

## Comment 1492

Response  
Section in  
Chapter 32



32.1.2B  
32.2A  
32.31D  
32.2.13A

Comment #: 1492

Date: 9/6/2013

Source: Website

Name: J Lynn Kneedy

Location: West Point

**Comments:**

I want to say "Thank You". We need this Highway "Now".  
I do not believe that mass transit is the answer. The Front runner is under utilized now, and I don't think people will ever use it to capacity to avoid traffic?  
I do not believe that our wetlands, or our "native" species of wildlife will be harmed by this project.  
I prefer the route that follows the power lines through West Kaysville, and hooks up to the Bluff road in Syracuse, following the Bluff to 4100 in Weber County.

Sincerely  
J Lynn Kneedy

## Comment 1493

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1493

Date: 9/6/2013

Source: Email

Name: Heidi Robb

Location: Farmington

**Comments:**

Please don't put the highway in Farmington, we love it here. One one of the reasons we moved here is because of the "small town" feel. We don't need another road on the west side. Thank you.

## Comment 1494

Response  
Section in  
Chapter 32



32.31D

Comment #: 1494  
Date: 9/6/2013  
Source: Email  
Name: Greg Berry  
Location: Springville  
Comments:  
I have family that lives there.

## Comment 1495

Response  
Section in  
Chapter 32



Comment #: 1495  
Date: 9/6/2013  
Source: Website  
Name: John Prince  
Location: Kaysville  
Comments:  
I have been following the West Davis Highway and Legacy Highway since their inception. I am opposed emphatically to the current West Davis proposal. It is flawed in so many ways and unfortunately I think there are many careers at UDOT tied to this rather than open minds (excuse the editorial).  
32.2.3A  
32.2.13G  
32.11.2A  
32.12A  
32.2.13G  
32.8A  
32.1.2A  
32.2.13G  
32.2.1A  
32.3B  
32.2.1G  
32.2.1A  
32.30F  
32.2.1H  
I have been following the park and Syracuse Arts Academy and will be within rock throwing distance of this highway. They will be impacted deeply by this highway and the preferred route. I fear for the health of my grandchildren both now born and those to be born. The impact of air pollution from these vehicles will jump dramatically and recently there are studies suggesting ties between autism and air pollution from cars. Noise pollution is another concern. These are currently quiet neighborhoods and the planned route will remove local trails and parks used by them. The quality of life and home values will be degraded immensely. Is the State of Utah and UDOT willing to compensate them or is it just your tough luck. I think the answer is clear UDOT wins and careers are made. This all about the powerful vs the powerless. If these were your homes would a highway go through your neighborhood where none has existed. If a highway must be built and I think the supposition is highly questionable why not follow the Legacy model and push it along the edge of the wetlands and let it serve as a demarcation line between development and the environment. I think this model has worked extremely well for Legacy.  
However, without a doubt the best solution is to rebuild I-15 through northern Davis County along the same model as occurred in Utah County. This brings more than enough capacity for the Davis County residents and throughput to Weber County and beyond. More so lets encourage commercial development to the north and avoid as many commuters as possible. I-15 rebuild with improved arterials will more than meet the need. The improved Antelope Street in Layton and Syracuse demonstrates this. Arterials will be needed either way and if you choose to live to the west where the highway intends to go you know the situation before you locate there. Why create another busy, noisy, polluted corridor where none exists?? Upgrade the one that does exist and which needs to be rebuilt anyway. The populations of these areas will tolerate the pains of rebuilding just as they did in Utah County and Salt Lake County. This is nothing more than a folly and trying to follow through on plans and thinking from master planners 50 years ago.  
I attended the open house in north Davis County and met with many of the representatives and came away absolutely shocked at the lack of forthrightness exhibited by UDOT during this process. Yes you may follow the letter of the laws but you certainly do not make efforts to bring all of the facts to light for the public to judge.  
So much has been stated relative to the routes but UDOT has carefully understated the nature of this highway. I think the vast majority of the public believes that the highway will be a Legacy extension with the same design concepts. This is what I understood and I am a fairly well informed citizen. Come to learn the following:  
1. This will not be an asphalt highway with it's quieting effects. It most likely will be concrete with seems and associated noise. There will not be sound walls.  
2. There will NOT be associated trails to benefit the public.  
3. Heavy trucks and Semis will be allowed to use this road. WHY? This would be a commuter road and this concept works so well with Legacy. There are no industrial or large commercial bases along this route. There is absolutely no need. I-15 and arterials more than suffice.  
4. Come to learn a fact UDOT has conveniently not publicized more than necessary that these truck restrictions will end for Legacy as well. I am sure the public will not be fond of that. Once again WHY???

## Comment 1495 (continued)

### Response Section in Chapter 32

32.2.1H  
32.20D

32.30A  
32.30F

32.2.1A

5. I am not sure on this one but I believe the speed limits will not be the same as Legacy. Quick editorial, if you are going to build a highway why not use the Legacy model since it works very well and seems to be well accepted. I still do not think it should be built and I will get to that later.

6. UDOT is once again conveniently not publicizing the fact this highway as planned will terminate for the foreseeable future in Syracuse right in the middle of a residential area. HUH what genius came up with this?? The plan is to build in two phases first from Farmington to Syracuse and TEN years later if funding and need is demonstrated continue on to West Have. So at least TEN years of this road terminating in Syracuse. No connection to other highways for through traffic. What is the purpose here?? Inquiring minds want to know. Similar to a bridge to nowhere. You will be dumping traffic into those neighborhoods and then where does it proceed? Seems all other major highways in Utah interconnect and do not just terminate awaiting what? Do the people of Syracuse know this? How much effort has UDOT made to inform them. I heard they went around some neighborhoods during the day door to door but these are working people with both parents working during the day. Nice calculated try!

I implore you to reconsider your plans and to CONSIDER the effects on real people and places. A rebuild of I-15 may cost some more but will be ultimately more valuable and does not end in the middle of neighborhoods.

Sincerely,  
John Prince

## Comment 1496

### Response Section in Chapter 32

32.2.1J

32.2.1A

Comment #: 1496

Date: 9/6/2013

Source: Email

Name: Boni Peterson

Location: Farmington

#### Comments:

Our state is beautiful and has the unique Great Salt Lake. It seems drastic to build such an invasive freeway and destroy such natural beauty. Please put the 600 million to better use. Use the money to enhance and make the mass transit more effective and efficient, so more people will be willing to use it. Money has already been spent on the front runner, why not improve it and make it affordable for commuters to use? Have trains come more often, more buses come more often, to make commuting using mass transit more accessible and as I stated before more affordable.

## Comment 1497

Response  
Section in  
Chapter 32



32.4D  
32.4C

Comment #: 1497

Date: 9/6/2013

Source: Website

Name: John Prince

Location: Kaysville

**Comments:**

I wanted to add one more observation. I noticed in the open house in north Davis County that several farmers were in support of the current proposed routed because it would not cross their farms. They pleaded for the need to have farms which I fully support. The sad fact is the vast majority of the farmers in Davis County have sold their farms to developers and once this older generation of farmers passes away the likelihood is their children will sell the land because they do not want to be in farming. That is just the cycle that is occurring and has been for generations. If that land would be dedicated in perpetuity to farming that would be one thing.

## Comment 1498

Response  
Section in  
Chapter 32



32.31D

Comment #: 1498

Date: 9/6/2013

Source: Email

Name: Sarah Mackliet

Location: Farmington

**Comments:**

Because I live by the free-way and I don't see any positives.

## Comment 1499

Response  
Section in  
Chapter 32



32.31D  
32.14.2A

Comment #: 1499  
Date: 9/6/2013  
Source: Email  
Name: Carolyn Tuttle  
Location: SLC  
Comments:  
We need those birds protected, for our own health and life; that is way more vital than traffic.

## Comment 1500

Response  
Section in  
Chapter 32



32.1.2A

Comment #: 1500  
Date: 9/6/2013  
Source: Email  
Name: Tara Stewart  
Location: Bountiful  
Comments:  
I live in Farmington and want to protect the beauty of this city. A freeway is absolutely NOT needed.

## Comment 1501

Response  
Section in  
Chapter 32



32.2.1A  
32.11.1A  
32.2.1G

Comment #: 1501

Date: 9/6/2013

Source: Email

Name: Gail Prims

Location: Layton

**Comments:**

Our communities do not need the added pollution of another freeway. We need to look for other smarter solutions beyond paving over our beautiful wetlands and farmlands.

## Comment 1502

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1502

Date: 9/6/2013

Source: Email

Name: Elizabeth Moffatt

Location:

**Comments:**

I'm saddened, and extremely concerned that the adverse environmental affects and compromised quality of living, overwhelmingly outweigh the need for yet another freeway in the area.

## Comment 1503

Response  
Section in  
Chapter 32



32.31D  
32.14.3A  
32.11.1A

**Comment #:** 1503  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Catherine Sharpsteen  
**Location:** Fruit Heights  
**Comments:**  
Wetlands, open space protection, air quality, efficient transportation planning

## Comment 1504

Response  
Section in  
Chapter 32



32.31D  
32.14.2A

**Comment #:** 1504  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Angela & John Bowker  
**Location:** Farmington  
**Comments:**  
I want to be able to preserve our beautiful environment for all the migratory birds and for our families and children. Come and visit this area and see what we are talking about. Thank you

## Comment 1505

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1505

Date: 9/6/2013

Source: Email

Name: Cinnamon Fox

Location: Fruit Heights

**Comments:**

I live and breath in Utah. Are air quality is horrible plus I don't own a car I take the bus or ride my bike. It's so important for Utah to get with it. Lets breath again.

## Comment 1506

Response  
Section in  
Chapter 32



32.31D  
32.2.3A

Comment #: 1506

Date: 9/6/2013

Source: Email

Name: Edward Fisher

Location: Bountiful

**Comments:**

I bird watch, hunt, walk, and bicycle in this area. It is a unique place that deserves protection not destruction.

## Comment 1507

Response  
Section in  
Chapter 32



Comment #: 1507  
Date: 9/6/2013  
Source: Email  
Name: Mark Stackhouse  
Location: Salt Lake City

**Comments:**

This highway would do incredible harm to a priceless and irreplaceable ecosystem. It is not needed, and there are better alternatives for our transportation.

32.14.2H  
32.1.2A  
32.2.1G

## Comment 1508

Response  
Section in  
Chapter 32



Comment #: 1508  
Date: 9/6/2013  
Source: Website  
Name: Matt McBride  
Location:

**Comments:**

Anyone who attempts to travel west from I-15 to West Kaysville, West Layton, Syracuse, West Point, or other cities near the shores of the Great Salt Lake knows that this corridor is a vital necessity. The crazy environmentalists and Federal Departments opposed to the corridor and who believe that mass transit and alternative methods of transportation will remedy this problem need to wake up to the reality of the situation. If Utah had a bus/light rail system similar to Japan or Europe, yes mass transit would work; but these communities have built their systems over the last 50 years. Adding a few buses to get people to a Front Runner that runs too infrequently to move all of these people and would require a major upgrade to increase its capacity is unrealistic. Utah does not have the funds and our taxes would increase exponentially. In addition, I believe that the silent majority does not have the desire to build such a system. The traffic problems need to be addressed now and building a mass transit system would take decades. UDOT is looking for the best solution to remedy a current problem and plan for the future. Although I personally may have selected a different route than the preferred route identified by UDOT, I applaud them for their efforts. I would hope that UDOT will consider the needs of the LOCAL but silent majority than cave to the objections of the OUT-OF-STATE vocal minority and move forward with this project.

32.1.2B  
32.2A  
32.2B  
32.1.2B  
32.2A  
32.2.13A  
32.2.13L

## Comment 1509

Response  
Section in  
Chapter 32



Comment #: 1509

Date: 9/6/2013

Source: Email

Name: JaNae Haycock

Location: Farmington

**Comments:**

I don't understand why we need another freeway! Let's put the money to better use and encourage mass transit and other alternatives. I love west Farmington! My family and I enjoy the trails and wetlands and the peace here. The proposed freeway would destroy that.

32.1.2A  
32.2.1A  
32.2.1J  
32.2.13C

## Comment 1510

Response  
Section in  
Chapter 32



Comment #: 1510

Date: 9/6/2013

Source: Email

Name: Scott Dimmick

Location: Spanish Fork

**Comments:**

The bald eagles, owls, foxes, and other wildlife must be left alone.

32.31D  
32.14.2B  
32.24J

## Comment 1511

Response  
Section in  
Chapter 32



32.1.2A

Comment #: 1511  
Date: 9/6/2013  
Source: Email  
Name: Katie Sorenson  
Location: Salt Lake City  
Comments:  
Pollution, birds, unnecessary road...need I say more!

## Comment 1512

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1512  
Date: 9/6/2013  
Source: Email  
Name: Betty Berry  
Location: Seneca  
Comments:  
We visit Utah all the time, and the pollution is horrendous. We have loved ones affected by it.

### Comment 1513

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1513  
Date: 9/6/2013  
Source: Email  
Name: Mat McKenna  
Location: Salt Lake City  
Comments:  
bad air pollution

### Comment 1514

Response  
Section in  
Chapter 32



32.31D  
32.2.3A

Comment #: 1514  
Date: 9/6/2013  
Source: Email  
Name: Brittany Badger  
Location: Salt Lake City  
Comments:  
Please do not fund the Worst Designed Corridor.

## Comment 1515

Response  
Section in  
Chapter 32



32.2.3A  
32.14.2A  
32.14.2B

**Comment #:** 1515  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Andrea Richman  
**Location:**  
**Comments:**

I volunteer at the great salt lake nature center where thousands of people come each year to see the birds. Over 5 million birds migrate through there each year. 2-4 hundred eagles alone come in the winter. Do we really want to disrupt an area so vital to our national symbol, our bird population and the precious education of our children. Nature matters. Please don't destroy one of our last treasures in Davis county

## Comment 1516

Response  
Section in  
Chapter 32



32.11.1A  
32.1.2A  
32.2.1A  
32.2.1J

**Comment #:** 1516  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Susan Snyder  
**Location:** Ogden  
**Comments:**

I work as an outdoor educator, and this past year has been the absolute WORST in terms of air quality. We don't need to make it more convenient to commute long distances in personal vehicles. We need to make it more convenient to use transit by funding it fully and by making it easier for people to live closer to their jobs. You want to help commuters and improve air quality? Make transit a BETTER option than personal vehicles. Many, many metro areas have.

## Comment 1517

Response  
Section in  
Chapter 32



32.31D  
32.2.3A

Comment #: 1517  
Date: 9/6/2013  
Source: Email  
Name: Amanda James  
Location: Farmington  
Comments:  
Please STOP the west corridor!

## Comment 1518

Response  
Section in  
Chapter 32



32.1.2A

Comment #: 1518  
Date: 9/6/2013  
Source: Email  
Name: Christopher Strong  
Location: Salt Lake City  
Comments:  
More roads are not necessarily the best solution to our transportation needs.

## Comment 1519

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1519  
Date: 9/6/2013  
Source: Email  
Name: Charles Trentelman  
Location: Ogden  
Comments:  
clean air -- i am a lung disease survivor (so far).

## Comment 1520

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1520  
Date: 9/6/2013  
Source: Email  
Name: Brian Holje  
Location: Farmington  
Comments:  
PLEASE, No loud freeway in my backyard

## Comment 1521

Response  
Section in  
Chapter 32



32.1.2A  
32.31D

**Comment #:** 1521  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Randy Gardner  
**Location:**  
**Comments:**  
We don't need more cars on the road---we need more informed people around public transportation. Less pollution in our already poor air quality environment.

## Comment 1522

Response  
Section in  
Chapter 32



32.14.2H  
32.1.2A  
32.2.3A

**Comment #:** 1522  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Kristine Hirschbeck  
**Location:** Salt Lake City  
**Comments:**  
My understanding is that the road will create too big of an impact on the eco system for a road that isn't necessary. I don't want my tax dollars going toward this project.

## Comment 1523

Response  
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Chapter 32



Comment #: 1523

Date: 9/6/2013

Source: Email

Name: Annie Huffman

Location: Syracuse

**Comments:**

I live in Syracuse, and commute to Draper, which is approximately an hour each direction. I can tolerate this commute because I live in a place where there is still plenty of open space, and wildlife. As I drive home I have the privilege of seeing cranes, herons, ibis, swan, geese, raven, kestrel, owl, hawk, eagle, pheasant, duck, dove, red-winged blackbird, and any number of other birds I cannot identify. We need to preserve open space, not just for ourselves, but for the many many animals who rely on it. Who've relied upon it for generations.

32.1.2A  
32.14.2A  
32.1.2C

## Comment 1524

Response  
Section in  
Chapter 32



Comment #: 1524

Date: 9/6/2013

Source: Email

Name: Mary McKinley

Location: Ogden

**Comments:**

The proposed West Davis corridor is not the best location. It will have a devastating impact on the environment and on species such as the bald eagle. Additionally, if it is determined that a new road is essential to our future, it should be located where it is needed the most. It is needed the most where the population is the most dense - not the least dense.

32.31D  
32.14.2A  
32.1.2A  
32.31D  
32.2.1A

## Comment 1525

Response  
Section in  
Chapter 32



Comment #: 1525  
Date: 9/6/2013  
Source: Email  
Name: Jim Maxwell  
Location: Farmington

**Comments:**

Living in the Farmington Area I am very concerned about the decreased quality= of life this road will cause. The road completely by-passes Farmington/Kayesville and yet will fully impact both communities with increased noise, pollution and decreased home valuations. Please help your Davis County constituents and do what you can to stop the funding for this project and instead push for a Shared Solution that would better meet your stated transportation goals.

32.2.13C  
32.8A  
32.2.3A  
32.2.1G

## Comment 1526

Response  
Section in  
Chapter 32



Comment #: 1526  
Date: 9/6/2013  
Source: Email  
Name: Amy Sessions  
Location: Syracuse

**Comments:**

I don't feel this road is needed and the money that it will cost is too much.

32.2.1A

## Comment 1527

Response  
Section in  
Chapter 32



**Comment #:** 1527

**Date:** 9/6/2013

**Source:** Email

**Name:** Carol Clayton

**Location:** Salt Lake City

**Comments:**

You say that we need to cut down on vehicle pollution. Please follow through by not funding the West Davis Corridor. There are better solutions out there.

32.2.2H  
32.2.3A  
32.2.1G

## Comment 1528

Response  
Section in  
Chapter 32



**Comment #:** 1528

**Date:** 9/6/2013

**Source:** Email

**Name:** Leslie Hugo

**Location:** Sandy

**Comments:**

Please consider other transportation means that will cut down on more cars on the road and help our air pollution problem!!!

32.2.1A  
32.2.1G

## Comment 1529

Response  
Section in  
Chapter 32



32.11.1A  
32.14.2A  
32.2.2G  
32.31D

Comment #: 1529

Date: 9/6/2013

Source: Email

Name: Dave Ittis

Location:

Comments:

The West Davis Corridor would

a. diminish air quality.

b. impact wildlife

c. is a waste of taxpayer dollars since it would barely be used.

d. Would wreck recreational bicycling in West Davis County, including ruining the Cycle Salt Lake Century, a ride that has over 2000 participants.

## Comment 1530

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1530

Date: 9/6/2013

Source: Email

Name: Alan Berry

Location: Seneca

Comments:

Too much pollution!

## Comment 1531

Response  
Section in  
Chapter 32



Comment #: 1531

Date: 9/6/2013

Source: Email

Name: Michael Shaw

Location: Holladay

**Comments:**

I am in this corridor consistently in late winter through mid summer monitoring a long term nesting study. I cannot imagine the disruption this very questionable project will bring to the wildlife, long time residents, and scenic qualities of the area. And my lungs.

32.14.2A

32.5.1D

32.18A

32.11.1A

## Comment 1532

Response  
Section in  
Chapter 32



Comment #: 1532

Date: 9/6/2013

Source: Email

Name: Lincoln Hobbs

Location: Salt Lake City

**Comments:**

Improvements in our air quality will require a change in mindset.

32.31D

32.11.1A

### Comment 1533

Response  
Section in  
Chapter 32



32.2.2H  
32.2.1G

Comment #: 1533  
Date: 9/6/2013  
Source: Email  
Name: Marti Grace Ashby  
Location: Salt Lake City  
Comments:  
Please follow through on your stated goal to deal with our pollution problem. This means the need for you and UDOT to engage in a shared solution. Please, Governor, do this for the people of your state.

### Comment 1534

Response  
Section in  
Chapter 32



32.12A

Comment #: 1534  
Date: 9/6/2013  
Source: Email  
Name: Tim Bleazard  
Location: Salt Lake City  
Comments:  
I have brothers and sisters, nieces and nephews there that I wanna keep safe and help keep the noise down for them.

## Comment 1535

Response  
Section in  
Chapter 32



32.2.3A  
32.11.1A

Comment #: 1535  
Date: 9/6/2013  
Source: Email  
Name: Michael Milligan  
Location: Bountiful  
Comments:  
We have too much pollution of the air and wetlands already; this is a very unwise choice.

## Comment 1536

Response  
Section in  
Chapter 32



32.2.3A  
32.31D  
32.11.1A

Comment #: 1536  
Date: 9/6/2013  
Source: Email  
Name: Christy Bills  
Location: Salt Lake City  
Comments:  
Please do not let our air quality and our bird refuges be impacted more!

## Comment 1537

Response  
Section in  
Chapter 32



32.2.3A  
32.31D

Comment #: 1537  
Date: 9/6/2013  
Source: Email  
Name: Steve Wasmund  
Location:  
Comments:  
Encouraging driving, by making it easier and faster and keeping it cheap, is moving in the wrong direction!

## Comment 1538

Response  
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Chapter 32



32.31D  
32.2.1H

Comment #: 1538  
Date: 9/6/2013  
Source: Email  
Name: Lisa Saunders  
Location: Syracuse  
Comments:  
A raised freeway will ruin our city and all it stands for.

## Comment 1539

Response  
Section in  
Chapter 32



Comment #: 1539

Date: 9/6/2013

Source: Email

Name: Deborah Carter-Drain

Location: Salt Lake City

### Comments:

32.2.1A

32.2.3A

32.2.3A

32.2.1A

32.2.1P

32.2.3A

32.2.1G

32.2.1A

32.2.1J

The State of UT has already lost 90% of our wetlands, which are critical to maintaining clean water supplies, wildlife habitat, and healthy ecosystems. We also suffer from the dirtiest air in the nation, and a good part of the world. The construction of a road that is unnecessary based on projected population growth that will contribute to urban sprawl; contribute to air, surface water groundwater, noise, light, and wetland pollution; contribute to further loss of wetlands; and is contrary to smart growth is simply wrong. In addition there has been inadequate evaluation by UDOT to assess expanded mass transit and to assess whether existing infrastructure can be utilized to improve traffic flow at periods of high use, such as expanding existing roadways to manage traffic more efficiently, creative intersections (Draper), lane direction changes during peak flow (Taylorsville), etc. What UDOT has effectively done is pit one community against each other, instead of developing a communities-wide approach to doing what is best for the impacted communities and the residents of the Wasatch Front who all suffer from the effects of air pollution and to do= what is best for the Great Salt Lake ecosystem which is considered world-wide critical habitat. UDOT's approach is short-sighted and backward looking; A 1950's solution is inappropriate in 2013. Please do what is right, do not support this roadway with funding, require that UDOT perform further evaluation of a Shared Solution, and support your own request of Utah citizens to "drive less". Just think what \$600M dollars (in today's money) could do to expand public transportation, existing infrastructure, and subsidize those with limited resources to better utilize existing public transportation. Utah has already lost so much of what makes this State so incredible to developer's greed and lack of appropriate oversight, it is time to stop.

## Comment 1540

Response  
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Chapter 32



Comment #: 1540

Date: 9/6/2013

Source: Email

Name: Bruce Ewert

Location: Sandy

### Comments:

32.2.1A

We do NOT need more highways!

## Comment 1541

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1541  
Date: 9/6/2013  
Source: Email  
Name: Daniel Southerland  
Location: Salt Lake City  
Comments:  
It is a misuse of funds

## Comment 1542

Response  
Section in  
Chapter 32



32.31D

Comment #: 1542  
Date: 9/6/2013  
Source: Email  
Name: Catherine Jorgensen  
Location: Brighton  
Comments:  
We need to work more to protect the environment.

## Comment 1543

Response  
Section in  
Chapter 32



32.14.2H

Comment #: 1543

Date: 9/6/2013

Source: Email

Name: Glenda Cotter

Location: Salt Lake City

**Comments:**

Habitat loss is one of the primary threats to migratory bird species, and the proposed West Davis Freeway would degrade or destroy critical habitat on the shores of the Great Salt Lake.

## Comment 1544

Response  
Section in  
Chapter 32



32.3B

Comment #: 1544

Date: 9/6/2013

Source: Email

Name: Jake Hanson

Location: Salt Lake City

**Comments:**

Highways like this represent antiquated thinking about how human beings relate to the lands on which we live. We need real solutions to transportation needs--like changing land use patters and building walkable/bikeable/public transit friendly places.

## Comment 1545

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1545

Date: 9/6/2013

Source: Email

Name: Alvin Ogles

Location: Farmington

**Comments:**

I've been a resident of Farmington for 13 years now and own 2 homes here. I love nature and beauty of the wetlands and I spend time at Farmington Bay. I don't want a highway messing up the area I live to accomodate the people who chose to live in west Davis County. No more highways in Farmington!

## Comment 1546

Response  
Section in  
Chapter 32



Comment #: 1546

Date: 9/6/2013

Source: Email

Name: Glen Bushman

Location: Syracuse

**Comments:**

This road will create congestion on the under passes and split my city in two. The road will be underutilized in a few years. Put the 600 Mil to better use with alternate forms of transportation.

32.7H  
32.2.13G  
32.2.2G  
32.2.1A  
32.2.1J

## Comment 1547

Response  
Section in  
Chapter 32



Comment #: 1547  
Date: 9/6/2013  
Source: Email  
Name: Sean Lang  
Location: Salt Lake City

**Comments:**

With some of the worst air in the country, we don't need another highway. We don't need to follow the Los Angeles model of growth of urban sprawl. There are better alternatives that need to be explored.

32.1.2A  
32.2.1A  
32.2.1G  
32.11.1A

## Comment 1548

Response  
Section in  
Chapter 32



Comment #: 1548  
Date: 9/6/2013  
Source: Email  
Name: Markus Mika  
Location: Salt Lake City

**Comments:**

To reduce the severe impacts from increased traffic on my wife's asthma and on my 3-yr old son's longterm health prospects!

32.31D  
32.11.1A

## Comment 1549

Response  
Section in  
Chapter 32



32.14.2B

Comment #: 1549

Date: 9/6/2013

Source: Website

Name: Tyson

Location:

Comments:

Was the DEIS conducted during winter months when bald eagles roost here? Was it conducted all along Farmington Creek where they roost? Was ANYONE even out here observing wildlife?? We didn't see anyone.

## Comment 1550

Response  
Section in  
Chapter 32



32.2.13C

Comment #: 1550

Date: 9/6/2013

Source: Website

Name: Tyson

Location:

Comments:

West Farmington residents are familiar with the hazardous foggy conditions which occur during the winter months. Having a freeway with vehicles traveling over 65mph may not be such a great idea.

## Comment 1551

Response  
Section in  
Chapter 32



32.31D

**Comment #:** 1551  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Caroline Goldman  
**Location:** Salt Lake City  
**Comments:**  
 We need less pollution and more wild space -- not the opposite.

## Comment 1552

Response  
Section in  
Chapter 32



32.1.2A  
 32.2.1A  
 32.2.1G  
 32.2.3A

**Comment #:** 1552  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Brandee LeRoy  
**Location:** Farmington  
**Comments:**  
 People make choices on where to live, very well knowing about commute and congestion. We don't need another road to destroy the calm, wildlife and air quality of the western cities. It seems that UDOT will not consider other options. I do not support the west davis corridor, nor do I want my taxes going to pay for it.

## Comment 1553

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1553  
Date: 9/6/2013  
Source: Email  
Name: Clint Huffman  
Location: Syracuse  
Comments:  
Because you'll destroy the wetlands I know and love and create a noisy smoggy mess of my neighborhood.

## Comment 1554

Response  
Section in  
Chapter 32



32.14.3E  
32.14.3L  
32.2.13C

Comment #: 1554  
Date: 9/6/2013  
Source: Website  
Name: Brett Anderson  
Location: Farmington  
Comments:  
The Glover lane option cannot be the LEDPA, given the actual nature of the competing wetlands. The alleged wetlands in the Clark Lane option are subject to dissipation when the farmers opt to develop their land rather than irrigate it. It is illogical to treat the competing wetlands (Glovers Lane wetlands vs. Clark Lane wetlands) as identical. They are not the same. The Glovers Lane wetlands are not dependent on irrigation practices to maintain their existence. Lastly, how can 8 - 10 miles of WDC highway be less impactful than 1.5 miles of WDC highway on Clark Lane. It cannot. (There are plenty of public rumors flying that certain state senators are pushing for the Glovers Lane option because of their land holdings in the Clark Lane vicinity. These types of rumors are only fueled by the apparent secrecy that has pervaded the UDOT analysis.)

## Comment 1555

### Response Section in Chapter 32



32.31R  
32.2.3A  
32.5.6A  
32.8A  
32.5.6A  
32.2.3A  
32.2.1A  
32.31L

Comment #: 1555

Date: 9/6/2013

Source: Website

Name:

Location:

Comments:

In regards to the letter received from the Interior Department, I join them in urging you to opt for the no build option on the west davis corridor. Protect the wetlands and use the money to improve what is already in place. I believe many people would rather see this done as well, especially those that may lose a home or business due to the new road and receive an amount well below what their property is actually worth. Put yourself in their shoes and ask yourself how you would feel if you lost your home due to a new road and knew you were going to have to relocate and receive an amount lower than your property's actual value. I bet it would make you think twice.  
Again I urge the No Build option and encourage the money be used to improve existing infrastructure. Thanks for your time.

Adam

## Comment 1556

### Response Section in Chapter 32



32.31D  
32.11.1A  
32.12A  
32.14.3A

Comment #: 1556

Date: 9/6/2013

Source: Email

Name: Michelle Finley

Location: Farmington

Comments:

We will be affected by the pollution, noise, traffic, loss of wet lands

## Comment 1557

Response  
Section in  
Chapter 32



Comment #: 1557  
Date: 9/6/2013  
Source: Email  
Name: Amy Peterson  
Location: Layton  
Comments:

I have a 6 year old who loves to play in the backyard and it's just really to close to home, we want clean AIR!!!

32.31D  
32.11.1A  
32.5.4A

## Comment 1558

Response  
Section in  
Chapter 32



Comment #: 1558  
Date: 9/6/2013  
Source: Website  
Name: Susan Swider  
Location: West Point  
Comments:

I live on Canal Drive, behind my house is an irrigation canal and behind that is a huge field, behind that are two homes owned by the Hendry brothers and their homes are slated for destruction because of the Corridor road. The field is a huge attraction for migrating Geese. I have counted at least 500 geese out there at one time. There are two Blue Heron that have made this field their home for the last 4 years and this year they had a baby. Two Sand Hill Cranes have been hanging around the field since April. This year we discovered 10 Painted Turtles in the pond. There is also some kind of furry swimming creature that hangs out in the pond. There are also many Pheasants, that reproduce, living in this field. We have regular visits from Ibises, Doves, Seagulls, and numerous other varieties of birds that visit this field on a regular basis all year long. You build that road and all wildlife will disappear. We love living here and being witness to all the critters, every day. We moved here to get away from road congestion and pollution from roads. Now you want to put a major road in our backyard! STOP! It is not necessary and I agree with the Interior Department.

32.2.13J  
32.14.2A  
32.2.3A  
32.1.2A  
32.31R

## Comment 1559

Response  
Section in  
Chapter 32



Duplicate  
of  
Comment  
947

32.14.3H

32.14.3U

32.14.3V

32.14.3H

32.14.3E

32.13A

32.11.3A

32.31D

32.13A

32.14.3S

32.14.3H

32.14.3E

32.5.6J

Comment #: 1559

Date: 9/6/2013

Source: Website

Name: Oliver Grah

Location: Bellingham

Comments:

The DEIS is comprehensive and covers an extensive area and content. Detail is lacking on wetlands that would allow a fully informed decision to be made from the FEIS. The ACOE should be able to make a fully informed CWA Section 404 decision from this EIS, but detail is lacking on a detailed depiction on the occurrence and distribution of wetlands. I understand why wetlands are dealt with at a reconnaissance level; however, there is a reasonable chance that with a detailed wetlands delineation the impact level may change and make other apparently more impacting alternatives less damaging without the detail necessary at this point.

Section 14.4.1.2 - DEIS should also indicate that wetlands are a one of five special aquatic sites. Section 404 regulations apply to special aquatic sites, not just wetlands. Also, CWA Section 404(b)(1) guidelines do not mandate that the least environmentally damaging practicable alternative be implemented. The term "environmentally" was added via policy not regulation. The regulations make no mention of "environmentally."

Section 14.4.1.2 - see comment on Section 14.4.1.2 above. The wetlands mapping was at a reconnaissance level, not detailed. There is concern that the detail may be lacking to make a well-informed decision in the context of NEPA and CWA Section 404. A detailed wetlands delineation should be accomplished during the NEPA process to support/verify the selected alternative and show to be the least environmentally damaging practicable alternative. Otherwise, there is uncertainty and risk that the selected alternative in reality is not that.

Section 14.4.3.4 - Most focus is on water quality. There is no or very little discussion on the relationship of wetlands to surface and ground water quantity. This relationship is also needed for the impacts discussion. Recent federal policy requires climate change to be discussed in NEPA. I could not find such information in the DEIS.

Table 14-14 - There is little difference between impacts associated with Alternatives A1 through A-4. Thus, the alternatives are essentially on par, given the lack of a detailed wetlands delineation. Same for wetlands within the 300 ft corridor.

Section 20.3.5 - There appears to be no consideration of the relationship between wetlands and surface and ground water in the affected environment and impacts sections. If so, this is a major deficit in the DEIS.

Section 24.4.1.4 - This mitigation section avoids the requirement of mitigation sequencing. The mitigation discussion goes straight to compensatory mitigation. A discussion on avoidance and impact minimization should be included for this section to be consistent with CWA Section 404 requirements. Further, a mitigation measure should include a detailed wetlands delineation to substantiate the least environmentally damaging practicable alternative selection in the NEPA process since mitigation is contingent on an accurate delineation.

Section 25.2.1 - There is risk and uncertainty in the NEPA process without the detail necessary to verify the least environmentally damaging practicable alternative.

The DEIS should disclose that the predicted impacts to Farmington City relate to future development and that impacts to Kaysville relate to development that is presently in place re: impacts to neighborhoods.

## Comment 1560

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1560

Date: 9/6/2013

Source: Website

Name: Matthew Weed

Location: Salt Lake City

Comments:

Don't do it. Find another plan. I grew up in Davis County. This area you're considering is an important part of a broader ecosystem, the importance of which extends well beyond the travel convenience of Davis County commuters. You have an opportunity here to make a different decision, to use creativity in finding a plan that won't hurt the environment and that will therefore be a tremendous blessing to future generations.

## Comment 1561

Response  
Section in  
Chapter 32



Comment #: 1561

Date: 9/6/2013

Source: Website

Name: Joanne Payne

Location: Salt Lake City

**Comments:**

I am opposed to the West Davis corridor for several reasons:  
Another freeway adds to the already excessive air pollution;  
This road will go through wetlands which will not be recoverable for a long time once disturbed, and will pollute the wetlands further; taxpayer dollars would be better spent on public transportation, not a new road.

32.2.3A  
32.11.1A  
32.4.3A  
32.2.1A

## Comment 1562

Response  
Section in  
Chapter 32



Comment #: 1562

Date: 9/6/2013

Source: Email

Name: Susan Hawkins

Location: Davis

**Comments:**

My daughter's home backs up to the proposed freeway.

32.31D

## Comment 1563

Response  
Section in  
Chapter 32



32.5.1D  
32.1.2A

Comment #: 1563  
Date: 9/6/2013  
Source: Email  
Name: Emily Hanna  
Location: Salt Lake City

**Comments:**

I have a lot of family in Davis County, this will not only effect them, but us living in the valley as well, there is absolutely NO need for a third freeway when we have a second that barely gets any use.

## Comment 1564

Response  
Section in  
Chapter 32



32.2.3A  
32.2.1A

Comment #: 1564  
Date: 9/6/2013  
Source: Email  
Name: Jeni Miller  
Location: Syracuse

**Comments:**

We specifically chose Utah to live in because of the values Utah espouses. My husband works in Salt Lake and commutes by train every day. Even though his commute would be lessened if there was a large highway right outside our door, it is not worth the pollution, noise, division of community, destruction of wetlands, etc. that would ensue. Please do not destroy our community when so many other forms of public transportation would be more beneficial.

## Comment 1565

Response  
Section in  
Chapter 32



32.2.13G

Comment #: 1565

Date: 9/6/2013

Source: Email

Name: Brad Finch

Location: Syracuse

**Comments:**

Road is too close to residents, destroys park and trail system, runs through a elementary school's parking lot, and is destructive on the residential community

## Comment 1566

Response  
Section in  
Chapter 32



32.2.1J

Comment #: 1566

Date: 9/6/2013

Source: Email

Name: Brad Peterson

Location: Farmington

**Comments:**

I was hoping to use front runner, but found it to be so costly. Money should be used to make mass transit more affordable and accessible.

## Comment 1567

Response  
Section in  
Chapter 32



32.11.3A  
32.2.3A

Comment #: 1567

Date: 9/6/2013

Source: Email

Name: Suzanne Oborn

Location: Ogden

**Comments:**

Utah has been ranked second in the country for the highest increase in temperatures. More cars driving on more freeways won't help. Think of a way to reduce the number of cars on the roads and freeways.

## Comment 1568

Response  
Section in  
Chapter 32



32.3D

Comment #: 1568

Date: 9/6/2013

Source: Email

Name: Lee Anne Walker

Location: Salt Lake City

**Comments:**

the lake wetlands are critical habitat for thousands of migratory birds. We need birds and bees, not development that destroys their nests and food sources, and encourages urban sprawl and auto pollution.

## Comment 1569

Response  
Section in  
Chapter 32



32.2.13C

Comment #: 1569  
Date: 9/6/2013  
Source: Email  
Name: Connie Cook  
Location: Centerville

**Comments:**

I don't think it is worth the money to take it west just tie it in to Sheperd lane.

## Comment 1570

Response  
Section in  
Chapter 32



32.2.13C

Comment #: 1570  
Date: 9/6/2013  
Source: Email  
Name: Jeff Cook  
Location: Centerville

**Comments:**

Don't spend the money just tie in to Sheperds lane

## Comment 1571

Response  
Section in  
Chapter 32



32.31D

**Comment #:** 1571

**Date:** 9/6/2013

**Source:** Email

**Name:** Sara Straw

**Location:** Aurora

**Comments:**

the world continues after our lives are over. It seems short sighted, selfish, and brutal to make decisions that only benefit a few in the short term, while poisoning the many in the long term. This is how HISTORY works.

## Comment 1572

Response  
Section in  
Chapter 32



32.31D

**Comment #:** 1572

**Date:** 9/6/2013

**Source:** Email

**Name:** Lin Ostler

**Location:** Salt Lake City

**Comments:**

Marsh birds, wildlife, natural habitat's importance in the balance of life. ENCOURAGES MORE driving.

## Comment 1573

Response  
Section in  
Chapter 32



32.11.1A  
32.12A  
32.2.3A

Comment #: 1573

Date: 9/6/2013

Source: Email

Name: Gretchen Lund

Location: Salt Lake City

**Comments:**

My children and grandchildren live right where this corridor would be built. It would impact them greatly by creating pollution, noise and ruining the landscape. Please do not fund this!!!

## Comment 1574

Response  
Section in  
Chapter 32



32.31D

Comment #: 1574

Date: 9/6/2013

Source: Email

Name: Jane Rasmussen

Location: Boise

**Comments:**

We need to preserve nature.

## Comment 1575

Response  
Section in  
Chapter 32



32.31D

Comment #: 1575  
Date: 9/6/2013  
Source: Email  
Name: Bryce Perry  
Location: Syracuse  
Comments:  
more traffic issues; pollution and safety of environment; safety of families

## Comment 1576

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1576  
Date: 9/6/2013  
Source: Email  
Name: Jill Westergard  
Location: Roy  
Comments:  
The pollution in this state is insane, there is no need to add more!

## Comment 1577

Response  
Section in  
Chapter 32



Comment #: 1577

Date: 9/6/2013

Source: Email

Name: Tricia Roundy

Location: Syracuse

### Comments:

Let's work together to find ways to ENHANCE Syracuse.

As I look around at other cities in Utah, I see some that have tried to develop wisely and have maintained the beauty of their neighborhoods (such as Farmington)..... and I have seen others that have a huge tax base, at the expense of families and neighborhoods (West Valley, for example). Running a freeway along, the now beautiful, Bluff Road will ultimately uglify our city. The families along Bluff Road who work hard to keep our yards beautiful, will not stay in this area next to a noisy freeway. It will become an area of blight. Our City leaders are insisting that the corridor be as close to Wal-Mart as possible, but at what cost? Our families are at the mercy of UDOT, and our own mayor, who are "selling us down the road" .

32.2.13G

32.8A

## Comment 1578

Response  
Section in  
Chapter 32



Comment #: 1578

Date: 9/6/2013

Source: Email

Name: Constance McManus

Location: Nibley

### Comments:

There are several reasons why I am signing this petition. 1) I want to see the rampant, uncontrolled, disorganised development that is occurring in Utah.

This road is, in all truth, unnecessary and really should not be built at all. We have the infrastructure for public transportation in place that can be - and needs to be - more fully utilised. There many good reasons why more people do not commute by train or bus and UTA should address these issues to gain a larger ridership. The dollars spent to build this unnecessary road would serve the people of Utah better by investing in UTA instead. By building this road, we will be creating more traffic than reducing it. The way to get people off the interstate for their daily commute is to enhance public transportation, not build more roads that really don't go anywhere. By that, I site the Legacy Parkway as an example. This road is a shortcut between I-15 and I-215. It doesn't take you into Salt Lake or anywhere usefull. The biking path is wonderful and is a nice thing to have, but the divided 4-lane road is unnecessary. The West Davis Corridor will be a nowhere road. This segues into 2) the wetlands are important bird and wildlife habitat. This is not only important for the other creatures we share this world with, it is important for humankind as well. God provided a beautiful world for us to live in and enjoy. There needs to be balance in all things. Development in Utah is overtaking the things that make this state worth living in ... The wild places, the farms, the wetlands. Development along the Wasatch Front is a cancer that will poison us all. I do not want a compromise to this road - I DO NOT WANT IT AT ALL!!

32.1.2A

32.2.1J

32.2.1A

32.1.2A

32.31D

32.31D

32.3D

32.2.3A

## Comment 1579

Response  
Section in  
Chapter 32



32.14.2H  
32.2.3A

Comment #: 1579

Date: 9/6/2013

Source: Email

Name: Lee Hester

Location: Layton

**Comments:**

I have an interest in conserving the Farmington Bay water fowl management area.. This corridor with destroy and further encroach on habitat that is already short in supply for our future generations. I am in favor of a low impact solution and not the corridor plan that has been put into place.

## Comment 1580

Response  
Section in  
Chapter 32



32.2.3A  
32.2.1G

Comment #: 1580

Date: 9/6/2013

Source: Email

Name: Janet Frost

Location: Salt Lake City

**Comments:**

It seems there are better alternatives to another highway--alternatives that will not damage surrounding homes and wildlife and that won't further contribute to our air pollution.

## Comment 1581

Response  
Section in  
Chapter 32



32.11.1A  
32.31D

**Comment #:** 1581  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Candice Hansen  
**Location:** Layton  
**Comments:**  
It will run right next to my kids school, ruining the beautiful environment, quiet area, and further pollute the air.

## Comment 1582

Response  
Section in  
Chapter 32



32.1.2A  
32.2.13C

**Comment #:** 1582  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Kathy Knight  
**Location:** Farmington  
**Comments:**  
Have you seen the wildlife & bikers in this area? More road = less carpool & Trax. If the road needs to go in, keep it where it was originally planned not where thousands have moved to enjoy the rural feel only to find out an ugly freeway will be their view! Please help & please listen.

## Comment 1583

Response  
Section in  
Chapter 32



Comment #: 1583

Date: 9/6/2013

Source: Email

Name: Ji Yeong Mun

Location: Orem

### Comments:

Aside from all the proposed hazards outlined in the letter (pollution, cost, environment, health, disincentive to use mass transit, etc.), I have nieces and nephews that live in that area and attend Eagle Bay Elementary who, along with their classmates, are too precious to expose to such ill-advised, unnecessary and unhelpful changes to their quiet, peaceful and innocent way of life. Also, having lived and having been a commuter in Utah for most of my life (from Provo to Logan), have, for the most part, appreciated the construction and updates to our freeways up to now. Looking at the proposed corridor alternatives, I see no real solutions that would benefit even the rural areas the corridor accesses. All I see is a freeway going and literally ending nowhere that seems to be masquerading as "infrastructure." If, along with that ruse includes the hefty price tag of air pollution infecting our children's health attested to by our physicians, I strongly encourage Governor Herbert to choose the better and smarter solutions UBET and the Sierra Club is proposing.

Sincerely,  
Ji Yeong Mun, RN

## Comment 1584

Response  
Section in  
Chapter 32



Comment #: 1584

Date: 9/6/2013

Source: Email

Name: Kilyoung Kim

Location: Orem

### Comments:

Utah does not need more pollution, more negative impact on the environment, more taxes for a freeway that won't be used, or more disruption to our cherished quaint family-oriented neighborhoods.  
Kilyoung Kim, Ph.D.

32.2.2G  
32.5.1D

32.31D  
32.7G  
32.1.2A  
32.11.1A  
32.11.2A  
32.2.1G

## Comment 1585

Response  
Section in  
Chapter 32



32.5.6A  
32.31D

Comment #: 1585  
Date: 9/6/2013  
Source: Email  
Name: Melanie Fairchild  
Location: Kaysville  
Comments:  
The corridor will be too close to my residence.

## Comment 1586

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 1586  
Date: 9/6/2013  
Source: Email  
Name: Joshua Taylor  
Location: Salt Lake City  
Comments:  
It's my understanding that this project destroys bird and other wildlife habitat in the Farmington Bay WMA area which is a national treasure. Please find a better solution.

## Comment 1587

Response  
Section in  
Chapter 32



Comment #: 1587

Date: 9/6/2013

Source: Email

Name: Janelle Heck

Location: Salt Lake City

**Comments:**

We are sick, sick, sick of our dirty air. Funds should instead be set up for more mass transportation and pollution cutting programs. I am also sick of the administrative payments to employees of UDOT who have sent Utah on a gluttony filled road building empire. It is important to preserve our wetlands so that we can have healthy living environments for humans and animals alike.

32.2.1A  
32.2.1J  
32.1.2C  
32.11.1A

## Comment 1588

Response  
Section in  
Chapter 32



Comment #: 1588

Date: 9/6/2013

Source: Email

Name: Lorraine Miller

Location:

**Comments:**

protection of wetlands and wildlife habitat is critical to the survival of everyone!

32.31D  
32.14.3A

## Comment 1589

Response  
Section in  
Chapter 32



32.2.3A  
32.30A

**Comment #:** 1589  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Andrew Spencer  
**Location:** Cottonwood Heights  
**Comments:**  
Government is by the people, for the people. This is obviously not what the people want. There are other solutions.

## Comment 1590

Response  
Section in  
Chapter 32



32.31D  
32.14.20

**Comment #:** 1590  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Kathy Olsen  
**Location:** Salt Lake City  
**Comments:**  
This is critical habitat for many species and does not need to be eliminated because of poor planning and sprawl.

## Comment 1591

Response  
Section in  
Chapter 32



32.31D

Comment #: 1591  
Date: 9/6/2013  
Source: Email  
Name: Dave Hensler  
Location: American Fork  
Comments:  
Save the wild life

## Comment 1592

Response  
Section in  
Chapter 32



32.5.1D  
32.11.1A  
32.14.3A  
32.2.1G

Comment #: 1592  
Date: 9/6/2013  
Source: Email  
Name: Megan Dyreng  
Location: Farmington  
Comments:  
We moved to Utah from the Dallas, TX area two years ago. We chose to purchase a home in Farmington as we wanted a nice, quiet, safe area to raise our children. We loved the quiet rural atmosphere of West Farmington. Many people live in West Davis County for the same reason. A freeway will ruin our quiet communities, pollute our air, and destroy the wetlands. We need to improve our air quality, save the wetlands, and work together to find a "shared solution!"

## Comment 1593

Response  
Section in  
Chapter 32



Comment #: 1593

Date: 9/6/2013

Source: Email

Name: Ray Janus

Location: Gilbert

**Comments:**

Governor;

As the former Commodore of the Great Salt Lake Yacht Club (1989-91), it was with great regret that I had to follow many of my fellow sailors to deeper waters, most to San Diego, and in my case, to Lake Pleasant, AZ. Where we used to see millions of dollars of fine large boats on the GSL, I believe that ours was the last to leave the GSL south marina in 2009, due to the danger of being stranded in the marina from the dropping lake levels. This resulted in my belief from developments of one of the greatest treasures in the western US, and my understanding is that the West Davis Corridor will add significantly to further degradation of the lake. While it may mean a different trip for Ogden-SLC commuters, I predict that the exposed GSL bottom will result in measureable mercury and other toxins to be released over the Wasatch Front, as the ever increasing storms dramatically increase the PM-10s from the lake, something noticeable by my friends at the GSL marina, and also in the glorious sunsets on the GSL, in large part resulting from this airborne contamination. My suggestion is to focus on expanding light rail between Ogden-SLC, to tie into the excellent transit system already in Salt Lake City. Doing otherwise will continue the migration out of the Wasatch Front, as I find that more and more former Utah residence are calling Arizona their new home. Please consider the above in your decision.

32.13F

32.13B

32.2.1A

## Comment 1594

Response  
Section in  
Chapter 32



Comment #: 1594

Date: 9/6/2013

Source: Email

Name: Kathlene Butler

Location: West Valley City

**Comments:**

This highway will allow more traffic, and will encourage people to drive more, not less. Those who live within 2 miles of a freeway are the most victimized by this pollution. UDOT is ignoring the entire body of medical research that would condemn this project as a serious health hazard. Please research and consider other alternatives.

32.11.2A

32.2.3A

## Comment 1595

Response  
Section in  
Chapter 32



32.31D

Comment #: 1595  
Date: 9/6/2013  
Source: Email  
Name: Angie M Branch  
Location: sandy  
Comments:  
The great salt lake and its wetlands are important to me.

## Comment 1596

Response  
Section in  
Chapter 32



32.31D  
32.2.1A

Comment #: 1596  
Date: 9/6/2013  
Source: Email  
Name: Darlene Jones  
Location: Layton  
Comments:  
It's time for our children to be protected from the pollution in our environment. It's time we take the action in the beginning of a learning experience for our dear little ones. That experience is Mass Transit and doing everything in our know to save Mother Earth!!! Let's Take It On!!! And So It Is!!!

## Comment 1597

Response  
Section in  
Chapter 32



Comment #: 1597

Date: 9/6/2013

Source: Email

Name: Tyra Williamson

Location:

Comments:

32.5.1D

32.31D

This is my home and my community. There's no place like it and it's unique attributes will all go away if another highway gets torn into it. Why can't we think outside of the little box and make a change for the better--not worse?

## Comment 1598

Response  
Section in  
Chapter 32



Comment #: 1598

Date: 9/6/2013

Source: Email

Name: Stephanie Dolmatt-Connell

Location: Park City

Comments:

32.31D

32.2.3A

32.14.2A

The Great Salt Lake and its wetlands are a major migratory and nesting corridor for bird species. These birds and their habitat are the very fabric of what makes our state unique and beautiful. Let's preserve the beauty we have for future generations to enjoy rather than put highways through a piece of paradise on earth.

## Comment 1599

Response  
Section in  
Chapter 32



32.31D  
32.31L

**Comment #:** 1599  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Sylviau Gray  
**Location:** Salt Lake City  
**Comments:**  
UDOT's proposed extension of West Davis Corridor would be a disaster for tax payers, our health and the environment.

## Comment 1600

Response  
Section in  
Chapter 32



32.14.2H  
32.31L  
32.31D

**Comment #:** 1600  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Fred Adler  
**Location:** Salt Lake City  
**Comments:**  
I enjoy the outdoors and the rare beauty of the Great Salt Lake and the birds that need it. Please do not use tax money to endanger this, and instead do what's best for both transportation and the environment.

## Comment 1601

Response  
Section in  
Chapter 32



32.2.1G

Comment #: 1601  
Date: 9/6/2013  
Source: Email  
Name: STARLEEN ORULLIAN  
Location: Salt Lake City  
Comments:  
I believe the shared solutions is a better way to resolve the issues and is a win win.

## Comment 1602

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1602  
Date: 9/6/2013  
Source: Email  
Name: Mary Jones  
Location: Sandy  
Comments:  
Let's work at finding solutions to our poor air quality.

## Comment 1603

Response  
Section in  
Chapter 32



32.1.2A  
32.23A  
32.2.1A  
32.2.1J  
32.2.3A

**Comment #:** 1603

**Date:** 9/6/2013

**Source:** Email

**Name:** Mark Kindred

**Location:** Salt Lake City

**Comments:**

This is an unneeded road for that will encourage more development on native wild lands in a place that already has an interstate and a major state freeway going through these communities. Coordinate public transit better rather than build a new road!

## Comment 1604

Response  
Section in  
Chapter 32



32.11.1A  
32.2.1A

**Comment #:** 1604

**Date:** 9/6/2013

**Source:** Email

**Name:** Adam Fischman

**Location:** New York

**Comments:**

As a frequent visitor to Utah, I know the severe air pollution that plagues the city. More freeways will only make this worse. Please expand the train network!

## Comment 1605

Response  
Section in  
Chapter 32



Comment #: 1605  
Date: 9/6/2013  
Source: Email  
Name: Gwen Crist  
Location:

**Comments:**

Preserving farmland, and Utah's quality of life, is of utmost importance. We must think of the future in our planning and not just the immediate. Funding should be directed toward smart growth and mass transit projects instead of another highway.

## Comment 1606

Response  
Section in  
Chapter 32



Comment #: 1606  
Date: 9/6/2013  
Source: Email  
Name: Bill Wegesser  
Location: Salt Lake City

**Comments:**

Increased freeway construction and congestion does not solve the problem! Look forward to the future rather than the past for solutions.

32.4A  
32.31D  
32.3D  
32.2.1A  
32.2.3A  
32.2.1G

32.2.3A

## Comment 1607

Response  
Section in  
Chapter 32



32.14.2B

Comment #: 1607  
Date: 9/6/2013  
Source: Email  
Name: Kenneth Hansen  
Location: Layton  
Comments:  
REMEMBER THE GOLD AND BALD EAGLE PROTECTION ACT ?

## Comment 1608

Response  
Section in  
Chapter 32



32.31D  
32.11.1A

Comment #: 1608  
Date: 9/6/2013  
Source: Email  
Name: Ryan Metzger  
Location: sandy  
Comments:  
Air pollution is a problem in our state

## Comment 1609

Response  
Section in  
Chapter 32



**Comment #:** 1609  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Suzanne McDougal  
**Location:** South Jordan

**Comments:**

32.14.2M

We killed the Jordan River and are having to spend millions to try to resuscitate it. Doesn't it make more sense to save the Davis County Wetlands now instead of having to resurrect them later? We have alternatives, Please, please, please don't do this to the wetlands that are nationally known as a breeding/migration/feeding ground for some of our continent's most endangered and most beautiful species. I am not an "Environmentalist" I am just a person who cares that we still value life on our planet other than just human life. I wish I could send you pictures of some of the amazing things I have seen and experienced in and around Farmington Bay Migratory Bird Refuge and all of the wetlands that run along Legacy Freeway to the Willard Bay area. Bald Eagles have flown right over my head there. The Heron nesting platforms are a little microcosm of the way we interact as humans. Please use a solution that will preserve these wetlands. I promise you that it will be a huge loss for our children and grandchildren and their children if we don't. Thank you for your time.

32.14.2A  
32.2.3A

## Comment 1610

Response  
Section in  
Chapter 32



**Comment #:** 1610  
**Date:** 9/6/2013  
**Source:** Email  
**Name:** Carole Straughn  
**Location:** Salt Lake City

**Comments:**

32.31D

32.2.3A

32.2.1G

In the long term economy and ecology are the same thing. No economy can operate without clean air, clean water, fertile soil and the myriad other services provided by the natural world--overlooked because no money changes hands. We cannot afford to destroy the ecology of West Davis County. Let's build smarter, not bigger.

## Comment 1611

Response  
Section in  
Chapter 32



Comment #: 1611  
Date: 9/6/2013  
Source: Mailed In  
Name: Howard and Anne Stoddard  
Location: West Point  
Comments:  
<See mailed-in letter on next page, titled 01611\_Howard\_Stoddard\_8-10-2013>

Duplicate  
of  
Comment  
768

## Comment 1611 (continued)

Response  
Section in  
Chapter 32



32.2.1F

32.2.10

Howard F. Stoddard  
[Redacted Address]  
Aug. 10, 2013  
Dept of Transportation  
Mr. Randy Jeffries and Staff  
District # 1  
20 N. Dot.  
166 W. Southwell St.  
Ogden, UT 84401  
Dear Group Leaders,  
As you are nearing the final stages of the  
West Davis Highway thru West Point City,  
I submit the following:  
Having been a member of Mayor Jay F. Blake Staff  
in the 1970's thru 1989, we studied a route thru the  
city at the request of N. Dot. at that time.  
The route along the bluff was planned and several  
acres of land has been purchased by Davis County  
Council of Government and N. Dot.  
This route has been kept open thru the administration  
during the 1990's and other administrations up to the  
present that has been encouraged to stay and built  
along the bluff route from 760 south thru 1800 North.  
There is only one home on 800 North that planned to  
be taken, rather than your plans to take out Farms,  
Homes, sheds and some businesses that will cost additional  
amounts to that of our plan.  
So on behalf of Mayor Blake administration and mine,  
we encourage and strongly support the original route  
be adopted by your original group.  
Sincerely,  
Former Mayor of West Point  
Howard F. Stoddard

## Comment 1612

Response  
Section in  
Chapter 32

Comment #: 1612  
Date: 9/6/2013  
Source: Mailed In  
Name: Scott C. & Kristen Harbertson  
Location: Farmington  
Comments:  
<See mailed-in letter on next page, titled 01612\_Farmington\_City\_7-30-13>

Response  
Section in  
Chapter 32

32.30G

## Comment 1612 (continued)



FARMINGTON CITY

SCOTT C. HARBERTSON  
MAYOR  
JOHN BILTON  
CORY R. RITZ  
CODY ROYBAL  
JIM TALBOT  
JAMES YOUNG  
CITY COUNCIL  
DAVE MILLHEIM  
CITY MANAGER

July 30, 2013


Randy Jefferies  
Utah Department of Transportation  
166 W Southwell Street  
Ogden, Utah 84404

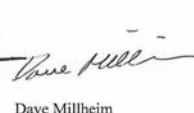
Dear Randy,

As you know, the deadline for submittal of comments on the DEIS is August 23, 2013. Staff, the City Council, Mayor and members of our community have been very involved and engaged in our review of the DEIS. However, the fact that the review period includes most of the months of July and August, which are traditional vacation months, is hampering our review efforts. As you also are aware, certain aspects of the DEIS do not easily lend themselves to review by laypersons, so the City has decided to engage the services of several consultants to assist us. They are now onboard, but have advised us they need additional time to fully complete their effort.

For these reasons, we ask you to formally extend the time within to submit comments from Farmington City until September 4, 2013, to also take into account the Labor Day Holiday. This will help ensure a detailed and helpful set of comments from the City.

Sincerely,

  
Scott Harbertson  
Mayor

  
Dave Millheim  
City Manager

cc: Carlos Braceras  
Kris Peterson

160 S MAIN • P.O. BOX 160 • FARMINGTON, UT 84025  
PHONE (801) 451-2383 • FAX (801) 451-2747  
[www.farmington.utah.gov](http://www.farmington.utah.gov)

## Comment 1613

Response  
Section in  
Chapter 32



Comment #: 1613  
Date: 9/6/2013  
Source: Mailed In  
Name: John Petroff, Jr.  
Location: West Point  
Comments:  
<See mailed-in letter on next page, titled 01613\_Davis\_County\_Commission\_8-27-13>

## Comment 1613 (continued)

Response  
Section in  
Chapter 32



### Davis County Commission

Commissioner John Petroff, Jr. Commissioner Louenda H. Downs Commissioner P. Bret Millburn

August 27, 2013

Randy Jefferies  
Utah Department of Transportation  
166 West Southwell Street  
Ogden, UT 84404

#### Subject: West Davis Corridor Letter of Support

Dear Mr. Jefferies,

As Davis County Commissioners we appreciate and support Utah Department of Transportation's (UDOT) tremendous efforts in the extensive three year process to gather information and complete the recently released DRAFT Environmental Impact Statement (EIS) for the West Davis Corridor. We feel positive and very optimistic about the results and commend UDOT for the thorough work in following that process.

Legacy Parkway Scenic Byway has had a tremendous positive impact on the southern part of the County as well as the entire region. As economic development, higher density housing, an ever increasing population with growing transportation demands, and simply growth in general continues to move upward we see an imperative need for the development of an additional north-south transportation corridor. We view the building of this north-south route coupled with enhanced zoning opportunities and transit options to be a vital and essential component of transportation infrastructure to accommodate future growth, quality of life including air quality and mitigating traffic congestion, and to promote economic development activities. We also appreciate the efforts made in the EIS to accommodate our important agricultural community.

As Commissioners we acknowledge the process and assert our support for UDOT's EIS and the future funding and building of the West Davis Corridor.

In addition to acknowledging our support, we encourage UDOT to work with local municipalities to allow for adequate on and off ramp access points throughout the County. Allowing additional points of access to the business community will be critical and we recommend:

- An access point be programmed on Clark Lane or Shepherd Lane to give access to the regional development of Station Park



Davis County Administration Building P.O. Box 618 • Farmington, Utah 84025  
Telephone: 801-451-3200 • Fax: 801-451-3202 • TDD: 801-451-3228  
E-mail: [commissioners@daviscountyutah.gov](mailto:commissioners@daviscountyutah.gov) • Website: [www.daviscountyutah.gov](http://www.daviscountyutah.gov)

Connects.You.

32.1.2B

32.30B

32.2A

32.31D

32.2.1E

32.2.130

## Comment 1613 (continued)

Response  
Section in  
Chapter 32

32.2.2F  
32.2.13C

32.2A

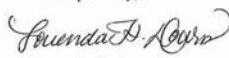
- Consider access to the new Highway 193 expansion
- Allow adequate on and off access to help in emergency response times along the project

UDOT has done an outstanding job of addressing the complex issues surrounding this West Davis Corridor Project. To make this a funding priority to the State of Utah, we stand unified in offering our support and suggest that residents in Davis County get involved in the process by attending public meetings or engaging via other forums where they can help give additional input to obtain the best possible outcome for project design.

Respectfully,



John Petroff, Jr.



Louenda H. Downs



P. Bret Millburn

## Comment 1614

Response  
Section in  
Chapter 32

32.2.3A

32.2.2H

32.31L

32.2.1J

32.2.1A

32.14.2A

32.2.13C

32.2.13G

32.11.1A

32.2.3A

Comment #: 1614

Date: 9/6/2013

Source: Email

Name: Eric Larson

Location:

Comments:

To Whom It May Concern:

I am writing in regards to UDOT's proposed West Davis Corridor. This is a freeway that should not be built for several reasons. The Governor has strongly encouraged Utah residents to be smarter and more efficient in their use of transportation. Despite his counsel to drive less and use mass transit more UDOT has proposed a road that encourages more driving while making it far more difficult to use mass transit.

UDOT is not only proposing a road that goes directly against our state leaders guidance, but they are wanting to spend \$600 million to build the road. That money could have a much more positive impact if used smartly in other areas. Things such as subsidizing the cost of taking mass transit, expanding specific problem areas experiencing congestion, and expanding arterial roads that have become insufficient.

In addition to massive cost and inefficient design there are other reasons the freeway should not be built. The proposed freeway requires taking out valuable wetlands, farmland and even homes. In addition to being built through wetlands, this road will boarder a large bird refuge that is also a major stop for eagles in their migration pattern. This is a problem that is made exponentially worse by the requirement the road be built at elevations around 15 feet high.

The elevation of the road causes other potential issues as well. The area that the proposed road goes through regularly experiences dense fog and haze. This combined with the height of the road can cause extremely unsafe driving conditions.

These are just a few of the major challenges that makes the benefits of this road far inferior to the problems and sacrifices it creates. Please don't let UDOT increase Utah's poor air quality and inversion while frivolously spending tax payers money. Help encourage them to build smart and efficient and not to just keep building regardless of the cost many have to pay.

Thanks,  
Eric Larson

## Comment 1615

Response  
Section in  
Chapter 32



32.2.3A  
32.31D

Comment #: 1615  
Date: 9/6/2013  
Source: Email  
Name: Lisa Barkdull  
Location:  
Comments:  
Mr. Christian,  
Please do not allow a freeway to be built that will place an on/off ramp in front of an elementary school.  
Thank you,  
Lisa Barkdull

## Comment 1616

Response  
Section in  
Chapter 32



32.14.2B  
32.5.2C  
32.14.2N

Comment #: 1616  
Date: 9/6/2013  
Source: Email  
Name: Brett Neville  
Location: farmington  
Comments:  
My main concern is the eagles. Where will they roost with a road in their flight pattern? Will we see fewer eagles? Why have we not heard from Farmington Bay management team? If they will guarantee they expect no problems with the wildlife and birds then I would feel better. How about Fish and Game? Can they guarantee that waterfowl hunting will not be affected? How about the millions of other birds that stop off on their migratory path? Please advise Brett Neville DVM

## Comment 1617

### Response Section in Chapter 32



Comment #: 1617

Date: 9/4/2013

Source: Website

Name: Lori Kalt

Location: Farmington

#### Comments:

32.2.1E

32.2.13O

32.1.2F

32.24A

32.31O

32.2.13C

32.2.1E

32.2.13O

I am outraged that UDOT elected to NOT INCLUDE an local interchange in Farmington. That is simply unheard of to have nearly 9 miles of freeway with no local access. This was brought up to UDOT time and time and time again. Why oh why are you not including local access for Farmington residents???? We would ask. At a working group meeting in June, I personally asked Vicne Izzo why they did not include a local interchange in Farmington? He told me, point-blank, that UDOT had not included an interchange because "they were waiting for Farmington Officials to tell us where they want one." I knew at that time that he was telling me a lie. Farmington officials have made it unmistakably clear to UDOT that they wanted and needed a local interchange. The truth of the matter is that UDOT purposefully did not include a local interchange in Farmington because of the following reasons:

1. It would increase the costs of the Glover Lane alternative and make it the more expensive of the two alternatives.
2. It would increase the number of wetlands impacted, and then Glover Lane would have more impacts than the Shepard Lane alternative.
3. It would increase the number of homes "taken"
4. People in the Ranches would be outraged and there would be a big public outcry.

These are NO DOUBT the reasons that UDOT did not name and include a local interchange in their DEIS.

I have a question that I want answered: Is UDOT really so inept so as to neglect to include a local interchange in a 9+ mile stretch of freeway??? So inept that, in fact, the Davis County Transportation Commission has to suggest to them where to make an interchange and they have to "encourage UDOT to work with local municipalities" to make an interchange. Shouldn't UDOT have thought of this all on their own???

If in fact it is true that UDOT simply failed to include this interchange on the DEIS and only thought of including one as an afterthought, then UDOT should not be trusted to build a \$600 million freeway with our money!

This issue should be investigated by FHWA. Please FHWA, if you are reading this, you MUST investigate this issue. It is simply unethical. It's a back-door way to get around the NEPA process and get a DEIS passed.

Lori Kalt

*This space is intentionally blank.*

## Comment 1618

Response  
Section in  
Chapter 32



Comment #: 1618  
Date: 9/6/2013  
Source: Mailed In  
Name: Michael C. Weland  
Location: Salt Lake City  
Comments:  
<See mailed in comment on next page, titled URMCC Letter\_9-6-13.pdf>

## Comment 1618 (continued)

Response  
Section in  
Chapter 32



### UTAH RECLAMATION MITIGATION AND CONSERVATION COMMISSION

230 South 500 East Suite 230 Salt Lake City, UT 84102-2045  
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS  
Jody L. Williams, Chair  
Don A. Christiansen  
Brad T. Barber  
Dallin W. Jensen

September 6, 2013

Randy Jeffries  
Utah Department of Transportation  
West Davis Corridor Project  
466 North 900 West  
Kaysville, UT 84037

Arlene K. Kocher  
U.S. Department of Transportation  
Federal Highway Administration  
2520 West 4700 South, Suite 9A  
Salt Lake City, UT 84129

Dear Mr. Jeffries and Ms. Kocher:

Thank you for the opportunity to comment on the Draft EIS for the West Davis Highway Corridor. The Utah Reclamation Mitigation and Conservation Commission appreciates the efforts of the Federal Highway Administration and the Utah Department of Transportation (UDOT) to coordinate and consider the interests of the Mitigation Commission and The Nature Conservancy as it relates to the Great Salt Lake Shorelands Preserve.

As noted in the DEIS, *"The wetlands of the Great Salt Lake provide important nesting and foraging habitat for over 250 species of birds. The lake is a critical link in the Pacific Flyway between North and South America and has been named as one of only 17 Sites of Hemispheric Importance in the Western Hemispheric Shorebird Preserve Network—an internationally important designation."* The GSL Shorelands Preserve is also part of the National Audubon Society's Farmington Bay Globally Important Bird Area and has been designated as a Migratory Bird Production Area under Utah Code. The GSL wetlands ecosystem represents the largest wetland area in the State of Utah. About 400,000 acres of wetlands exist along the shore of the lake, which represents almost 75 percent of all the wetlands in the State. The interface of salt water, mudflats and the fresh water from tributaries and springs creates a haven for insect production that provides an important food base for migrating and resident birds. Wildlife associated with the GSL and its periphery is abundant and diverse, including migratory waterfowl, shore and wading birds, and marsh-oriented songbirds. In addition to the 250+ species that have been identified using the area, several million individual birds use these wetlands in spring and fall migrations.

In recognition of the national and international significance of the wetlands of the GSL, Congress specifically included authorization in the Mitigation Commission's enabling legislation to preserve wetlands around the Great Salt Lake (Central Utah Project Completion Act of 1992, Pub. L. 102-575, October 30, 1992).

Soon after the establishment of the Commission in 1995, the Mitigation Commission funded and led a comprehensive planning effort to identify the most critical wetlands in Davis County. The primary objective of the plan was to prompt local strategies to protect the most valuable wetland areas. The culmination of the planning effort was the, *"Wetlands Conservation Plan: A Plan for Protection of the Great Salt Lake Wetlands Ecosystem in Davis County December 1996"*, which identified a band of wetlands and associated uplands vital to the ecosystem of the Great Salt Lake. The steering committee that developed and signed this plan is noteworthy:

32.14.2D  
32.14.2J

32.14.2D

## Comment 1618 (continued)

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Chapter 32

Davis County Public Works  
Davis County Council of Governments  
Davis/Weber Canal Company  
Davis County Private Landowner Representation  
  
Utah Division of Water Rights and Dam Safety  
Utah Division of Forestry Fire and State Lands

Utah Division of Wildlife Resources  
U.S. Fish and Wildlife Service  
U.S. Army Corps of Engineers  
Utah Reclamation Mitigation and Conservation Commission  
The Nature Conservancy  
The Audubon Society

In addition to initiating the county-wide planning effort, the Mitigation Commission recognized the leadership The Nature Conservancy had shown for over a decade in conserving the critically important shorebird habitats in the Layton and Kaysville area of Davis County, now known as the Great Salt Lake Shorelands Preserve shown in Figure 1. The Mitigation Commission and TNC entered into a long-term partnership to acquire and manage wetland and supporting upland areas to ensure that these critical habitats were protected from future growth and development.



Figure 1 GSL Shorelands Preserve, Proposed WDC Corridors

The GSL Shorelands Preserve is a composite of natural saline shoreline, fresh water pools and emergent wetlands, wet meadows, adjacent uplands and agricultural fields – all comprising a dynamic and ecologically whole system. The GSL Preserve is approximately 4,400 acres in size covering over 11-miles of shoreline in a checkerboard mix of Mitigation Commission and TNC fee acquired properties, all of which are managed by TNC to provide prime avian habitat for migrating, nesting, and foraging birds. The Mitigation Commission has invested approximately \$14.9

## Comment 1618 (continued)

Response  
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Chapter 32

million dollars of Federal funds on land acquisition to ensure that these critical wetlands and ecological functions are protected.

The proposed West Davis Highway Corridor, also shown in Figure 1, would have significant, long-term, direct, indirect, and cumulative adverse effects on the GSL Shorelands Preserve. The table below shows the direct and indirect impacts of the WDC Alternatives on the GSL Shorelands Preserve. As noted in the table, two thirds (2/3rds) of all the GSL Shorelands Preserve properties would be directly or indirectly impacted by the proposed project including over 80% of the Mitigation Commission acquired properties.<sup>1</sup>

GSL Shorelands Ownership	acreage	% of GSL P	Alt A				Alt B			
			direct	indirect	total	% of total landholding	direct	indirect	total	% of total landholding
TNC	2,851	65%	39.75	1,622	1,662	58%	41.55	1,242	1,283	45%
TNC - easement	217	5%	27.13	189	216	99%	8.03	166	174	80%
URMCC	1,316	30%	14.52	1,052	1,067	81%	14.42	732	746	57%
Grand Total	4,384	100%	81	2,863	2,944	67%	64	2,140	2,204	50%

While both action alternatives would significantly impacts the GSL Preserve, UDOT's locally preferred Alternative B, north of Gentle Street would be less impactful than Alternative A (50% impact vs. 67% impact). Although Alternative B would directly impact more wetlands, those wetlands have already been identified by the signatory parties to the *Wetlands Conservation Plan: A Plan for Protection of the Great Salt Lake Wetlands Ecosystem in Davis County (Figure 1)* as being of lesser value to GSL shorelands ecological function because they are more fragmented and surrounded by development compared to those wetlands within what became the GSL Shorelands Preserve. Wetlands within the GSL Shorelands Preserve are predominantly high value wetlands as identified in the DEIS. We believe that Alternative B north of Gentle Street is consistent with the requirements of 23 CFR 774.3(c)(1) which limits approval of the alternative to that which, "Causes the least overall harm in light of the statute's preservation purpose."

While Alternative B may be less impactful, the impacts are still significant and substantial (50% of the GSL Shoreland Preserve would be impacted). The Mitigation Commission concurs with UDOT's and Federal Highway Administration's intent to make a *de minimis* impact determination in the Final EIS. However, at this time the data and analysis presented in the DEIS does not support this conclusion. The DEIS generally describes some of the indirect impacts that could be anticipated from the project, but places too great an emphasis on the analysis presented in the "Legacy Avian Noise Research Program", the results of which are inconclusive. Noise impacts from the proposed freeway project will be substantial. Other factors such as barriers to movement, edge effects, fragmentation, collision mortality, visual disturbance, water degradation and management, artificial light, and vibration must also be thoroughly analyzed and considered. Based on the review of the *Indirect Effects of Roads to Wildlife (USFWS 2013)*, indirect impacts will extend beyond those identified in the DEIS.

In order for the Mitigation Commission to concur with the Secretary of Transportation in a *de minimis* determination as required under Federal law, the Commission needs to be confident that the impacts to the ecological function and value of the GSL Preserve have been fully mitigated. Until the direct, indirect, and cumulative impacts to the GSL Preserve are more precisely defined, it will be difficult to identify measures to be implemented to fully mitigate for the projects impacts.

The Mitigation Commission reiterates its opposition to the determination made by FHWA in paragraph 27.4.4.1 that TNC owned parcels are not subject to 4(f) protection. The GSL Shorelands Preserve is managed as a single

<sup>1</sup> Indirect impacts reported in the table are based on the *Indirect Effects of Roads to Wildlife (USFWS 2013)*, a review of the literature and conclusions regarding the best available road ecology science. The USFWS concluded the impacts extend out to and beyond 1,200 meters from the roadway.

## Comment 1618 (continued)

Response  
Section in  
Chapter 32

32.27B

32.14.2J

32.2.3A

ecological unit. The checkerboard mix of TNC and Mitigation Commission parcels that comprise the GSL Shorelands Preserve makes it essential that protection be provided to all the lands within the Preserve, not just the federally owned parcels. Protection of the federally owned parcels would be meaningless without the commensurate protection of the TNC parcels. Although TNC is a private, not-for-profit organization, the TNC parcels are open to the public, have been acquired in part with public funds, and are specifically managed as Migratory Bird Production Area pursuant to Utah Code §§ 23-28-101.

Because the TNC parcels are significant and integral to the overall ecological function of the GSL Preserve, any actions that impact TNC properties likewise put in jeopardy the value and function of the Mitigation Commission owned parcels. As such, direct, indirect, and cumulative impacts on TNC properties that are not fully mitigated within the GSL Preserve may be considered a "constructive use" by the Mitigation Commission pursuant to 23 CFR 774.15. Therefore, the Mitigation Commission believes a *de minimis* determination could only be reached unless impacts to the TNC properties are fully mitigated, whether as a protected 4(f) property in their own right or as mitigation of a "constructive use" of Mitigation Commission 4(f) parcels, and the Commission has requested that legal counsel for the Federal Highway Administration, UDOT, TNC and the Commission meet to resolve this issue.

The Mitigation Commission appreciates the complexity of the difficult decisions UDOT and FHWA need to make should one of the actions alternatives be selected for implementation. We recognize the disruption and impact on private property owners, businesses, neighborhoods, and local communities that could result. We understand that for many individuals the undeveloped lands within the GSL Shorelands Preserve might appear to be an attractive alternative to the more easterly alignments. TNC however, had the foresight more than 30 years ago to recognize the ecological values and importance of the GSL shorelands, and the threats of future growth and development along the Wasatch Front to those wetland resources. TNC in partnership with the Mitigation Commission put together a plan to identify and protect some of the most valuable wetlands and supporting uplands habitats along the east shore of the GSL. Many millions of dollars of private and public funding have been invested to secure these properties from development, such as the WDC. So while we might be sympathetic to the difficult decisions that need to be made, it is for this very reason that the GSL Shorelands Preserve was created.

Our preference would be the No Action Alternative that would avoid the many impacts resulting from any of the build alternatives. If, however, UDOT and FHWA find it necessary to implement one of the build alternatives, the Mitigation Commission is committed to working in good faith with UDOT to identify the extent and degree to which impacts would occur within the GSL Shorelands Preserve. Once these impacts are more precisely defined, mitigation commensurate with the level of impacts that replace the ecological value and functions can be formulated. This, along with a strategy and commitment to resolve the necessary access, operation and maintenance issues that would result from construction, would satisfy our responsibility to protect the investment of funds in the GSL Shorelands Preserve.

Sincerely,



Michael C. Weland  
Executive Director

cc: Dave Livermore, Utah State Director, TNC  
Karen Hamilton, Chief, Aquatic Resource Protection & Accountability Unit, EPA  
Phil Strobel, Environmental Protection Agency  
Jason Gipson, United States Army Corps of Engineers  
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