peterson
Location: Farmington

Comments:

I am deeply troubled to hear of the possibility of a Clark lane interchange? Does UDOT realize there is an elementary school RIGHT on Clark Lane? I can't believe that it would even be considered! I am appalled, please reconsider this option. Also, why was it not included in the costs when comparing the Glovers lane to Shepard Lane? Please redo the analysis with the full scale of what is intended to be built, THEN compare the impacts of the two choices.

Comment 1301

Response
Section in
Chapter 32



32.2.1H

Comment #: 1301
Date: 9/6/2013
Source: Website
Name: Brad Peterson
Location: Farmington

Comments:

I demand that IF this freeway is to be built, that it has the same guidelines that Legacy has (except with no expiration date). Meaning, there be sound reducing pavement, sound walls, special lighting, no trucks, lower speed limit and that billboards be banned.

Comment 1302

Response Section in Chapter 32



Comment #: 1302
Date: 9/6/2013
Source: Website
Name: Ann Evans
Location: Farmington

Comments:

Additional Comments/Recommendations:

- 32.1.2I - Present the estimated lost productivity for the Alternatives in terms of per user per day, rather than the total per day and be consistent in both the Purpose and Alternatives sections in how the data is presented.
- 32.1.2I - Show Lost Productivity estimates for both the No Action and other Alternatives for years 2020, 2025, 2030, and 2035 in addition to 2040.
- 32.1.2I - Identify desired user delay/lost productivity thresholds and feasibility/reasonableness criteria for evaluating the different proposed alternatives. Just stating user delay will be reduced by some percentage by building a new road without an understanding of a desired user delay does not justify the need and not having feasibility/reasonableness criteria makes it impossible to justify the cost. For example, one can't determine the reasonableness of spending \$600 million dollars to reduce user delay/lost productivity by \$0.29 /day without knowing what "reasonable" means. Given the detailed feasibility/reasonability analysis that was provided in the WDC DEIS to show that "noise-abatement measures were not warranted or proposed for any of the proposed alternative", it seems reasonable that a similar feasibility/reasonability analysis would be provided for the entire project.
- 32.24A - Do not include the Local Shepard Lane I-15 Interchange in the evaluation of the Shepard Lane alignment in the WDC EIS. The impact of a Local Shepard Lane I-15 interchange should be evaluated in a separate EIS. Including it for the Shepard Lane alignment but not for the Glovers Lane alignment is inconsistent.
- 32.1.1B - Rather than show detailed results from the travel demand model for the various alternatives where the variations are well within the margin effort of the model, simply state that the model showed the options were statistically equivalent.
- 32.27N - Assume the mitigation for the DR&G trail at Shepard Lane would be to reroute the trail through an underpass - similar to the mitigation used for the DR&G trail at Parrish Lane and the mitigation proposed for the Glovers Lane alignment. Update associated Section 4(f) impacts accordingly. Provide objective analysis and criteria to justify the "visual and noise impacts" comment regarding the proposed re-routing of the DR&G trail at Shepard Lane if the mitigation remains as presented in the DEIS.
- 32.27O - Re-evaluate the section 4(f) impact to the Skater Park and the associated proposed mitigation - simply "replace the sign" does not address the impact to the ball field spectator seating area. Also, please provide an explanation as to why this Public park was treated as less important than the Private Oakridge Country Club in terms of the preferred option determination in the DEIS.
- 32.2.13C - Include the trail that connects Farmington (starting at Skater Park) to Centerville along the east side of the frontage road in the list of Section 4(f) recreation areas associated with the WDC and provide for appropriate mitigation.
- 32.27P - Please provide objective analysis associated with the determination that the Shepard Lane option would divide close-knit neighborhoods.
- 32.5.1H - Please provide impact analysis of Glover Lane interchange lighting on neighborhood directory east of proposed Interchange - would options other than high mast lighting be feasible? If high mast lighting is only option, what will the impact be on the adjacent neighborhood?
- 32.18C
- 32.18B

Comment 1303

Response Section in Chapter 32



Comment #: 1303
Date: 9/6/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

- 32.2.13C I just wanted to bring up my concern about the winds in West Farmington. The winds here are pretty powerful and quite frequent. Has UDOT analyzed wind patterns here? Has UDOT officially examined and researched the wind in West Farmington? It can be quite scary at times. Would putting a freeway out in this wind zone be safe? Especially for heavy trucks going 65+ mph?

Comment 1304

Response
Section in
Chapter 32



Comment #: 1304
Date: 9/6/2013
Source: Website
Name: Boni Peterson
Location: Farmington

Comments:

I am concerned about gas prices. As they continue to increase, I believe it will be unbearable. Thus, the public will demand better and more affordable mass transit. Wouldn't it be wise now to try to address this, by improving mass transit now, rather than wait until the gas prices are so high, that the public demands more in mass transit? Studies have shown that when gas prices jump that driving decreases. Has UDOT seriously considered this scenario?

32.1.2H
32.2.1A
32.2.1J
32.1.2H

Comment 1305

Response
Section in
Chapter 32



Comment #: 1305
Date: 9/6/2013
Source: Website
Name: david haeffner
Location: salt lake city

Comments:

The Great Salt Lake Wetlands are very important to to ecology of Utah. It would be unethical and immoral to destroy these lands for another highway. Utah already has plenty of highways. If reducing traffic is that much of a concern, it is advised to increase public transportation availability and decrease the cost of such transportation(even if doing so requires more tax dollars.)

32.14.3A
32.1.2A
32.2.1A
32.2.1J

Comment 1306

Response Section in Chapter 32



Comment #: 1306

Date: 9/6/2013

Source: Website

Name: Don Ries

Location:

Comments:

The West Davis Corridor should not be built. No one has ever eliminated traffic congestion by building more roads. The axiom of "If you build it they will come", is true for roads. The more roads the more sprawl, development and hence congestion. The governor has rightly stated that we need to drive less to improve our air quality. Building this road will only encourage more driving. The alternative is to improve current roads, increase mass transit routes and make it convenient and inexpensive. Would I pay a higher gas tax to improve mass transit? In an instant. I can do things to use less gas if the price is to high. I can't tell a child with asma to use their inhaler less because it costs too much. Please, look at other options. You are the Utah Department of Transportation, not the Utah Department of Road Construction.

The other main reason not to build this road is the environmental impact on the Great Salt Lake and its adjacent wetlands. These are irreplaceable, world class sites. They do not need anymore intrusion. Our environment is much too precious to pave it over. Your EIS has not taken into account the synergistic effects of all the different causes of damage to the wetlands by all the various factors. One factor alone would probably not be terribly harmful. But all together they are a disaster for the environment. Please stop the nonsense, do not build this road.

Sincerely yours,

Don Ries

32.1.2B
32.23A
32.2.2H
32.2.1A
32.2.1J
32.11.2A
32.14.2H
32.2.3A

Comment 1307

Response Section in Chapter 32



Comment #: 1307

Date: 9/6/2013

Source: Website

Name: George Rampton

Location: Springville

Comments:

I do not want the WDC at all-period! I would strongly advocate the "Shard Solution". Not only would the birds be happier, but for once we the people would as well - if no WDC were ever to come to fruition...

Please stop this/defund it. It is egregiously bad !

32.2.3A
32.2.1G
32.2.3A

Comment 1308

Response
Section in
Chapter 32



Comment #: 1308
Date: 9/6/2013
Source: Website
Name: George Rampton
Location: Springville

Comments:

My wife & myself are BOTH strongly against the WDC...

Please reconsider, and especially so with regard to the SHARED SOLUTION as a viable alternative to both we humans as well as the wetland birds, etc.

Sincerely, think this through. We really do not need any WDC - period !

Thank you.

32.2.3A
32.2.1G
32.1.2A
32.2.3A

Comment 1309

Response
Section in
Chapter 32



Comment #: 1309
Date: 9/6/2013
Source: Website
Name: April Anderton
Location: Farmington

Comments:

Violation of Department of Transportation Act, Section 4(f) "WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails. The Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Federal law protects the trails and the conservation easement from highway development according to Federal Highway Administration regulations. UDOT can only impact this land if Farmington City agrees in writing that there is no impact, after Farmington City hears public comment. THESE ARE NOT "DE MINIMUS" IMPACTS!!! Where is the need for this freeway???? We want to see the studies done on the need for this freeway!! Who conducted them ect.

32.27A
32.10H
32.27A

32.1.2A
32.1.2F

Comment 1310

Response Section in Chapter 32



Comment #: 1310
Date: 9/6/2013
Source: Website
Name: Pamela Cheney
Location: Syracuse

Comments:

32.31R

Kudos to the US Interior Department Of Transportation for the "no-Build" letter.

Our home is right near the wetlands and time spent wandering there and many other areas near by is something few folks get pleasure from. Possibly because they see it as a smelly, buggy adventure.

What they don't see are the many beautiful birds. Big birds, loud birds, and the wonderful expanse of nothing but wild life.

32.31D

The road that leads off directly west from Gentile street at one time was just a nice little gravel road.. After it was paved I saw nothing but people's trash and alcohol bottles and cans tossed out. This is still the case and that tells me and many other walkers, bike riders etc. to be on the lookout. They frequent 3000 West and the cars go past at a furious pace. Exceeding the posted speed limit to great extent.

My point is that how many other roads will be built out in those areas to get UDOT to see the devastation, trash, and loss of the annual and migrating birds and water foul?

32.2.1A

We have built the Light Rail to Alleviate some of the road issues, hopefully along with the Pollution problems. Why not continue in that direction and make it easier for folks to get on and off by adding more stops?

32.2.3A

Save our wetlands and air quality!

Thank you,

Pam Cheney

Comment 1311

Response Section in Chapter 32



Comment #: 1311
Date: 9/6/2013
Source: Website
Name: Emily Thompson
Location: Farmington

Comments:

I heard an interesting news brief this morning...the races on the Salt Flats had to be cancelled because of the rain from this weekend. It has made the flats a watery mess. How timely that I heard that story because it reminded me of something else I wanted to address regarding the WDC.

32.2.13C

I live on Prairie View Drive, and if the WDC goes in where UDOT has proposed, then I will be having that monstrosity is my "backyard". My neighbors 4 doors down from me WILL literally have it in their backyard, a mere 30 feet from their home.

32.15A

We have natural ponds that form from runoff 3/4 of the year in our "backyard". The area where we live is FULL of alkaline fields...better known as "Salt Flats". IF the WDC goes in where UDOT has planned, then my home, and all of my neighbors homes as well, WILL BE in Danger of flooding!! When the water that would normally be allowed to "pool" in the natural landscape is blocked up and diverted because of the raised freeway, it will go into our yards and homes. UDOT will be looking at more lawsuits than it can manage when all of us who are flooded out contact our attorneys.

If the Great Salt Lake Salt Flats can't absorb a rainstorm, what makes you think that the landscape of the natural wetlands that are full of alkaline fields can handle the change in the way water flows with a new road restricting it's pattern?

32.2.3A

IT WILL BE A PROBLEM!!

DON'T PUT THIS ROAD THROUGH OUR WETLANDS!!

Comment 1312

Response Section in Chapter 32



Comment #: 1312
Date: 9/6/2013
Source: Website
Name: Emily Thompson
Location: Farmington

Comments:

I live on Prairie View Drive.

My street was aptly named. We do have a prairie view. And the most amazing sunsets that can be experienced outside of an unobstructed bench view. The only things blocking our view of the amazing sunsets each night are the power lines.

Do you know why we have such amazing views?

Because this is WETLANDS. We have un-buildable land behind us. We have birds of all kinds that visit our natural pond in the backyard. In the migrating seasons, we have highly unusual birds for this area that come to the shallow pools in the fields behind us. We are on the shores of the GSL...as close as we can be, that is.

Now, UDOT wants to come and build an enormous freeway and destroy our quality of life as well as the waterfowl that call this area home year round as well as during the migration seasons.

Last February, when the demonstration was held along Glover Lane, I went and took pictures of the area. A mere 200 feet away, in a tree, were 2 Bald Eagles. Do you think that those Bald Eagles will understand the the freeway is "out of their preserve"? Do you think they will understand that if they take off from catching prey within 10 yards of the freeway, that they will likely be hit by a diesel as it drives by?

What will you do then?

Now, I can't stop you from ruining my prairie view by putting a freeway in my "backyard", a mere 100 feet from my backyard, but I can sure tell you that you are going to RUIN MY VIEW for the sunsets. But I guess no one cares about that.

Do we need this freeway? NO!! There are other options and taking over Conservation Easements that the city has put into place to protect it's residents and quality of life is WRONG!!!

32.2.13C

32.14.2B

32.18A

32.2.13C

32.1.2A

32.3E

Comment 1313

Response Section in Chapter 32



Comment #: 1313
Date: 9/6/2013
Source: Website
Name: Heather Clark
Location: FARMINGTON

Comments:

I live near Glover Lane in Farmington and am opposed to the Glover Lane option for the West Davis Corridor.

The Farmington Bay Bird Refuge is an extremely important wetlands area for the migratory bird population. On the maps we received in the mailings to our home, there was text right over the bird refuge, so we could not even tell where the road curved exactly. To us, it appeared that while the road bordered the refuge, it would only take out a small portion. (Hard to tell with the words right over the curve in the road!) Even if it doesn't take out any of the wetlands, the pollution and noise of the freeway has got to disturb the eagles and other birds that nest in this one of a kind location.

Another concern which was not addressed was the lack of an interchange anywhere in Farmington. Rumors are now that a Clark Lane interchange will be planned during construction. Whether or not the rumors are true, I find it hard to believe that there would be 10 miles between interchanges!!! The cost of a Farmington interchange and ALL interchanges MUST be included in the EIS to get a true comparison with the Shepherd Lane option.

Another concern I have is the fog that is frequently around West Farmington during the winter. I work at Eagle Bay Elementary on Clark Lane in Farmington. My commute takes me down either Glover Lane or Clark Lane. There are times during the winter months when we are prone to fog, that I can't see more than a tenth of a mile in front of me. I have to creep along at a very slow speed. This isn't a one time occurrence ---- it happens several times a year. The fog intensifies the further west you travel. A high speed road through this area is a disaster waiting to happen.

Another concern is the seemingly preferential treatment received by the Oakridge Country Club. News media reported that the damage done to one hole of the golf course was equated to almost 400 homes being destroyed. Either someone at UDOT owns a share in Oakridge or there is some ridiculous accounting happening here.

Finally, I did attend the information meeting at the Davis County Fairgrounds. I couldn't make any sense of the maps until someone told me they were old. Really? Was this EIS study done with current information? Was it just the maps at the public meeting that were old. If so, it was a lousy and sloppy move on the part of UDOT.

32.2.13C

32.2.13C

32.31I

32.24A

32.2.13C

32.2.13C

32.30C

Comment 1314

Response
Section in
Chapter 32



32.2.3A

Comment #: 1314

Date: 9/6/2013

Source: Website

Name: Patricia Kennington

Location: Centerville

Comments:

Hi,
I am writing to let you know of my opinion of the Legacy Freeway expansion in the Syracuse area. I am opposed to cutting into any more of our beautiful Davis County areas to build another noisy, ugly highway. Let's maintain what we have and keep our neighborhoods and cities free from the noise/air pollution and busyness of another large roadway.

Thank you,
Patricia Kennington

Comment 1315

Response
Section in
Chapter 32



32.1.2B

32.2A

Comment #: 1315

Date: 9/6/2013

Source: Website

Name: Michael McBride

Location: Syracuse

Comments:

I wanted to comment about the article in the newspaper today about the US Dept of Interior's position on the West Davis Corridor. The "No Build" option is short sighted and does not consider the current traffic congestion or the future in West Davis County. I-15 is already over loaded every afternoon, even if the traffic could get to it or from it without backups. Widening east-west routes will impact more homes and businesses than building a new corridor. UDOT should not let the environmentalists in the current Interior Dept of this administration to influence the decision of whether or not to build another West Davis Highway.

Comment 1316

Response
Section in
Chapter 32



32.31R
32.14.2H

Comment #: 1316
Date: 9/6/2013
Source: Website
Name: Jan Ellen Burton
Location: SLC

Comments:

Despite a negative from the federal government, I saw on the news that UDOT is going ahead with plans for another highway in West Davis County. Why is such a highway even being considered, when the flyway is so important to both North and South America? Isn't this what the fight was about when the Legacy highway was built? Is there no one in UDOT aware or sufficiently flexible to grasp the concept that it is a bad idea to run a highway through the bird migratory lands?

Comment 1317

Response
Section in
Chapter 32



32.1.2A

32.2.1J
32.2.1A

32.2.3A

Comment #: 1317
Date: 9/6/2013
Source: Website
Name:
Location:

Comments:

Please reconsider whether building an additional freeway in West Davis is the best solution for commuters' needs. I live in SLC and work in Orem. I hated commuting by car until Frontrunner started. Many of my coworkers and students now take public transportation because 1. gas prices are high, 2. it brings more peace of mind than driving, 3. parking is often a hassle and an additional cost. More convenient transfers and train scheduling would be so much more beneficial to commuters than additional freeway that will put more cars on the road. Please think of the future. Doesn't Utah want to be known as the state that took the more difficult path, but worked to improve the air quality and the quality of the peoples' lives, as well as help to preserve the Great Salt Lake as one of the most important stages in the world for migratory birds? Or do we want to follow in the footsteps of Los Angeles and other cities where it is too late to convert to a feasible mass transit system? It's not too late now, but it soon will be if Utah keeps taking the easy route of building more freeways.

Comment 1318

Response
Section in
Chapter 32



Comment #: 1318

Date: 9/6/2013

Source: Website

Name: Fawn Morgan

Location: Fruit Heights

Comments:

32.2.1G

Supporting the Shared Solution meets the health concerns, environmental recommendations and transportation needs of Davis County residents, Farmington City, Physicians for Healthy Environment, Utah Birders, Nature Conservancy, Save Utah, the US Dept of the Interior, Office of Environmental Policy and COMPLIANCE. We all ask UDOT to FUND the Shared Solution as a viable alternative to protect the wetlands of Farmington Bay! Your constituency speaks.

Comment 1319

Response
Section in
Chapter 32



Comment #: 1319

Date: 9/6/2013

Source: Website

Name: Bob McRae

Location: Farmington

Comments:

32.2.1G

Please give the Shared Solution a chance. If there is an the potential to avoid building another freeway in close proximity to neighborhoods, schools and rare wildlife habitat, why would we not explore it? However, if it comes down to a handful of homes vs irreplaceable habitat, relocate the people. Homo sapiens have proven to be adaptable to almost any environment. Wildlife depends on its environment for food, shelter and protection. We can build houses just about anywhere.

32.31D

Comment 1320

Response
Section in
Chapter 32



Comment #: 1320
Date: 9/6/2013
Source: Website
Name: Spyros S. Manes
Location:

Comments:

I wish to add my support to the groups and individuals which support the "no build option". Also wish to endorse the recent U.S. Dept. of Interior findings as were reported in local newspapers.

I believe the millions spent on the this segment of roadway would be better used to lower mass transit fares and make it more rider friendly.

It is time to save as much farm ground and wildlands as possible, not build more roads.

thank you

32.2.3A
32.31R
32.2.1J
32.2.3A

Comment 1321

Response
Section in
Chapter 32



Comment #: 1321
Date: 9/6/2013
Source: Website
Name: Gordon Todd
Location: Farmington

Comments:

I am opposed to the proposed West Davis Corridor as a solution to our transportation needs. I was in the new Farmington City Offices Building the other day and noticed the large beautiful paintings on the walls in the main lobby. The subject of the artwork was the beautiful physical environment of the area we live in. The wetlands and the views to the west. How ironic that we are planning on building a freeway through these areas. I'm opposed to this solution. However, I believe an even bigger issue, as much as I feel it would be a tragedy to destroy the wetlands, is how un-progressive it is to deal with our transportation challenges by building more roads/freeways. There is so much new, progressive thinking on this subject of transportation that I believe we are missing a golden opportunity to move in new directions, to set a new course that would benefit our lives and the lives of future generations. I can't imagine the planners of the proposed West Davis Corridor are energized by the "business as usual" approach of new roads and freeways. It's time to set a new course. Because of this, I support the "Shared Solution" and ask that UDOT follow the recommendations of the US Department 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.

32.2.3A

32.2.1G
32.31R

Comment 1322

Response
Section in
Chapter 32



32.2.1G

Comment #: 1322
Date: 9/6/2013
Source: Website
Name: Emily Mellor
Location: Farmington
Comments:
Please don't build this freeway!!! Consider the shared solution!
<http://www.sharesolution.org/>

Comment 1323

Response
Section in
Chapter 32



32.2.3A

32.2.1A

32.2.1G

32.31H

32.2.3A

Comment #: 1323
Date: 9/6/2013
Source: Website
Name: Mark Norton
Location: Salt Lake City
Comments:
I think that no additional highway should be built.

There are other alternatives that are much less environmentally damaging that were never even explored by UDOT in the draft EIS.

The additional alternatives beyond the no action alternative in the draft EIS should not be just different alignments of a highway.

They should have explored alternatives such as improving mass transit, decreasing need for people to commute, etc. Those would be alternatives.

Such being said, I believe the assessment of the costs in the draft EIS are flawed and biased. The true costs of the negative environmental impacts were not validly calculated.

I do not support further destruction of wetlands, farmland, open space as well as increased air and water pollution that would be created by building the West Davis Corridor.

Comment 1324

Response Section in Chapter 32



Comment #: 1324

Date: 9/6/2013

Source: Website

Name: Diana Vos

Location: Salt Lake City

Comments:

To Who It May Concern:

I would like to put forth the following comments regarding UDOT's Choice of the Glovers Lane option for the West Davis Corridor.

1) First of all, I do not support a new highway at all and think the "Shared Solution" direction should be pursued.

2) If an option has to be chosen, I think the Glovers Lane option is definitely not the least environmentally damaging practicable alternative.

3) The draft EIS is flawed in several ways. For instance, the method to rate the quality of wetlands being impacted is extremely subjective.

4) There is no way to mitigate for the destruction of the grove of cottonwood trees along Farmington Creek just north of Glovers Lane and Shirley Rae Rd. The Bald Eagles regularly roost in these trees during the winter. There is no other place near where the wintering Bald Eagles feed at Farmington Bay WMA that UDOT could replace 60-80 or so year-old cottonwoods along a creek in the area. Another space such as that does not exist. Any remaining cottonwoods south of Glovers Lane along Farmington Creek would no longer be used by the Bald Eagles because they would be too close to the highway.

5) The draft EIS give no indication of what percentage of wetland acres will be destroyed. They give a value, but this may be a great portion of our already limited wetland habitat in our state. Utah contains only 1% land area as wetlands, and most of those wetlands exist along the eastern shore of Great Salt Lake. Wetlands in the west are extremely valuable since they are so limited.

6) These wetlands on the shore of Great Salt Lake offer irreplaceable stop-over and breeding habitat for numerous migratory birds. Any loss of this invaluable habitat could have significant negative impacts on those species. Though much of the wetland habitat of the area has been impacted by human activity as the draft EIS states, this is ALL the wetlands that we have. If these are all the wetlands we have then that is what we need to preserve, whether they have been impacted by humans or not. To degrade them even more with a highway is a crime.

7) Species affected for example would include American White Pelicans that fly from Gunnison Island to feed. This population of breeding pelicans on Gunnison Island represents significant portion of the total breeding population of pelicans in North America.

7) Besides not accurately valuing the wetland habitat that would be directly impacted, the draft EIS also did not correctly calculate the indirect impacts to the surrounding wetland habitat. The footprint beyond actual highway would be far greater than the 300 feet distance used to assess impacts to wildlife and wetland habitat.

8) A highway over Farmington Creek would have severe negative impacts to the water quality downstream that flows into the wetlands of the Great Salt Lake Nature Center (part of the Farmington Bay WMA). This could seriously affect the wetlands there and the species over 60 species of wetland birds that nest there (plus the over 140 more species that pass through during migration.)

Comment 1324 (continued)

Response Section in Chapter 32



32.14.1D

32.5.2C

32.14.3A

32.31D

32.5.1A

32.14.2I

32.2.13C

32.11.1A

32.2.2H

32.2.1J

32.2.1G

32.31O

32.31T

9) In the draft EIS a scenario of increasing water levels is examined in assessing impacts to wetlands in the area. They should have instead looked at a scenario of decreasing water levels as our region is being greatly impacted more and more over time by global climate change. Wetland habitat is going to become more and more scarce as our climate gets hotter and hotter. This summer for example in Utah was the hottest on record.

10) Numerous members of the public use the regions wetland habitat out here to recreate -- hunting, bird-watching, hiking, bicycling, photography, retreat, etc.

11) The areas wetland habitat with healthy wildlife populations not only benefit those who "use" the area. Everyone in the state benefits from the ecological services such areas provide in terms of clean air and water and open space that increases the quality of life for everyone in Utah.

12) Those living in the homes along the alternate Shepard Lane route were forewarned years ago about the potential loss of their homes. Homes are replaceable, wetlands and farmland is not.

13) It would be a shame to split the Nature Conservancy wetlands preserve in Layton down the middle with either plan. If a highway has to be built it should circumvent such valuable wetland habitat.

14) The Glovers Lane option would be miles long with no exits. This is not a good situation for emergencies.

15) We already have extremely poor air quality in this state and in this region. We should be doing everything possible to discourage more driving. We should be spending the state's tax dollars on improving mass transit options, creating opportunities locally so people don't need to commute, teaching people to be better stewards of the land for future generations of Utahns.

16) These comments pertain mainly to the wetlands habitat impacts of the Glovers Lane option. I did not even have time to go through all the other sections of the draft EIS, but I would guess the negative impacts on water quality, noise, air quality, habitat fragmentation etc. have not been realistically determined. I believe that the results are biased towards building a highway. It seems odd that UDOT would be carrying out the research to put together the draft EIS instead of an independent body of scientists. It's like letting the fox guard the hen house.

Comment 1325

Response Section in Chapter 32



Comment #: 1325
Date: 9/6/2013
Source: Website
Name: Shane Prescott
Location: Farmington

Comments:

- 32.30A I am going to try and make a comment here that hopefully will make a difference somewhere, although I highly doubt that it will make a difference at this point.
- 32.5.2C I live in west Farmington in the Ranches. I am an avid outdoorsman and duck hunter. One of the main reasons that I moved into my home almost six years ago is because of the access to the wetlands west of the Ranches. I can walk straight west from my house and be in a duck hunting area in less than 10 minutes....WALKING!
- 32.10H With the proposed road going where it is I will have no access to use these waters (ponds, streams and marshland). I don't care how this land is characterized by you, it is wetlands. There are hundreds and hundreds of ducks out here ever fall, winter and spring. I will now have to walk over a freeway to get to these lands? Great.
- 32.5.2C I know you have heard from homeowners about values and environmentalists and everyone... but what about the people that go out there every day after work in the fall to use the land unencumbered by roads?
- 32.1.2A This road is an embarrassment for everyone that lives out here. There SHOULD NOT be a road at all and especially not the Glovers option.
- 32.2.3A What happened to open space?
- 32.2.13C If you have to have a road it should go where it affects the environment the least and that is the north option near Shepheard Ln WHERE IT WAS PLANNED TO GO FROM THE BEGINNING! People sold lots and built houses where they should never have gone...
- 32.5.1A You have heard all of this and it obviously doesn't matter. You are going to put the road wherever you want, but for the record as a home owner and outdoorsman, I think NO ROAD is the best option followed by the Shepheard Ln option.
- 32.2.3A Senator Adams will win and the road will go in, but it shouldn't.
- 32.2.13C Thanks,
- Shane Prescott

Comment 1326

Response Section in Chapter 32



Comment #: 1326
Date: 9/6/2013
Source: Website
Name: Mollee Steele
Location: Farmington

Comments:

- 32.2.13C I live near where the WDC would go through Farmington and of course, deeply oppose it and will continue to do so with all of my might and resources. My question is why this freeway is going through Farmington at all? It doesn't help us in any way and more importantly hurts us a great deal. This montrosity would affect ALL of the West side residents of Farmington as well as many more school children, businesses and wildlife. What's in it for us to except pollution, asthma, copd and the list goes on? NO FREEWAY. MASS TRANSIT. SHARED SOLUTION.
- 32.1.2F
- 32.2.13C
- 32.2.3A
- 32.2.1A
- 32.2.1G

Comment 1327

Response
Section in
Chapter 32



Comment #: 1327

Date: 9/6/2013

Source: Website

Name: Jeffrey Brady

Location: Ogden

Comments:

I am seriously opposed to building additional highways in Utah. For parts of the year we have some of the worst air quality in the world, exceeding major pollution centers such as Beijing. The emissions from automobiles contribute substantially to the poor air quality in Utah. Building additional highways/freeways will only exacerbate the problem. I would like to know my children can grow up in a community that doesn't increase their risk for respiratory problems. Even if it takes me 15-30 minutes longer to get to work on a commuter train or bus, I would prefer that over additional highways being built.

32.2.3A
32.11.1A
32.2.3A
32.2.1A

Comment 1328

Response
Section in
Chapter 32



Comment #: 1328

Date: 9/6/2013

Source: Website

Name: Cindy Wilde

Location: Sandy

Comments:

protect the wetlands of Farmington Bay!

32.14.3A
32.31D

Comment 1329

Response
Section in
Chapter 32



Comment #: 1329
Date: 9/6/2013
Source: Website
Name: Cindy Wilde
Location: Sandy

Comments:

32.2.3A

Save the wildlife and farmington bay no new roads the current freeway is fine

Comment 1330

Response
Section in
Chapter 32



Comment #: 1330
Date: 9/6/2013
Source: Website
Name: Eva Isaacson
Location: Farmington

Comments:

32.31R

32.2.13C

32.14.2B

32.2.13C

32.5.1A

I am opposed to the Glover Lane option for the reasons the Interior Department is opposed, as well as for health, property value and quality of life issues:

We have large numbers of Bald Eagles that choose to spending their winter days all day in the trees here in our neighborhood along Farmington Creek. If the Glover Lane option goes through, it would completely separate the birds from our neighborhood. This is the national bird! What good does it do to have a national bird if we don't respect it and protect it from something we can control such as building a noisy, pollution-laden freeway that divides it from its chosen day refuge? I also oppose the Glover Lane option because it those of us who live here paid full price for our land, believing it to be a wise investment in our family's future, whereas a homeowner along the Shepard Lane route told me that the homeowners up there got a discount on their property because of its proximity to the freeway corridor. It is unjust to expect those of us who paid for a wise, semi-rural home investment to now be required to pay the piper for those who figuratively "built their houses upon the sand."

Comment 1331

Response
Section in
Chapter 32



Comment #: 1331
Date: 9/6/2013
Source: Website
Name: Deanna Steele
Location: Syracuse

Comments:

I am a resident of Syracuse, UT. I'm seriously concerned about the proposed route for the West Davis Corridor.

My children attend Syracuse Arts Academy. The proposed path for the corridor will leave our school entangled by on and off ramps and an overpass. I'm already concerned about the air quality in this area...particularly in the winter. We live 1.5 miles from the school. We are trying to do our part to reduce emissions by having our children walk. Just yesterday, our school had a "SNAP" presentation from representatives from UDOT. The kids were encouraged to walk and ride bicycles to school. Please, don't limit safe passage to school for our children. Please, consider how air quality at our school will be specifically affected.

I would love to see options for improved and extended bus routes. We love the Frontrunner. My husband used the train to commute to work. He works from home now. We're trying as a family to keep our vehicles off the road where possible. I would love to see a proposal from UDOT that addresses the needs of population growth in West Davis County with alternative, environmentally, responsible transportation.

Please, don't send a four-lane highway through our community.

Thank you.

Deanna Steele

32.2.13G

32.11.1A

32.2.1A

32.2.1G

32.2.3A

Comment 1332

Response
Section in
Chapter 32



Comment #: 1332
Date: 9/6/2013
Source: Website
Name: J. Cannon
Location:

Comments:

I certainly do not agree with having a major freeway interchange right next to an elementary and Jr. High school! The kids who attend Syracuse Arts Academy deserve to have an environment free from so much traffic, congestion, pollution and noise. The other route would put the freeway much farther west and avoid the impact to the school.

Thank you.

32.2.13G

Comment 1333

Response
Section in
Chapter 32



32.2.1G
32.31R

Comment #: 1333

Date: 9/6/2013

Source: Website

Name: Shane Thomas

Location: Farmington

Comments:

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

Comment 1334

Response
Section in
Chapter 32



32.2.3A
32.11.1A
32.12A
32.2.1A
32.14.2H

Comment #: 1334

Date: 9/6/2013

Source: Website

Name: Christopher R Jones

Location: Salt Lake City

Comments:

I am opposed to building another highway that will bring more development and more air pollution to the Salt Lake valley. We don't need more people, more cars, and more pavement. What we need is a better quality of life.

If increased transportation is deemed critical to Davis County then we need to consider the impact on Salt Lake County's air pollution and noise future. Instead of looking backwards to the single-occupancy automobile as the only option we need to think in a forward-looking way to innovative mass transit solutions that synergize with other transportation options such as urban bicycle programs.

If, in the end, the US Army Corps of Engineers and the Federal Highway Administration agree to put down yet more pavement then at the very least the concerns of the US Department of Interior's Fish & Wildlife Agency recommendations that the impact on wet lands and birds (which is a negative impact on human quality of life as well) needs to be heeded by making the road as small and as far from the last undeveloped and unprotected wildlife habitats on the Salt Lake's east shore as possible.

Comment 1335

Response
Section in
Chapter 32



Comment #: 1335
Date: 9/6/2013
Source: Website
Name: Jason Steed
Location: Syracuse

Comments:

I've been actively involved in soliciting feedback on the proposed West Davis Corridor. Many citizens are surprised when they hear of the scope and size of the proposed freeway. The west side of Davis County needs a road, but we don't need what UDOT's proposing: A 250-ft easement freeway with no restrictions on speed, billboards and overpasses through rural towns. It will behoove UDOT to address these concerns and propose an alternative that involves smarter use of existing corridors, dedicated commuter lanes, a better connecting road possibly along Bluff, collector lanes, fewer 25-foot overpasses, and other community-dividing quality-of-life-diminishing features. UDOT's own studies presented in July show how the freeway would only be at 40% capacity during peak travel times in 2040. No wonder your noise and pollution studies are within normal range since an over-built road would be underutilized. I believe UDOT would gain a lot of public support if these concerns were addressed.

32.2.1G
32.2.1A
32.2.1A
32.2.1I
32.2.2G

Comment 1336

Response
Section in
Chapter 32



Comment #: 1336
Date: 9/6/2013
Source: Website
Name: Gaylene Dawes
Location: Salt Lake City

Comments:

This highway is a waste of our money, time and resources. Just think of the many other ways these resources could be used. We can not continue to waste our precious commodities in times of recession and security threat. Please continue this discussion with your constituents.

32.31L
32.2.3A

Comment 1337

Response
Section in
Chapter 32



Comment #: 1337

Date: 9/6/2013

Source: Website

Name: Shiree Martin

Location: Syracuse

Comments:

I recently moved to Syracuse and chose my location because of the distance from the freeway and the surrounding farmland. Every morning while taking my kids to school I point out the beautiful farms that we pass. I truly enjoy the trail system that Syracuse City has created and often ride my bike on the trails. Also, my children are students at the Syracuse Arts Academy. Each of these things are part of the reason that I LOVE where I live. The West Davis corridor has the ability to change all of that quite negatively. I don't want it. I don't think it's good for our community. I don't think it is good for the surrounding wetlands.

32.2.13G
32.2.3A

Comment 1338

Response
Section in
Chapter 32



Comment #: 1338

Date: 9/6/2013

Source: Website

Name: Gail Prims

Location: Layton

Comments:

As a resident of West Layton, I would like you to know that I am strongly opposed to the construction of the West Davis Corridor. From all that I've read, I just don't see the need for a freeway of this size. Please follow the recommendation of the US Dept of the Interior and fund the Shared Solution. Let's protect our wetlands and farmlands!

32.2.3A
32.1.2A
32.31R
32.2.1G

Comment 1339

Response
Section in
Chapter 32



Comment #: 1339
Date: 9/6/2013
Source: Email
Name: Natalie Larason
Location: Farmington

Comments:

Utah needs to start addressing the growth in population and transportation needs in a smarter and more responsible way. Our air quality is bad, especially in Davis County. We have an awesome Front Runner station only 2 miles from our house that could potentially play a huge role in helping Utah cut down on the congestion on our freeways and emissions being release. We need to push this type of alternative over just building another freeway. We have been asked by your office to carpool, drive less, and use mass transit yet our own state's transportation department wants to build yet another freeway to make it too convenient for people to drive their cars. We live in a beautiful county and state but this is always being lessened due to building large intrusive freeways instead of being creative and thinking of smarter solutions like the Shared Solution that is being presented. Make the right choice. Keep my community clean, quiet, and a nice place to live.

32.11.1A
32.2.1A
32.2.2H
32.2.1G

Comment 1340

Response
Section in
Chapter 32



Comment #: 1340
Date: 9/6/2013
Source: Website
Name: Emily Jensen
Location: Farmington

Comments:

There is a park near our home that will be impacted by the Glover's Lane route, if you change the frontage road, please make it safer for children, by including a bike path/sidewalk along the frontage road. And I am not happy about the impact on wildlife out in southwest Farmington, it is a beautiful environment that can only be harmed by a road.

32.5.2B
32.2.13C

Comment 1341

Response
Section in
Chapter 32



32.2.3A
32.2.1A

Comment #: 1341
Date: 9/6/2013
Source: Email
Name: Jennie Frey
Location:
Comments:
There has got to be a better solution than building a massive freeway through communities. A solution that would encourage public transportation and one that would enhance communities instead of damaging them.

Comment 1342

Response
Section in
Chapter 32



32.1.2A
32.2.1G

Comment #: 1342
Date: 9/6/2013
Source: Email
Name: Dr. Gerald Rampton
Location: Mapleton
Comments:
Because we DO NOT need this Corridor-period! Also, because we need to look at the "Shared Solution" as the best & cheapest alternative !!!

Comment 1343

Response
Section in
Chapter 32



Comment #: 1343

Date: 9/6/2013

Source: Email

Name: Rebecca Berry

Location: Farmington

Comments:

I have lived in Davis County my entire life. I recently bought a new home in Farmington. If built, the WDC would be within 1/4 of a mile of my home and where my children play and go to school. I am concerned for their health safety and do not support this road. Governor Herbert, there are better options available than building this road thru Farmington and its protected wetlands. If you are serious about having more Utahans taking part in mass transit, if you want to help our air quality and save tax payers millions of dollars-then you will stop this road before it even starts!

32.2.13C
32.2.2H
32.2.1A
32.2.3A

Comment 1344

Response
Section in
Chapter 32



Comment #: 1344

Date: 9/6/2013

Source: Email

Name: Kami Stewart

Location: Farmington

Comments:

This freeway would be an unnecessary expense and pollutant!

32.1.2A
32.11.1A

Comment 1345

Response
Section in
Chapter 32



32.1.2C
32.14.2B

Comment #: 1345

Date: 9/6/2013

Source: Email

Name: Margaret Cady

Location: Maple Valley

Comments:

I have lived in Utah for 10 years and the air quality needs solutions not more freeways! It has only gotten worse. I also know that the proposed area has many bald eagles that need protecting!

Comment 1346

Response
Section in
Chapter 32



32.31D

Comment #: 1346

Date: 9/6/2013

Source: Email

Name: Jessica Endrizzi

Location: Farmington

Comments:

I don't want the pollution near my home, or to divert traffic from my business.

Comment 1347

Response
Section in
Chapter 32



32.11.1A

Comment #: 1347

Date: 9/6/2013

Source: Email

Name: Lisa Teuscher

Location: Syracuse

Comments:

We moved here because we wanted to be out in a rural setting, away from big roads and traffic. I'm concerned about being so close to this highway also because we already struggle with my little girl's asthma.

Comment 1348

Response
Section in
Chapter 32



32.11.1A

Comment #: 1348

Date: 9/6/2013

Source: Email

Name: Shawn and Jamie McGarry

Location: Syracuse

Comments:

My family has a lot of health problems and do not want all this smog and emissions close to my house

Comment 1349

Response
Section in
Chapter 32



32.2.3A

Comment #: 1349
Date: 9/6/2013
Source: Email
Name: Kim Hunt
Location: Farmington
Comments:
We don't want this freeway!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Comment 1350

Response
Section in
Chapter 32



32.11.1A
32.5.6A

Comment #: 1350
Date: 9/6/2013
Source: Email
Name: Sharidee Wood
Location: Farmington
Comments:
Pollution, Home value, Noise, Safety

Comment 1351

Response Section in Chapter 32



Comment #: 1351
Date: 9/6/2013
Source: Email
Name: Dennis P Law
Location: Syracuse

Comments:

- 32.1.2A • WHERE IS THE NEED? – The actual need for this road seems to hang by a thread. Before UDOT moves forward with a plan to spend \$600 million of OUR hard-earned tax payer money, we want UDOT to prove beyond a shadow of a doubt that there is a NEED for this freeway. Show the public EXACTLY how you came to the conclusion that there is a need for this road? What data did UDOT use for their traffic modeling? What were the assumptions built into the model and when were they last updated? Who validated those assumptions? Why is this information not being supplied to the public? Why not try things like making Frontrunner cheaper or even FREE, and then re-evaluating to see if there is still a need for a \$600 million freeway?
- 32.2.1J • CONNECTING TO TRAINS - One of UDOT's objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel" If this is truly one of UDOT's objectives, then the roads should CONNECT to trains and other modes of transportation. Explain how the proposed WDC increases intermodal transportation and meets this stated objective.
- 32.2.13D • LESS CONGESTION = LESS RIDERSHIP ON FRONTRUNNER - Less congestion leads to fewer people using Frontrunner and other methods of transportation, so doesn't building this road actually defeat the purpose of "increasing intermodal transportation"? And isn't it contrary to what our Governor is trying to get people to do –drive less? How are the Governor and UDOT working together to encourage less driving, more mass transit, and better air quality?
- 32.7G • Violation of Department of Transportation Act, Section 4(f) – WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails. The Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Federal law protects the trails and the conservation easement from highway development according to Federal Highway Administration regulations. UDOT can only impact this land if Farmington City agrees in writing that there is no impact, after Farmington City hears public comment. Tell UDOT, Farmington City Mayor and City Council members to protect Buffalo Ranch Trail and conservation easement under the Department of Transportation Act, Section 4(f). Tell UDOT they ARE NOT "de minimus" impacts!
- 32.2.2H • LEDPA – The steepest hurdle in obtaining a Clean Water Act section 404 permit is complying with the EPA's 404(b)(1) guidelines to select the Least Environmentally Damaging Practicable Alternative. There is no way that the Glover Lane alternative is the Least Environmentally Damaging Practicable Alternative. Explain how UDOT has come to this conclusion. Can UDOT demonstrate that no less environmentally damaging practicable alternative is available? What about the Shared Solution? Isn't that less environmentally damaging and practicable?
- 32.27A • EXHAUSTING ALL OTHER OPTIONS - Other options, like the Shared Solution, are available that could improve projected transit ridership, including expanded express bus
- 32.14.3E
- 32.2.1G
- 32.2.1G

Comment 1352

Response Section in Chapter 32



Comment #: 1352
Date: 9/6/2013
Source: Email
Name: Chris Packard
Location: Layton

Comments:

- 32.5.1D The West David Corridor will only detract from the peace and beauty of west Davis county. That is why most people moved out there, to get away from traffic and the city.

Comment 1353

Response
Section in
Chapter 32



32.2.3A
32.11.1A

Comment #: 1353
Date: 9/6/2013
Source: Email
Name: Jana Leavitt
Location: Kaysville
Comments:
The West Davis Corridor is not the right choice. Clean air means healthier people and less pollution!!!

Comment 1354

Response
Section in
Chapter 32



32.5.1D
32.11.1A
32.11.2A

Comment #: 1354
Date: 9/6/2013
Source: Email
Name: Mollee Steele
Location: Farmington
Comments:
I live close to where this freeway would go and there is a school close by as well. MANY people will be affected. I am worried that this freeway will adversely affect our health and make my son's asthma worse. Also, it will greatly affect our peace and quiet out here.

Comment 1355

Response
Section in
Chapter 32



Comment #: 1355

Date: 9/6/2013

Source: Email

Name: Fawn Morgan

Location: Fruit Heights

Comments:

Been working for 30 years for safe and sane solutions to Highway 89. If we are going to build the Front Runner then we should use that solution. People have to adapt their habits rather than running rough-shod over the wetlands and Farmington residents.

32.2.1A

32.2.3A

Comment 1356

Response
Section in
Chapter 32



Comment #: 1356

Date: 9/6/2013

Source: Email

Name: Tricia Smith

Location: Farmington

Comments:

This option is morally and ethically wrong. The impacts on the environment, schools, neighborhoods, air quality, our walking and horse trails as well as our way of life will be changed and not for the better. The cost to build a raised freeway will still affect the wetlands and with the Farmington fog and wind, accidents will be an absolute. Please say NO to this option.

32.2.13C

Comment 1357

Response
Section in
Chapter 32



Comment #: 1357

Date: 9/6/2013

Source: Email

Name: Tyler Poulsen

Location: Farmington

Comments:

32.31I

I do not want Clark Lane in Farmington to turn into an equal to Parrish Lane in Centerville, this is a home community with an elementary school on this road not a business route.

Comment 1358

Response
Section in
Chapter 32



Comment #: 1358

Date: 9/6/2013

Source: Email

Name: Rachel Hixson

Location: Farmington

Comments:

32.27A

32.2.13C

32.31D

I would gladly take Trax to work daily but UDOT instead focuses on more & more roads. This road in particular obliterates the Farmington Nature Preserve, threads a third highway through the tiny, barely 5 mile wide strip of land between the mountains and the Great Salt Lake that is central Farmington and leaves a heavy burden of destruction and pollution when other, better, cheaper, wiser, healthier options are available. DON'T let this happen. Honor your own advice to our state.

Comment 1359

Response
Section in
Chapter 32



32.31D
32.2.13C

Comment #: 1359

Date: 9/6/2013

Source: Email

Name: Hayleigh Davis

Location: Farmington

Comments:

I already worry about my nephews and niece running off and crossing 1100 west to get to grandpa and grandmas house. If 1100 W is extended into Glover Lane the worry will be much more with the high traffic level that will result. Not only will this effect my family but all the others in the area with small children.

Comment 1360

Response
Section in
Chapter 32



32.2.13G

Comment #: 1360

Date: 9/6/2013

Source: Email

Name: Casey Williams

Location: Syracuse

Comments:

The chosen option through Syracuse is the one that will harm the most residents and families by FAR, while the empty farmlands and wetlands to the west are protected. Stupid much? YES! Absolutely ridiculous.

Comment 1361

Response
Section in
Chapter 32



Comment #: 1361

Date: 9/6/2013

Source: Email

Name: Tristin Jensen

Location: Syracuse

Comments:

The preferred alternative currently will be built 15 feet behind my chain link fence. I will have 4 young children around the time of the proposed building of the freeway. I am worried about how the noise/air/light pollution will affect my young family as well as putting them in danger and dropping all value of my home.

32.12A
32.11.1A
32.18B
32.5.4A
32.8A

Comment 1362

Response
Section in
Chapter 32



Comment #: 1362

Date: 9/6/2013

Source: Email

Name: Cory Jensen

Location: Syracuse

Comments:

Let's stop dumping money into more roads and dump money into making mass transit affordable and practical.

32.2.1J

Comment 1363

Response
Section in
Chapter 32



Comment #: 1363
Date: 9/6/2013
Source: Email
Name: Guy & Jodie Garlick
Location: Farmington

Comments:

We live in West Farmington. Our family moved out here to enjoy the beautiful scenery and quiet neighborhood.

32.2.3A

I, myself, along with many many people in our area area, if not all, re absolutely opposed to having any freeway extensions built around our homes and neighborhoods.

32.30A

32.2.13C

I'm appalled that the rights and voices of the citizens of Farmington are going unheard. And that once again pur city must give up land, and pay more taxes for a roadway that no one in Farmington wants. We made concessions before and land was taken to make way for legacy and trax, and now, with Farmington having such little land available, as opposed to other cities, we are basically being forced to give up more.

I'd certainly hope that we the people are more important and also the protected wildlife are more important than a costly roadway.

32.31D

If meeting bout this are poorly attended it certainly doesn't speak for the people. People are busy enough as it is, and now we are supposed to put aside our schedules and try and make a meeting that takes place when many of our families have dance recitals, sport events and practices to argue something that shouldn't be an issue.

32.30A

Please consider that these are families you displace, homes and lives you destroy, peaceful neighborhoods and communities that are being uprooted and tax paying citizens who's children, families, schools, land and also opinions matter. Not just UDOT.

Comment 1364

Response
Section in
Chapter 32



Comment #: 1364
Date: 9/6/2013
Source: Email
Name: Shelley Rampton
Location: Mapleton
Comments:

32.1.2A

I honestly think it to be unneeded!

Comment 1365

Response
Section in
Chapter 32



32.31D

Comment #: 1365
Date: 9/6/2013
Source: Email
Name: Jacque McBride
Location: Farmington
Comments:
Yo block a terrible location for a freeway

Comment 1366

Response
Section in
Chapter 32



32.31D
32.2.3A

Comment #: 1366
Date: 9/6/2013
Source: Email
Name: Michael Larsen
Location:
Comments:
It is more than sad to destroy our peaceful neighborhood, divide our city, and build what could be built somewhere else without the impact on families, property, communities, and the health and well being of individuals. Please stop this from happening.

Comment 1367

Response
Section in
Chapter 32



Comment #: 1367

Date: 9/6/2013

Source: Email

Name: Elizabeth Stair

Location: Farmington

Comments:

The last thing this state needs is another freeway. Farmington already has two freeways (three if you count the 89) bisecting it, do we need another? This is completely contrary to Utah's needs and goals of having better air quality and encouraging the use of public transportation. Please do not fund this project.

32.1.2A
32.1.2F
32.2.2H
32.2.1A

Comment 1368

Response
Section in
Chapter 32



Comment #: 1368

Date: 9/6/2013

Source: Email

Name: Andrea Kitajo

Location: Clearfield

Comments:

I do not want my child going to school next to a busy highway dealing with the health risk. We move out this far from the freeway for reason. I already have respiratory problems and do not want my daughter to have to suffer with it also.

32.11.1A

Comment 1369

Response
Section in
Chapter 32



32.2.13G
32.2.3A

Comment #: 1369

Date: 9/6/2013

Source: Email

Name: Alicia Moon

Location: Clearfield

Comments:

This project would affect tremendously my daughter's school (SAA) and the enviroment in that area. I do not believe that smoother traffic is more important than education and clean enviroment for my children!

Comment 1370

Response
Section in
Chapter 32



32.2.1A
32.11.1A
32.2.3A
32.1.2F
32.2.13C

Comment #: 1370

Date: 9/6/2013

Source: Email

Name: Lindsay Cook

Location: Farmington

Comments:

That would be a very long comment. Let's see...healthy air is important to me, spending tax payer and federally subsidized money on mass transit is a much better way to prepare for the future population growth, building more freeways is NOT, farmington does not need another freeway, nor will it service farmington residents at all, it will ruin my beautiful view from my house, it will destroy the beautiful farmington bay. Those are just some of the reasons this freeway should not be built.

Comment 1371

Response
Section in
Chapter 32



Comment #: 1371

Date: 9/6/2013

Source: Email

Name: Kimberley Rivers

Location: Bountiful

Comments:

I love love love love my farmington community. After moving around the country for years we finally feel settled and have a wonderful home, community and city to raise our children. It really breaks my heart to hear about the WDC and feel that it will break our community apart or make it a much less desirable place to live. There must be other solutions. Please lets find them together.

32.2.13C

32.2.3A

Comment 1372

Response
Section in
Chapter 32



Comment #: 1372

Date: 9/6/2013

Source: Email

Name: Nikki Holbrook

Location: Farmington

Comments:

There are so many reasons why I don't want this freeway built. My main concern is pollution and the bird preserve. The wetlands by the GSL are amazing, how can we destroy a bird preserve unique in it's kind? Also Utah's air is one of the worst in the country and we already can't breath in the winter months here. We live in such a beautiful area, please don't destroy it.

32.2.3A

32.14.2H

32.11.1A

Comment 1373

Response
Section in
Chapter 32



32.2.3A

Comment #: 1373

Date: 9/6/2013

Source: Email

Name: Charity Peterson

Location: Syracuse

Comments:

I moved to Syracuse for a reason, I do NOT want to be near a freeway with 65mph traffic let alone, semi-trucks, smog and billboards. I love the peace and quiet I have out here. Please do not allow this corridor!!!!

Comment 1374

Response
Section in
Chapter 32



32.2.13G
32.2.3A

Comment #: 1374

Date: 9/6/2013

Source: Email

Name: Trisha Simmons

Location: Syracuse

Comments:

My kids safety and air quality at school!!! they attend the arts academy right there! and I also live in the neighborhood where it will be running behind! there has to be a better option!

Comment 1375

Response
Section in
Chapter 32



32.8A
32.18A
32.2.3A

Comment #: 1375

Date: 9/6/2013

Source: Email

Name: Elisabeth Taylor

Location: Farmington

Comments:

Do not allow this residents! We pay so much for our homes and taxes to allow this and lose so much!! This is such insanity! Not only will we lose BIG financially, but we will lose the great beauty which drew us all to this area in the first place! Please get this stopped!!!!!!

Comment 1376

Response
Section in
Chapter 32



32.5.4A
32.2.1A
32.2.2H

Comment #: 1376

Date: 9/6/2013

Source: Email

Name: Megan Rolfson

Location: Farmington

Comments:

The elevated highway is bordering my property. Safety for our kids is in jeopardy. Why not extend mass transit? Telling us to drive less and carpool but yet building more roads..... Not making much sense.

Comment 1377

Response
Section in
Chapter 32



32.31D

Comment #: 1377
Date: 9/6/2013
Source: Email
Name: Mindi Huntington
Location: Panguitch
Comments:
The corridor affects my sister and her small family.

Comment 1378

Response
Section in
Chapter 32



32.31D
32.14.2D

Comment #: 1378
Date: 9/6/2013
Source: Email
Name: Kristyan Williams
Location: Farmington
Comments:
The West Davis corridor plans would uproot my friends, devalue my home and neighborhood, butcher the park my kids and I play at, and all without any greater access to freeway or really any benefits for me and mine. It also will all but wipe out the Bird Reserve Wetlands that I love to visit and photograph.

Comment 1379

Response
Section in
Chapter 32



32.2.3A
32.31L

Comment #: 1379

Date: 9/6/2013

Source: Email

Name: Alice Palmer

Location: Farmington

Comments:

Govenor Herbert, please take a stand. Put a stop to the West Davis Corridor! Keep your campaign promises. This is a bad proposal. It's bad for wildlife and the environment. It's bad for our economy--there are better uses for our tax dollars. Do what is right. Don't let us down.

Comment 1380

Response
Section in
Chapter 32



32.5.1D
32.18B

Comment #: 1380

Date: 9/6/2013

Source: Email

Name: Ashley & Jared Reid

Location: Syracuse

Comments:

I live in a neighborhood that is suppose to be right next to it! I didn't move here to have a freeway with high speed limits and billboards and light pollution!

Comment 1381

Response
Section in
Chapter 32



32.31D
32.1.2A
32.2.1A

Comment #: 1381

Date: 9/6/2013

Source: Email

Name: Shannon Day

Location: Farmington

Comments:

This directly affects my home. My community park, air quality, and safety of my= children in a negative way. Please stop and think about the thousands of children and helpless animals you are willing to harm by building an UNNECESSARY road. Please spend the money to increase public transit opportunities.

Comment 1382

Response
Section in
Chapter 32



32.31D
32.2.13G

Comment #: 1382

Date: 9/6/2013

Source: Email

Name: Mary Johnson

Location: West Point

Comments:

My daughters school is right next to the proposed Corridor and the health and safety risks are too high.

Comment 1383

Response
Section in
Chapter 32



32.2.3A
32.1.2C

Comment #: 1383
Date: 9/6/2013
Source: Email
Name: Molly Prentice
Location: West Valley City

Comments:

I think it is time to plan for wiser travel options in our bowl shaped, pollution prone valley. I also think it is time to put a higher value on the other species that populate our planet but who do not have a voice.

Comment 1384

Response
Section in
Chapter 32



32.31L
32.2.2H
32.2.1N

Comment #: 1384
Date: 9/6/2013
Source: Email
Name: Lori Kalt
Location: Farmington

Comments:

I demand that my tax money be spent responsibly. The Governor is not being responsible with our money if he allows UDOT to build a road that clearly is not in alignment with the Governor's campaign for clean air. Nor does the road follow the guiding principles set forth in the Wasatch Choice for 2040. This is wrong and Governor Herbert needs to pay attention and listen!

Comment 1385

Response
Section in
Chapter 32



32.2.3A
32.31D

Comment #: 1385

Date: 9/6/2013

Source: Email

Name: Allisha Larsen

Location:

Comments:

I don't want a freeway running through my neighborhood, plowing under agricultural land or destroying the parks, trails, ponds and schools that are in the path of this monstrosity. Find options with less impact.

Comment 1386

Response
Section in
Chapter 32



32.31D
32.14.3A

Comment #: 1386

Date: 9/6/2013

Source: Email

Name: Doug Greenwood

Location: Bountiful

Comments:

To preserve the wetlands of Great Salt Lake, Utah.

Comment 1387

Response
Section in
Chapter 32



32.5.6A
32.2.13G

Comment #: 1387

Date: 9/6/2013

Source: Email

Name: Julene and David Kowallis

Location: Syracuse

Comments:

The main reason I don't want the new freeway is because after years of working hard to pay off our home, it will be accomplished in two more years. My husband and I will retire within five years, and the freeway will take our home. We don't want to start over at age 65. This is our home. We are living on land that has been in our family for over 100 years. We don't need to cut our city in half especially when there is so much open land further west.

Comment 1388

Response
Section in
Chapter 32



32.11.1A
32.1.2A
32.1.2C
32.2.1J

Comment #: 1388

Date: 9/6/2013

Source: Email

Name: Steve Beardall

Location:

Comments:

Pollution is at an all time high in Utah and there is no need to spend 600 Million to increase it. Its is counter productive and if we are going to spend the money we should be using it to reduce pollution and make mass transit more accessible and timely.

Comment 1389

Response
Section in
Chapter 32



32.2.1Q
32.1.2F
32.1.2A

Comment #: 1389

Date: 9/6/2013

Source: Email

Name: Michelle Thurber

Location: Farmington

Comments:

The West Davis Corridor goes too far south. There is no reason for this road to go through flood plains and right next to a bird refuge. There is no benefit for Farmington or Kaysville residents. It is more road where it is not needed.

Comment 1390

Response
Section in
Chapter 32



32.1.2A

Comment #: 1390

Date: 9/6/2013

Source: Email

Name: Ashley Graves

Location: Farmington

Comments:

We don't need to spend millions on another road!!

Comment 1391

Response
Section in
Chapter 32



32.2.3A
32.31D

Comment #: 1391

Date: 9/6/2013

Source: Email

Name: Brad Holje

Location: Farmington

Comments:

The negative effects far outweigh benefits of this corridor. (These negatives have been addressed in counsel meetings.)

Comment 1392

Response
Section in
Chapter 32



32.1.2F
32.14.2H

32.1.2A

Comment #: 1392

Date: 9/6/2013

Source: Email

Name: Rory & Kellee Grose

Location: Farmington

Comments:

Farmington City has the most to lose from the West Davis Corridor project. We have the least amount of useable land between the lake and the mountains yet UDOT is proposing to take a good portion of this land away to create a road that will not benefit residents of Farmington. We paid a premium price to move to Farmington City to avoid the long commute to SLC. If others would like to avoid a commute they should do the same. In addition to the human impacts we have to consider the wildlife. Building another interstate will forever negatively impact the environment. These are just a few reasons why I oppose spending \$600M dollars to fund this intrusive unnecessary project.

Comment 1393

Response
Section in
Chapter 32



32.2.3A

Comment #: 1393

Date: 9/6/2013

Source: Email

Name: Luke & MaKayle Larsen

Location: Farmington

Comments:

There has to be a better solution that won't negatively impact so many families. My family is one that would be greatly impacted. Please don't go forward with this.

Comment 1394

Response
Section in
Chapter 32



32.1.2C

Comment #: 1394

Date: 9/6/2013

Source: Email

Name: Bruce & Jeanmarie Bassett

Location: Farmington

Comments:

Any new solution must tie into mass transit. This currently proposed solution will kill hopes for Frontrunner!

Comment 1395

Response
Section in
Chapter 32



32.31D

Comment #: 1395

Date: 9/6/2013

Source: Email

Name: Sandy Jensen

Location:

Comments:

Because it is going through good neighborhoods, the wetlands and all that remains of the "countryside". It also costs way too much....the rest of our roads are in terrible shape!

Comment 1396

Response
Section in
Chapter 32



32.5.6A

Comment #: 1396

Date: 9/6/2013

Source: Email

Name: Tom Smith

Location:

Comments:

I HATE IT!!! When we built our home we knew that there was supposed to be a highway coming to the area. We were told that it was going down Bluff road so we were in the clear. Now the plan is to by-pass the Bluff and skirt around right through our yard. We bought 4 acres here in Syracuse so we could have our horses and raise a family. If they come through our place we will no longer have a barn or be able to keep 6 horses on our place. Why should the State be able to come in and TAKE what is NOT theirs?!?!?

Comment 1397

Response
Section in
Chapter 32



Comment #: 1397

Date: 9/6/2013

Source: Email

Name: Heather Steed

Location: Syracuse

Comments:

This road is currently slated to be about 200 feet from my home. While I understand the need for roads, I don't believe the current plans for the road are appropriate. The road goes right through communities where people live, not through a commercial corridor as does I-15 in SLC, yet it appears that the same approach will be used in the guidelines for the West Davis Corridor. It appears it will be an oversized, no-restriction freeway, with no soundwalls or other protections for the people, like me, who will be living right next to it. Please stop UDOT from pushing their agenda and encourage them to listen to the MANY voices that have cried out in opposition. We once had representatives from UDOT come and talk to a group at our home, and it was pretty clear to me that they had their talking points. Though they put on a good show of "listening" to our point of view, it was apparent to me at that time that they were only trying to appear to listen. They always knew which road they would "prefer". Well, it's not locally preferred around here, that's for sure!

32.2.3A

32.5.6A

32.30A

32.2.13I

Comment 1398

Response
Section in
Chapter 32



Comment #: 1398

Date: 9/6/2013

Source: Email

Name: Peyton Smith

Location:

Comments:

Its taking my home out!!!

32.5.6A

Comment 1399

Response
Section in
Chapter 32



32.31D
32.5.6A

Comment #: 1399
Date: 9/6/2013
Source: Email
Name: Jan Rooklidge
Location: Farmington
Comments:
It is affecting my daughter's home!!

Comment 1400

Response
Section in
Chapter 32



32.5.6A
32.8A
32.2.13G

Comment #: 1400
Date: 9/6/2013
Source: Email
Name: Tracey Michie
Location: Syracuse
Comments:
The current freeway proposal would essentially be right in front of my house with no sound barrier and a terrible eyesore. It also has already affected the value of my home and has proven to be a deterrent for potential home buyers as we tried to sell our home this past year. There is nothing but wide open spaces west of us that could accommodate this freeway where fewer families will be affected. It makes no sense to build it in the proposed site.

Comment 1401

Response
Section in
Chapter 32



32.5.6A
32.31D

Comment #: 1401
Date: 9/6/2013
Source: Email
Name: Hannah Smith
Location: Syracuse
Comments:
It is affecting my home!!

Comment 1402

Response
Section in
Chapter 32



32.1.2A
32.14.2A
32.23A
32.310
32.2.1G

Comment #: 1402
Date: 9/6/2013
Source: Email
Name: Heather Dove
Location: Salt Lake City
Comments:

This freeway is completely unnecessary. It will ruin prime migratory bird habitat in Farmington Bay. It will foster urban sprawl, more driving, more air pollution, noise pollution, light pollution. The only ones who stand to benefit from this are the big landowners along the route and the developers. The rest of us will lose our health, our environment, our happiness and our tax dollars. We want UDOT to adopt the Shared Solution, a much more sane, measured, modern approach to mitigating traffic congestion and fostering urban renewal and development of local businesses and jobs.

Comment 1403

Response
Section in
Chapter 32



32.5.6A
32.31D

Comment #: 1403
Date: 9/6/2013
Source: Email
Name: Hailee Smith
Location: Syracuse
Comments:
Its taking my home and my animals home!

Comment 1404

Response
Section in
Chapter 32



32.5.6A
32.31D

Comment #: 1404
Date: 9/6/2013
Source: Email
Name: Jason Crozier
Location: Layton
Comments:
right in my back yard

Comment 1405

Response
Section in
Chapter 32



32.31D
32.5.6A

Comment #: 1405
Date: 9/6/2013
Source: Email
Name: Sandra Smith
Location: W. Bountiful
Comments:
It is going through my sons home!!

Comment 1406

Response
Section in
Chapter 32



32.2.13G

Comment #: 1406
Date: 9/6/2013
Source: Email
Name: Jenny Munns
Location: Syracuse
Comments:
I do not want a freeway to split the middle of our town we as like many others moved out here to be away from all of that and we love it!!!

Comment 1407

Response
Section in
Chapter 32



32.31D
32.2.3A

Comment #: 1407
Date: 9/6/2013
Source: Email
Name: Cathryn R Cordray
Location: Salt Lake City
Comments:
endless roads and development dependent on fossil fuels are destroying Utah

Comment 1408

Response
Section in
Chapter 32



32.11.1A
32.7G

Comment #: 1408
Date: 9/6/2013
Source: Email
Name: Naomi F Penrod
Location: Orem
Comments:
It will only add to the pollution we already have and cut the effectiveness of our mass transit already in place.
That will undercut TRAX and cost double for that investment.

Comment 1409

Response
Section in
Chapter 32



Comment #: 1409
Date: 9/6/2013
Source: Email
Name: Nathan Tanner
Location: Farmington

Comments:

If we make it easier for people to drive more they will. Lets encourage mass transit. Building this Freeway may make someones commute shorter by a few minutes temporarily but at what cost? The old ways cant continue without a significant cost to our health, our way of life, and the environment.

32.2.3A
32.2.1J
32.2.1A

Comment 1410

Response
Section in
Chapter 32



Comment #: 1410
Date: 9/6/2013
Source: Email
Name: David Jones
Location: Provo

Comments:

I have a lot of close family that live in this area and will have their home life disrupted by this decision. I am voicing my opinion to petition the government to listen to the people.

32.31D

Comment 1411

Response
Section in
Chapter 32



Comment #: 1411

Date: 9/6/2013

Source: Email

Name: Darren Maxfield

Location: Syracuse

Comments:

If you build it, they will use it. Build better public transit instead of unneeded freeways. Reduce pollution and protect our towns.

32.2.1A
32.2.3A
32.2.1A
32.1.2C

Comment 1412

Response
Section in
Chapter 32



Comment #: 1412

Date: 9/6/2013

Source: Email

Name: Pat Walsh

Location: Bountiful

Comments:

Govern for the people by the people in the smartest way possible

32.31D

Comment 1413

Response
Section in
Chapter 32



32.2.13C

Comment #: 1413

Date: 9/6/2013

Source: Email

Name: Mary Silver

Location: Farmington

Comments:

For one thing, my daughter and her family live where this interchange at Glover Lane will be going and it will ruin their neighborhood. There is already interstate 15 and Legacy Highway coming right through this area. Give us a break.

Comment 1414

Response
Section in
Chapter 32



32.5.1D

Comment #: 1414

Date: 9/6/2013

Source: Email

Name: Melinda Allred

Location: Syracuse

Comments:

This unneeded freeway rips through my neighborhood, destroying homes of my friends and family and sits right in my front yard.

Comment 1415

Response
Section in
Chapter 32



32.2.13C
32.2.3A
32.310

Comment #: 1415

Date: 9/6/2013

Source: Email

Name: Dallas Despain

Location: Farmington

Comments:

The glover's lane option would destroy Farmington's beautiful community. Please don't fund it! We need smarter solutions. UDOT seems to have an ulterior motive here because they are choosing the most expensive option!

Comment 1416

Response
Section in
Chapter 32



32.2.3A
32.14.2H
32.2.3A

Comment #: 1416

Date: 9/6/2013

Source: Email

Name: Kristen Child

Location: Salt Lake City

Comments:

It is important this corridor not be funded because environmental studies/surveys have shown how great the devastation will be to some of the last protected wetlands in this area. There are better places to put this corridor, and we should take the time to do the homework to find the right spot that will have the least environmental/social impact as possible.

Comment 1417

Response
Section in
Chapter 32



32.14.3A

Comment #: 1417
Date: 9/6/2013
Source: Email
Name: Janet Tate
Location: Cottonwood Heights
Comments:
I am very concerned about the wetlands in the area.

Comment 1418

Response
Section in
Chapter 32



32.14.2H
32.1.2A

Comment #: 1418
Date: 9/6/2013
Source: Email
Name: David Stump
Location: Taylorsville
Comments:
It will forever damage wildlife habitat and we do not need another freeway.

Comment 1419

Response
Section in
Chapter 32



32.1.2A
32.14.2A

Comment #: 1419

Date: 9/6/2013

Source: Email

Name: Nancy Matro

Location: Park City

Comments:

This freeway truly is not needed. Farmington Bay is a precious wetlands area for migrating and seasonal birds. PLEASE do the right thing and don't destroy this invaluable habitat.

Comment 1420

Response
Section in
Chapter 32



32.31D

Comment #: 1420

Date: 9/6/2013

Source: Email

Name: Edie Trimmer

Location: Big Pine

Comments:

I lived in SLC for almost 30 years. My Poplar Grove neighborhood knows about the impacts of freeways and heavy rail lines on quality of life. My grandson has asthma which I attribute to poor air quality in the Salt Lake Valley. UDOT needs to broaden its visio.

Comment 1421

Response
Section in
Chapter 32



32.1.2C
32.23A
32.14.2A
32.11.1A
32.2.1A

Comment #: 1421

Date: 9/6/2013

Source: Email

Name: Andrea Nelson

Location: Salt Lake City

Comments:

We must invest in clean and smart transportation options. Another freeway will encourage sprawl, ruin wetlands and wildlife habitat, and cause an increase in air pollution. We need to invest in mass transit and walkable communities.

Comment 1422

Response
Section in
Chapter 32



32.2.2G

Comment #: 1422

Date: 9/6/2013

Source: Email

Name: Brenda Kidman

Location: South Weber

Comments:

By the year 2014 this road will be underused. Please do not allow this to go through.

Comment 1423

Response
Section in
Chapter 32



Comment #: 1423
Date: 9/6/2013
Source: Email
Name: Nancy Howard
Location: Salt Lake City
Comments:
WDC will destroy wetlands for birds and other wildlife that can never be restored. Please do not fund.

32.14.3A
32.2.3A

Comment 1424

Response
Section in
Chapter 32



Comment #: 1424
Date: 9/6/2013
Source: Email
Name: Mavourneen Strozewski
Location: Syracuse
Comments:
This is probably one of the worst decisions to be made about Traffic and convenience for Northern Utah. You have the Great Salt Lake habitat that will be affected (land & animals alike), noise to neighborhoods and yes, more pollution. It's such a bad idea!! For nature lovers this will destroy what we've helped to conserve.

32.2.3A
32.14.2D
32.12A
32.11.1A
32.14.2A

Comment 1425

Response
Section in
Chapter 32



32.2.3A
32.31D

Comment #: 1425

Date: 9/6/2013

Source: Email

Name: Kelly Horne

Location: Syracuse

Comments:

We need the open areas of the State and the west side from I15 to the GSL for recreation, beauty and wildlife. Quit taking the beauty of our State away from us!

Comment 1426

Response
Section in
Chapter 32



32.2.1J

Comment #: 1426

Date: 9/6/2013

Source: Email

Name: Becky Stauffer

Location: North Salt Lake

Comments:

Instead of spending \$600 million on building more freeways to encourage more driving, why not use the money to make public transportation more accessible and affordable and reduce the number of cars on the road and reduce pollution from cars.

Comment 1427

Response
Section in
Chapter 32



32.31D
32.5.6A

Comment #: 1427

Date: 9/6/2013

Source: Email

Name: Josie Douglass

Location: Farmington

Comments:

This directly affects me and will take part of my backyard. I have grown up all my life in davis county and love it and wouldn't want to live anywhere else. I am finding so many of my fellow school mate from elementary to high school feel the same and we have all ended up staying to raise our own families now. Me and my husband built our house 3 years ago and are still working hard at getting the yearnd and everything finished and now this will ruin all of that.

Comment 1428

Response
Section in
Chapter 32



Comment #: 1428

Date: 9/6/2013

Source: Email

Name: Carl Ingwell

Location: Salt Lake City

Comments:

Our governor has asked us repeatedly to drive less to improve air quality in the state of Utah. Numerous studies show that new roads generate new traffic and encourage people to make trips they wouldn't normally make.

This new road would also encourage longer trips. Here's an example. If someone normally shops at the Smith's 2 miles away near there home, and all of a sudden there is a new Costco built 10 miles away from their home along a new freeway, many would choose to drive the further distance to shop at the Costco. This is just one example, but I believe that the new freeway would drastically increase VMTs in West Davis County, and increase air pollution.

New freeways encourage new suburban sprawl. Suburban sprawl and freeway travel propagate global climate change, they further degrade already damaged wetland habitat, and they support an outdated system.

This freeway isn't even necessary. Modeling by the Wasatch Front Regional Council shows this freeway will be "underutilized" in the year 2040.

Governor Herbert, please do not support the West Davis Freeway and use your executive powers to block this construction.

32.2.2H

32.11.1A

32.23A

32.11.3A

32.14.3A

32.1.2A

32.2.2G

32.2.3A

Comment 1429

Response
Section in
Chapter 32



32.14.2A
32.14.2H
32.2.3A

Comment #: 1429

Date: 9/6/2013

Source: Email

Name: Larry Kienke

Location: Bountiful

Comments:

South Davis County already has polluted air from the refinery. Now we want to add more freeways. How will this help are citizens of South Davis County. We need to find a better way. Plus this will hurt Farmington Bay and the surrounding area. WDC will destroy wetlands for birds and other wildlife that can never be restored. Please do not fund.

Comment 1430

Response
Section in
Chapter 32



32.1.2C
32.2.1A

Comment #: 1430

Date: 9/6/2013

Source: Email

Name: Mary Ellen Sloan

Location: SLC

Comments:

It is important to preserve animal and bird habitat; to decrease air pollution and support more sustainable transportation alternatives. Let's give it a chance please!!

Comment 1431

Response
Section in
Chapter 32



32.14.2A

Comment #: 1431
Date: 9/6/2013
Source: Email
Name: William P Helsley
Location: Cottonwood Heights
Comments:
 The proposed route will destroy a famous viable birding location that is included in the Great Salt Lake Birding Festival each year.

Comment 1432

Response
Section in
Chapter 32



32.31D

Comment #: 1432
Date: 9/6/2013
Source: Email
Name: Pamela Grubaugh Littig
Location: Salt Lake City
Comments:
 The Lake is very important to us!!!

Comment 1433

Response Section in Chapter 32



Comment #: 1433

Date: 9/6/2013

Source: Email

Name: Kendall Watkins

Location: Riverton

Comments:

I am a 14 year old birder and if this freeway is built, it will not only destroy some of my favorite places to bird, but hurt the wildlife around it through noise and car pollution. We do not need a freeway going through important bird migration areas. This past winter the Salt Lake Valley had more red air days than I can ever remember. Another freeway will not help the pollution levels. Lower bus and train fares instead of building the freeway.

32.14.2A

32.14.2H

32.1.2A

32.11.1A

32.2.1J

Comment 1434

Response Section in Chapter 32



Comment #: 1434

Date: 9/6/2013

Source: Email

Name: Larene Wyss

Location: Murray

Comments:

When the Legacy Parkway was built, there were some promises that nothing else would be built west of there in order to protect critical habitat for birds and to prevent urban sprawl. This proposed highway goes against those commitments. This area is extremely important habitat as a migratory path for birds. They won't just go elsewhere -- they'll be killed by motor vehicles. Once the habitat is lost, there is no going back. Please slow this decision process down and make sure you and others are aware of the impact this will have. Supporting a shared solution with UDOT and Utahns is a better way to go.

32.3I

32.14.2H

32.14.2I

32.2.1G

Comment 1435

Response
Section in
Chapter 32



Comment #: 1435
Date: 9/6/2013
Source: Email
Name: Diana Vos
Location: Salt Lake City

Comments:

32.14.2H

32.14.2B

32.13B

32.2.13C

32.2.3A

32.2.1A

32.2.1G

32.1.2C

32.2.3A

A highway adjacent to the Great Salt Lake Nature Center and the Farmington Bay WMA (Glovers Lane Option) will have significantly greater negative impacts than described within the Draft EIS. There would be impacts beyond the actual acreage footprint of the highway to the area's wetlands. The impacts extend outward and upward a great distance and so the calculation of the loss of wetland habitat is much lower than it would really end up being. There is also a riparian corridor along Farmington Creek with large cottonwoods within which wintering bald eagles regularly roost that would be obliterated by a highway. The water quality of Farmington Creek would also be greatly lowered by a highway crossing it. All the waters of the Great Salt Lake Nature Center come from Farmington Creek. The Glovers Lane option for the WDC is the worst choice. I believe a new highway is not even a good choice. There are many other options that don't destroy wetlands, farmlands nor homes. For example, significant improvements can be made can be made to mass transit, increasing business opportunities locally, telecommuting, encouraging smaller family sizes to slow growth, etc. Open areas like those surrounding Farmington, Farmington Bay and the Great Salt Lake are what give Utah its great quality of life. Please don't allow more roads to destroy wetlands and farmland. Houses can be replaced, but wetlands and farmland are in very short supply.

Comment 1436

Response
Section in
Chapter 32



Comment #: 1436
Date: 9/6/2013
Source: Email
Name: Geri Litster-Gordon
Location: Sunset

Comments:

32.5.4A

I cannot have a high speed freeway right next to my children's school! UNBELIEVABLY UNSAFE!!!! I have seen so many cars that fly off the road or spin off on the ice, and if that happens in syracuse CHILDREN could be killed!

Comment 1437

Response
Section in
Chapter 32



Comment #: 1437

Date: 9/6/2013

Source: Email

Name: Lindy Davis

Location: Salt Lake City

Comments:

The beautiful areas of West Davis County are like a little haven not far from the city. It reminds me of how Draper, Riverton, Bluffdale & Herriman used to be BEFORE, Bangerter Hwy was built and all the land was developed. Please keep the highways away & don't ruin Davis County like you've ruined Salt Lake & Utah Counties! I understand it's more convenient and will help promote growth. I ask you, is that really necessary? There is still plenty of land in other areas - Don't take away the country feeling, just for more suburbs.

32.2.3A
32.1.2A
32.2.3A

Comment 1438

Response
Section in
Chapter 32



Comment #: 1438

Date: 9/6/2013

Source: Email

Name: Jalair Janke

Location: Farmington

Comments:

There is so many things wrong with the potential for this freeway...air quality, ruined wet lands and bird refuge, astronomical cost, noise...to the more personal issues, that being the peace and serenity of why we moved here 10 years ago to enjoy the western sunsets and open land. As I listened to the comments of a top UDOT representative and his comment about this being an "emotional issue" for those who might be potentially impacted I wondered how "emotional" would he become if it was proposed to have a freeway coming through his backyard and what lengths would he go to to stop this from happening. There are several transportation alternatives without a \$600 million freeway. These are the options that should be in debate.

32.11.1A
32.14.3A
32.14.2A
32.12A
32.5.1D
32.31D
32.2.3A

Comment 1439

Response
Section in
Chapter 32



Comment #: 1439

Date: 9/6/2013

Source: Email

Name: Dennis Coleman

Location: Salt Lake City

Comments:

Dear Governor Herbert, Please do not allow UTA to encroach and destroy critical wetlands and the farmland and homes that already exist along the West Davis Corridor. By building this freeway you will only add to the polluted air in this valley by increasing the number of cars on the road and you will contribute to the loss of critical wetlands along the East side of the Great Salt Lake. Do not fund the WDC and support a shared solution that will improve public transportation and help take cars off the road.

32.2.3A
32.11.1A
32.14.3A
32.2.3A
32.2.1G

Comment 1440

Response
Section in
Chapter 32



Comment #: 1440

Date: 9/6/2013

Source: Email

Name: Todd Karl Jenson

Location: Farmington

Comments:

We all breath the same air.

32.31D
32.11.1A

Comment 1441

Response
Section in
Chapter 32



32.2.3A
32.31D

Comment #: 1441

Date: 9/6/2013

Source: Email

Name: Jennifer Despain

Location: Farmington

Comments:

As our population grows it is more critical than ever to preserve open spaces so we all can breathe- both literally and emotionally. Farmington Bay and the trails surrounding it are a vital space for Families, bikers, birders, hunters, air boaters, runners, the list goes on. This is the legacy we need to leave our children, not a highway with more pollution of all kinds. Utah can be a better place. We can achieve smart growth and have others states look to us as a model for smart growth! Please do the right thing.

Comment 1442

Response
Section in
Chapter 32



32.2.1G

Comment #: 1442

Date: 9/6/2013

Source: Email

Name: Jeffrey Mendenhall

Location: Salt Lake City

Comments:

The Shared Solution favored by the majority of voters/citizens in Davis & SLC would preserve precious wetlands that we rapidly losing to so-called progress.

Comment 1443

Response
Section in
Chapter 32



32.2.3A

Comment #: 1443
Date: 9/6/2013
Source: Email
Name: Madelyn Meier
Location: Salt Lake City

Comments:

I grew up in davis county, it's not the same since all the freeways moved in...
Preserve the beauty and air quality that is left and find another way ! Fund
other options! No more freeways in Farmington or in the west area of DAVIS
county!

Comment 1444

Response
Section in
Chapter 32



32.14.2A

Comment #: 1444
Date: 9/6/2013
Source: Email
Name: Brett Anderson
Location: Farmington

Comments:

I live in west Farmington. This proposed route would have a visible and undeniable effect on the surrounding and
unique environment of Farmington Bay. It would permanently impact waterfowl, eagles, and other migratory

Comment 1445

Response
Section in
Chapter 32



32.1.2A
32.2.3A

Comment #: 1445

Date: 9/6/2013

Source: Email

Name: jon watkins

Location: riverton

Comments:

Is this really necessary, especially at such a highly sensitive area? I think those in the area can manage long term, as long as Utah is wisely enabling alternate transportation options (and smart development).

Comment 1446

Response
Section in
Chapter 32



32.14.2M
32.2.3A
32.2.1G

Comment #: 1446

Date: 9/6/2013

Source: Email

Name: Florence Shepard

Location:

Comments:

The Great Salt Lake eastern shoreline and wetland are too valuable to be ruined by a highway. They are an iconic emblem of the Utah's history and natural beauty. Please do not let this UDOT project go forward. Shared solutions is a visionary alternative.

Comment 1447

Response
Section in
Chapter 32



32.31D
32.11.1A

Comment #: 1447
Date: 9/6/2013
Source: Email
Name: Kathryn Albury
Location: Salt Lake City
Comments:
I am concerned about clean air, increased burning of fossil fuel, and wild life living in and passing through the area.

Comment 1448

Response
Section in
Chapter 32



32.31D

Comment #: 1448
Date: 9/6/2013
Source: Email
Name: Laura Heslop
Location: Farmington
Comments:
I don't want my neighborhoods destroyed!

Comment 1449

Response
Section in
Chapter 32



Comment #: 1449
Date: 9/6/2013
Source: Email
Name: Katie Holmes
Location: Farmington

Comments:

Besides what is stated the the petition I have become increasingly worried and physically ill because of the worsening air quality in out area. The first few months of 2013 I had to use an inhaler because of the pollution. This road will cause more pollution. It affects humans, plants and animals alike. One way to stop this problem from increasing is to use more public transport. We need to become more environmentally savvy and building a new road is not the answer.

32.11.1A
32.11.2A
32.2.1A
32.2.3A

Comment 1450

Response
Section in
Chapter 32



Comment #: 1450
Date: 9/6/2013
Source: Email
Name: Rachel Jackson
Location: Farmington

Comments:

Farmington appealed to our family because of the 'farm' in the city-because of the good schools, the close knit friendly neighborhoods, the safe community. Farmington has been rated one of the top cities to live in the nation---all of theses reasons that make Farmington such a delightful and successful community will be affected by a highway going right through it. Please preserve Farmington-it's worth saving!!!

32.2.13C

Comment 1451

Response
Section in
Chapter 32



32.31D
32.11.1A
32.7G

Comment #: 1451
Date: 9/6/2013
Source: Email
Name: Andrea McDonnell
Location: Cottonwood Heights
Comments:
Increasing air pollution, undermining mass transit, impact on communities, birds, and wildlife

Comment 1452

Response
Section in
Chapter 32



32.31D
32.11.1A

Comment #: 1452
Date: 9/6/2013
Source: Email
Name: Katie Watkins
Location: Riverton
Comments:
The wetlands and wildlife are too important to let this go through, not to mention the added pollution it will bring.

Comment 1453

Response
Section in
Chapter 32



32.2.1G
32.11.1A
32.5.1D
32.31D

Comment #: 1453

Date: 9/6/2013

Source: Email

Name: Edith OBrien

Location: Holladay

Comments:

We citizens of Utah prefer a Shared Solution to address transportation needs as our population grows. More highways will not provide clean air AND will do much harm to the cities it passes through as well as to the environment. I spend a good deal of time enjoying Farmington Bay Nature Center and Antelope Island. The Nature Conservancy's Shorelands Preserve is also an important element in providing open space for people as well as birds to enjoy.

Comment 1454

Response
Section in
Chapter 32



32.31D

Comment #: 1454

Date: 9/6/2013

Source: Email

Name: Rhonda Devereaux

Location: Salt Lake City

Comments:

Viewing an issue from many angles and being open in regards to the best solution always achieves the most promising results.

Comment 1455

Response
Section in
Chapter 32



32.1.2A
32.14.2M

Comment #: 1455
Date: 9/6/2013
Source: Email
Name: Yvonne Stroup
Location: Salt Lake City
Comments:
As outlined in the petition this road is not needed. It's negative impact on the environment would be unforgivable.

Comment 1456

Response
Section in
Chapter 32



32.14.3A
32.2.13C

Comment #: 1456
Date: 9/6/2013
Source: Email
Name: Stephen Carr
Location: Holladay
Comments:
The freeway will heavily impact the wetlands around Farmington Bay WMA, which are in short supply anyway.

Comment 1457

Response
Section in
Chapter 32



32.2.3A

Comment #: 1457

Date: 9/6/2013

Source: Email

Name: Jaci Patterson

Location: Gentry

Comments:

I am from that area and my family still lives there. I want to preserve the beauty they live in and not fill it with a freeway.

Comment 1458

Response
Section in
Chapter 32



32.18A
32.11.1A
32.2.13C
32.2.1G

Comment #: 1458

Date: 9/6/2013

Source: Email

Name: Heather Morgan

Location: Draper

Comments:

I think putting in a full freeway would be not only an eyesore but increase driving and pollution. I love the beautiful area that is West Farmington and I vote we keep it beautiful while still making it useful with a shared solution.

Comment 1459

Response Section in Chapter 32



32.5.6A
32.11.1A
32.2.2H
32.2.3A

Comment #: 1459
Date: 9/6/2013
Source: Email
Name: Julene and David Kowallis
Location: Syracuse

Comments:

It is important to me because if this corridor is built, my wife and I will lose our home. We have it almost paid off, and are planning on retiring within the next 5 years. We have no children and this is our home. We have a lot of memories here and we don't really want to have to start over. Because of the economy and retirement, we won't be able to get a loan to purchase another house let alone pay for one. Also, we already have enough air pollution. Isn't the corridor defeating your purpose when you request that we drive less? We don't want this corridor to divide our city. PLEASE don't build it.

Comment 1460

Response Section in Chapter 32



32.2.13C
32.10F
32.2.13C
32.2.2H
32.1.2F
32.14.2B
32.31O
32.2.3A

Comment #: 1460
Date: 9/6/2013
Source: Email
Name: Bart & Amy Lund
Location: Farmington

Comments:

I live a hundred feet (give or take) from the proposed freeway. We enjoy a nice quiet, serene neighborhood with lots of trails for walking nearby, the freeway would take all of that away. My children attend the Elementary school that will also be just a few feet from the proposed freeway, and while they won't be in elementary school when the freeway is built, they will possibly be attending the High School on Glover's lane that is proposed which would be right next to the freeway. It is not fair that we would be surrounded with noise, pollution, and a horrible eyesore, and this freeway goes against your own clean air initiative. Farmington is a small, narrow city. We already have HWY-89, I-15, and Legacy, and we don't need another freeway in our neighborhoods. We have no benefit from this freeway, we only get all the negative that comes with it. Every March we go and see the hundreds of eagles that gather at Farmington Bay, and many other times throughout the year we see Bald Eagles flying overhead, or resting in neighborhood trees. Who truly knows the impact on them? Where else in the country is there a gathering place for these birds like here in Farmington. This must be preserved and protected and not taken for granted. Who stands to gain from this freeway? UDOT, Senator Adams? who else? They should not have the power to impact so many lives, and so many households negatively. This Freeway is WRONG for West Davis, and especially WRONG for Farmington.

Comment 1461

Response
Section in
Chapter 32



32.31D

Comment #: 1461
Date: 9/6/2013
Source: Email
Name: Anita Todd
Location:
Comments:
The preservation of wildlife and wetlands and open space and clean air means alot to a community!!!!

Comment 1462

Response
Section in
Chapter 32



32.31D

Comment #: 1462
Date: 9/6/2013
Source: Email
Name: Kristin Barrus
Location: Lehi
Comments:
This will destroy prime habitat that is needed for our environment

Comment 1463

Response
Section in
Chapter 32



32.31D

Comment #: 1463
Date: 9/6/2013
Source: Email
Name: Christine Skalka
Location: Farmington
Comments:
Because this is my home and were my kids go to school.

Comment 1464

Response
Section in
Chapter 32



32.2.3A

Comment #: 1464
Date: 9/6/2013
Source: Email
Name: Mike Poler
Location: Salt Lake City
Comments:
More highways simply promote more cars ! Not a solution

Comment 1465

Response
Section in
Chapter 32



32.11.1A
32.31D

Comment #: 1465

Date: 9/6/2013

Source: Email

Name: Kim Bullock

Location: North Salt Lake

Comments:

For the health of my grandchildren, breathing bad air. It would be right in their back yard.

Comment 1466

Response
Section in
Chapter 32



32.1.2C
32.2.1J
32.2.1A

Comment #: 1466

Date: 9/6/2013

Source: Email

Name: Clare Gilmore

Location: Holladay

Comments:

It is time to reset our state's priorities and focus on preserving our natural wonders (tourism!!) and making public transportation convenient and affordable (invest in TRAX!)

Comment 1467

Response
Section in
Chapter 32



32.1.2A
32.14.3A
32.5.1D

Comment #: 1467

Date: 9/6/2013

Source: Email

Name: David Druker

Location: Holladay

Comments:

Governor,
This highway is not needed and will cause unnecessary destruction of wetlands and housing.

Comment 1468

Response
Section in
Chapter 32



32.2.1A
32.2.1J
32.2.3A

Comment #: 1468

Date: 9/6/2013

Source: Email

Name: Jolene Despain

Location: Brighton

Comments:

Explore more affordable mass transit options not more freeways.

Comment 1469

Response Section in Chapter 32



32.1.2F
32.2.13C
32.2.3A
32.2.1J
32.2.1A
32.14.2A

Comment #: 1469
Date: 9/6/2013
Source: Email
Name: Nate Cook
Location: Farmington

Comments:

I'm personally concerned with the effect this freeway will have on Farmington and my neighborhood in particular. Farmington has no benefit of having another freeway running through it, and yet will incur all of the noise, pollution, and health effects that come along with it. Utah has some of the worst air quality in the nation and it would be in everyone's best interest to put our money and efforts towards a better run, cheaper, and more efficient public transportation system. I also think it would be terrible to destroy the wildlife, beauty and peacefulness that we have here in the Farmington Bay.

Comment 1470

Response Section in Chapter 32



32.31D
32.11.1A

Comment #: 1470
Date: 9/6/2013
Source: Email
Name: Keslee Tyson
Location: Farmington

Comments:

No more pollution!!

Comment 1471

Response
Section in
Chapter 32



Comment #: 1471

Date: 9/6/2013

Source: Email

Name: Kathleen Dennis

Location: Bountiful

Comments:

I am very concerned about the air quality in Davis County and don't want to see another freeway that encourages private automobile use. Mi believe a much better plan would be to develop east/west public transit corridors and utilize fronrunner more in the future. It is there, can be stimulated with discounted fares, and would help mprove the horrible air quality we have here I Davis County.

32.11.1A
32.2.3A
32.2.1A
32.2.1J

Comment 1472

Response
Section in
Chapter 32



Comment #: 1472

Date: 9/6/2013

Source: Email

Name: Fay Croxford

Location: Layton

Comments:

Our kids live really close to the proposed corridor in their dream house built just 1.5 yrs ago. We hope for a better solution to the transportation needs.

32.31D
32.2.3A

Comment 1473

Response
Section in
Chapter 32



32.14.2H
32.5.1D

Comment #: 1473
Date: 9/6/2013
Source: Email
Name: Sarah Uhle
Location: Salt Lake City

Comments:

The Great Salt Lake has been invaded too much already. This roadway would be devastating to the lake, to wildlife, especially to migrating birds, and to people who have already built in the area and were told that their properties would not be damaged or taken from them.

Comment 1474

Response
Section in
Chapter 32



32.2.3A

Comment #: 1474
Date: 9/6/2013
Source: Email
Name: Jeffrey Moon
Location: Clearfield

Comments:

I do not want this freeway built because it poses risks to my daughter's school.

Comment 1475

Response
Section in
Chapter 32



32.14.2A
32.14.2I

Comment #: 1475

Date: 9/6/2013

Source: Email

Name: Richard Nowak

Location: Salt Lake City

Comments:

We are a Bird specific rescue and recovery, more dead and injured birds are found on high speed roads and specifically by refuges for wildlife. Reconsider the Environmental impact to include an actual study including stats from surrounding animal agencies.

Comment 1476

Response
Section in
Chapter 32



32.31D

Comment #: 1476

Date: 9/6/2013

Source: Email

Name: Kevin Humberstone

Location: Portland

Comments:

To ensure our continued existence, on this planet, is a healthy one, having clean air is a necessary step. Plus if there is any hope of me moving back to Salt Lake, healthy, clean air must be achieved.

Comment 1477

Response
Section in
Chapter 32



32.1.2C
32.14.2A
32.31D

Comment #: 1477

Date: 9/6/2013

Source: Email

Name: Stan Rifw

Location: Orem

Comments:

I am a wildlife photographer and have enjoyed Farmington Bay's wildlife since I learned of it in 2008. Please preserve this area for the wildlife that lives here and that which it migrates to it each year... The American Bald Eagles. PLEASE, by doing so you are doing the right thing. I supported you with my vote last year please continue to support us with your honorable right decision. Best regards

Comment 1478

Response
Section in
Chapter 32



32.31D
32.14.2A

Comment #: 1478

Date: 9/6/2013

Source: Email

Name: Vivian Schneggenburger

Location:

Comments:

I am an active birder & have spent many wonderful hours in Farmington Bay & on the Nature Conservancy property. Can't imagine losing this resource! We all need places to go to breathe easily & enjoy the solitude.

Comment 1479

Response
Section in
Chapter 32



32.2.1G
32.31R

Comment #: 1479

Date: 9/6/2013

Source: Website

Name: John Bowker

Location: Farmington

Comments:

I am completely behind and committed to the Shared Solution as "the solution" to the West Davis Corridor issue. And totally support the recent findings released by the Federal Government concerning the welfare of the wildlife that inhabits the WDC.

Comment 1480

Response
Section in
Chapter 32



32.14.2H
32.2.1J

Comment #: 1480

Date: 9/6/2013

Source: Website

Name: Nicola Nelson

Location: North Salt Lake

Comments:

This highway will significantly harm the Great Salt Lake environment. Once the environment is damaged by a huge concrete strip, it can never be recovered. The money spent to build this highway should be used to make mass transit cheaper and more expansive. It could even make TRAX free!

Comment 1481

Response
Section in
Chapter 32



32.31L

Comment #: 1481

Date: 9/6/2013

Source: Email

Name: Eric Wanner

Location: Syracuse

Comments:

This a complete waste of my tax dollars! I will vote people into office who agree with me on this issue.

Comment 1482

Response
Section in
Chapter 32



Comment #: 1482

Date: 9/6/2013

Source: Website

Name: Julie

Location: Farmington

Comments:

What do sen. Adams, rob bishop, the dabis county council and udot reps have to say about the udoi request to further investigate the shared solution alternative? Why would udot and the fhwa pick the glovers lane option when it disrupts undisturbed, continuous wetlands and migratory bird migration corridors? Do not build the WDC, NO ONE wants it. Put money towards the shared solution and park and ride lots, bike trails, trax connections, light rail, monorail. Help the air quality, obesity epidemic, the economy, our unique ecosystem and still make your money.

32.2.1G

32.2.13C

32.2.3A

32.2.1G

32.2.1C

32.2.1A

32.2.1J

32.1.2C

Comment 1483

Response
Section in
Chapter 32



32.31L
32.2.3A
32.1.2A

Comment #: 1483
Date: 9/6/2013
Source: Email
Name: Collete Anderson
Location: Ogden
Comments:
We have legacy highway that gets hardly any use. Put this money toward more exits for legacy and toward our schools instead of wasting it on another freeway that is not needed!

Comment 1484

Response
Section in
Chapter 32



32.2.1G

Comment #: 1484
Date: 9/6/2013
Source: Website
Name: Julie
Location: Farmington
Comments:
What are udot's specific, detailed arguments against a shared soultion?

Comment 1485

Response
Section in
Chapter 32



32.1.2A

32.30I

Comment #: 1485

Date: 9/6/2013

Source: Website

Name: Julie

Location: Farmington

Comments:

Udot's original study conducted in 2002 stated that the glovers lane option was fourth best out of four options. It was the most environmentally damaging and did not alleviate traffic issues into 2040. What parameters were changed to do the modelling since that 2002 study. I know a new model was used but what information was plugged into the model?

Also, udot surveys I've heard of but not been asked to participate in are biased and skewed. Please reply with any surveys approved, conducted or initiated by udot and its contractors. Please include all the questions and where and when they were conducted.

Comment 1486

Response
Section in
Chapter 32



32.1.2A

32.14.2H

32.11.2A

32.1.2C

Comment #: 1486

Date: 9/6/2013

Source: Email

Name: Joyce Bleazard

Location: Eagle Mountain

Comments:

I sign this for many reasons; it doesn't seem necessary, it is detrimental to the environment, it is damaging to the health of those people living nearby, a lot of cost for something people don't want. The money is needed in the schools and other places. That's just a few reasons.

Comment 1487

Response
Section in
Chapter 32



32.31D

Comment #: 1487

Date: 9/6/2013

Source: Website

Name: Kelsey Garner

Location: Salt Lake City

Comments:

PLEASE listen to the concerned citizens of this state. The precious and beautiful land in Utah is what brings people to this state. A way must be found to support the economy without harming our land.
Thank you.

Comment 1488

Response
Section in
Chapter 32



32.31D
32.14.2B

Comment #: 1488

Date: 9/6/2013

Source: Email

Name: Cody Hoagland

Location: Spanish Fork

Comments:

I photograph Eagles there every year, its important habitat for all water Fowl, Save the Wet lands!

Comment 1489

Response
Section in
Chapter 32



Comment #: 1489

Date: 9/6/2013

Source: Email

Name: Angela Davis

Location: Farmington

Comments:

I love Farmington. I hate the idea of having a major road built that will negatively impact us all. The pollution, the impact it will have on the health of all those who live nearby, the damage it will cause to the wildlife, and the cost associated with it are all reasons not to build this road. Our state needs someone to be an advocate for cleaner air. We need to improve our current methods of transportation instead of building a new road that encourages more driving. There are so many reasons not to build this road, please listen to these concerns.

32.2.13C
32.2.3A
32.31D
32.2.1A
32.2.3A

Comment 1490

Response
Section in
Chapter 32



Comment #: 1490

Date: 9/6/2013

Source: Email

Name: JoDell Parke

Location: Salt Lake City

Comments:

It's a simple equation; fewer roads + more accessible/affordable mass transit = fewer cars and fewer noxious emissions = better air quality for all of us. Determine your priorities governor and then stick to them!

32.31D
32.11.1A
32.2.1J

Comment 1491

Response
Section in
Chapter 32



32.2.3A

Comment #: 1491

Date: 9/6/2013

Source: Email

Name: Jon Berry

Location: Kearns

Comments:

Do not fund this road! It's a ridiculous tax burden.

This space intentionally blank.