

Scoping Summary Report

I-15 Environmental Impact Statement Farmington to Salt Lake City

Lead agency: Utah Department of Transportation

June 24, 2022



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1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) for Interstate 15 (I-15) from Farmington to Salt Lake City according to the provisions of the National Environmental Policy Act (NEPA) and other laws, regulations, and guidelines of the Federal Highway Administration (FHWA).

Between Farmington and Salt Lake City, I-15 has aging infrastructure and worsening operational characteristics for current and projected (2050) travel demand, both of which contribute to decreased safety, increased congestion, lost productivity, and longer travel times. East-west streets that access or cross I-15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I-15 and its interchanges do not support travel demand, traffic is added to the local streets, which affects both the regional and local transportation system as well as safe, comfortable, and efficient travel by other modes.

The purpose of the I-15 project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City.

UDOT is the project sponsor and lead agency for the project and will be responsible for preparing the I-15 EIS. The environmental review, consultation, and other actions required by applicable federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

1.1 Purpose of This Scoping Summary Report

This scoping summary report summarizes public and agency input gathered during the scoping period, which lasted from April 11 to May 13, 2022. Scoping is the first step in the NEPA process. It involves using public and agency participation to develop possible solutions and identify issues regarding a proposed project. Scoping also helps determine needs, objectives, resources and constraints, potential alternatives, and any additional requirements for alternatives-screening criteria. This scoping summary report is a tool to ensure that the efforts of the EIS are focused on the appropriate issues.

1.2 Summary of Scoping Activities

Public and agency input plays an important role in identifying issues and ideas regarding future improvements to the I-15 study area. Throughout the environmental review process, UDOT will facilitate and encourage involvement from the neighboring residential and business communities to help identify issues and develop solutions. The study team will continue to work with the public to ensure that people with interests in the project understand how and why certain suggestions are being carried forward and why others are being eliminated. All public and agency comments received to date are being considered for this study and have been included in this report.

1.3 Notice of Intent

The I-15 EIS scoping period began on March 28, 2022, with a Notice of Intent to conduct an EIS advertised in the U.S. Federal Register. This notice, which is a requirement of NEPA, alerted federal agencies of UDOT's intent to study I-15. A copy of the Federal Register Notice of Intent is included in Appendix A, *Notice of Intent*.



1.4 SAFETEA-LU Process and Agency Scoping

Although people who live and access the study area understand the issues associated with day-to-day life in the area, it's important to also coordinate with local, state, and federal agencies that oversee the management of natural resources in the study area. Since these agencies oversee impacts and issue permits for their resource areas, it's important to include them in the initial scoping activities. In this way, issues are identified early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the study progresses. More discussion regarding the agencies that have been consulted is included in Section 1.4.3, *Agencies Consulted*.

What is SAFETEA-LU?

SAFETEA-LU—the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users—is a 2005 federal law that established provisions and requirements for transportation projects.

1.4.1 Cooperating Agencies

The regulations that implement NEPA define a *cooperating agency* as "any federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment." Typically, agencies with resources in a study area that could be affected by certain actions of the project are contacted early in the scoping process and asked to be involved with the study as cooperating agencies.

A cooperating agency has a high level of involvement and responsibility for the study and works with the study team to develop solutions. Being involved as a cooperating agency allows resource agencies to better protect their resource areas but requires a commitment to remain involved and accept some responsibility for activities during the environmental review process.

1.4.2 Participating Agencies

In August 2005, a federal law—the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 6002—developed a category under which agencies can participate in the development of alternatives but that does not require them to take on the same level of responsibility for the study as a cooperating agency. An agency that has this level of involvement in a study is known as a *participating agency*. Participating agencies perform the following activities in coordination with the study team:

- Attending agency coordination meetings
- Developing an agency coordination plan
- Commenting as early as practicable on the study's purpose and need and the range of alternatives
- Evaluating the environmental and socioeconomic resources in the study area and the general locations of alternatives
- Identifying as early as practicable any issues regarding the study's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval

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1.4.3 Agencies Consulted

The following agencies and federally recognized tribes were sent letters on March 18, 2022, requesting their involvement as a cooperating and/or participating agency:

- Bountiful City
- Bureau of Indian Affairs
- Cedar Band of the Paiutes
- Centerville City
- Confederated Band of the Goshutes
- Davis County
- Eastern Shoshone Tribe of the Wind River Reservation
- Farmington City
- North Salt Lake City
- National Park Service, Land and Water Conservation Fund
- Northwestern Band of Shoshone Nation
- Salt Lake City
- Salt Lake County
- Shivwits Band of the Paiute Indian Tribe of Utah
- Shoshone–Bannock Tribes of the Fort Hall Reservation
- Skull Valley Band of Goshute Indians
- State of Utah Resource Development Coordinating Committee
- U.S. Army Corps of Engineers
- U.S. Bureau of Reclamation
- U.S. Environmental Protection Agency

- U.S. Fish and Wildlife Service
- Utah Division of Air Quality
- Utah Division of Drinking Water
- Utah Division of Environmental Response and Remediation
- Utah Division of Forestry, Fire and State Lands
- Utah Division of Indian Affairs
- Utah Division of Parks and Recreation Land and Water Conservation Fund Coordinator
- Utah Division of Outdoor Recreation
- Utah Division of Water Quality
- Utah Division of Water Resources
- Utah Division of Water Rights
- Utah Division of Wildlife Resources
- Utah State Historic Preservation Office
- Utah Transit Authority
- Ute Indian Tribe of the Uintah and Ouray Reservation
- Weber Basin Water Conservancy District
- West Bountiful City
- Woods Cross City
- Wasatch Front Regional Council



Of the agencies and federally recognized tribes that were contacted, 3 agreed to be cooperating agencies and 15 agreed or were assumed to be participating agencies (Table 1).

Table 1. Cooperating and Participating Agencies for the I-15 EIS

Cooperating Agencies	Participating Agencies		
U.S. Army Corps of Engineers	U.S. Fish and Wildlife Service		
U.S. Bureau of Reclamation	National Park Service (Land and Water Conservation Fund)		
U.S. Environmental Protection Agency	Utah Division of Outdoor Recreation		
	Wasatch Front Regional Council		
	Utah Transit Authority		
	Weber Basin Water Conservancy District		
	Salt Lake City		
	North Salt Lake City		
	Woods Cross City		
	Bountiful City		
	West Bountiful City		
	Centerville City		
	Farmington City		
	Salt Lake County		
	Davis County		

1.4.4 Agency Scoping Meeting

SAFETEA-LU requires that the study team hold an agency scoping meeting. A virtual agency scoping meeting was held on April 7, 2022, at 1:00 PM via Webex.

The study team gave a brief presentation that included a project overview as well as the requirements of being a participating agency. The materials that were discussed at the meeting included the purpose of and need for the project, potential alternatives, alternatives screening, indirect impacts, and other issues pertaining to the study area. In addition, to help identify potential issues, the study team completed an environmental checklist with input from the following agencies that attended the agency scoping meeting (see Appendix B, *Agency Scoping Meeting*):

- Salt Lake City
- Salt Lake County
- U.S. Fish and Wildlife Service
- Utah Division of Outdoor Recreation
- Utah Division of Water Quality
- Utah Transit Authority
- Wasatch Front Regional Council

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1.5 Public Scoping

Public scoping is a key component of the environmental review process. Scoping helps UDOT prepare a comprehensive and focused EIS that will help inform the decision-making and permitting processes. UDOT relies on public comments to help identify issues, gather input on a reasonable range of alternatives, and gauge public sentiment about the proposed improvements. Because some of the alternatives under consideration for the study could affect adjacent property owners, a combination of measures was taken to ensure that the public was notified about the study and invited to participate in the process.

1.5.1 Notification

The scoping period was initiated with the Federal Register notice on March 28, 2022, and ended on May 13, 2022. The following methods were used to notify the general public of the public scoping activities:

- Grassroots efforts (community canvassing and engagement) occurred at local events, including:
 - Farmington Station Park Bunny Hop event on April 7, 2022
 - North Salt Lake Senior Lunch Brunch on April 13, 2022
 - Food Truck League in North Salt Lake on May 2, 2022
 - South Davis Recreation Center in Bountiful on May 10, 2022
 - Bountiful Food Pantry on May 11, 2022
 - Community canvassing in Salt Lake City on May 11, 2022
- A virtual flyer was emailed to all parents of students in the Davis County School District.
- Lawn signs, pop-up banners, flyers, and posters were posted in 101 public locations throughout the study area (see Figure 1 for locations).
- Social media outreach occurred on TikTok, YouTube, Facebook, Instagram, and Twitter.
 - Targeted Facebook advertising was used at key points during the comment period (between April 11 and May 13, 2022) to raise awareness of the study and the opportunity to provide comments.
 - Videos describing the study overview and scoping were posted on social media.
 - Social media outreach had a total of 44,066 organic impressions and views.
- Information regarding the study scoping period was posted on the I-15 EIS study website: i15eis.udot.utah.gov.
- A UDOT press release was sent to local media outlets.

Copies of the posters, pop-up banners, lawn signs, fact sheet, flyers, and press release are included in Appendix C, *Scoping Notification Materials*.

1.5.2 Public Scoping Materials

UDOT released virtual public scoping content on April 11, 2022, on the study website (<u>i15eis.udot.utah.gov</u>) that included presentation videos and several options for providing comments. Copies of the presentation slides are included in Appendix D, *Scoping Presentation*.



1.5.3 City Council, Community Council, and Planning Commission Scoping Presentations

During the scoping process, the study team gave presentations at 24 city council, community council, advisory groups, and planning commission meetings. The presentation from the meetings is included in Appendix D, *Scoping Presentation*. Table 2 summarizes the presentations by date and location. Figure 1 following the table shows the locations of presentations and signs throughout the study area.

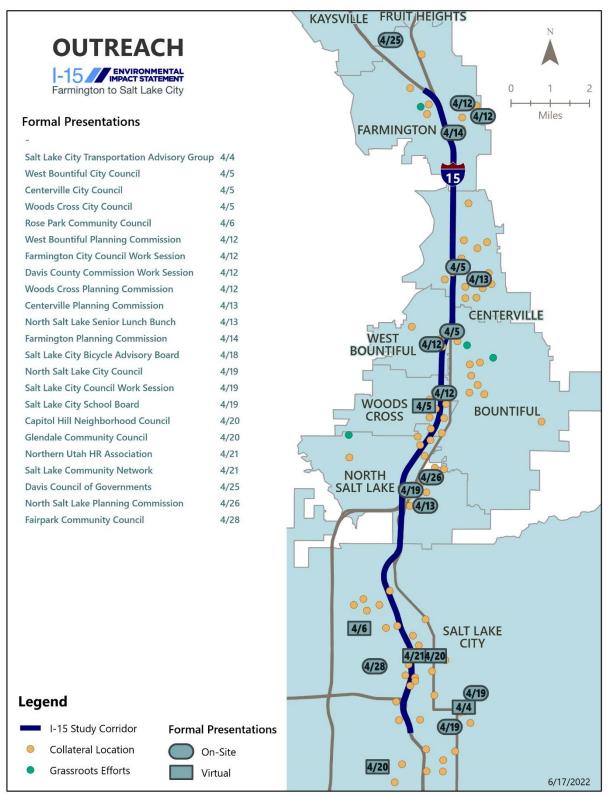
Table 2. City Council, Community Council, Advisory Groups, and Planning Commission Presentations

Date	Entity	Location		
April 4, 2022	Salt Lake City Transportation Advisory Group	Virtual		
	Woods Cross City Council	Woods Cross Municipal Building, 1555 South 800 West, Woods Cross		
April 5, 2022	Centerville City Council	Centerville City Hall, 250 N. Main Street, Centerville		
	West Bountiful City Council	West Bountiful City Hall, 550 North 800 West, West Bountiful		
April 6, 2022	Rose Park Community Council	Virtual		
April 7, 2022	Station Park Bunny Bop Event	140 N. Union Blvd., Farmington		
	Davis County Commission Work Session	Davis County Administrative Building, 61 S. Main Street, Farmington		
April 12, 2022	Farmington City Council Work Session	Farmington City Hall, 160 S. Main Street, Farmington		
April 12, 2022	Woods Cross Planning Commission	Woods Cross Municipal Building, 1555 South 800 West, Woods Cross		
	West Bountiful Planning Commission	West Bountiful City Hall, 550 North 800 West, West Bountiful		
April 13, 2022	Centerville Planning Commission	Centerville City Hall, 250 N. Main Street, Centerville		
April 14, 2022	Farmington Planning Commission	Farmington City Hall, 160 S. Main Street, Farmington		
April 18, 2022	Salt Lake City Bicycle Advisory Board	Virtual		
	Salt Lake City Council Work Session	City and County Building, 451 S. State Street, Salt Lake City		
April 19, 2022	Salt Lake City School Board	440 East 100 South, Salt Lake City		
	North Salt Lake City Council	North Salt Lake City Hall, 10 E. Center Street, North Salt Lake		
April 20, 2022	Capitol Hill Community Council	Virtual		
Αριίι 20, 2022	Glendale Community Council	Virtual		
April 21, 2022	Northern Utah Human Resource Association	1068 West 350 South, Suite A, Syracuse		
Αριίι 21, 2022	Salt Lake Community Network	Virtual		
April 25, 2022	Davis County Council of Governments	61 S. Main Street, Farmington		
	Bountiful City Council Work Session	Bountiful City Hall, 795 S. Main Street, Bountiful		
April 26, 2022	North Salt Lake Planning Commission	North Salt Lake City Hall, 10 E. Center Street, North Salt Lake		
	Fairpark Community Council	Virtual		

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Figure 1. Locations of Study Outreach





1.5.4 Equity Working Group Outreach

In keeping with the NEPA and EIS process, the study team sought engagement that includes equitable outreach, affordable-housing interests, and outreach in areas of the study area that historically might have been underserved due to language or other outreach barriers. The team collaboratively worked with local elected officials and community leaders to build a list of key stakeholders representing local residents, business owners, and other interested participants. UDOT held two equity working group (EWG) meetings, on February 28 and March 28, 2022, and will continue this effort through the EIS process.

2.0 Guide to Comments

The public will continue to have opportunities to provide input throughout the I-15 EIS review process, and public comments will continue to be solicited throughout the study. The scoping comment period for the I-15 EIS concluded on May 13, 2022. All comments that were received between March 28 and May 13, 2022, are included in this scoping summary report. In all, 900 comments were received during the scoping period. Comments were submitted by the public through the study email address, the study website, an online mapping tool (a geographic information systems [GIS] tool), and the regulations gov website. The majority of the comments received, 595 out of the 900 total, were submitted through the online mapping tool. Copies of all written comments are included in Appendix E, *Scoping Period Comments*. Copies of written letters submitted by agencies are included in Appendix F, *Agency Comment Letters*. A summary of the common themes of the comments is included in Section 2.1, *I-15 EIS Scoping Comments*.

Each comment was reviewed by the study team. A single comment might have contained several topics or issues. All issues raised will be considered in the EIS.

2.1 I-15 EIS Scoping Comments

In addition to comments received during the city council presentations and EWG meetings, 900 individual comment submissions were received that identified issues. The majority of the comments were related to access to Glovers Lane from I-15 or West Davis Corridor, bicycle and pedestrian accommodations across I-15, new interchanges or interchange modifications, pavement quality, noise impacts, grade-separating railroads and local streets, and other alternative ideas relating to transit, transportation system management, travel demand management, tolling, and lane restrictions. A summary of the comment themes is included below.

2.1.1 Salt Lake City Area Comments

- Improve Beck Street on-ramp to I-15 northbound.
 - Add northbound auxiliary lane or continue lane without a merge.
 - Add better merge signing for northbound merge.
- Construct a complete interchange at 2300 North and Warm Springs Road and improve existing ramps.
 - Northbound on-ramp is too short to allow trucks to get up to speed.

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- Add southbound auxiliary lane between 2300 North and 1000 North.
- Construct a new, full interchange in the 2300 North or 1800 North area to allow trucks from Beck
 Street to access I-15 without using the 600 North interchange.
- Expand the 1000 North partial interchange.
 - Add a northbound off-ramp to 1000 North interchange.
- Improve the 600 North interchange; reduce trucks at the 600 North interchange.
 - The northbound on-ramp should have two lanes (one lane for westbound and one lane for eastbound) and have an auxiliary lane to the Warm Springs exit.
 - Add a southbound auxiliary lane between 1000 North and 600 North.
 - Slow down speeds on 600 North in both directions east and west of I-15.
 - Separate or protect pedestrian and bicycle facilities.
 - Add raised and/or signalized pedestrian ramp crossings.
 - Add a protected bicycle lane on 600 North.
- Move I-80 traffic off I-15.
 - Make State Route 201 the Interstate 80 (I-80) movement to keep I-80 traffic from having to merge onto I-15 for a couple miles (between 200 South and 2100 South).
- Improve the interchanges for 400 South, 500 South, and 600 South.
 - Bury the rail lines east of I-15 to lower the roads.
 - Traffic getting off at the 400 South exit backs onto southbound I-15.
- Remove the 1300 South exit.
- General comments:
 - Suggestions to improve roadway access into Salt Lake City from the north, such as:
 - Fewer traffic signals on Beck Street
 - Fewer traffic signals on 400 South
 - Construct a new interchange at South Temple or North Temple

2.1.2 North Salt Lake and Woods Cross Area Comments

- Improve the 2600 South interchange.
 - o Add a dedicated eastbound-to-southbound I-15 entrance lane.
 - o Improve access from the west side (eastbound traffic). Eastbound traffic is congested.
 - Grade-separate the railroad crossing on the west side of I-15.
 - Consider adding a collector-distributor ramp or a braided ramp for northbound U.S. Highway 89 (US-89)/I-215/2600 South traffic.
- Improve the Center Street interchange.
 - Add a northbound on-ramp.
 - Construct a full interchange (all travel movements).



- Add a signal for the southbound off-ramp at Center Street. It can be difficult to make right or left turns with the congestion on Center Street.
- Railroad delays on Center Street are an issue. These delays cause congestion on the Center Street southbound off-ramp. Suggest a grade-separated crossing of the railroad tracks.
- Construct a new interchange near I-215.
 - o Add new northbound I-15 access somewhere around I-215 or Center Street.
 - Add more access to I-15 (northbound and southbound), I-215, and Legacy Parkway for residents of North Salt Lake.
- Improve the I-15/I-215 interchange.
 - Construct a full interchange (all travel movements).
 - Make both lanes of eastbound I-215 continue northbound on I-15 (don't drop the right-hand northbound lane at 2600 South).
- Improve the I-215/Legacy Parkway interchange.
 - Construct a full interchange (all travel movements).
- Add access to North Salt Lake from Legacy Parkway through a new exit at or near Center Street.

2.1.3 Bountiful and West Bountiful Area Comments

- Combine the 400 North and 500 South interchanges.
 - There is tight spacing between these interchanges.
 - There are safety and operational issues with merging or weaving traffic between 400 North and 500 South southbound and northbound.
 - Consider a collector-distributor road system for the 500 South and 400 North exits.
- Improve the 400 North interchange.
 - 400 North northbound exit is dangerous.
 - 400 North northbound off-ramp needs a signal on 400 North for left turns (westbound travel).
 - 400 North eastbound to right at 500 West can be difficult to merge or weave with traffic from northbound I-15 to eastbound 400 North.
- Improve, replace, or move the 500 West interchange.
 - 500 West left exit is dangerous; eliminate the exit and/or move to 400 North.
 - Keep 500 West left exit and entrance.
- Improve 500 South.
 - Grade-separate the railroad crossing.
 - Improve pedestrian/cyclist facilities across the interchange and improve safety.
 - Improve aesthetics, landscaping, and signing along the streetscape.

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2.1.4 Centerville Area Comments

- Improve the Parrish Lane interchange.
 - Safety concerns with the merging and weaving required for the I-15 northbound exit to eastbound Parrish Lane to northbound frontage road movements.
 - Add a signal from the northbound I-15 ramp at Parrish Lane to eliminate eastbound free turn movements (turning without a traffic signal or stop sign).
 - There are safety and congestion issues for traffic coming from the west side of I-15 going to commercial areas south of Parrish Lane on the east side of I-15. This traffic is required to merge or weave with northbound I-15-to-eastbound Parrish Lane traffic.
 - Replace the interchange with a diverging diamond interchange.
 - Make both southbound I-15-to-eastbound Parrish Lane lanes continue as through lanes eastbound on Parrish Lane (the left lane currently becomes left-turn only at the first signal).
 - Visibility is poor for drivers making southbound-to-westbound right turns (it's difficult to see westbound through traffic).
 - Visibility is poor for drivers making eastbound-to-northbound left turns (this travel movement should be signal-controlled only).

2.1.5 Farmington Area Comments

- Construct the Shepard Lane interchange.
 - Add a dedicated bicycle and pedestrian facility on the Shepard Lane crossing.
 - A new interchange is needed.
 - The Shepard Lane interchange is part of a separate project.
- Improve the Park Lane interchange.
 - The signalized intersections are too close together.
 - Increase eastbound capacity on Park Lane.
 - I-15 needs a dedicated southbound exit lane or auxiliary lane from 200 North.
 - The I-15 northbound on-ramp needs two lanes and two lights for ramp meter.
 - Improve the center lane of the I-15 southbound off-ramp to allow the middle lane on the off-ramp to turn left or right (it is currently right-only).
- Improve the Station Park and Lagoon area.
 - Add a new bicycle and pedestrian crossing over I-15.
 - Add a new dedicated Lagoon exit to and from I-15.
- Improve the 200 West interchange.
 - Construct a full interchange (all travel movements).
 - Remove the interchange; get traffic off State Street and Clark Lane in the historic neighborhoods.
 - Add auxiliary lanes between Parrish Lane and 200 West for both northbound and southbound travel.
 - Add more direct access to State Street or construct a frontage road to State Street.



- Add a new Glovers Lane access or construct a new I-15 exit or access between Parrish Lane and Farmington.
 - Need northbound access to I-15 in this area (200 West is the only southbound access).
 - Add access to Glovers Lane from West Davis Corridor (at Glovers Lane, 1525 West, or 1100 West).
- Don't add a new access at Glovers Lane.

2.1.6 I-15 General Alternatives and Concepts Comments

- Design comments
 - Improve or straighten curves over the railroad tracks between 600 North and Woods Cross.
 - There is congestion at the I-215 merge to I-15 northbound.
 - Remove the bottleneck (four-lane section) between Salt Lake City and the I-215 on-ramps.
 - Make I-15 below grade (cross streets at grade).
 - Make I-15 above grade (cross streets at grade).
 - Consider frontage road and collector-distributor road system concepts to reduce merge and weave issues on I-15.
 - Separate Legacy Parkway and US-89 interchanges in Farmington to reduce congestion.
- Capacity comments
 - Add another lane, more lanes, or more capacity on I-15.
 - Have at least five lanes in each direction.
 - Consider reversible lanes or flex lanes.
 - Consider express lanes with no access between Salt Lake City and Farmington.
 - Don't add more lanes on I-15 (no widening).
 - Reduce the number of lanes on I-15 from the existing number of lanes.
- Transit comments
 - Improve transit frequency and extent and don't widen I-15.
 - Double-track FrontRunner.
 - Electrify FrontRunner.
 - o Implement the Rio Grande plan (a private/nongovernmental proposal to bury the railroad tracks near the Rio Grande station in Salt Lake City).
- Operations comments
 - Stipulate slower speeds or speed limit on I-15 and increase the enforcement of speed limits.
 - Remove high-occupancy vehicle (HOV) lanes.
 - Have two HOV lanes each direction to allow passing slow drivers in HOV lanes.
 - Enforce HOV lanes.
 - Include motorcycle-only lanes.
 - Prohibit slow drivers in left lanes (enforcement).

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- Noise comments
 - Concerns for current and future noise levels
 - Request for more or improved sound walls
- Natural resource comments
 - Concerns for air quality
 - Concerns for wildlife
 - Concerns for wetland impacts
 - Concerns for stormwater drainage and water quality

3.0 Next Steps: Screening Analysis and Environmental Analysis

All of the alternatives that were proposed during the scoping process will be included in the alternatives development and screening analysis to determine which alternatives will be carried forward for further review in the EIS and which will be eliminated from further consideration. Once alternatives are selected for further review, the study team will invite the public to review the remaining alternatives and provide comments and suggestions before the environmental review process moves forward. Additional public involvement opportunities will be available throughout the environmental review process, including open houses, community working groups, and community outreach opportunities.



project spread out over 20 years. The preliminary cost of the project is approximately \$1,135,000 along with cost escalators over the 20 year lease period. The anticipated income over the 20 year lease period is \$2,369,800.

The LAA is proposing to build an 85′ X 57′ single-story; slab-on-grade Maintenance Building approximately 900′ north of Runway 8–26 on airport property. The Pre-Engineered Metal Building includes office space, two (2) service bays, and one (1) wash bay and will be constructed parallel to Millport Road along the northern edge of airport property. Coordinates of the building's four corners: NW: 40°7′33.48″,

- -76°17′36.38″, NE: 40°7′33.62″,
- $-76^{\circ}17'35.66''$, SE: $40^{\circ}7'32.80''$,
- -76°17'35.38", SW: 40°7'32.66",
- $-76^{\circ}17'36.10''$.

The facility remains the property of the LAA and will bring in necessary non-aviation income. The facility will be able to be utilized by other types of users in the event that the current tenant does not remain on the property. The tenant currently rents adjacent to where the maintenance facility will be located to store their school buses.

Rick W. Harner,

Manager, Harrisburg Airports District Office. [FR Doc. 2022–06369 Filed 3–25–22; 8:45 am] BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Interstate 15: Farmington to Salt Lake City, Utah

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (USDOT).

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to advise the public that an EIS will be prepared for proposed transportation improvements on the Interstate 15 corridor from Farmington to Salt Lake City, Utah. Persons or agencies who might be affected by the proposed project are encouraged to comment on the information in this Notice of Intent (NOI). All comments received in response to this NOI will be considered, and any information presented in this NOI, including the preliminary purpose and need, preliminary alternatives, and identified impacts, might be revised in consideration of the comments.

DATES: Comments must be received by May 13, 2022.

ADDRESSES: This NOI is available on the project website (*i15eis.udot.utah.gov*). Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents and instructions for submitting comments, go to the project website (i15eis.udot.utah.gov).

Mailing address or for hand delivery or courier: UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450.

Email address: i15eis@utah.gov.
A summary of the comments received will be included in the Draft EIS.

FOR FURTHER INFORMATION CONTACT:

Brandon Weston, Director of Environmental Services, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450; telephone: ; email:

Tiffany Pocock, PE, I–15 EIS Project Manager, UDOT Region One, 166 W Southwell Street, Ogden, Utah 84404–4194; telephone: email:

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, extended to April 29, 2022, and executed by FHWA and UDOT. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions along I-15 from Farmington to Salt Lake City. The proposed project study area extends on I-15 from the Park Lane interchange (I-15 milepost 325) in Farmington to the 400 South interchange (I-15 milepost 308) in Salt Lake City. The EIS will be conducted in accordance with the requirements of NEPA, as amended (42 United States Code [U.S.C.] Section 4321, et seq.), 23 U.S.C. 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and all applicable federal, state, and local governmental laws and regulations. This project is considered a "major project" pursuant to 23 U.S.C. 139.

(a) The Preliminary Purpose and Need for the Proposed Action

The preliminary purpose of this project as identified by UDOT is to

improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. Between Farmington and Salt Lake City, I–15 has aging infrastructure and worsening operational characteristics for the current and projected 2050 travel demand which contribute to decreased safety, increased congestion, lost productivity, and longer travel times. East-west streets that access or cross I-15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I-15 and its interchanges do not support travel demand, traffic is added to the local streets impacting both the regional and local transportation system, and the safe, comfortable, and efficient travel by other modes. Agencies and the public are invited to comment on the purpose and need statement. The purpose and need statement and supporting documentation, including data and public input summary, will be available in the Draft EIS. The purpose and need statement might be revised based on comments received during the comment period on this NOI.

(b) A Preliminary Description of the Proposed Action and Alternatives the Environmental Impact Statement Will Consider

The currently contemplated range of alternatives proposed to be considered in the EIS consists of the following: (1) Taking no action; (2) capacity improvements to I-15 such as adding general-purpose, high-occupancy, or auxiliary lanes and interchange improvements; (3) additional or modified accesses to and from I-15; (4) additional or modified road, bicycle and pedestrian crossings of I-15; (5) additional or modified multimodal connections to FrontRunner stations and regional trails; (6) Transportation System Management (TSM); (7) combinations of any of the above, and (8) other reasonable alternatives identified during the EIS process. Alternatives that do not meet the project's purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS. The alternatives to be retained will be finalized after UDOT considers the comments received during the comment period on this NOI, and the comments will be documented in the Draft EIS. The alternatives might be revised based on UDOT's consideration of public comments. The concepts not retained

will also be documented in the Draft

(c) Brief Summary of Expected Impacts

The EIS will evaluate the expected social, economic, and environmental effects resulting from the implementing the action alternatives and the no action alternative. The following resources are the most sensitive resources in the project area and will be evaluated closely by UDOT:

 Wetlands and Waters of the United States: Project alternatives could require placing fill in waters of the United States and impacts to wetlands considered to be jurisdictional. These impacts would require a permit from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into waters of the United States, including wetlands.

• Section 4(f) Resources: Project alternatives might use Section 4(f) parks, recreation resources, and eligible

historic properties.

 Land and Water Conservation Fund Act Section 6(f) Resources: Project alternatives might impact several parks that received funds from the Land and Water Conservation Fund Act.

• Environmental Justice Communities: Project alternatives might impact communities eligible for consideration as environmental justice communities that are low-income and minority due to right-of-way requirements, increases in noise, or other environmental factors. UDOT will work closely with the community to avoid, minimize, and mitigate these

• Property Acquisitions: Project alternatives could require acquiring private properties and relocating the tenants or owners of the properties. UDOT will work closely with the impacted stakeholders and designers to reduce the number of acquisitions and relocations.

The EIS will evaluate the expected impacts of and benefits to the known resources listed above as well as the following resources: Land use, social and community resources, traffic, economics, pedestrian and bicyclist considerations, air quality, noise, water quality, wildlife resources, floodplains, cultural resources, hazardous material sites, and visual resources. The level of review of the identified resources for the EIS will be commensurate with the anticipated effects on each resource from the proposed project and will be governed by the statutory or regulatory requirements protecting those resources.

The analyses and evaluations conducted for the EIS will identify the potential for effects; avoidance

measures: whether the anticipated effects would be adverse; and mitigation measures for adverse effects. UDOT welcomes comments on the expected impacts to be analyzed in the Draft EIS during the NOI comment period.

Agencies, stakeholders, and the public are invited to comment on the expected impacts. The environmental impact analysis will not begin until the purpose and need, range of alternatives, and impact categories are finalized based on the public comments on this NOI. UDOT might revise the identification of impacts as a result of considering public comments. The studies to identify the impacts, as well as the analyses of impacts from the retained alternatives, will be presented in the Draft EIS.

(d) Anticipated Permits and Other Authorizations

The project might require a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and approvals from other agencies such as the U.S. Bureau of Reclamation (USBR) for impacts to USBR facilities in the project area and the National Park Service (NPS) for impacts to Land and Water Conservation Fund Act Section 6(f) resources in the project area. Additional state or local permits that may be required include stream alteration permits (PGP-10) from the Utah Division of Water Rights, Clean Water Act Section 401 Certification from the Utah Division of Water Quality, Clean Water Act Section 402 Utah Pollution Discharge Elimination System General Permit for Construction Activities from the Utah Division of Water Quality, floodplain development permits from local jurisdictions (cities or counties), and other construction related permits (such as Air Quality Approval Orders and Fugitive Dust Emission Control Plan from the Utah Division of Air Quality). This project is considered a "major project" pursuant to 23 U.S.C. 139, and all authorization decisions necessary for construction are anticipated to be completed not later than 90 days after the date when a Record of Decision is issued.

(e) Scoping and Public Review

Agency Coordination

A coordination plan is being prepared to define the agency and public participation procedures for the environmental review process. The plan will establish cooperating and participating agency roles and a review schedule and will be posted on the project website (i15eis.udot.utah.gov).

Cooperating agencies have been preliminarily identified to include the USACE, the U.S. Environmental Protection Agency, the USBR, and the

Agency and Public Review

UDOT will initiate a scoping process in April 2022 to gather information and solicit input after this NOI is issued. During scoping, UDOT will coordinate with agencies, stakeholders, and the public and will provide an opportunity for comment on the draft purpose and need statement for the project, the range of potential alternatives, the draft alternatives screening methodology, and potentially significant environmental issues that will be evaluated in the EIS. A public scoping period will be held between April 11 and May 13, 2022. As part of the scoping process, UDOT will provide an opportunity for public and agency comments on the draft purpose and need statement and alternatives screening methodology memorandum. These documents will be available on the project website (i15eis.udot.utah.gov) on April 11, 2022. Final versions of these documents, along with a scoping summary report, will be available on the project website

when they are completed.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. All individuals and organizations expressing interest in the project will be able to participate in the process through various public outreach opportunities, and they can sign up to receive email announcements and notifications on the project website (i15eis.udot.utah.gov). These opportunities include, but are not limited to, public meetings and hearing(s), the project website, and press releases. Public notice will be given regarding the time and place of all public meetings and hearing(s). A public scoping period and 30-day public comment period is planned between April 11 and May 13, 2022. Pursuant to 40 CFR 1501.9(d), during the scoping period, all interested parties are requested to provide comments on the draft purpose and need statement, the range of potential alternatives for the project, the draft alternatives screening methodology memorandum, and resources to be considered in the EIS, and to identify any relevant information, studies, or analyses relevant to the project. Written comments or questions should be directed to UDOT representatives at the mail or email addresses provided above.

Public hearings will be held during the course of the EIS, as described below. Generally, the locations, dates, and times for each public hearing will be publicized on the project website (i15eis.udot.utah.gov) and in newspapers with local and regional circulation, including The Salt Lake Tribune, the Descret News, and the Davis Clipper. Materials will be available at the meetings in English and Spanish, and oral and written comments will be solicited.

Public Hearing on the Draft EIS

Notice of availability of the Draft EIS for public and agency review will be published in the Federal Register and through other methods which will identify where interested parties can review a copy of the Draft EIS. The public hearing will be conducted by UDOT and announced a minimum of 15 days in advance. UDOT will provide information for the public hearing, including the location, date, and time for the meeting, through a variety of means including the project website (i15eis.udot.utah.gov) and by newspaper advertisement.

(f) A Schedule for the Decision-Making Process

After this NOI is issued, UDOT will coordinate with the participating, cooperating, and cooperating/concurring agencies to develop study documentation and the Draft EIS.

- The Draft EIS is anticipated to be issued in 2023.
- The combined Final EIS and Record of Decision is anticipated to be issued in the spring of 2024, within 24 months of the publication of this NOI.
- A Clean Water Act Section 404
 permit decision from the USACE and
 any other federal permits, if necessary,
 will be obtained within 90 days after the
 Record of Decision is issued.

(g) Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed

To ensure that a full range of issues related to the project are addressed and all potential issues are identified, UDOT invites comments and suggestions from all interested parties. The project team requests comments and suggestions regarding potential alternatives and impacts and the identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human environment. Any information presented in this NOI, including the preliminary purpose and need statement, preliminary range of

alternatives, and identification of impacts, might be revised after UDOT considers the comments. The purpose of this request is to bring relevant comments, information, and analyses to UDOT's attention, as early in the process as possible, to enable UDOT to make maximum use of this information in decision making. Comments may be submitted according to the instructions in the ADDRESSES section of this NOI.

(h) Contact Information

For more information, please visit the project website at *i15eis.udot.utah.gov*. Information requests or comments can also be emailed to *i15eis@utah.gov*.

UDOT: Brandon Weston, Director of Environmental Services, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450; telephone: ; email:

(Catalog of Federal and Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Dated: March 21, 2022.

Ivan Marrero,

Division Administrator, Federal Highway Administration, Salt Lake City, Utah. [FR Doc. 2022–06449 Filed 3–25–22; 8:45 am] BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. DOT-NHTSA-2022-0017]

Agency Information Collection Activities; Notice and Request for Comment; Procedures for Participating in and Receiving Information From the National Driver Register

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on the extension of a previously approved collection of information.

SUMMARY: The Department of Transportation (DOT) invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for an extension of a currently approved information collection. Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget

(OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extension and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval titled "National Driver Register (NDR)."

DATES: Comments must be received on or before May 27, 2022.

ADDRESSES: You may submit comments [identified by Docket No. DOT–NHTSA–2022–0017] through one of the following methods:

- *Electronic submissions:* Go to the Federal eRulemaking Portal: *http://www.regulations.gov.* Follow the online instructions for submitting comments.
 - Fax: 1 (202) 493–2251.
- Mail or Hand Delivery: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12– 140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays. To be sure someone is there to help you, please call (202) 366–9322 before coming.

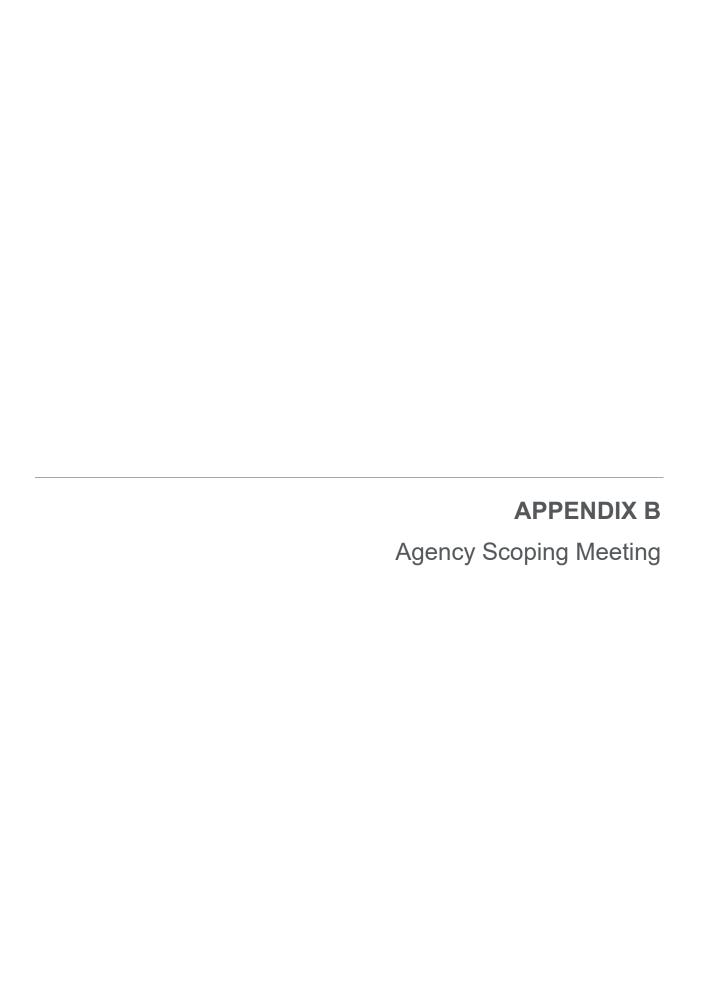
Instructions: All submissions must include the agency name and docket number for this notice. Note that all comments received will be posted without change to http://www.regulations.gov, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78) or you may visit https://www.transportation.gov/privacy.

Docket: For access to the docket to read background documents or comments received, go to http://www.regulations.gov or the street address listed above. Follow the online instructions for accessing the dockets via internet.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Miriam Chege, NHTSA, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W55–210, NSA–200, Washington, DC 20590.

Mrs. Chege's telephone number is (202) 366–4800. Please identify the





Summary

Project: I-15 EIS: Farmington to Salt Lake City

Subject: Agency Meeting Summary

Date: Thursday, April 07, 2022

Location: Webex

Attendees

✓	Name	Representing	Project Role
✓	Tiffany Pocock	UDOT	EIS Project Team – Project Mgr.
✓	Brandon Weston	UDOT	EIS Project Team
✓	Kevin Kilpatrick	HDR	EIS Project Team
✓	Sarah Rigard	HDR	EIS Project Team
✓	Shane Marshall	Horrocks	EIS Project Team
✓	Dan Adams	Langdon	EIS Project Team
✓	Autumn Hu	UTA	NEPA Project Manager
✓	Susan Zarekarizi	State Parks	LWCA Grant Program
✓	Helen Peters	Salt Lake County	
✓	Julianne Sabula	SLC Transportation	Planning and Programming
✓	Jeanne Riley	Division of Water Quality	
✓	Jillian Cosgrove	U.S. Fish and Wildlife Service - Utah Field office	
✓	Kevin Young	SLC Transportation	
✓	Ted Knowlton	WFRC	Deputy Director
✓	Kip Billings	WFRC	

Meeting Topics

1. Introductions

2. Project Overview & Slideshow Presentation

- a. Purpose and need
- b. UDOT's Quality of Life Framework
- c. One of the highest traffic volume segments of I-15 in the state
- d. Comment period on purpose and need and scoping starts next week (4/11)
- e. Project needs
 - i. Aging infrastructure bridges, pavement, structures
 - ii. Drainage concerns



iii. Travel times

- (1) Drive times modeled to more than double in 2050
- (2) Agency question on bike and transit times the EIS is assuming all funded RTP projects are implemented and is accommodating all modes

iv. Interchange needs

- (1) Queuing onto I-15 mainline
- (2) Management of traffic at interchange and local network
- (3) Agency question on spacing at on/off ramps auxiliary lanes will be considered to support interchange spacing and access
- (4) New accesses may be considered at locations such as Beck Street and Warm Springs Road

v. Safety concerns

- (1) Substandard shoulders, curves, vertical and horizontal clearances
- (2) Design speeds
- (3) Current UDOT design standards

vi. East/west connectivity

- (1) Connectivity across I-15 for all modes
- (2) Project looking at east-west connectivity at interchanges and non-interchange crossings of I-15

f. Opportunities for input

- i. The EIS Team is requesting input on the purpose and need and screening methodology memos and list of resources
- ii. Presentation will be on the website next week as well if some want to review more closely
- iii. Materials will be published to the website on April 11th

g. Screening methodology

- i. List of potential projects
- ii. Level 1 purpose and need
- iii. Level 2 resource and costs
- iv. Alternatives for DEIS

h. Project website and contacts

- i. Send an email to i15eis@utah.gov
- ii. www.i15eis.udot.utah.gov



3. Agency Roles and Responsibilities

- a. Participating agency responsibilities:
 - i. Participate in the scoping process
 - ii. Provide meaningful and early input regarding defining the purpose of and need for the project, determining the range of alternatives to be considered, and determining the methodologies and level of detail required for the alternatives analysis
 - iii. Participate in coordination meetings and joint field reviews as appropriate
 - iv. Review and comment in a timely manner on the pre-draft or pre-final environmental documents
 - v. Provide meaningful and timely input regarding unresolved issues
 - vi. Participate in meetings to resolve issues that could delay completion of the environmental review process or result in denial of approvals required for the project under applicable laws
- b. Cooperating agencies are those with permitting role, i.e., USACE
- c. Anticipated schedule:
 - i. Today, 4/7/2022, agency meeting
 - ii. April 11 draft purpose and need and screening methodology memos published on the website
 - iii. April 11th May 13th 30-day comment period
 - iv. Summer 2022 develop the range of initial alternatives and conduct screening
 - v. October 2022 identify alternatives for DEIS and publish screening report
 - vi. Spring/summer/fall 2023 prepare DEIS
 - vii. September 2022 publish DEIS, followed by a 45-day comment period
 - viii. Spring 2024 FEIS/ROD
 - ix. Fast schedule, 24-month timeframe

4. Checklist Review

- a. Anticipate wetland impacts and wetland permitting (404 nationwide permit or individual permit) could potentially be needed. There is potential to impact over an acre of wetlands. Impacts and type of permit needed will be determined once alternatives are developed and analyzed.
 - i. Potential for wetland impacts are greatest near Warm Springs Rd and U.S. 89/ Park Lane.
- b. Wildlife do not anticipate ESA/Threatened and Endangered species issues
- c. Historic and Cultural Resources some archaeology & eligible historic structures exist in the study area
- d. The project will potentially require ROW acquisition and relocations



- e. Tribal resources do not anticipate any in study area
- f. EJ there are minority and low-income populations along the corridor
- g. Hazardous wastes there are sites in the study area
- h. Greenhouse gas can study if needed and will work with WFRC to determine modeling needs
- i. Noise and vibration modeling noise impacts will be a large effort for the project. There are existing noise impacts and noise walls.
- j. Land Section 6(f) parks are in the study area and may be impacted if I-15 is widened.

5. Questions

- a. Several questions on the project study area and if it is flexible to ensure complete project alternatives and analysis for example, continuity for bike lanes and not abruptly end a connection, and consider the extent of the transit network and its influence on I-15.
- b. Question on east-west extent of the study area and the rationale. In most cases the east-west extent goes to the next major local road intersection at interchanges.
- c. UTA coordination -
 - UTA purchased ROW with the understanding that if they encounter hazardous wastes they
 will notify and coordinate with the EPA & UDEQ. UTA did not assume all mitigation
 responsibilities of the land purchased.
 - ii. I-15 alternatives should accommodate UTA's plans to double track and electrify FrontRunner in the future.
 - iii. Davis to Salt Lake City Commuter Bus project has some pedestrian and bicycle connection designs that the I-15 EIS project should coordinate. Hal Johnson is the UTA PM on the project.

Scoping Environmental Review Checklist



PROJECT INFORMATION				
Project PIN: 18857	Project Name: I-15 EIS: Farmington to Salt Lake City			
Project Location: Salt Lake and Davis Counties, UT				

For additional information and potential participating or cooperating agencies for each of the listed requirements see Attachment A. This checklist is a requirement of the FAST Act, codified as 49 USC 310.

Requirement		Requiremer Potentially Applicable	y	Comments
1. AIR	QUALITY			
1.1	Conformity Determination	⊠ No □ Yes	s	Project is part of RTP and conformity determination.
2. WA	TER RESOURCES AND WETLANDS			
2.1	Section 401 State Certification	□ No ⊠ Yes	s	Could be required if 404 individual permit is needed.
2.2	Section 402 UPDES Permit	□ No ⊠ Yes	s	
2.3	Section 404 Permit	□ No ⊠ Yes	s	Wetland areas are located near the Warm Springs interchange in SLC and in Centerville and Farmington. Potential for impacts to exceed 1 acre.
2.4	Section 9 Bridges	⊠ No □ Yes	s	
2.5	Section 10 Permit	⊠ No □ Yes	s	
2.6	Wild and Scenic Rivers:	⊠ No □ Yes	s	
2.7	Floodplains (E.O. 11988 and 13690)	□ No ⊠ Yes	s	
2.8	Wetlands (E.O 11990)	□ No ⊠ Yes	s	
3. WIL	DLIFE			
3.1	Section 7 ESA	⊠ No □ Yes	s	
3.2	Bald and Golden Eagle Protection	⊠ No □ Yes	s	
3.3	Migratory Bird Treaty Act	□ No ⊠ Yes	s	
3.4	NPS Special Use Permit	⊠ No □ Yes	s	
3.5	FWS Refuge Permit	⊠ No □ Yes	s	
4. HIS	TORIC AND CULTURAL RESOURCES			
4.1	Section 106	□ No ⊠ Yes	s	
4.2	NAGPRA Compliance	⊠ No □ Yes	s	
4.3	Archaeological and Historic Data Preservation	⊠ No □ Yes	s	
5. SOCIAL AND ECONOMIC IMPACTS				
5.1	Uniform Act: Displacement of persons or businesses	□ No ⊠ Yes	s	
5.2	American Indian Religious Freedom Act	⊠ No □ Yes	s	
5.3	Tribal implications	⊠ No □ Yes	s	
6. EN	/IRONMENTAL JUSTICE			
6.1	Impacts to minority and low-income populations	□ No ⊠ Yes	s	



Requi	rement	Requirement Potentially Applicable	Comments	
7. HAZ	ARDOUS AND OTHER CONTAMINATED MATERIALS			
7.1	Impacts to contaminated sites	□ No ⊠ Yes		
8. GRE	ENHOUSE GAS EMISSIONS AND CLIMATE CHANGE			
8.1	Impact to GHG emissions and climate change requiring detailed analysis	□ No □ Yes	Rules and regulations are currently changing. May be applicable.	
8.2	Affected by climate change impacts	⊠ No □ Yes		
9. NOI	SE AND VIBRATION			
9.1	Noise or vibration emissions requiring an analysis	□ No ⊠ Yes		
10. LA	ND			
10.1	Section 4(f) – greater than de minimis impacts	□ No ⊠ Yes		
10.2	Section 6(f) Land Conversion	□ No ⊠ Yes		
10.3	National Scenic and/or National Historic Trails	⊠ No □ Yes		
10.4	BIA Lease	⊠ No □ Yes		
10.5	Indian, public, or Federal land ROW Authorization	⊠ No □ Yes		
Identify any other potentially impacted resources and potentially required permit(s) or other approval(s) not otherwise listed above:				
Completed By:				
Signature:		Date:		
Printed Name:		Title:		





IS I-15 TRAVEL IMPACTING YOUR QUALITY OF LIFE?

UDOT WANTS TO HEAR FROM YOU

As part of its mission to improve quality of life through transportation, the Utah Department of Transportation (UDOT) has initiated an environmental study along I-15 between the US-89 interchange in Farmington and 400 South in Salt Lake City. The study will identify transportation needs and potential improvements within this corridor.

YOU LIVE, WORK & DRIVE HERE. LET US KNOW WHAT YOU THINK.

If you live or travel in the study area, let UDOT know of any issues that need to be addressed with transportation solutions.

Visit i15eis.udot.utah.gov to learn more about UDOT's environmental study, find ways to engage, provide your feedback and submit your ideas during the initial comment period: April 11 - May 13, 2022.



Scan to leave a comment

STUDY TEAM CONTACT INFO

Phone:

Phone: 385-220-5797

@

Email: i15eis@utah.gov

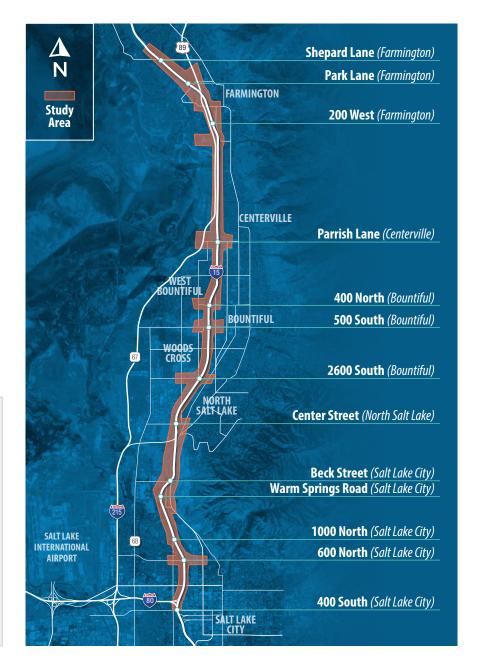
Website: i15eis.udot.utah.gov

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Join our Facebook Group

to stay up to date:

facebook.com/groups/i15eis







?EL TRÁNSITO EN LA VIA I-15 ESTÁ AFECTANDO SU CALIDAD DE VIDA?

UDOT QUIERE SABER DE USTED

Como parte de su misión de mejorar la calidad de vida a través del transporte, el Departamento de Transporte de Utah (UDOT) ha iniciado un estudio ambiental a lo largo del corredor I-15 entre el intercambio US-89 en Farmington y 400 South en Salt Lake City. El estudio identificará las necesidades de transporte y las posibles mejoras en este corredor.

USTED VIVE, TRABAJA Y CONDUCE AQUÍ. DENOS SU OPINIÓN.

Si usted vive o transita por la zona de estudio, comunique a UDOT cualquier problema que deba abordarse con soluciones de transporte.

Visite i15eis.udot.utah.gov para obtener más información sobre el estudio ambiental de UDOT, encontrar formas de participar, dar su opinión y presentar sus ideas durante el periodo de comentarios inicial: 11 de abril – 13 de mayo de 2022.



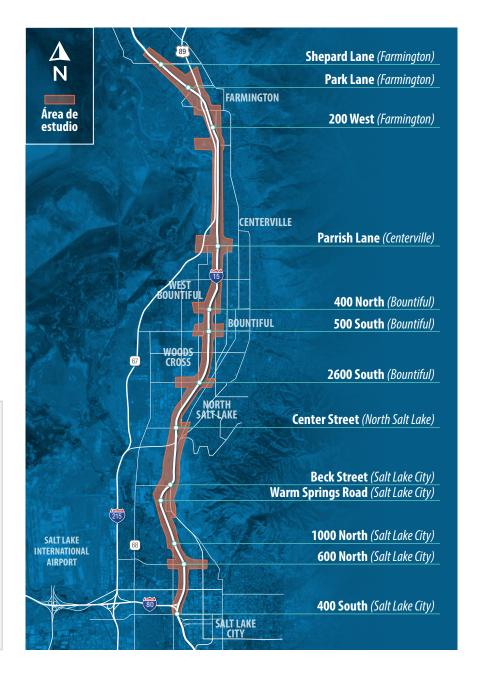
INFORMACIÓN DE CONTACTO DEL EQUIPO DE ESTUDIO

Teléfono: **385-220-5797**

@ Email: i15eis@utah.gov

Página web: i15eis.udot.utah.gov

Únase a nuestro grupo de Facebook para mantenerse actualizado: facebook.com/groups/i15eis/







Is I-15 travel impacting your quality of life?

— UDOT WANTS TO HEAR FROM YOU

If you live or travel in the I-15 corridor between the US-89 interchange in Farmington and 400 South in Salt Lake City, let UDOT know of any issues that need to be addressed with transportation solutions.

Visit i15eis.udot.utah.gov to learn more about UDOT's environmental study, find ways to engage, provide your feedback and submit your ideas during the initial comment period: April 11 - May 13, 2022.



Scan to leave a comment

STUDY TEAM CONTACT INFO

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Phone: 385-220-5797

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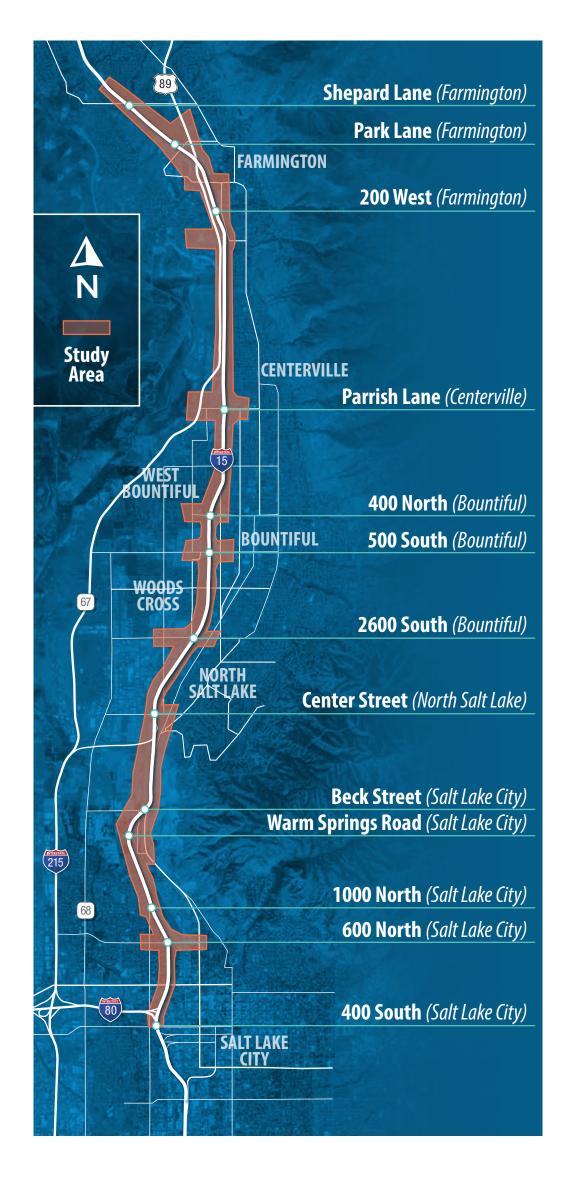
Email: i15eis@utah.gov

Website: i15eis.udot.utah.gov

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Join our Facebook group to stay up to date:

facebook.com/groups/i15eis







?El tránsito en la via I-15 está afectando su calidad de vida?

UDOT QUIERE SABER DE USTED

Si vive o transita por el corredor I-15 entre US-89 en Farmington y 400 South en Salt Lake City, infórmele a UDOT cualquier problema que deba atenderse con soluciones de transporte.

Visite i15eis.udot.utah.gov para obtener más información sobre el estudio ambiental de UDOT, encontrar formas de participar, dar su opinión y presentar sus ideas durante el periodo de comentarios inicial: 11 de abril - 13 de mayo de 2022.



Escanee para dejar un comentario

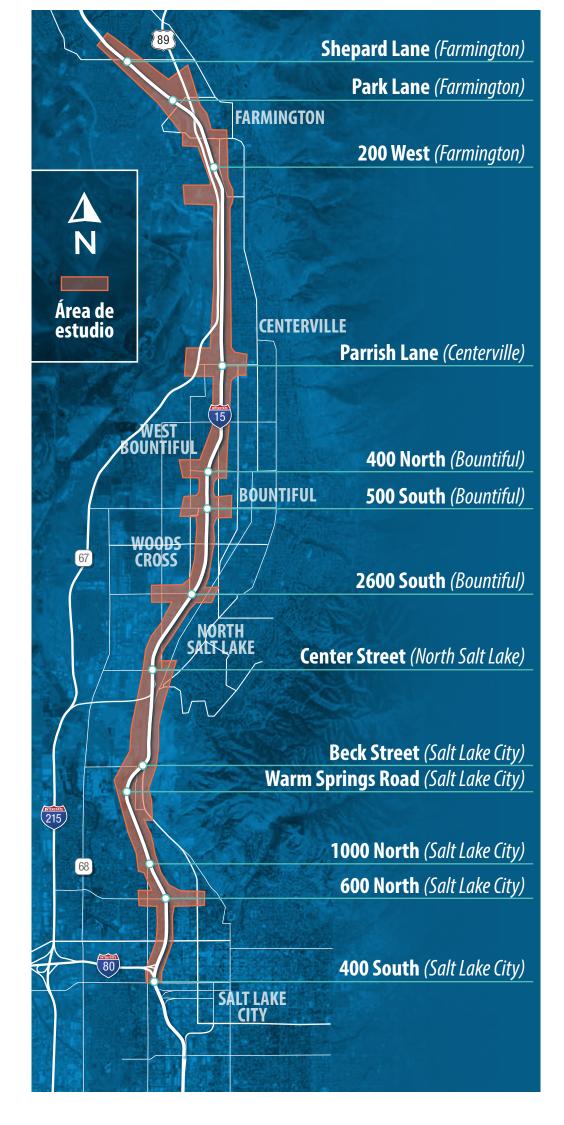
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Is I-15 travel impacting your quality of life?

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As part of its mission to improve quality of life through transportation, UDOT has initiated an environmental study along the I-15 corridor between the US-89 interchange in Farmington and 400 South in Salt Lake City.

The study will identify transportation needs and potential improvements within this corridor.

You live here. Let us know about issues you think could be addressed with a potential transportation solution. The initial comment period will run from April 11 - May 13, 2022.

Visit the study website, i15eis.udot.utah.gov, to learn more about the study.



Scan to

STUDY TEAM CONTACT INFO

Phone: 385-220-5797

@ Email: i15eis@utah.gov

Address: 392 E Winchester St., Ste. 300 Salt Lake City, UT 84107

Join our Facebook group to stay up to date: facebook.com/groups/i15eis





?El tránsito en la via l-15 está afectando su calidad de vida?

— UDOT QUIERE SABER DE USTED —

Como parte de su misión de mejorar la calidad de vida a través del transporte, UDOT ha iniciado un estudio ambiental a lo largo del corredor I-15 entre el intercambio US-89 en Farmington y 400 South en Salt Lake City.

El estudio identificará las necesidades de transporte y las posibles mejoras dentro de este corredor.

Usted vive aquí. Háganos saber sobre los problemas que cree que podrían abordarse con una posible solución de transporte. El período de comentarios iniciales se extenderá del 11 de abril al 13 de mayo de 2022.

Visite el sitio web del estudio, i15eis.udot.utah.gov, para obtener más información sobre el estudio.



Escanee para dejar un comentario

INFORMACIÓN DE CONTACTO DEL EQUIPO DE ESTUDIO

Teléfono: 385-220-5797

Email: i15eis@utah.gov

Dirección: 392 E Winchester St., Ste. 300 Salt Lake City, UT 84107

Únase a nuestro grupo de Facebook para mantenerse actualizado: facebook.com/groups/i15eis





Is I-15 travel impacting your quality of life?

— UDOT WANTS TO HEAR FROM YOU —

Visit the study website, i15eis.udot.utah.gov, to learn more about the study, find out ways to engage and to provide your feedback.



Scan to leave a comment

ENVIRONMENTAL IMPACT STATEMENT Farmington to Salt Lake City





?El tránsito en la via I-15 está afectando su calidad de vida?

— UDOT QUIERE SABER DE USTED —

Visite el sitio web del estudio: i15eis.udot.utah.gov para obtener más información sobre el estudio ambiental, encontrar formas de participar y dar su opinión.



Escanee para dejar un comentario

Lake City



UDOT Launches Study of I-15 from Farmington to Salt Lake City

Members of the public encouraged to share input from April 11 through May 13

SALT LAKE CITY (April 7, 2022) — The Utah Department of Transportation (UDOT) has launched an environmental study along I-15 between 400 South in Salt Lake City and the US-89 interchange in Farmington. The purpose of this study is to determine how to best address population growth and the future transportation needs in the area.

UDOT is asking those who live or travel in the study area to provide input during a formal comment period from April 11 to May 13. These comments will be used to help identify transportation needs and will be considered as potential solutions are drafted.

"UDOT's mission is to improve quality of life through transportation," said Tiffany Pocock, I-15 Project Manager. "We will be looking at many potential solutions to help our transportation system in this area work better for everyone, including drivers, transit riders, bicyclists and pedestrians. We especially want to hear from those who live and travel in the area to learn what issues they would like us to address."

To submit comments, members of the public should visit the study website: https://i15eis.udot.utah.gov/. There, the public can submit comments via an interactive map, a comment form, or find an email or mailing address where comments can be sent.

UDOT will also be participating in local meetings – including meetings hosted by community councils, city councils, and other organizations – to inform the public about the study and invite feedback. Those opportunities to hear from and engage with the team are listed on the study site as well.

A study media kit, including fact sheet and pre-recorded interview segments with the UDOT project manager, are available <u>HERE</u>.

###

Media Contact:

John Gleason UDOT PIO 801-560-7740 jgleason@utah.gov

Background

The Utah Department of Transportation (UDOT) has launched an environmental study along I-15 between 400 South in Salt Lake City and the US-89 interchange in Farmington. The purpose of this study is to determine how to best address population growth and the future transportation needs in the area.

(Visual Map Linked Here)

Website

Uthans can visit <u>i15eis.udot.utah.gov</u> to learn about the environmental study, find ways to engage, provide feedback and submit ideas.

Public Involvement

The public's perspective is critical to the process. UDOT is asking those who live or travel in the study corridor to engage during a public comment period.

- Date: April 11 - May 15, 2022

Phone: 385-220-5797Email: i15eis@utah.gov

- Facebook Group: facebook.com/groups/i15eis

UDOT will also be participating in local meetings – including meetings hosted by community councils, city councils, and other organizations – to inform the public about the study and invite feedback.

Additional Information

UDOT is analyzing technical data on safety, traffic operations and infrastructure conditions

- Issues already identified
 - aging infrastructure needing replacement
 - increasing congestion caused by rapid population growth
 - limited connectivity across I-15 for all users
- Potential solutions
 - adding or improving lanes and interchanges
 - enhancing access to transit
 - better accommodations to all travel modes, including bicyclists and pedestrians



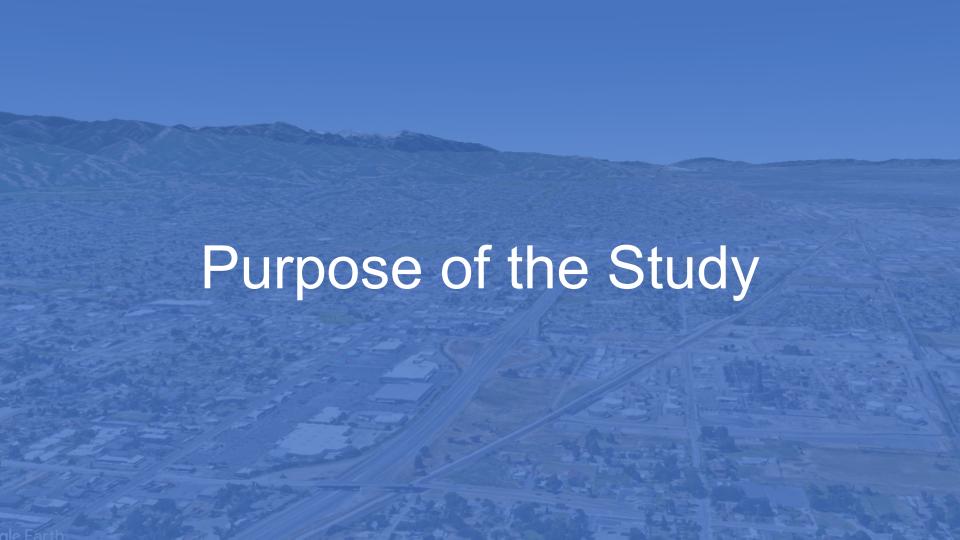
1-15 ENVIRONMENTAL IMPACT STATEMENT Farmington to Salt Lake City

Scoping, Purpose and Need
Spring 2022

What we will cover

- Purpose of the study
- What we know so far
- Opportunities for feedback





Utah's Quality of Life Framework



Better Mobility



Good Health



Connected Communities



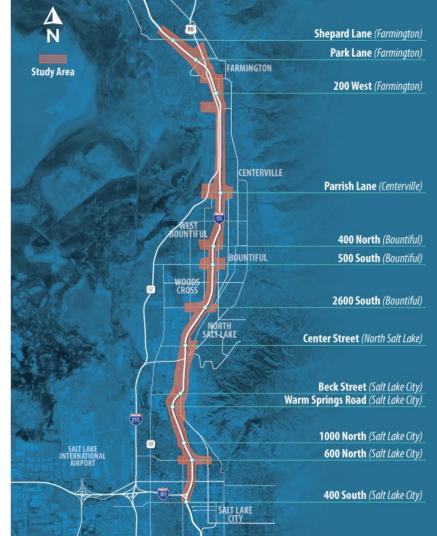
Strong Economy



UDOT's Mission







Study Process

NEPA ALTERNATIVES RELEASE **PREPARE** RELEASE FINAL **PURPOSE PREPARE OVERVIEW &** AND NEED & DEVELOPMENT DRAFT EIS **DRAFT EIS FINAL EIS EIS & RECORD EARLY SCOPING SCOPING** OF DECISION **Current Phase** File Notice Public Respond Initial Develop Ongoing Public of Intent to screening stakeholder hearing to public notification of coordination RECOMMENDED begin NEPA criteria and engagement • 45-day comments with final decision FUNDING. on DEIS public process preliminary stakeholders PLANNING AND Public outreach Revise EIS alternatives comment CONSTRUCTION • Public and 30-day period public comment engagement Public outreach period Solidify study and 30-day area and comment project limits period COORDINATION WITH LOCAL GOVERNMENT AND ONGOING STAKEHOLDER COMMUNICATION





Aging Infrastructure









Travel Time







Interchange Needs











Safety

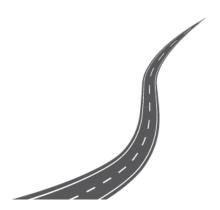
Shoulders

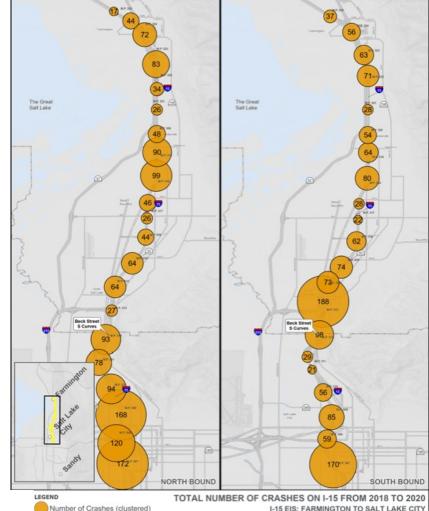




Sharp Curves







Number of Crashes (clustered) I-15 EIS: FARMINGTON TO SALT LAKE CITY



Limited Connections











Limited Connections – East-West









Early Stakeholder Engagement







Resources To Be Studied

- Land use
- Community and property impacts
- Environmental justice
- Economics
- Traffic and transportation
- Equity
- Air quality
- Noise

- Water resources
- Ecosystem resources
- Floodplains
- Cultural resources
- Hazardous materials and waste sites
- Visual resources





Draft Purpose and Need Statement

Purpose: To improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. The project purpose consists of the following items which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.











Draft Purpose and Need Statement





Good Health and Connected Communities

- Improve the safety and operations of I-15 mainline,
 I-15 interchanges, bicyclist and pedestrian crossings,
 and the supporting roadway network.
- Be consistent with planned land use, growth objectives, and transportation plans.
- Enhance access and connectivity to FrontRunner, connection to transit, regional trails and across I-15.



Draft Purpose and Need Statement



Strong Economy and Better Mobility

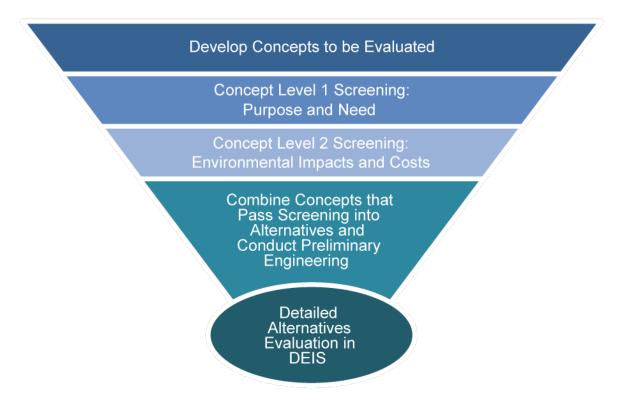
Replace aging infrastructure on I-15.



- Enhance the economy by reducing travel delay on I-15.
- Improve mobility and operations on I-15 mainline,
 I-15 interchanges, the supporting roadway network,
 transit connections, and bicyclist and pedestrian facilities
 to help accommodate projected 2050 travel demand.



Screening Criteria





Ways to submit a comment – April 11-May 13



Visit www.i15eis.udot.utah.gov and use the comment map to enter a comment (también está disponible una versión en español)



Send an email to i15eis@utah.gov



Address: 392 E Winchester St., Ste. 300 Salt Lake City, UT 84107



Any individual needing special accommodations to make a comment should contact the project team at (385) 220-5797



Schedule

NEPA ALTERNATIVES PREPARE RELEASE **PREPARE** RELEASE FINAL **PURPOSE OVERVIEW & FINAL EIS** AND NEED & DEVELOPMENT **DRAFT EIS DRAFT EIS EIS & RECORD EARLY SCOPING SCOPING** OF DECISION **Current Phase** File Notice Ongoing Public Respond Initial Develop Public of Intent to screening stakeholder hearing to public notification of coordination RECOMMENDED begin NEPA criteria and engagement • 45-day comments with final decision FUNDING. on DEIS public stakeholders process preliminary PLANNING AND Public outreach Revise EIS alternatives comment CONSTRUCTION Public and 30-day period public comment engagement period Public outreach Solidify study and 30-day area and comment project limits period COORDINATION WITH LOCAL GOVERNMENT AND ONGOING STAKEHOLDER COMMUNICATION



Ways to stay in touch



Email: i15eis@utah.gov



Website: i15eis.udot.utah.gov



Phone: 385-220-5797

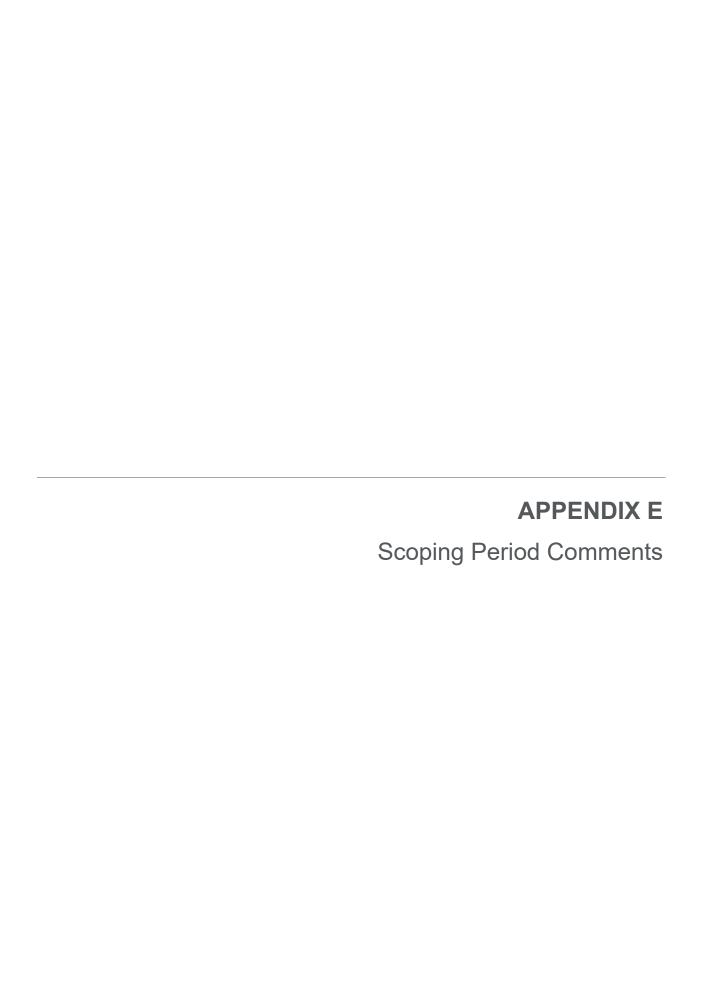


Facebook Group: facebook.com/groups/i15eis



-15 ENVIRONMENTAL IMPACT STATEMENT Farmington to Salt Lake City

Scoping, Purpose and Need
Spring 2022





Emailed Comments

1.1 I-15 EIS Public Comments by Email

The first public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held March 28, 2022 through May 13, 2022. This appendix includes 75 public comments received by the project team through email. Personal address and contact information were redacted.

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/1/2022	Dennis Hooper	I-15 has narrow inside shoulders that make it a hazard if a vehicle has to pull over. The interchanges at 400 North and 500 south are so close that a single exit such a the one at 90th south in Sandy may help. The Parrish lane interchange is so inadequate. It should be reconstructed as like Many in Salt Lake County on I-15. The surface of i-15 is falling apart and needs to be rebuild. Thank You. Dennis Hopper. Woods Cross.
4/1/2022	Dennis Hooper	East bound on 2600 south to south bound i-15 needs an entry lane. When 3 vehicles stop at the light you can't reach the on ramp until the light changes to green. West side access needs to be improved on the whole stretch. That is where the growth is taking place. A full interchange at i-215 needs to be built for all directions of travel. As well as an east bound ramp on Legacy Parkway and i-215.
4/4/2022	Jake Shivers	Hello, I received a newsletter asking for comments and input regarding the study regarding expansion from Farmington to SLC. I would like to ask why this state is constantly building roads instead of creating a useful and high quality public transportation system. To give you an example, I live in Farmington, and it takes me one hour to go from Station Park to SLC airport. Why would anyone spend 2x the amount of time in a train and train station when they can just drive there? There is no incentive to take public transit. Another example, my office is in Draper There is no incentive to take public transit. Another example, my office with the current public transportation system. I understand there is low ridership here, but that's likely because the existing lines only benefit people who commute to downtown. I'd love to see our tax dollars be spent on something that helps us reduce overall traffic and pollution on the freeways. I understand there is low ridership here, but that's likely because the existing lines only benefit people who commute to downtown. I'd love to see our tax dollars be spent on something that helps us reduce overall traffic and pollution on the freeways. Thank you, Jake Shivers
4/8/2022	Jake Barlow	Would be great to have a north bound on ramp to I-15 on Center Street in North Salt Lake.
4/8/2022	Bernie Messina	We really really need a Northbound exit between Centerville and Farmington. Nearly everyone who lives between Parrish lane Centerville and State Street in Farmington exits in Centerville to get onto Main Street and go North to their destinations. That creates a huge traffic jam morning and evening and Parrish Lane was never intended for that much traffic.



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/8/2022	None None	I appreciate that this project will be looking a the whole transportation system around I-15 in this area. Care should be taken not to create induced demand but to improve connections and flow of existing systems. My main suggestion is to improve alignment and bridge structures to allow for double tracking of FrontRunner through this area. There are a lot of integrated utilities, water culverts, and retention that need to be identified. Also many areas lack pedestrian east-west connections. There also might be some opportunities for HOV only exits (similar to I-15 north of San Diego).



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/8/2022	David Barker	Good morning, As a Farmington resident, I make this commute from Davis County into Salt Lake City multiple times a day. There a few suggestions I'd like to make. Non-directional traffic- During the hours of peak demand for traffic flows into and out of the city, we could implement some sort transforming traffic patterns. This would open a few northbound lanes to become southbound lanes in the morning while individuals are commuting into the city and vise versa in the afternoon. With some technology and planning this may be a cheaper solution while maintaining existing infrastructure. Adjusting Off-freeway Timing of Traffic Signals Traffic signals nearest the freeway off-ramps need to be retimed. This would allow for traffic leaving the freeway to get away from the freeway ensuring its not creating a backup all the way onto the freeway. Properly Adjusted Metering Onto the Freeway Many times I've pulled up to a freeway meter station getting onto the freeway and been the only car waiting at a red signal. I'm not sure why it's default is set at stop when no other cars are present but this inefficiency could really slow traffic if a semi or heavy vehicle slowly enters the freeway because they stopped for no real reason. Other Issues These issues aren't as vital to the growing population concerns, however I'd still like to make mention of them. During rain storms, the traffic lines and markers become almost invisible. I don't know the correct solution for this but it would be nice to see these markers. (Especially in a rain storm) I've noticed other states who landscape their freeway easements and it really makes a difference in the overall appeal of a city. Also, some basic landscapes may keep fire risks down. Where new construction is taking place, I'm a big fan of privacy screening between the roadways and residential areas. I would like to see Legacy Highways new extension through Farmington get the same privacy wall.
4/8/2022	Shelly Costley	I see on your website that Shepherd lane bridge needs to be rebuilt. As you rebuild it I would request a dedicated bike/pedestrian lane. It is very dangerous for our children and other bikers to cross it as it is. Feel free to contact me if you have any questions. Thank you

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/8/2022	Shelly Costley	I request a pedestrian and bike bridge much like the one going over the freeway by Station Park.
4/8/2022	Michelle Neff	Good morning. The travel area I see needing a change is the northbound off-ramp at Parrish lane, going east, then north on the frontage road. It's almost impossible to get all the way left with the cars also traveling east over the overpass. And with some of them trying to get to the right and others trying to cross over to the left, it's dangerous and sometimes unfeasible. Often I travel to the next light (400 W) to get over to the left but during busy hours that lane is also full. With the Hive going in and more building at the north end of Centerville, these lights will only get busier, more hectic, and more dangerous.
4/8/2022	Brad Rickards	The one area that needs improving is from 600 N SLC to WoodsCross. This has too tight of curves going around the refineries, it clogs up on the afternoon northbound commute, and the I-215 junction causes congestion where it unloads onto I-15 northbound. The only good point in that area is the long right hand lane from I-215 offload to northbound I-15 til WoodsCross. This lane gives plenty of room to merge with I-15 or to exit at WoodsCross (for now). There should be a southbound I-15 exit from northbound 1-215 so motorists can get to SLC proper. It slows a wrap around for the belt route. Good luck digging out of this conundrum. Thank you, Brad Rickards
4/8/2022	Wynn Gates	Can you please put up cement sound barriers on all sides of I-15 especially through Kaysville & Farmington? Thanks again - UDOT Rocks! -Wynn Gates
4/8/2022	Nikki Bell	I live in south Kaysville near Shepard Lane. I'm writing in to request a pedestrian and bike bridge similar to the one going over the freeway by Station Park. The amount of use for those not on vehicles is quite extensive. I've personally witness both bikers and walkers get nearly hit several times. It'd be nice to have freeway access as well in addition, but not sure how feasible that is for the area.
4/8/2022	Lisa Young	Hello, I have lived in West Bountiful for the past 40 years, and the West Bountiful Exit has got to be the most unsafe exit in the state of Utah. When the Legacy Freeway was in the planning phase, the Master Plan was to make that exit a safe exit for the increased traffic flow. Nothing was done about it as you can see, and it is well past its time to finally become safe. Thank you. Lisa Young



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/8/2022	Brandon Teeples	My comment was too long for online system. There is a significant and growing traffic issue in my opinion at the north bound exit ramp at I-15 and Parrish Lane in Centerville. Specifically I believe it would be very beneficial to have a stop light at the top of the north bound ramp for those turning east. I live in Farmington, and there is often significant traffic traveling south and existing at Parrish Lane in order to get to Target/Home Depot and surrounding businesses. Often that south bound traffic, after crossing the bridge, encounters north bound traffic exiting from I-15, which is not required to yield or stop at the top of the off ramp and is just barely slowing from freeway speed. As a result, the south bound traffic, which typically is attempting to turn south at Market Place, and the north bound traffic, typically attempting to turn north at Market Place, must attempt to cross paths within just a few feet to avoid a collision or not stop traffic. The simplest solution would seem to be to have a stop light at the top of the north bound ramp similar to what exists at the north bound ramps at 2600S and 500S in Bountiful. Not only would this help south bound flow from north of Centerville traveling to Centerville business, it would also help north bound flow to the growing residential area between Centerville and Farmington. Thanks for your consideration.
4/8/2022	Brad Rickards	The northbound on ramp to I-15 at warm springs that merges with the off ramp to 89 is too short, large trucks enter at this point and can't get to speed climbing the upslope causing a sudden chain reaction to traffic in the right hand lane that bleeds to most all northbound traffic. It's pretty scary.



4/8/2022 Robert Schaefermeyer

Greetings

There are many changes I'd like to see in I-15 between 600 N in Salt Lake City and Farmington UT.

The 600 N on ramp to North I-15 should have two lanes. One for traffic traveling west on 600 N to NB I-15 and one for Eastbound 600 N traffic to NB I-15. The lane should then combine AFTER a ramp meter into one lane. That lane should then become an auxiliary lane between 600 N and the Warm Springs Rd/900 W exit.

A southbound auxiliary lane between the two locations would be wonderful.

Build an auxiliary lane from Warm Springs Rd/900 W on ramp to the 2300 N Exit. Same for southbound. On the southbound side there isn't enough space for the large trucks to get up to speed. An auxiliary lane for southbound traffic would help with this.

Auxiliary lanes between ramps for traffic transitioning from US 89 north and southbound I-15 are desperately needed.

A transition from North I-15 to Westbound I-215 and from Eastbound I-215 to Southbound I-15 would be helpful for traffic in the area. Especially if I-15 is backed up.

Better spacing between the HOV lane and a left hand shoulder on the stretch of I-15 from Highway 89 on the north end of Bountiful area to the north interchange with I-215.

Auxiliary lanes in each direction from Centerville to 200 W FarmingtonAt 200 W in Farmington there isn't any way to enter or exit I-15 to/from the northbound side of I-15. Sure one can go south but there is a lot more traffic heading north and coming from the north than there was in the 1960s. One has to enter or exit the freeway at Park Ln which is quite congested.

A MUST for this project is to completely replace the cement pavement in both directions between Clark Ln in Farmington and Highway 89 in Bountiful. I've been on dirt roads that are smoother.

I have full confidence in UDOT determining which bridges must be replaced or reconditioned for the proposed area.

One suggestion to note outside of the study area is a need for an interchange with the North Farmington South Kaysville area with I-15. Shepherd Ln or Burton Ln would be prime locations for such an interchange.

Thank you for your time.

Sincerely,

Robert Schaefermeyer Layton, UT



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/11/2022	Brent Davis	in response to your KSL article asking for input on the possible makeover on the section of I-15 from 4th south in Salt Lake City to Farmington in Davis county. I have lived in Kaysville for almost 30 years. I have worked in Salt Lake City (downtown) for the same amount of time and have commuted back and forth. I have noticed a substantial increase in traffic over the years with all the new homes being built in west Kaysville and Layton and it is only going to get worse. The biggest problem I have noticed is the section from 4th south in Salt Lake to about West Center street in North Salt Lake. There used to be five lanes but when they put in the HOV lane we lost a lane. It has created a horrible bottle neck. Why the engineers/designers decided to go from five lanes down to four through this section of I-15 was poor planning. The problem is compounded for the north bound traffic where Beck Street merges with I-15. Traffic normally slows on the bridge (because it is on a turn) that crosses over the railroad tracks as it approaches the merge, but at the peak of the rush hour commute the traffic alway comes to a halt and has a considerable back up that can extend to 6th North in Salt Lake. My suggestion would be for the Beck Street on ramp to continue all the way to where I-215 merges. It would add a 5th lane and continue on to where I-15 picks up a 5th lane anyway. This reduction from five lanes down to four lanes occurs in both the North and South bound lanes in the section mentioned here. We should have five lanes of traffic consistent from Provo to Ogden. It will also be nice to have the cracked and broken concrete replaced. It is a pretty rough ride from Centerville to Farmington. Your concerned commuter, Brent Davis
4/11/2022	James Todd, Jr.	You take your life in your hands when you exit I15 NB onto Parrish in Centerville and want to go north on Marketplace. It is similar to a figure 8 race.
4/11/2022	Nick Bates	There is a lot of highway and rail noise where I live on Centerville. I think a wall on both sides of the freeway would help reduce the noise. Currently there are sections of the wall that are missing or that were never erected next to the park at 1300 North and i15. Also please do not install rumble strips or raised or recessed lane warnings. Vehicles are on them all day and night and we hear their tire noises. And please use quieter paving material. It would be good if the state would offer some financial incentive for window insulation or sound proofing. It could be used for windows and fences or private walls.

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/11/2022	Jack Weis	Couldn't get this comment to appear on the map either (is it working?). As another commenter noted, the Rio Grande Plan has made extensive recommendations for improving transportation west of downtown SLC. Notably, these changes are far, far cheaper if undertaken all at once than undertaken piecemeal. Some issues it covers: modifying the freeway access ramps at 400, 500, and 600 south for improved business access, double-tracking FrontRunner through this area, train station improvements, better TRAX integration with Frontrunner in this area, east-west connectivity across I-15. I HIGHLY recommend that you carefully review it before beginning this project. It can be found here: http://riograndeplansaltlakecity.org/
4/11/2022	Jack Weis	Couldn't get this to show up on the map for some reason (my other comment did!) so here goes. Some of the worst (slowest, sometimes, but also most chaotic and scary) is associated with traffic merging onto I-15 from I-80 or exiting to get on I-80. The presence of large numbers of semi trucks heading cross-country on I-80 exacerbates this. If I-80 extended straight west across I-15 without requiring all traffic to merge on I-15, this problem would go away. SR-201 is a natural extension of I-80 to the west (both run east-west along 2100 South), if only its upgrades to a grade-separated freeway are completed and an overpass from the main stem of I-80 over I-15 and onto SR-201 is built. It wouldn't be cheap, but it would make traffic flow a whole lot better and more safely south of downtown SLC, and widening the interstate through some of the most expensive property in the state wouldn't be cheap either. I realize this is only partially included within the study area, but I think it has sufficient impact on traffic within the study area to merit serious consideration.
4/11/2022	J Chaney	I've worked to better the quality of life and I'm getting blocked. Instead of going after and putting someone downgive them a lift up



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
Date 4/11/2022	Janice LeFevre	Thank you for requesting input about issues that need to be addressed through transportation solutions. I take I-15 from Kaysville to Downtown SLC every weekday—and sometimes travel through that stretch of road on weekends too. Before the pandemic, I took the 472 UTA express bus nearly every weekday. It was a perfect fit for me because it ran on a schedule that met my work schedule. And the time commuting to work and home on the bus was roughly equivalent to driving my vehicle. Now, the 472 bus schedule is quite contracted and is now very inconvenient. If I take the bus now, I must remain an extra 40 minutes at work, and with the lengthened travel time due to heavier traffic that time of day, I arrive home nearly an hour later than if I drive. Another problem with the bus schedule is that I can no longer stay after work 1-2 days a week to exercise at our employers' gym. This is because the 472 no longer runs a late bus. Before the pandemic, the 472 was nearly always full and sometimes people were also standing in the isles since all the seats were full. So, even with high gas prices, I am driving most of the time. If the bus schedule could be restored and additional routes added, that would make a big difference. Several years ago, the 472 ran even in the early afternoons (1:30 and 2:30). This was extremely helpful because I could still take the bus even on days when I needed to leave work early due to an appointment.
		Thank you for considering my input.
4/12/2022	Jack Weis	Hmm looks like those ramps do actually exist - my GPS has just literally never routed me over them so I didn't realize. Might want to work on that signage, and on upgrading SR-201 so it is the faster route for those going east/west across the country.

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/12/2022	Sarah Moulton	NSL NORTHBOUND ON-RAMP- NSL really needs an on-ramp for northbound I-15 somewhere between the 89 exit and NSL Center street. 2600 S NORTHBOUND ON-RAMP-the west bound traffic on 2600 S approaching 1-15 doesn't work well. There are two exit only lanes for the south entrance to I-15 but only 1 northbound lane that also feeds the grocery store, WXHS, northbound on ramp and 800 W after passing under the freeway. It is always slow, congested and backed up the hill almost anytime of day. Such a headache. The city should improve this traffic pattern on their end. But, it would be nice to allow 2 lanes to turn onto the northbound on ramp. Center Street NSL- Center street in NSL traveling under I-15 is a MESS being a two lane road, crossing 5 busy railroad tracks next to the freeway and a huge amount of traffic east and west bound all day, including Semis. The southbound i15 off-ramp at Center street is always backed up bc Center street is always backed up. People using that exit are often at the mercy of center street traffic to yield so they can merge. Thanks for taking public input. Overall, we are pleased with the maintenance of i15 in Davis County.
4/12/2022	Bradley Korth	Hi, I'm Bradley Korth, a resident of Sandy, UT, and I commute to Salt Lake City for school. I am NOT in favor of the widening of I-15. I-15 does not facilitate any movement that isn't by car. It actually blocks movement from me to easily get from The Shops at South Town in Sandy to the FrontRunner station in South Jordan. When freeways go around the city, it does not create barriers for other modes of transit. Nor does it divide neighborhoods. There was the old rallying cry of "no white men's roads through black men's homes." But people didn't listen and absolutely hurt the black community very deeply. I'm not black, but I care about this injustice regardless. Induced demand is a funny thing that transportation deals with. When the supply curve is shifted right, the actual product becomes objectively more appealing. Studies have shown over and over again that freeway widening makes traffic congestion worse. Instead, I recommend this: remove the unnecessary exit and entrance ramp in the Ballpark neighborhood and replace it with a walkable area. That would be nice. Sincerely, Bradley Korth



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/12/2022	Tab Uno	I would strongly suggest that instead of having just one HOV lane in each direction along I-15, UDOT should construct an additional HOV lane in each direction so that vehicles could pass slower moving vehicles in the HOV lanes. There are so many people changing lanes crossing across the two-white striping, creating dangerous car movements or too many slow moving HOV drivers that create long backups and increasing upset drivers.
4/13/2022	Lara C	I live in Centerville and the exit at Parrish Lane is a joke. There was some kind of "environmental impact study" done at the time Walmart was proposed. I won't get into my frustrations with that here. I live and what used to be a quick 5 minutes at most to get to the freeway is now sometimes 20 during peak traffic times. I think we need another exit between Centerville and Farmington to ease some of that congestion. Seems like Glover Lane would be a logical place for that.

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/14/2022	Jeremy Ellsworth	I commute on this stretch of highway every day and have done so for years. The first issue I want to point out is the road is in terrible condition. Years past I drove a 2019 vw. The road is so bumpy and poorly maid out of concrete that that new car would rattle in the door panels. I now drive a ram 3500 and not only does every poorly repaired section nearly send my truck out of its lane but I'm slowly developing lower back pain it doesn't matter if I drive at any speed between 55 and 75 it's a bumpy nightmare. By comparison any road that has been made from asphalt or sections that are very well built from concrete I don't have this issue.
		Another huge issue is the 400n on ramp southbound I 15 in bountiful.
		This onramp shares a lane with an exit ramp and people aren't hitting high enough speeds to merge safely this is because people getting off 500 south are slowing down and people getting on are being cut off or blocked from entering the highway. It is a huge safety issue especially when a semi truck is added to the situation. This area either needs to require cars to exceed 45 before the end of the on ramp with heavy enforcement or it needs to be re designed to allow enough room for people to merge safely.
		Another issue is un attentive driving a system that can allow people to know that around the next bend the freeway is slowing down to 30 mph or so would be nice I see it every day people slamming on their brakes and darting out in front of semis and other large trucks. Some kind of traffic alert system for rush-hour slow downs is needed.
		This last comment relates to the general driving behavior the left lane. Not the car pool lane but the leftmost passing lane. We need to put literal painted marks that say passing lane only and place them often enough to remind people to quit piling up on the left side it obstructs traffic flow every day I drive slow in the right lanes usually about 65 and end up passing a massive line of cars slamming on their brakes because the are all speeding and tailgating eachother then traffic stops. PLEASE DO SOMETHING ABOUT LEFT LANE LOAFERS.
		Over all I think a better designed highway with safety in mind will solve many issues because highway patrol only seems to care about speeding violations and not about the types of minor infractions that are actually causing accidents and close calls every day. I use about 15 miles of highway one way each day and that drive is more dangerous than my job which requires me to move large pieces of stone that can crush and kill me instantly. that's right the freeway is more dangerous than my dangerous job. It's sad that in 2022 I'm still more likely to die going to work than the work itself.



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/14/2022	Susan Gorringe	Hello. I think my biggest concern as I travel on I-15 is the lines! They are very difficult to see, especially in inclement weather. When it rains, the lines on the road are very difficult to see therefore making it hard to navigate especially at freeway speeds. It is a concern. The congestion is a problem too, even on the weekends now. I'm not sure what the solution is for that issue because there are so many people living along the Wasatch Front now. I would like you to consider addressing the concerns of the lines in the freeway lanes.
4/16/2022	Krista Baer	I live in Southeast Farmington and work in Woods Cross. Travel between work and home is generally fairly easy and quick. However, if we ever need to go northbound on I-15, it's incredibly time consuming and ridiculously complicated to get on the freeway. Why is there no northbound freeway entrance between Parish and Park Lane? We are dealing with the construction of the new West Davis Corridor, and despite the massive amount of work, time, and money being poured into that project, there are no plans to add a northbound freeway entrance. In order for us to get on the freeway to go north, we have to either drive around Lagoon, or Station Park, both of which can pose massive traffic backups. We have to plan at least 15 minutes just to get to the freeway onramp. Because of this, we tend to avoid going north as much as possible. We've changed where we shop, where we eat, doctors, etc. just because it really is so silly how hard it is to get on the freeway. It's also incredibly complicated for people who don't know the area who exit the freeway at 200 West in Farmington, hoping to just quickly pull over for a phone call, or a pit stop, then they can't get back on the freeway without a (very hard to find) 15 minute detour to find the next northbound onramp. I would love to see this issue addressed.
4/16/2022	Tyra Holbrook	Hello I live in Davis county. A few things I have noticed is that we need a better offramp at Parrish because the congestion with all the people getting off for target, Walmart, Home Depot is horrible. We would actually love another exit maybe right off at the baseball fields that would help as well. The freeways need better lights and have them turned on at night. I wish that the carpool lane was only a carpool lane from 6 to 9 AM and then from 3 to 6 PM at night. There's no reason to limit the carpool lane during regular hours.
4/16/2022	Paul Shaffer	It would be very useful to have an off ramp 1/2 way between Centerville and Farmington Soon would be great. Thank you

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/18/2022	Merilee Meyer	I live and work in that area. I have two concerns. The amount of traffic that funnels down to the mouth of weber canyon at times is crazy, slow, and backed up for I would say 1/2 mile. The second concern is how dangerous it is to head north or south using Hobbs Creek Drive. To go from Hobbs Creek Drive and get on 193 and immediately get in the left lane so you can go south at times is almost impossible. Also heading north to get on Hobbs Creek Drive you take 193 and have to immediately get in left lane to turn on Hobbs Creek Drive is an accident waiting to happen. You have traffic coming up behind you and big trucks filled with dirt all over and when you get into the turning lane, oncoming traffic doesn't seem to share the road well. I have felt like oncoming trucks have been close enough to almost sideswipe me or hit me head on. Those two areas need lots of help!!!!
4/21/2022	Tyler Reece	This email is in reference to the request for comments on the I-15 corridor between SLC and Farmington. I would like to submit that barriers be placed all along Legacy Pkwy between the NB and SB lanes. There have been many fatal accidents along legacy from vehicles crossing the median. I have personally witnessed one, and it was terrifying. With the West Davis Corridor going in, traffic will only increase, as will the potential for accidents via vehicles crossing the median. Any cost would be substantially outweighed by the increased safety along Legacy. Thank you for considering. Respectfully, Tyler Reece
4/23/2022	Jenny Kramer	The 2600 south interchange is a total mess. There is so much traffic. It takes 2-3 light changes to turn left from northbound hwy 89 to westbound 2600 in order to get on northbound I-15. We need a complete I-15 interchange at North Salt Lake Center Street.



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/25/2022	Bruce Finch	I am so glad you are taking a look at updating this critical infrastructure. The Need: you appear to have that well documented. I have commuted in my car and found my drive time significantly impacted (60-90 minutes) during rush hour. I have used the Front Runner and UTA Busses and both worked adequately because my destination/work was near stops. When my work was not near stops, it was not practical to use public transportation because it would add more 1-2 hours to my commute. Idea for improvement: 1. I live near US-89 in Davis County and use the interchange to I-15 or Legacy Hwy. 67 often. It would seem to me that bringing all three major traffic arteries together at the same place creates an unnecessary complexity and dangerous merging and attempt to get into the appropriate lanes. If the interchanges could be separated by a few miles, it would make the transitions easier and safter. I know that putting the interchanges in a hub is the current philosophy of Transportation Professionals but I suggest a new look. An example of a real mess is the spaghetti bowl in Salt Lake City with I-15, I-80, 2100 S. and the signage does not fix that mess. 2. I was in Texas several years ago and they had a frontage road that was used as the merge lane. The frontage road intermittently became part of the freeway allowing cars, all traveling at similar speeds to exit and enter the freeway. It seemed to work well and I did not see any back-ups at exits that got onto the freeway. Good Luck, I look forward to seeing the plan.
4/26/2022	Chadwick Greenhalgh	Attached comment letter
4/26/2022	David Dixon	I have commuted from Farmington to Salt Lake every weekday for 33 years and visited family on weekends, over 9,000 round trips. I see the biggest challenges being the Park Lane interchange with intersections too closely spaced (not sure how that got approved), exiting from the left lane (commuter lane) in Bountiful, vehicles stacking up to take the 400 South exit in Salt Lake, and overall maintenance of the freeway. I would take the Frontrunner if there were a park and ride lot in Salt Lake so I could get to my office on

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/26/2022	Sara Thompson	I live off of tracks that shake my house (I'm not even the closest homes) my house is incredibly loud from then highways and shakes from the trains. I am scared to see how much worse it gets with WDC. We used to walk the frontage road to get to skate park but even that's too loud to have any conversation while walking with my child. There are currently 14 lanes of highway traffic in under half a mile distance, plus frontage. I worry not only about the noise impact but the pollution. You will be adding more highway lands with WDC. There have been studies in the past on noise and highways impacting children and I worry about this with Davis county and Udots love of highways here. At this rate south David is just one giant highway and not a suitable place to live and thrive. And while some of that's on the development of Farmington, the highways play a significant part of my decision to consider leaving. Now the next part is for those of us who live in Davis or even Weber, if you don't work in SLC your screwed for a commute. Utah needs to invest in public transit. I work in Tooele and to take UTA would take me 3 hours one way for a 45 min drive. I'm military and don't choose where I work, I also can't afford to buy anything closer to Tooele. So I drive Utah roads 100 miles a day. I'd gladly take uta if that was an option. As I know my coworker in Weber would too. Unfortunately due to his job we can't carpool. Udot and UTA need to partner up in building sustainable public transit. Stop adding to the 14 plus lanes of highway in less than a mile and start finding public transit options. One day traffic jams will be inevitable and that's the day people will start riding UTA. You can build more and more highways but it's such a narrow track that's already destroyed because of the ones you have. You maintain your roads fairly well so good job there (although centerville desperately needs to be replaced) as someone who comes from NJ. But I didn't move from NJ to UT to never hear the birds chirp and wake up at 4:30am be
4/27/2022	Werner Cedillo	Please look into putting one way traffic spikes also known as spike barriers on the I15 exits. There's been so many incidents of wrong way drivers lately and these could save people's lives by stopping wrong way drivers in their tracks trying to enter the highway the wrong way.



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/28/2022	Sarah Cresap	I would like to have it on record that I speak for many Farmington residents when I say that we would like an On/Off Ramp from the West Davis Corridor onto Glovers Lane. Farmington residents are highly impacted by construction and future presence of the West Davis Corridor, yet without access to it from within Farmington City boundaries we have zero benefit from it. I am aware that Farmington fought against the West Davis Corridor, and in early days of planning asked that Farmington NOT have an on/off ramp in the Southern part of Farmington. This was years before the construction of Farmington High School. Farmington residential streets are now impacted twice daily by 700-800 student drivers from West Kaysville commuting to Farmington High School. If Kaysville students could travel on the West Davis Corridor and exit on Glovers Lane this traffic would be directed away from most of the residential areas. Careful consideration must be given to how this traffic would join Glovers lane. I see an overpass at the Southern End of 1525 W near Glovers lane. This seems an obvious place for an on/off ramp. If traffic were to exit here Glovers lane from that point Eastward must be widened because that section is barely wide enough for two-way traffic. Thank you so much!
4/28/2022	Sara Thompson	Is it right to really consider adding a 6th lane to I15 when we haven't even seen if WDC will relieve a lot of the stress on I15 in that area (Davis county). This study should be reevaluated once WDC opens.
4/28/2022	Gipco Electric, Inc.	Yes! There should be an on/off ramp on glovers. Thanks Brandon
4/28/2022	Alicia Cole	As a resident of Farmington, I believe that a Glover's Lane on/off ramp will make a world of difference for both Farmington residence and FHS High School students. My husband and I are in favor.
4/28/2022	Steve Savage	Please put in an on/off ramp at Glover's Lane in Farmington so our high school kids will have a safer and more convenient way to get to school.

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/28/2022	Libby Dibb	I have a few comments - I'm in favor of transit systems like Bus Rapid Transit staying close to the freeway, and not going through residential neighborhoods and school zones. I think people can use connecting buses or drive and park next to a BRT stop to commute to the city.
		One study I read was interesting where they integrated a nice biking trail in Oregon (I believe) alongside a bus rapid transit system. It takes more planning to put these systems in new routes, but long term I believe it helps cities maintain a neighborhood/community feel, but still have access to transit in the transportation corridor. And then the areas close to the freeway can develop high density housing, closer to transit. I live in Centerville and I am not supportive of a BRT system going down our main street, which has a cross walk that every elementary school uses in our city.
		I have heard in Centerville that people are interested in A front runner stop so they can commute to the city. At the same time, I feel like more people are working from home and don't just commute into SLC quite as often. But clearly there is a lot of growth in the future.
		I know the exit on Parish lane, I often have to switch lanes very quickly before I'm suddenly in the wrong lane when I exit. It's dangerous to cross over quickly to make my turn, especially during brush hour.
		My husband says coming from the airport area to Centerville, the entrance can get clogged to 2-15. Two lanes for the on ramp by i-80 east to 215 north entrance by the airport . Coming from I-80 East.
		(Included screenshot attachment of "Good health and connected communities"



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

		Comment
Date 4/28/2022	Name David Barney	Comment To UDOT I-15 Farmington to Salt Lake City Environmental Impact Study Group, We as the Farmington Historic Preservation Commission want to add our voices to others that have respectfully requested consideration from UDOT of our historic neighborhoods. UDOT needs to include in its study the possibility of routing I-15 in such a way to decrease the high traffic volume that currently exists on historic State Street. State Street is a residential street that is used to access Station Park, the Legacy Events Center, and the 200 West on/off ramp. 200 West is currently a highly utilized freeway access point for west Farmington residents. Accessing I-15 via 200 West requires traveling through a residential neighborhood, past an elementary and junior high school, as well as a public park. The high traffic volumes increase the likelihood of auto pedestrian accidents, increase pollution, and decrease walkability in a community that values it. We appreciate that UDOT is including alternate modes of transportation, like walking and biking trails, as well as public transit in this study. As was discussed at the 4/12/22 meeting, exit and entrance ramps at approximately 1525 West and Glovers Lane should be strongly considered by UDOT. These ramps could be used to access both West Davis Corridor accessibility on Glover's Lane would positively benefit residents in West Farmington, residents on historic State Street, and children that attend Farmington Elementary and Junior High. West Farmington residents would benefit by being able to access the roads that are currently in their backyards. State Street residents would benefit by having lower traffic and pollution in their front yards. School children would benefit by having lower traffic and pollution in their front yards. School children would benefit by having lower traffic and pollution in their front yards. School children would benefit by having lower traffic and pollution for the I-15 study. We thank you for taking the time to take Farmington resident's concern
		Farmington Historic Preservation Commission
4/29/2022	Carol Stephens	Please give an access for Farmington High around Glover lane. The commute for many north end students is very long with the route they are required to take. Homes near that area also generally travel via the frontage road to access I-15 at Centerville instead of backtracking to Park Lane. The residential in that surrounding area is expanding at a rapid rate and having freeway access at that point would be extremely beneficial. It's very time consuming as it is to get to both on-ramps at Park Lane or Centerville.
		Thank you for your consideration.
		,



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
4/29/2022	Sabrina Olson	UDOT slapped our city with the new WDC wrapping on the west side of our houses, and left out ANY exits off it for our city, effectively rendering it useless to our citizens.
		We absoletly need an exit off the WDC, the perfect location would be 1100 W just south of the Canyon Creek elementary. This would alleviate the absolute disaster that is park lane and its traffic nightmare.
		We should be able to utilize this new freeway. Might as well make use of it for ease of access for our city.
5/2/2022	Jaime Capener	Please teach drivers that the right lane is for slower traffic, the middle lane for fast traffic and the left lane is for passing.
		Teach drivers that when someone has their blinker on they need to let them over.
		Teach drivers that they can go clear to the end of the merge lane before getting over (the zipper method).
		Utah has THEE worst drivers in the country. Make everyone go back to drivers Ed and pass the drivers test.
		Sent from my iPhone, with love.



5/3/2022	Colin Earle	To whom it concerns,

I am writing today to file public comments on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / interstate 15 overpass. 600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.

I am a community member that frequently utilizes this section of roadway to travel east-west, enter, and exit the highway. Here are the specific recommendations I have to address the safety improvements for roadway users:

Concern: High speeds of passenger and heavy-duty commercial vehicles The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourages high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound i15 often exede speed limits to "make the light" and enter the on ramp at high speeds.

Solution: Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinchpoints, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern: Precarious crossing for pedestrians combined with poor sightlines The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the i15 on ramp and i15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering i15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting i15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced to play a literal game of Frogger and take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution: The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
		solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway.
		Concern: Poor execution of roadway cycling infrastructure along high speed travel While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40—beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting i15 and heading east on the bridge.
		Solution: The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.
		I urge you to take these suggestions into consideration so that the roadway design for this overpass can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. This critical bridge serves as the connector between the east and west sides of our city and those that use it deserve better.



5/3/2022 Brian Smith

I live in SLC and am afraid to use this crossing based on how unsafe it currently is. Please help keep me safe by slowing speeds and creating bike infrastructure on this important bridge between East and West SLC.

600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.

I am a community member that frequently utilizes this section of roadway to travel east-west, enter, and exit the highway. Here are the specific recommendations I have to address the safety improvements for roadway users:

Concern: High speeds of passenger and heavy-duty commercial vehicles The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourages high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound i15 often exede speed limits to "make the light" and enter the on ramp at high speeds.

Solution: Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinchpoints, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern: Precarious crossing for pedestrians combined with poor sightlines The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the i15 on ramp and i15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering i15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting i15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced to play a literal game of Frogger and take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution: The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely

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Date	Name	Comment
		cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway.
		Concern: Poor execution of roadway cycling infrastructure along high speed travel While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40—beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting i15 and heading east on the bridge.
		Solution: The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.
		I urge you to take these suggestions into consideration so that the roadway design for this overpass can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. This critical bridge serves as the connector between the east and west sides of our city and those that use it deserve better.



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Date	Name	Comment
5/3/2022	John Fife	I write a public comment on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / interstate 15 overpass.
		As presently built, the 600 North overpass is a nothing short of a kill zone for non-motorized traffic. Pedestrians and bicyclists are bugs on the windshields of speeding motorists and heavily laden semis from the gravel yards and cement plants of Beck Street, and the fuel trucks from 400 W 900 N depots.
		The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Similarly protected bicycle lanes are a must. Please make the overpass and its approaches safe for use by everyone.

5/4/2022 Alex Gilvarry

Hi.

I am writing today to file public comments on the proposed Utah Department of Transportation(UDOT) redesign of the 600 North / interstate 15 overpass.

I am a community member who lives at XXXXXXXXXX, and I frequently utilize this section of roadway to travel east-west, enter, and exit the highway. Here are the specific recommendations I have to address the safety improvements for roadway users:

Concern: High speeds of passenger and heavy-duty commercial vehicles The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourages high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound i15 often exede speed limits to "make the light" and enter the on ramp at high speeds.

Solution:

Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinchpoints, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern: Precarious crossing for pedestrians combined with poor sightlines The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the i15 on ramp and i15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering i15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting i15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced to play a literal game of Frogger and take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution:

The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
		to take note of any pedestrians and slow high speeds for entering and exiting the roadway.
		Concern: Poor execution of roadway cycling infrastructure along high speed travel
		While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40–beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting i15 and heading east on the bridge.
		Solution: The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.
		I urge you to take these suggestions into consideration so that the roadway design for this overpass can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. This critical bridge serves as the connector between the east and west sides of our city and those that use it deserve better. Thanks for your time,
		Alex Gilvarry
5/4/2022	Emma Wadsworth	In order for public transit to be useful, it has to run at frequent enough times to be useable. Until there's a Frontrunner every 15 minutes, I-15 will continue to be the nightmare we know and hate. The only reason it's so bad is because it's the only viable option. Thanks.
5/4/2022	Matt and Jeni Galbraith	We were not aware of an open discussion about an on and off ramp at Glovers Lane in Farmington. There is so much traffic going through our small streets and it's desperately needed. We can't keep having teenagers going to High School driving crazy through our streets!

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
5/4/2022	Shilene James	I want to make my opinion heard that I believe there SHOULD be a ramp at Glover Lane. This will allow the Farmington High School students to be able to use the highway to get to school. Having the students drive through the neighborhoods. Not only would this be less annoying to the neighborhoods but it would also provide more safety to the children and families who live in those neighborhoods. Thank you for your time.
5/5/2022	Kris Terry	2600 s bountiful interchange is a mess
		Biggest issue I see for daily commute. How 2600 s eastbound traffic merges onto i-15 south bound entrance.
		They need there own lane upto the merge lights
		More times than I can count, tankers don't want to stop when we have a green light coming from 8th west heading south to get on the freeway.
		Very dangerous.
		You guys did add signage, but unfortunately large vehicles that don't want to yield, don't.
5/6/2022	Jack River	The team may want to consider reversible lanes during the analysis of alternatives.
5/7/2022	Sam Richins	The Parrish Lane Bridge has not grown well with the surrounding area. The intersection at the off-ramp from southbound I-15 only ever has one direction going at a time, and trying to turn right on Marketplace drive if you are coming from the west is dangerous because of the northbound off-ramp traffic. The design of that bridge makes things so stressful.
5/8/2022	Randy Burgoyne	I live in Centerville and most days commute to Layton. A few thoughts: 1) The cement lanes from Centerville to Farmington (89 exit) are dangerously broken up. I know they are on the schedule to be replaced with the Legacy interchange work but in the meantime they are in desperate need of repair. 2) During Covid people learned to telecommute and it's too bad managers are requiring people to work in person again, especially those who adjusted and performed well. It takes more management effort to manage remote workers but the long term benefits are well worth it. Maybe there needs to be management training for telecommuting work force management. Promote how to manage a remote work force and use the technology available. Thanks for allowing the feedback. BTW, I'm very impressed with the work on 89 through Fruit Heights and Layton.
		Granite is doing an amazing job!!



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
5/9/2022	G T Diaz	The 215 north merge into I-15 is a two lane flyover which the right lane is an exit only inti 2600 causing a left lane bottle neck at 215 in a major highway merge. Need to add an exit lane on the right to accommodate 2600 and not bottleneck 215
5/9/2022	G T Diaz	There is no Legacy or 215 Access from North Salt Lake without going through Center Street. The train carrying cargo frequently blocks Center Street. Need a solution to fix that train track blockage. If there is a way for Legacy to access North Salt Lake (South) that would ease traffic on I-15. Redwood to 500 is not convenient vs taking I-15 to 500 west or even Parish Lane West.



5/10/2022	Shelby Stults	To whom it may concern,
		I am writing today to file public comments on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / interstate 15 overpass. 600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.
		I am a community member that lives on the west side, and I frequently utilize this section of roadway to travel east-west, enter, and exit the highway. Here are the specific recommendations I have to address the safety improvements for roadway users:
		Concern: High speeds of passenger and heavy-duty commercial vehicles The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourages high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound i15 often exede speed limits to "make the light" and enter the on ramp at high speeds.
		Solution: Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinchpoints, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.
		Concern: Precarious crossing for pedestrians combined with poor sightlines The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the i15 on ramp and i15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering i15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting i15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced to play a literal game of Frogger and take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.
		Solution: The optimal solution here would be to completely separate pedestrian travel from

the roadway to eliminate any crossing of entrance or exit lanes for highway



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
		travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway.
		Concern: Poor execution of roadway cycling infrastructure along high speed travel While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40–beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting i15 and heading east on the bridge.
		Solution: The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.
		In addition to the suggestions mentioned above, I also strongly urge the consideration of improving sound barriers along i15. Our west side community often faces the sounds of loud car travel, especially trucks using air brakes, particularly in winter time. Our neighbors deserve peace and quiet in their homes.
		I urge you to take these suggestions into consideration so that the roadway design for this overpass can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. This critical bridge serves as the connector between the east and west sides of our city and those that use it deserve better.
		Thank you, Shelby Stults

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
5/10/2022	Stephen Sherlock	To whom it may concern: I want it to be known that to help manage traffic flow, and to relieve congestion created by Station Park and Lagoon - there absolutely NEEDS to be an on-ramp and off-ramp close to Glovers Lane (just as many others have expressed.) In fact, I'll even go on and say that, if the State insists on imposing this freeway eye-sore on our community, and evicting so many of our good neighbors through imminent domain, while I recognize that the State doesn't legally HAVE to grant this concession to residents of Farmington - it is still the CORRECT and responsible course of action, both today, and as part of the overall plan for future growth. Some residents might suggest that NOT granting this concession is just flat out mean and cruel! And, quite frankly, I don't think they'd be wrong. Regards, Stephen Sherlock
5/12/2022	Ken Leetham	Dear I-15 Team, Thanks for the chance to submit public input. The attached letter is the City of North Salt Lake's official public comment related to the I-15 EIS project. We appreciate all that you do for the City and express our strongest support for this project and improvements to transportation facilities through Davis and Salt Lake Counties. Sincerely, Ken Leetham
5/13/2022	Kip Billings	Tiffany, Thank you for the opportunity to comment on this project and for meeting with us recently to discuss some of our questions. Attached please find a letter from WFRC identifying a few general considerations for the Purpose and Need document for evaluating the I-15 Farmington to Salt Lake City project. Also attached is a copy of the draft Purpose and Need with technical and editorial comments from WFRC in the margins. The comments in the margins are all shown with my name, but these comments represent a collaboration from several staff members at WFRC. I hope you will find these comments helpful. Feel free to contact me or Jory if there are any questions about these comments and any support we can provide. We look forward to continued coordination with UDOT on this important project.



Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
5/13/2022	Jon Larsen	Tiffany, I have attached a letter with our comments regarding the I-15 EIS. We appreciate your leadership and great work on this project and look forward to continued collaboration. Thanks, Jon Larsen, PE



5/13/2022 Michael Polacek

I am writing today to file public comments on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / Interstate 15 overpass. 600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.

I am a community member that lives nearby, on travel east-west, and to enter and exit the highway. I have lived here for 15+ years.

Here are the specific recommendations I have to address the safety improvements for this redesign:

Concern No. 1: High speeds of passenger and heavy-duty commercial vehicles.

The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourage high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound I-15 often exceed speed limits to "make the light" and enter the on ramp at high speeds.

Solution:

Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinch points, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern No. 2: Precarious crossing for pedestrians combined with poor sightlines.

The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the I-15 on ramp and I-15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering I-15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting I-15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention, Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution:



The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway.

Concern No. 3: Poor execution of roadway cycling infrastructure along high speed travel.

While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40–beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting I-15 and heading east on the bridge.

Solution:

The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.

Concern No. 4: Large commercial trucks accessing I-15 using the 600 N exit and severely impacting the nearby neighborhoods and their local streets such as 300 W and 700 N.

Solution:

The redesign needs to take into account the route that trucks take to and from the gravel pits on Beck Street. The current design forces trucks into the Marmalade and West Capitol neighborhoods to access SB I-15. Their only current options include crossing the train tracks at 1800 North and loop to the 2300 North southbound on-ramp, which they don't want to do out of fear of getting stuck at a train crossing. They can't go north because there is no access to Southbound I-15 in North Salt Lake. They also cannot access the north loop of I-215. This forces HUNDREDS of heavy, noisy, dusty and uncovered gravel trucks down 300 West to 600 North through a very residential area where they often take side roads such as 700 N in order to avoid the 600 N traffic. Ironically,

Table 1.1-1. I-15 EIS comments emailed during public scoping period.

Date	Name	Comment
		many of these trucks are headed to UDOT projects! Those gravel trucks also wreak havoc on the roads near and around 600 North 300 West. Furthermore, they also use engine brakes which shake the whole neighborhood. Currently UDOT is putting in cross walks across 300 West (or so has been promised) so without a significant route change for those gravel trucks, people will have to walk into the road in front of 50-ton gravel trucks going upwards of 50 mph. and thereby risking their life and limb. Accordingly, ameliorating the current industrial traffic along 300 W to 600 N and accessing I-15 should be PRIORITY #1 for this redesign! Please give these gravel trucks a better option to access SB I-15 and get them OUT of our neighborhood. UDOT can absolutely solve this problem with a southbound I-15 access on the north end of Beck Street. Thank you for your attention to these concerns and I urge you to take the suggested solutions into consideration so that the roadway design for this overpass, I-15, can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. Furthermore, this 600 N connection and the I-15 redesign are critical in order to take heavy truck traffic away from the 600 N and I-15 interchange, and thus out of residential neighborhoods, and allow these trucks to access I-15 on the north end of Beck Street and fully within the industrial areas abutting the same. Thank you for allowing me to bring up these concerns and suggest appropriate solutions and please contact me if you have any other questions or concerns regarding my suggestions.
		Best regards, Michael Polacek
5/13/2022	Monica Woods	Please consider making an on/ramp to the high-school on Glovers Lane. We need an easier way to get the kids living on the west side of kaysville to their high-school. This commute was thrown upon us by our school district. Also, if we have the freeway in our backyard, please let us access Farmington HS here for our kids sake!! Thank you for your consideration,
		Monica Woods, West Kaysville resident
5/13/2022	Melissa Layton	My name is Melissa Layton. I am a member of the Farmington City Council. I just want to make sure that myself and my city is represented in wanting to make sure an off ramp is considered for Glover Lane. Farmington city has sacrificed a great deal to make the new West Corridor happen. Many residents have expressed to me the need for an exit at Glover not only for the high school students, but also for the city itself to have an exit from the new road. Thank you. Melissa Layton
5/13/2022	Autumn Hu	Comments are in the form of actual comments on a PDF. See attachment.





GIS Tool Comments

1.1 I-15 EIS Public Comments from the GIS Tool

The first public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held March 28, 2022 through May 13, 2022. This appendix includes the 595 public comments received by the project team through the GIS (geographic information systems) tool (an online comment map) published on the project website [https://i15eis.udot.utah.gov/]. The direct link to the tool is:

https://experience.arcgis.com/experience/f33df55ee98a470d8aa62d1fb0f2418a/page/Page-1/.

Personal address and contact information were redacted from the table below. Municipality of the comment is provided; however, a specific locations were identified in the GIS tool map and were reviewed by the project team.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General	Centerville	We need an exit somewhere around here. Everyone in this area is using the centerville exit and it creates massive traffic jams on Parrish Lane
	General	North Salt Lake	It would be most helpful if you could add a norhtbound connection from I-15 to I-215. When traffic clogs on I-15 you should have the capability to divert traffic onto Legacy Highway.
	General	West Bountiful	How about a right hand exit at 400 North Bountiful. FOr us slower drivers who actually try to follow the speed limit its almost impossible to get into the left hand 500 West exit any time of the day.
	General	Farmington	This area is massively confusing, especially in inclement weather when you can't see the markings on the road surface, and very difficult to find where to enter the freeway you want, and too easy to get onto the ramp into wrong-way traffic.
Philip Sauvageau	General	West Bountiful	Provide area for double tracking of FrontRunner in this area.
Philip Sauvageau	General	Centerville	Redesign to allow for FrontRunner double tracking and better left turns on bridge.
	Transit	Centerville	Prepare for Centerville park and ride / FrontRunner Station
	Roadway	North Salt Lake	Possible HOV only all directions exit.
	Bike	Bountiful	Better pedestrian and bike access under the bridge.
	Bike	Farmington	Pedestrian access and directional signage to sidewalks and trails
Kevin Carlson	General	Farmington	Reduce noise in Centerville and South Farmington

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

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Name	Category	Location	Comment
Rachel	Resources	Farmington	on/off ramps needed on Glovers In. to access FHS high school
	Resources	Farmington	On/off ramps needed on Glover Ln. to access FHS
	General	Salt Lake City	Southbound I-15 here becomes congested due to the I80 east exit. People getting in/out of the exit only lanes.
	General	Salt Lake City	general comment: explore different methods of reflecting lines on the roads while it's raining. Reflective strips are not effective.
	Roadway	Centerville	Parrish Lane SB Entrance too short maybe? It seems like traffic only ever gets up to 50-60 MPH before merging onto I-15. I'm assuming the entrance is too short so people don't feel comfortable speeding up fast enough
	Roadway	North Salt Lake	Add reflective road lines. Everywhere but I've had especially bad experiences in this particular spot.
	Roadway	North Salt Lake	Amazon should be required to maintain this intersection and roads to their nearby facility. I'm always behind 3 Amazon vans or trucks getting on I-215 here. Or maybe they need their own lane or something?
	Roadway	Salt Lake City	Worst exit ever. SB. The previous entrance adds 2 lanes that you have to merge into VERY quickly in order to make it to one of the 4 exits that branch of from this one.
	Roadway	Farmington	The bridge over Shepard Lane is unsafe without a fence or something there to protect pedestrians or bikers from falling. It always makes me nervous when I walk, run, or bike over that bridge.
	Roadway	Woods Cross	Lane lines you can actually see in the rain.
	Roadway	North Salt Lake	A way to get from NB-I15 to NB Legacy and a way to get from SB legacy to SB I15 would be great.
Daniel Wells	Roadway	North Salt Lake	Adding my support for additional connections from I-15 to I-215 and Legacy Parkway. Being able to go from I-15 NB to Legacy Parkway NB (and vice versa for SB) would add capacity and reduce congestion
	General	Farmington	Noise reduction in this area would be appreciated as sound from freeway and trains is very load at all times of day.
	Bike	Farmington	Dangerous intersection for pedestrian/bicycle crossing Frontage road with vehicles at excessive speed off of offramp.
	General	Farmington	I agree some type of noise reduction is needed throughout this area including all of Farmington and North Centerville
	Roadway	Farmington	Needs an option to access northbound I15 here, not just southbound



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Kevin Campbell	Bike	Centerville	Pedestrian Bridge would be more efficient for pedestrians if located on the south side of Parrish Lane as most pedestrians are traveling from the apartments (west of Movie Theater and Maverik to the shopping areas (Target, Walmart, etc)
	Roadway	North Salt Lake	What if you could exit from the I-215 northbound on ramp to Highway 89?
	Bike	Farmington	Pedestrian/Bike overpass from Farmington Station to Lagoon area
	Roadway	Centerville	I can't tell if there are already plans for this, there should be an entrance to West Davis northbound where the overpass is going in near frontage road
	Roadway	North Salt Lake	Can we please get reflectors on the highway. When it rains or snows I cannot see the lanes
Charles Treft	General	Woods Cross	An exit here would help to aleavate congestion at 2600 South though a number of homes and busneses would be taken, but traffic in this area will be growing no matter what.
Melissa Smith	Roadway	Woods Cross	The southbound 2600 s exit off-ramp organization is AWFUL. The two lanes turning south onto the street are an incredibly sharp turn and I often nearly get sideswiped by cars who are turning into the wrong lanes to turn eastbound onto 2600 s.
	Roadway	Woods Cross	The old railway bridge is so outdated and narrow, cars constantly drift into other lanes due to the narrowing under the bridge, this bridge needs to be replaced
	Roadway	Centerville	The Centerville freeway exit needs to be replanned completely, it is so busy, you often see accidents there, and it often is the cause of delays and bad merging happens at the intersections to the east of the freeway
	Roadway	Woods Cross	The northbound on ramp to the freeway at 2600 s woods cross traffic on-ramp light it too far up the on-ramp and the on-ramp itself is so steep that traffic barely gets up to 50mph and merging onto the freeway is dangerous
	Roadway	North Salt Lake	There needs to be another on-ramp northbound at center street in north salt lake.the amount of traffic going through the 2600s woods cross area is huge due to this.
	General	Salt Lake City	Remove the 500, 600, 400 South overpasses. We don't need these in our city.
	General	Salt Lake City	Remove the 900 South off-ramp. This is taking up valuable land that should be used for highways, not 1950s style highway infrastructure bifurcating our city.
	Bike	Salt Lake City	Improve the connection between east side and west side by providing safe space for people to commute outside a car. The 600 North overpass is atrocious.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	West Bountiful	The Bountiful 500 South (north bound) entrace is too short to merge from during high traffic times and is dangerous as an exit only lane.
Skyler	Roadway	Farmington	Congestion
Skyler	Roadway	Farmington	The series of on ramps right here almost always leads to congestion due to people not using the entire on ramp to get up to speed. Can the solid lines/a curb be extended out to keep people in their lane until a proper speed can be obtained?
Justin	Bike	Centerville	Skybridge for connecting the Centerville Park with Legacy Trail for pedestrians and cyclists.
Justin	Roadway	Centerville	New Centerville access to I-15 and the new freeway system out west.
	General	Farmington	Need a way to cross on foot or on bike from the Station Park area to the Lagoon side of I-15.
	Bike	Woods Cross	Pedestrian and Cyclist access under this old railway bridge is non-existent and dangerous
	Roadway	Centerville	Complete refresh of the Parrish Lane access to I-15. Maybe create a similar road pattern as 2600 S in Bountiful.
	Roadway	Centerville	Create a paved road connecting Farmington and Centerville relieving some traffic off the frontage road and Parrish Lane
Ethan Wagstaff	Roadway	Centerville	The flow of traffic in the past 10 years on this bridge has progressively gotten worse. I think it's time for this I-15/Parrish Lane intersection to turn into a diverging diamond interchange. I think it will really help with the traffic flow.
	General	Centerville	The sound is so loud in this area. It is hard to be outside and enjoy it because the noise from i15 is always there. 70 + decibels makes it difficult to have a conversation.
	Roadway	Centerville	It would be nice to have 2 through lanes and a right onto the North bound. The traffic gets so backed up during peak hours it is hard to get across the bridge going either direction.
	Roadway	Centerville	Most of the time we go "around the horn" and go through Parrish North bound on Market Place Drive because the line is so backed up, it is hard when others stop dead in their tracks to try to get over to the left turn lane.
	Roadway	West Bountiful	Left hand turns off the ramp are awkward. It can be difficult to see oncoming traffic to the right because of how much the road angles away from that direction. Also, during high traffic times it can be tricky to find a break in traffic to turn.
	Roadway	West Bountiful	This freeway entrance should probably be protected. I drive by here often and see broken glass where someone turned left toward the freeway into oncoming traffic. I've also seen a few near misses and know someone who was hurt in just that situation.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General	Centerville	The freeway between Bountiful and Farmington is TERRIBLE. So many pot holes. I have seen a motobike almost crash and too many flat tires from this. It really needs to be considered. Its very dangerous and frustraiting.
Cline Shaun	Roadway	Farmington	Need a southbound exit only lane for Park Lane as exit traffic is always backing up into the flow of traffic up
Jack Weis	General	Salt Lake City	At risk of sounding totally deranged, how possible would it be to shift the entire transportation corridor east into the flat land created by gravel pit operations in the years since I-15 was built and eliminate this S-curve entirely?
	Resources	Salt Lake City	Don't widen the highway whatever you do. It'll just fill with more miserable, agitated drivers. Encourage other transit modes so that there are in fact fewer of these people.
	General	Salt Lake City	Implement the Rio Grande Plan. Move highway infrastructure underground.
	Roadway	Centerville	Consider a fly-under for northbound and north side of Parrish access (similar to Monroe Street fly-under at 10600 S)
	Roadway	Centerville	Consider an early exit to Frontage Rd/Marketplace Dr for south-side-of-Parrish. This could help reduce ""weave"" problems
	Bike	Centerville	Access and safety for bike and pedestrian traffic is woefully inadequate to access the Legacy trail system. Consider enhancements and access
	Bike	Centerville	Consider a comprehensive access plan between Parrish and Legacy trail. Access and safety for bike and pedestrian traffic is woefully inadequate to access the Legacy trail system. Consider enhancements and access
	Transit	Centerville	Consider a true TOD at this location similar to the stop in Layton where there are apartments located in direct proximitydon't mess it up like the Farmington Station where there is little supported residential units
	Bike	Centerville	Consider a pedestrian/bike bridge to connect east and west
Jack Weis	Transit	Salt Lake City	Frontrunner every 15 minutes would be great. Also study why more people don't use that + TRAX to get to the airport. Likely answer is that more frequent / faster TRAX to the airport is needed. Could just be a matter of advertising, though.
Jack Weis	Transit	Centerville	Electrify Frontrunner. Doing so will speed service (= more riders) and improve air quality. Higher frequency is needed too. Improve transportation in SLC + build Park and Rides farther north and south.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	North Salt Lake	South bound 2600 S on ramp- good to have our own lane turning right into on ramp coming from tbr west, driving east-but those coming from east who have 3 lanes get mad that we don't yield b/c they don't realize we have own lane- that lane prevents line
	Roadway	West Bountiful	North bound on-ramp @ 400 N is too busy and takes too long sitting at light
	Roadway	Bountiful	Need another on/off ramp between Centerville and Farmington
Jeff	Roadway	Centerville	Please widen the Parrish Lane Bridge. It can't accommodate the volume of traffic that it currently receives.
	Resources	Salt Lake City	Bring the trains (frontrunner, Amtrak) back to the Rio Grande station. More people will ride = fewer passenger cars on the freeway.
Jack Weis	Roadway	Salt Lake City	Curves on I-80 here are horrendous.
	General	Salt Lake City	Texas has tolled, reversible express lanes to relieve rush hour traffic. Could be worth a try; the tolls can offset the costs.
	Roadway	Woods Cross	Add signage depicting correct traffic flow. For left turns onto 800 W, with two lands turning onto a three lane road with differing lane markings makes it confusing on which lane is the correct lane to turn into.
Dave Powers	Roadway	Centerville	One of the worst off/on ramps along the Wasatch Front. I have faith UDOT engineers can solve like they did 2600 S.
	Roadway	Salt Lake City	East/west through traffic should use SR-201 to avoid this merge
Jack Weis	Resources	Farmington	Please avoid paving over farmland and marshes if possible.
	Resources	Salt Lake City	Preserve this railroad ROW. We'll need it for its original purpose.
Brian Hendricks	Bike		Need a way to access the frontage road by bike or foot all the way from Layton to South Weber Drive.
	General	Farmington	Noise reduction needed.
Michael Jackson	Roadway	Farmington	Please do not add any weird U-turn intersections like youve done in South Salt Lake or Layton. I don't mind the weird crossing intersections as much like 500 S, but still question their value at times.
Scott Shea	General	Farmington	Please consider a connection to NB I-15 from West Davis Corridor. This connection would significantly reduce side street traffic that will otherwise need to use Shepard Lane lane which is some distance away
	Roadway	Salt Lake City	The Inland Port will add even more truck traffic here. An alternative route for east/west traffic is key.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Bike	Salt Lake City	This overpass is overtly hostile to pedestrians and all forms of transportation other than cars.
	Transit	Salt Lake City	If we are serious about congestion on the freeway, getting more people to ride transit and other modes, reducing pollution, opening land for more housing and development, removing viaducts and crossings, and mending the divide between east and west in SLC
	Transit	Salt Lake City	Part 2 of comment: the Rio Grande Plan is the way forward! Put the central station back in the old depot and the rails underground!
	Bike	Centerville	Drivers are not looking for pedestrians here. Would love a better trail connection from Centerville to the Legacy Trail.
	Bike	Centerville	Please add a better pedestrian and bike connection from Legacy Trail, over i15 to Centerville.
	Roadway	Centerville	Every single time it rains a giant puddle forms here that swallows up all the cars. Can you fix that?
	General	Centerville	Traffic get backed up past this intersection and then it becomes impossible for local neighborhood people to turn north on 400 West to get home from a quick trip to drop off the kids at school or a stop at the grocery store.
	Roadway	Farmington	Add some sort of I15 North access from South Farmington. You have to either go all the way around Station park (10 minutes with traffic lights) or back track to Centerville and then go back north.
	General	Farmington	Reduce noise and increase safety with sound walls. Even a few blocks away is noisy.
	Bike	Salt Lake City	ditto others Basically an east-west wall for everyone not in a car
	Roadway	Salt Lake City	The 400 S Express entrance has proven very helpful whenever I am going south from Glendale
	General	Salt Lake City	Hard for me to imagine a better way to connect downtown to the freeway but man is it an ugly welcome to the city for travelers
	General	Salt Lake City	Hard for me to imagine a better way to connect downtown to the freeway but man is it an ugly welcome to the city for travelers
	General	Salt Lake City	It is not clear to me that these ramps are worth their weight Serves a very small population but negatively impacts the connection of the whole city
	General	Salt Lake City	Super important ramps for non-Salt lakers going to/coming from vivint arena. 500s/600s will clog up without this. But solutions to solve east/west disconnect for non-drivers are needed here

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Bike	Salt Lake City	What happened to the ""Grand Boulevards"" plan? I'd like to see that implemented.
	Transit	Farmington	I would love to take transit more often but the delays and unpredictability make it impossible to plan into my schedule and in end up driving instead.
	General	Centerville	The billboards and outdoor advertising on the side of the roads are a distraction from the natural beauty of our communities. The outdated form of advertising is not sustainable printing huge graphics to hang for only a few months and looks trashy.
Jack Weis	Transit	Brigham City	When are we getting that Frontrunner extension to Brigam City? Those cars are all headed to SLC, and being able to take the train would give them a lot of time back. This means reduced freeway traffic.
Brian Bean	Roadway	North Salt Lake	Need a dedicated lane as Beck merges with NB I-15.
Brian	Roadway	North Salt Lake	Provide above-grade crossing for railroad.
	Transit	North Salt Lake	Provide above-grade crossing for railroad. Improves transit speeds for frontrunner.
Brian Bean	Transit	North Salt Lake	Provide above-grade railroad crossing
	Roadway	West Bountiful	Provide above-grade crossing for railroad
	Roadway	North Salt Lake	Need to expand project scoping area to include railroad crossings.
	General	North Salt Lake	Need to expand project area to include railroad crossing.
	General	West Bountiful	Project area was clearly expanded here to include railroad crossings. This should be done up and down the I-15 corridor.
Jim Grover	Roadway	North Salt Lake	
	Roadway	Centerville	Your traffic studies will identify this as a nightmare. It is a nightmare. I don't need to tell you this but it has to be fixed. Too many lights, too much merging in very small windows. Very dangerous.
Jim Grover	Roadway	West Bountiful	Need more protection for frequent student crossing area to/from Woods Cross High
Jim Grover	Roadway	West Bountiful	Increasing rail use causing long vehicle backup both east/west
	Roadway	Farmington	Sound barrier near Glovers lane



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Centerville	Paved west side frontage road between Farmington and Centerville. This might help to elevate some of the congestion on Parrish Ln. Especially if there was Northbound I-15 access in south Farmington.
Alfred Mudrow	Roadway	Bountiful	Left side exit is inconsistent with modern expressways. This should be converted to a right side exit.
Alfred Mudrow	Roadway	North Salt Lake	Echo previous comments. Would also like to see a connection from EB I215 to SB I15. Then can more easily access I15 from Redwood Road.
Alfred Mudrow	Roadway	North Salt Lake	Difficult on-ramp. Need to shift left sometimes four lanes to avoid immediate exit onto Beck Street.
	Transit	West Bountiful	double track frontrunner and increase speeds accordingly
	Roadway	Bountiful	SB left exit is wonky and should be eliminated
	Bike	Salt Lake City	I don't really see the 600 N overpass ever being friendly to cyclists, let alone pedestrians. A dedicated nonmotorized crossing nearby (500 N?) might be the play here. Same could probably be said for Parrish Ln.
	Resources	Salt Lake City	Swede Town Park is a fun neighborhood park tbh, and in a part of town that doesn't have easy access to anywhere else without a car. Hope nothing bad happens to it.
	Transit	Woods Cross	Great train station. I wonder how many people know it exists? Can't get cars off the freeway if they don't know there are alternatives.
Charity Rowberry	Roadway	Farmington	Exit only lane for Park Lane
Charity Rowberry	Bike	Farmington	Need Pedestrian Crossing
Charity Rowberry	Roadway	Farmington	Two Timed Lights and Two lanes instead of one
Charity Rowberry	Roadway	Centerville	Both left hand lanes need to remain straight travel lanes on Parrish. One turns causing issues
Charity Rowberry	Roadway	Centerville	This lanes needs to remain straight and not turn left.
Deby Marshall	Roadway	Bountiful	I live on and often impossible to get into the HOV lane to exit.
McKell Costley	Bike	Farmington	Just want to second, third, and fourth the comments that have been made about making a pedestrian/bike batch along Park lane from the East to Station Park. Especially if the path could be a standalone bridge.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Salt Lake City	Add a continuous lane from where Beck Street joins i15 to Woods Cross and visa versa.
	Bike	Centerville	This corridor is not safe for a pedestrian or a biker
	Roadway	Centerville	If there are more than 4 cars it is faster to drive to market place drive to go west then to get in line and go west here.
	Bike	Farmington	There is no shoulder or any extra space for active transportation modes. I would love to walk across this bridge, but I am afraid to do so. Especially at sunset going west, traffic cannot see cyclists or pedestrians This cuts me off fr walks with est tree
	Roadway	Centerville	Sometimes there is a green arrow and sometimes there isn't. This can get really frustrating to turn left when you don't get a green arrow.
	Bike	Centerville	It would be great to pull Strava data and other apps to gather popular biking routes
Richard Olsen	Roadway	North Salt Lake	Access to southbound I-15 from I-215 must be part of any new project. The growth in west bountiful, woods cross, north salt lake cannot be sustained without an easier route into downtown Salt Lake City.
	Transit	North Salt Lake	Would love to see Frontrunner start on the path to double trackage, to improve reliability and frequency!
	Transit	Salt Lake City	This beautiful building needs to be a train station again! UDOT should support the SLC and the Rio Grande Plan!
	Bike	Salt Lake City	The 9-Line trail could be better supported here. If the Rio Grande Plan is adopted, the rail trench could remove this crossing.
	Transit	Salt Lake City	FrontRunner is awesome but could be improved to promote ridership. Double tracking, electrification, and extension plus faster trains and more frequent service will alleviate traffic on I-15 and reduce pollution.
	Roadway	Centerville	A smoother surfacing of the road in this section is essential for safety.
Kevin Daly	Roadway	Salt Lake City	It would be nice to have a longer exit lane for 400S right here. Since most of it is shared with the exit to I-80W cars either clog up the lane or they wait in one of the through lanes and try to merge over to the exit lane as late as possible.
Kevin Daly	Roadway	Centerville	Non-rush hour west bound traffic can back up here sometimes all the way back to Main St. There needs to be better timing/priority of stop lights to keep Parrish Ln moving.
Kevin Daly	Roadway	Farmington	A Roundabout at the intersection of Glover Ln and the Frontage Rd would help traffic flow though here instead of having to stop and wait and wonder who's turn it is to go.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General	Farmington	Sound wall is needed
Austin Meyer	Roadway	Bountiful	This curve has a pretty uncomfortable ride due to the sharpness of the curve.
	Roadway		I-15 is Terrible. Everywhere the roads are rebuilt are so bumpy it has made my toddler puke. It feels like you have a flat tire and shakes you for miles. A new road shouldnt feel like it's giving you shaken baby syndrome
	Roadway	Salt Lake City	Keep 18 wheelers from cutting through residential neighborhood on 600 W to access I-15
Kathryn Ashton	General	Centerville	
	Roadway	Centerville	this lane forces you to turn left, causing the right lane to get very backed up on the off ramp. I don't know why this is a forced left hand turn
	Roadway	Centerville	This entire area is a nightmare. It's the worst i15 off ramp I experienceregardless of north bound/south bound.
	Roadway	North Salt Lake	Need a way to get on the freeway here instead of going to 2600 S Which is too congested and not a friendly access to the freeway
	Roadway	North Salt Lake	There needs to be a way around the stopped trains or trains at all. This area is constantly congested and causes major delays.
	General	Woods Cross	There is not enough parking for these businesses - ever. There is too many business without enough parking or access
	Roadway	Salt Lake City	Adding support for dedicated joining lane - this section always makes me stop on my way home
	Roadway	Woods Cross	You should be able to turn left here. Everyone does anyway.
	Resources	West Bountiful	All of the dry weeds that are just left is a danger - decorative rocks would be safer with our climate
	Roadway	Woods Cross	This should not be called a road - and if it is supposed to be one then it should be wide enough to actually fit two cars
	General	Woods Cross	Who owns this land? Why with the rising cost of houses can we not build here?
	General	West Bountiful	There is not enough space here for those that are entering the freeway to get out of the way of those that are exiting
	General	North Salt Lake	Continue the sidewalk on ALL of center street - if you want people to walk or bike you need to provide a place for it
	Roadway	Bountiful	When traffic is blocked by an accident or something going northbound, we get heavy traffic going through my residential street that doesn't have sidewalks. They're avoiding the stoplights a couple blocks east and making it difficult to exit my driveway.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General	Farmington	High levels of noise pollution from I15 and 89. Read at least 80 decibels during morning rush. Lower truck speeds, ban air brakes on 89 to Parkway exit, need sound wall etc.
	Roadway	Woods Cross	Lighting is poor, drivers are unsafe, road conditions pull my steering wheel.
John Rohrbaugh	Roadway	Bountiful	Fix pot holes and improve lane marker visibility
Josh	Roadway	Centerville	I-15north exit 319 off ramp to north frontage road cutting across multiple lanes is bad. People should turn right then left onto northbound frontage road south to get onto frontage road north
	General	Bountiful	This entire interchange should be eliminated all together. The 400N interchange should be reconfigured to allow freeway access in all directions removing any need for this duplicitous and dangerous intersection.
	General	Salt Lake City	Why is this map extended past 400 S? What is the extent of this project
	Roadway	Salt Lake City	Why does this map go south of the 400 South limit of this project?
	Roadway	Salt Lake City	Why does this map include the 1300 South interchange when the stated extent of this project is 400 South?
	Roadway	Salt Lake City	Can this bridge over 900 South be raised to allow a 9-Line Trail bridge to pass underneath?
	General	Salt Lake City	Can this bridge be raised to allow a motor vehicle bridge over the rail at 800 South to be constructed?
	Roadway	Salt Lake City	Do NOT add an interchange at North Temple.
	General	Salt Lake City	Do not widen I-15 which would destroy these homes.
	Resources	Salt Lake City	Do not widen I-15 which would destroy these homes.
	General	Salt Lake City	Don't worry. These people are low income, probably Hispanic people, renters, who won't care if you destroy their homes.
	General	Salt Lake City	Do you live here? UDOT wants to widen I-15 and destroy your home.
	General	Woods Cross	Widening I-15 will cause these homes to be destroyed.
	Resources	Woods Cross	These garages are very likely to be destroyed when UDOT widens I-15
	Roadway	Bountiful	Lanes we can actually see when it's rain or when it's dark out especially in Farmington past legacy parkway



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Centerville	Northbound I-15 between Parrish Ln and I-84 Ramp is in terrible condition, I worry everyday that my tire will pop from a hole or crack
	Roadway	North Salt Lake	The 2600 S. Southbound exit has a double left turn lane. It needs to be curbed along the turn because drivers in the inside lane constantly mistake the lane they are in and make drivers in the outside lane swerve to avoid an accident
	Transit	Layton	If we enforced people who have trailers, flatbeds, RV's, or are just slower in general to stay on the right it would help a lot. 8/10 times traffic begins because people merge all the way over and go 65 or so when there's 5 lanes most the time.
Kathryn Ashton	Roadway	Centerville	
	Roadway	North Salt Lake	There are lots of rocks on the road roughly between here and 500 s in Bountiful. Can anything be done to alleviate that? I have had several cracked windows
	General	Salt Lake City	Strongly suggest we take a serious look at the Rio Grande Plan hereI think a lot of benefit can be gleaned for the state and city by considering moving tracks underground and redeveloping the area.
	Roadway	Salt Lake City	Remove this. It is splitting up a community that could thrive much more without the on/off ramp. Seems to serve little of the overall community and be an unnecessary highway exit.
	Roadway	Salt Lake City	Can something be done here to improve the entrance people make into the city? Ugly warehouses, abandoned buildings, and trash are what people first see when entering SLC.
Chris Kellett	Roadway	North Salt Lake	Echo previous comments. Need to add north bound access to I-15 due to growth in North Salt Lake.
Chris Kellett	Resources	North Salt Lake	An exit and onramp connecting Highway 89 and I-215 would be great and will help support the growth of North Salt Lake. This will provide access to different route options depending on traffic congestion.
Chris Kellett	Roadway	North Salt Lake	This intersection is dangerous (as well as the interesection of 2600 S and Hwy 89) for those traveling west bound in the far right lane. A new dedicated lane appears after the intersections and there are many times where traffic heading south will turn right at their red light while west bound traffic has a green light. Maybe consider putting in a traffic signal that stops right hand turns onto 2600 S.
Tyler Seelos	Roadway	Farmington	There needs to be an entrance to I-15 going north somewhere between the Centerville & station park entrances to the freeway.
Todd Hadden	Roadway	West Bountiful	6th North overpass

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Todd Hadden	Roadway	Salt Lake City	This overpass jump when ever a dump or gravel truck drives over. This can't be safe
	Roadway	Salt Lake City	Remove West Temple Viaduct and replace it with a surface street to reconnect these neighborhoods. If an exit is important here, reroute it to connect to 500 West and run up toward the rio grande
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande plan, the 9-line trail and roadway would no longer have a conflict with the rails
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, this rail crossing could be removed
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, these overpasses could be removed and converted into surface streets
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, these overpasses could be removed and converted into surface streets
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, these overpasses could be removed and converted into surface streets
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, this rail crossing could be removed
	General	Salt Lake City	If the tracks were trenched here as proposed in the Rio Grande Vision, these rails could be removed and 50 south could connect across to 800 west
	Bike	Salt Lake City	If we are thinking big, are there ways that this whole stretch of freeway could be placed underground? This is a massive barrier between downtown and western communities.
	Roadway	North Salt Lake	There is a lack of left turn storage in this turn lane. Consider a dual left.
	Roadway	North Salt Lake	There is a lack of left turn storage in this left lane. It backs up and blocks through traffic.
	Roadway	Woods Cross	I frequently see vehicles turning into the incorrect lanes here. The sharp radius of the turn could be improved.
	Roadway	North Salt Lake	This is an intimidating gore area driving in the outside lane of I-15 adjacent to the vehicles combining from I-215. I-215 seems to be on a slight curve right up to joining up with I-15. Would be preferred to have it join up with a tangent for a little longer before joining. Driving on I-15 sometimes I feel like drivers on I-215 coming on are going to slam into the side of me.
Nate cook	Bike	Farmington	Need bike ped overpass at park lane



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Bike	Farmington	Some form of connection from Frontrunner to Lagoon would be really helpful for spring-fall traffic
Dixie Martinson	General	Bountiful	As you come around the turn going north right at about 2300 N. exit it's very unsafe big big tanker trucks are trying to get on right there you're going up the hill and people are trying to get to the exit at North Salt Lake the tanker trucks can't get enough speed people have to's slam on their brakes because they're coming around the corner at freeway speed it's just such as safety hazard It also causes such a slowdown coming in to Davis County it gets backed up to almost 600 N.
Forrest Pruett	Roadway	Centerville	I15 northbound between Parrish lanes and 200 west Farmington there should be just an off/on ramp. There is one in Colorado on c470 near Littleton between wadsworth and Santa Fe. Would help people living in the north centerville area and help ease the divide cross over on Parrish
	Transit	Centerville	1) I would LOVE to be able to take public transit. As it stands right now UTA sucks unless you're in downtown SLC or up at the U of U. I believe taxes should pay for the entirety of public transit. So everyone can use it for FREE. This will promote using transit, lessening the pollution emitted from cars. In addition the lack of personal vehicles on the road will improve commute times. 2) Public transit needs to be drastically improved ESPECIALLY if we are to do anything about th horrific inversions we get in the winter. These affect people's physical health and can have long lasting effects. 3) large chunks of I-15 both north and south bound need repaved, I'm gonna highlight the bountiful/Centerville area specifically. The terrible roads are causing issues for people's cars. 4) I believe that an increase of use in public transit will dramatically decrease speeding tickets because there will be less people on the roads. 5) in 2050 my ideal city looks walkable and has WONDERFUL public transit. Transit should be faster and more convenient than a personal car or private ride share apps. It should be free to the general public. When I say walkable cities I mean cities that have sidewalks. Cities that are designed with pedestrians in mind. Things are close and compact they're not spread out over miles and 1/2 the city is not a pay for parking lot. 6) Not sure how much (if any) natural land is left surrounding I15 in this section mentioned. However, if there is any natural spaces left I think a wildlife crossing bridge or tunnel would be a fine idea.
	Roadway	North Salt Lake	On ramp on center street
	Transit	Farmington	We need better access to the FrontRunner station. For me, the shortest route is through the Station Park parking lot, which is dangerous

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	Farmington	Access to the FrontRunner station is very difficult and dangerous. I have to drive through Station Park which is crowded and filled with pedestrians.
	Transit	Farmington	The bridge over the RR tracks to get to the FrontRunner platform is dirty, noisy, and a serious workout. It makes it unpleasant to take the train.
	Transit	Farmington	I really enjoy taking the 473 Express bus to Salt Lake. It's clean, comfortable, and just as fast as driving. More express busses would be awesome.
	Resources	Farmington	Please take into consideration the impact to the Clark Lane National Historic District along State Street. Please consult with our district organization and the SHPO.
	Roadway	Farmington	Because there is inadequate freeway access to West Farmington, this intersection is failing. Traffic from the freeway is making this neighborhood unlivable.
	Roadway	Farmington	Note the busy, dangerous school crossing here. It is almost all traffic to/from I-15.
	Roadway	Farmington	The I-15 interchange here needs to provide access to West Farmington so that all the traffic doesn't have to funnel through residential streets.
	Roadway	Farmington	We need a proper interchange here with options to get on I-15 North as well as access to west Farmington.
Jeremy Harris	General	Salt Lake City	Give the gravel trucks on Beck Street a way to get on I-15 without coming through Marmalade neighborhood. They back up on 600 North sometimes for 1 or 2 blocks as they que for I-15 in addition to speeding/etc. They should be able to access the highway without being routed into a neighborhood.
Matt Fouts	Roadway	Centerville	The Centerville interchange is dangerous. Regardless of road markings drivers fight for position, whether it's crossing 2 lanes to get to a burger joint or to go to the shopping area, the options are too many and the distance is too short. This is always a nightmare.
	Transit	Woods Cross	No transit option should take 3x longer than driving. We don't use the busses and trains because they don't go where we need to, when we need to get there. 50% longer by transit should be the goal. From a hub to an employment zone, shopping zone, or entertainment district. Woods Cross to Western Governor's Univ. is a 20min drive. 2.5 hours on transit. That's broken.
	Roadway	Farmington	SB traffic from S. Lagoon Drive is supposed to yield to SB traffic from 200W due to blind curve for 200W. This rarely happens and can be scary
	Roadway	Farmington	Merge area here is very short with no yield sign for those exiting the freeway.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Bike	Farmington	Bike/ped access over Park Lane
	Roadway	Centerville	Dangerous intersection here. Too much merging in a short amount of time. Too busy at peak times.
	Roadway	Centerville	Hard to see oncoming traffic here when turning right
	Roadway	Bountiful	Left lane turn here gets backed up quick.
	General	Salt Lake City	Stop letting truckers drive in the left lanes. It blocks up traffic and, although most of these individuals drive better than regular commuters, all it takes is one idiot to congest the entire freeway.
	Roadway	Centerville	Get rid of these stupid on-ramp lights they do not make traffic merging better it slows everyone down so when they get on the freeway they are slower than traffic and cause people to slow down to let people on especially semi trucks
	Transit	Salt Lake City	+1 for making this back into a train station
	Roadway	Centerville	Parrish Lane exit is dangerous to exit on (going west bound after exiting)
Lori Albert	Roadway	Farmington	The lights to turn left onto the on ramp need to be revamped. This section gets ridiculously congested at peak times and traffic is being blocked by those running red lights.
	Roadway	West Bountiful	When getting off the I-15 on the 500 S Bountiful exit going south, first, it is frustrating When I go around the curve I wish there was a rail on the west side of the road so if someone slides off the road because of snow or whatever they don't crash into one of the mobile homes.
	Roadway	West Bountiful	When getting off the I-15 on the 500 S Bountiful exit going south, first, it is frustrating to have to get into the far right lane so quickly to be able to exit, it is very hard if there are a lot of cars getting on the freeway. I wish there was more time to get into the lane to get off. I feel this backs up traffic because people in the far eight lane have to slow down so much to get into lane to get off the freeway
	Roadway	West Bountiful	I frequently worry I'm going to be forced right back off the freeway here since the time to merge onto the freeway is so short and you have to hope people will let you in. I want the lane to be longer or something so there is time to switch lanes to get onto the freeway.
	Roadway	Centerville	Too many ""forced"" lanes. Drivers stop completely in the lane to cut across lanes to their preferred turn/straight lane.
	Roadway	Centerville	Recommend dedicated northbound turn lane

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Farmington	A continuous frontage road, both northbound and southbound would be very helpful to keep traffic out of the school zone and local streets.
Larry Steinhorst	Roadway	Farmington	Continuous bi-directional frontage road along 89 and I-15 would help move traffic through this area
	Transit	North Salt Lake	Would like public transportation available on the west side of the rr tacks (redwood road). My employer pays employees UTA transport, but aking public transportation from home to work would take about 3x longer than driving.
	Roadway	Centerville	During peak hours this lane will back up through the light at Marketplace because the left turn late at 400 West has over flowed its capacity.
	Roadway	Centerville	Very congested here due to driver's choosing their own adventure regarding which lane they want to be in and for whatever reason they must decide right here right now, so problematic.
	General	Centerville	Why is this an over pass when the roads in bountiful to the south (like 2600 South, 500 South) are all under passes? Which provides better pedestrian connectivity East to West?
	General	Centerville	Is there a possibility to lower the highway in this area to help mitigate the loud sound that comes from the freeway?
	General	Centerville	If you really are committed to connectivity and quality of life improvements as described in your presentation to the Planning Commission, consider lowering the highway and creating a cover park like over i-70 https://www.codot.gov/projects/i70east/resources/cover_park and "The Stitch" in Atlanta https://www.atlantadowntown.com/initiatives/the-stitch
	Roadway	West Bountiful	When traffic get backed up on i-15 I like that I can exit at 400 north and get on a back road to bi pass the Parrish Lane problems
	Bike	Centerville	I don't really see this as a pedestrian friendly over pass. Centerville needs a better connection to the Legacy Trail to accommodate cyclists, and pedestrians. A dedicated nonmotorized crossing nearby might be best here.
Stacie Orvin	Roadway	Farmington	Hello, I really want an on-ramp on gloves lane. This road is right by my house. Honestly I think you guys owe it to us to put an on ramp here. This road is literally in view of my backyard. We will have all the negative impacts of noise and view obstruction. I feel like the least that can be done is to give us an on-ramp. Also, I follow the Davis corridor on Facebook and in no way was I made aware of the meeting that took place concerning this road for Farmington residents to attend. Perhaps you took Farmington residence inattendence as disinterest, really it was us not knowing. Thank you.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Farmington	We'd love to see an on/off ramp on glovers lane for high schoolers and also for our community to have easy access to the freeway impacting our neighborhood. Thank you!
Jane Fenton	Roadway		Farmington needs an on ramp for the west corridor
Jeff McConnell	Transit	Farmington	We need more off ramps in the Farmington area!!!
Cyndi Child	Roadway	Farmington	I think there should be an on and off ramp at Glover Ln and 1525 West.
Carly Brimhall	Roadway	Centerville	I would love a Farmington Glovers lane exit! Being right on the border of Farmington and Centerville, I always have to drive through lots of residential streets to get on I-15 if I want to go south or north! It is such a long drive on residential streets in between the Centerville on/off ramp and the park lane on/off ramp. It would be so helpful!
Kyler Jensen	Roadway	Farmington	We need a NB on-ramp / SB off-ramp at this location or at Glover's lane.
Jake Brimhall	Roadway	Centerville	We need an on/off ramp between Parrish lane and 200! Coming down to Centerville from the south, I have to drive too long through residential streets to get all the way to the Farmington/Centerville border.
	Resources	Kaysville	Do not add more traffic to I-15 in the Farmington-Kaysville. Traffic is already bad now. I commute from Kaysville to Draper everyday
Pete smith	General	Farmington	We would love to see an off ramp here to move high school students out of residential neighborhoods
	Roadway	Farmington	We desperately need an on ramp on the west side of the freeway in Farmington
Holly Jensen	Roadway	Farmington	We need an on/off ramp on Glover Lane to the West Davis Corridor. Also a sound wall between the trail and Legacy Highway south of Station Park.
	Roadway	Farmington	Please put an on/off ramp at Glovers Lane n Farmington on the new legacy extension. This area needs one there and this area is growing and traffic through town is increasing.
John Jensen	Roadway	Farmington	We need an on/off ramp at Glover lane and the west Davis corridor. We also need a sound wall West of Legacy highway and East of the walking trail, from State Street to Glover Lane!
Julie Kirby	General	Farmington	Exit at glovers & 1525 would eleviate so much congestion at park lane and help with traffic at the high school and the growing population in that area.
Jared Kirby	Roadway	Farmington	As a citizen of Farmington for many years I've seen a lot of growth. I'd love to see more I15 and legacy highway. This will allow traffic to flow away from neighborhoods.
Timi Stewart	Roadway	Farmington	An on-ramp/off ramp at Glovers Lane makes the most sense.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Andrew	Roadway	Farmington	I-15 Onramp/offramp on or near Glovers Lane. It takes entirely too long to drive through Centerville to get to the start of Farmington. With how much west Farmington and Centerville are growing, it doesn't make sense for there to only he one exit at Parrish and one by station park.
Amy Wight	Roadway	Farmington	Please put the off ramp at glovers lane, this would help my kids get to school instead of going through neighborhoods
Bryan Shumway	General	Farmington	Please add the on/off ramp at Glover lane
Alison Dunn	General	Farmington	Glovers Lane, noise and bike access. Freeway access from Kaysville needed for High School traffic. Significant stress and traffic on 650 due the majority of traffic to the high school coming from one direction. Noise from the multiple freeways needs to be addressed in south west Farmington. Bike paths need to be a priority and there is significant use in this area.
Kimberly	Roadway	Farmington	Please make an on/off ramp at Glovers Lane from the new highway. We requested this 4 years ago. The need is even greater now with commutes.
	Roadway	Farmington	
Sara Raines	Roadway	Farmington	We need the Glover lane on and off ramp. Currently Farmington only had one north bound on ramp at Park Lane. Southern Farmington on have to drive about 10 minutes north to access the freeway. It would eat the congestion on Park Lane to have another On and Off ramp.
Sara Raines	Roadway	Farmington	Park Lane needs right hand turn on ramps. Eliminating all the left hand turns to get on the freeways would also help the flow of traffic and provide another lane of traffic on both sides. It would mean 2 on ramps for each freeway (one ramp each for the east & west flow of traffic).
Jacqueline Cloud	Roadway	Farmington	On ramp/off ramp
Jacqueline Cloud	Roadway	Farmington	I've heard an access ramp is being considered for glover lane, with the high school there, I'd like to see easy access. I also think long term, no one regrets more on ramps, but there are definitely sections of I-15 many of us wish had another ramp.
	Roadway	Farmington	An off/on ramp is necessary for public safety
Andrew Gooch	Roadway	Farmington	Ramp access at Glovers Lane please
Marshall Thompson	Roadway	Farmington	Glovers Lane exit need in Farmington. Relieves stress on Park Lane and also gives access to Farmington High and Station Park from east to west



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Kristin Jaussi	General	Farmington	There needs to be an on and off ramp south of Glovers to/from legacy (NOT I-15). The traffic noise in this area is already extremely loud and needs to be addressed. Ramps if placed by Glovers must be placed south and west of Glover Lane due to the lack of space, current traffic issues on 650 and noise issues from legacy and I-15 already happening north of Glovers Lane.
	Roadway	Farmington	Requesting an on/off ramp at Glovers Lane in Farmington for the WDC
Spencer	Roadway	Farmington	Add a ramp to the new West Davis Corridor in Farmington. We need to have access to both the NB and SB of the new highway from the very area where it starts, otherwise the only way to get on to it would be to go to Centerville then head north or drive up to kaysville to get onto it. An off-ramp at 1525 W would also alleviate traffic at the Park Lane exits since many of the people living in West Farmington would be able to access those neighborhoods from there. This past year the fire in West Farmington also showed that there's very little exit points from that area in the case of an emergency, bottlenecking all traffic on Park Lane.
Becca Barnes	General	Farmington	I would love to see an on/off ramp at Glover's Lane so that the high school students can safely drive to the high school and not t be hrough all the residential neighborhoods.
	Roadway	Farmington	Please keep exit 322 (Farmington 200 South) We need it to access lagoon and downtown Farmington. Glovers lane should be a 3rd exit for Farmington that would allow Farmington High Students easier access to the school as well as West Davis corridor. Please listen to the residents near glovers lane. They were there first and should have priority on their comments and concerns.
Jason	Transit	Farmington	I'd like to see the exit on 1525w and glovers. Seems only fair and logical to have an on off there.
	Roadway	Farmington	Need a NB I15 access other than park lane.
Bryan Jewett	General	Farmington	There needs to be a northbound on ramp from glovers lane going north. This will relieve congestion going down state street and Parklane because the only way to go north on I15 from South Farmington is to go to down Parklane, Or State street. This will relieve some congestion trying to get out of the Farmington station shopping center too.
	Roadway	Farmington	This merge is extremely dangerous. Often the frontage road traffic blows through the yield sign.
	Roadway	Farmington	This merge is extremely dangerous. Often the frontage road, southbound traffic blows through the YIELD sign.
	Resources	Farmington	On/Off Ramp would be helpful here.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Resources	Centerville	This area is a complete joke. Good luck.
	General	Centerville	I think connecting the exit to the frontage road at this location south of the Taco Bell would be helpful to relieve the congestion that happens near the exit light at the bridge. All of the retail/restaurant traffic can access that area sooner freeing up the overpass/bridge congestion.
	Roadway	Farmington	Reduce the curves as much as possible all along this stretch from Farmington to SLC. Traffic always slows at these curves.
Trevor Searcy	General	Farmington	Freeway on off ramp would be really great around this area as I live right up the street from at Farmington park
	Roadway	Centerville	Add another off / on ramp above Centerville Parrish Lane exit before 200 west Farmington to lessen left turners needing to go up 400 west in Centerville to go their homes up above Chase Lane and maybe for those needing to make a fast food run- backtrack a little bit to the establishments rather than clog up the overpass. (Exit like 400 north in Bountiful exit). I'm sure many would appreciate an exit of their own avoiding the Parrish lane overpass chaos to get through and past all the fast food / shopping streets on Parrish Lane. Maybe consider a safer / little bit wider semi / commercial box truck only lane for all of I15 from Provo to Ogden ? Like CA, you could make them 8 lanes wide on both sides of the freeway and they would still fill up with cars going places and especially getting into total gridlock at the first natural disaster / earthquake with people trying to flee or leave rather than duck, cover, hold. Lived 15 years in CA in 90s, experienced gridlock daily first hand-even without earthquakes.
	Roadway	Farmington	Farmington needs another north bound freeway entrance. It would be very helpful to add this to the existing 200 W exit. If not adding both North and South Bound on/off exit near Glovers Lane would be helpful.
	Roadway	Farmington	Please add on/off ramps at Glovers Lane in Farmington to relieve the surface streets of traffic to and from the high school.
	General	Salt Lake City	Please ignore the Texas comment adjacent to mine. Toll roads are an absolute scourge and nobody in Utah wants this. If you want toll roads, then go back to whatever place has toll roads. Hard pass.
	Transit	Woods Cross	Please double-track and electrify Frontrunner. This will pay enormous future dividends for the I-15 corridor by making getting people out of cars. Not only will this make transit easier and faster for those who use it, but it will make driving better on I-15 by uncrowding the freeway. It is a textbook win-win for everyone.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	Woods Cross	Eliminate this at-grade railroad crossing. This isn't a farm road anymore, people live here. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Bike	Woods Cross	Add a pedestrian overpass. There is no way for people west of the tracks to reach the Frontrunner station without going very out of their way.
	Transit	West Bountiful	Eliminate this at-grade railroad crossing. This isn't a farm road anymore, people live here. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	West Bountiful	Eliminate this at-grade railroad crossing. This isn't a farm road anymore, people live here. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	North Salt Lake	Eliminate this at-grade railroad crossing. This isn't a farm road anymore, people live here. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	North Salt Lake	Eliminate this at-grade railroad crossing. This isn't a farm road anymore, people live here. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Bike	Salt Lake City	Invest in and build out the 9-Line Trail!

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	Salt Lake City	Eliminate this at-grade railroad crossing, as part of the overall implementation of the Rio Grande Plan. There should be no reason to not grade-separate the road and the rails, it will make it safer for drivers and faster/safer for the trains.
	Transit	Salt Lake City	Revitalize this ROW and run the TRAX Green Line through here. This will help support the Rio Grande Project, by providing a direct connection to the Rio Grande Station that bypasses the maze of the Downtown stations. It will also make reaching the airport via TRAX from south of Downtown much faster, for the same reason. UTA already owns this ROW! There is NO REASON to not do this. Do it!
	Transit	Salt Lake City	Revitalize this ROW and run the TRAX Green Line through here. This will help support the Rio Grande Project, by providing a direct connection to the Rio Grande Station that bypasses the maze of the Downtown stations. It will alsio make reaching the airport via TRAX from south of Downtown much faster, for the same reason. UTA already owns this ROW! There is NO REASON to not do this. Do it!
	Transit	Salt Lake City	Revitalize this ROW and run the TRAX Green Line through here. This will help support the Rio Grande Project, by providing a direct connection to the Rio Grande Station that bypasses the maze of the Downtown stations. It will also make reaching the airport via TRAX from south of Downtown much faster, for the same reason. UTA already owns this ROW! There is NO REASON to not do this. Do it!
	Transit	Salt Lake City	Support and fund the Rio Grande Plan! Bring the passenger trains through this ROW via trenches, and restore the charismatic Rio Grande station to its original purpose.
	Transit	Salt Lake City	Revitalize this ROW and run the TRAX Green Line through here. This will help support the Rio Grande Project, by providing a direct connection to the Rio Grande Station that bypasses the maze of the Downtown stations. It will also make reaching the airport via TRAX from south of Downtown much faster, for the same reason. UTA already owns this ROW! There is NO REASON to not do this. Do it!
	Transit	Salt Lake City	When this ROW is revitalized for the TRAX Green Line, this is a prime location for a station. Easy access to both Pioneer Park and the newly revitalized Rio Grande Station.
	Roadway	Farmington	Think long and hard before adding any more interchange; merging causes traffic jams. Making people drive on surface streets for a bit to get to the freeway isn't the end of the wod
Dan Nix	Roadway	Farmington	The traffic control light to enter I-15 at Park Lane to head north needs to be expanded to at least 2 lanes. During rush hours it backs up all the way to Station Park. It can take 15-20 minutes just to get on I-15. It triples my commute every single day.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General	Farmington	Sound reduction
Scott Godderidge	Roadway	Centerville	Centerville off ramp going east from either direction requires cars many cars to cross several lanes of traffic in a very short distance making it dangerous. Would like to see it redesigned to accommodate smoother traffic flow.
Katie Smith	Roadway	Farmington	I would like to see an exit and on ramp at Glovers Ln. It is impacting so much of West Farmington and our homes. It seems that at least we should have quick access on and off of it. And not have to travel to other access points.
	Roadway	Farmington	It was brought to my attention that an on/off ramp is being considered for Glovers Lane in Farmington. This would be a huge improvement for the community especially considering Farmington High School. Our kids have no direct way of getting to school from Kaysville and are forced to use small residential roads. The traffic this creates causes the travel time to be significant and a negative impact on the residents living along the route.
Krista	Roadway	Farmington	We would love to have an on/off ramp placed at Glovers Lane. It would help so much with all of the students traveling to Farmington High.
Catherine Cone	Roadway	Farmington	Traffic tends to back up heading north into Farmington on I-15 and then up towards Layton. It would be smart to have more lanes. The stripes on the road REALLY need to be reflective. They are so hard to see when weather gets bad.
	Roadway	Farmington	Sounds walls are needed
	General	Farmington	Sound walls
	Roadway	Farmington	It makes sense that access to Farmington High Should be from Legacy and not I15. Coming from the South you already have an exit near by, so it's just from the North. It's easy to get to Legacy from I15 and then would be easier to make an exit to FHS.
	General	Farmington	
	Roadway	Farmington	I think an on/off ramp in Farmington on Glovers would help with traffic through the neighborhoods and also help the students commute.
Shaughnessy Bingham	Roadway	Farmington	Please put an on/off ramp in Farmington at Glover Lane and 1525 West! This will help keep commuting high schoolers from driving through our residential streets as much, as well as provide us an access point to the freeway that is affecting us. Thank you.
	Roadway		I am worried about an on/off ramp here as folks already travel too fast down 1525 West. It would increase traffic and at least one light would be needed to slow people down.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	Farmington	Sounds walls are critical needed
	General	Salt Lake City	cars are always clogging up the freeway. Suggest to ban cars and turn it into a greenway.
Charlie Gladwell	General	Centerville	I drive 50 miles on i15 every day. Why do we have HOV lanes? Have they been shown to decrease traffic? After years of rebuilding i15 through the Layton area, not a single new usable lane was added. A HOV lane was added, but not one single usable new lane. Is that the plan for Centerville Farmington area? No new usable lanes? It's time to build the freeway 8 lanes wide in both directions (16 total lanes.) Quit building and rebuilding the freeway for 5 years ago and start building for the actual future. Don't waste another penny on mass transit. No one wants to spend 3 to 4 times longer commuting to work and spend at least the same amount or more so doing it. Government workers are the only ones who ride mass transitprobably because the tax payer pays for it.
Layne Walker	Roadway	Centerville	Desperately need of being rebuilt like 500 south. Need a EB to SB turn lane
Greg Sanchez	Roadway	Salt Lake City	Cars do not slow down for 35mph road. This causes high speed differential which is unsafe. the free right turn should be changed to a stop control to slow vehicles down.
Greg Sanchez	Roadway	Salt Lake City	Roadway is designed for a high speed and cars naturally drive over the 35mph speed limit in both directions. needs to be reconstructued to a 35mph design so that out of town drivers and local drivers can be influenced into not driving 10+ mph over the peed limit
	Roadway	Farmington	Sounds walls would be great!
Lowell Steele	Roadway	Farmington	UDOT's decision years ago to remove city names from the actual exit ramp sign has increased confusion in navigating I-15, not for those living near that exit, but for visitors unfamiliar with with the city or neighborhood. Labeling the Farmington exit as "200 West" is only useful if you first know that it's in Farmington.
Lowell Steele	Roadway	West Bountiful	Many times while waiting for the lights on entrance ramps during rush hour, the actual freeway traffic is embarrassingly thin, let alone having slowdowns or congestion. I recommend using visual sensors that can measure the actual traffic flow, and tie them to the metering system so on-flow is metered only when necessary. In addition, use that same traffic-flow info to alert drivers before they enter the confines of the entrance ramp re the level of slowdown so they can choose an alternate route when needed. This would also help to alleviate congestion by diverting traffic to secondary routes.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Elizabeth Keuffel	Bike	Salt Lake City	This intersection is incredibly dangerous for pedestrians. I live just a few blocks east of here but be just a few blocks east of here but be just a few blocks east of here but be just a few blocks east of here but but live a few pedestrian. There is almost nothing here currently to slow traffic coming off a high-speed freeway before they encounter a pedestrian crossing. It's a horrible accident waiting to happen. We need protection for cyclists and people walking here. There are residential neighborhoods both east and west of this intersection!
Ellen K	Bike	Salt Lake City	The 600 N I-15 intersection/ramp is incredibly unsafe for bicycles and pedestrians. Please consider a pedestrian bridge at 400-500 S. That type of placement can also improve the experience of West High students who live west of the freeway. They either have to walk down to N Temple, 300 N (which is closed) or the more dangerous 600 N option.
Mike Christensen	Bike	Salt Lake City	Please make 600 North safe for walking and biking!
	Roadway	Salt Lake City	Sight distance and speed is dangerous. abrupt stop with poor view from freeway.
	General	Salt Lake City	an extremely high number of trucks, which weave to go NB and SB on I15. intimidating for cyclists and passenger cars alike.
	Bike	Salt Lake City	while the crossing helps, the WB traffic comes down the interchnage at high speed (well above the 35mph speed limit.) i recommend speed be collected between here and 400 West to show high speeds.
	Roadway	West Bountiful	coming off the high speed freeway and with the off ramp curves, it is hard to see the stop sign at night.
	Roadway	Salt Lake City	bridge vibrates when trucks drive over it, making cars stopped at stop bars bounce slightly.
	General	Farmington	We need sound walls or some laws to reduce noise.
	General	Salt Lake City	This overpass, as well as the 400 S overpass, needs to have safety measures for non-vehicle traffic. Speeding is also a huge issue on both overpasses.
Alex Gilvarry	Bike	Salt Lake City	This intersection is horrible as a pedestrain or cyclist. The speed limit is too high, the corner for turns is too wide, making it dangerous to wait to cross and the lack of a protected bike lane means cars are always getting in the existing bike lane paint to turn.
	Roadway	South Jordan	We desperately need a major highway running east-west other than 2-15. We have countless north-south such as mountain view, bangerter, and I-15, but no east-west that is centrally located. Turn 126000 S or something into a highway.

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Name	Category	Location	Comment
Kelsee Johnston	Roadway	Farmington	We need an exit from the west Davis corridor to Glover Lane. The amount of cars driven by drivers with little to no experience through residential roads is deeply concerning. It is a long windy route through numerous residential streets that's aren't well lit and are full of pedestrians and children playing. From my home in west Kaysville to Farmington High takes well over 15 minutes which is why I am sure I see so many of these High school students speeding on residential roads. Please consider an off ramp on Glover lane so that these students as well as the residents of the area have a direct route to Farmington High school.
Stefani Jones	Roadway	Kaysville	There is a lot of traffic that routes off I-15 and through residential neighborhoods right now in the Kaysville area, and it would be nice to have better access to the new highway so people don't have to drive on Flint Street and others as much. And on and off-ramp at Glover Lane would be very helpful!
Brett Bateman	Roadway	Kaysville	I support a Glover Lane I-15 access to support my FHS student commute
Rebecca Berrett	Roadway	Farmington	Definitely need access ramp at Shepherd Lane in Farmington, but also at Glover's Lane for High School students to chess their school.
Rayne Moore	Roadway		On/off ramp at glover lane, yes please
Cayden	Roadway	Lehi	The way you merge to turn right from Main St onto State St is very difficult when you are coming off of the freeway towards State St. There's always so many cars that are already in that lane.
Brad E.	Roadway	Salt Lake City	The bike lane here is just painted on, creating no boundary between cars and vulnerable bike/scooter users. Drivers intending to merge onto I15 SB are NOT focused on looking for people in the right-turn/cycle ("blender") lane. Physical separation or hard boundaries should be used between cars and people walking or cycling.
Brad E.	Bike	Salt Lake City	As others have noted, it's a plus to have this more visible pedestrian crossing with lights and curb buildouts. However, when you attempt to use the crossing, it's all up to chance whether drivers are paying attention to the lights. It's also very common for drivers to ignore these signals, especially since the bulk of traffic is coming from or heading to the interstate, traveling at high speeds. Recommend adding a stoplight or "hawk" light, stopping traffic when a pedestrian needs to cross. A smart signal here would coordinate with the interstate signal to avoid backups. It could also provide a space to redirect pedestrians and cyclists to a separate bike/walk path crossing the interstate.



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Name	Category	Location	Comment
Brad E.	Bike	Salt Lake City	I agree with others, this pedestrian and cycle crossing is an accident waiting to happen. Drivers are only warned to watch for pedestrians with signage, but a signal, "hawk" light, rumble strip, etc. would make this safer. The wide, banked right-turn lane actually encourages drivers to drive with excess speed. Ideally, all pedestrian and cycle traffic could have a separate path, limiting the number of potential points of conflict.
	Bike	Farmington	Bikes can use the entire lane on the Shephard Lane overpass. As a biker, this is scary because cars behind you don't think you should use the whole lane. They try to pass you but they don't have a good view of oncoming traffic. When I drive my car and let a biker use the entire lane, the cars behind me get impatient. It is unfortunate there is no shoulder or safe bike access on this overpass.
	Bike	Farmington	Our kids go to Endeavour Elementary in Kaysville. They walk through this green space and park. Will they have a safe way to get to school when the West Davis Corridor cuts through this space?
	Roadway	Farmington	An onramp/offramp at Glover's lane would great help the traffic. West Farmington doesn't have any major roads to move traffic north to south, like a frontage road or main street.
	Bike	Farmington	If we are trying to encourage alternative forms of transportation, Park Lane needs a safe bike/pedestrian crossing, so they can access the Front Runner Station.
	General	Farmington	Sounds walls needed
	General	Farmington	Sounds walls!
Sean Lodge	Roadway	Salt Lake City	There needs to be an oboe there bound off ramp at 1000N. There is already a south bout no and off and a north bound on. This will eliminate a lot of traffic issues at 600N. There also must be a traffic signal at the 600N&800W intersection. It's the only intersection right off I15 that doesn't have I've in the valley.
	Bike	Salt Lake City	It is difficult to ride walk or run without vehicles nearly running you over, even in a cross walk or designated path.
Sean L	Roadway	Salt Lake City	There needs to be an north bound off ramp at 1000N. There is a on and off south bound and an in for north bound.
Sean L	Roadway	Salt Lake City	There needs to be a traffic signal here. This is the only intersection right off I15 in the valley that Does't have one. This will slow traffic down and make is more safe for bikes and pedestrians
Kyle Manning	Roadway	Bountiful	Crossing through the left lanes in order to exit can be dangerous as cars traveling in those lanes can be going well over the speed limit. The off ramp needs to be changes to the right side of the freeway.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Kyle Manning	Roadway	Centerville	There are too many intersections in a short distance. Could this intersection be eliminated?
Kyle Manning	Roadway	Centerville	The merge lane is too short. It needs to be lengthened.
Kyle Manning	Roadway	Farmington	With the widening of 89 to 3 lanes and the cars entering the on ramp from Park lane this on ramp will become a problem. Currently the cars from Park lane have to quickly merge with the traffic from 89.
Kyle Manning	Roadway	Farmington	On and off ramps here would help with local street congestion and reduce the traffic on Park lane.
Kyle Manning	Roadway	North Salt Lake	Cars turn right onto Onion St from east bound 1100 N even though the entrance to Onion St says do not enter.
Kyle Manning	Roadway	Woods Cross	There are too many traffic lights between the off ramp and getting to 1100 N east of I-15
Cherish	General	Salt Lake City	The I-15 divides SLC and cuts off our neighborhood from the rest of the city. Between the I-80 amd 215, thr I-15 feels very unnecessary and harmful. I would like to see UDOT move away from cars and focus on trains, buses, bikes, and walking for transportation. The noise from the high makes our stomaches turn and is a stark reminder of thr environmental and health consequences of this highway. There are randim gaps of the highway without soundwalls and the process of only adding a soundwall with an additional lane and a super majority vote from only residents and businesses immediately next to the highway is very poor and unethical policy. Sound walls should be a requirement and should be considered as areas near the highway change, not when we add another lane to the highway.
	Transit	Layton	
Jenny Barroe	General	Farmington	I would like a sound wall to limit noise from 1-15. I live in this neighborhood and the noise from traffic is quite loud
Lisa	Transit	Farmington	On/Off ramp from glovers lane is a genius idea!!
Sandy Gremillion	General	Farmington	We need an off ramp here from the new west corridor highway. PLEASE!
Kristin Jaussi	Roadway	Farmington	Park Lane northbound exit ramp needs two off lanes. Station Park and Lagoon along with other events backs traffic up clear to Kaysville.
	Roadway	Farmington	What can be done to reduce the noise from Legacy highway?
Kori West	Roadway	Layton	I am against building an on/off ramp at Glovers Lane. Students who go to Farmington don't need their own freeway ramp to get to school. The last thing this area needs is more traffic caused by Utah's horrible on/off ramp system.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

		Location	Comment
	Roadway	North Salt Lake	Rebuild MUST include SB access to I-15. This was a major oversight in the original construction.
Sheldon Peterson	Roadway	Centerville	Having two major freeway exits and on ramps at the same location creates major congestion at peek hours. Possibly staggering these exits with better frontage roads on both sides of I15. And removing bike lanes from the roads to bike paths.
Chad Boshell	Roadway	Farmington	Study Lagoon's storage lanes and vehicle backup trying to enter the park. All changes to the 400 West and State Street intersection need to accommodated Lagoon's entrance.
Chad Boshell	Roadway	Farmington	Add an interchange at 1525 West on West Davis Corridor. This location will serve all of West Farmington and provide emergency service access to the freeway. This will alleviate congestion of the Park Lane Interchange.
Chad Boshell	General	Farmington	Add sound walls in this area.
Chad Boshell	Bike	Farmington	Existing trail needs to remain.
Chad Boshell	General	Farmington	Need a berm and decorative sound wall similar to the one to the south.
Chad Boshell	General	Farmington	Protect existing sound wall/berm in its current condition and design.
Chad Boshell	Roadway	Farmington	Maintain north/south access to the 200 West interchange.
Chad Boshell	Roadway	Farmington	Maintain north/south access to the 200 west interchange on this section of the Frontage Road.
Chad Boshell	Roadway	Farmington	Connect the frontage road to continue north/south.
Chad Boshell	Roadway	Farmington	Study the safety of this intersection.
Chad Boshell	Roadway	Farmington	Provide direct access to the frontage road (on the south side of the road) at the 400 West and State Street Intersection. If possible preserve the unimpeded access to Lagoon under the State Street overpass.
Chad Boshell	Bike	Farmington	Remove the separated pedestrian pass and include pedestrian access on new bridge. Add a fence to the new crossing to keep solo cup messaging.
Chad Boshell	Roadway	Farmington	Widen the State street overpass to match the legacy overpass. Stripe bicycle lanes and include pedestrian access.
Chad Boshell	Bike	Farmington	Include the Shepard Lane Interchange design of the pedestrian crossing of Park Lane.
Chad Boshell	Bike	Farmington	Add a trail from 650 West to the Legacy Trail.
Chad Boshell	Roadway	Farmington	Widen the Glovers Lane overpass, include bike lanes and pedestrian access.
Chad Boshell	Roadway	Farmington	Study a full interchange here.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Chad Boshell	Roadway	Farmington	Study the connections to West Davis Corridor for both Legacy and I-15.
Chad Boshell	Roadway	Farmington	Protect the existing soundwalls/berm in their current design and condition.
Chad Boshell	Bike	Farmington	Explore commuter rail connection to remote hub location north of Spring Creek within the I-15 study area.
	Bike	Farmington	Sounds walls would make walking on the trail by Legacy Highway much more enjoyable
	Roadway	Centerville	The Parish Lane off on ramps are awful. When exiting to head east into Centerville the lane changes that have to happen are horrible to navigate. You have the two lanes from the south and the two from the north and they merge quickly. If you have to get in the far right lane you have to jump two lanes. If you need to get to the far left lane you have to jump lanes. It is a nightmare. Also the on-ramp going north is horrible. The merging process is a mess. No one gets up to speed in time and the flow of traffic gets bogged down right there.
	Roadway	Bountiful	Exiting on the left is a bad idea. It slows down traffic in the fast lanes waiting for those slower cars to exit. People jump out of the carpool lane just to get around them and it is super congested.
	Roadway	Salt Lake City	Always bogs down here. Between those coming on from Beck and those needing to get off it is a nightmare. We are never at the speed limit. That curve is too tight for a lot of bigger vehicles to stay at the speed limit.
	Roadway	Farmington	A way to get to Kaysville without taking back roads or the freeway would be nice. Highway 89 can't take you there and I don't want to drive 10 minutes on the freeway in the most congested section of freeway in Davis county.
Lindsey Dewey	Roadway	Farmington	On/off ramp on glovers lane. This will help traffic for students at FHS as well as residents not have to use park lane or Parrish lane for access to the highway
	Transit	Bountiful	I would love to have more access to the front runner. I work off center street in north salt lake and live off of parish lane in centerville
	Bike	Farmington	I know people are asking for a north bound vehicular entry to 1-15 and that is needed. Park lane can not handle all of the northbound traffic, but this specific intersection (glover/I-15 overpass) is a very busy pedestrian and bike use intersection. It is a main access point to the rail trail and legacy trail. Please consider the pedestrian, and bike users and keep the solution safe and family friendly.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Centerville	Parrish Lane on Friday night and Saturdays is near impassable. Very difficult to get up and down and across. No alternative routes to avoid it when all of Centerville decides to be out and about.
	Resources	Centerville	The i-15 is SO LOUD in this area. Can you upgrade the sound wall or lower the grade of i-15 here?
	Roadway	Centerville	Sometimes this left turn lane backs up past the allowable capacity and it is dangerous because that happens at the same point there is a curve in the road.
	Roadway	Centerville	The lanes seem to be non existent at this exit from Wendy's and Chevron and then it turns to no mans land for a minute and then magically another lane appears. New drivers to this area get confused easily and it gets messy.
	Resources	Centerville	The exit from the Wendy's, Chevron need to match the exit from the Crumbl, IHOP etc shopping area to the east or something because they way it is designed now doesn't flow or function well.
	Resources	Centerville	This inlet to the Carl's Jr is too close to the intersection and if someone is slowing down to enter the Carl's Jr here directly after having made the right turn off Parrish it causes a chain reaction back up to the over pass causing a stop where no one is expecting a stop asn they exit the freeway making a right turn East from the off ramp. Dangerous. Can this entrance to Carl's Junior be eliminated and patrons of Carl's Jr use the driveway entrance south of the Carl's Jr.
	Roadway	Centerville	Again these driveway entrances don't match and it's tricky to be a driver in this area.
	Roadway	Centerville	This left turn queuing lane isn't long enough, and those trying to turn left clog up the through traffic lane essentially making it so there is only 1 lane of east bound through traffic.
	Roadway	Centerville	This no mans land lane here needs to be used as a real lane.
	Roadway	Centerville	There needs to be a dedicated right turn lane here and 2 through only lanes.
	Roadway	Centerville	Extend this right turn only lane back to 400 West. This bottle neck causes lads of congestion during peak hours making it extremely frustrating to travel 2 blocks.
	General	Centerville	If you get rid of this median can Parrish be restriped to accommodate more lanes of traffic?

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Centerville	Cars slowing to enter this shopping area causes congestion at the same location the left turn lane is backed up longer than the allocated space so this spot is tricky as a driver and causes congestion. Can this drive entrance to this shopping area be eliminated? There are loads of other ways to access this shopping area. Then this ROW could be sold and developed to provide an additional retail space.
	Roadway	Centerville	This drive entrance is too close to the intersection and causes congestion. Could these retail areas be accessed on the North side and linked all together?
	Roadway	Centerville	This should be a right out only. It is near impossible to turn left out of and is dangerous because people get so tired of waiting then they ""go"" for it and pull into the left turn lane coming head onto people headed west getting into the left turn lane to turn into the Walmart. Tough area.
	Roadway	Centerville	Can you make this a right in and right out only. Cars turning left cause all kinds of problems and there is so much traffic on this road it is almost impossible to do anyway
	Roadway	Centerville	Can you eliminate this drive entrance to the Wells Fargo? it is tricky being so close to the intersection and the road it narrow here and people still remember in the old days when you could turn left out of here and they try and its a mess.
	Roadway	Centerville	From my experience most of the cars viewed in this aerial image are waiting in line to get on the freeway headed north. Figure a way to get this line up funneled faster to the freeway so they aren't bogging down local business access and traffic on Parrish.
	General	Centerville	This roadway is in terrible shape.
Heidi Shegrud	General	Centerville	Why does the road vear east and then go over Legacy just to make the most abrupt left turn? I don't know if this is a fixable problem but it is a pain to drive. Also why does the bridge have sidewalk but the rest of 1250 West does not. I realize you might say this is not a UDOT problem but still so odd.
	Transit	Woods Cross	Public transit is so inconvenient in Bountiful. That's why people like me who work in SL have to drive there everyday. I'd be happily take public transit if there's improvement
	General	Centerville	Please add more trees and maybe even a landscape berm and a better sound wall (all the things) to help mitigate the sound from i-15 so loud all times day and night. Except in snow storms.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Centerville	Please, to reduce the unsafe lane changers, put in a middle concrete barrier that disallows people from turning left on Parrish Lane and then changing lanes because they didn't think ahead and now want to go straight rather than turning onto the frontage road. So inconsiderate to those who get in the proper turn lane only to be cut off by a jerk.
	General	Centerville	Put up a center bollard to not allow last minute lane changers causing safety concerns of those who thought ahead and got in the appropriate lane
	General	Centerville	Can we get rid of this intersection? Causes last minute lane changes and people who brake, stopping flow of traffic just to change lanes to go straight, but didn't plan ahead from getting off the off ramp or coming over the bridge
	General	Centerville	Make this left lane a non-choice. Too many arrogant drivers get in this lane to make it thru the light, but then don't want to turn left at 400W. Make it so if they get in the left turn lane off the off ramp - they then must remain in that lane to turn left again at 400 W intersection. Or make the left turn option at the 400 W intersection a straight thru no left turn lane.
	Roadway	Salt Lake City	Add entrance lanes from 500 W going south bound as an alternative to 500 S.
	Transit	Salt Lake City	Having the Trax Green Line ""bypass"" the blue line stop heavy downtown to give ease of access to the Airport and Arena.
Steven Layton	Transit	Salt Lake City	The Rio Grande Plan makes a lot of sense. Bringing modern design and access to historic purpose. https://riograndeplansaltlakecity.org/
Steven Layton	Roadway	Salt Lake City	Added exit's into downtown from South Bound I15 could help freeway traffic. Possibly a North Temple exit for SB traffic only.
Steven Layton	Roadway	Salt Lake City	An added South Bound traffic exit into downtown seems reasonable. Maybe it's only a HOV/Toll lane exit. Maybe there's an HOV/Toll only entrance to North & South Bound I15 from North Temple. Provides west communities good access and alternate Airport access.
Erika Horne	Roadway	Farmington	Farmington resident who would love a freeway on-ramp at Glovers Lane.
	Roadway	Salt Lake City	Northbound I15 should have no less than 4 continuous lanes plus HOV/Toll lanes throughout the population center. Having the freeway narrow here causes a lot of congestion.
	Roadway	North Salt Lake	South Bound Lanes should be at least 4 continuous lanes plus HOV/Toll lanes. Having the freeway narrow at this point going into downtown causes a lot of traffic congestion even during non peak times.
	Roadway	Farmington	Add ramp at glovers Lane for the legacy extension

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	North Salt Lake	Exit from I-215 to US 89, Entrance to I-215 from US 89 could be very useful
	Roadway	North Salt Lake	West Bound 215 to North Bound Legacy access should be considered, as Legacy continues to be build around. This in combination with NB I15 to WB 215 will help alleviate congestion as West Davis Corridor is completed.
	Roadway	North Salt Lake	NB 15 to WB 215, and EB 215 to SB 15 should be highly considered. This access to Legacy and relief for I15 as the West Davis Corridor traffic funnels into 15 for downtown access
	Roadway	Salt Lake City	NB lanes almost always slow here, partly due to the curvature of the road, and partly due to the elevation gains in this section. Attempting to flatten out or make the elevation gain over a greater span of distance.
	General	Salt Lake City	The comment to the left doesn't sound so crazy, but might not be possible to achieve. Anything that can be done to straighten the S curve out would dramatically help the distance vision and make traffic jams lessen.
	General	Salt Lake City	The current HOV/Toll lanes could be made to be reversible and make the HOV/Toll lanes space more useful. Many cities have implemented this quite effectively. And while Toll roads may not be accepted in UT, toll lanes have been useful.
	Roadway	North Salt Lake	Narrowness of this bridge is often a source of white knuckles.
	Roadway	North Salt Lake	Possibly HOV/Toll lanes only exit.
	Transit	North Salt Lake	Double track to increase safety and efficiency of Front Runner. More trains more often to relieve necessity of vehicular traffic.
	Roadway	Woods Cross	Creating additional access to Woods Cross High School by extending 2125 S under the freeway would help ease congestion at 2600 S. and create a safer way to get students to and from school.
	General	Woods Cross	Extending W 1900 S to at least meet 625 W by underpass would help Woods Cross High School access and alleviate traffic on 2600 S. This would make it safer for students. If not a road underpass, a pedestrian over/under pass.
	General	Woods Cross	500 W underpass is too narrow



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	North Salt Lake	Possible site of South Davis County Intermodal Transit Hub. Light Rail and Bus service to link up as Front Runner (+Additional High Speed Rail) in a natural funneling spot. Having Light Rail lines along Orchard and/or Davis Blvd on the Eastside of I15 corridor up to Farmington Station area: And 1100 W and/or Redwood Rd on westside of I15 corridor north to 400 N (Legacy Crossing) in Centerville.
	Roadway	Centerville	I can't even count how many times cars headed east but turning left to get on the North bound i-15 don't realize that cars going west bound with a green light have the right of way. So many near misses. Had another one last night.
	Roadway	Centerville	redesign this so there is no queuing on the over pass
	Roadway	Centerville	Add a light to those exiting the freeway here so they can go when its clear and cars don't have to fight other cars to get over into the lane of their choice
Cami	Transit	Farmington	More Express Buses would be great. Frontrunner 2x per hour is not enough, 3x would increase ridership as it would reduce commute times. Extending the Legacy Trail north and south would make bike commutes through Davis Co. and into SL Co. feasible. We are adding more traffic to I-15 and need viable transit and bike options. We can't keep widening I-15 indefinitely.
Cami	Transit	Farmington	It is difficult to walk to this FrontRunner station from Station Park, there are too many cars and the pedestrian and bike access is not well-defined.
	Roadway	Farmington	Limited freeway access in this area causes high speed traffic through the access road and residential areas
	Roadway	Salt Lake City	Please work on improving connectivity east west. Start with your underpasses and work on moving some sections underground. I-15 has become a barrier in our communities.
	Roadway	Salt Lake City	Consider an additional exit lane that could tie into 900 S viaducts for SB traffic. If it begins North of the I80 merge this also would help with traffic flow for oncoming 500 S traffic. Could also viaduct exit onto 700 S. and have NB entrance.
	Transit	North Salt Lake	Use existing grade to have westside Light rail/street cars to Intermodal Hub. (Redwood Line) Site of potential station stop.
	Transit	North Salt Lake	Redwood/Cutler Light rail/Street car station
	Transit	North Salt Lake	Redwood/Cutler Station for Light Rail/Street car
	Transit	North Salt Lake	Station Stop for Redwood/Cutler Light Rail/ Street Car

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Transit	Woods Cross	Station Stop for Redwood/Cutler Light Rail/ Street Car
	General	Woods Cross	Station Stop for Redwood/Cutler/Howard Light Rail/ Street Car
	Transit	Woods Cross	Station stop, see adjacent comment
	Transit	North Salt Lake	Orchard/Lagoon Light rail/Street Car station
	Transit	North Salt Lake	Orchard/Lagoon Light Rail/Street Car Station
	Transit	North Salt Lake	Orchard/Lagoon Light Rail/ Street Car Station
	Transit	North Salt Lake	Orchard/Lagoon Light rail/Street Car station
	Transit	Bountiful	Orchard/Lagoon Light rail/Street Car Station
	Transit	Bountiful	Orchard/Lagoon Light rail/Street car Station
	Transit	Bountiful	Orchard/Lagoon Light rail/Street Car Station
	Transit	Centerville	Orchard/Lagoon Light Rail/Street Car Station
	Transit	Centerville	Orchard/Lagoon Light Rail/Street car Station
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	Transit	Centerville	Orchard/Lagoon Light rail/Street car station
	Transit	Centerville	Orchard/Lagoon Light rail/street car station
	Transit	Centerville	Orchard/Lagoon Light Rail/Street car Station
	Transit	Farmington	Orchard/Lagoon Light rail/Street car station
	Transit	Farmington	Orchard/Lagoon Light rail/Street car Station
	Transit	Farmington	Orchard/Lagoon Light Rail/Street Car Station
	Transit	Farmington	Orchard/Lagoon Light Rail/Street car station connection with Farmington Station/Light rail
Kevin Daly	Roadway	Salt Lake City	This part of the NB freeway is always a challenge because right where we pick up a bunch of downtown traffic we also go from 5 or so lanes to 3. It would be nice to continue the same capacity north of downtown.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	General		As a resident of Kaysville who has high school students that go to Farmington high, we really need an on off ramp near Glovers lane so they aren't having to travel through all the residential areas. That was one thing we were excited for when we heard about the new corridor being built, but just learned that they may not be putting any off on ramps for those in Farmington to easily access.
Kevin Daly	Roadway	Salt Lake City	The NB #2 lane (right of the HOV lane) almost always slows down here as traffic climbs the hill and turns the corner. Could we start the climb earlier or straighten the S-curve out a little to ease the slowing?
Kevin Daly	Roadway	North Salt Lake	Let's add a dedicated lane all the way from the Beck St onramp to the 2600 S exit to minimize traffic slowing.
	Transit	North Salt Lake	Use existing grades for Light Rail/Street Car. Potential station for West side route on 1100 W/Howard St Line, would connect to South Davis County Intermodal Hub
Kevin Daly	Bike	Centerville	Let's move the pedestrian crossing here to 200 N and take it completely off of Parrish Ln. The housing is all on the south side of Parrish west of the Freeway, and the majority of the shopping (Target, Walmart, HD, etc.) is also on the south side of Parrish. Instead of forcing pedestrians to cross Parrish over to the north side, cross the freeway, then cross back over to the south south of Parrish, let's move the pedestrian crossing to 200 N, closer to where people are coming from and going to. It will be safer for pedestrians, and vehicles.
	Transit	Woods Cross	Possible Station Stop for 1100 W/Howard St Light Rail/ Street Car
	Transit	Woods Cross	Possible stop for 1100 W/Howard St Light Rail/Street Car line
	Transit	West Bountiful	Possible Station for 1100 W/Howard Street Light Rail/ Street Car
	Transit	West Bountiful	Possible Station for 1100 S/Howard St Light Rail/Street Car
	Transit	West Bountiful	Possible Station for 1100 W/Howard St Light Rail/Street Car
	Transit	Centerville	Possible Station for 1100 W/Howard Street Light Rail/Street Car
	Transit	Farmington	Possible station for 1100 W/Howard Street Light Rail/Street Car Service extending to Farmington Station
	Transit	Farmington	Tie-in station for 1100 W/Howard St Light Rail/Street Care, Farmington Extension.
	Roadway	Farmington	Bring Lagoon Dr SB entry to SB I15 over sooner. Could also make NB Lagoon Drive Exit from NB I15 in this area, and sperate the Farmington exits.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Farmington	All direction Exit's/Entrances are needed in this area.
	Roadway	Woods Cross	Use of HOV/Toll lane exit/entrances should be considered. This might be a good place to have Carpool only on/off ramps.
	General	Woods Cross	Pedestrian access between west and east side of freeway, to ease student access would be appreciated
Kevin Daly	Roadway	Centerville	Let's add a separate exit lane that is dedicated to the NB frontage road. This would eliminate the chaos that happens when traffic exits at Parrish Ln and immediately cuts across 2-3 lanes to get into the left turn lane. It would be a much better experience for everyone.
	Transit	Woods Cross	Connecting east to west side of freeway for pedestrian access and ease of access to Front Runner station.
	Roadway	West Bountiful	Straighten and widen this off ramp.
	Roadway	West Bountiful	This merge, on from 500 S and exit to 400 N does not provide enough time or distance to effectively get both up to speed an over or vice versa for those exiting.
	General	West Bountiful	This bridge is not sufficient for the traffic it gets. Turning left onto SB I15 is difficult. Protected turn would be beneficial. Would also be nice to have SB exit to 400 N, the left exit north of here is not the best design as slow cars cause congestion and hazards trying to get into HOV/Toll lanes when exiting.
	General	Bountiful	This curve is too sharp for freeway speeds. Lots of lane crossing and slow down is due to this curve. Suggested straightening.
	Roadway	Bountiful	Potential HOV/Toll lane entrances/exits only.
	Roadway	Centerville	Connect Porters Ln east and west via over/under pass.
	General	Salt Lake City	Having NB I15 access between 400s and 1300s is necessary. NB cars don't have good access to I15 from downtown.
	Roadway	Salt Lake City	Merging here is difficult coming from I80 to NB I15. The merge is two lanes to get into I15 as the 600 N exit lane begins as the merge starts. Something should be done to address this.
	Roadway	Salt Lake City	There should be no less than 4 continuous lanes NB & SB in the entirety of this project zone.
	Roadway	Salt Lake City	Need NB exit to 1000 n
	Bike	Centerville	Access from park to Legacy Parkway trail would be wonderful
	Roadway	Centerville	Entrance & Exit for both NB & SB I15 and Legacy would be beneficial in this area.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Paul Baxter	Roadway	Salt Lake City	Please add a couple of extra entrances/exits to the HOV lane between 600N and Woods Cross. I think there's an over three mile stretch where you can't(legally) get in or out
	Bike	Farmington	Expand bridge for foot/bike traffic
	Bike	Farmington	Expand road so bikes can get on and off trail without needing to move info car lane.
	Bike	Farmington	Expand sidewalk to connect neighborhood to Station Park
	Transit	Farmington	Make light a priority for those traveling on Burk lane. I cannot tell you how many times I have had to stop at this light for one car coming from the apartment complex.
	Roadway	Farmington	All direction on/off ramps needed at Shepard Ln
Skyler Fleming	Bike	North Salt Lake	Biking up to this intersection heading southbound to turn to go east bound is very difficult. There is no bike lane transition or sidewalk access that makes this easy. The whole interchange is very intimidating and not very bike friendly
Skyler	Bike	Farmington	The roundabout is very poorly lit and makes pedestrian use very dangerous at night due to very bright car lights making it hard to see them.
Skyler	Roadway	Sunset	There is no proper access to a lot of the north bound bus stations on Main Street in Sunset UT. Remarkably unsafe and dangerous.
Keenan Lane Price	Roadway	North Salt Lake	There needs to be an I-15 northbound on ramp here
Keenan Lane Price	Roadway	North Salt Lake	There needs to be an I-215 on/off ramp that ties into US-89 and Eagle Ridge Drive. The intersection is already built, and would greatly improve access in this area.
Keenan Lane Price	Roadway	North Salt Lake	A complete interchange needs to be made, where I-15 northbound is connected with I-215 westbound
Keenan Lane Price	Roadway	North Salt Lake	Connecting I-215 westbound with Legacy northbound along with a I-15 I-215 full interchange will address traffic issues by making traffic leveling easier.
Keenan Lane Price	Roadway	North Salt Lake	Place a travel time/sign board here that can inform drivers of upcoming congestion. With a full interchange at I-15 I-215 and I-215 Legacy, drivers can choose less crowded option.
	Transit	North Salt Lake	Replace the HOV lane with a bus lane
Alex Wood	Roadway	Bountiful	In the evening, The intersection of 500 West and 500 South can get backed up to the other side of the interstate. If we're changing the exits for the interstates, I would like to see some sort of solution that would allow traffic to flow more freely.
	General	West Bountiful	

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Scot Brown- AbeCassis	Roadway	North Salt Lake	Desperately need a way to enter I-15N from center st or somewhere else in NSL. The congestion at 2600S from everyone in NSL trying to get onto I-15N some days is terrible.
	Transit	Centerville	Great location for transit-oriented development near a future Centerville Station
David	General	Salt Lake City	Make the 600 N overpass safer for pedestrians and cyclists. Also consider better sound walls and quieter pavement as the sound from the elevated roadway carries a very far distance. Noise pollution in the area is a serious concern.
	General	Salt Lake City	Needs a sound wall , as more people move in along North Temple sound mitigation should be prioritized.
	General	Salt Lake City	use quieter pavement to decrease sound. This is an elevated highway and the noise at night, during overcast etc when soundwaves bounce down is intolerable and inhumane
	Roadway	North Salt Lake	Do not widen the freeway anywhere. Increased road capacity only induces more traffic. Invest in a frequent, electrified FrontRunner instead!
	General	Salt Lake City	better sound wall near 1000 N is needed, extremely loud
	General	Salt Lake City	this intersection seperates the east and west sides of the city in an extremely harmful manner that follows historical redlining , bury this highway or create a sky bridge for people to safely cross
	General	Salt Lake City	soundwall required on off ramps and on ramps. use quieter pavement
	General	Salt Lake City	soundwall required on off ramps and on ramps.
	General	Salt Lake City	soundwall required on off ramps and on ramps. use quieter pavement. slow cars down when they got off the highway
	General	Salt Lake City	potential site for a sky bridge to safely cross
	General	Salt Lake City	need better sound mitigation, horrible that some sections are without sound barriers
	General	Salt Lake City	ban engine braking on this overpass. the noise is insane.
	General	Salt Lake City	better pavement to reduce noise
	General	Salt Lake City	don't widen the on ramp or off ramps.
	Roadway	Salt Lake City	Remove the 900 South off-ramp. It is duplicative and robs the Central 9th neighborhood of its full potential.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
	Roadway	Salt Lake City	Do not expand freeway access in Central 9th. If anything, restrict it. Remove the off-ramp.
Ken Leetham	Roadway	North Salt Lake	The I-15 EIS project should include improvements to 2600 South/1100 North including a grade separation over the rail corridors. It should also consider expansion of active transportation improvements on streets and pathways adjacent to I-15 and its interchanges so that the public can connect around and through the project area in the future.
Rebecca	Bike	Salt Lake City	We walk across this road regularly to get the the growing "granary "district. As we are thinking about these exits and entrances, make sure to think about how to keep them pedestrian friendly, and safe.
	Bike	Salt Lake City	Make sure this remains open and safe to cyclist, this is the road we use to get over and access the Jordan River Trail
	Bike	Salt Lake City	I've almost died biking to and from work on the protected bike lane on 3rd S. When there is backup to the 15 on ramp, drivers get dump and the protected lane still cannot protect you sufficiently in intersections and pullouts. SLC cannot handle more cars if you want bikers and pedestrians to be and feel safe, not to mention breath clean air
	Bike	Salt Lake City	These super wide streets are urban highways, cars go way to fast over the speed limit and blow red lights all the time. It's not safe cross these streets as pedestrians. It will only get worse if we try to accommodate more cars. Road diets and better public transit and more housing where the jobs are will be the real 2050 solutions, not more cars
	Bike	Salt Lake City	This is a fairly wide street, and as we think about the extra traffic an expanded I-15 will bring to downtown, let's make sure this becomes ideally mode walkable than it is today, or at least doesn't get worse
	Bike	Salt Lake City	If I-15 is expanded, you might as well make 4th and 5th S into freeways that cut the city in half. They are already horrible dangerous roads and if we expand the 15 there will be no safe way for pedestrians or cyclists to cross them
	Transit	Salt Lake City	Why are there not tons of bus lines that originate from the front runner station and go express to major work or educational destinations? Perfectly timed with the front runner schedule?
Rebecca	Transit	Salt Lake City	To help keep people off roads in general, consider more routes out from this station, especially to major work locations
	General	Salt Lake City	If we are still calling this the I-15 corridor in 2050 and not the WasatchFrontRunner Corridor, then we will have epically failed, have horrible traffic congestion, bad air quality and no walk or bike ability in our downtowns and neighborhoods
Rob Brown	Transit	Salt Lake City	Express busses from front runner and trax to U and research park would get a lot more people taking transit

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Name	Category	Location	Comment
Rachel H	Bike	Bountiful	I'd like to see better pedestrian and bike access east-west, especially at this interchange to connect to rail
Alexandra Hughes	Transit	Woods Cross	Great location for students and employees of the University of Utah to have this as an option to downtown and the University.
Aly Dosdall	Roadway	Bountiful	Please be more mindful of safety during I-15 construction. Lehi lane changes were very unclear and very dangerous, and that wasn't the first time construction has been unsafe for commuters.
	Roadway	Bountiful	Put an exit at the nsl northbound, be able to get on freeway southbound from beck street
	Transit	Salt Lake City	Need to have a non-grade crossing at this location. With all Trax lines crossings are very frequent and traffic delays are constant.
	Transit	Salt Lake City	Please make this crossing above/below grade somehow. All Trax lines cross here and back up traffic continuously
	Roadway	Farmington	I drive both Northbound and Southbound on I-15 nearly every single day between Farmington and Bountiful. In the new patch of freeway going Northbound, my car makes a strange grinding noise when driving over the new part (Corolla) and there are some tire tread dents in the the far right lane that makes my car utter horrific noises upon driving on them. I'm not really upset since I can avoid these easily, but I just thought it would be nice to let you know:)
Brittany McNair	Roadway	Woods Cross	2600 S exit area—On 800 S, when you are trying to go north and you stop at the light where those are exiting off the southbound exit, the light doesn't change when no one is coming and you are sitting at the light trying to go north. Light doesn't change until someone drives up to light from the north, going south
Brittany McNair	Roadway	North Salt Lake	2600 S exit area. Heading south on 800 W as you enter I15 southbound, there is a yield sign facing the intersection. This sign needs removed. And flashing lights need added to the yield sign coming from the west.
Jen	Roadway	Centerville	The Parrish lane exit feels unsafe. Drivers exiting i-15 are trying to cross three lanes of traffic almost immediately to get to the fast food turn off. Drivers going straight over the bridge into centerville shopping need to cross the opposite direction. It's chaos.
	Roadway	Salt Lake City	The bump in the freeway here affects all lanes, and while it may not be "dangerous" by definition it is a hazard.
	Roadway	Salt Lake City	Something should be done to make this intersection better. EB traffic attempting to get onto SB lanes is a nightmare on 13th (pun intended)



Website Comments

1.1 I-15 EIS Public Comments from the Project Website

The first public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held March 28, 2022 through May 13, 2022. This appendix includes the 228 public comments received by the project team through the project website [https://i15eis.udot.utah.gov/]. Personal address and contact information were redacted.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/8/2022	Jennie Tkacz	While not transport-related per se, rather more transport-adjacent - is the significant amount of trash along the corridor. Who is responsible for maintenance of this? It has a significant impact on the environment as well as ones mental health when driving each day to see it. Our kids comment regularly about how sad it is to see and are disappointed that their government doesn't have more pride to keep their State clean.
4/8/2022	Jonathan Cheng	Utah needs to have laws that serve us locals. Ones that are similar to California. Where commercial vehicles can only use right lanes. It help the flow of traffic. Cars and smaller vehicles that can accelerate can get around and are not held up by side by side truckers going slow
4/8/2022	Rachel	Straightening out the roads near Beck street exit and woods cross would help a lot with traffic as even if there aren't accidents there people slow down and drift into other lanes in those areas. I also think an exit at Glover Lane would alleviate the traffic at the Centerville exit which gets very congested during rush hours.
4/8/2022	Brent Bridge	I was in an accident at south bound exit for Bountiful 60 years ago. I have used that "interchange" many times and have found it to be lacking in functionality, you will need a demolition on that one. I have wanted to comment on the I15 corridor In Utah County finished project. The engineering and function are outstanding. I now love driving there. I also
		use 500 East at American Fork interchange daily and I am very impressed with the function. Thank you for the work you do.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/8/2022	Daniel Jewel	I have lived in Farmington for seven years and have noticed two issues that should be resolved. The Park Lane overpass continues to be difficult for people to navigate and remain safe while doing so both for drivers and pedestrians. With the increased high density residential projects developing around Park Lane, there has been little done to allow pedestrians cross Park Lane from one side of Farmington to the other. Adding ways to cross I-15 in this area will help both the Station Park Mall and Lagoon economically, being able to capture more of each others visitors. Parrish Lane in Centerville needs help with both motor-vehicle and pedestrian traffic. The overpass feels too short of a span to allow comfortable lane changes. Diverging diamond interchanges like the one on 500 South in Bountiful have traffic flow much better. The east side of overpass need some kind of rework. The left turn lane onto northbound frontage road is a major pressure point and results in automobile acrobatics by drivers trying to merge/move into other lanes.
4/8/2022	Ellen Toscano	In addition to more public transportation, I think it's essential that another lane be added to this stretch of I-15 as soon as possible. With Utah's exploding population growth, it's going to get more congested every year. And the more congestion there is, the harder it will be to add lanes without seriously inconveniencing commuters and other users of that stretch of I-15. Thank you for your consideration
4/8/2022	Bret Hutchings	I live in Bountiful, have for 40+ years, and have commuted to SLC and Ogden for most of my career. Here are some of my thoughts:1. From Lagoon to SLC the majority of the population lives east of I15, and many well east of the freeway. Why not resurrect the old idea of either Bountiful Blvd or Davis Blvd dropping over the top near ensign peak down past the capital. 2. Entice more people to go west - a couple ideas: a. I-215 from 21st south to the legacy divide (going north) is some of the roughest freeway that I know of. Repairs there would entice people to use it more b. Even higher speed on legacy c. Finish the west cooridoor d. A freeway interconnect between Legacy and I-15. 3. Don't wait so long to account for growth. I know easier said than done, should have done the Highway 89 enhancements about the time the Olympics wrapped up. Then West Cooridoor, which would alleviate impact from this I15 projectbehind the curve. 4. Push the trucks from the gravel pit west to 215 and Legacy. \the corner of death\" near Legacy going both directions is a place where everyone slows down as is. When you have uncovered trucks entering the freeway at 40 miles an hour its a recipe for problems. Thanks for the consideration. Regards



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/8/2022	Jacob Parker	1. I-15 needs lane reflectors or reflective paint between lanes that a snow plow can run over without destroying. During rainy and snowy days, and especially at night, it is impossible to see where the lanes are and creates a very dangerous driving environment. Having lived in other northern states where this isn't a problem, Utah should be able to implement this on our highways.\r\n2. The amount of gravel, dirt, and other debris on the highways is ridiculous. I have already had to replace a windshield this year and many people I have talked to said they have to replace\fix their windshields 1-2 times a year. There is a significant amount of dump trucks driving down the highway with their loads uncovered. The mandate to cover the loose loads needs to be enforced and the existing debris needs to be cleaned up.
4/8/2022	Jonathan Miller	I understand the need to re-do I-15 for this area and believe it needs to be done. The freeway improvements from Spanish Fork to Brigham City have really made a difference in improving freeway speed and safety, while this section apparently is the last to be done. I would like to recommentd that inconjunction with planning and completing this project, that a second set of UTA Front Runner train tracks be added to speed up commute times using public transit. This is the method I have started to use instead of driving, since the slowdowns and traffic accidents have increased steadily over the last 5 years (exluding the 2020). I also think a 3rd lane needs to be added to Legacy, now that Highway 89 is being upgraded, the speed limit is 65, and takes a load off I-15. I often use I-215 and Legacy to get from Midvale to Farmington because I-15 is so crowded.
4/8/2022	Fernando Calderon	The highway needs snowplowable lane reflectors. The paint fades and in the winter and rainy seasons, the lanes disappear. All other states where it snows or rains have figured this out, why is Utah 20 years behind? Apart from the flooding, the lack of working reflectors during inclement weather make driving dangerous, and danger will increase with the population growth
4/9/2022	Alex Rudd	Add lane(s) between 600 north in salt lake to the I-215 merge. It goes from either 4 or 5 regular lanes down to 3 creating a choke point and back-up jam.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/9/2022	Charles Treft	I have lived in Davis County for most of my life. I remember UDOT building i15 when I was a small boy. 4th North Exit has been a Death Trap all because a business owner who had friends in the state government wanted his business not to be passed up by the new Freeway. 50 years later the Gentlemen and the business are gone and it is still a death trap. I lost a friend at 4th North in 1973 because someone thought they were going North, instead they went the wrong way on i15 killing my friend as he was heading home from Lagoon on his motorcycle. I hope you plan to move this off ramp to the South so that it actually exits onto 4th North. Getting rid of Left Hand Exit would be a Safety as well as a traffic help in the area. Also I believe that an Exit at 1500 South would alleviate traffic at 2600 South and 500 South. This has been a congestion point since 1980 and has gotten worst as homes and business have increased in this part of South Davis County. Though a number of homes and business would have to be bought out; the traffic no matter what will still increase. Thank you for your time.
4/10/2022	Sophie	I LOVE UTAH



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/11/2022	Janice LeFevre	Thank you for requesting input about issues that need to be addressed through transportation solutions. I take I-15 from Kaysville to Downtown SLC every weekday—and sometimes travel through that stretch of road on weekends too. Before the pandemic, I took the 472 UTA express bus nearly every weekday. It was a perfect fit for me because it ran on a schedule that met my work schedule. And the time commuting to work and home on the bus was roughly equivalent to driving my vehicle. Now, the 472 bus schedule is quite contracted and is now very inconvenient. If I take the bus now, I must remain an extra 40 minutes at work, and with the lengthened travel time due to heavier traffic that time of day, I arrive home nearly an hour later than if I drive. Another problem with the bus schedule is that I can no longer stay after work 1-2 days a week to exercise at our employers' gym. This is because the 472 no longer runs a late bus. Before the pandemic, the 472 was nearly always full and sometimes people were also standing in the isles since all the seats were full. So, even with high gas prices, I am driving most of the time. If the bus schedule could be restored and additional routes added, that would make a big difference. Several years ago, the 472 ran even in the early afternoons (1:30 and 2:30). This was extremely helpful because I could still take the bus even on days when I needed to leave work early due to an appointment. Thank you for considering my input.
4/11/2022	Alex	I-15 should be maintained but not expanded. Money should be spent to improve transit, biking, and walking. With the later two getting you far more per dollar than freeway spending. 1 care lane for 1 mile on 1-15 costs tens of millions of dollars, if not close to 100 million. Think about how many miles of protected bike lanes you could get for that price. Right now I would like to bike and take transit more, however the lack of options forced me to drive. The only way to improve traffic long term, help with air pollution, and save lives through fewer car incidents, is to focus on alternative transportation methods such as biking and transit.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/11/2022	Dave Houser	The single best improvement would be to make Frontrunner electric like the trains in Europe and Asia and require and diesel generator trains take another route. Getting those fumes out of that corridor would improve the air year round.
4/11/2022	Knight J.R.	Cmon, please tell me you're kidding about not starting this repair work until 2024!!! Have you guys actually driven this section of freeway lately? It's one pothole after anotherand continues to deteriorate quickly. I live in Centerville and drive it four or five times a week. I'm not the only one that is making slight turns and swerves trying to avoid having my tires torn to shreds.
4/11/2022	Heather Mason	Pretty simple comment - mass transit. Period. As in PERIOD. Building more car lanes, more ways cars can travel is short term thinking - applying bandaids when you need surgery. it would make our state a beacon for the US if we could do what WAS the beginning of the US transportation history - trains. And we could start to attain what other countries already have - high speed rail. The US is behind, let's make Utah come out ahead.
4/11/2022	Alisa Van Langeveld	I would like the construction and landscaping to include efforts to make them appealing and attractive. This might include designed concrete work around on- and off-ramps, barrier walls, native vegetation and general cleanliness.
4/11/2022	Lindsay Johnston Lauck	If you live north of shepherd lane in Farmington and need access to station parkway frontrunner, there isn't an easy way to get there without a car. There aren't bus routes that connect you and you cannot cross the road on park lane. This is the major thoroughfare of the city and it lacks a shoulder or a pedestrian bridge. The nearest options add several miles in both directions that are poorly lit. Frontrunner must be expanded as the valley grows if we are to reduce pollution and move more people along the Wasatch Front: yet access to the stations continues to be a problem. We have a chance to make a walkable city still, before Davis county becomes "car only" like Orem or Draper. Let's strive to build a walkable, friendly environment for the future.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/11/2022	Randy Farnsworth	While I appreciate that UDOT has a big responsibility, I have to say that it seems like you're always just looking for ways to spend billions of dollars rebuilding roads, but never seem to put any effort at all into promoting mass transit. You've finished your giant Utah County freeway widening (which in a few years will still be too narrow) and now you want to do the same in Davis County. Why not make fewer vehicle lanes and put light rail in the rest of the space? Why not find ways to get people out of cars and into buses and trains? Why not offer to donate some of your budget to make UTA free all the time? Why not add a light rail line to every road that you're currently rebuilding? Why not spend time in another city that has a functional transit system so you can see what a joy it is to live in a place that doesn't require every family to own several cars just to get around? Please stop looking for ways to spend money on roads and try to find ways to get people out of cars!
4/11/2022	Levi Thatcher	Hi UDOT, thanks for seeking feedback. Could you please put pedestrians first in your designs? UDOT transportation solutions seem nearly entirely focused on the car. We've had a lot of traffic deaths lately around Salt Lake and I'd love for you to design to avoid any deaths in the future. Making crossings safer, more frequent, and reducing car dependency would help not only with public safety but also with air quality. Thanks!
4/12/2022	Devin Weder	Public transit options should be included in any major reconstruction of the I-15 corridor.
4/12/2022	Jeff Johnson	Lagoon needs a dedicated exit. Similar to how Sea World has their own exit. This will greatly help the traffic flow in Farmington. Make Lagoon pay for it for all I care, but it needs to be worked so that the majority of Lagoon traffic hits their own dedicated exit. It would be nice to be able to go north on I-15 at the 200 W Farmington exit (not park lane) Currently you can go south, or while going north you can exit. All northbound traffic gets funneled to Park Lane and with Lagoon that is a disaster.
4/12/2022	Zac	I use this stretch of the freeway often even tho I don't want to. If frontrunner ran at 15 minute frequencies I would drive here very rarely. When I can't plan at exactly what time I'll be wanting to go back, I don't want to risk arriving at the station right as the train pulls away and having to wait an hour. It's going to be a whole lot cheaper to add capacity via frontrunner than any other way and it's obviously way better for the environment

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/12/2022	Matthew Givens	My comment on the map was truncated (400 S viaduct). Full comment: If we are serious about congestion on the freeway, getting more people to ride transit and other modes, reducing pollution, opening land for more housing and development, removing viaducts and crossings, and mending the divide between east and west in SLC then the Rio Grande Plan is the way forward! Put the central station back in the old depot and the rails underground!
4/12/2022	Dennis Hooper	The freeway needs wider inside shoulders the whole way. It is not safe as it is now. Parrish Lane interchange needs to be rebuilt. The north bound exit to both 500 South and 400 north need to be combined like 90th south in Sandy. The I-215 interchange needs to be rebuilt to enable access in all direction's. 500 south doesn't move traffic from the west fast enough. The south bound. On ramp at 2600 south for traffic from the west needs to allow for a lane sooner. All the pavement needs to be redone. Rebuild it all no more bandaids. Widen I-15 to 5 lanes from 600 so in SL to I-215 both directions. If traffic is expected to increase in the future widen the whole distance with one more lane on both directions. Thank you.
4/12/2022	Brrian Bean	Thank you for the opportunity to comment. Here are a list of opportunities I see for this project: 1) Provide above-grade crossings for railroads that run parallel to I-15. While it will be more expensive, this reconstruction provides an unparalleled opportunity. Senate President Stuart Adams supports above-grade crossings to improve frontrunner speeds and we need to look at this more closely with this project. 2) Provide a dedicated lane for northbound onramp from Beck Street. Currently, the beck street merger slows traffic on I-15 considerably. This is maddening considering that I-15 gets wider by two lanes less than a mile up the road where I-215 merges with I-15. 3) Eliminate the wonky left lane exit on southbound I-15 in Bountiful.
4/13/2022	Marshall A Maughan	We all pay taxes to use the interstate road system. We all deserve to travel in ALL the lanes that are on the road. Having a segregated road for toll/carpool is only adding to the congestion in the other available lanes. Stop limiting access. There are legitimate reasons people don't carpool. Start using flexible lane direction during peak times to increase capacity of the road system.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/13/2022	Charity Rowberry	Park Lane Southbound exit: Needs an exit only lane. The lane to exit Park Lane is the same lane that quickly exits for Legacy. This backs up and slows down traffic mainly due to the Legacy exit. If Park Lane had it's own exit only lane, or two of them, this would solve a bottle neck that now occurs at all hours of the day.
4/13/2022	Charity Rowberry	Park Lane Northbound: Entering the freeway to go northbound, The timed signal light needs to have two lane and two lights. This backs traffic in the evenings because there are two lanes but only one timed light.
4/13/2022	Charity Rowberry	Parrish Lane southbound exit: When exiting the freeway and turning left onto Parrish lane heading east the far left lane then quickly turns left again. This causes cars to slam on their breaks and quickly move over to the right so they don't have to turn. People who live in the area know not to get into the far left-hand lane as you get off the exit and are turning left, but then this leads to a backup on the freeway because so many cars are only using one of the two left turning lanes. Both lanes that turn left should remain straight-through lanes on Parrish lane. This is an easy fix.
4/13/2022	Dennis Hooper	The south bound exit at 500 west needs to be changed to exit on the right side of I-15 instead of the left side. It is so 1950s.
4/14/2022	Helene Prodan	Center Street in North Salt Lake City needs to have a NORTH bound EXIT by Hatch Park. REASONS: 1. Heavy traffic on 2600 South/ North Bountiful Exit ALL DAY. 2. Drivers going to work North AM do not have a North Bound Exit, they have to drive all the way to 2600 South to get on a North Bound Exit EVERY DAY. 3. Heavy traffic crossing East-West on Center Street NSLC. SOUTH BOUND EXIT needs EXIT LIGHTS when it reaches Center Street in North Salt Lake City REASONS: 1. Heavy traffic crossing East-West on Center Street 2. I15 South Bound Off traffic difficulty merging traffic East or West (turning left or right) on Center Street due to heavy traffic. Thanks, Helene 3. Accidents can occur any day during rush hours. Dangerous intersection.
4/14/2022	Madi	The lines on I-15 are almost nearly impossible to see in the rain. Rain may not be common weather here, but it is so dangerous when it does.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/14/2022	Buck Ekstrom	Traveling north on I-15 after work each day there is usually a traffic jam starting near Lagoon in Farmington. I am hope the Legacy Highway extension to Weber county will help, but extra lanes on north bound I-15 and Highway 89 would be helpful. I would take the Front Runner, but the cost is more than what it costs me to drive. If we can take public transportation for free, I would take it most days.
4/14/2022	Tyler	I drove to Bountiful from Syracuse everday, on almost every morning on Kaysville area on I-15 has slow traffic somewhat after 200 N southbound. Hov lanes, too many people keep driving on Hov lanes and illegal pass onto Hov lanes with single person in the vehicle and keeping it passing other cars, like a hurry. Maybe add hidden cameras to spot it and ticket them? I feel like teach them hard lesson and obey the Hov lanes. Lastly, worst visibility, driving on rainy at night time and I lost the track where my car stay the lanes. Couldn't see the lanes paint when wet though.
4/15/2022	Roger Farnsworth	That is the worst stretch of I-15 in the state as far as being an unsafe surface. The chunks missing from the surface make some lanes undrivable. Please resurface it, it's long overdue!



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/15/2022	Corey Wilkey	We can increase the efficiency and use of the regions transit system ten fold if we just incorporate the Rio Grande Plan into SLC's west side. Double track front runner, expand the track and streetcar systems, and turn the Rio Grande Depot into a true transit gateway for our city. You'll see maximum efficiency for front runner and a massive increase in people choosing trains over cars if you can increase frequency, add train cars, and increase speeds. Add to that an ability to seamlessly transfer into dozens of 1 transfer options at Rio Grande, and you give people EASY excuses to leave their cars at home because they can get to their destinations as quickly and easily as possible. Make it possible for people to transfer to a bus or train that will allow them to go from anywhere in the front runner system, directly to the university, to anywhere in downtown, to the airport, to sugarhouse, to park city, to Tooele, to Riverton, to west valley, to Sandy, with just ONE connection at Rio Grande. It's a non brainer. Not to mention you're hitting like, 5 birds with one stone by saving the state money in uojeel upkeep and maintenance costs by removing bridges and viaducts, increasing pedestrian and biker safety by removing train crossings, increase city and state tax revenue by creating more taxable land use with the redevelopment of rail yards, maximizing tourism by making it user friendly and intuitive, and preparing our city to be the global city of the future that it's meant to be. It's a no brainer.
4/15/2022	Courtenary	Maybe not directly related, but the biggest issue I have with commuting on the I-15 corridor is the danger of driving conditions. The number of accidents is really scary. It feels like people are driving recklessly and speeding worse than ever and I feel like I almost never see highway patrol. A big quality of life improvement for me would be more highway patrol and accountability for those speeding and driving dangerously.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/16/2022	Alison Dunn	Living in South West Farmington for the past 8 years we have seen a significant increase in noise. With now the inclusion of the extension of Legacy, the volume of the many major transportation lines that converge in Farmington and other Southern Davis County, noise as well as other quality of life issues need to be addressed for the residents residing there. Additionally, when there is a major accident on 1-15, due to the limited number of alternative options the entire town of Farmington becomes gridlocked, with no traffic able to move in any direction. Expansion of alternative side roads, frontage rounds, and bridges crossing the freeway need to be addressed.
4/16/2022	Pranay Asthana	It gets pitch dark in night with curvy roads on I 15 N. In rain visibility is worse. Need to go install street lights north of north salt lakeNeed to install retro reflectors along entire stretch.
4/16/2022	Marlon Bates	I commute from SLC to my home in Centerville everyday. Because there is only one exit off I-15 to service Centerville and south Farmington, Parrish Lane has become a congested nightmare. There should be a second exit at the Centerville-Farmington border. This would relieve a lot of the pressure off of The Parish Lane exit. Everyone from central to northern Centerville would be able to get to I-15 without having to go through Parish Lane.
4/16/2022	Nathan Halling	I live in West Bountiful. The bridges and overpasses here act as the gateways to our communities. I would like to see improved landscaping, improved city signage, and public art added to these areas.
4/18/2022	OpadannyVah	Spam
4/18/2022	Eric Orton	The downtown seems to be growing rapidly with so many new residential multi-family buildings as well as the new office buildings. I work in that area. The issues I face are getting from I-15 to the down-town area. Beck Street takes so long with so many traffic lights. 4th South is so conjested as it is the only option from the 600 North exit (which really is an extension of Beck Street's exit) as they both baiscally lead to 300 west (Beck also leads to the Capital - which from there is a gridlock going south). The options are: lights and gridlock from Beck Street, or 400 South and gridlock.
		I suggest you consider either creating a good flow from 600 North, or Beck Street deep into the downtown area , or create a new exit on a street like South Temple to help diversfiy the flow.
		Regarding busses and Trax - it takes as long for me to drive to SLC (30 minutes) as it does for me to get from the FrontRunner Station to my office on and it costs as much in gas as it does for the fare. So I drive to save time.
		Good luck!



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/18/2022	Randall Smith	You are probably already ahead of me When the north legacy corridor is finished we should be able to do away with all or part of the Farmington on/off ramp at 200 west. I am concerned also what can be done with the 500 west off ramp in bountiful
4/18/2022	Stephen Hendricks	The whole section needs to be paved. Freeways need to be patrolled and tickets issued to speeders.
4/19/2022	Paige Tinsman	I moved to West Bountiful in July 2021 and commute to the University of Utah 2-3 times per week. I find it very disappointing that there are not good public transportation options that connect South Davis County to SLC. I can see the FrontRunner from my house, but driving to the Farmington station, taking the train, and transferring to multiple Trax or bus lines would take well over an hour. For buses, I attempted the 455 bus, but the journey takes about an hour. My morning drive (7 am) usually takes about 20-25 minutes, and the afternoon drive (4:30 pm) takes about 30 minutes. It seems crazy that the FrontRunner doesn't connect somewhere near downtown (way north of Murray), so that people could take FrontRunner to the Red Line. I drive all the time now because I value my time too much, but I-15 is not a pleasant experience. The drivers are often entitled/aloof, making merging a challenge. At night, the expressway is not well-lit and the lines are difficult to see in rain. There's a bottleneck when going north from Salt Lake County into Davis County, and often in the afternoon, traffic comes to a complete stop for no apparent reason. This can also happen before Exit 309. As this valley's population continues to grow, I don't look forward to the slower experience on I-15. Many of us would be open to public transit that was actually close to our houses and didn't take many times longer to get to the same place. Particularly in this era of hybrid/remote work, our patience for poor commutes is lower than before.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/19/2022	Martin Cuma	My main concern as a daily bicycle commuter (though not across I-15) is the barrier the freeway and the railroad create in connecting the communities. It is very difficult to cross these barriers, especially for longer distance bicycle commuter, where the most direct routes often are the arterial streets which have freeway access. These arterials and their connections to the freeway need to be completely reconstructed to provide grade separated and safe route for bicyclists and pedestrians. I have yet to see a bike/ped safe freeway/arterial interchange. I encourage the project team to think outside of the box in this respect. Also as a part of this project should be low stress crossings of the freeway on local streets, which are not on the interchanges. These crossings should be at least every mile, and ideally every 1/2 mile. Speaking about thinking outside of the box, ideal solution would be to put both the freeway and the railroad under ground throughout the SLC downtown area (at least between 900 S and 600 N, ideally going south all the way to 2100 S, though there the railroad yard would likely make it much more difficult. Perhaps it's time to persuade Union Pacific to move their whole rail yard operation somewhere outside of the dense urban center. Also, I listened to the project team's presentation at the SLC BAC meeting yesterday and would like to encourage the project team to put more context into the 2050 projected no action travel times which are excessive and will scare the public and make them more supportive of unsustainable measures like freeway widening. More context should be given to the error bars of the models, comparison to alternate travel times (FrontRunner, BRT), willingness for longer car travel times, etc.
4/19/2022	Karen Stevens	It is crazy that there isn't another exit on I-15 between Centerville and Farmington (lagoon exit). Too much traffic on Main Street in Centerville. Can't it be done?
4/19/2022	Korinne Kimball	The #1 way my commute would improve is if there was actual HOV enforcement. I'm tired of paying to use the lane and watching people jump in and out that don't pay for it. I've suggest before a Utah based company that offers HOV enforcement and also cites unregistered vehicles, un insured vehicles, & tracks vehicles related to amber alerts. Utah is crazy for not getting this already. PLEASE get this!
4/19/2022	Barbara Earl	I would simply be happy to have the potholes filled in or better yet a new finish coat. This is the worst stretch to have to dodge craters and it's been this bad for years!!!!!!



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/19/2022	Karen Cravens	I am 72 years old and I like to ride my bike on Legacy. It is terrifying crossing the north bound on ramp. You have to make sure you have eye contact to safely cross. Most people don't use the left lane southbound exit onto Parrish because you then have to automatically turn left. The sound walls are really ugly in Centerville.
4/19/2022	Kelli Ann Denos	I-15 through Farmington is such a hard road way. It mostly stems from the large sanctuary that consolidates the available places for transit. As it stands at this time, having rail in place is great and the way the road is is mostly fine. Backups from people getting on I-15 from station park and from legacy headed north nursing rush makes it really hard for traffic to flow. I see you with the metering of ramps which does help. But that stretch of road somehow always backs up, even if it's from people in the wrong lanes switching too fast accidents and even when people exiting the freeway start backing up because off-ramps traffic lights are not able to keep up with the influx. To fix it would be a total shift in mind from we need more lanes and more freeway to we need more ways to move groups of people like our rail and busses. As it stands busses and trains are not assessable for most as the routes take too long or don't run often enough for it to work. Along with transport not going to destinations. Ie I live in Syracuse near some and to combat that with my ideology such as European countries have would require more biking lanes and more bus routes past the bluff. A shift in mindset that we need to be there asap and to enjoy the time it takes to get places. What you did in slc turning one of the roads into a people only road was great steps towards a pedestrian and biking friendly world. Making driving less appeasing and making public transportation affordable and easier than driving would be better. But that's a whole shift that our republican state is not ready for. Your friendly leftist Kelli Ann
4/19/2022	Calvin Bowen	Zipper barriers (most major areas have them to a degree—like the Golden Gate Bridge) to allow for more lanes of traffics during peak rush hour times. Also an exit between the 89/park lane exit northbound and 200 north in Kaysville would be nice.
4/19/2022	Jared Lopez	Reflective lines on the highway. I can't see when it rains

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/20/2022	Karen Mannin	Kaysville was my home for 30 years, and many of my family live there now. My daughter in law is from Kaysville, and my son works there. In college, I rode the bus and also drove Hwy 89 daily. I often drove that road rather than I-80 just to enjoy the view. It was always a refreshing, beautiful drive. I have been disappointed in how many sound walls have been put up, and it ruins the scenery. Yes, I realize that the road expansion was desperately needed, and the upgrade has some really good benefits. However, I just don't feel that the landmarks that still remain should be blocked from view. Please leave the openness and beauty there for all to enjoy. Thank you for taking my opinion, and I hope it helps all who use Hwy 89.
4/20/2022	Kyle Hackmeister	If there were a way to place a northbound on-ramp on Center Street in North Salt Lake, it would make my commute much quicker and easier. Additionally, the section of freeway directly south of Lagoon is incredibly rough for about 1 mile and should be refinished.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/20/2022	Sarah Worthington	I take I-15 to and from work everyday. I live in North Farmington and work off 200 S downtown. I would suggest more signage about driving slowly in the passing lane (left lane) as well as more signage about the no towing law in the passing lane and HOV lane. I see slow drivers blocking the left lane, specifically in Davis county, daily. I also see people towing/hauling in those two lanes weekly. I have also been to other cities where the HOV lane has a minimum speed requirement and/or higher speed postings for that lane as it's a travel lane. For example if the speed limit on the freeway is 70, the HOV lane is 75 or 80. I feel like this would also increase income for the state. I would pay for the pass to drive in that lane when I commute by myself if I got to drive more quickly in that lane. I currently don't have the pass to drive in the HOV because I always get stuck behind others going 65mph when I ride in the lane when I have another passenger. Then I'm trapped until the lane opens up again. Being able to utilize and travel more confidently in the HOV lane would greatly improve my commute. We could also use signage about having headlights on during inclement weather. I'm from the south, and it's common knowledge there that lights have to be on even during the day in bad weather so you can be seen by other drivers. In utah, at any given time in bad weather you can count at least ten drivers with no lights on. It's so dangerous. Anyone in utah that I've talked to about it has told me they don't know it's a law. Aside from travel, I think the roads really need a solution for reflective paint. It's nearly impossible to see the lanes when it's even slightly wet. Also very dangerous, and leads to accidents that affect my commutes during wet weather.
4/20/2022	BraiadannyVah	Spam
4/20/2022	Denton Johnson	The Parish Lane bridge and intersections are in need of an overhaul. The traffic patterns, stop lights, and stop light timing are bad enough that I find myself avoiding crossing the bridge whenever possible. Additionally, traveling over the bridge eastbound can be particularly problematic. If crossing the bridge eastbound and needing to turn right, you have to quickly cross multiple lanes of traffic as it is coming off of the freeway without a stop light. If coming off I-15 North, heading East, and needing to turn left you also have to quickly cross multiple lanes of traffic. While these are the most hazardous situations I can think of, the whole area is problematic in all directions. A more safe and efficient configuration is sorely needed. The I-15 North 400 South of ramp has also been problematic at times with backing up onto the freeway and causing a safety issue. Upgrades to the holding capacity of the off-ramp and flow of traffic through the nearby stoplight would be helpful.

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Date	Name	Comment
4/21/2022	Andrew Johnston	I walk or bicycle between 900 West and downtown SLC almost daily M-F. My son is in a wheelchair. I find that Highway traffic and flow appear to be the highest priority. I have close calls of drivers braking last second, or speeding in front of me while trying to cross the street. This happens weekly walking across the 1300 South and 400 South on and off-ramps, particularly on right turn entrances onto the freeway. The larger the interchange, the more pedestrians and bicycles get lost in the mass of turns and flows and presents a major barrier to my wife or son feeling like they can even attempt to cross. Additionally, i am frustrated that surface streets are too often forced to go over or under. While 400 South is at grade, 600 north is not and other interchanges going north are also forced to over the freeway which makes it really hard for people to cross west-east especially in wheelchairs or other alternative methods. Ideally, along urban corridors, i would prefer to place the freeway underground/ below grade. Going high still presents a visual separation between communities, and continues the symbolic segregation of poor communities from wealthier ones. I understand the costs are higher with increased engineering and construction but trying to maximize freeway flow and taking other crossings seriously, in my opinion, would demand more separation between highway and surface streets.
4/21/2022	Wendi	Get rid of the HOV lane all together. It gets abused constantly and nobody ever gets ticketed for it. And it would leave another lane open for passing.
4/21/2022	BraiadannyVah	SPAM
4/22/2022	BraiadannyVah	SPAM



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/22/2022	Lacy Castleton	The first issue is if you are coming south on I15 and take the centerville exit and to turn West you can not see if cars are coming to be able to turn on red or even to assure that people have stopped at a yellow/red light and there have been several times people assume they will be ok and we have to drive extremely slow over the overpass to ensure we don't hit anyone turning right on red and we ourselves have stopped trying to even turn right on red when coming off and have started to avoid taking I15 altogether and choose legacy because of how unsafe the exit is; I drive a Ford Flex for reference so I'm not as low as a traditional car but even when driving my fathers truck you still do not have a good view of through traffic. The second issue is when coming from centerville on Parrish lane and you are headed west up and over the overpass there are 3 lanes that you can go straight with and the far right lane is allowed to go right to merge onto I-15 or straight towards legacy/West bountiful area and I have almost been hit numerous times by people making a left turn to get onto I15 going northbound. The issue is that when you are in that left turn lane most of the time when there is moderate traffic you can not see that 3rd far lane and people assume they can go or that people are going to turn to go onto I15 however most people who live in West Bntfl use that lane because it isn't backed up like the middle lane and you can go through without backing up behind other cars. There is rarely rarely a green left turn arrow and it is becoming so busy in the area that it really would benefit to have that left lane be a turn on green arrow only. It is unsafe to turn left and we have again started to avoid getting onto I15 northbound and opt for legacy. The 3rd issue is coming northbound and taking the centerville exit to head east. People cut clear across to the far left name immediately without regarding for other cars coming through over the overpass. The whole centerville exit needs fixed.
4/22/2022	Jenifer Olson	Freeway noise during both rush hour times in Centerville is too loud. We purchased new windows with special glass because of the noise disturbance. Often even sitting outside is not enjoyable because of the noise.

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Date	Name	Comment
4/22/2022	Carolina Frez	I wandering why in Utah we don't have subway or speed train what we can use from 5am to 10 am. ?. Currently we have Trax which is very slow and front runner which does not have many stations, with restricted hours and in winter it is very cold to wait outside if I do not arrive on time. In addition, there is no efficient and fast service that can take me without making more than two transfers, for example, from home to the University of Utah or Sugar House, etc. Not having transportation in all the areas of Bountiful, West Bountiful, Farmington, etc. means that we had to use our cars daily and many University students are agglomerated in areas that have quick access to the University of Utah, Wensmister, Community College, etc. Driving on the freeway back to the East Farmington areas is terrible after 3:30 from Salt Lake, especially in the winter with no lineless roads visible at night, no enough light. More exit and entry in the freeway with out make smaller the freeway. Make more safety bridges for walking areas and bicycles for high school students and others for example from west Bountiful to Bountiful, from West to the Eat un general like Centerville, Farmington, Noth salt lake. But the big solution for all Utah and decentralization of Utah is speed train
23-Apr	LmadannyVah	SPAM
4/23/2022	Don Love	Please add another off / on ramp above Centerville / Parrish Lane exit before 200 west Farmington to lessen left turners needing to go up 400 west in Centerville to go their homes up above Chase Lane. Would also be good for those needing to make a fast food runs on north side of Parrish —persons could backtrack a little bit to the establishments rather than clog up the Parrish overpass. Make another short distance exit like 400 north in Bountiful exit. I'm sure many would appreciate an exit of their own avoiding the Parrish lane overpass chaos to get through and past all the fast food / shopping streets on Parrish Lane. Perhaps consider a safer - little bit wider - semi / commercial box truck only lane for all of I-15 from Provo to Ogden? Like CA, you could make them 8 lanes wide on both sides of the freeway and they would still fill up with cars going places and going nowhere. Would especially get into total gridlock at the first natural disaster / earthquake with people trying to flee or leave their homes rather than duck, cover, hold. I lived 15 years in souther CA in the 90s, experienced gridlock daily first hand-even without earthquakes
4/24/2022	BpaiadannyVah	Spam
4/24/2022	Kristin Guggisberg	I wholeheartedly support changes that will reduce the air pollution so mass transit options would be wonderful. Other states and countries have extensive mass transit options that make cars unnecessary. Study and learn from those systems and apply the best knowledge here in Utah.



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Date	Name	Comment
4/24/2022	Brian	Instead of spending money on I-15, please invest more heavily in mass transit options. By putting emphasis on rail and bus routes there will be less people that are forced to rely on I-15 and will reduce the rate of vehicle traffic on the interstate.
4/24/2022	Heather Stubbs	When heading Northbound on 15, about a mile north of Parrish Lane, the right two lanes are so chunked up and rough. The cars shake! The road is in a bad way. Once you get to about the State Street bridge by Lagoon, it seems to smooth out. I would love to see this stretch of road repaired. Also, some type of accommodation should be made for pedestrians on the Park Lane bridge. As a daily driver on that bridge since I live in Farmington, I am always seeing someone either walking or attempting to ride a bike. It's so dangerous as there really is no room for them at all. As a mom, I know I would never in a million years let my kids attempt that! Thank you for providing this form for input from the citizens who use these roads.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/24/2022	Jeremy Harris	The redesign needs to take into account the route that trucks take to and from the gravel pits on Beck Street. The current design forces trucks into the Marmalade neighborhood to access SB I-15. Their only options are include crossing the train tracks at 1800 North and loop to the 2300 North southbound on-ramp, which they don't want to do out of fear of getting stuck at a train crossing forever. They can't go north because there is no access to Southbound in North Salt Lake. They also cannot access the north loop of I-215. This forces HUNDREDS of gravel trucks down 300 West to 600 North, which is a very residential area. Ironically, many of these trucks are headed to UDOT projects! They tore up the 600 North bridge, which recently had to undergo major repairs. With the continued wear of gravel trucks, you will be back on that bridge fixing it again in a few years. Those gravel trucks also wreak havoc on the roads near 600 North 300 West. They also use engine breaks which shakes the whole neighborhood. UDOT is putting in cross walks on 300 West (or so they have promised) so without a significant change for those gravel trucks you are going to ask people to walk into the road in front of 50-ton gravel trucks going upwards of 50mph. I do not want to see my neighbors die. Dealing with the industrial traffic should be PRIORITY #1 for this redesign, PRIORITY #1! Give these gravel trucks a better option to access SB I-15 and get them OUT of our neighborhood. Seriously, call me and I will let you come over to my house and you can watch these gravel trucks RAMPAGE through Marmalade. They shouldn't use engine breaks or speed, or run uncovered loads of dirt - but they're trying to do their job as quickly as possible, so who can blame them. UDOT absolutely can solve this problem with a southbound I-15 access on the north end of Beck Street. Thank you for your time, I'm being serious when I tell you I will invite you to my street so you can see the issue up close. My cell # is
4/25/2022	John Allen	A lot of people live in Farmington, East of I 15 and work in Salt Lake so on their way home they have to get off on Parrish Lane which causes a traffic jam. Make an off-ramp further North towards Glovers Lane
4/25/2022	Heidi Goedhart	Active Transportation across (600 N, 400 S, 300 N)and in Bountiful) are limited to specific locations where over/underpasses are available. This creates giant islands of inaccessibility e/w for bicyclists and ESPECIALLY pedestrians. It would be great to explore low-stress/Trail connections North/South between the Marmalade neighborhood and the frontage road trail along Beck St. This connection espeically needs to explore reducing/eliminating at-grade crossings because of gravel trucks and debris in the area. Connections needs to be smooth/seamless and safe to make the trail connection appealing as possible for commuters and users.
4/25/2022	Kathi Bowman	What is going on on 950 N between Kaysville and Farmington. This connector road is between 2 close knit subdivisions. My concern is how kids will be able to get between the subdivisions.



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Date	Name	Comment
4/25/2022	Patricia Tanis	I-15 Northbound on Ramp at Park Lane, needs to 2 lanes all the way to the double meter lights. After 4pm this backups onto Park Ln pushing traffic clear down to the U of U health Center!
4/26/2022	Jeanene Prince	We must protect wildlife in the wetlands of Farmington. Enforce car pool lane rules and don't allow loopholes or buy in use for single drivers. Air quality is of utmost concern. We must go electric.
4/26/2022	Cindy Packer	 We need reflective paint for lane lines; they are often very difficult to see. Exit ramps should be before on ramps; some areas have cars crisscrossing and it gets crazy!
4/26/2022	John Jensen	I live in Farmington so I use I-15 on a regular basis. One of the biggest needs is a sound wall West of Legacy highway, south of Farmington Station where all the houses are. This would help make living near the freeway much better.
4/26/2022	Andrew Clark	We must preserve Farmington's tree-lined historic district neighborhoods as pedestrian-friendly, alluring, enjoyable and safe as our other walking trails. Current noise, speed and sheer amounts of traffic are unacceptable, making crossing the road anywhere along State Street/Clark Lane/400 W. a difficult and risky undertaking. During the final days of Frightmares last October, hundreds of cars were backed-up and idling for several hours through all roads leading to Lagoon. The combined exhaust made the air unbreathable. I respectfully request that the Study Team do whatever is required to reduce thoroughfare traffic on State Street (aka Clark Lane National Historic District)" by funneling it directly to West Farmington, Lagoon and Station Park.
4/27/2022	Carolina Guthrie	I live in Bountiful. I have begun getting in the carpool lane shortly after the Parrish Lane exit going South to avoid the 500 South Exit. It can be crazy getting off of the freeway at that exit. Keep the 89/500 West Exit working. It is also nice now that a stoplight has been installed on 500 West before the freeway entrance. As for the Centerville Parrish Lane Exit. AHHHHH!!!!! Getting to In & Out or Chick-fil-A from the South can be hair raising! Getting over to the Target/Walmart area is another occasionally death defying maneuver coming from the north. It is the worst overpass/freeway exit area that I have experienced in Northern Utah. I tend to avoid that area of Centerville whenever possible. I would love to see a re-work of that area on the East side of I-15.

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Date	Name	Comment
4/27/2022	Tom Ness	Solutions usually look like the questions asked or the goals set. Expanding capacity encourages more sprawl which in and of itself drives further pressure on capacity and resource utilization. Whereas constraining capacity will encourage infill development and higher density/integrated live/work environments. I've lived in major cities and traveled to many others and when you see a focus on encouraging driving and pushing capacity you end up with further congestion and sprawl. However if you embrace mass transit as the only solution to commute expansion then you get high density along commute corridors and in centralized hubs which also encourages secondary investments in culture, restaurants and commerce.
4/28/2022	Keli Dowler	Are you going to have pedestrian / bike access? That wasn't put in on the Park Lane overpass and it's very dangerous as people still try to use it. I've seen kids trying to navigate it, it is not safe at all without pedestrian access.
4/28/2022	Sarah Cresap	I would like to have it on record that I speak for many Farmington residents when I say that we would like an On/Off Ramp from the West Davis Corridor onto Glovers Lane. Farmington residents are highly impacted by construction and future presence of the West Davis Corridor, yet without access to it from within Farmington City boundaries we have zero benefit from it. I am aware that Farmington fought against the West Davis Corridor, and in early days of planning asked that Farmington NOT have an on/off ramp in the Southern part of Farmington. This was years before the construction of Farmington High School. Farmington residential streets are now impacted twice daily by 700-800 student drivers from West Kaysville commuting to Farmington High School. If Kaysville students could travel on the West Davis Corridor and exit on Glovers Lane this traffic would be directed away from most of the residential areas. Careful consideration must be given to how this traffic would join Glovers lane. I see an overpass at the Southern End of 1525 W near Glovers lane. This seems an obvious place for an on/off ramp. If traffic were to exit here Glovers lane from that point Eastward must be widened because that section is barely wide enough for two-way traffic. Thank you so much! Sarah Cresap
4/28/2022	Elizabeth Etter	I would love to see a lot more walkways. With more and more jobs becoming remote, there will still be a great need for the expanded highway, but also a great need from all those who don't have a daily commute. Walking too and from Station Park from all sides of Farmington is exceptionally important to me. Right now I'm on the North side of Farmington and there is no quick way to get to Station Park. We have to cross on Shepard, which doesn't have a bike lane and that's the worst. Anyhow, my two cents. Thanks so much.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/28/2022	Jennifer Lowe	There must be an on/off ramp on Glover to accommodate the 700-800 drivers who attend FHS! It is critical to avoid all the traffic driving through residential areas. Please rethink this.
4/28/2022	Mindy Rees	I am interested in having an on/off ramp in Farmington. I think it would help a lot given there is a high school nearby. Please consider this.
4/28/2022	Carol	I am a Farmington resident and would like to request an on-ramp on glovers lane. It would make the park lane situation so much more manageable and daily life more convenient.
4/28/2022	Michael Lee	The proposed on ramp in Farmington near Glovers lane is critical. Please understand how much this area has grown and the mass influx of traffic at Park lane could be eased with this addition. Farmington and Kaysville residents would be greatly benefited as to reduce the influx of traffic through more heavily populated areas such as neighborhoods.
4/28/2022	Quincy Robinson	I live about north of Glover's Lane and I would love and exit in I15 at Glover's lane in Farmington. I commute north every day for work and have to drive through Farmington for about 7-10 minutes ti get on the Freeway if I am going north. (It takes about 1 minute to go southward). A freeway exit/onramp that alllows drivers to go north would be wonderful
4/28/2022	Anita Davidson	Please put in an on/off ramp at Glovers Lane, to allow for the Farmington high students to access to and from kaysville. I live in the area that the kaysville students travel through to get to the high school. The students speed through the neighborhood and the backup is terrible.
4/28/2022	Camie Sunderland	I do NOT want and off ramp/on ramp in Farmington. There are currently no commercial areas near the proposed sites this resulting in more traffic within the neighborhoods and streets. The proposed sites are near schools which is also a huge concern. Thank you!
4/28/2022	Samantha Johnson	I am not a Farmington resident, but these decisions impact me as a West Kaysville resident. Having an on/off ramp at Glovers lane could allow 700-800 West Kaysville FHS students to commute by the freeway, instead of going through the residential streets. Having an on/off ramp at Glovers would also give Farmington residents access to the freeway that is impacting them it's only fair. Please know that we ARE interested in having this on/off ramp at Glovers Lane at 1525 W.
4/28/2022	Lisa Simmons	It would be ludicrous to not have an on/off ramp at 1525 and Glover in Farmington. It would benefit so many people, specifically high school students traveling from west Kaysville to Farmington HS. It would do so much to alleviate the traffic in the residential areas between west Kaysville and FHS, specifically Shepard Lane, 350 E in Kaysville, and 1875 N in Farmington. Please consider adding this on/off ramp.

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Date	Name	Comment
4/28/2022	Emily Murray	Please put an on/off ramp at glovers lane. It would reduce the load on so many surface streets and Park Lane. Park lane gets beyond busy and we're only growing!
4/28/2022	McCall Johnson	There DEFINITELY needs to be an offramp at Glover Lane in Farmington. The traffic there is already pretty bad getting to and from the high school and over as more and more communities are being put in out west, it's only going to get worse. Keep the neighborhood streets safer by putting in an exit.
4/28/2022	Beatriz Gomez	Good Evening, I would like for the ramp on I-15 to be implemented to help lessen traffic flow through the streets on Farmington. I do agree on its construction!. Thank you!
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4/28/2022	Annie Paluso	My home is very close to this road. It's in front of my home actually. I'm in the SUCCESSATION Subdivision. I think a glover lane exit is necessary. If not our small subdivision will be inundated with traffic. We already have high school students flying through our nbrhds. This is needed! Thank you!
4/28/2022	Emily Stephenson	Farmington NEEDS an on/off ramp at glovers lane to reduce the traffic through our neighborhood!
4/28/2022	Kari Reed	I do not wish to have an on/off ramp at glovers. This will cause a lot more traffic thru the city of Farmington. We already have an on-ramp to Legacy at Park Lane.
4/28/2022	Dustin Kasai	Please add an on/off ramp in Farmington for west legacy expansion. It would relieve much needed traffic from the high school and station park.
4/28/2022	Jeffrey Reed	About the glovers lane exit. as I live very close and would benefit by shorting my commute time by a minute or two. We already have a very convenient entrance onto legacy hwy. The day I need to refuel I would still have to use the existing on/off-ramp at Parklane. I also think 1525 is not set up for this kind of traffic and would be subject to tremendous repair and maintenance at the cost of our local community. In my opinion, I feel this would benefit everyone but local Farmington residents. Thank you for your time.
4/28/2022	Alicia Cole	I am a Farmington resident, and I am in favor of a Glovers Lane on/off ramp. Thank you!



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Date	Name	Comment
4/28/2022	Angela Randall	As a Farmington resident of 16 years, I have seen many changes take place in this beloved town. When the WDC was slotted to go in I assumed that there would be some way for Farmington residents to access the highway. I was saddened to here that was not the case. Please provide a exit ramp near Glover Lane for those of us that live on the south side of Farmington. It would relieve a lot of the congestion at the I-15/89 overpass exit. Also it would provide the Farmington residents an additional exit to avoid the Lagoon traffic to backs up onto the highway all summer long.
4/28/2022	McKeown	I feel there should be an on/ off ramp for Farmington high school. I've been driving my son to football from west Kaysville and there is not a direct route to take. It's made me wonder how people on the west side could safely evacuate the area if there was some sort of disaster.
4/28/2022	Jen Cochran	As a concern for safety, the number of high school students traveling through residential Farmington to get to Glover's Lane is unsafe and congested. At the quick rate Farmington is growing, the high school kids need a direct route to the brand-new high school that will be there in 2050 to get to school safely and efficiently
4/28/2022	Jake Barker	I am very much in favor of a freeway on/off ramp at Glover Ln in Farmington. I understand there was an open house in Farmington I wasn't aware of, but would have been there to voice my support had I known. There has been substantial growth in Farmington south of the Park Ln exit, which requires many of us who travel south regularly to back track to get on the freeway. It will also allow easier access to the high school which will alleviate a lot of local traffic issues. Thank you for the opportunity to comment.
4/28/2022	Heather Wolf	There needs to be an exit a Glovers Lane to accommodate the heavy traffic from Farmington High School.
4/28/2022	Lori Gerads	Signage. You need more signage especially when a lane ends. Also trucks should not be able to use third lane!!! Signs for slow cars in right lane only! Better drivers training courses. There is no defensive driving.
4/28/2022	Samantha Larsen	I really wish there would be an access ramp to the West Davis corridor in Farmington. The suggestion of having one near 1525 w and Glover Lane is fantastic. This would serve the hundreds students from Kaysville who attend Farmington high school - currently there is no easy access for them on I-15 or WDC making for traffic congestion and unsafe conditions on residential streets. Furthermore, living in Farmington and having family members in West Kaysville, Syracuse, and Clinton, the current design is a disappointment because I will not be able to access WDC here in Farmington.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/28/2022	Robert Evans	I just heard about a possible option of an on/off ramp near Glovers Lane for the new Corridor and I think that's a great idea, mostly to help remove some of the congestion of those who try to access the entries of Legacy and I-15 on Park Lane. Count me in as a Yes.
4/28/2022	Celeste Floyd	I would love it if they add an on/off ramp at Glover Lane. I live in west Farmington on we will get so much traffic coming from west Kaysville to the Highschool without the on/off ramp on Glover. Please consider adding this. Thanks!
4/28/2022	Jodie Thompson	There absolutely needs to be a freeway exit and entrance at Glover Lane going in both directions. The children from West Kaysville need a safe and efficient way to get to Farmington High. As it is now they have to take residential streets which is a hazard for all involved. Please consider putting an exit for Glover Lane!
4/28/2022	Bryan Thompson	There needs to be an exit at Glover Lane. It makes sense for all scenarios especially for the high school students going to Farmington High. Let's do this right the first time out and exit at Glover Lane!
4/28/2022	Steve Savage	Please PLEASE put an on/off ramp in Farmington at Glover's Lane. Our high school kids need this to attend Farmington High School and have a safe and more convenient way to get to school every day.
4/28/2022	Camille Oler	I would love an on/off ramp on Glovers Lane to help our kids get to the high school quickly and safely.
4/28/2022	Natalie Perkins	We desperately need an on/off ramp on Glovers lane. There is an elementary and high school right there that get a lot of traffic from surrounding areas. Adding the off ramp will help divert traffic from the residential streets of Kaysville and Farmington to the freeway. All the high school traffics, plus commuters, go through all the residential streets to get to the busy park lane intersection. I live on the corner of one of these streets and Burke lane and the traffic is literally non-stop and getting busier. A child was hot just two days ago after a high school zoomed up the road. When there was a fire in the area last fall, there was one or two roads that led everyone up to Kaysville with bumper to bumper traffic. In case of emergency, there is only one route. We need this on/off route to have more routes through Farmington and Kaysville and not have Park Lane congestion. Also, for those of us who commute daily and take our kids to school, we should benefit from having all the construction and a freeway coming through our neighborhoods. This is a sentiment of many parents and teachers that I have talked to. I can't attend public nights so thank you for hearing my comment.
4/28/2022	Randi von Bose	Please, please, please put an off ramp at glovers lane in Farmington! Thank you!



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Date	Name	Comment
4/29/2022	Stuart Reeder	To whom it may concern- The proposed on/off ramps in Farmington is an absolute must! Especially the proposed Shepherd's Lane and Glover's Lane. West Farmington is booming. Retail and business is also booming. The only way to access the freeway is via Park Lane. It is often congested, and very congested during peak hours. If the fire west of the West Davis Corridor taught us anything, it's that we need more options for this area. An off/on ramp for these two locations isn't a desire, is a necessity for public safety.
4/29/2022	Emily Black	Concrete is in horrible shape. We have replaced 4 windshields thanks to chunks/ rocks oFrom I-15 being kicked up by cars/trucks from NSL> Farmington. Centerville exit bridge is too narrow. Who cares about the nasty lakebed, environment. Build roads that can handle growth. Where are the environmentalists when one person builds their ridiculously large mansion way up the mountain? Would love to bike safely to downtown. But bikes have these things called tires. They are inflated so you have to keep the bike path clean so flat tires are avoided. The NSL bike path and NSL are a joke. Taking your life in your own hands there. Should make the dirt business pay for cleaning it regularly
4/29/2022	Christine Wolf	I have a child that attends Farmington High School and having an access ramp off of I-15 would greatly improve the safety of students traveling to and from school each day. It would also decrease congestion at the Park Lane intersections that is already very full and will only get more so with increased development. Please add this access point to Glover Lane.
4/29/2022	Rebecca Berry	I have lived in Farmington for the past 12 years. I have followed the WDC project for many years. Unfortunately I did not attend a recent UDOT meeting for residents because I did not know about the meeting. Not, because of lack of interest. The same could be said for countless other residents. The WDC impacts our daily lives and we are invested in making this project turn out and work for all Davis County residents. Farmington NEEDS an off-ramp that locals can use to access the WDC. To me it doesn't make a lot of sense to impact an entire community with this road, but not allow us to use it due to there not be a convenient on and off-ramp. As the plans stand now, the road totally goes around our city. Please consider adding a ramp. This would also help high school traffic from students driving from Kaysville. Some of roads are crazy busy each day due to Kaysville students driving to Farmington High School. An off ramp on Glovers would be wonderful for them and for our community.
4/29/2022	Kristen Sherlock	I am ALL for the ramp at Glovers Lane. Anything to avoid Station Park at Christmas time and to provide one more safe route out of the Westside during a wildfire/ emergency is worth it. Where do I sign up? How xan I help make this happen? I promise you that many many people want this but no one knew of this meeting that was poorly attened a few weeks ago had we known you wouldnt havent gotten through all the city residents before midnight. Let's build a ramp! Thank you! Kristen Sherlock

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Date	Name	Comment
4/29/2022	Shannon Evans	Simple but important requests are: 1. Please keep the lane stripes painted fresh and use more reflective paint, it is difficult to see the lines in perfect conditions. Any weather at all and they disappear. Please fill holes. It is incredibly rough, especially northbound between Centerville and Farmington. It needs some lighting. It is difficult to see at night, especially exits and entries. You seem like you might be looks for big ideas, but you should probably start with better maintenance. The Parrish Lane interchange is poorly designed for the level of traffic it gets, especially the northbound exit. Reconfiguring that exit would be good. The slowdown that happens during evening rush hour between North Salt Lake and Woods Cross northbound should be addressed. Too many peoples entering from beck street, entering from I-215, and exiting to 2600 S all in close succession causing a slowdown. Maybe a separate, dedicated raised exit would be helpful, or a sooner beck street entrance.
4/29/2022	Tara Beckstead	The high school in Farmington has already made Glover lane and 650 extremely busy at certain times of the day. An on/off ramp at Glover lane would be a great addition to make things more accessible. Besides the fact we don't have an on-ramp for northbound access in I-15 already on the most southern ramp.
4/29/2022	Cheryl Williams	Please!!! Do something with Parrish Lane Centerville! Many accidents everyday. 4th west and Parrish intersection. Other intersection being blocked because of the long lines to get on the freeway. There is always glass on the road from accidents. Also the freeway noise can be heard way up east Centerville, intolerable below east Centerville. We can't enjoy our backyards! Thank you for listening Parrish Lane is a disaster!! Don't even try to be a pedestrian trying to cross. You will be hit.
4/29/2022	Preston Clark	I know I'm late on the comment. But I just found out about this. I am in favor of a new off ramp. We live not far from where are the new highway crosses glovers Lane and traffic can often be horrendous trying to get onto the freeway or off the freeway. There's a lot of new growth in West Farmington and this would help mitigate traffic
4/29/2022	Andrea Gooch	Please include and on/off ramp on Glover.
4/29/2022	Alicia Ruth	I have lived in Farmington for 10 years. The lack of freeway access here needs help. Please give us an on/off ramp on Glover lane area. Right now there is only an off ramp at 200 west and station park. Those area get so overcrowded and congested easily especially during summer when Lagoon is open. There have also been times when emergency situations have occurred and the city of Farmington has now grown too large for two exits to safely accommodate an evacuation situation.
4/29/2022	Nicole Servey	Farmington needs a on off ramp on 1525 west. I live on burke lane speed limit is 25 and nobody follows the rules. High schoolers being the worst and of course adults trying to get up to freeway. We need a option down west to avoid the congestion on park lane which will only become worst with all the new town homes and buildings.



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Date	Name	Comment
4/29/2022	Brian Altom	I was unaware of any public meetings about the West Davis Corridor Farmington on/off ramps. I live in West Kaysville & have children who attend school in Farmington. I believe that an on/off ramp at 1525 W Glovers lane is needed. Currently the routes to get my children to school in Farmington are difficult and often heavy traffic. Please include this in your consideration for West Davis Corridor. Thank you
4/29/2022	Josh Barlow	I would really like more time an effort put into adding an exit or adding a frontage road to safely allow students to travel to Farmington High without the need to drive through all of West Farmington. I currently drive from Kaysville to Farmington 2 round trips per day 2-4 times a week and even as a parent I would really appreciate another route where I don't have to drive through a lot of residential streets to get there. I feel sorry for the residents along those routes as I am sure the traffic is very unnecessary and that having another route for residents to Kaysville would drastically reduce the traffic in those west Farmington residential neighborhoods.
4/29/2022	Sarah Johnson	We would LOVE an on/off ramp on Glover's Lane in Farmington. We live in Kaysville and our children go to Farmington High School. Do you know how many school zones my teenage driver moves through because there is no faster alternative? It is not safe!! Please consider putting in a ramp for the thousands of people going to and from Farmington High each day.
4/29/2022	Jamie Howe	We absolutely need a ramp at glover lane with the new west Davis corridor. West Kaysville falls primarily in the Farmington high school boundaries. The o Lu way to get there is through neighborhoods. It takes us longer to get to FHS than it does 3 other high schools (Davis, Layton, clearfield) and is the same distance as going to Syracuse HS. Getting traffic out of the neighborhoods and 25mph speed zones would definitely Italy improve neighborhood road safety.
4/29/2022	Bryan Hurst	The Parrish Ln exit heading N off I-15 is very poorly designed and dangerous. It badly needs a redesign for safety purposes. I have been so close to accidents from people stopping or attempting to change lanes over three lanes as you exit. Please consider this as a priority that needs to be updated.
4/29/2022	Ryan & April Bungham	My family would love an on/off ramp at Glovers Lane, I've had 2 high school students drive to Farmington High from West Kaysville daily. The traffic is horrible during these times in the Farmington neighborhoods.

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Date	Name	Comment
4/29/2022	Natalie Hogan	I would love to see on and off ramps at 1525 W and Glover lane in Farmington. We commute to Northern West Davis county for work and would love to be able to access the WDC instead of only I-15. It would save us time in our commute driving west through all the neighborhoods. I would love to see the SB I-15 exit at park lane have the middle lane be able
		to turn right or left. When Lagoon season is open the traffic backs way up on the freeway with only the one lane to turn left.
		I'd also like to see on the I-15 NB on-ramp at park lane an additional lane all the way to the light during peak traffic times. Traffic is already backed up the on-ramp to park lane during peak hours and it takes several minutes to get on the freeway.
		Bike access to trails is something I'm also passionate about. There are tons of cyclists who use the roads in west farmington in addition to the trails. Please continue to build trails for biking or bike lanes with cross walks at all the crossings to avoid accidents. Too many close calls as a cyclist.
		I also hope there will be some kind of protection from sound for the kids at Canyon Creek elementary with the WDC going in right next to it. I worry about my kids at recess with such a busy road nearby.
		Thanks for your consideration
4/29/2022	Greg Murray	Please seriously consider a ramp on Glover's Lane. There is a huge need for one with the high school, etc. as well as the large gap between access.
4/29/2022	Tracy Nye	The section of I-15, between Centerville and Farmington desperately needs to be upgraded with the quieter noise reduction asphalt. This section of freeway is long overdue for some serious attention!! For years UDOT has continually been putting bandaids on cancer. Farmington will soon have four freeways jammed into a very tight area and I believe UDOT owes it to the residents of Farmington to do all they can to reduce the noise coming from the freeways.
		Another thing that some folks are asking for is to add an on/off ramp where West Davis crosses Glover in Farmington. I would be very apposed to this proposal. Please do not consider this idea.
4/29/2022	Carol Lamoreaux	Having an on/off ramp at Glover's Lane in Farmington is getting close to a critical need! Getting to Farmington High School is creating a lot of traffic through residential streets and is hard to get to. Access from the freeway would benefit so many people! Also an on/off ramp at Glover Lane would offload the traffic at Parish Lane and Park Lane which can get quite busy often. Farmington is growing rapidly and needs another on/off ramp to support the growth



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Date	Name	Comment
4/29/2022	Ronald Clay	Morning drives southbound on I15 are incredibly frustrating approaching the Park Lane/Legacy Parkway exits. Drivers will slowdown WAY EARLY to approach this area, causing backups in the right lane sometimes as far back as the rest area to the north. If a driver needs to exit there, they can be in a traffic jame at 25 mph for MINUTES waiting for the exit. If a driver is going straight through, they have to deal with lane dodgers that exit the traffic jam in front of them, then try to merge back into not the traffic jam to exit. It can get dangerous on winter mornings. Another contributor to this is the poor merging corridor at 200 N in Kaysville. Having such a short on ramp causes headaches every morning for all drivers going through that area. My Solution would be to add a lane between Kaysville and Park Lane/Legacy Parkway exit. This would allow two things: 1) a longer on ramp/merge corridor at Kaysville, allowing traffic to merge at a so lower rate, giving the merge a chance to happen smoothly, 2) a lane for exciters to slow down before exiting to Park Lane/Legacy Parkway allowing straight through traffic to maintain speed and avoid lane dodgers. Thanks for your consideration.
4/29/2022	Jason Sanders	Hello! An exit at Glover lane in Farmington would be fantastic, especially if the exit was accessible on the West Davis Corridor. There are a number of reasons why this would help traffic flows and support the community. 1) The area near Glovers lane is growing fast. 2) Farmington High School brings in a lot of traffic. And 3) the Park Lane exit is always congested. Please provide an alternate route to Glovers lane.
4/29/2022	Paula Sallstrom	Please relieve some of the congestion on Parrish Lane by adding an additional exit to Centerville. I live on the far north end of West Bountiful and crossing over to the east side to go shopping, etc. is always treacherous with cars cris-crossing as they leave I-15 and want to turn left onto 400 W. In Centerville, crossing 4 lanes in a matter of a few hundred feet.
4/29/2022	Melvin Richardson	I would love to have a on/off ramp at Glover Lane for I-15. We live in South Farmington and I have to drive 4 miles through Farmington up to Park Lane every day to get on I-15 Northbound. Sometimes it's multiple times a day as I take call at a hospital in Layton. I have been doing this for 16 years, and the congestion on the surface streets of Farmington have steadily increased over the years. If we had access to I-15, it would greatly improve our quality of life and keep Farmington safer and quieter. We have the joy of living at one of the narrowest points of the Wasatch Front, as there is less than a mile between mountains and water. And in that narrow point, they have squeezed 3 freeways and two train tracks. We get the noise and eyesore of all of that, with none of the benefits. We need access to I-15. I have heard that this is the longest stretch (from Parrish Lane to Park Lane) for northbound access to I-15 in over 100 miles.
4/29/2022	Tami Richardson	We would love to have an on-off ramp to I-15 at Glover Lane. It would greatly improve our quality of life! Please look into this for us!



4/29/2022

Andrew Katsohirakis I have two primary suggestions for actually making life better in the project area. The first is a specific suggestion with larger implications that covers the majority of the corridor, and the second is a specific suggestion that focuses on a smaller area. I have a final "dream big suggestion" that is beyond the scope of this study, but is tied into it.

- 1) Double-track and electrify Frontrunner. Stop screwing around and just do it, you cowards. It will make literally every aspect of the I-15 corridor better. People who need or want to ride transit will be able to do so quickly and with more flexibility, and people who need or want to drive will have a less crowded freeway since more people will be on the train. Every argument against decreasing the headway for and increasing the efficiency of Frontrunner is intellectually hollow, and frankly just bad faith. And even further, these arguments are self-sabotaging... making the train better will *literally* increase the quality of life for drivers on I-15. Everybody wins, and it only costs a one-time 2 billion dollar investment, which the state has in its budget surplus that it keeps bragging about. Stop treating transit like some unloved puppy and start actually helping Utahns and our environment. Just do it. Stop wasting our time.
- 2) Engage in serious consideration of the Rio Grande Plan. UDOT is absolutely flush with money, and the organization's mission is better transportation in Utah. The Rio Grande Plan will make it easier, safer, and more comfortable for people to drive, walk, bike, and take transit in the Downtown Salt Lake area. Trenching the various railroads that pass through the city will allow the remove of unsightly and high maintenance overpasses that must be navigated to enter and exit the city from I-15. It will also allow the conversion of that existing infrastructure to surface streets, which will provide more options for pedestrians and bikers to navigate through and around the growing residential and recreational areas of western Downtown. Trenching the rails and revitalizing the Rio Grande station into a piece of functional charismatic infrastructure will also breathe new life into Downtown. Currently, Frontrunner and Amtrak passengers feel like vermin by using Central Station, it is a sad and desolate place that makes a traveler feel like a second class citizen. Having people welcomed to the city by an actual nice train station is a tried and true strategy that has worked for lots of cities around the country, we can and should do it here too. UDOT should study the Plan, and make legitimate moves to advocate for, participate in, and fund it.
- 3) Help invest in and create more east-west rail across the Wasatch Front. Getting people out of cars and onto sidewalks, bikes, and trains, means GETTING PEOPLE OF CARS AND ONTO SIDEWALKS, BIKES, AND TRAINS. Having a bunch of park-n-ride lots means that are neighborhood roads are still clogged with cars, and many people who are already driving will just throw in the towel and finish driving to their final destination, instead of parking and leaving their car at a train station. Investing in Frontrunner as a primary north-south spine is a must, but it is a stillborn accomplishment if people aren't able to get to it. UDOT and the legislature seem to be obsessed with putting down UTA at every opportunity. Fine. If you want to seize more control over transportation in Utah, at least do your job. We haven't had a rail expansion in YEARS. It is *sad* and *pathetic*. Roll up your sleeves, put on your adult pants, and do some real actual work in exploring where, how, and how soon (sooner than later, because experiencing this stuff would be nice



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Date	Name	Comment
		before I die) you can build east-west rail corridors in the Wasatch Front. Utah County, Salt Lake County, Davis County anywhere that is touched by Frontrunner deserves to have infrastructure that lets people easily and comfortably access Frontrunner without setting foot in a car. Give people the ability to walk 15 minutes from their front door to a train station, and then from the train station, the ability to go anywhere within the conurbation. This *is* doable, you just have to care more than a tiny fraction and actually do something.
		These are my suggestions. I don't care for nitty-gritty roadway suggestions, like "build a new exit here" or "add a new lane between Wherever and Who Cares". Thousands of people will make those comments for their specific pet complaint, but not of them are big changes that will positively impact millions of people along the entire Wasatch Front. To help I-15, you need to invest in sustainable and useful ways to get people OFF of I-15. Walking, biking, and taking the train *are* transportation, and UDOT is in charge of transportation. Your job is more than just "duhhh build more roads for cars", even if the old guard might disagree. Grow up and start doing more for this state, its people, and our environment.
4/29/2022	Kristy Moring	Just want to add my voice that an on/off at Glovers lane is highly desirable.

4/29/2022 Eric Dastrup

First of all thank you for allowing public comments to be heard. My comments are being shared from here due to the ignorant banter on the interactive map. I have commuted from Davis county to SLC (University of Utah area for \sim 15 years).

- 1- Please do not make toll roads in Utah. Please find other ways to pay for the options.
- 2- If I correction can be made to the beck street warm springs road area where it is an s curve a blind area of frequent accidents that you are aware of from your presentation it would be helpful to eliminate that section of the road.
- 3- I am not necessarily a motorcycle lover but I wonder if it would be helpful to have a dedicated motorcycle lane (obviously not in the winter months) Maybe April though September. If there was I would buy an electric motorcycle to commute to work in to reduce my carbon footprint and then in the winter months the lane opens back up to cars?
- 4-Please consider merging areas and on and off ramps to be long enough and enough capacity to deal with the cars getting on and off the freeway. When cars back up onto the freeway it is dangerous.
- 5- Like mentioned in the presentation please add or consider areas for when people do get into accidents that they they have a place to pull over or into so that they are not sitting on the freeway just clogging it up.
- 6-I am going to throw a wildcard out here. I don't know the exact solution but for the lets call them "long distance" commuters. I wonder if there is a way to structure the freeway design so that those individuals can by pass areas that they do not need to get off at. So for example what if you did a double decker freeway where If I wanted to go from 4th south to 5th south in bountiful and I had no reason to get off I could take a above ground or below ground route that would by pass all the rest of the cars that have a need to get off at all the rest of the exits in between certain sections? I don't know if that makes sense or not if not feel free to reach out to me. In the same vein I am wondering if there is a way to make it so that diesels could by pass the system? I think would be really helpful if there was a way to accomplish this. Maybe once again if there way to have a diesel bypass way for the diesels that dont need to use all the exits and then have them merge back in later up the system could be really helpful.
- 7-I think minimal consideration should be given to pedestrian bridges. They are expensive. hardly used even those some peoples voices seem to scream the loudest and get what they want. I think they should be strategically placed and evaluated but would not give them high priority in the redesign and structure of the project.
- 8- Please consider how snow plows and emergency vehicles will get to accidents and such as sometimes it is a pain to try and squeeze a fire truck in the left hand lane and force all the cars over when the freeway is stopped. It is not all the time but when it happens it can be a real pain especially if there is an urgent need to get to someone.



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Date	Name	Comment
		9- If possible I would recommend evaluating how we could place park and rides along the corridor for better ride sharing.
		If you have any further clarification questions for me please feel free to reach out and follow or up even call my cell
		Thanks for your time, Eric D
4/30/2022	Nate Gladwell	The Farmington High School kids need a better option to get to FHS from the north. It would be ideal if they could enter the west Davis corridor going south bound at the near-Shepard lane entrance and exit directly west of FHS. The traffic coming through surface streets for the high school is busy and dangerous before and after school. This needs remedy please!
4/30/2022	Lana Sutherland	I'd like to see an on-ramp going north on i15 at North Salt Lake. We have so many new housing units and it would ease the congestion at 2600.
		Also, many people have commented on the striping. It is really difficult to see. In the rain, it is impossible to see the lines.
4/30/2022	Gary Richard Chandler	I frequently drive between Salt Lake City and Davis county using Legacy Highway and 215 and would like to go over to 15. It seems incredibly dumb to me that one can't turn south from 215 onto 15 in north Salt Lake. That comment also applies to going westbound on 215 from 15 in north Salt Lake. Also, there needs to be better access to downtown slc from northbound 15. As far as I know the only exit is 400 S which I have missed a couple of times because it is so inconspicuous. There is great access from the south but poor access from the north which doesn't make sense.
4/30/2022	Scott Godderidge	4th Noth Bountiful south bound exit. Move to the right side to improve traffic flow and carpool lane. Also if entering from Centerville and trying to exit on 4th North all lanes of traffic must be crossed in a very short distance. Changing to the right side would improve safety.
4/30/2022	Scott Godderidge	Would like to see this section well landscaped and architectural interesting since it covers some expensive property values. Not a big fan of just concrete walls along both sides. Would love to see low use water plant, and other features to make this a beautiful section of freeway and represent the area well
4/30/2022	Scott Godderidge	Lagoon exits can back up tremendously during the summer months and likely will get worse with increased population. Redesign to handle large numbers of people exiting at the same time.

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Date	Name	Comment
4/30/2022	Scott Godderidge	Park lane over ramps in Farmington have many accidents due to 115, legacy and 89 all coming together in this same area. Recommend redesigning to make it more intuitive which lane you need to be in and eliminate many of the street lights required today.
4/30/2022	Heidi Wilcox	It would be so much easier to get to south Farmington if there were an off and on ramp at glover's lane!
4/30/2022	Aja	The potholes are really bad on northbound i-15 between the Bountiful exits and the farmington exits. I'm worried about them causing me maintenance on my car for my tires and alignment.
4/30/2022	Nicholas Stout	Increase the speed limits. Studies have shown drivers are less aggressive at higher speeds, with the added benefit of faster travel times.
4/30/2022	Janell S	I take this passage of I-15 at least once a week from Logan or Ogden to my home in the Avenues in slc. The stretch of I-15 between Farmington and salt lake is always a mess at busy times and crowded at any other time. While I do not use the road for commuting, I do go to see family and friends. It would be a lot more convenient if I didn't have to worry about so much crowding in that space. That being said, my preferred way to travel would be to walk or take public transport everywhere. I don't now because my work places are too far to comfortably walk and public transport would make me take triple the time to get to work. Also, transport is difficult to navigate. I'd have to take three buses and the trax to get where I need to. In 2025, I see us driving the same amount we do now. Change is not happening fast enough and conveniently enough for Utahns to get rid of their cars across the state.
4/30/2022	Jeannette Oakes	I am 85 years old do not use the freeway as much as most people thank you
4/30/2022	Ben Butterfield	I'm voting yes to a glovers lane on and off ramp. This whole corridor isn't ideal but since it has to go in I want it to reroute the high school kids provide my family an access point.
4/30/2022	Terrell Rohm	Please put in a freeway offramp at Glover Lane in Farmington. As a parent of two Farmington High students, I would love to have them have a faster, more direct route from Kaysville to Farmington High School than the crowded city streets of Farmington. Thank you



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
4/30/2022	Stephanie Clifford	Please please put more reflective lane striping on our highways. We can not see lane boundaries and it's extremely dangerous at night or in rain. Also please fix the pot holes between Centerville and Farmington. It is ruining our cars and making a bad impression on those traveling through our beautiful county. The Lagoon traffic is creating a dangerous situation as it backs up freeway entrance/exits around Farmington and Park Lane. Lastly, some freeway entrance/exits (Bountiful 500 S and 2600 S and Farmington Park Lane) are super confusing and I've personally seen many wrong way drivers that thankfully, corrected before anyone was killed.
4/30/2022	Jeremy Farnsworth	I add my voice to those in favor of an on/off ramp near Glover Lane for the west davis corridor. This is needed to give the large number of daily student drivers coming from west Kaysville to Farmington High a safer and more efficient route then the neighborhood residential route they use today. Currently it's a solid traffic jam behind my house every school day as these kids wind their way through several stop-sign intersections and residential side streets trying to get to school. Glover Lane access to the highway will also alleviate traffic away from the congested Park Lane for West Farmington commuters who need access to/from I-15.
5/2/2022	Jade Gibb	Our kids need an exit in Farmington for Farmington High. Please
5/2/2022	Kami	Please put an exit at Glovers Lane so our high school students (and their parents) don't have to drive through residential neighborhoods.
5/2/2022	Alan Malan	A direct front runner line to the airport is needed for the north. The idea to bring people into downtown slc then to the then airport has proven to not be very attractive or useful to riders. But because its not some beuracrat's Idea it hasn't been give any thought. It would take a significant amount of traffic off of I15.
5/2/2022	Megan Dyreng	I am a resident of West Farmington. Pretty much every highway and freeway runs through my community to benefit others who do not live here. Unfortunately an on/off ramp is not planned for the new freeway off Glovers near 1525 W. Having an on/off ramp would be helpful for residents of West Farmington who get to have the freeway in our backyards, next to our elementary schools, and ruining our sunset views. If we're going to have the freeway here, it would be nice if we could actually use it! Having an on/off ramp would also allow high school students from West Kaysville to take the freeway to school instead of speeding through residential neighborhoods. Please consider an on/off ramp at Glovers and 1525 W.

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Date	Name	Comment
5/2/2022	Zachary Dussault	I'm worried this study will come to the conclusion that I-15 needs to be widened. This would be a horrible mistake. Individual automobile transportation is one of the most energy and space inefficient modes of surface transportation. Not even electric cars can change this fact. Additionally, adding lanes only induces demand causing more people to drive and making traffic worse in the long run. No new highways. UDOT should focus on all forms of transportation, not just cars.
5/3/2022	Kimberley Rivers	I live in west farmington on the road that all the high schoolers use to get to school. The traffic is unreal. Not only from high schoolers but also regular commuters. My kids have almost been hit twice trying to get on the bus because of the inexperienced drivers and the amount of cars passing through our neighborhood. A little 6 year old was hit by a car trying to ride his bike last week 4 houses away. It's so dangerous to have so many young kids racing through neighborhoods to get to school. Also there is not any other roads to use for people to get from west Kaysville to farmington except going through neighborhoods. There is just way too much traffic for these small roads and frankly I didn't move to a cute little quite neighborhood to now feel like I'm living on Main Street. I know there is talk about adding roads from shepherd lane through the fields to the main roads to get to station park or the high school etc I appreciate that and hope it can come quickly. I also really like the idea of the West David Corridor having an on and off ramp at shepherd lane, and also more importantly at glovers lane. That way the high school kids will have a definite faster, easier, and much safer route to get to school. Even if the kids use the shepherd lane exit ramp they still have to cut through the already busy section of roads near station park. We don't need more traffic flowing through there either. It's already so busy. The kids may still opt to cut through our neighborhoods so they don't have to stop at the lights or weed through the congestion. Glovers lane gives them a much faster and safer route. It also will cut down on the traffic using shepherd lane. It would give people more options to get around rather than needing to cut through near station park. With all the new apartments going up the traffic is going to be horrific. It already is. We need better road systems that don't go through the neighborhoods asap. As for I-15 from farmington to SLC, I feel that the lines need to be repainted, roads resurfa



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Date	Name	Comment
5/3/2022	Jeff Alls	Stop expanding I-15 with more lanes. It is a huge waste of money. People can stagger work hours, work from home, take transit, car pool. People will NOT be driving into work in 2050 as they do now. The world is changing. Please stop using outdated engineering concepts to over design roads. So what if people have to slow down some of the time because the freeway is busy? That is life. People should slow down. Or leave at a different time. Or get to work a different way. Lazy people will keep driving until they find driving inconvenient. So let driving become inconvenient. Stop expanding freeways everywhere and spend money on people, not cars.
5/3/2022	Michelle Garrett	Please add the glovers lane on/off ramp! Living on spring meadow lane, I would really miembro see this hallen. the high school students traffic adds so many cars to a street where so many kids are out playing all the time. We have already had one neighbor have their kindergartener hit by a car and would hate to see that happen again. Reducing traffic on spring meadow is greatly needed! Let these kids commute on the freeway, not our residential streets!
5/3/2022	Mark Burningham	We travel from Bountiful to Layton at rush hour sometimes and we never have any problem going from Bountiful to Farmington. There are enough lanes, the traffic does not slow down. The road is rough in places but other than that, we don't see a problem.
5/3/2022	Carol Coombs	We lived in Southern California during the gas shortage. The speed limit was 55 mph. The air was cleaner, gas was saved, and the accident rate went way down.
5/3/2022	Ashley Leo	The I-15 desperately needs more reflective lane markers and more lighting in the freeway in general. When it rains or snows, I can't see what lane I'm in. Police officers should use their vehicles microphone to tell people they're pulling over to pull off at the next exit - bottlenecking during traffic stops creates so much unnecessary traffic.
5/3/2022	Shalyce Harrison	Farmington needs an on/off ramp on glovers lane so badly! 700-800 high school students drive past our street every day to school, and it is making our streets so busy and unsafe. Those students could take legacy and get off the the on-ramp to glovers and the traffic would be so much less. Farmington is being affected by this highway but receiving no benefits. This needs to be addressed. It could work.
5/3/2022	Jordan Harrison	I was surprised to hear that plans had changed to not put an on ramp off ramp at Glover for Legacy. There is so much traffic through neighborhoods that would be reduced if that was included. The traffic to and from Farmington High School is getting to be very dangerous as students drive from Kaysville to Glover. Why would there not be an option for them to take Legacy to school? I believe this is something that needs to be addressed.

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Date	Name	Comment
5/3/2022	AJ Goren	I am a resident of Farmington living off of Park Lane and working at SLC International Airport. I value the convenience of the Park Lane area in Farmington being clustered around the I-15/Legacy Parkway interchange. I do think that pedestrian access from east to west across the freeways along Park Lane could be significantly improved. I may be able to run more errands without a car if it were feasible to cross to the east side of Park Lane on foot; right now this is just out of the question. I think another opportunity to reduce traffic congestion and improve quality of life along the corridor could be to add to the frequency and hours of FrontRunner service to make it a more convenient alternative to driving for those without traditional schedules. I live just a 5-minute walk from the Farmington FrontRunner station and would like to opt to take UTA for my commute more often, but I almost never choose to do so because of its Sunday closure and lack of late/overnight hours as well as its low frequency. I am a flight attendant, which comes with varying and sometimes unpredictable work schedules so driving is just the safest option to prevent getting stuck without a way home, but with a significantly improved FrontRunner schedule that would not be a concern and I may be inclined to take the train more often in order to have more time for myself on my commute.
5/4/2022	Tod B Jones	I am in favor of an offramp at Glover Lane
5/4/2022	Darcy Papenfuss	Please use reflective paint to mark the lanes. Visibility is poor!! Idaho has much better roads and the difference is striking, you can see their lanes clearly. This is a critical safety issue and causes slow downs.
5/4/2022	Florence Farnsworth	Since I am retired, I don't use the freeway for work, but for recreation, visiting family and friends, traveling to doctor appointments in Salt Lake, going to watch my grandchildren's sporting activities and going to shopping areas. I try to avoid rush hour traffic. During rush hours, there is often slow down between 600 North in SL up to North Salt Lake. I like being able to use the high occupancy vehicle lane especially at those times. I find it stressful to exit that lane and merge over in time to take the Centerville exit. The traffic is so heavy, sometimes it is difficult to change lanes. I also don't like how close the center median is next to the hov lane. I appreciated the improvements that have been done. I remember when the slow down was much worse, and we didn't have an HOV lane. Thanks very much.



5/4/2022 Kasey O'Killion

I am writing today to file public comments on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / interstate 15 overpass. 600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.

I am a community member that frequently utilizes this section of roadway to travel east-west, enter, and exit the highway. Here are the specific recommendations I have to address the safety improvements for roadway users:

Concern: High speeds of passenger and heavy-duty commercial vehicles The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourages high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the onramp for southbound i15 often exede speed limits to "make the light" and enter the on ramp at high speeds.

Solution: Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinchpoints, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern: Precarious crossing for pedestrians combined with poor sightlines The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the i15 on ramp and i15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering i15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting i15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced to play a literal game of Frogger and take their safety into their own game of chance as they cross this lane of traffic, Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution: The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for

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Date	Name	Comment
		pedestrians would be to place raised crossings for both the on-ramp and offramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway. Concern: Poor execution of roadway cycling infrastructure along high speed travel While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, wide-laned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40-beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting i15 and heading east on the bridge. Solution: The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists. I urge you to take these suggestions into consideration so that the roadway design for this ove
5/4/2022	Rebecca Toronto	Ramp on Glovers Lane for High School students would be really great
5/4/2022	Cathy Brightwell	I have 3 thoughts: 1. Try to come up with a way that allows northbound I-15 to connect to westbound 215, 2. Change the southbound 500 W exit from a left lane exit to a right lane exit, and 3. Improve the northbound 2200 N (Warm Springs Rd) exit so it is not so sharp.



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Date	Name	Comment
5/4/2022	Emily Clayton	We NEED an on/off ramp for Farmington. Having on/off ramp at Glovers lane could allow 700-800 West Kaysville FHS students to commute by the freeway, instead of going through our residential streets. Having an on/off ramp at Glovers would also give Farmington residents access to the freeway that is impacting us it's only fair. UDOT held a meeting about two weeks ago (I didn't know about it) and few Farmington residents showed up which they took as lack of interest. I take it as lack of notice! Please know we ARE interested in having this on/off ramp at Glovers Lane at 1525 W.
5/4/2022	Josh Clayton	We NEED an on/off ramp for Farmington. Having on/off ramp at Glovers lane could allow 700-800 West Kaysville FHS students to commute by the freeway, instead of going through our residential streets. Having an on/off ramp at Glovers would also give Farmington residents access to the freeway that is impacting us it's only fair. UDOT held a meeting about two weeks ago (I didn't know about it) and few Farmington residents showed up which they took as lack of interest. I take it as lack of notice! Please know we ARE interested in having this on/off ramp at Glovers Lane at 1525 W.
5/4/2022	Julie Reed	I think having an on/off ramp at Glover lane would be so helpful to alleviate some of the congestion off city streets. We have children who are currently zoned to go to Farmington High and having Glover lane as an option would make the commute faster for them and also keep a lot of morning and afternoon traffic off the local streets!
5/4/2022	K Rawlings	You need to make the new west davis corridor interchange on i-15 available for folks in Farmington and Centerville to get on and off. There is currently way too much traffic at Parrish lane interchange.
5/4/2022	Rayne Moore	I would like an on/off ramp at glover lane.
5/4/2022	Chari Briggs	I would love for there to be an on/off ramp at glover lane. My teens currently commute from west kaysville to Farmington high school via many neighborhoods. These neighborhoods get jammed with cars and my biggest concern is young kids being out during this time. It also takes so long to get to school. Having a direct route from sunset to glovers lane would be very helpful and convenient!



5/5/2022 Brad Elders

The 600 N/I-15 interchange is incredibly intimidating for anyone not in a car to cross. The intersection perplexingly has painted bike lanes and sidewalks with marked crossings, yet it lacks anything that would actually invite a non-driver to cross. The intersection is a wide-open expanse of concrete and steel that is too hot to cross in summer and blocked by snow in the winter. The crossings were given some consideration, like placing them where a driver could potentially see people out of cars as the drivers approach the crossings, but this assumes drivers are actively looking for people, which they are not. Also, the green space in between NB exit lanes on the east side of the interchange is nice, but in time the trees will obstruct the view of approaching drivers, defeating the purpose of giving the crossings some lead time. So confusingly, the interchange is uninviting where it counts but the places it was beautified are potentially hostile.

The interchange uses "blender" lanes (lanes that mix bikes and cars suddenly) in multiple places, creating conflict points with distracted drivers looking to merge onto/off of I-15. I do like the staggered stop zones for bikes that allow bikes to stop ahead of cars to put them in view of drivers. But, the places these zones are implemented (on east/westbound thru-lanes) don't actually have conflict points with cyclists, just traveling parallel to them. From my research, it looks like the 600N/800W intersection was updated with curb extensions and a flashing-light crossing only after a pedestrian was struck by a driver. These updates are a step in the right direction, but more should be done to limit the speed of drivers through this intersection. Only lowering their speed will increase the visibility of people trying to cross 600N. More paint is not a solution to this problem. Add a "hawk" light (flashing and solid red lights signaled by crossing pedestrians) to the intersection, or go all the way and add a four-way lighted intersection.

Changing the intersection design at 800W could allow for redirecting all pedestrian and cycle/scooter traffic to a dedicated, two-way mixed-use path crossing I-15. Peds and cyclists could use the intersection to enter the path at 800W on one side (or the center) of the street. The mixed-use path would be separated by a curb and a few feet of distance (like the one just built on 300W near Wal-Mart), transitioning to bollards or Jersey-barriers as it approaches I-15. A signaled crossing could stop traffic in slip and other lanes, lessening the danger of the remaining conflict points. The signal of the interchange would be timed to stop all traffic conflicting with the path. The north side of the intersection is an ideal place for a separated path, since it has a more rightangle slip lane for traffic exiting I-15 SB, more unused road-deck (where vehicles tend to cut when making U-turns), and one fewer lane to cross than the south side of the interchange. This placement would also allow free flow exiting from NB traffic and traffic entering from 600N going SB during the pedestrian signal. The path could separate out again at the 400W intersection, which is another intersection residents have noted is in need of updates for safety.

There's also the opportunity to green up the space to improve noise reduction and offer shade to the ped path. Adequate lighting of the path would be essential as well, to offer a greater sense of safety at night.

I drive and use the interchange at 600 N multiple times a week. It's an essential part of providing access to the westside. But there are so many great resources just east of I-15 that are essentially cut off for people living on



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Date	Name	Comment
		the westside if they can't drive. This is not just a matter of traffic flow, this is about providing SAFE and EQUITABLE access to people living on the often overlooked westside. Thank you for accepting my comments.
5/5/2022	Alex Konkel	Hi. I think cars should be entirely separated from cyclists and pedestrians. It is simply too dangerous for cars and active transportation users to share the same grade. UDOT needs to entirely separate the two road users by building a pedestrian/cyclist safe path on 600 N. This could be accomplished by raising and widening the sidewalk on both sides, then protecting it with physical barricades. An even better solution would be to build an entirely new pedestrian/cycling bridge, similar to the Parleys bike path bridge that crosses the rail and I15. It's time UDOT steps up to heal the divide between east and west sides that was created by I15.
5/6/2022	Nina Beers	Parrish lane exit in Centerville is becoming a nightmare. To much traffic. Cars backed up. We need another exit north of Parrish Lane to help this sit



5/6/2022 Dan Love

I'm a resident and homeowner located at XXXXXXXXXXXXXXXXXII've been a homeowner for 11 years, and my home was purchased as a Redevelopment Project run by Salt Lake City.

Highway 89 divides my community and keeps residents from safely accessing schools, parks, shops and other community destinations. UDOT has increased the speed and changed the dynamics of my community when they altered 600 North to accommodate a private business (Staker Parsons) via highway 89 and in the process have destroyed the 600 North overpass.

It has allowed fully loaded heavy trucks to barrel through a community spewing, emissions, fugitive dust, road noise and engine breaks through both day and nighttime hours. US89 has turned into an industrial highway, as heavy trucks far outweigh commuter traffic.

Highway 89 needs a direct business access for heavy trucks for the pits and refinery, but you should plan for those companies to be relocated, as we know they are toxic to human health and are large contributors to the air pollution we experience here in Salt Lake. I anticipate at some point in the near future corruption will not trump common sense. Highway 89 can't be a sole connector for North Salt Lake and bountiful, if pushes commuter traffic up victory road and pushes it through neighborhoods. Salt Lake City is seeing record pedestrian/vehicle strikes, and commuter traffic is plaguing our neighborhoods at a time when biking and walking is being encouraged through high density housing and city planning. These are no longer accidents, it's direct conflict created by design lack of enforcement and protections.

It has allowed fully loaded heavy trucks to barrel through a community spewing, emissions, fugitive dust, road noise and engine breaks through both day and nighttime hours. US89 has turned into an industrial highway, as heavy trucks far outweigh commuter traffic.

Salt Lake City has lined the roadway with high density housing creating sound pressure issues from trucks traveling at speeds reaching 50mph+, which amplifies the noise. I've spent 3 years working through my neighborhood council to address the extreme health and safety issues highway 89 poses to my community to no avail, with almost any tangible engagement on these safety issues from UDOT.

Highway 89 needs a direct business access for heavy trucks for the pits and refinery, but you should plan for those companies to be relocated, as we know they are toxic to human health and are large contributors to the air pollution we experience here in Salt Lake. I anticipate at some point in the near future corruption will not trump common sense. Highway 89 can't be a sole connector for North Salt Lake and bountiful, if pushes commuter traffic up victory road and pushes it through neighborhoods. Salt Lake City is seeing record pedestrian/vehicle strikes, and commuter traffic is plaguing our neighborhoods at a time when biking and walking is being encouraged through high density housing and city planning. These are no longer accidents, it's direct conflict created by design lack of enforcement and protections.



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Date	Name	Comment
		The city gains control of US 89 at North Temple, where the speed limit changes to 30mph, without change to the features of the roadway. UDOT maintains control of the roadway north of north temple, and has increased the speed limit to 40 as it passes a park, continues through high density housing, past a library and In front of a school. This isn't an increase in accidents, it's a reflection of negligence and incompetence, completely out of touch with the people highway 89 divides. As a fully disabled individual with PTSD, the repeated noise intrusions inside my home have had a direct negative impact on my health and recovery, and I know I'm not alone as 200 fellow community members signed onto a community driven petition on this very issue. I'm unable to open my windows as dust and noise render my home unlivable. I have to pause in personal conversations in my front and backyard as heavy trucks make personal conversation impossible to hear. Think that through as you make decisions please. I invite you to come experience what UDOT and City leaders have created and allow to continue, victimizing one of Salt Lake's most historical and iconic neighborhoods. I implore you to narrow or eliminate highway 89's north bound access onto 115, and eliminate southbound commuter access onto 89 from I-15. Salt lake doesn't need a highway and a freeway paralleling one another separated by 4 blocks, please address and restore the livability to Salt lake neighborhoods
5/6/2022	Alisia Wixom	and communities. Traffic congestion, the impact of too many cars, poorly designed freeways is only becoming worse. We all know the economic cost, environment cost, and the emotional toll traffic causes. We CANNOT pave our way out of these problems. We need better mass transit. We need better micro transit. We need better incentives of smaller economic hubs, so people can commute less.
5/6/2022	Alex Fieldee	It would be beneficial to focus on double tracking and electrifying the FrontRunner before expanding or fixing any highways.
5/6/2022	Ricardo Ortiz	u. I-15 part between Farmington Salt lake I feel the areas around I-15 should be more green like more trees our plans is near the exits or offerings is just nothing just grass we can probably make that better when we make it more green is it kind of looks bear and it doesn't look nice to see sometimes and sound I guess and for the people surrounding areas and cover better public transportation between those area like the front runner it runs every 30-1h but right now we probably can get that better for people to convince them to use FrontRunner more. Bike trails perfect we already have some good ones already but we probably should have more and people to meet better with biking and and walking between this area

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Date	Name	Comment
5/7/2022	Susan Lee	Please put an on/off ramp at Glover's Lane. It will make the flow of traffic during the school year much better. Currently 700-800 students from Kaysville have to drive through many residential areas to get to FHS. Putting this access point in would be a huge game changer for all this commuting back and forth and for all the sporting events and other events where other schools student body and parents show up. Truly needed and will be well used! Thank you!
5/7/2022	Tandi Burton	I'd like a Glovers Lane on and off ramp. Also, Park Lane seriously needs another lane heading to the freeway from 1100 W area; the opposite direction from the freeway to 1525 W should have a designated turn lane for turning right into Cabelas; and after cabelas, there should be a full second lane instead of merging, and that second lane being a designated turn lane for turning right on 1525 W. Heading towards the freeway can take a good ten minutes when needing to wait for 5 light changes to get through. Also, the turn lanes would just make it safer and shorter wait times. Thanks.
5/7/2022	Tim Meyers	The Parrish lane bridge is inadequate and poorly designed. For example, exiting I-15 Southbound at Parrish Lane, and then heading east to centerville, multiple lane changes in a short driving distance are required to acces.the main shopping centers.
5/8/2022	Lauralee Horrocks	The entire Parrish Lane area in Centerville is a nightmare and has been for many, many years! In 2012-13 we were told in city council meetings this interchange was scheduled for redesign/replacement, but not for 10 years, so that was why they had to widen Main Street going north back then. Well here we are, 10 years later, and haven't seen any evidence of any improvements in the works.
5/8/2022	Daniel Sparks	I live close to I-15 in bountiful. I'm most concerned with noise pollution. Even though I still live almost a mile from the freeway at night it can still be heard.
5/8/2022	Diane Turner	Over the wetlands to preserve what is left, please.



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Date	Name	Comment
5/8/2022	Carolyn Toronto	We have lived in Farmington just off the Farmington 200 West exit for 42 years, and have nearly daily travelled from this exit southbound into downtown SLC for most of this time. My husband John Toronto commuted into SLC downtown for 35 years. I have had several assignments which have required I do the same to downtown SLC often. We've seen I - 15 traffic patterns grow during these years commensurate with population growth, and have also seen a few construction projects to help with congestion due to the growth. The two most vivid projects which have helped traffic were the lane additions a couple of different times and the Legacy Highway. When Legacy was completed we noticed a welcomed ease of congestion. Even with much growth since that time Legacy still is helpful. Of course I-15 southbound is crowded in the morning commutes right near Farmington with the merging of US 89 and I 15, but by Centerville it usually thins out decently. The afternoon commute northbound commute has been aided by the Layton to Roy extension of the HOV lanes. US 89 completion will also help. But far and away it' my opinion that i-15 cannot accommodate all the growth that continues to come, without the extension of Legacy being completed. This is tough due to the homes that will be impacted in WEst Farmington, etc. During our years here we've watched the huge growth in Davis County, creating wonderful communities, and lots more traffic. We've always been happy to be so close to the freeway, and not having to travel from west Davis County to the Freeway. I would guess those roads are where busy circumstances exist. With all this said, hopefully there isn't a large Farmington to SLC project on the horizon which will cause the "luge" impact that the construction of the early 2000's projects and the recent Layton/Roy project. We've already seen an impact of the adjusting of lanes in South Farmington for the bridge construction for Legacy. Of course the bridges and infrastructure that are needing repair constitute critical needs to be add

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Date	Name	Comment
5/8/2022	Gary Lee	We have lived in Davis County for 31 years (24 years in Kaysville and 7 in North Salt Lake). My wife drives 1-15 daily from North Salt Lake to Farmington and back for work. I travel daily from North Salt Lake to Salt Lake City and back for work. Our children live in Kaysville, Farmington and Centerville. I-15 needs to have capacity added for automobile traffic. This includes improved capacity for getting traffic through the approaches to the on-ramps. The traffic backs up especially for traffic coming from the East. The sharp curve on the southbound 2600 South exit ramp need to be resigned for safety and traffic flow. I worry about getting rear-ended while waiting at the traffic signal at the bottom of the ramp. Buses are part of the transportation solution but require freeway capacity. When I lived in Kaysville I often rode UTA route 472. However, with what was learned during the Pandemic I don't know that public transit will be as attractive as it was pre-pandemic. The road surface of 1-15 through north Centerville and Farmington is really rough and need to be replaced. Please work to replace road surface as soon as feasibly possible. Thanks Gary B. Lee
5/9/2022	Gil Diaz	Sent 2 comments via email
5/9/2022	Trudy Mirci	In 2050 I will no longer live here and hopefully in 2023 I will live elsewhere. You need more public transportation to and near the airport that is convenient. Limit building and housing. Create more jobs North of Salt Lake.
5/10/2022	Naudia Gregerson	I try to avoid I-15 whenever I can, which is often. I do not feel safe going 70 miles per hour. I recently began looking up statistics for fatal car accidents and 70 mph and over is the range where there is no chance of survival if a collision were to occur. I remember when it used to be 60 mph, we should go back to that since there are people going 80 mph (and over). I do not see as many patrol cars as I used to, so people can speed and not worry about getting caught. There should be some sort of surveillance to keep freeways under control. In an ideal world I would take public transportation even though it takes longer to get to where I need to be. For now, I am okay driving the backroads and
		highway 89 to get to where I need to go. 50 mph seems safe enough to where I can slow down if a problem arises and stay in control of my vehicle.
		In the future of 2050 more resources should be put towards public transportation along with changing zoning laws for human centric transportation instead of car centric. We need to do this anyway due to issues such as the climate crisis and simply making cities more efficient.
		I could go on and on about this stuff, I am passionate about city planning, I even got my degree in Urban Ecology. I do not know if anyone will read this part, but I am interested in seeing the end results of this study.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
5/10/2022	Amy Shumway	Getting off the freeway on 200 west in Farmington, it would be nice to take a frontage road to State Street instead of going down 200 West and turning left. There is going to be an influx of events with the new design and uses of the fairgrounds. Station Park also draws crowds in the area.
5/12/2022	Andrea	I think a yellow merge sign on the right hand side of the road would be helpful to instruct the merging lane from Beck St. to I-15. When you leave Beck St before it leads off to Highway 89, there is a slight left hand turn then a hill, a long merge lane is allowed but never has there been signage to indicate the lane merging. It seems to surprise plenty of people that merging occurs. Thanks for your time.
5/12/2022	Juan Sanchez	Please add more illumination on I-15 i. Davis county just like in SL county
5/12/2022	Helen Peters	Salt Lake County supports the Draft Purpose and Need Statement for the I-15 EIS Farmington (US-89) to 400 South (Salt Lake City). It is important to Salt Lake County that all travel modes achieve improved mobility, safety, and operations. Through improved mobility, delays for all travel modes will be improved which with help to better connect Salt Lake and Davis Counties as well as decrease travel times which will indirectly strengthen the economy. We look forward to participating in the further development of alternatives that will address the current deficiencies along the I-15 corridor in the study area.
5/12/2022	Lara McLellan	It is so important to consider other means of travel than personal automobiles when planning for the future. We know from decades and decades of interstate widenings that they do not provide any long-term traffic congestion relief, and have many negative side effects such as reduced air quality, increased vehicle miles traveled, and oftentimes the destruction of personal homes or other private and public property. If your ultimate goal is to reduce travel time along this corridor, you should instead invest in faster and more frequent transit through bus or rail. Reducing the amount of personal vehicles that need to travel along the corridor by providing them with alternate options is the only sensible long-term goal. Widening should absolutely not be on the table.
5/12/2022	Sergio Gutierrez	It would be great to see asphalt replaced with durable concrete, light poles added to the median and add lanes if necessary. I-15 in Utah/Salt Lake counties is much, much better than I-15 in Weber/Davis, feels like we've been neglected

5/12/2022 Ron Jorgensen

Thank you for this opportunity for public input. I am a member of the North Salt Lake Planning Commission but my comments below do not represent the official views of the City of NSL or its Planning Commission. Please note the following (personal) comments:

- 1.) NSL recently participated in a planning workshop with the Wasatch Front Regional Council to provide multi-modal input on transportation in this area. Extensive requests by the City were included including desired enhanced freeway access and a bridge across the N-S rail corridor that splits the community. Please refer to those planning documents for important local input on the I-15 EIS as I will not repeat those requests here.
- 2.) NSL would benefit from enhanced freeway access (see above) but not in a way that adds traffic directly into its new Town Center (Center / Main / US-89) area. Ideally, access to the Town Center would be good from any freeway approach (and accessible from all) but would not directly off-load incremental traffic volumes directly into this already congested area. NSL is evaluating some options to try and smooth traffic flow in this Town Center area, including enhanced vehicle turn lanes. In particular, NSL needs UDOT assistance with getting a badly needed signal intersection at US-89 and Eaglegate Drive, a dangerous intersection with significant (and growing) traffic volumes; a signal will also help with badly needed traffic calming (i.e. excessive speeds are very common upon entering NSL on US-89 traveling north.)
- 3.) Please evaluate sound impacts from the freeway, including proven and even innovative ways to mitigate noise, both near and farther away. I live a significant distance from the existing freeway but the noise in my backyard is the defining noise feature. Please evaluate noise receptors at various locations including on the east benches of NSL as they have a direct path for sound travel from the freeway, and consider mitigation for both near and far noise receptors.
- 4.) Please consider the potential benefits (e.g. lower sound generation at the source, lifecycle fuel and monetary savings, safety etc.) of a lower speed limit on this segment of freeway. Currently, there is widespread disregard for posted speed limits with a significant percentage of travelers going 10 mph or more above the posted limits. There will be significant benefits for the public, including those of us living in proximity, by having a lower speed limit than the current 70 mph.
- 5.) Design enhanced speed enforcement and excessive-speed deterrents into this segment. For example, one important need would be to address the widespread mis-perception of the HOV lane as a "super-fast" autobahn-style lane. Consider the option of radar detection of speeds in the HOV lane(s) at each overpass with a warning "excessive speed" when a traveler in this lane goes above the posted speed limit. Additionally, consider adding a "enforcement alerted" warning when a traveler goes more than 5 mph above the posted speed limit in the HOV lane that could notify the UHP. This likely will have an overall calming effect on speeds in the HOV and adjacent lanes; status quo designs are not working to deter excessive speeding.
- 6.) Integrate locations for Highway Patrol to situate their speed enforcement checks, like a lane on the inside of an on-ramp so they can quickly catch-up



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
		to speeders. This type of obvious enhancement to speed enforcement should have a calming effect on the excessive speeds that currently prevail.
5/12/2022	Rob Brown	My typical day is significantly impacted by the I-15 even though I do not use it. I live in downtown SLC near and commute by bike from my work near the University of Utah. The number of people funneling onto the I-15 is steadily increasing and making downtown traffic worse and making my commute by bike less safe. While downtown is doing a lot to try to mitigate the impact. I feel that increasing the capacity of the I-15 have large negative effects on the downtown area as it will increase the amount of traffic and reduce the safety of cyclists and pedestrians. It will make the city less walkable. In addition, this would have further negative impact on air quality in Salt Lake. There is already good public transit with busses and the Front Runner from Northern areas to Salt Lake. The money that could be spent expanding the i-15, which will be a short term fix at best due to further induced demand for driving, could be much better spent making public transit options more enticing to reduce the demand for driving. In 2050, if we want to have any chance of climate chance not reeking havoc on Utah's environment, toxic area from the great salt lake not poisoning us and not living in constant gridlock, we need to make mass public transit options easy and accessible with lots of options for safe biking and walking. Amsterdam used to have horrible horrible traffic, but now people there bike all the time and love it and it makes them so much healthier as well. That is the future I want, and the weather in Amsterdam is pretty bad, so if the Dutch can stay tough through cold weather, I hope we Americans can too! I know a lot of people don't take transit because it is not frequent enough, instead of inducing demand for more cars by having more roads, we should induce demand for public transit by having more buses! It would also be good to make more dedicated bus lanes so the buses can zoom past gridlock, that will get people to consider busing a lot faster!
5/12/2022	Jarom Salisbury	I would like to comment that driving on the I-15 corridor I would like to just once be able to use my cruise control at the posted speed limit. 70 is to slow, for fear and inability to change lanes due to such high speeds by all vehicles, or, 70 is to fast because by some anomaly there are many others randomly going slower, and still someone is doing well over the limit, and very aggressive. I would like to see speed limits heavily enforced, and repercussions and consequences much more severe. The idea of patience and attentive attitudes reinforced and driven into peoples brains, and overall something done about the aggressiveness and impatience that ultimately leads to sitting at a light with the other vehicle in front of you at an exit ramp 10 minutes later. Focus on the basic driving principles, habits and awareness because ultimately our roads are not good at all.
5/12/2022	Emily Erickson	I ride my bicycle from Bountiful to SLC. We need a better bike lane through the areariding in a tiny gutter down Beck Street makes the commute very challenging. We need sustainable routes that are better for the environment and that encourage people to commute in other ways, such as cycling.

Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
5/12/2022	Bill Erickson	Love to commute from bountiful to slc by bicycle. The bike lanes (or lack there of) on 89 makes for a dangerous commute. Need a better option.
5/13/2022	Bryce Haderlie	As the City Administrator of Woods Cross, we have appreciated the opportunities that we have had to present our thoughts and concerns on the I-15 widening project. Let me go on record to confirm our prior comments. 1. We would like an At Grade Crossing over the railroad tracks on 500 South in order to improve safety at this crossing, reduce public safety delays during emergency response operations, and create a connection between I-15 and Legacy Parkway for traffic bypass when one of these traffic corridors is inoperable. We feel that these priorities of safety and interconnection make this one of the most important connections in the South Davis County area. 2. We would also appreciate attention given to pedestrian traffic safety in connection with the onramps and offramps at both 500 S and 2600 S interchanges. 3. The aesthetic quality of the interchanges is another concern that we would like addressed. Woods Cross and North Salt Lake have made great efforts to improve the landscape at the 2600 S interchange in the past. We would like to see the 500 S interchange improved to the same degree to make it a more visually pleasing entrance to the neighboring cities. Thank You, Bryce K Haderlie City Administrator Woods Cross City



5/13/2022 Michael Polacek

I am writing today to file public comments on the proposed Utah Department of Transportation (UDOT) redesign of the 600 North / Interstate 15 overpass. 600 North is a roadway that connects the east and west sides of a divided city which has been bifurcated by car-centric infrastructure that serves to perpetuate inequities for west side residents. UDOT has an opportunity to make improvements to this overpass to benefit roadway users in cars, on bicycles, pedestrians, and nearby residents.

Here are the specific recommendations I have to address the safety improvements for this redesign:

Concern No. 1: High speeds of passenger and heavy-duty commercial vehicles.

The wide, unobstructed lanes across the overpass for those crossing or entering and exiting the highway encourage high speed travel. Vehicles traveling west bound across 600 North reach much higher speeds than the posted 35 miles per hour speed limit before directly descending upon a residential arterial street with a mid-block crosswalk. Vehicles attempting to enter the on-ramp for southbound I-15 often exceed speed limits to "make the light" and enter the on ramp at high speeds.

Solution:

Slowing vehicle speed can be accomplished through physical improvements to roadway infrastructure, through speed tables, road narrowing, pinch points, and physical dividers between lanes. Installing speed monitoring infrastructure, such as speed cameras, could improve enforcement and deter repeat offenders that treat this street as a speedway.

Concern No. 2: Precarious crossing for pedestrians combined with poor sightlines.

The existing crosswalk safety infrastructure is truly abysmal for a pedestrian experience along 600 North. The unprotected, raised sidewalk between the I-15 on ramp and I-15 west bound exit places pedestrians in a very uncomfortable position. Forcing pedestrians to cross an unbroken stream of traffic for eastbound drivers entering I-15 southbound often means that drivers refuse to yield or may not see pedestrians, especially at night as the area is poorly lit. Forcing pedestrians across the exiting I-15, eastbound traffic is incredibly dangerous, poorly planned, and demands attention. Pedestrians, nor vehicle traffic, can clearly see the crosswalk from a great distance during the day or at night. Vehicle traffic is not forced to slow or stop to allow pedestrians to safely cross and drivers do not expect there to be a pedestrian crossing at this intersection. Pedestrians are forced take their safety into their own game of chance as they cross this lane of traffic. Additionally, while pedestrians benefit from the comfort of a physical barrier protecting them from traffic after making this crossing, the extremely narrow width could create difficulties for pedestrians utilizing a wheelchair or other mobility assistance.

Solution:

The optimal solution here would be to completely separate pedestrian travel from the roadway to eliminate any crossing of entrance or exit lanes for highway travel. Raising and protecting sidewalks above the roadway would provide maximum protection to pedestrians and allow them the comfort to safely cross and enjoy one of the best views of our downtown skyline. A suboptimal solution that would still improve the experience for pedestrians would be to place raised crossings for both the on-ramp and off-ramp lane crossings and force traffic to stop before proceeding. The disruption of the flow of traffic would require drivers to take note of any pedestrians and slow high speeds for entering and exiting the roadway.

Concern No. 3: Poor execution of roadway cycling infrastructure along high speed travel.

While it is always admirable for city and state transportation departments to try and incorporate bike infrastructure into street redesigns, it is important to consider other elements that make cyclists feel safe enough to use bike lanes. On 600 N, the bike lane is directly adjacent to a high-speed, widelaned travel area. The posted speed is 35 miles per hour, but wide lanes often encourage drivers to reach speeds of over 40–beyond what riders would feel comfortable biking alongside in an unprotected lane. Additionally, there are multiple blender zones which require car and bicycle traffic to merge as cars attempt to enter and exit the highway. This is a particularly harrowing experience for the eastbound cyclist that is forced to merge with cars exiting I-15 and heading east on the bridge.

Solution:

The most ideal solution here would be to install protected bike lanes and other street infrastructure to cause drivers to slow their speeds. A protected bike lane with a physical curb or barricade to provide protection for cyclists and cause drivers to be aware of how close they are riding to a physical barrier that could damage their vehicle. Even if the blender zones remain in order to allow for merging traffic, forcing the merge to occur around a physical barrier or curb would offer a similar effect as a chicane that would help slow drivers and force them to be aware of cyclists in the lane. Adding additional elements to the roadway design to slow traffic, such as raised medians and lane shifts would also slow speeds and provide safety for cyclists.

Concern No. 4: Large commercial trucks accessing I-15 using the 600 N exit and severely impacting the nearby neighborhoods and their local streets such as 300 W and 700 N.

Solution:

The redesign needs to take into account the route that trucks take to and from the gravel pits on Beck Street. The current design forces trucks into the Marmalade and West Capitol neighborhoods to access SB I-15. Their only current options include crossing the train tracks at 1800 North and loop to the 2300 North southbound on-ramp, which they don't want to do out of fear of getting stuck at a train crossing. They can't go north because there is no access to Southbound I-15 in North Salt Lake. They also cannot access the north loop of I-215. This forces HUNDREDS of heavy, noisy, dusty and uncovered gravel trucks down 300 West to 600 North through a very



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
		residential area where they often take side roads such as 700 N in order to avoid the 600 N traffic. Ironically, many of these trucks are headed to UDOT projects! Those gravel trucks also wreak havoc on the roads near and around 600 North 300 West. Furthermore, they also use engine brakes which shake the whole neighborhood. Currently UDOT is putting in cross walks across 300 West (or so has been promised) so without a significant route change for those gravel trucks, people will have to walk into the road in front of 50-ton gravel trucks going upwards of 50 mph. and thereby risking their life and limb. Accordingly, ameliorating the current industrial traffic along 300 W to 600 N and accessing I-15 should be PRIORITY #1 for this redesign! Please give these gravel trucks a better option to access SB I-15 and get them OUT of our neighborhood. UDOT can absolutely solve this problem with a southbound I-15 access on the north end of Beck Street. Thank you for your attention to these concerns and I urge you to take the suggested solutions into consideration so that the roadway design for this overpass, I-15, can adequately serve the needs of our community by providing safe street design for travel by foot, bicycle, and car. Furthermore, this 600 N connection and the I-15 redesign are critical in order to take heavy truck traffic away from the 600 N and I-15 interchange, and thus out of residential neighborhoods, and allow these trucks to access I-15 on the north end of Beck Street and fully within the industrial areas abutting the same. Thank you for allowing me to bring up these concerns and suggest appropriate solutions and please contact me if you have any other questions or concerns regarding my suggestions. Best regards, Michael Polacek
5/13/2022	Morgan Pilcher	I'm not sure if on and off ramps are included in this, but the northbound off ramp at Parrish Lane is terrible! It needs to be redesigned so that those who crossed the bridge and those who exited the freeway aren't trying to cross each other to get to the lane they want. It's a mess.
5/13/2022	Morgan Pilcher	Having another Express Lane entrance/exit on Northbound I15 between the one that exists at 600 N in SLC and the one for 2600 S in Bountiful.
		It would also be nice to have the express lane always separated by concrete barriers instead of the lines, so traffic in that lane keeps moving when it slows or stops in the other lanes. Also, to have passing zones in the express lane.



Table 1.1-1. I-15 EIS comments submitted through the project website during public scoping period.

Date	Name	Comment
5/13/2022	Adam Vobora	The 400N exit at Bountiful from I-15 north needs to be redone. At a minimum, it needs a stoplight at it. Trying to turn left (west) from the exit can be frustrating at best and dangerous at worst with cross traffic and difficulty seeing westbound traffic on 400N. Traveling east on 400N, it can be difficult to turn right onto 500W if there is much traffic coming off I-15 and flowing into the right hand eastbound lane.



Regulations.gov Comments

1.1 I-15 EIS Public Comments at Regulations.gov

The first public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held March 28, 2022 through May 13, 2022. This appendix includes 3 public comments received by the project team through regulations.gov website. The regulations.gov website is the location of the notice of intent to prepare an EIS was published. Personal address and contact information were redacted.

Table 1.1-1. I-15 EIS comments through regulations.gov

Date	Name	Comment
4/4/2022	Anonymous	I recommend a better alternative reverse consumption, growth, development, and live sustainably. Try mass transportation. The SLC valley needs cleaner air not more polluting vehicles on more and larger highways. Get the developers out of politics and put some scientists in charge.
4/26/2022	Anonymous	I recommend no more development. Utah does not have the water and other resources for more development. It is time for developers and realtors to find other work. Vote out any politician who does construction, development, or realty. The only thing we should do is turn some of the exisiting lanes into mass transit. The air in the Salt Lake valley is terrible, and republicans have failed repeatedly to fix it.

Table 1.1-1. I-15 EIS comments through regulations.gov

Date	Name	Comment
5/1/2022	Bruce Grimm	The U.S. Department of Transportation Federal Highway Administration has a long history of partnering with state agencies such as the Utah Department of Transportation to identify transportation and logistical needs, formalize mechanisms to enhance jointly beneficial project deployment and to build operational relationships between agencies to ensure compliance and workability. The proposed notice of intent to prepare an environmental impact statement on the Interstate 15 corridor from Farmington to Salt Lake City, Utah is a part of this effort.
		Federal agencies along with state partners prepare an Environmental Impact Statement (EIS) when a proposed major federal action is determined to significantly affect the quality of the human environment. This is usually a detailed and rigorous process. The FHWA categorical exclusions offered in 23 CFR 771 should be considered in this case but it cannot be understated that road construction needs to and can create high quality habitat where food resources are more abundant compared to adjacent areas north and south of this project. This is important when considering avian and terrestrial predators such as owls, hawks, coyotes and foxes in relation to herbivores and rodents.
		When conducting the environmental impact statement, if deemed appropriate in this case, landscape connectivity should be allowed to the degree where there are habitats without barriers. It is well known that high volume and high speed freeway lanes tend to be the greatest barriers and most effective in disrupting animal movements and population interchange. The process should include a way to determine whether barriers should exist or there should be no aversion.
		High-volume and high-speed roads tend to be the greatest barriers and most effective in disrupting animal movements and population interchange. Remember, areas adjacent to and within the right of way can be important habitats and possibly the only remaining functional habitat for some species such as the Franklin's Gull, American Avocet, and the fox squirrel which are perfect examples in highly developed landscapes.
		The evaluations and conclusions brought on by this Environmental Impact Statement are of importance to motor vehicle and other mode commuters in the Davis and Salt Lake County area. The need for this EIS is apparent.





JON LARSEN P.E. Division of Transportation Department of Community and Neighborhoods

May 13, 2022

Tiffany Pocock, P.E.

Project Manager, I-15 EIS, Farmington to Salt Lake City

Dear Ms. Pocock:

The Salt Lake City Transportation Division is pleased to have an opportunity to provide input on the draft I-15 Farmington to Salt Lake City EIS Purpose and Need, Alternatives Development and Screening. In addition to providing technical comments, we are in near-constant communication with our constituents, be they residents, small businesses, major employers, and major institutions, such as the Salt Lake City School District. As the primary destination for commuters and visitors and as Utah's economic engine, we hope to support your efforts while retaining our community vitality and quality of life.

A key theme of City Master Plans over the last quarter-century has been a focus on active transportation and transit and a de-emphasis of the automobile – indeed, a desire to undo the impacts of cars and their infrastructure – to support a growing but built-out community where roadways already dominate and cannot be widened. Roughly two-thirds of our residents have consistently supported raising their own taxes to improve transit, walking and biking, over years and years of statistical polling. Funding Our Future – the initiative that included a City-wide half-penny sales tax increase and a 10-year general obligation bond – was heavily focused on fixing our existing streets while making them complete streets and on investing extensively in transit service buy-ups, infrastructure improvements, and programs. As administrative staff, we have a clear obligation to honor those priorities.

With these priorities in mind, we have developed comments in the attached Draft Alternatives Development and Screening Methodology Report that was published on the project website and will summarize key themes herein.

The Purpose and Need represents a major leap forward from a historically bureaucratic federal process meant to perpetuate a decades-long manipulation of the mobility of Americans, and we heartily appreciate this demonstration that UDOT is listening to the communities it serves by incorporating multimodal, economic, and connectivity considerations. In particular, the document acknowledges the need to improve east-west connections across the corridor, which has been one of the most oftmentioned transportation barriers in Salt Lake City. We do, however, find that there are institutional carryovers, and especially, that rethinking the screening metrics will help us achieve the high aspirations outlined in the Purpose and Need.

The network. Transportation facilities do not act in isolation, and therefore, Salt Lake City requests that UDOT consider not only multimodal east-west connectivity, but also multimodal travel along the I-15 corridor (not just the facility). Much like Salt Lake City is planning for bikeways on facilities that run parallel to, but not on, State Street, we think there is an opportunity to improve north-south travel and



JON LARSEN P.E. Division of Transportation Department of Community and Neighborhoods

take advantage of existing underutilized capacity on parallel surface streets, bus routes, FrontRunner, and trails.

Mode parity. In nearly all cases, we are living with travel times on transit that are significantly longer than driving. Instead of a goal to move cars faster, how can we make transit and biking more attractive to commuters? How fast is fast enough, and for which system users?

The value of "original" modes. Thriving places tend to cluster around walking—the original mode of transportation, which is highly compatible with biking and transit. These are also the safest travel modes. When considering safety and the economy, these merit inclusion.

Salt Lake City is working closely with UDOT on a variety of projects and initiatives, and we think both of our organizations benefit greatly from that collaboration. We are very glad for the opportunity to work together on this project, and we appreciate your consideration of our comments and questions.

Sincerely,

Jon Larsen

Transportation Division Director

Summary of Comments on I-15 EIS Comments from SLC Transportation FINAL.pdf

Page: 6

Author: SJ0188

Subject: Sticky Note

Date: 5/12/2022 7:11:00 PM

Expand study area to capture existing/future capacity on parallel routes, including bus and FrontRunner, future Davis-SLC BRT, bike routes, etc.

Author: SJ0188 Subject: Sticky Note Date: 5/12/2022 7:12:02 PM

Does the no-action alternative include other roadway and transit projects in the RTP? Is there a low-cost baseline alternative (this is a requirement in FTA-led NEPA docs, but I'm not sure whether FHWA requires it). It's a good practice - whether required or not - and can include TDM strategies, increased transit span/frequency, etc.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 4:17:16 PM

The best way to reduce congestion is through improved operational management, appropriate pricing, and parking constraints, such that only those who most prefer to live long distances from work, school, etc. will utilize the freeway.

Author: SJ0188 Subject: Sticky Note Date: 5/12/2022 7:16:25 PM

Currently defined as 2 or more people and are not permanently dedicated to HOVs. Consider bus-only lanes, increasing to 4+, variable pricing, etc.

Author: SJ0188 Subject: Sticky Note Date: 5/12/2022 7:18:57 PM

This should include not just connections to Frontrunner, but double tracking Frontrunner and adding trains.

It should include multimodal north-south travel along the corridor, not only east-west connections (which are also very important).

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 4:18:45 PM

Adding travel lanes encourages driving as the primary travel mode. Utah's poor air quality is a top obstacle to business/talent recruitment. It also has direct and indirect impacts to the State's economy, conservatively, costing Utah \$1.8 billion per year. https://pws.byu.edu/ben-abbott-lab/human-health-and-economic-costs-of-air-pollution-in-utah#:~:text=These%20estimates%20are%20more%20conservative,2)::~:text=These%20estimates%20are%20more%20conservative,2

Author: SJ0188 Subject: Sticky Note Date: 5/12/2022 7:22:00 PM

Research has consistently concluded that travel delay is a strong indicator of a healthy economy and reducing it does not contribute to the economy, while walkability does. Reliability has a stronger correlation, and could be addressed with certain interventions. For example, transit-and freight-only lanes could increase reliability (as well as safety) as an economic enhancement.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 4:21:29 PM

Rather than "supporting" roadway network, this should read the "adjacent" or "connected" roadway network. Our roads do not exist to support I-15. Local streets existed nearly 100 years before I-15.

Author: SJ0188

an_areas

www.researchgate.net/

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:38:33 AM On all questions where quantifiable metrics are unavailable, use "yes/no". E.g., "Does the concept improve connectivity to FrontRunner stations? (Yes/No)"; do the same with "Does the concept enhance multimodal travel/access across or along I-15? (Yes/No)". Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:44:14 AM Why "can" instead of "does", as shown in the other bullet points, on some of these? By what metrics or design manuals will this be evaluated? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:26:02 AM "Does the concept reduce" instead of "can the concept be designed to reduced" Author: SJ0188 Date: 5/13/2022 4:22:19 PM Subject: Sticky Note How does the higher speed on the freeway affect the interaction with people walking and bicycling at freeway interchanges or on nearby city streets? Has there been a documented increase in collision rate at interchanges and nearby streets since the higher freeway speed limit was instituted? This should consider both 55 mph to 65 mph (first increase, 1996) and also 65 mph to 70 mph (second increase, 2014). That is, will straightening the curves and making the freeway safe to go fast solve the problem, or just part of the safety problem? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:57:07 AM Which plans will be considered? Local land use / transportation / sustainability / economic development plans? Central Wasatch Corridor Study? WC 2050 Centers? How will it be determined whether the concept supports these? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:46:51 AM "Support" is more appropriate in advancing this goal than "be consistent with". Consider changing the language here and in the associated metric(s). Date: 5/13/2022 9:59:07 AM Author: SJ0188 Subject: Sticky Note In particular, supporting WC 2050 Centers seems important. Most municipality's plans include equalizing walk/bike/transit/placemaking with driving. Do local plans increase capacity for driving and parking? Are centers outside of SLC planning for job/economic growth that would lessen the traditional peak period commute patterns? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:33:51 AM Add additional metrics: "Does the concept create or enhance connections to regional trails?" "Does the concept better connect communities across or along I-15?" Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:27:25 AM "Does the concept improve" instead of "can the concept be designed to improve" Subject: Sticky Note Author: SJ0188 Date: 5/13/2022 12:45:42 PM Does it take advantage of underutilized capacity on parallel routes, including roadway, trails and transit? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:31:46 AM This language instead of "can the concept be designed..."; Multimodal travel cannot be adequately considered unless it considers the I-15 corridor as a whole rather than just the I-15 facility. Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 12:47:27 PM How is this related to the economy? Author: SJ0188 Date: 5/13/2022 1:32:59 PM Subject: Sticky Note How will an acceptable travel time be determined for driving, transit (including walking/waiting), biking? What are the targets? What is an acceptable ratio of bus/FrontRunner travel time: drive time? Is transit riders' time less valuable (dedicated bus lanes could help equalize travel time, especially for end-to-end commuters)? Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 12:48:39 PM SLC's greatest obstacle to economic growth is air quality. Companies and the talented workers they want are put off by our air quality problems. Additionally, studies have shown that walkable communities are the most economically vital.

Date: 5/13/2022 1:10:11 PM

Is there proof that reducing vehicular travel delay improves the economy? See comment above, as well as this research paper: https://

publication/325322099 Revisiting the relationship between traffic congestion and the economy a longitudinal examination of US metropolit

Comments from page 10 continued on next page

Subject: Sticky Note

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:11:52 PM Improve mobility and operations along the Wasatch Front corridor (I-15 is just one possible solution). This could include: making I-15 only for truck use. Return Legacy parkway to only passenger car use. Double track front runner. The screening criteria should not describe a specific facility or solution.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:13:58 PM

The title of this criterion refers to all modes, but the metrics only apply to motor vehicles.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:19:00 PM

Modify language:

"Improve mobility and operations on the I-15 mainline, I-15 interchanges, the supporting roadway network, and transit connections to help accommodate projected travel demand in 2050. Improve mobility and operations on bicyclist and pedestrian facilities at crossings and along the corridor, to help accommodate projected travel demand in 2050."

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:12:56 PM

Note that improving mobility and operations on "the supporting roadway network" aka the roads that "support I-15" is NOT what we want here. For safety, the look should be as broad as possible. For mobility, I-15 should be supporting the destinations it connects, not forcing the destinations to accommodate the traffic of the freeway.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 9:42:42 AM

Does "improve" mean "increase" or "decrease". If "increase" is this just for people to go fast, since travel time is captured above? If safety is a priority, it should be "decrease". Fewer crashes will ultimately improve both travel time AND reliability.

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:24:43 PM

Other metrics to consider: VMT (tailpipe emissions are not the only contributors to bad air quality, so this matters with EVs, too), accessible across age (roughly the same # of children commute to school every day as adults commute to work) and ability (~20% of SLC residents are disabled), travel time reliability and attractiveness,

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:16:55 PM

Add metrics:

"Does the concept improve transit operations? (Yes/No)"

"Does the concept improve mobility between communities for bicyclists and pedestrians at crossings and along the corridor? (Yes/No)"

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:28:25 PM

Consider comparing to a low-cost baseline (e.g., TDM) alternative. We recommend shifting or expanding the peak periods, particularly for non-vehicular modes and post-pandemic travel patterns. Midday transit ridership has increased during the pandemic, hybrid work has spread out trips throughout the day, people walking and biking often have different peaks than cars.

Author: SJ0188	Subject: Sticky Note	Date: 5/13/2022 1:35:09 PM		
Air quality and climate change should be on this list. Impact of roadway runoff to groundwater.				
Author: SJ0188	Subject: Sticky Note	Date: 5/13/2022 1:36:51 PM		
Are there criteria by which the quality of connections will be determined? Are there design guides that will be used for this purpose? If so, which				
ones? What about transit (e.g., commuter routes), trails ALONG the corridor?				
Author: SJ0188	Subject: Sticky Note	Date: 5/13/2022 1:37:38 PM		
Increased traffic on surface streets and increased parking demand. More parking also means less housing.				
Author: SJ0)188 Subject: Sticky Note	Date: 5/13/2022 1:50:51 PM		
Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:50:51 PM The best use of highly valuable downtown SLC land and developer resources is housing. HRC's are functionally full.				
Author: SJ0188	Subject: Sticky Note	Date: 5/13/2022 1:42:31 PM		
Cost per person-capacity is the appropriate way to compare multimodal options.				

Should consider impact of externalized cost to HHs to capture equity impacts (~\$10k average for car ownership) and capture life-cycle O&M along with annualized infrastructure costs (asset depreciation).

Author: SJ0188 Subject: Sticky Note Date: 5/13/2022 1:53:08 PM
The travel demand model is a useful tool for travel demand but should not be used to calculate delay, travel time and speed. The speeds in the TDM are only accurate enough to compare different routing for traffic assignment and mode split purposes. There are other tools that are designed to do this with greater accuracy.



CITY OF NORTH SALT LAKE

10 East Center Street North Salt Lake, Utah 84054 (801) 335-8700 (801) 335-8719 Fax Brian Horrocks Mayor

Ken Leetham City Manager

May 12, 2022

RE: City of North Salt Lake Public Comment on the I-15 Environmental Impact Statement

Dear I-15 EIS Team.

The City of North Salt Lake is pleased to submit formal comments to UDOT on the I-15 Environmental Impact Statement Farmington to Salt Lake City project. This important improvement in the regional transportation system will benefit our City and many other important locations throughout Davis County. There are several transportation enhancements that we believe the EIS should include and consider.

The City is very supportive of the State and UDOT's efforts to invest in transportation improvements along the I-15 corridor, particularly when those improvements result in increased safety, enhancements to Active Transportation, improved economic opportunity, better connections between communities and improved air quality achieved by reduced waiting times and the ability to enjoy alternative travel choices. Making improvements to the I-15 main line, together with other related system improvements will greatly enhance quality of life in the region and allow for the State and region to continue to grow responsibly without sacrificing air quality, public safety and or any other public health considerations.

2600 South/1100 North Grade Separation

The highest priority of the City is the separation of the roadway at 2600 South/1100 North from the Union Pacific and UTA Frontrunner train corridors. This proposed improvement is located a few hundred feet west of the interchange of I-15 and 2600 South as shown on the attached map. The City requests that this improvement be included in the I-15 reconstruction project.

The cities of North Salt Lake and Woods Cross, together with UDOT Region 1, previously funded a Feasibility Study which was adopted in 2019 and which recommended a bridge over the subject rail corridor as a means of separating the roadway from the rail lines. Since that time, the City of North Salt Lake awarded \$3,497,611 to Horrocks Engineers for Phases 1 and 2 of a four phase project that will result in the completion of the final environmental and design work needed in order to construct this project. UDOT is also a partner in this effort and has assigned Tiffany Pocock as the project manager for this work. In addition to the environmental and design

work being done, the grade separation project is also in Phase 1 of the Regional Transportation Plan. The project in that plan is identified at R-D-77 with the title "2600 South/1100 North Overpass". The City has worked hard for many years to bring this project forward with the assistance of numerous partners such as the Utah Legislature, the Utah Department of Transportation, Wasatch Front Regional Council, and Davis County.

The grade separation project over the rail lines on 2600 South/1100 North is also consistent with the draft Purpose and Need Statement in the I-15 EIS project. The first words of that statement are: "To improve safety..." This location has been a dangerous road crossing and, though not a frequent site of train/vehicle accidents, there have been many collisions, including a now-famous crash of a frontrunner train with a large FedEx tractor trailer that occurred in January, 2017. This location is also included in Davis School District's bus routes that transport students from two high schools, four junior high schools and five elementary schools. Separation of the roadway from the rail corridor will greatly improve the safety of this location and will prevent any further train/vehicle collisions.

In addition to safety concerns, the at-grade rail crossing also causes a significant amount of inconvenience, loss of time and a degradation in air quality in the immediate vicinity. The remainder of the Purpose and Need Statement pertains to the function and impacts of the project. It states, "...provide better mobility for all travel modes, strengthen the state and local economy and better connect communities along I-15...". A bridge at the subject location would absolutely be consistent with these purpose and need statements. Indeed, the existing at-grade crossing prohibits all modes of transportation other than motorized cars and trucks. It also creates a barrier for employment, trucking and commerce trips where destinations and communities are found on both sides of the rail corridor and the I-15 corridor. North Salt Lake and Woods Cross each have thriving industrial and business parks on the west side of the rail corridor with thousands of employees traveling daily to and from these locations. In addition, FedEx, Alberton's and L.W. Miller have significant trucking operations that utilize this corridor to access I-15 and would greatly benefit from grade separation on 2600 South/1100 North.

In North Salt Lake, the two east/west collector streets, Center Street and 2600 South, each have an at-grade rail crossing. This fact causes significant barriers, delays and frustration for North Salt Lake citizens and residents of surrounding communities that have a need to travers east and west through the area and cannot conveniently do so.

Access to I-15, I-215 and Legacy Highway

The second major area of concern for the City is the lack of access to the I-15 corridor from North Salt Lake. The City has excellent and convenient access to southbound I-15 from the southern leg of US89 that travels through the City. We also have exits from both directions on the I-15 corridor into North Salt Lake. However, travelers seeking access to northbound I-15 do not have good access to enter the freeway in North Salt Lake.

There may be several feasible and reasonable solutions to obtaining northbound access, but we would like UDOT to seriously consider ways for citizens in North Salt Lake to conveniently and quickly get on the I-15 corridor northbound. As those access alternatives are created and

considered, the City does not want to lose its I-15 southbound Center Street exit. This critical exit, though only one fourth of a full interchange, is an important location for individuals and businesses to gain access into North Salt Lake, its neighborhoods and its non-residential industrial areas.

The City requests that UDOT please consider a northbound access point to I-15 at or near Center Street to add to or compliment the existing off-ramp. We know that this is not the only way to provide northbound access, but it seems to be a possible and convenient method of improving access to I-15.

The surrounding region, including residents of North Salt Lake, would also benefit from a stronger and more convenient facility that may connect the I-15 corridor to the I-215 and Legacy Highway corridors at the south entrance to Davis County. Currently, drivers northbound on I-15 or entering I-15 south of 2600 South cannot easily access I-215 or Legacy Highway. While right-of-way may be constrained in this location, there would be a great benefit to the main freeway system by making these connections. There are also significant commercial users of the freeway system in this area such as gravel pits, oil refineries, trucking distribution and refinery support businesses who are also impacted by the relatively poor connections between these facilities and would benefit from improved access to and between I-15, I-215 and Legacy Highway.

Additional Considerations of the Draft Purpose and Need Statement

The City of North Salt Lake strongly urges UDOT to consider the need to increase connections to surrounding communities, especially at the 2600 South/I-15 Interchange location. This location is the intersection of three communities: North Salt Lake, Bountiful and Woods Cross. Presently, this interchange area is difficult to traverse and, even for motor vehicles, has confusing and uninviting signage, signalization, lane configurations and access in and out of neighborhoods and businesses. We note further that the Draft Purpose and Need Statement includes these ideas: improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy and better connect communities along I-15 in the project area. The Draft Purpose and Need Statement also identifies UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy and Better Mobility. In light of these very worthy concepts, we invite and strongly encourage that this project consider improvements not just to the I-15 facility alone, but also to streets, pathways, bridges and any other connections which may be parallel to or pass through, under or over I-15. The proposed improvements to I-15 should include, to the greatest extent possible, improvements to adjacent streets systems which provide safe and comfortable connections for pedestrians and cyclists. The project area is extremely urbanized and there are many barriers to Active Transportation modes. In addition, citizens in this region are far less aware of jurisdictional boundaries and simply need to be able to efficiently and safely travel within and throughout all of these communities. The City of North Salt Lake believes in and is trying to become a city which is safe and convenient for all modes of transportation and especially connections to other communities in those locations which lack such opportunities. In short, we urge in the strongest way that this project include improvement on streets and pathways adjacent to I-15 and that such improvements, especially at interchange locations, include Active Transportation improvements.

Aesthetics

The City appreciates its partnership with UDOT in recent years as it relates to local upgrades in landscaping and overall aesthetics, particularly at the recently renovated interchanges at 2600 South and I-15 and at Redwood Road and I-215. The City participated in the upgrade of landscaping and other aesthetic improvements in these locations and we wish to continue that practice with the upcoming I-15 reconstruction. It is hoped that the City will have the opportunity throughout the process to have input on the way physical improvements look and the amount of landscaping and other features that could improve the visual quality of the project.

These comments were approved by the City Council of the City of North Salt Lake on May 3, 2022 and represent the City's official comments made during the public comment period ending May 13, 2022.

Sincerely,

Brian J. Horrocks

Mayor

Summary of Comments on Draft Purpose and Need April 2022

Page: 2

Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:37:57 AM

According to the map the study area goes to 1300S. I assume you mean the "project" logical terminus is 400 S but that you plan to assess impacts to 1300S? Some people may be confused by this unless you state it clearly.

Author: KDoane Subject: Sticky Note Date: 5/3/2022 10:12:44 AM				
Provide the assumed auto occupancy that results in this calculation				
Author: KDoane Subject: Sticky Note Date: 5/3/2022 10:15:30 AM				
Again, there is so much behind this forecast that to state it without context does not allow for an analysis of possible root causes of the				
increase. This number could go up or down if any of the assumptions to calculate are not realized.				
Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:24:22 AM				
It's true that this project is in the 2019 plan but it is highly likely that it is coming off for 2023. Any way we can use the draft 2023 project				
list for this EIS? There's been a lot of effort to revise what's in the 2019 plan.				
Author: AHu Subject: Sticky Note Date: 5/11/2022 2:03:13 PM				
Author: AHu Subject: Sticky Note Date: 5/11/2022 2:03:13 PM Please remove FrontRunner Centerville station from discussion.				
Trease remove from training section from diseasion.				
Author: KDoane Subject: Inserted Text Date: 5/3/2022 10:25:39 AM				
Author: KDoane Subject: Inserted Text Date: 5/3/2022 10:25:39 AM in strategic locations				
Author: AHu Subject: Inserted Text Date: 5/11/2022 2:16:53 PM from Farmington to University of Utah Research Park				
from Farmington to University of Utah Research Park				
Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:26:45 AM				
So you are NOT including them, correct?				

Author: AHu Subject: Highlight Date: 5/12/2022 3:46:18 PM

WFRC is working on 2023-2050 RTP, the preferred RTP is now available for review, and the final expected Spring 2023. The new plan will include the Davis-SLC Community Connector Core Route (with 10 minute bus service) from FrontRunner Farmington Station to SLC to Research Park. Please note that this is a longer route then shown in the 2019 RTP and no longer BRT. In addition, UTA is coordinating with WFRC to see if the 2019 RTP could be amended by this summer to include increased service on FrontRunner (change to 15 min peak and 30 minute off-peak). Please note that the increase service is a result of double tracking, but the increase service was not accounted for in the RTP modeling. These 2 transit projects parallel the I-15 corridor and may change the travel demand on and improvements needed for I-15. Pedestrian treatments should be considered for connections to these transit projects and other existing transit facilities.

Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:32:40 AM

It should be stated that: these solutions were proposed without rigorous analysis or alternatives analysis. This is an opportunity to say that a vital purpose of this EIS is to assure a thorough analysis of all factors before deciding on a solution.

Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:42:34 AM To confirm: no 15 minute FrontRunner service?

- Author: AHu Subject: Highlight Date: 5/12/2022 2:57:39 PM

 Not sure why this is relevant here, but I believe this US code has been renumbered to 407. If you want to include, then need to explain what "protected" mean.
- Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:46:51 AM

 I thought 2020 was an anomaly in congestion and crash severity and would therefore greatly increase averages if only three years are looked at.
- Author: KDoane Subject: Comment on Text Date: 5/3/2022 10:51:36 AM

 State the extent of the problems. How long does "congestion exceed capacity"? Congestion always alleviates at some point. This is the P&N, a never failing freeway is an impossible goal to achieve. There has to be a trade off of cost and community and society impacts with X number of people being slowed down for Y minutes.

Author: KDoane		Date: 5/3/2022 10:53:51 AM		
here is another 2019 project is for sure changing in 2023				
Author: AH	u Subject: Sticky Note	Date: 5/13/2022 3:55:45 PM		
Davis-SLC Community Connector now proposed as core route (not BRT) with 10 min frequency bus service in 2023-2050 RTP.				
Author: KDoane	Subject: Comment on Text	Date: 5/3/2022 10:54:28 AM		
Unfunded				
Author: AHu	Subject: Highlight Date: 5/12/2022 3:49:53 PM			
No BRT proposed in the area. Recommend global search and edit.				
Author: AHu	Subject: Highlight Date: 5/	12/2022 3:51:47 PM		
Need updates from UTA FrontRunner Team				

- Author: KDoane Subject: Comment on Text Date: 5/3/2022 11:23:08 AM

 Delay, travel time and average speed are all the same thing. Choose one to describe the need and then develop the appropriate criteria to measure the ability of alternatives to meet that need.
- Author: AHu Subject: Highlight Date: 5/12/2022 4:06:06 PM

 We would expect less delay because more people would switch to FrontRunner due to increased service.
- Author: KDoane Subject: Comment on Text Date: 5/3/2022 11:03:21 AM

 This is a false premise and largely not true anymore. People, even in their cars, are being productive with hands free phoning or audio listening for personal productivity. And everyone of them chooses to make that trip.
- Author: KDoane Subject: Comment on Text Date: 5/3/2022 11:12:06 AM

 This is hardly believable without context: how many more cars, with how many people in them, for how many minutes? How much of the delay is caused by outside the study area and therefore wouldn't be solved by proposed solutions? How can we asses potential solutions without knowing what's causing this delay? If it's only pop growth, some of this delay might have to be acceptable. Set up the P&N to frame what we are aiming for.
- Author: KDoane Subject: Inserted Text Date: 5/3/2022 11:09:42 AM daily typical or put in title. I had to go search for it in the text.

Author: KDoane Subject: Comment on Text Date: 5/3/2022 11:18:52 AM

Not really...the data below includes a lot more area and transportation facilities. However, the screen line analysis suggests that a broader study area would enable a larger number of possible solutions to the problems discussed in this P&N document. Either that or do this screen line analysis only on I-15.

Author: KDoane Subject: Comment on Text Date: 5/3/2022 11:21:04 AM Again, for how long?

Author: AHu Subject: Cross-Out Date: 5/13/2022 3:07:24 PM

Recommend just Improve Mobility. Mobility is having reliable transport for people within the study corridor. It should not be analyzed by mode, but should be open to a range of mobility solutions.

Summary of Comments on Alternatives Development and Screening Methodology Report

Page: 3

Author: AHu Subject: Highlight
Should include multi-modal concepts. Subject: Highlight Date: 5/13/2022 3:35:57 PM

Author: AHu Subject: Highlight Date: 5/13/2022 3:28:54 PM Should show FrontRunner and transit facilities

Author: AHu Subject: Highlight Date: 5/13/2022 3:41
This should be mobility within the study area, not just I-15. Subject: Highlight Date: 5/13/2022 3:41:56 PM

Author: AHu Subject: Highlight Date: 5/13/2022 3:53:00 PM
Measures are only limited to movement of vehicles on I-15. Should include measures for other modes within the study area.

Jeff Silvestrini, Chair Mayor, Millcreek

Jeff Scott, Vice Chair Commissioner, Box Elder County

Mark Allen Mayor, Washington Terrace

Dirk Burton Mayor, West Jordan

Mike Caldwell Mayor, Ogden

Robert Dahle Mayor, Holladay

Jim Harvey Commissioner, Weber County

Scott Jenkins Commissioner, Weber County

Erin Mendenhall Mayor, Salt Lake City

Mike Newton Commissioner, Morgan County

Kristie Overson Mayor, Taylorsville

Joy Petro Mayor, Layton

John Pohlman Mayor, Fruit Heights

Mark Shepherd Mayor, Clearfield

Bob Stevenson Commissioner, Davis County

Troy Walker Mayor, Draper

Scott Wardle Councilmember, Tooele County

Jenny Wilson Mayor, Salt Lake County

Aimee Winder Newton Councilmember, Salt Lake County

Senator Wayne Harper Utah State Senate

Representative Mike Schultz Utah House of Representatives

Carlton Christensen Utah Transit Authority

Carlos Braceras Utah Department of Transportation

Dawn Ramsey Utah League of Cities & Towns

Lorene Kamalu Utah Association of Counties

Ari Bruening Envision Utah

Laura Hanson State Planning Coordinator

Andrew Gruber Executive Director



May 12, 2022

Tiffany Pocock, P.E.
Project Manager
I-15 EIS - Farmington to Salt Lake City
392 E Winchester St., Ste. 300
Salt Lake City, UT 84107

Subject: I-15 Environmental Impact Statement - Farmington to Salt Lake City: WFRC general comments to the draft Purpose and Need document.

The Wasatch Front Regional Council is grateful for the opportunity offered by UDOT to comment on the Purpose and Need document for the I-15 Salt Lake City to Farmington project. This section of I-15 and the adjoining corridor is a vital component of the Wasatch Front area transportation network. WFRC is sharing technical comments in the margins of the <u>attached document</u>. This letter addresses more general comments about the approach to evaluating Purpose and Need for this project.

WFRC recommends the following refinements to the Purpose and Need.

- 1. Include a goal to have solutions provide the flexibility to incorporate future transportation technologies.
- 2. Solutions should seek to reduce the rate of crashes per million vehicle miles traveled (VMT) relative to similar facilities and volumes. WFRC further recommends that the safety analysis include a United States Road Assessment Program (usRAP) based systematic review of the existing roadway attributes to identify system deficiencies and mitigation strategies based on benefit/cost.
- 3. Potential solutions should include and explore parallel (north/south) surface streets that are in close proximity to I-15. I-15 has significant effects on these routes which may increase in the future, and likewise these routes have significant impacts on I-15. These surface streets will potentially play an important role toward fulfilling the Purpose and Need.
- 4. Explore options to provide better access across I-15 for all modes of transportation so that I-15 is not a barrier between communities. This study should include consideration for pedestrian, bicycle, and other non-motorized modes to cross I-15 at non-interchange locations in order to increase separation between vehicles and non-motorized modes in the interest of safety. This approach would also help address multi-modal safety concerns.

Sincerely.

Andrew Gruber
Executive Director

cc: Kip Billings, WFRC; Jory Johner, WFRC



Davis County Commission

Commissioner Randy B. Elliott

Commissioner Lorene M. Kamalu

Commissioner Bob J Stevenson

April 22, 2022

Tiffany Pocock, PE I-15 EIS Project Manager Utah Department of Transportation, Region One 166 W Southwell Street Ogden, UT 84404-4194

RE: I-15 Environmental Study

Dear Ms. Pocock,

Davis County supports composing an Environmental Impact Statement (EIS) for the reconstruction of Interstate 15 between Farmington and Salt Lake City. This project is timely as our state and county experience significant growth necessitating advanced transportation facilities to strengthen our communities with better mobility, health, and economic opportunity.

As a collaborative partner, we look forward to our engagement with you to identify principal resources that can be preserved and improved for future generations along this narrow corridor linking northern Utah to our state's capital. Three vital highways, significant freight and transit railways, bicycle and pedestrian pathways, and several critical utilities run parallel through the corridor. They each deserve careful consideration to ensure that the facilities which emerge from reconstruction support equitable benefits to our natural and built environments and our quality of life. Moreover, thoughtful planning and strategic stakeholder engagement will considerably assist to bridge our communities east and west across the corridor by offering many transportation and connectivity choices.

This project is a unique opportunity to shape our community for generations to come. We commend Utah's Department of Transportation (UDOT) in this endeavor to design a roadway adaptable to future innovation with enhanced connectivity. It is our desire that this will be a signature UDOT project when complete.

Sincerely,

Randy B. Elliott

Lorene M. Kamalu

Rob T Stevenson

cc: Shane Marshall, Horrocks Engineers Siobhan Locke, The Langdon Group